

**QUICK REFERENCE INDEX**

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**NISSAN  
 SENTRA**  
 MODEL B15 SERIES

<b>A GENERAL INFORMATION</b>	<b>GI General Information</b>
<b>B ENGINE</b>	<b>EM Engine Mechanical</b>
	<b>LU Engine Lubrication System</b>
	<b>CO Engine Cooling System</b>
	<b>EC Engine Control System</b>
	<b>FL Fuel System</b>
	<b>EX Exhaust System</b>
	<b>ACC Accelerator Control System</b>
	<b>CL Clutch</b>
<b>C TRANSMISSION/      TRANSAXLE</b>	<b>MT Manual Transaxle</b>
	<b>AT Automatic Transaxle</b>
	<b>FAX Front Axle</b>
<b>D DRIVELINE/AXLE</b>	<b>RAX Rear Axle</b>
	<b>FSU Front Suspension</b>
<b>E SUSPENSION</b>	<b>RSU Rear Suspension</b>
	<b>WT Road Wheels &amp; Tires</b>
	<b>BR Brake System</b>
<b>F BRAKES</b>	<b>PB Parking Brake System</b>
	<b>BRC Brake Control System</b>
	<b>PS Power Steering System</b>
<b>G STEERING</b>	
<b>H RESTRAINTS</b>	<b>SB Seat Belts</b>
	<b>SRS Supplemental Restraint System (SRS)</b>
	<b>BL Body, Lock &amp; Security System</b>
<b>I BODY</b>	<b>GW Glasses, Window System &amp; Mirrors</b>
	<b>RF Roof</b>
	<b>EI Exterior &amp; Interior</b>
	<b>IP Instrument Panel</b>
	<b>SE Seat</b>
	<b>MTC Manual Air Conditioner</b>
	<b>J AIR CONDITIONER</b>
<b>K ELECTRICAL</b>	<b>SC Starting &amp; Charging System</b>
	<b>LT Lighting System</b>
	<b>DI Driver Information System</b>
	<b>WW Wiper, Washer &amp; Horn</b>
	<b>BCS Body Control System</b>
	<b>LAN LAN System</b>
	<b>AV Audio Visual, Navigation &amp; Telephone System</b>
	<b>ACS Auto Cruise Control System</b>
	<b>PG Power Supply, Ground &amp; Circuit Elements</b>
	<b>MA Maintenance</b>
<b>L MAINTENANCE</b>	
<b>M INDEX</b>	<b>IDX Alphabetical Index</b>

**A**  
**B**  
**C**  
**D**  
**E**  
**F**  
**G**  
**H**  
**I**  
**J**  
**K**  
**L**  
**M**

# FOREWORD

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This manual contains maintenance and repair procedures for the 2003 NISSAN SENTRA.

In order to assure your safety and the efficient functioning of the vehicle, this manual should be read thoroughly. It is especially important that the PRECAUTIONS in the GI section be completely understood before starting any repair task.

All information in this manual is based on the latest product information at the time of publication. The right is reserved to make changes in specifications and methods at any time without notice.

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## IMPORTANT SAFETY NOTICE

The proper performance of service is essential for both the safety of the technician and the efficient functioning of the vehicle.

The service methods in this Service Manual are described in such a manner that the service may be performed safely and accurately. Service varies with the procedures used, the skills of the technician and the tools and parts available. Accordingly, anyone using service procedures, tools or parts which are not specifically recommended by NISSAN must first be completely satisfied that neither personal safety nor the vehicle's safety will be jeopardized by the service method selected.



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Technical Publications Department  
• Gardena, California





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FAX: (248) 488-3910

**SERVICE MANUAL: Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_

**PUBLICATION NO. (Refer to Quick Reference Index):** \_\_\_\_\_

Please describe any Service Manual issues or problems in detail:

Page number(s) \_\_\_\_\_ *Note: Please include a copy of each page, marked with your comments.*

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**Are the trouble diagnosis procedures logical and easy to use? (circle your answer) YES NO**

If no, what page number(s)? \_\_\_\_\_ *Note: Please include a copy of each page, marked with your comments.*

Please describe the issue or problem in detail: \_\_\_\_\_

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**Is the organization of the manual clear and easy to follow? (circle your answer) YES NO**

Please comment: \_\_\_\_\_

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**What information should be included in NISSAN Service Manuals to better support you in servicing or repairing customer vehicles?**

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DATE: \_\_\_\_\_ YOUR NAME: \_\_\_\_\_ POSITION: \_\_\_\_\_

DEALER: \_\_\_\_\_ DEALER NO.: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE/PROV./COUNTRY: \_\_\_\_\_ ZIP/POSTAL CODE: \_\_\_\_\_

# QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 1.8L, QG ENGINE)

2003

## QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 1.8L, QG ENGINE) Engine Tune-Up Data

Engine	QG18DE	
Classification	Gasoline	
Cylinder arrangement	4, in-line	
Displacement cm <sup>3</sup> (cu in)	1,769 (107.94)	
Bore × stroke mm (in)	80.0 x 88.0 (3.150 x 3.465)	
Valve arrangement	DOHC	
Firing order	1-3-4-2	
Number of piston rings	Compression	2
	Oil	1
Number of main bearings	5	
Compression ratio	9.5	

### Drive Belt Deflection and Tension

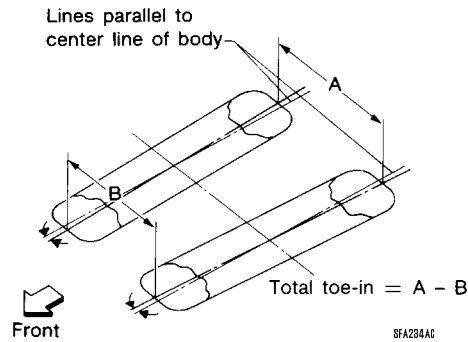
Component		Deflection Adjustment Unit: mm (in)			Tension Adjustment *1 Unit: N (kg, lb)		
		Used Belt		New Belt	Used Belt		New Belt
		Limit	After Adjustment		Limit	After Adjustment	
Generator	With air conditioner compressor	8.1 (0.319)	5.3 - 5.7 (0.209 - 0.244)	4.5 - 5.0 (0.177 - 0.197)	292 (30, 66)	652 - 740 (66.5 - 75.5, 146.6 - 166.4)	789 - 877 (80.5 - 89.5, 177.4 - 197.1)
	Without air conditioner compressor	10.2 (0.402)	6.5 - 7.0 (0.256 - 0.276)	5.5 - 6.1 (0.217 - 0.240)	292 (30, 60)	652 - 740 (66.5 - 75.5, 146.6 - 166.4)	789 - 877 (80.5 - 89.5, 177.4 - 197.1)
Power steering oil pump		7.1 (0.280)	4.4 - 4.9 (0.173 - 0.193)	3.9 - 4.4 (0.154 - 0.173)	196 (20, 44)	495 - 583 (50.5 - 59.5, 111.4 - 131.2)	603 - 691 (61.5 - 70.5, 135.6 - 155.5)
Applied pushing force		98 N (10 kg, 22 lb)			—		

\*1: If the belt tension gauge cannot be installed at check points shown, check belt tension at a different location on the belt.

### Spark Plugs (Double Platinum - Tipped)

Type	Standard	PLFR5A-11
	Hot	PLFR4A-11
	Cold	PLFR6A-11
Plug gap		nominal 1.1 mm (0.043 in)

**Front Wheel Alignment (Unladen\*1)**

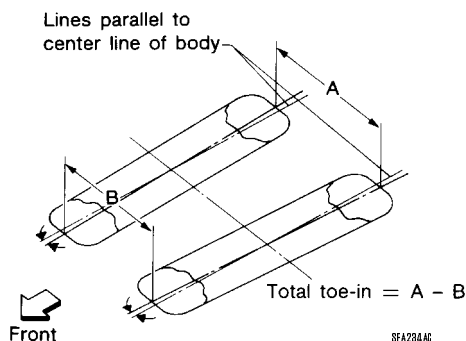


Camber Degree minute (decimal degree)	Minimum	-1°10' (-1.17°)	
	Nominal	-0°25' (-0.42°)	
	Maximum	0°20' (0.33°)	
	Left and right difference	45' (0.75°) or less	
Caster Degree minute (decimal degree)	Minimum	0°51' (0.85°)	
	Nominal	1°36' (1.60°)	
	Maximum	2°21' (2.35°)	
	Left and right difference	45' (0.75°) or less	
Kingpin inclination Degree minute (decimal degree)	Minimum	13°58' (13.97°)	
	Nominal	14°43' (14.72°)	
	Maximum	15°28' (15.47°)	
Total toe-in	Distance (A - B) mm (in)	Minimum	1 (0.039")
		Nominal	2 (0.079")
		Maximum	3 (0.118")
	Angle (left plus right) Degree minute (decimal degree)	Minimum	5.5' (0.08°)
		Nominal	11' (0.18°)
		Maximum	16' (0.27°)
Wheel turning angle Full turn*2	Inside Degree minute (decimal degree)	Minimum	34° (34.0°)
		Nominal	37° (37.0°)
		Maximum	38° (38.0°)
	Outside Degree minute (decimal degree)	Nominal	31° (31.0°)

\*1: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

\*2: On power steering models, wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

**Rear Wheel Alignment (Unladen\*)**



Camber Degree minute (decimal degree)	Minimum	-1°45' (-1.75°)	
	Nominal	-1°00' (-1.00°)	
	Maximum	-0°15' (-0.25°)	
Total toe-in	Distance (A - B) mm (in)	Minimum	-3 (-0.12)
		Nominal	1 (0.04)
		Maximum	5 (0.20)
	Angle (left plus right) Degree minute (decimal degree)	Minimum	-16' (-0.27°)
		Nominal	5'30" (0.09°)
		Maximum	26' (0.43°)

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

**Brake**

Unit: mm (in)

Front brake	Brake model	CL25VA
	Cylinder bore diameter	57.2 (2.252)
	Pad length × width × thickness	125.6 × 46.0 × 11.0 (4.94 × 1.811 × 0.433)
	Rotor outer diameter × thickness	257 × 22 (10.12 × 0.87)
Rear brake	Brake model	LT20G
	Cylinder bore diameter/caliper bore diameter	15.87 (5/8) type a 17.45 (11/16) type b
	Lining length × width × thickness	219.4 × 35 × 4.5 (8.64 × 1.38 × 0.177)
	Drum inner diameter/Disc diameter × thickness	203.2 (8)
Master cylinder	Cylinder bore diameter	23.81 (15/16)
Control valve	Valve model	Dual proportioning valve
	Split point [kPa (kg/cm <sup>2</sup> , psi)] × reducing ratio	1,961 (20,284) × 0.2
Brake booster	Booster model	M215T
	Diaphragm diameter	Primary: 230 (9.06) Secondary: 205 (8.07)
Brake fluid	Recommended brake fluid	Genuine NISSAN Super Heavy Duty Brake Fluid or equivalent, DOT 3 (US FMVSS No. 116)

**Disc Brake - Repair Limits**

Unit: mm (in)

Brake model	CL25VA
Pad wear limit Minimum thickness	2.0 (0.079)
Rotor repair limit Minimum thickness	20 (0.79)

# QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 1.8L, QG ENGINE)

**2003**

## Drum Brake - Repair Limits

Unit: mm (in)

Brake model		LT20G
Lining wear limit	Minimum thickness	1.5 (0.059)
Drum repair limit	Maximum inner diameter	204.5 (8.05)
	Maximum out-of round	0.03 (0.0012)

## Refill Capacities

### Engine Coolant Capacity (Approximate)

Unit: ℓ (US qt, Imp qt)

Drain and refill without reservoir	M/T (RS5F70A)	6.0 (6 3/8, 5 1/4)
	A/T (RE4F03B)	5.9 (6 1/4, 5 1/4)
Reservoir tank (at MAX level)		0.7 (3/4, 5/8)

### Engine Oil Capacity (Approximate)

Unit: ℓ (US qt, Imp qt)

Drain and refill	With oil filter change	2.7 (2 7/8, 2 3/8)
	Without oil filter change	2.5 (2 5/8, 2 1/4)
Dry engine (engine overhaul)		3.1 (3 1/4, 2 3/4)

### Miscellaneous Capacities (Approximate)

System description		Metric measurement	US measurement	Imp measurement
Fuel tank		50 ℓ	13 1/4 gal	11 gal
Power steering system		1.0 ℓ	2 1/8 pt	1 3/4 pt
Transaxle	M/T (RS5F70A)	3.0 ℓ	3 1/8 qt	2 5/8 qt
	A/T (RE4F03B)	7.0 ℓ	7 3/8 qt	6 1/8 qt
Air conditioning system	Refrigerant	0.45 - 0.55 kg	0.99 - 1.21 lb	0.99 - 1.21 lb
	Compressor oil	180 mℓ	6.1 fl oz	6.3 fl oz

# QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 2.5L, QR ENGINE)

2003

## QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 2.5L, QR ENGINE)

### Engine Tune-Up Data

Engine		QR25DE
Cylinder arrangement		4 in-line
Displacement cm <sup>3</sup> (cu in)		2,488 (151.82)
Bore and stroke mm (in)		89.0 x 100 (3.50 - 3.94)
Valve arrangement		DOHC
Firing order		1-3-4-2
Number of piston rings	Compression	2
	Oil	1
Compression ratio		9.5
Compression pressure kPa (kg/cm <sup>2</sup> , psi) / 250 rpm	Standard	1,250 (12.8, 182)
	Minimum	1,060 (10.8, 154)
	Differential limit between cylinders	100 (1.0, 14)

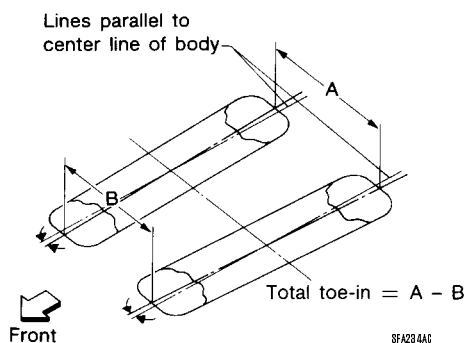
### Drive Belt Deflection and Tension

Tension of drive belts	Auto adjustment by auto-tensioner
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### Spark Plugs (Double Platinum Tipped)

Type	Standard	PLFR5A-11
	Hot	PLFR4A-11
	Cold	PLFR6A-11
Plug gap		nominal 1.1 mm (0.043 in)

### Front Wheel Alignment (Unladen\*1)



Camber Degree minute (decimal degree)	Minimum	-1°12' (-1.2°)
	Nominal	-0°27' (-0.45°)
	Maximum	0°18' (0.3°)
	Left and right difference	45' (0.75°) or less
Caster Degree minute (decimal degree)	Minimum	0°58' (0.97°)
	Nominal	1°43' (1.72°)
	Maximum	2°28' (2.47°)
	Left and right difference	45' (0.75°) or less
Kingpin inclination Degree minute (decimal degree)	Minimum	14°03' (14.05°)
	Nominal	14°46' (14.77°)
	Maximum	15°31' (15.52°)

# QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 2.5L, QR ENGINE)

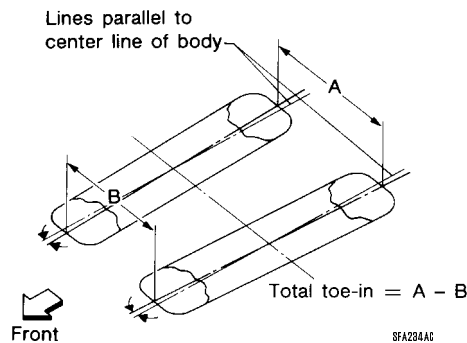
2003

Total toe-in	Distance (A - B) mm (in)	Minimum	1 (0.039")
		Nominal	2 (0.079")
		Maximum	3 (0.118")
	Angle (left plus right) Degree minute (decimal degree)	Minimum	5.5' (0.08°)
		Nominal	11' (0.18°)
		Maximum	16' (0.27°)
Wheel turning angle Full turn*2	Inside Degree minute (decimal degree)	Minimum	29° (29.0°)
		Nominal	32° (32.0°)
		Maximum	33° (33.0°)
	Outside Degree minute (decimal degree)	Nominal	27° (27.0°)

\*1: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

\*2: On power steering models, wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.

## Rear Wheel Alignment (Unladen\*)



Camber Degree minute (decimal degree)	Minimum	-1°45' (-1.75°)	
	Nominal	-1°00' (-1.00°)	
	Maximum	-0°15' (-0.25°)	
Total toe-in	Distance (A - B) mm (in)	Minimum	-3 (-0.12)
		Nominal	1 (0.04)
		Maximum	5 (0.20)
	Angle (left plus right) Degree minute (decimal degree)	Minimum	-16' (-0.27°)
		Nominal	5'30" (0.09°)
		Maximum	26' (0.43°)

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

## Brake

Unit: mm (in)

Front brake	Brake model	CL25VB
	Cylinder bore diameter	57.2 (2.252)
	Pad length × width × thickness	125.6 × 46.0 × 11.0 (4.94 × 1.811 × 0.433)
	Rotor outer diameter × thickness	280 × 22 (11.02 × 0.87)
Rear brake	Brake model	CL9HC
	Cylinder bore diameter/caliper bore diameter	33.96 (1 11/32)
	Lining length × width × thickness	89.1 × 39.5 × 10 (3.508 × 1.555 × 0.39)
	Drum inner diameter/Disc diameter × thickness	258 × 9 (10.16 × 0.35)
Master cylinder	Cylinder bore diameter	23.81 (15/16)

# QUICK REFERENCE CHART: SENTRA (EQUIPPED WITH 2.5L, QR ENGINE)

**2003**

Control valve	Valve model	Dual proportioning valve
	Split point [kPa (kg/cm <sup>2</sup> , psi)] × reducing ratio	2,942 (30,427) × 0.2
Brake booster	Booster model	M215T
	Diaphragm diameter	Primary: 230 (9.06) Secondary: 205 (8.07)
Brake fluid	Recommended brake fluid	Genuine NISSAN Super Heavy Duty Brake Fluid or equivalent, DOT 3 (US FMVSS No. 116)

## Disc Brake - Repair Limits

Unit: mm (in)

Brake model	CL25VB (Front)	CL9HC (Rear)
Pad wear limit Minimum thickness	2.0 (0.079)	2.0 (0.079)
Rotor repair limit Minimum thickness	20 (0.79)	8 (0.31)

## Refill Capacities

### Engine Coolant Capacity (Approximate)

Unit: ℓ (US qt, Imp qt)

Drain and refill (without reservoir)	M/T (RS5F51A, RS6F51H)	6.1 (6 1/2, 5 3/8)
	A/T (RE4F04B)	6.0 (6 3/8, 5 1/4)
Reservoir tank (at MAX level)		0.7 (3/4, 5/8)

### Engine Oil Capacity (Approximate)

Unit: ℓ (US qt, Imp qt)

Drain and refill	With oil filter change	3.9 (4 1/8, 3 3/8)
	Without oil filter change	3.7 (3 7/8, 3 1/4)
Dry engine (engine overhaul)		4.4 (4 5/8, 3 7/8)

### Miscellaneous Capacity (Approximate)

System description	Metric measurement	US measurement	Imp measurement
Fuel tank	50 ℓ	13 1/4 gal	11 gal
Power steering system	1.0 ℓ	2 1/8 pt	1 3/4 pt
Transaxle	M/T (RS5F51A, RS6F51H)	2.3 ℓ	2 3/8 qt
	A/T (RE4F04B)	8.5 ℓ	9 qt
Air conditioning system	Refrigerant	0.45 - 0.55 kg	0.99 - 1.21 lb
	Compressor oil	180 m ℓ	6.1 fl oz



SECTION **IDX**  
ALPHABETICAL INDEX

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L

**IDX**

# ALPHABETICAL INDEX

## A

- A/C - Wiring diagram ..... [MTC-27](#)  
A/C air flow ..... [MTC-21](#)  
A/C component layout ..... [MTC-19](#)  
A/C compressor clutch removal and installation . [MTC-69](#)  
A/C compressor mounting ..... [MTC-68](#)  
A/C compressor precaution ..... [MTC-8](#)  
A/C compressor special service tool ..... [MTC-11](#)  
A/C control linkage adjustment (manual A/C) . [MTC-41](#)  
A/C control operation (manual A/C) ..... [MTC-20](#)  
A/C diagnostic work flow (manual A/C) ..... [MTC-34](#)  
A/C HFC134a (R134a) system identification .... [MTC-4](#)  
A/C HFC134a (R134a) system introduction ... [MTC-15](#)  
A/C HFC134a (R134a) system precaution ..... [MTC-3](#)  
A/C HFC134a (R134a) system service procedure ..... [MTC-82](#)  
A/C HFC134a (R134a) system service tools .. [MTC-12](#)  
A/C HFC134a system service equipment precaution ... [MTC-8](#)  
A/C lubricant (R134a) ..... [MTC-16](#)  
A/C lubrication oil ..... [MTC-16](#)  
A/C operational check ..... [MTC-35](#)  
A/C performance chart ..... [MTC-58](#)  
A/C performance test diagnoses ..... [MTC-58](#)  
A/C pressure switch ..... [MTC-15](#)  
A/C push control ..... [MTC-20](#)  
A/C reray ..... [MTC-55](#)  
A/C service data specification ..... [MTC-91](#)  
A/C switch ..... [MTC-20](#)  
A/C, M - Wiring diagram ..... [MTC-27](#)  
A/F - Wiring diagram .... [EC-1036](#), [EC-1042](#), [EC-1048](#),  
[EC-1055](#), [EC-1062](#), [EC-1068](#), [EC-1076](#)  
A/FH - Wiring diagram ..... [EC-932](#)  
A/T - Wiring diagram ..... [AT-407](#)  
A/T fluid temperature sensor ..... [AT-126](#), [AT-497](#)  
A/T self-diagnoses ..... [AT-433](#), [AT-441](#), [AT-442](#)  
A/T shift lock system ..... [AT-253](#), [AT-637](#)  
A/T shift lock system - Wiring diagram [AT-254](#), [AT-638](#)  
A/T trouble diagnoses ..... [AT-57](#)  
A/T Wiring diagram AT - 1ST ..... [AT-138](#), [AT-514](#)  
A/T Wiring diagram AT - 2ND ..... [AT-143](#), [AT-519](#)  
A/T Wiring diagram AT - 3RD ..... [AT-148](#), [AT-524](#)  
A/T Wiring diagram AT - 4TH ..... [AT-154](#), [AT-529](#)  
A/T Wiring diagram AT - BA/FTS ..... [AT-200](#), [AT-575](#)  
A/T Wiring diagram AT - CAN ..... [AT-210](#), [AT-591](#)  
A/T Wiring diagram AT - ENG SS ..... [AT-133](#), [AT-509](#)  
A/T Wiring diagram AT - FTS ..... [AT-123](#), [AT-499](#)  
A/T Wiring diagram AT - LPSV ..... [AT-175](#), [AT-549](#)  
A/T Wiring diagram AT - MAIN ..... [AT-113](#), [AT-488](#)  
A/T Wiring diagram AT - NONDTC .... [AT-216](#), [AT-597](#)  
A/T Wiring diagram AT - OVRCSV .... [AT-195](#), [AT-570](#)  
A/T Wiring diagram AT - PNP/SW .... [AT-117](#), [AT-493](#)  
A/T Wiring diagram AT - SSV/A ..... [AT-181](#), [AT-555](#)  
A/T Wiring diagram AT - SSV/B ..... [AT-185](#), [AT-560](#)  
A/T Wiring diagram AT - TCCSIG ..... [AT-167](#), [AT-541](#)  
A/T Wiring diagram AT - TCV ..... [AT-161](#), [AT-536](#)  
A/T Wiring diagram AT - TPS ..... [AT-191](#), [AT-565](#)  
A/T Wiring diagram AT - VSS A/T ..... [AT-129](#), [AT-505](#)  
A/T Wiring diagram AT - VSSMTR ... [AT-206](#), [AT-582](#),  
[AT-587](#)  
ABS - Wiring diagram ..... [BRC-10](#)  
ABS (anti-lock brake system) ..... [BRC-5](#)  
ABS sensor rotor ..... [RAX-6](#)  
Accelerator pedal position (APP) sensor [EC-1125](#), [EC-1147](#), [EC-1751](#), [EC-1757](#), [EC-1770](#)  
Accelerator pedal released position learning ... [EC-52](#),  
[EC-1255](#)  
Air bag ..... [SRS-3](#)  
Air bag disposal ..... [SRS-47](#)  
Air bag precautions ..... [GI-3](#)  
Air bleeding (hydraulic clutch) ..... [CL-7](#), [CL-24](#)  
Air bleeding for brake system ..... [BR-7](#)  
Air cleaner and air duct ..... [EM-103](#)  
Air cleaner filter replacementQG18DE ..... [MA-19](#)  
Air cleaner filter replacementQR25DE ..... [MA-26](#)  
Air conditioner - Wiring diagram ..... [MTC-27](#)  
Air conditioner cut control ..... [EC-1242](#)  
Air control cable adjustment ..... [MTC-43](#)  
Air flow meter - See Mass air flow sensor [EC-163](#), [EC-171](#), [EC-379](#), [EC-1368](#), [EC-1375](#), [EC-1594](#)  
Air fuel ratio sensor 1 ... [EC-1033](#), [EC-1039](#), [EC-1045](#),  
[EC-1052](#), [EC-1059](#), [EC-1065](#), [EC-1073](#)  
Air fuel ratio sensor 1 heater ..... [EC-930](#)  
Air mix door control linkage adjustment ..... [MTC-45](#)  
Air spoiler, rear ..... [EI-22](#)  
Alternator ..... [SC-30](#)  
Angular tightening application ..... [EM-4](#), [EM-91](#)  
Antenna ..... [AV-12](#)  
Anti-lock brake system - See ABS ..... [BRC-5](#)  
Anti-lock brake system - Wiring diagram ..... [BRC-10](#)  
APPS1 - Wiring diagram . [EC-506](#), [EC-1127](#), [EC-1753](#)  
APPS2 - Wiring diagram . [EC-513](#), [EC-1134](#), [EC-1759](#)  
APPS3 - Wiring diagram . [EC-528](#), [EC-1149](#), [EC-1772](#)  
ASC/BS - Wiring diagram [EC-483](#), [EC-1104](#), [EC-1732](#)  
ASC/SW - Wiring diagram [EC-476](#), [EC-1097](#), [EC-1725](#)  
ASCBOF - Wiring diagram [EC-571](#), [EC-1193](#), [EC-1834](#)  
ASCD ..... [EC-598](#), [EC-1860](#)  
ASCD (automatic speed control device) ..... [EC-1220](#),  
[ACS-2](#)  
ASCIND - Wiring diagram [EC-580](#), [EC-1202](#), [EC-1842](#)  
Audio ..... [AV-2](#)  
AUDIO - Wiring diagram ..... [AV-4](#)  
Audio and A/C control removal and installation - See Instrument panel ..... [IP-10](#)  
Automatic transaxle number ..... [GI-48](#)  
Automatic transmission fluid replacement ..... [MA-31](#)  
Axle ..... [MA-35](#)

## B

- Back door window ..... [GW-12](#)  
BACK/L - Wiring diagram ..... [LT-22](#)  
Back-up lamp ..... [LT-22](#)  
Back-up lamp switch (M/T) ..... [MT-13](#)  
Back-up lamp switch (M/T)Back-up lamp switch .. [MT-78](#), [MT-139](#)



# ALPHABETICAL INDEX

Data link connector ..... [EC-582](#), [EC-1204](#), [EC-1845](#)  
Data link connector for Consult . [EC-115](#), [EC-637](#), [EC-696](#), [EC-1318](#)  
Daytime light system ..... [LT-10](#)  
Daytime running light - See Daytime light system .. [LT-10](#)  
DEF - Wiring diagram ..... [GW-20](#)  
Detonation sensor - See Knock sensor ..... [EC-832](#)  
Diagnosis sensor unit ..... [SRS-37](#)  
Diagnostic trouble code (DTC) for OBD system [EC-61](#), [EC-643](#), [EC-1224](#)  
Diagnostic trouble code (DTC) inspection priority chart [EC-86](#), [EC-666](#), [EC-1288](#)  
Differential gear (FF A/T) ..... [AT-356](#)  
Differential gear (FF M/T) [MT-23](#), [MT-58](#), [MT-88](#), [MT-149](#)  
Dimensions ..... [GI-48](#)  
DLC - Wiring diagram ..... [EC-582](#), [EC-1204](#), [EC-1845](#)  
Dome light - See Interior lamp ..... [LT-35](#)  
Door adjustment (front) ..... [BL-31](#)  
Door adjustment (rear) ..... [BL-31](#)  
Door glass ..... [BL-31](#), [GW-6](#), [GW-12](#), [GW-13](#)  
Door glass Fitting Adjustment ..... [BL-31](#)  
Door mirror ..... [GW-14](#), [GW-16](#)  
Door trim ..... [EI-31](#)  
Door, front ..... [BL-31](#), [GW-12](#)  
Door, rear ..... [BL-31](#), [GW-13](#)  
Drive belt ..... [EM-100](#)  
Drive belt inspectionQG18DE ..... [MA-16](#)  
Drive belt inspectionQR25DE ..... [MA-23](#)  
Drive plate runout ..... [EM-77](#)  
Drive shaft ..... [MA-36](#)  
Drive shaft (front) ..... [FAX-5](#), [FAX-11](#)  
Dropping resistor (A/T) ..... [AT-179](#), [AT-547](#)  
DTC work support ..... [EC-123](#), [EC-706](#), [EC-1327](#)  
DTRL - Wiring diagram ..... [LT-14](#)

## E

ECM input/output signal .... [EC-105](#), [EC-686](#), [EC-1307](#)  
ECM power supply [EC-138](#), [EC-375](#), [EC-721](#), [EC-936](#), [EC-1342](#), [EC-1590](#)  
ECM/PW - Wiring diagram ..... [EC-376](#), [EC-1591](#)  
ECTS - Wiring diagram ..... [EC-183](#), [EC-762](#), [EC-1388](#)  
Electric throttle control actuator [EC-390](#), [EC-392](#), [EC-404](#), [EC-952](#), [EC-954](#), [EC-966](#), [EC-1604](#), [EC-1606](#)  
Electrical diagnoses ..... [GI-23](#)  
Electrical load signal circuit ..... [EC-564](#), [EC-1185](#), [EC-1821](#)  
Electrical units location ..... [PG-42](#)  
Electronic ignition (EI) system ..... [EC-38](#), [EC-1241](#)  
Engine compartment ..... [BL-116](#)  
Engine control circuit diagram .. [EC-103](#), [EC-684](#), [EC-1305](#)  
Engine control component parts location ... [EC-97](#), [EC-678](#), [EC-1300](#)  
Engine control module (ECM) ... [EC-372](#), [EC-927](#), [EC-1583](#)  
Engine control system diagram and chart . [EC-33](#), [EC-](#)

[614](#), [EC-1236](#)  
Engine coolant temperature sensor (ECTS) .. [EC-181](#), [EC-193](#), [EC-760](#), [EC-772](#), [EC-1386](#), [EC-1398](#)  
Engine fail-safe system ..... [EC-87](#), [EC-668](#), [EC-1290](#)  
Engine oil filter replacementQG18DE ..... [MA-20](#)  
Engine oil filter replacementQR25DE ..... [MA-27](#)  
Engine oil precautions ..... [GI-7](#)  
Engine oil replacementQG18DE ..... [MA-20](#)  
Engine oil replacementQR25DE ..... [MA-26](#)  
Engine outer component parts ..... [EM-12](#)  
Engine removal ..... [EM-63](#), [EM-156](#)  
Engine room - See Engine compartment ..... [BL-116](#)  
Engine serial number ..... [GI-47](#)  
ETC1 - Wiring diagram ..... [EC-393](#), [EC-955](#), [EC-1607](#)  
ETC2 - Wiring diagram ..... [EC-401](#), [EC-963](#), [EC-1615](#)  
ETC3 - Wiring diagram ..... [EC-405](#), [EC-967](#), [EC-1619](#)  
EVAP canister ..... [EC-586](#), [EC-1208](#)  
EVAP canister purge volume control solenoid valve .... [EC-311](#), [EC-460](#), [EC-867](#), [EC-1081](#), [EC-1521](#), [EC-1672](#)  
EVAP canister vent control valve [EC-317](#), [EC-468](#), [EC-873](#), [EC-1089](#), [EC-1527](#), [EC-1680](#), [EC-1687](#)  
EVAP control system (small leak) diagnosis .. [EC-301](#), [EC-338](#), [EC-346](#), [EC-858](#), [EC-893](#), [EC-1513](#), [EC-1547](#), [EC-1555](#), [EC-1695](#)  
EVAP control system pressure sensor ... [EC-324](#), [EC-880](#), [EC-886](#), [EC-1534](#), [EC-1540](#)  
EVAP control system purge flow monitoring diagnosis . [EC-294](#), [EC-852](#), [EC-1507](#)  
EVAP system close mode ..... [EC-1209](#)  
EVAP vapor lines inspectionQG18DE ..... [MA-22](#)  
EVAP vapor lines inspectionQR25DE ..... [MA-28](#)  
Evaporative emission (EVAP) system ..... [EC-1846](#)  
Exhaust system ..... [EX-3](#)  
Exhaust system inspection ..... [MA-29](#)  
Exterior ..... [EI-22](#)

## F

F/FOG - Wiring diagram ..... [LT-25](#)  
F/PUMP - Wiring diagram [EC-554](#), [EC-1175](#), [EC-1807](#)  
Fan switch ..... [MTC-50](#)  
Final drive (FF A/T) ..... [AT-356](#)  
Final drive (FF M/T) ... [MT-23](#), [MT-58](#), [MT-88](#), [MT-149](#)  
Finisher, interior - See Trim ..... [EI-28](#)  
Finisher, trunk lid ..... [EI-33](#)  
Floor trim ..... [EI-28](#)  
Flow charts ..... [GI-26](#)  
FLS1 - Wiring diagram ..... [EC-1565](#)  
FLS2 - Wiring diagram ..... [EC-1572](#)  
FLS3 - Wiring diagram ..... [EC-1705](#)  
Fluid temperature sensor (A/T) ..... [AT-126](#), [AT-497](#)  
Fluids ..... [MA-13](#)  
Flywheel (clutch) ..... [CL-18](#), [CL-34](#)  
Flywheel runout ..... [EM-77](#)  
Fog lamp, front ..... [LT-24](#)  
Fog lamp, front, removal and installation ..... [EI-13](#)  
Fork rod (M/T) ..... [MT-22](#), [MT-87](#), [MT-148](#)  
Forward clutch ..... [AT-325](#)  
Freeze frame data ..... [EC-62](#), [EC-643](#), [EC-1264](#)

# ALPHABETICAL INDEX

Front axle .....	<a href="#">FAX-5</a>	Headlamp .....	<a href="#">LT-6</a>	
Front bumper .....	<a href="#">EI-13</a>	Headlamp removal and installation .....	<a href="#">EI-13</a>	A
Front combination lamp removal and installation .....	<a href="#">EI-13</a>	Headlining - See Roof trim .....	<a href="#">EI-32</a>	
Front disc brake .....	<a href="#">BR-19</a>	Heated oxygen sensor 1 .....	<a href="#">EC-201</a> , <a href="#">EC-207</a> , <a href="#">EC-216</a> , <a href="#">EC-409</a> , <a href="#">EC-415</a> , <a href="#">EC-1406</a> , <a href="#">EC-1412</a> , <a href="#">EC-1421</a> , <a href="#">EC-1623</a> , <a href="#">EC-1629</a>	B
Front door .....	<a href="#">BL-31</a> , <a href="#">GW-12</a>	Heated oxygen sensor 1 heater .....	<a href="#">EC-151</a> , <a href="#">EC-1356</a>	
Front fog lamp .....	<a href="#">LT-24</a>	Heated oxygen sensor 2 .....	<a href="#">EC-223</a> , <a href="#">EC-230</a> , <a href="#">EC-421</a> , <a href="#">EC-428</a> , <a href="#">EC-780</a> , <a href="#">EC-787</a> , <a href="#">EC-992</a> , <a href="#">EC-1000</a> , <a href="#">EC-1428</a> , <a href="#">EC-1435</a> , <a href="#">EC-1635</a> , <a href="#">EC-1642</a>	C
Front fog lamp removal and installation .....	<a href="#">EI-13</a>	Heated oxygen sensor 2 heater .....	<a href="#">EC-157</a> , <a href="#">EC-734</a> , <a href="#">EC-1362</a>	D
Front passenger air bag .....	<a href="#">SRS-44</a>	HEATER - Wiring diagram .....	<a href="#">MTC-25</a>	
Front seat .....	<a href="#">SE-3</a>	Heater mirror .....	<a href="#">GW-15</a>	E
Front seat belt .....	<a href="#">SB-3</a>	Heater system - Wiring diagram .....	<a href="#">MTC-25</a>	
Front washer .....	<a href="#">WW-3</a>	Heater unit (heater core) .....	<a href="#">MTC-78</a>	
Front wiper .....	<a href="#">WW-3</a>	Height (Dimensions) .....	<a href="#">GI-48</a>	F
FTTS - Wiring diagram .....	<a href="#">EC-253</a> , <a href="#">EC-257</a> , <a href="#">EC-811</a> , <a href="#">EC-815</a> , <a href="#">EC-1458</a>	HFC134a (R134a) system identification .....	<a href="#">MTC-4</a>	
FUEL - Wiring diagram .....	<a href="#">EC-240</a> , <a href="#">EC-247</a> , <a href="#">EC-797</a> , <a href="#">EC-804</a> , <a href="#">EC-1444</a> , <a href="#">EC-1451</a>	HFC134a (R134a) system introduction .....	<a href="#">MTC-15</a>	
Fuel cut control (at no load high engine speed) ....	<a href="#">EC-620</a> , <a href="#">EC-1242</a>	HFC134a (R134a) system precaution .....	<a href="#">MTC-3</a>	
Fuel gauge .....	<a href="#">DI-3</a>	HFC134a (R134a) system service procedure .....	<a href="#">MTC-82</a>	G
Fuel injection system ...	<a href="#">EC-238</a> , <a href="#">EC-245</a> , <a href="#">EC-660</a> , <a href="#">EC-795</a> , <a href="#">EC-802</a> , <a href="#">EC-1442</a> , <a href="#">EC-1449</a>	HFC134a (R134a) system service tools .....	<a href="#">MTC-12</a>	
Fuel injector .....	<a href="#">EC-547</a>	HFC134a system service equipment precaution .....	<a href="#">MTC-8</a>	
Fuel injector and fuel tube .....	<a href="#">EM-19</a> , <a href="#">EM-118</a>	High clutch .....	<a href="#">AT-319</a>	H
Fuel level sensor ..	<a href="#">EC-354</a> , <a href="#">EC-356</a> , <a href="#">EC-359</a> , <a href="#">EC-910</a> , <a href="#">EC-912</a> , <a href="#">EC-914</a> , <a href="#">EC-1564</a> , <a href="#">EC-1569</a> , <a href="#">EC-1571</a> , <a href="#">EC-1704</a>	HO2S1 - Wiring diagram .....	<a href="#">EC-203</a> , <a href="#">EC-210</a> , <a href="#">EC-219</a> , <a href="#">EC-1408</a> , <a href="#">EC-1415</a> , <a href="#">EC-1424</a>	
Fuel line inspection .....	<a href="#">FL-2</a> , <a href="#">MA-19</a>	HO2S1H - Wiring diagram .....	<a href="#">EC-153</a> , <a href="#">EC-1358</a>	I
Fuel line inspection QR25DE .....	<a href="#">MA-25</a>	HO2S2 - Wiring diagram ...	<a href="#">EC-225</a> , <a href="#">EC-233</a> , <a href="#">EC-423</a> , <a href="#">EC-431</a> , <a href="#">EC-782</a> , <a href="#">EC-790</a> , <a href="#">EC-995</a> , <a href="#">EC-1003</a> , <a href="#">EC-1430</a> , <a href="#">EC-1437</a> , <a href="#">EC-1637</a> , <a href="#">EC-1644</a>	
Fuel precautions .....	<a href="#">GI-3</a> , <a href="#">GI-5</a>	HO2S2H - Wiring diagram ..	<a href="#">EC-159</a> , <a href="#">EC-736</a> , <a href="#">EC-1364</a>	J
Fuel pressure check .....	<a href="#">EC-56</a> , <a href="#">EC-1257</a>	Hood .....	<a href="#">EI-13</a>	
Fuel pressure release .....	<a href="#">EC-56</a> , <a href="#">EC-637</a> , <a href="#">EC-1257</a>	Horn .....	<a href="#">WW-9</a>	
Fuel pump .....	<a href="#">EC-553</a> , <a href="#">EC-1174</a> , <a href="#">EC-1806</a>	HORN - Wiring diagram .....	<a href="#">WW-9</a>	K
Fuel tank temperature sensor ...	<a href="#">EC-251</a> , <a href="#">EC-256</a> , <a href="#">EC-809</a> , <a href="#">EC-814</a> , <a href="#">EC-1455</a> , <a href="#">EC-1457</a>	How to erase DTC .....	<a href="#">EC-651</a> , <a href="#">EC-652</a>	
Fuel tank vacuum relief valve .....	<a href="#">EC-586</a> , <a href="#">EC-1208</a>	How to erase DTC for OBD system ...	<a href="#">EC-71</a> , <a href="#">EC-651</a> , <a href="#">EC-1273</a>	L
Fuel tank Removal and Installtion .....	<a href="#">FL-7</a>			
Fuse .....	<a href="#">PG-45</a>			
Fuse and fusible link box .....	<a href="#">PG-55</a>			
Fuse block .....	<a href="#">PG-54</a>			
Fusible link .....	<a href="#">PG-45</a>			

## G

Garage jack and safety stand .....	<a href="#">GI-39</a>
Gauges .....	<a href="#">DI-3</a>
Gear components (M/T) .....	<a href="#">MT-21</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>
Generator .....	<a href="#">SC-30</a>
Generator - See Alternator .....	<a href="#">SC-30</a>
Generic scan tool (GST) ...	<a href="#">EC-125</a> , <a href="#">EC-709</a> , <a href="#">EC-1329</a>
Ground distribution .....	<a href="#">PG-12</a>

## H

H/LAMP - Wiring diagram .....	<a href="#">LT-7</a>
H/MIRROR - Wiring diagram .....	<a href="#">GW-15</a>
Harness connector .....	<a href="#">PG-46</a>
Harness connector inspection .....	<a href="#">GI-23</a>
Harness layout .....	<a href="#">PG-21</a>
Hazard warning lamp .....	<a href="#">LT-27</a>

IATS - Wiring diagram .....	<a href="#">EC-178</a> , <a href="#">EC-757</a> , <a href="#">EC-1383</a>
Identification plate .....	<a href="#">GI-47</a>
Idle air volume learning .....	<a href="#">EC-53</a> , <a href="#">EC-1255</a>
Idle mixture ratio .....	<a href="#">EC-43</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
Idle speed .....	<a href="#">EC-43</a> , <a href="#">EC-88</a> , <a href="#">EC-623</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
Idle speed control (ISC) .....	<a href="#">EC-363</a> , <a href="#">EC-365</a> , <a href="#">EC-918</a> , <a href="#">EC-920</a> , <a href="#">EC-1579</a> , <a href="#">EC-1581</a>
Ignition coil .....	<a href="#">EM-115</a> , <a href="#">EC-535</a> , <a href="#">EC-1156</a> , <a href="#">EC-1777</a>
Ignition control system .....	<a href="#">EC-535</a> , <a href="#">EC-1156</a> , <a href="#">EC-1777</a>
Ignition timing ...	<a href="#">EC-43</a> , <a href="#">EC-88</a> , <a href="#">EC-623</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
IGNSYS - Wiring diagram .....	<a href="#">EC-536</a> , <a href="#">EC-1157</a> , <a href="#">EC-1778</a>
ILL - Wiring diagram .....	<a href="#">LT-33</a>
Illumination .....	<a href="#">LT-32</a>
INJECT - Wiring diagram ..	<a href="#">EC-548</a> , <a href="#">EC-1169</a> , <a href="#">EC-1797</a>
Injector .....	<a href="#">EC-1168</a> , <a href="#">EC-1796</a>
Input shaft (FF M/T) ...	<a href="#">MT-21</a> , <a href="#">MT-41</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>
Instrument panel .....	<a href="#">IP-10</a>



# ALPHABETICAL INDEX

INT/L - Wiring diagram ..... [LT-37](#)  
Intake air temperature sensor ... [EC-177](#), [EC-196](#), [EC-755](#), [EC-775](#), [EC-1381](#), [EC-1401](#)  
Intake door control linkage adjustment ..... [MTC-41](#)  
Intake door motor ..... [MTC-38](#)  
Intake manifold ..... [EM-12](#), [EM-105](#)  
Intake sensor ..... [MTC-66](#)  
Intake valve timing control . [EC-148](#), [EC-385](#), [EC-731](#), [EC-947](#), [EC-1353](#)  
Intake valve timing control solenoid valve [EC-385](#), [EC-947](#), [EC-1600](#)  
Interior ..... [EI-28](#)  
Interior lamp ..... [LT-35](#)  
IVC - Wiring diagram ..... [EC-387](#), [EC-949](#), [EC-1601](#)  
IVIS (Infiniti vehicle immobilizer system) precautions ... [GI-5](#)

## J

Jacking points ..... [GI-39](#)  
Joint connector (J/C) ..... [PG-49](#)  
Junction box (J/B) ..... [PG-54](#)

## K

Keyless entry system - See Multi-remote control system [BL-34](#)  
Knock sensor (KS) ..... [EC-273](#), [EC-832](#), [EC-1486](#)  
KS - Wiring diagram ..... [EC-274](#), [EC-833](#), [EC-1487](#)

## L

Length (Dimensions) ..... [GI-48](#)  
License lamp ..... [LT-19](#)  
Lifting points ..... [GI-39](#), [GI-40](#)  
Line pressure solenoid valve ..... [AT-159](#), [AT-547](#)  
Line pressure test (A/T) ..... [AT-68](#), [AT-456](#)  
Liquid gasket application ..... [EM-4](#), [EM-92](#)  
LOAD - Wiring diagram ... [EC-565](#), [EC-1185](#), [EC-1186](#)  
Location of electrical units ..... [PG-42](#)  
Low and reverse brake ..... [AT-333](#)  
Lubricant (R134a) A/C ..... [MTC-16](#)  
Lubrication circuit (engine) ..... [LU-4](#)  
Lubrication oil A/C ..... [MTC-16](#)  
Lubrication-locks, hinges and hood latches ..... [MA-36](#)  
Luggage room lamp ..... [LT-35](#)

## M

M/T major overhaul ..... [MT-20](#), [MT-88](#), [MT-149](#)  
M/T oil replacementM/T oil replacement ... [MT-76](#), [MT-137](#)  
M/T removal and installation ..... [MT-16](#)  
MAFS - Wiring diagram [EC-166](#), [EC-173](#), [EC-381](#), [EC-743](#), [EC-750](#), [EC-942](#), [EC-1371](#), [EC-1377](#), [EC-1596](#)  
Magnet clutch ..... [MTC-69](#)  
MAIN - Wiring diagram ..... [EC-138](#), [EC-721](#), [EC-1342](#)  
Main drive gear (M/T) ..... [MT-21](#)  
Mainshaft (M/T) ..... [MT-21](#), [MT-48](#), [MT-85](#), [MT-146](#)

Maintenance ..... [MA-5](#)  
Maintenance (engine)QG18DE ..... [MA-16](#)  
Maintenance (engine)QR25DE ..... [MA-23](#)  
Malfunction indicator lamp (MIL) . [EC-72](#), [EC-653](#), [EC-1275](#), [EC-1586](#)  
Manual air conditioner - Wiring diagram ..... [MTC-27](#)  
Manual transaxle number ..... [GI-48](#)  
Manual transmission oil replacement ..... [MA-29](#)  
Mass air flow sensor (MAFS) .... [EC-163](#), [EC-171](#), [EC-379](#), [EC-740](#), [EC-748](#), [EC-1368](#), [EC-1375](#), [EC-1594](#)  
Master cylinder (clutch) ..... [CL-9](#), [CL-26](#)  
Meter ..... [DI-3](#)  
METER - Wiring diagram ..... [DI-13](#)  
MIL - Wiring diagram ..... [EC-1587](#)  
MIRROR - Wiring diagram ..... [GW-14](#)  
Mirror defogger ..... [GW-15](#)  
Mirror, door ..... [GW-14](#), [GW-16](#)  
Mirror, out side ..... [GW-16](#)  
Misfire ..... [EC-267](#), [EC-825](#), [EC-1481](#)  
Model variation ..... [GI-45](#)  
Molding - See Exterior ..... [EI-22](#)  
MULTI - Wiring diagram ..... [BL-39](#)  
Multiport fuel injection (MFI) system .. [EC-36](#), [EC-617](#), [EC-1239](#)  
Multiport fuel injection precautions ..... [GI-3](#), [GI-6](#)  
Multi-remote control system ..... [BL-34](#)

## N

NATS (Nissan anti-theft system) ..... [BL-95](#)  
NVH troubleshooting (BR) ..... [BR-5](#)  
NVH troubleshooting (EM) ..... [EM-10](#), [EM-98](#)  
NVH troubleshooting (FA) ..... [FAX-4](#)  
NVH troubleshooting (RA) ..... [RAX-4](#)  
NVH troubleshooting (WT) ..... [WT-2](#)  
NVIS (Nissan vehicle immobilizer system) ..... [BL-95](#)  
NVIS (Nissan vehicle immobilizer system) precautions [GI-3](#), [GI-5](#)

## O

Oil change (capacity) ..... [MA-13](#)  
Oil pan (engine) ..... [EM-16](#), [EM-112](#)  
Oil pump (A/T) ..... [AT-293](#)  
Oil pump (engine) ..... [LU-8](#), [LU-19](#)  
Oil pump regulator valve (engine) ..... [LU-10](#)  
Oil seal replacement (engine) ..... [EM-49](#), [EM-142](#)  
On board diagnostic system ..... [EC-1260](#)  
Operating cylinder (clutch) ..... [CL-11](#), [CL-28](#)  
ORVR (On-board Refueling Vapor Recovery) [EC-590](#), [EC-1212](#), [EC-1852](#)  
Overdrive control switch ..... [AT-250](#), [AT-252](#), [AT-632](#)  
Overheat ..... [EC-438](#), [EC-1009](#)  
Overrun clutch ..... [AT-325](#)  
Overrun clutch solenoid valve ..... [AT-568](#)

## P

Park/Neutral position switch .... [EC-493](#), [EC-1115](#), [EC-](#)

# ALPHABETICAL INDEX

[1742](#)

Park/neutral position switch (A/T) ..... [AT-116](#), [AT-491](#)  
 Park/neutral position switch (M/T) ..... [MT-13](#)  
 Park/neutral position switch (M/T)Park/neutral position switch (M/T) ..... [MT-78](#), [MT-139](#)  
 Parking brake control ..... [PB-2](#)  
 Parking drum brake ..... [BR-31](#)  
 Parking lamp ..... [LT-19](#)  
 PCV (positive crankcase ventilation) [EC-596](#), [EC-1218](#), [EC-1858](#)  
 Periodic maintenance ..... [MA-7](#)  
 PGC/V - Wiring diagram [EC-313](#), [EC-462](#), [EC-869](#), [EC-1083](#), [EC-1523](#), [EC-1674](#)  
 PHASE - Wiring diagram ... [EC-284](#), [EC-843](#), [EC-1497](#)  
 Piston assembly ..... [EM-77](#)  
 Piston pin inspection ..... [EM-69](#)  
 Piston ring inspection ..... [EM-70](#)  
 Piston to bore clearance ..... [EM-71](#), [EM-181](#)  
 PNP/SW - Wiring diagram [EC-495](#), [EC-1117](#), [EC-1744](#)  
 POS - Wiring diagram ..... [EC-279](#), [EC-838](#), [EC-1491](#)  
 POWER - Wiring diagram ..... [EC-937](#), [PG-4](#)  
 Power door lock ..... [BL-12](#)  
 Power door mirror ..... [GW-14](#)  
 Power steering fluid level ..... [PS-8](#), [MA-34](#)  
 Power steering gear ..... [PS-15](#)  
 Power steering hydraulic pressure ..... [PS-9](#)  
 Power steering oil pressure switch ..... [EC-1811](#)  
 Power steering oil pump ..... [PS-21](#)  
 Power steering pressure (PSP) sensor ..... [EC-922](#)  
 Power steering system bleeding ..... [PS-8](#)  
 Power supply routing ..... [PG-2](#)  
 Power window ..... [GW-7](#)  
 Power window main switch ..... [GW-7](#)  
 PRE/SE - Wiring diagram ... [EC-326](#), [EC-882](#), [EC-888](#), [EC-1536](#), [EC-1542](#)  
 Precautions (General) ..... [GI-3](#)  
 Pressure plate - See Clutch cover ..... [CL-17](#), [CL-33](#)  
 Pressure test (A/T) ..... [AT-68](#), [AT-456](#)  
 PS/SEN - Wiring diagram ..... [EC-368](#), [EC-923](#)  
 PST/SW - Wiring diagram ..... [EC-1812](#)

## R

Radiator ..... [CO-13](#)  
 Radio - See Audio ..... [AV-2](#)  
 Rear air spoiler ..... [EI-22](#)  
 Rear axle ..... [RAX-5](#)  
 Rear axle (disc brake type) ..... [RAX-6](#)  
 Rear axle (drum brake type) ..... [RAX-6](#)  
 Rear bumper ..... [EI-18](#)  
 Rear combination lamp removal and installation [EI-22](#)  
 Rear disc brake ..... [BR-23](#)  
 Rear door ..... [BL-31](#), [GW-13](#)  
 Rear drum brake ..... [BR-31](#)  
 Rear seat ..... [SE-5](#)  
 Rear seat belt ..... [SB-5](#)  
 Rear suspension ..... [RSU-5](#)  
 Rear window ..... [GW-3](#)  
 Rear window defogger ..... [GW-17](#)

Refrigerant connection precaution ..... [MTC-5](#)  
 Refrigerant general precaution ..... [MTC-4](#)  
 Refrigerant lines ..... [MTC-82](#)  
 Refrigerant pressure sensor .... [EC-559](#), [EC-1180](#), [EC-1816](#), [MTC-56](#)  
 Refrigeration cycle ..... [MTC-15](#)  
 Release bearing (clutch) ..... [CL-14](#), [CL-31](#)  
 Remote keyless entry system ..... [BL-34](#)  
 Removal and installation (A/T) ..... [AT-265](#)  
 Reverse clutch ..... [AT-314](#)  
 Reverse idler shaft (M/T) ..... [MT-20](#), [MT-85](#), [MT-146](#)  
 Reverse lamp switch (M/T) - See Back-up lamp switch (M/T) ..... [MT-13](#)  
 Reverse main gear (M/T) ..... [MT-21](#), [MT-85](#), [MT-146](#)  
 Revolution sensor (A/T) ..... [AT-503](#)  
 Road wheel size ..... [GI-49](#)  
 Rocker cover ..... [EM-121](#)  
 Roof trim ..... [EI-32](#)  
 Room lamp - See Interior lamp ..... [LT-35](#)  
 RP/SEN - Wiring diagram [EC-560](#), [EC-1181](#), [EC-1817](#)

## S

S/SIG - Wiring diagram ..... [EC-1803](#)  
 SAE J1979 - Mode 1 - 7 ..... [EC-1260](#)  
 Seal - See Exterior ..... [EI-22](#)  
 Seat belt inspection ..... [SB-7](#), [MA-37](#)  
 Seat belt pre-tensioner disposal ..... [SRS-47](#)  
 Seat belt, front ..... [SB-3](#)  
 Seat belt, rear ..... [SB-5](#)  
 Seat, front ..... [SE-3](#)  
 Seat, rear ..... [SE-5](#)  
 SEN/PW - Wiring diagram [EC-456](#), [EC-1029](#), [EC-1669](#)  
 Sheft warning system ..... [BL-64](#)  
 SHIFT - Wiring diagram ..... [AT-254](#), [AT-638](#)  
 Shift control components (M/T) [MT-22](#), [MT-87](#), [MT-148](#)  
 Shift control components (M/T)Shift control components (M/T) ..... [MT-79](#), [MT-140](#)  
 Shift fork (M/T) ..... [MT-22](#), [MT-87](#), [MT-148](#)  
 Shift lever ..... [MT-14](#)  
 Shift lock system ..... [AT-253](#), [AT-637](#)  
 Shift schedule ..... [AT-386](#), [AT-752](#)  
 Shift solenoid valve A (A/T) .. [AT-140](#), [AT-150](#), [AT-553](#)  
 Shift solenoid valve B (A/T) ..... [AT-140](#), [AT-558](#)  
 Shock absorber (front) ..... [FSU-9](#)  
 Shock absorber (rear) ..... [RSU-10](#)  
 Side trim ..... [EI-28](#)  
 Smart entrance control unit ..... [BCS-3](#)  
 Spare tire size ..... [GI-49](#)  
 Spark plug replacementQG18DE ..... [MA-21](#)  
 Spark plug replacementQR25DE ..... [MA-27](#)  
 Specification value ..... [EC-1337](#)  
 Speedometer ..... [DI-3](#)  
 SROOF - Wiring diagram ..... [RF-12](#)  
 SRS - Wiring diagram ..... [SRS-14](#)  
 SRS Trouble diagnoses ..... [SRS-8](#)  
 Stabilizer bar (front) ..... [FSU-11](#)  
 Stall test (A/T) ..... [AT-64](#), [AT-452](#)  
 Standardized relay ..... [PG-52](#)

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
I DX

# ALPHABETICAL INDEX

START - Wiring diagram .....	<a href="#">SC-10</a>	Timing chain .....	<a href="#">EM-39</a> , <a href="#">EM-134</a>
Start signal .....	<a href="#">EC-1802</a>	Tire rotation .....	<a href="#">MA-31</a>
Starter .....	<a href="#">SC-18</a>	Tire size .....	<a href="#">GI-49</a>
Starting system .....	<a href="#">SC-9</a>	TLID - Wiring diagram .....	<a href="#">BL-33</a>
Steering gear and linkage inspection .....	<a href="#">MA-34</a>	Top tether strap child restraint .....	<a href="#">SB-10</a>
Steering linkage .....	<a href="#">PS-15</a>	Torque converter installation <a href="#">AT-266</a> , <a href="#">AT-650</a> , <a href="#">AT-745</a>	
Steering wheel and column .....	<a href="#">PS-11</a>	Torque convertor clutch solenoid valve .....	<a href="#">AT-534</a>
Steering wheel play .....	<a href="#">PS-7</a>	Tow truck towing .....	<a href="#">GI-41</a>
Steering wheel turning force .....	<a href="#">PS-9</a>	Towing point .....	<a href="#">GI-42</a>
Stop lamp .....	<a href="#">LT-21</a>	TPS1 - Wiring diagram .....	<a href="#">EC-262</a> , <a href="#">EC-1477</a>
Stop lamp switch .....	<a href="#">EC-497</a> , <a href="#">EC-1746</a>	TPS2 - Wiring diagram .....	<a href="#">EC-188</a> , <a href="#">EC-767</a> , <a href="#">EC-1393</a>
STOP/L - Wiring diagram .....	<a href="#">LT-21</a>	TPS3 - Wiring diagram .....	<a href="#">EC-520</a> , <a href="#">EC-1142</a> , <a href="#">EC-1765</a>
Striking rod (M/T) .....	<a href="#">MT-22</a>	Transmission case (M/T) .....	<a href="#">MT-20</a> , <a href="#">MT-84</a> , <a href="#">MT-145</a>
Strut (front) .....	<a href="#">FSU-9</a>	Tread-FR&RR (Dimensions) .....	<a href="#">GI-48</a>
Strut (rear) .....	<a href="#">RSU-8</a>	Trim .....	<a href="#">EI-28</a>
Sub-gear (M/T) .....	<a href="#">MT-21</a>	Trouble diagnoses .....	<a href="#">GI-9</a> , <a href="#">GI-23</a>
Sunroof .....	<a href="#">RF-11</a>	Trunk lid .....	<a href="#">EI-18</a>
Supplemental restraint system - Wiring diagram	<a href="#">SRS-14</a>	Trunk lid finisher .....	<a href="#">EI-33</a>
Suspension .....	<a href="#">MA-35</a>	Trunk lid opener - See Trunk lid .....	<a href="#">EI-18</a>
Swirl control valve .....	<a href="#">EC-971</a> , <a href="#">EC-984</a>	Trunk lid opener, electric .....	<a href="#">BL-33</a>
Swirl control valve control position sensor	<a href="#">EC-976</a> , <a href="#">EC-984</a>	Trunk lid trim .....	<a href="#">EI-33</a>
Swirl control valve control solenoid valve .....	<a href="#">EC-984</a>	Trunk room lamp .....	<a href="#">LT-35</a>
SWL/S - Wiring diagram .....	<a href="#">EC-978</a> , <a href="#">EC-986</a>	Trunk room trim .....	<a href="#">EI-33</a>
SWL/V - Wiring diagram .....	<a href="#">EC-971</a> , <a href="#">EC-973</a> , <a href="#">EC-984</a>	TURN - Wiring diagram .....	<a href="#">LT-29</a>
Symbols and abbreviations .....	<a href="#">GI-8</a> , <a href="#">GI-9</a> , <a href="#">GI-21</a>	Turn signal lamp .....	<a href="#">LT-27</a>
Symptom matrix chart .....	<a href="#">EC-93</a> , <a href="#">EC-674</a> , <a href="#">EC-1295</a>	Two trip detection logic .....	<a href="#">EC-58</a> , <a href="#">EC-639</a> , <a href="#">EC-1260</a>
Synchronizer (M/T) .....	<a href="#">MT-21</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>	Two-pole lift .....	<a href="#">GI-40</a>
System readiness test (SRT) code .....	<a href="#">EC-63</a> , <a href="#">EC-644</a> , <a href="#">EC-1265</a>		

## T

Tachometer .....	<a href="#">DI-3</a>
Tail lamp .....	<a href="#">LT-19</a>
TAIL/L - Wiring diagram .....	<a href="#">LT-19</a>
TCM circuit diagram .....	<a href="#">AT-18</a> , <a href="#">AT-407</a>
TCM inspection table .....	<a href="#">AT-110</a> , <a href="#">AT-485</a>
Temperature control cable and linkage adjustment .....	<a href="#">MTC-45</a>
Thermal protector .....	<a href="#">MTC-76</a>
Thermostat .....	<a href="#">CO-11</a> , <a href="#">CO-28</a>
Three way catalyst function	<a href="#">EC-289</a> , <a href="#">EC-848</a> , <a href="#">EC-1502</a>
Three way catalyst precautions .....	<a href="#">GI-3</a> , <a href="#">GI-5</a>
Throttle control motor .....	<a href="#">EC-1618</a>
Throttle control motor relay	<a href="#">EC-399</a> , <a href="#">EC-961</a> , <a href="#">EC-1613</a>
Throttle position sensor (TPS) ..	<a href="#">EC-186</a> , <a href="#">EC-260</a> , <a href="#">EC-451</a> , <a href="#">EC-453</a> , <a href="#">EC-518</a> , <a href="#">EC-765</a> , <a href="#">EC-1024</a> , <a href="#">EC-1026</a> , <a href="#">EC-1140</a> , <a href="#">EC-1391</a> , <a href="#">EC-1475</a> , <a href="#">EC-1664</a> , <a href="#">EC-1666</a> , <a href="#">EC-1763</a>
Throttle position sensor adjustment .....	<a href="#">EC-669</a>
Throttle position switch .....	<a href="#">AT-250</a> , <a href="#">AT-632</a>
Throttle valve closed position learning .....	<a href="#">EC-1255</a>
Throwout bearing - See Clutch release bearing	<a href="#">CL-14</a> , <a href="#">CL-31</a>
Tie-rod .....	<a href="#">PS-19</a>
Tie-rod ball joints .....	<a href="#">PS-19</a>
Tightening torque of standard bolts .....	<a href="#">GI-43</a>
Time control system .....	<a href="#">BCS-10</a>

## U

Under body .....	<a href="#">BL-119</a>
------------------	------------------------

## V

Vacuum cut valve bypass valve ....	<a href="#">EC-1707</a> , <a href="#">EC-1714</a>
Vacuum hose (brake system) .....	<a href="#">BR-18</a>
Vacuum hose drawing (Engine control) ....	<a href="#">EC-34</a> , <a href="#">EC-1237</a>
Valve clearance .....	<a href="#">EM-35</a> , <a href="#">EM-130</a>
Valve guide .....	<a href="#">EM-58</a> , <a href="#">EM-152</a>
Valve seat .....	<a href="#">EM-60</a> , <a href="#">EM-153</a>
Valve spring .....	<a href="#">EM-61</a> , <a href="#">EM-154</a>
Variable induction air control system (VIAS) .	<a href="#">EC-1788</a>
Vehicle identification number .....	<a href="#">GI-46</a>
Vehicle recovery (freeing a stuck vehicle) .....	<a href="#">GI-42</a>
Vehicle security (theft warning) system .....	<a href="#">BL-64</a>
Vehicle speed sensor (VSS) .....	<a href="#">EC-361</a> , <a href="#">EC-916</a> , <a href="#">EC-1575</a>
VEHSEC - Wiring diagram .....	<a href="#">BL-71</a>
Vent mode switch .....	<a href="#">MTC-20</a>
VENT/V - Wiring diagram ...	<a href="#">EC-319</a> , <a href="#">EC-470</a> , <a href="#">EC-875</a> , <a href="#">EC-1091</a> , <a href="#">EC-1529</a> , <a href="#">EC-1682</a> , <a href="#">EC-1690</a>
VIAS - Wiring diagram .....	<a href="#">EC-1790</a>
Viscosity number (SAE) .....	<a href="#">MA-14</a>
VSS - Wiring diagram .....	<a href="#">EC-1576</a>

## W

WARN - Wiring diagram .....	<a href="#">DI-29</a>
-----------------------------	-----------------------



# ALPHABETICAL INDEX

---

Warning chime .....	<a href="#">DI-37</a>	
Warning lamps .....	<a href="#">DI-27</a>	A
Washer, front .....	<a href="#">WW-3</a>	
Water pump .....	<a href="#">CO-9</a>	
Water temperature gauge .....	<a href="#">DI-3</a>	B
Weatherstrip - See Exterior .....	<a href="#">EI-22</a>	
Wheel alignment (front) .....	<a href="#">FSU-6</a>	
Wheel alignment (rear) .....	<a href="#">RSU-6</a>	C
Wheel balance .....	<a href="#">MA-31</a>	
Wheel bearing (front axle) .....	<a href="#">FAX-9</a>	
Wheel bearing (front) .....	<a href="#">FAX-5</a>	
Wheel bearing (rear) .....	<a href="#">RAX-5</a>	D
Wheel hub (front) .....	<a href="#">FAX-6</a> , <a href="#">FAX-9</a>	
Wheel hub (rear) .....	<a href="#">RAX-6</a>	
Wheel sensors (ABS) .....	<a href="#">BRC-44</a>	E
Wheel size .....	<a href="#">GI-49</a>	
Wheelbase (Dimensions) .....	<a href="#">GI-48</a>	
Width (Dimensions) .....	<a href="#">GI-48</a>	F
WINDOW - Wiring diagram .....	<a href="#">GW-9</a>	
Window, back door .....	<a href="#">GW-12</a>	
Window, door .....	<a href="#">GW-6</a> , <a href="#">GW-12</a>	
Window, rear .....	<a href="#">GW-3</a>	G
Windshield .....	<a href="#">GW-3</a>	
Windshield washer - See Front washer .....	<a href="#">WW-3</a>	
Windshield wiper - See Front wiper .....	<a href="#">WW-3</a>	H
WIPER - Wiring diagram .....	<a href="#">WW-5</a>	
Wiper and washer .....	<a href="#">WW-3</a>	
Wiper, front .....	<a href="#">WW-3</a>	I
Wiring Diagram (Cell code) list .....	<a href="#">PG-39</a>	
Wiring diagrams .....	<a href="#">GI-8</a> , <a href="#">GI-13</a>	
Withdrawal lever (clutch) .....	<a href="#">CL-14</a> , <a href="#">CL-31</a>	J
Wrist pin - See Piston pin inspection .....	<a href="#">EM-69</a>	

SECTION **ACC**  
ACCELERATOR CONTROL SYSTEM

A

ACC

C

D

CONTENTS

E

<b>ACCELERATOR CONTROL SYSTEM</b> .....	2	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	4	F
Removal and Installation .....	2	Accelerator Control .....	4	
		PEDAL TRAVEL .....	4	

G

H

I

J

K

L

M

# ACCELERATOR CONTROL SYSTEM

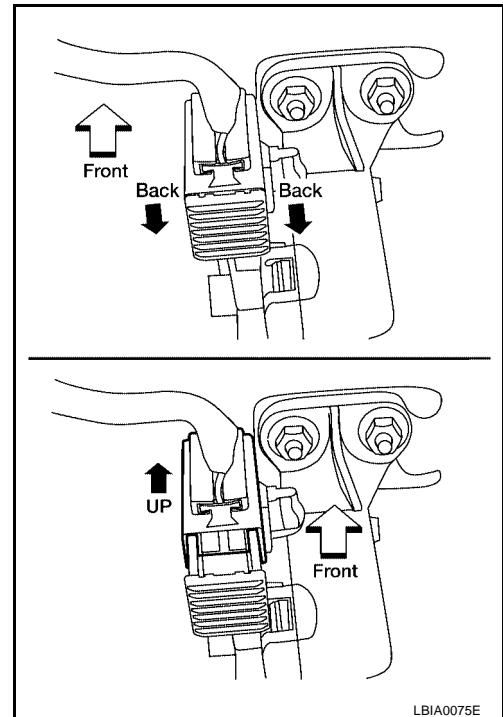
## ACCELERATOR CONTROL SYSTEM

PF18005

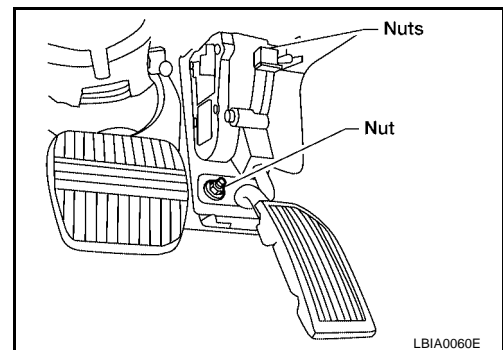
### Removal and Installation

EBS00DTP

1. Disconnect the accelerator pedal position sensor electrical connector.
  - a. Pull the connector lock back to unlock the connector from the accelerator pedal position sensor.
  - b. Pull up on the connector to disconnect it from the accelerator pedal position sensor.



2. Remove the upper and lower pedal assembly nuts.



3. Remove the pedal assembly.
  - For electrical inspection of the accelerator pedal position sensor. Refer to [EC-503, "DTC P2122, P2123 APP SENSOR"](#) (QG18DE ULEV), [EC-1125, "DTC P2122, P2123 APP SENSOR"](#) (QG18DE SULEV) or [EC-1751, "DTC P2122, P2123 APP SENSOR"](#) (QR25DE).

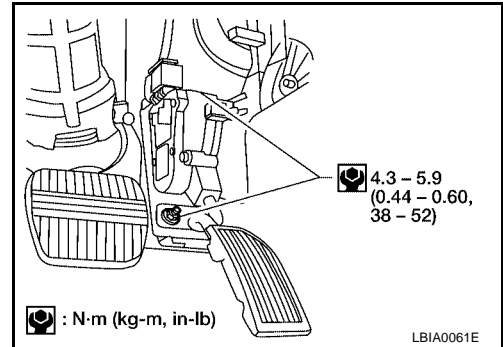
#### **CAUTION:**

- Do not disassemble the pedal assembly. Do not remove the accelerator pedal position sensor from the pedal assembly.
- Avoid impact from dropping during handling.
- Keep the pedal assembly away from water.

# ACCELERATOR CONTROL SYSTEM

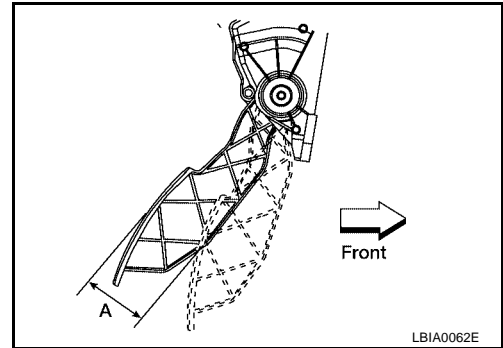
4. Installation is in the reverse order of removal.

- Check the accelerator pedal for smooth operation. There should be no binding or sticking when applying or releasing the accelerator pedal.



- Check that the accelerator pedal moves through the full specified distance of pedal travel.

**Pedal Travel "A" : 52.6 - 58.2 mm (2.07 - 2.29 in)**



## CAUTION:

When the harness connector of the accelerator pedal position sensor is disconnected, perform the "Accelerator Pedal Released Position Learning". Refer to [EC-1255, "Accelerator Pedal Released Position Learning"](#).

A  
ACC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# SERVICE DATA AND SPECIFICATIONS (SDS)

---

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Accelerator Control PEDAL TRAVEL

EBS00EWA

---

Accelerator control pedal - total travel	52.6 - 58.2 mm (2.07 - 2.29 in)
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SECTION **ACS**  
AUTO CRUISE CONTROL SYSTEM

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

CONTENTS

**AUTOMATIC SPEED CONTROL DEVICE (ASCD).... 2**  
Description ..... 2

**ACS**

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

---

## AUTOMATIC SPEED CONTROL DEVICE (ASCD)

PF1:18930

### Description

EKS003JX

Regarding the information for ASCD system, refer to [EC-598, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) [QG (ULEV) engine models], [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) [QG (SULEV) engine models], [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) (QR engine models).

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# SECTION **AT**

## AUTOMATIC TRANSAXLE

### CONTENTS

<b>RE4F03B</b>	
<b>TROUBLE DIAGNOSIS - INDEX</b> .....	7
Alphabetical & P No. Index for DTC .....	7
<b>PRECAUTIONS</b> .....	9
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	9
Precautions for On Board Diagnostic (OBD) System of A/T and Engine .....	9
Precautions .....	9
Service Notice or Precautions .....	11
Wiring Diagrams and Trouble Diagnosis .....	12
<b>PREPARATION</b> .....	13
Special Service Tools .....	13
Commercial Service Tools .....	16
<b>OVERALL SYSTEM</b> .....	17
A/T Electrical Parts Location .....	17
Circuit Diagram .....	18
Cross-sectional View .....	19
Hydraulic Control Circuit .....	20
Shift Mechanism .....	21
Control System .....	30
CAN Communication .....	31
Control Mechanism .....	32
Control Valve .....	36
<b>ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION</b> .....	38
Introduction .....	38
OBD-II Function for A/T System .....	38
One or Two Trip Detection Logic of OBD-II .....	38
OBD-II Diagnostic Trouble Code (DTC) .....	38
Malfunction Indicator Lamp (MIL) .....	42
CONSULT-II .....	42
<b>TROUBLE DIAGNOSIS — INTRODUCTION</b> .....	57
Introduction .....	57
Work Flow .....	61
<b>TROUBLE DIAGNOSIS — BASIC INSPECTION</b> ...	64
A/T Fluid Check .....	64
Stall Test .....	64
Line Pressure Test .....	68
Road Test .....	69
<b>TROUBLE DIAGNOSIS — GENERAL DESCRIPTION</b> .....	85
Symptom Chart .....	85
TCM Terminals and Reference Value .....	110
<b>TROUBLE DIAGNOSIS FOR POWER SUPPLY</b> ...	113
Wiring Diagram — AT — MAIN .....	113
Diagnostic Procedure .....	114
<b>DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH</b> .....	116
Description .....	116
Wiring Diagram — AT — PNP/SW .....	117
Diagnostic Procedure .....	118
Component Inspection .....	120
<b>DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT</b> .....	121
Description .....	121
Wiring Diagram — AT — FTS .....	123
Diagnostic Procedure .....	124
Component Inspection .....	126
<b>DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)</b> .....	127
Description .....	127
Wiring Diagram — AT — VSSA/T .....	129
Diagnostic Procedure .....	130
<b>DTC P0725 ENGINE SPEED SIGNAL</b> .....	132
Description .....	132
Wiring Diagram — AT — ENGSS .....	133
Diagnostic Procedure .....	134
<b>DTC P0731 A/T 1ST GEAR FUNCTION</b> .....	136
Description .....	136
Wiring Diagram — AT — 1ST .....	138
Diagnostic Procedure .....	139
Component Inspection .....	140
<b>DTC P0732 A/T 2ND GEAR FUNCTION</b> .....	141
Description .....	141
Wiring Diagram — AT — 2ND .....	143
Diagnostic Procedure .....	144
Component Inspection .....	145



<b>DTC P0733 A/T 3RD GEAR FUNCTION</b> .....	<b>146</b>	<b>SENSOR-MTR</b> .....	<b>204</b>
Description .....	146	Description .....	204
Wiring Diagram — AT — 3RD .....	148	Wiring Diagram — AT — VSSMTR .....	206
Diagnostic Procedure .....	149	Diagnostic Procedure .....	207
Component Inspection .....	150	<b>DTC U1000 CAN COMMUNICATION LINE</b> .....	<b>209</b>
<b>DTC P0734 A/T 4TH GEAR FUNCTION</b> .....	<b>151</b>	Description .....	209
Description .....	151	On Board Diagnosis Logic .....	209
Wiring Diagram — AT — 4TH .....	154	Possible Cause .....	209
Diagnostic Procedure .....	155	DTC Confirmation Procedure .....	209
Component Inspection .....	159	Wiring Diagram — AT — CAN .....	210
<b>DTC P0740 TORQUE CONVERTER CLUTCH</b>		Diagnostic Procedure .....	211
<b>SOLENOID VALVE</b> .....	<b>160</b>	<b>DTC CONTROL UNIT (RAM), CONTROL UNIT</b>	
Description .....	160	<b>(ROM)</b> .....	<b>212</b>
Wiring Diagram — AT — TCV .....	161	Description .....	212
Diagnostic Procedure .....	162	Diagnostic Procedure .....	212
Component Inspection .....	163	<b>DTC CONTROL UNIT (EEP ROM)</b> .....	<b>214</b>
<b>DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)</b> .....	<b>164</b>	Description .....	214
Description .....	164	Diagnostic Procedure .....	215
Wiring Diagram — AT — TCCSIG .....	167	<b>TROUBLE DIAGNOSES FOR SYMPTOMS</b> .....	<b>216</b>
Diagnostic Procedure .....	168	Wiring Diagram — AT — NONDTC .....	216
Component Inspection .....	173	1. O/D OFF Indicator Lamp Does Not Come On .....	221
<b>DTC P0745 LINE PRESSURE SOLENOID VALVE</b> .....	<b>174</b>	2. Engine Cannot Be Started In “P” and “N” Position .....	223
Description .....	174	3. In “P” Position, Vehicle Moves Forward Or Back-	
Wiring Diagram — AT — LPSV .....	175	ward When Pushed .....	224
Diagnostic Procedure .....	176	4. In “N” Position, Vehicle Moves .....	225
Component Inspection .....	178	5. Large Shock. “N” → “R” Position .....	226
<b>DTC P0750 SHIFT SOLENOID VALVE A</b> .....	<b>180</b>	6. Vehicle Does Not Creep Backward In “R” Position .....	227
Description .....	180	7. Vehicle Does Not Creep Forward In “D”, “2” Or	
Wiring Diagram — AT — SSV/A .....	181	“1” Position .....	229
Diagnostic Procedure .....	182	8. Vehicle Cannot Be Started From D1 .....	231
Component Inspection .....	183	9. A/T Does Not Shift: D1 → D2 Or Does Not Kick-	
<b>DTC P0755 SHIFT SOLENOID VALVE B</b> .....	<b>184</b>	down: D4 → D2 .....	234
Description .....	184	10. A/T Does Not Shift: D2 → D3 .....	236
Wiring Diagram — AT — SSV/B .....	185	11. A/T Does Not Shift: D3 → D4 .....	238
Diagnostic Procedure .....	186	12. A/T Does Not Perform Lock-up .....	240
Component Inspection .....	187	13. A/T Does Not Hold Lock-up Condition .....	241
<b>DTC P1705 THROTTLE POSITION SENSOR</b>		14. Lock-up Is Not Released .....	243
<b>[ACCELERATOR PEDAL POSITION (APP) SEN-</b>		15. Engine Speed Does Not Return To Idle (Light	
<b>SOR]</b> .....	<b>188</b>	Braking D4 → D3 ) .....	244
Description .....	188	16. Vehicle Does Not Start From D1 .....	245
On Board Diagnosis Logic .....	189	17. A/T Does Not Shift: D4 → D3 , When Overdrive	
Possible Cause .....	189	Control Switch “ON” → “OFF” .....	247
Diagnostic Trouble Code (DTC) Confirmation Pro-		18. A/T Does Not Shift: D3 → 22 , When Selector	
cedure .....	189	Lever “D” → “2” Position .....	248
Wiring Diagram — AT — TPS .....	191	19. A/T Does Not Shift: 22 → 11 , When Selector	
Diagnostic Procedure .....	192	Lever “2” → “1” Position .....	249
<b>DTC P1760 OVERRUN CLUTCH SOLENOID</b>		20. Vehicle Does Not Decelerate By Engine Brake .....	250
<b>VALVE</b> .....	<b>194</b>	21. TCM Self-diagnosis Does Not Activate {Park/	
Description .....	194	neutral Position (PNP), Overdrive Control and	
Wiring Diagram — AT — OVRCSV .....	195	Throttle Position Sensor [Accelerator Pedal Posi-	
Diagnostic Procedure .....	196	tion (APP) Sensor] Switches Circuit Checks} .....	250
Component Inspection .....	197	<b>A/T SHIFT LOCK SYSTEM</b> .....	<b>253</b>
<b>DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP</b>		Description .....	253
<b>SENSOR CIRCUIT AND TCM POWER SOURCE)</b> .....	<b>198</b>	Shift Lock System Electrical Parts Location .....	253
Description .....	198	Wiring Diagram — SHIFT — .....	254
Wiring Diagram — AT — BA/FTS .....	200	Diagnostic Procedure .....	255
Diagnostic Procedure .....	201	<b>KEY INTERLOCK CABLE</b> .....	<b>258</b>
Component Inspection .....	203	Components .....	258
<b>DTC VHCL SPEED SEN-MTR VEHICLE SPEED</b>			

Removal .....	258	Disassembly .....	333	
Installation .....	259	Inspection .....	335	A
<b>ON-VEHICLE SERVICE .....</b>	<b>260</b>	Assembly .....	335	
Control Valve Assembly and Accumulators .....	260	<b>REAR INTERNAL GEAR, FORWARD CLUTCH</b>		
Control Cable Adjustment .....	263	<b>HUB AND OVERRUN CLUTCH HUB .....</b>	<b>338</b>	B
Park/Neutral Position (PNP) Switch Adjustment .....	263	Components .....	338	
Differential Side Oil Seal Replacement .....	264	Disassembly .....	338	
Revolution Sensor Replacement .....	264	Inspection .....	340	
<b>REMOVAL AND INSTALLATION .....</b>	<b>265</b>	Assembly .....	340	AT
Removal .....	265	<b>OUTPUT SHAFT, IDLER GEAR, REDUCTION PIN-</b>		
Installation .....	266	<b>ION GEAR AND BEARING RETAINER .....</b>	<b>343</b>	D
<b>OVERHAUL .....</b>	<b>268</b>	Components .....	343	
Components .....	268	Disassembly .....	343	
Oil Channel .....	271	Inspection .....	345	
Locations of Adjusting Shims, Needle Bearings,		Assembly .....	346	E
Thrust Washers and Snap Rings .....	272	<b>BAND SERVO PISTON ASSEMBLY .....</b>	<b>349</b>	
Disassembly .....	273	Components .....	349	
<b>MANUAL SHAFT .....</b>	<b>289</b>	Disassembly .....	349	F
Components .....	289	Inspection .....	352	
Removal .....	289	Assembly .....	352	
Inspection .....	290	<b>FINAL DRIVE .....</b>	<b>356</b>	G
Installation .....	290	Components .....	356	
<b>OIL PUMP .....</b>	<b>293</b>	Disassembly .....	356	
Components .....	293	Inspection .....	358	
Disassembly .....	293	Assembly .....	358	H
Inspection .....	294	<b>ASSEMBLY .....</b>	<b>361</b>	
Assembly .....	296	Assembly (1) .....	361	
<b>CONTROL VALVE ASSEMBLY .....</b>	<b>298</b>	Adjustment (1) .....	362	I
Components .....	298	Assembly (2) .....	369	
Disassembly .....	299	Adjustment (2) .....	373	
Inspection .....	302	Assembly (3) .....	377	J
Assembly .....	303	Assembly (4) .....	380	
<b>CONTROL VALVE UPPER BODY .....</b>	<b>308</b>	<b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>	<b>386</b>	
Components .....	308	General Specifications .....	386	K
Disassembly .....	308	Shift Schedule .....	386	
Inspection .....	309	Stall Revolution .....	386	
Assembly .....	310	Line Pressure .....	387	L
<b>CONTROL VALVE LOWER BODY .....</b>	<b>312</b>	Control Valves .....	387	
Components .....	312	Clutch, Brake and Brake Band .....	387	
Disassembly .....	312	Clutch and Brake Return Springs .....	389	
Inspection .....	313	Oil Pump .....	389	M
Assembly .....	313	Input Shaft .....	389	
<b>REVERSE CLUTCH .....</b>	<b>314</b>	Planetary Carrier .....	390	
Components .....	314	Final Drive .....	390	
Disassembly .....	314	Reduction Pinion Gear .....	391	
Inspection .....	315	Output Shaft .....	393	
Assembly .....	316	Bearing Retainer .....	393	
<b>HIGH CLUTCH .....</b>	<b>319</b>	Total End Play .....	394	
Components .....	319	Reverse Clutch End Play .....	394	
Disassembly .....	319	Accumulator .....	394	
Inspection .....	321	Band Servo .....	394	
Assembly .....	322	Removal and Installation .....	394	
<b>FORWARD CLUTCH AND OVERRUN CLUTCH .</b>	<b>325</b>	Shift Solenoid Valves .....	395	
Components .....	325	Solenoid Valve .....	395	
Disassembly .....	325	A/T Fluid Temperature Sensor .....	395	
Inspection .....	327	Revolution Sensor .....	395	
Assembly .....	329	Dropping Resistor .....	395	
<b>LOW &amp; REVERSE BRAKE .....</b>	<b>333</b>			
Components .....	333			

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**RE4F04B**

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<b>TROUBLE DIAGNOSIS - INDEX</b> .....	<b>396</b>
Alphabetical & P No. Index for DTC .....	396
<b>PRECAUTIONS</b> .....	<b>398</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	398
Precautions for On Board Diagnostic (OBD) System of A/T and Engine .....	398
Precautions .....	398
Service Notice or Precautions .....	400
Wiring Diagrams and Trouble Diagnosis .....	401
<b>PREPARATION</b> .....	<b>402</b>
Special Service Tools .....	402
Commercial Service Tools .....	405
<b>OVERALL SYSTEM</b> .....	<b>406</b>
A/T Electrical Parts Location .....	406
Circuit Diagram .....	407
Cross-sectional View .....	408
Hydraulic Control Circuit .....	409
Shift Mechanism .....	410
Control System .....	419
CAN Communication .....	420
Control Mechanism .....	422
Control Valve .....	426
<b>ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION</b> .....	<b>428</b>
Introduction .....	428
OBD-II Function for A/T System .....	428
One or Two Trip Detection Logic of OBD-II .....	428
OBD-II Diagnostic Trouble Code (DTC) .....	428
Malfunction Indicator Lamp (MIL) .....	432
CONSULT-II .....	432
Diagnostic Procedure Without CONSULT-II .....	441
<b>TROUBLE DIAGNOSIS - INTRODUCTION</b> .....	<b>446</b>
Introduction .....	446
Work Flow .....	450
<b>TROUBLE DIAGNOSIS - BASIC INSPECTION</b> ....	<b>452</b>
A/T Fluid Check .....	452
Stall Test .....	452
Line Pressure Test .....	456
Road Test .....	457
<b>TROUBLE DIAGNOSIS - GENERAL DESCRIPTION</b> .....	<b>473</b>
Symptom Chart .....	473
TCM Terminals and Reference Value .....	484
System Description .....	487
<b>TROUBLE DIAGNOSIS FOR POWER SUPPLY</b> ...	<b>488</b>
Wiring Diagram — AT — MAIN .....	488
Diagnostic Procedure .....	489
<b>DTC P0705 PARK/NEUTRAL POSITION SWITCH</b> <b>491</b>	
Description .....	491
On Board Diagnosis Logic .....	491
Possible Cause .....	491
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	491
Wiring Diagram — AT — PNP/SW .....	493
Diagnostic Procedure .....	494

<b>DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT</b> .....	<b>497</b>
Description .....	497
On Board Diagnosis Logic .....	497
Possible Cause .....	497
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	497
Wiring Diagram — AT — FTS .....	499
Diagnostic Procedure .....	500
<b>DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)</b> .....	<b>503</b>
Description .....	503
On Board Diagnosis Logic .....	503
Possible Cause .....	503
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	503
Wiring Diagram — AT — VSSA/T .....	505
Diagnostic Procedure .....	506
<b>DTC P0725 ENGINE SPEED SIGNAL</b> .....	<b>508</b>
Description .....	508
On Board Diagnosis Logic .....	508
Possible Cause .....	508
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	508
Wiring Diagram — AT — ENGSS .....	509
Diagnostic Procedure .....	510
<b>DTC P0731 A/T 1ST GEAR FUNCTION</b> .....	<b>512</b>
Description .....	512
On Board Diagnosis Logic .....	512
Possible Cause .....	512
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	512
Wiring Diagram — AT — 1ST .....	514
Diagnostic Procedure .....	515
<b>DTC P0732 A/T 2ND GEAR FUNCTION</b> .....	<b>517</b>
Description .....	517
On Board Diagnosis Logic .....	517
Possible Cause .....	517
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	517
Wiring Diagram — AT — 2ND .....	519
Diagnostic Procedure .....	520
<b>DTC P0733 A/T 3RD GEAR FUNCTION</b> .....	<b>522</b>
Description .....	522
On Board Diagnosis Logic .....	522
Possible Cause .....	522
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	522
Wiring Diagram — AT — 3RD .....	524
Diagnostic Procedure .....	525
<b>DTC P0734 A/T 4TH GEAR FUNCTION</b> .....	<b>527</b>
Description .....	527
On Board Diagnosis Logic .....	527
Possible Cause .....	527
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	527
Wiring Diagram — AT — 4TH .....	529
Diagnostic Procedure .....	530
<b>DTC P0740 TORQUE CONVERTER CLUTCH</b>	

<b>SOLENOID VALVE</b> .....	<b>534</b>	
Description .....	534	
On Board Diagnosis Logic .....	534	
Possible Cause .....	534	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	534	
Wiring Diagram — AT — TCV .....	536	
Diagnostic Procedure .....	537	
<b>DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)</b> .....	<b>539</b>	
Description .....	539	
On Board Diagnosis Logic .....	539	
Possible Cause .....	539	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	539	
Wiring Diagram — AT — TCCSIG .....	541	
Diagnostic Procedure .....	542	
<b>DTC P0745 LINE PRESSURE SOLENOID VALVE</b> .....	<b>547</b>	
Description .....	547	
On Board Diagnosis Logic .....	547	
Possible Cause .....	547	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	547	
Wiring Diagram — AT — LPSV .....	549	
Diagnostic Procedure .....	550	
<b>DTC P0750 SHIFT SOLENOID VALVE A</b> .....	<b>553</b>	
Description .....	553	
On Board Diagnosis Logic .....	553	
Possible Cause .....	553	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	553	
Wiring Diagram — AT — SSV/A .....	555	
Diagnostic Procedure .....	556	
<b>DTC P0755 SHIFT SOLENOID VALVE B</b> .....	<b>558</b>	
Description .....	558	
On Board Diagnosis Logic .....	558	
Possible Cause .....	558	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	558	
Wiring Diagram — AT — SSV/B .....	560	
Diagnostic Procedure .....	561	
<b>DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]</b> .....	<b>563</b>	
Description .....	563	
On Board Diagnosis Logic .....	563	
Possible Cause .....	563	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	563	
Wiring Diagram — AT — TPS .....	565	
Diagnostic Procedure .....	566	
<b>DTC P1760 OVERRUN CLUTCH SOLENOID VALVE</b> .....	<b>568</b>	
Description .....	568	
On Board Diagnosis Logic .....	568	
Possible Cause .....	568	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	568	
Wiring Diagram — AT — OVRCSV .....	570	
Diagnostic Procedure .....	571	
<b>DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)</b> .....	<b>573</b>	A
Description .....	573	
On Board Diagnosis Logic .....	573	
Possible Cause .....	573	B
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	573	
Wiring Diagram — AT — BA/FTS .....	575	
Diagnostic Procedure .....	576	AT
<b>DTC VEHICLE SPEED SENSOR MTR</b> .....	<b>580</b>	
Description .....	580	
On Board Diagnosis Logic .....	580	D
Possible Cause .....	580	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	580	E
Wiring Diagram — AT — VSSMTR .....	582	
Diagnostic Procedure .....	583	
<b>DTC TURBINE REVOLUTION SENSOR</b> .....	<b>585</b>	F
Description .....	585	
Wiring Diagram — AT — TRSA/T .....	587	
Diagnostic Procedure .....	588	G
Component Inspection .....	589	
<b>DTC U1000 CAN COMMUNICATION LINE</b> .....	<b>590</b>	
Description .....	590	
On Board Diagnosis Logic .....	590	H
Possible Cause .....	590	
DTC Confirmation Procedure .....	590	
Wiring Diagram — AT — CAN .....	591	I
Diagnostic Procedure .....	592	
<b>DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)</b> .....	<b>593</b>	J
Description .....	593	
On Board Diagnosis Logic .....	593	
Possible Cause .....	593	
Diagnostic Trouble Code (DTC) Confirmation Procedure .....	593	K
Diagnostic Procedure .....	594	
<b>DTC CONTROL UNIT (EEP ROM)</b> .....	<b>595</b>	L
Description .....	595	
Diagnostic Procedure .....	596	
<b>TROUBLE DIAGNOSIS FOR SYMPTOMS</b> .....	<b>597</b>	M
Wiring Diagram — AT — NONDTC .....	597	
1. O/D OFF Indicator Lamp Does Not Come On ..	602	
2. Engine Cannot Be Started In P and N Position ..	604	
3. In P Position, Vehicle Moves Forward or Backward When Pushed .....	605	
4. In N Position, Vehicle Moves .....	605	
5. Large Shock N → R Position .....	607	
6. Vehicle Does Not Creep Backward In R Position ..	609	
7. Vehicle Does Not Creep Forward in D, 2 or 1 Position .....	612	
8. Vehicle Cannot Be Started From D1 .....	614	
9. A/T Does Not Shift: D1 → D2 or Does Not Kick-down: D4 → D2 .....	617	
10. A/T Does Not Shift: D2 → D3 .....	619	
11. A/T Does Not Shift: D3 → D4 .....	622	
12. A/T Does Not Perform Lock-up .....	624	
13. A/T Does Not Hold Lock-up Condition .....	625	
14. Lock-up Is Not Released .....	626	

15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3 ) .....	627	Control Valve Upper Body .....	687
16. Vehicle Does Not Start From D1 .....	629	Control Valve Lower Body .....	691
17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch ON → OFF .....	630	Reverse Clutch .....	694
18. A/T Does Not Shift: D3 → 22 , When Selector Lever D → 2 Position .....	630	High Clutch .....	697
19. A/T Does Not Shift: 22 → 11 , When Selector Lever 2 → 1 Position .....	631	Forward And Overrun Clutches .....	702
20. Vehicle Does Not Decelerate By Engine Brake .....	632	Low & Reverse Brake .....	708
21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks} .....	632	Rear Internal Gear, Forward Clutch Hub and Over-run Clutch Hub .....	710
<b>A/T SHIFT LOCK SYSTEM .....</b>	<b>637</b>	Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer .....	714
Description .....	637	Band Servo Piston Assembly .....	719
Shift Lock System Electrical Parts Location .....	637	Final Drive .....	724
Wiring Diagram — SHIFT — .....	638	<b>ASSEMBLY .....</b>	<b>729</b>
Diagnostic Procedure .....	639	Assembly (1) .....	729
<b>KEY INTERLOCK CABLE .....</b>	<b>642</b>	Adjustment (1) .....	730
Components .....	642	Assembly (2) .....	735
Removal .....	642	Adjustment (2) .....	742
Installation .....	643	Assembly (3) .....	745
<b>ON-VEHICLE SERVICE .....</b>	<b>644</b>	<b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>	<b>752</b>
Control Valve Assembly and Accumulators .....	644	General Specifications .....	752
Revolution Sensor Replacement .....	646	Shift Schedule .....	752
Park/Neutral Position (PNP) Switch Adjustment ..	646	Stall Revolution .....	752
Control Cable Adjustment .....	647	Line Pressure .....	753
Differential Side Oil Seal Replacement .....	647	Control Valves .....	753
<b>REMOVAL AND INSTALLATION .....</b>	<b>649</b>	Accumulator .....	753
Removal .....	649	Clutch and Brakes .....	754
Installation .....	650	Final Drive .....	756
<b>OVERHAUL .....</b>	<b>652</b>	Planetary Carrier and Oil Pump .....	756
Components .....	652	Input Shaft .....	757
Oil Channel .....	655	Reduction Pinion Gear .....	757
Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings .....	656	Band Servo .....	758
<b>DISASSEMBLY .....</b>	<b>657</b>	Output Shaft .....	758
Disassembly .....	657	Bearing Retainer .....	759
<b>REPAIR FOR COMPONENT PARTS .....</b>	<b>672</b>	Total End Play .....	759
Manual Shaft .....	672	Reverse Clutch End Play .....	759
Oil Pump .....	675	Removal and Installation .....	759
Control Valve Assembly .....	679	Shift Solenoid Valves .....	760
		Solenoid Valves .....	760
		A/T Fluid Temperature Sensor .....	760
		Revolution Sensor .....	760
		Dropping Resistor .....	760
		Turbine Revolution Sensor .....	760

# TROUBLE DIAGNOSIS - INDEX

[RE4F03B]

PF0:00000

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## TROUBLE DIAGNOSIS - INDEX

### Alphabetical & P No. Index for DTC ALPHABETICAL INDEX FOR DTC

Items (CONSULT-II screen terms)	DTC	Reference page
	CONSULT-II GST*1	
A/T 1ST GR FNCTN	P0731	<a href="#">AT-136</a>
A/T 2ND GR FNCTN	P0732	<a href="#">AT-141</a>
A/T 3RD GR FNCTN	P0733	<a href="#">AT-146</a>
A/T 4TH GR FNCTN	P0734	<a href="#">AT-151</a>
A/T TCC S/V FNCTN	P0744	<a href="#">AT-164</a>
ATF TEMP SEN/CIRC	P0710	<a href="#">AT-121</a>
ENGINE SPEED SIG	P0725	<a href="#">AT-132</a>
L/PRESS SOL/CIRC	P0745	<a href="#">AT-174</a>
O/R CLTCH SOL/CIRC	P1760	<a href="#">AT-194</a>
PNP SW/CIRC	P0705	<a href="#">AT-116</a>
SFT SOL A/CIRC*2	P0750	<a href="#">AT-180</a>
SFT SOL B/CIRC*2	P0755	<a href="#">AT-184</a>
TCC SOLENOID/CIRC	P0740	<a href="#">AT-160</a>
TP SEN/CIRC A/T*2	P1705	<a href="#">AT-188</a>
VEH SPD SEN/CIR AT*3	P0720	<a href="#">AT-127</a>
CAN COMM CIRCUIT	U1000	<a href="#">AT-209</a>

- \*1: These numbers are prescribed by SAE J2012.
- \*2: When the fail-safe operation occurs, the MIL illuminates.
- \*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

# TROUBLE DIAGNOSIS - INDEX

[RE4F03B]

## P NO. INDEX FOR DTC

DTC	Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*1		
P0705	PNP SW/CIRC	<a href="#">AT-116</a>
P0710	ATF TEMP SEN/CIRC	<a href="#">AT-121</a>
P0720	VEH SPD SEN/CIR AT*3	<a href="#">AT-127</a>
P0725	ENGINE SPEED SIG	<a href="#">AT-132</a>
P0731	A/T 1ST GR FNCTN	<a href="#">AT-136</a>
P0732	A/T 2ND GR FNCTN	<a href="#">AT-141</a>
P0733	A/T 3RD GR FNCTN	<a href="#">AT-146</a>
P0734	A/T 4TH GR FNCTN	<a href="#">AT-151</a>
P0740	TCC SOLENOID/CIRC	<a href="#">AT-160</a>
P0744	A/T TCC S/V FNCTN	<a href="#">AT-164</a>
P0745	L/PRESS SOL/CIRC	<a href="#">AT-174</a>
P0750	SFT SOL A/CIRC*2	<a href="#">AT-180</a>
P0755	SFT SOL B/CIRC*2	<a href="#">AT-184</a>
P1705	TP SEN/CIRC A/T*2	<a href="#">AT-188</a>
P1760	O/R CLTCH SOL/CIRC	<a href="#">AT-194</a>
U1000	CAN COMM CIRCUIT	<a href="#">AT-209</a>

- \*1: These numbers are prescribed by SAE J2012.
- \*2: When the fail-safe operation occurs, the MIL illuminates.
- \*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

**PRECAUTIONS**

PF0:00001

**Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”**

ECS005VV

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

**Precautions for On Board Diagnostic (OBD) System of A/T and Engine**

ECS005VV

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

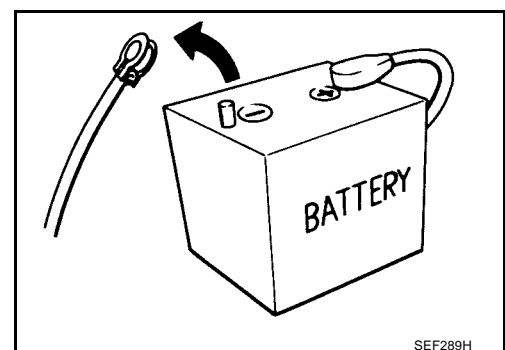
**CAUTION:**

- Be sure to turn the ignition switch “OFF” and disconnect the negative battery terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the EGR system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the TCM and ECM before returning the vehicle to the customer.

**Precautions**

ECS005VX

- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the TCM. Because battery voltage is applied to TCM even if ignition switch is turned off.

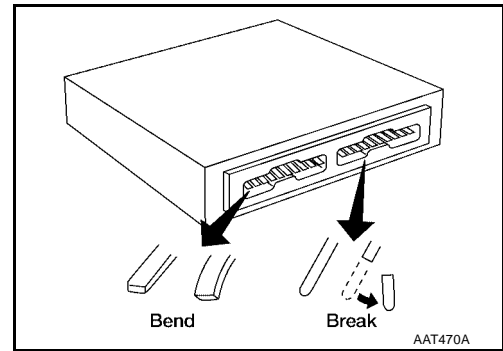




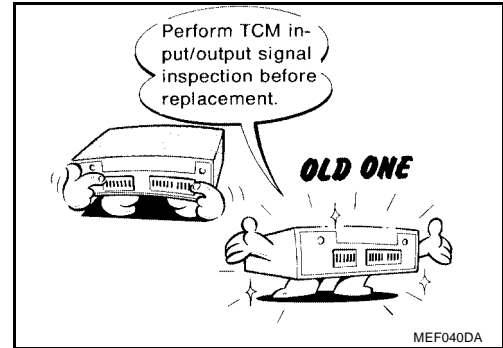
# PRECAUTIONS

[RE4F03B]

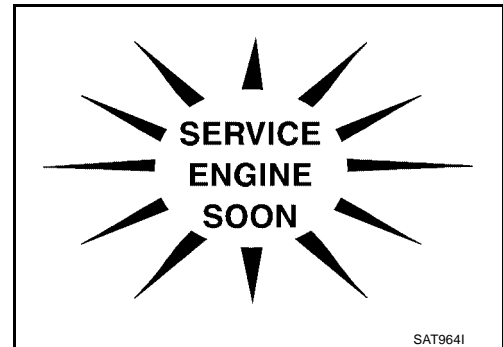
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.



- Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. See page [AT-110](#) .



- After performing each TROUBLE DIAGNOSIS, perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE".  
The DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE" if the repair is completed.



- Before proceeding with disassembly, thoroughly clean the outside of the transaxle. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transaxle.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the transaxle is disassembled.
- It is very important to perform functional tests whenever they are indicated.
- The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
- Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
- Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to [AT-11, "ATF COOLER SERVICE"](#) .
- After overhaul, refill the transaxle with new ATF.
- When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.  
Always follow the procedures under "Changing A/T Fluid" in the MA section when changing A/T fluid. Refer to [MA-31, "Changing A/T Fluid"](#) .

**Service Notice or Precautions****FAIL-SAFE**

The TCM has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.

Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of "1", "2" or "D". The customer may complain of sluggish or poor acceleration.

When the ignition key is turned "ON" following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. [For "TCM Self-diagnostic Procedure (No Tools)", refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) .]

The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.

Always follow the "Work Flow". Refer to [AT-61, "Work Flow"](#) .

The SELF-DIAGNOSIS results will be as follows:

- The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.
- During the next SELF-DIAGNOSIS, performed after checking the sensor, no damages will be indicated.

**TORQUE CONVERTER SERVICE**

The torque converter should be replaced under any of the following conditions:

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.
- Steel particles are found after flushing the cooler and cooler lines.
- Pump is damaged or steel particles are found in the converter.
- Vehicle has TCC shudder and/or no TCC apply. Replace only after all hydraulic and electrical diagnoses have been made. (Converter clutch material may be glazed.)
- Converter is contaminated with engine coolant containing antifreeze.
- Internal failure of stator roller clutch.
- Heavy clutch debris due to overheating (blue converter).
- Steel particles or clutch lining material found in fluid filter or on magnet when no internal parts in unit are worn or damaged — indicates that lining material came from converter.

The torque converter should not be replaced if:

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.
- Transaxle failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

**ATF COOLER SERVICE**

Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer.

Replace radiator lower tank (which includes ATF cooler) with a new one and flush cooler line using cleaning solvent and compressed air.

Refer to [CO-13, "RADIATOR"](#) .

**OBD-II SELF-DIAGNOSIS**

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the O/D OFF indicator or the malfunction indicator lamp (MIL). Refer to the table on [AT-55, "Judgement of Self-diagnosis Code"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in the ECM and TCM memories. **Always perform the procedure "HOW TO ERASE DTC" on page [AT-40](#) to complete the repair and avoid unnecessary blinking of the MIL.**
- The following self-diagnostic items can be detected using ECM self-diagnostic results mode\* only when the O/D OFF indicator lamp does not indicate any malfunctions.
- PNP switch

# PRECAUTIONS

[RE4F03B]

\*: For details of OBD-II, refer to [EC-58, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) [QG18DE (ULEV)] or [EC-639, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) [QG18DE (SULEV)].

- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-47, "HARNES CONNECTOR \(SLIDE-LOCKING TYPE\)"](#) .

## Wiring Diagrams and Trouble Diagnosis

ECS005VZ

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#).
- [PG-2, "POWER SUPPLY ROUTING"](#).

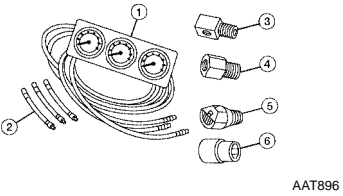
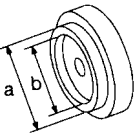
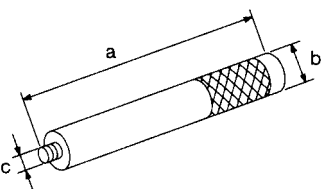
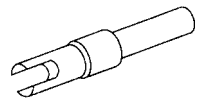
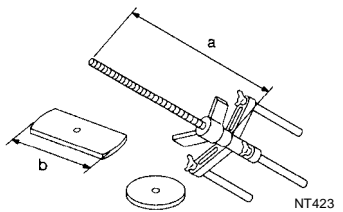
When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#).
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

## PREPARATION

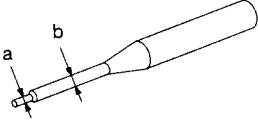


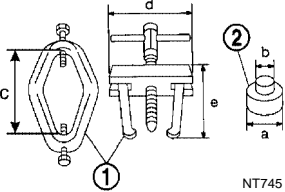
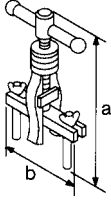
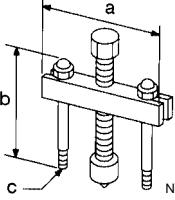
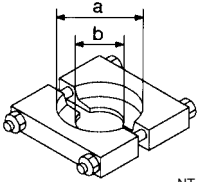
### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
<p>(J34301-C) Oil pressure gauge set 1 (J34301-1) Oil pressure gauge 2 (J34301-2) Hoses 3 (J34298) Adapter 4 (J34282) Adapter 5 (790-301-1230-A) 60° Adapter 6 (J34301-15) Square socket</p>	<p>Measuring line pressure</p> 
<p>KV31103000 (J38982) Drift</p>	<p>Installing differential oil seal (Use with ST35325000.) <b>a: 59 mm (2.32 in) dia.</b> <b>b: 49 mm (1.93 in) dia.</b></p> 
<p>ST35325000 ( — ) Drift</p>	<p>Installing differential oil seal (Use with KV31103000.) <b>a: 215 mm (8.46 in)</b> <b>b: 25 mm (0.98 in) dia.</b> <b>c: M12 x 1.5P</b></p> 
<p>KV38107700 (J39027) Preload adapter</p>	<ul style="list-style-type: none"> <li>● Measuring turning torque of final drive assembly</li> <li>● Measuring clearance between side gear and differential case with washer</li> <li>● Selecting differential side bearing adjusting shim</li> </ul> 
<p>KV31103200 (J34285-A and J34285-87) Clutch spring compressor</p>	<p>Removing and installing clutch return spring <b>a: 320 mm (12.60 in)</b> <b>b: 174 mm (6.85 in)</b></p> 

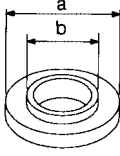
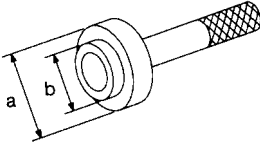
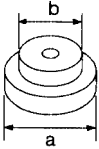
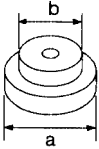
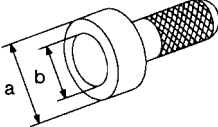
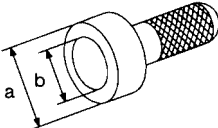
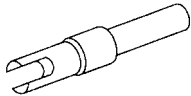
# PREPARATION

**[RE4F03B]**

Tool number (Kent-Moore No.) Tool name	Description
ST23540000 (J25689-A) Pin punch	Removing and installing parking rod plate, manual plate and differential pinion mate shaft retaining pins <b>a: 2.3 mm (0.091 in) dia.</b> <b>b: 4 mm (0.16 in) dia.</b>
 <p style="text-align: center;">NT442</p>	
KV32101000 (J25689-A) Pin punch	Installing throttle lever and manual shaft re- taining pins <b>a: 4 mm (0.16 in) dia.</b>
 <p style="text-align: center;">NT410</p>	
ST25710000 ( — ) Pin punch	Aligning groove of manual shaft and hole of transmission case <b>a: 2 mm (0.08 in) dia.</b>
 <p style="text-align: center;">NT410</p>	
ST3306S001 (J22888-D) Differential side bearing puller set 1 ST33051001 (J22888-D) Puller 2 ST33061000 (J8107-2) Adapter	Removing differential side bearing inner race <b>a: 39 mm (1.54 in) dia.</b> <b>b: 29.5 mm (1.161 in) dia.</b> <b>c: 130 mm (5.12 in)</b> <b>d: 135 mm (5.31 in)</b> <b>e: 120 mm (4.72 in)</b>
 <p style="text-align: center;">NT745</p>	
KV381054S0 (J34286) Puller	<ul style="list-style-type: none"> <li>● Removing idler gear bearing outer race</li> <li>● Removing differential side oil seals</li> <li>● Removing differential side bearing outer race</li> <li>● Removing needle bearing from bearing re- tainer</li> </ul> <b>a: 250 mm (9.84 in)</b> <b>b: 160 mm (6.30 in)</b>
 <p style="text-align: center;">NT414</p>	
ST27180001 (J25726-B) Puller	<ul style="list-style-type: none"> <li>● Removing idler gear</li> </ul> <b>a: 100 mm (3.94 in)</b> <b>b: 110 mm (4.33 in)</b> <b>c: M8 x 1.25P</b>
 <p style="text-align: center;">NT424</p>	
ST30031000 (J22912-O1) Puller	Removing reduction gear bearing inner race <b>a: 90 mm (3.54 in) dia.</b> <b>b: 50 mm (1.97 in) dia.</b>
 <p style="text-align: center;">NT411</p>	

# PREPARATION

**[RE4F03B]**

Tool number (Kent-Moore No.) Tool name	Description	
ST35272000 (J26092) Drift		● Installing reduction gear bearing inner race ● Installing idler gear bearing inner race <b>a: 72 mm (2.83 in) dia.</b> <b>b: 35.5 mm (1.398 in) dia.</b>
ST37830000 ( — ) Drift		Installing idler gear bearing outer race <b>a: 62 mm (2.44 in) dia.</b> <b>b: 39 mm (1.54 in) dia.</b>
ST35321000 ( — ) Drift		Installing output shaft bearing <b>a: 49 mm (1.93 in) dia.</b> <b>b: 41 mm (1.61 in) dia.</b>
ST30633000 ( — ) Drift		Installing differential side bearing outer race <b>a: 67 mm (2.64 in) dia.</b> <b>b: 49 mm (1.93 in) dia.</b>
ST35271000 (J26091) Drift		● Installing idler gear <b>a: 72 mm (2.83 in) dia.</b> <b>b: 63 mm (2.48 in) dia.</b>
ST33400001 (J26082) Drift		● Installing oil pump housing oil seal <b>a: 60 mm (2.36 in) dia.</b> <b>b: 47 mm (1.85 in) dia.</b>
KV38105710 ( — )		● Measuring clearance between side gear and differential case

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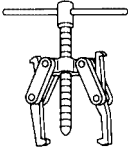
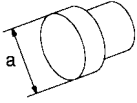
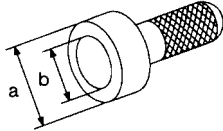
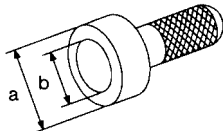
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# PREPARATION

[RE4F03B]

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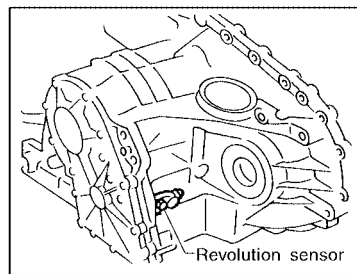
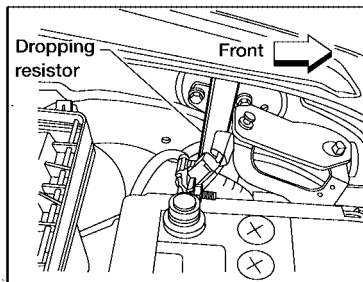
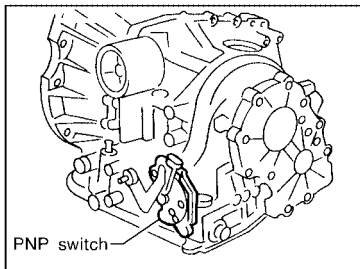
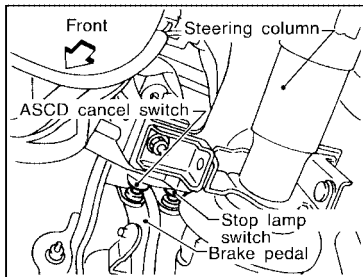
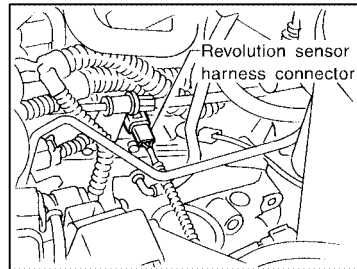
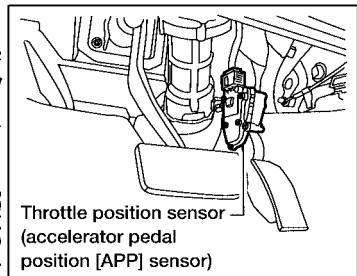
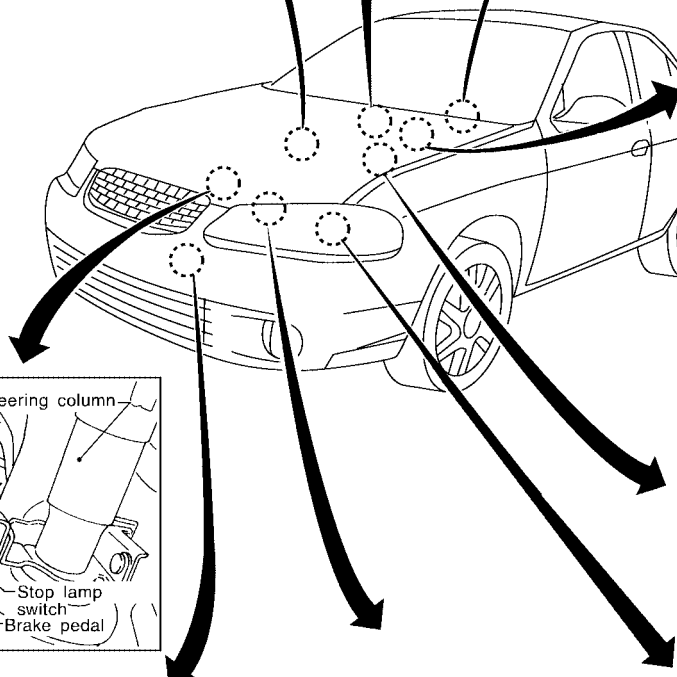
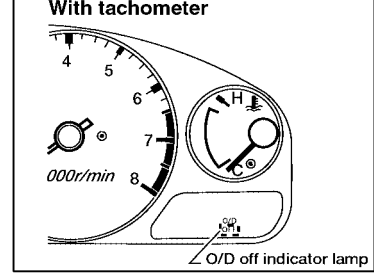
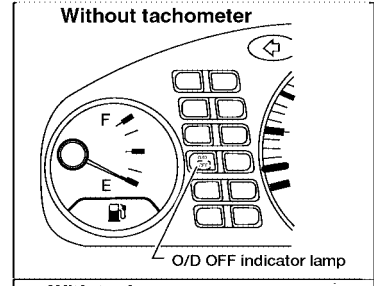
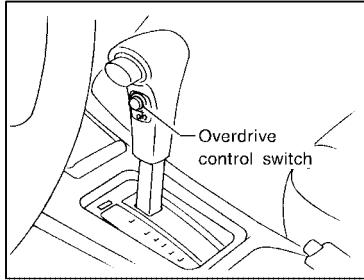
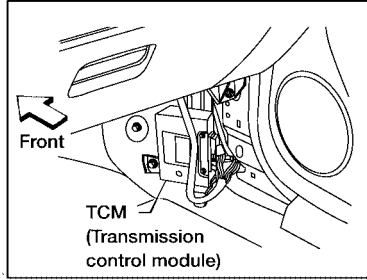
## Commercial Service Tools

Tool name	Description
<p>Puller</p>  <p style="text-align: center;">NT077</p>	<ul style="list-style-type: none"> <li>● Removing idler gear bearing inner race</li> <li>● Removing and installing band servo piston snap ring</li> </ul>
<p>Drift</p>  <p style="text-align: center;">NT109</p>	<p>Removing idler gear bearing inner race  <b>a: 34 mm (1.34 in) dia.</b></p>
<p>Drift</p>  <p style="text-align: center;">NT115</p>	<p>Installing differential left side bearing  <b>a: 86 mm (3.39 in) dia.</b>  <b>b: 80 mm (3.15 in) dia.</b></p>
<p>Drift</p>  <p style="text-align: center;">NT115</p>	<p>Installing differential right side bearing  <b>a: 46 mm (1.81 in) dia.</b>  <b>b: 40 mm (1.57 in) dia.</b></p>

OVERALL SYSTEM

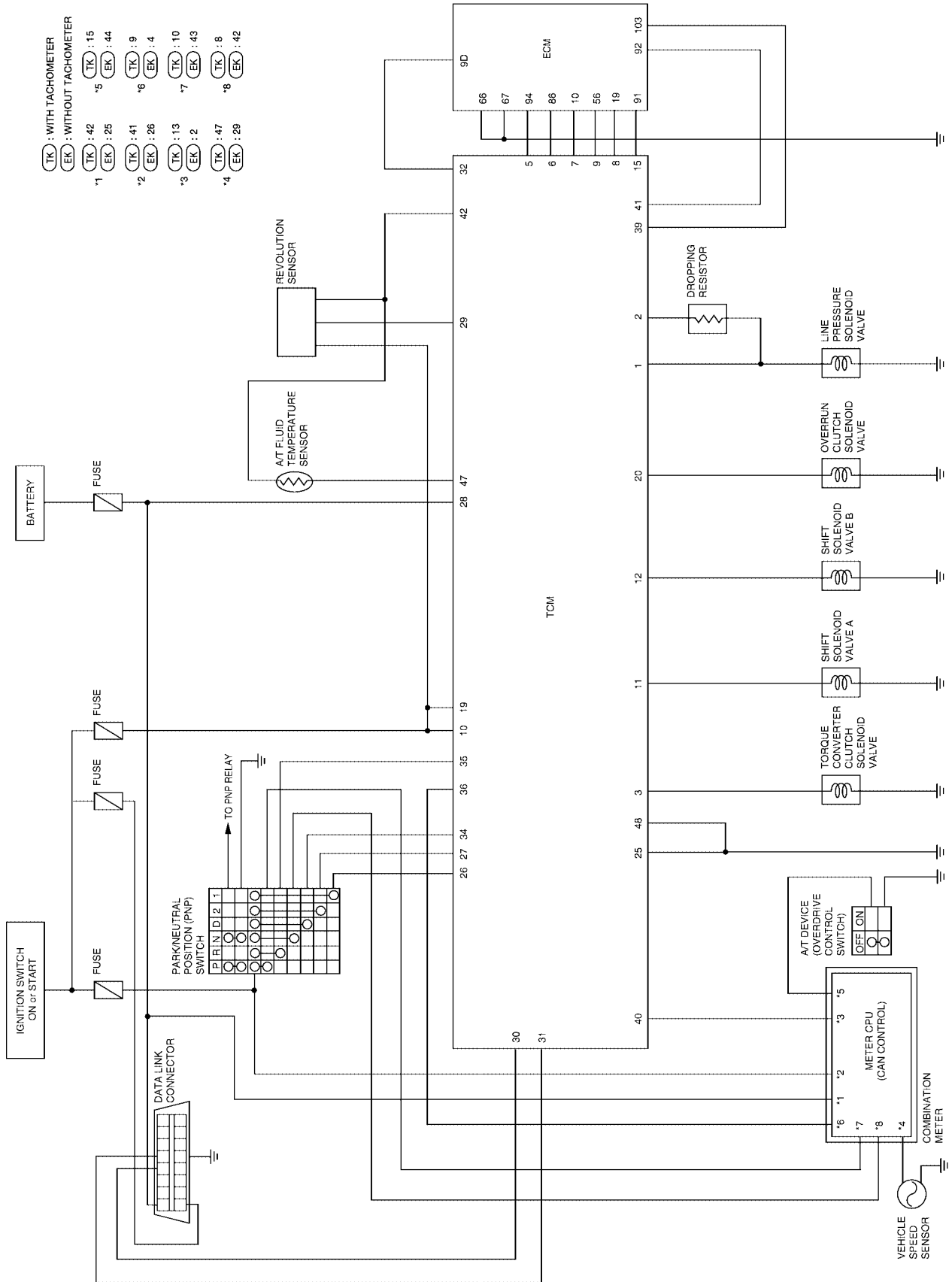
A/T Electrical Parts Location

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Circuit Diagram

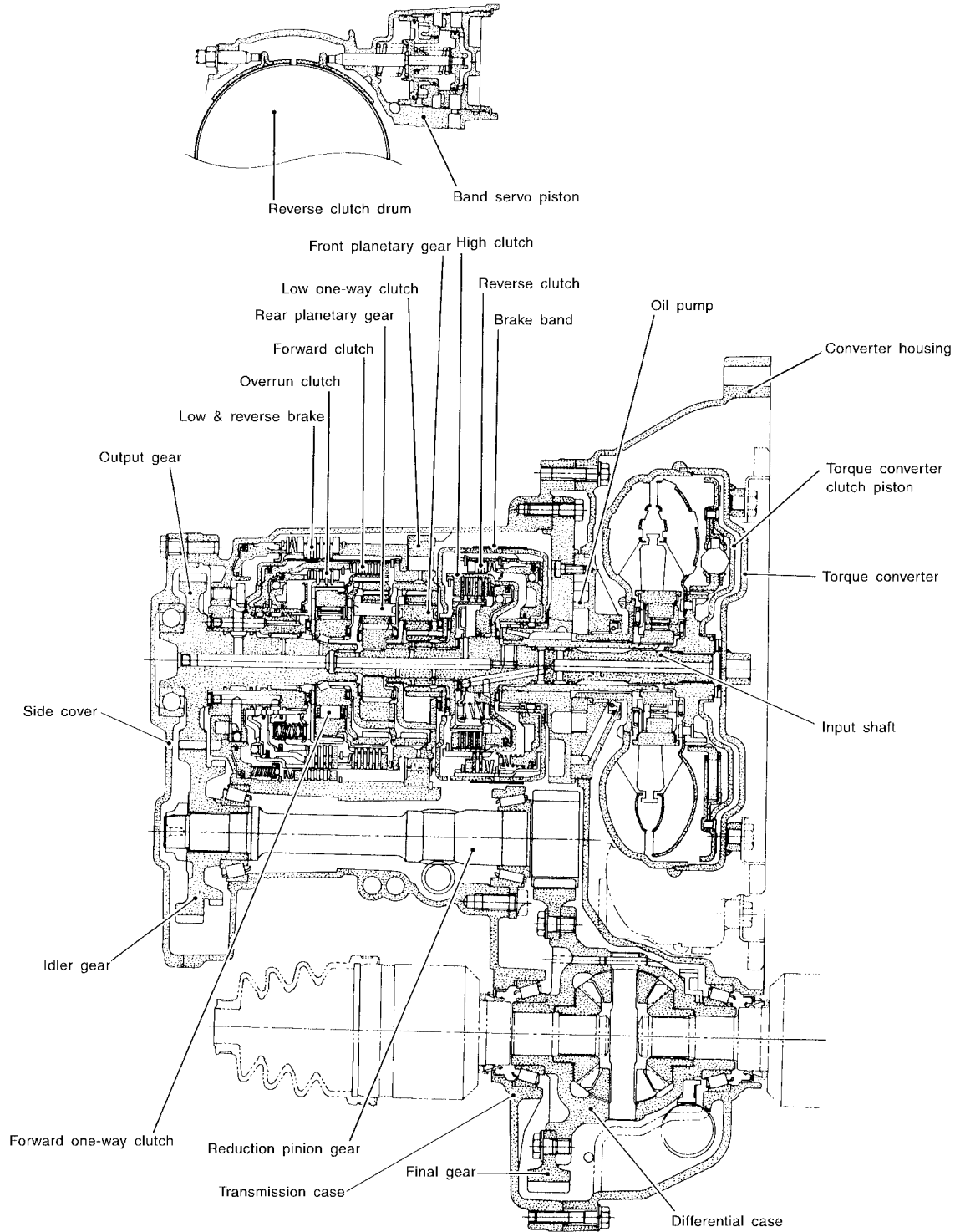


# OVERALL SYSTEM

[RE4F03B]

## Cross-sectional View

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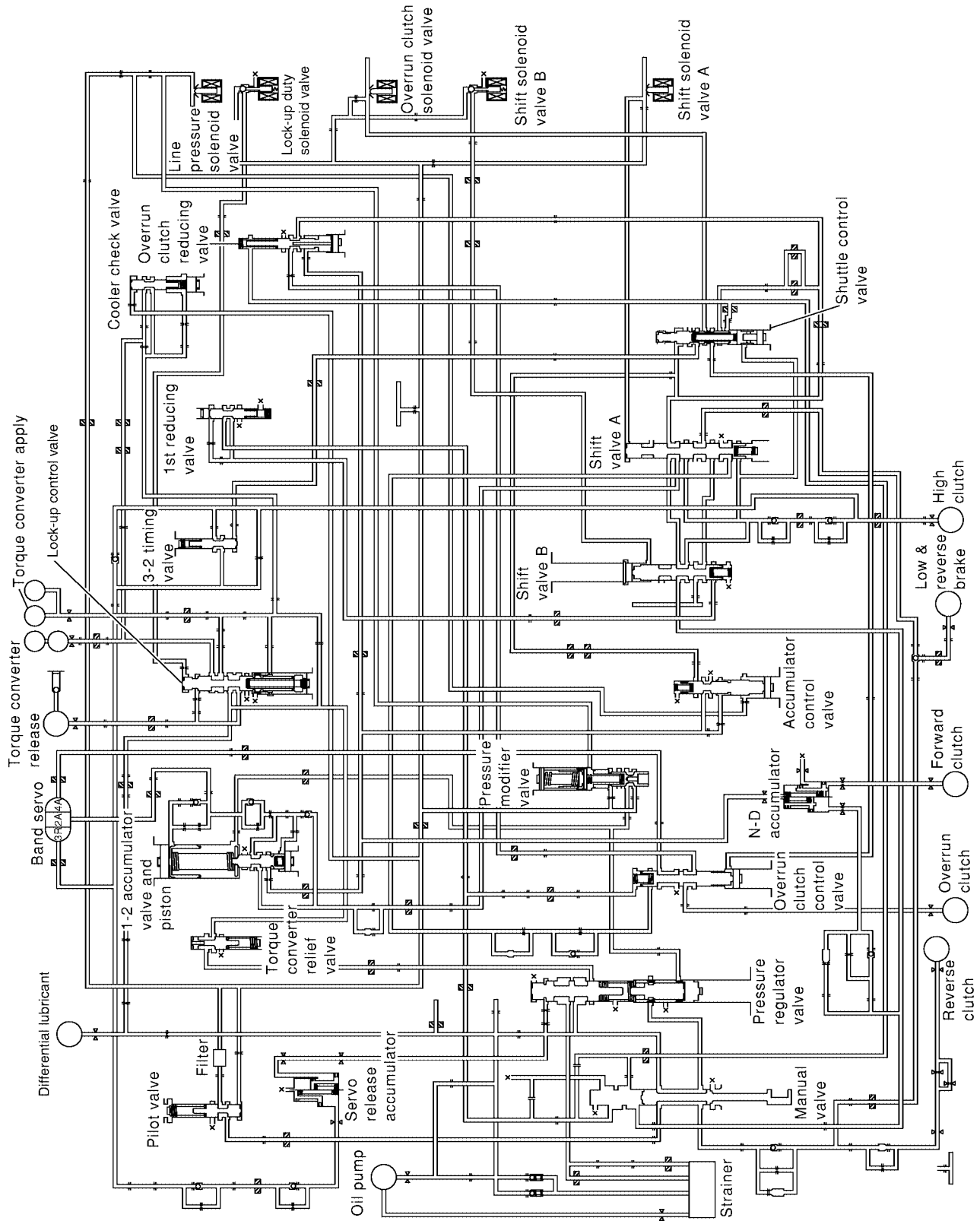


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SAT842J

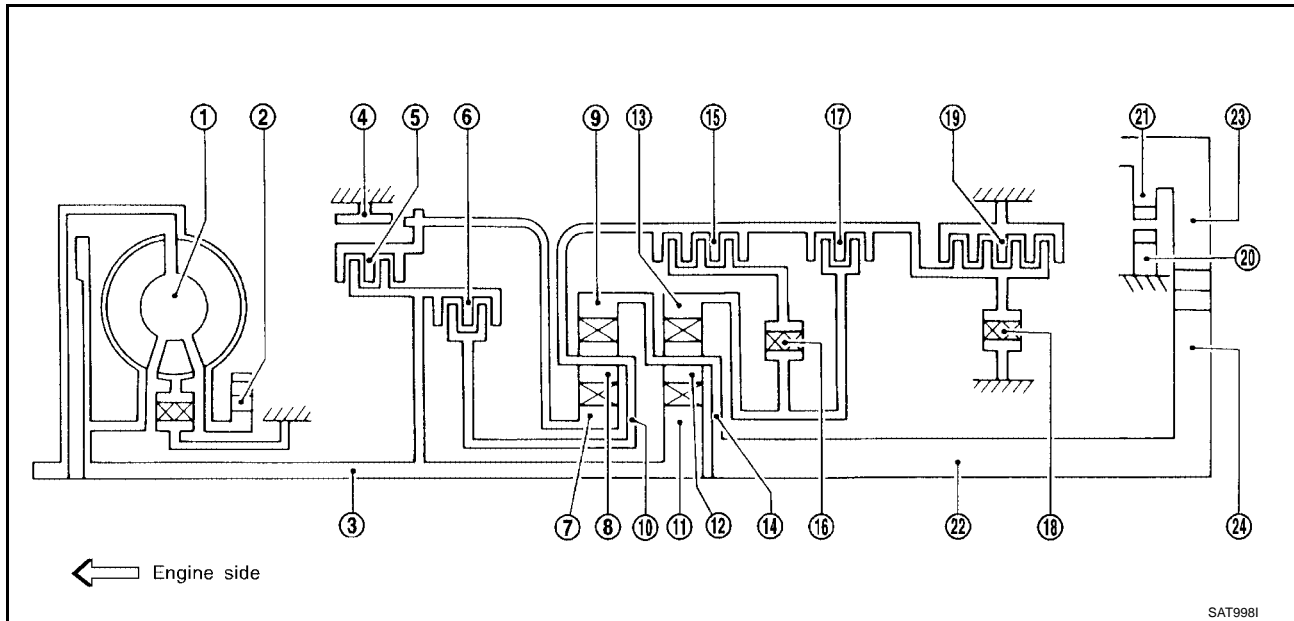
Hydraulic Control Circuit

ECS005W5



WAT408

## Shift Mechanism CONSTRUCTION



- |                             |                            |                        |
|-----------------------------|----------------------------|------------------------|
| 1. Torque converter         | 2. Oil pump                | 3. Input shaft         |
| 4. Brake band               | 5. Reverse clutch          | 6. High clutch         |
| 7. Front sun gear           | 8. Front pinion gear       | 9. Front internal gear |
| 10. Front planetary carrier | 11. Rear sun gear          | 12. Rear pinion gear   |
| 13. Rear internal gear      | 14. Rear planetary carrier | 15. Forward clutch     |
| 16. Forward one-way clutch  | 17. Overrun clutch         | 18. Low one-way clutch |
| 19. Low & reverse brake     | 20. Parking pawl           | 21. Parking gear       |
| 22. Output shaft            | 23. Idle gear              | 24. Output gear        |

## FUNCTION OF CLUTCH AND BRAKE

Clutch and brake components	Abbr.	Function
<b>5</b> Reverse clutch	R/C	To transmit input power to front sun gear <b>7</b> .
<b>6</b> High clutch	H/C	To transmit input power to front planetary carrier <b>10</b> .
<b>15</b> Forward clutch	F/C	To connect front planetary carrier <b>10</b> with forward one-way clutch <b>16</b> .
<b>17</b> Overrun clutch	O/C	To connect front planetary carrier <b>10</b> with rear internal gear <b>13</b> .
<b>4</b> Brake band	B/B	To lock front sun gear <b>7</b> .
<b>16</b> Forward one-way clutch	F/O.C	When forward clutch <b>15</b> is engaged, to stop rear internal gear <b>13</b> from rotating in opposite direction against engine revolution.
<b>18</b> Low one-way clutch	L/O.C	To stop front planetary carrier <b>10</b> from rotating in opposite direction against engine revolution.
<b>19</b> Low & reverse brake	L & R/B	To lock front planetary carrier <b>10</b> .

# OVERALL SYSTEM

[RE4F03B]

## CLUTCH AND BAND CHART

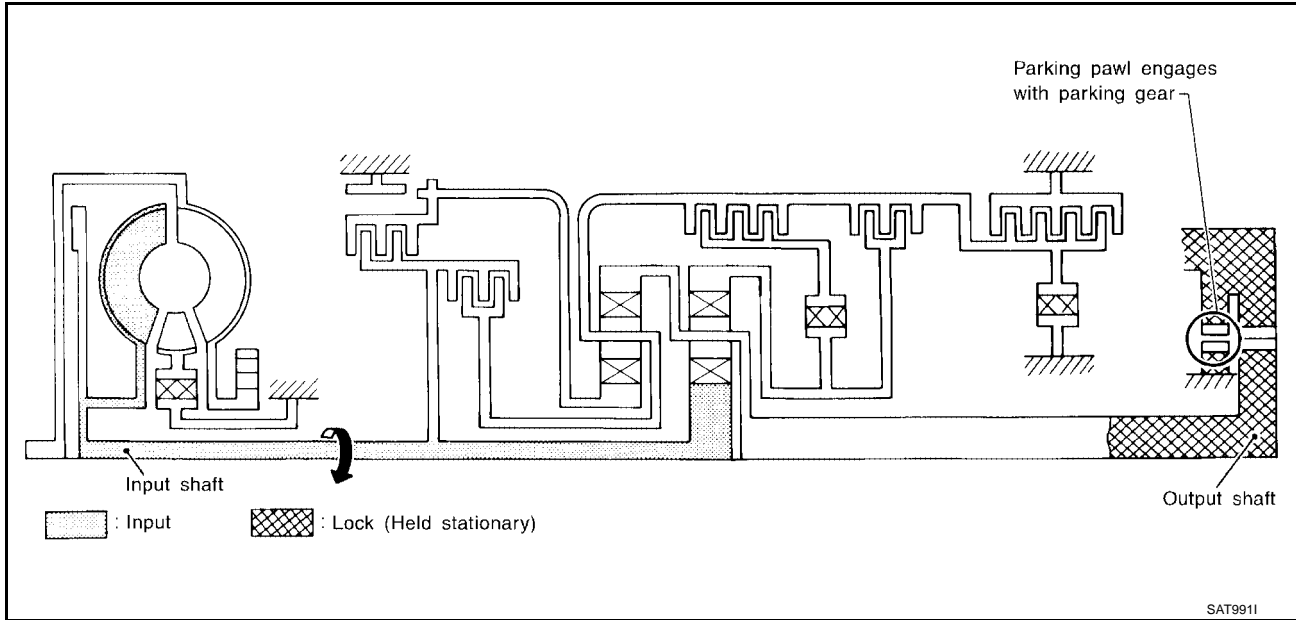
Shift position	Reverse clutch 5	High clutch 6	Forward clutch 15	Over-run clutch 17	Band servo			Forward one-way clutch 16	Low one-way clutch 18	Low & reverse brake 19	Lock-up	Remarks
					2nd apply	3rd release	4th apply					
P												PARK POSITION
R	O									O		REVERSE POSITION
N												NEUTRAL POSITION
D *4	1st		O	*1 D				B	B			Automatic shift 1 ↔ 2 ↔ 3 ↔ 4
	2nd		O	*1 A	O			B				
	3rd		O	O	*1 A	*2 C	C				*1 O	
	4th		O	C		*3 C	C	O			O	
2	1st		O	O	*2 C			B	B			Automatic shift 1 ↔ 2 ↔ 3
	2nd		O	O	O			B				
	3rd		O	O	*2 C			B				
1	1st		O	O				B		O		Locks (held stationary) in 1st speed 1 ← 2 ← 3
	2nd		O	O	O			B				
	3rd		O	O	*2 C			B				

- \*1: Operates when overdrive control switch is set in "OFF" position.
- \*2: Oil pressure is applied to both 2nd "apply" side and 3rd "release" side of band servo piston. However, brake band does not contract because oil pressure area on the "release" side is greater than that on the "apply" side.
- \*3: Oil pressure is applied to 4th "apply" side in condition \*2 above, and brake band contracts.
- \*4: A/T will not shift to 4th when overdrive control switch is set in "OFF" position.
- O: Operates.
- A: Operates when throttle opening is less than 3/16, activating engine brake.
- B: Operates during "progressive" acceleration.
- C: Operates but does not affect power transmission.
- D: Operates when throttle opening is less than 3/16, but does not affect engine brake.

**POWER TRANSMISSION**

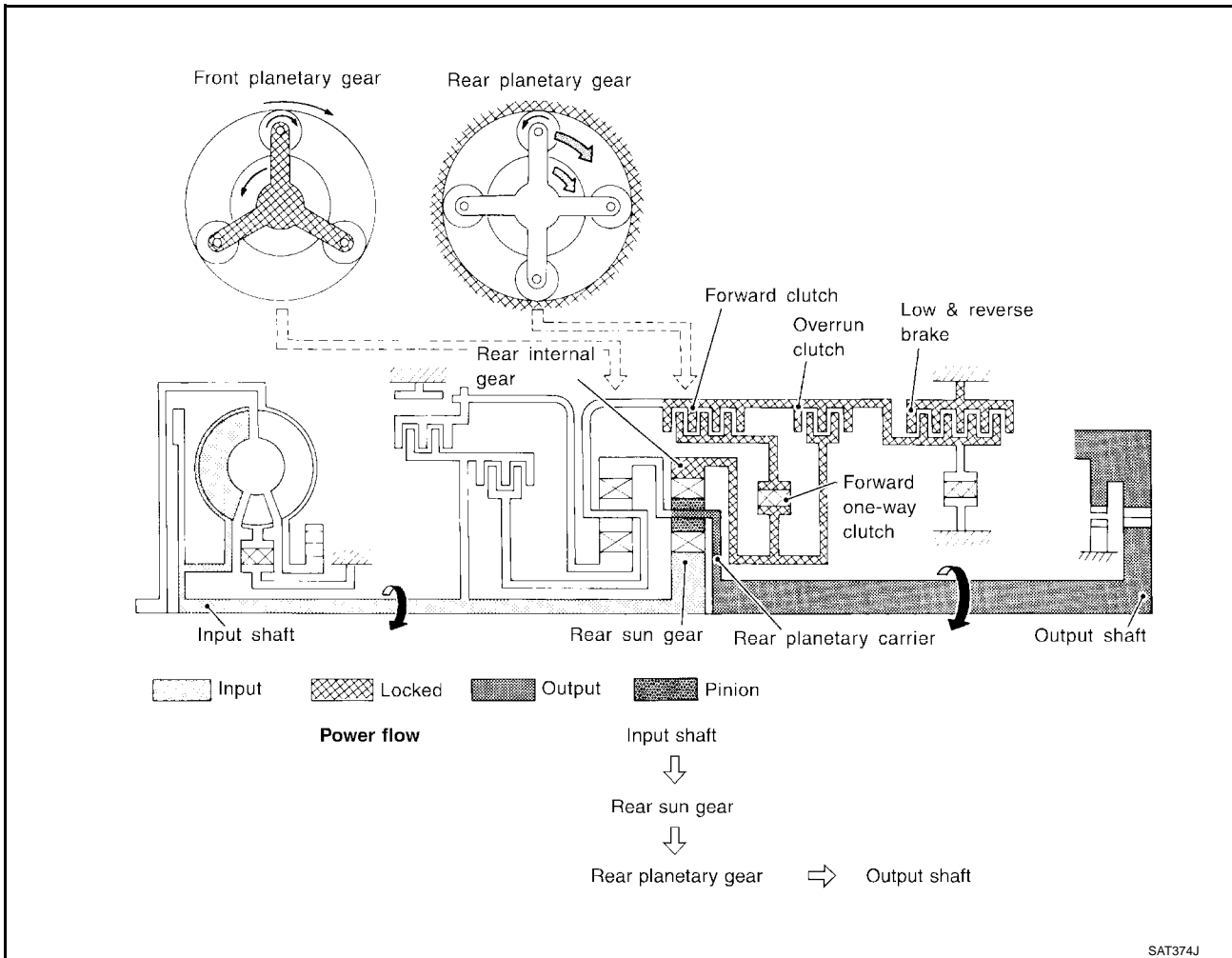
**“N” and “P” Positions**

- “N” position  
Power from the input shaft is not transmitted to the output shaft because the clutches do not operate.
- “P” position  
Similar to the “N” position, the clutches do not operate. The parking pawl engages with the parking gear to mechanically hold the output shaft so that the powertrain is locked.



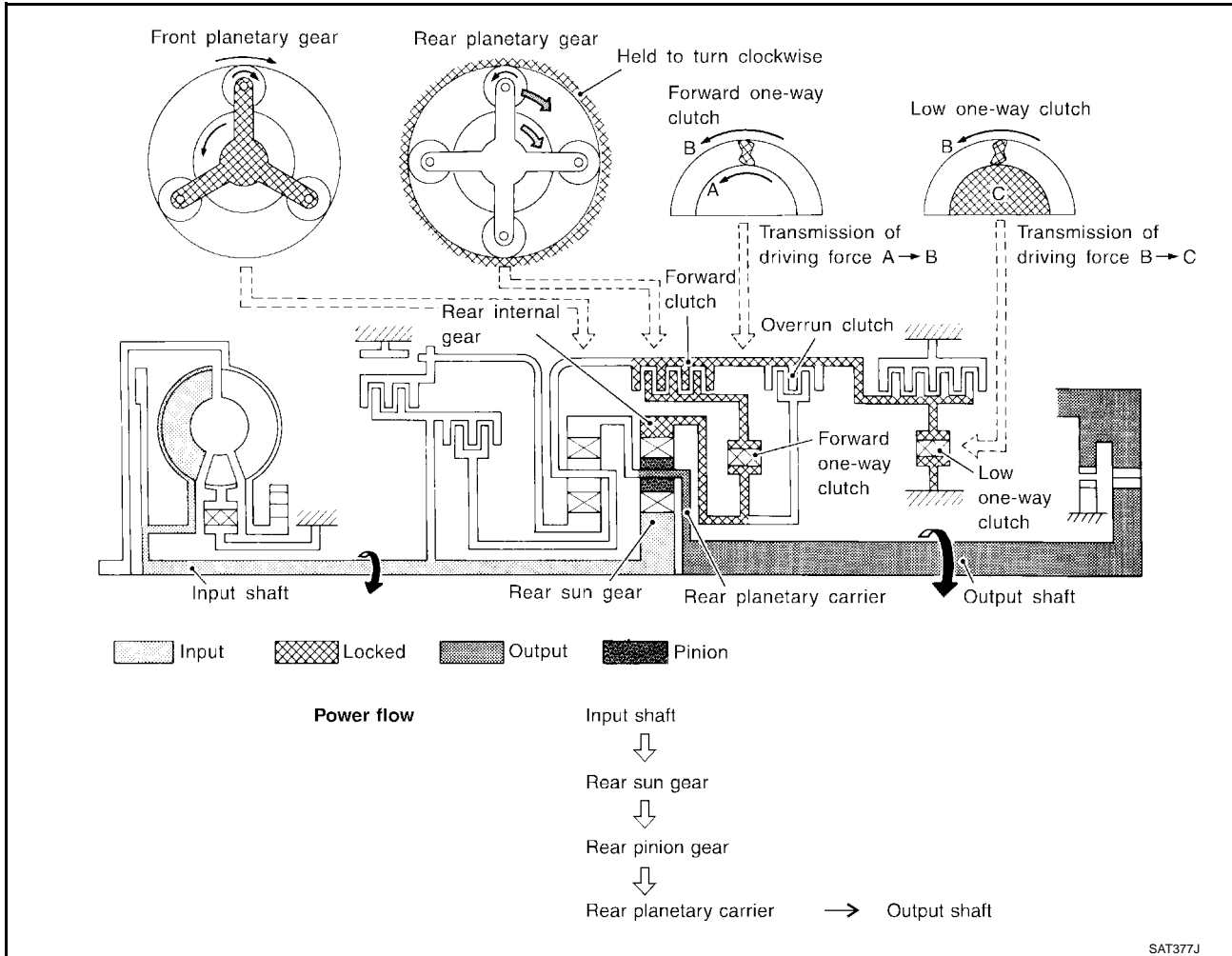
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## "11" Position



<ul style="list-style-type: none"> <li>● Forward clutch</li> <li>● Forward one-way clutch</li> <li>● Overrun clutch</li> <li>● Low and reverse brake</li> </ul>	<p>As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D1 and 21.</p>
<p>Engine brake</p>	<p>Overrun clutch always engages, therefore engine brake can be obtained when decelerating.</p>

## “D1 ” and “21 ” Positions



<ul style="list-style-type: none"> <li>● <b>Forward one-way clutch</b></li> <li>● <b>Forward clutch</b></li> <li>● <b>Low one-way clutch</b></li> </ul>	<p>Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches.</p>
<p><b>Overrun clutch</b> engagement conditions (Engine brake)</p>	<p>D1 : Overdrive control switch “OFF” and throttle opening is less than 3/16 21 : Always engaged At D1 and 21 positions, engine brake is not activated due to free turning of low one-way clutch.</p>

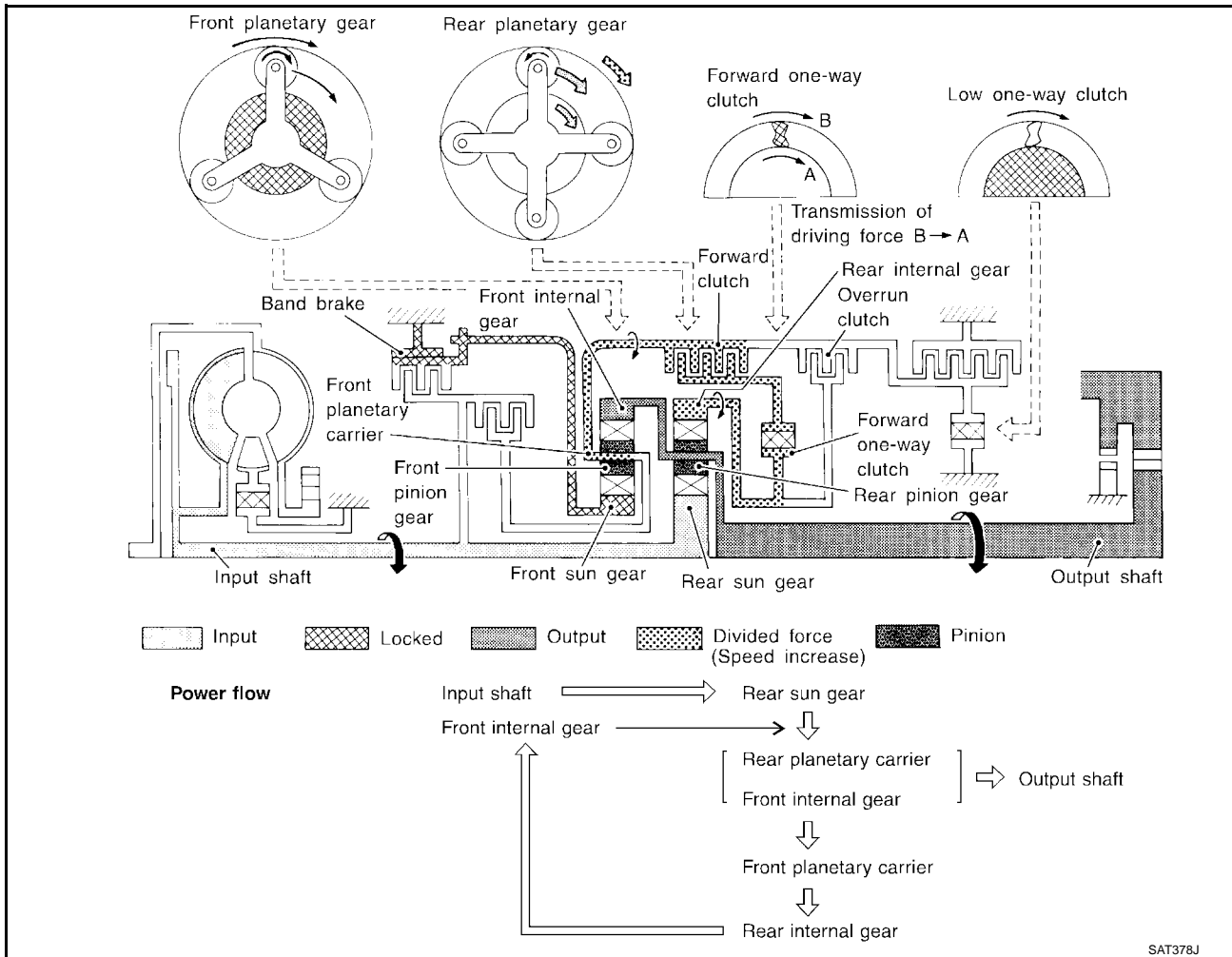
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# OVERALL SYSTEM

[RE4F03B]

## “D2”, “22” and “12” Positions



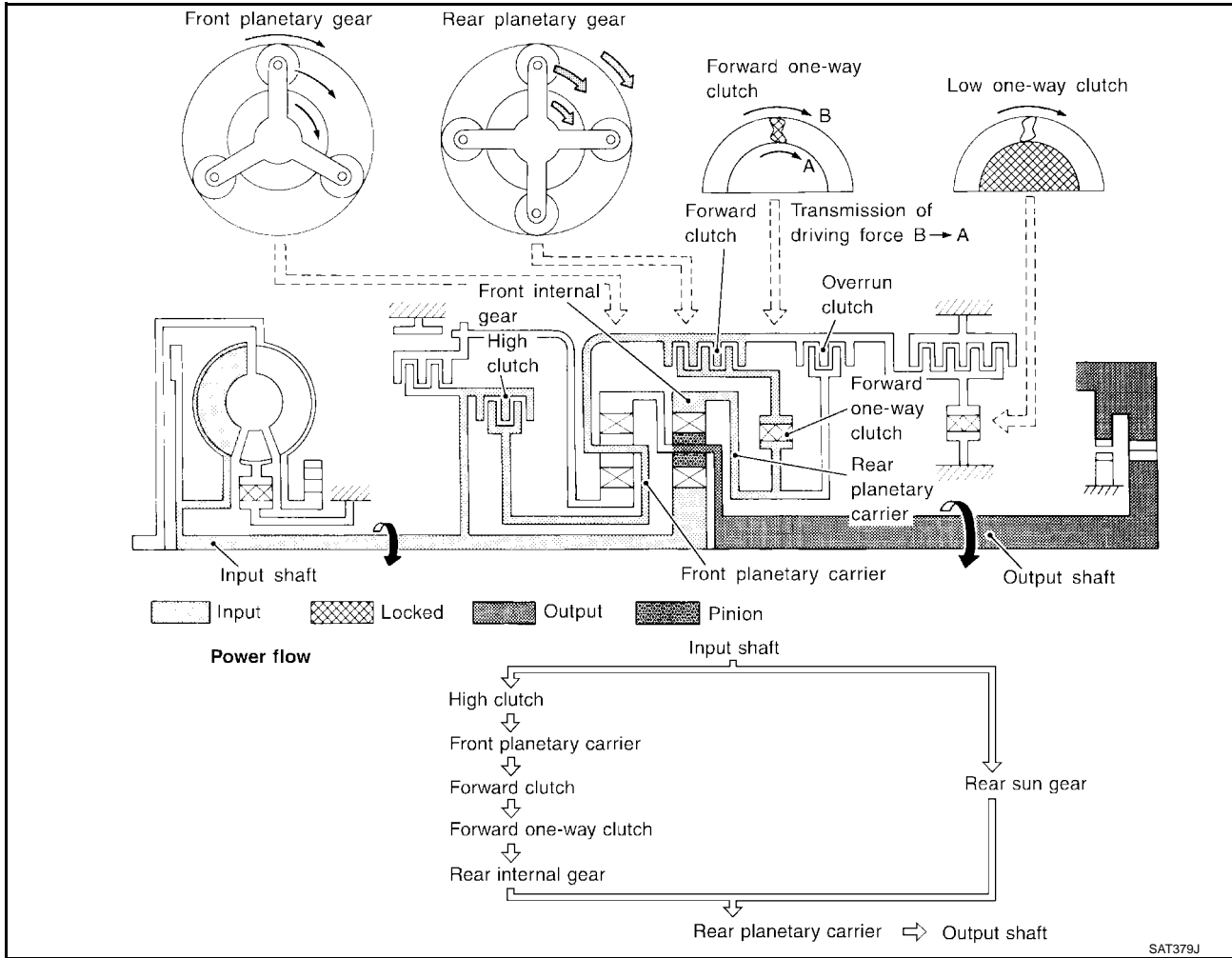
SAT378J

<ul style="list-style-type: none"> <li>● <b>Forward clutch</b></li> <li>● <b>Forward one-way clutch</b></li> <li>● <b>Brake band</b></li> </ul>	<p>Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier.</p> <p>As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.</p>
<p><b>Overrun clutch</b> engagement conditions</p>	<p>D2 : Overdrive control switch “OFF” and throttle opening is less than 3/16 22 and 12 : Always engaged</p>

# OVERALL SYSTEM

[RE4F03B]

## “D3 ” “23 ” and “13 ” Positions



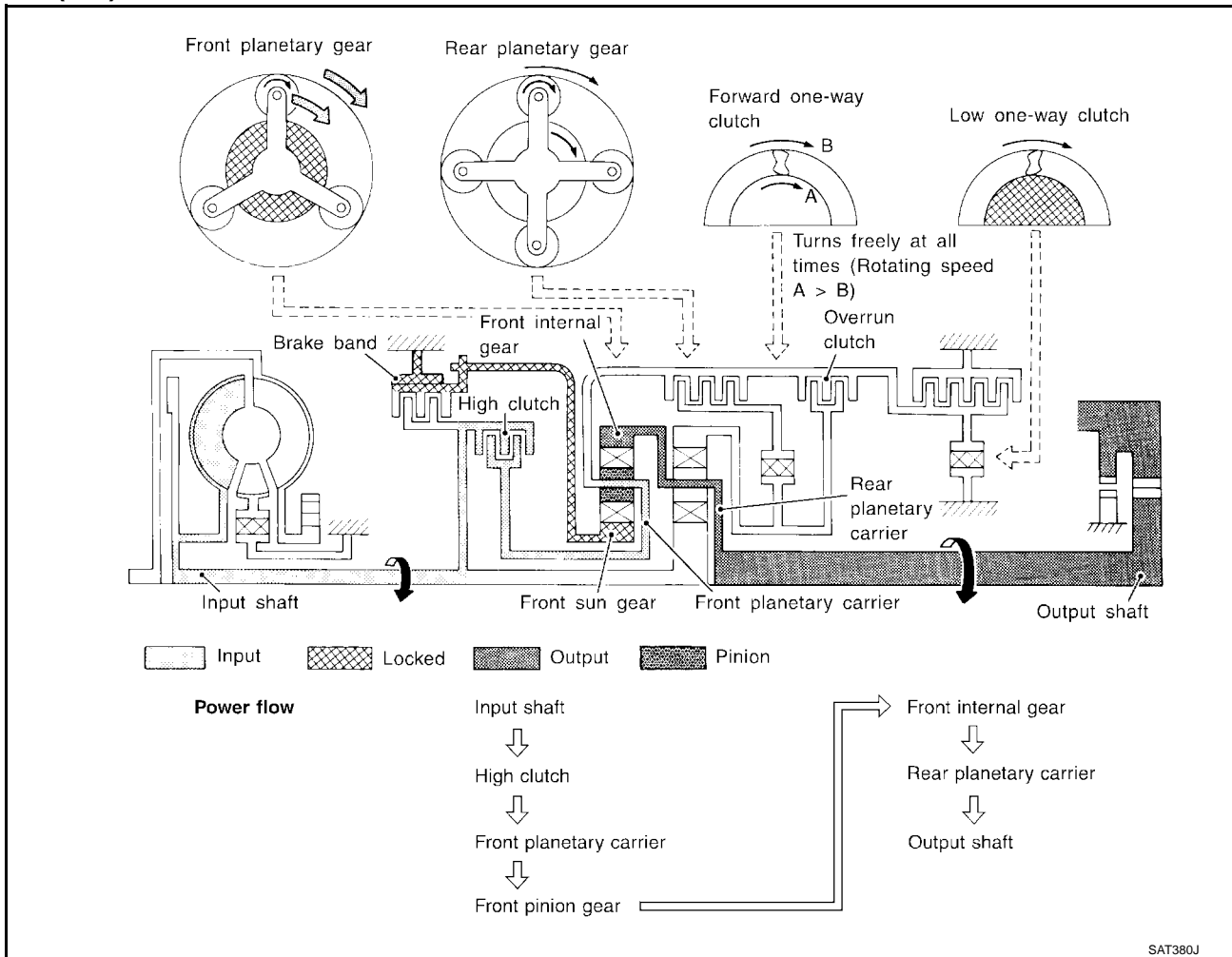
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<ul style="list-style-type: none"> <li>● <b>High clutch</b></li> <li>● <b>Forward clutch</b></li> <li>● <b>Forward one-way clutch</b></li> </ul>	<p>Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch. This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.</p>
<p><b>Overrun clutch</b> engagement conditions</p>	<p>D3 : Overdrive control switch “OFF” and throttle opening is less than 3/16 23 and 13 : Always engaged</p>

# OVERALL SYSTEM

[RE4F03B]

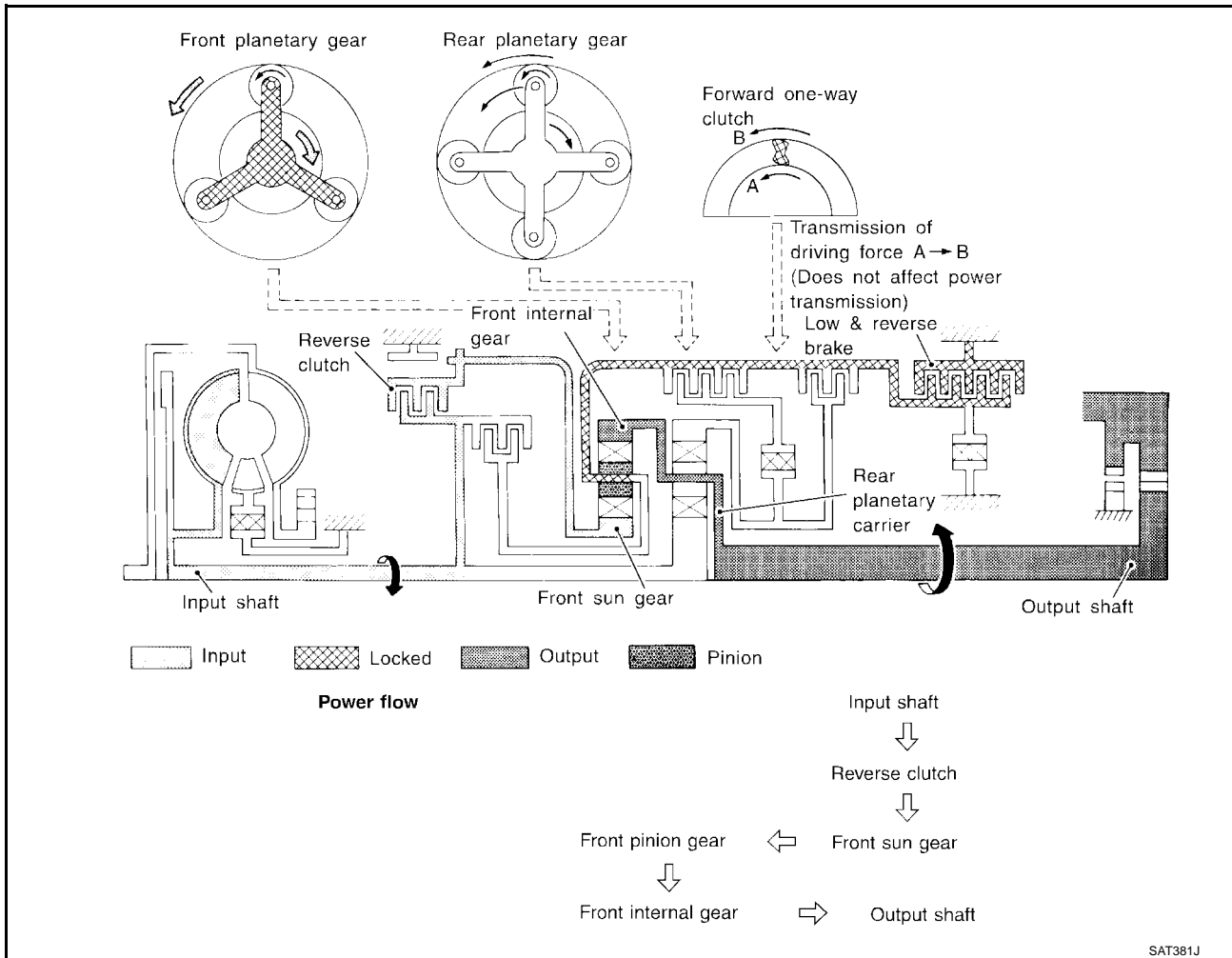
## “D4” (OD) Position



SAT380J

<ul style="list-style-type: none"> <li>● <b>High clutch</b></li> <li>● <b>Brake band</b></li> <li>● <b>Forward clutch</b> (Does not affect power transmission)</li> </ul>	<p>Input power is transmitted to front carrier through high clutch.</p> <p>This front carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.</p>
<p>Engine brake</p>	<p>At D4 position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>

“R” Position



SAT381J

<ul style="list-style-type: none"> <li>● Reverse clutch</li> <li>● Low and reverse brake</li> </ul>	<p>Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.</p>
<p>Engine brake</p>	<p>As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.</p>

A  
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# OVERALL SYSTEM

[RE4F03B]

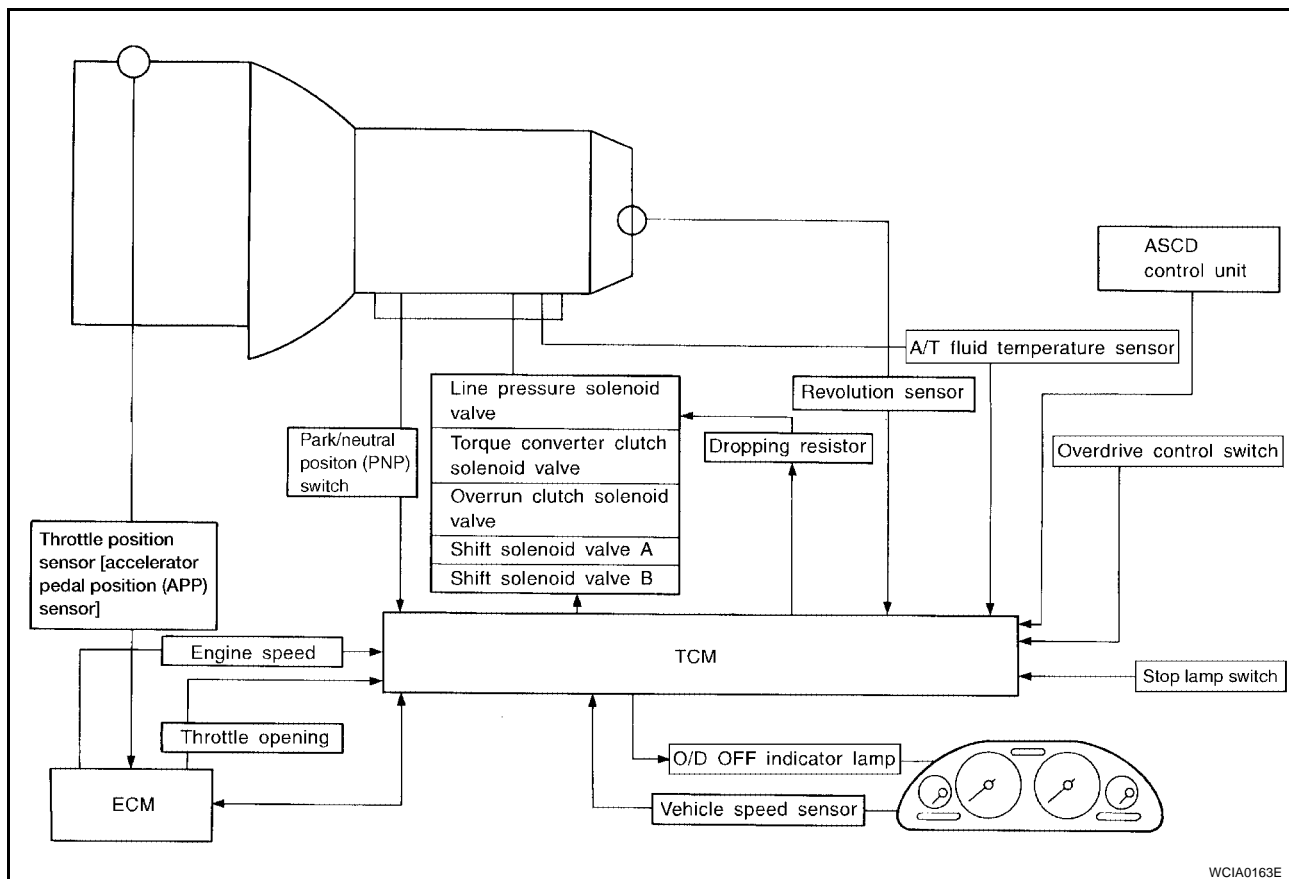
ECS005W7

## Control System OUTLINE

The automatic transaxle senses vehicle operating conditions through various switches and sensors. It always controls the optimum shift position and reduces shifting and lock-up shocks.

SWITCHES & SENSORS	TCM	ACTUATORS
Park/neutral position (PNP) switch Throttle position sensor [accelerator pedal position (APP) sensor] Engine speed signal A/T fluid temperature sensor Revolution sensor Vehicle speed sensor Overdrive control switch ASCD control unit Stop lamp switch Turbine revolution sensor	Shift control Line pressure solenoid Lock-up control Overrun clutch control Timing control Fail-safe control Self-diagnosis CONSULT-II communication line control	Shift solenoid valve A Shift solenoid valve B Overrun clutch solenoid valve Torque converter clutch solenoid valve Line pressure solenoid valve O/D OFF indicator lamp

## CONTROL SYSTEM



**TCM FUNCTION**

The function of the TCM is to:

- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

**INPUT/OUTPUT SIGNAL OF TCM**

	Sensors, switches and solenoid valves	Function
Input	PNP switch	Detects select lever position and sends a signal to TCM.
	Throttle position sensor [accelerator pedal position (APP) sensor]	Detects accelerator pedal position and requested throttle opening and sends a signal to TCM.
	Engine speed signal	From ECM.
	A/T fluid temperature sensor	Detects transmission fluid temperature and sends a signal to TCM.
	Revolution sensor	Detects output shaft rpm and sends a signal to TCM.
	Vehicle speed sensor	Used as an auxiliary vehicle speed sensor. Sends a signal when revolution sensor (installed on transmission) malfunctions.
	Overdrive control switch	Sends a signal, which prohibits a shift to "D4" (overdrive) position, to the TCM.
	ASCD control unit	Sends the cruise signal and "D4" (overdrive) cancellation signal from ASCD control unit to TCM.
	Stop lamp switch	Releases lock-up system when depressing pedal in lock-up condition.
Output	Shift solenoid valve A/B	Selects shifting point suited to driving conditions in relation to a signal sent from TCM.
	Line pressure solenoid valve	Regulates (or decreases) line pressure suited to driving conditions in relation to a signal sent from TCM.
	Torque converter clutch solenoid valve	Regulates (or decreases) lock-up pressure suited to driving conditions in relation to a signal sent from TCM.
	Overrun clutch solenoid valve	Controls an "engine brake" effect suited to driving conditions in relation to a signal sent from TCM.
	O/D OFF indicator lamp	Shows TCM faults, when A/T control components malfunction.

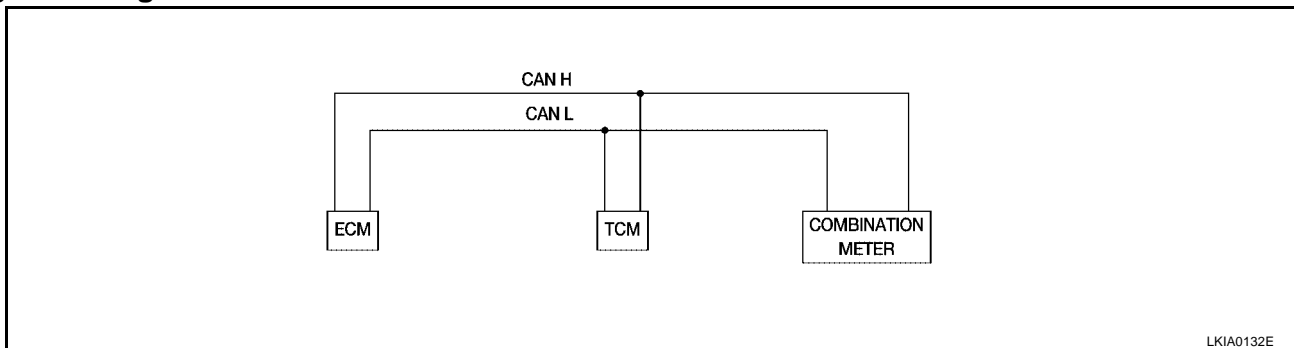
**CAN Communication SYSTEM DESCRIPTION**

ECS006H7

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

**CAN COMMUNICATION UNIT**

**System diagram**



LKIA0132E

## Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM	Combination Meter
Accelerator pedal position signal	T	R	
Output shaft revolution signal	R	T	
A/T self-diagnosis signal	R	T	
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Overdrive control switch signal		R	T
O/D OFF indicator signal		T	R
Engine speed signal	T		R
Engine coolant temperature signal	T		R
Vehicle speed signal	R		T
Fuel level sensor signal	R		T
Malfunction indicator lamp signal	T		R
ASCD SET lamp signal	T		R
ASCD CRUISE lamp signal	T		R

## Control Mechanism LINE PRESSURE CONTROL

*ECS005W8*

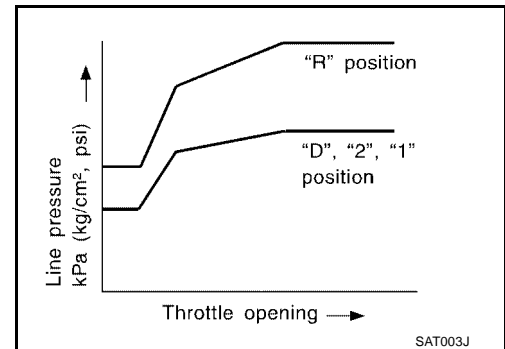
TCM has various line pressure control characteristics to match the driving conditions.

An ON-OFF duty signal is sent to the line pressure solenoid valve based on TCM characteristics.

Hydraulic pressure on the clutch and brake is electronically controlled through the line pressure solenoid valve to accommodate engine torque. This results in smooth shift operation.

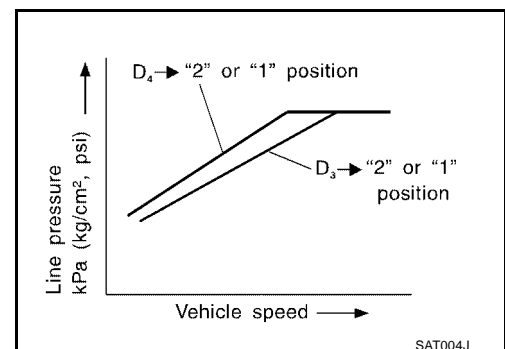
### Normal Control

The line pressure to throttle opening characteristics is set for suitable clutch operation.



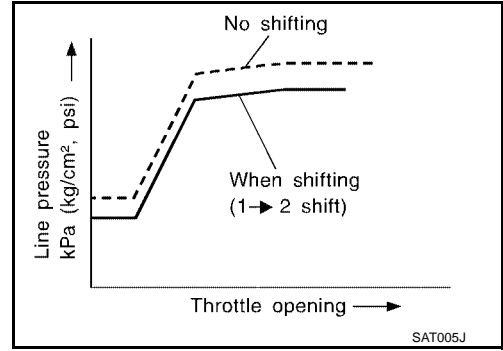
### Back-up Control (Engine brake)

If the selector lever is shifted to "2" position while driving in D4 (OD) or D3, great driving force is applied to the clutch inside the transmission. Clutch operating pressure (line pressure) must be increased to deal with this driving force.



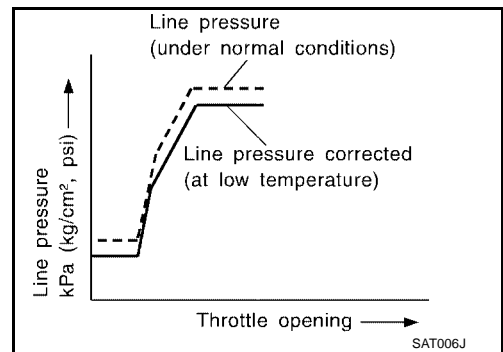
**During Shift Change**

The line pressure is temporarily reduced corresponding to a change in engine torque when shifting gears (that is, when the shift solenoid valve is switched for clutch operation) to reduce shifting shock.

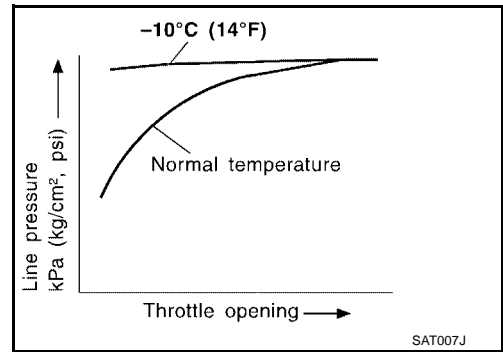


**At Low Fluid Temperature**

- Fluid viscosity and frictional characteristics of the clutch facing change with fluid temperature. Clutch engaging or band-contacting pressure is compensated for, according to fluid temperature, to stabilize shifting quality.
- The line pressure is reduced below 60°C (140°F) to prevent shifting shock due to low viscosity of automatic transmission fluid when temperature is low.



- Line pressure is increased to a maximum, irrespective of the throttle opening, when fluid temperature drops to -10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.

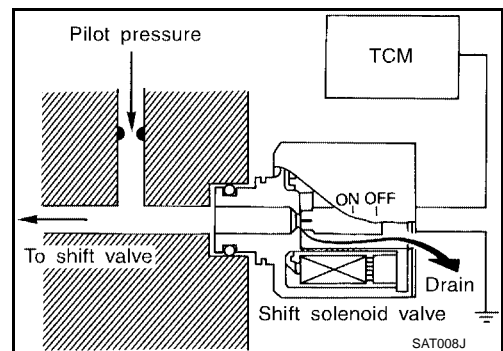


**SHIFT CONTROL**

The shift is regulated entirely by electronic control to accommodate vehicle speed and varying engine operations. This is accomplished by electrical signals transmitted by the revolution sensor and throttle position sensor [accelerator pedal position (APP) sensor]. This results in improved acceleration performance and fuel economy.

**Control of Shift Solenoid Valves A and B**

The TCM activates shift solenoid valves A and B according to signals from the throttle position sensor [accelerator pedal position (APP) sensor] and revolution sensor to select the optimum gear position on the basis of the shift schedule memorized in the TCM. The shift solenoid valve performs simple ON-OFF operation. When set to "ON", the drain circuit closes and pilot pressure is applied to the shift valve.

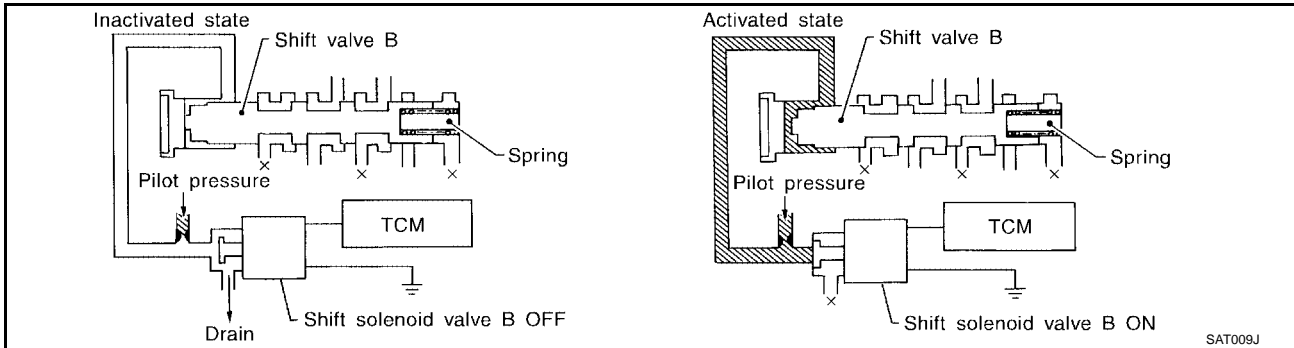




## Relation Between Shift Solenoid Valves A and B and Gear Positions

Shift solenoid valve	Gear position				
	D1 , 21 , 11	D2 , 22 , 12	D3	D4 (OD)	N-P
A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)	ON (Closed)
B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)

### Control of Shift Valves A and B



Pilot pressure generated by the operation of shift solenoid valves A and B is applied to the end face of shift valves A and B.

The drawing above shows the operation of shift valve B. When the shift solenoid valve is “ON”, pilot pressure applied to the end face of the shift valve overcomes spring force, moving the valve upward.

### LOCK-UP CONTROL

The torque converter clutch piston in the torque converter is locked to eliminate torque converter slip to increase power transmission efficiency. The solenoid valve is controlled by an ON-OFF duty signal sent from the TCM. The signal is converted to an oil pressure signal which controls the torque converter clutch piston.

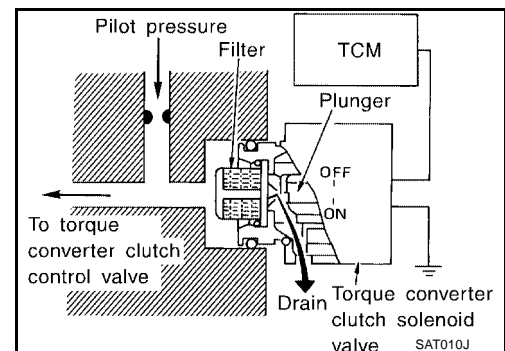
### Conditions for Lock-up Operation

When vehicle is driven in 3rd and 4th gear position, vehicle speed and throttle opening are detected. If the detected values fall within the lock-up zone memorized in the TCM, lock-up is performed.

Overdrive control switch	ON	OFF
Selector lever	“D” position	
Gear position	D4	D3
Vehicle speed sensor	More than set value	
Throttle position sensor [accelerator pedal position (APP) sensor]	Less than set opening	
A/T fluid temperature sensor	More than 40°C (104°F)	

### Torque Converter Clutch Solenoid Valve Control

The torque converter clutch solenoid valve is controlled by the TCM. The plunger closes the drain circuit during the “OFF” period, and opens the circuit during the “ON” period. If the percentage of OFF-time increases in one cycle, the pilot pressure drain time is reduced and pilot pressure remains high.



# OVERALL SYSTEM

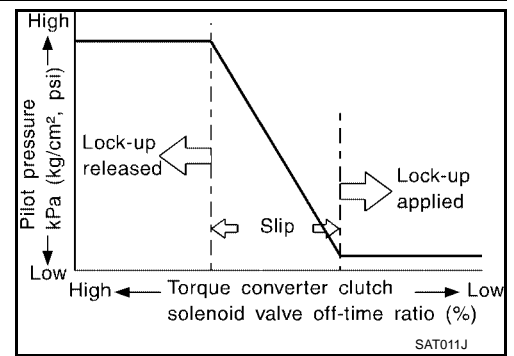
[RE4F03B]

The torque converter clutch piston is designed to slip to adjust the ratio of ON-OFF, thereby reducing lock-up shock.  
OFF-time INCREASING

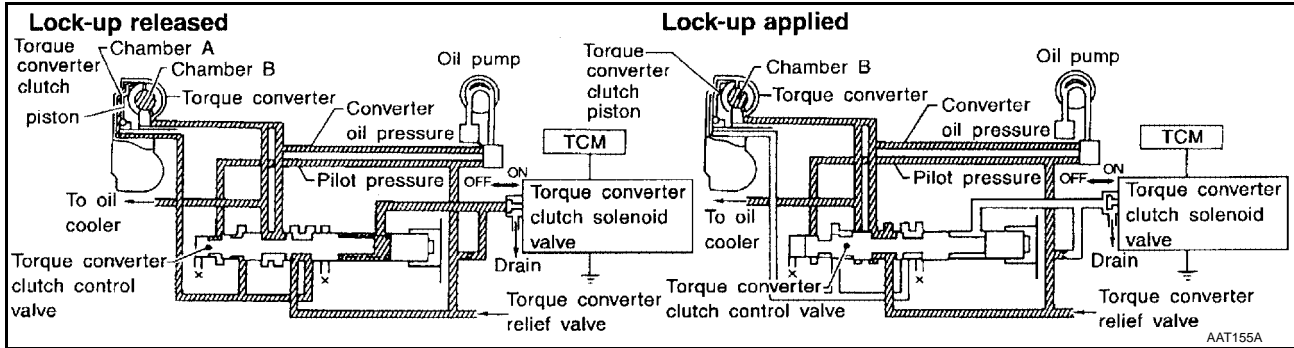
↓  
Amount of drain DECREASING

↓  
Pilot pressure HIGH

↓  
Lock-up RELEASING



## Torque Converter Clutch Control Valve Operation



### Lock-up released

The OFF-duration of the torque converter clutch solenoid valve is long, and pilot pressure is high. The pilot pressure pushes the end face of the torque converter clutch control valve in combination with spring force to move the valve to the left. As a result, converter pressure is applied to chamber A (torque converter clutch piston release side). Accordingly, the torque converter clutch piston remains unlocked.

### Lock-up applied

When the OFF-duration of the torque converter clutch solenoid valve is short, pilot pressure drains and becomes low. Accordingly, the control valve moves to the right by the pilot pressure of the other circuit and converter pressure. As a result, converter pressure is applied to chamber B, keeping the torque converter clutch piston applied.

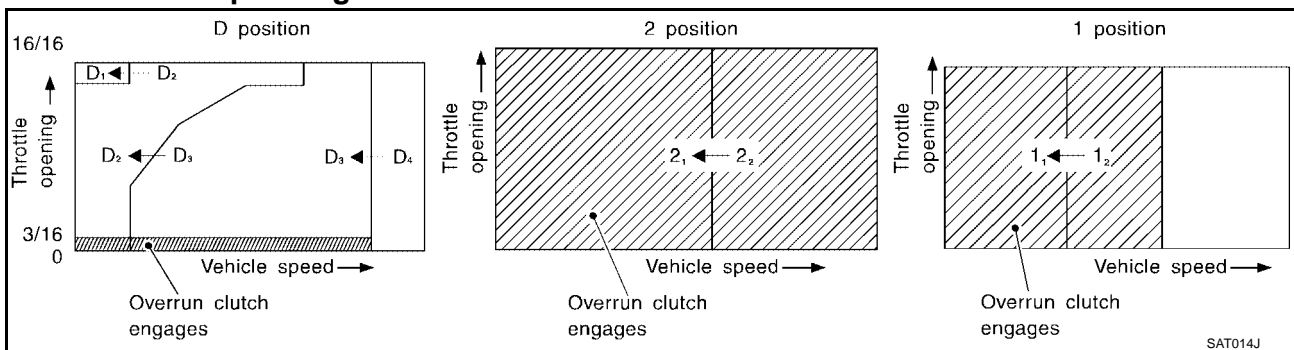
Also smooth lock-up is provided by transient application and release of the lock-up.

## OVERRUN CLUTCH CONTROL (ENGINE BRAKE CONTROL)

Forward one-way clutch is used to reduce shifting shocks in downshifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

The overrun clutch operates when the engine brake is needed.

## Overrun Clutch Operating Conditions



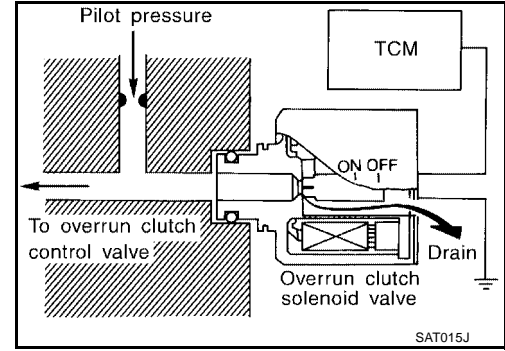
Selector lever position	Gear position	Throttle opening
"D" position	D1, D2, D3 gear position	Less than 3/16
"2" position	21, 22 gear position	
"1" position	11, 12 gear position	At any position

**Overrun Clutch Solenoid Valve Control**

The overrun clutch solenoid valve is operated by an ON-OFF signal transmitted by the TCM to provide overrun clutch control (engine brake control).

When this solenoid valve is "ON", the pilot pressure drain port closes. When it is "OFF", the drain port opens.

During the solenoid valve "ON", pilot pressure is applied to the end face of the overrun clutch control valve.

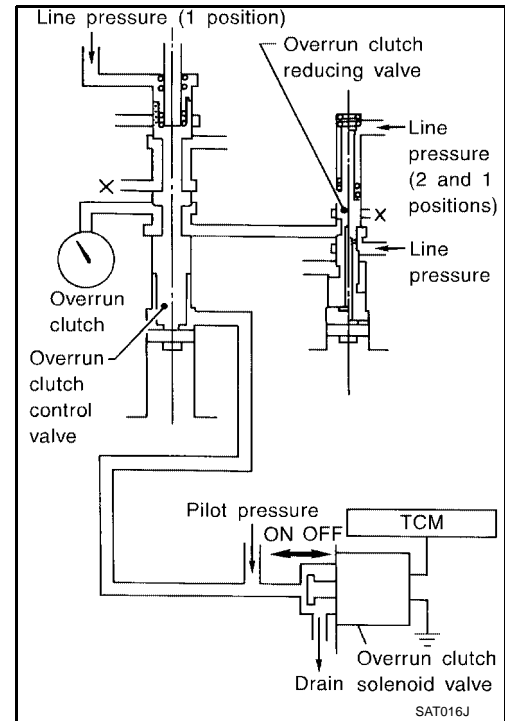


**Overrun Clutch Control Valve Operation**

When the solenoid valve is "ON", pilot pressure is applied to the overrun clutch control valve. This pushes up the overrun clutch control valve. The line pressure is then shut off so that the clutch does not engage.

When the solenoid valve is "OFF", pilot pressure is not generated. At this point, the overrun clutch control valve moves downward by spring force. As a result, overrun clutch operation pressure is provided by the overrun clutch reducing valve. This causes the overrun clutch to engage.

In the 1 position, the overrun clutch control valve remains pushed down so that the overrun clutch is engaged at all times.



**Control Valve  
FUNCTION OF CONTROL VALVES**

ECS005W9

Valve name	Function
Pressure regulator valve, plug and sleeve	Regulates oil discharged from the oil pump to provide optimum line pressure for all driving conditions.
Pressure modifier valve and sleeve	Used as a signal supplementary valve to the pressure regulator valve. Regulates pressure-modifier pressure (signal pressure) which controls optimum line pressure for all driving conditions.
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, shift timing.
Accumulator control valve	Regulates accumulator back-pressure to pressure suited to driving conditions.
Manual valve	Directs line pressure to oil circuits corresponding to select positions. Hydraulic pressure drains when the shift lever is in Neutral.
Shift valve A	Simultaneously switches four oil circuits using output pressure of shift solenoid valve A to meet driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve B.
Shift valve B	Simultaneously switches three oil circuits using output pressure of shift solenoid valve B in relation to driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve A.

# OVERALL SYSTEM

**[RE4F03B]**

Valve name	Function
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in D4 . (Interlocking occurs if the overrun clutch engages during D4 .)
1st reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when down-shifting from the "1" position 12 to 11 .
Overrun clutch reducing valve	Reduces oil pressure directed to the overrun clutch and prevents engine-brake shock. In "1" and "2" positions, line pressure acts on the overrun clutch reducing valve to increase the pressure-regulating point, with resultant engine brake capability.
Torque converter relief valve	Prevents an excessive rise in torque converter pressure.
Torque converter clutch control valve, plug and sleeve	Activates or inactivates the lock-up function. Also provides smooth lock-up through transient application and release of the lock-up system.
1-2 accumulator valve and piston	Dampens the shock encountered when 2nd gear band servo contracts, and provides smooth shifting.
3-2 timing valve	Switches oil pressure with 3-2 timing valve according to throttle opening.
Shuttle control valve	Reduces shock when down-shifting from 3rd to 2nd and regulates overrun clutch.
Cooler check valve	Regulates oil pressure which causes lock-up when driving at low speeds.

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**ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION**

PFP:00000

**Introduction**

ECS005WA

The A/T system has two self-diagnostic systems.

The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory but not the TCM memory.

The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to [AT-43, "SELF-DIAGNOSTIC RESULT TEST MODE"](#) .

**OBD-II Function for A/T System**

ECS005WB

The ECM provides emission-related on board diagnostic (OBD-II) functions for the A/T system. One function is to receive a signal from the TCM used with OBD-related parts of the A/T system. The signal is sent to the ECM when a malfunction occurs in the corresponding OBD-related part. The other function is to indicate a diagnostic result by means of the MIL (malfunction indicator lamp) on the instrument panel. Sensors, switches and solenoid valves are used as sensing elements.

The MIL automatically illuminates in One or Two Trip Detection Logic when a malfunction is sensed in relation to A/T system parts.

**One or Two Trip Detection Logic of OBD-II**

ECS005WC

**ONE TRIP DETECTION LOGIC**

If a malfunction is sensed during the first test drive, the MIL will illuminate and the malfunction will be stored in the ECM memory as a DTC. The TCM is not provided with such a memory function.

**TWO TRIP DETECTION LOGIC**

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL will not illuminate. — First Trip

If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — Second Trip

A/T-related parts for which the MIL illuminates during the first or second test drive are listed below.

Items	MIL	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750	X	
Shift solenoid valve B — DTC: P0755	X	
Throttle position sensor [accelerator pedal position (APP) sensor] or switch — DTC: P1705	X	
Except above		X



The “trip” in the “One or Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation.

**OBD-II Diagnostic Trouble Code (DTC)**

ECS005WD

**HOW TO READ DTC AND 1ST TRIP DTC**

DTC and 1st trip DTC can be read by the following methods.

 with **CONSULT-II** or  **GST** CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

- **1st trip DTC No. is the same as DTC No.**
- **Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal. CONSULT-II can identify them as shown below. Therefore, using CONSULT-II (if available) is recommended.**

A sample of CONSULT-II display for DTC and 1st trip DTC is shown. DTC or 1st trip DTC of a malfunction is displayed in SELF DIAGNOSIS mode for "ENGINE" with CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

SELECT SYSTEM
A/T
ENGINE
SAT014K

A  
B  
AT

If the DTC is being detected currently, the time data will be "0".

SELF-DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	0
SAT015K	

D  
E  
F  
G

If a 1st trip DTC is stored in the ECM, the time data will be "1t".

SELF-DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	1 t
SAT016K	

H  
I  
J  
K

### Freeze Frame Data and 1st Trip Freeze Frame Data

The ECM has a memory function, which stores the driving condition such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed and vehicle speed at the moment the ECM detects a malfunction.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For detail, refer to [EC-62, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"](#) [QG18DE (ULEV Model) or [EC-643, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"](#) (SULEV Model)].

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM.

The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

L  
M

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased.

## HOW TO ERASE DTC

The diagnostic trouble code can be erased by CONSULT-II, GST or ECM DIAGNOSTIC TEST MODE as follows.

- **If the battery terminal is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erase the DTC, using CONSULT-II or GST is easier and quicker than switching the mode selector on the ECM.**

The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (ULEV)] or [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (SULEV)].

- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

## HOW TO ERASE DTC (WITH CONSULT-II)

- **If a DTC is displayed for both ECM and TCM, it needs to be erased for both ECM and TCM.**
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  2. Turn CONSULT-II "ON" and touch "A/T".
  3. Touch "SELF DIAGNOSIS".
  4. Touch "ERASE". (The DTC in the TCM will be erased.) Then touch "BACK" twice.
  5. Touch "ENGINE".
  6. Touch "SELF DIAGNOSIS".
  7. Touch "ERASE". (The DTC in the ECM will be erased.)

## How to erase DTC (With CONSULT-II)

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.

SELECT SYSTEM
A/T
ENGINE

2. Turn CONSULT-II "ON", and touch "A/T".

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
CAN DIAG SUPPORT MNTR
FUNCTION TEST
DTC WORK SUPPORT

3. Touch "SELF DIAG-RESULTS".

SELF DIAG RESULTS
DTC RESULTS
T/C CLUTCH SOL/V [P0740]

4. Touch "ERASE". (The DTC in the TCM will be erased.)

Touch "BACK".

Touch "BACK".

SELECT SYSTEM
A/T
ENGINE

5. Touch "ENGINE".

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR(SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

6. Touch "SELF DIAG-RESULTS".

SELF DIAG RESULTS	
DTC RESULTS	TIME
TCC SOLENOID/CIRC [P0740]	0

7. Touch "ERASE". (The DTC in the ECM will be erased.)

SCIA5586E

## HOW TO ERASE DTC (WITH GST)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform TCM Self-diagnostic Procedure. Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to [EC-71, "How to Erase DTC \( With GST\)"](#) [QG18DE (ULEV)] or [EC-652, "How to Erase DTC \(With GST\)"](#) [QG18DE (SULEV)].

## HOW TO ERASE DTC (NO TOOLS)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform TCM Self-diagnostic Procedure. Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Perform OBD-II Self-diagnostic Procedure. Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) .

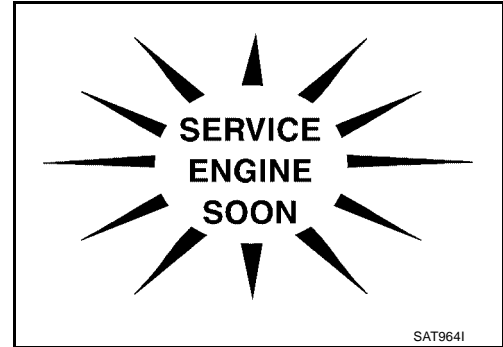
A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



## Malfunction Indicator Lamp (MIL)

1. The malfunction indicator lamp will light up when the ignition switch is turned ON without the engine running. This is for checking the lamp.

- If the malfunction indicator lamp does not light up, refer to [DI-27, "WARNING LAMPS"](#) .  
(Or see MIL & CONSULT-II in EC section. Refer to [EC-72, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (ULEV)] or [EC-653, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (SULEV)], and [EC-113, "CONSULT-II Function"](#) [QG18DE (ULEV)] or [EC-694, "CONSULT-II Function"](#) [QG18DE (SULEV)].



2. When the engine is started, the malfunction indicator lamp should go off.

If the lamp remains on, the on board diagnostic system has detected an emission-related (OBD-II) malfunction. For detail, refer to [EC-59, "Emission-related Diagnostic Information"](#) [QG18DE (ULEV)] or [EC-640, "Emission-related Diagnostic Information"](#) [QG18DE (SULEV)].

## CONSULT-II

After performing "SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)" ([AT-43, "SELF-DIAGNOSTIC PROCEDURE \(WITH CONSULT-II\)"](#) ), place check marks for results on the "DIAGNOSTIC WORKSHEET", ([AT-58, "DIAGNOSTIC WORKSHEET"](#) ). Reference pages are provided following the items.

### NOTICE:

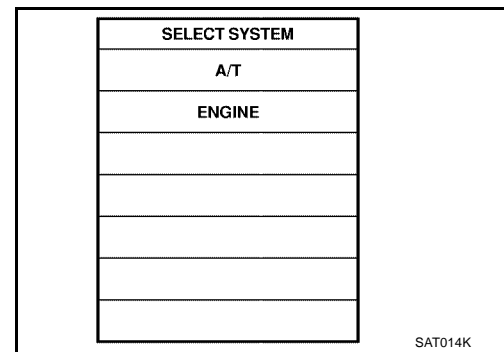
1. The CONSULT-II electrically displays shift timing and lock-up timing (that is, operation timing of each solenoid).  
Check for time difference between actual shift timing and the CONSULT-II display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
2. Shift schedule (which implies gear position) displayed on CONSULT-II and that indicated in Service Manual may differ slightly. This occurs because of the following reasons:
  - Actual shift schedule has more or less tolerance or allowance,
  - Shift schedule indicated in Service Manual refers to the point where shifts start, and
  - Gear position displayed on CONSULT-II indicates the point where shifts are completed.
3. Shift solenoid valve "A" or "B" is displayed on CONSULT-II at the start of shifting. Gear position is displayed upon completion of shifting (which is computed by TCM).
4. Additional CONSULT-II information can be found in the Operation Manual supplied with the CONSULT-II unit.

## FUNCTION

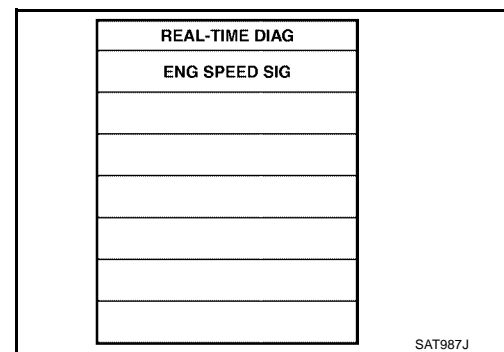
Diagnostic test mode	Function	Reference Page
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-II.	—
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	<a href="#">AT-43</a>
Data monitor	Input/Output data in the ECM can be read.	<a href="#">AT-45</a>
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.	<a href="#">AT-43</a>
Function test	Performed by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
DTC work support	Select the operating condition to confirm Diagnosis Trouble Codes.	—
TCM part number	TCM part number can be read.	—

### Ⓜ SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)

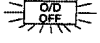
- Turn on CONSULT-II and touch "ENGINE" for OBD-II detected items or touch "A/T" for TCM self-diagnosis.  
If A/T is not displayed, check TCM power supply and ground circuit. Refer to [AT-113, "TROUBLE DIAGNOSIS FOR POWER SUPPLY"](#) . If result is NG, refer to [PG-2, "POWER SUPPLY ROUTING"](#) .



- Touch "SELF DIAG RESULTS".  
Display shows malfunction experienced since the last erasing operation.  
CONSULT-II performs "REAL TIME DIAG".  
Also, any malfunction detected while in this mode will be displayed at real time.





### SELF-DIAGNOSTIC RESULT TEST MODE

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		<ul style="list-style-type: none"> <li>TCM does not receive the correct voltage signal (based on the gear position) from the switch.</li> <li>TCM does not receive the proper voltage signal from the sensor.</li> </ul>	Available by O/D OFF  indicator lamp or "A/T" on CONSULT-II
PNP switch circuit	PNP SW/CIRC	—		P0705
Revolution sensor	VEH SPD SEN/CIR		X	P0720
VHCL SPEED SEN-A/T	VEH SPD SEN/CIR AT			



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

**[RE4F03B]**

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		Available by O/D OFF  indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator lamp *2, "ENGINE" on CONSULT-II or GST
Vehicle speed sensor (Meter)		● TCM does not receive the proper voltage signal from the sensor.	X	—
VHCL SPEED SEN-MTR	—			
A/T 1st gear function		● A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	—	P0731*1
A/T 1ST GR FNCTN	A/T 1ST GR FNCTN			
A/T 2nd gear function		● A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	—	P0732*1
A/T 2ND GR FNCTN	A/T 2ND GR FNCTN			
A/T 3rd gear function		● A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	—	P0733*1
A/T 3RD GR FNCTN	A/T 3RD GR FNCTN			
A/T 4th gear function		● A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	—	P0734*1
A/T 4TH GR FNCTN	A/T 4TH GR FNCTN			
A/T TCC S/V function (lock-up)		● A/T cannot perform lock-up even if electrical circuit is good.	—	P0744*1
A/T TCC S/V FNCTN	A/T TCC S/V FNCTN			
Shift solenoid valve A		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0750
SHIFT SOLENOID/V A	SFT SOL A/CIRC A			
Shift solenoid valve B		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0755
SHIFT SOLENOID/V B	SFT SOL B/CIRC B			
Overrun clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P1760
OVERRUN CLUTCH S/V	O/R CLUCH SOL/CIRC			
T/C clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0740
T/C CLUTCH SOL/V	TCC SOLENOID/CIRC			
Line pressure solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0745
LINE PRESSURE S/V	L/PRESS SOL/CIRC V			
Throttle position sensor, Throttle position switch		● TCM receives an excessively low or high voltage from the sensor.	X	P1705
THROTTLE POSI SEN	TP SEN/CIRC A/T			
Engine speed signal		● TCM does not receive the proper voltage signal from the ECM.	X	P0725
ENGINE SPEED SIG				
A/T fluid temperature sensor		● TCM receives an excessively low or high voltage from the sensor.	X	P0710
BATT/FLUID TEMP SEN	ATF TEMP SEN/CIRC			
TCM (RAM)		● TCM memory (RAM) is malfunctioning.	—	—
CONTROL UNIT (RAM)	—			

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

**[RE4F03B]**

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		Available by O/D OFF  indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator lamp *2, "ENGINE" on CONSULT-II or GST
TCM (ROM)		● TCM memory (ROM) is malfunctioning.	—	—
CONTROL UNIT (ROM)	—			
TCM (EEP ROM)		● TCM memory (EEP ROM) is malfunctioning.	—	—
CONT UNIT (EEP ROM)	—			
Initial start		● This is not a malfunction message (Whenever shutting off a power supply to the TCM, this message appears on the screen.)	X	—
INITIAL START	—			
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		● No failure has been detected.	X	X

X: Applicable  
—: Not applicable

\*1: These malfunctions cannot be displayed by MIL  if another malfunction is assigned to MIL.

\*2: Refer to [EC-72, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (ULEV)] or [EC-653, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (SULEV)].

## DATA MONITOR MODE (A/T)

Item	Display	Monitor item		Description	Remarks
		TCM input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE-A/T [km/h] or [mph]	X	—	● Vehicle speed computed from signal of revolution sensor is displayed.	When racing engine in "N" or "P" position with vehicle stationary, CONSULT-II data may not indicate 0 km/h (0 mph).
Vehicle speed sensor 2 (Meter)	VHCL/S SE-MTR [km/h] or [mph]	X	—	● Vehicle speed computed from signal of vehicle speed sensor is displayed.	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor [accelerator pedal position (APP) sensor]	THRTL POS SEN [V]	X	—	● Throttle position sensor [accelerator pedal position (APP) sensor] signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	● A/T fluid temperature sensor signal voltage is displayed. ● Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	● Source voltage of TCM is displayed.	

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F03B]

Item	Display	Monitor item		Description	Remarks
		TCM input signals	Main signals		
Engine speed	ENGINE SPEED [rpm]	X	X	<ul style="list-style-type: none"> <li>● Engine speed, computed from engine speed signal, is displayed.</li> </ul>	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of overdrive control SW is displayed.</li> </ul>	
PN position switch	PN POSI SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of PN position SW is displayed.</li> </ul>	
R position switch	R POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of R position SW is displayed.</li> </ul>	
D position switch	D POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of D position SW is displayed.</li> </ul>	
2 position switch	2 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of 2 position SW, is displayed.</li> </ul>	
1 position switch	1 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of 1 position SW, is displayed.</li> </ul>	
ASCD cruise signal	ASCD CRUISE [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no ASCD is mounted.</li> </ul>
ASCD OD cut signal	ASCD OD CUT [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no ASCD is mounted.</li> </ul>
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of kickdown SW, is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no kickdown switch is equipped.</li> </ul>
Gear position	GEAR	—	X	<ul style="list-style-type: none"> <li>● Gear position data used for computation by TCM, is displayed.</li> </ul>	
Selector lever position	SLCT LVR POSI	—	X	<ul style="list-style-type: none"> <li>● Selector lever position data, used for computation by TCM, is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>● A specific value used for control is displayed if fail-safe is activated due to error.</li> </ul>
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	<ul style="list-style-type: none"> <li>● Vehicle speed data, used for computation by TCM, is displayed.</li> </ul>	
Stop lamp switch	BRAKE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status are displayed. ON: Brake pedal is depressed. OFF: Brake pedal is released.</li> </ul>	

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F03B]

Item	Display	Monitor item		Description	Remarks
		TCM input signals	Main signals		
Throttle position	THROTTLE POSI [8]	—	X	● Throttle position data, used for computation by TCM, is displayed.	● A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	● Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed.	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	● Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed.	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	● Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed.	Control value of solenoid is displayed even if solenoid circuit is disconnected. The "OFF" signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	● Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed.	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	● Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed.	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	● Control status of O/D OFF indicator lamp is displayed.	

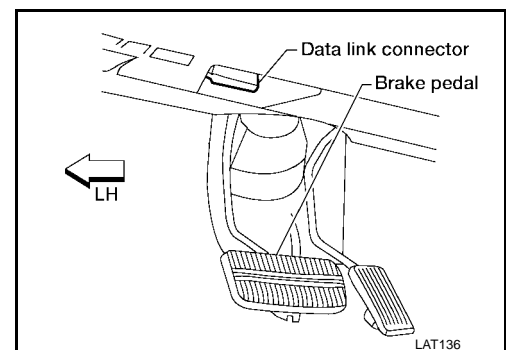
X: Applicable

—: Not applicable

## DTC WORK SUPPORT MODE WITH CONSULT-II

### CONSULT-II Setting Procedure

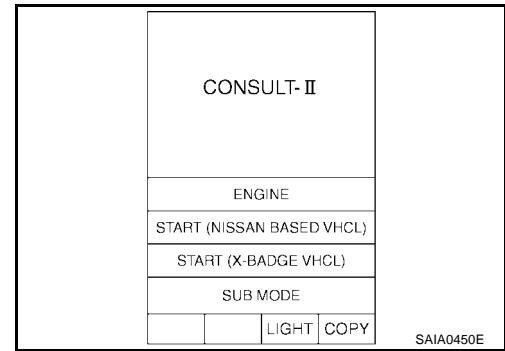
1. Turn ignition switch "OFF".
2. Connect CONSULT-II to Data link connector which is located in left side lower dash panel.



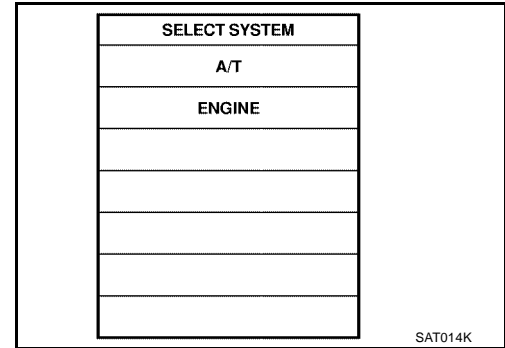
# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F03B]

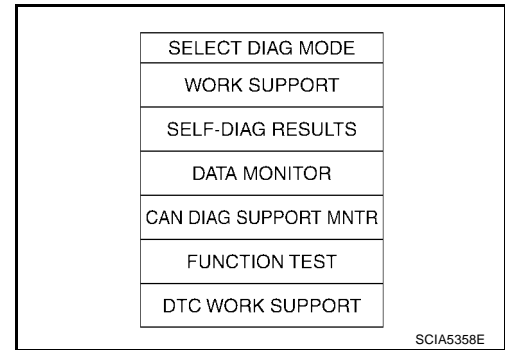
3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



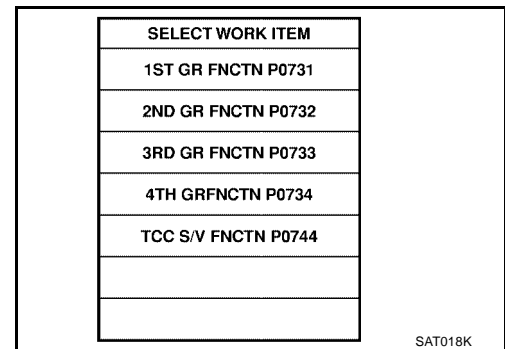
5. Touch "A/T".



6. Touch "DTC WORK SUPPORT".



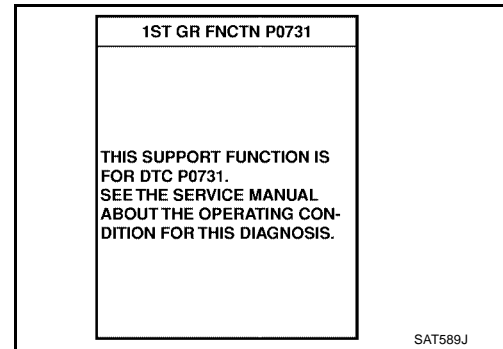
7. Touch select item menu (1ST, 2ND, etc.).



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

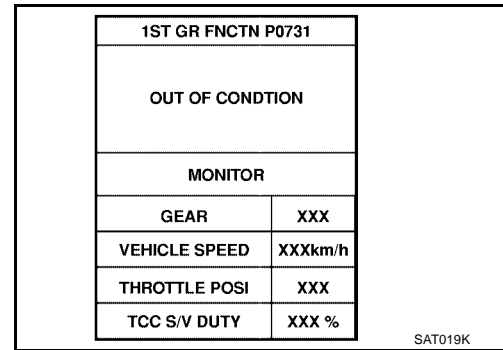
[RE4F03B]

8. Touch "START".



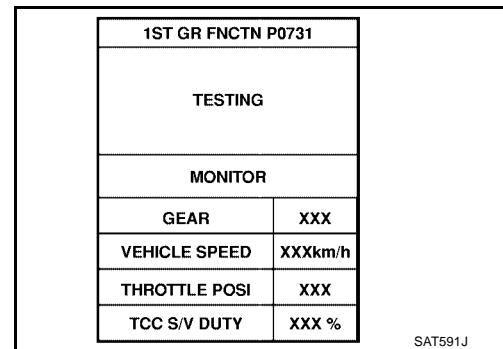
A  
B  
AT

9. Perform driving test according to "DTC CONFIRMATION PROCEDURE" in "TROUBLE DIAGNOSIS FOR DTC".



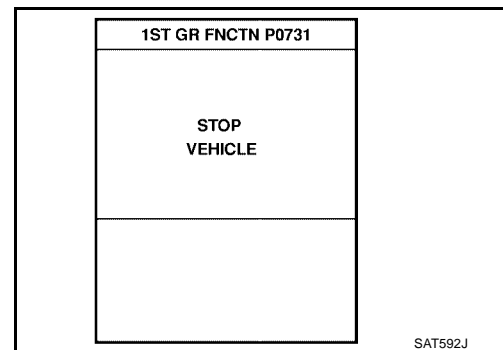
D  
E  
F  
G

- When testing conditions are satisfied, CONSULT-II screen changes from "OUT OF CONDITION" to "TESTING".



H  
I  
J  
K

10. Stop vehicle. If "NG" appears on the screen, malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".



L  
M



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F03B]

11. Perform test drive to check gear shift feeling in accordance with instructions displayed.

1ST GR FNCTN P0731
NG

SAT593J

12. Touch "YES" or "NO".

1ST GR FNCTN P0731
DRIVE VHCL IN D RANGE SHIFTING 1→2→3→4 UNDER NORMAL ACCELERATION. DOES A/T SHFT NORMAL CHECK FOR PROPER SHF TIMING AND SHFT SHOCK

SAT594J

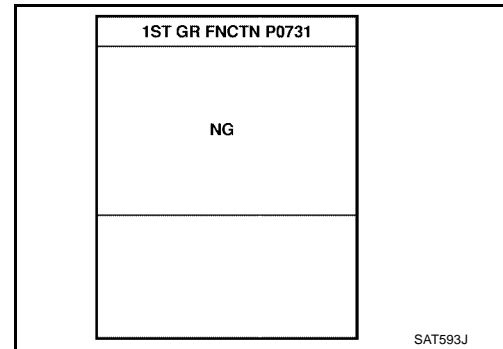
1ST GR FNCTN P0731
DRIVE VHCL IN D RANGE SHIFTING 1→2→3→4 UNDER NORMAL ACCELERATION. DOES A/T SHFT NORMAL CHECK FOR PROPER SHF TIMING AND SHFT SHOCK

SAT595J

13. CONSULT-II procedure ended.

1ST GR FNCTN P0731
OK

SAT596J



If "NG" appears on the screen, a malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".

## DTC WORK SUPPORT MODE

DTC work support item	Description	Check items (Possible cause)
1ST GR FNCTN P0731	Following items for "A/T 1st gear function (P0731)" can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul>	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Shift solenoid valve B</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>
2ND GR FNCTN P0732	Following items for "A/T 2nd gear function (P0732)" can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul>	<ul style="list-style-type: none"> <li>● Shift solenoid valve B</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>
3RD GR FNCTN P0733	Following items for "A/T 3rd gear function (P0733)" can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul>	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>
4TH GR FNCTN P0734	Following items for "A/T 4th gear function (P0734)" can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul>	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Shift solenoid valve B</li> <li>● Line pressure solenoid valve</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>
TCC S/V FNCTN P0744	Following items for "A/T TCC S/V function (lock-up) (P0744)" can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul>	<ul style="list-style-type: none"> <li>● Torque converter clutch solenoid valve</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>

## DIAGNOSTIC PROCEDURE WITHOUT CONSULT-II

### OBD-II Self-diagnostic Procedure (With GST)

Refer to [EC-125, "Generic Scan Tool \(GST\) Function"](#) [QG18DE (ULEV)], [EC-709, "Generic Scan Tool \(GST\)"](#) [QG18DE (SULEV)].

### OBD-II Self-diagnostic Procedure (No Tools)

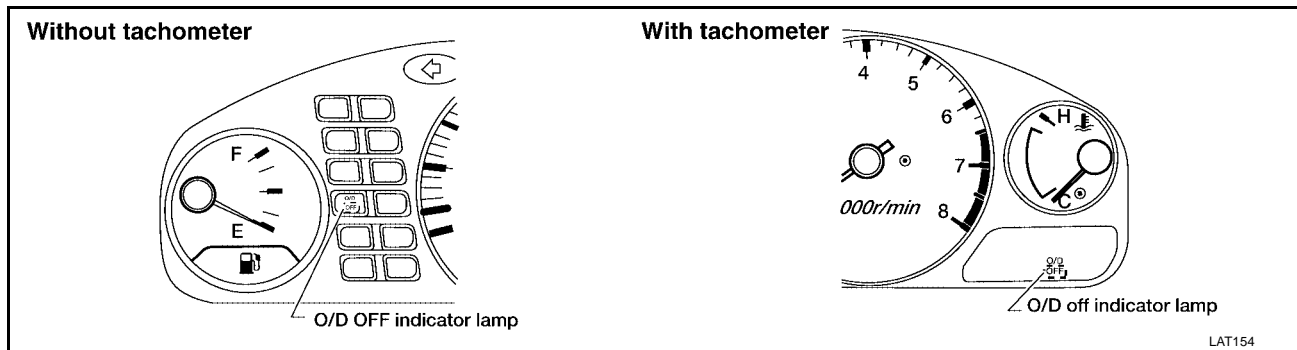
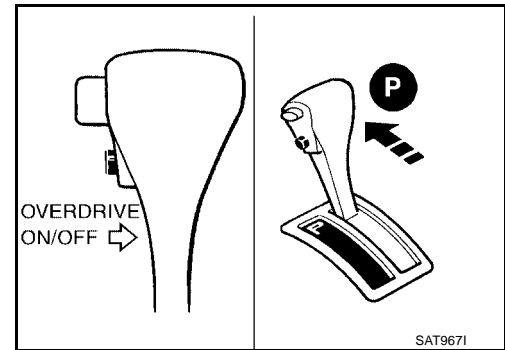
Refer to [EC-72, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (ULEV)] or [EC-653, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (SULEV)].



## TCM Self-diagnostic Procedure (No Tools)

### 1. CHECK O/D OFF INDICATOR LAMP

1. Move A/T selector lever to "P" position.  
Start the engine.  
Warm engine to normal operating temperature.
2. Turn ignition switch to "OFF" position.
3. Wait 5 seconds.
4. Turn ignition switch to "ON" position.  
(Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?



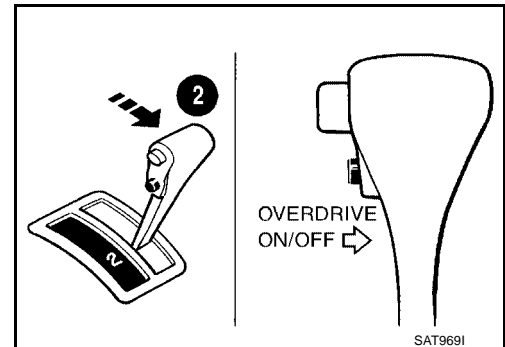
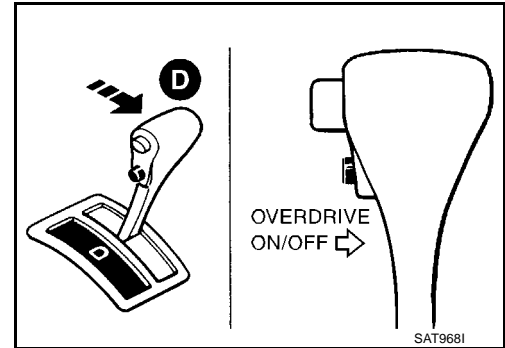
#### Yes or No

- Yes >> GO TO 2.  
 No >> GO TO [AT-221, "1. O/D OFF Indicator Lamp Does Not Come On"](#) .

## 2. JUDGEMENT PROCEDURE STEP 1

1. Turn ignition switch to "OFF" position.
2. Turn ignition switch to "ACC" position.
3. Move A/T selector lever from "P" to "D" position.
4. Turn ignition switch to "ON" position.  
(Do not start engine.)
5. Depress and hold overdrive control switch (the O/D OFF indicator lamp will be "ON") until directed to release the switch.  
If O/D OFF indicator lamp does not come on, go to [AT-250, "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position \(PNP\), Overdrive Control and Throttle Position Sensor \[Accelerator Pedal Position \(APP\) Sensor\] Switches Circuit Checks}"](#).
6. Turn ignition switch to "OFF" position.
7. Turn ignition switch to "ON" position.  
(Do not start engine.)
8. Release the overdrive control switch (the O/D OFF indicator lamp will be "OFF").
9. Wait 2 seconds.
10. Move A/T selector lever to "2" position.
11. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be "ON").
12. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be "OFF") until directed to release the switch.

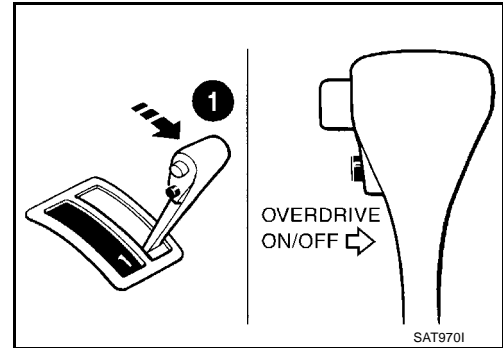
>> GO TO 3.



A  
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L  
M

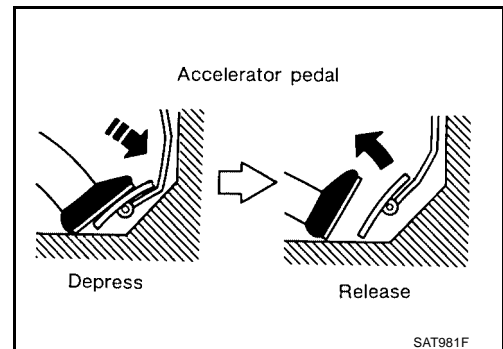
## 3. JUDGEMENT PROCEDURE STEP 2

1. Move A/T selector lever to "1" position.
2. Release the overdrive control switch.
3. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be "ON").
4. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be "OFF").
5. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be "ON") until directed to release the switch.



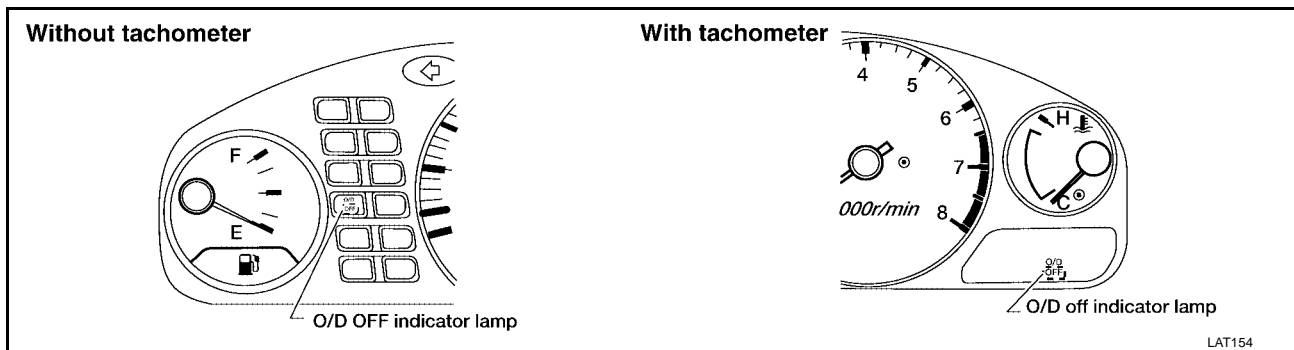
6. Depress accelerator pedal fully and release.
7. Release the overdrive control switch (the O/D OFF indicator lamp will begin to flash "ON" and "OFF").

>> GO TO 4.



## 4. CHECK SELF-DIAGNOSIS CODE

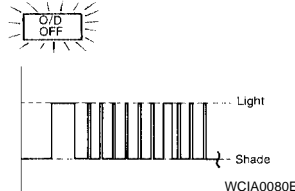
Check O/D OFF indicator lamp. Refer to [AT-55, "Judgement of Self-diagnosis Code"](#) .



>> DIAGNOSIS END

## Judgement of Self-diagnosis Code

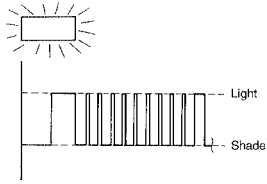
O/D OFF indicator lamp:

<p>All judgement flickers are the same.</p>  <p>All circuits that can be confirmed by self-diagnosis are OK.</p>	<p>1st judgement flicker is longer than others.</p>  <p>Revolution sensor circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a> .</p>
<p>2nd judgement flicker is longer than others.</p>  <p>Vehicle speed sensor circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a> .</p>	<p>3rd judgement flicker is longer than others.</p>  <p>Throttle position sensor [accelerator pedal position (APP) sensor] circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a> .</p>
<p>4th judgement flicker is longer than others.</p>  <p>Shift solenoid valve A circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a> .</p>	<p>5th judgement flicker is longer than others.</p>  <p>Shift solenoid valve B circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a> .</p>
<p>6th judgement flicker is longer than others.</p>  <p>Overrun clutch solenoid valve circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a> .</p>	<p>7th judgement flicker is longer than others.</p>  <p>Torque converter clutch solenoid valve circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a> .</p>
<p>8th judgement flicker is longer than others.</p>  <p>A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.                  ⇒ Go to <a href="#">AT-198, "DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)"</a> .</p>	<p>9th judgement flicker is longer than others.</p>  <p>Engine speed signal circuit is short-circuited or disconnected.                  ⇒ Go to <a href="#">AT-132, "DTC P0725 ENGINE SPEED SIGNAL"</a> .</p>

A  
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AT  
D  
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O/D OFF indicator lamp:

10th judgement flicker is longer than others.

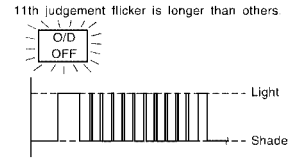


WCIA0083E

Line pressure solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to AT-174. "DTC P0745 LINE PRESSURE SOLENOID VALVE"** .

11th judgement flicker is longer than others.

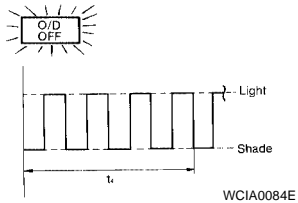


SAT599J

The ECM-A/T communication line is open or shorted.

⇒ **Go to AT-209. "DTC U1000 CAN COMMUNICATION LINE"** .

Flickers as shown below.



WCIA0084E

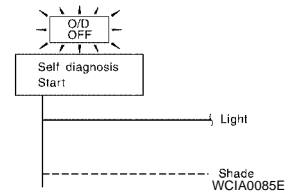
Battery power is low.

Battery has been disconnected for a long time.

Battery is connected conversely.

(When reconnecting TCM connectors. — This is not a problem.)

Lamp comes on.



WCIA0085E

PNP switch, overdrive control switch or throttle position switch circuit is disconnected or TCM is damaged.

⇒ **Go to AT-250. "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks}"** .

t1 = 2.5 seconds    t2 = 2.0 seconds    t3 = 1.0 second    t4 = 1.0 second

## TROUBLE DIAGNOSIS — INTRODUCTION

## Introduction

The TCM receives a signal from the vehicle speed sensor, throttle position sensor [accelerator pedal position (APP) sensor] or PNP switch and provides shift control or lock-up control via A/T solenoid valves.

The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

Input and output signals must always be correct and stable in the operation of the A/T system. The A/T system must be in good operating condition and be free of valve seizure, solenoid valve malfunction, etc.

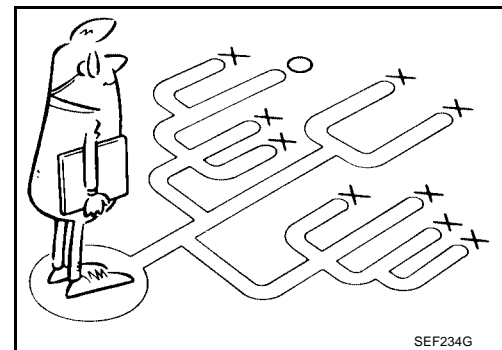
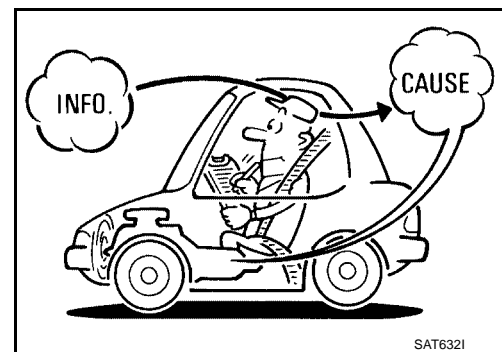
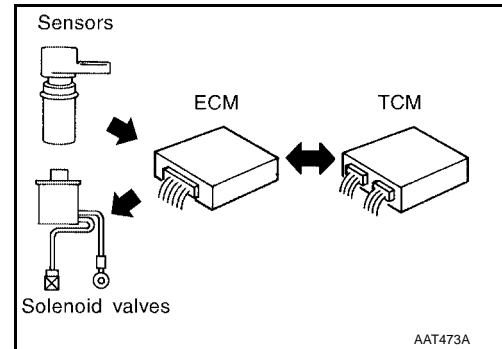
It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only may not find the cause of the problems. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow". Refer to [AT-61, "Work Flow"](#).

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example ([AT-59, "Diagnostic Worksheet"](#)) should be used.

Start your diagnosis by looking for "conventional" problems first. This will help troubleshoot driveability problems on an electronically controlled engine vehicle.

**Also check related Service bulletins for information.**







# TROUBLE DIAGNOSIS — INTRODUCTION

[RE4F03B]

## Diagnostic Worksheet

1.	<input type="checkbox"/> Read the "FAIL-SAFE" and listen to customer complaints.	<a href="#">AT-11, "FAIL-SAFE"</a>	A		
2.	<input type="checkbox"/> CHECK A/T FLUID <ul style="list-style-type: none"> <li><input type="checkbox"/> Leakage (Follow specified procedure)</li> <li><input type="checkbox"/> Fluid condition</li> <li><input type="checkbox"/> Fluid level</li> </ul>	<a href="#">AT-64, "A/T Fluid Check"</a>	B		
3.	<input type="checkbox"/> Perform STALL TEST and LINE PRESSURE TEST. <ul style="list-style-type: none"> <li><input type="checkbox"/> Stall test — Mark possible damaged components/others.                         <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 50%; padding: 2px;"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Torque converter one-way clutch</li> <li><input type="checkbox"/> Reverse clutch</li> <li><input type="checkbox"/> Forward clutch</li> <li><input type="checkbox"/> Overrun clutch</li> <li><input type="checkbox"/> Forward one-way clutch</li> </ul> </td> <td style="width: 50%; padding: 2px;"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Low &amp; reverse brake</li> <li><input type="checkbox"/> Low one-way clutch</li> <li><input type="checkbox"/> Engine</li> <li><input type="checkbox"/> Line pressure is low</li> <li><input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK</li> </ul> </td> </tr> </table> </li> <li><input type="checkbox"/> Line Pressure test — Suspected parts:</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Torque converter one-way clutch</li> <li><input type="checkbox"/> Reverse clutch</li> <li><input type="checkbox"/> Forward clutch</li> <li><input type="checkbox"/> Overrun clutch</li> <li><input type="checkbox"/> Forward one-way clutch</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Low &amp; reverse brake</li> <li><input type="checkbox"/> Low one-way clutch</li> <li><input type="checkbox"/> Engine</li> <li><input type="checkbox"/> Line pressure is low</li> <li><input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK</li> </ul>	<a href="#">AT-64, "Stall Test", AT-68, "Line Pressure Test"</a>	AT
<ul style="list-style-type: none"> <li><input type="checkbox"/> Torque converter one-way clutch</li> <li><input type="checkbox"/> Reverse clutch</li> <li><input type="checkbox"/> Forward clutch</li> <li><input type="checkbox"/> Overrun clutch</li> <li><input type="checkbox"/> Forward one-way clutch</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Low &amp; reverse brake</li> <li><input type="checkbox"/> Low one-way clutch</li> <li><input type="checkbox"/> Engine</li> <li><input type="checkbox"/> Line pressure is low</li> <li><input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK</li> </ul>				
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures. <ul style="list-style-type: none"> <li>4-1. Check before engine is started.                         <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items.                         <ul style="list-style-type: none"> <li><input type="checkbox"/> PNP switch, <a href="#">AT-116, "DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH"</a> .</li> <li><input type="checkbox"/> A/T fluid temperature sensor, <a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a> .</li> <li><input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), <a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a> .</li> <li><input type="checkbox"/> Engine speed signal, <a href="#">AT-132, "DTC P0725 ENGINE SPEED SIGNAL"</a> .</li> <li><input type="checkbox"/> Torque converter clutch solenoid valve, .</li> <li><input type="checkbox"/> Line pressure solenoid valve, <a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> Shift solenoid valve A, <a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a> .</li> <li><input type="checkbox"/> Shift solenoid valve B, <a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a> .</li> <li><input type="checkbox"/> Throttle position sensor [accelerator pedal position (APP) sensor], <a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a> .</li> <li><input type="checkbox"/> Overrun clutch solenoid valve, <a href="#">AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> PNP, overdrive control and throttle position sensor [accelerator pedal position (APP) sensor], <a href="#">AT-250, "21. TCM Self-diagnosis Does Not Activate (Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks)"</a> .</li> <li><input type="checkbox"/> A/T fluid temperature sensor and TCM power source, <a href="#">AT-198, "DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)"</a> .</li> <li><input type="checkbox"/> Vehicle speed sensor-MTR, <a href="#">AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a> .</li> <li><input type="checkbox"/> Control unit (RAM), control unit (ROM), <a href="#">AT-212, "DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)"</a> .</li> <li><input type="checkbox"/> Control unit (EEP ROM), <a href="#">AT-214, "DTC CONTROL UNIT (EEP ROM)"</a> .</li> <li><input type="checkbox"/> Battery</li> <li><input type="checkbox"/> Others</li> </ul> </li> <li>4-2. Check at idle                         <ul style="list-style-type: none"> <li><input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, <a href="#">AT-221, "1. O/D OFF Indicator Lamp Does Not Come On"</a> .</li> <li><input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, <a href="#">AT-223, "2. Engine Cannot Be Started In "P" and "N" Position"</a> .</li> <li><input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, <a href="#">AT-224, "3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed"</a> .</li> <li><input type="checkbox"/> 4. In "N" Position, Vehicle Moves, <a href="#">AT-225, "4. In "N" Position, Vehicle Moves"</a> .</li> <li><input type="checkbox"/> 5. Large Shock. "N" → "R" Position, <a href="#">AT-226, "5. Large Shock. "N" → "R" Position"</a> .</li> <li><input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, <a href="#">AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"</a> .</li> <li><input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, <a href="#">AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"</a> .</li> </ul> </li> </ul>	<a href="#">AT-69, "Road Test"</a>  <a href="#">AT-71, "1. CHECK BEFORE ENGINE IS STARTED"</a>	F		
			G		
			H		
			I		
			J		
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			L		
			M		

# TROUBLE DIAGNOSIS — INTRODUCTION

[RE4F03B]

4. (cont'd)	4-3 (cont'd)	<p>Cruise test</p> <p>Part-1</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 8. Vehicle Cannot Be Started From D1 , <a href="#">AT-231, "8. Vehicle Cannot Be Started From D1"</a> .</li> <li><input type="checkbox"/> 9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2 , <a href="#">AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2"</a> .</li> <li><input type="checkbox"/> 10. A/T Does Not Shift: D2 → D3 , <a href="#">AT-236, "10. A/T Does Not Shift: D2 → D3"</a> .</li> <li><input type="checkbox"/> 11. A/T Does Not Shift: D3 → D4 , <a href="#">AT-238, "11. A/T Does Not Shift: D3 → D4"</a> .</li> <li><input type="checkbox"/> 12. A/T Does Not Perform Lock-up, <a href="#">AT-240, "12. A/T Does Not Perform Lock-up"</a> .</li> <li><input type="checkbox"/> 13. A/T Does Not Hold Lock-up Condition, <a href="#">AT-241, "13. A/T Does Not Hold Lock-up Condition"</a> .</li> <li><input type="checkbox"/> 14. Lock-up Is Not Released, <a href="#">AT-243, "14. Lock-up Is Not Released"</a> .</li> <li><input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3 ) , <a href="#">AT-244, "15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3)"</a> .</li> </ul> <p>Part-2</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 16. Vehicle Does Not Start From D1 , <a href="#">AT-245, "16. Vehicle Does Not Start From D1"</a> .</li> <li><input type="checkbox"/> 9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2 , <a href="#">AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2"</a> .</li> <li><input type="checkbox"/> 10. A/T Does Not Shift: D2 → D3 , <a href="#">AT-236, "10. A/T Does Not Shift: D2 → D3"</a> .</li> <li><input type="checkbox"/> 11. A/T Does Not Shift: D3 → D4 , <a href="#">AT-238, "11. A/T Does Not Shift: D3 → D4"</a> .</li> </ul>	<p><a href="#">AT-74, "3. CRUISE TEST"</a> <a href="#">AT-78, "Cruise Test — Part 1"</a></p>
4. (cont'd)	4-3 . (cont'd)	<p>Part-3</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 17. A/T Does Not Shift: D4 → D3 When Overdrive Control Switch "ON" → "OFF", <a href="#">AT-247, "17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch "ON" → "OFF"</a>" .</li> <li><input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In D3 ) , <a href="#">AT-244, "15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3)"</a> .</li> <li><input type="checkbox"/> 18. A/T Does Not Shift: D3 → 22 , When Selector Lever "D" → "2" Position, <a href="#">AT-248, "18. A/T Does Not Shift: D3 → 22 , When Selector Lever "D" → "2" Position"</a> .</li> <li><input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D4 → D2 ) , <a href="#">AT-244, "15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3)"</a> .</li> <li><input type="checkbox"/> 19. A/T Does Not Shift: 22 → 11 , When Selector Lever "2" → "1" Position, <a href="#">AT-249, "19. A/T Does Not Shift: 22 → 11 , When Selector Lever "2" → "1" Position"</a> .</li> <li><input type="checkbox"/> 20. Vehicle Does Not Decelerate By Engine Brake, <a href="#">AT-250, "20. Vehicle Does Not Decelerate By Engine Brake"</a> .</li> </ul> <p><input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> PNP switch, <a href="#">AT-116, "DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH"</a> .</li> <li><input type="checkbox"/> A/T fluid temperature sensor, <a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a> .</li> <li><input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), <a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a> .</li> <li><input type="checkbox"/> Engine speed signal, <a href="#">AT-132, "DTC P0725 ENGINE SPEED SIGNAL"</a> .</li> <li><input type="checkbox"/> Torque converter clutch solenoid valve, <a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> Line pressure solenoid valve, <a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> Shift solenoid valve A, <a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a> .</li> <li><input type="checkbox"/> Shift solenoid valve B, <a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a> .</li> <li><input type="checkbox"/> Throttle position sensor [accelerator pedal position (APP) sensor], <a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a> .</li> <li><input type="checkbox"/> Overrun clutch solenoid valve, <a href="#">AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> PNP, overdrive control and throttle position sensor [accelerator pedal position (APP) sensor], <a href="#">AT-250, "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks}"</a> .</li> <li><input type="checkbox"/> A/T fluid temperature sensor and TCM power source, <a href="#">AT-198, "DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)"</a> .</li> <li><input type="checkbox"/> Vehicle speed sensor-MTR, <a href="#">AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a> .</li> <li><input type="checkbox"/> Control unit (RAM), control unit (ROM), <a href="#">AT-212, "DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)"</a> .</li> <li><input type="checkbox"/> Control unit (EEP ROM), <a href="#">AT-214, "DTC CONTROL UNIT (EEP ROM)"</a> .</li> <li><input type="checkbox"/> Battery</li> <li><input type="checkbox"/> Others</li> </ul>	<p><a href="#">AT-83, "Cruise Test — Part 3"</a></p>

# TROUBLE DIAGNOSIS — INTRODUCTION

[RE4F03B]

5.	<input type="checkbox"/> For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.	<a href="#">AT-43, "SELF-DIAGNOSTIC RESULT TEST MODE"</a>	A
6.	<input type="checkbox"/> Perform all ROAD TEST and re-mark required procedures.	<a href="#">AT-69, "Road Test"</a>	B
7.	<input type="checkbox"/> Perform DTC CONFIRMATION PROCEDURE for following MIL indicating items and check out NG items. Refer to <a href="#">EC-123, "DTC &amp; SRT CONFIRMATION MODE"</a> [QG18DE (ULEV)] or <a href="#">EC-706, "DTC &amp; SRT CONFIRMATION MODE"</a> [QG18DE (SULEV)].	EC section	AT
8.	<input type="checkbox"/> Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures. (The chart also shows some other possible symptoms and the component inspection orders.)	<a href="#">AT-43, "SELF-DIAGNOSTIC RESULT TEST MODE"</a> <a href="#">AT-85, "Symptom Chart"</a>	D
9.	<input type="checkbox"/> Erase DTC from TCM and ECM memories.	<a href="#">AT-40, "HOW TO ERASE DTC"</a>	E

## Work Flow

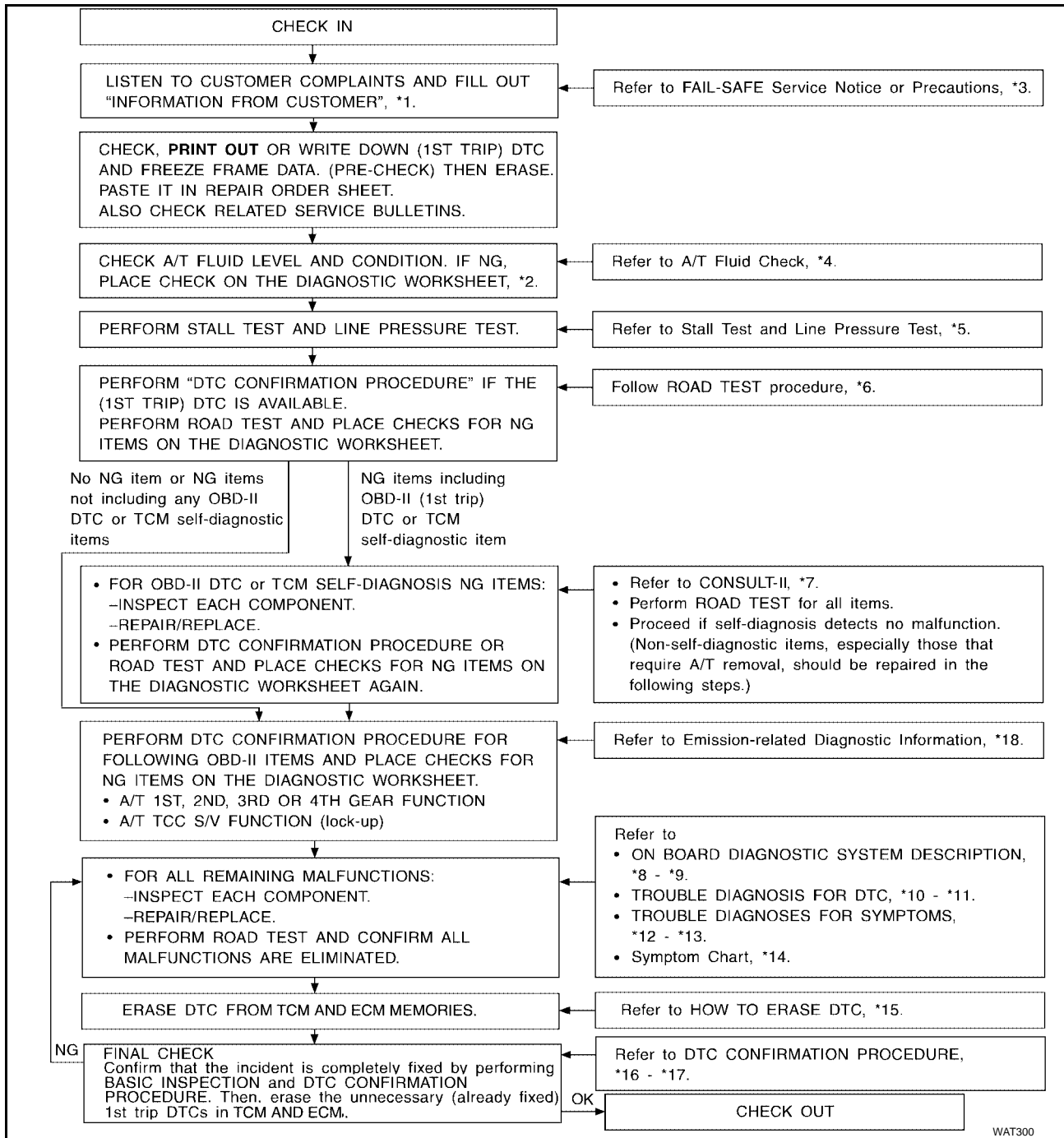
### HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

ECS005WH

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions for a customer complaint.

Make good use of the two sheets provided, "Information from Customer" ([AT-58, "Information from Customer"](#)) and "Diagnostic Worksheet" ([AT-59, "Diagnostic Worksheet"](#)), to perform the best troubleshooting possible.

## WORK FLOW CHART



- |   |   |   |
|---|---|---|
| *1 <a href="#">AT-58, "Information from Customer"</a> | *2 <a href="#">AT-59, "Diagnostic Worksheet"</a>                    | *3 <a href="#">AT-11, "FAIL-SAFE"</a>                                   |
| *4 <a href="#">AT-64, "A/T Fluid Check"</a>           | *5 <a href="#">AT-64, "Stall Test", AT-68, "Line Pressure Test"</a> | *6 <a href="#">AT-69, "Road Test"</a>                                   |
| *7 <a href="#">AT-42, "CONSULT-II"</a>                | *8 <a href="#">AT-38, "Introduction"</a>                            | *9 <a href="#">AT-55, "Judgement of Self-diagnosis Code"</a>            |
| *1 <a href="#">AT-116, "Description"</a>              | *1 <a href="#">AT-214, "Description"</a>                            | *1 <a href="#">AT-221, "1. O/D OFF Indicator Lamp Does Not Come On"</a> |
| 0   | 1   | 2   |

# TROUBLE DIAGNOSIS — INTRODUCTION

[RE4F03B]

<p>*1 <a href="#">AT-250. "21. TCM Self-diagnosis Does Not Activate (Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks)"</a></p> <p>3</p>	<p>*1 <a href="#">AT-85. "Symptom Chart"</a></p> <p>4</p> <p>*1 <a href="#">AT-214. "DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE"</a></p> <p>7</p>	<p>*1 <a href="#">AT-40. "HOW TO ERASE DTC"</a></p> <p>5</p> <p>*1 <a href="#">EC-59. "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS" [QG18DE (ULEV)] or EC-640. "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS" [QG18DE (SULEV)].</a></p> <p>8</p>	<p>A</p> <p>B</p> <p><b>AT</b></p> <p>D</p> <p>E</p> <p>F</p> <p>G</p> <p>H</p> <p>I</p> <p>J</p> <p>K</p> <p>L</p> <p>M</p>
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**TROUBLE DIAGNOSIS — BASIC INSPECTION**

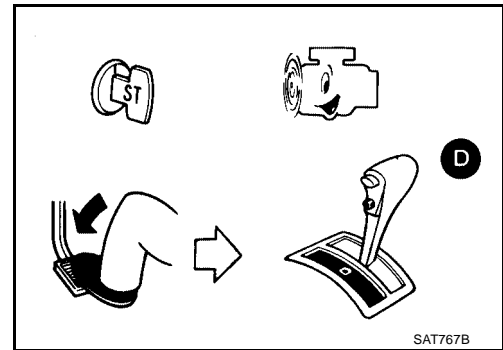
PF0:0000

**A/T Fluid Check**

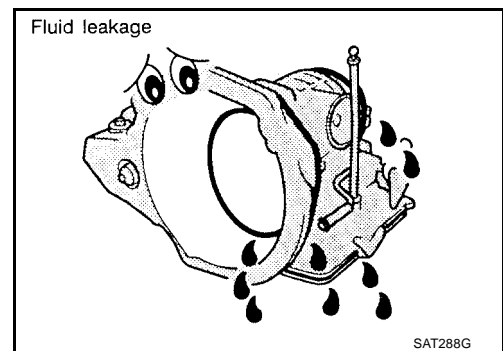
ECS005WJ

**FLUID LEAKAGE CHECK**

1. Clean area suspected of leaking, for example, mating surface of converter housing and transmission case.
2. Start engine, apply foot brake, place selector lever in "D" position and wait a few minutes.
3. Stop engine.

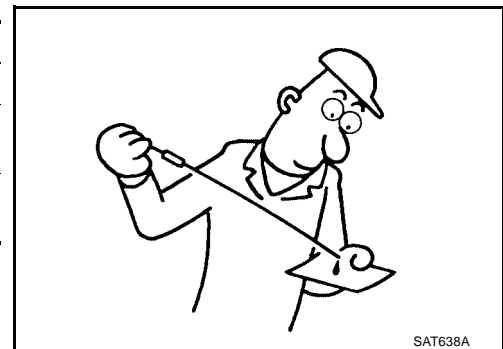


4. Check for fresh leakage.



**FLUID CONDITION CHECK**

Fluid color	Suspected problem
Dark or black with burned odor	Wear of frictional material
Milky pink	Water contamination — Road water entering through filler tube or breather
Varnished fluid, light to dark brown and tacky	Oxidation — Over or under filling, — Overheating



**FLUID LEVEL CHECK**

Refer to [MA-30, "Checking A/T Fluid"](#) .

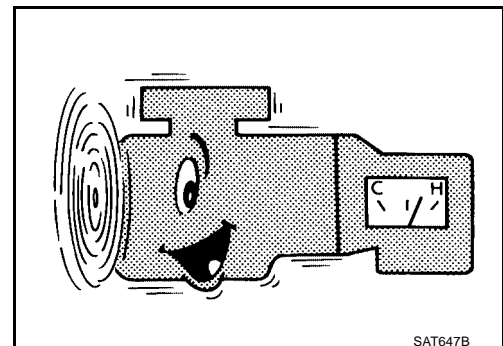
**Stall Test**

ECS005WJ

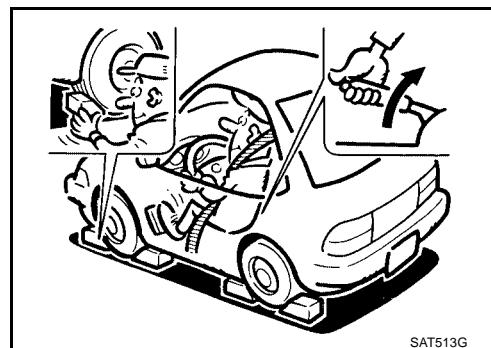
**STALL TEST PROCEDURE**

1. Check A/T fluid and engine oil levels. If necessary, add.
2. Drive vehicle for approx. 10 minutes or until fluid and oil reach operating temperature.

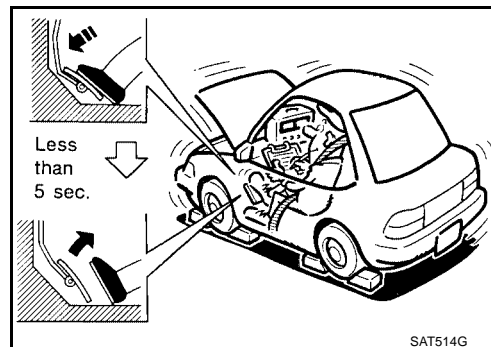
**ATF operating temperature : 50 - 80°C (122 - 176°F)**  
**ture**



3. Set parking brake and block wheels.
4. Install a tachometer where it can be seen by driver during test.
  - **It is good practice to mark the point of specified engine rpm on indicator.**

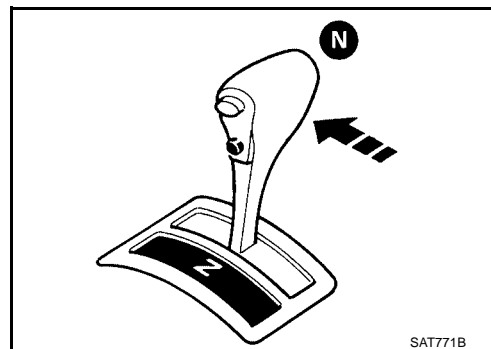


5. Start engine, apply foot brake, and place selector lever in "D" position.
6. Accelerate to wide open throttle gradually while applying foot brake.
7. Quickly note the engine stall revolution and immediately release throttle.
  - **During test, never hold throttle wide open for more than 5 seconds.**



**Stall revolution**  
**QG18DE : 2,350 - 2,800 rpm**

8. Move selector lever to "N" position.
9. Cool off ATF.
  - **Run engine at idle for at least one minute.**
10. Repeat steps 5 through 9 with selector lever in "2", "1" and "R" positions.



## JUDGEMENT OF STALL TEST

The test result and possible damaged components relating to each result are shown in the illustrations that follow.

In order to pinpoint the possible damaged components, follow the "Work Flow" shown in [AT-61, "Work Flow"](#).

### NOTE:

Stall revolution is too high in "D", "2" or "1" position:

- Slippage occurs in 1st gear but not in 2nd and 3rd gears..... Low one-way clutch slippage
- Slippage occurs in the following gears:  
1st through 3rd gears in "D" position and engine brake functions with overdrive control switch set to "OFF".  
1st and 2nd gears in "2" position and engine brake functions with accelerator pedal released (fully closed throttle)..... Forward clutch or forward one-way clutch slippage

Stall revolution is too high in R position:

- Engine brake does not function in "1" position..... Low & reverse brake slippage
- Engine brake functions in "1" position..... Reverse clutch slippage

Stall revolution within specifications:

- Vehicle does not achieve speed of more than 80 km/h (50 MPH)..... One-way clutch seizure in torque converter housing

### CAUTION:

**Be careful since automatic fluid temperature increases abnormally.**

- Slippage occurs in 3rd and 4th gears in "D" position..... High clutch slippage

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



## TROUBLE DIAGNOSIS — BASIC INSPECTION

[RE4F03B]

- 
- Slippage occurs in 2nd and 4th gear in “D” position..... Brake band slippage
  - Engine brake does not function in 2nd and 3rd gears in “D” position, 2nd gear in “2” position, and 1st gear in “1” position with overdrive control switch set to “OFF”..... Overrun clutch slippage

### **Stall revolution less than specifications:**

- Poor acceleration during starts..... One-way clutch slippage in torque converter

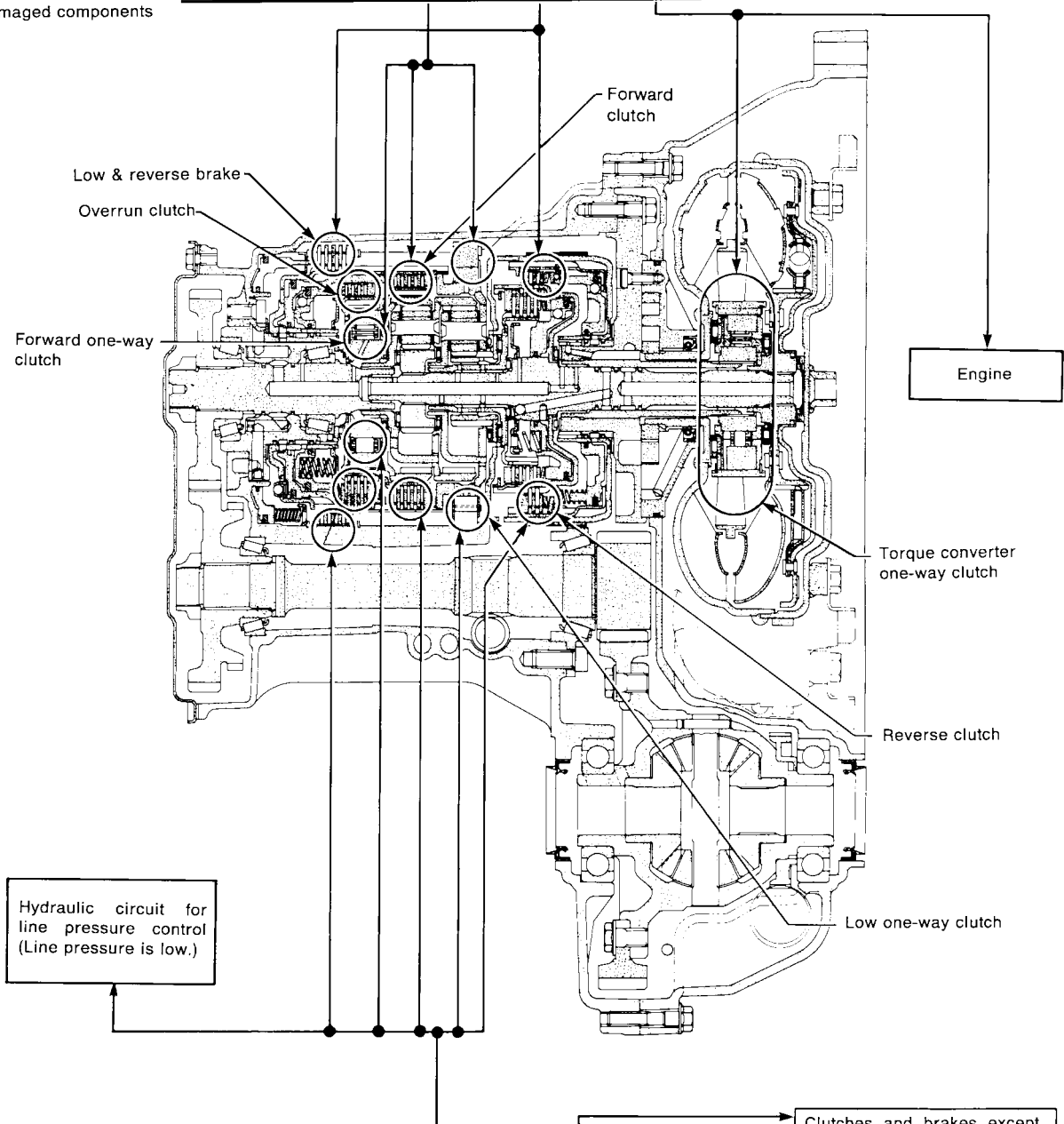
# TROUBLE DIAGNOSIS — BASIC INSPECTION

[RE4F03B]

Selector lever position	Judgement		
	H	O	L
D	H	O	L
2	H	O	L
1	H	O	L
R	O	H	L

O : Stall revolution is normal.  
 H : Stall revolution is higher than specified.  
 L : Stall revolution is lower than specified.

Damaged components



D	H	O
2	H	O
1	H	O
R	H	O
Selector lever position	Judgement	

Clutches and brakes except high clutch and brake band are OK. (Condition of high clutch and brake band cannot be confirmed by stall test.)

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

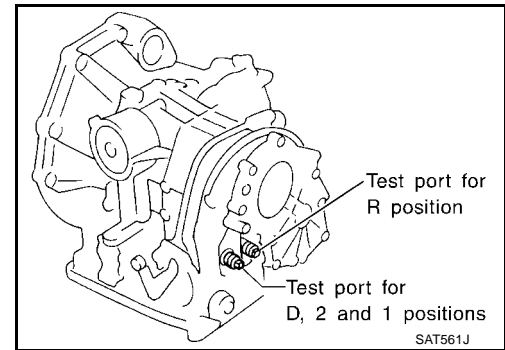
SAT871HA

## Line Pressure Test

### LINE PRESSURE TEST PORTS

Location of line pressure test ports are shown in the illustration.

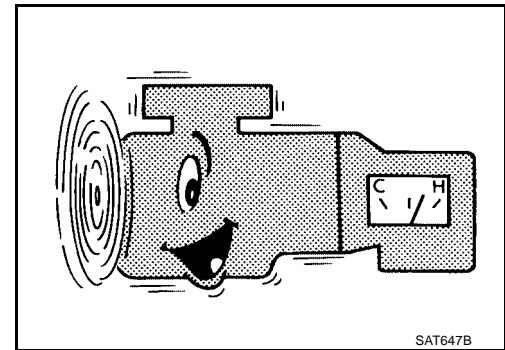
- Always replace pressure plugs as they are self-sealing bolts.



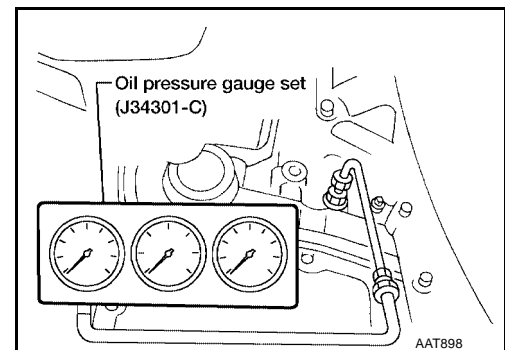
### LINE PRESSURE TEST PROCEDURE

1. Check A/T fluid and engine oil levels. If necessary, add fluid or oil.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.

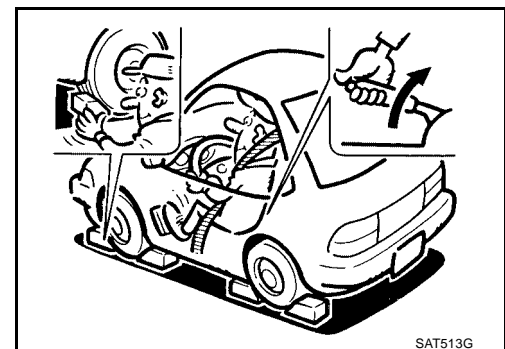
**ATF operating temperature : 50 - 80°C (122 - 176°F)**



3. Install pressure gauge to corresponding line pressure port.

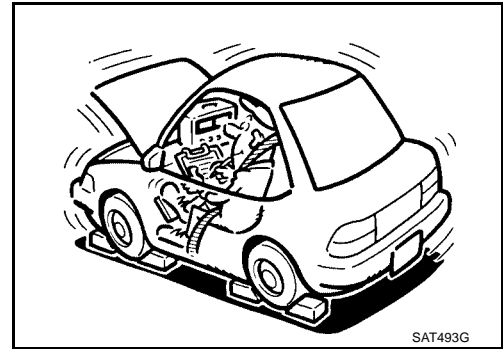


4. Set parking brake and block wheels.
  - Continue to depress brake pedal fully while line pressure test is being performed at stall speed.



5. Start engine and measure line pressure at idle and stall speed.
- When measuring line pressure at stall speed, follow the stall test procedure.

Refer to [AT-68, "Line Pressure Test"](#) .



A  
B  
AT

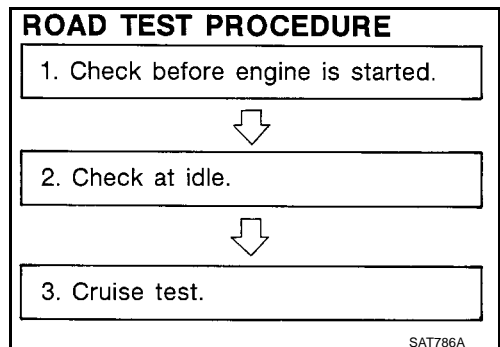
**JUDGEMENT OF LINE PRESSURE TEST**

Judgement		Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> <li>● Oil pump wear</li> <li>● Control piston damage</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Spring for pressure regulator valve damaged</li> <li>● Fluid pressure leakage between oil strainer and pressure regulator valve</li> <li>● Clogged strainer</li> </ul>
	Line pressure is low in particular position.	<ul style="list-style-type: none"> <li>● Fluid pressure leakage between manual valve and particular clutch</li> <li>● For example, line pressure is:                             <ul style="list-style-type: none"> <li>– Low in "R" and "1" positions, but</li> <li>– Normal in "D" and "2" positions.</li> </ul>                             Therefore, fluid leakage exists at or around low and reverse brake circuit.                         </li> </ul> Refer to <a href="#">AT-22, "CLUTCH AND BAND CHART"</a> .
	Line pressure is high.	<ul style="list-style-type: none"> <li>● Maladjustment of throttle position sensor [accelerator pedal position (APP) sensor]</li> <li>● A/T fluid temperature sensor damaged</li> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure modifier valve sticking</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Open in dropping resistor circuit</li> </ul>
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> <li>● Maladjustment of throttle position sensor [accelerator pedal position (APP) sensor]</li> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Pressure modifier valve sticking</li> <li>● Pilot valve sticking</li> </ul>

D  
E  
F  
G  
H  
I  
J  
K  
L  
M

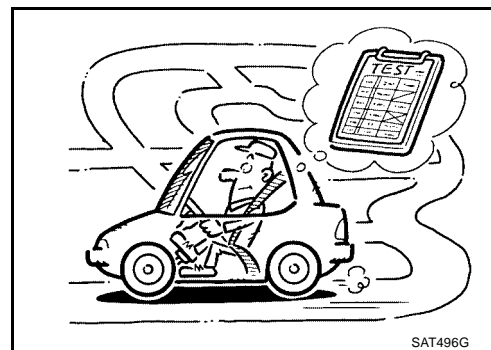
**Road Test DESCRIPTION**

- The purpose of the test is to determine overall performance of the transmission and analyze causes of problems.
- The road test consists of the following three parts:
  1. Check before engine is started
  2. Check at idle



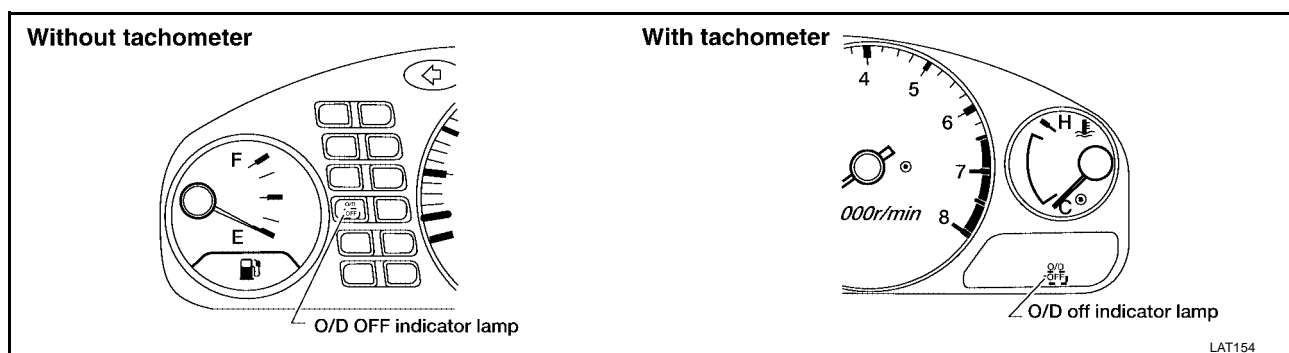
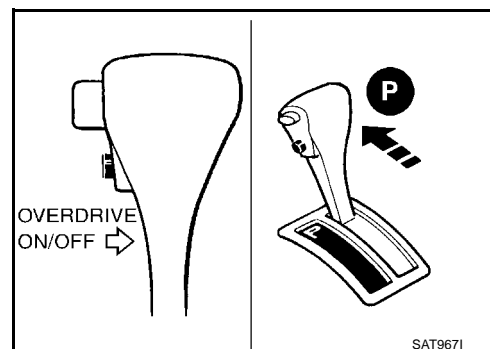
## 3. Cruise test

- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to [AT-38, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"](#) and [AT-216, "TROUBLE DIAGNOSES FOR SYMPTOMS"](#).



**1. CHECK BEFORE ENGINE IS STARTED****1. CHECK O/D OFF INDICATOR LAMP**

1. Park vehicle on flat surface.
2. Move A/T selector lever to "P" position.
3. Turn ignition switch to "OFF" position. Wait at least 5 seconds.
4. Turn ignition switch to "ON" position. (Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?

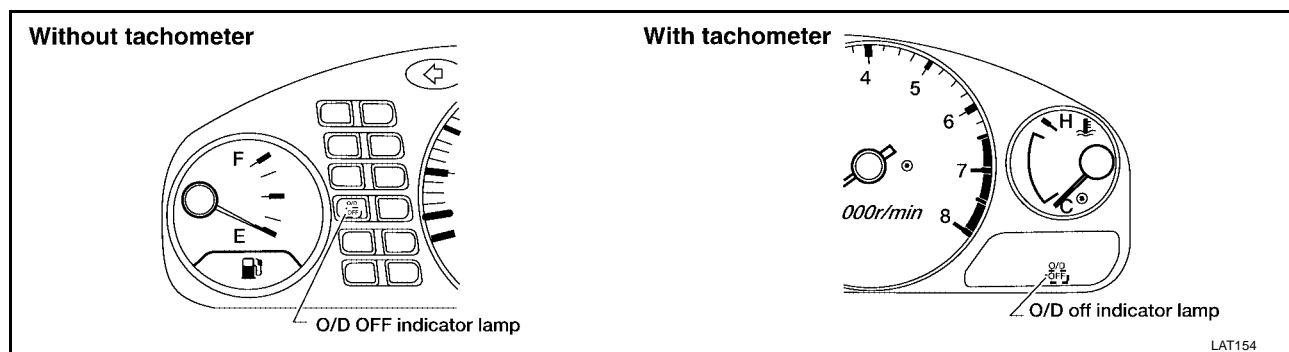
**Yes or No**

Yes >> GO TO 2.

No >> Stop ROAD TEST. Go to [AT-221, "1. O/D OFF Indicator Lamp Does Not Come On"](#) .

**2. CHECK O/D OFF INDICATOR LAMP**

Does O/D OFF indicator lamp flicker for about 8 seconds?

**Yes or No**

Yes >> TCM is in fail-safe mode. Perform self-diagnosis and check NG items on the [AT-59, "Diagnostic Worksheet"](#) . Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) .

No >> 1. Turn ignition switch to "OFF" position.

2. Perform self-diagnosis and note NG items.

Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) .

3. Go to [AT-72, "2. CHECK AT IDLE"](#) .

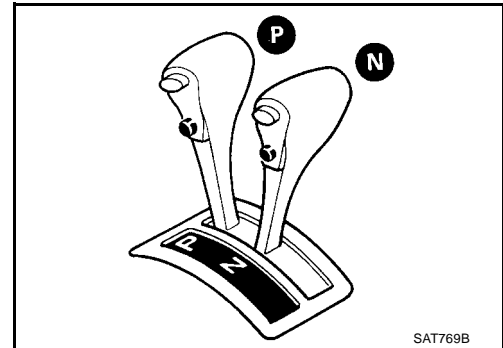
**2. CHECK AT IDLE**

**1. CHECK ENGINE START**

1. Park vehicle on flat surface.
2. Move A/T selector lever to "P" position.
3. Turn ignition switch to "OFF" position.
4. Turn ignition switch to "START" position.
5. Is engine started?

Yes or No

- Yes >> GO TO 2.  
 No >> Stop ROAD TEST. Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-223, "2. Engine Cannot Be Started In "P" and "N" Position"](#) .



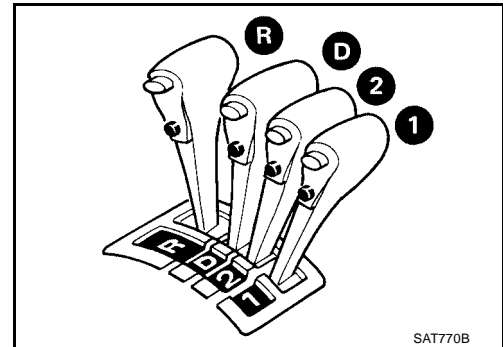
SAT769B

**2. CHECK ENGINE START**

1. Turn ignition switch to "ACC" position.
2. Move A/T selector lever to "D", "1", "2" or "R" position.
3. Turn ignition switch to "START" position.
4. Is engine started?

Yes or No

- Yes >> Stop ROAD TEST. Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-223, "2. Engine Cannot Be Started In "P" and "N" Position"](#) .  
 No >> GO TO 3.

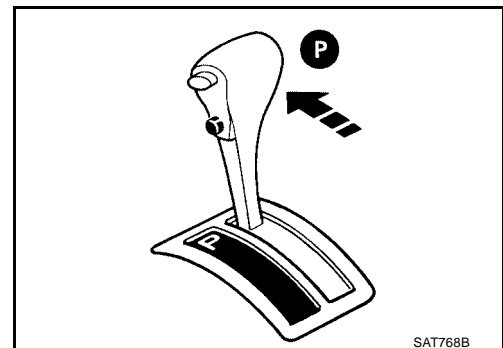


SAT770B

**3. CHECK VEHICLE MOVE**

1. Move A/T selector lever to "P" position.
2. Turn ignition switch to "OFF" position.
3. Release parking brake.

>> GO TO 4.



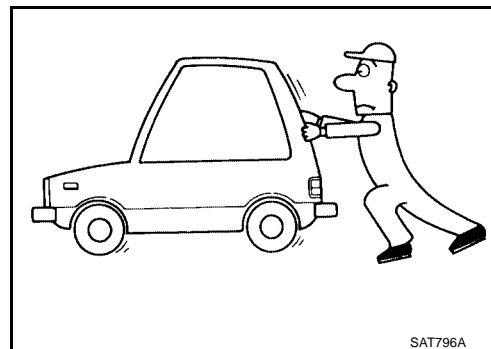
SAT768B

**4. CHECK VEHICLE MOVE**

1. Push vehicle forward or backward.
2. Does vehicle move when it is pushed forward or backward?
3. Apply parking brake.

Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-224, "3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed"](#) . Continue ROAD TEST.
- No >> GO TO 5.

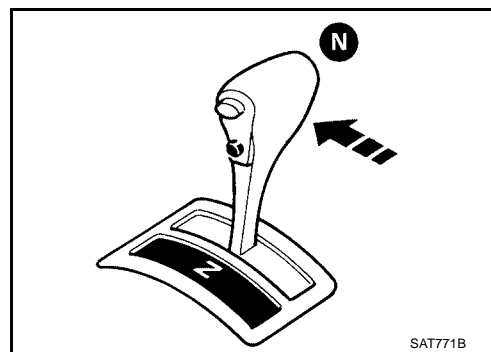


**5. CHECK VEHICLE MOVE**

1. Start engine.
2. Move A/T selector lever to "N" position.
3. Release parking brake.
4. Does vehicle move forward or backward?

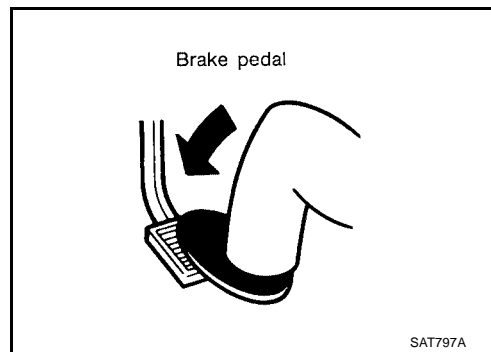
Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-225, "4. In "N" Position, Vehicle Moves"](#) . Continue ROAD TEST.
- No >> GO TO 6.



**6. CHECK SHIFT SHOCK**

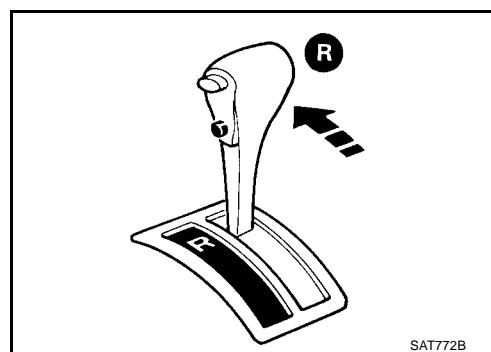
1. Apply foot brake.



2. Move A/T selector lever to "R" position.
3. Is there large shock when changing from "N" to "R" position?

Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-226, "5. Large Shock. "N" → "R" Position"](#) . Continue ROAD TEST.
- No >> GO TO 7.



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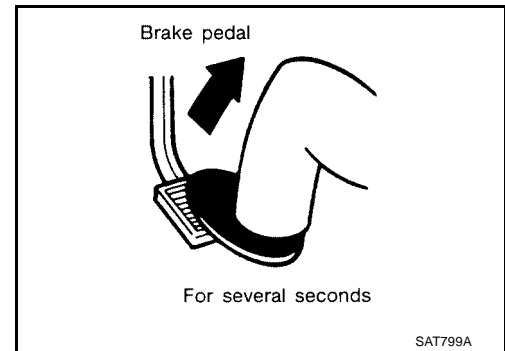


## 7. CHECK VEHICLE MOVE

1. Release foot brake for several seconds.
2. Does vehicle creep backward when foot brake is released?

Yes or No

- Yes >> GO TO 8.  
 No >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"](#) . Continue ROAD TEST.

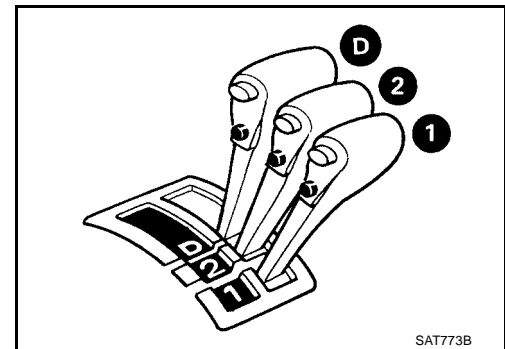


## 8. CHECK VEHICLE MOVE

1. Move A/T selector lever to "D", "2" and "1" positions and check if vehicle creeps forward.
2. Does vehicle creep forward in all three positions?

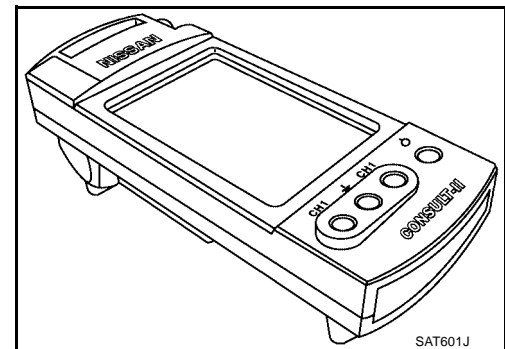
Yes or No

- Yes >> Go to [AT-74, "3. CRUISE TEST"](#) .  
 No >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"](#) . Continue ROAD TEST.



## 3. CRUISE TEST

- Check all items listed in Parts 1 through 3 of Diagnostic Worksheet.

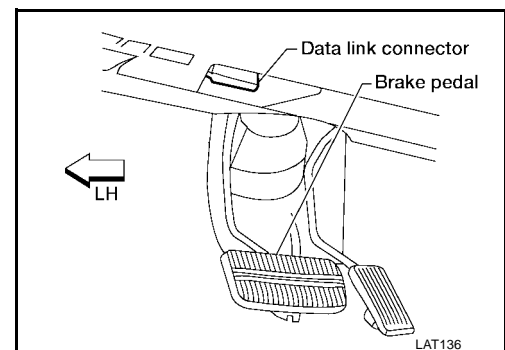


### Ⓜ With CONSULT-II

- Using CONSULT-II, conduct a cruise test and record the result.
- Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.

### CONSULT-II Setting Procedure

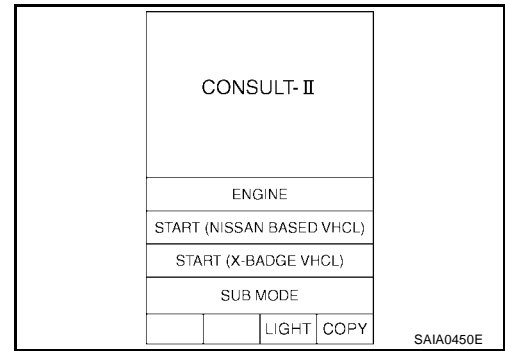
1. Turn ignition switch "OFF".
2. Connect CONSULT-II to Data link connector which is located in left side lower dash panel.



# TROUBLE DIAGNOSIS — BASIC INSPECTION

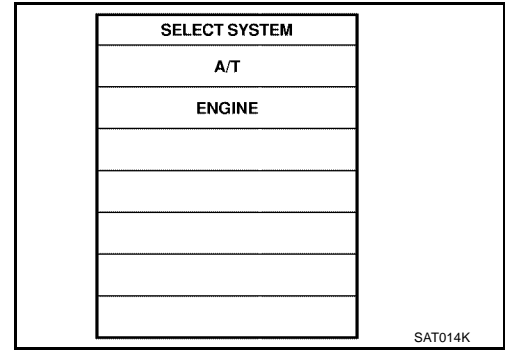
[RE4F03B]

3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



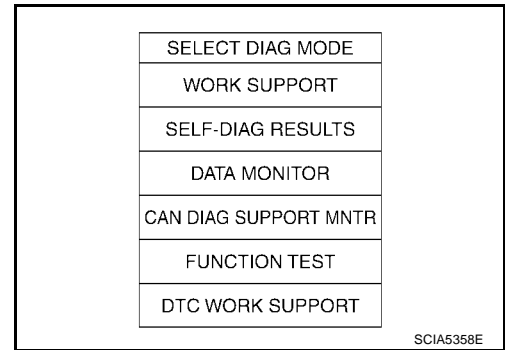
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5. Touch "A/T".



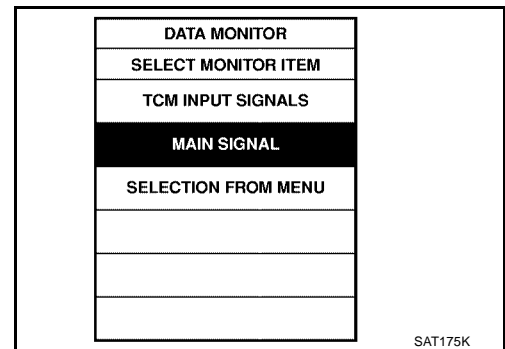
D  
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6. Touch "DATA MONITOR".



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7. Touch "MAIN SIGNALS" or "TCM INPUT SIGNALS".
8. See "Numerical Display", "Bar chart Display" or "Line Graph Display".

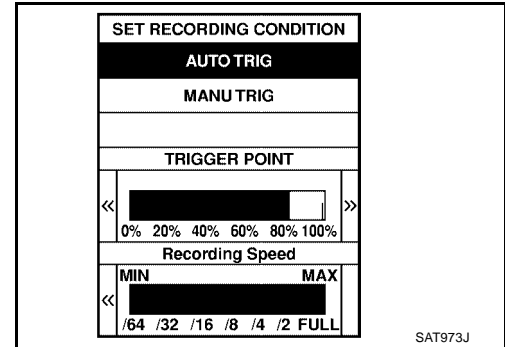


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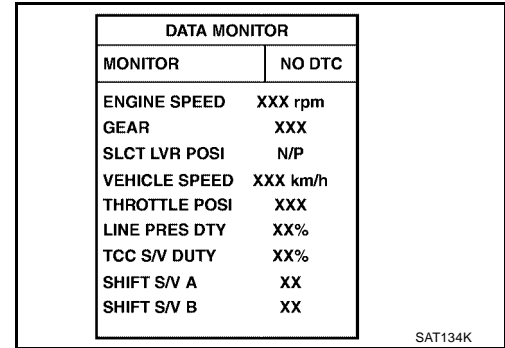
# TROUBLE DIAGNOSIS — BASIC INSPECTION

[RE4F03B]

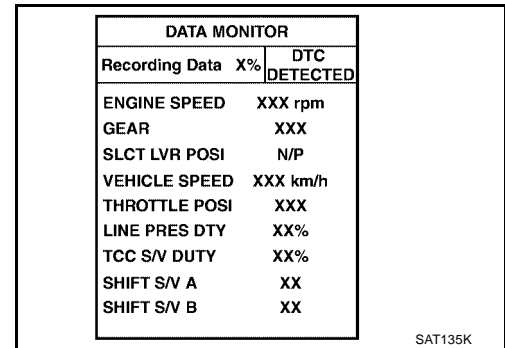
9. Touch "SETTING" to recording condition ("AUTO TRIG" or "MANU TRIG") and touch "BACK".
10. Touch "START".



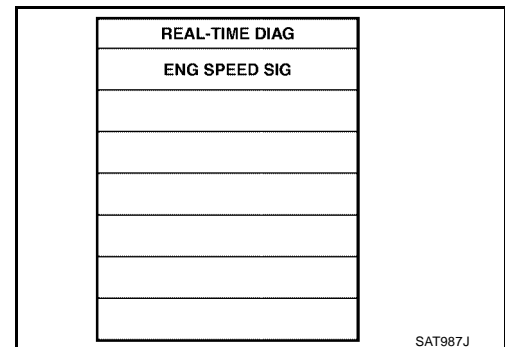
11. When performing cruise test, touch "RECORD".



12. After finishing cruise test part 1, touch "STOP".



13. Touch "STORE" and touch "BACK".





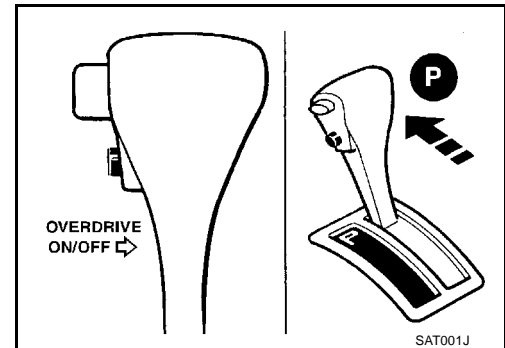
Cruise Test — Part 1

1. CHECK STARTING GEAR (D1) POSITION

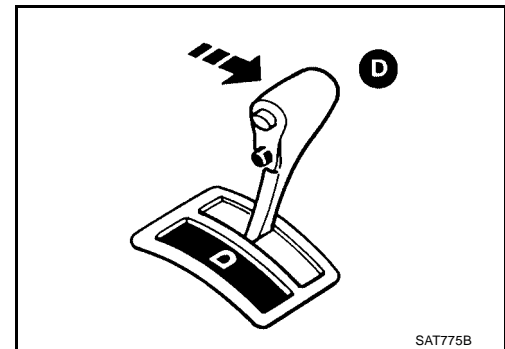
1. Drive vehicle for approx. 10 minutes to warm engine oil and ATF up to operating temperature.

**ATF operating temperature : 50 - 80°C (122 - 176°F)**  
**ture**

2. Park vehicle on flat surface.
3. Set overdrive control switch to "ON" position.
4. Move A/T selector lever to "P" position.
5. Start engine.



6. Move A/T selector lever to "D" position.

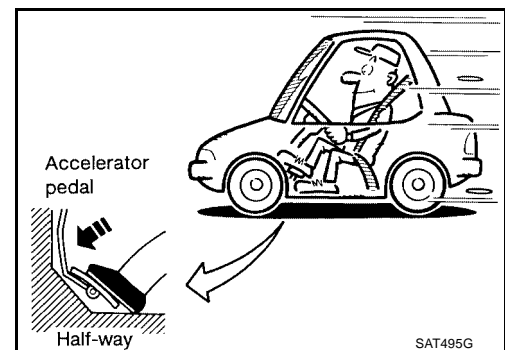


7. Accelerate vehicle by constantly depressing accelerator pedal halfway.
8. Does vehicle start from D1 ?

Ⓜ **Read gear position.**

Yes or No

- Yes >> GO TO 2.
- No >> Go to [AT-231, "8. Vehicle Cannot Be Started From D1"](#). Continue ROAD TEST.



**2. CHECK SHIFT UP (D1 TO D2 )**

Does A/T shift from D1 to D2 at the specified speed?

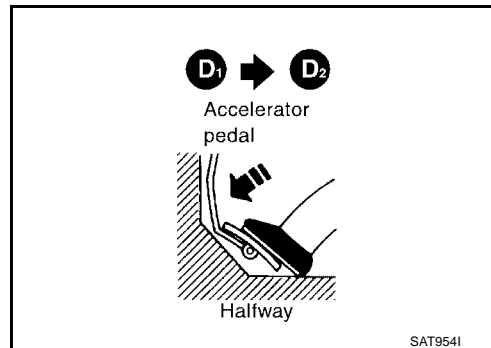
④ Read gear position, throttle opening and vehicle speed.

**Specified speed when shifting from D1 to D2 : Refer to AT-386, "Shift Schedule" .**

Yes or No

Yes >> GO TO 3.

No >> Go to AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2" . Continue ROAD TEST.



**3. CHECK SHIFT UP (D2 TO D3 )**

Does A/T shift from D2 to D3 at the specified speed?

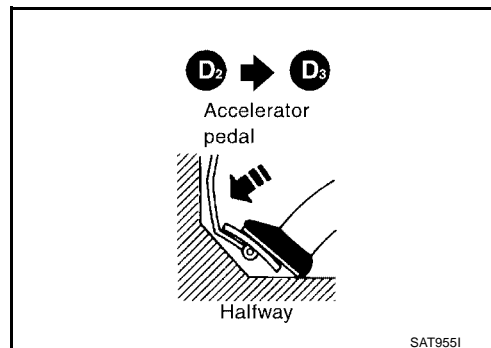
④ Read gear position, throttle position and vehicle speed.

**Specified speed when shifting from D2 to D3 : Refer to AT-386, "Shift Schedule" .**

Yes or No

Yes >> GO TO 4.

No >> Go to AT-236, "10. A/T Does Not Shift: D2 → D3" . Continue ROAD TEST.



**4. CHECK SHIFT UP (D3 TO D4 )**

Does A/T shift from D3 to D4 at the specified speed?

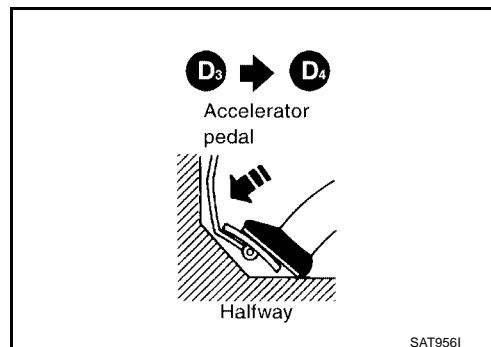
④ Read gear position, throttle position and vehicle speed.

**Specified speed when shifting from D3 to D4 : Refer to AT-386, "Shift Schedule" .**

Yes or No

Yes >> GO TO 5.

No >> Go to AT-238, "11. A/T Does Not Shift: D3 → D4" . Continue ROAD TEST.



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**5. CHECK LOCK-UP (D4 TO D4 L/U)**

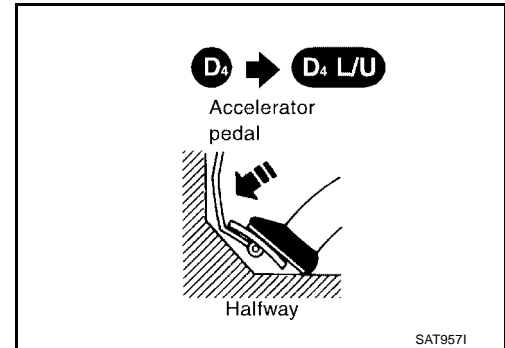
Does A/T perform lock-up at the specified speed?

Ⓜ **Read vehicle speed, throttle position when lock-up duty becomes 94%.**

**Specified speed when lock-up occurs** : Refer to [AT-386, "Shift Schedule"](#) .

Yes or No

- Yes >> GO TO 6.
- No >> Go to [AT-240, "12. A/T Does Not Perform Lock-up"](#) . Continue ROAD TEST.



**6. CHECK HOLD LOCK-UP**

Does A/T hold lock-up condition for more than 30 seconds?

Yes or No

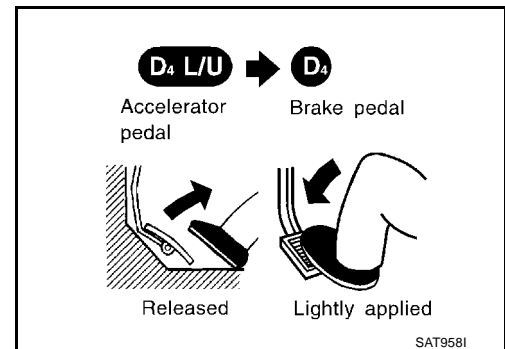
- Yes >> GO TO 7.
- No >> Go to [AT-241, "13. A/T Does Not Hold Lock-up Condition"](#) .

**7. CHECK SHIFT DOWN (D4 L/U TO D4)**

1. Release accelerator pedal.
2. Is lock-up released when accelerator pedal is released?

Yes or No

- Yes >> GO TO 8.
- No >> Go to [AT-243, "14. Lock-up Is Not Released"](#) . Continue ROAD TEST.



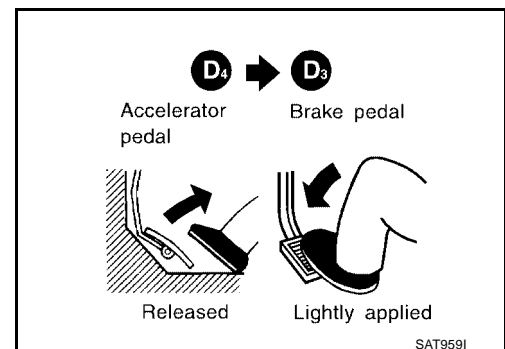
**8. CHECK SHIFT DOWN (D4 TO D3)**

1. Decelerate vehicle by applying foot brake lightly.
2. Does engine speed return to idle smoothly when A/T is shifted from D4 to D3 ?

Ⓜ **Read gear position and engine speed.**

Yes or No

- Yes >> 1. Stop vehicle.  
2. Go to [AT-81, "Cruise Test — Part 2"](#) .
- No >> Go to [AT-244, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) . Continue ROAD TEST.



Cruise Test — Part 2

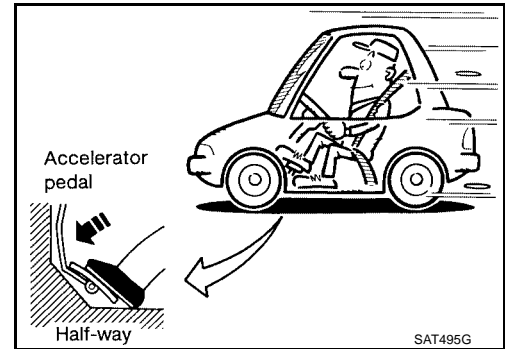
1. CHECK STARTING GEAR (D1 ) POSITION

1. Confirm overdrive control switch is in "ON" position.
2. Confirm A/T selector lever is in "D" position.
3. Accelerate vehicle by half throttle again.
4. Does vehicle start from D1 ?

 **Read gear position.**

Yes or No

- Yes >> GO TO 2.
- No >> Go to [AT-245, "16. Vehicle Does Not Start From D1"](#) . Continue ROAD TEST.



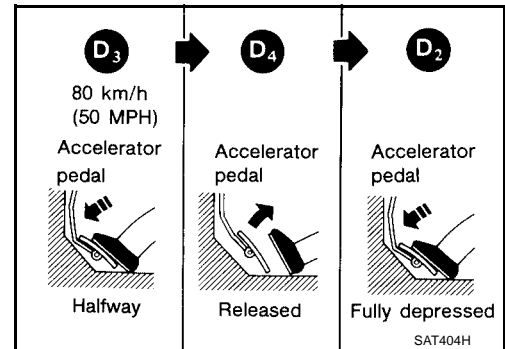
2. CHECK SHIFT UP AND SHIFT DOWN (D3 TO D4 TO D2 )

1. Accelerate vehicle to 80 km/h (50 MPH) as shown in illustration.
2. Release accelerator pedal and then quickly depress it fully.
3. Does A/T shift from D4 to D2 as soon as accelerator pedal is depressed fully?

 **Read gear position and throttle position.**

Yes or No

- Yes >> GO TO 3.
- No >> Go to [AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2"](#) . Continue ROAD TEST.



3. CHECK SHIFT UP (D2 TO D3 )

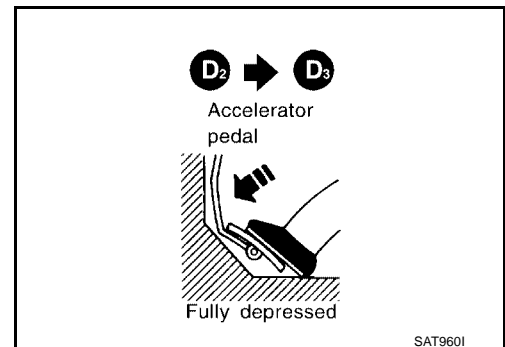
Does A/T shift from D2 to D3 at the specified speed?

 **Read gear position, throttle position and vehicle speed.**

**Specified speed when shifting from D2 to D3 : Refer to [AT-386, "Shift Schedule"](#) .**

Yes or No

- Yes >> GO TO 4.
- No >> Go to [AT-236, "10. A/T Does Not Shift: D2 → D3"](#) . Continue ROAD TEST.





**4. CHECK SHIFT UP (D<sub>3</sub> TO D<sub>4</sub>) AND ENGINE BRAKE**

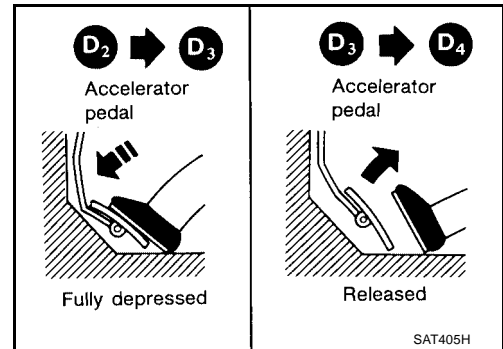
Release accelerator pedal after shifting from D<sub>2</sub> to D<sub>3</sub>.

Does A/T shift from D<sub>3</sub> to D<sub>4</sub> and does vehicle decelerate by engine brake?

 **Read gear position, throttle position and vehicle speed.**

Yes or No

- Yes >> 1. Stop vehicle.  
2. Go to [AT-83, "Cruise Test — Part 3"](#).
- No >> Go to [AT-238, "11. A/T Does Not Shift: D<sub>3</sub> → D<sub>4</sub>"](#). Continue ROAD TEST.



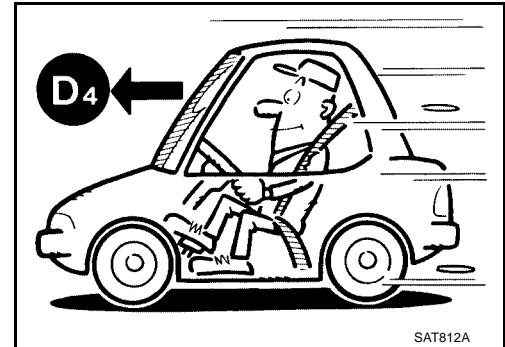
SAT405H

Cruise Test — Part 3

1. VEHICLE SPEED D4 POSITION

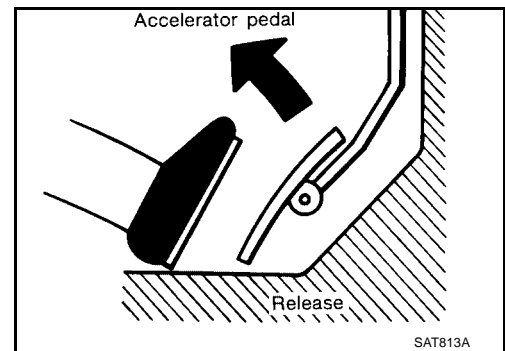
1. Confirm overdrive control switch is in "ON" position.
2. Confirm selector lever is in "D" position.
3. Accelerate vehicle using half-throttle to D4 .

>> GO TO 2.



2. CHECK SHIFT DOWN (D4 TO D3 )

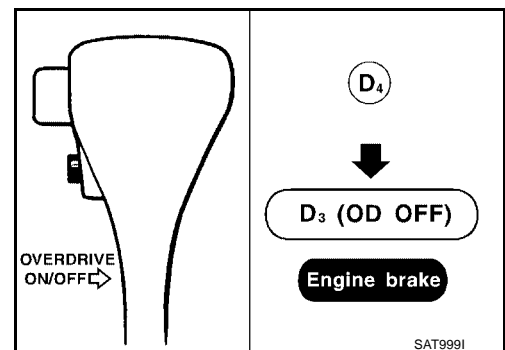
1. Release accelerator pedal.
2. Set overdrive control switch to "OFF" position while driving in D4 .
3. Does A/T shift from D4 to D3 (O/D OFF)?



 Read gear position and vehicle speed.

Yes or No

- Yes >> GO TO 3.
- No >> Go to [AT-247, "17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch "ON" → "OFF" . Continue ROAD TEST.](#)

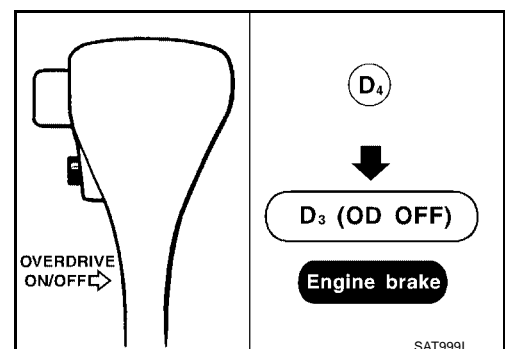


3. CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> GO TO 4.
- No >> Go to [AT-244, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\) . Continue ROAD TEST.](#)



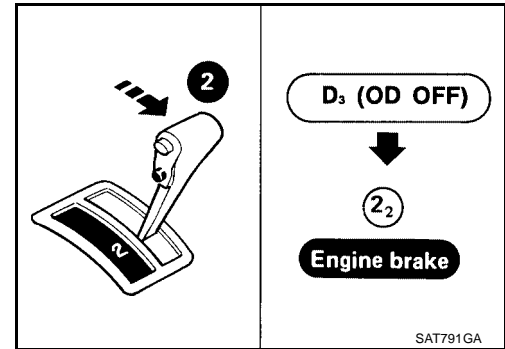
#### 4. CHECK SHIFT DOWN (D3 TO D2)

1. Move A/T selector lever from "D" to "2" position while driving in D3 (O/D OFF).
2. Does A/T shift from D3 (O/D OFF) to D2 ?

 **Read gear position.**

Yes or No

- Yes >> GO TO 5.  
 No >> Go to [AT-248, "18. A/T Does Not Shift: D3 → 2<sub>2</sub> , When Selector Lever "D" → "2" Position"](#) . Continue ROAD TEST.

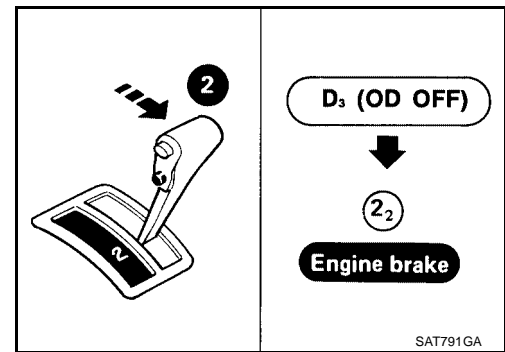


#### 5. CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> GO TO 6.  
 No >> Go to [AT-244, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) . Continue ROAD TEST.



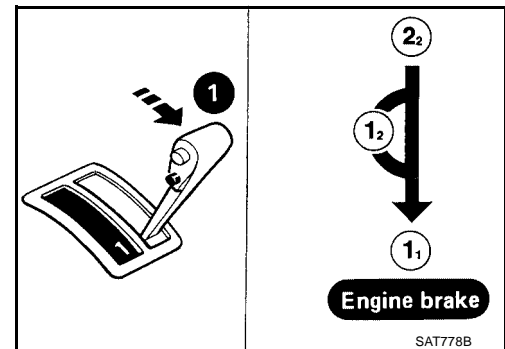
#### 6. CHECK SHIFT DOWN

1. Move A/T selector lever from "2" to "1" position while driving in 2<sub>2</sub> .
2. Does A/T shift from 2<sub>2</sub> to 1<sub>1</sub> position?

 **Read gear position.**

Yes or No

- Yes >> GO TO 7.  
 No >> Go to [AT-249, "19. A/T Does Not Shift: 2<sub>2</sub> → 1<sub>1</sub> , When Selector Lever "2" → "1" Position"](#) . Continue ROAD TEST.

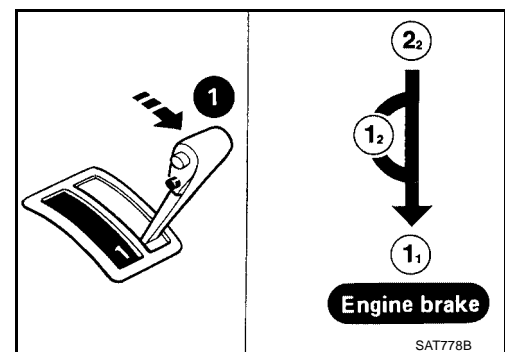


#### 7. CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> 1. Stop vehicle.  
 2. Perform self-diagnosis. Refer to [AT-52, "TCM Self-diagnostic Procedure \(No Tools\)"](#) .  
 No >> Go to [AT-250, "20. Vehicle Does Not Decelerate By Engine Brake"](#) . Continue ROAD TEST.



TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

PF0:0000

ECS005WM

Symptom Chart

Numbers are arranged in order of inspection.  
Perform inspections starting with number one and work up.

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Engine cannot start in "P" and "N" positions. <a href="#">AT-223, "2. Engine Cannot Be Started In "P" and "N" Position"</a>	ON vehicle	1. Ignition switch and starter	<a href="#">PG-2, "POWER SUPPLY ROUTING"</a> and <a href="#">SC-9, "STARTING SYSTEM"</a>	
			2. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			3. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
	Engine starts in position other than "N" and "P" positions. <a href="#">AT-223, "2. Engine Cannot Be Started In "P" and "N" Position"</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			2. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
Not Used	Transaxle noise in "P" and "N" positions.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
		OFF vehicle	5. Oil pump	<a href="#">AT-293, "Components"</a>	
			6. Torque converter	<a href="#">AT-273, "Disassembly"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Vehicle moves when changing into "P" position, or parking gear does not disengage when shifted out of "P" position. <a href="#">AT-224, "3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed"</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
		OFF vehicle	2. Parking components	<a href="#">AT-268, "Components"</a>	
	Vehicle moves in "N" position. <a href="#">AT-225, "4. In "N" Position, Vehicle Moves"</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
		OFF vehicle	2. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			3. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			4. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
Slips/Will Not Engage	Vehicle will not run in "R" position (but runs in "D", "2" and "1" positions). Clutch slips. Very poor acceleration. <a href="#">AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			2. Stall test	<a href="#">AT-64, "Stall Test"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	6. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			7. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			8. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			9. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			10. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Vehicle braked when shifting into "R" position.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			4. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	5. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			6. Brake band	<a href="#">AT-349, "Components"</a>	
			7. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			8. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
Shift Shock	Sharp shock in shifting from "N" to "D" position.	ON vehicle	1. Engine idling rpm	<a href="#">EC-624, "Idle Speed/ Ignition Timing/ Idle Mixture Ratio Adjustment"</a>	<a href="#">EC-43, "Idle Speed/ Ignition Timing/Idle Mixture Ratio Adjustment"</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
			5. Engine speed signal	<a href="#">AT-132, "DTC P0725 ENGINE SPEED SIGNAL"</a>	
			6. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			7. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			8. Accumulator N-D	<a href="#">AT-298, "Components"</a>	
		OFF vehicle	9. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Vehicle will not run in "D" and "2" positions (but runs in "1" and "R" positions).	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
		OFF vehicle	2. Low one-way clutch	<a href="#">AT-268, "Components"</a>	
	Vehicle will not run in "D", "1", "2" positions (but runs in "R" position). Clutch slips. Very poor acceleration.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Stall test	<a href="#">AT-64, "Stall Test"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			6. Accumulator N-D	<a href="#">AT-298, "Components"</a>	
	OFF vehicle	7. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>		
		8. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>		
		9. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		
10. Forward one-way clutch		<a href="#">AT-338, "Components"</a>			
11. Low one-way clutch		<a href="#">AT-268, "Components"</a>			

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Clutches or brakes slip somewhat in starting.	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>	
			2. Control cable adjustment	<a href="#">AT-263. "Control Cable Adjustment"</a>	
			3. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			4. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>	
			5. Line pressure solenoid valve	<a href="#">AT-174. "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			6. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>	
			7. Accumulator N-D	<a href="#">AT-298. "Components"</a>	
			8. Shift solenoid valve A	<a href="#">AT-180. "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			9. Shift solenoid valve B	<a href="#">AT-184. "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
			10. Overrun clutch solenoid	<a href="#">AT-194. "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a>	
			11. Torque converter clutch solenoid valve	<a href="#">AT-160. "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a>	
		OFF vehicle	12. Forward clutch	<a href="#">AT-325. "FORWARD CLUTCH AND OVERRUN CLUTCH"</a>	
			13. Reverse clutch	<a href="#">AT-314. "REVERSE CLUTCH"</a>	
			14. Low & reverse brake	<a href="#">AT-333. "LOW &amp; REVERSE BRAKE"</a>	
			15. Oil pump	<a href="#">AT-293. "OIL PUMP"</a>	
			16. Torque converter	<a href="#">AT-268. "Components"</a>	
Not Used	Excessive creep.	ON vehicle	1. Engine idling rpm	<a href="#">EC-624. "Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment"</a>	<a href="#">EC-43. "Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment"</a>

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	No creep at all. <a href="#">AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"</a> , <a href="#">AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"</a>	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	4. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			5. Oil pump	<a href="#">AT-293, "OIL PUMP"</a>	
			6. Torque converter	<a href="#">AT-268, "Components"</a>	
No Up Shift	Failure to change gear from "D1 " to "D2 ".	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			2. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a> , <a href="#">AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			5. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
		OFF vehicle	6. Brake band	<a href="#">AT-349, "Components"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

**[RE4F03B]**

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Up Shift	Failure to change gear from "D2 " to "D3 ".	ON vehicle	1. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			2. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			5. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
		OFF vehicle	6. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
		7. Brake band	<a href="#">AT-349, "Components"</a>		

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Up Shift	Failure to change gear from "D3" to "D4".	ON vehicle	1. PNP switch adjustment	<a href="#">AT-263. "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			2. Overdrive control switch	<a href="#">AT-250. "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks}"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180. "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127. "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204. "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			5. A/T fluid temperature sensor	<a href="#">AT-121. "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
			6. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
		OFF vehicle	7. Brake band	<a href="#">AT-349. "Components"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Improper Shift Timing	Too high a gear change point from "D1" to "D2", from "D2" to "D3", from "D3" to "D4". <a href="#">AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2"</a> , <a href="#">AT-236, "10. A/T Does Not Shift: D2 → D3"</a> , <a href="#">AT-238, "11. A/T Does Not Shift: D3 → D4"</a>	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR" or AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
	Gear change directly from "D1" to "D3" occurs.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Accumulator servo release	<a href="#">AT-298, "Components"</a>	
			3. Brake band	<a href="#">AT-349, "Components"</a>	
	Not Used	Engine stops when shifting lever into "R", "D", "2" and "1".	ON vehicle	1. Engine idling rpm	<a href="#">EC-624, "Idle Speed/ Ignition Timing/ Idle Mixture Ratio Adjustment"</a>
2. Fluid level				<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
3. Torque converter clutch solenoid valve				<a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a>	
4. Control valve assembly				<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
OFF vehicle			5. Torque converter	<a href="#">AT-268, "Components"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Shift Shock	Too sharp a shock in change from "D1 " to "D2 ".	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Accumulator servo release	<a href="#">AT-298, "Components"</a>	
			4. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			5. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
		OFF vehicle	6. Brake band	<a href="#">AT-349, "Components"</a>	
Shift Shock	Too sharp a shock in change from "D2 " to "D3 ".	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			4. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
		OFF vehicle	5. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			6. Brake band	<a href="#">AT-349, "Components"</a>	
Shift Shock	Too sharp a shock in change from "D3 " to "D4 ".	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			4. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
		OFF vehicle	5. Brake band	<a href="#">AT-349, "Components"</a>	
			6. Forward one-way clutch	<a href="#">AT-325, "Components"</a>	
			7. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Almost no shock or clutches slipping in change from "D1 " to "D2 ".	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>	
			4. Accumulator servo release	<a href="#">AT-298. "Components"</a>	
			5. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>	
	OFF vehicle	6. Brake band	<a href="#">AT-349. "Components"</a>		
	Almost no shock or slipping in change from "D2 " to "D3 ".	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>	
			4. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>	
OFF vehicle		5. High clutch	<a href="#">AT-319. "HIGH CLUTCH"</a>		
		6. Brake band	<a href="#">AT-349. "Components"</a>		
Slips/Will Not Engage	Almost no shock or slipping in change from "D3 " to "D4 ".	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>	
			4. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>	
	OFF vehicle	5. Brake band	<a href="#">AT-349. "Components"</a>		

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

**[RE4F03B]**

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Vehicle braked by gear change from "D1 " to "D2 ".	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			3. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
			4. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			5. Low one-way clutch	<a href="#">AT-268, "Components"</a>	
	Vehicle braked by gear change from "D2 " to "D3 ".	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Brake band	<a href="#">AT-349, "Components"</a>	
	Vehicle braked by gear change from "D3 " to "D4 ".	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			3. Forward one-way clutch	<a href="#">AT-338, "Components"</a>	
			4. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

**[RE4F03B]**

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Maximum speed not attained. Acceleration poor.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			3. Overdrive control switch	<a href="#">AT-250, "21. TCM Self-diagnosis Does Not Activate (Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks)"</a>	
			4. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			5. Vehicle speed sensor · A/T (revolution sensor) and vehicle speed sensor · MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR·A/T (REVOLUTION SENSOR)"</a>	
			6. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			7. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
			8. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	9. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			10. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			11. Brake band	<a href="#">AT-349, "Components"</a>	
			12. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
			13. Oil pump	<a href="#">AT-293, "OIL PUMP"</a>	
			14. Torque converter	<a href="#">AT-268, "Components"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Down Shift	Failure to change gear from "D4" to "D3".	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Overrun clutch solenoid valve	<a href="#">AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a>	
			4. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			5. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			6. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	7. Brake band	<a href="#">AT-349, "Components"</a>	
			8. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"</a>	
	Failure to change gear from "D3" to "D2" or from "D4" to "D2".	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
			5. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	6. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
7. Brake band			<a href="#">AT-349, "Components"</a>		

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Down Shift	Failure to change gear from "D2 " to "D1 " or from "D3 " to "D1 ".	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180. "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Shift solenoid valve B	<a href="#">AT-184. "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
		5. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>		
		OFF vehicle	6. Low one-way clutch	<a href="#">AT-268. "Components"</a>	
			7. High clutch	<a href="#">AT-319. "HIGH CLUTCH"</a>	
			8. Brake band	<a href="#">AT-349. "Components"</a>	
Shift Shock	Gear change shock felt during deceleration by releasing accelerator pedal.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>	
			3. Overrun clutch solenoid valve	<a href="#">AT-194. "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a>	
			4. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>	
Improper Shift Timing	Too high a change point from "D4 " to "D3 ", from "D3 " to "D2 ", from "D2 " to "D1 ".	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127. "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204. "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Improper Shift Timing	Kickdown does not operate when depressing pedal in "D4 " within kickdown vehicle speed.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Revolution sensor and vehicle speed sensor	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
	Kickdown operates or engine overruns when depressing pedal in "D4 " beyond kickdown vehicle speed limit.	ON vehicle	1. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			4. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Races extremely fast or slips in changing from "D4" to "D3" when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			6. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	7. Brake band	<a href="#">AT-349, "Components"</a>	
			8. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
	Races extremely fast or slips in changing from "D4" to "D2" when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			6. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
7. Control valve assembly		<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>			
OFF vehicle		8. Brake band	<a href="#">AT-349, "Components"</a>		
		9. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>		
		10. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Races extremely fast or slips in changing from "D3" to "D2" when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			6. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
		OFF vehicle	7. Brake band	<a href="#">AT-349, "Components"</a>	
			8. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
	Races extremely fast or slips in changing from "D4" or "D3" to "D1" when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			5. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			6. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
7. Control valve assembly			<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>		
OFF vehicle		8. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		
		9. Forward one-way clutch	<a href="#">AT-338, "Components"</a>		
		10. Low one-way clutch	<a href="#">AT-268, "Components"</a>		

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Slips/Will Not Engage	Vehicle will not run in any position.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
		OFF vehicle	5. Oil pump	<a href="#">AT-293, "OIL PUMP"</a>	
			6. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			7. Brake band	<a href="#">AT-349, "Components"</a>	
			8. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
			9. Torque converter	<a href="#">AT-268, "Components"</a>	
			10. Parking components	<a href="#">AT-268, "Components"</a>	
Not Used	Transmission noise in "D", "2", "1" and "R" positions.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Torque converter	<a href="#">AT-268, "Components"</a>	
No Down Shift	Failure to change from "D3" to "2" when changing lever into "2" position. <a href="#">AT-248, "18. A/T Does Not Shift: D3 → 22, When Selector Lever "D" → "2" Position"</a>	OFF vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Shift solenoid valve B	<a href="#">AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			4. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			5. Brake band	<a href="#">AT-349, "Components"</a>	
Improper Shift Timing	Gear change from "22" to "23" in "2" position.	ON vehicle	1. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			2. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	Engine brake does not operate in "1" position. <a href="#">AT-249, "19. A/T Does Not Shift: 22 → 11, When Selector Lever "2" → "1" Position"</a>	ON vehicle	1. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			2. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
			3. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720, VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR, VEHICLE SPEED SENSOR-MTR"</a>	
			4. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
Not Used	Engine brake does not operate in "1" position. <a href="#">AT-249, "19. A/T Does Not Shift: 22 → 11, When Selector Lever "2" → "1" Position"</a>	ON vehicle	5. Overrun clutch solenoid valve	<a href="#">AT-194, "DTC P1760, OVERRUN CLUTCH SOLENOID VALVE"</a>	
		OFF vehicle	6. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"</a>	
			7. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
Improper Shift Timing	Gear change from "11" to "12" in "1" position.	ON vehicle	1. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			2. Control cable adjustment	<a href="#">AT-263, "Control Cable Adjustment"</a>	
No Down Shift	Does not change from "12" to "11" in "1" position.	ON vehicle	1. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720, VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR, VEHICLE SPEED SENSOR-MTR"</a>	
			2. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750, SHIFT SOLENOID VALVE A"</a>	
			3. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	4. Low one-way clutch	<a href="#">AT-268, "Components"</a>	
			5. Brake band	<a href="#">AT-349, "Components"</a>	
			6. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
Shift Shock	Large shock changing from "12" to "11" in "1" position.	ON vehicle	1. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	2. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

**[RE4F03B]**

Items	Symptom	Condition	Diagnostic Item	Reference Page		
				QG18DE (SULEV)	QG18DE (ULEV)	
Not used	Transaxle overheats.	ON vehicle	1. Fluid level	<a href="#">AT-64. "FLUID LEVEL CHECK"</a>		A
			2. Engine idling rpm	<a href="#">EC-624. "Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment"</a>	<a href="#">EC-43. "Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment"</a>	B AT
			3. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188. "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>		D
			4. Line pressure test	<a href="#">AT-68. "Line Pressure Test"</a>		E
			5. Line pressure solenoid valve	<a href="#">AT-174. "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>		F
			6. Control valve assembly	<a href="#">AT-298. "CONTROL VALVE ASSEMBLY"</a>		G
		OFF vehicle	7. Oil pump	<a href="#">AT-293. "OIL PUMP"</a>		H
			8. Reverse clutch	<a href="#">AT-314. "REVERSE CLUTCH"</a>		I
			9. High clutch	<a href="#">AT-319. "HIGH CLUTCH"</a>		J
			10. Brake band	<a href="#">AT-349. "Components"</a>		K
			11. Forward clutch	<a href="#">AT-325. "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		L
			12. Overrun clutch	<a href="#">AT-325. "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		M
			13. Low & reverse brake	<a href="#">AT-333. "LOW &amp; REVERSE BRAKE"</a>		
			14. Torque converter	<a href="#">AT-268. "Components"</a>		



# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
Not Used	ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			3. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			4. Brake band	<a href="#">AT-349, "Components"</a>	
			5. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			6. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
			7. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>	
	Offensive smell at fluid charging pipe.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
		OFF vehicle	2. Torque converter	<a href="#">AT-268, "Components"</a>	
			3. Oil pump	<a href="#">AT-293, "OIL PUMP"</a>	
			4. Reverse clutch	<a href="#">AT-314, "REVERSE CLUTCH"</a>	
			5. High clutch	<a href="#">AT-319, "HIGH CLUTCH"</a>	
			6. Brake band	<a href="#">AT-349, "Components"</a>	
			7. Forward clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>	
8. Overrun clutch			<a href="#">AT-325, "FORWARD CLUTCH AND OVER-RUN CLUTCH"</a>		
		9. Low & reverse brake	<a href="#">AT-333, "LOW &amp; REVERSE BRAKE"</a>		

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Lockup Engagement/ TCC Inoperative	Torque converter is not locked up.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			3. Engine speed signal	<a href="#">AT-132, "DTC P0725 ENGINE SPEED SIGNAL"</a>	
			4. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
			5. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			6. Torque converter clutch solenoid valve	<a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a>	
			7. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	8. Torque converter	<a href="#">AT-268, "Components"</a>	

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# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Lockup Engagement/ TCC Inoperative	Torque converter clutch piston slip.	ON vehicle	1. Fluid level	<a href="#">AT-64, "FLUID LEVEL CHECK"</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			3. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
			4. Torque converter clutch solenoid valve	<a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a>	
			5. Line pressure solenoid valve	<a href="#">AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a>	
			6. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
		OFF vehicle	7. Torque converter	<a href="#">AT-268, "Components"</a>	
	Lock-up point is extremely high or low.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			3. Torque converter clutch solenoid valve	<a href="#">AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a>	
4. Control valve assembly			<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>		

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

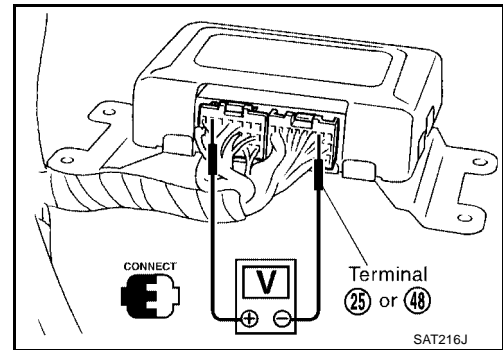
Items	Symptom	Condition	Diagnostic Item	Reference Page	
				QG18DE (SULEV)	QG18DE (ULEV)
No Up Shift	A/T does not shift to "D4 " when driving with overdrive control switch "ON".	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-188, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a>	
			2. PNP switch adjustment	<a href="#">AT-263, "Park/Neutral Position (PNP) Switch Adjustment"</a>	
			3. Overdrive control switch	<a href="#">AT-250, "21. TCM Self-diagnosis Does Not Activate (Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks)"</a>	
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)", AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"</a>	
			5. Shift solenoid valve A	<a href="#">AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"</a>	
			6. Overrun clutch solenoid valve	<a href="#">AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"</a>	
			7. Control valve assembly	<a href="#">AT-298, "CONTROL VALVE ASSEMBLY"</a>	
			8. A/T fluid temperature sensor	<a href="#">AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a>	
			9. Line pressure test	<a href="#">AT-68, "Line Pressure Test"</a>	
		OFF vehicle	10. Brake band	<a href="#">AT-349, "Components"</a>	
			11. Overrun clutch	<a href="#">AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"</a>	

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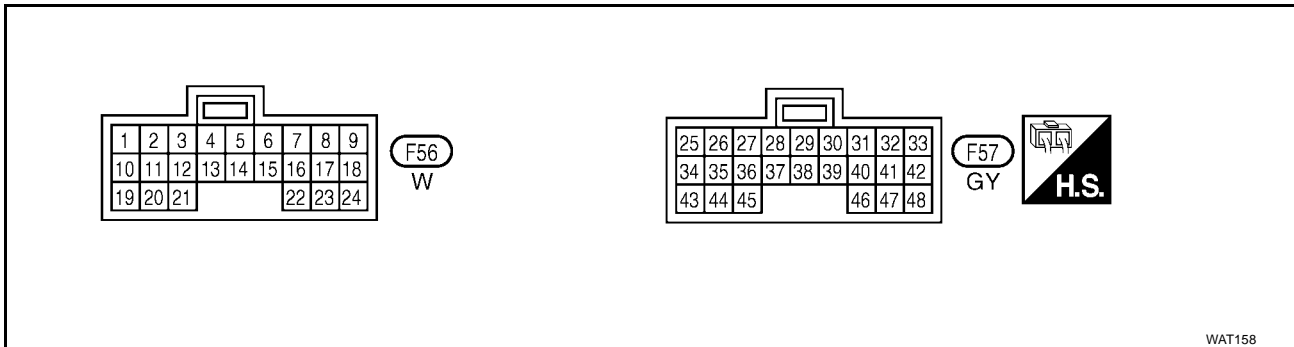
**TCM Terminals and Reference Value**

**PREPARATION**

- Measure voltage between each terminal and terminal 25 or 48 by following "TCM INSPECTION TABLE".



**TCM HARNESS CONNECTOR TERMINAL LAYOUT**









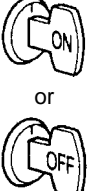

**TCM INSPECTION TABLE**

(Data are reference values.)

Terminal No.	Wire color	Item	Condition	Judgement standard (Approx.)
1	R/W	Line pressure solenoid valve	When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
			When depressing accelerator pedal fully after warming up engine.	0V
2	P/B	Line pressure solenoid valve (with dropping resistor)	When releasing accelerator pedal after warming up engine.	4 - 14V
			When depressing accelerator pedal fully after warming up engine.	0V
3	Y/G	Torque converter clutch solenoid valve	When A/T performs lock-up.	8 - 15V
			When A/T does not perform lock-up.	0V
5	L	CAN-H	—	—
6	Y	CAN-L	—	—
10	BR/R	Power source	When turning ignition switch to "ON".	Battery voltage
			When turning ignition switch to "OFF".	0V





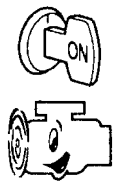



# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

**[RE4F03B]**

Terminal No.	Wire color	Item	Condition	Judgement standard (Approx.)		
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D1 " or "D4 ".)	Battery voltage	A
				When shift solenoid valve A does not operate. (When driving in "D2 " or "D3 ".)	0V	B
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D1 " or "D2 ".)	Battery voltage	AT
				When shift solenoid valve B does not operate. (When driving in "D3 " or "D4 ".)	0V	D
19	PU	OBD-II		When turning ignition switch to "ON".	Battery voltage	E
				When turning ignition switch to "OFF".	0V	F
20	L/B	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage	G
				When overrun clutch solenoid valve does not operate.	0V	H
25	B	Ground	—	0V	I	
26	BR/Y	PNP switch "1" position		When setting selector lever to "1" position.	Battery voltage	J
				When setting selector lever to other positions.	0V	K
27	B/R	PNP switch "2" position		When setting selector lever to "2" position.	Battery voltage	L
				When setting selector lever to other positions.	0V	M
28	R/B	Power source (Memory back-up)		When turning ignition switch to "OFF".	Battery voltage	
				When turning ignition switch to "ON".	Battery voltage	
29	W	Revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 <b>CAUTION:</b> <b>Connect the diagnosis data link cable to the vehicle diagnosis connector.</b> *1: A circuit tester cannot be used to test this item.	150Hz	
				When vehicle parks.	Under 1.3V or over 4.5V	

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[RE4F03B]

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
30 **	G/B	Data link connector		—	—
31 **	GY/L	Data link connector		—	—
32	R	Throttle position sensor (Power source)		When turning ignition switch to "ON".	4.5 - 5.5V
				When turning ignition switch to "OFF".	0V
34	W/G	PNP switch "D" position		When setting selector lever to "D" position.	Battery voltage
				When setting selector lever to other positions.	0V
35	G/Y	PNP switch "R" position		When setting selector lever to "R" position.	Battery voltage
				When setting selector lever to other positions.	0V
36	LG	PNP switch "N" or "P" position		When setting selector lever to "N" or "P" position.	Battery voltage
				When setting selector lever to other positions.	0V
39 *	L/OR	Engine speed signal		Refer to <a href="#">EC-105. "ECM INSPECTION TABLE"</a> [QG18DE (ULEV)] or <a href="#">EC-686. "ECM INSPECTION TABLE"</a> [QG18DE (SULEV)].	—
40	PU/R	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V
41 *	GY	Throttle position sensor		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: 0.5 - 0.7V Fully-open throttle: 4V
42	B/W	Throttle position sensor (Ground)		—	0V
47	BR	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	1.5V
				When ATF temperature is 80°C (176°F).	0.5V
48	B	Ground	—	0V	

\* : This terminal is connected to the ECM.

\*\* : These terminals are connected to the Data link connector.

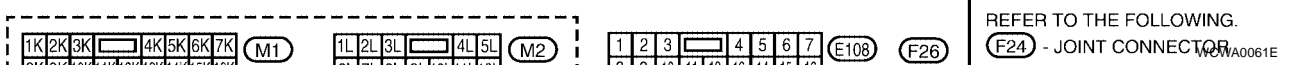
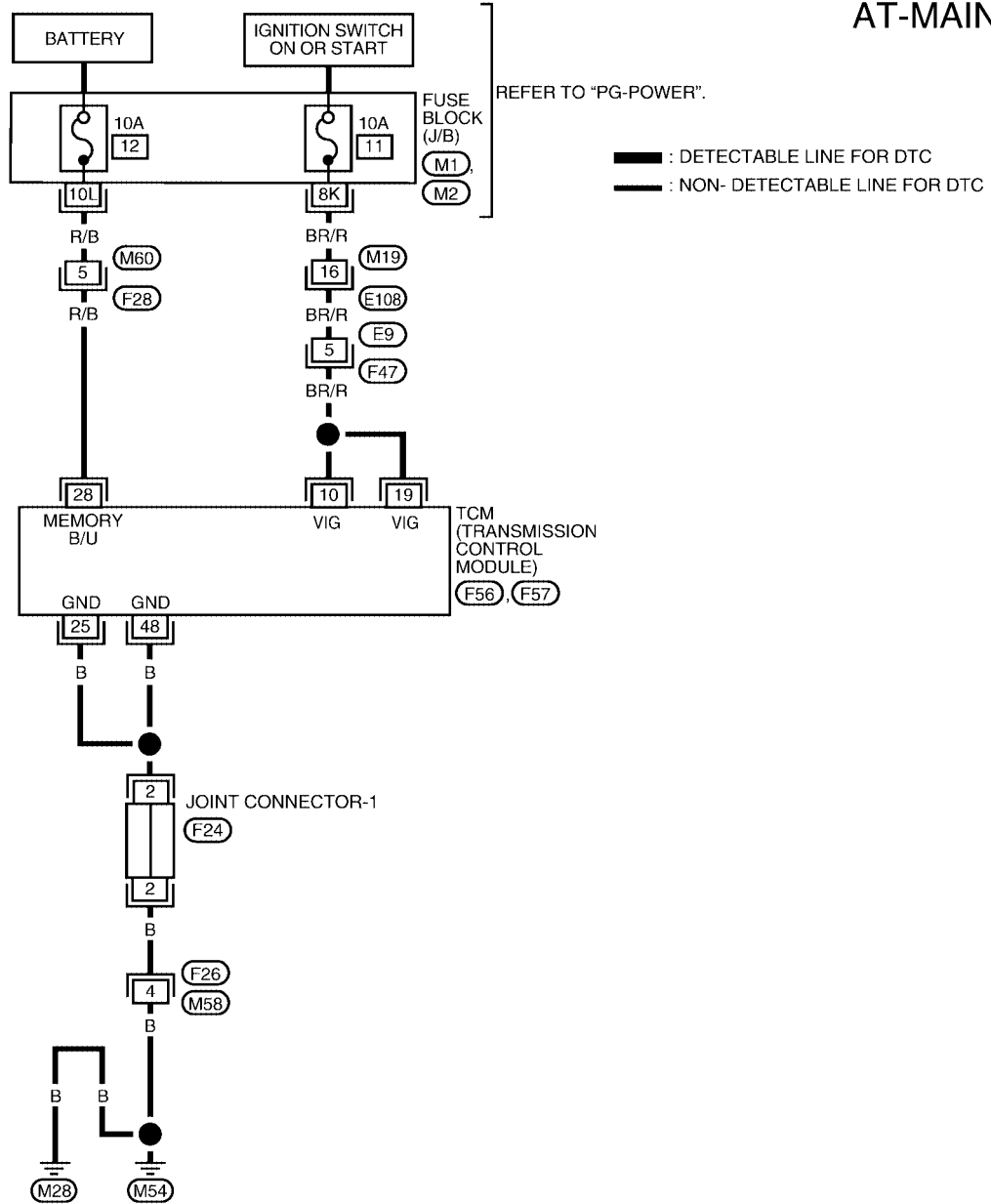
TROUBLE DIAGNOSIS FOR POWER SUPPLY

PF0:0000

Wiring Diagram — AT — MAIN

ECS005WO

AT-MAIN-01



TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

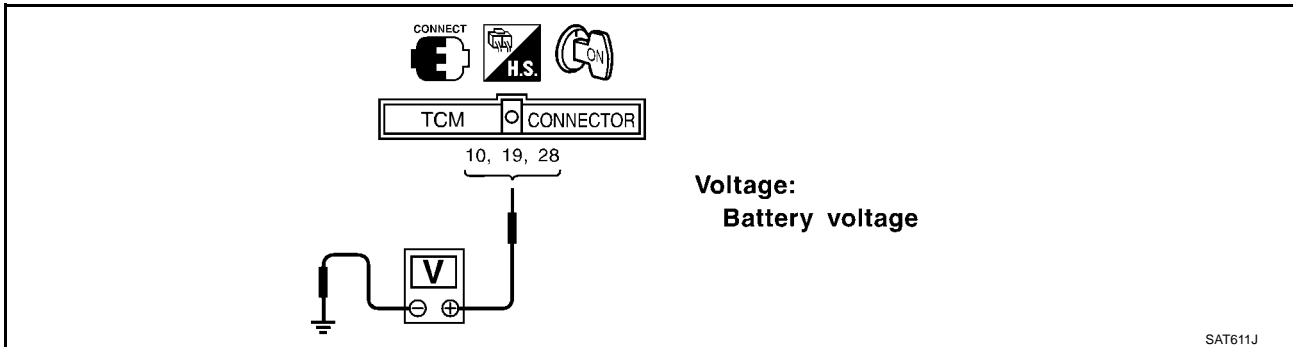
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
10	BR/R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "OFF"	0V
19	BR/R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "OFF"	0V
25	B	GROUND	—	0C
28	R/B	POWER SOURCE (MEMORY BACKUP)	WHEN TURNING IGNITION SWITCH TO "OFF"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
48	B	GROUND	—	0V



## Diagnostic Procedure

### 1. CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Check voltage between TCM terminals 10, 19, 28 and ground.

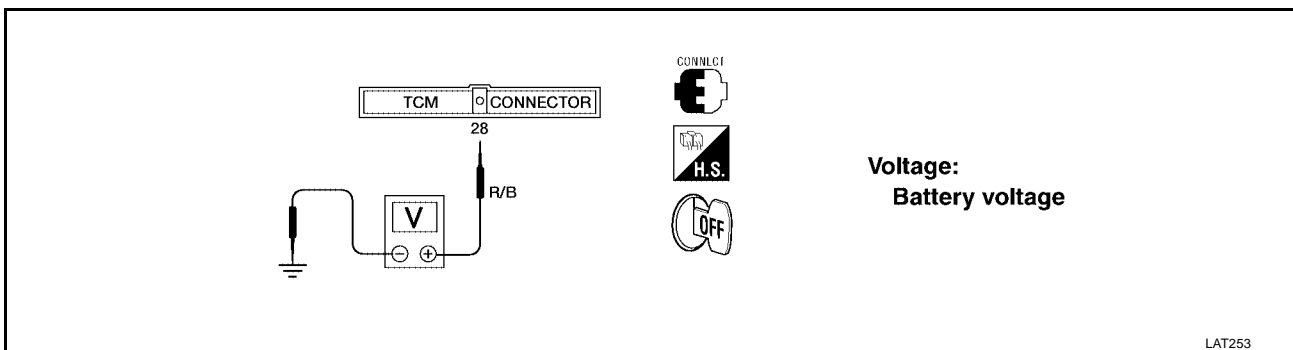


OK or NG

- OK    >> GO TO 2.  
NG    >> GO TO 3.

### 2. CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM terminal 28 and ground.



OK or NG

- OK    >> GO TO 4.  
NG    >> GO TO 3.

### 3. DETECT MALFUNCTIONING ITEM

- Check the following items:
  - Harness for short or open between ignition switch and TCM terminals 10, 19 and 28 (Main harness)
  - Fuse
  - Ignition switch
 Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .

OK or NG

- OK    >> GO TO 4.  
NG    >> Repair or replace damaged parts.

---

**4. CHECK TCM GROUND CIRCUIT**

---

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM terminals 25, 48 and ground. Refer to [AT-113, "Wiring Diagram — AT — MAIN"](#).

**Continuity should exist.**

If OK, check harness for short to ground and short to power.

OK or NG

OK >> **INSPECTION END**

NG >> Repair open circuit or short to ground or short to power in harness connectors.

A

B

AT

D

E

F

G

H

I

J

K

L

M

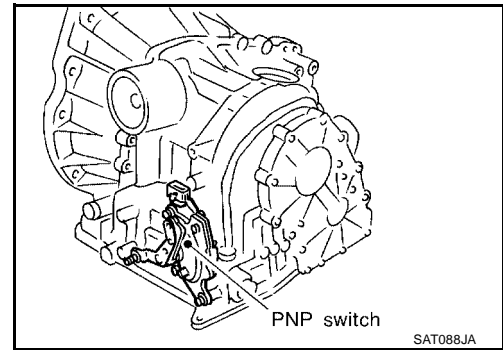
## DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

PFP:32006

### Description

ECS005WQ

- The PNP switch assembly includes a transmission range switch.
- The transmission range switch detects the selector lever position and sends a signal to the TCM.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
Ⓜ : PNP SW/CIRC Ⓜ : P0705	TCM does not receive the correct voltage signal from the switch based on the gear position.	<ul style="list-style-type: none"> <li>● Harness or connectors (The PNP switch circuit is open or shorted.)</li> <li>● PNP switch</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Ⓜ With CONSULT-II

1. Turn ignition switch “ON”.

2. Select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.

3. Start engine and maintain the following conditions for at least 5 consecutive seconds.

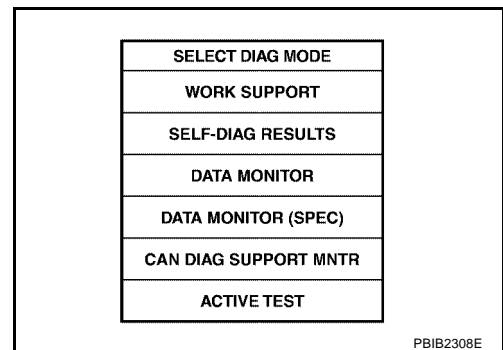
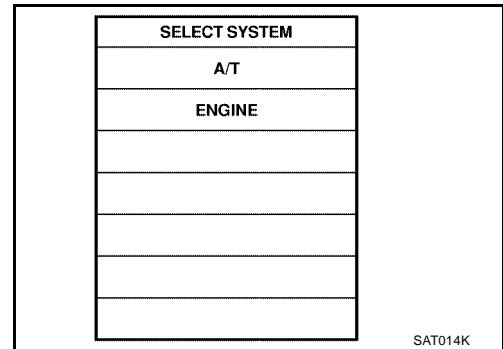
**VHCL SPEED SE: 10 km/h (6 MPH) or more**

**THRTL POS SEN: More than 1.3V**

**Selector lever: D position (OD “ON” or “OFF”)**

Ⓜ With GST

Follow the procedure “With CONSULT-II”.



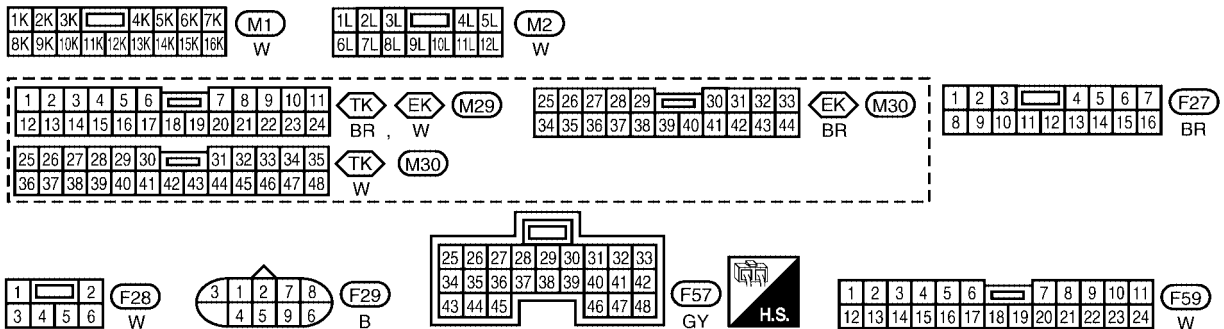
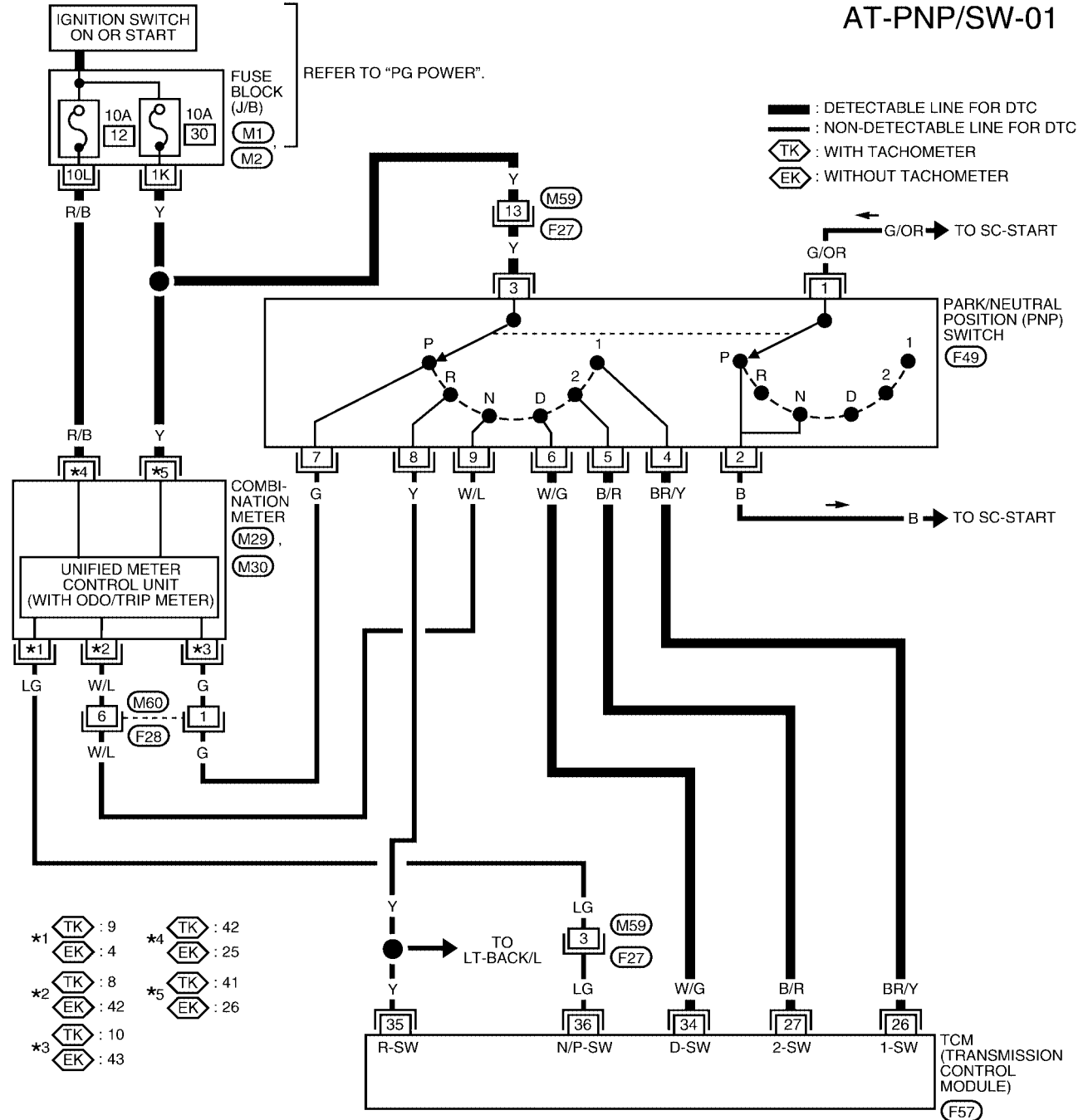
# DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

[RE4F03B]

## Wiring Diagram — AT — PNP/SW

ECS005WR

### AT-PNP/SW-01



# DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

[RE4F03B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
26	BR/Y	PNP SWITCH "1" POSITION	WHEN SETTING SELECTOR LEVER TO "1" POSITION	BATTERY VOLTAGE
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V
27	B/R	PNP SWITCH "2" POSITION	WHEN SETTING SELECTOR LEVER TO "2" POSITION	BATTERY VOLTAGE
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V
34	W/G	PNP SWITCH "D" POSITION	WHEN SETTING SELECTOR LEVER TO "D" POSITION	BATTERY VOLTAGE
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V
35	G/Y	PNP SWITCH "R" POSITION	WHEN SETTING SELECTOR LEVER TO "R" POSITION	BATTERY VOLTAGE
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V
36	LG	PNP SWITCH "N" OR "P" POSITION	WHEN SETTING SELECTOR LEVER TO "N" OR "P" POSITION	BATTERY VOLTAGE
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V

## Diagnostic Procedure

ECS005WS

### 1. CHECK PNP SWITCH CIRCUIT (WITH CONSULT-II)

#### Ⓢ With CONSULT-II

- Turn ignition switch to "ON" position.  
(Do not start engine.)
- Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out "P/N", "R", "D", "2" and "1" position switches moving selector lever to each position.  
Check the signal of the selector lever position is indicated properly.

#### OK or NG

OK >> GO TO 3.

NG >> Check the following items:

- PNP switch  
Refer to [AT-120, "Component Inspection"](#) .
- Harness for short or open between ignition switch and PNP switch (Main harness)
- Harness for short or open between PNP switch and TCM (Main harness)
- Ignition switch and fuse  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .

DATA MONITOR	
MONITORING	
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

SAT701J

## 2. CHECK PNP SWITCH CIRCUIT (WITHOUT CONSULT-II)

⊗ **Without CONSULT-II**

1. Turn ignition switch to "ON" position.  
(Do not start engine.)
2. Check voltage between TCM terminals 26, 27, 34, 35, 36 and ground while moving selector lever through each position.

Lever position	Terminal No.				
	36	35	34	27	26
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

**Voltage**

**B** : Battery voltage

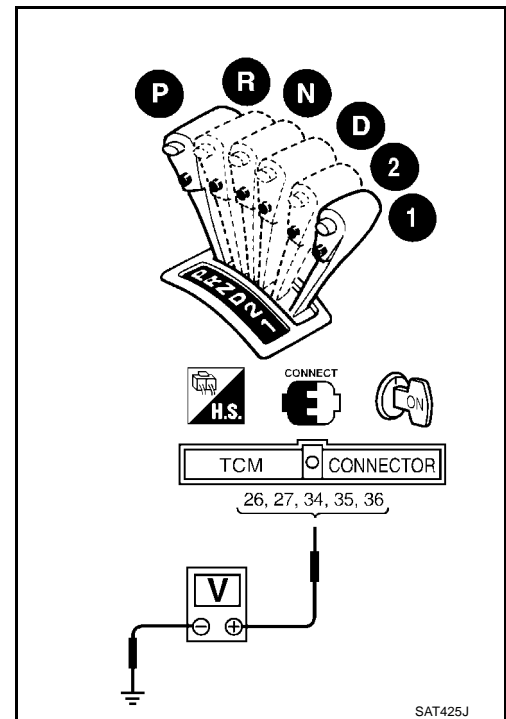
**0** : 0V

OK or NG

OK >> GO TO 3.

NG >> Check the following items:

- PNP switch  
Refer to [AT-120, "Component Inspection"](#) .
- Harness for short or open between ignition switch and PNP switch (Main harness)
- Harness for short or open between PNP switch and TCM (Main harness)
- Ignition switch and fuse  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .



## 3. CHECK DTC

Perform [AT-116, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

# DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

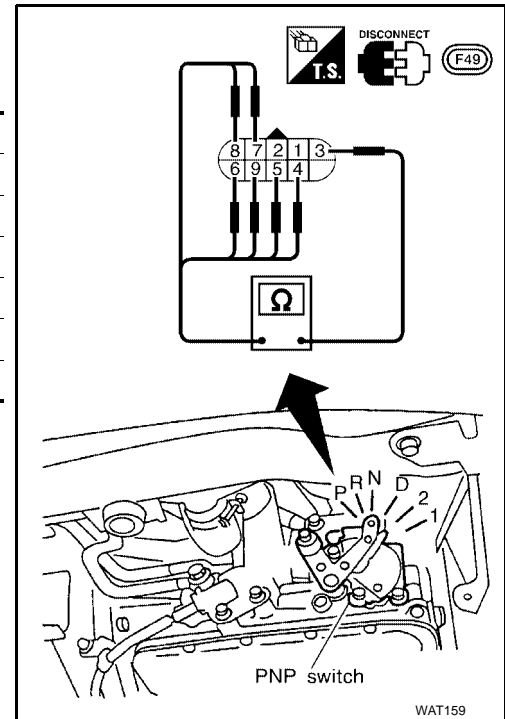
[RE4F03B]

ECS005WT

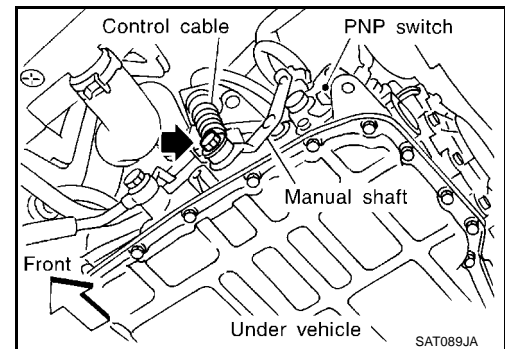
## Component Inspection PARK/NEUTRAL POSITION SWITCH

1. Check continuity between terminals 1 and 2 and between terminals 3 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 — 7	1 — 2
R	3 — 8	
N	3 — 9	1 — 2
D	3 — 6	
2	3 — 5	
1	3 — 4	



2. If NG, check again with control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#).
4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to [AT-263, "Park/Neutral Position \(PNP\) Switch Adjustment"](#).
6. If NG on step 4, replace PNP switch.



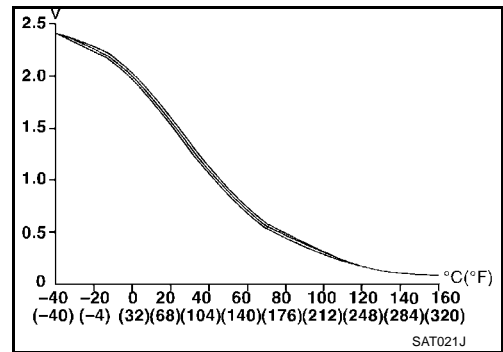
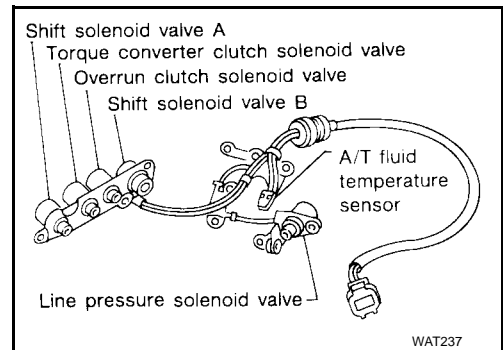
DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

PF3:31940

ECS005WU

Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)	
A/T fluid temperature sensor	Cold [20°C (68°F)]	1.5V	2.5 kΩ
	↓ Hot [80°C (176°F)]	0.5V	0.3 kΩ

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
ⓘ : ATF TEMP SEN/CIRC ⓘ : P0710	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● A/T fluid temperature sensor</li> </ul>

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

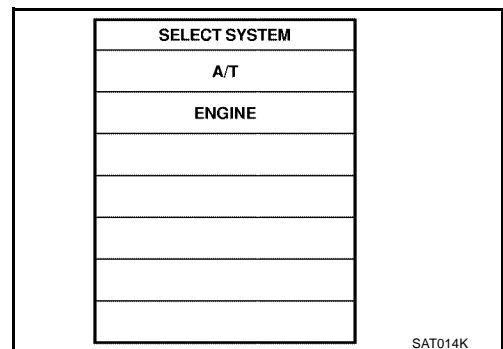
**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.





# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F03B]

## ④ With CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
2. Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)  
**CMPS-RPM (REF): 450 rpm or more**  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (OD "ON")**

## ④ With GST

Follow the procedure "With CONSULT-II".

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR (SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

PBIB2308E

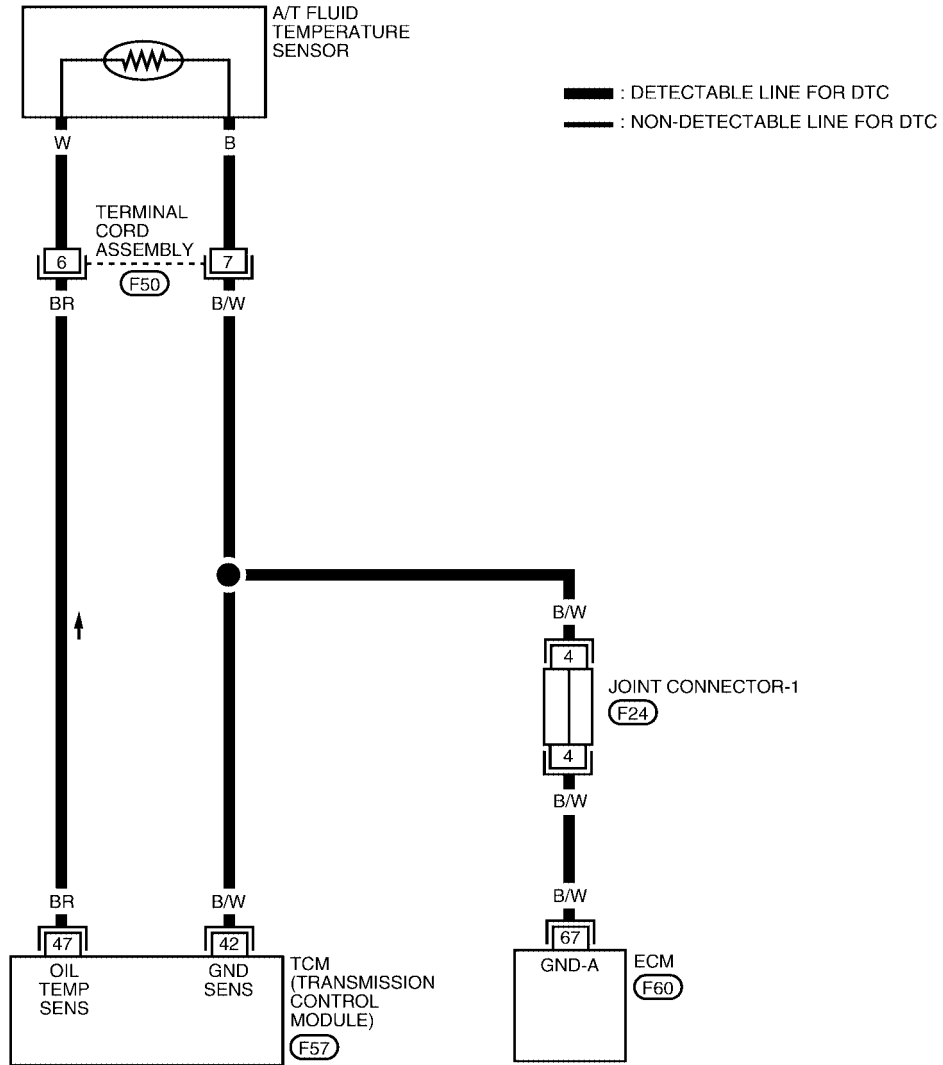
# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F03B]

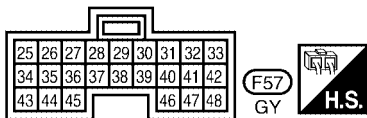
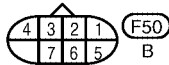
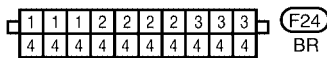
## Wiring Diagram — AT — FTS

ECS005WV

AT-FTS-01



A  
B  
**AT**  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
 (F60) - ELECTRICAL UNITS

WCWA0059E

# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F03B]

## TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
42	B/W	SENSOR (GROUND)	—	0V
47	BR	A/T FLUID TEMPERATURE SENSOR	WHEN ATF FLUID TEMPERATURE IS 20°C (68°F)	1.5V
			WHEN ATF FLUID TEMPERATURE IS 80°C (176°F)	0.5V

## Diagnostic Procedure

ECS005WW

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

Yes >> GO TO 2.

No >> GO TO 3.

### 2. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

 With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "FLUID TEMP SE".

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

**Voltage**

**Cold [20°C (68°F)] → : Approximately 1.5V →**  
**Hot [80°C (176°F)]        0.5V**

OK or NG

OK >> GO TO 4.

NG >> GO TO 5.

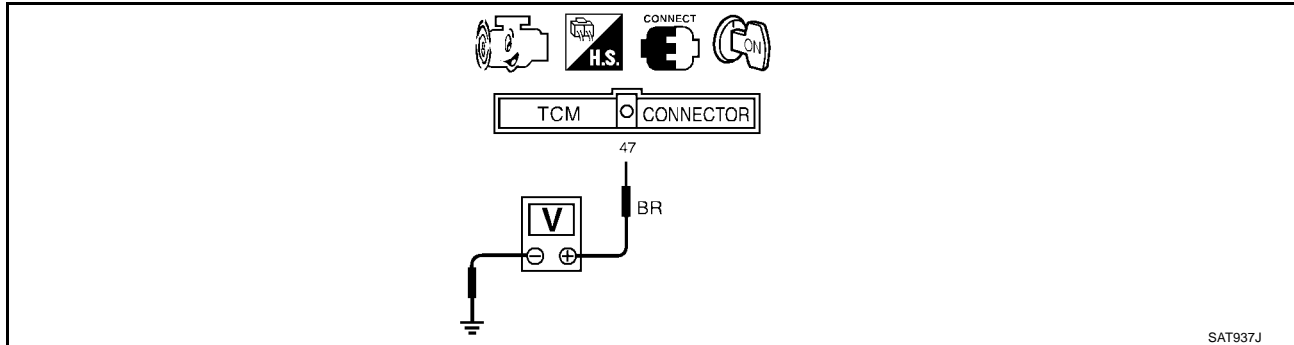
# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F03B]

## 3. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)

### ⊗ Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 47 and ground while warming up A/T.



### Voltage

Cold [20°C (68°F)] → : Approximately 1.5V →  
Hot [80°C (176°F)] → 0.5V

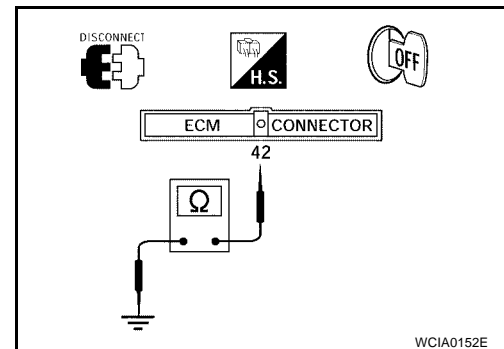
3. Turn ignition switch to "OFF" position.
4. Disconnect TCM harness connector.
5. Check continuity between TCM harness connector F57 terminal 42 (B/W) and ground.

**Continuity should exist.**

If OK, check harness for short to ground and short to power.

### OK or NG

- OK >> GO TO 4.  
NG >> GO TO 5.



## 4. CHECK DTC

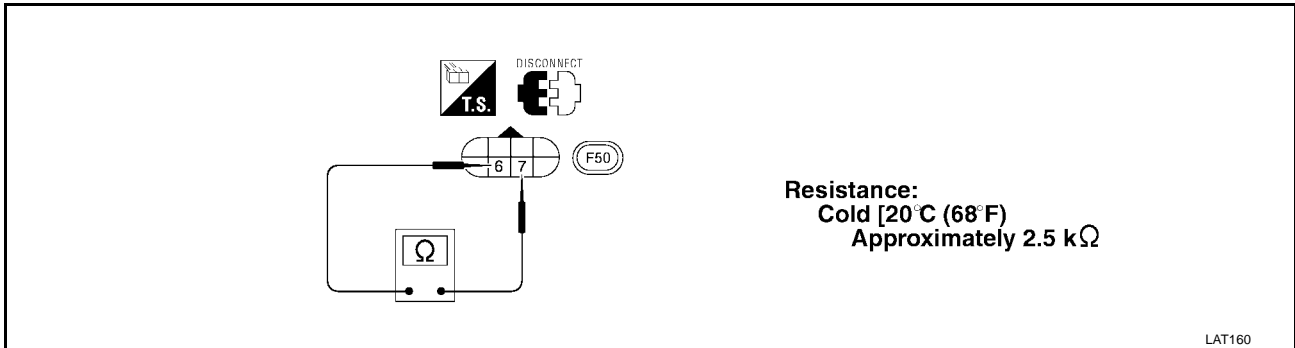
Perform [AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#) .

### OK or NG

- OK >> **INSPECTION END**  
NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

## 5. CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminals 6 and 7 when A/T is cold.



4. Reinstall any part removed.

### OK or NG

- OK (With CONSULT-II)>> GO TO 2.
- OK (Without CONSULT-II)>> GO TO 3.
- NG >> 1. Remove oil pan.

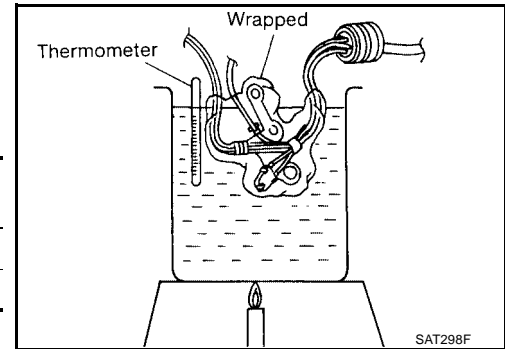
2. Check the following items:
  - A/T fluid temperature sensor  
Refer to [AT-126, "Component Inspection"](#) .
  - Harness of terminal cord assembly for short or open

### Component Inspection A/T FLUID TEMPERATURE SENSOR

ECS005WX

- For removal, refer to [AT-260, "Control Valve Assembly and Accumulators"](#) .
- Check resistance between two terminals while changing temperature as shown at left.

Temperature °C (°F)	Resistance (Approx.)
20 (68)	2.5 kΩ
80 (176)	0.3 kΩ



# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F03B]

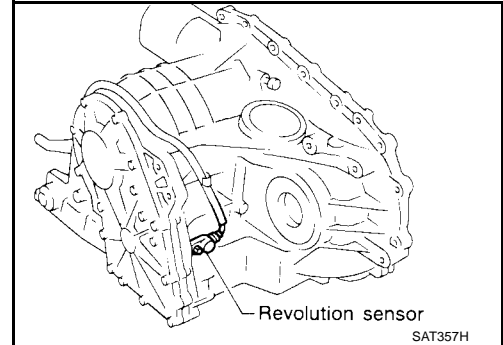
## DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

PF0:32702

### Description

ECS005WY

The revolution sensor detects the revolution of the idler gear parking pawl lock gear and emits a pulse signal. The pulse signal is sent to the TCM which converts it into vehicle speed.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when...	Check items (Possible cause)
<ul style="list-style-type: none"> <li>Ⓜ : VEH SPD SEN/CIR AT</li> <li>Ⓜ : P0720</li> </ul>	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Revolution sensor</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Ⓜ With CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Drive vehicle and check for an increase of "VHCL/S SE-MTR" value increase.  
If the check result is NG, go to [AT-127, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#).  
If the check result is OK, go to following step.
3. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
4. Start engine and maintain the following conditions for at least 5 consecutive seconds.

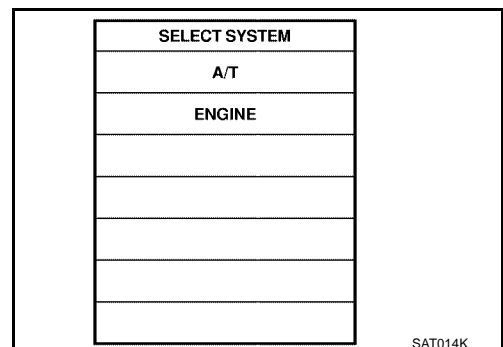
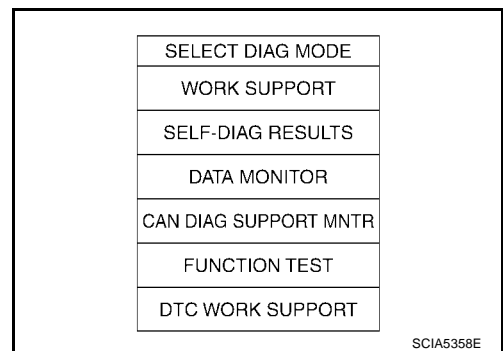
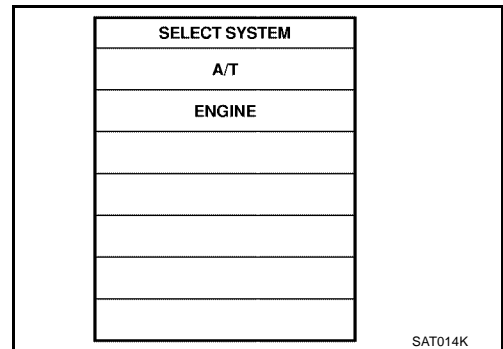
**VHCL SPEED SE: 30 km/h (19 MPH) or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (OD "ON")**

**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**

If the check result is NG, go to [AT-130, "Diagnostic Procedure"](#).



# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F03B]

If the check result is OK, go to following step.

5. Maintain the following conditions for at least 5 consecutive seconds.

**CMPS-RPM (REF): 3,500 rpm or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (OD "ON")**

**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**



**With GST**

Follow the procedure "With CONSULT-II".

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR (SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

PBIB2308E

# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

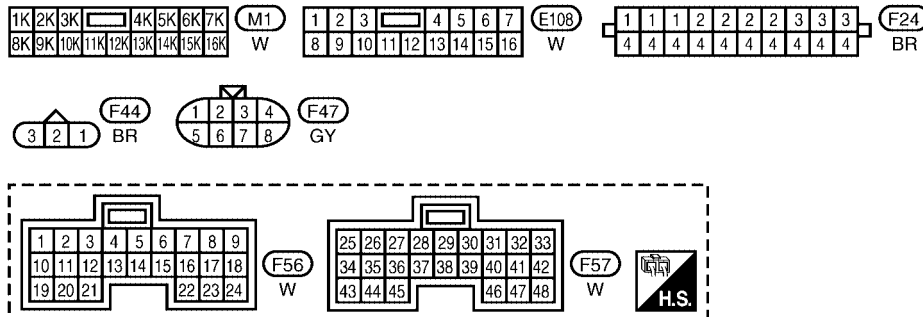
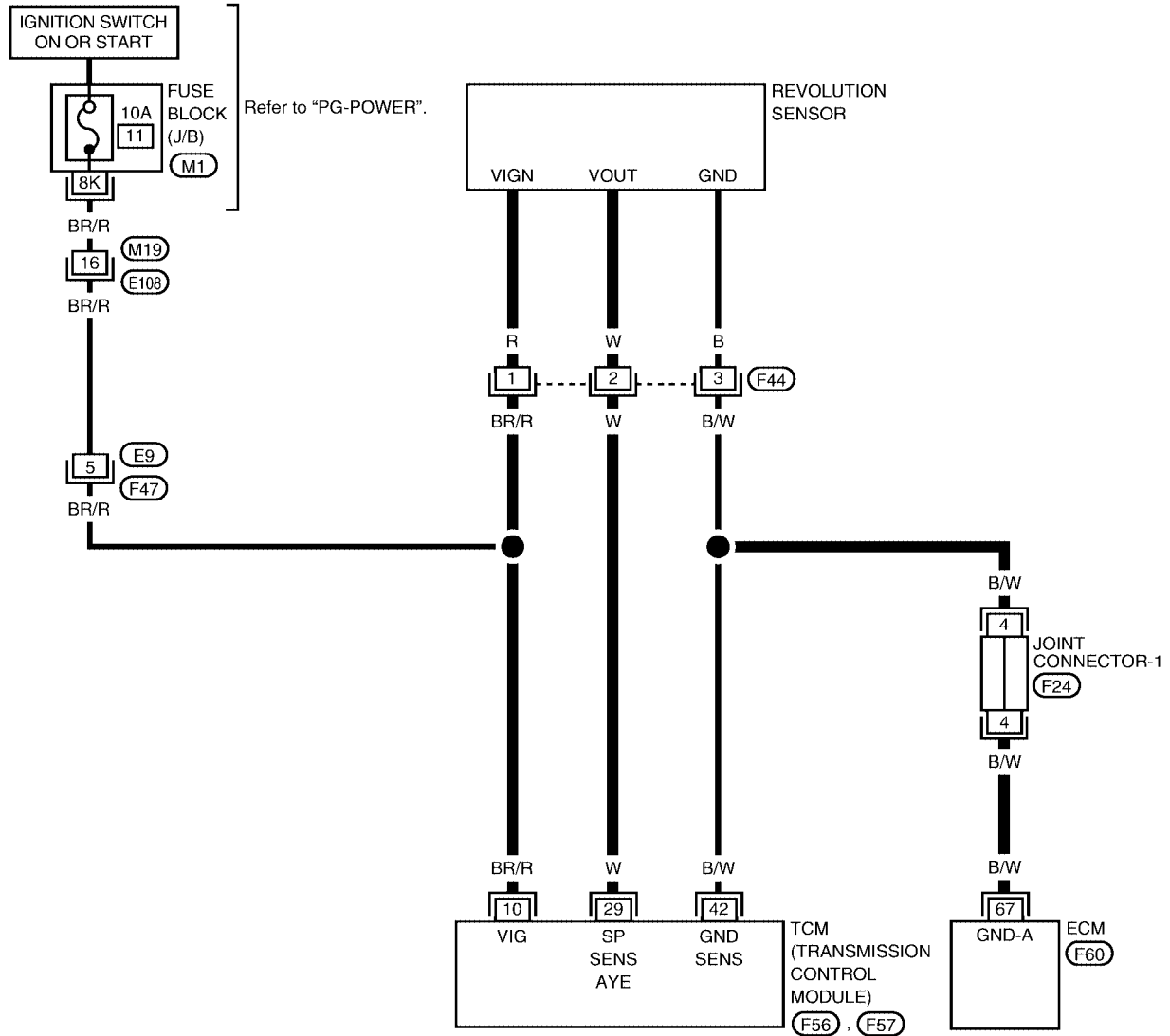
[RE4F03B]

## Wiring Diagram — AT — VSSA/T

ECS005WZ

### AT-VSSA/T-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



Refer to the following.  
 (F60) - ELECTRICAL UNITS

WCWA0063E



# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F03B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	BR/R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "OFF"	0V
29	W	REVOLUTION SENSOR	WHEN MOVING AT 20 KM/H (12 MPH). USE CONSULT-II PULSE FREQUENCY MEASURING FUNCTION	150 Hz
42	B/W	THROTTLE POSITION SENSOR (GROUND)	—	0V

## Diagnostic Procedure

ECS005X0

### 1. CHECK INPUT SIGNAL (WITH CONSULT-II)

#### Ⓜ With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "VHCL/S SE-A/T" while driving.  
Check the value changes according to driving speed.

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

#### OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.

### 2. CHECK REVOLUTION SENSOR (WITH CONSULT-II)

#### Ⓜ With CONSULT-II

1. Start engine.

Condition	Judgement standard (Approx.)
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 <b>CAUTION:</b> Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	150 Hz
When vehicle is not moving	Under 1.3V or over 4.5V

WAT402

- Check harness for short or open between TCM, ECM and revolution sensor. Refer to [AT-129, "Wiring Diagram — AT — VSSA/T"](#).
- Check harness for short or open between ignition switch and revolution sensor.

#### OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

---

### 3. CHECK DTC

---

Perform [AT-127, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 4.

---

### 4. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

A

B

AT

D

E

F

G

H

I

J

K

L

M

**DTC P0725 ENGINE SPEED SIGNAL**

**Description**

The engine speed signal is sent from the ECM to the TCM.

**ON BOARD DIAGNOSIS LOGIC**

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(H) : ENGINE SPEED SIG (GST) : P0725	TCM does not receive the proper voltage signal from ECM.	● Harness or connectors (The sensor circuit is open or shorted.)

**DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

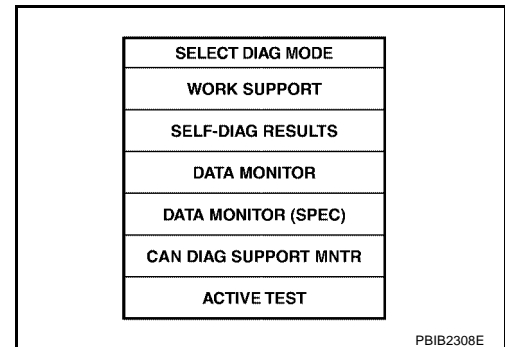
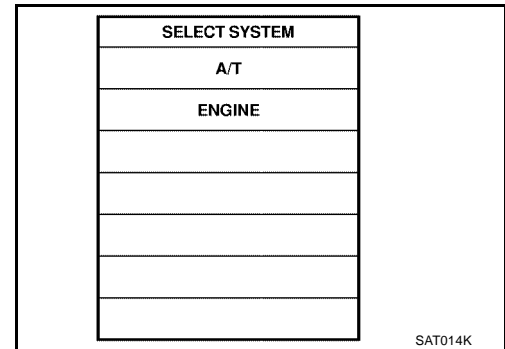
After the repair, perform the following procedure to confirm the malfunction is eliminated.

(H) With CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
2. Start engine and maintain the following conditions for at least 10 consecutive seconds.  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (OD "ON")**

(GST) With GST

Follow the procedure "With CONSULT-II".



# DTC P0725 ENGINE SPEED SIGNAL

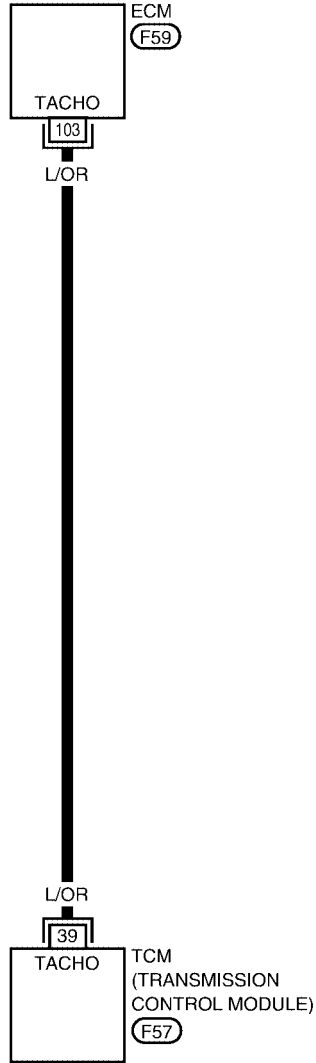
[RE4F03B]

## Wiring Diagram — AT — ENGSS

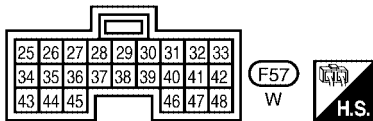
ECS005X2

### AT-ENGSS-01

— : DETECTABLE LINE FOR DTC  
- - : NON- DETECTABLE LINE FOR DTC



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



Refer to the following.  
F29 - ELECTRICAL UNITS

WCWA0064E

# DTC P0725 ENGINE SPEED SIGNAL

[RE4F03B]

## TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
39	L/OR	ENGINE SPEED SIGNAL	REFER TO ECM TABLE	—

## Diagnostic Procedure

ECS005X3

### 1. CHECK DTC WITH ECM

Perform diagnostic test mode II (self-diagnostic results) for engine control. Check ignition signal circuit condition.

OK or NG

OK (With CONSULT-II)>> GO TO 2.

OK (Without CONSULT-II)>> GO TO 3.

NG >> Check ignition signal circuit for engine control. Refer to [EC-38, "INPUT/OUTPUT SIGNAL CHART"](#) [QG18DE (ULEV)] or [EC-619, "INPUT/OUTPUT SIGNAL CHART"](#) [QG18DE (SULEV)].

### 2. CHECK INPUT SIGNAL (WITH CONSULT-II)

Ⓜ With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "ENGINE SPEED".  
Check engine speed changes according to throttle position.

OK or NG

OK >> GO TO 4.

NG >> Check the following items:

- Harness for short or open between TCM and ECM
- Resistor and ignition coil  
Refer to [EC-38, "SYSTEM DESCRIPTION"](#) [QG18DE (ULEV)] or [EC-619, "SYSTEM DESCRIPTION"](#) [QG18DE (SULEV)].

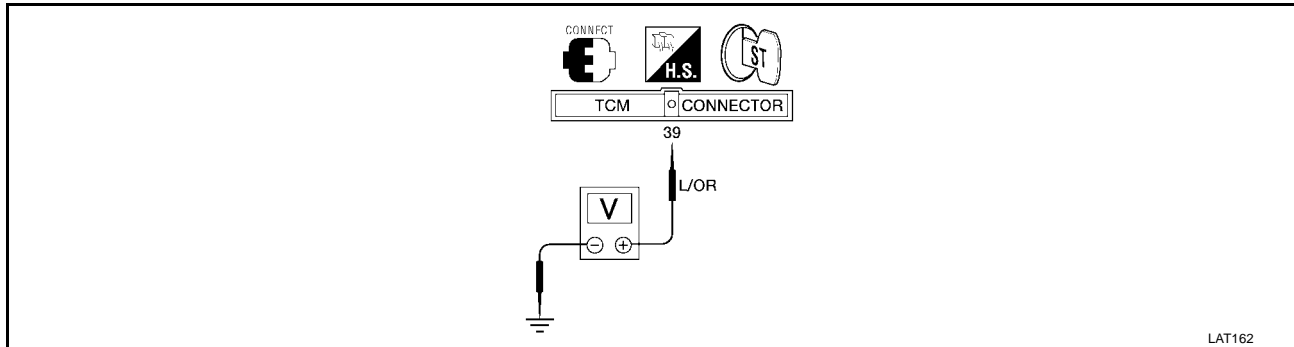
DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

### 3. CHECK INPUT SIGNAL (WITHOUT CONSULT-II)

#### ⊗ Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 39 and ground.



Voltage (Idle speed) : Refer to [AT-110, "TCM Terminals and Reference Value"](#) .

#### OK or NG

OK >> GO TO 4.

NG >> Check the following items:

- Harness for short or open between TCM and ECM
- Resistor and ignition coil  
Refer to [EC-38, "SYSTEM DESCRIPTION"](#) [QG18DE (ULEV)] or [EC-619, "SYSTEM DESCRIPTION"](#) [QG18DE (SULEV)].

### 4. CHECK DTC

Perform [AT-132, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

#### OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**DTC P0731 A/T 1ST GEAR FUNCTION**

**Description**

ECS005X4

- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

**ON BOARD DIAGNOSTIC LOGIC**

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM



C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (1st) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when either shift solenoid valve A is stuck open or shift solenoid valve B is stuck open.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck open	2*	2	3	3
In case of gear position with shift solenoid valve B stuck open	4*	3	3	4

\*: P0731 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : A/T 1ST GR FNCTN  : P0731	A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Shift solenoid valve B</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>

**DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE**

**CAUTION:**

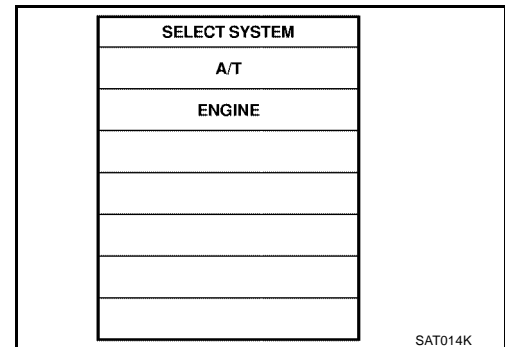
- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

**TESTING CONDITION:**

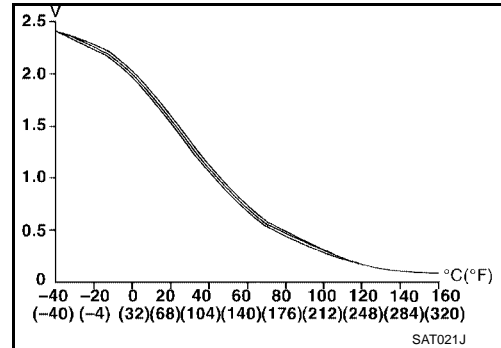
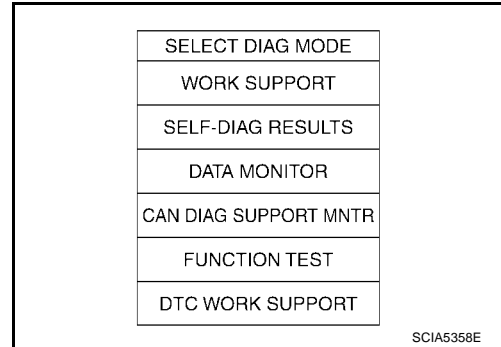
Always drive vehicle on a level road to improve the accuracy of test.



After the repair, perform the following procedure to confirm the malfunction is eliminated.

**With CONSULT-II**

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "1ST GR FNCTN P0731" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
4. Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1.0/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**
  - Check that "GEAR" shows "2" after releasing pedal.
5. Depress accelerator pedal to WOT (more than 7.0/8 of "THROTTLE POSI") quickly from a speed of 20 to 25 km/h (12 to 16 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)  
 If the check result NG appears on CONSULT-II screen, go to [AT-139, "Diagnostic Procedure"](#).  
 If "STOP VEHICLE" appears on CONSULT-II screen, go to the following step.
  - Check that "GEAR" shows "1" when depressing accelerator pedal to WOT.
  - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS" for "ENGINE". In case a 1st trip DTC other than P0731 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
6. Stop vehicle.
7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0731 exists.	2 → 2 → 3 → 3
	4 → 3 → 3 → 4

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "Diagnostic Procedure".)  
 Refer to [AT-139, "Diagnostic Procedure"](#).  
 Refer to [AT-386, "Shift Schedule"](#).

**With GST**

Follow the procedure "With CONSULT-II".



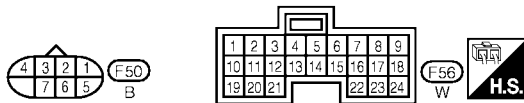
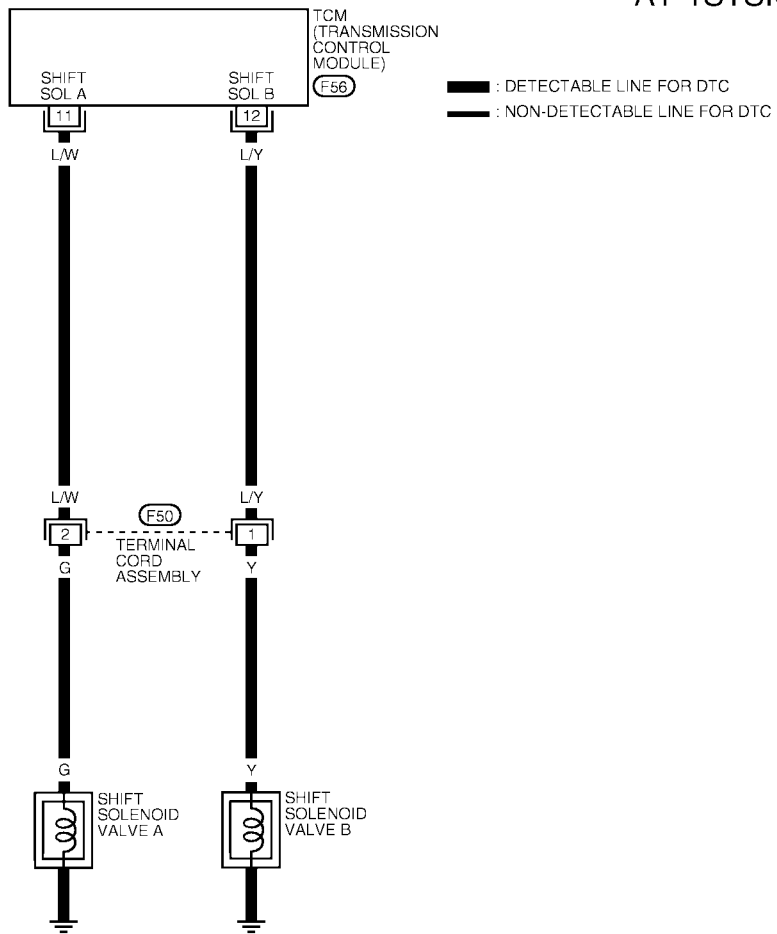
# DTC P0731 A/T 1ST GEAR FUNCTION

[RE4F03B]

## Wiring Diagram — AT — 1ST

ECS005X5

AT-1STSIG-01



WAT118

### TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A DOES NOT OPERATE	0V
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B DOES NOT OPERATE	0V

WAT343

## Diagnostic Procedure

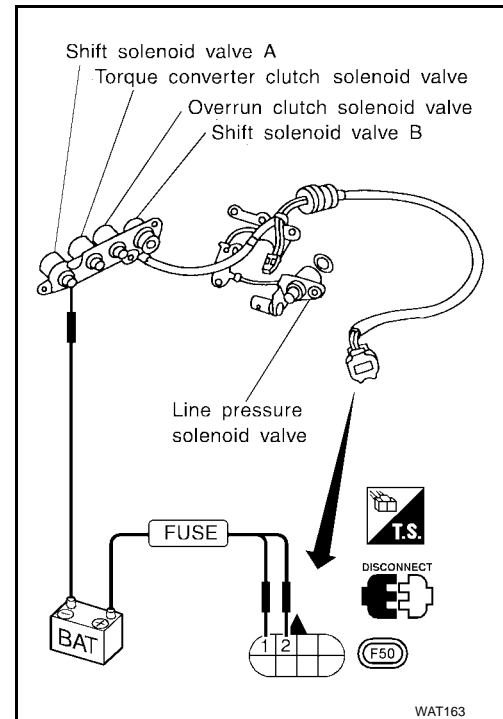
### 1. CHECK SHIFT SOLENOID VALVE

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check shift solenoid valve operation.
  - Shift solenoid valve A
  - Shift solenoid valve B

Refer to [AT-140, "Component Inspection"](#).

#### OK or NG

- OK >> GO TO 2.  
 NG >> Repair or replace shift solenoid valve assembly.

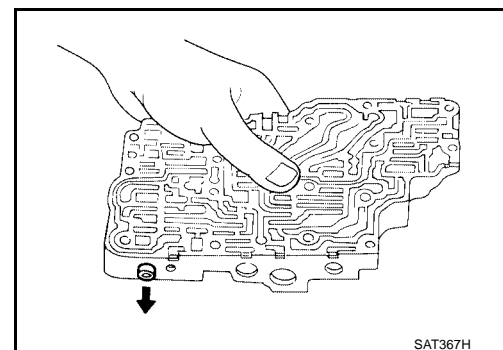


### 2. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-299, "Disassembly"](#).
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

#### OK or NG

- OK >> GO TO 3.  
 NG >> Repair control valve assembly.



### 3. CHECK DTC

Perform [AT-136, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#).

#### OK or NG

- OK >> **INSPECTION END**  
 NG >> Check transaxle internal components (clutch, brake, etc.).

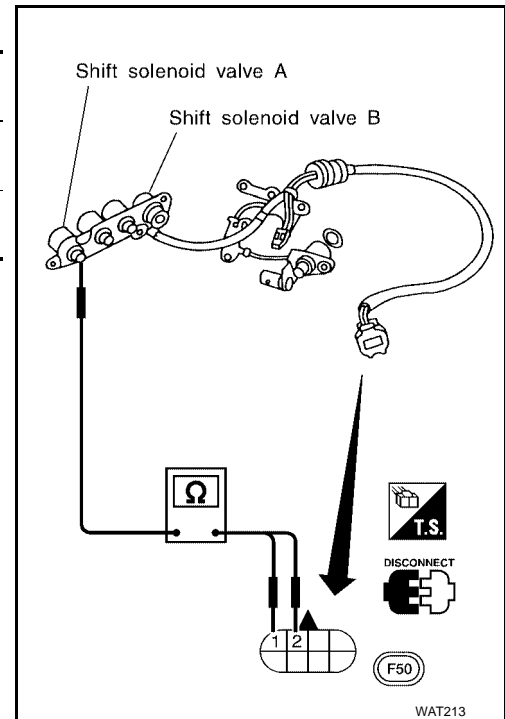
## Component Inspection SHIFT SOLENOID VALVE A AND B

- Refer to [AT-260, "Control Valve Assembly and Accumulators"](#) .

### Resistance Check

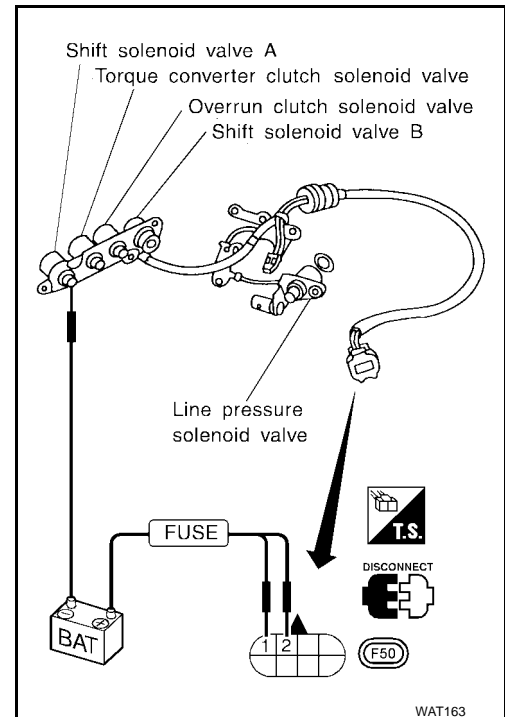
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω
Shift solenoid valve B	1		5 - 20Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



DTC P0732 A/T 2ND GEAR FUNCTION

PF3:31940

ECS005X8

Description

- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (2nd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck open.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck open	4	3*	3	4

\*: P0732 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
Ⓜ : A/T 2ND GR FNCTN	A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>• Shift solenoid valve B</li> <li>• Each clutch</li> <li>• Hydraulic control circuit</li> </ul>
Ⓜ : P0732		

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

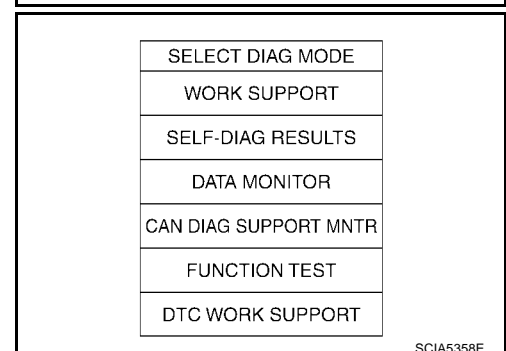
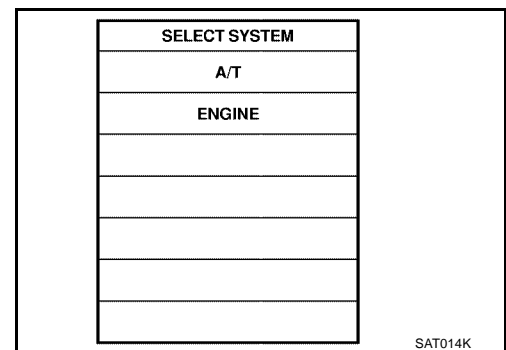
Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Ⓜ With CONSULT-II

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.

FLUID TEMP SEN: 0.4 - 1.5V



# DTC P0732 A/T 2ND GEAR FUNCTION

[RE4F03B]

If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).

3. Select "2ND GR FNCTN P0732" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".

4. Accelerate vehicle to 50 to 55 km/h (31 to 34 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1.0/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**

- Check that "GEAR" shows "3" or "4" after releasing pedal.

5. Depress accelerator pedal to WOT (more than 7.0/8 of "THROTTLE POSI") quickly from a speed of 50 to 55 km/h (31 to 34 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to [AT-144, "Diagnostic Procedure"](#).

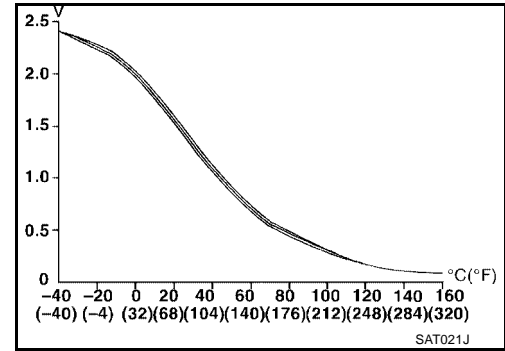
If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.

- Check that "GEAR" shows "2" when depressing accelerator pedal to WOT.

- If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS" for "ENGINE". In case a 1st trip DTC other than P0732 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

6. Stop vehicle.

7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0732 exists.	4 → 3 → 3 → 4

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)

Refer to [AT-144, "Diagnostic Procedure"](#).

Refer to [AT-386, "Shift Schedule"](#).

 **With GST**

Follow the procedure "With CONSULT-II".

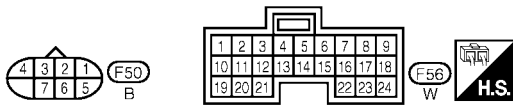
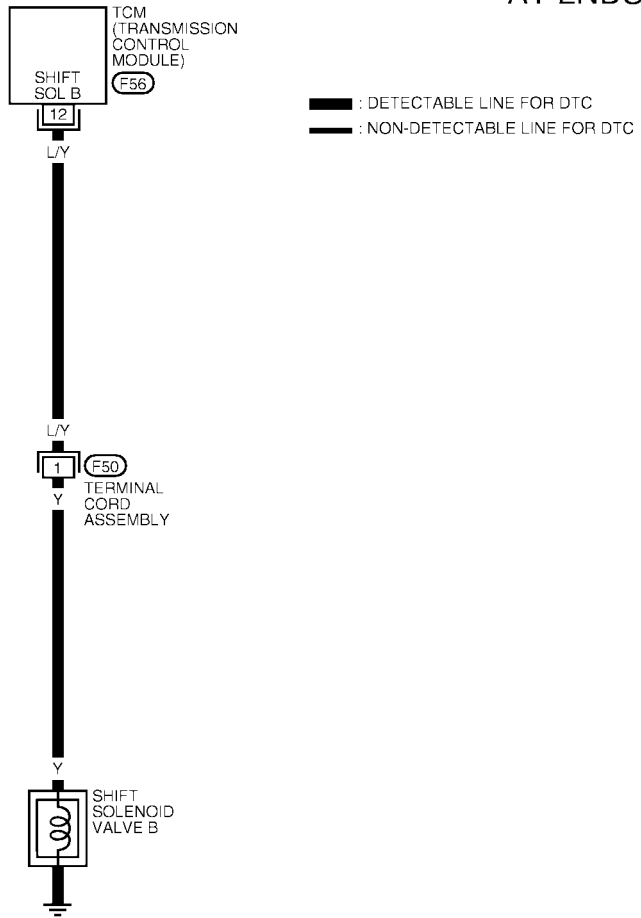
# DTC P0732 A/T 2ND GEAR FUNCTION

[RE4F03B]

## Wiring Diagram — AT — 2ND

ECS005X9

AT-2NDSIG-01



WAT119

TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B DOES NOT OPERATE	0V

WAT344

## Diagnostic Procedure

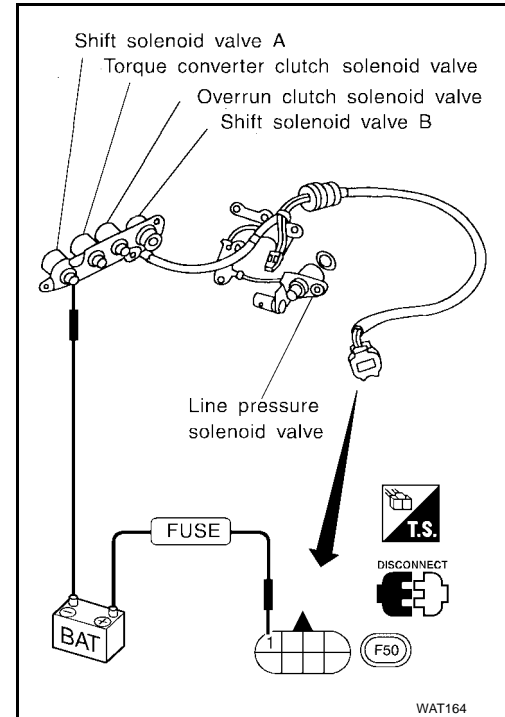
### 1. CHECK SHIFT SOLENOID VALVE

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check shift solenoid valve operation.
  - Shift solenoid valve B

Refer to [AT-145, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.  
 NG >> Repair or replace shift solenoid valve assembly.

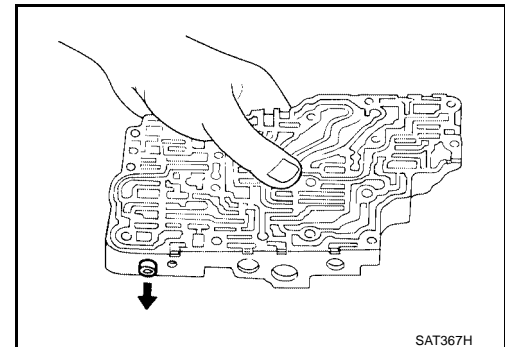


### 2. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-299, "Disassembly"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

OK or NG

- OK >> GO TO 3.  
 NG >> Repair control valve assembly.



### 3. CHECK DTC

Perform [AT-141, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

- OK >> **INSPECTION END**  
 NG >> Check transaxle internal components (clutch, brake, etc.).

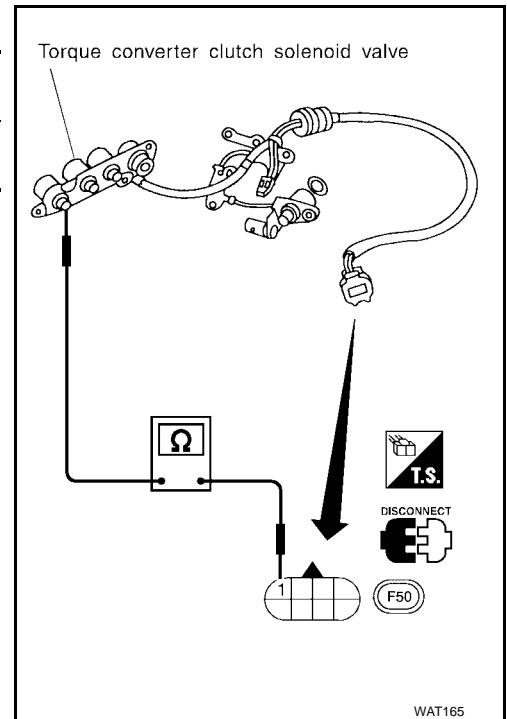
**Component Inspection**  
**SHIFT SOLENOID VALVE B**

- Refer to [AT-260, "Control Valve Assembly and Accumulators"](#) .

**Resistance Check**

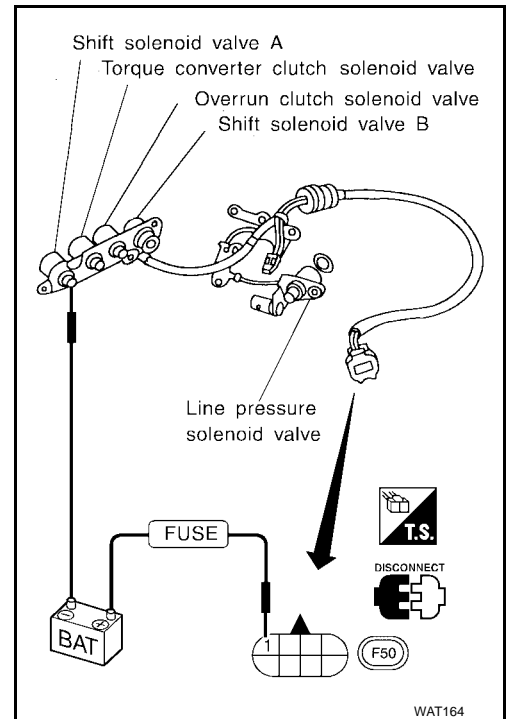
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	1	Ground	5 - 20Ω



**Operation Check**

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



**DTC P0733 A/T 3RD GEAR FUNCTION**

PF0:31940

**Description**

ECS005XC

- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

**ON BOARD DIAGNOSTIC LOGIC**

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM



C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (3rd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve A is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck closed	1	1	4*	4

\*: P0733 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : A/T 3RD GR FNCTN  : P0733	A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>• Shift solenoid valve A</li> <li>• Each clutch</li> <li>• Hydraulic control circuit</li> </ul>

**DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE**

**CAUTION:**

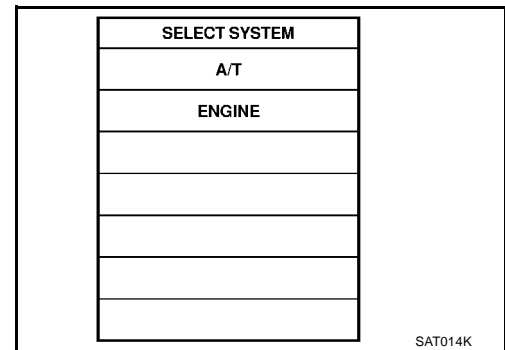
- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

**NOTE:**

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

**TESTING CONDITION:**

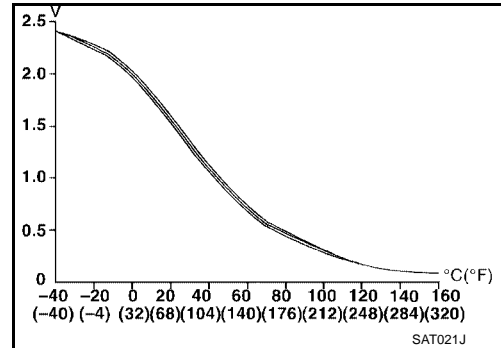
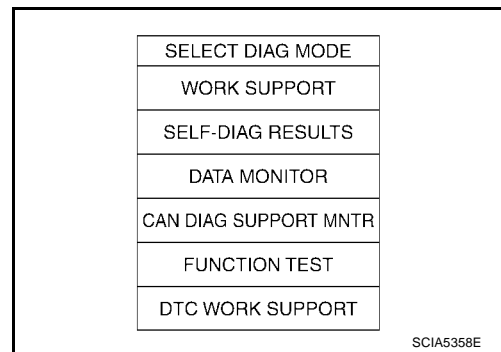
Always drive vehicle on a level road to improve the accuracy of test.



After the repair, perform the following procedure to confirm the malfunction is eliminated.

**With CONSULT-II**

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "3RD GR FNCTN P0733" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
4. Accelerate vehicle to 70 to 85 km/h (43 to 53 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1.0/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**  
 - Check that "GEAR" shows "4" after releasing pedal.
5. Depress accelerator pedal steadily with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 70 to 85 km/h (43 to 53 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)  
 If the check result NG appears on CONSULT-II screen, go to [AT-149, "Diagnostic Procedure"](#).  
 If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.  
 - Check that "GEAR" shows "3" when depressing accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI".  
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS" for "ENGINE". In case a 1st trip DTC other than P0733 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
6. Stop vehicle.
7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists.	1 → 2 → 3 → 4
Malfunction for P0733 exists.	1 → 1 → 4 → 4

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-149, "Diagnostic Procedure"](#).  
 Refer to [AT-386, "Shift Schedule"](#).

**With GST**

Follow the procedure "With CONSULT-II".

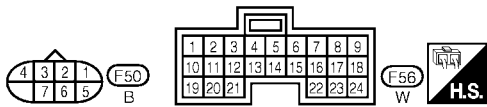
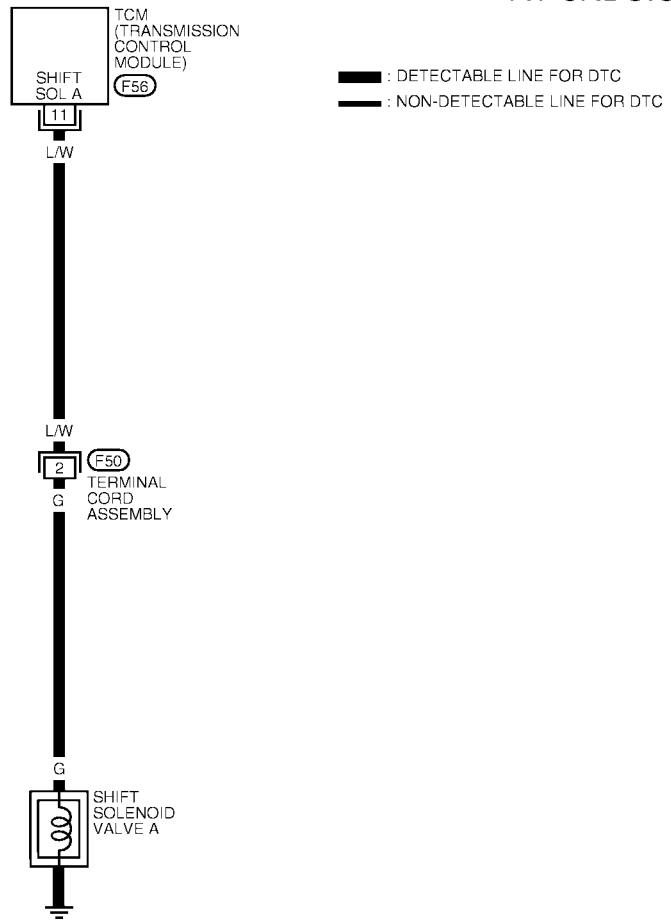
# DTC P0733 A/T 3RD GEAR FUNCTION

[RE4F03B]

## Wiring Diagram — AT — 3RD

ECS005XD

AT-3RDSIG-01



WAT120

TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A DOES NOT OPERATE	0V

WAT345

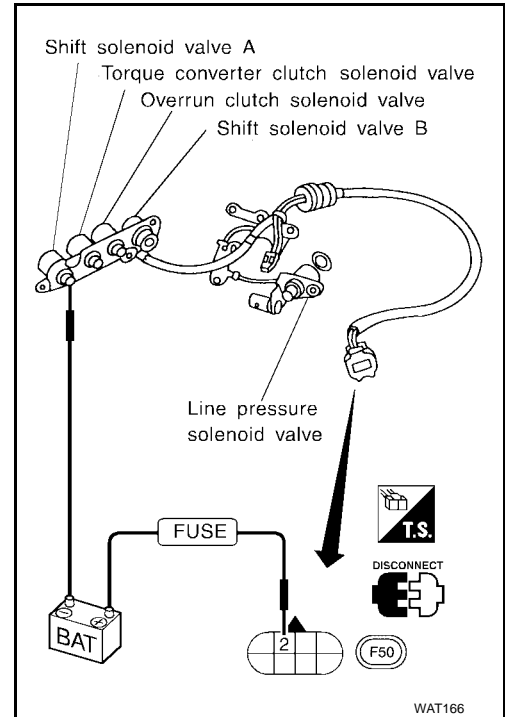
**Diagnostic Procedure**

**1. CHECK SHIFT SOLENOID VALVE**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check shift solenoid valve operation.
  - Shift solenoid valve A  
Refer to "Component Inspection".

**OK or NG**

- OK >> GO TO 2.
- NG >> Repair or replace shift solenoid valve assembly.

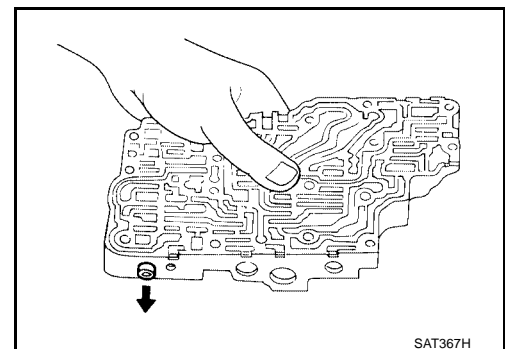


**2. CHECK CONTROL VALVE**

1. Disassemble control valve assembly. Refer to [AT-299, "Disassembly"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

**OK or NG**

- OK >> GO TO 3.
- NG >> Repair control valve assembly.



**3. CHECK DTC**

Perform [AT-146, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

**OK or NG**

- OK >> **INSPECTION END**
- NG >> Check transaxle internal components (clutch, brake, etc.).

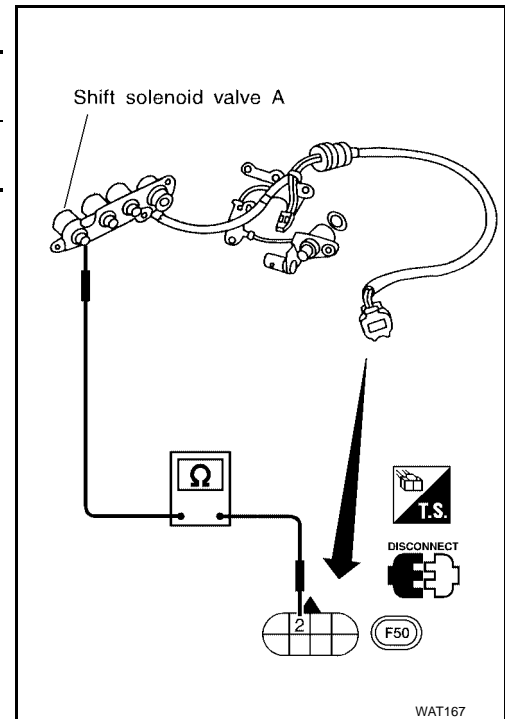
## Component Inspection SHIFT SOLENOID VALVE A

- Refer to [AT-260, "REMOVAL"](#) .

### Resistance Check

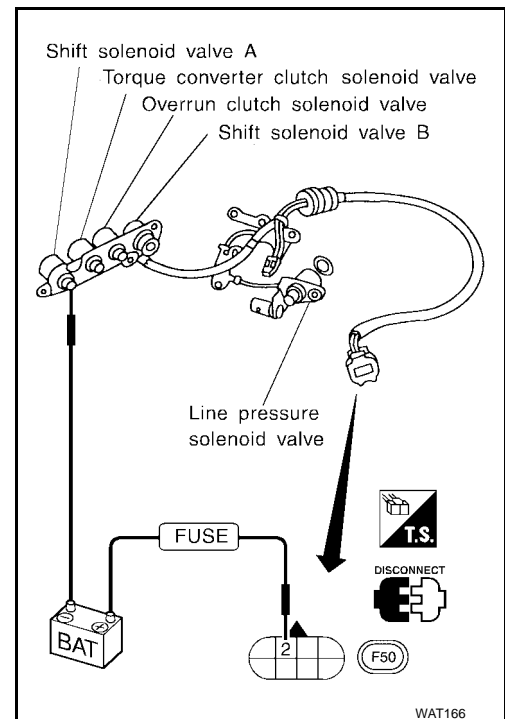
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



DTC P0734 A/T 4TH GEAR FUNCTION

PFP:31940

Description

ECS005XG

- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or when the line pressure is low. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	24%
	↓ Large throttle opening (High line pressure)	↓ 95%

ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor



B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction. This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	1*

\*: P0734 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : A/T 4TH GR FNCTN	A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Shift solenoid valve B</li> <li>● Line pressure solenoid valve</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>
 : P0734		

## DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**CAUTION:**

- Always drive vehicle at a safe speed.
- If conducting this “DTC CONFIRMATION PROCEDURE” again, always turn ignition switch “OFF” and wait at least 5 seconds before continuing.
- Be careful not to rev engine into the red zone on the tachometer.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

**TESTING CONDITION:**

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Ⓟ With CONSULT-II

1. Start engine and select “DATA MONITOR” mode for “A/T” with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.

**FLUID TEMP SEN: 0.4 - 1.5V**

If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).

3. Select “4TH GR FNCTN P0734” of “DTC WORK SUPPORT” mode for “A/T” with CONSULT-II and touch “START”.
4. Accelerate vehicle to 45 to 55 km/h (28 to 34 MPH) under the following condition and release the accelerator pedal completely.

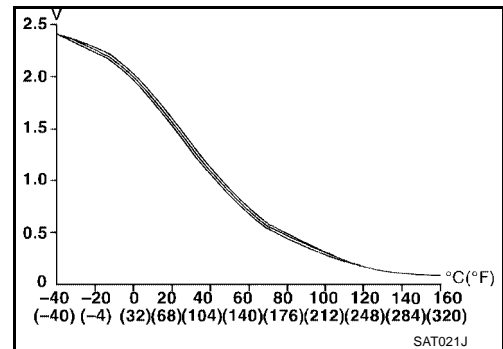
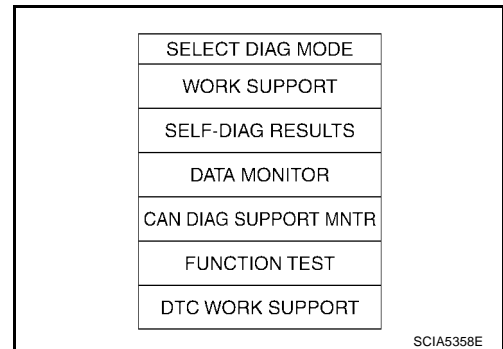
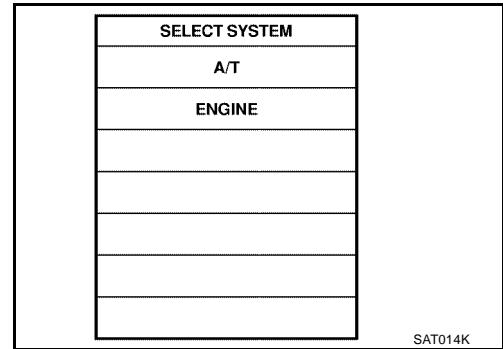
**THROTTLE POSI: Less than 5.5/8 (at all times during step 4)**

**Selector lever: D position (OD “ON”)**

- Check that “GEAR” shows “3” after releasing pedal.
- 5. Depress accelerator pedal steadily with 1.0/8 - 2.0/8 of “THROTTLE POSI” from a speed of 45 to 55 km/h (28 to 34 MPH) until “TESTING” has turned to “STOP VEHICLE” or “COMPLETED”. (It will take approximately 3 seconds.)  
If the check result NG appears on CONSULT-II screen, go to [AT-155, "Diagnostic Procedure"](#) .  
If “STOP VEHICLE” appears on CONSULT-II screen, go to following step.
- Check that “GEAR” shows “4” when depressing accelerator pedal with 1.0/8 - 2.0/8 of “THROTTLE POSI”.
- If “TESTING” does not appear on CONSULT-II for a long time, select “SELF-DIAGNOSIS” for “ENGINE”. In case a 1st trip DTC other than P0734 is shown, refer to applicable “TROUBLE DIAGNOSIS FOR DTC”.
- 6. Stop vehicle.
- 7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0734 exists.	1 → 2 → 2 → 1

8. Make sure that “OK” is displayed. (If “NG” is displayed, refer to “Diagnostic Procedure”.)  
Refer to [AT-155, "Diagnostic Procedure"](#) .  
Refer to [AT-386, "Shift Schedule"](#) .





## With GST

Follow the procedure "With CONSULT-II".

A

B

AT

D

E

F

G

H

I

J

K

L

M



# DTC P0734 A/T 4TH GEAR FUNCTION

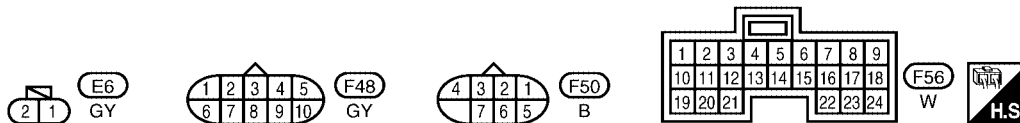
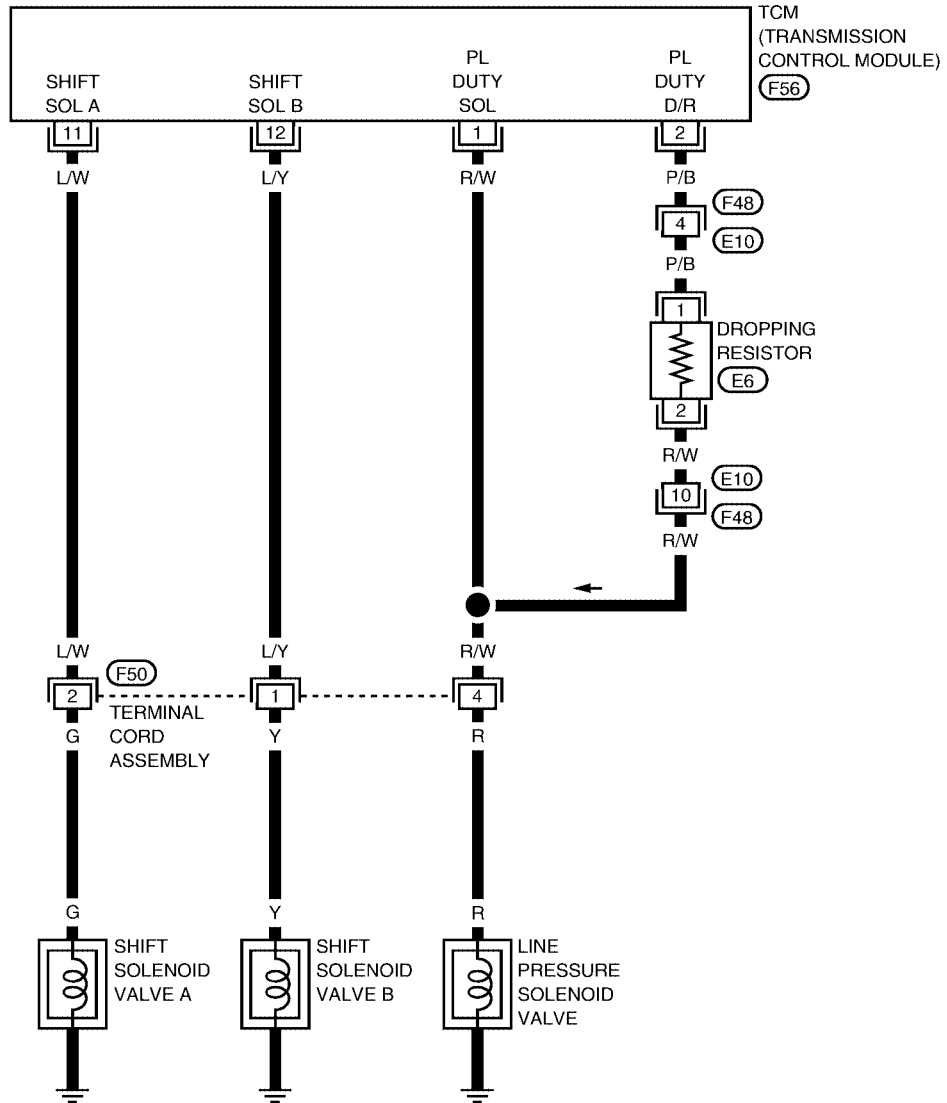
[RE4F03B]

## Wiring Diagram — AT — 4TH

ECS005XH

### AT-4THSIG-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



WCWA0065E

# DTC P0734 A/T 4TH GEAR FUNCTION

[RE4F03B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	1.5 - 2.5V
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0V
2	P/B	LINE PRESSURE SOLENOID VALVE (WITH DROPPING RESISTOR)	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	5 - 14V
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0.5V OR LESS
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A DOES NOT OPERATES	0V
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B DOES NOT OPERATES	0V

## Diagnostic Procedure

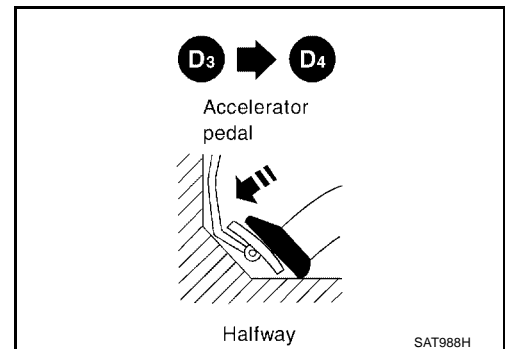
ECS005XI

### 1. CHECK SHIFT UP (D3 TO D4)

During "Cruise Test – Part 1" ([AT-78, "Cruise Test — Part 1"](#)), does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 9.
- No >> GO TO 2.



### 2. CHECK LINE PRESSURE

Perform line pressure test.

Refer to [AT-68, "Line Pressure Test"](#).

Engine speed rpm	Line pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 positions	R position
Idle	500 (5.1, 73)	778 (7.9, 113)
Stall	1,167 (11.9, 169)	1,816 (18.5, 263)

LAT236

OK or NG

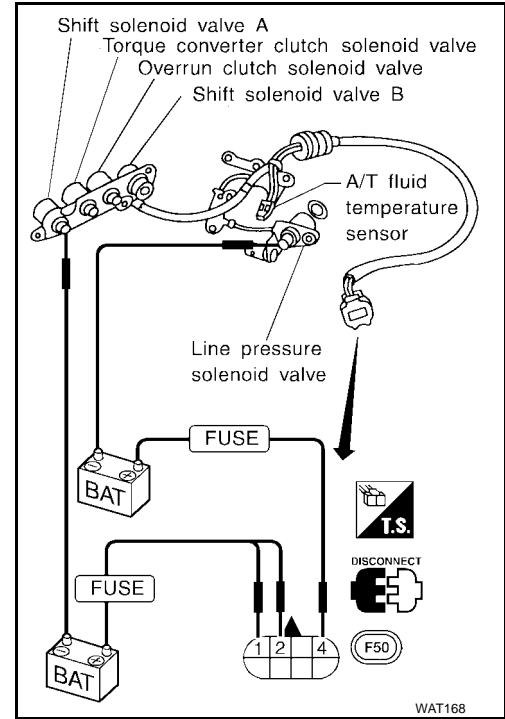
- OK >> GO TO 3.
- NG >> GO TO 6.

### 3. CHECK SOLENOID VALVES

1. Remove control valve assembly.  
Refer to [AT-260, "REMOVAL"](#) .
2. Refer to [AT-159, "SOLENOID VALVES"](#) .

OK or NG

- OK >> GO TO 4.  
 NG >> Replace solenoid valve assembly.

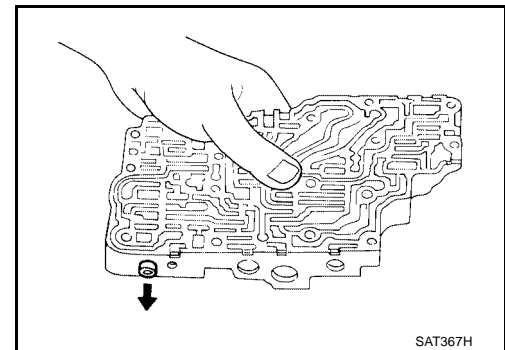


### 4. CHECK CONTROL VALVE

1. Disassemble control valve assembly.  
Refer to [AT-299, "Disassembly"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

OK or NG

- OK >> GO TO 5.  
 NG >> Repair control valve.



### 5. CHECK SHIFT UP (D3 TO D4 )

Does A/T shift from D3 to D4 at the specified speed?

OK or NG

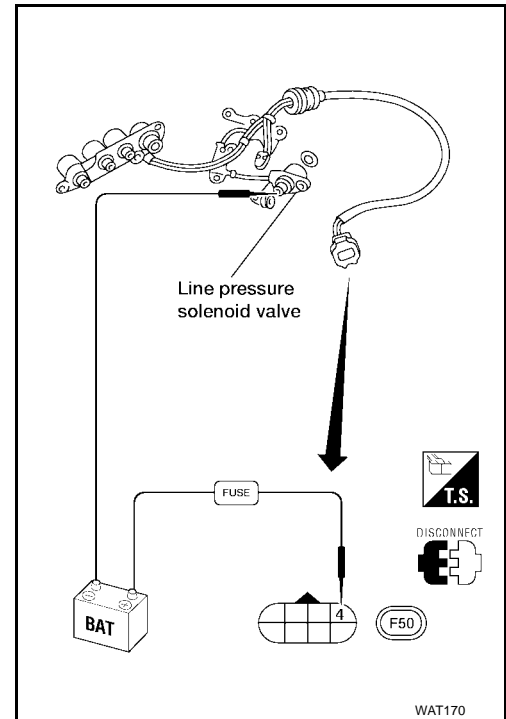
- OK >> GO TO 9.  
 NG >> Check transaxle internal components (clutch, brake, etc.).

**6. CHECK LINE PRESSURE SOLENOID VALVE**

1. Remove control valve assembly.  
Refer to [AT-260, "REMOVAL"](#) .
2. Refer to [AT-159, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
 NG >> Replace solenoid valve assembly.

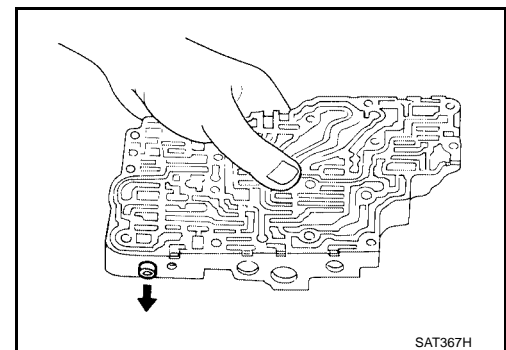


**7. CHECK CONTROL VALVE**

1. Disassemble control valve assembly.  
Refer to [AT-299, "Disassembly"](#) .
2. Check line pressure circuit valves for sticking.
  - Pressure regulator valve
  - Pilot valve
  - Pressure modifier valve

OK or NG

- OK >> GO TO 8.  
 NG >> Repair control valve.



**8. CHECK SHIFT UP (D3 TO D4 )**

Does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 9.  
 No >> Check transaxle internal components (clutch, brake, etc.).

---

## 9. CHECK DTC

---

Perform [AT-152, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

### OK or NG

OK >> **INSPECTION END**

NG >> Perform "Cruise Test — Part 1" ([AT-78, "Cruise Test — Part 1"](#)) again and return to the start point of this test group.

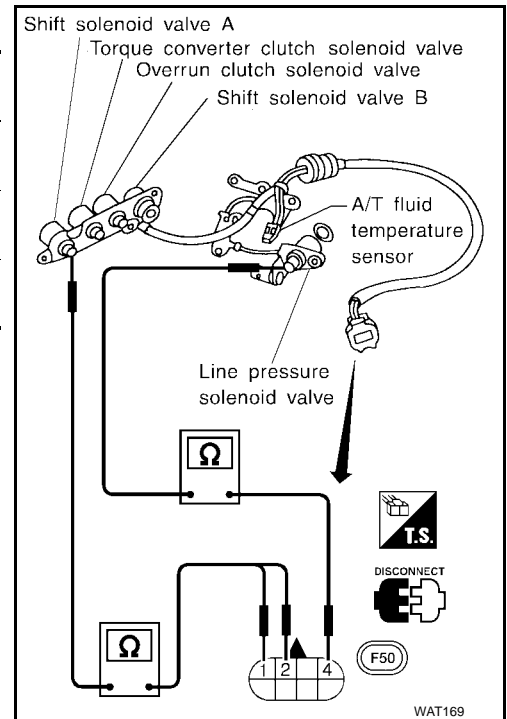
## Component Inspection SOLENOID VALVES

- Refer to [AT-260, "REMOVAL"](#).

### Resistance Check

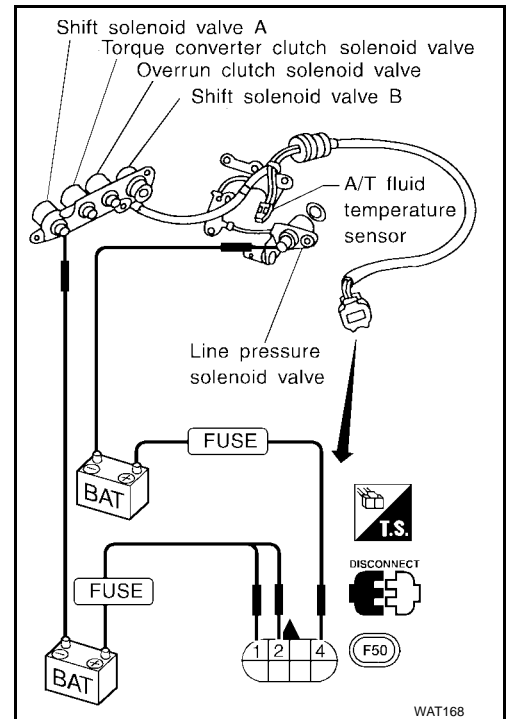
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω
Shift solenoid valve B	1		5 - 20Ω
Line pressure solenoid valve	4		2.5 - 5Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F03B]

## DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

PF3:31940

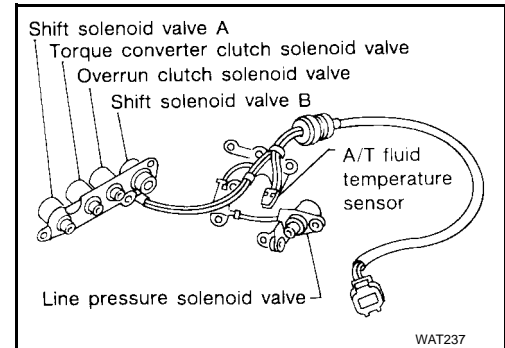
### Description

ECS005XK

The torque converter clutch solenoid valve is activated, with the gear in "D4", by the TCM in response to signals sent from the vehicle speed sensor and throttle position sensor [accelerator pedal position (APP) sensor]s. Lock-up piston operation will then be controlled.

Lock-up operation, however, is prohibited when A/T fluid temperature is too low.

When the accelerator pedal is depressed (less than 2/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.



WAT237

### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)
Torque converter clutch solenoid valve duty	Lock-up "OFF"	4%
	↓ Lock-up "ON"	↓ 94%

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when...	Check items (Possible cause)
: TCC SOLENOID/CIRC : P0740	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● T/C clutch solenoid valve</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

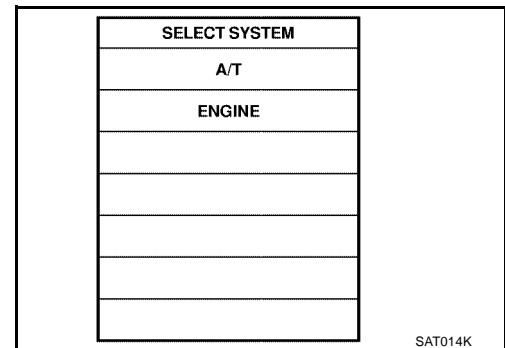
#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

With CONSULT-II

1. Turn ignition switch "ON".

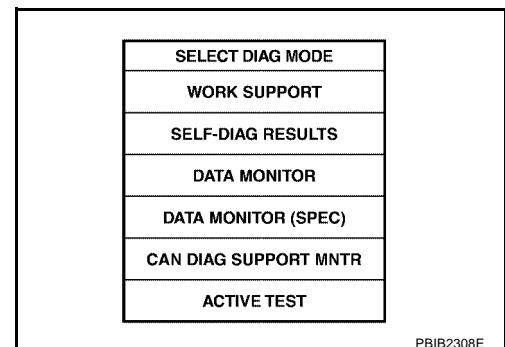


SAT014K

2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II and wait at least 1 second.

With GST

Follow the procedure "With CONSULT-II".



PBIB2308E

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

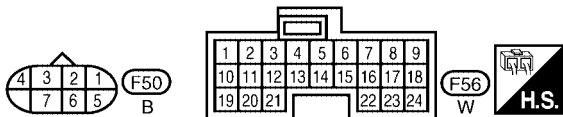
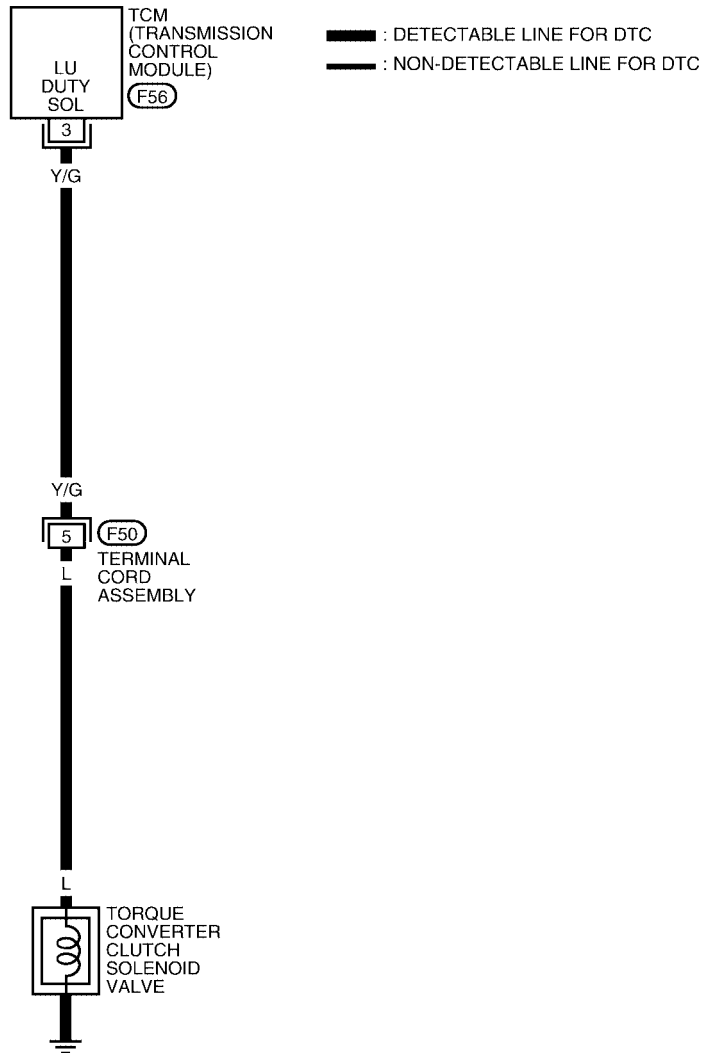
[RE4F03B]

## Wiring Diagram — AT — TCV

ECS005XL

AT-TCV-01

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



WCWA0066E



# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F03B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

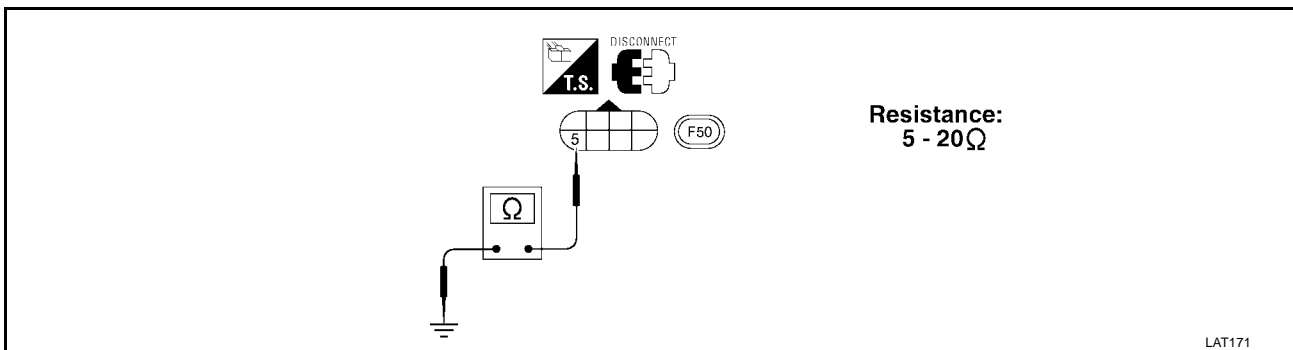
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
3	Y/G	TORQUE CONVERTER CLUTCH SOLENOID VALVE	WHEN A/T PERFORMS LOCK-UP	8 - 15V
			WHEN A/T DOES NOT PERFORM LOCK-UP	0V

## Diagnostic Procedure

ECS005XM

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal 5 and ground.



OK or NG

OK >> GO TO 2.

NG >> 1. Remove oil pan. Refer to [AT-260, "REMOVAL"](#).

2. Check the following items:

- Torque converter clutch solenoid valve  
Refer to [AT-163, "TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#).
- Harness of terminal cord assembly for short or open

### 2. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector F56.
3. Check continuity between terminal cord assembly F50 terminal 5 (Y/G) and TCM harness connector terminal 3 (Y/G).

**Continuity should exist.**

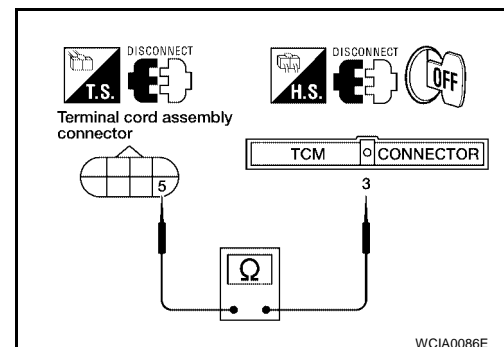
If OK, check harness for short to ground and short to power.

4. Reinstall any part removed.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



### 3. CHECK DTC

Perform [AT-160, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#).

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F03B]

ECS005XN

## Component Inspection

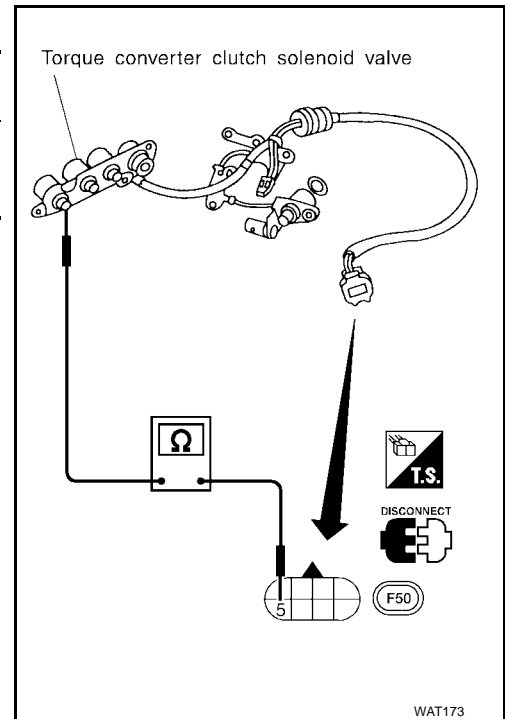
### TORQUE CONVERTER CLUTCH SOLENOID VALVE

- Refer to [AT-260, "REMOVAL"](#).

### Resistance Check

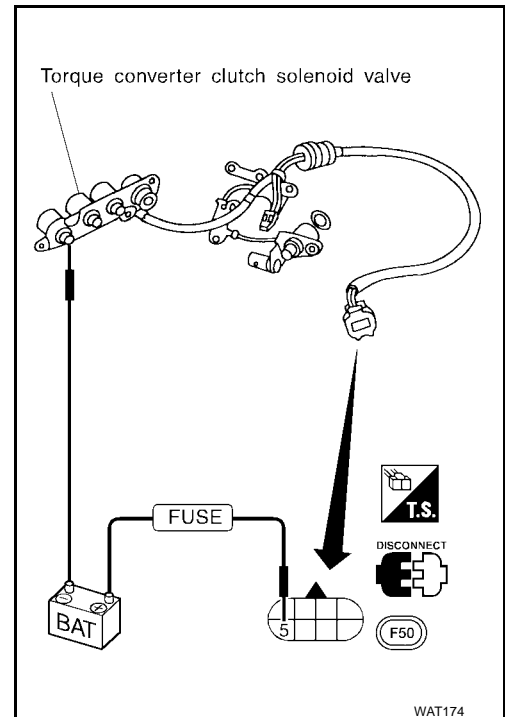
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Torque converter clutch solenoid valve	5	Ground	5 - 20Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

[RE4F03B]

## DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

PF3:31940

### Description

ECS005X0

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)
Torque converter clutch solenoid valve duty	Lock-up "OFF"	4%
	↓ Lock-up "ON"	↓ 94%

## ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor



B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction. This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	1*

\*: P0744 is detected.

Diagnostic trouble code	Malfunction is detected when...	Check items (Possible cause)
 : A/T TCC S/V FNCTN  : P0744	A/T cannot perform lock-up even if electrical circuit is good.	<ul style="list-style-type: none"> <li>● Torque converter clutch solenoid valve</li> <li>● Line pressure solenoid valve</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>

## DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

### CAUTION:

Always drive vehicle at a safe speed.

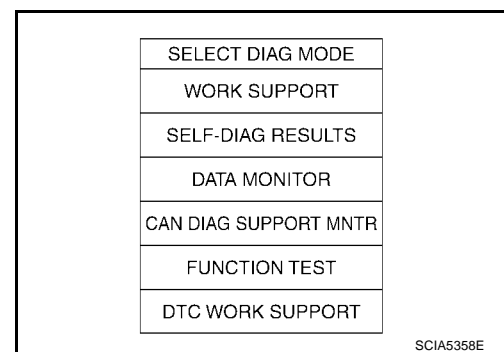
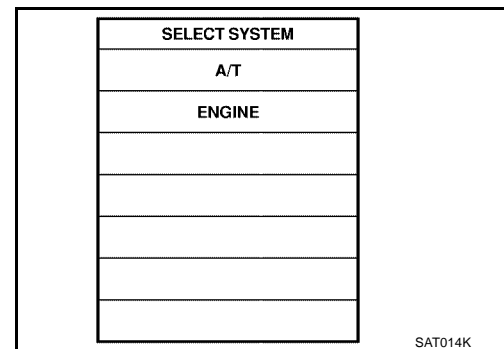
### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

 With CONSULT-II

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "TCC S/V FNCTN P0744" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



## DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

[RE4F03B]

- Accelerate vehicle to more than 80 km/h (50 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETE". (It will take approximately 30 seconds after "TESTING" shows.)

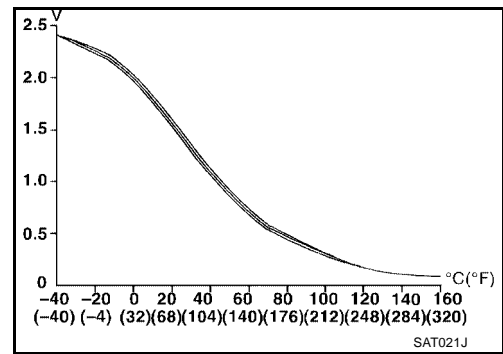
**THROTTLE POSI: 1.0/8 - 2.0/8 (at all times during step 4)**

**Selector lever: D position (OD "ON")**

**TCC S/V DUTY: More than 94%**

**VHCL/S SE-A/T: Constant speed of more than 80 km/h (50 MPH)**

- Check that "GEAR" shows "4".
  - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- Make sure that "OK" is displayed. (If "NG" is displayed, refer to [AT-168, "Diagnostic Procedure"](#) .)  
Refer to [AT-168, "Diagnostic Procedure"](#) .  
Refer to [AT-386, "Shift Schedule"](#) .



### With GST

Follow the procedure "With CONSULT-II".

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

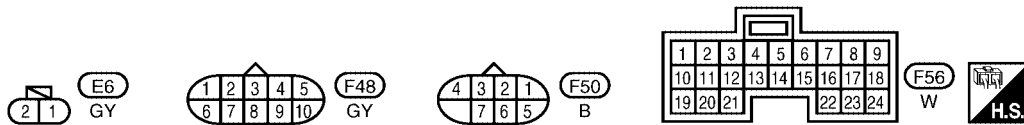
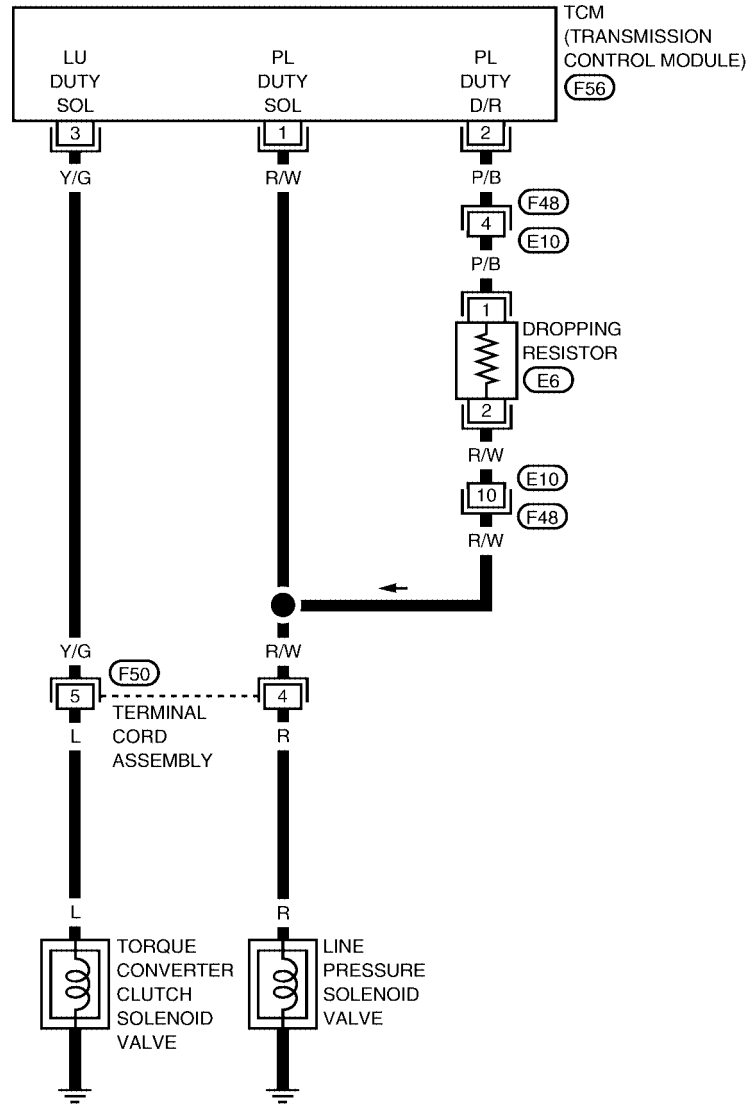
[RE4F03B]

## Wiring Diagram — AT — TCCSIG

ECS005XP

### AT-TCCSIG-01

: DETECTABLE LINE FOR DTC  
 : NON- DETECTABLE LINE FOR DTC



WCWA0067E

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

[RE4F03B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	1.5 - 2.5V
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0.5V OR LESS
2	P/B	LINE PRESSURE SOLENOID VALVE (WITH DROPPING RESISTOR)	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	5 - 14V
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0.5V OR LESS
3	Y/G	TORQUE CONVERTER CLUTCH SOLENOID VALVE	WHEN A/T PERFORMS LOCK-UP	8 - 14V
			WHEN A/T DOES NOT PERFORM LOCK-UP	0V

## Diagnostic Procedure

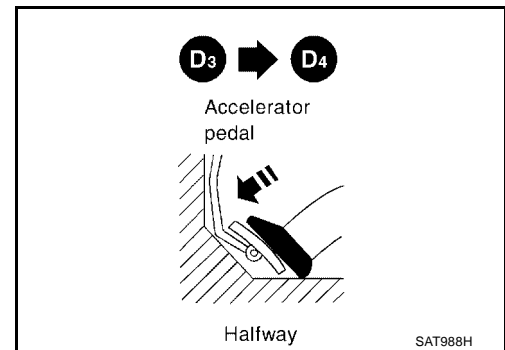
ECS005XQ

### 1. CHECK SHIFT UP (D3 TO D4)

During "Cruise Test – Part 1" ([AT-78, "Cruise Test — Part 1"](#)), does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 10.
- No >> GO TO 2.



### 2. CHECK LINE PRESSURE

Perform line pressure test.

Refer to [AT-68, "Line Pressure Test"](#).

Engine speed rpm	Line pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 positions	R position
Idle	500 (5.1, 73)	778 (7.9, 113)
Stall	1,167 (11.9, 169)	1,816 (18.5, 263)

LAT236

OK or NG

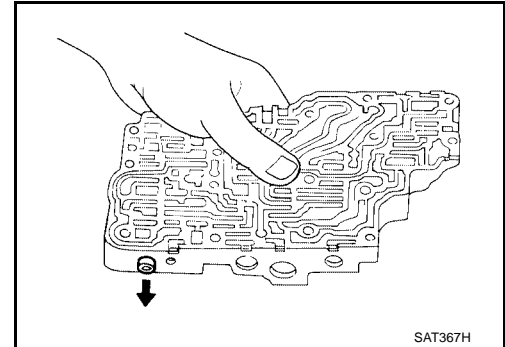
- OK >> GO TO 3.
- NG >> GO TO 6.

### 3. CHECK CONTROL VALVE

1. Disassemble control valve assembly.  
Refer to [AT-299, "Disassembly"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair control valve.



### 4. CHECK SHIFT UP (D<sub>3</sub> TO D<sub>4</sub>)

Does A/T shift from D<sub>3</sub> to D<sub>4</sub> at the specified speed?

#### Yes or No

- Yes >> GO TO 5.  
No >> Check transaxle internal components (clutch, brake, etc.).

### 5. CHECK DTC

Perform [AT-165, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10. Check lock-up condition.

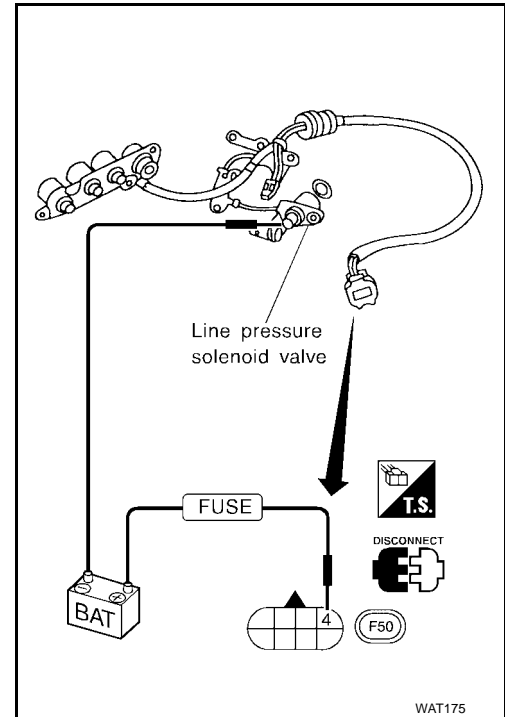


## 6. CHECK LINE PRESSURE SOLENOID VALVE

1. Remove control valve assembly.  
Refer to [AT-260, "REMOVAL"](#) .
2. Check line pressure solenoid valve operation.  
Refer to [AT-178, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace solenoid valve assembly.

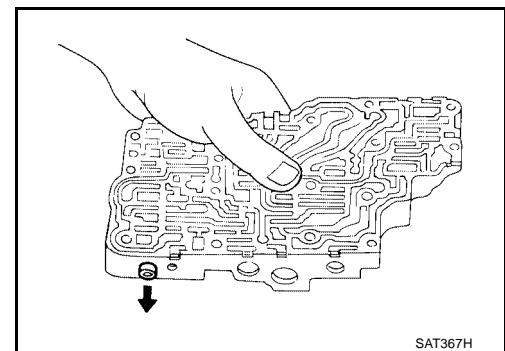


## 7. CHECK CONTROL VALVE

1. Disassemble control valve assembly.  
Refer to [AT-299, "Disassembly"](#) .
2. Check line pressure circuit valves for sticking.
  - Pressure regulator valve
  - Pilot valve
  - Pressure modifier valve

OK or NG

- OK >> GO TO 8.  
NG >> Repair control valve.



## 8. CHECK SHIFT UP (D3 TO D4 )

Does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 9.  
No >> Check transaxle internal components (clutch, brake, etc.).

9. CHECK DTC

Perform [AT-165, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

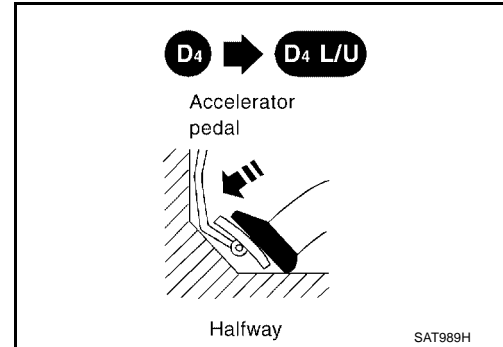
- OK >> **INSPECTION END**
- NG >> GO TO 10. Check for proper lock-up.

10. CHECK LOCK-UP CONDITION

During "Cruise Test – Part 1" ([AT-78, "Cruise Test — Part 1"](#) ), does A/T perform lock-up at the specified speed?

Yes or No

- Yes >> Perform "Cruise Test – Part 1" ([AT-78, "Cruise Test — Part 1"](#) ) again and return to the start point of this test group.
- No >> GO TO 11.

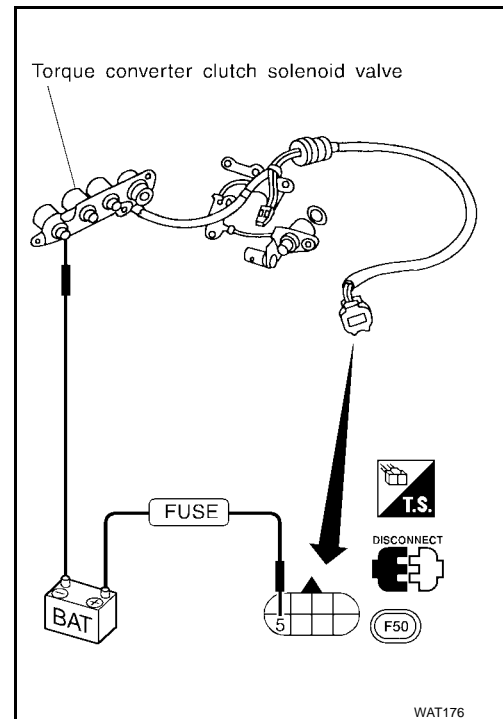


11. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check torque converter clutch solenoid valve operation. Refer to [AT-163, "TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#)

OK or NG

- OK >> GO TO 12.
- NG >> Replace solenoid valve assembly.

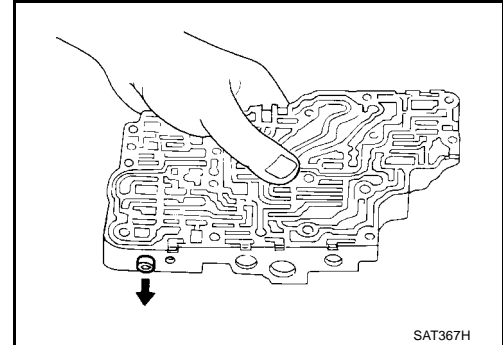


## 12. CHECK CONTROL VALVE

1. Disassemble control valve assembly.  
Refer to [AT-299, "Disassembly"](#) .
2. Check control valves for sticking.
  - Torque converter clutch control valve
  - Torque converter clutch relief valve

OK or NG

- OK >> GO TO 13.  
NG >> Repair control valve.



## 13. CHECK LOCK-UP CONDITION

Does A/T perform lock-up at the specified speed?

Yes or No

- Yes >> GO TO 14.  
No >> Check transaxle internal components (clutch, brake, etc.).

## 14. CHECK DTC

Perform [AT-165, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> Perform "Cruise Test — Part 1" ([AT-78, "Cruise Test — Part 1"](#)) again and return to the start point of this test group.

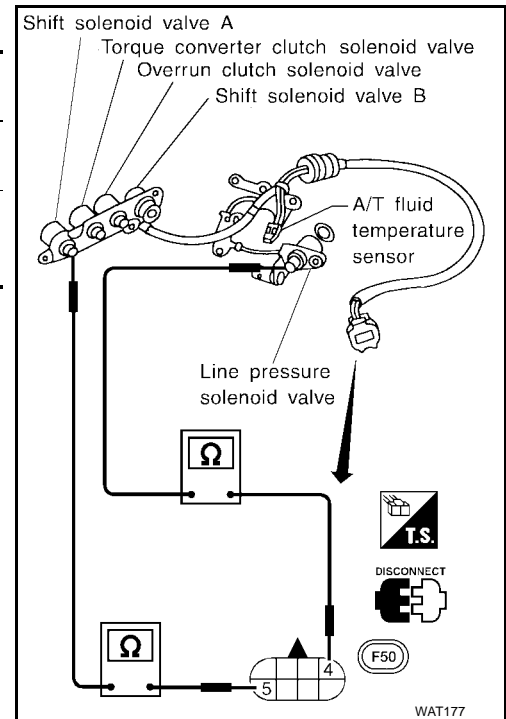
## Component Inspection SOLENOID VALVES

- Refer to [AT-260, "REMOVAL"](#).

### Resistance Check

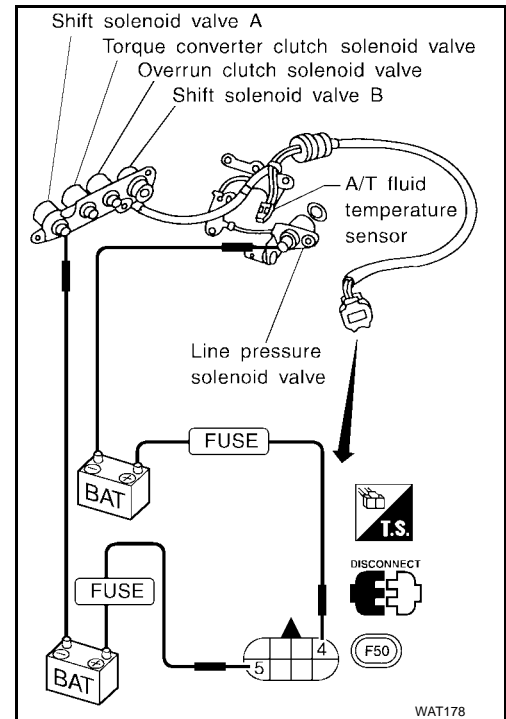
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	4	Ground	2.5 - 5Ω
Torque converter clutch solenoid valve	5		5 - 20Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



DTC P0745 LINE PRESSURE SOLENOID VALVE

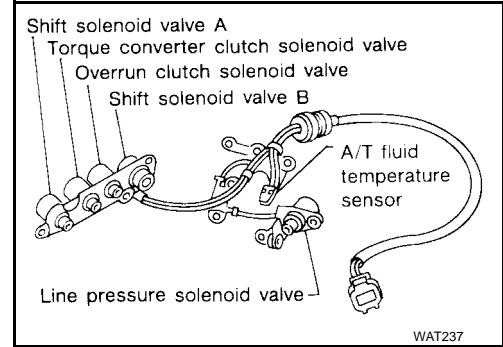
PF3:31940

Description

ECS005XS

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the TCM.

The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	24%
	↓ Large throttle opening (High line pressure)	↓ 95%

NOTE:

The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
ⓘ : L/PRESS SOL/CIRC ⓘ : P0745	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Line pressure solenoid valve</li> </ul>

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

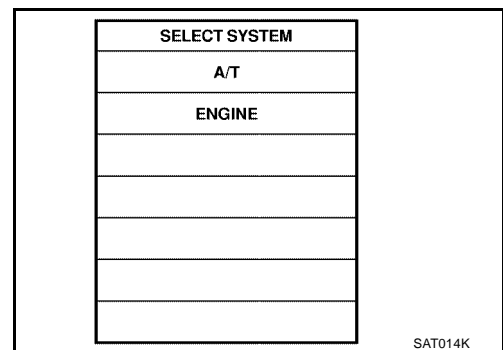
NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

ⓘ With CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.

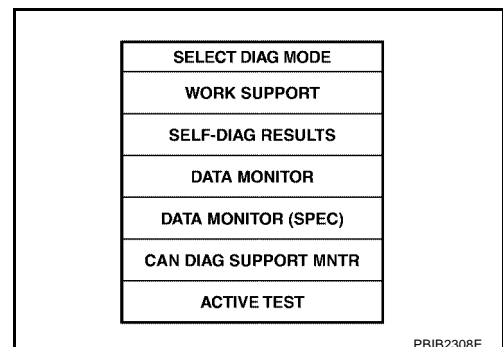


SAT014K

2. Depress accelerator pedal completely and wait at least 5 seconds.

ⓘ With GST

Follow the procedure "With CONSULT-II".



PBIB2308E

# DTC P0745 LINE PRESSURE SOLENOID VALVE

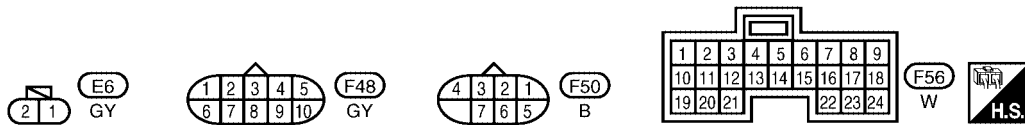
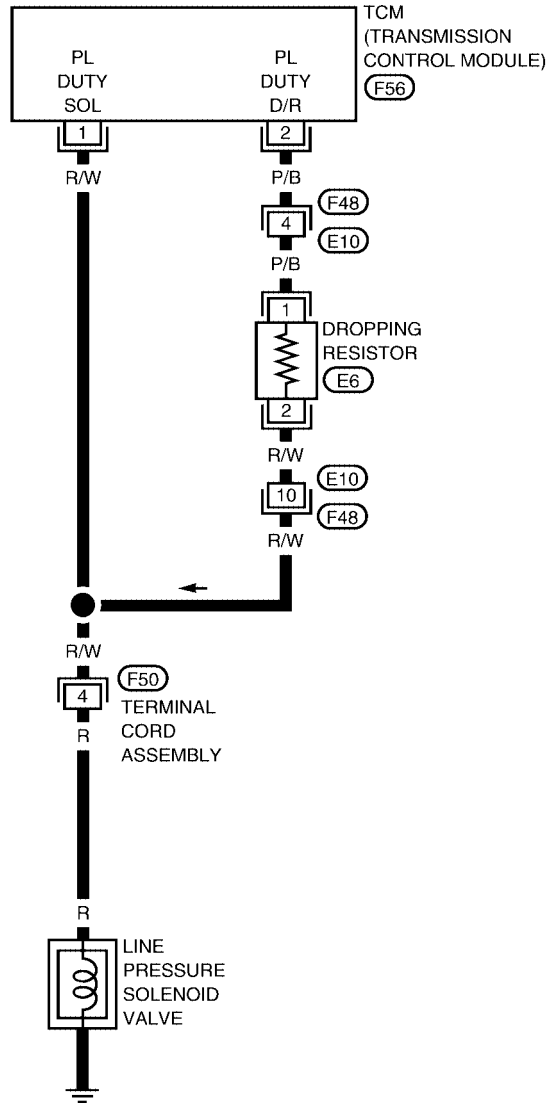
[RE4F03B]

## Wiring Diagram — AT — LPSV

ECS005XT

AT-LPSV-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON- DETECTABLE LINE FOR DTC



WCWA0068E

# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F03B]

## TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

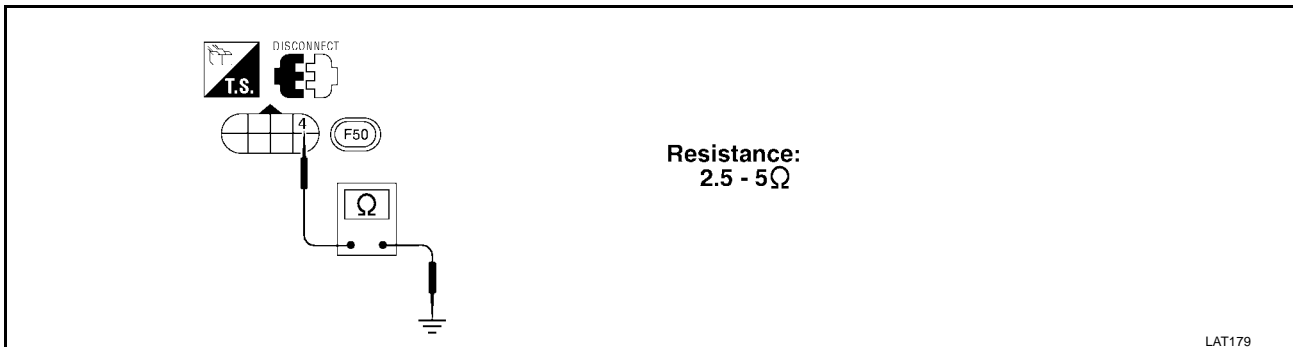
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	1.5 - 3.0V
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0.5V OR LESS
2	P/B	LINE PRESSURE SOLENOID VALVE (WITH DROPPING RESISTOR)	WHEN RELEASING ACCELERATOR PEDAL (ENGINE WARM)	5 - 14v
			WHEN DEPRESSING ACCELERATOR PEDAL (ENGINE WARM)	0.5V OR LESS

## Diagnostic Procedure

ECS005XU

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal 4 and ground.



### OK or NG

OK >> GO TO 2.

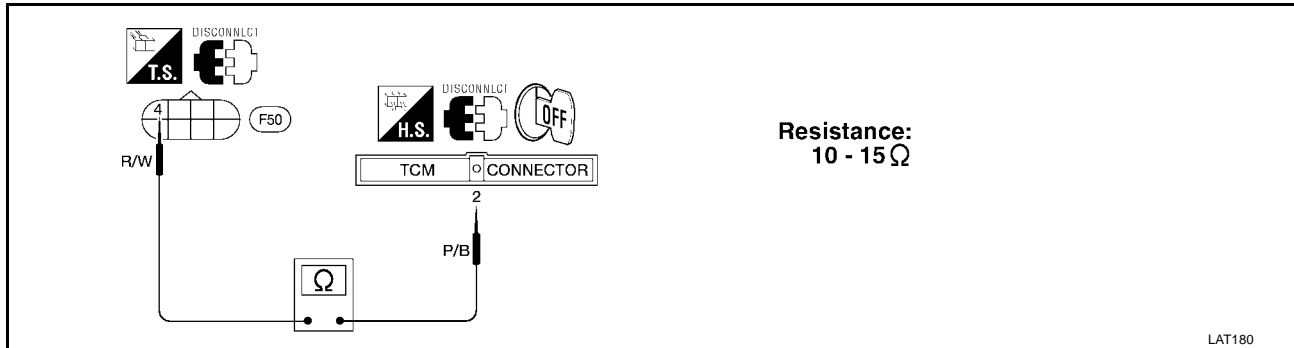
NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .

2. Check the following items:

- Line pressure solenoid valve  
Refer to [AT-178, "Component Inspection"](#) .
- Harness of terminal cord assembly for short or open

## 2. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal 4 and TCM harness connector terminal 2.



OK or NG

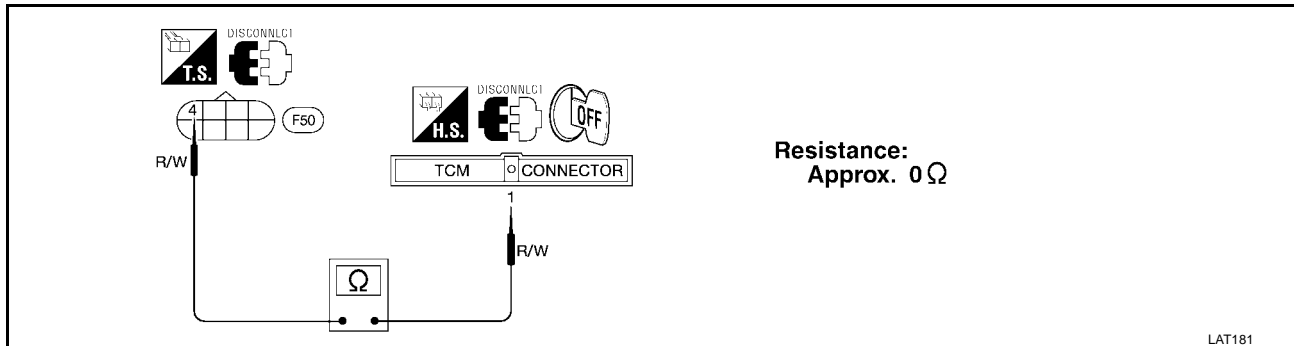
OK >> GO TO 3.

NG >> Check the following items:

- Dropping resistor  
Refer to [AT-179, "DROPPING RESISTOR"](#) .
- Harness for short or open between TCM terminal 2 and terminal cord assembly (Main harness)

## 3. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Check resistance between terminal 4 and TCM harness connector terminal 1.



If OK, check harness for short to ground and short to power.

3. Reinstall any part removed.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK DTC

Perform [AT-174, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



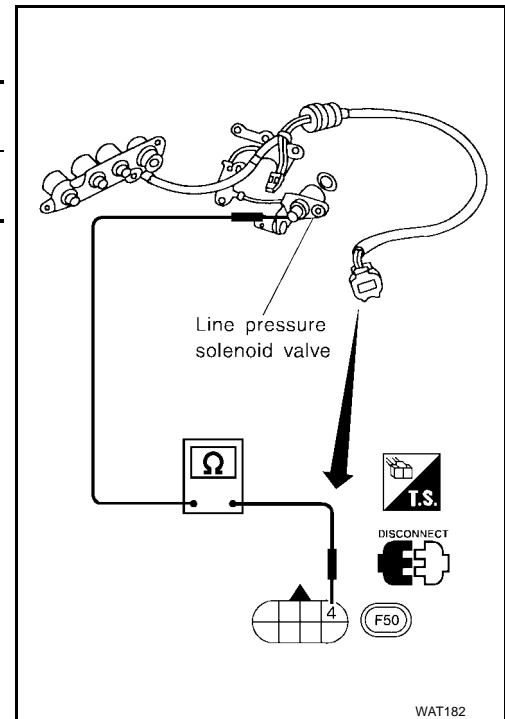
## Component Inspection LINE PRESSURE SOLENOID VALVE

- Refer to [AT-260, "REMOVAL"](#).

### Resistance Check

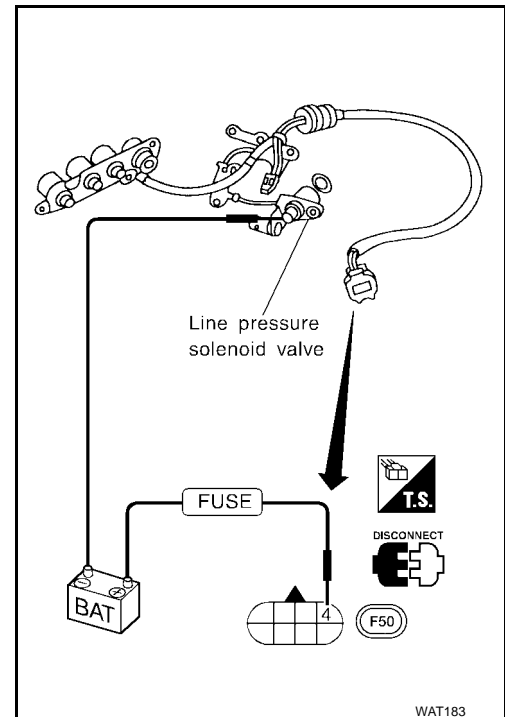
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	4	Ground	2.5 - 5Ω



### Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



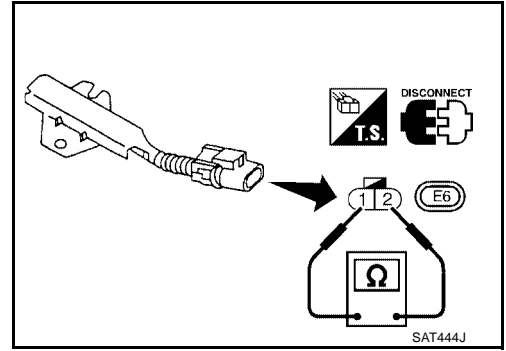
# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F03B]

## DROPPING RESISTOR

- Check resistance between two terminals.

**Resistance** : 10 - 15Ω

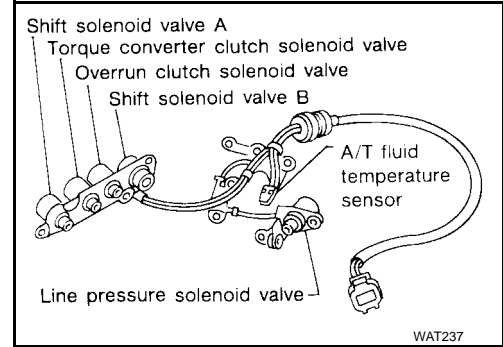


A  
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DTC P0750 SHIFT SOLENOID VALVE A

Description

Shift solenoid valves A and B are turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and throttle position sensor [accelerator pedal position (APP) sensor]. Gears will then be shifted to the optimum position.



Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
: SFT SOL A/CIRC : P0750	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Shift solenoid valve A</li> </ul>

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

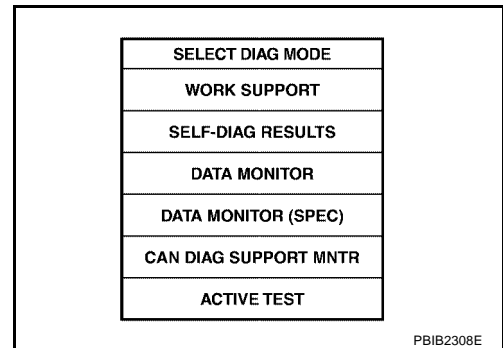
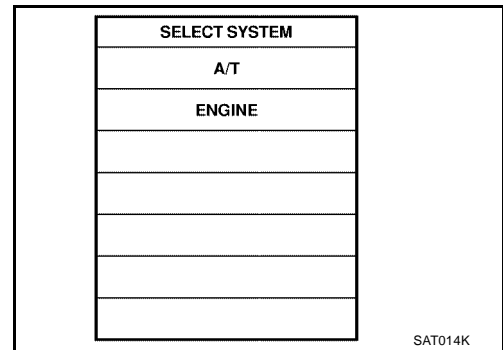
After the repair, perform the following procedure to confirm the malfunction is eliminated.

With CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2. Start engine.
3. Drive vehicle in D position and allow the transmission to shift “1” → “2” (“GEAR”).

**With GST**

Follow the procedure “With CONSULT-II”.



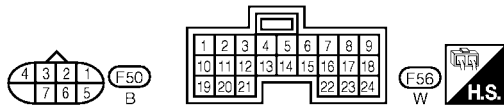
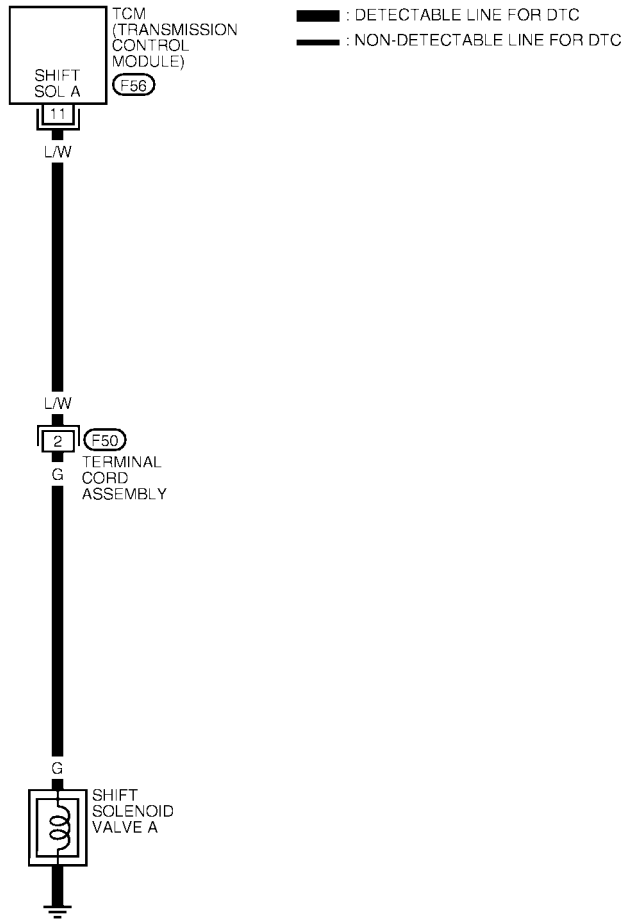
# DTC P0750 SHIFT SOLENOID VALVE A

[RE4F03B]

## Wiring Diagram — AT — SSV/A

ECS005XX

AT-SSV/A-01



WAT125

TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

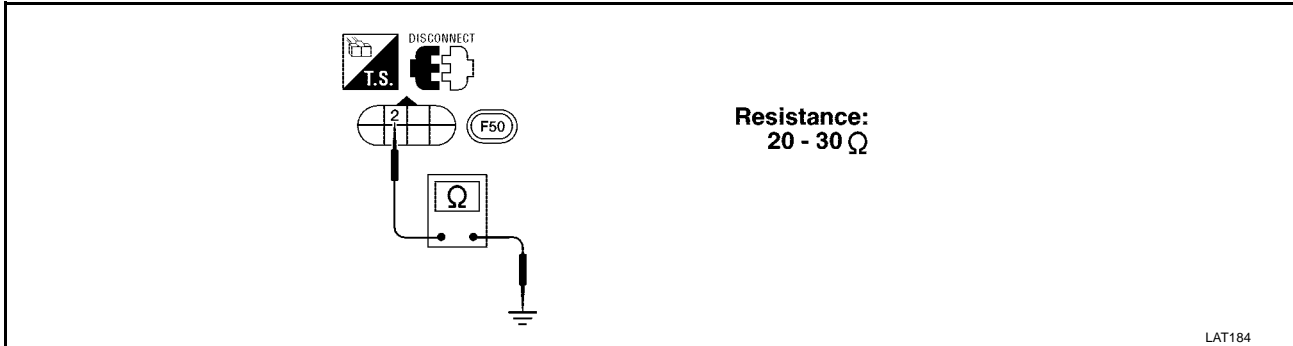
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A DOES NOT OPERATE	0V

WAT345

## Diagnostic Procedure

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal 2 and ground.



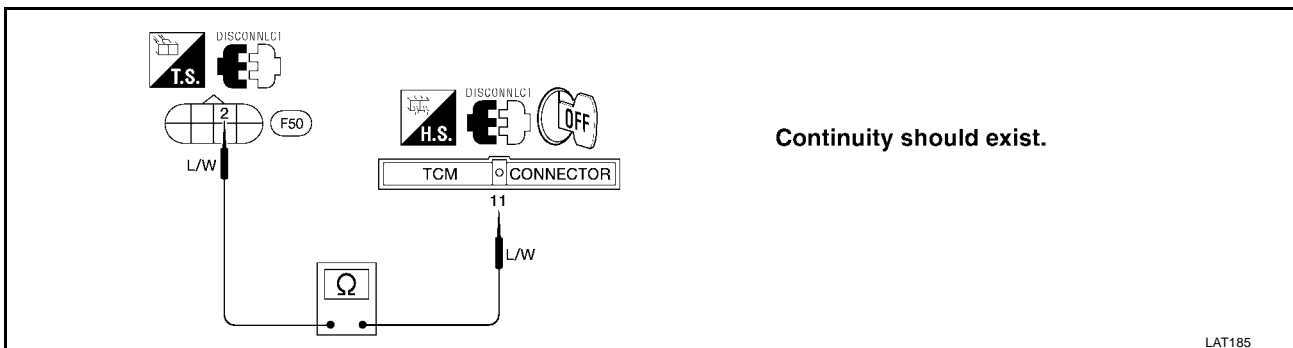
OK or NG

OK >> GO TO 2.

- NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
- Shift solenoid valve A  
Refer to [AT-183, "Component Inspection"](#) .
  - Harness of terminal cord assembly for short or open

### 2. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal 2 and TCM harness connector terminal 11.



If OK, check harness for short to ground and short to power.

4. Reinstall any part removed.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK DTC

Perform [AT-180, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

OK >> **INSPECTION END**

- NG >> 1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

# DTC P0750 SHIFT SOLENOID VALVE A

[RE4F03B]

ECS005XZ

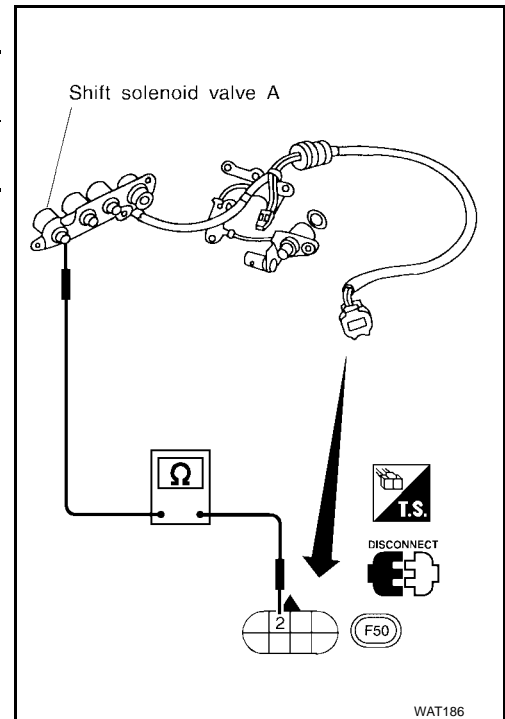
## Component Inspection SHIFT SOLENOID VALVE A

- Refer to [AT-183, "Component Inspection"](#).

## Resistance Check

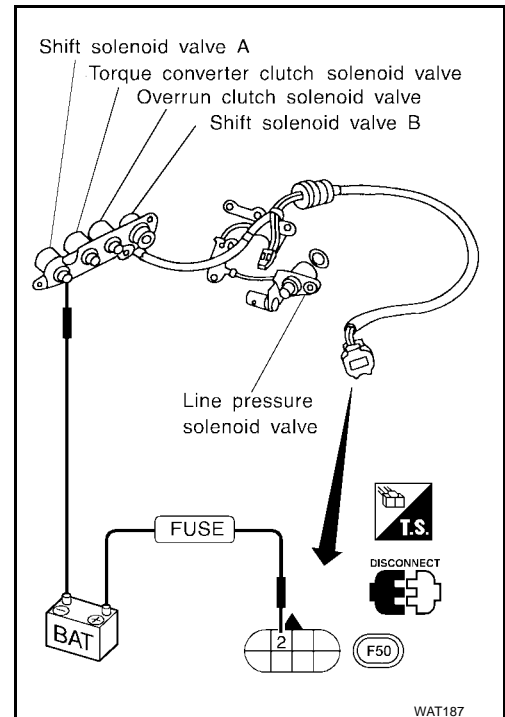
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω



## Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



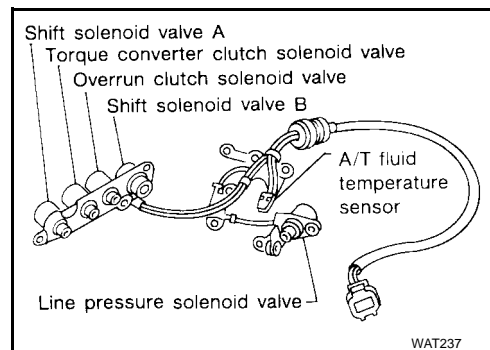
## DTC P0755 SHIFT SOLENOID VALVE B

PFP:31940

### Description



ECS005Y0

Shift solenoid valves A and B are turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.



Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : SFT SOL B/CIRC  : P0755	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Shift solenoid valve B</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

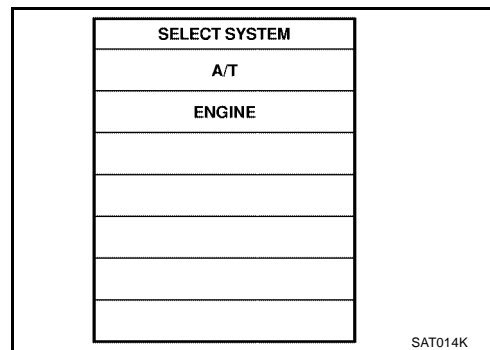
**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

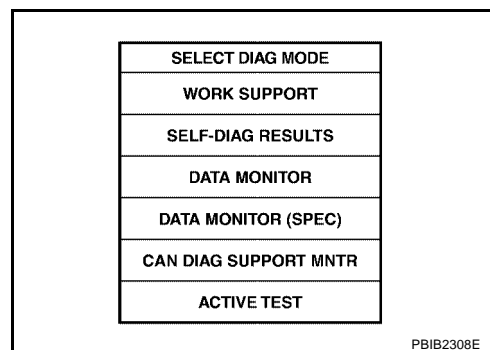


 With CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2. Start engine.
3. Drive vehicle in D position and allow the transmission to shift 1 → 2 → 3 (“GEAR”).

 **With GST**

Follow the procedure “With CONSULT-II”.



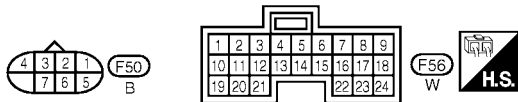
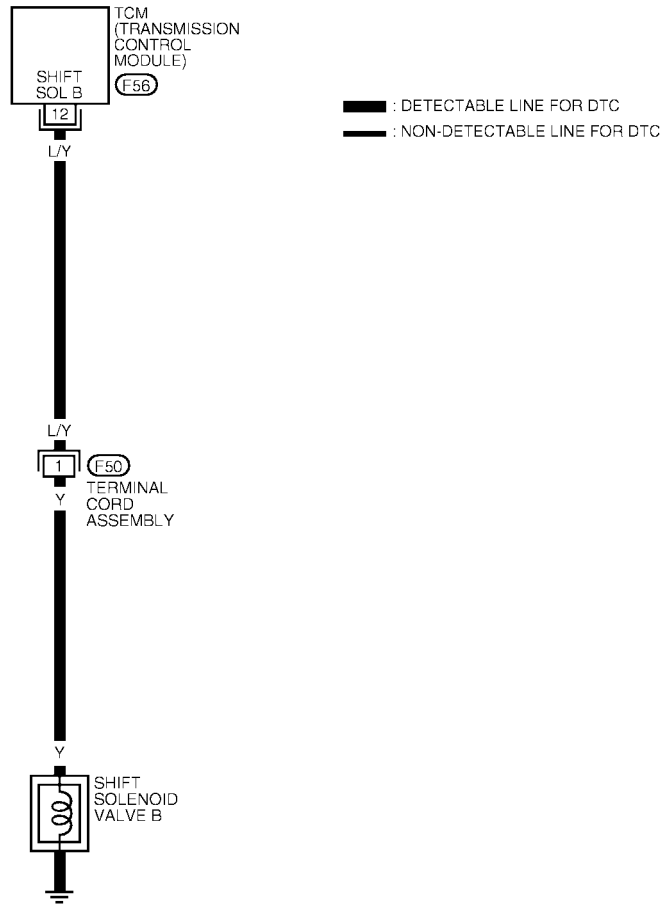
# DTC P0755 SHIFT SOLENOID VALVE B

[RE4F03B]

## Wiring Diagram — AT — SSV/B

ECS005Y1

AT-SSV/B-01



WAT126

TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B OPERATES	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B DOES NOT OPERATE	0V

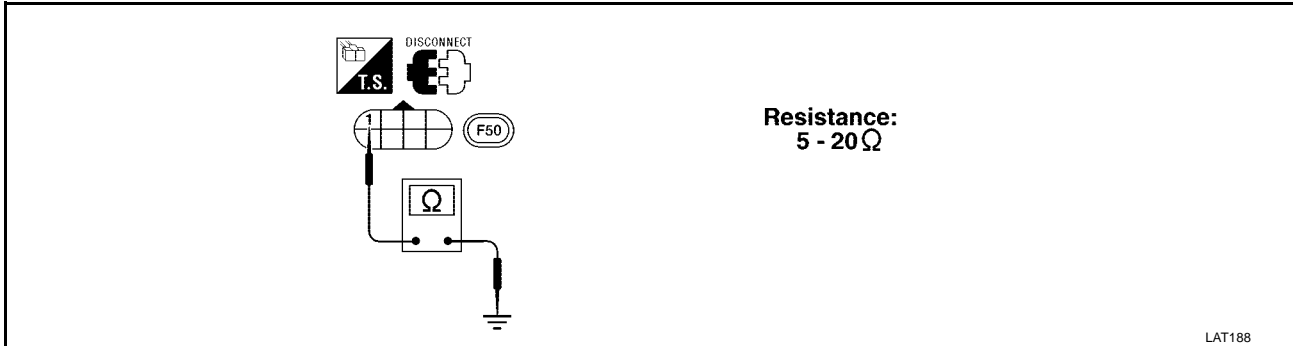
WAT344



## Diagnostic Procedure

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal 1 and ground.



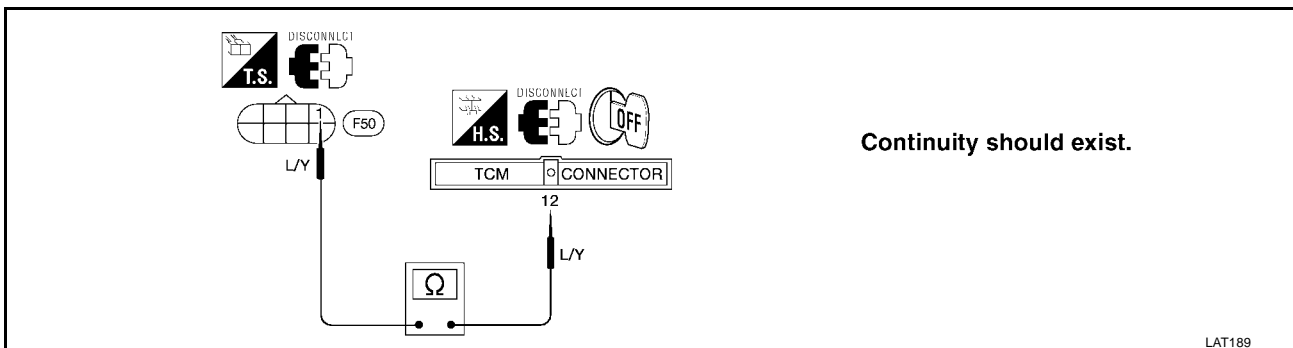
#### OK or NG

OK >> GO TO 2.

- NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
- Shift solenoid valve B  
Refer to [AT-187, "Component Inspection"](#) .
  - Harness of terminal cord assembly for short or open

### 2. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal 1 and TCM harness connector terminal 12.



If OK, check harness for short to ground and short to power.

4. Reinstall any part removed.

#### OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK DTC

Perform [AT-184, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

#### OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

# DTC P0755 SHIFT SOLENOID VALVE B

[RE4F03B]

ECS005Y3

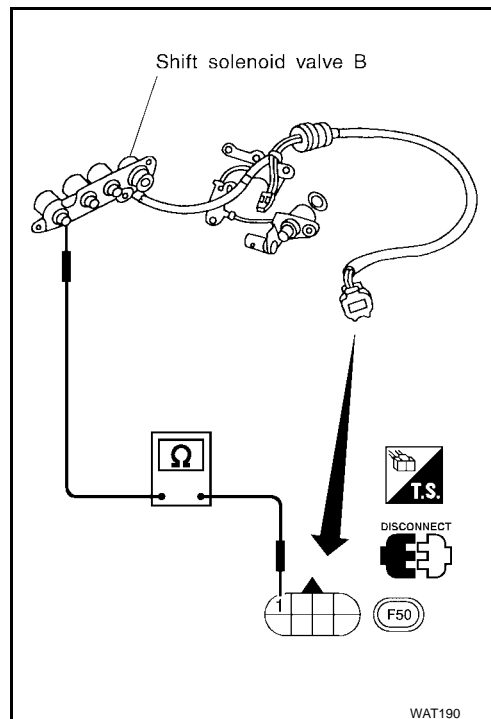
## Component Inspection SHIFT SOLENOID VALVE B

- Refer to [AT-260, "REMOVAL"](#).

## Resistance Check

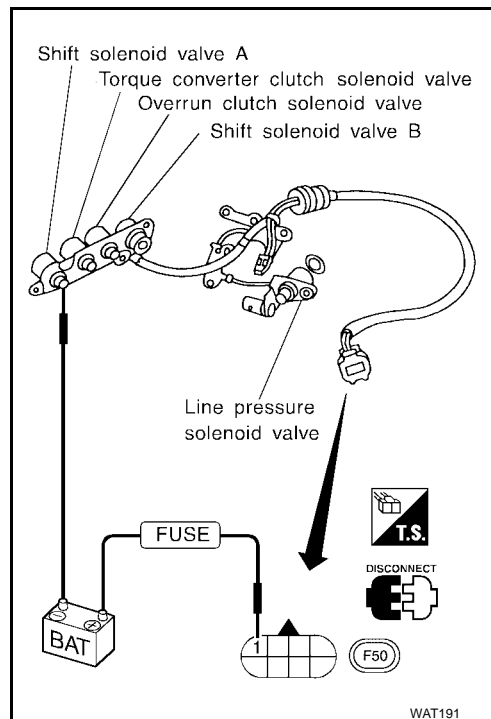
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	1	Ground	5 - 20Ω



## Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F03B]

## DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

PFM:22560

### Description

ECS006GS

The throttle position sensor [accelerator pedal position (APP) sensor] is part of the system that controls throttle position. This system also uses an electric throttle control actuator which consists of a throttle control motor and throttle position sensors. Accelerator pedal position signal is sent to the ECM.

### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Throttle position sensor [accelerator pedal position (APP) sensor]	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F03B]

## On Board Diagnosis Logic

ECS006GT

Diagnostic trouble code TP SEN/CIRC A/T with CONSULT-II or P1705 without CONSULT-II is detected when TCM receives an excessively low or high voltage from the ECM.

## Possible Cause

ECS006GU

Check the following items.

- Harness or connectors  
(The sensor circuit is open or shorted.)

## Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS006GV

### CAUTION:

Always drive vehicle at a safe speed.

### NOTE:

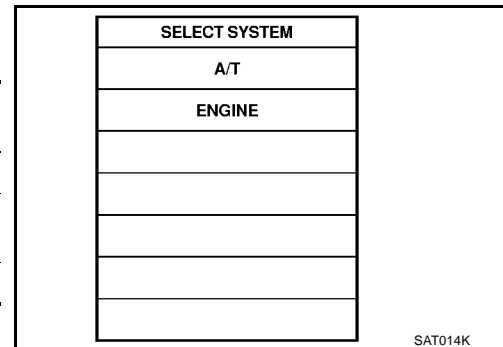
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

## WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.

Accelerator pedal condition	THRTL POS SEN	CLOSED THL/SW	W/O THRL/P-SW
Fully released	Less than 4.7V	ON	OFF
Partially depressed	0.1 - 4.6V	OFF	OFF
Fully depressed	1.9 - 4.6V	OFF	ON

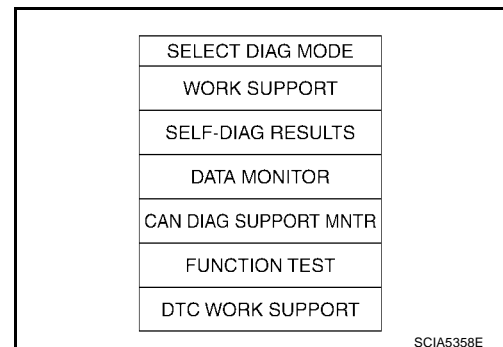


If the check result is NG, go to [AT-192, "Diagnostic Procedure"](#).  
If the check result is OK, go to following step.

2. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

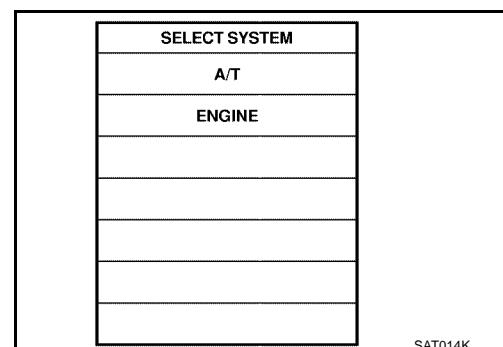
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: Approximately 3V or less**  
**Selector lever: D position (O/D ON)**

If the check result is NG, go to [AT-192, "Diagnostic Procedure"](#).  
If the check result is OK, go to following step.



4. Maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**Accelerator pedal: Wide open throttle**  
**Selector lever: D position (O/D ON)**



# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F03B]

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR (SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

PBIB2308E

## WITH GST

Follow the procedure "With CONSULT-II".

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

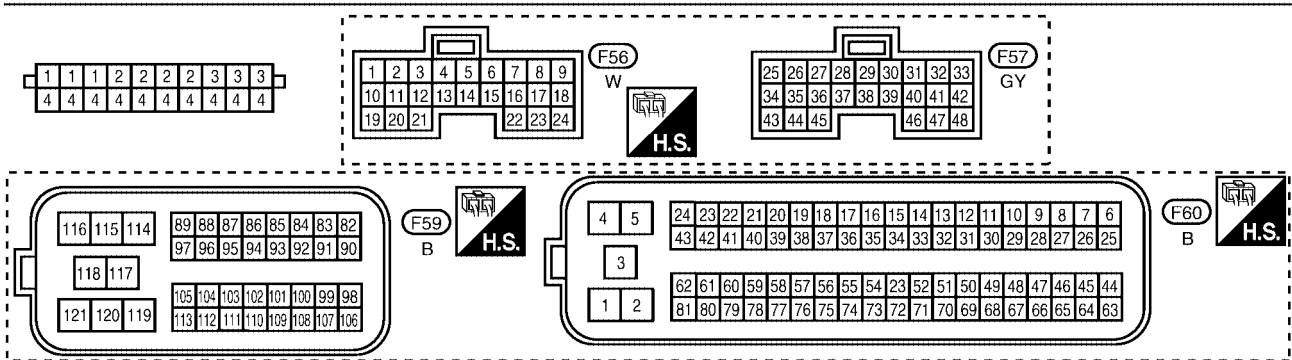
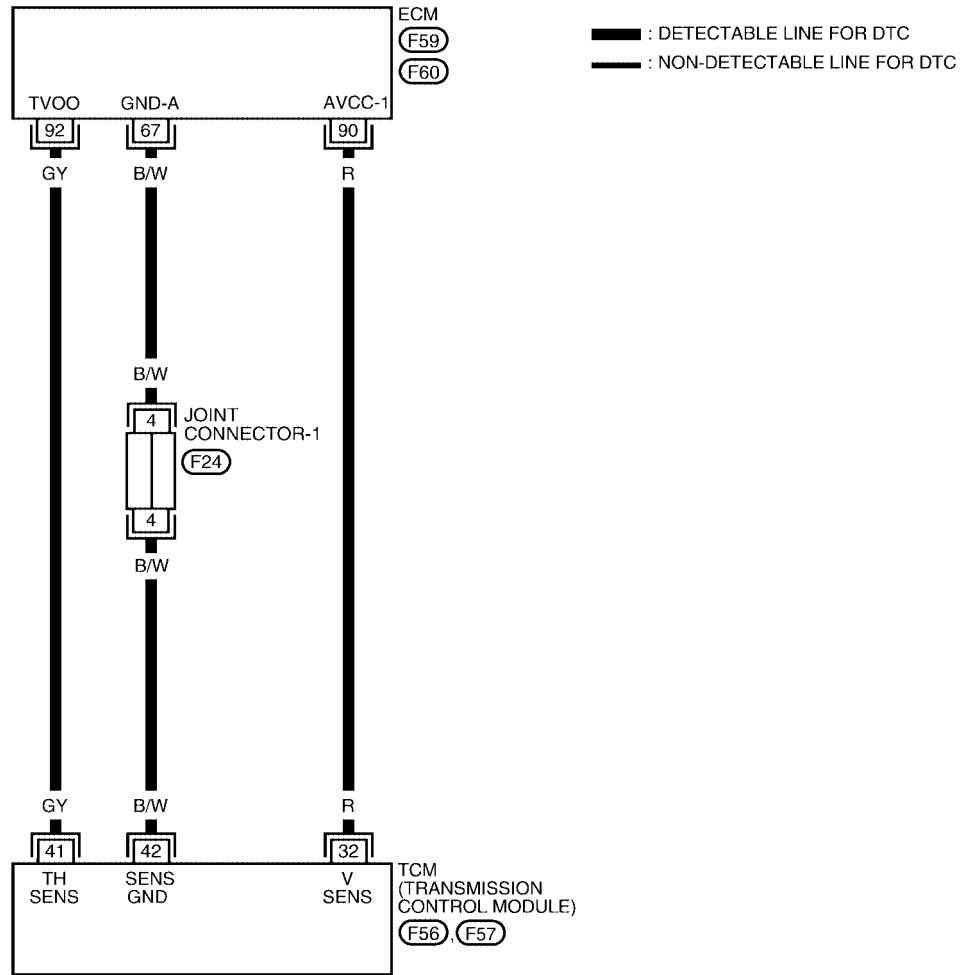
[RE4F03B]

## Wiring Diagram — AT — TPS

ECS006GW

AT-TPS-01

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



WCWA0069E

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

**[RE4F03B]**

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
32	R	SENSOR POWER	IGNITION SWITCH ON	4.5 - 5.5V
			IGNITION SWITCH OFF	0V
41	GY	THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]	IGNITION ON AND ACCELERATOR PEDAL IS DEPRESSED SLOWLY AFTER WARMING UP ENGINE	FULLY CLOSED THROTTLE: 0.5V WIDE OPEN THROTTLE: 4.0V
42	B/W	SENSOR GROUND	—	—

## Diagnostic Procedure

ECS006GX

### 1. CHECK DTC WITH ECM

- Check P code with CONSULT-II "ENGINE".  
Turn ignition switch ON and select "SELF DIAGNOSTIC RESULTS" mode for "ENGINE" with CONSULT-II.

Refer to [EC-72, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (ULEV)] or [EC-653, "Malfunction Indicator Lamp \(MIL\)"](#) [QG18DE (SULEV)].

OK or NG

OK (with CONSULT-II)>>GO TO 2.

OK (without CONSULT-II)>>GO TO 3.

NG >> Check throttle position sensor [accelerator pedal position (APP) sensor] circuit for engine control.  
Refer to [EC-260, "DTC P0222, P0223 TP SENSOR"](#) [QG18DE (ULEV)] or [EC-818, "DTC P0222, P0223 TP SENSOR"](#) [QG18DE (SULEV)] and [EC-503, "DTC P2122, P2123 APP SENSOR"](#) [QG18DE (ULEV)] or [EC-1125, "DTC P2122, P2123 APP SENSOR"](#) [QG18DE (SULEV)].

### 2. CHECK INPUT SIGNAL (WITH CONSULT-II)

Ⓜ With CONSULT-II

- Turn ignition switch to ON position.  
(Do not start engine.)
- Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out the value of "THRTL POS SEN".

DATA MONITOR	
MONITORING	VALUE
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

**Voltage:**

**Fully-closed throttle :Approximately 0.5V**

**Fully-open throttle :Approximately 4V**

OK or NG

OK >> GO TO 4.

NG >> Check harness for short or open between ECM and TCM regarding throttle position sensor [accelerator pedal position (APP) sensor] circuit. (Main harness)

## 3. CHECK INPUT SIGNAL (WITHOUT CONSULT-II)

### ⊗ Without CONSULT-II

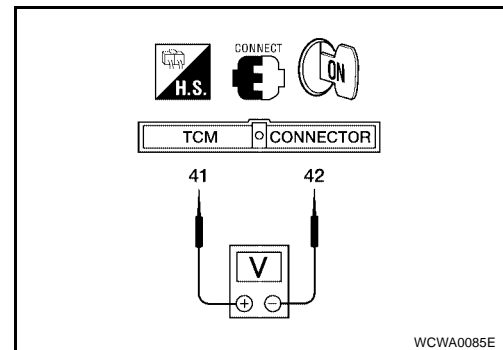
1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between TCM terminals 41 (GY) and 42 (B/W) while accelerator pedal is depressed slowly.

#### Voltage:

Fully-closed throttle valve :Approximately 0.5V

Fully-open throttle valve :Approximately 4V

(Voltage rises gradually in response to throttle position.)



#### OK or NG

OK >> GO TO 4.

NG >> Check harness for short or open between ECM and TCM regarding throttle position sensor [accelerator pedal position (APP) sensor] circuit. (Main harness)

## 4. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

#### OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.



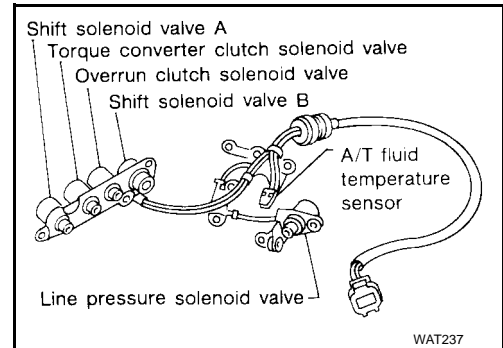
## DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

PFP:31940

### Description

ECS005Y8

The overrun clutch solenoid valve is activated by the TCM in response to signals sent from the inhibitor switch, overdrive control switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
⊕ : O/R CLTCH SOL/CIRC ⊕ : P1760	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Overrun clutch solenoid valve</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

**TESTING CONDITION:**

Always drive vehicle on a level road to improve accuracy of test.

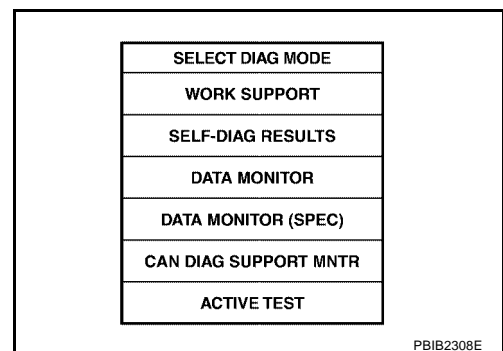
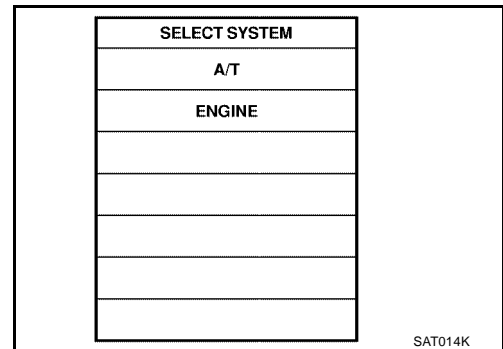
After the repair, perform the following procedure to confirm the malfunction is eliminated.

⊕ With CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2. Start engine.
3. Accelerate vehicle to a speed of more than 10 km/h (6 MPH) with “D” position (OD “ON”).
4. Release accelerator pedal completely with “D” position (OD “OFF”).

⊕ With GST

Follow the procedure “With CONSULT-II”.



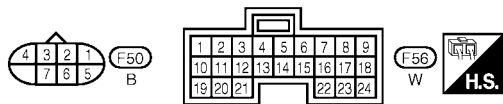
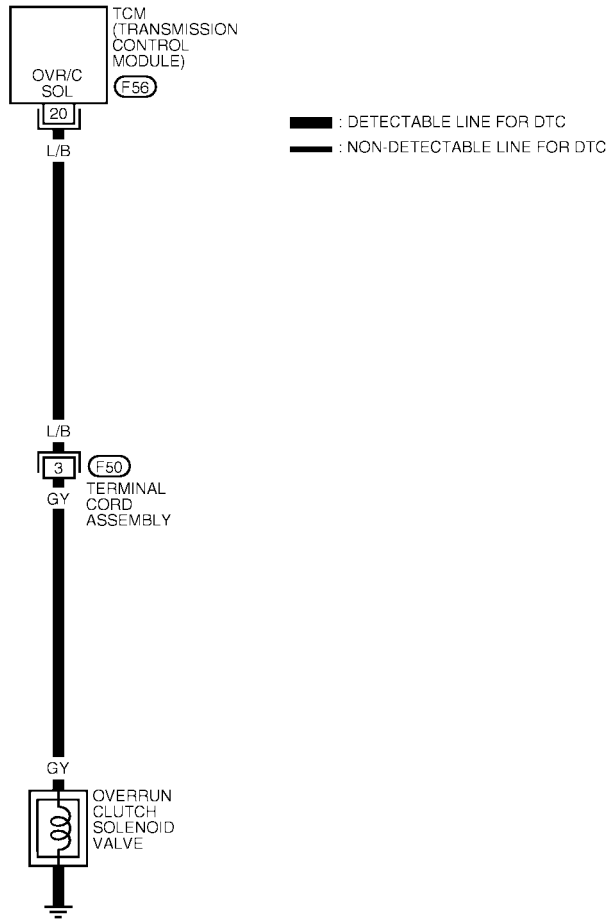
# DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

[RE4F03B]

## Wiring Diagram — AT — OVRCSV

ECS005Y9

AT-OVRCSV-01



WAT128

TRANSMISSION CONTROL MODULE TERMINALS AND REFERENCE VALUE BETWEEN TERMINAL AND GROUND

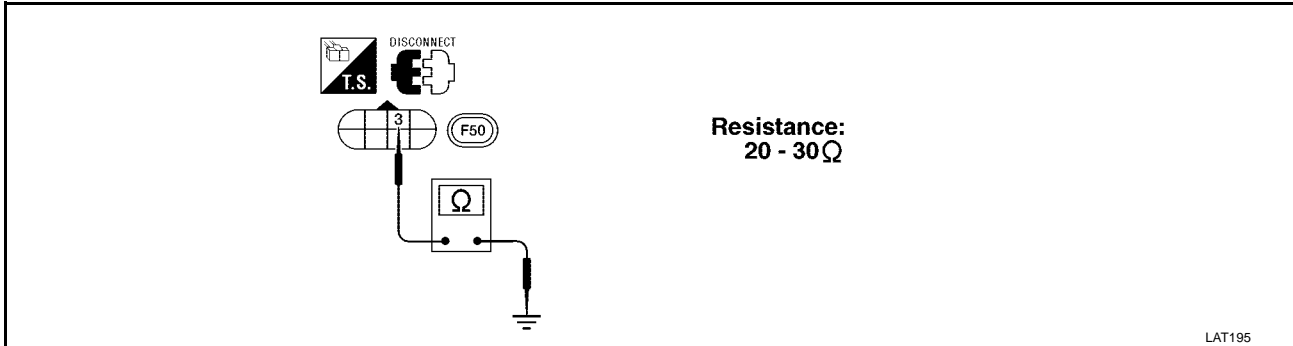
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
20	L/B	OVERRUN CLUTCH SOLENOID VALVE	WHEN OVERRUN CLUTCH SOLENOID VALVE OPERATES	BATTERY VOLTAGE
			WHEN OVERRUN CLUTCH SOLENOID VALVE DOES NOT OPERATE	0V

WAT351

## Diagnostic Procedure

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal 3 and ground.

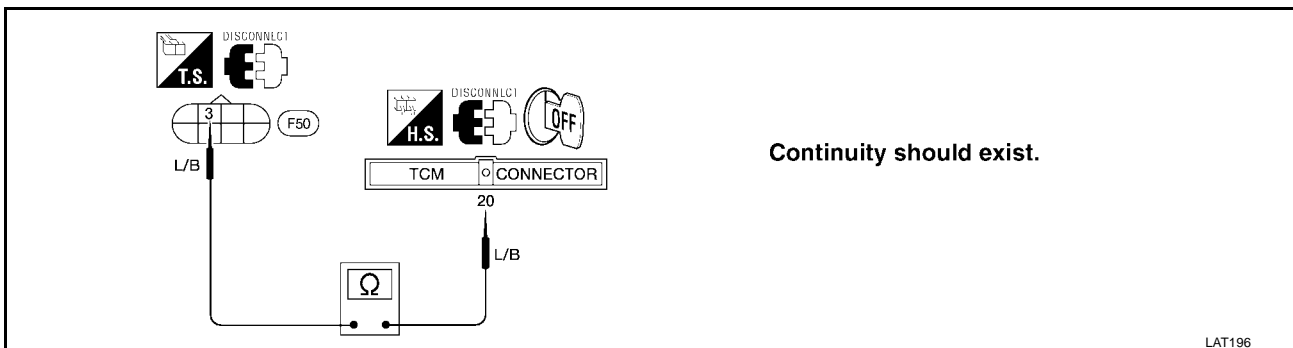


OK or NG

- OK >> GO TO 2.  
 NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .  
 2. Check the following items:  
 - Overrun clutch solenoid valve  
 Refer to [AT-197, "Component Inspection"](#) .  
 - Harness of terminal cord assembly for short or open

### 2. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal 3 and TCM harness connector terminal 20.



If OK, check harness for short to ground and short to power.

4. Reinstall any part removed.

OK or NG

- OK >> GO TO 3.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK DTC

Perform [AT-194, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

- OK >> **INSPECTION END**  
 NG >> 1. Perform TCM input/output signal inspection.  
 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

# DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

[RE4F03B]

ECS005YB

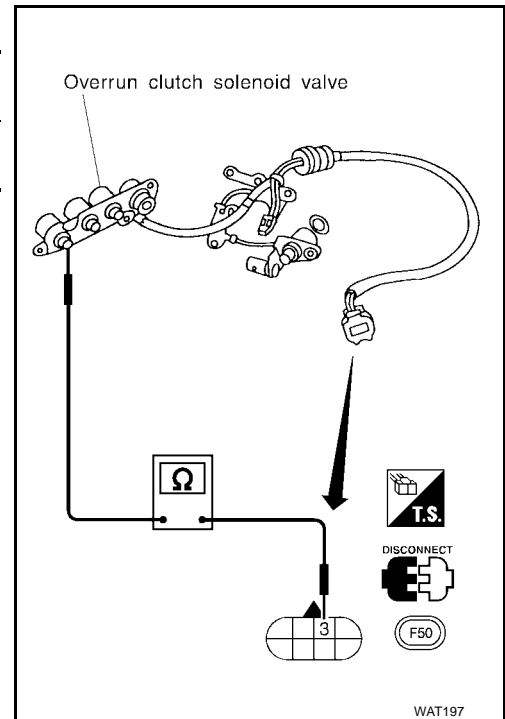
## Component Inspection OVERRUN CLUTCH SOLENOID VALVE

- Refer to [AT-197, "Component Inspection"](#).

## Resistance Check

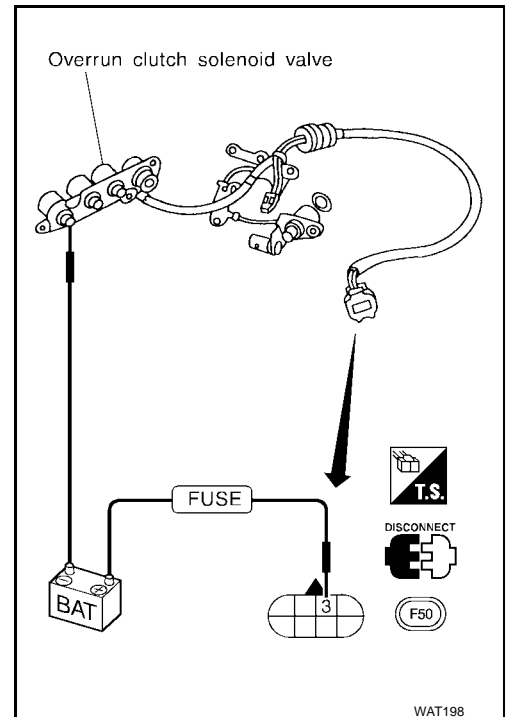
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Overrun clutch solenoid valve	3	Ground	20 - 30Ω



## Operation Check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



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# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F03B]

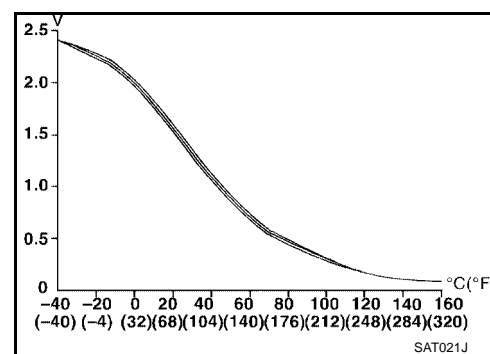
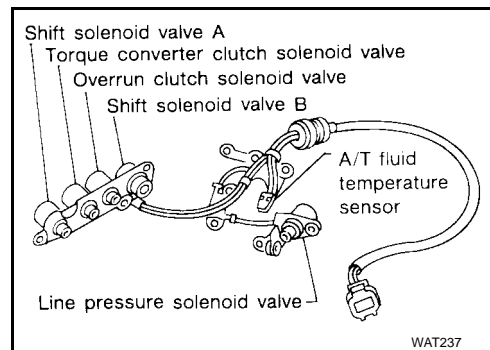
## DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

PFP:31940

### Description

ECS005YC

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.



### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approx.)	
A/T fluid temperature sensor	Cold [20°C (68°F)]	1.5V	2.5 kΩ
	↓		↓
	Hot [80°C (176°F)]	0.5V	0.3 kΩ

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
<input type="checkbox"/> : BATT/FLUID TEMP SEN <input checked="" type="checkbox"/> : 8th judgement flicker	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● A/T fluid temperature sensor</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

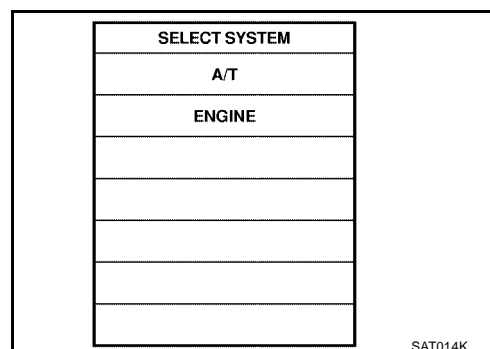
After the repair, perform the following procedure to confirm the malfunction is eliminated.

With CONSULT-II

1. Start engine.
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).

Without CONSULT-II

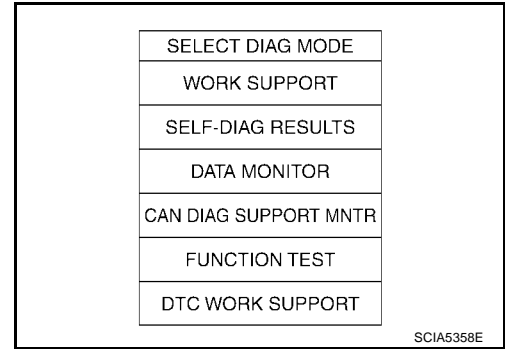
1. Start engine.



# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

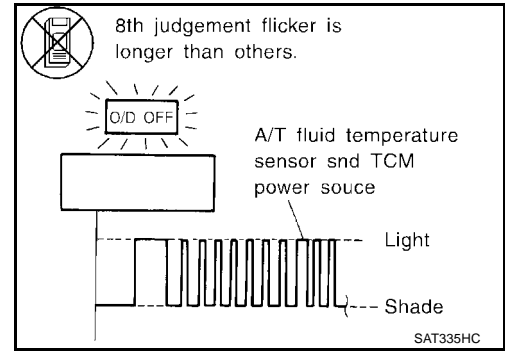
[RE4F03B]

2. Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).



A  
B  
AT

3. Perform self-diagnosis.  
Refer to TCM Self-diagnostic Procedure (No Tools), [AT-52](#), ["TCM Self-diagnostic Procedure \(No Tools\)"](#).



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# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F03B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	BR/R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "OFF"	0V
19	BR/R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "OFF"	0V
28	R/B	POWER SOURCE (MEMORY BACK UP)	WHEN TURNING IGNITION SWITCH TO "OFF"	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO "ON"	BATTERY VOLTAGE
42	B/W	GROUND (A/T FLUID TEMPERATURE SENSOR)	—	0V
47	BR	A/T FLUID TEMPERATURE SENSOR	WHEN ATF TEMPERATURE IS 20°C (68°F)	APPROX. 1.5V
			WHEN ATF TEMPERATURE IS 80°C (176°F)	APPROX. 0.5V

## Diagnostic Procedure

ECS005YE

### 1. CHECK TCM POWER SOURCE

- Turn ignition switch to "ON" position.  
(Do not start engine.)
- Check voltage between TCM terminals 10, 19, 28 and ground.

**Voltage** : Battery voltage

- Turn ignition switch to "OFF" position.
- Check voltage between TCM terminal 28 and ground.

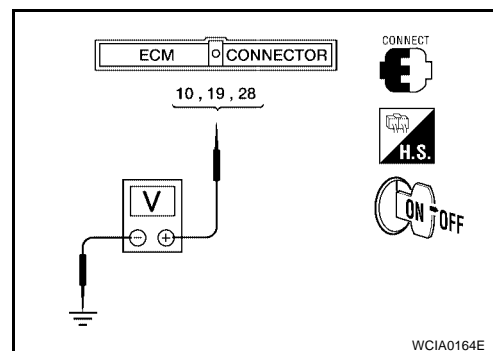
**Voltage** : Battery voltage

OK or NG

OK >> GO TO 2.

NG >> Check the following items:

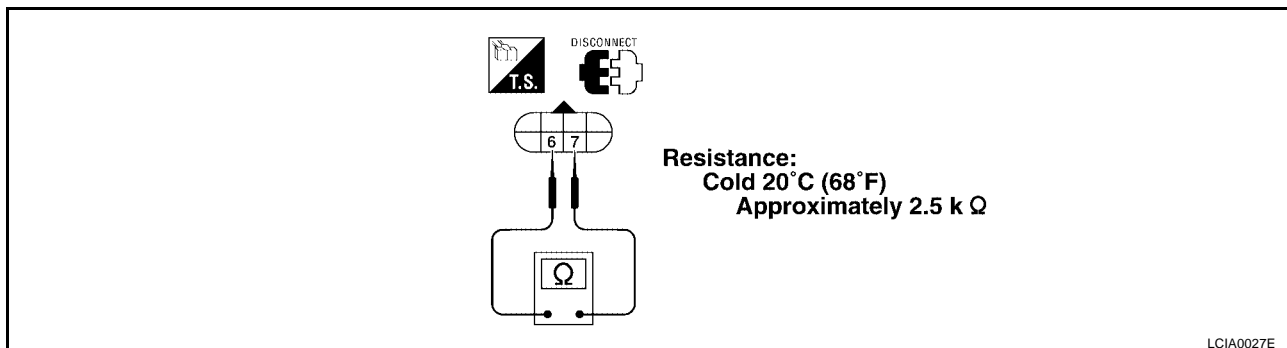
- Harness for short or open between ignition switch and TCM (Main harness)
- Harness for short or open between battery and TCM (Main harness)
- Ignition switch and fuse  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .





## 2. CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector F50 in engine compartment.
3. Check resistance between terminal cord assembly F50 terminals 6 and 7 when A/T is cold.



4. Reinstall any part removed.

### OK or NG

OK (With CONSULT-II)>> GO TO 3.

OK (Without CONSULT-II)>> GO TO 4.

NG >> 1. Remove oil pan.

2. Check the following items:

- A/T fluid temperature sensor  
Refer to [AT-203, "Component Inspection"](#) .
- Harness of terminal cord assembly for short or open

## 3. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

### Ⓜ With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "FLUID TEMP SE".

DATA MONITOR	
MONITORING	VALUE
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

### Voltage

Cold [20°C (68°F)] → : Approximately 1.5V →  
Hot [80°C (176°F)] → 0.5V

### OK or NG

OK >> GO TO 5.

NG >> Check the following items:

- Harness for short or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM  
Refer to [EC-138, "Wiring Diagram"](#) [QG18DE (ULEV)] or [EC-721, "Wiring Diagram"](#) [QG18DE (SULEV)].

## 4. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)

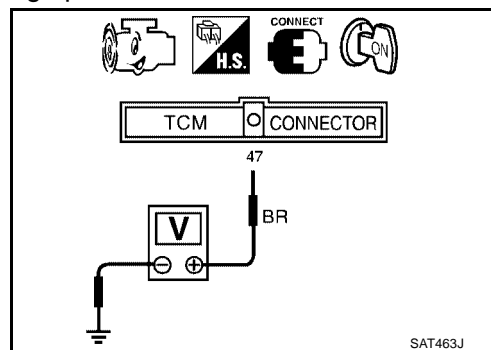
⊗ **Without CONSULT-II**

1. Start engine.
2. Check voltage between TCM terminal 47 and ground while warming up A/T.

**Voltage**

**Cold [20°C (68°F)] → : Approximately 1.5V →**  
**Hot [80°C (176°F)] → 0.5V**

3. Turn ignition switch to "OFF" position.
4. Disconnect TCM harness connector.



5. Check resistance between terminal 42 (B/W) and ground.

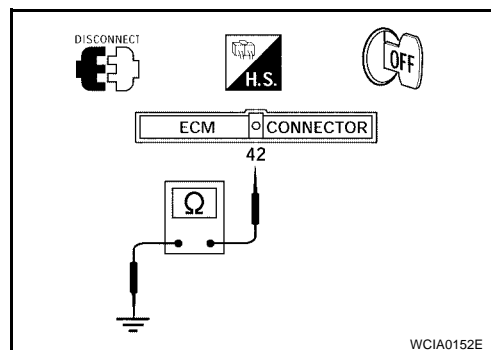
**Continuity should exist.**

OK or NG

OK >> GO TO 5.

NG >> Check the following items:

- Harness for short or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM  
Refer to [EC-138, "Wiring Diagram"](#) [QG18DE (ULEV)] or [EC-721, "Wiring Diagram"](#) [QG18DE (SULEV)].



## 5. CHECK DTC

Perform [AT-198, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#).

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

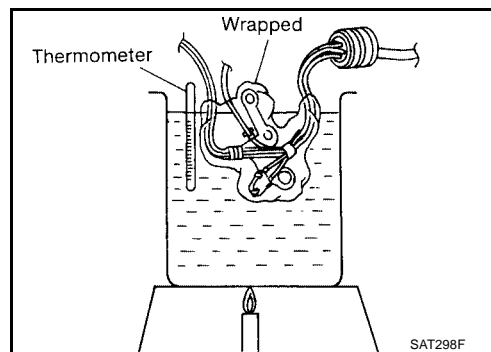
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

### Component Inspection A/T FLUID TEMPERATURE SENSOR

ECS005YF

- Refer to [AT-260, "REMOVAL"](#).
- Check resistance between two terminals while changing temperature as shown.

Temperature °C (°F)	Resistance (approx.)
20 (68)	2.5 kΩ
80 (176)	0.3 kΩ



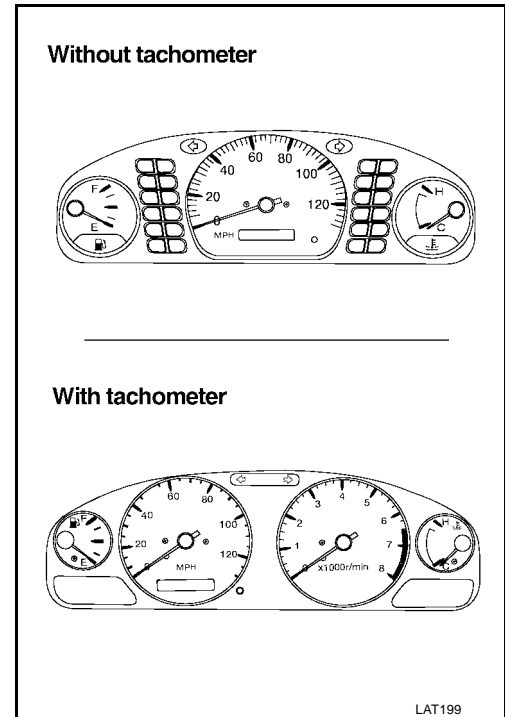
DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

PFP:24814

Description

ECS005YG

The vehicle speed sensor-MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor-MTR.



ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
<p>Ⓟ : VHCL SPEED SEN-MTR</p> <p>⊗ : 2nd judgement flicker</p>	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Vehicle speed sensor</li> </ul>

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

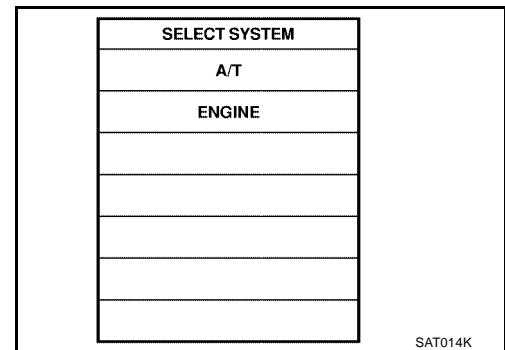
CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this “DTC CONFIRMATION PROCEDURE” again, always turn ignition switch “OFF” and wait at least 5 seconds before continuing.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Ⓟ With CONSULT-II

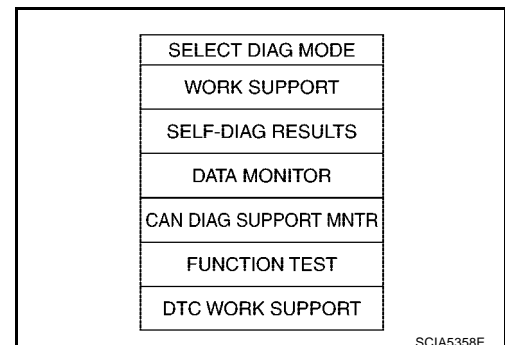
1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “A/T” with CONSULT-II.



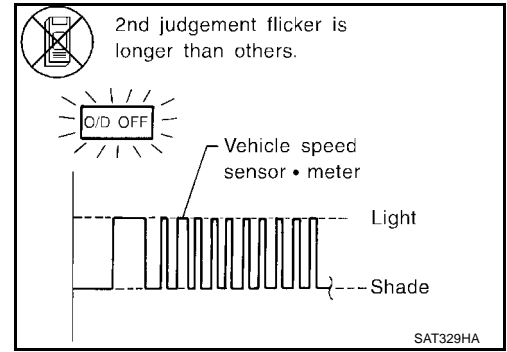
2. Start engine and accelerate vehicle from 0 to 25 km/h (0 to 16 MPH).

⊗ Without CONSULT-II

1. Start engine.
2. Drive vehicle under the following conditions:  
Selector lever in “D” and vehicle speed higher than 25 km/h (16 MPH).



3. Perform self-diagnosis.  
Refer to "TCM Self-diagnostic Procedure (No Tools)", [AT-52](#),  
["TCM Self-diagnostic Procedure \(No Tools\)"](#) .



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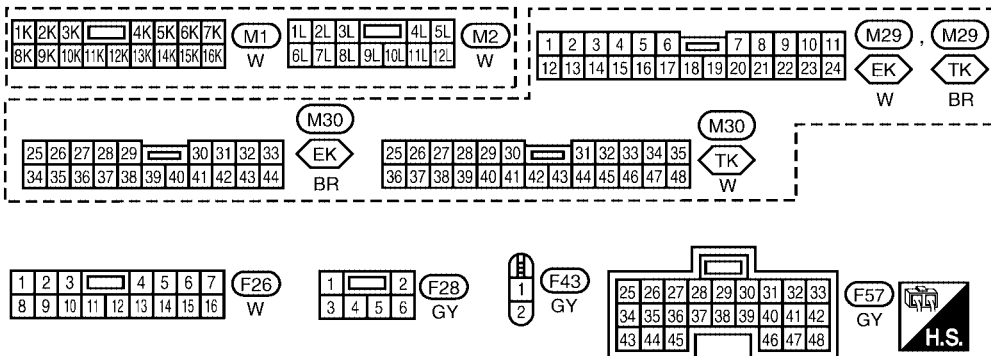
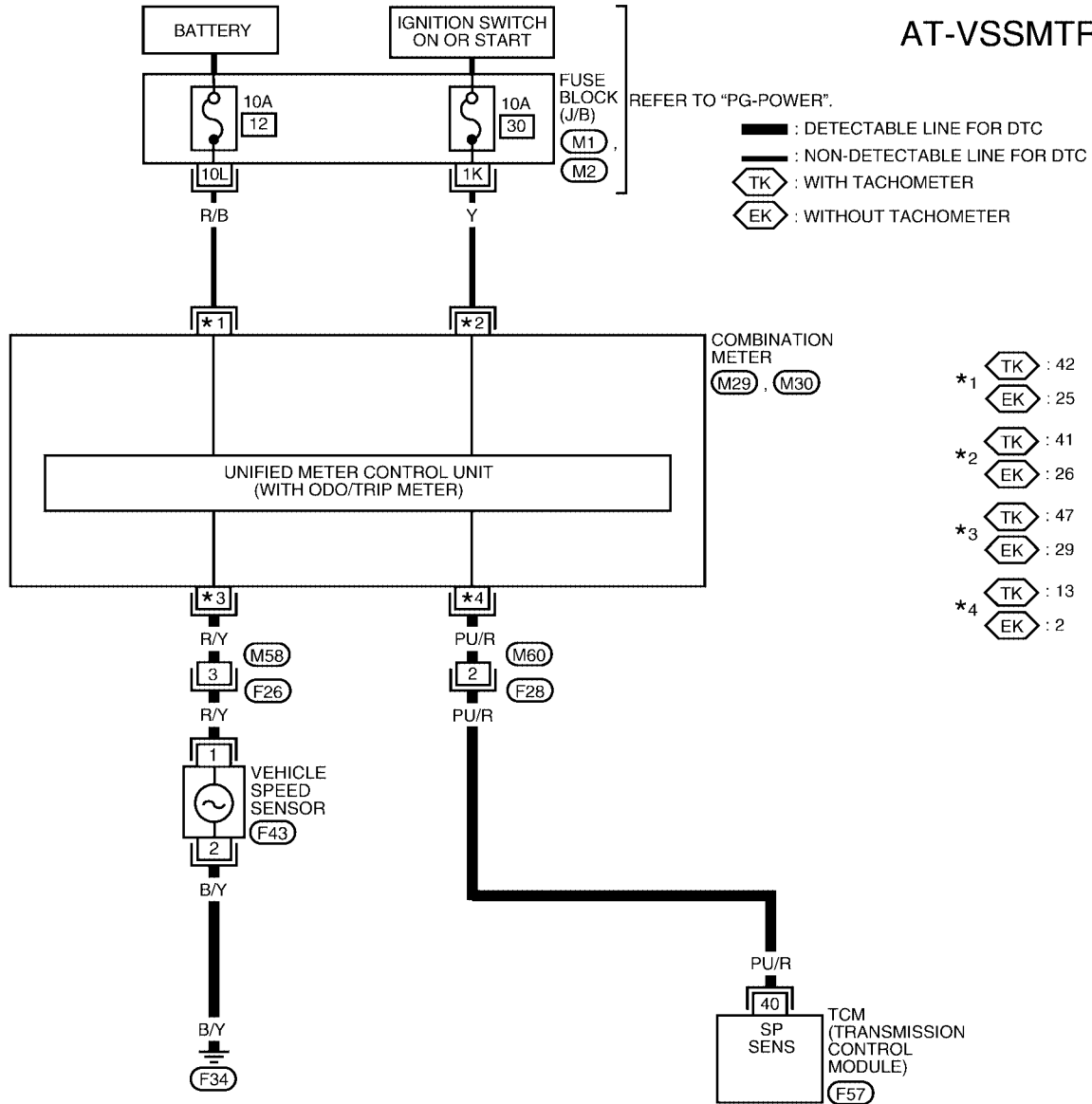
# DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

[RE4F03B]

ECS005YH

## Wiring Diagram — AT — VSSMTR

AT-VSSMTR-01



WCWA0071E

# DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

[RE4F03B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
40	PU/R	VEHICLE SPEED SENSOR	WHEN MOVING VEHICLE AT 2 TO 3 KM/H (1 TO 2 MPH) FOR 1 m (3ft) OR MORE	VOLTAGE VARIES FROM GREATER THAN 1V TO LESS THAN 4.5 V

## Diagnostic Procedure

ECS005YI

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

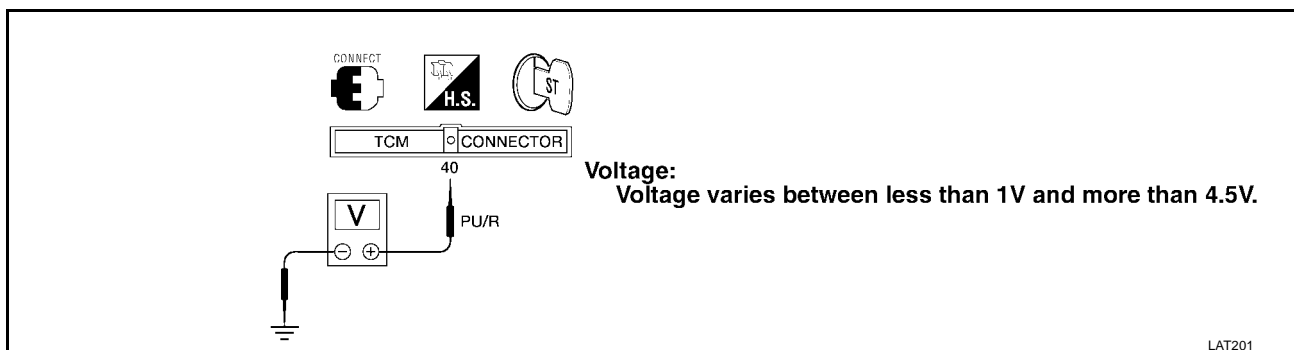
1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "VHCL/S SE-MTR" while driving. Check the value changes according to driving speed.

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

#### Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.



#### OK or NG

OK >> GO TO 2.

NG >> Check the following items:

- Vehicle speed sensor and ground circuit for vehicle speed sensor  
Refer to [DI-26, "VEHICLE SPEED SENSOR SIGNAL CHECK"](#) .
- Harness for short or open between TCM and vehicle speed sensor (Main harness)

## 2. CHECK DTC

---

Perform [AT-204, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

## DTC U1000 CAN COMMUNICATION LINE

PFP:23710

### Description

*ECS006GM*

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### On Board Diagnosis Logic

*ECS006GN*

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "CAN COMM CIRCUIT" with CONSULT-II or U1000 without CONSULT-II is detected when TCM cannot communicate to other control unit.

### Possible Cause

*ECS006GO*

Harness or connectors  
(CAN communication line is open or shorted.)

### DTC Confirmation Procedure

*ECS006GP*

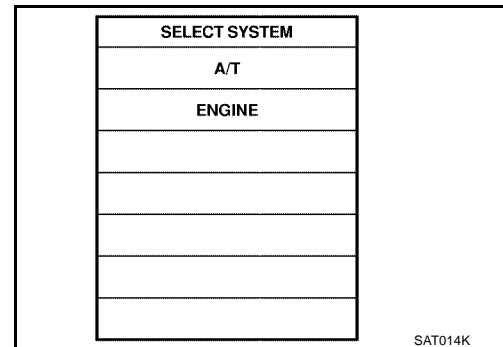
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### ④ WITH CONSULT-II

1. Turn ignition switch to ON position. (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [AT-211, "Diagnostic Procedure"](#).



#### ④ WITH GST

Follow the procedure "WITH CONSULT-II".



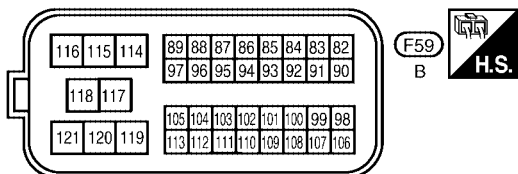
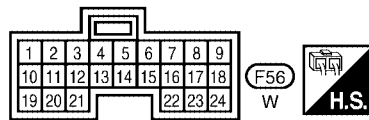
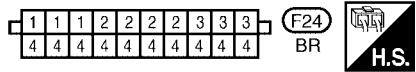
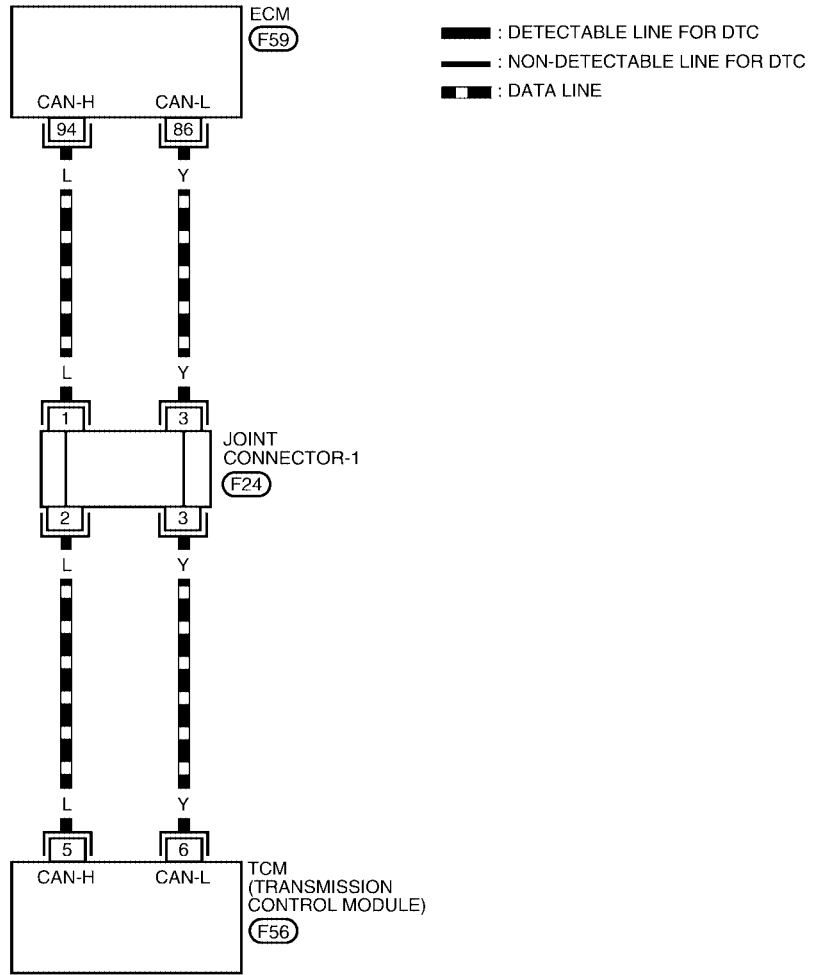
# DTC U1000 CAN COMMUNICATION LINE

[RE4F03B]

## Wiring Diagram — AT — CAN

ECS006GQ

### AT-CAN-01



WCWA0072E

**Diagnostic Procedure**

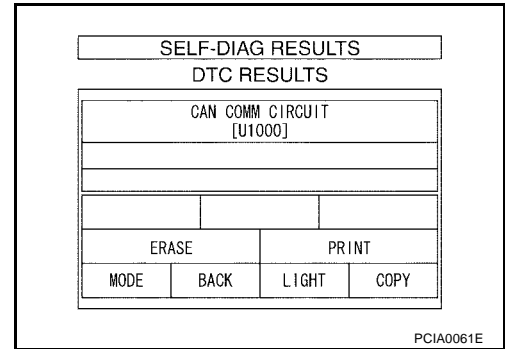
**1. CHECK CAN COMMUNICATION CIRCUIT**

① With CONSULT-II

1. Turn ignition switch "ON" and start engine.
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.

Is any malfunction of the "CAN COMM CIRCUIT" indicated?

- Yes >> Print out CONSULT-II screen, GO TO LAN section.  
 Refer to [LAN-3, "CAN Communication Unit"](#) .
- No >> Inspection End.



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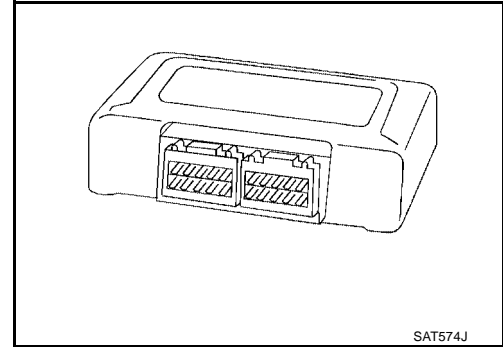
## DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

PFP:31036

### Description

ECS005YJ

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic Trouble Code No.	Malfunction is detected when ...	Check Item (Possible Cause)
④ : CONTROL UNIT (RAM), CONTROL UNIT (ROM)	TCM memory (RAM) or (ROM) is malfunctioning.	● TCM

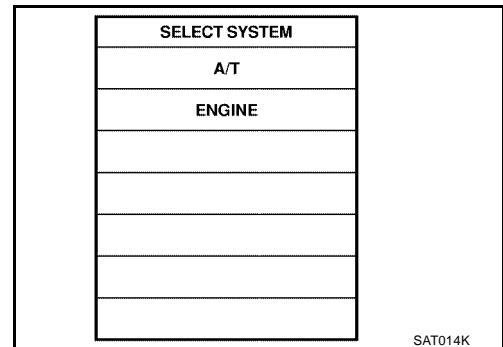
### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**NOTE:**

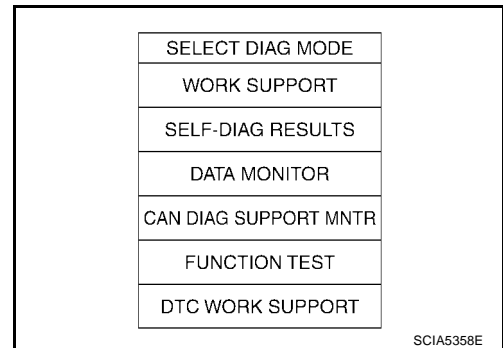
If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

④ With CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for A/T with CONSULT-II.
2. Start engine.



3. Run engine for at least 2 seconds at idle speed.



### Diagnostic Procedure

ECS005YK

#### 1. INSPECTION START (WITH CONSULT-II)

④ With CONSULT-II

1. Turn ignition switch “ON” and select “SELF DIAGNOSIS” mode for A/T with CONSULT-II.
2. Touch “ERASE”.

>> GO TO 2.

# DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

[RE4F03B]

---

## 2. CHECK DTC

---

Perform [AT-212, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

>> GO TO 3.

---

## 3. CHECK DTC AGAIN

---

Is the "CONTROL UNIT (RAM)" or "CONTROL UNIT (ROM)" displayed again?

Yes or No

Yes >> Replace TCM.

No >> **INSPECTION END**

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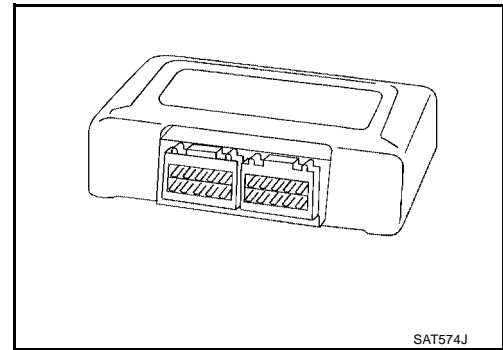
## DTC CONTROL UNIT (EEP ROM)

PFP:31036

### Description

ECS005YL

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓜ : CONT UNIT (EEP ROM)	TCM memory (EEP ROM) is malfunctioning.	● TCM

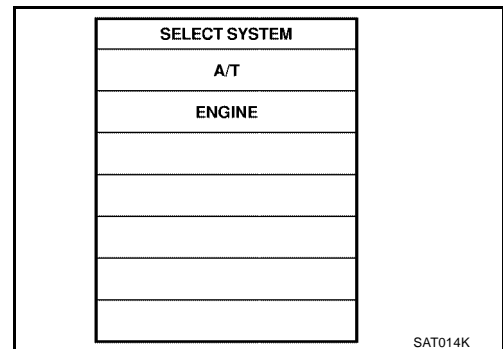
### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**NOTE:**

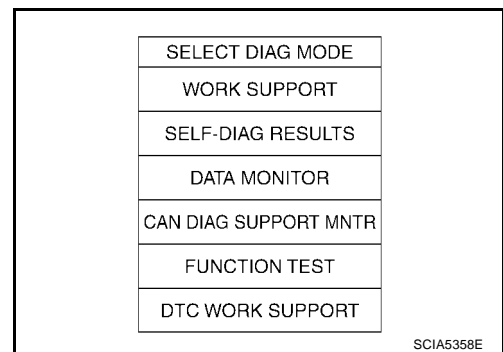
If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

Ⓜ With CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for A/T with CONSULT-II.
2. Start engine.



3. Run engine for at least 2 seconds at idle speed.



**Diagnostic Procedure**

ECS005YM

**1. CHECK DTC****With CONSULT-II**

1. Turn ignition switch "ON" and select "SELF DIAGNOSIS" mode for A/T with CONSULT-II.
2. Move selector lever to "R" position.
3. Depress accelerator pedal (Full throttle position).
4. Touch "ERASE".
5. Turn ignition switch "OFF" position for 10 seconds.

Perform [AT-214, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

Is the "CONT UNIT (EEP ROM)" displayed again?

Yes >> Replace TCM.

No >> **INSPECTION END**

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# TROUBLE DIAGNOSES FOR SYMPTOMS

**[RE4F03B]**

**TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND**

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)	
26	BR/Y	PNP SWITCH "1" POSITION	WHEN SETTING SELECTOR LEVER TO "1" POSITION	BATTERY VOLTAGE	A
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V	B
27	B/R	PNP SWITCH "2" POSITION	WHEN SETTING SELECTOR LEVER TO "2" POSITION	BATTERY VOLTAGE	AT
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V	
34	W/G	PNP SWITCH "D" POSITION	WHEN SETTING SELECTOR LEVER TO "D" POSITION	BATTERY VOLTAGE	D
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V	E
35	G/Y	PNP SWITCH "R" POSITION	WHEN SETTING SELECTOR LEVER TO "R" POSITION	BATTERY VOLTAGE	F
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V	
36	LG	PNP SWITCH "N" OR "P" POSITION	WHEN SETTING SELECTOR LEVER TO "N" OR "P" POSITION	BATTERY VOLTAGE	G
			WHEN SETTING SELECTOR LEVER TO OTHER POSITIONS	0V	H

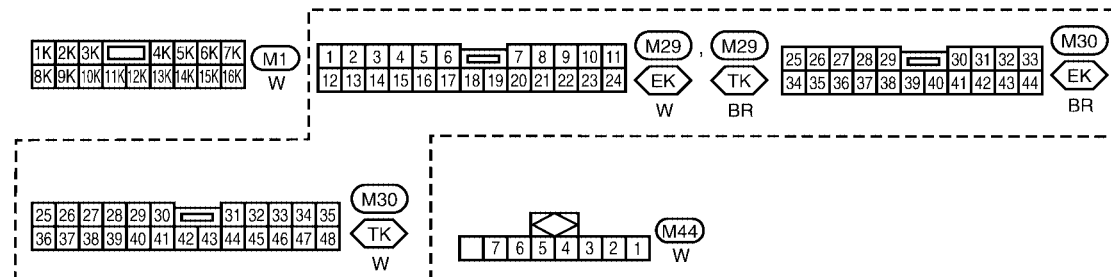
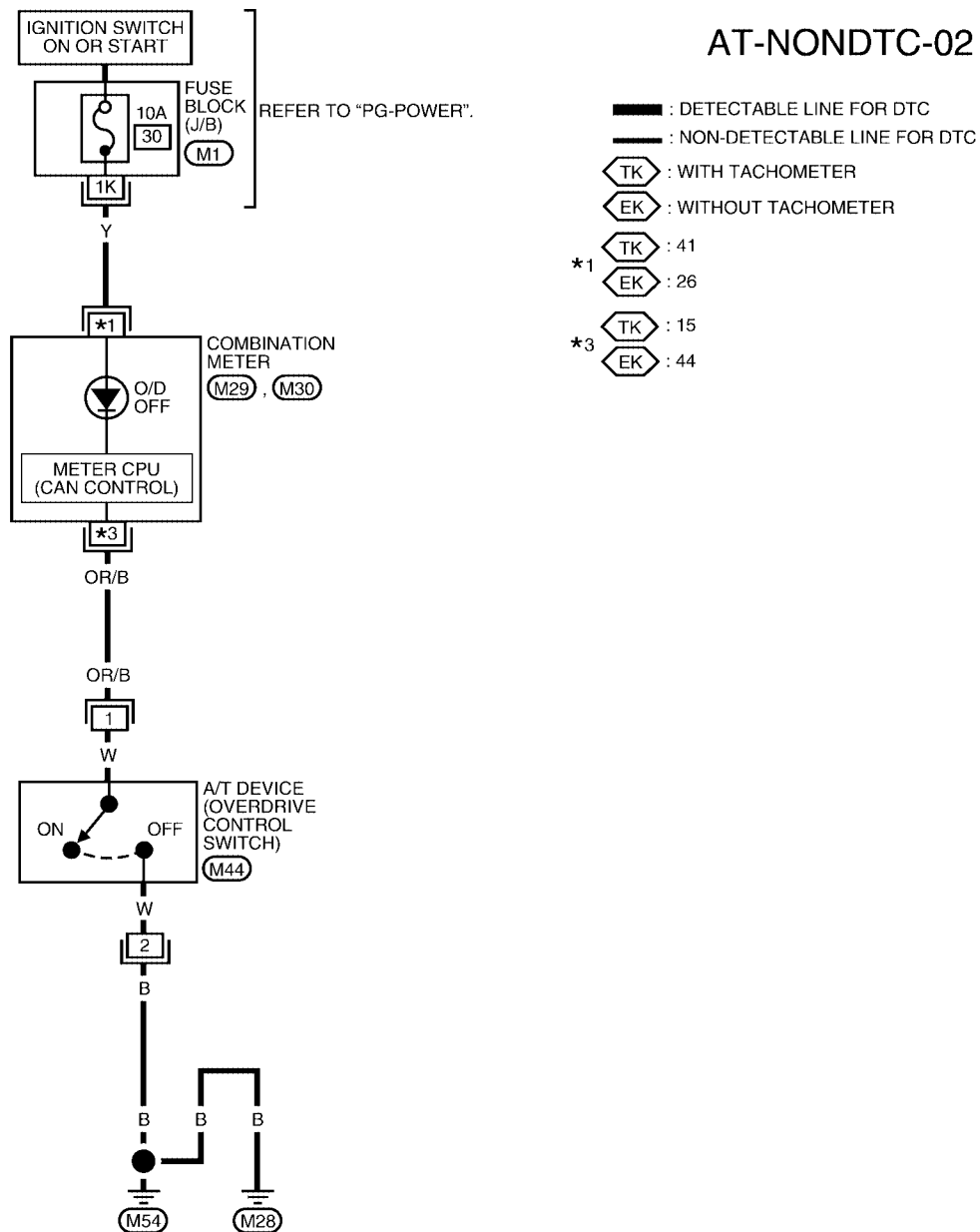
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# TROUBLE DIAGNOSES FOR SYMPTOMS

[RE4F03B]

## AT-NONDTC-02

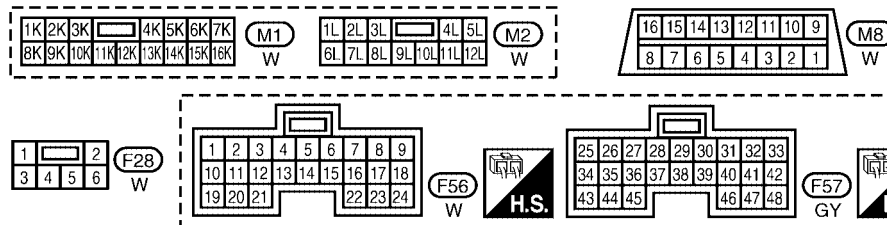
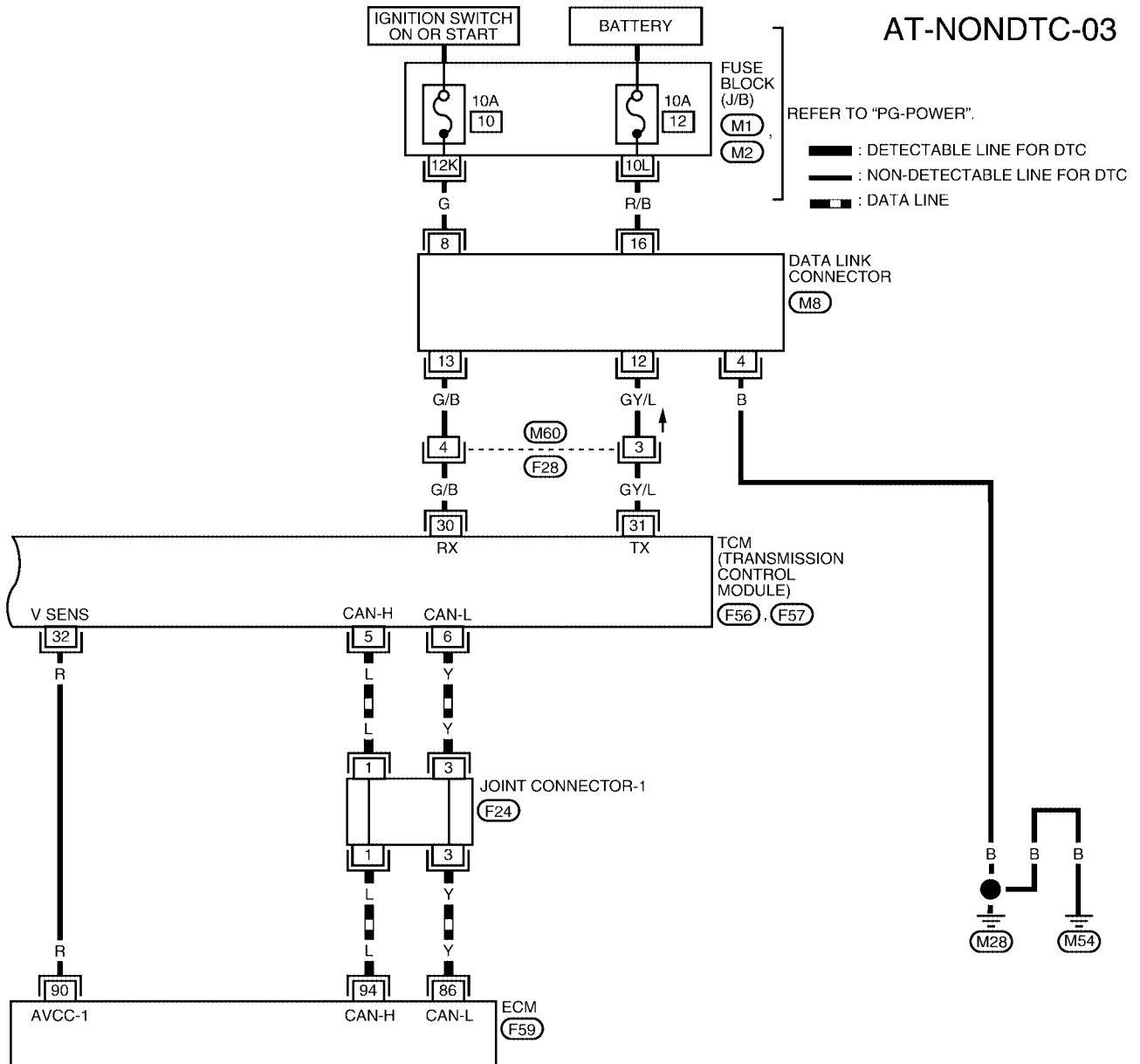


WCWA0074E

# TROUBLE DIAGNOSES FOR SYMPTOMS

[RE4F03B]

## AT-NONDTC-03



REFER TO THE FOLLOWING.  
 (F24) - JOINT CONNECTOR  
 (F59) - ELECTRICAL UNITS

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

WCWA0075E

## TROUBLE DIAGNOSES FOR SYMPTOMS

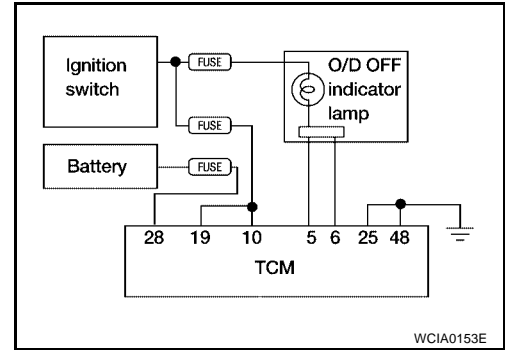
[RE4F03B]

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
5	L	CAN-H	—	—
6	Y	CAN-L	—	—
30	G/B	DATA LINK CONNECTOR (RX)	—	—
31	GY/L	DATA LINK CONNECTOR (TX)	—	—
32	R	SENSOR POWER	IGNITION SWITCH ON	APPROX. 4.5 - 5.5V
			IGNITION SWITCH OFF	APPROX. 0V

1. O/D OFF Indicator Lamp Does Not Come On

SYMPTOM:

O/D OFF indicator lamp does not come on for about 2 seconds when turning ignition switch to "ON".



1. CHECK TCM POWER SOURCE

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Check voltage between TCM terminals 10, 19, 28 and ground.

**Voltage** : **Battery voltage**

3. Turn ignition switch to "OFF" position.
4. Check voltage between TCM terminal 28 and ground.

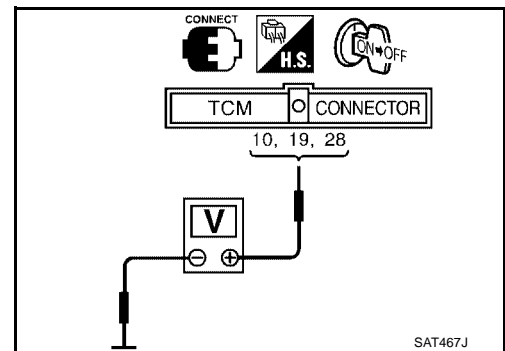
**Voltage** : **Battery voltage**

OK or NG

OK >> GO TO 2.

NG >> Check the following items:

- Harness for short or open between ignition switch and TCM (Main harness). Refer to [AT-113, "Wiring Diagram — AT — MAIN"](#) .
- Harness for short or open between battery and TCM (Main harness) Refer to [AT-113, "Wiring Diagram — AT — MAIN"](#) .
- Ignition switch and fuse. Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .



2. CHECK TCM GROUND CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM terminals 25, 48 and ground.

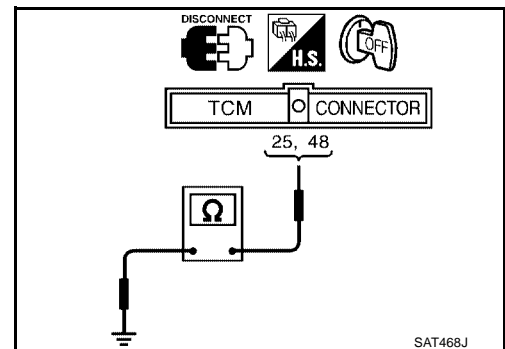
**Continuity should exist.**

If OK, check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors. Refer to [AT-113, "Wiring Diagram — AT — MAIN"](#) .



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### 3. CHECK SELF-DIAGNOSIS RESULTS

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 With CONSULT-II

Does "SELECTION FORM MENU" in "DATA MONITOR" show damage to O/D OFF indicator lamp (SELF D DP LMP) signal circuit?

 No Tools

Execute the self-diagnosis. Is a malfunction in the CAN communication indicated in the results?

YES or NO

YES >> Check the CAN communication line. Refer to [AT-209, "DTC U1000 CAN COMMUNICATION LINE"](#).

NO >> GO TO 4.

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### 4. CHECK O/D OFF INDICATOR LAMP CIRCUIT

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1. Turn ignition switch to "OFF" position.
2. Check the combination meter.  
Refer to [DI-8, "Combination Meter"](#)

OK or NG

OK >> GO TO 5.

NG >> Replace the combination meter.

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### 5. CHECK SYMPTOM

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Check again.

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

## 2. Engine Cannot Be Started In "P" and "N" Position

### SYMPTOM:

- Engine cannot be started with selector lever in "P" or "N" position.
- Engine can be started with selector lever in "D", "2", "1" or "R" position.

### 1. CHECK PNP SWITCH CIRCUIT

#### With CONSULT-II

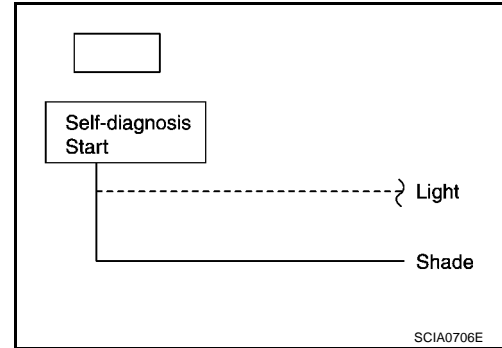
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?

#### Without CONSULT-II

Does self-diagnosis show damage to PNP switch circuit?

#### Yes or No

- Yes >> Check PNP switch circuit. Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) .
- No >> GO TO 2.



### 2. CHECK PNP SWITCH INSPECTION

Check for short or open of PNP switch harness connector terminals 1 and 2.

Refer to [AT-118, "Diagnostic Procedure"](#) .

#### OK or NG

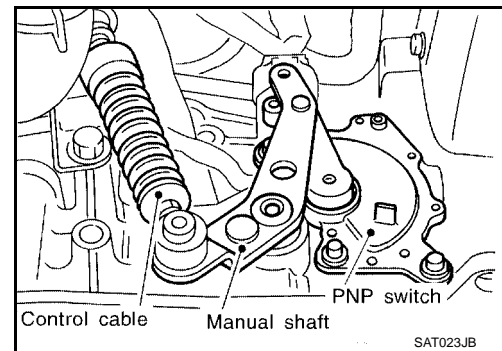
- OK >> GO TO 3.
- NG >> Repair or replace PNP switch.

### 3. CHECK CONTROL CABLE

Check control cable. Refer to [AT-263, "Control Cable Adjustment"](#)

#### OK or NG

- OK >> GO TO 4.
- NG >> Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .



### 4. CHECK STARTING SYSTEM

Check starting system. Refer to [SC-9, "STARTING SYSTEM"](#) .

#### OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

**3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed****SYMPTOM:**

Vehicle moves when it is pushed forward or backward with selector lever in "P" position.

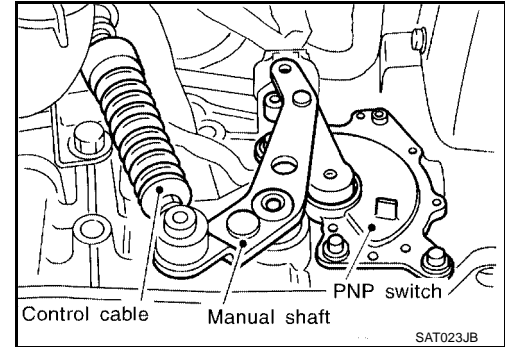
**1. CHECK CONTROL CABLE**

Check control cable. Refer to [AT-263, "Control Cable Adjustment"](#)

**OK or NG**

OK >> GO TO 2.

NG >> Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .

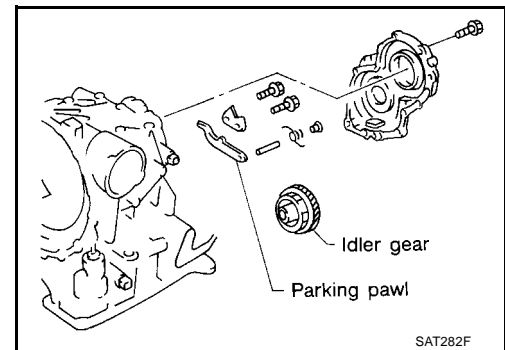
**2. CHECK PARKING COMPONENTS**

Check parking components. Refer to [AT-268, "Components"](#) .

**OK or NG**

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.



**4. In "N" Position, Vehicle Moves**

**SYMPTOM:**

Vehicle moves forward or backward when selecting "N" position.

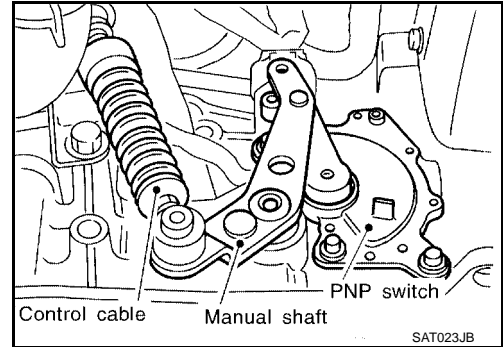
**1. CHECK CONTROL CABLE**

Check control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .

OK or NG

OK >> GO TO 2.

NG >> Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .



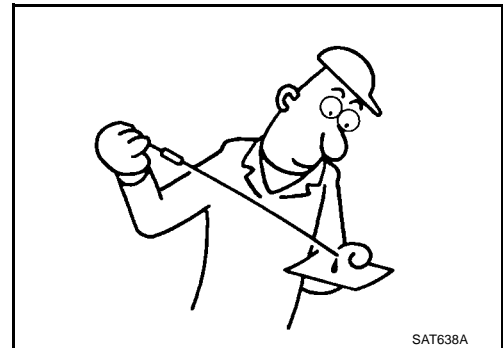
**2. CHECK A/T FLUID LEVEL**

Check A/T fluid level again.

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



**3. CHECK A/T FLUID CONDITION**

1. Remove oil pan.

2. Check A/T fluid condition.

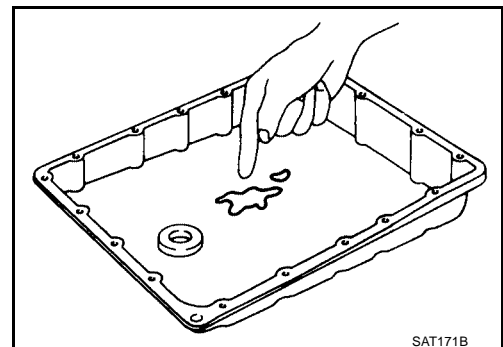
OK or NG

OK >> GO TO 4.

NG >> 1. Disassemble A/T.

2. Check the following items:

- Forward clutch assembly
- Overrun clutch assembly
- Reverse clutch assembly



**4. CHECK SYMPTOM**

Check again.

OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

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## 5. Large Shock. "N" → "R" Position

### SYMPTOM:

There is large shock when changing from "N" to "R" position.

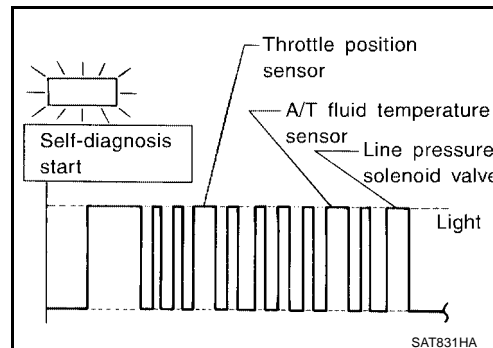
### 1. CHECK SELF-DIAGNOSTIC RESULTS

Does self-diagnosis show damage to A/T fluid temperature sensor, line pressure solenoid valve or throttle position sensor [accelerator pedal position (APP) sensor] circuit?

#### Yes or No

Yes >> Check damaged circuit. Refer to [AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#), [AT-174, "DTC P0745 LINE PRESSURE SOLENOID VALVE"](#) or [AT-188, "DTC P1705 THROTTLE POSITION SENSOR \[ACCELERATOR PEDAL POSITION \(APP\) SENSOR\]"](#).

No >> GO TO 2.



### 2. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to [AT-68, "Line Pressure Test"](#).

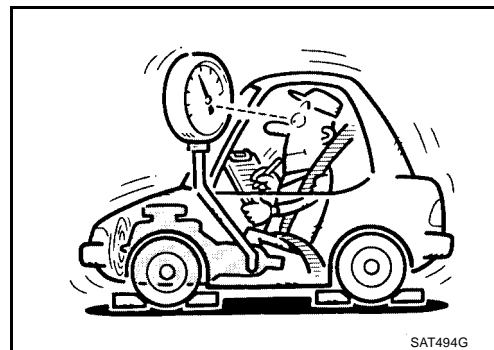
#### OK or NG

OK >> GO TO 3.

NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).

2. Check the following items:

- Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
- Line pressure solenoid valve
- Oil pump assembly



### 3. CHECK SYMPTOM

Check again.

#### OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**6. Vehicle Does Not Creep Backward In “R” Position**

**SYMPTOM:**

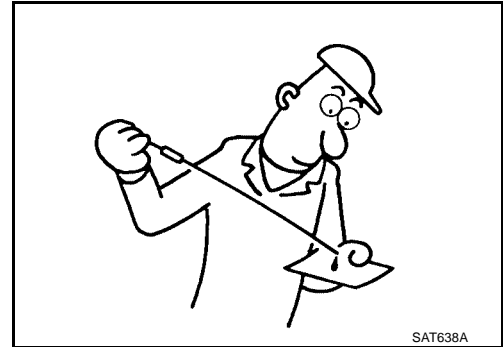
Vehicle does not creep backward when selecting “R” position.

**1. CHECK A/T FLUID LEVEL**

Check A/T fluid level again.

OK or NG

- OK >> GO TO 2.
- NG >> Refill ATF.

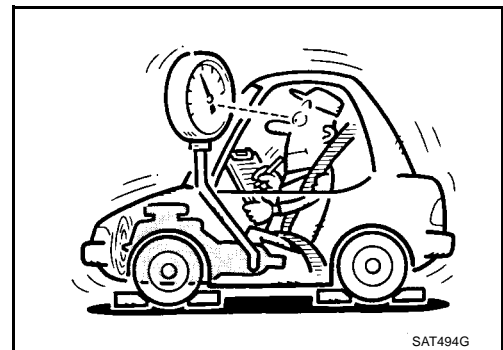


**2. CHECK LINE PRESSURE**

Check line pressure at idle with selector lever in “R” position. Refer to [AT-68, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 3.
- NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
  - 2. Check the following items:
    - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
    - Line pressure solenoid valve
  - 3. Disassemble A/T.
  - 4. Check the following item:
    - Oil pump assembly

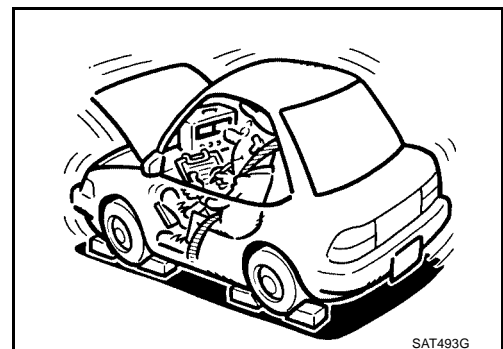


**3. CHECK STALL TEST**

Check stall revolution with selector lever in “1” and “R” positions.

OK or NG

- OK >> GO TO 4.
- OK in “1” position, NG in “R” position >> 1. Disassemble A/T.
  - 2. Check the following items:
    - Reverse clutch assembly
- NG in both “1” and “R” positions >> GO TO 6.



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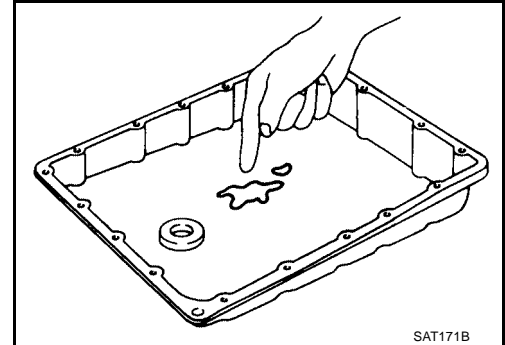
**4. CHECK A/T FLUID CONDITION**

---

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 6.

**5. CHECK SYMPTOM**

---

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> 1. Perform TCM input/output signal inspection.  
 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**6. DETECT MALFUNCTIONING ITEM**

---

1. Disassemble A/T.
2. Check the following items:
  - Reverse clutch assembly
  - High clutch assembly
  - Low & reverse brake assembly
  - Forward clutch assembly
  - Overrun clutch assembly

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace damaged parts.

**7. Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position****SYMPTOM:**

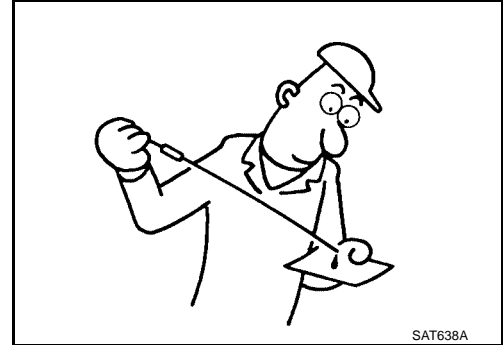
Vehicle does not creep forward when selecting “D”, “2” or “1” position.

**1. CHECK A/T FLUID LEVEL**

Check A/T fluid level again.

**OK or NG**

- OK >> GO TO 2.  
 NG >> Refill ATF.



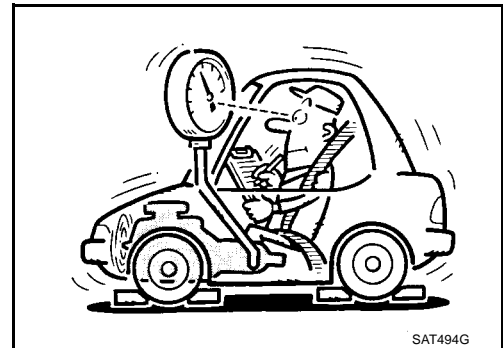
SAT638A

**2. CHECK LINE PRESSURE**

Check line pressure at idle with selector lever in “D” position. Refer to [AT-68, "Line Pressure Test"](#).

**OK or NG**

- OK >> GO TO 3.  
 NG >> 1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).  
 2. Check the following items:  
 - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)  
 - Line pressure solenoid valve  
 3. Disassemble A/T.  
 4. Check the following item:  
 - Oil pump assembly



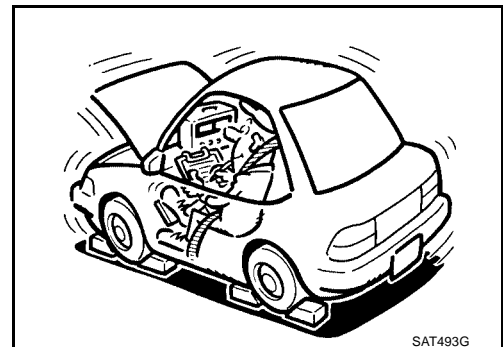
SAT494G

**3. CHECK STALL TEST**

Check stall revolution with selector lever in “D” position. Refer to [AT-64, "Stall Test"](#).

**OK or NG**

- OK >> GO TO 4.  
 NG >> GO TO 6.



SAT493G

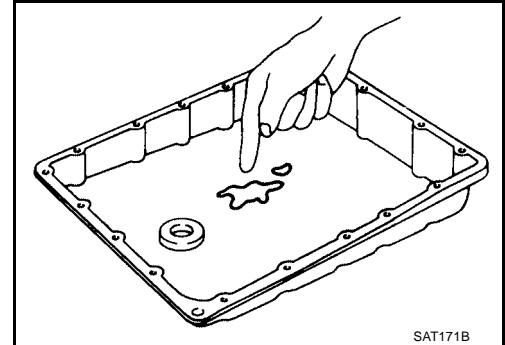
**4. CHECK A/T FLUID CONDITION**

---

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 6.

**5. CHECK SYMPTOM**

---

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> 1. Perform TCM input/output signal inspection.  
 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**6. DETECT MALFUNCTIONING ITEM**

---

1. Disassemble A/T.
2. Check the following items:
  - Forward clutch assembly
  - Forward one-way clutch
  - Low one-way clutch
  - Reverse clutch assembly
  - High clutch assembly

OK or NG

- OK >> GO TO 5.  
 NG >> Repair or replace damaged parts.

**8. Vehicle Cannot Be Started From D1**

**SYMPTOM:**

Vehicle cannot be started from D1 on Cruise Test — Part 1.

**1. CHECK SYMPTOM**

Is "6. Vehicle Does Not Creep Backward In R Position" OK?

Yes or No

Yes >> GO TO 2.

No >> Go to [AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"](#) .

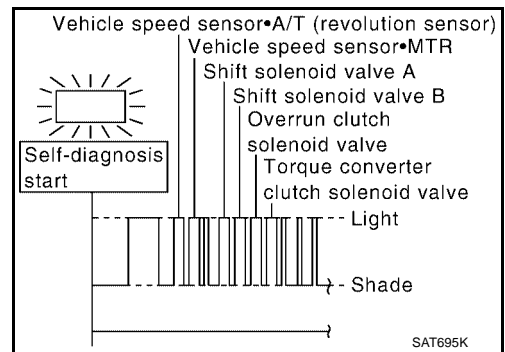
**2. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), overrun clutch solenoid valve, torque converter clutch solenoid valve, shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?

Yes or No

Yes >> Check damaged circuit. Refer to [AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#) , [AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) , [AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"](#) , [AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"](#) , [AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"](#) or [AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"](#) .

No >> GO TO 3.



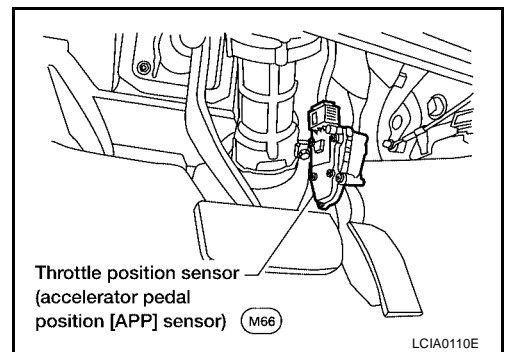
**3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-186, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (ULEV)] or [EC-818, "DTC P0222, P0223 TP SENSOR"](#) [QG18DE (SULEV)].

OK or NG

OK >> GO TO 4.

NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].



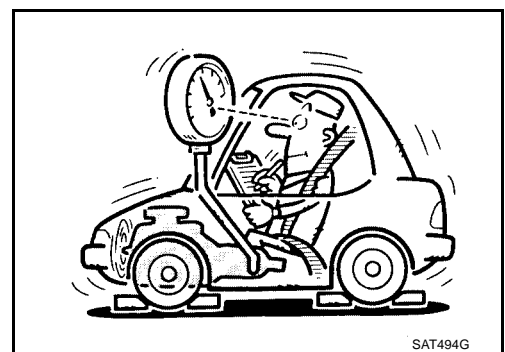
**4. CHECK LINE PRESSURE**

Check line pressure at stall point with selector lever in "D" position. Refer to [AT-68, "Line Pressure Test"](#) .

OK or NG

OK >> GO TO 5.

NG >> GO TO 8.

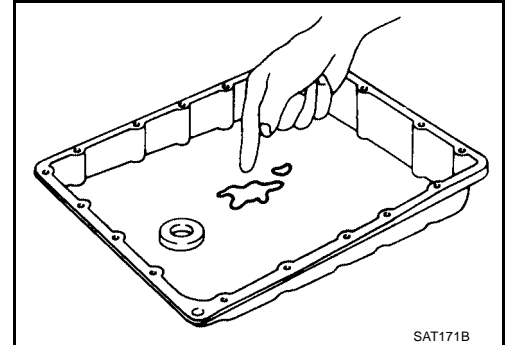


**5. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 8.

**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 7.  
 NG >> Repair or replace damaged parts.

**7. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> 1. Perform TCM input/output signal inspection.  
 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**8. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - High clutch assembly
  - Torque converter
  - Oil pump assembly
  - Reverse clutch assembly
  - Low and reverse brake assembly

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

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**9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2****SYMPTOM:**

A/T does not shift from D1 to D2 at the specified speed.

A/T does not shift from D4 to D2 when depressing accelerator pedal fully at the specified speed.

**1. CHECK SYMPTOM**

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1 " OK?

Yes or No

Yes >> GO TO 2.

No >> Go to [AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"](#) , [AT-231, "8. Vehicle Cannot Be Started From D1"](#) .

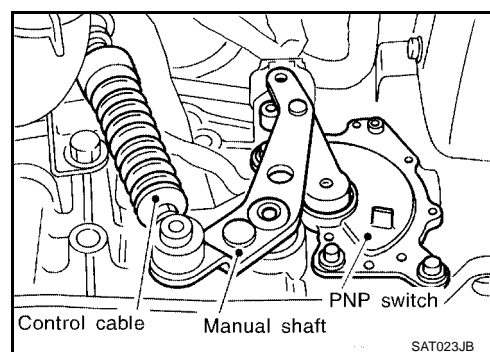
**2. CHECK CONTROL CABLE**

Check control cable. Refer to [AT-263, "Control Cable Adjustment"](#)

OK or NG

OK >> GO TO 3.

NG >> Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .

**3. CHECK VEHICLE SPEED SENSOR-A/T AND CHECK VEHICLE SPEED SENSOR-MTR CIRCUIT**

Check vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuit. Refer to [AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#) , [AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"](#) .

OK or NG

OK >> GO TO 4.

NG >> Repair or replace vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuits.

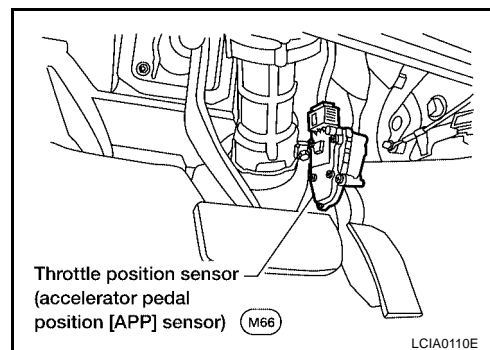
**4. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-186, "DTC P0122, P0123 TP SENSOR" \[QG18DE \(ULEV\)\]](#) or [EC-765, "DTC P0122, P0123 TP SENSOR" \[QG18DE \(SULEV\)\]](#).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

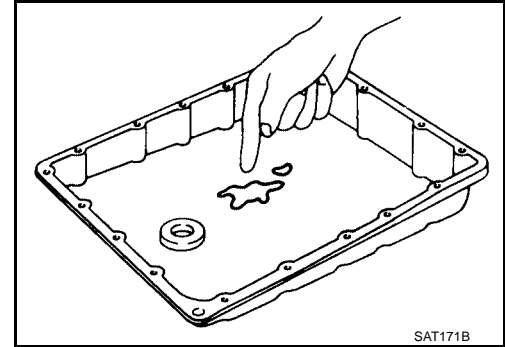


## 5. CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.

### OK or NG

- OK >> GO TO 6.  
NG >> GO TO 8.



## 6. DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again.

### OK or NG

- OK >> **INSPECTION END**  
NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

## 8. DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - Brake band

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 10. A/T Does Not Shift: D2 → D3

### SYMPTOM:

A/T does not shift from D2 to D3 at the specified speed.

### 1. CHECK SYMPTOM

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1" OK?

Yes or No

Yes >> GO TO 2.

No >> Go to [AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"](#) , [AT-231, "8. Vehicle Cannot Be Started From D1"](#) .

### 2. CHECK PNP SWITCH CIRCUIT

#### With CONSULT-II

Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?

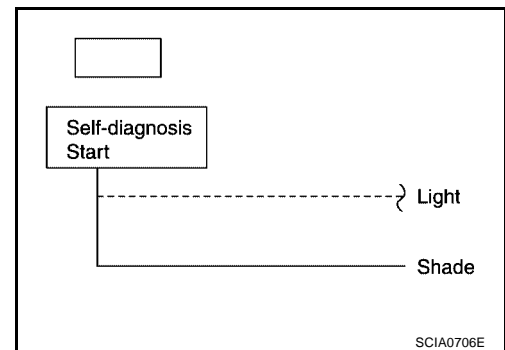
#### Without CONSULT-II

Does self-diagnosis show damage to PNP switch circuit?

Yes or No

Yes >> Check PNP switch circuit. Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) .

No >> GO TO 3.



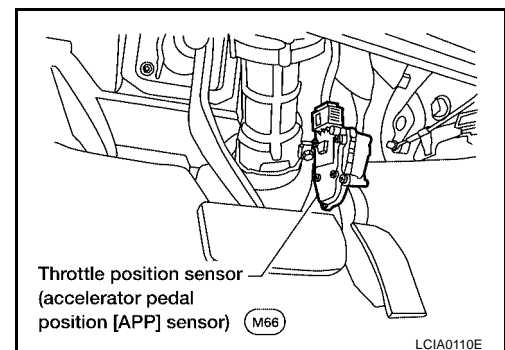
### 3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-765, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (ULEV)] or [EC-186, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (SULEV)].

OK or NG

OK >> GO TO 4.

NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

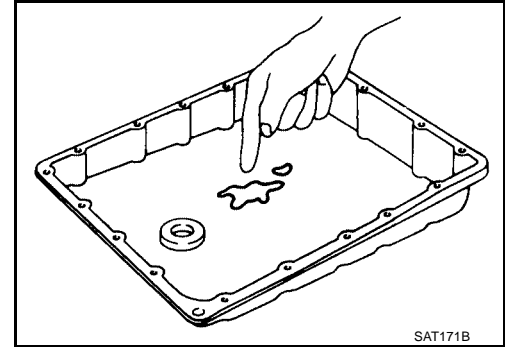


**4. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 7.



**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve B
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

**6. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> 1. Perform TCM input/output signal inspection.
- 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**7. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve B
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - High clutch assembly
  - Brake band

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

**11. A/T Does Not Shift: D3 → D4**

**SYMPTOM:**

- A/T does not shift from D3 to D4 at the specified speed.
- A/T must be warm before D3 to D4 shift will occur.

**1. CHECK SYMPTOM**

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1" OK?

Yes or No

- Yes >> GO TO 2.
- No >> Go to [AT-229, "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position"](#) , [AT-231, "8. Vehicle Cannot Be Started From D1"](#) .

**2. CHECK SELF-DIAGNOSTIC RESULTS**

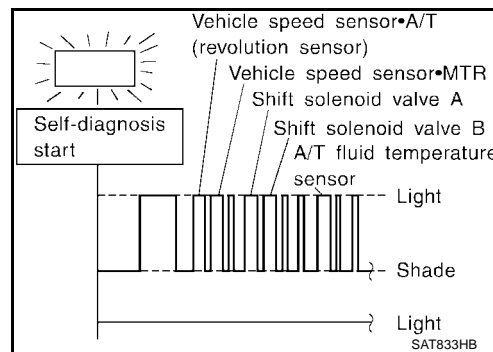
**Ⓜ With CONSULT-II**

Does self-diagnosis, after cruise test, show damage to any of the following circuits?

- PNP switch
- Overdrive control switch
- A/T fluid temperature sensor
- Vehicle speed sensor-A/T (revolution sensor)
- Shift solenoid valve A or B
- Vehicle speed sensor-MTR

Yes or No

- Yes >> Check damaged circuit. Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) , [AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#) , [AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#) , [AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"](#) , [AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"](#) , [AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"](#) .
- No >> GO TO 3.

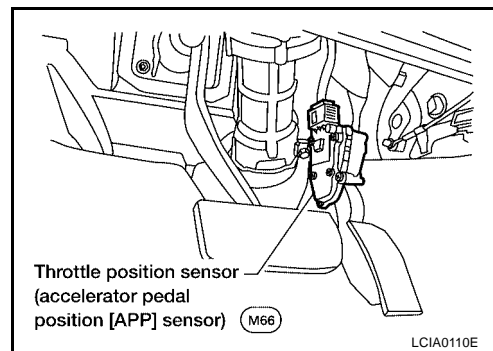


**3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-186, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (ULEV)] or [EC-765, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (SULEV)].

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

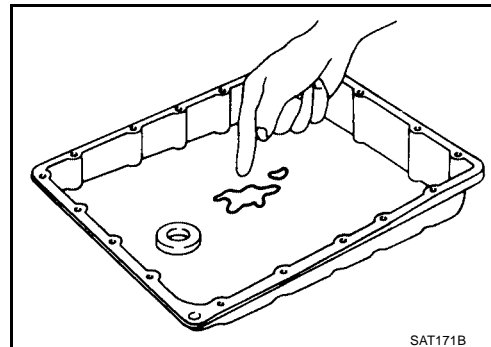


**4. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 7.

**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Overrun clutch control valve
  - Shift solenoid valve A
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 6.  
 NG >> Repair or replace damaged parts.

**6. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> 1. Perform TCM input/output signal inspection.  
 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**7. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Overrun clutch control valve
  - Shift solenoid valve A
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - Brake band

OK or NG

- OK >> GO TO 6.  
 NG >> Repair or replace damaged parts.

## 12. A/T Does Not Perform Lock-up

### SYMPTOM:

A/T does not perform lock-up at the specified speed.

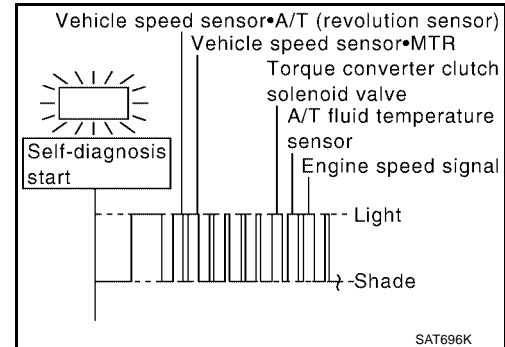
### 1. CHECK SELF-DIAGNOSTIC RESULTS

Does self-diagnosis show damage to A/T fluid temperature sensor, vehicle speed sensor-A/T (revolution sensor), engine speed signal, torque converter clutch solenoid valve, or vehicle speed sensor-MTR circuit after cruise test?

#### Yes or No

Yes >> Check torque converter clutch solenoid valve circuit. Refer to [AT-121, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#), [AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#), [AT-132, "DTC P0725 ENGINE SPEED SIGNAL"](#), [AT-160, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#), and [AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"](#).

No >> GO TO 2.



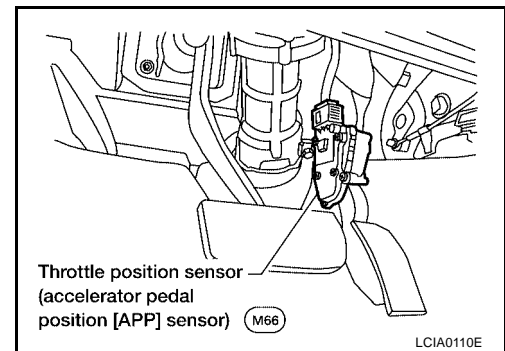
### 2. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-186, "DTC P0122, P0123 TP SENSOR" \[QG18DE \(ULEV\)\]](#) or [EC-765, "DTC P0122, P0123 TP SENSOR" \[QG18DE \(SULEV\)\]](#).

#### OK or NG

OK >> GO TO 3.

NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].



### 3. DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to [AT-260, "REMOVAL"](#).

2. Check the following items:

- Torque converter clutch control valve
- Torque converter relief valve
- Pilot valve
- Pilot filter

3. Remove A/T.

4. Check torque converter.

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace damaged parts.

### 4. CHECK SYMPTOM

Check again.

#### OK or NG

OK >> **INSPECTION END**

NG >> 1. Perform TCM input/output signal inspection.

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**13. A/T Does Not Hold Lock-up Condition**

**SYMPTOM:**

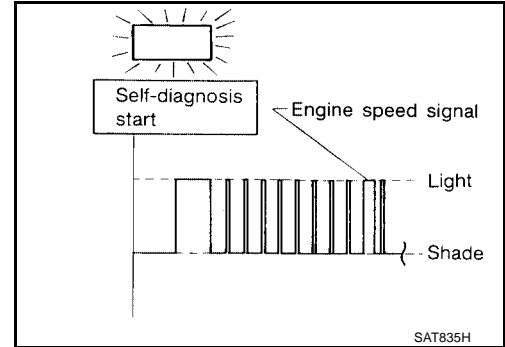
A/T does not hold lock-up condition for more than 30 seconds.

**1. CHECK DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to engine speed signal circuit after cruise test?

Yes or No

- Yes >> Check engine speed signal circuit. Refer to [AT-132](#), "[DTC P0725 ENGINE SPEED SIGNAL](#)".
- No >> GO TO 2.

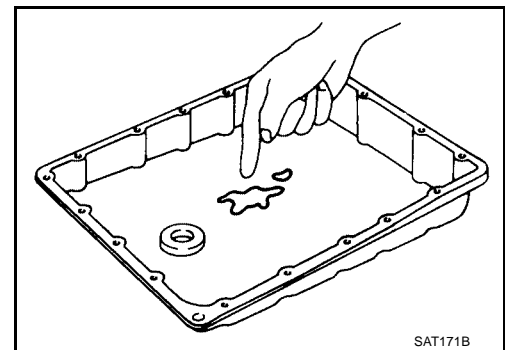


**2. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 5.



**3. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260](#), "[REMOVAL](#)".
2. Check the following items:
  - Torque converter clutch control valve
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace damaged parts.

**4. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> 1. Perform TCM input/output signal inspection.
  2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



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## 5. DETECT MALFUNCTIONING ITEM

---

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
  - Torque converter clutch control valve
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check torque converter and oil pump assembly.

### OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

**14. Lock-up Is Not Released****SYMPTOM:**

Lock-up is not released when accelerator pedal is released.

**1. CHECK THROTTLE POSITION SWITCH CIRCUIT****Ⓜ With CONSULT-II**

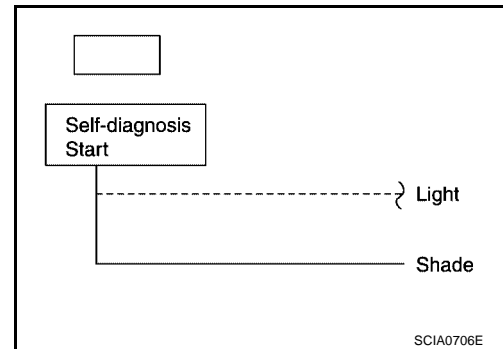
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to closed throttle position switch circuit?

**ⓧ Without CONSULT-II**

Does self-diagnosis show damage to closed throttle position switch circuit?

Yes or No

- Yes >> Check closed throttle position switch circuit. Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#).
- No >> GO TO 2.

**2. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3 )**

**SYMPTOM:**

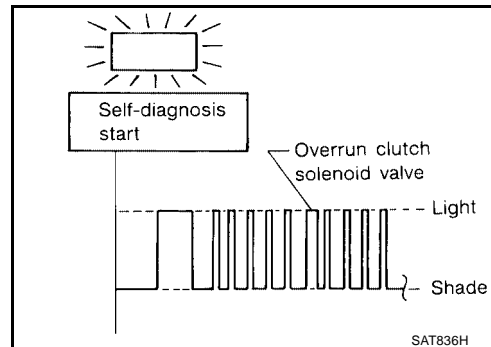
- Engine speed does not smoothly return to idle when A/T shifts from D4 to D3 .
- Vehicle does not decelerate by engine brake when turning overdrive control switch OFF.
- Vehicle does not decelerate by engine brake when shifting A/T from “D” to “2” position.

**1. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to overrun clutch solenoid valve circuit after cruise test?

Yes or No

- Yes >> Check overrun clutch solenoid valve circuit. Refer to [AT-194, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"](#) .
- No >> GO TO 2.

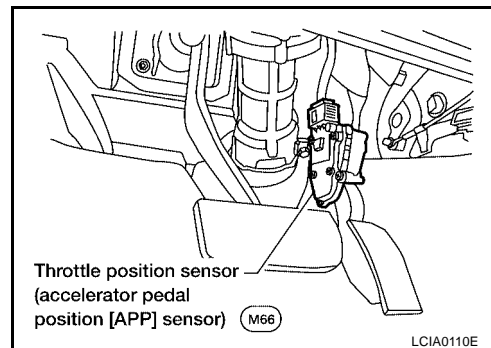


**2. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-186, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (ULEV)] or [EC-765, "DTC P0122, P0123 TP SENSOR"](#) [QG18DE (SULEV)].

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

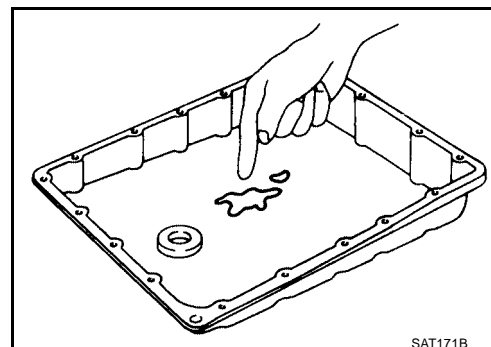


**3. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 6.



**4. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
  - Overrun clutch control valve
  - Overrun clutch reducing valve
  - Overrun clutch solenoid valve

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

**5. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-260, "REMOVAL"](#) .
2. Check the following items:
  - Overrun clutch control valve
  - Overrun clutch reducing valve
  - Overrun clutch solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Overrun clutch assembly

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

**16. Vehicle Does Not Start From D1**

ECS005Z3

**SYMPTOM:**

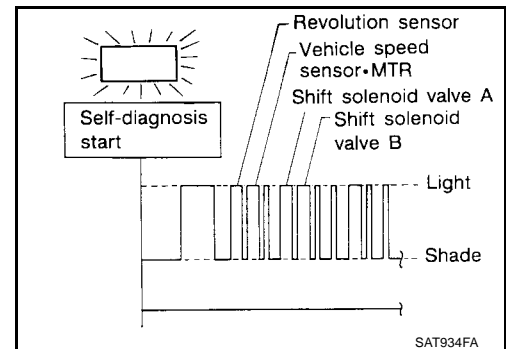
Vehicle does not start from D1 on Cruise test — Part 2.

**1. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?

Yes or No

- Yes >> Check damaged circuit. Refer to [AT-127, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#) , [AT-180, "DTC P0750 SHIFT SOLENOID VALVE A"](#) , [AT-184, "DTC P0755 SHIFT SOLENOID VALVE B"](#) , [AT-204, "DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR"](#) .
- No >> GO TO 2.



---

## 2. CHECK SYMPTOM

---

Check again.

OK or NG

- OK >> Go to [AT-231, "8. Vehicle Cannot Be Started From D1"](#) .
- NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

**17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch “ON” → “OFF”**

ECS005Z4

**SYMPTOM:**

A/T does not shift from D4 to D3 when changing overdrive control switch to “OFF” position.

**1. CHECK OVERDRIVE CONTROL SWITCH CIRCUIT**

**With CONSULT-II**

Does “TCM INPUT SIGNALS” in “DATA MONITOR” show damage to overdrive control switch circuit?

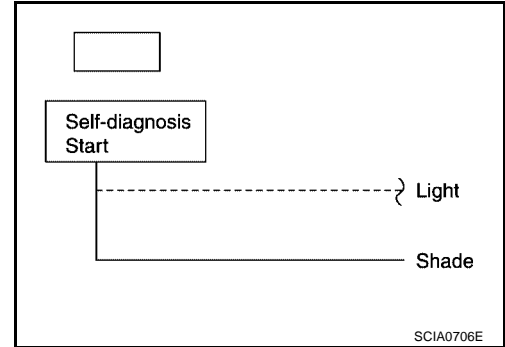
**Without CONSULT-II**

Does self-diagnosis show damage to overdrive control switch circuit?

Yes or No

Yes >> Check overdrive control switch circuit. Refer to [AT-250, "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position \(PNP\), Overdrive Control and Throttle Position Sensor \[Accelerator Pedal Position \(APP\) Sensor\] Switches Circuit Checks}"](#) .

No >> Go to [AT-236, "10. A/T Does Not Shift: D2 → D3"](#) .



**18. A/T Does Not Shift: D3 → 22 , When Selector Lever “D” → “2” Position**

ECS005Z5

**SYMPTOM:**

A/T does not shift from D3 to 22 when changing selector lever from “D” to “2” position.

**1. CHECK PNP SWITCH CIRCUIT****④ With CONSULT-II**

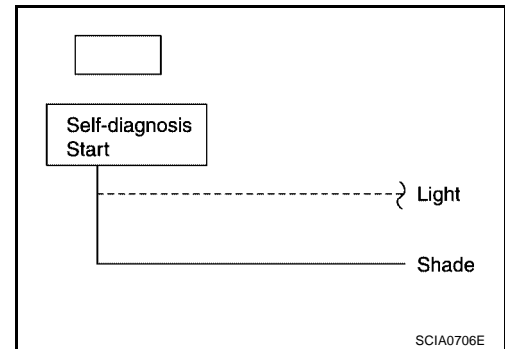
Does “TCM INPUT SIGNALS” in “DATA MONITOR” show damage to PNP switch circuit?

**⊗ Without CONSULT-II**

Does self-diagnosis show damage to PNP switch circuit?

Yes or No

- Yes >> Check PNP switch circuit. Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#)
- No >> Go to [AT-234, "9. A/T Does Not Shift: D1 → D2 Or Does Not Kickdown: D4 → D2"](#) .



19. A/T Does Not Shift: 22 → 11 , When Selector Lever “2” → “1” Position

ECS005Z6

SYMPTOM:

A/T does not shift from 22 to 11 when changing selector lever from “2” to “1” position.

1. CHECK PNP SWITCH CIRCUIT

With CONSULT-II

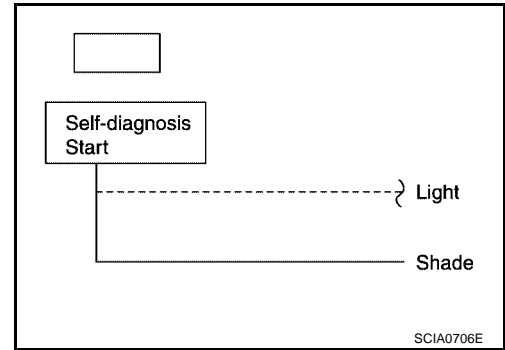
Does “TCM INPUT SIGNALS” in “DATA MONITOR” show damage to PNP switch circuit?

Without CONSULT-II

Does self-diagnosis show damage to PNP switch circuit?

Yes or No

- Yes >> Check PNP switch circuit. Refer to [AT-116. "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) .
- No >> GO TO 2.

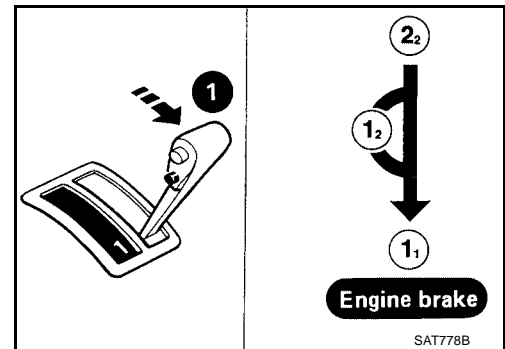


2. CHECK SYMPTOM

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.





## 20. Vehicle Does Not Decelerate By Engine Brake

### SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 22 (12) to 11.

### 1. CHECK SYMPTOM

Is "6. Vehicle Does Not Creep Backward In R Position" OK?

Yes or No

- Yes >> Go to [AT-244, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) .  
 No >> Go to [AT-227, "6. Vehicle Does Not Creep Backward In "R" Position"](#) .

## 21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks}

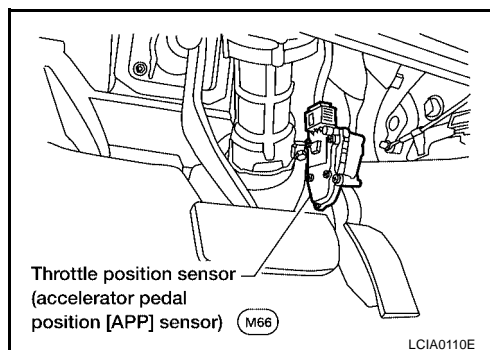
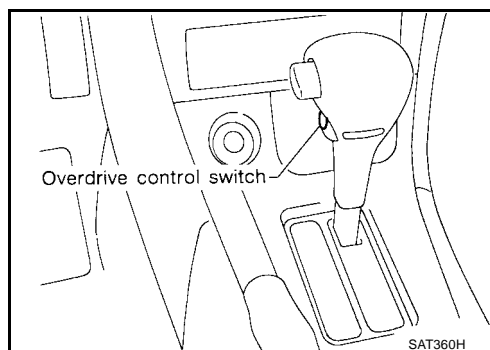
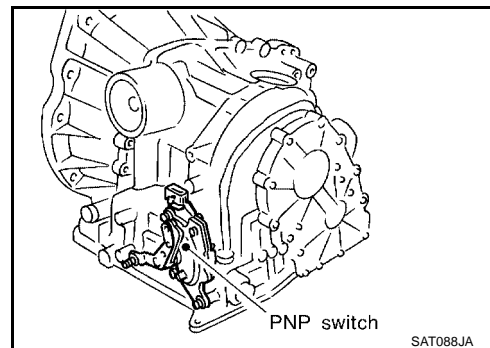
ECS006GY

### SYMPTOM:

O/D OFF indicator lamp does not come on in TCM self-diagnostic procedure even if the lamp circuit is good.

### DESCRIPTION

- Park/neutral position (PNP) switch  
 The park/neutral (PNP) switch assembly includes a transmission range switch. The transmission range switch detects the selector lever position and sends a signal to the TCM.
- Overdrive control switch  
 Detects the overdrive control switch position (ON or OFF) and sends a signal to the TCM.
- Throttle position sensor [accelerator pedal position (APP) sensor]  
 The throttle position sensor [accelerator pedal position (APP) sensor] is part of the system that controls the throttle position. This system also uses an electric throttle control actuator, which consists of a throttle control motor and throttle position sensors. Accelerator pedal position signal is sent to the ECM.



## DIAGNOSTIC PROCEDURE

### NOTE:

The diagnostic procedure includes inspections for the overdrive control switch circuits.

## 1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT (WITH CONSULT-II)

### With CONSULT-II

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out P/N, R, D, 2 and 1 position switches moving selector lever to each position.  
Check that the signal of the selector lever position is indicated properly.

#### OK or NG

OK >> GO TO 2.

NG >> Check the following items:

- PNP switch (Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#))
- Harness for short or open between ignition switch and PNP switch
- Harness for short or open between PNP switch and TCM

DATA MONITOR	
MONITORING	
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

SAT701J

## 2. CHECK OVERDRIVE CONTROL SWITCH CIRCUIT (WITH CONSULT-II)

### With CONSULT-II

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out "OVERDRIVE SW".  
Check the signal of the overdrive control switch is indicated properly.  
(Overdrive control switch "ON" displayed on CONSULT-II means overdrive "OFF".)

#### OK or NG

OK >> GO TO 3.

NG >> Check the following items:

- Overdrive control switch (Refer to [AT-252, "Overdrive Control Switch"](#))
- Harness for short or open between TCM and overdrive control switch
- Harness of ground for overdrive control switch for short or open

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

## 3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

- Perform throttle position sensor [accelerator pedal position (APP) sensor] inspection. Refer to [AT-188, "DTC P1705 THROTTLE POSITION SENSOR \[ACCELERATOR PEDAL POSITION \(APP\) SENSOR\]"](#).

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace damaged parts.

4. CHECK TCM INSPECTION

1. Perform [AT-251, "DIAGNOSTIC PROCEDURE"](#)

OK or NG

OK >> INSPECTION END.

NG >> ● Perform TCM input/output signal inspection.

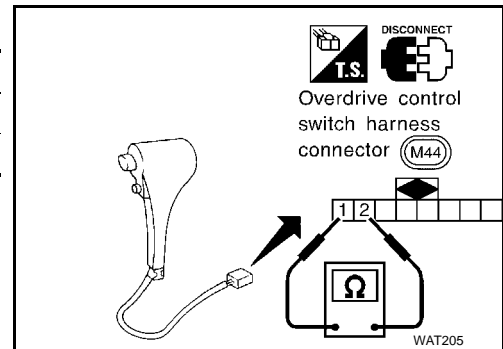
- If NG, recheck TCM pin terminals for damage or loose connections with harness connector.

COMPONENT INSPECTION

Overdrive Control Switch

- Check continuity between terminals 1 and 2.

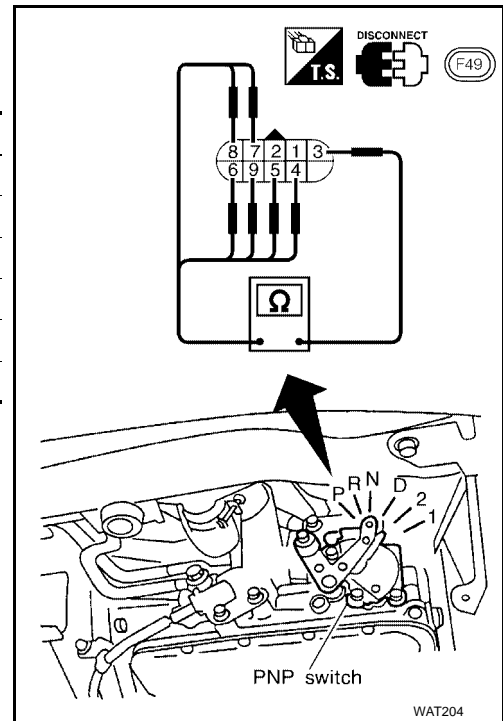
Switch position	Continuity
RELEASED	No
DEPRESSED	Yes



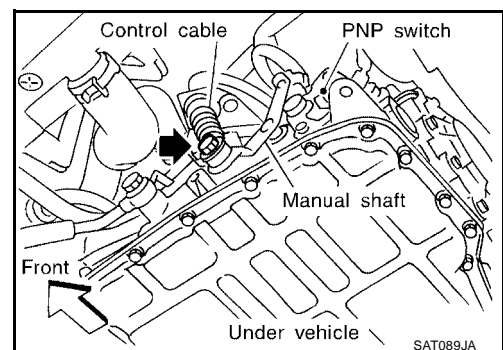
PNP Switch

1. Check continuity between terminals 1 and 2 and between terminals 3 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 — 7	1 — 2
R	3 — 8	
N	3 — 9	1 — 2
D	3 — 6	
2	3 — 5	
1	3 — 4	



- If NG, check again with manual control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
- If OK on step 2, adjust manual control cable. Refer to [AT-263, "Control Cable Adjustment"](#).
- If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
- If OK on step 4, adjust PNP switch. Refer to [AT-263, "Park/Neutral Position \(PNP\) Switch Adjustment"](#).
- If NG on step 4, replace PNP switch.



## A/T SHIFT LOCK SYSTEM

PFP:34950

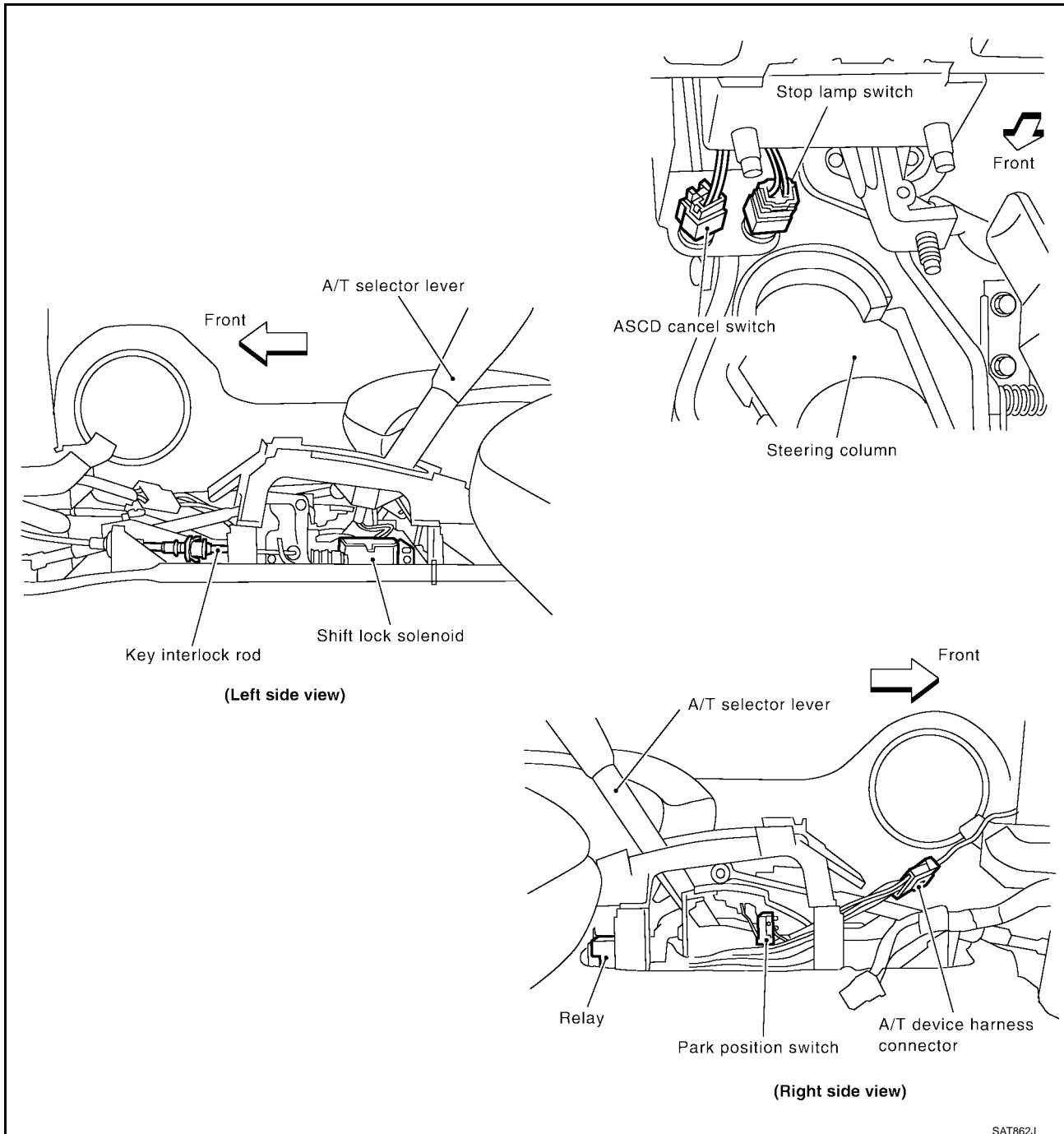
ECS006H0

### Description

- The mechanical key interlock mechanism also operates as a shift lock:  
With the key switch turned to ON, the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed.  
With the key removed, the selector lever cannot be shifted from "P" to any other position.  
The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder.

### Shift Lock System Electrical Parts Location

ECS006H1



SAT862J

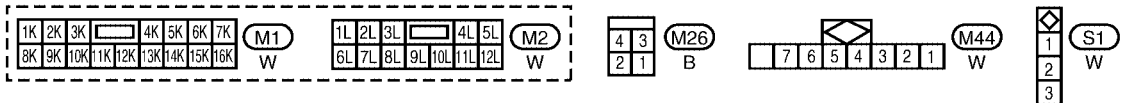
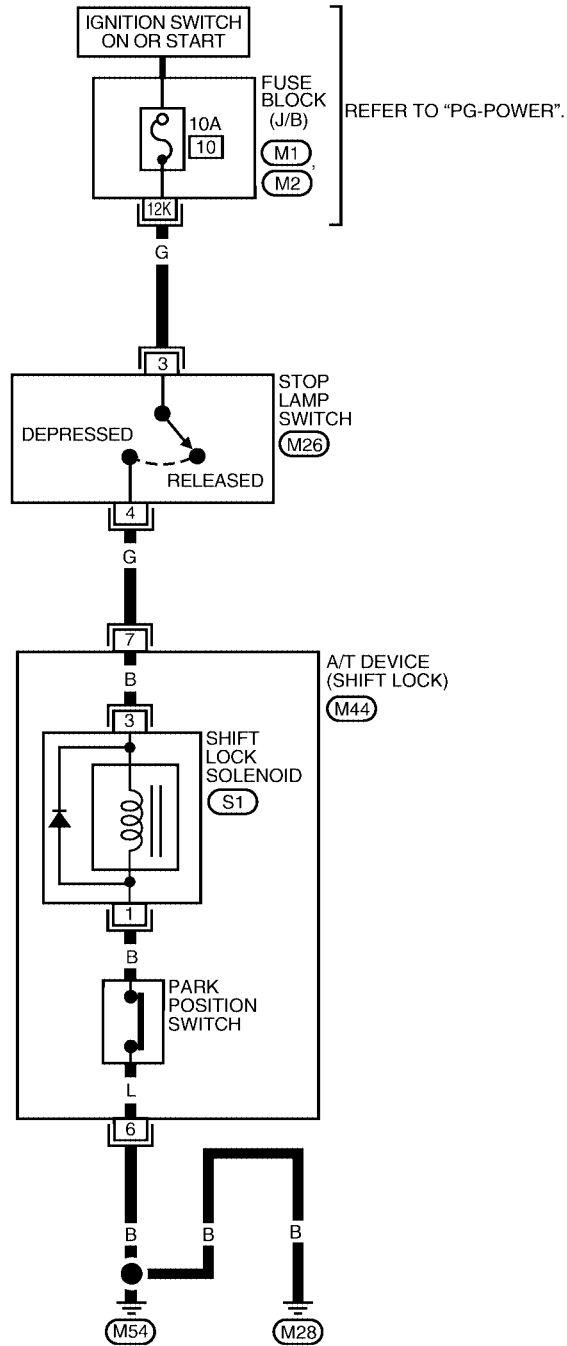
# A/T SHIFT LOCK SYSTEM

[RE4F03B]

## Wiring Diagram — SHIFT —

ECS006H2

AT-SHIFT-01



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNES LAYOUT" OF PG SECTION.

WCWA0076E

## Diagnostic Procedure

### SYMPTOM 1:

- Selector lever cannot be moved from "P" position with key in ON position and brake pedal applied.
- Selector lever can be moved from "P" position with key in ON position and brake pedal released.
- Selector lever can be moved from "P" position when key is removed from key cylinder.

### SYMPTOM 2:

Ignition key cannot be removed when selector lever is set to "P" position. It can be removed when selector lever is set to any position except "P".

## 1. CHECK KEY INTERLOCK CABLE

Check key interlock cable for damage.

### OK or NG

- OK >> GO TO 2.
- NG >> Repair key interlock cable. Refer to [AT-642, "Components"](#).

## 2. CHECK SELECTOR LEVER POSITION

Check selector lever position for damage.

### OK or NG

- OK >> GO TO 3.
- NG >> Check selector lever. Refer to [AT-647, "Control Cable Adjustment"](#).

## 3. CHECK POWER SOURCE

Turn ignition switch to "OFF" position.  
(Do not start engine.)

- Check voltage between A/T device harness connector M44 terminal 7 (G) and ground.

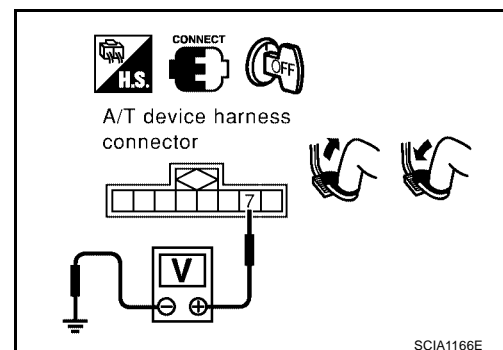
### Voltage:

**Brake pedal depressed: Battery voltage**

**Brake pedal released: 0V**

### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING ITEM

Check the following items.

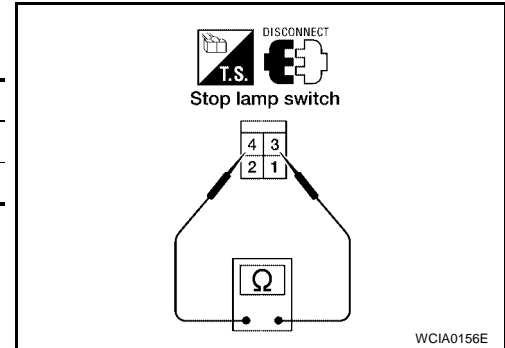
1. Harness for open or short between fuse block (J/B) connector M1 terminal 12K and stop lamp switch harness connector M26 terminal 3.
2. Harness for open or short stop lamp switch harness connector M26 terminal 4 and A/T device harness connector M44 terminal 7 (G).
3. 10A fuse [10, located in the fuse block (J/B)].
4. Check continuity between stop lamp switch harness connector M26 terminals 3 (G) and 4 (G).

Condition	Continuity
When brake pedal is depressed	Yes
When brake pedal is released	No

Check stop lamp switch after adjusting brake pedal —refer to [BR-12, "STOP LAMP SWITCH AND ASCD CANCEL SWITCH CLEARANCE"](#)

### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.



## 5. CHECK GROUND CIRCUIT

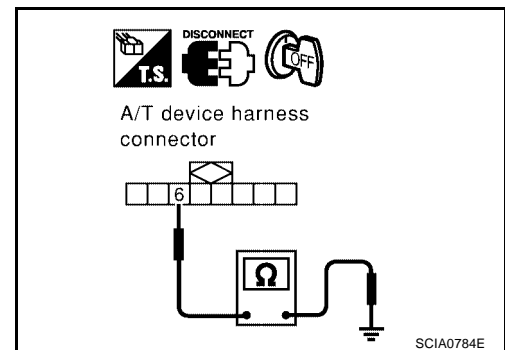
1. Turn ignition switch to "OFF" position.
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness M44 terminal 6 (B) and ground.

**Continuity should exist**

Continuity should exist.  
If OK, check harness for short to power.

### OK or NG

- OK >> GO TO 6.
- NG >> Repair open circuit in harness.



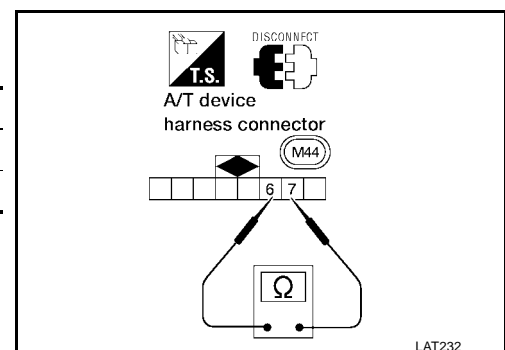
## 6. CHECK PARK POSITION SWITCH

Check continuity between A/T device harness connector M44 terminals 6 (B) and 7 (G).

Brake pedal	Operation sound
Depressed	No
Released	Yes

### OK or NG

- OK >> GO TO 7.
- NG >> Replace park position switch.



## 7. CHECK SHIFT LOCK SOLENOID

1. Connect A/T device harness connector.
2. Turn ignition switch to "ON" position.
3. Check operation sound.

Condition	Brake pedal	Operation sound
When ignition switch is turned to "ON" position and selector lever is in the "P" position.	Depressed	Yes
	Released	No

OK or NG

- OK >> GO TO 8.
- NG >> Replace shift lock solenoid.

## 8. CHECK SHIFT LOCK OPERATION

1. Reconnect shift lock harness connector.
2. Turn ignition switch from "OFF" to "ON" position. (Do not start engine.)
3. Recheck shift lock operation.

OK or NG

- OK >> INSPECTION END
- NG >> GO TO .9

## 9. CHECK A/T DEVICE INSPECTION

1. Perform A/T device input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK or NG

- OK >> INSPECTION END
- NG >> Repair or replace damaged parts.

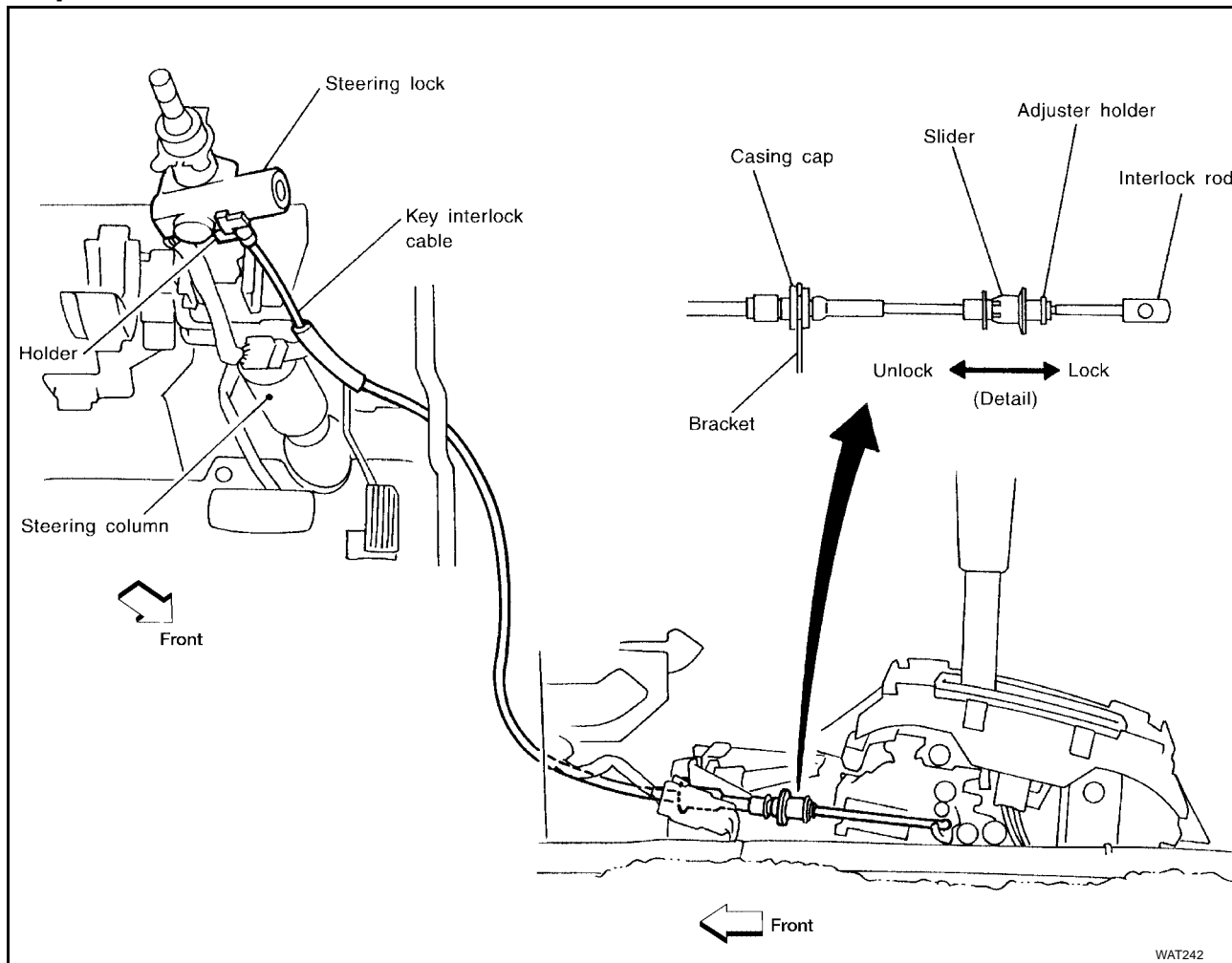
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## KEY INTERLOCK CABLE

### Components

ECS005ZD



WAT242

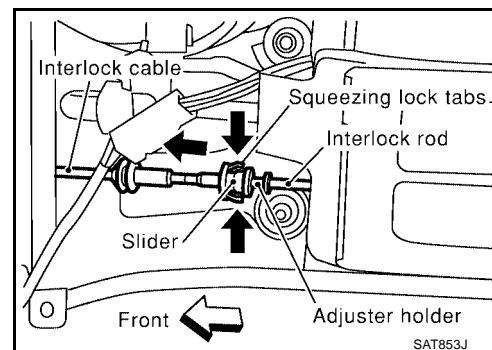
### CAUTION:

- Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.
- After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions.

### Removal

ECS005ZE

1. Unlock slider by squeezing lock tabs on slider from adjuster holder and remove interlock rod from cable.

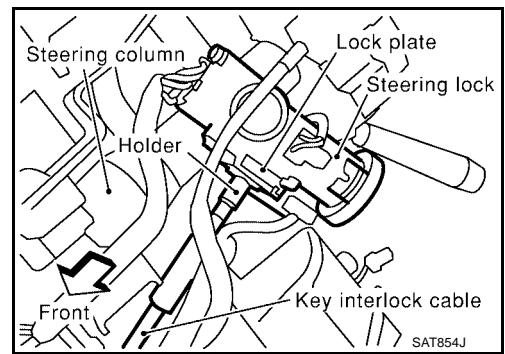


SAT853J

# KEY INTERLOCK CABLE

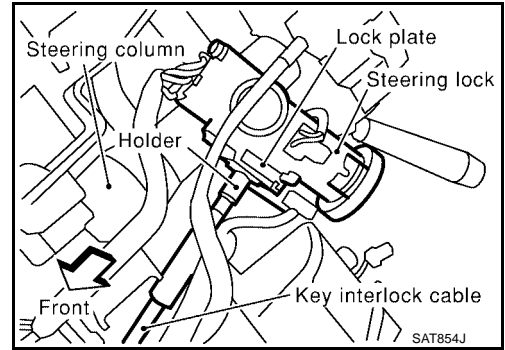
[RE4F03B]

2. Remove lock plate from steering lock assembly and remove key interlock cable.

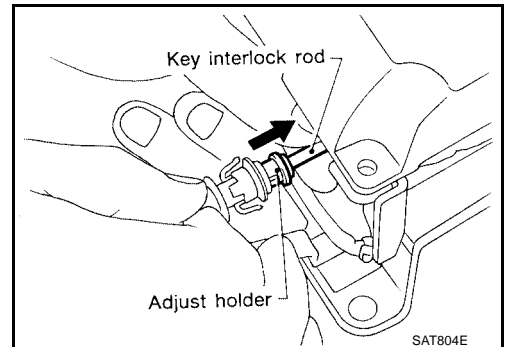


## Installation

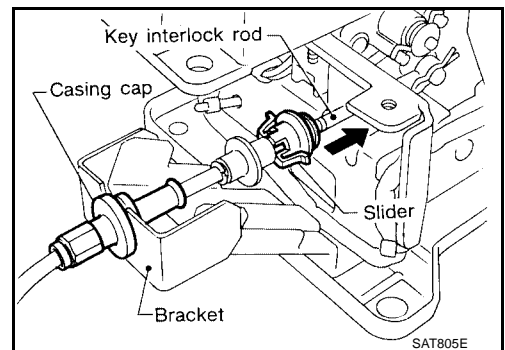
1. Turn ignition key to lock position.
2. Set A/T selector lever to "P" position.
3. Set key interlock cable to steering lock assembly and install lock plate.
4. Clamp cable to steering column and attach to control cable with band.



5. Insert interlock rod into adjuster holder.



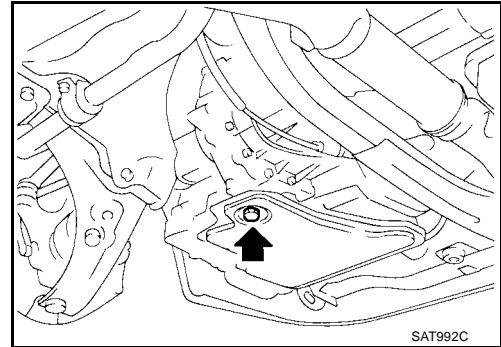
6. Install casing cap to bracket.
7. Move slider in order to connect adjuster holder to interlock rod.



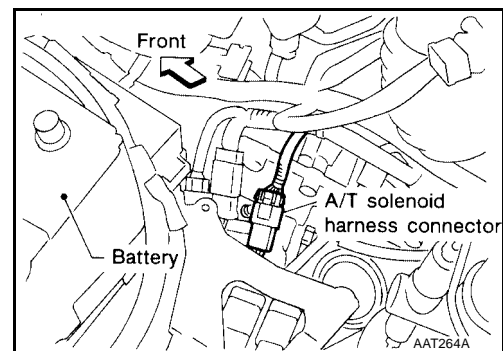
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**ON-VEHICLE SERVICE****Control Valve Assembly and Accumulators  
REMOVAL**

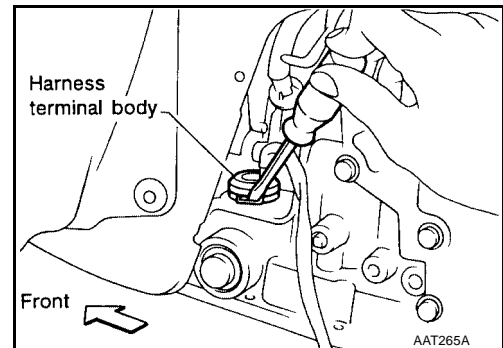
1. Drain ATF from transaxle.
2. Remove oil pan and gasket.
  - Always replace oil pan bolts as they are self-sealing bolts.



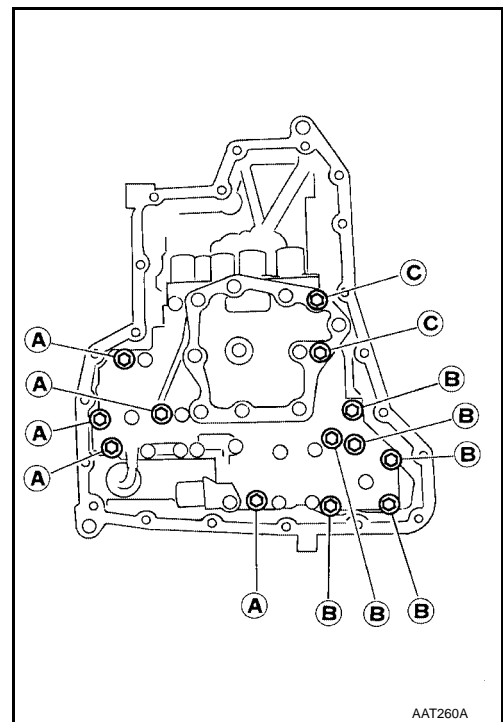
3. Disconnect A/T solenoid valve harness connector.




4. Remove stopper ring from A/T solenoid harness terminal body.
5. Remove A/T solenoid harness by pushing terminal body into transmission case.



6. Remove control valve assembly mounting bolts A, B and C.



**Bolt length, number and location:**

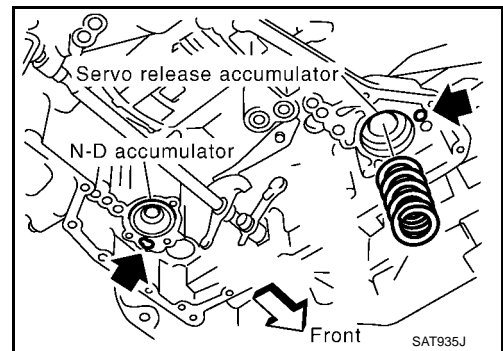
Bolt symbol	A	B	C
Bolt length "l" 	40.0 mm (1.575 in)	33.0 mm (1.299 in)	43.5 mm (1.713 in)
Number of bolts	5	6	2

- **Be careful not to drop manual valve and servo release accumulator return springs.**

7. Disassemble and inspect control valve assembly if necessary. Refer to [AT-298, "Components"](#) .

8. Remove servo release and N-D accumulators by applying compressed air if necessary.

- **Hold each piston with a clean, lint-free towel.**

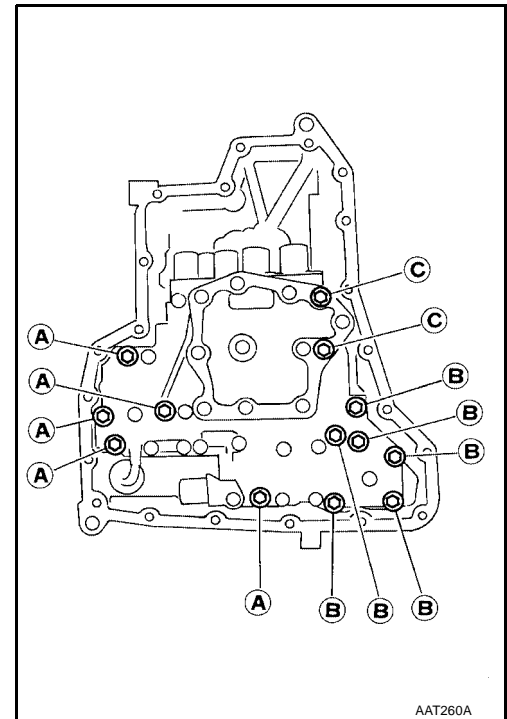


**INSTALLATION**

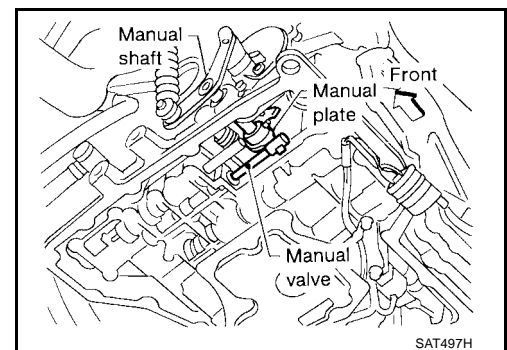
- Tighten mounting bolts A, B and C to specification.



: 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)



- Set manual shaft in Neutral position, then align manual plate with groove in manual valve.
- After installing control valve assembly to transmission case, make sure that selector lever can be moved to all positions.



ECS005ZH

## Control Cable Adjustment

Move selector lever from the "P" position to the "1" position. You should be able to feel the detents in each position. If the detents cannot be felt or if the pointer indicating the position is improperly aligned, the control cable needs adjustment.

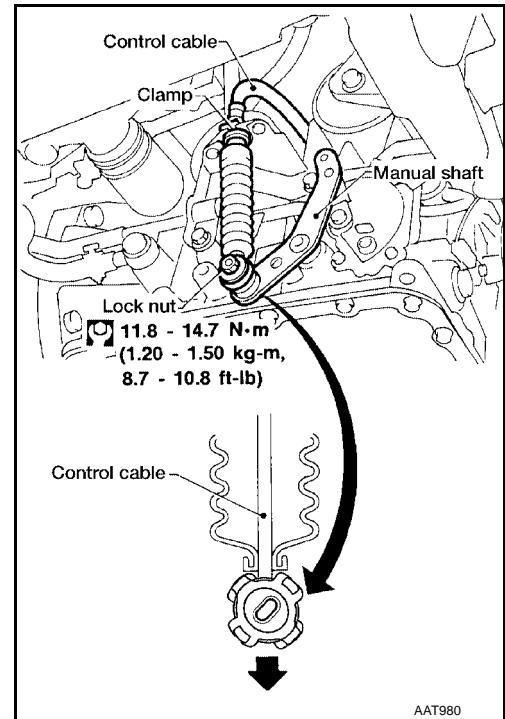
1. Place selector lever in "P" position.
2. Loosen control cable lock nut and place manual shaft in "P" position.
3. Push control cable, by specified force, in the direction of the arrow shown in the illustration.

**Specified force : 9.8 N (1.0 kg, 2.2 lb)**

4. Release control cable in the opposite direction of the arrow for 1.0 mm (0.039 in).
5. Tighten control cable lock nut by hand.
6. Tighten control cable lock nut.

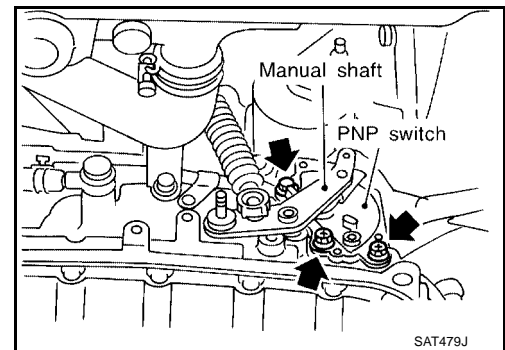
**⌚ : 11.8 - 14.7 N·m (1.20 - 1.50 kg·m, 8.7 - 10.8 ft-lb)**

7. Move selector lever from "P" to "1" position again. Make sure that selector lever moves smoothly.
8. Apply grease to contacting areas of selector lever and control cable. Install any part removed.

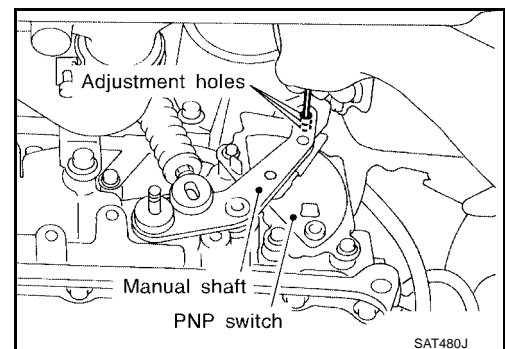


## Park/Neutral Position (PNP) Switch Adjustment

1. Remove control cable end from manual shaft.
2. Set manual shaft in "N" position.
3. Loosen PNP switch fixing bolts.



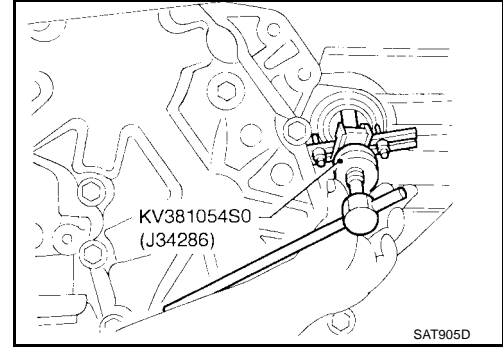
4. Use a 4 mm (0.157 in) pin for this adjustment.
  - a. Insert the pin straight into the manual shaft adjustment hole.
  - b. Rotate PNP switch until the pin can also be inserted straight into hole in PNP switch.
5. Tighten PNP switch fixing bolts.
6. Remove pin from adjustment hole after adjusting PNP switch.
7. Reinstall any part removed.
8. Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#).
9. Check continuity of PNP switch. Refer to [AT-120, "Component Inspection"](#).



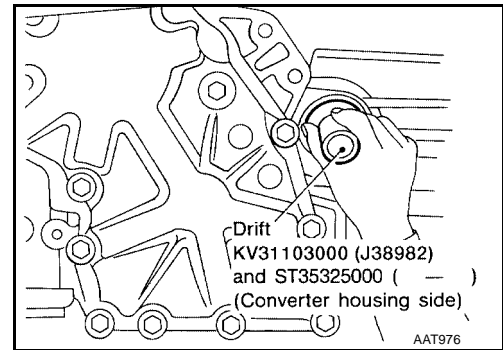
ECS005ZJ

### Differential Side Oil Seal Replacement

1. Remove drive shaft assemblies using Tool. Refer to [FAX-14](#), "[Removal](#)".
2. Remove oil seals.



3. Install oil seals using Tool.
  - Apply ATF to oil seal surface before installing.

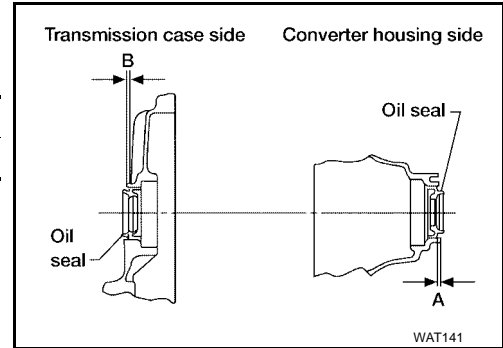


- Install oil seals so that dimensions "A" and "B" are within specifications.

Unit: mm (in)

A	B
5.5 - 6.5 (0.217 - 0.256)	-0.5 to 0.5 (-0.020 to 0.020)

4. Reinstall any part removed.

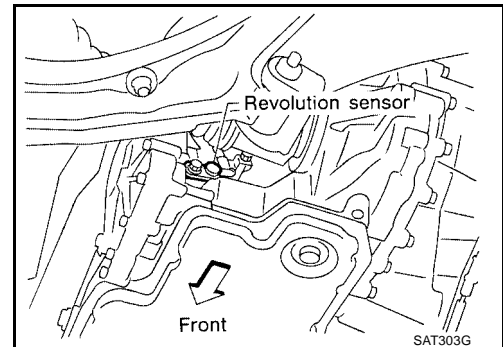


### Revolution Sensor Replacement

ECS005ZK

1. Disconnect revolution sensor harness connector.
2. Remove harness bracket from A/T.
3. Remove revolution sensor from A/T.
4. Reinstall any part removed.

**Always use new sealing parts.**



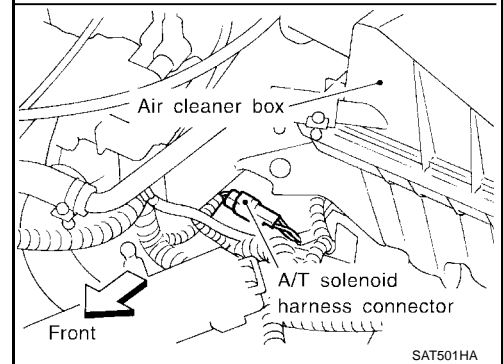
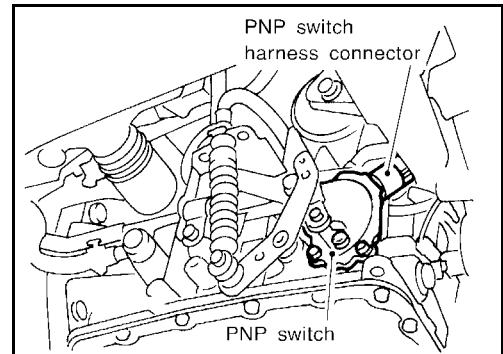
### REMOVAL AND INSTALLATION

#### Removal

**CAUTION:**

Before separating transaxle from engine, remove the crankshaft position sensor (OBD) from transaxle. Be careful not to damage sensor.

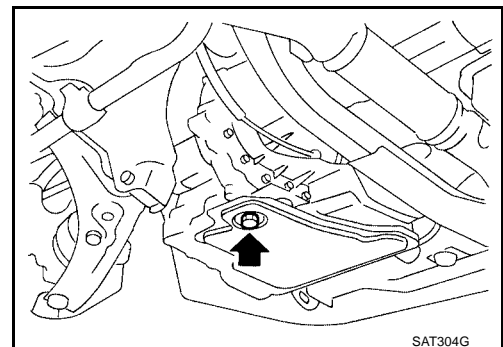
1. Remove battery and bracket.
2. Remove air duct between throttle body and air cleaner.
3. Disconnect terminal cord assembly, PNP switch harness connector and revolution sensor harness connector.



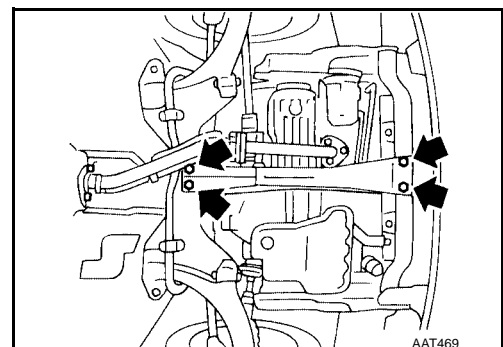
4. Drain ATF from transaxle.
5. Disconnect control cable from transaxle.
6. Disconnect oil cooler hoses.
7. Remove drive shafts. Refer to [FAX-14, "Removal"](#).
8. Remove the intake manifold support bracket. Refer to [EM-12, "Removal and Installation"](#).
9. Remove starter motor from transaxle.

**Tighten bolts to specified torque.**

 : 33.3 - 46.1 N·m (3.4 - 4.7 kg·m, 25 - 34 ft·lb)



10. Remove upper bolts fixing transaxle to engine.
11. Support transaxle with a jack.
12. Remove center member.
  - Tighten center member fixing bolts to specified torque, Refer to [EM-66, "INSTALLATION"](#).



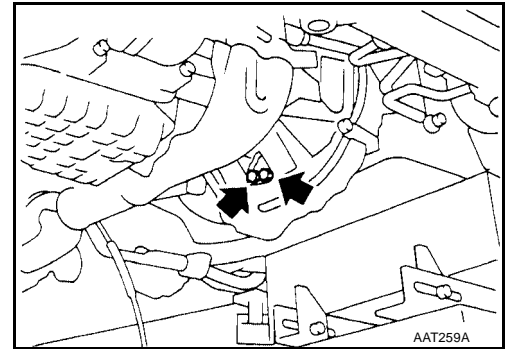
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# REMOVAL AND INSTALLATION

[RE4F03B]

13. Remove rear plate cover.
14. Remove torque converter bolts.  
Rotate crankshaft to gain access to securing bolts.
15. Remove rear transaxle to engine bracket. Refer to [EM-64](#), "REMOVAL".
16. Support engine with a jack.
17. Remove rear transaxle mount. Refer to [EM-63](#).
18. Remove lower bolts fixing transaxle to engine.
19. Lower transaxle while supporting it with a jack.



ECS005ZM

## Installation

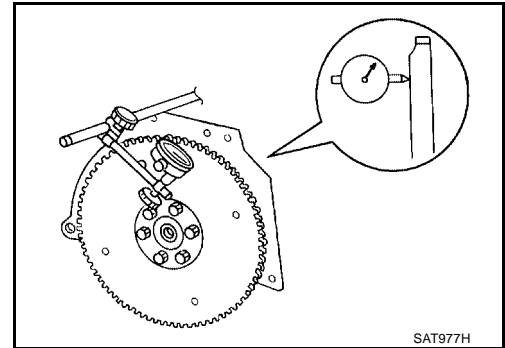
1. Check drive plate runout.

### CAUTION:

Do not allow any magnetic materials to contact the ring gear teeth.

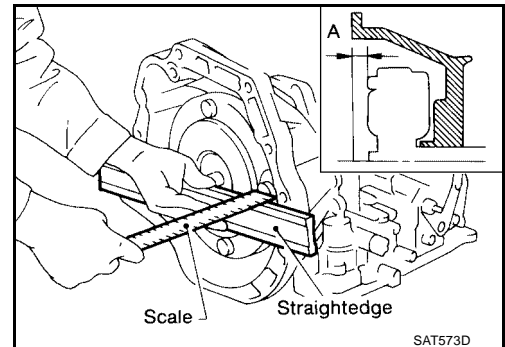
Maximum allowable runout : [EM-77, "Flywheel Runout"](#).

- If this runout is out of allowance, replace drive plate with ring gear.



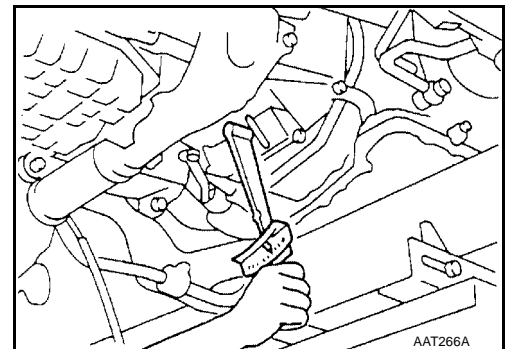
2. When connecting torque converter to transaxle, measure distance "A" to be certain that they are correctly assembled.

Distance "A" : 21.1 mm (0.831 in)



3. Install torque converter to drive plate.

- With converter installed, rotate crankshaft several turns to check that transaxle rotates freely without binding.

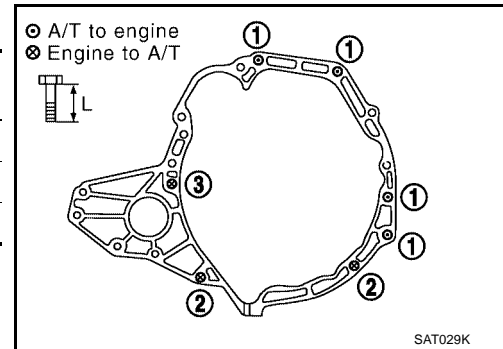


# REMOVAL AND INSTALLATION

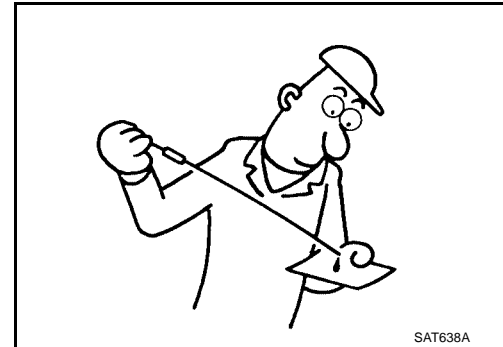
[RE4F03B]

## 4. Tighten bolts fixing transaxle.

Bolt No.	Tightening torque N·m (kg-m, ft-lb)	Bolt length "l" mm (in)
1	30 - 40 (3.1 - 4.1, 23 - 29)	50 (1.97)
2	16 - 20 (1.6 - 2.1, 12 - 15)	25 (0.98)
3	31 - 40 (3.1 - 4.1, 23 - 29)	30 (1.18)



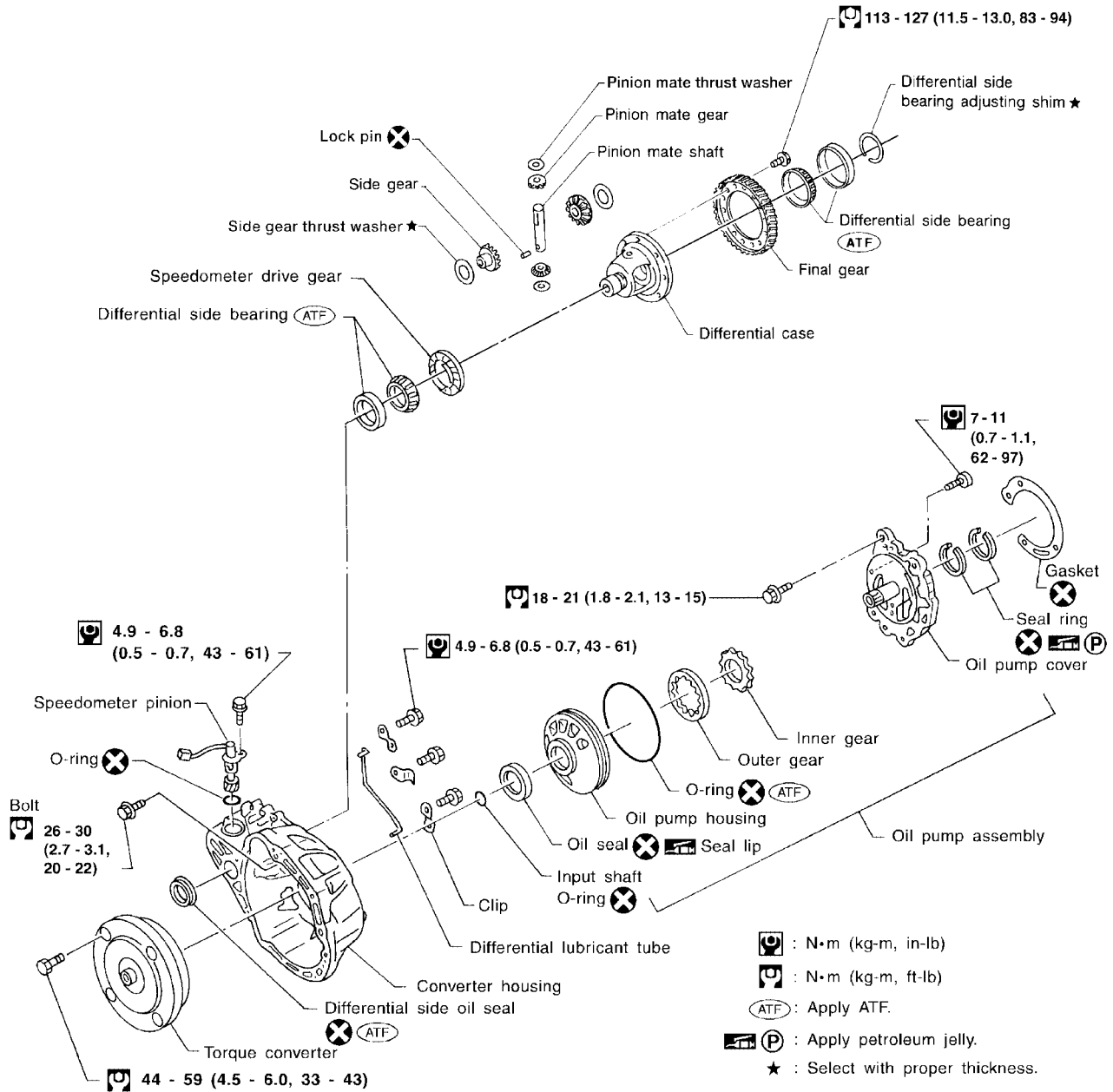
5. Reinstall any part removed.
6. Adjust control cable. Refer to [AT-263, "Control Cable Adjustment"](#) .
7. Check continuity of PNP switch. Refer to [AT-120, "PARK/NEUTRAL POSITION SWITCH"](#) .
8. Refill transaxle with ATF and check fluid level.
9. Move selector lever through all positions to be sure that transaxle operates correctly. With parking brake applied, idle engine. Move selector lever through "N" to "D", to "2", to "1" and "R" positions. A slight shock should be felt through the hand gripping the selector each time the transaxle is shifted.
10. Perform road test. Refer to [AT-69, "Road Test"](#) .



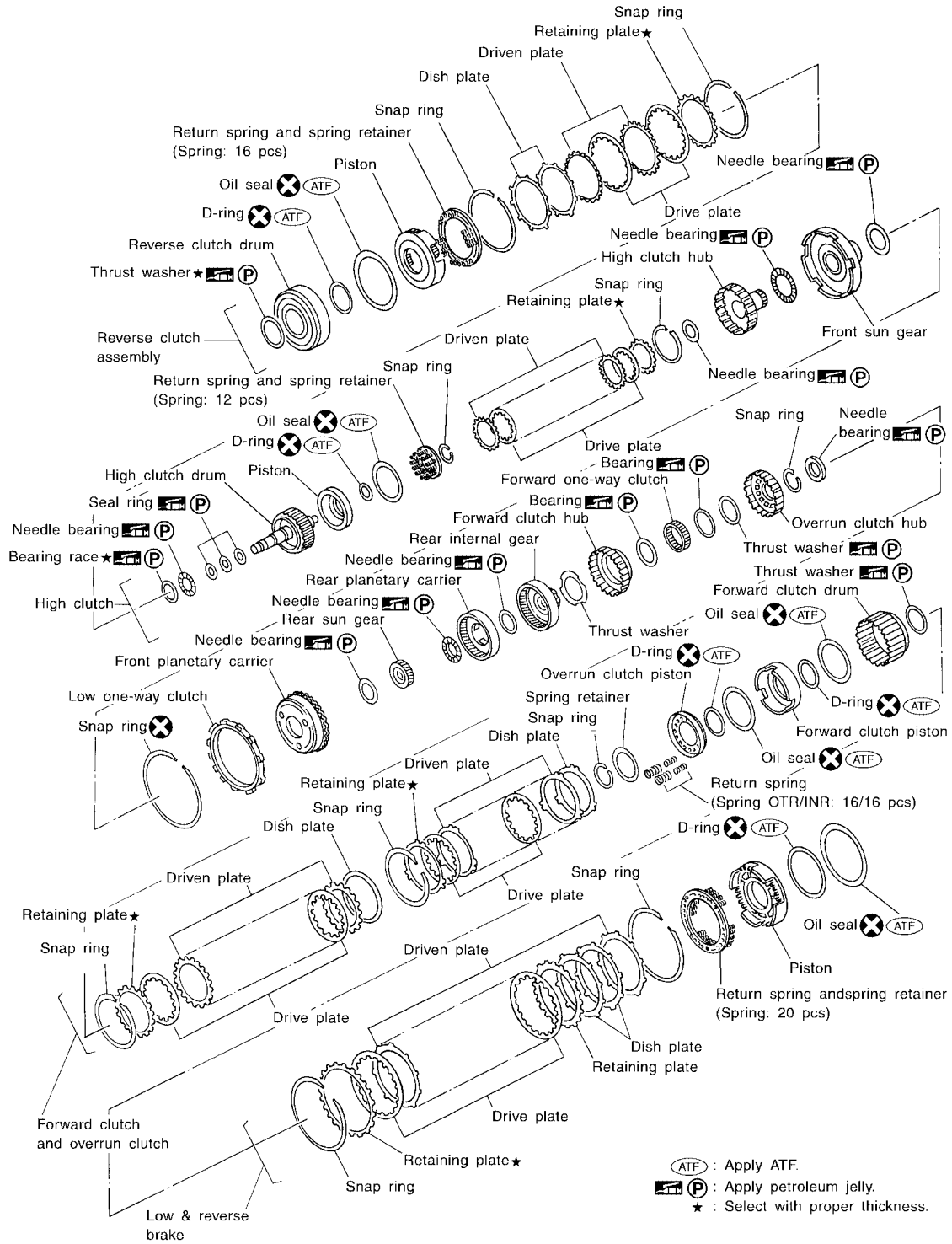
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## OVERHAUL Components

SEC. 311•313•327•381



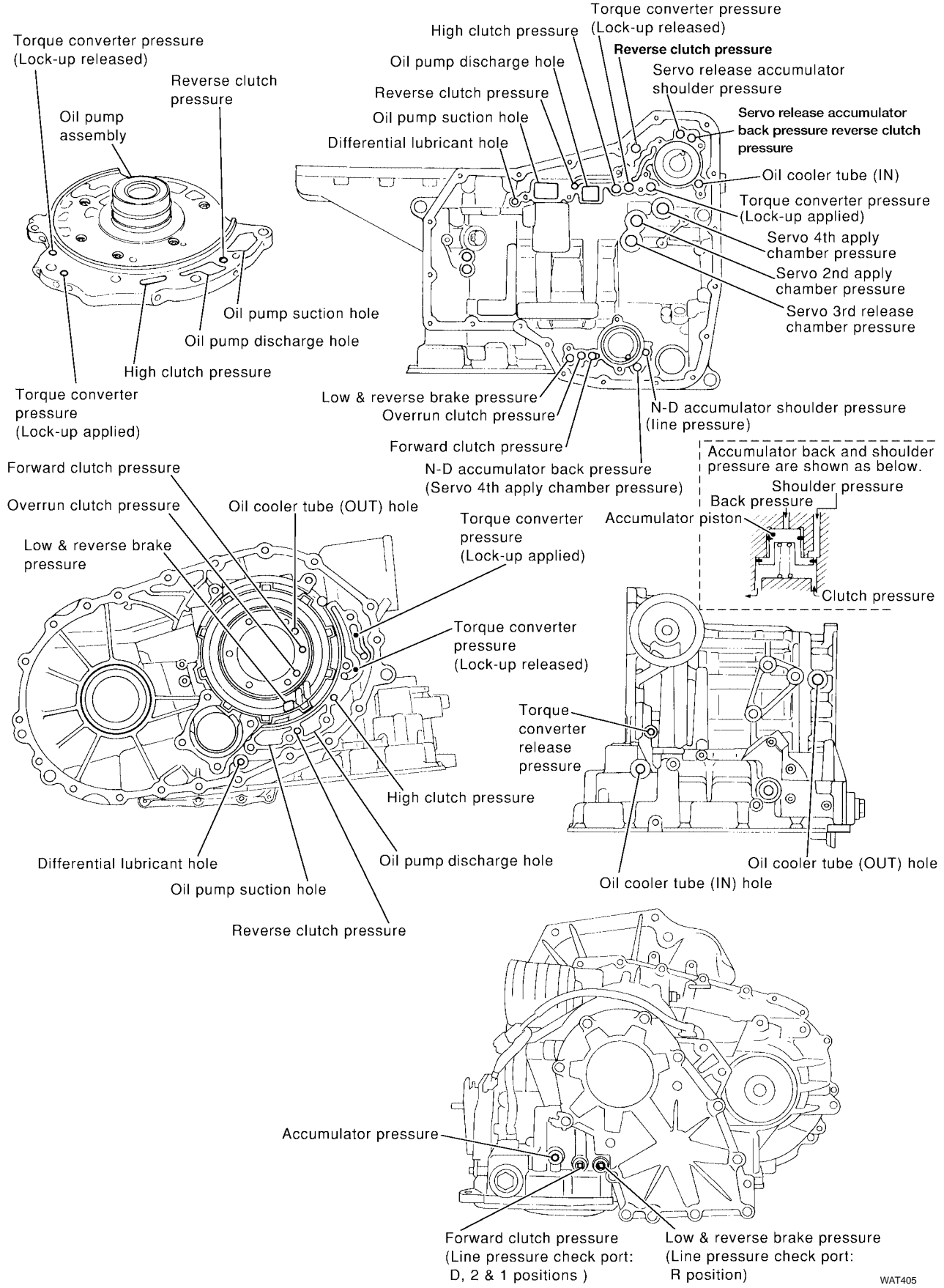
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Oil Channel

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Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

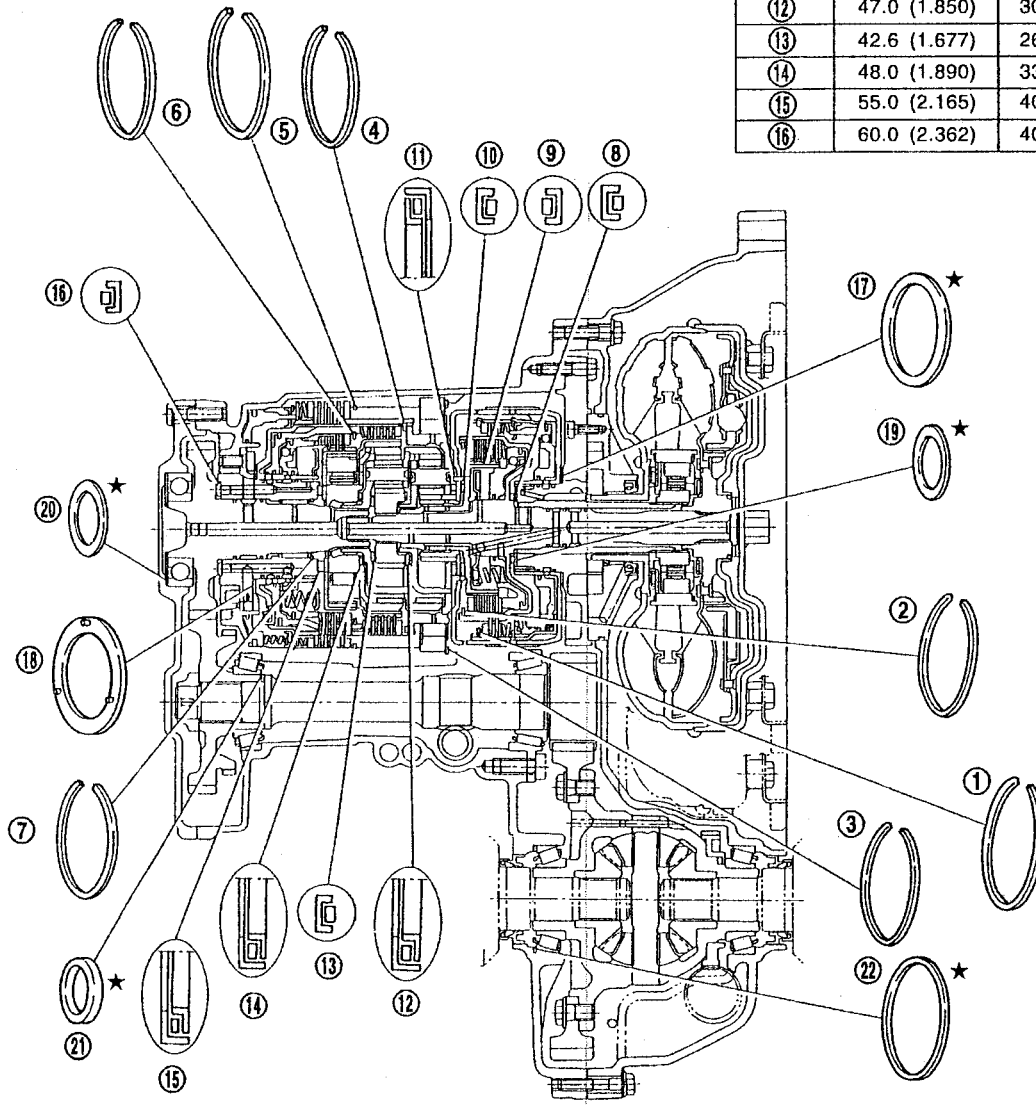
ECS005ZP

Outer diameter and color of thrust washers

Item number	Outer diameter mm (in)	Color
(17)	72.0 (2.835)	Black
(18)	78.5 (3.091)	

Outer and inner diameter of needle bearings

Item number	Outer diameter mm (in)	Inner diameter mm (in)
(8)	47.0 (1.850)	32.0 (1.260)
(9)	35.0 (1.378)	20.1 (0.791)
(10)	60.0 (2.362)	42.0 (1.657)
(11)	60.0 (2.362)	45.0 (1.772)
(12)	47.0 (1.850)	30.0 (1.181)
(13)	42.6 (1.677)	26.0 (1.024)
(14)	48.0 (1.890)	33.5 (1.319)
(15)	55.0 (2.165)	40.5 (1.594)
(16)	60.0 (2.362)	40.0 (1.579)



★ : Select proper thickness.

Outer and inner diameter of bearing race and adjusting shims

Item number	Outer diameter mm (in)	Inner diameter mm (in)
(19)	48.0 (1.890)	33.0 (1.299)
(20)	72.0 (2.835)	61.0 (2.402)
(21)	34.5 (1.358)	26.1 (1.028)
(22)	68.0 (2.677)	60.0 (2.362)

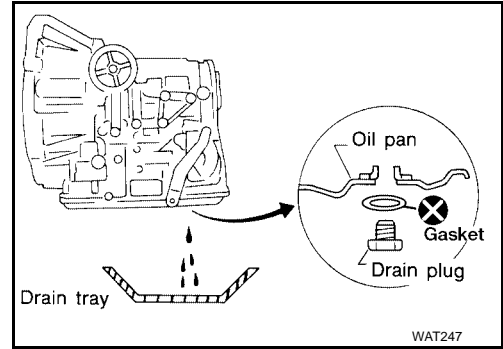
Outer diameter of snap rings

Item number	Outer diameter mm (in)
(1)	142.0 (5.59)
(2)	113.0 (4.45)
(3)	162.4 (6.39)
(4)	135.4 (5.33)
(5)	162.3 (6.39)
(6)	126.0 (4.96)
(7)	40.5 (1.594)

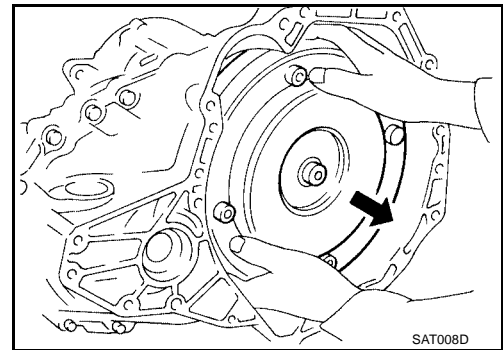
WAT246

### Disassembly

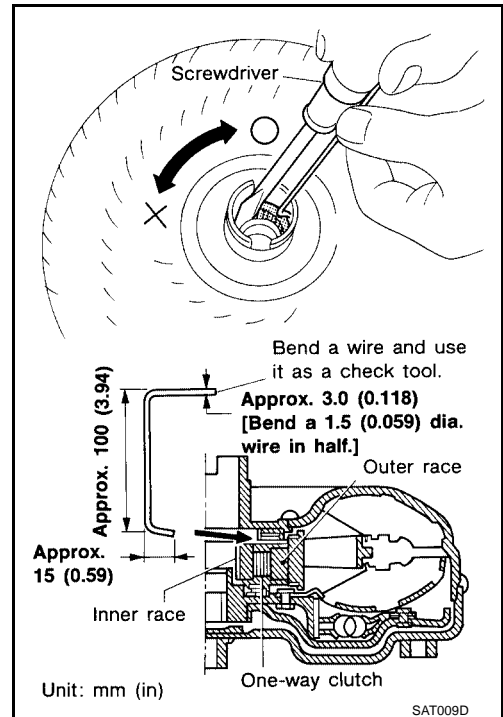
1. Drain ATF through drain plug.



2. Remove torque converter.



3. Check torque converter one-way clutch using check tool as shown.
  - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
  - b. While fixing bearing support with check tool, rotate one-way clutch spline using flat-bladed screwdriver.
  - c. Check to make sure the inner race rotates clockwise only. If not, replace torque converter assembly.

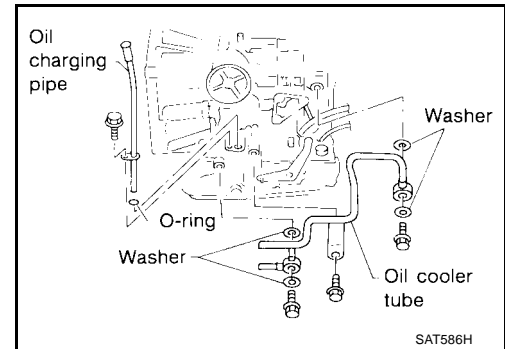




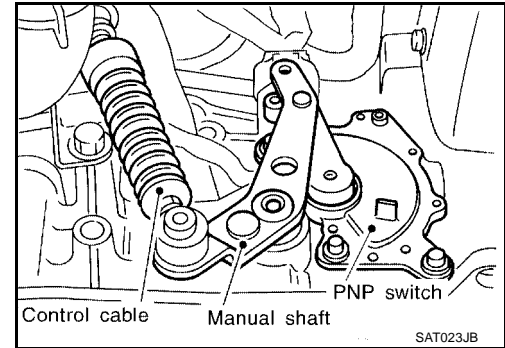
# OVERHAUL

[RE4F03B]

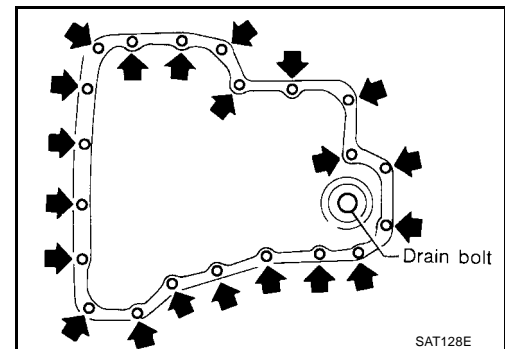
4. Remove oil charging pipe and oil cooler tube.



5. Set manual shaft to "P" position.
6. Remove PNP switch.

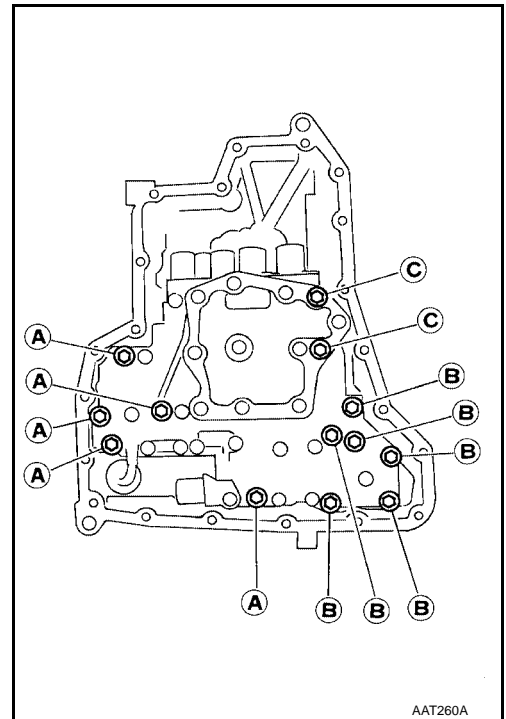


7. Remove oil pan and oil pan gasket.
  - Always replace oil pan bolts as they are self-sealing bolts.
8. Check foreign materials in oil pan to help determine cause of malfunction. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and may inhibit pump pressure.
  - If frictional material is detected, replace radiator after repair of A/T. Refer to [CO-13. "Removal and Installation"](#).

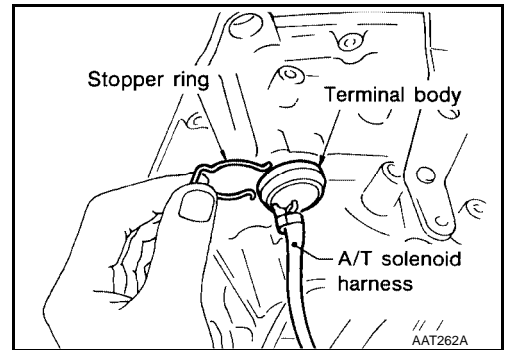


9. Remove control valve assembly according to the following procedures.

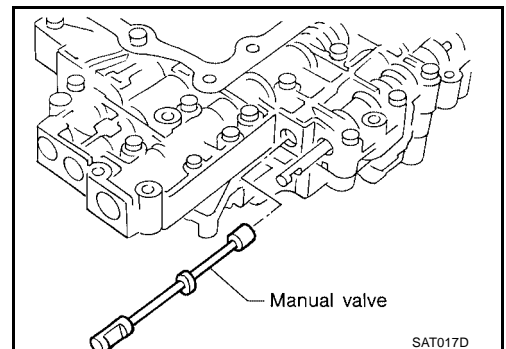
- a. Remove control valve assembly mounting bolts A, B and C.



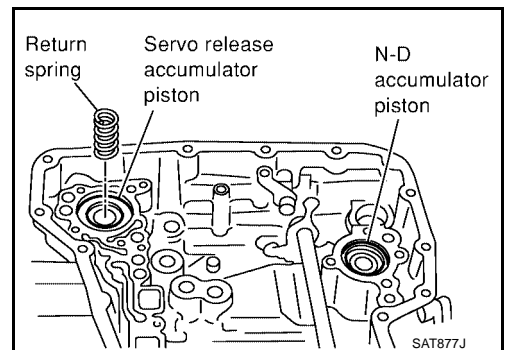
- b. Remove stopper ring from terminal body.  
 c. Push terminal body into transmission case and draw out solenoid harness.



10. Remove manual valve from control valve assembly as a precaution.



11. Remove return spring from servo release accumulator piston.

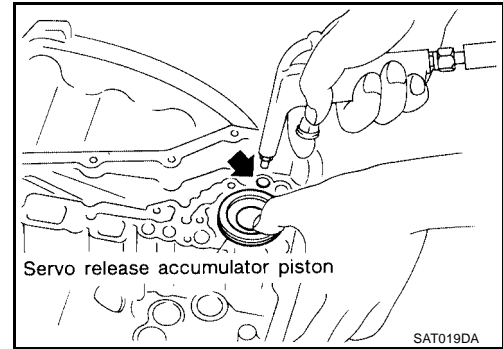


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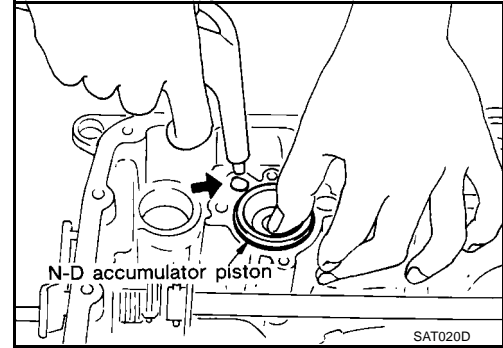
# OVERHAUL

[RE4F03B]

12. Remove servo release accumulator piston with compressed air.
13. Remove O-rings from servo release accumulator piston.

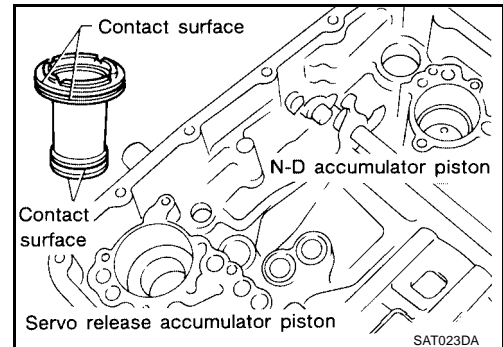


14. Remove N-D accumulator piston and return spring with compressed air.
15. Remove O-rings from N-D accumulator piston.

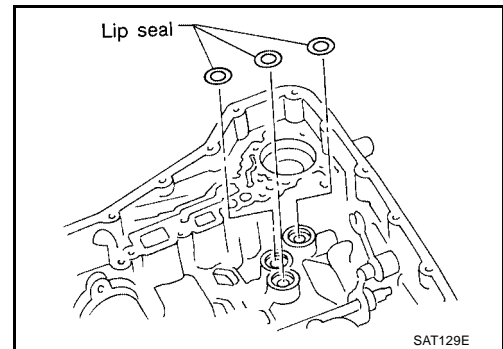


16. Check accumulator pistons and contact surface of transmission case for damage.
17. Check accumulator return springs for damage and free length.

**Return springs** : Refer to [AT-394, "RETURN SPRING"](#)



Remove lip seals from band servo oil port.

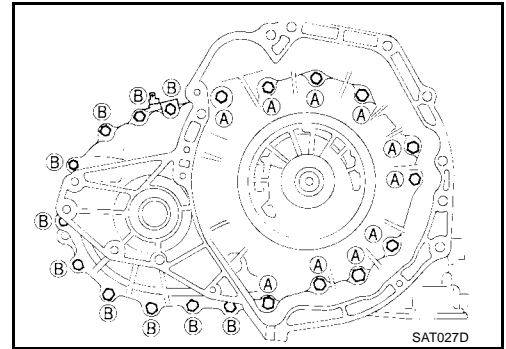


19. Remove converter housing according to the following procedures.

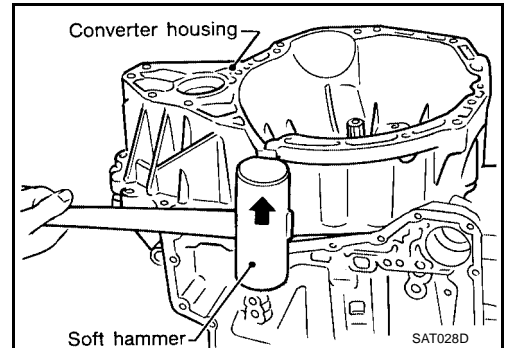
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[RE4F03B]

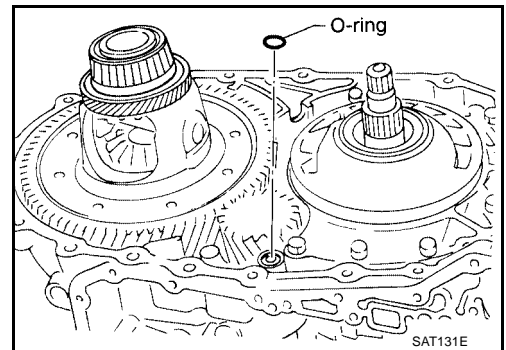
- a. Remove converter housing mounting bolts A and B.



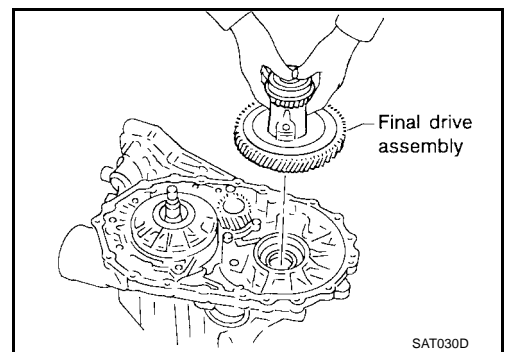
- b. Remove converter housing.



- c. Remove O-ring from differential oil port.



20. Remove final drive assembly from transmission case.

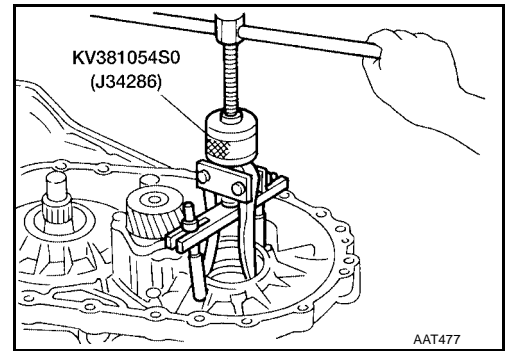


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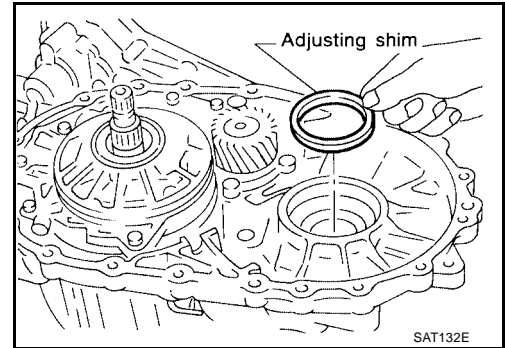
# OVERHAUL

[RE4F03B]

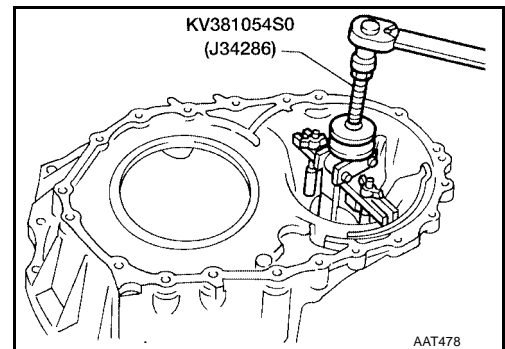
21. Remove differential side bearing outer race from transmission case using Tool.



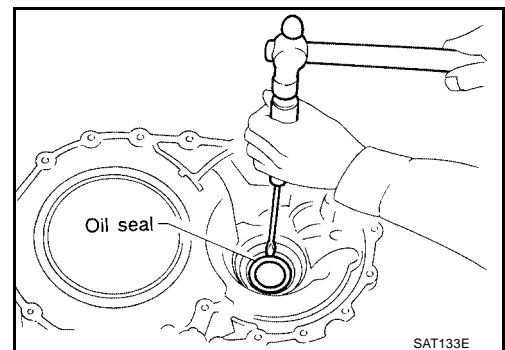
22. Remove differential side bearing adjusting shim from transmission case.



23. Remove differential side bearing outer race from converter housing using Tool.



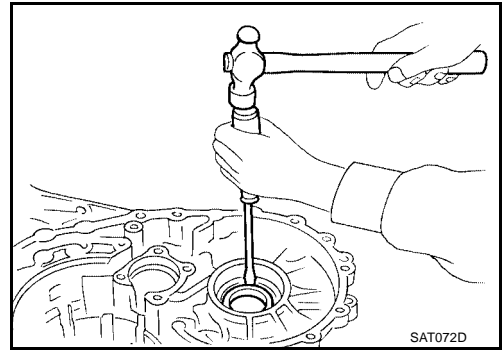
24. Remove oil seal from converter housing using a screwdriver.
- Be careful not to damage case.



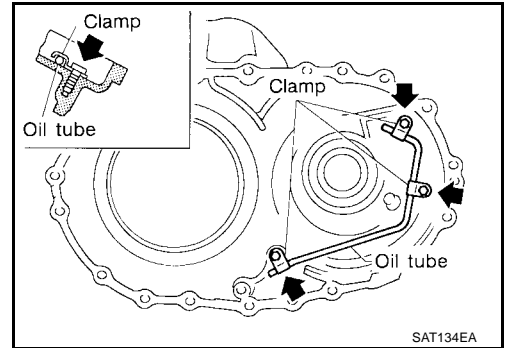
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[RE4F03B]

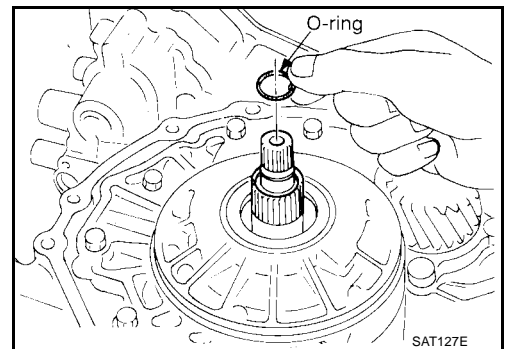
25. Remove side oil seal from transmission case using a screwdriver.



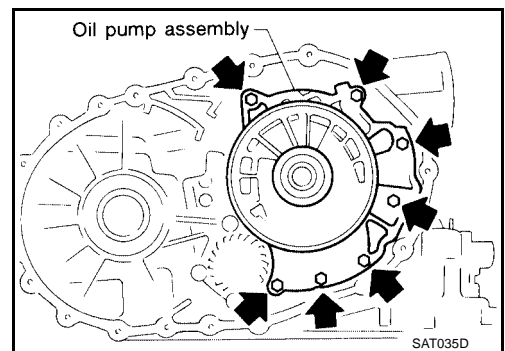
26. Remove oil tube from converter housing.



27. Remove oil pump according to the following procedures.  
a. Remove O-ring from input shaft.



Remove oil pump assembly from transmission case.

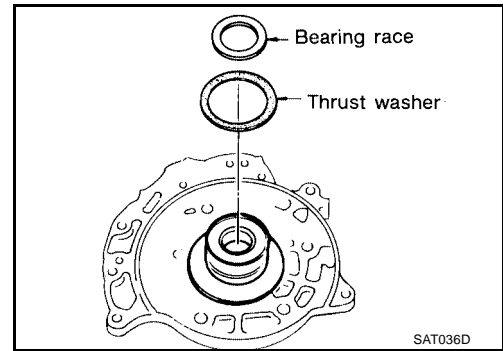


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# OVERHAUL

[RE4F03B]

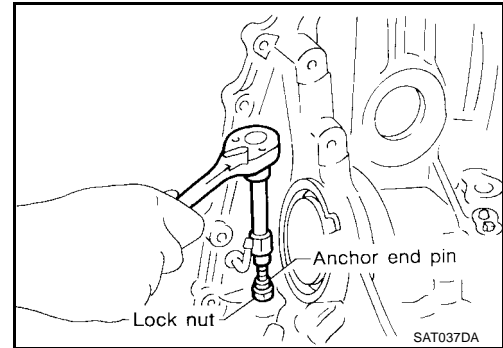
- c. Remove thrust washer and bearing race from oil pump assembly.



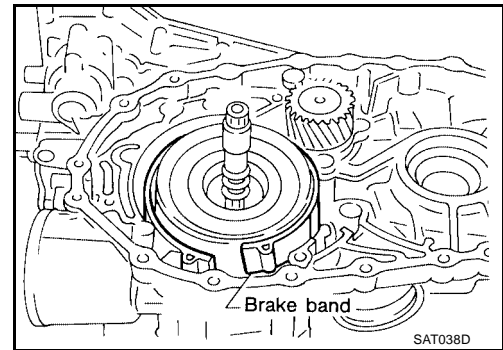
28. Remove brake band according to the following procedures.

- a. Loosen lock nut, then back off anchor end pin.

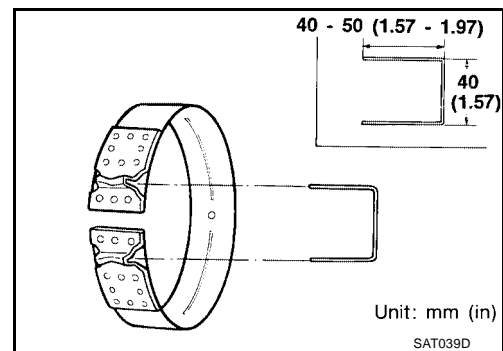
- Do not reuse anchor end pin.



- b. Remove brake band from transmission case.



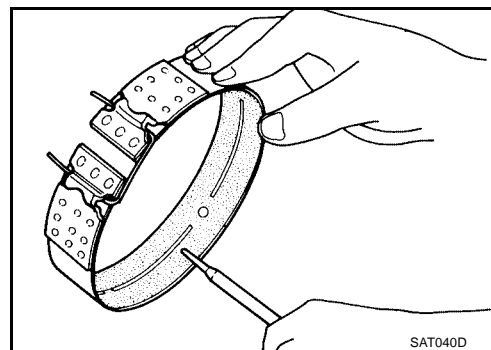
- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown. Leave the clip in position after removing the brake band.



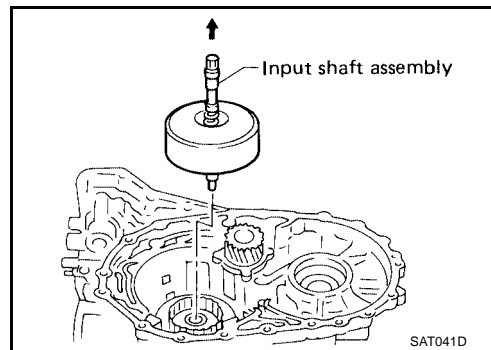
# OVERHAUL

[RE4F03B]

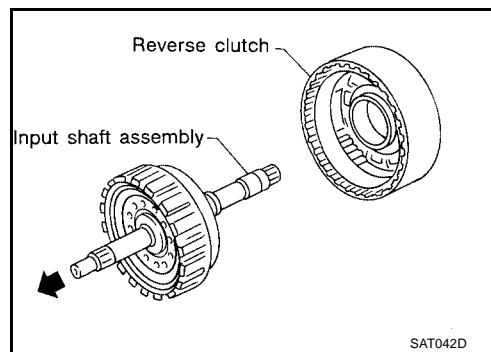
- c. Check brake band facing for damage, cracks, wear or burns.



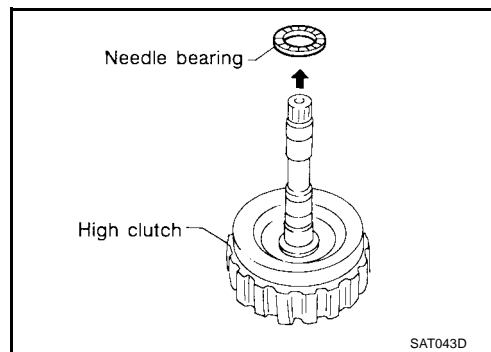
29. Remove input shaft assembly (high clutch) and reverse clutch according to the following procedures.



- a. Remove input shaft assembly (high clutch) with reverse clutch.  
b. Remove input shaft assembly (high clutch) from reverse clutch.



- c. Remove needle bearing from high clutch drum.  
d. Check input shaft assembly and needle bearing for damage or wear.



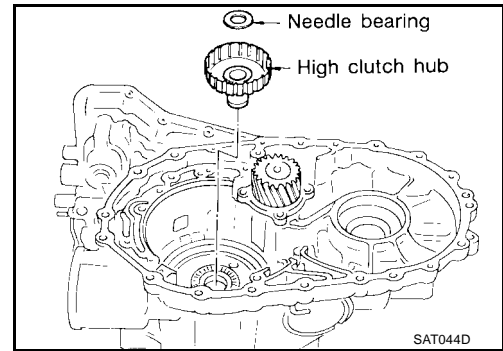
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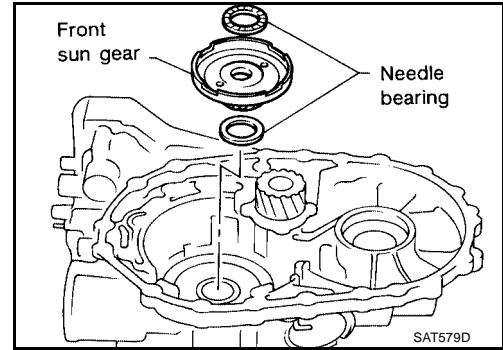
# OVERHAUL

[RE4F03B]

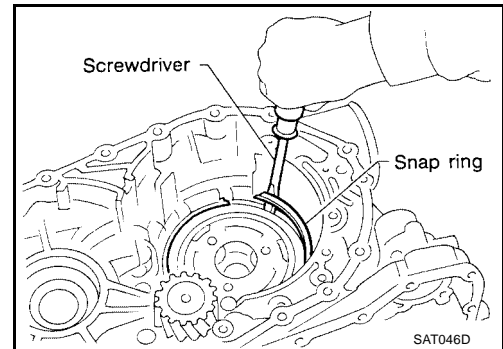
30. Remove high clutch hub and needle bearing from transmission case.
31. Check high clutch hub and needle bearing for damage or wear.



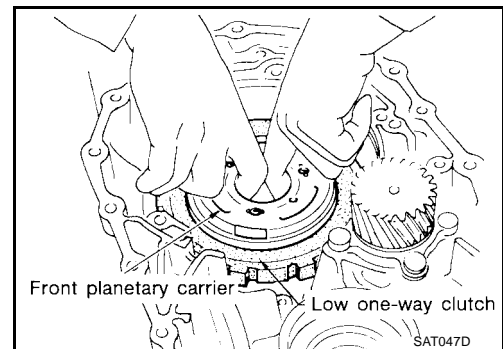
32. Remove front sun gear and needle bearings from transmission case.
33. Check front sun gear and needle bearings for damage or wear.



34. Remove front planetary carrier assembly and low one-way clutch according to the following procedures.
  - a. Remove snap ring using a screwdriver.
    - Do not expand snap ring excessively.



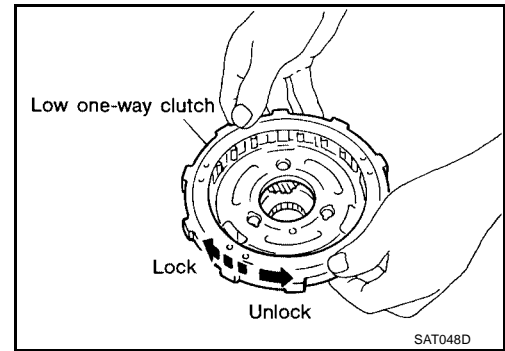
- b. Remove front planetary carrier with low one-way clutch.



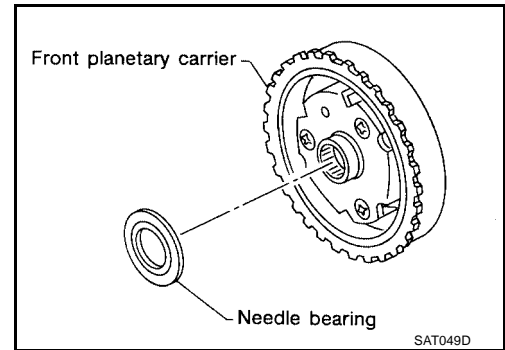
# OVERHAUL

[RE4F03B]

- c. Check that low one-way clutch rotates in the direction of the arrow and locks in the opposite direction.



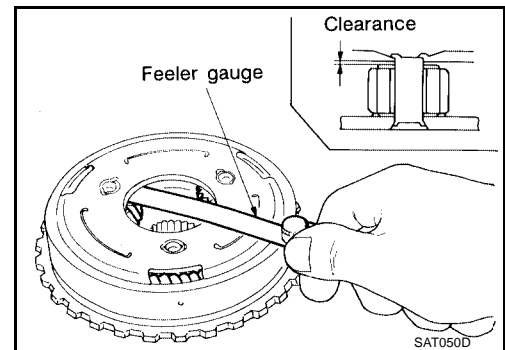
- d. Remove low one-way clutch from front planetary carrier by rotating it in the direction of unlock.  
e. Remove needle bearing from front planetary carrier.



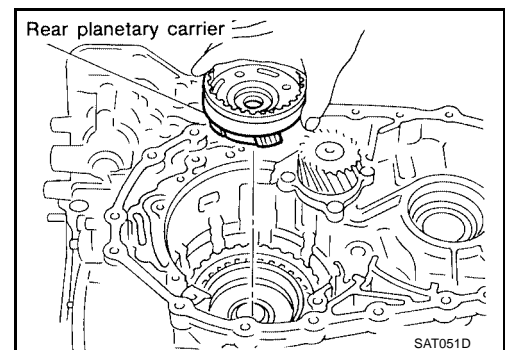
- f. Check front planetary carrier, low one-way clutch and needle bearing for damage or wear.  
g. Check clearance between pinion washer and planetary carrier using feeler gauge.

**Standard clearance : 0.15 - 0.70 mm (0.0059 - 0.0276 in)**  
**Allowable limit : 0.80 mm (0.0315 in)**

Replace front planetary carrier if the clearance exceeds allowable limit.



35. Remove rear planetary carrier assembly and rear sun gear according to the following procedures.



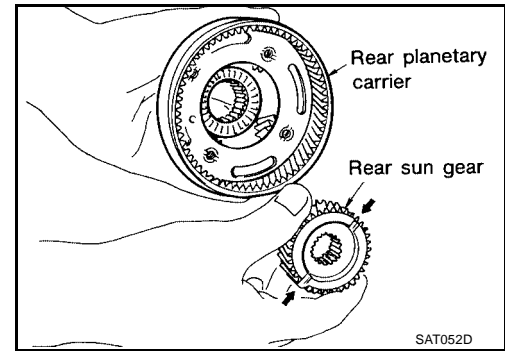
- a. Remove rear planetary carrier assembly from transmission case.

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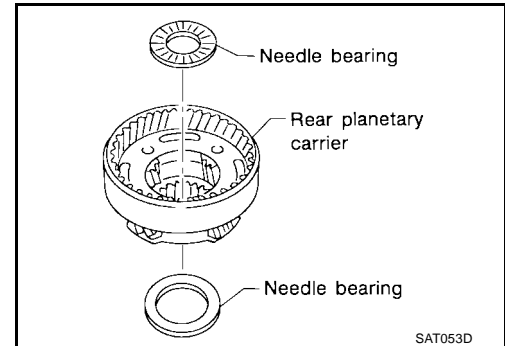
# OVERHAUL

[RE4F03B]

- b. Remove rear sun gear from rear planetary carrier.



- c. Remove needle bearings from rear planetary carrier assembly.

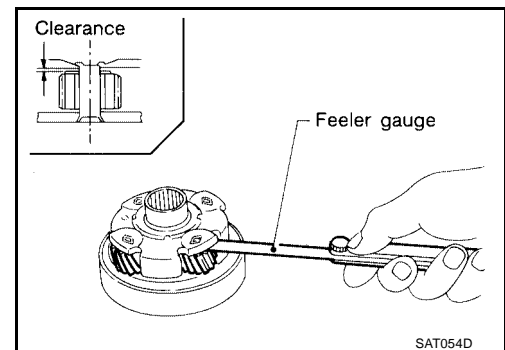


- d. Check rear planetary carrier, rear sun gear and needle bearings for damage or wear.  
e. Check clearance between pinion washer and rear planetary carrier using feeler gauge.

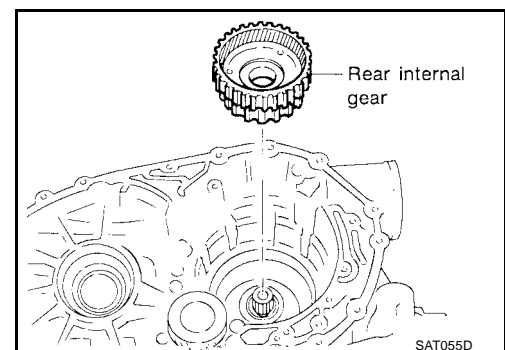
**Standard clearance : 0.15 - 0.70 mm (0.0059 - 0.0276 in)**

**Allowable limit : 0.80 mm (0.0315 in)**

Replace rear planetary carrier if the clearance exceeds allowable limit.

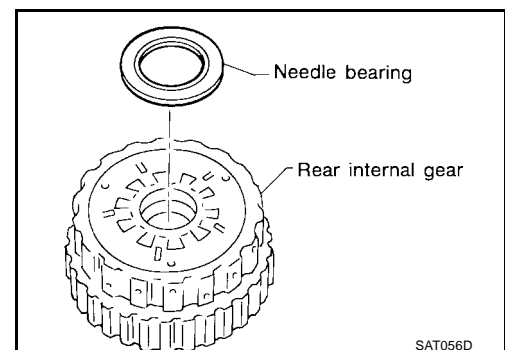


36. Remove rear internal gear from transmission case.

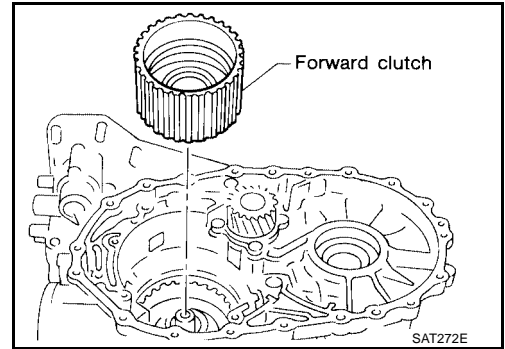


37. Remove needle bearing from rear internal gear.

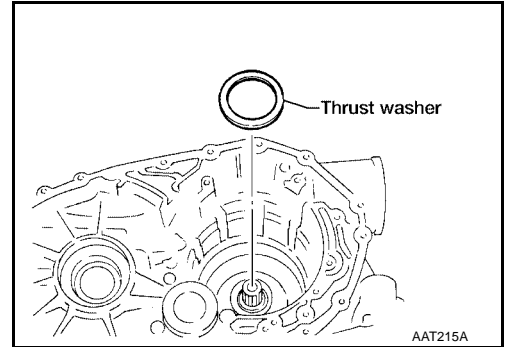
- Check needle bearing for damage or wear.



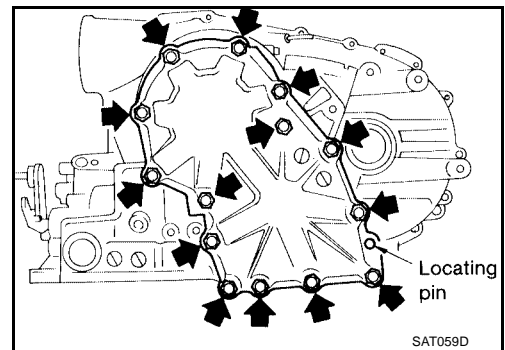
38. Remove forward clutch assembly from transmission case.



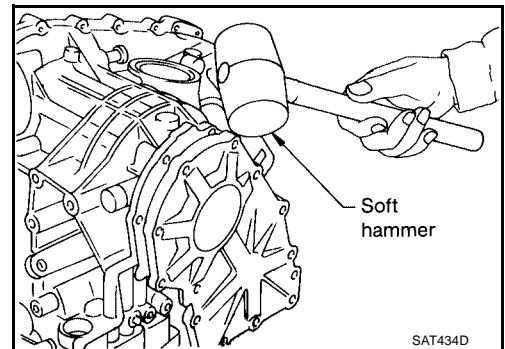
39. Remove thrust washer from transmission case.



40. Remove output shaft assembly according to the following procedures.



- a. Remove side cover bolts.
- b. Remove side cover by lightly tapping it with a soft hammer.



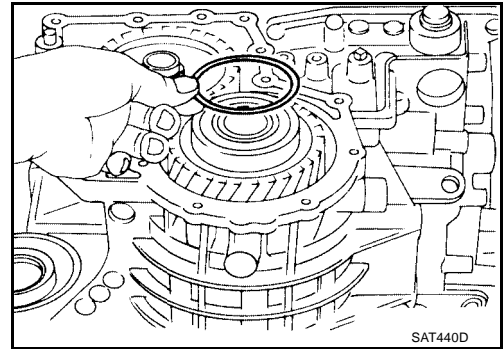
- Be careful not to drop output shaft assembly. It might come out when removing side cover.

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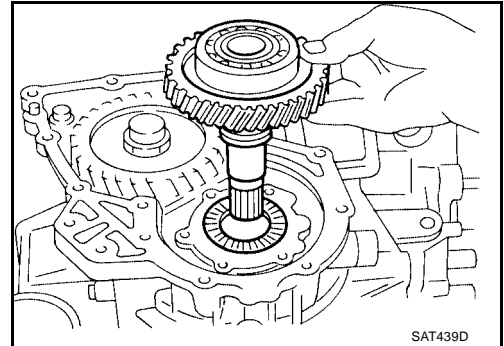
# OVERHAUL

[RE4F03B]

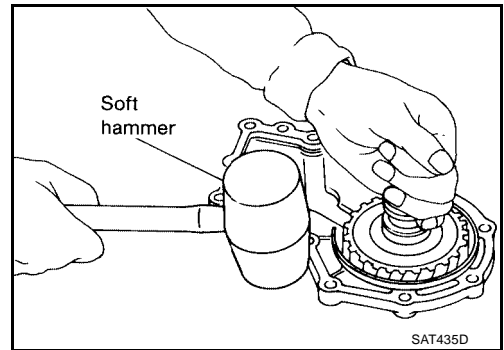
c. Remove adjusting shim.



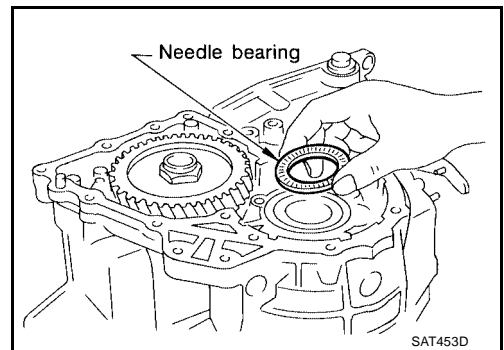
d. Remove output shaft assembly.



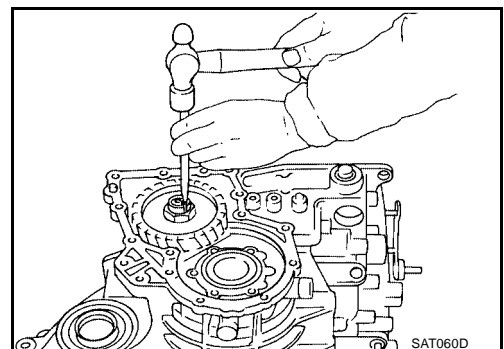
- If output shaft assembly came off with side cover, tap cover with a soft hammer to separate.



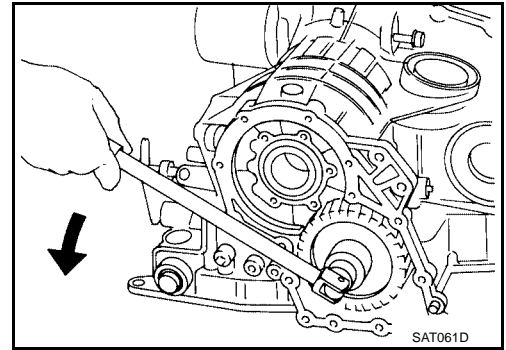
e. Remove needle bearing.



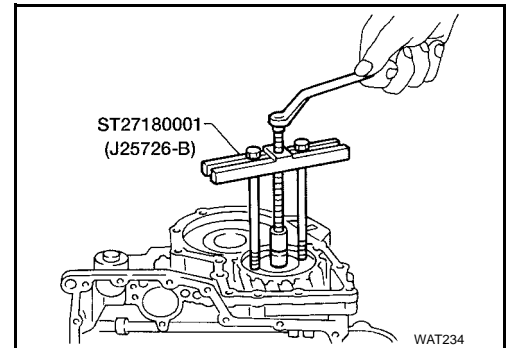
41. Disassemble reduction pinion gear according to the following procedures.



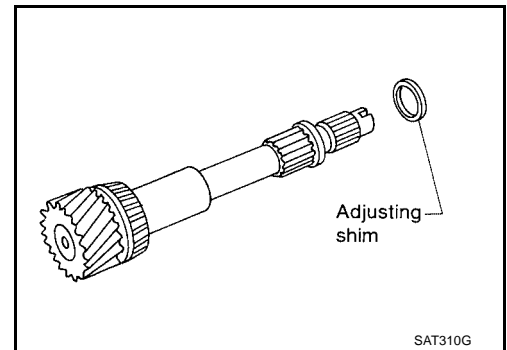
- a. Set manual shaft to position "P" to fix idler gear.
- b. Unlock idler gear lock nut using a pin punch.
- c. Remove idler gear lock nut.
  - **Do not reuse idler gear lock nut.**



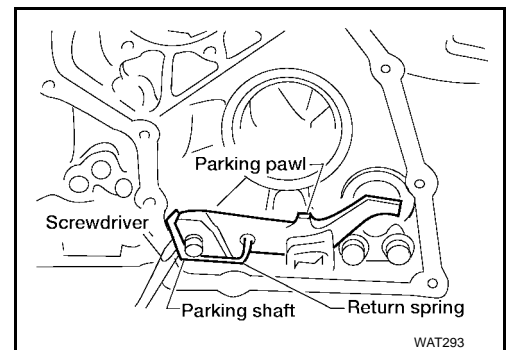
- d. Remove idler gear with puller using Tool.



- e. Remove reduction pinion gear.
- f. Remove adjusting shim from reduction pinion gear.



42. Remove return spring from parking shaft using a screwdriver.

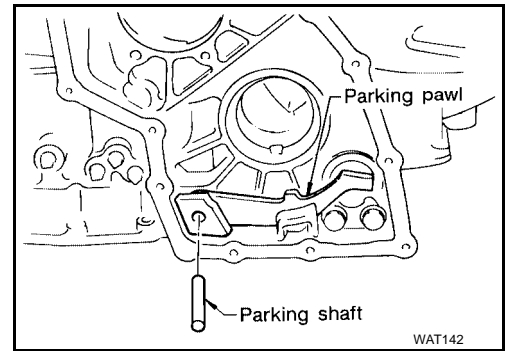


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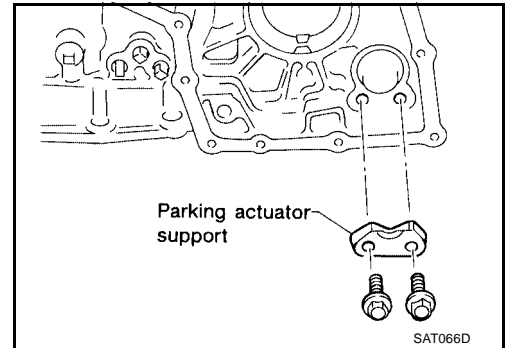
# OVERHAUL

[RE4F03B]

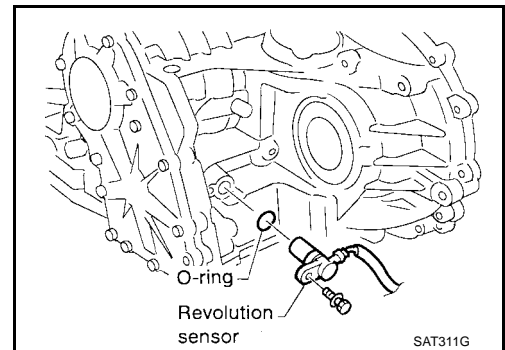
43. Draw out parking shaft and remove parking pawl from transmission case.
44. Check parking pawl and shaft for damage or wear.



45. Remove parking actuator support from transmission case.
  - Check parking actuator support for damage or wear.



46. Remove revolution sensor from transmission case.

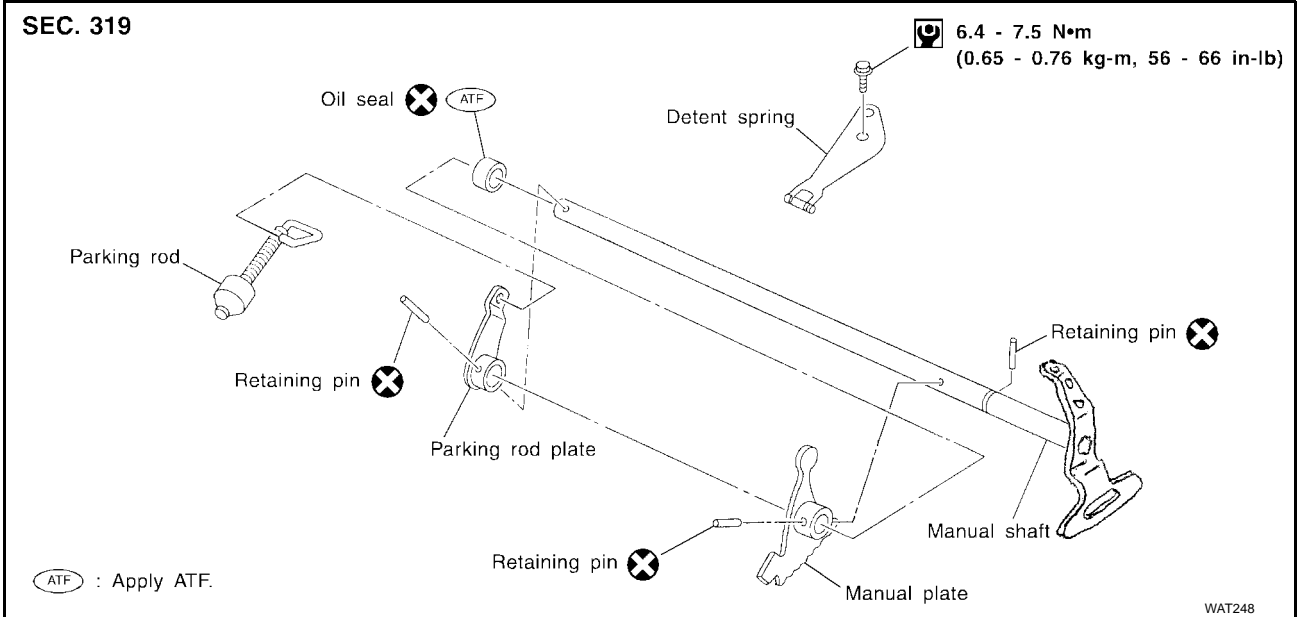


MANUAL SHAFT

PFP:31920

Components

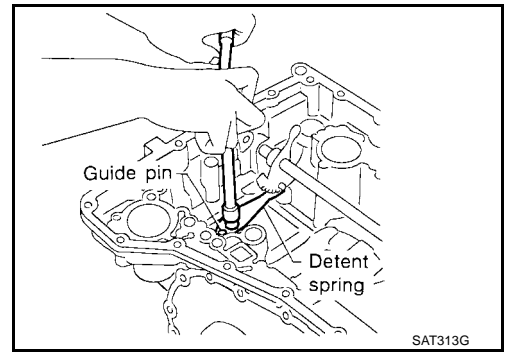
ECS005ZR



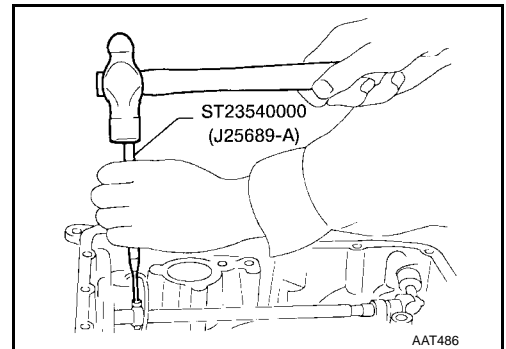
Removal

ECS005ZS

1. Remove detent spring from transmission case.



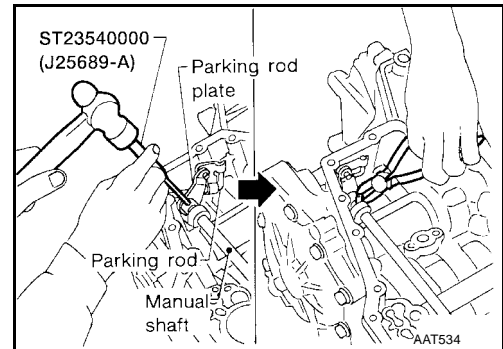
2. Drive out manual plate retaining pin using Tool.



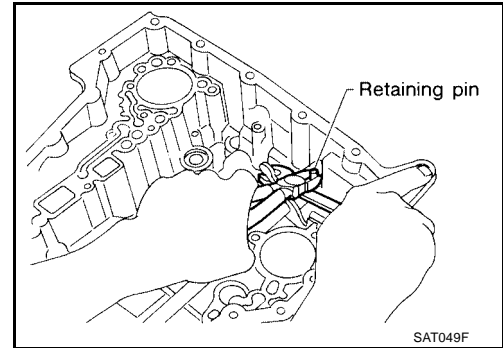
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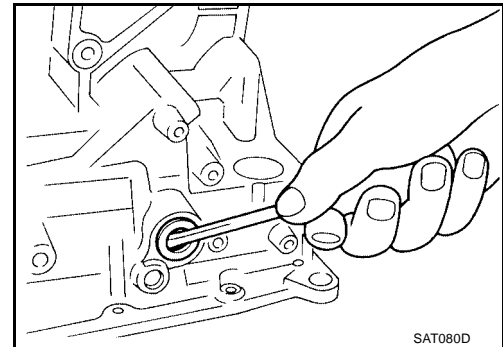
3. Drive and pull out parking rod plate retaining pin using Tool.
4. Remove parking rod plate from manual shaft.
5. Draw out parking rod from transmission case.



6. Pull out manual shaft retaining pin.



7. Remove manual shaft and manual plate from transmission case.
8. Remove manual shaft oil seal.



ECS005ZT

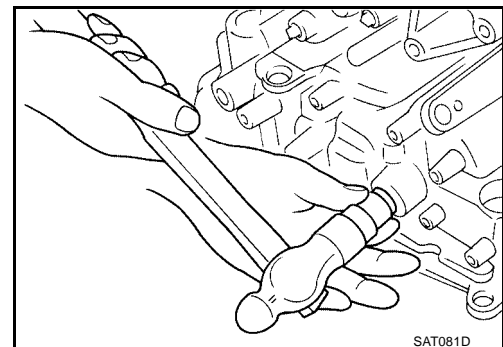
## Inspection

- Check component parts for wear or damage. Replace if necessary.

## Installation

1. Install manual shaft oil seal using a suitable tool.
  - Apply ATF to outer surface of oil seal.

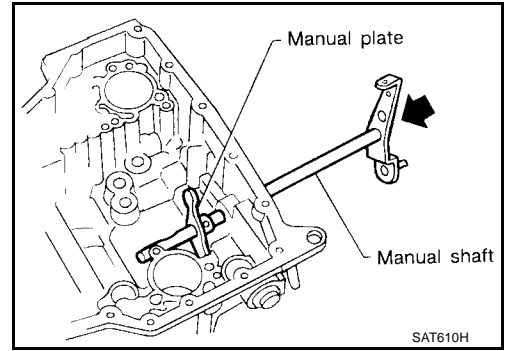
ECS005ZU



# MANUAL SHAFT

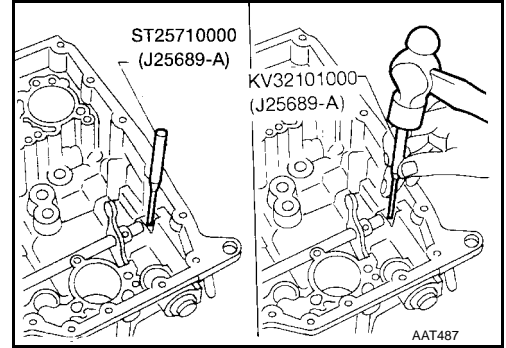
[RE4F03B]

2. Install manual shaft and manual plate.



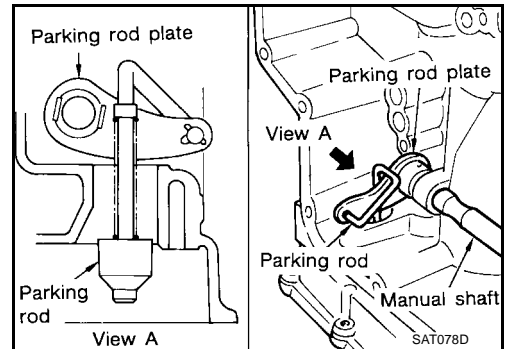
3. Align groove of manual shaft and hole of transmission case.

4. Install manual shaft retaining pin using Tool.

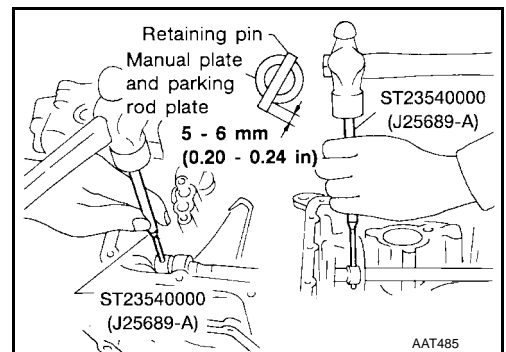


5. Install parking rod to parking rod plate.

6. Set parking rod assembly onto manual shaft.



7. Drive in manual plate retaining pin and parking rod plate retaining pin using Tool.

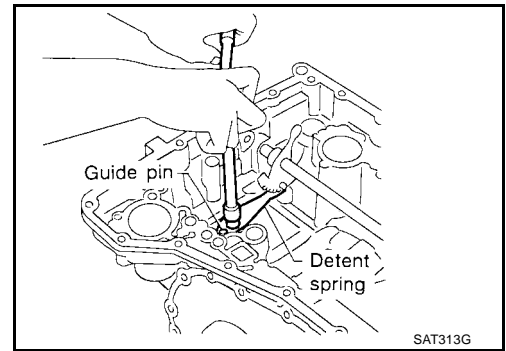


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8. Install detent spring.



**: 6.4 - 7.5 N·m (0.65 - 0.76 kg·m, 56.4 - 66.0 in-lb)**



# OIL PUMP

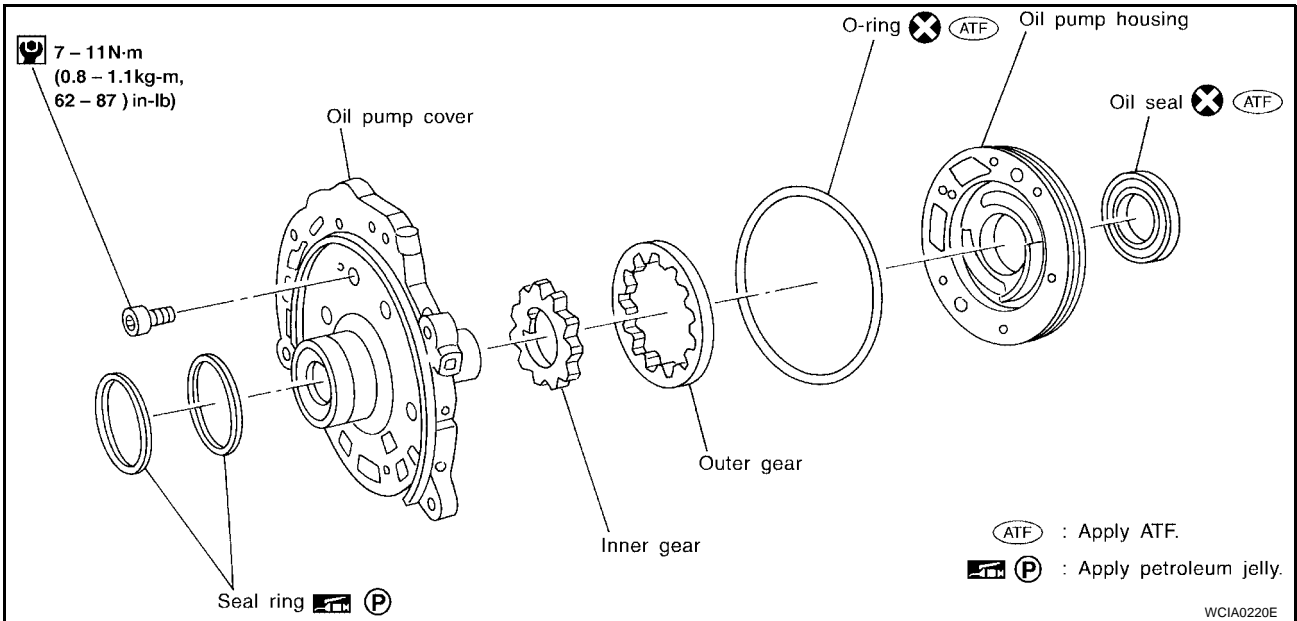
[RE4F03B]

## OIL PUMP

PFP:15010

### Components

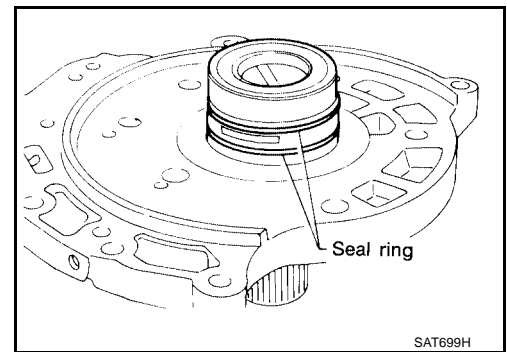
ECS005ZV



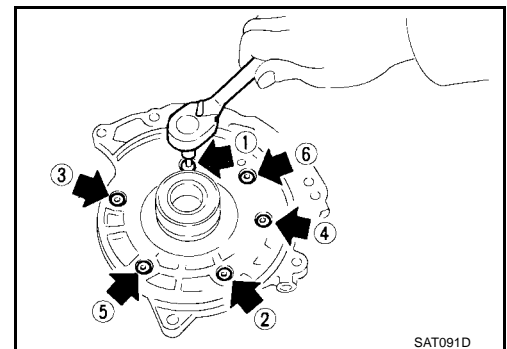
### Disassembly

ECS005ZW

1. Remove seal rings.



2. Loosen bolts in numerical order and remove oil pump cover.

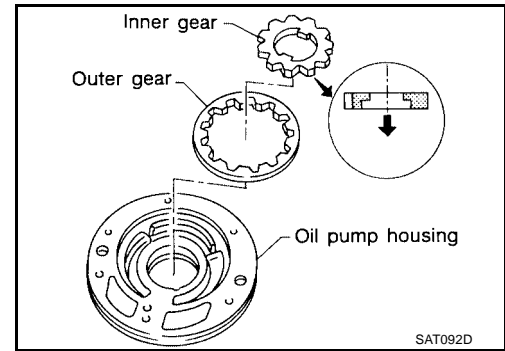


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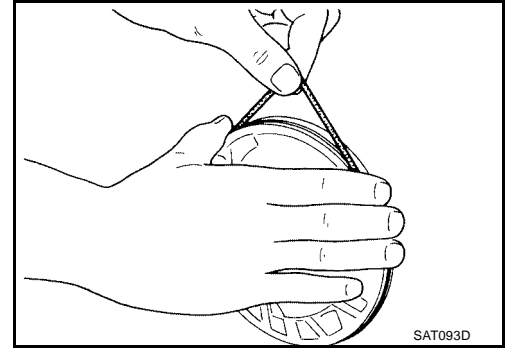
# OIL PUMP

[RE4F03B]

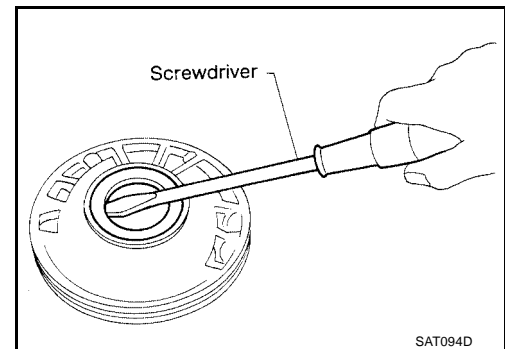
3. Remove inner and outer gear from oil pump housing.



4. Remove O-ring from oil pump housing.



5. Remove oil pump housing oil seal.



## Inspection

### OIL PUMP HOUSING, OIL PUMP COVER, INNER GEAR AND OUTER GEAR

- Check for wear or damage.

ECS005ZX

## SIDE CLEARANCES

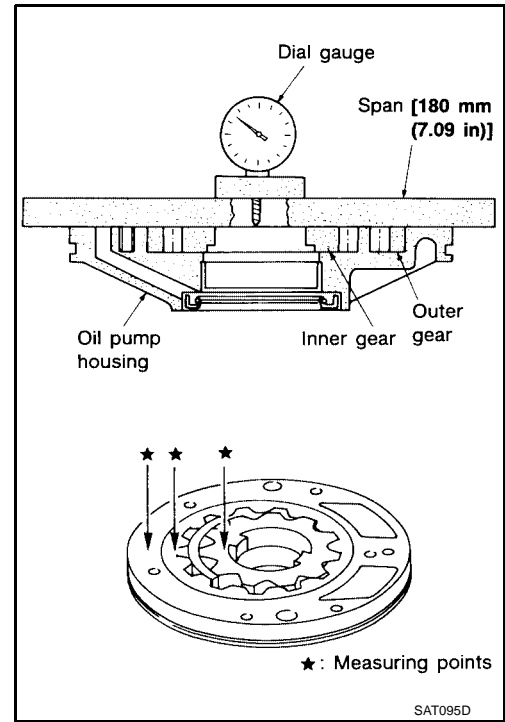
- Measure side clearance of inner and outer gears in at least four places around each outside edge. Maximum measured values should be within specified range.

**Standard clearance : 0.02 - 0.04 mm (0.0008 - 0.0016 in)**

- If clearance is less than standard, select inner and outer gear as a set so that clearance is within specifications.

**Inner and outer gear : Refer to AT-295, "SIDE CLEARANCES" .**

- If clearance is more than standard, replace whole oil pump assembly except oil pump cover.

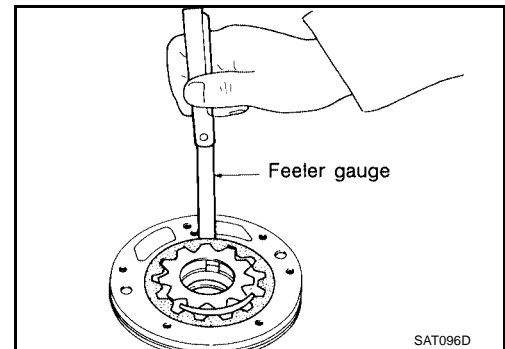


- Measure clearance between outer gear and oil pump housing.

**Standard clearance : 0.08 - 0.15 mm (0.0031 - 0.0059 in)**

**Allowable limit : 0.15 mm (0.0059 in)**

- If not within allowable limit, replace whole oil pump assembly except oil pump cover.



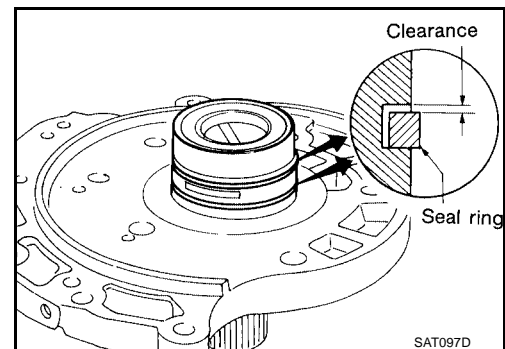
## SIDE RING CLEARANCE

- Install new seal rings onto oil pump cover.
- Measure clearance between seal ring and ring groove.

**Standard clearance : 0.1 - 0.25 mm (0.0039 - 0.0098 in)**

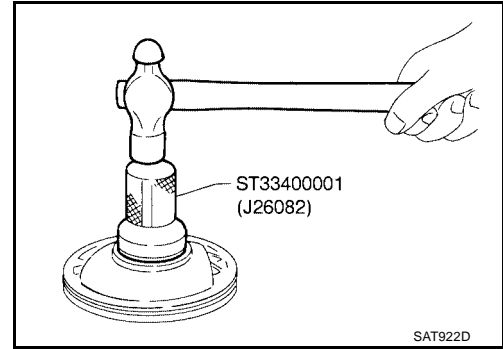
**Allowable limit : 0.25 mm (0.0098 in)**

- If not within allowable limit, replace oil pump cover assembly.



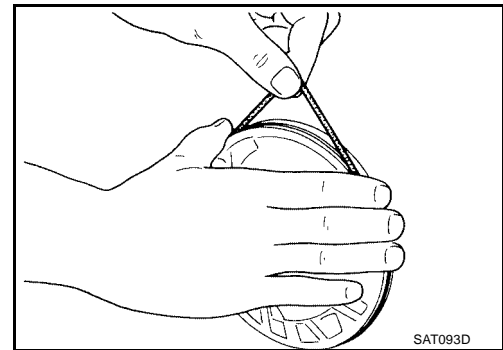
### Assembly

1. Install oil seal on oil pump housing using Tool.



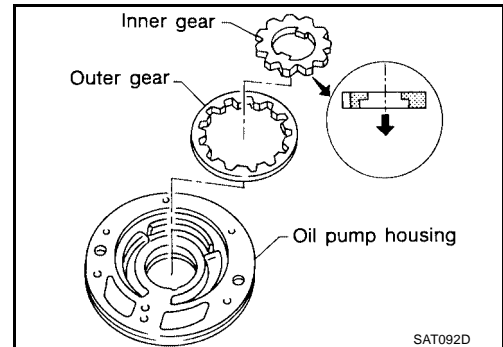
2. Install O-ring on oil pump housing.

- Apply ATF to O-ring.



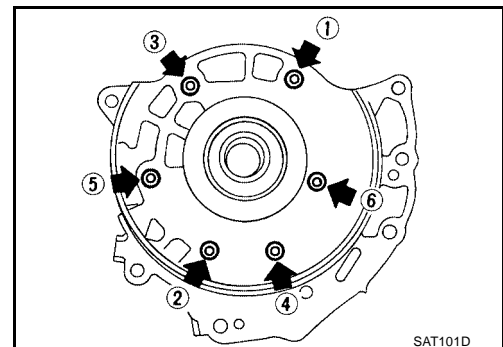
3. Install inner and outer gears on oil pump housing.

- Take care with the direction of the inner gear.



4. Install oil pump cover on oil pump housing.

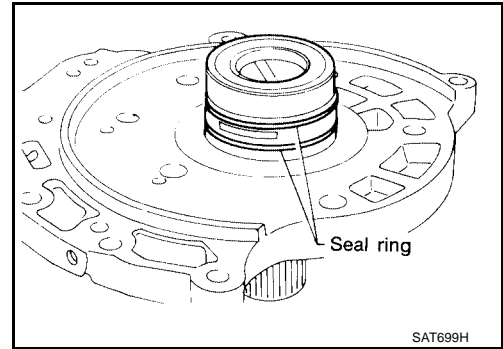
- Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly on oil pump housing assembly, then remove masking tape.
- Tighten bolts in numerical order.



# OIL PUMP

[RE4F03B]

5. Install new seal rings carefully after packing ring groove with petroleum jelly.
  - Do not spread gap of seal ring excessively while installing. It may deform the ring.



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# CONTROL VALVE ASSEMBLY

[RE4F03B]

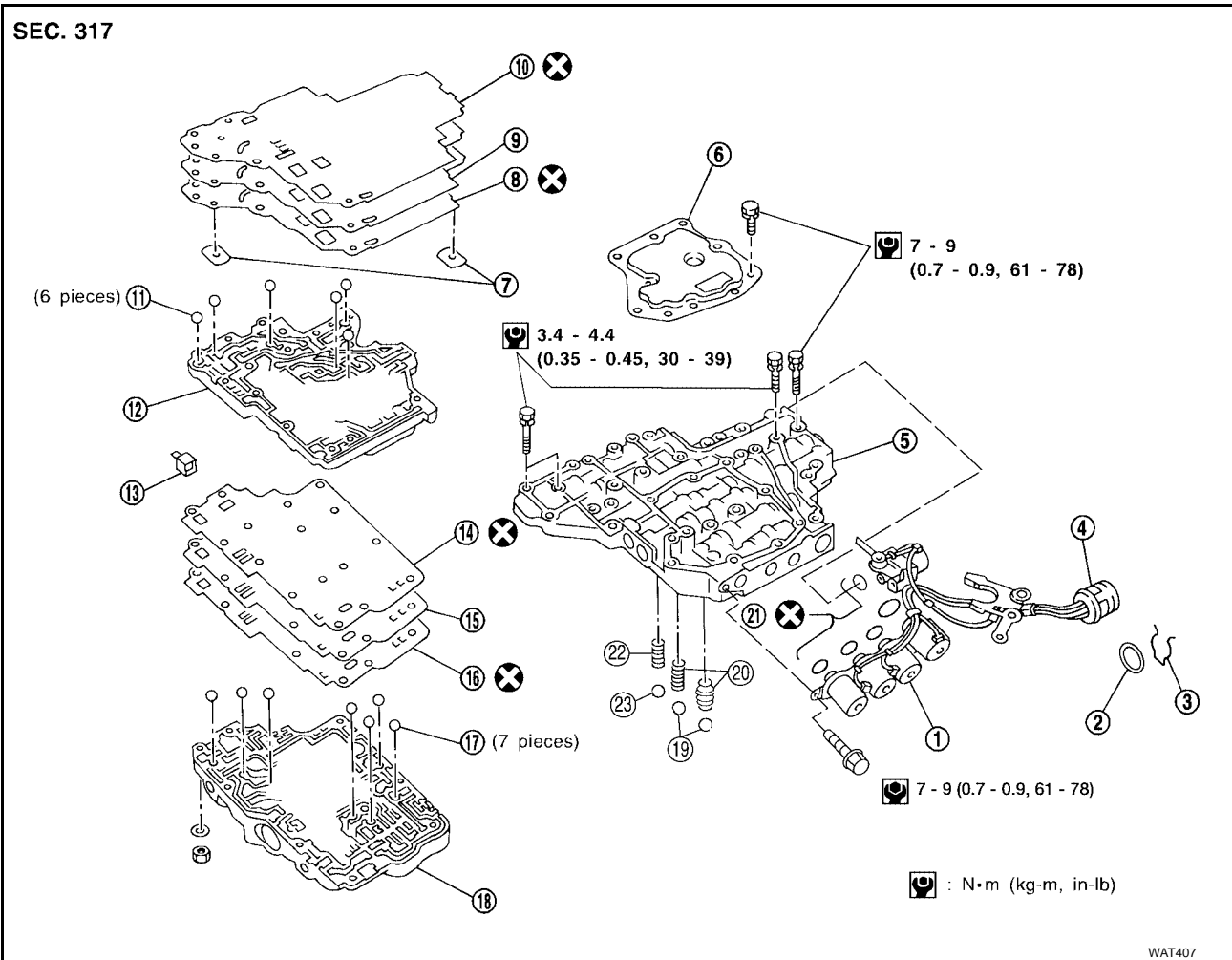
## CONTROL VALVE ASSEMBLY

PF3:31705

### Components

ECS005ZZ

SEC. 317



WAT407

- |                                 |                                    |                              |
|---------------------------------|------------------------------------|------------------------------|
| 1. Solenoid valve assembly      | 2. O-ring                          | 3. Stopper ring              |
| 4. Terminal body                | 5. Control valve lower body        | 6. Oil strainer              |
| 7. Support plate                | 8. Lower inter separating gasket   | 9. Separating plate          |
| 10. Lower separating gasket     | 11. Steel ball                     | 12. Control valve inter body |
| 13. Pilot filter                | 14. Upper inter separating gasket  | 15. Separating plate         |
| 16. Upper separating gasket     | 17. Steel ball                     | 18. Control valve upper body |
| 19. Check ball                  | 20. Oil cooler relief valve spring | 21. O-ring                   |
| 22. T/C pressure holding spring | 23. Check ball                     |                              |

# CONTROL VALVE ASSEMBLY


[RE4F03B]

ECS00600

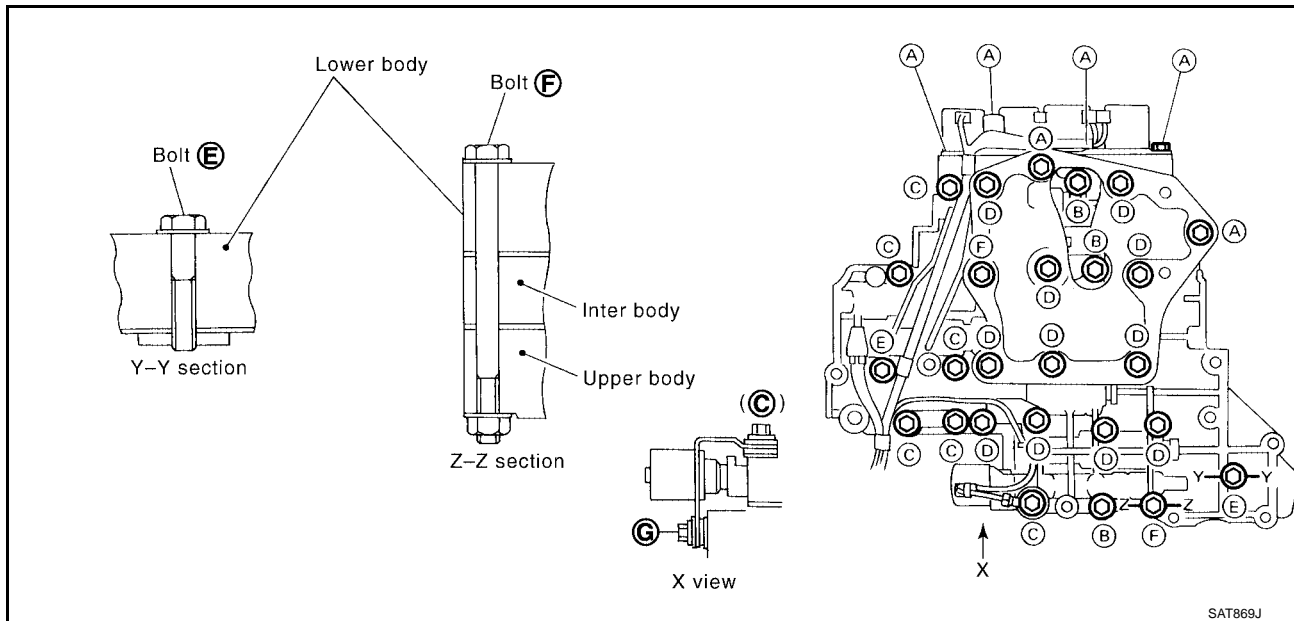
## Disassembly

- Disassemble upper, inter and lower bodies.

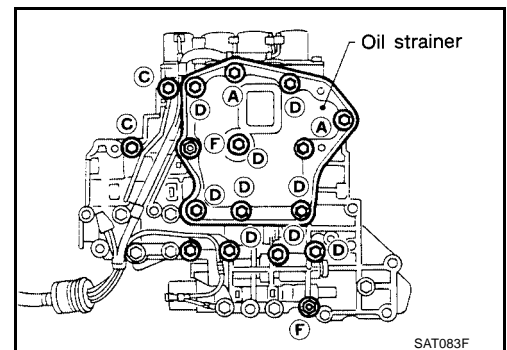
### Bolt length, number and location:

Bolt symbol	A	B	C	D	E	F	G
Bolt length "l" 	13.5 mm (0.531 in)	58.0 mm (2.283 in)	40.0 mm (1.575 in)	66.0 mm (2.598 in)	33.0 mm (1.299 in)	78.0 mm (3.071 in)	18.0 mm (0.709 in)
Number of bolts	6	3	6	11	2	2	1

F: Reamer bolt with nut

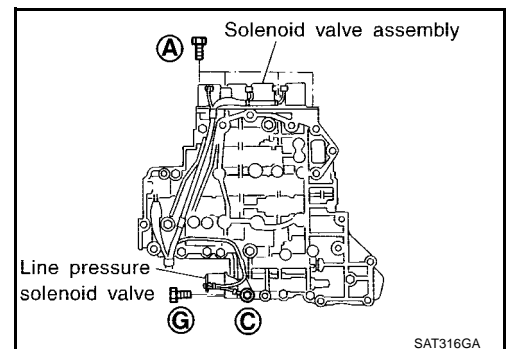


- Remove bolts A, D and F, and remove oil strainer from control valve assembly.



- Remove solenoid valve assembly and line pressure solenoid valve from control valve assembly.

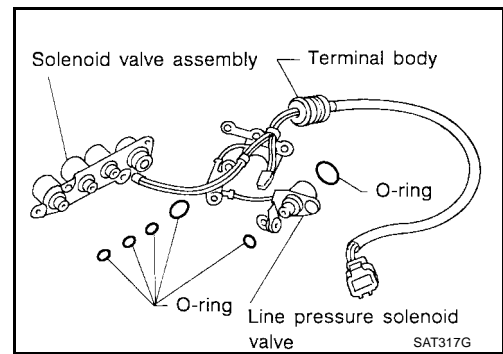
- Be careful not to lose the line pressure solenoid valve spring.



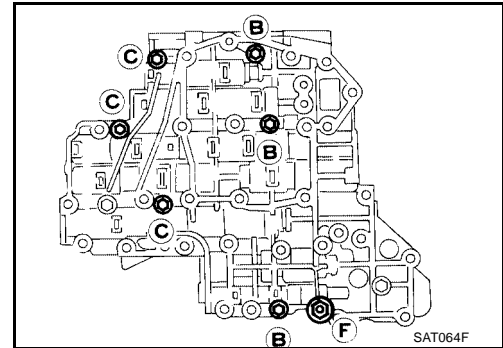
# CONTROL VALVE ASSEMBLY

[RE4F03B]

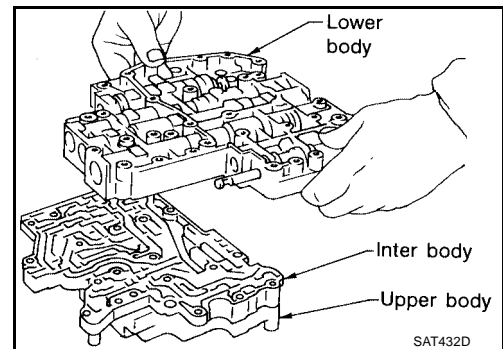
3. Remove O-rings from solenoid valves and terminal body.



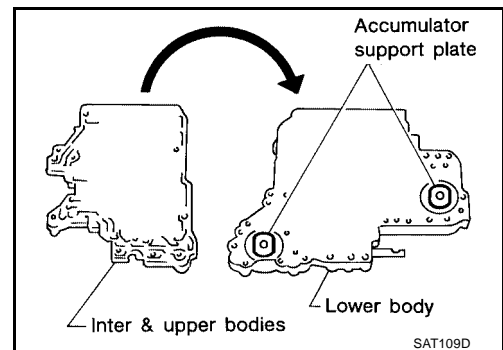
4. Place upper body face down, and remove bolts B, C and F.



5. Remove lower body from inter body.



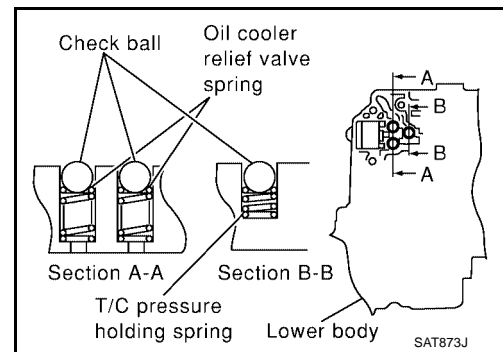
6. Turn over lower body, and accumulator support plates.



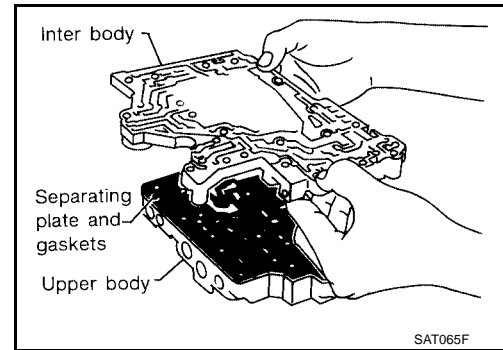
# CONTROL VALVE ASSEMBLY

[RE4F03B]

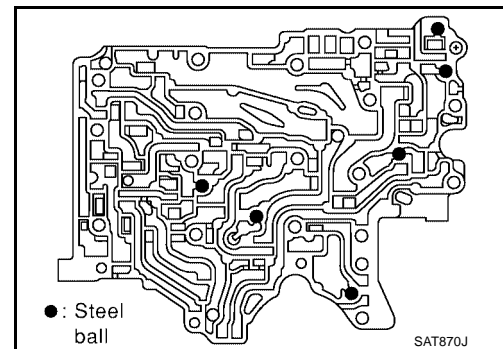
7. Remove bolts E, separating plate and separating gaskets from lower body.
8. Remove check balls, oil cooler relief valve springs and T/C pressure holding spring from lower body.
  - **Be careful not to lose steel balls and relief valve springs.**



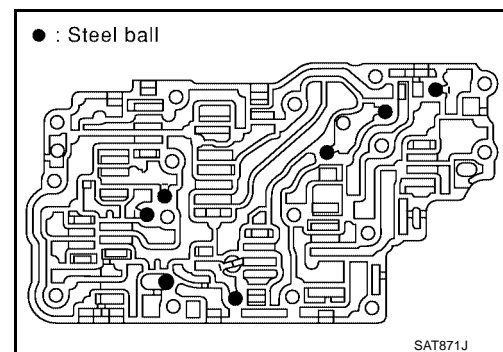
9. Remove inter body from upper body.
10. Remove pilot filter, separating plate and gaskets from upper body.



11. Check to see that steel balls are properly positioned in inter body and then remove them.
  - **Be careful not to lose steel balls.**



12. Check to see that steel balls are properly positioned in upper body and then remove them.
  - **Be careful not to lose steel balls.**

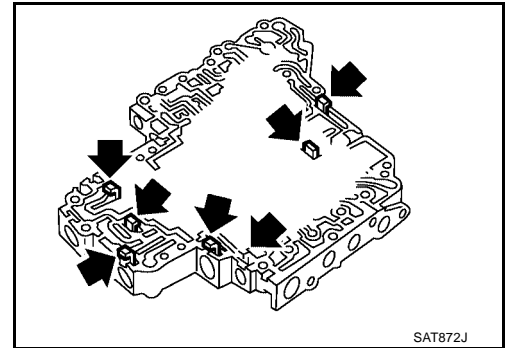


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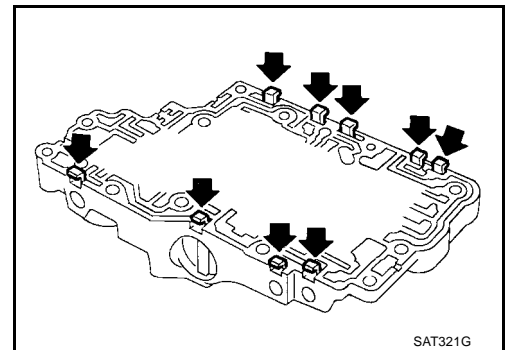
## Inspection

### LOWER AND UPPER BODIES

- Check to see that retainer plates are properly positioned in lower body.

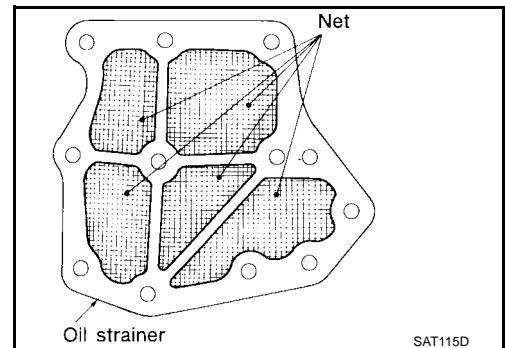


- Check to see that retainer plates are properly positioned in upper body.



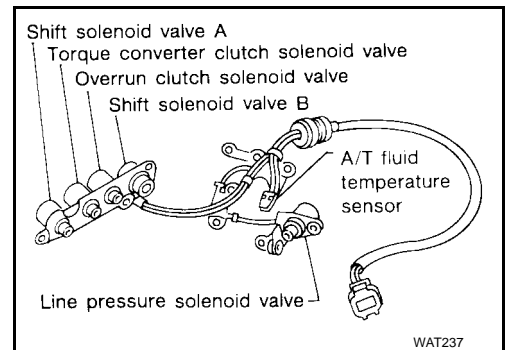
### OIL STRAINER

- Check wire netting of oil strainer for damage.



### SHIFT SOLENOID VALVES A AND B, LINE PRESSURE SOLENOID VALVE, TORQUE CONVERTER CLUTCH SOLENOID VALVE AND OVERRUN CLUTCH SOLENOID VALVE

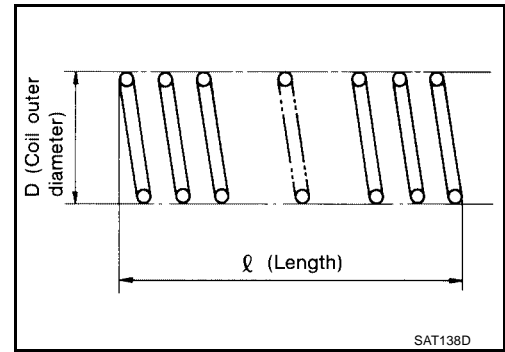
- Refer to [AT-183, "SHIFT SOLENOID VALVE A"](#), [AT-187, "SHIFT SOLENOID VALVE B"](#), [AT-178, "LINE PRESSURE SOLENOID VALVE"](#), [AT-178, "LINE PRESSURE SOLENOID VALVE"](#) and [AT-197, "OVERRUN CLUTCH SOLENOID VALVE"](#)



## OIL COOLER RELIEF VALVE SPRING

- Check springs for damage or deformation.
- Measure free length and outer diameter.

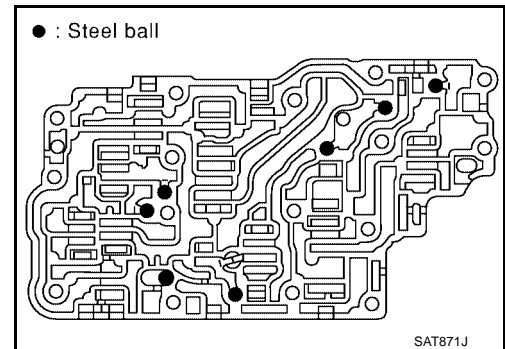
**Inspection standard** : Refer to [AT-389, "Clutch and Brake Return Springs"](#)



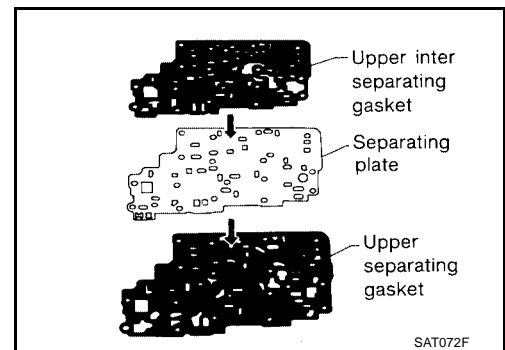
ECS00602

## Assembly

1. Install upper, inter and lower body.

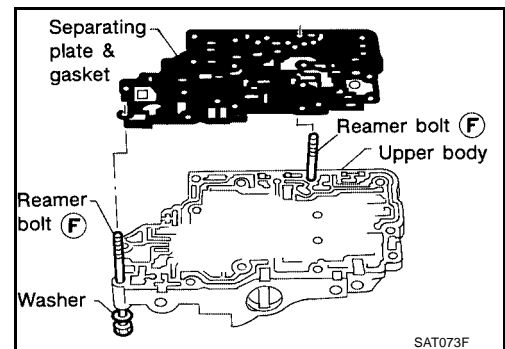


- a. Place oil circuit of upper body face up. Install steel balls in their proper positions.
- b. Install upper separating gasket, upper inter separating gasket and upper separating plate in order shown in illustration.



- **Always use new gaskets.**

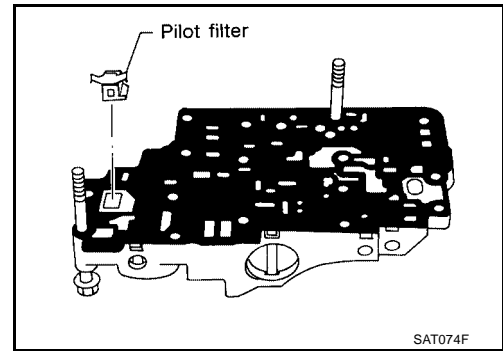
- c. Install reamer bolts **F** from bottom of upper body. Using reamer bolts as guides, install separating plate and gaskets as a set.



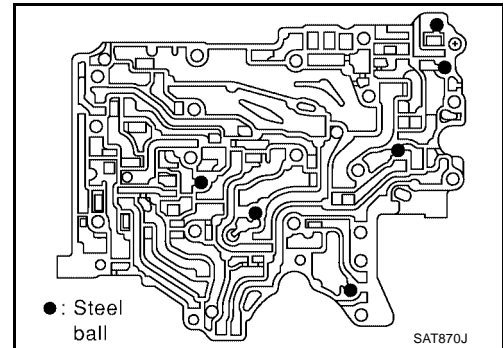
# CONTROL VALVE ASSEMBLY

[RE4F03B]

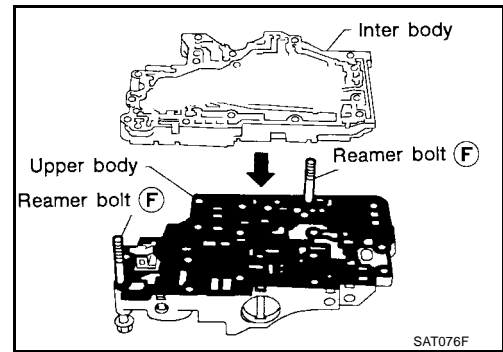
d. Install pilot filter.



e. Place inter body as shown in the illustration. Install steel balls in their proper positions.

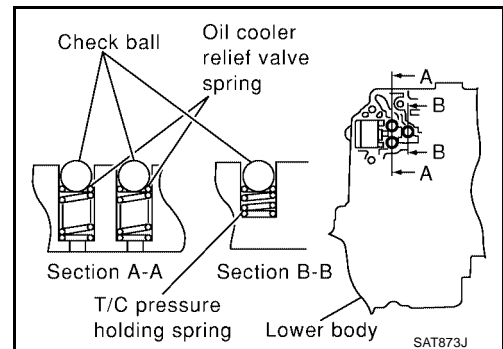


f. Install inter body on upper body using reamer bolts **F** as guides.



● **Be careful not to dislocate or drop steel balls.**

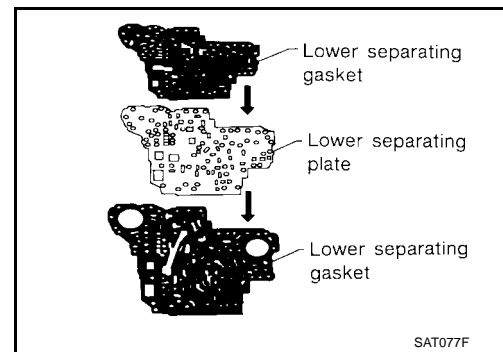
g. Install steel balls, oil cooler relief valve springs and T/C pressure holding spring in their proper positions in lower body.



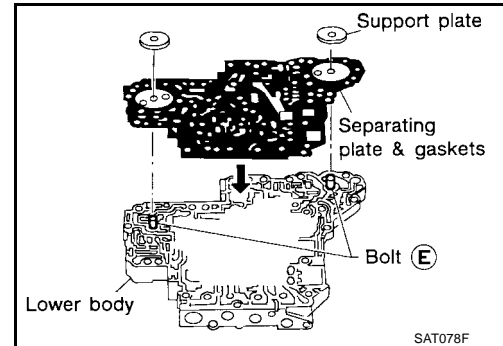
# CONTROL VALVE ASSEMBLY

[RE4F03B]

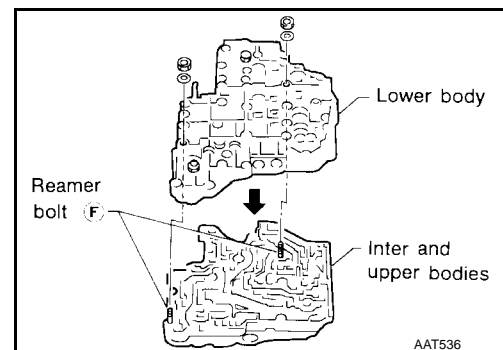
- h. Install lower separating gasket, inter separating gasket and lower separating plate in order shown in the illustration.



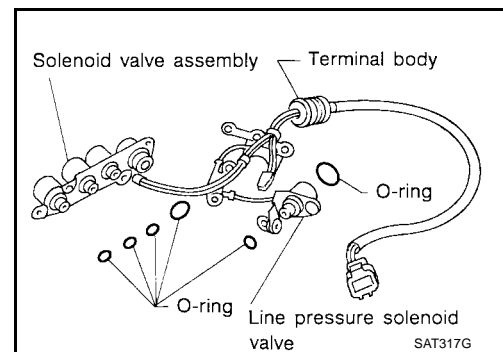
- i. Install bolts **E** from bottom of lower body. Using bolts **E** as guides, install separating plate and gaskets as a set.



- j. Install support plates on lower body.  
k. Install lower body on inter body using reamer bolts **F** as guides and tighten reamer bolts **F** slightly.



2. Install O-rings to solenoid valves and terminal body.  
● **Apply ATF to O-rings.**  
3. Install and tighten bolts.




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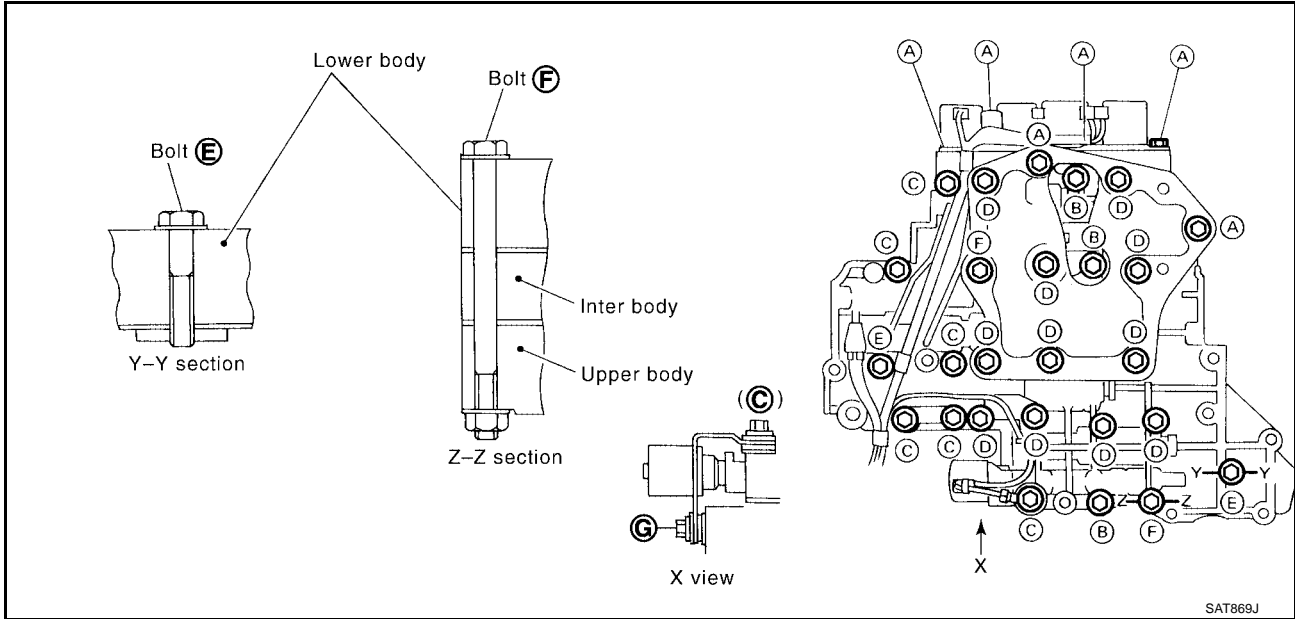
# CONTROL VALVE ASSEMBLY

[RE4F03B]

## Bolt length, number and location:

Bolt symbol	A	B	C	D	E	F	G
Bolt length "l" 	13.5 mm (0.531 in)	58.0 mm (2.283 in)	44.0 mm (1.732 in)	66.0 mm (2.598 in)	33.0 mm (1.299 in)	78.0 mm (3.071 in)	18.0 mm (0.709 in)
Number of bolts	6	3	6	11	2	2	1

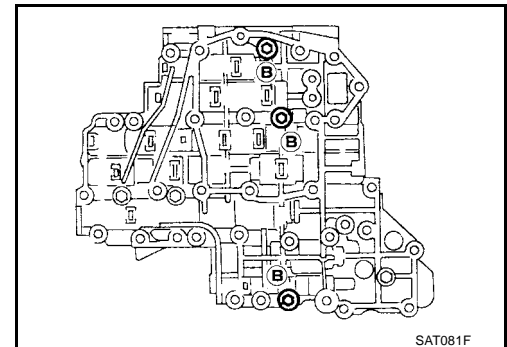
F: Reamer bolt with nut



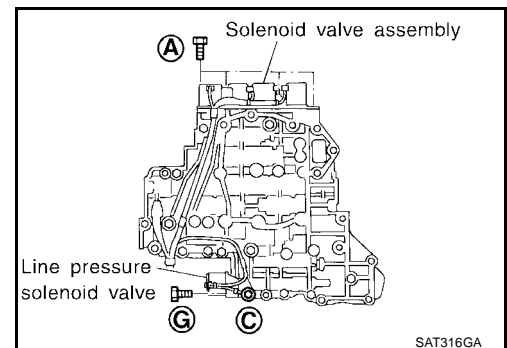
- a. Install and tighten bolts **B** to specified torque.



**: 7 - 9 N·m (0.7 - 0.9 kg·m, 61 - 78 in·lb)**



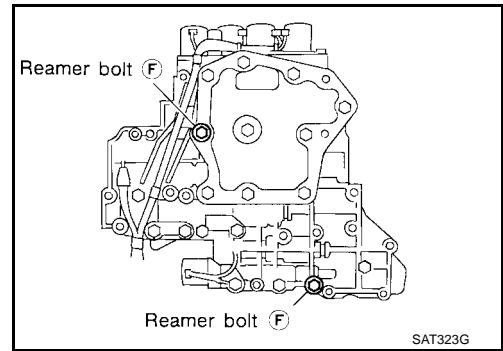
- b. Install solenoid valve assembly and line pressure solenoid valve to lower body.




# CONTROL VALVE ASSEMBLY

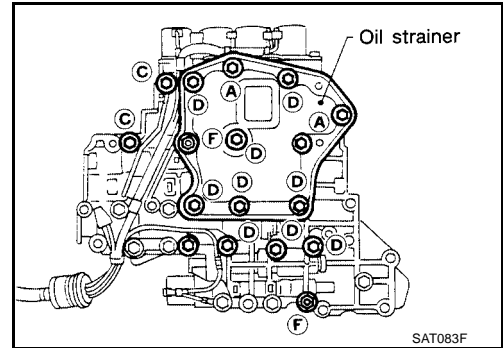
[RE4F03B]

- c. Remove reamer bolts **F** and set oil strainer on control valve assembly.




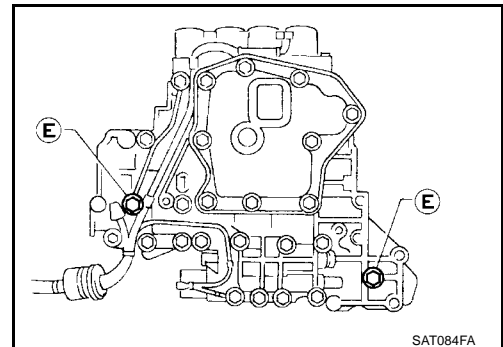
- d. Reinstall reamer bolts **F** from lower body side.  
e. Tighten bolts **A**, **C**, **D** and **F** to specified torque.

 : 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)



- f. Tighten bolts **E** to specified torque.

 : 3.4 - 4.4 N·m (0.35 - 0.45 kg-m, 30.4 - 39.1 in-lb)



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# CONTROL VALVE UPPER BODY

[RE4F03B]

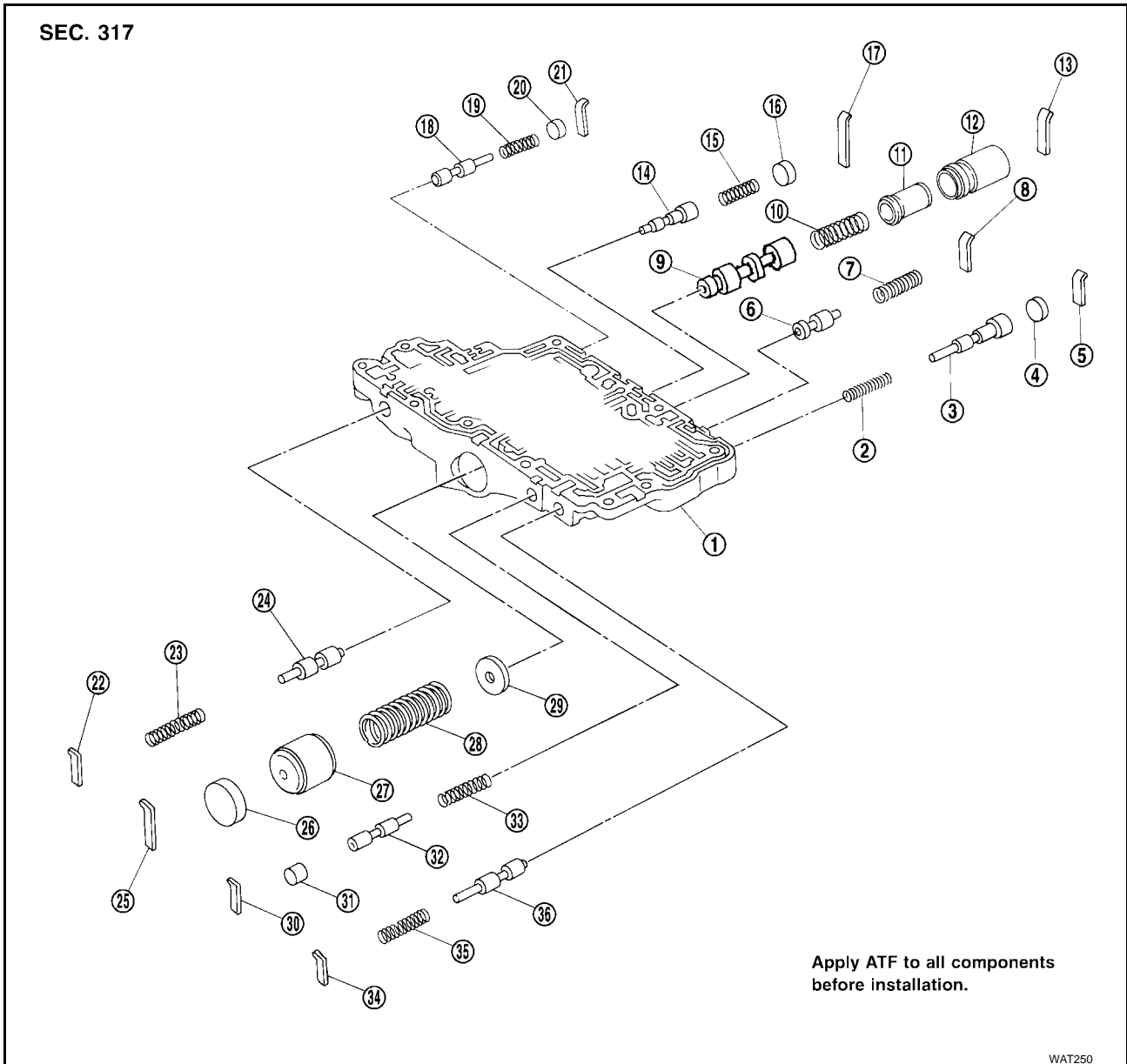
## CONTROL VALVE UPPER BODY

PF3:31711

### Components

ECS00603

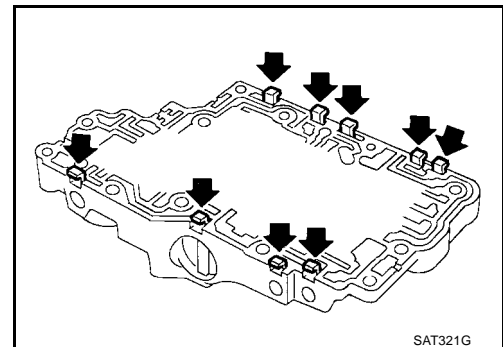
Numbers preceding valve springs correspond with those shown in [AT-387, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#).



### Disassembly

ECS00604

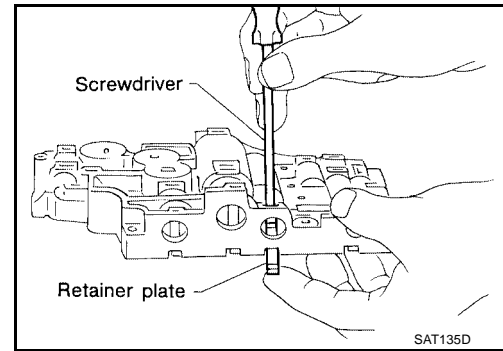
1. Remove valves at retainer plates.
  - Do not use a magnetic "hand".



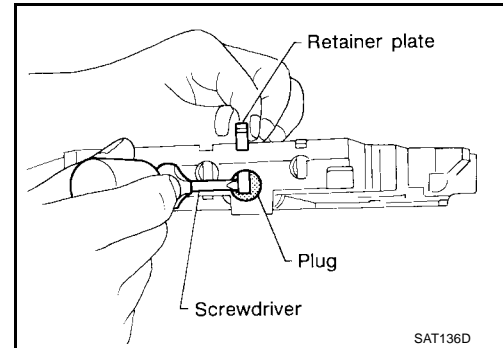
# CONTROL VALVE UPPER BODY

[RE4F03B]

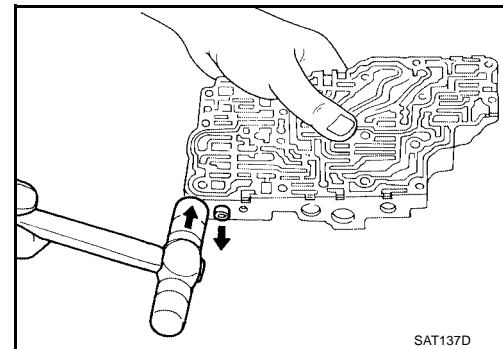
- a. Use a screwdriver to remove retainer plates.



- b. Remove retainer plates while holding spring, plugs or sleeves.



- Remove plugs slowly to prevent internal parts from jumping out.
- c. Place mating surface of valve body face down, and remove internal parts.
- If a valve is hard to remove, place valve body face down and lightly tap it with a soft hammer.
  - Be careful not to drop or damage valves and sleeves.



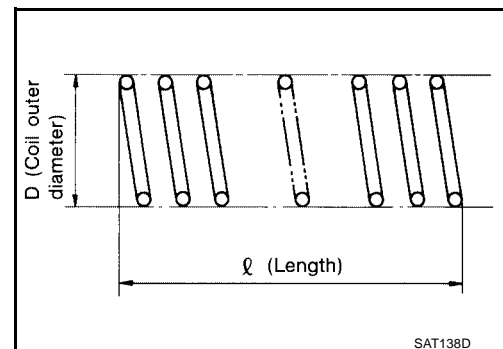
ECS00605

## Inspection VALVE SPRING

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

**Inspection standard** : Refer to [AT-387, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#) .

- Replace valve springs if deformed or fatigued.



## CONTROL VALVES

- Check sliding surfaces of valves, sleeves and plugs.

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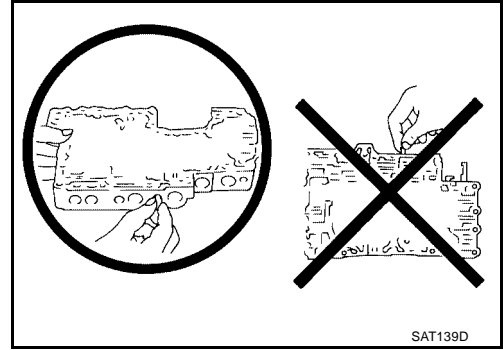
# CONTROL VALVE UPPER BODY

[RE4F03B]

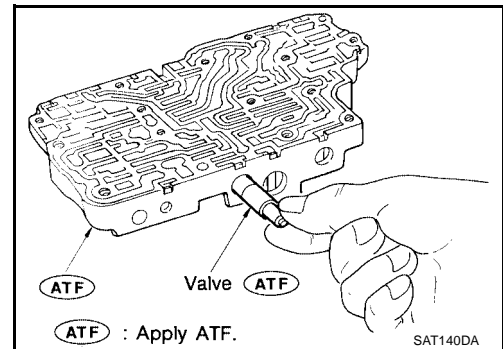
ECS00606

## Assembly

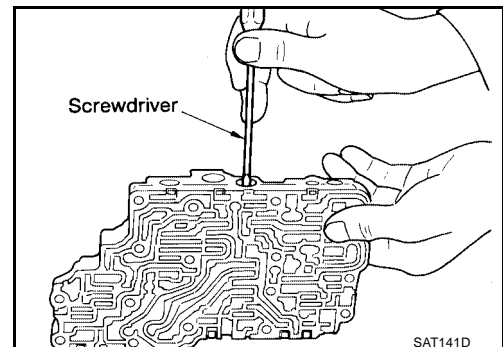
- Lay control valve body down when installing valves. Do not stand the control valve body upright.



1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.

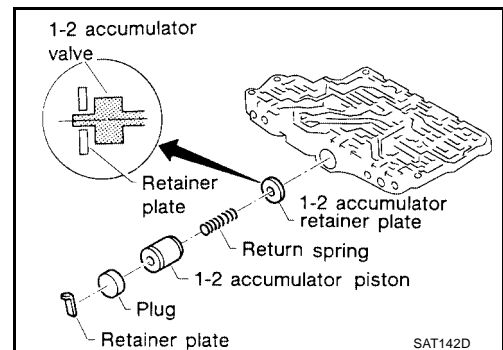


- Be careful not to scratch or damage valve body.
- Wrap a small screwdriver with vinyl tape and use it to insert the valves into their proper positions.



## 1-2 ACCUMULATOR VALVE

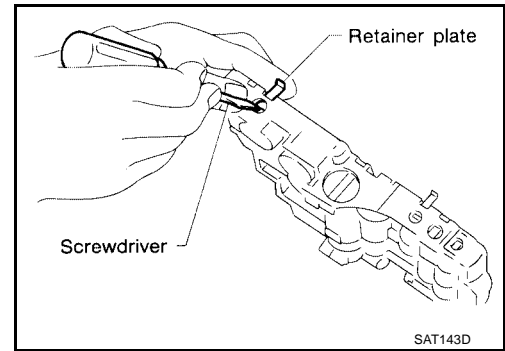
- Install 1-2 accumulator valve. Align 1-2 accumulator retainer plate from opposite side of control valve body.
- Install return spring, 1-2 accumulator piston and plug.



# CONTROL VALVE UPPER BODY

[RE4F03B]

1. Install retainer plates.
  - Install retainer plate while pushing plug or return spring.

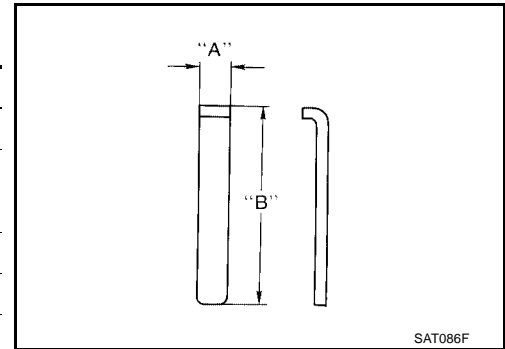


## RETAINER PLATE (FOR CONTROL VALVE UPPER BODY)

Refer to [AT-308, "CONTROL VALVE UPPER BODY"](#) .

Unit: mm (in)

Name of valve and piston	No.	Width A	Length B
Pilot valve	22	6.0 (0.236)	21.5 (0.846)
1-2 accumulator valve	17		40.5 (1.594)
1-2 accumulator piston	25		21.5 (0.846)
1st reducing valve	30		24.0 (0.945)
Overrun clutch reducing valve	5		21.5 (0.846)
Torque converter relief valve	8		28.0 (1.102)
Torque converter clutch control valve	13		21.5 (0.846)
3-2 timing valve	34		24.0 (0.945)
Cooler check valve	21		



- Install proper retainer plates.

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# CONTROL VALVE LOWER BODY

[RE4F03B]

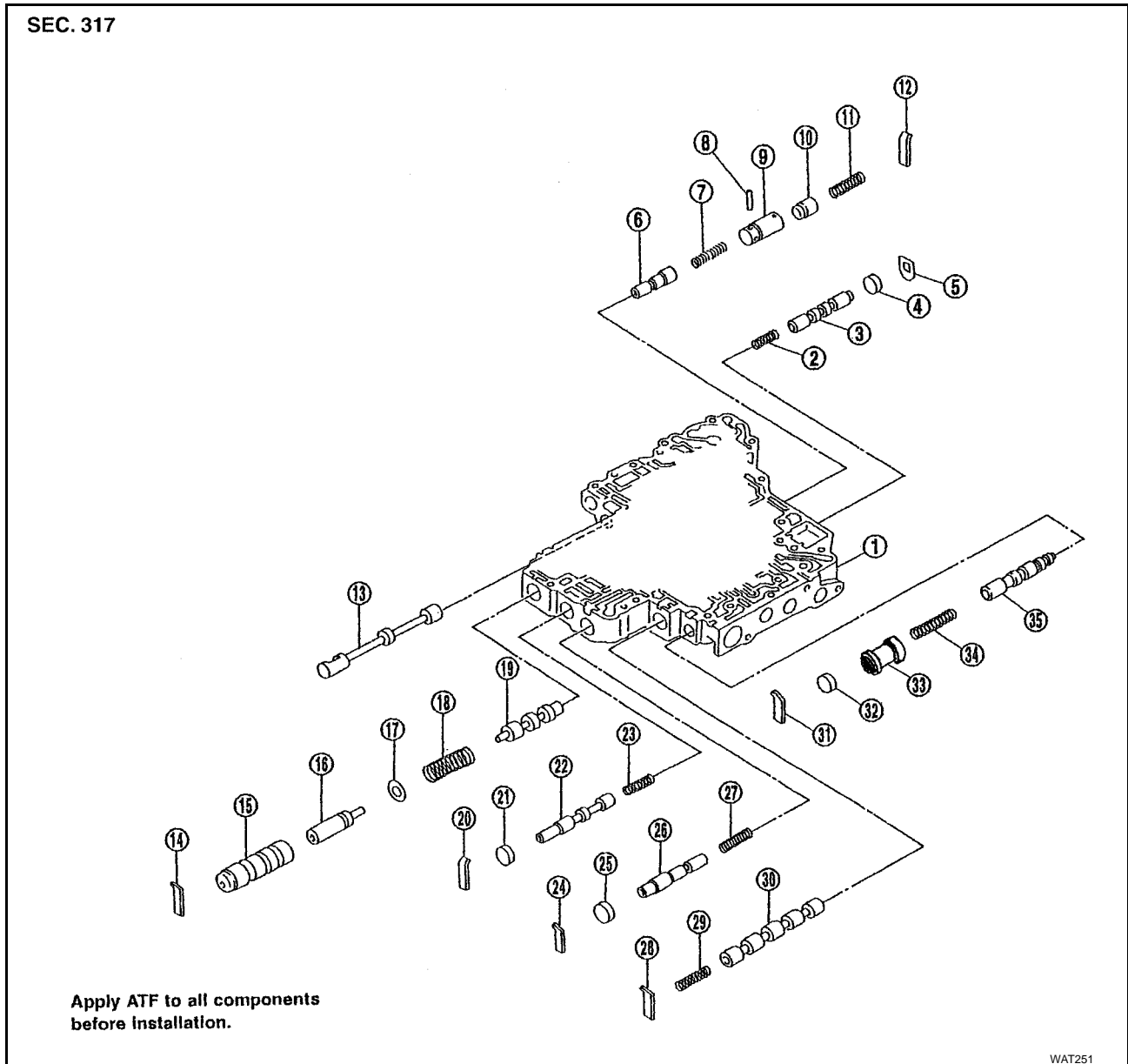
## CONTROL VALVE LOWER BODY

PF3:31713

### Components

ECS00607

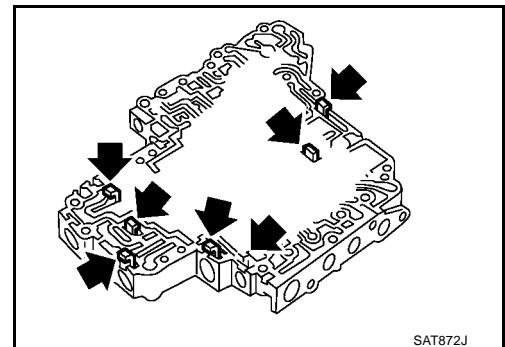
Numbers preceding valve springs correspond with those shown in [AT-387, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#).



### Disassembly

ECS00608

Remove valves at retainer plate.  
For removal procedures, refer to [AT-312, "Disassembly"](#).



# CONTROL VALVE LOWER BODY

[RE4F03B]

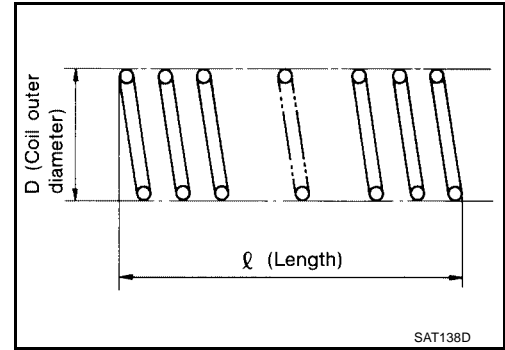
ECS00609

## Inspection VALVE SPRINGS

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

**Inspection standard** : Refer to [AT-387, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#) .

- Replace valve springs if deformed or fatigued.



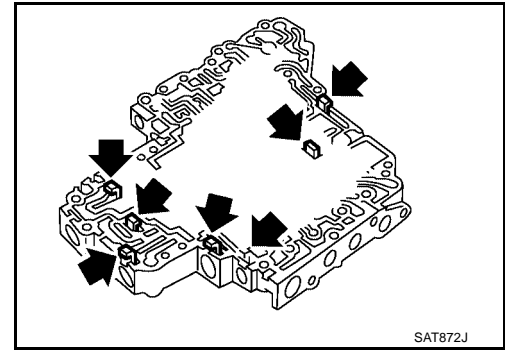
## CONTROL VALVES

- Check sliding surfaces of control valves, sleeves and plugs for damage.

## Assembly

- Install control valves. For installation procedures, refer to [AT-313, "Assembly"](#) .

ECS0060A

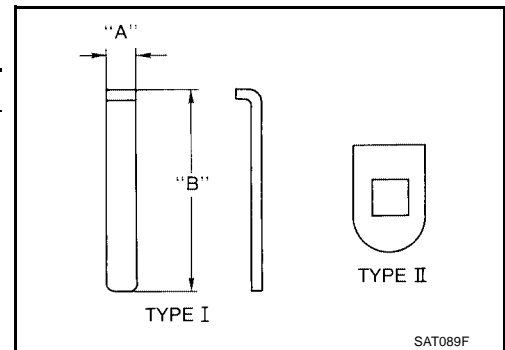


## RETAINER PLATE (FOR CONTROL VALVE LOWER BODY)

Refer to [AT-312, "CONTROL VALVE LOWER BODY"](#) .

Unit: mm (in)

Name of control valve	No.	Width A	Length B	Type
Pressure regulator valve	14	6.0 (0.236)	28.0 (1.102)	I
Accumulator control valve	24			
Shift valve A	28			
Overrun clutch control valve	20			
Pressure modifier valve	12			
Shuttle control valve	31	—	—	II
Shift valve B	5			



- Install proper retainer plates.

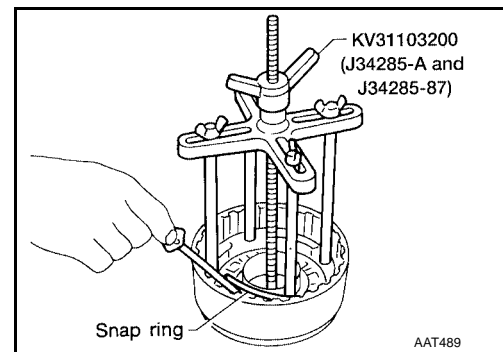




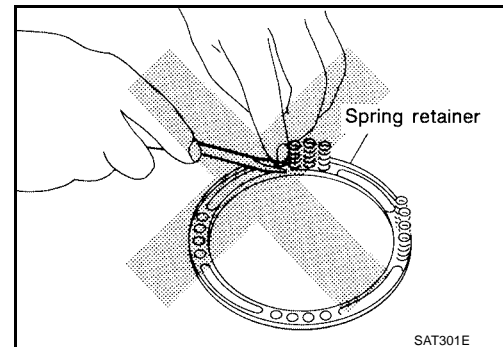
# REVERSE CLUTCH

[RE4F03B]

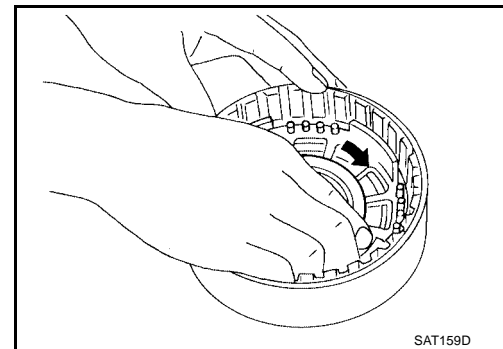
4. Set Tool on spring retainer and remove snap ring from reverse clutch drum while compressing return springs.
  - **Set Tool directly above springs.**
  - **Do not expand snap ring excessively.**



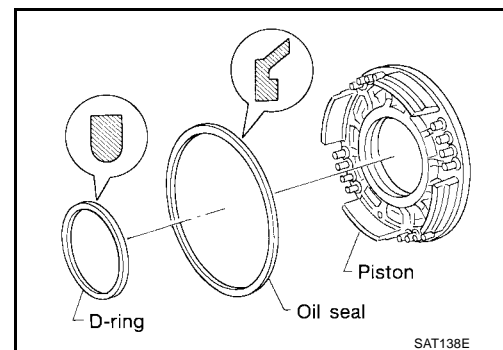
5. Remove spring retainer and return springs.
  - **Do not remove return springs from spring retainer.**



6. Remove piston from reverse clutch drum by turning it.



7. Remove D-ring and oil seal from piston.



## Inspection

### REVERSE CLUTCH SNAP RING, SPRING RETAINER AND RETURN SPRINGS

- Check for deformation, fatigue or damage.
- Replace if necessary.
- **When replacing spring retainer and return springs, replace them as a set.**

ECS0060D

## REVERSE CLUTCH DRIVE PLATES

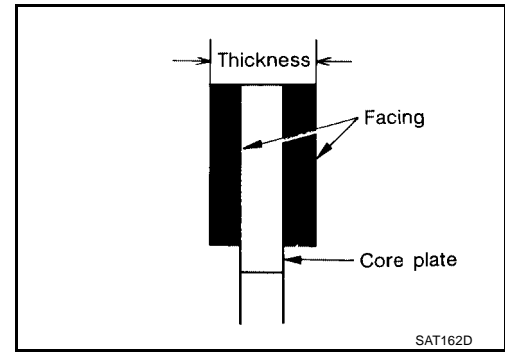
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

### Thickness of drive plate

**Standard value** : 2.0 mm (0.079 in)

**Wear limit** : 1.8 mm (0.071 in)

- If not within wear limit, replace.

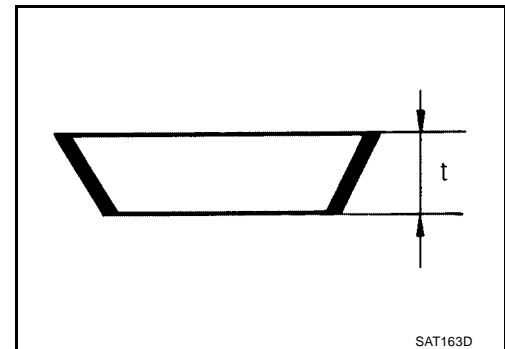


## REVERSE CLUTCH DISH PLATES

- Check for deformation or damage.
- Measure thickness of dish plate.

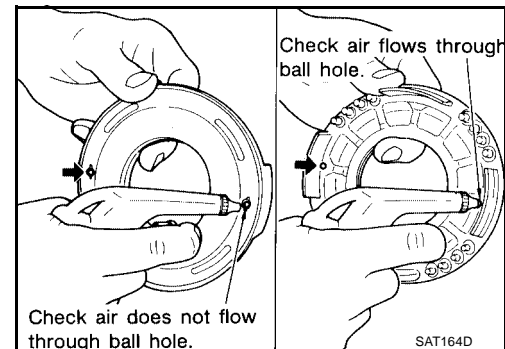
**Thickness of dish plate** : 2.8 mm (0.110 in)  
"t"

- If deformed or fatigued, replace.



## REVERSE CLUTCH PISTON

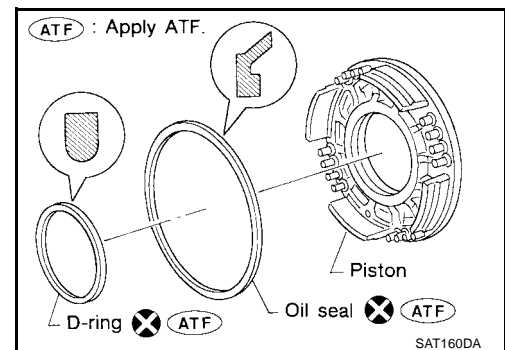
- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure that there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure air leaks past ball.



ECS0060E

## Assembly

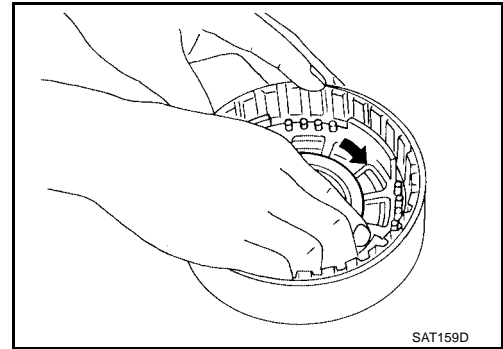
1. Install D-ring and oil seal on piston.
  - Take care with the direction of the oil seal.
  - Apply ATF to both parts.



# REVERSE CLUTCH

[RE4F03B]

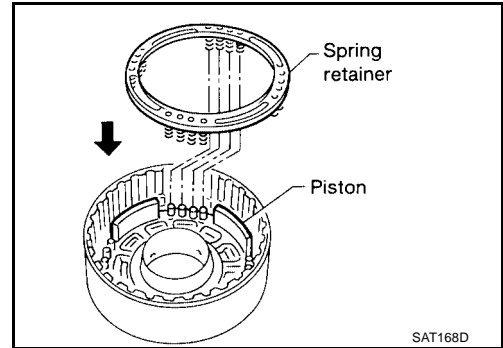
2. Install piston assembly by turning it slowly.
  - Apply ATF to inner surface of drum.



3. Install return springs and spring retainer on piston.

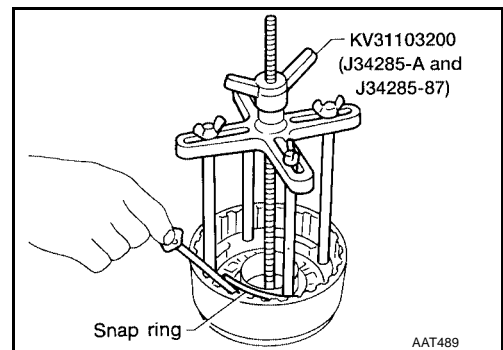
**Return spring**

**: Refer to AT-389, "Clutch and Brake Return Springs".**

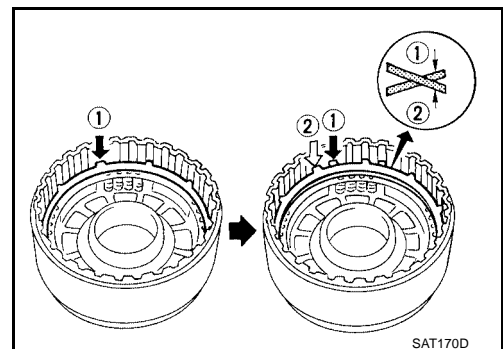


4. Set Tool on spring retainer and install snap ring while compressing return springs.

- **Set Tool directly above return springs.**



5. Install drive plates, driven plates, retaining plate and dish plates.
  - **Do not align the projections of any two dish plates.**
  - **Take care with the order and direction of plates.**

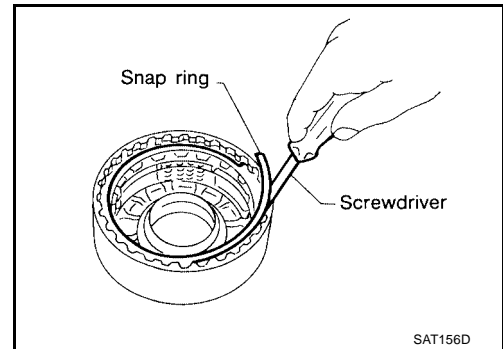


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# REVERSE CLUTCH

[RE4F03B]

6. Install snap ring.
- Do not expand snap ring excessively.



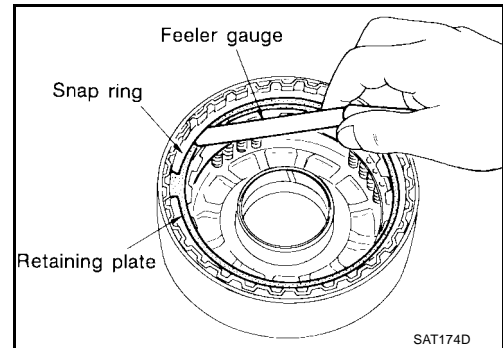
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

**Specified clearance**

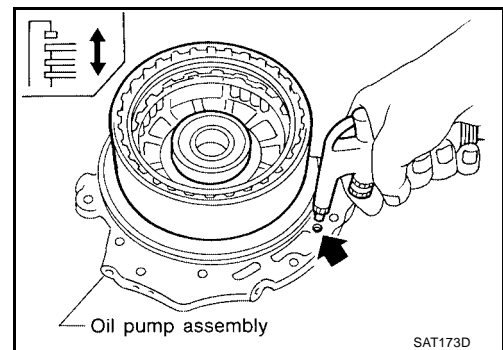
**Standard** : 0.5 - 0.8 mm (0.020 - 0.031 in)

**Allowable limit** : 1.2 mm (0.047 in)

**Retaining plate** : Refer to [AT-387, "REVERSE CLUTCH"](#)



8. Check operation of reverse clutch.  
Refer to [AT-314, "Components"](#) .

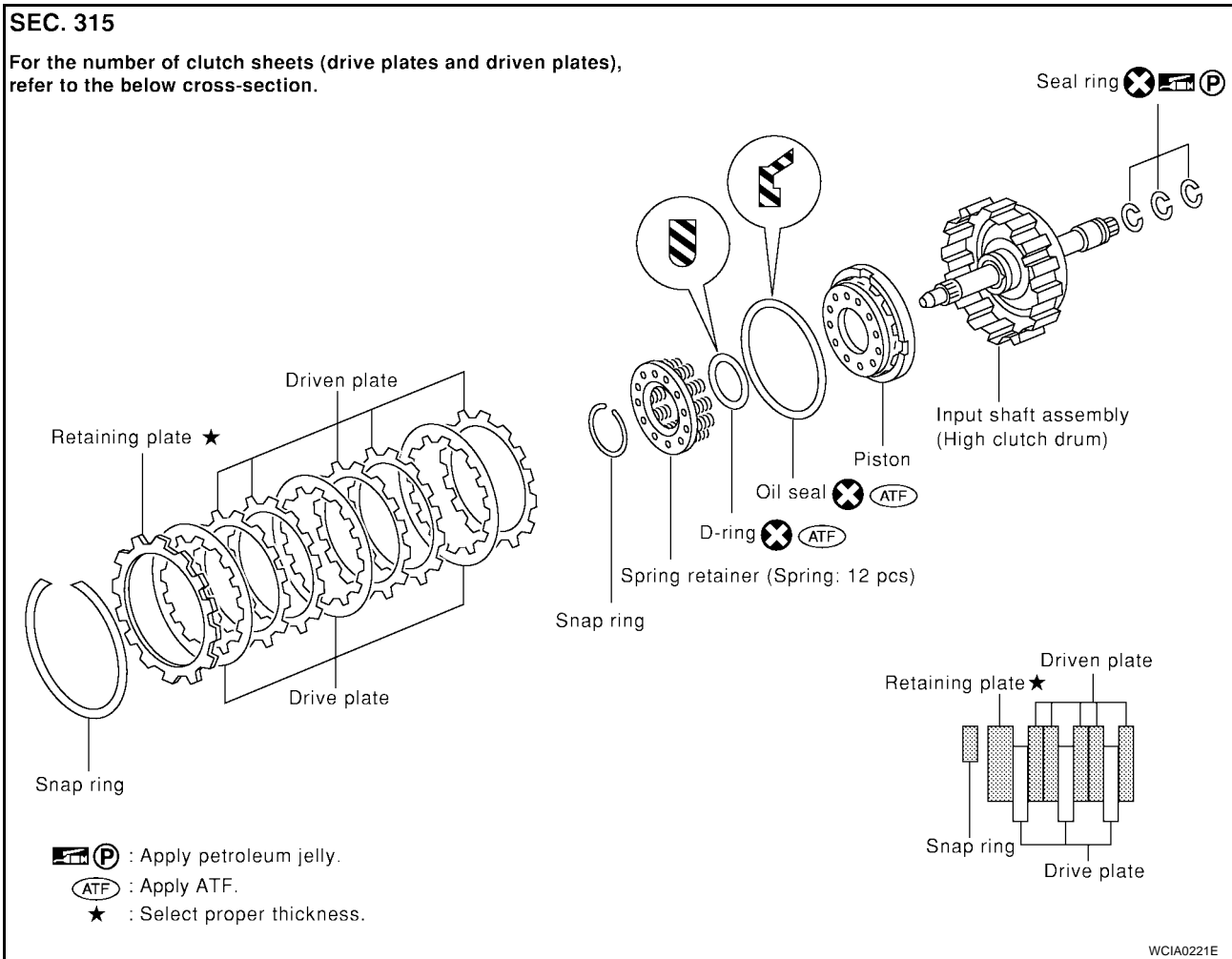


### HIGH CLUTCH

#### Components

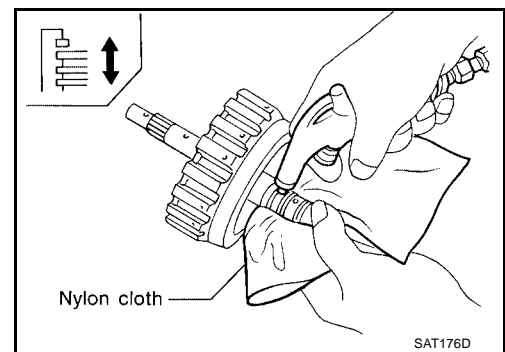
##### SEC. 315

For the number of clutch sheets (drive plates and driven plates), refer to the below cross-section.



#### Disassembly

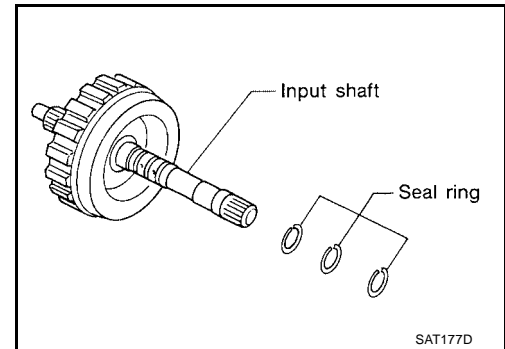
1. Check operation of high clutch.
  - a. Apply compressed air to oil hole of input shaft.
    - **Stop up a hole on opposite side of input shaft.**
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.



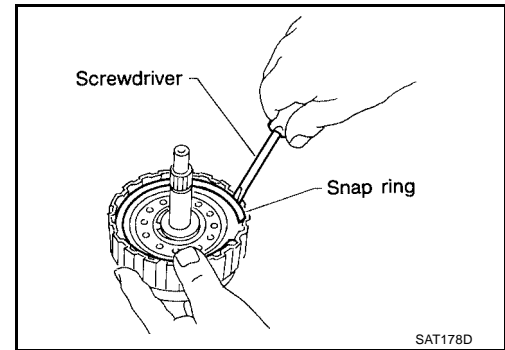
# HIGH CLUTCH

[RE4F03B]

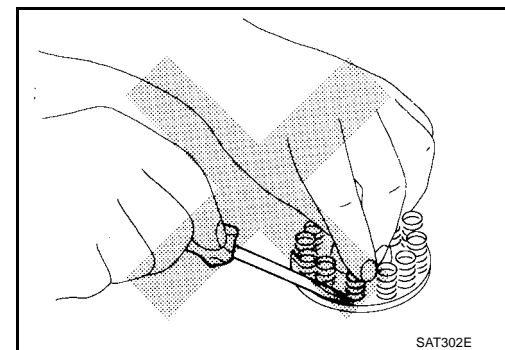
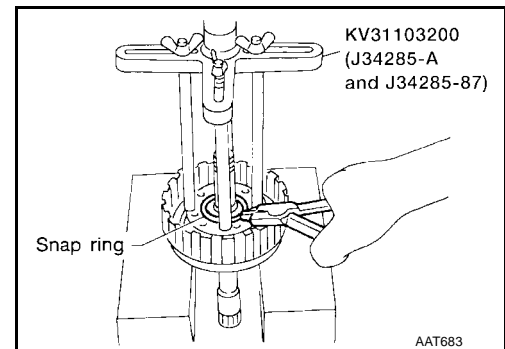
2. Remove seal rings from input shaft.



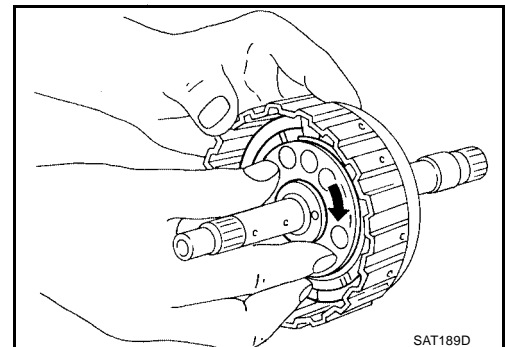
3. Remove snap ring.  
● Do not expand snap ring excessively.
4. Remove drive plates, driven plates and retaining plate.



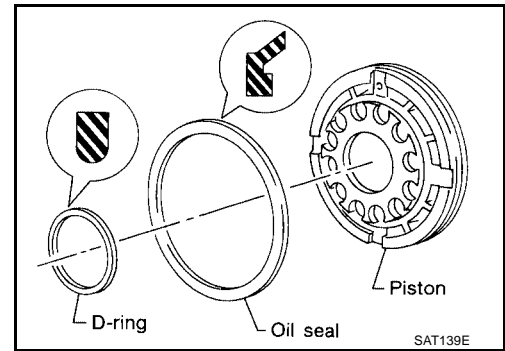
5. Set Tool on spring retainer and remove snap ring from high clutch drum while compressing return springs.  
● Set Tool directly above springs.  
● Do not expand snap ring excessively.
6. Remove spring retainer and return springs.  
● Do not remove return spring from spring retainer.



7. Remove piston from high clutch drum by turning it.



- Remove D-ring and oil seal from piston.



ECS0060H

### Inspection

#### REVERSE CLUTCH SNAP RING, SPRING RETAINER AND RETURN SPRINGS

- Check for deformation, fatigue or damage.
- Replace if necessary.
- When replacing spring retainer and return springs, replace them as a set.**

#### HIGH CLUTCH DRIVE PLATES

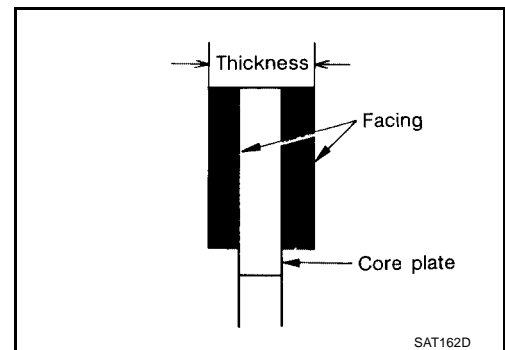
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

**Thickness of drive plate**

**Standard value : 2.0 mm (0.079 in)**

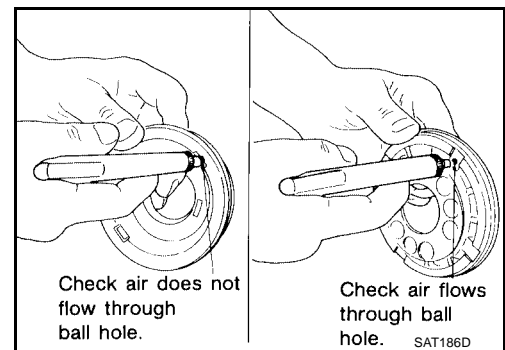
**Wear limit : 1.8 mm (0.071 in)**

- If not within wear limit, replace.



#### HIGH CLUTCH PISTON

- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure air leaks past ball.



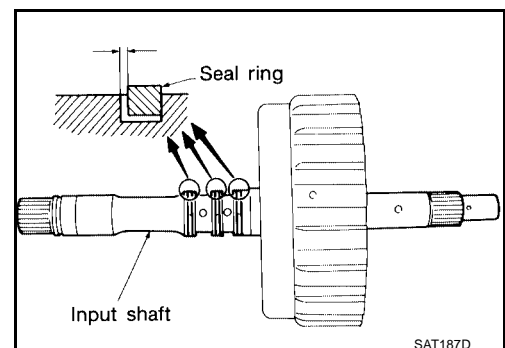
#### SEAL RING CLEARANCE

- Install new seal rings onto input shaft.
- Measure clearance between seal ring and ring groove.

**Standard clearance : 0.08 - 0.23 mm (0.0031 - 0.0091 in)**

**Allowable limit : 0.23 mm (0.0091 in)**

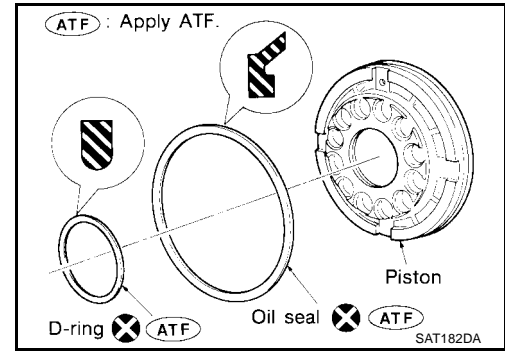
- If not within wear limit, replace input shaft assembly.



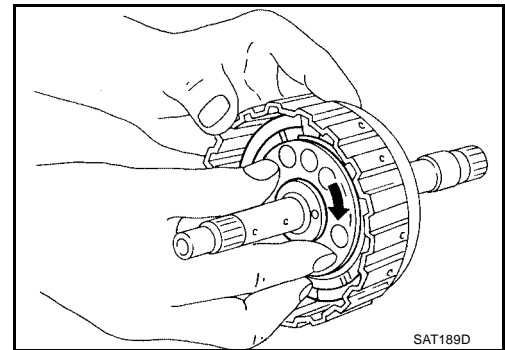


### Assembly

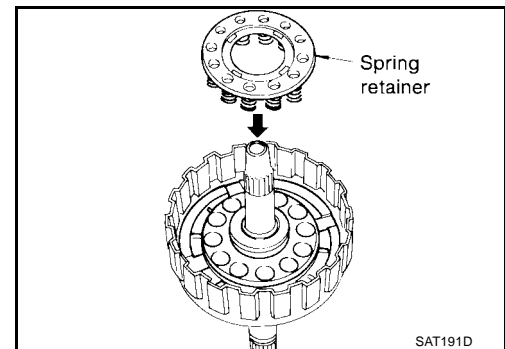
1. Install D-ring and oil seal on piston.
  - Take care with the direction of the oil seal.
  - Apply ATF to both parts.



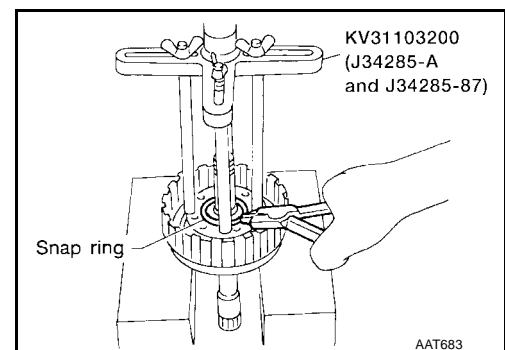
2. Install piston assembly by turning it slowly.
  - Apply ATF to inner surface of drum.



3. Install return springs and spring retainer on piston.
  - Return spring** : Refer to [AT-389, "Clutch and Brake Return Springs"](#) .



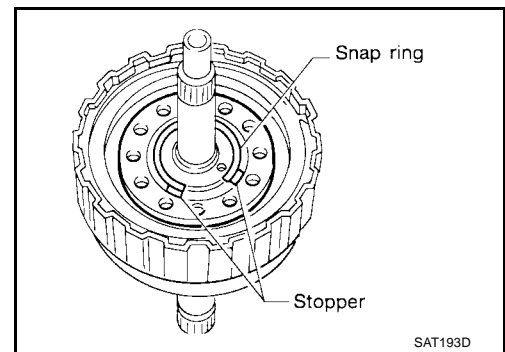
4. Set Tool on spring retainer and install snap ring while compressing return springs.
  - Set Tool directly above return springs.
  - Do not expand snap ring excessively.



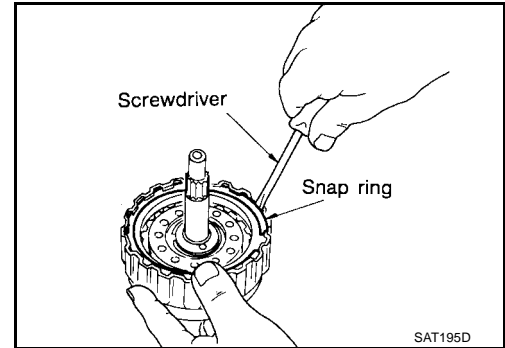
# HIGH CLUTCH

[RE4F03B]

- Do not align snap ring gap with spring retainer stopper.



5. Install drive plates, driven plates and retaining plate.  
**Take care with the order and direction of plates.**
6. Install snap ring.
  - Do not expand snap ring excessively.



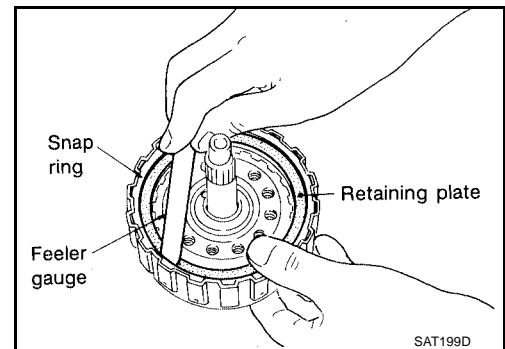
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

### Specified clearance

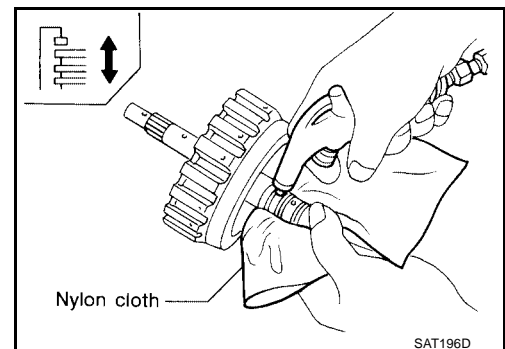
**Standard : 1.4 - 1.8 mm (0.055 - 0.071 in)**

**Allowable limit : 2.4 mm (0.094 in)**

**Retaining plate : Refer to [AT-388, "HIGH CLUTCH"](#) .**



8. Check operation of high clutch.  
Refer to [AT-319, "HIGH CLUTCH"](#) .

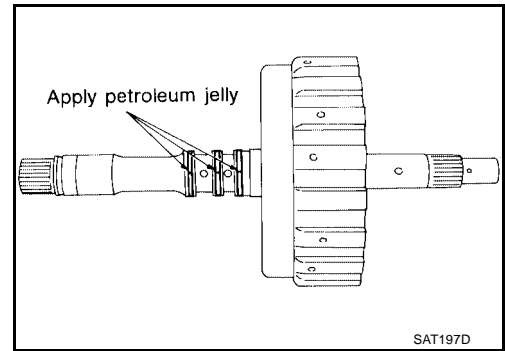


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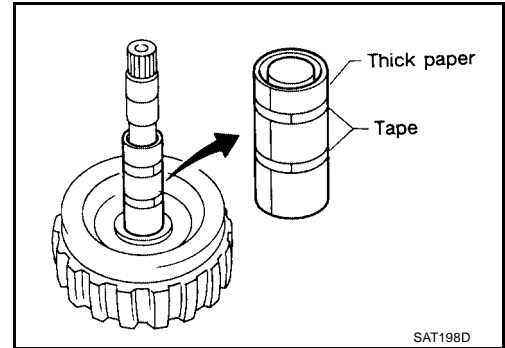
# HIGH CLUTCH

[RE4F03B]

9. Install seal rings to input shaft.
- Apply petroleum jelly to seal rings.

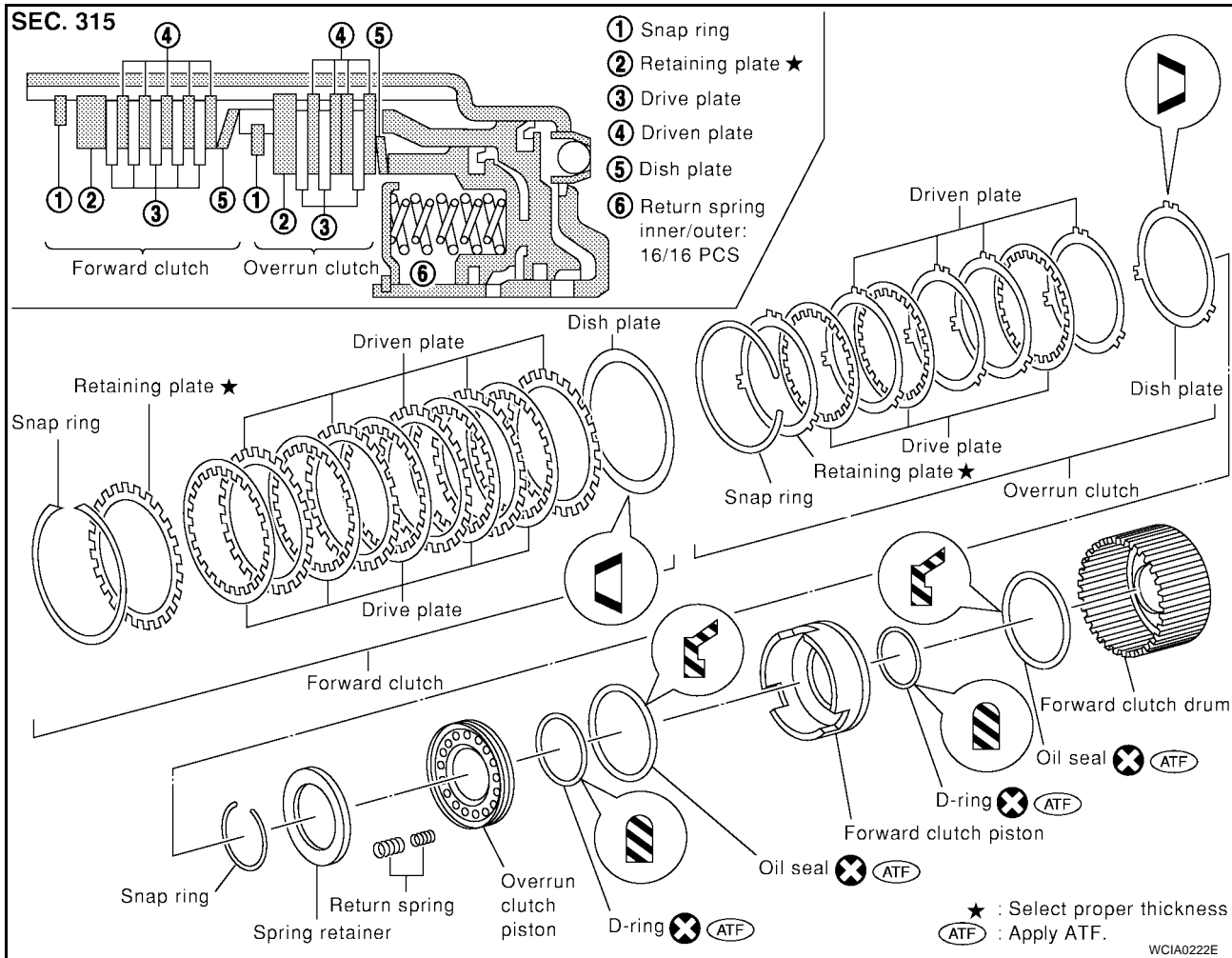


- Roll paper around seal rings to prevent seal rings from spreading.



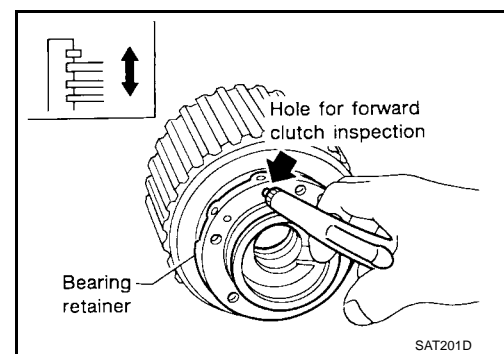
## FORWARD CLUTCH AND OVERRUN CLUTCH

### Components



### Disassembly

1. Check operation of forward clutch and overrun clutch.

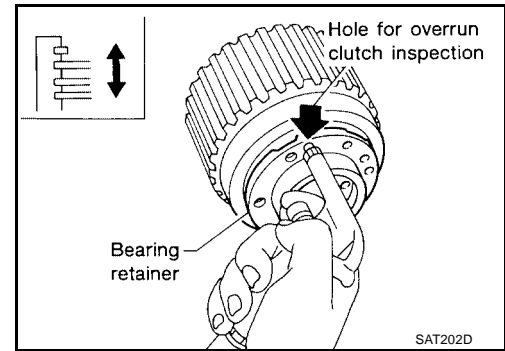


- a. Install bearing retainer on forward clutch drum.
- b. Apply compressed air to oil hole of forward clutch drum.
- c. Check to see that retaining plate moves to snap ring.

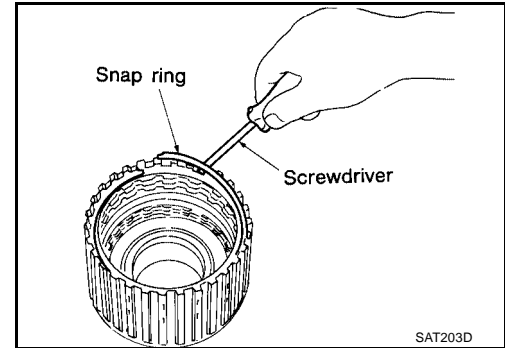
# FORWARD CLUTCH AND OVERRUN CLUTCH

[RE4F03B]

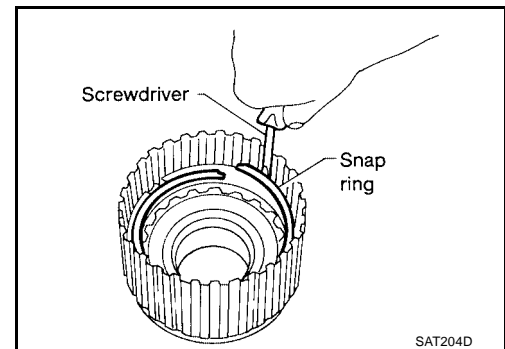
- d. If retaining plate does not contact snap ring:
- D-ring might be damaged.
  - Oil seal might be damaged.
  - Fluid might be leaking past piston check ball.



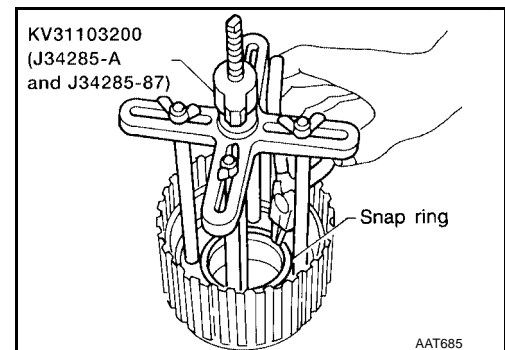
2. Remove snap ring for forward clutch.
- **Do not expand snap ring excessively.**
3. Remove drive plates, driven plates, retaining plate and dish plate for forward clutch.



4. Remove snap ring for overrun clutch.
- **Do not expand snap ring excessively.**
5. Remove drive plates, driven plates, retaining plate and dish plate for overrun clutch.



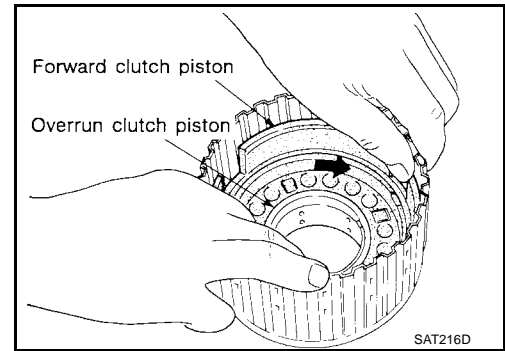
6. Set Tool on spring retainer and remove snap ring from forward clutch drum while compressing return springs.
- **Set Tool directly above return springs.**
  - **Do not expand snap ring excessively.**
7. Remove spring retainer and return springs.



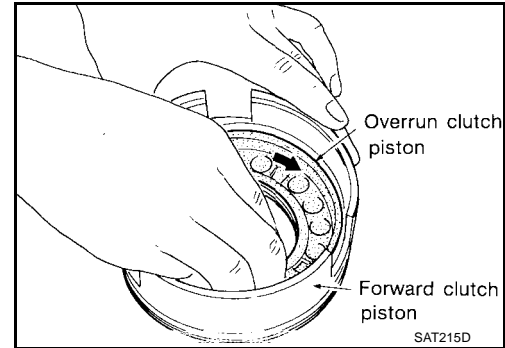
# FORWARD CLUTCH AND OVERRUN CLUTCH

[RE4F03B]

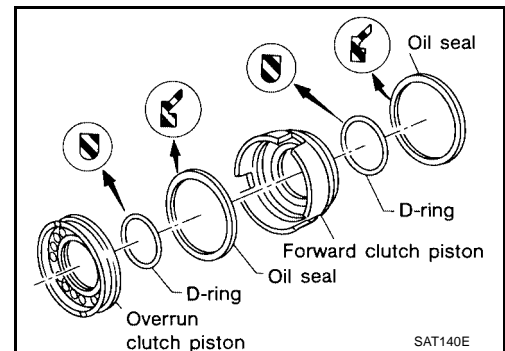
8. Remove forward clutch piston with overrun clutch piston from forward clutch drum by turning it.



9. Remove overrun clutch piston from forward clutch piston by turning it.



10. Remove D-rings and oil seals from forward clutch piston and overrun clutch piston.



## Inspection

### SNAP RINGS AND SPRING RETAINER

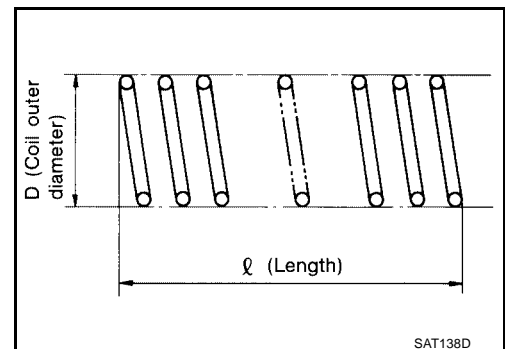
- Check for deformation, fatigue or damage.

### FORWARD CLUTCH AND OVERRUN CLUTCH RETURN SPRINGS

- Check for deformation or damage.
- Measure free length and outer diameter.

**Inspection standard** : Refer to [AT-389, "Clutch and Brake Return Springs"](#) .

- Replace if deformed or fatigued.



## FORWARD CLUTCH AND OVERRUN CLUTCH DRIVE PLATES

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

### Thickness of drive plate

#### Forward clutch

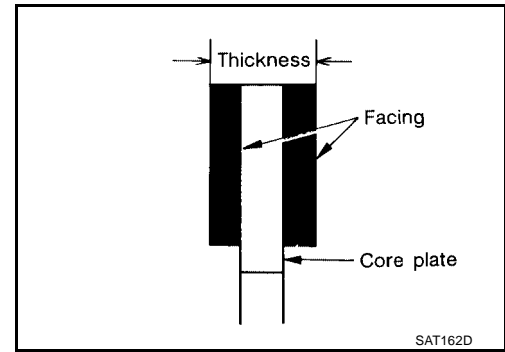
Standard value : 1.8 mm (0.071 in)

Wear limit : 1.6 mm (0.063 in)

#### Overrun clutch

Standard value : 1.6 mm (0.063 in)

Wear limit : 1.4 mm (0.055 in)



- If not within wear limit, replace.

## FORWARD CLUTCH AND OVERRUN CLUTCH DISH PLATES

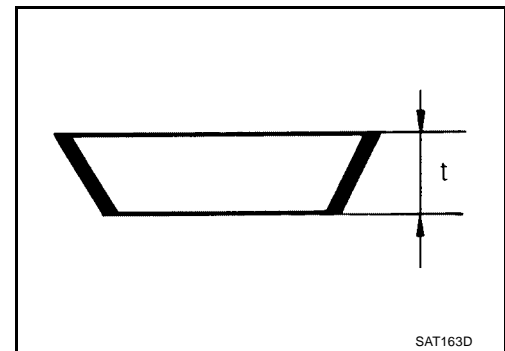
- Check for deformation or damage.
- Measure thickness of dish plate.

### Thickness of dish plate "t"

Forward clutch : 2.5 mm (0.098 in)

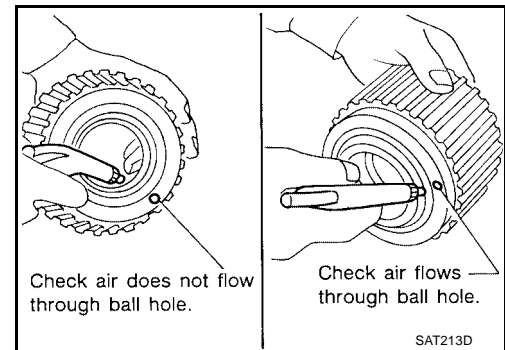
Overrun clutch : 2.15 mm (0.0846 in)

- If deformed or fatigued, replace.



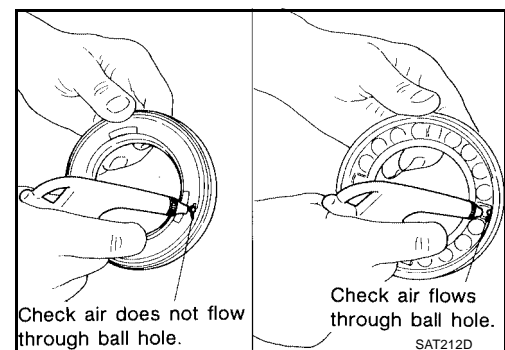
## FORWARD CLUTCH DRUM

- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole from outside of forward clutch drum. Make sure air leaks past ball.
- Apply compressed air to oil hole from inside of forward clutch drum. Make sure there is no air leakage.



## OVERRUN CLUTCH PISTON

- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side. Make sure air leaks past ball.



# FORWARD CLUTCH AND OVERRUN CLUTCH

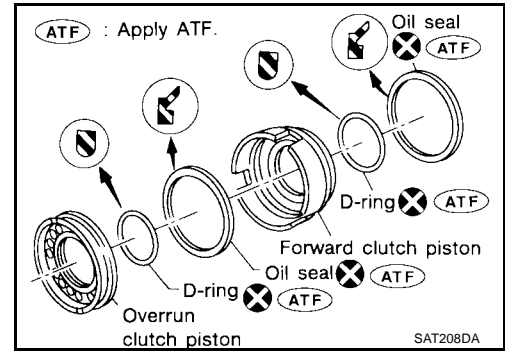
[RE4F03B]

ECS0060M

## Assembly

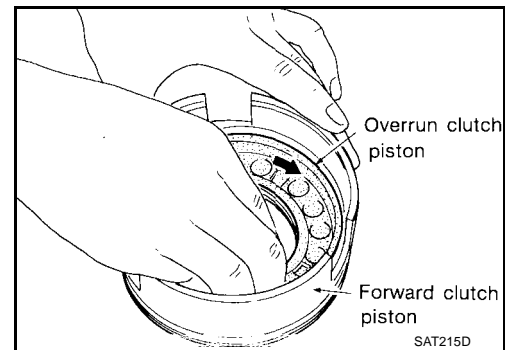
1. Install D-rings and oil seals on forward clutch piston and overrun clutch piston.

- Take care with direction of oil seal.
- Apply ATF to both parts.



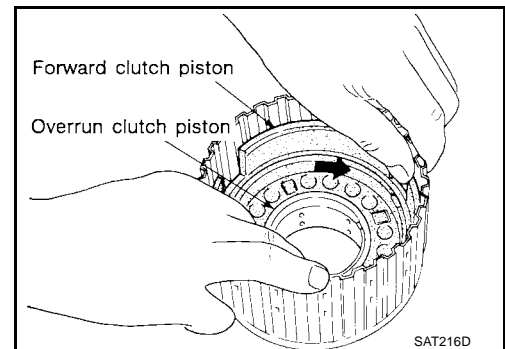
2. Install overrun clutch piston assembly on forward clutch piston while turning it slowly.

- Apply ATF to inner surface of forward clutch piston.

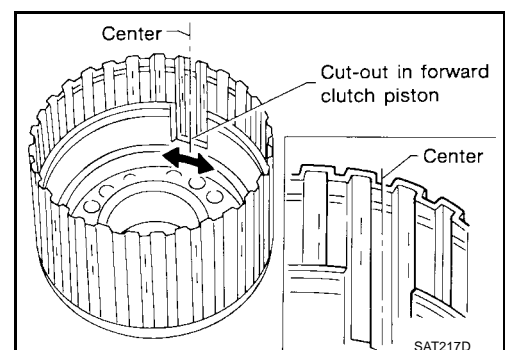


3. Install forward clutch piston assembly on forward clutch drum while turning it slowly.

- Apply ATF to inner surface of drum.



4. Align notch in forward clutch piston with groove in forward clutch drum.



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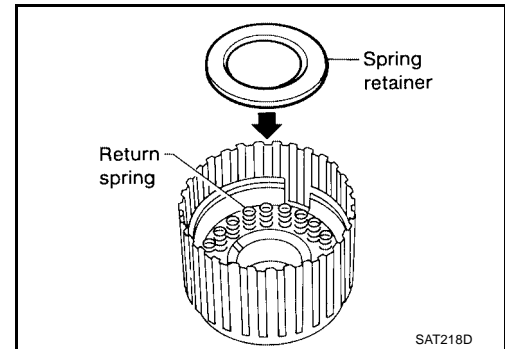
# FORWARD CLUTCH AND OVERRUN CLUTCH

[RE4F03B]

5. Install return spring on piston.
6. Install spring retainer on return springs.

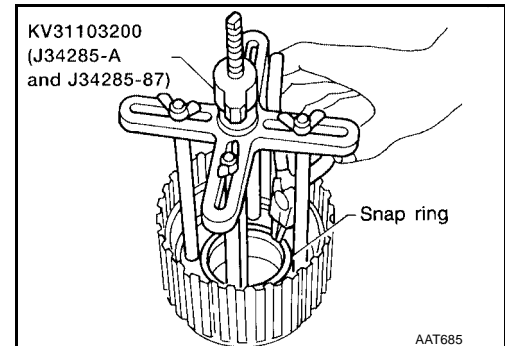
**Return spring**

**: Refer to [AT-389, "Clutch and Brake Return Springs"](#) .**

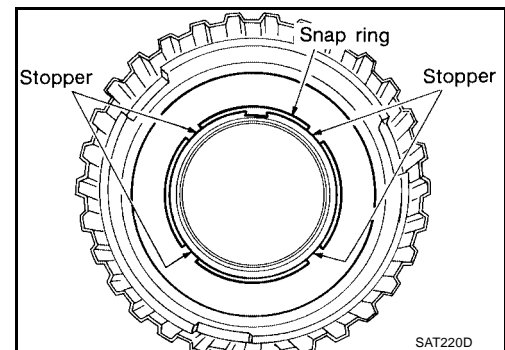


7. Set Tool on spring retainer and install snap ring while compressing return springs.

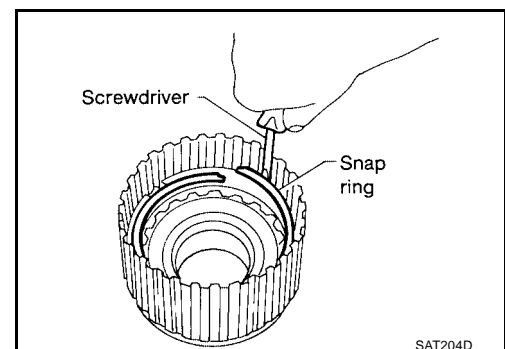
- **Set Tool directly above return springs.**
- **Do not expand snap ring excessively.**



- **Do not align snap ring gap with spring retainer stopper.**



8. Install drive plates, driven plates, retaining plate and dish plate for overrun clutch.
9. Install snap ring for overrun clutch.
  - **Do not expand snap ring excessively.**



# FORWARD CLUTCH AND OVERRUN CLUTCH

[RE4F03B]

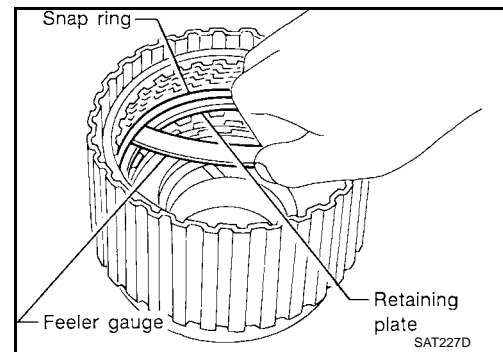
10. Measure clearance between overrun clutch retaining plate and snap ring.  
If not within allowable limit, select proper retaining plate.

**Specified clearance**

**Standard** : 1.0 - 1.4 mm (0.039 - 0.055 in)

**Allowable limit** : 2.0 mm (0.079 in)

**Overrun clutch retaining plate** : Refer to [AT-388, "OVERRUN CLUTCH"](#) .

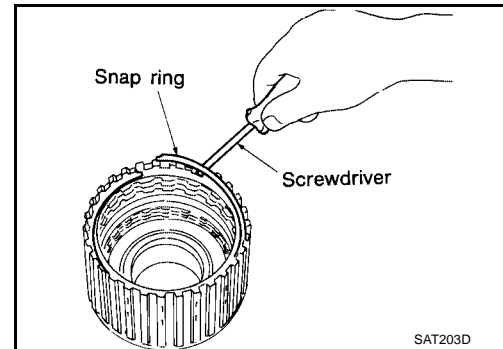


11. Install drive plates, driven plates, retaining plate and dish plate for forward clutch.

**Take care with the order and direction of plates.**

12. Install snap ring for forward clutch.

- Do not expand snap ring excessively.



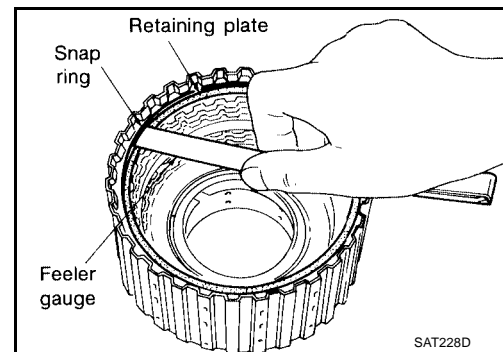
13. Measure clearance between forward clutch retaining plate and snap ring.  
If not within allowable limit, select proper retaining plate.

**Specified clearance**

**Standard** : 0.45 - 0.85 mm (0.0177 - 0.0335 in)

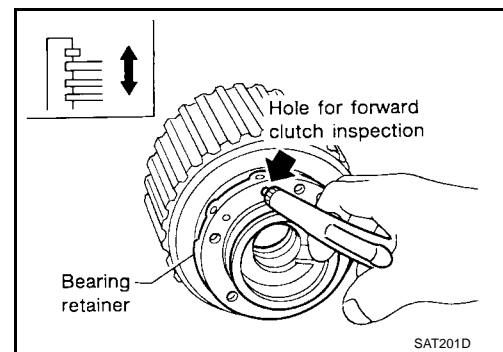
**Allowable limit** : 1.85 mm (0.0728 in)

**Forward clutch retaining plate** : Refer to [AT-388, "FORWARD CLUTCH"](#) .



14. Check operation of forward clutch.

Refer to [AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"](#) .



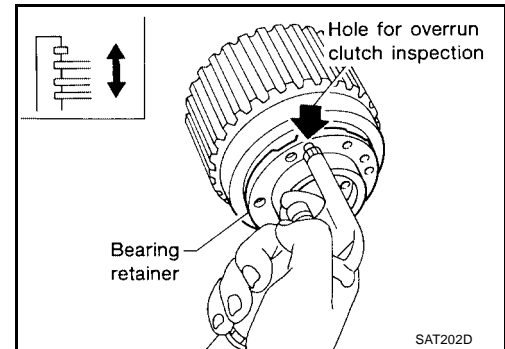
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## FORWARD CLUTCH AND OVERRUN CLUTCH

[RE4F03B]

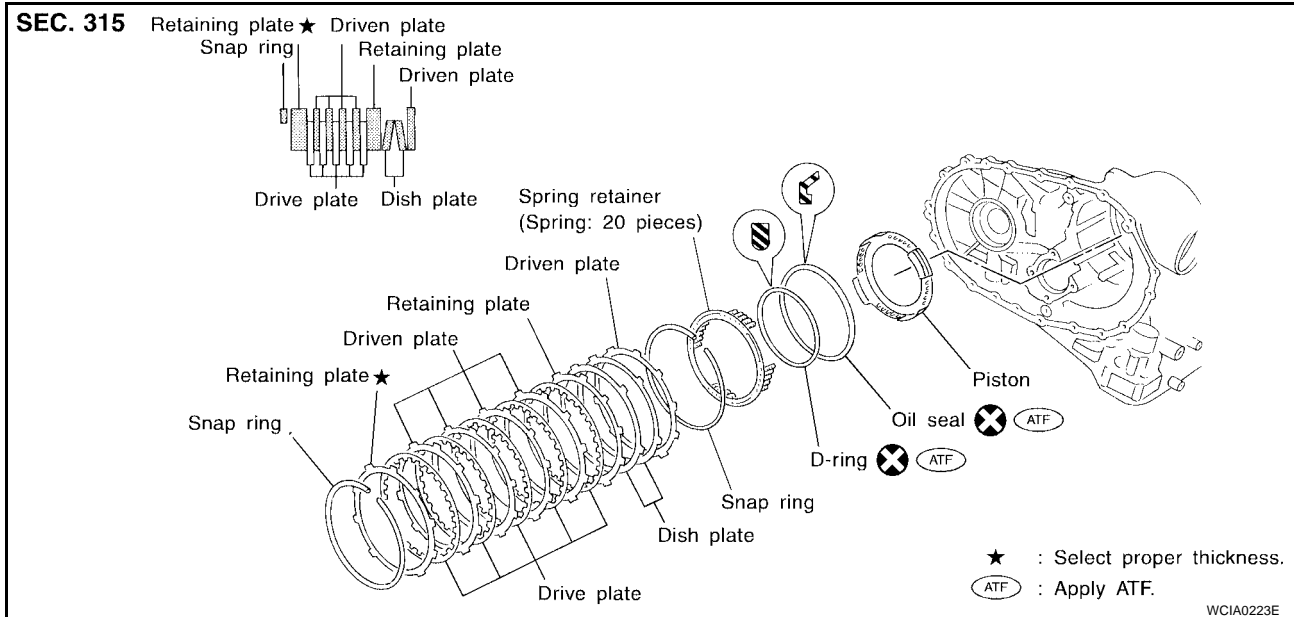
15. Check operation of overrun clutch.

Refer to [AT-325, "FORWARD CLUTCH AND OVERRUN CLUTCH"](#).



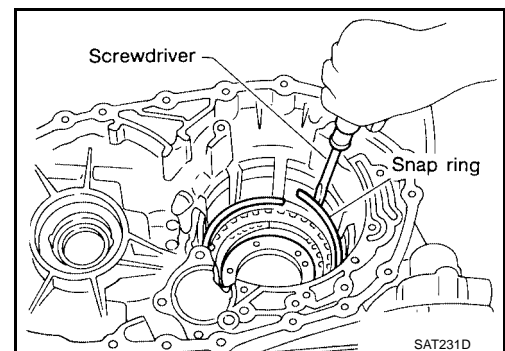
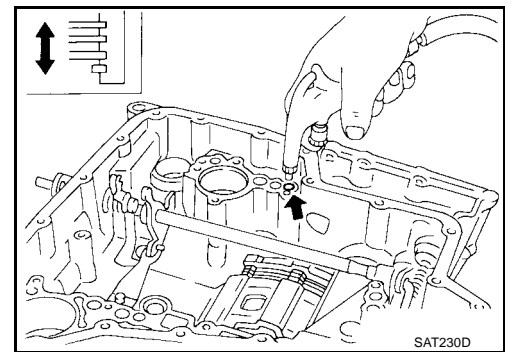
### LOW & REVERSE BRAKE

#### Components



#### Disassembly

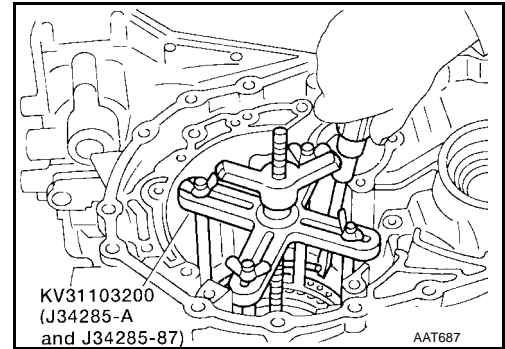
1. Check operation of low & reverse brake.
  - a. Apply compressed air to oil hole of transmission case.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.
2. Stand transmission case.
3. Remove snap ring.
  - **Do not expand snap ring excessively.**
4. Remove drive plates, driven plates, retaining plate from transmission case.



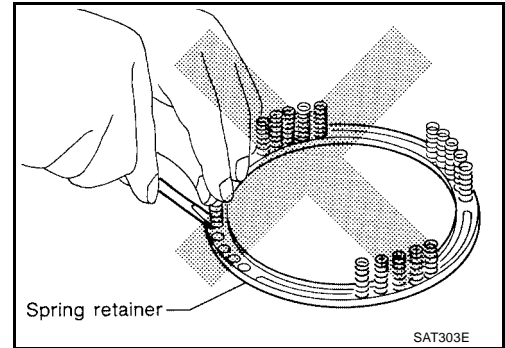
## LOW & REVERSE BRAKE

[RE4F03B]

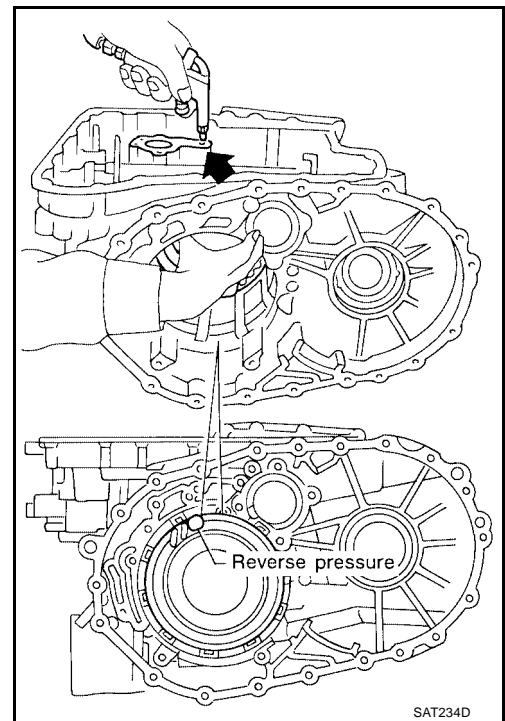
5. Set Tool on spring retainer and remove snap ring while compressing return springs.
  - **Set Tool directly above return springs.**
  - **Do not expand snap ring excessively.**
6. Remove spring retainer and return springs.



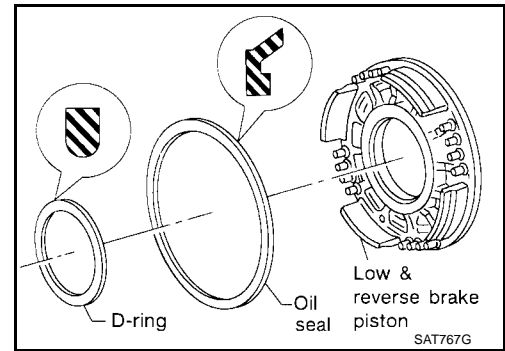
- **Do not remove return springs from spring retainer.**



7. Apply compressed air to oil hole of transmission case while holding piston.
8. Remove piston from transmission case by turning it.



- Remove D-ring and oil seal from piston.



ECS0060P

### Inspection

#### LOW & REVERSE CLUTCH SNAP RING, SPRING RETAINER AND RETURN SPRINGS

- Check for deformation, fatigue or damage.
- Replace if necessary.
- When replacing spring retainer and return springs, replace them as a set.**

#### LOW & REVERSE BRAKE DRIVE PLATES

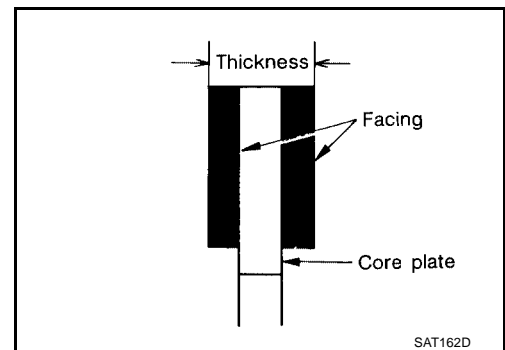
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

**Thickness of drive plate**

**Standard value : 2.0 mm (0.079 in)**

**Wear limit : 1.8 mm (0.071 in)**

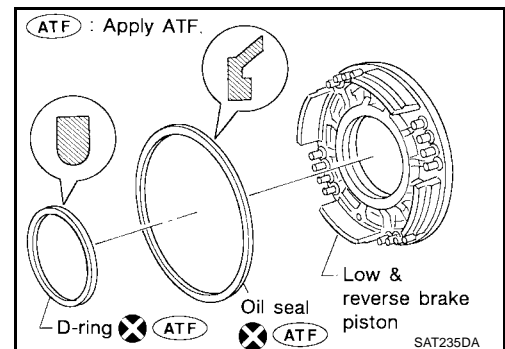
- If not within wear limit, replace.



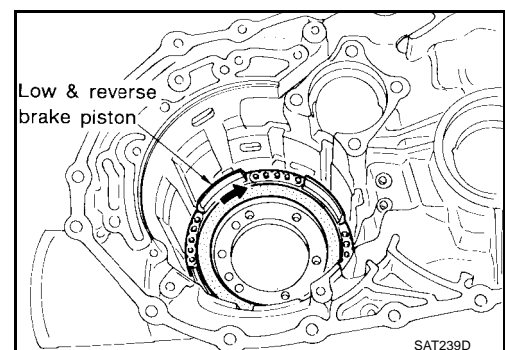
ECS0060Q

### Assembly

- Install D-ring and oil seal on piston.
  - Take care with the direction of the oil seal.
  - Apply ATF to both parts.



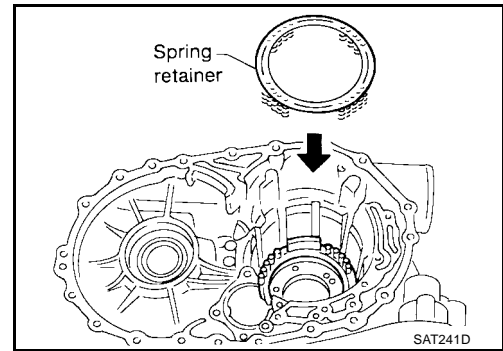
- Stand transmission case.
- Install piston assembly on transmission case while turning it slowly.
  - Apply ATF to inner surface of transmission case.



4. Install return springs and spring retainer on piston.

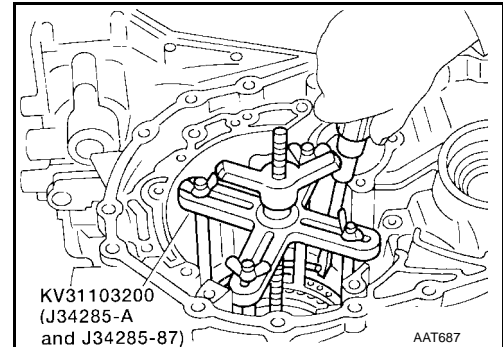
**Return spring**

**:Refer to [AT-389. "Clutch and Brake Return Springs"](#) .**



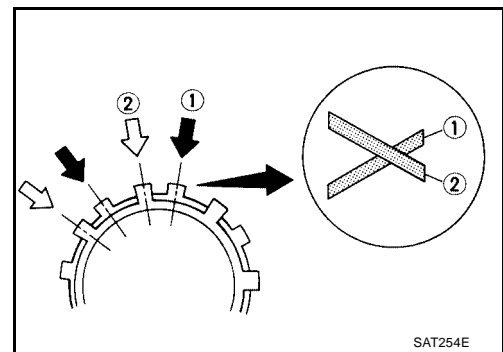
5. Install snap ring while compressing return springs.

- **Set Tool** directly above return springs.



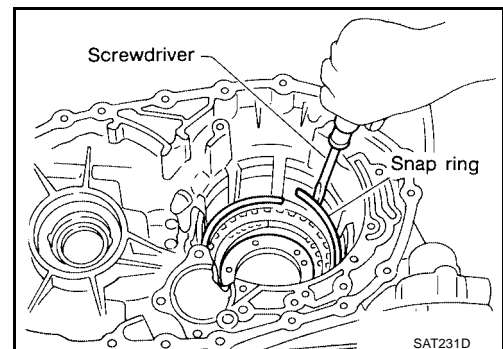
6. Install drive plates, driven plates, retaining plates and dished plates.

- **Do not align the projections on the two dished plates.**
- **Make sure to put the plates in the correct order and direction.**



7. Install snap ring.

- **Do not expand snap ring excessively.**



# LOW & REVERSE BRAKE

[RE4F03B]

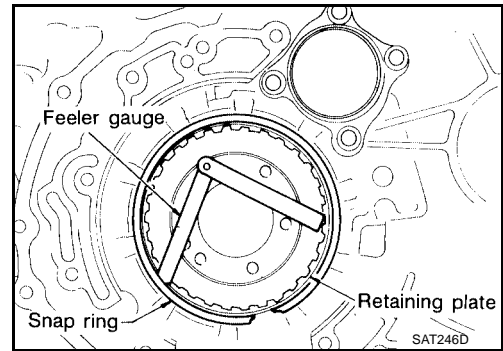
8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate (front side).

**Specified clearance**

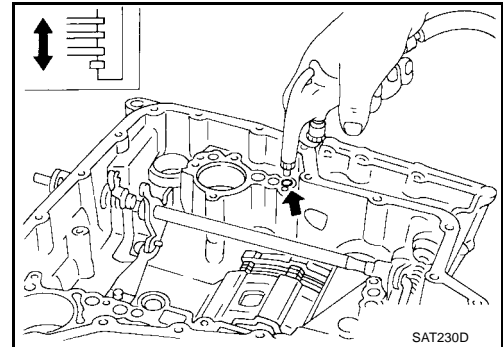
**Standard** : 1.4 - 1.8 mm (0.055 - 0.071 in)

**Allowable limit** : 2.8 mm (0.110 in)

**Retaining plate** : Refer to [AT-388, "LOW & REVERSE BRAKE"](#) .



9. Check operation of low and reverse brake.  
Refer to [AT-333, "LOW & REVERSE BRAKE"](#) .



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# REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

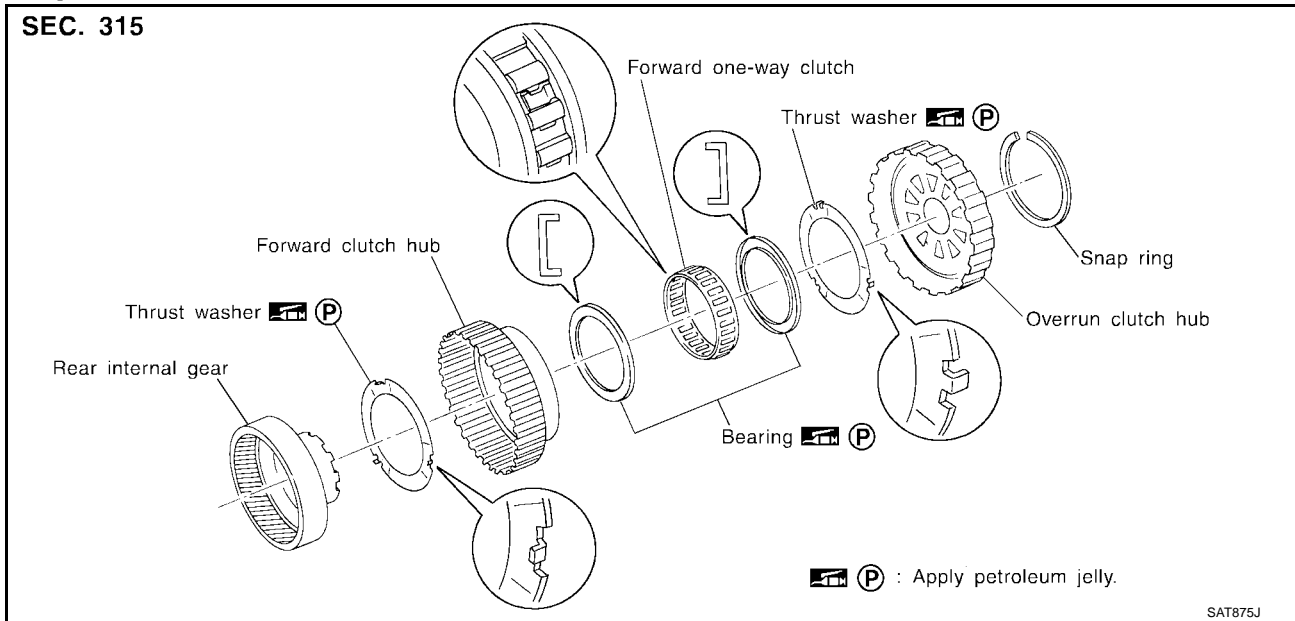
[RE4F03B]

## REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

PF3:31450

### Components

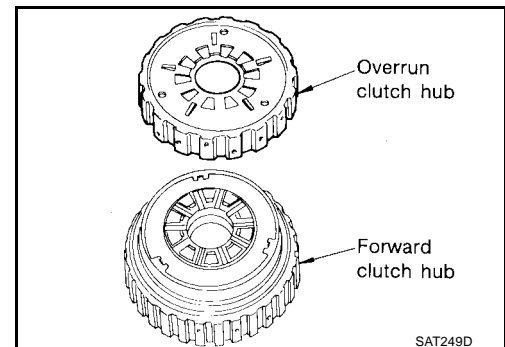
ECS0060R



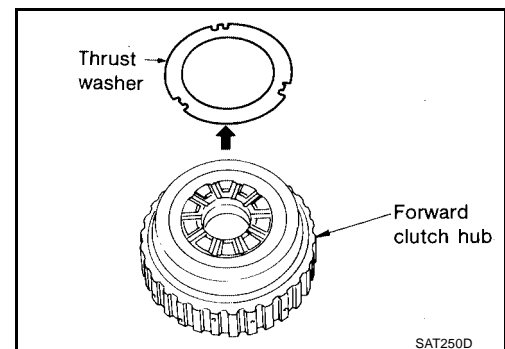
### Disassembly

ECS0060S

1. Remove snap ring from overrun clutch hub.
2. Remove overrun clutch hub from forward clutch hub.



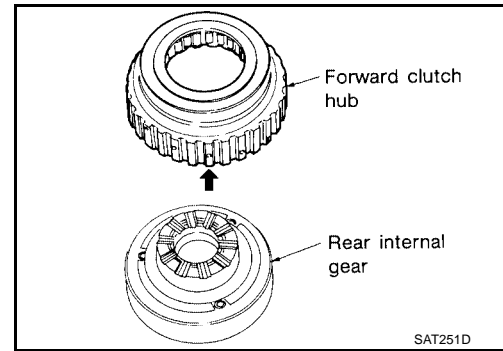
3. Remove thrust washer from forward clutch hub.



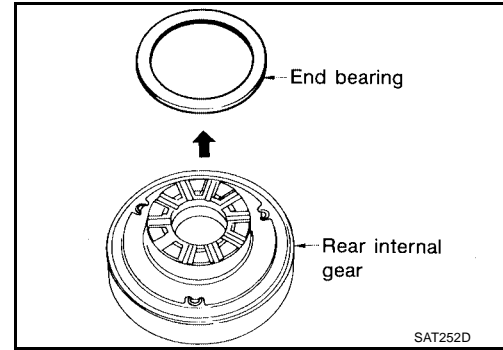
# REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

[RE4F03B]

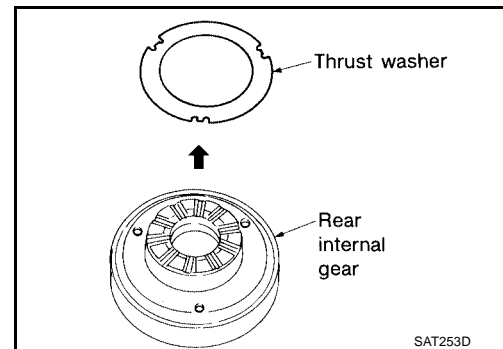
4. Remove forward clutch hub from rear internal gear.



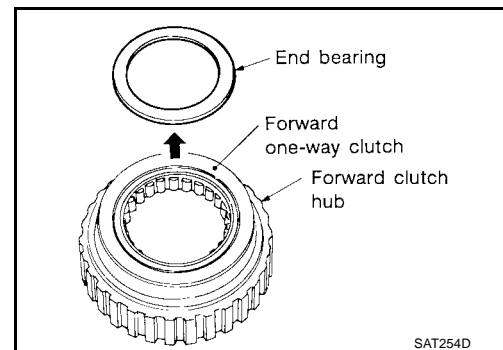
5. Remove end bearing from rear internal gear.



6. Remove thrust washer from rear internal gear.



7. Remove end bearing from forward one-way clutch.



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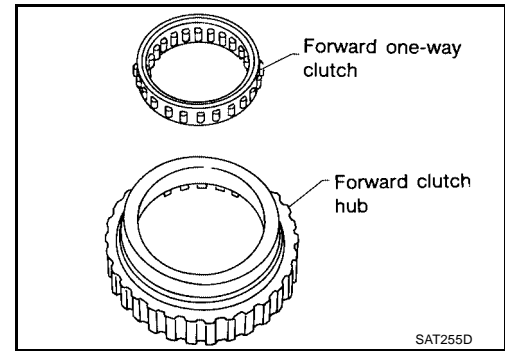
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# REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

[RE4F03B]

8. Remove one-way clutch from forward clutch hub.

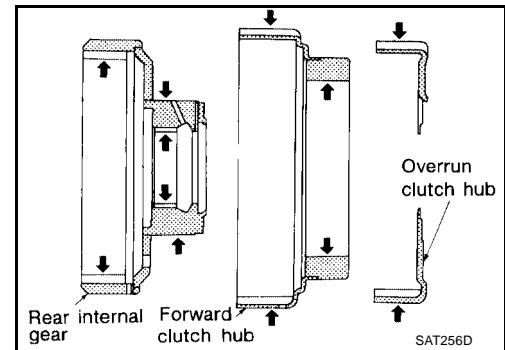


## Inspection

### REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

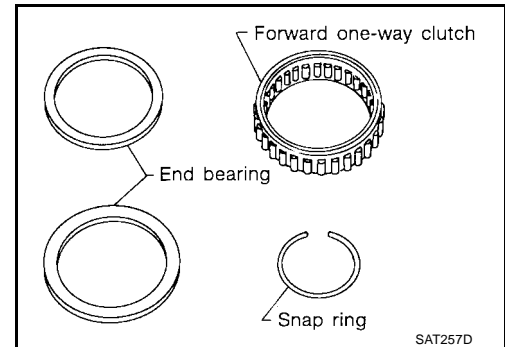
ECS0060T

- Check rubbing surfaces for wear or damage.



### SNAP RING, END BEARINGS AND FORWARD ONE-WAY CLUTCH

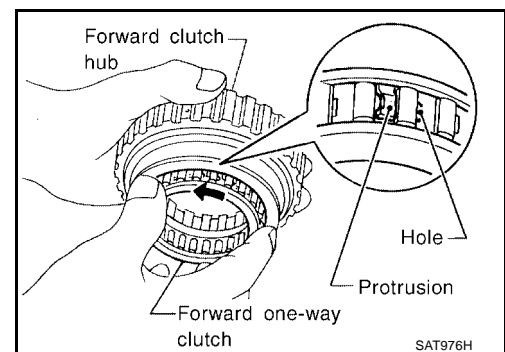
- Check snap ring and end bearings for deformation and damage.
- Check forward one-way clutch for wear and damage.



## Assembly

1. Install forward one-way clutch on forward clutch.
  - Take care with the direction of forward one-way clutch.

ECS0060U

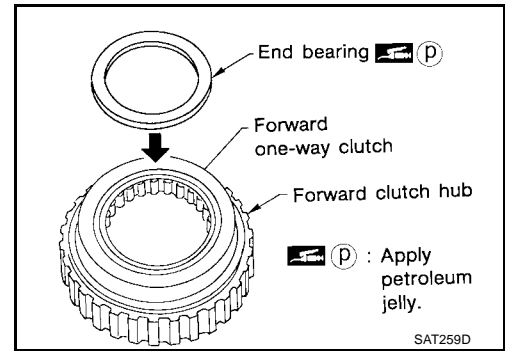


# REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

[RE4F03B]

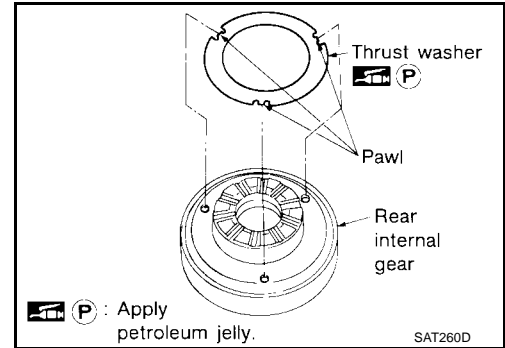
2. Install end bearing on forward one-way clutch.

- Apply petroleum jelly to end bearing.



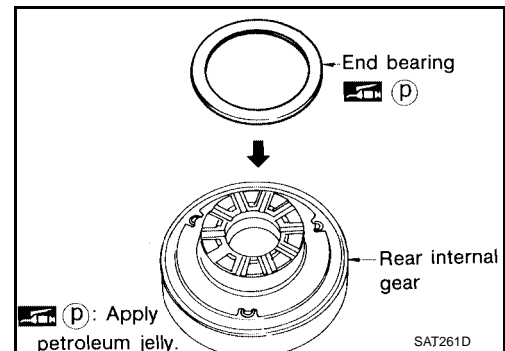
3. Install thrust washer on rear internal gear.

- Apply petroleum jelly to thrust washer.
- Align pawls of thrust washer with holes of rear internal gear.



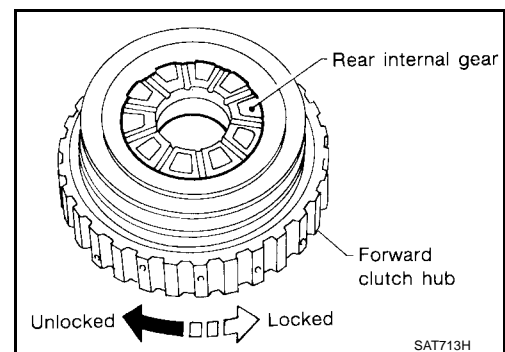
4. Install end bearing on rear internal gear.

- Apply petroleum jelly to end bearing.



5. Install forward clutch hub on rear internal gear.

- Check operation of forward one-way clutch. Hold rear internal gear and turn forward clutch hub. Check forward clutch hub for correct locking and unlocking directions.
- If not as shown in illustration, check installation direction of forward one-way clutch.

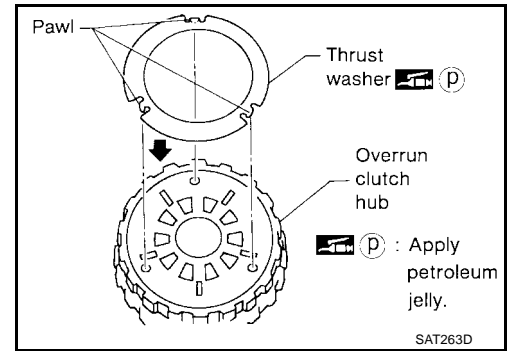


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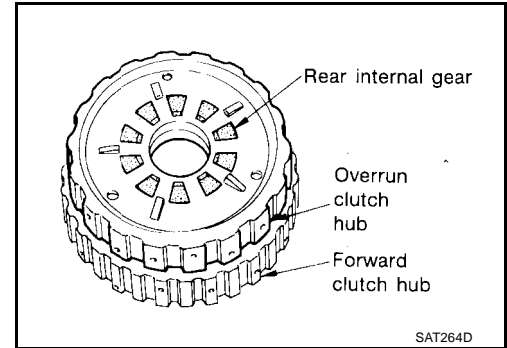
# REAR INTERNAL GEAR, FORWARD CLUTCH HUB AND OVERRUN CLUTCH HUB

[RE4F03B]

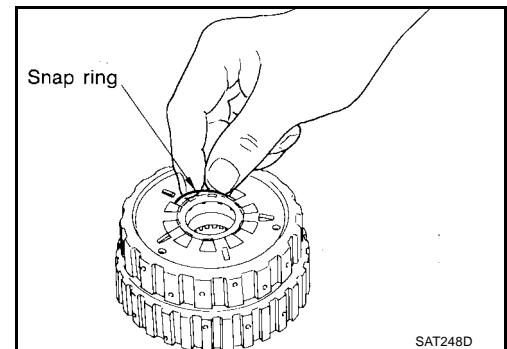
6. Install thrust washer and overrun clutch hub.
- Apply petroleum jelly to thrust washer.
  - Align pawls of thrust washer with holes of overrun clutch hub.



7. Install overrun clutch hub on rear internal gear.
- Align projections of rear internal gear with holes of overrun clutch hub.



8. Install snap ring to groove of rear internal gear.



# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

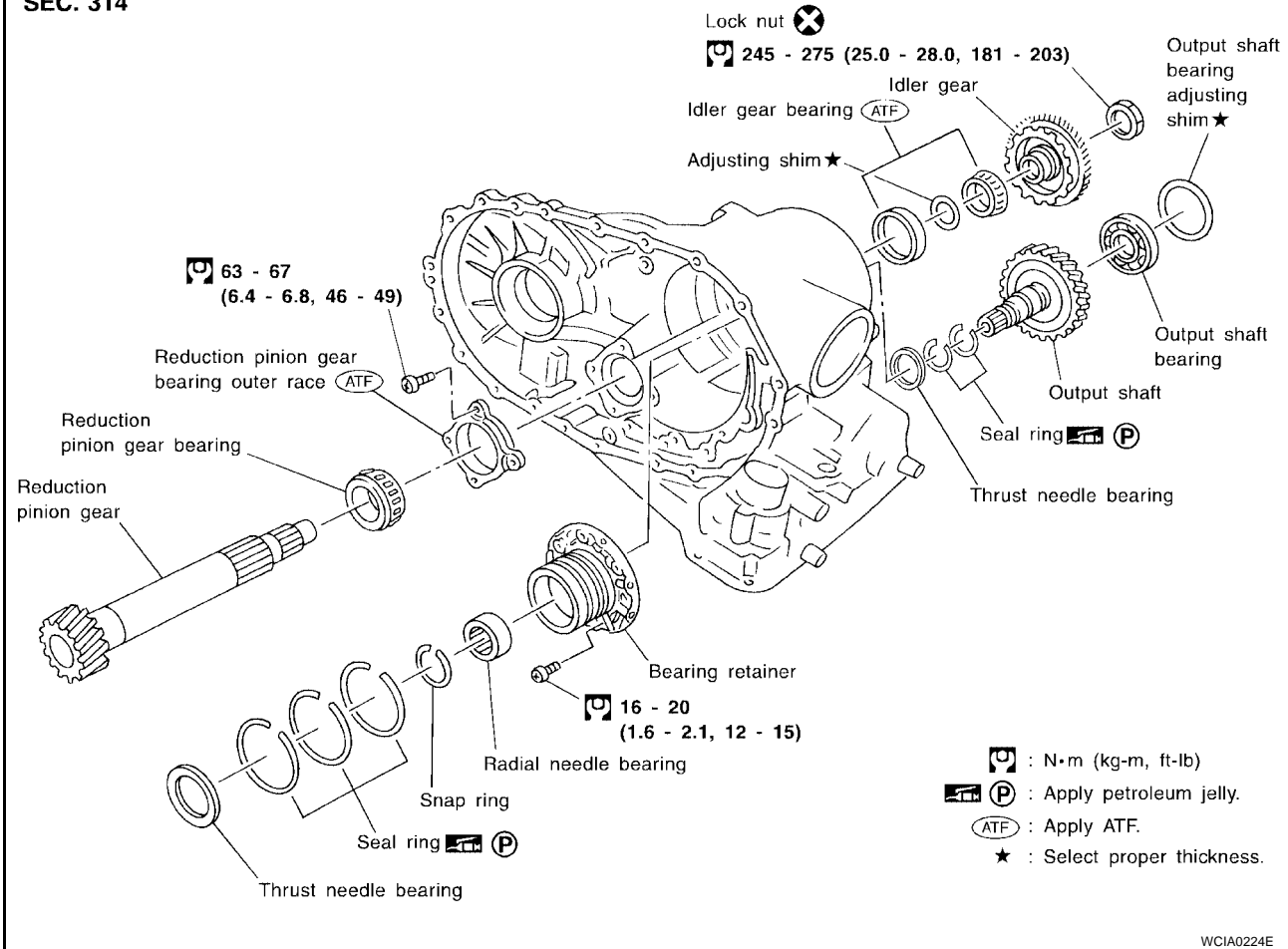
## OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

PFP:31480

### Components

ECS0060V

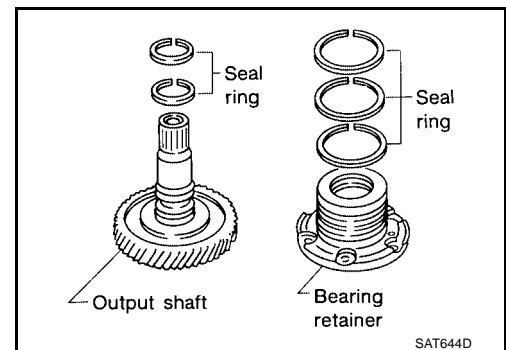
SEC. 314



### Disassembly

ECS0060W

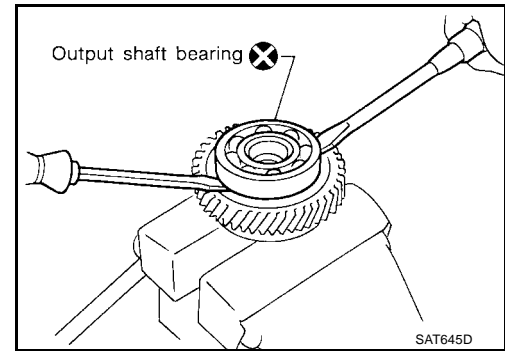
1. Remove seal rings from output shaft and bearing retainer.



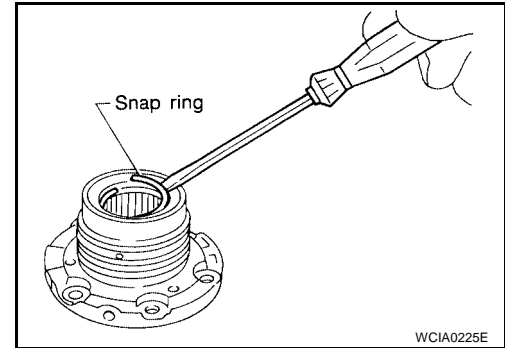
# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

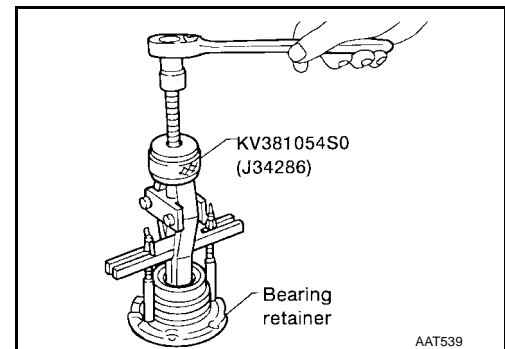
2. Remove output shaft bearing with screwdrivers.
  - Always replace bearing with a new one when removed.
  - Do not damage output shaft.



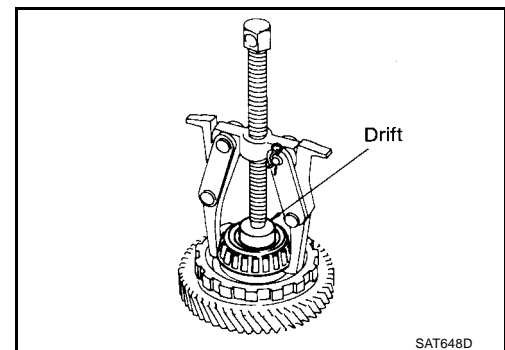
3. Remove snap ring from bearing retainer.
  - Do not expand snap ring excessively.



4. Remove needle bearing from bearing retainer.



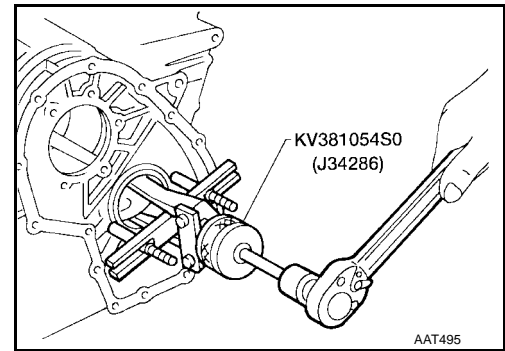
5. Remove idler gear bearing inner race from idler gear.



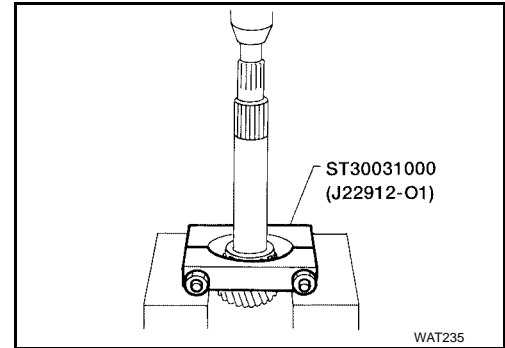
# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

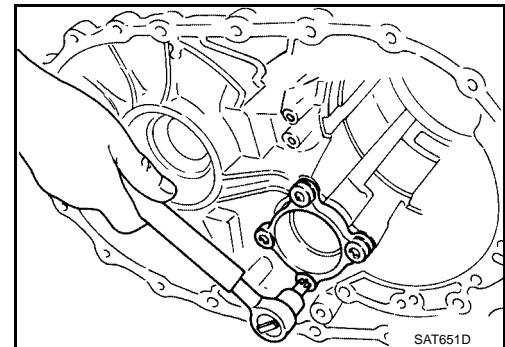
6. Remove idler gear bearing outer race from transmission case.



7. Press out reduction pinion gear bearing from reduction pinion gear.



8. Remove reduction pinion gear bearing outer race from transmission case.



EC50060X

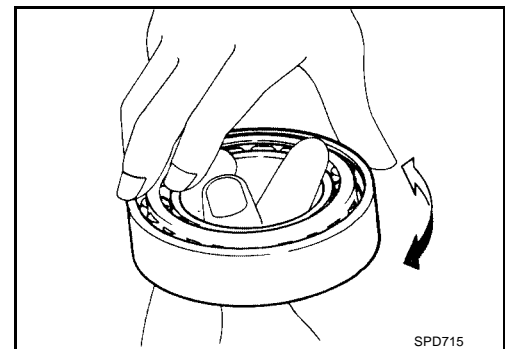
## Inspection

### OUTPUT SHAFT, IDLER GEAR AND REDUCTION PINION GEAR

- Check shafts for cracks, wear or bending.
- Check gears for wear, chips and cracks.

### BEARING

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



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# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

## SEAL RING CLEARANCE

- Install new seal rings to output shaft.
- Measure clearance between seal ring and ring groove of output shaft.

**Standard clearance : 0.10 - 0.25 mm (0.0039 - 0.0098 in)**

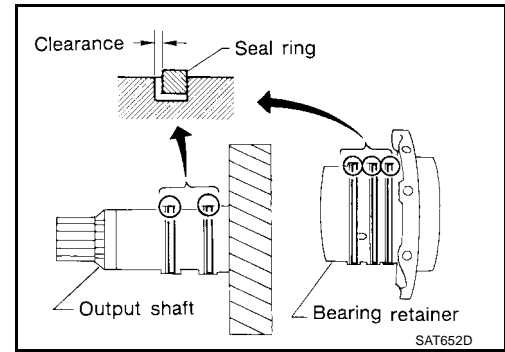
**Allowable limit : 0.25 mm (0.0098 in)**

- If not within allowable limit, replace output shaft.
- Install new seal rings to bearing retainer.
- Measure clearance between seal ring and ring groove of bearing retainer.

**Standard clearance : 0.10 - 0.25 mm (0.0039 - 0.0098 in)**

**Allowable limit : 0.25 mm (0.0098 in)**

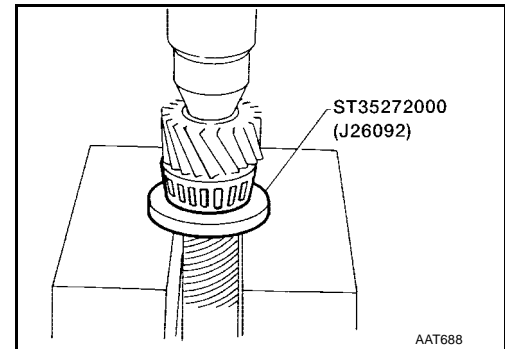
- If not within allowable limit, replace bearing retainer.



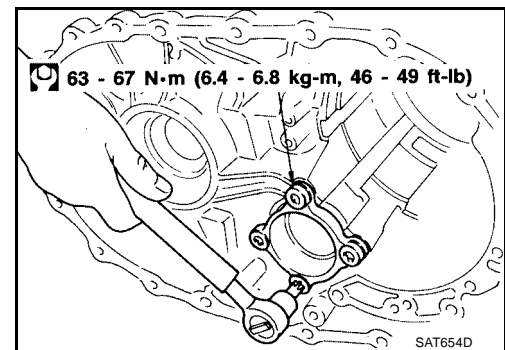
## Assembly

1. Press reduction pinion gear bearing on reduction pinion gear.

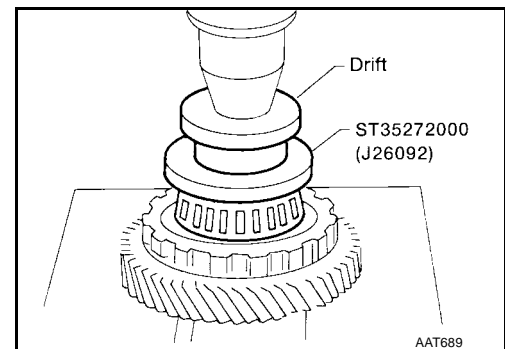
ECS0060Y



2. Install reduction pinion gear bearing outer race on transmission case.



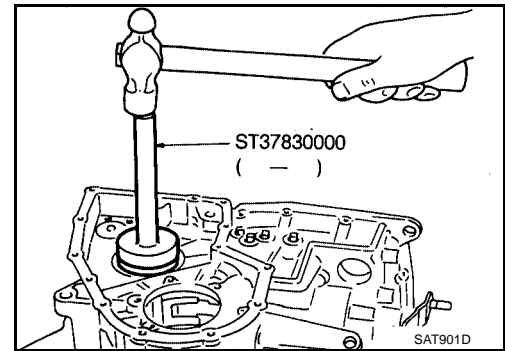
3. Press idler gear bearing inner race on idler gear.



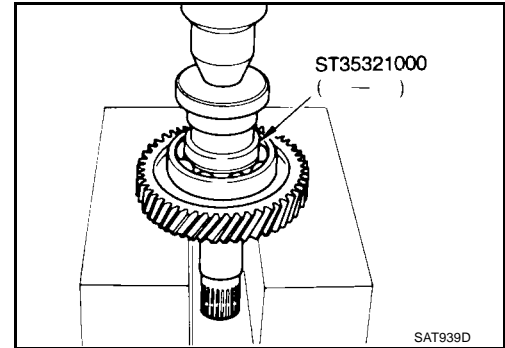
# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

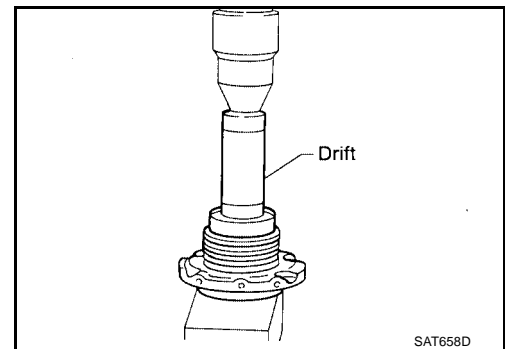
4. Install idler gear bearing outer race on transmission case.



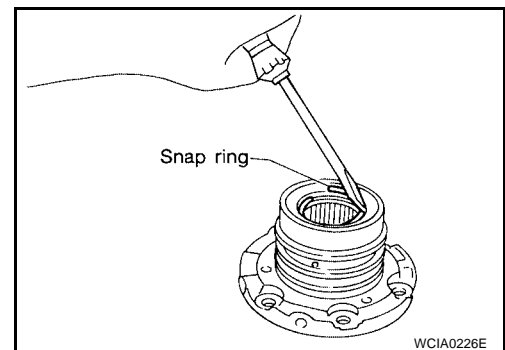
5. Press output shaft bearing on output shaft.



6. Press needle bearing on bearing retainer.



7. Install snap ring to bearing retainer.



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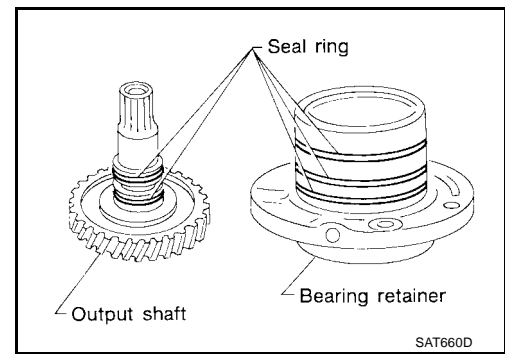
# OUTPUT SHAFT, IDLER GEAR, REDUCTION PINION GEAR AND BEARING RETAINER

[RE4F03B]

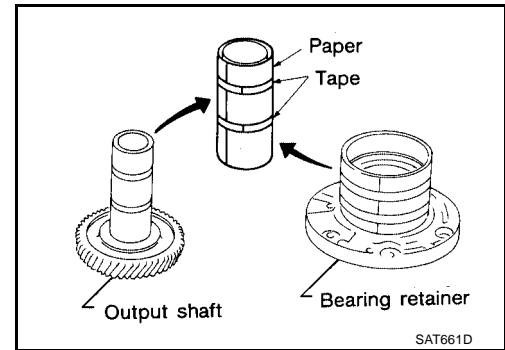
8. After packing ring grooves with petroleum jelly, carefully install new seal rings on output shaft and bearing retainer.

**NOTE:**

Do not align gaps in seal rings.



- Roll paper around seal rings to prevent seal rings from spreading.

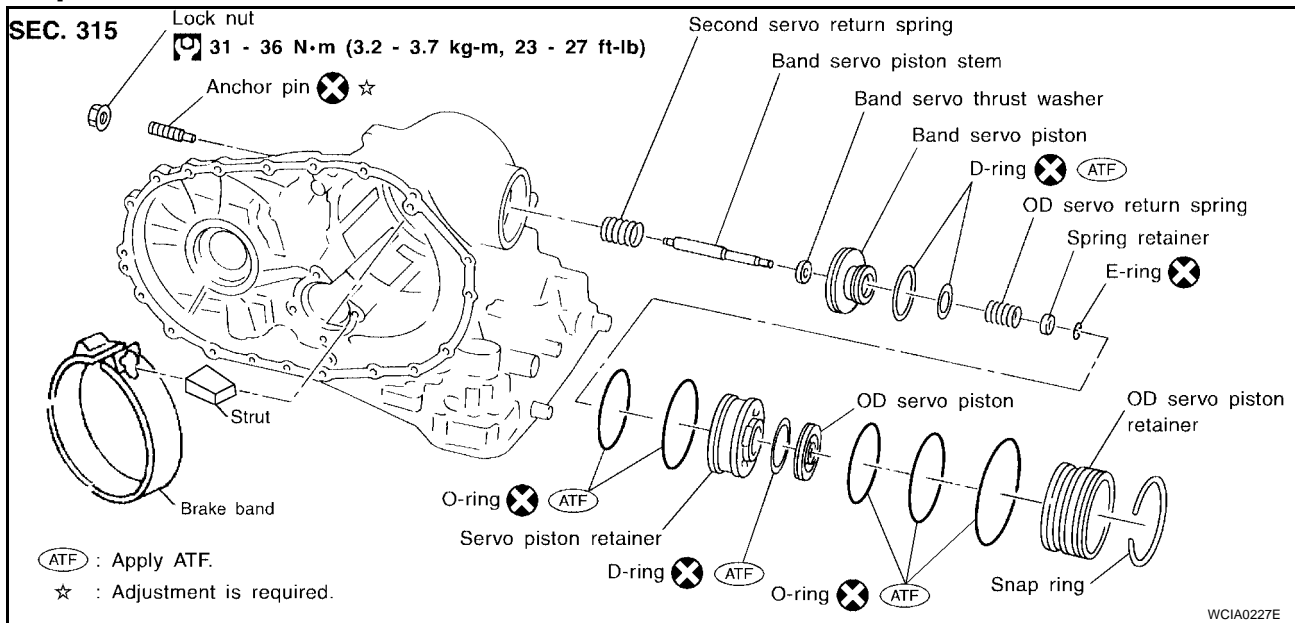


## BAND SERVO PISTON ASSEMBLY

PFP:31615

ECS0060Z

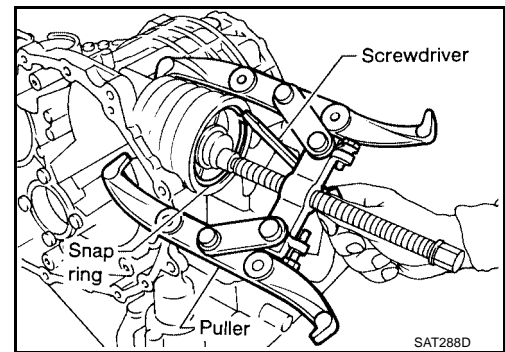
### Components



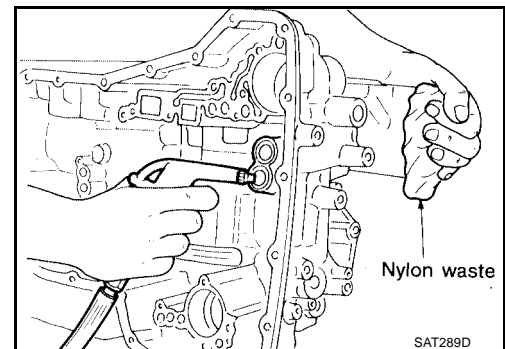
### Disassembly

ECS00610

1. Remove band servo piston snap ring.



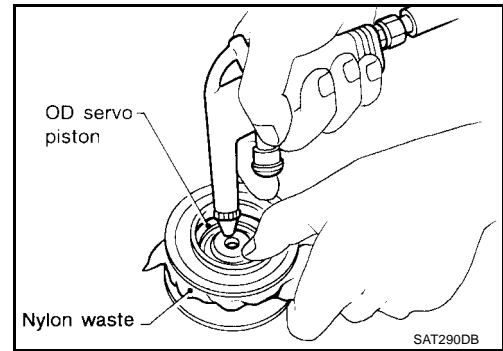
2. Apply compressed air to oil hole in transmission case to remove OD servo piston retainer and band servo piston assembly.
  - Hold band servo piston assembly with a rag or nylon waste.



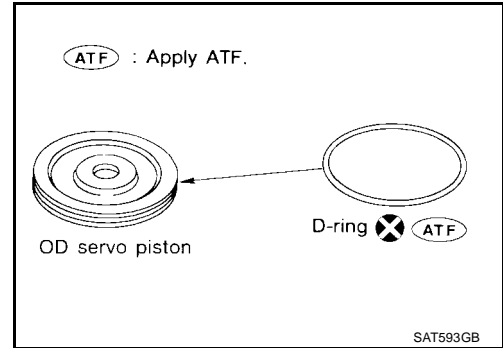
# BAND SERVO PISTON ASSEMBLY

[RE4F03B]

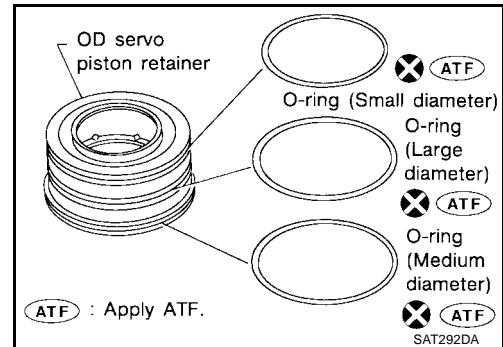
3. Apply compressed air to oil hole in OD servo piston retainer to remove OD servo piston from retainer.
  - **Hold OD servo piston while applying compressed air.**



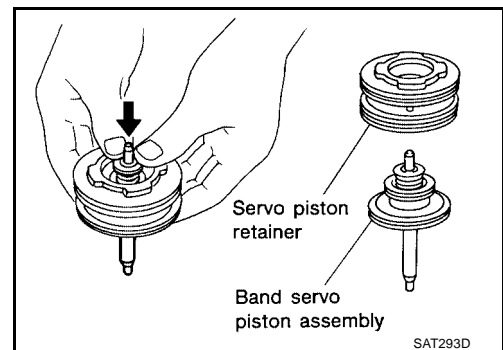
4. Remove D-ring from OD servo piston.



5. Remove O-rings from OD servo piston retainer.



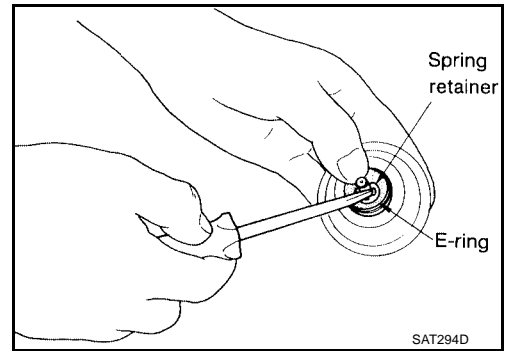
6. Remove band servo piston assembly from servo piston retainer by pushing it forward.



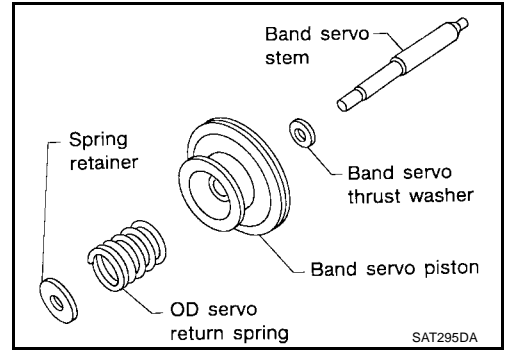
# BAND SERVO PISTON ASSEMBLY

[RE4F03B]

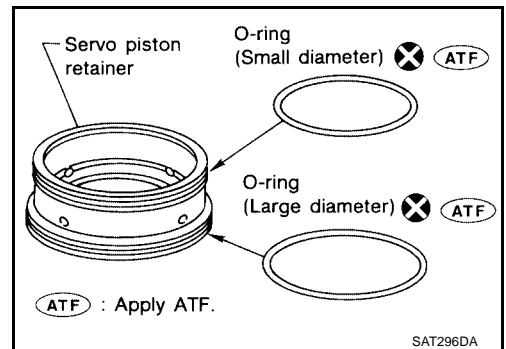
7. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.



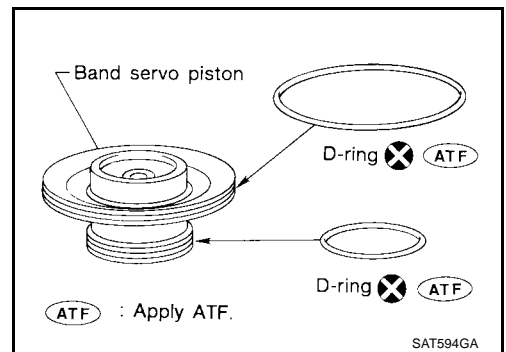
8. Remove OD servo return spring, band servo thrust washer and band servo piston stem from band servo piston.



9. Remove O-rings from servo piston retainer.



10. Remove D-rings from band servo piston.

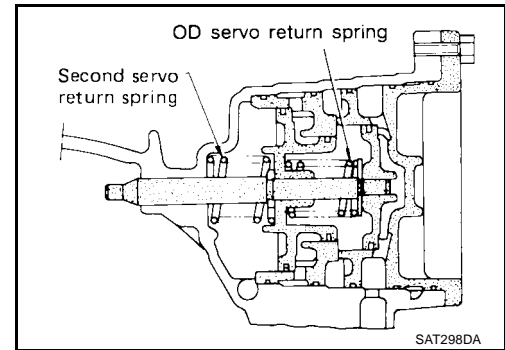


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## Inspection

### PISTONS, RETAINERS AND PISTON STEM

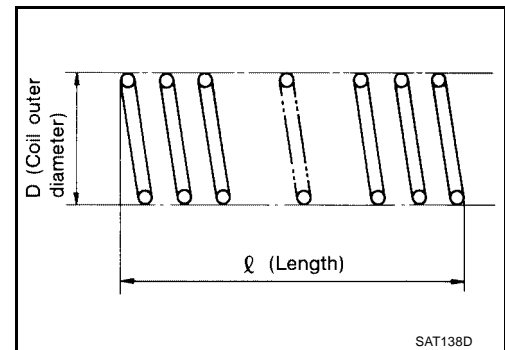
- Check frictional surfaces for abnormal wear or damage.



## RETURN SPRINGS

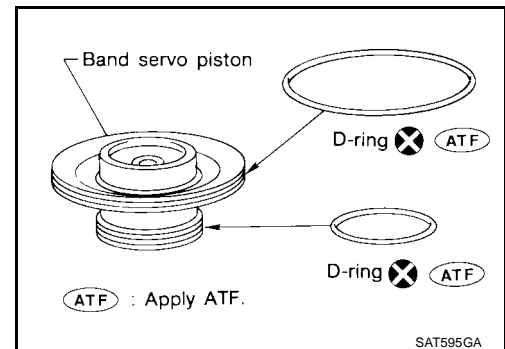
- Check for deformation or damage.
- Measure free length and outer diameter.

**Band servo inspection standard** : Refer to [AT-394](#), "[RETURN SPRING](#)".

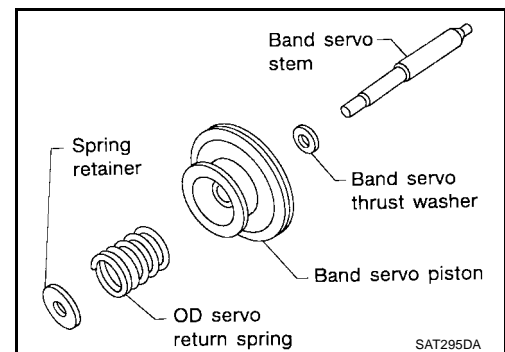


## Assembly

1. Install D-rings to band servo piston retainer.
  - Apply ATF to D-rings.
  - Pay attention to position of each D-ring.



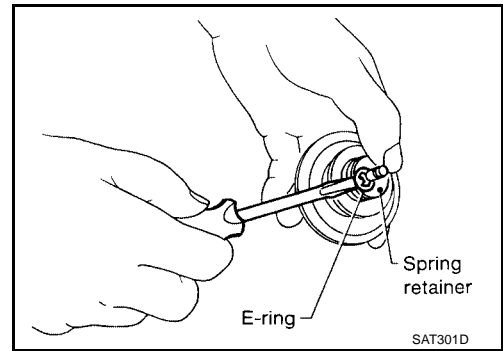
2. Install band servo piston stem, band servo thrust washer, OD servo return spring and spring retainer to band servo piston.



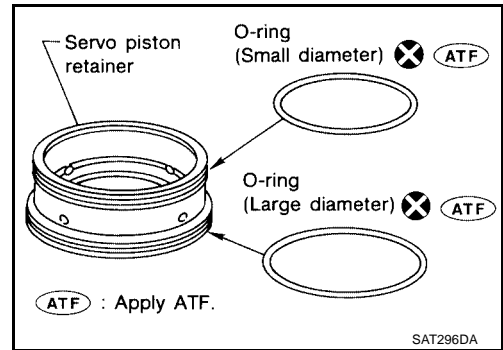
# BAND SERVO PISTON ASSEMBLY

[RE4F03B]

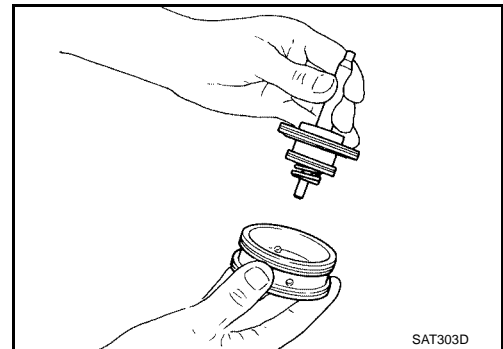
3. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



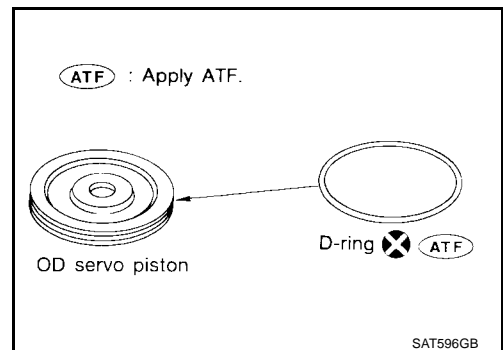
4. Install O-rings to servo piston retainer.
- Apply ATF to O-rings.
  - Pay attention to the positions of the O-rings.



5. Install band servo piston assembly to servo piston retainer by pushing it inward.



6. Install D-ring to OD servo piston.
- Apply ATF to D-ring.



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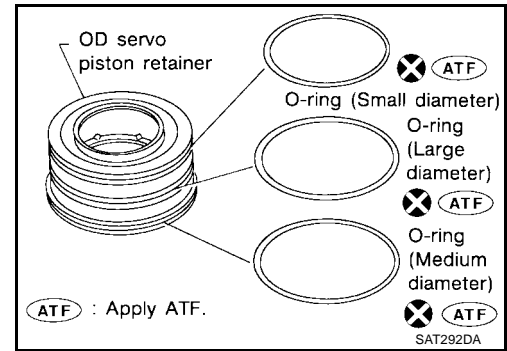


# BAND SERVO PISTON ASSEMBLY

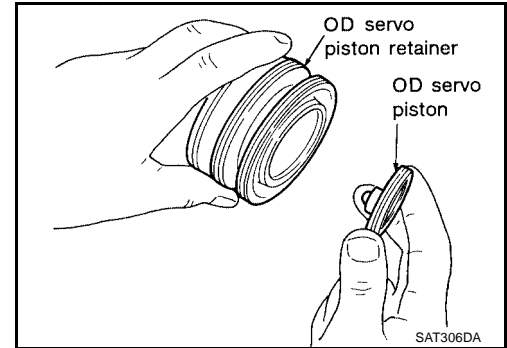
[RE4F03B]

7. Install O-rings to OD servo piston retainer.

- Apply ATF to O-rings.
- Pay attention to the positions of the O-rings.

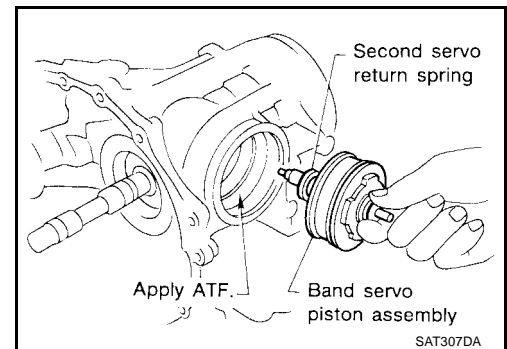


8. Install OD servo piston to OD servo piston retainer.



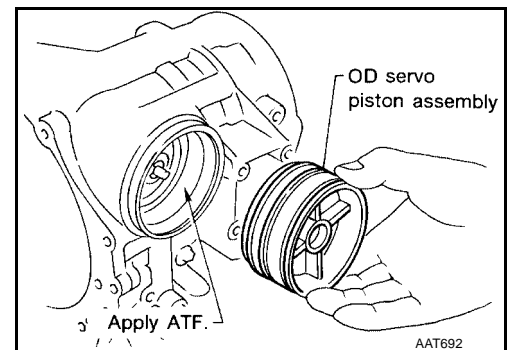
9. Install band servo piston assembly and 2nd servo return spring to transmission case.

- Apply ATF to O-ring of band servo piston and transmission case.



10. Install OD servo piston assembly to transmission case.

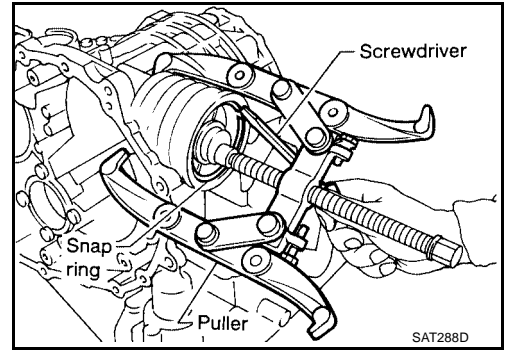
- Apply ATF to O-ring of band servo piston and transmission case.



# BAND SERVO PISTON ASSEMBLY

[RE4F03B]

11. Install band servo piston snap ring to transmission case.



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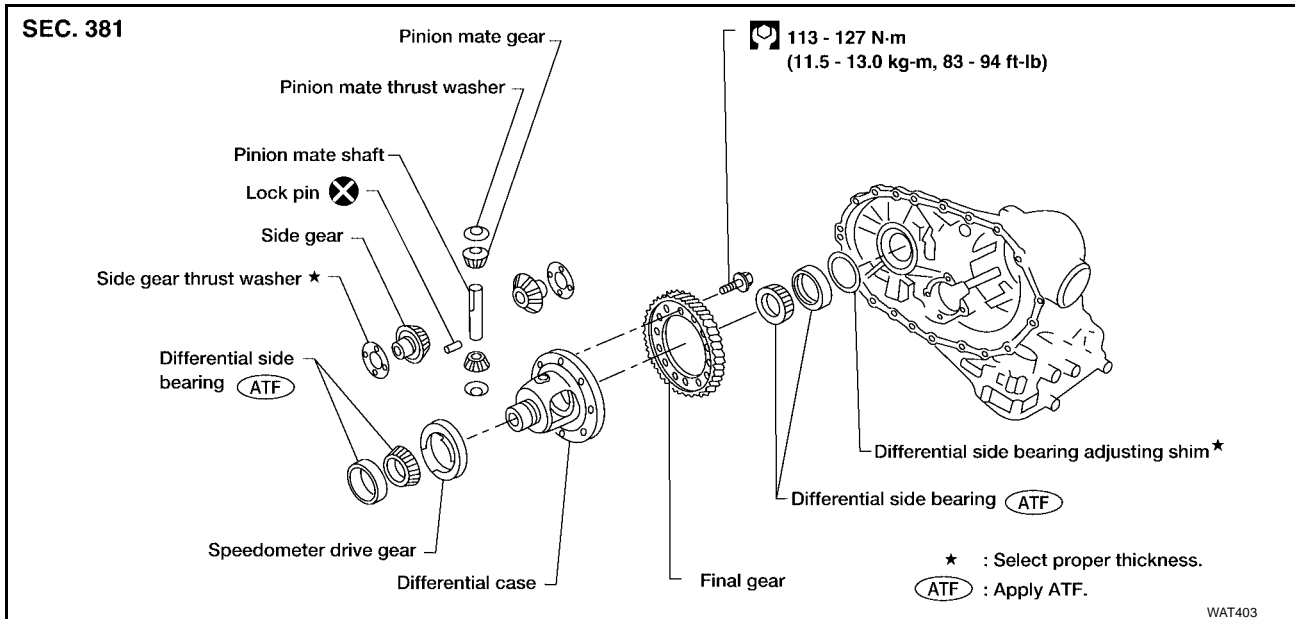
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## FINAL DRIVE

PF3:38411

### Components

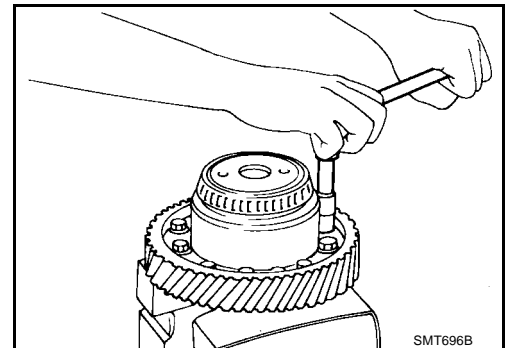
ECS00613



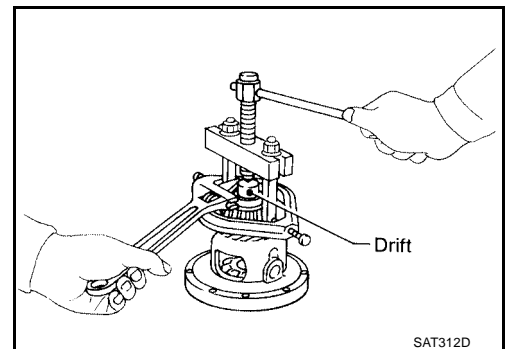
### Disassembly

ECS00614

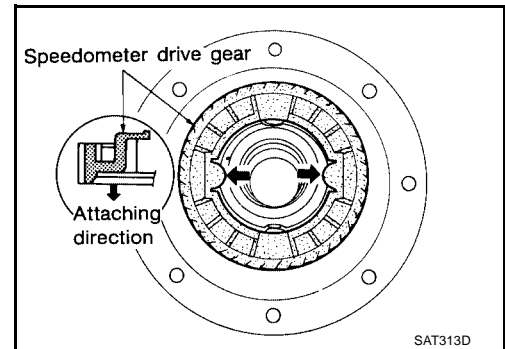
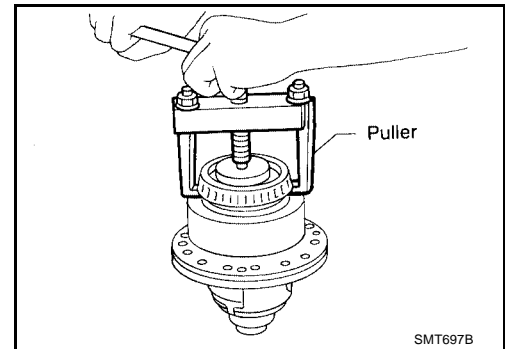
1. Remove final gear.



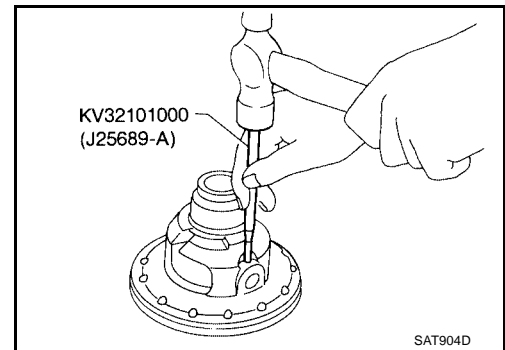
2. Press out differential side bearings.



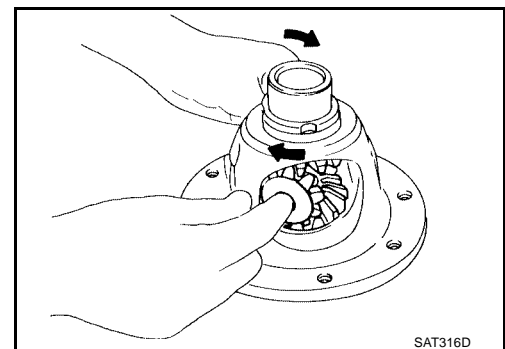
3. Remove speedometer drive gear.



4. Drive out pinion mate shaft lock pin.



5. Draw out pinion mate shaft from differential case.
6. Remove pinion mate gears and side gears.

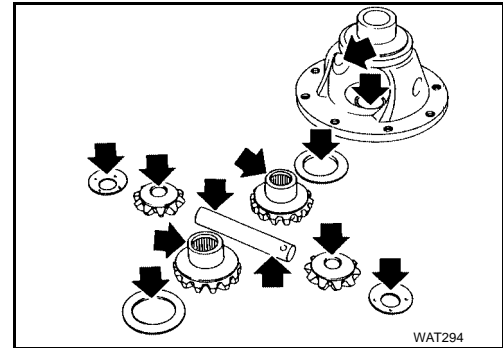


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### Inspection

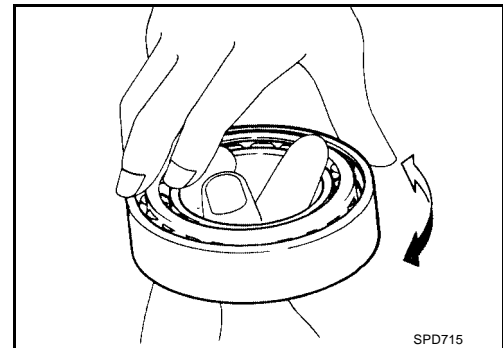
#### GEAR, WASHER, SHAFT AND CASE

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.



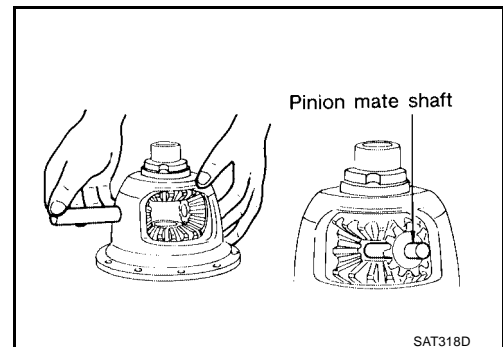
### BEARINGS

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



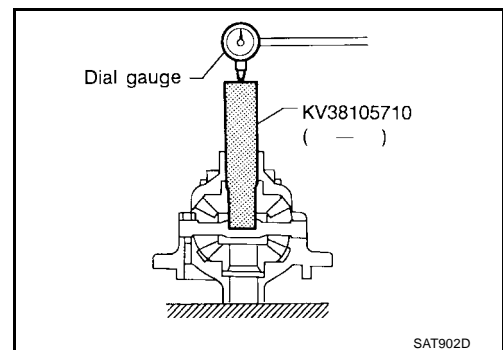
### Assembly

1. Install side gear and thrust washers in differential case.
2. Install pinion mate gears and thrust washers in differential case while rotating them.
  - **When inserting, be careful not to damage pinion mate gear washers.**
  - **Apply ATF to any parts.**



3. Measure clearance between side gear and differential case with washers using the following procedure.
  - a. Set Tool and dial indicator on side gear.
  - b. Move side gear up and down to measure dial indicator deflection. Always measure indicator deflection on both side gears.

**Clearance between side gear and differential case with washers : 0.1 - 0.2 mm (0.004 - 0.008 in)**



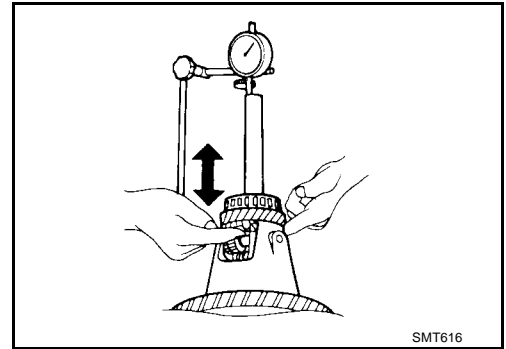
# FINAL DRIVE

[RE4F03B]

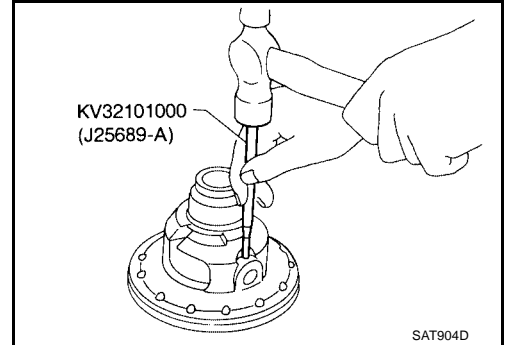
- c. If not within specification adjust clearance by changing thickness of side gear thrust washers.

**Side gear thrust washer**

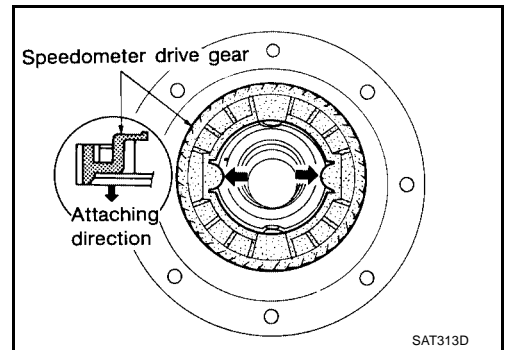
**: Refer to [AT-390, "DIFFERENTIAL SIDE GEAR THRUST WASHERS"](#) .**




4. Install lock pin.  
● **Make sure that lock pin is flush with case.**

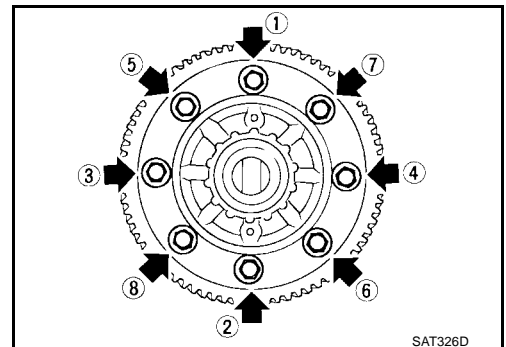


5. Install speedometer drive gear on differential case.  
● **Align the projection of speedometer drive gear with the groove of differential case.**



6. Install final gear and tighten fixing bolts in numerical order.

 : **113 - 127 N·m (11.5 - 13.0 kg·m, 83 - 94 ft·lb)**

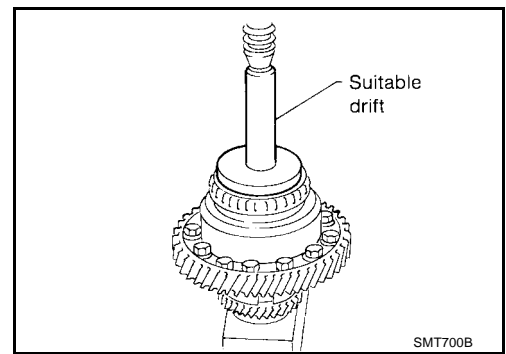


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# FINAL DRIVE

[RE4F03B]

7. Press on differential side bearings.



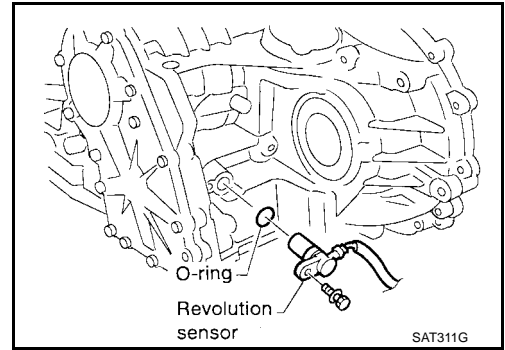
### ASSEMBLY

PFP:00000

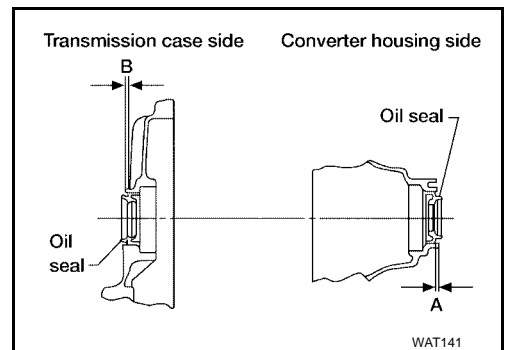
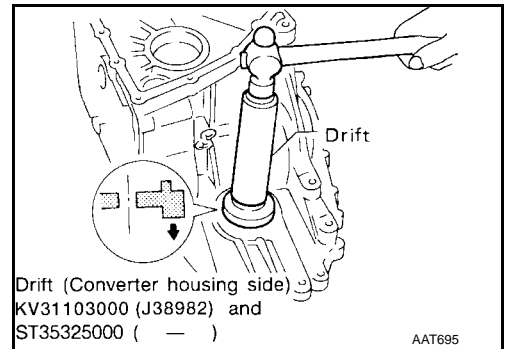
ECS00617

#### Assembly (1)

1. Install revolution sensor onto transmission case.  
**Always use new sealing parts.**



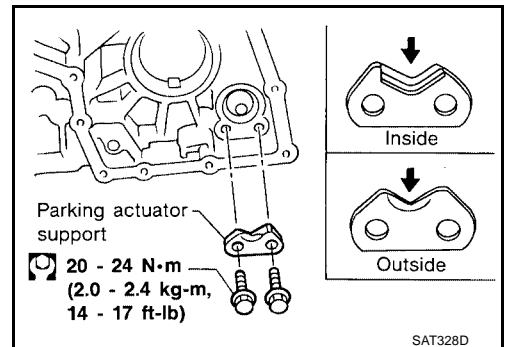
2. Install differential side oil seals on transmission case and converter housing, so that "A" and "B" are within specifications.



Unit: mm (in)

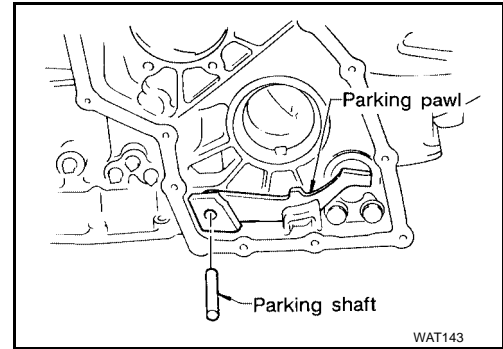
A	B
5.5 - 6.5 (0.217 - 0.256)	-0.5 to 0.5 (-0.020 to 0.020)

3. Install parking actuator support to transmission case.  
  - Pay attention to direction of parking actuator support.

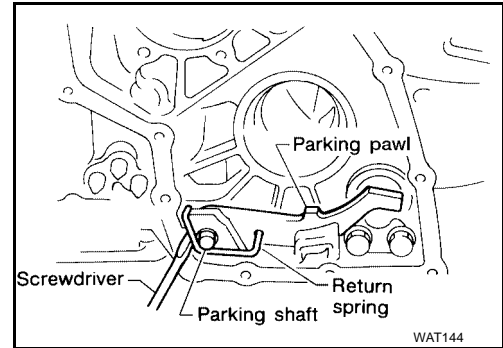




4. Install parking pawl on transmission case and fix it with parking shaft.



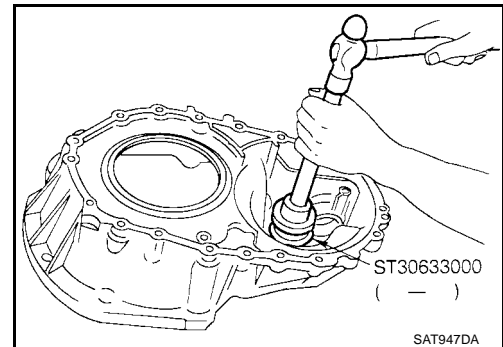
5. Install return spring.



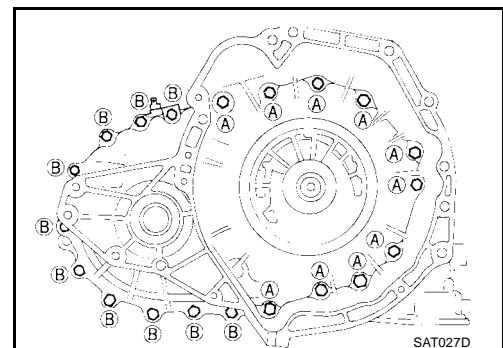
### Adjustment (1) DIFFERENTIAL SIDE BEARING PRELOAD

ECS00618

1. Install differential side bearing outer race without adjusting shim on transmission case.
2. Install differential side bearing outer race on converter housing.



3. Place final drive assembly on transmission case.
4. Install transmission case on converter housing. Tighten transmission case fixing bolts **A** and **B** to the specified torque.

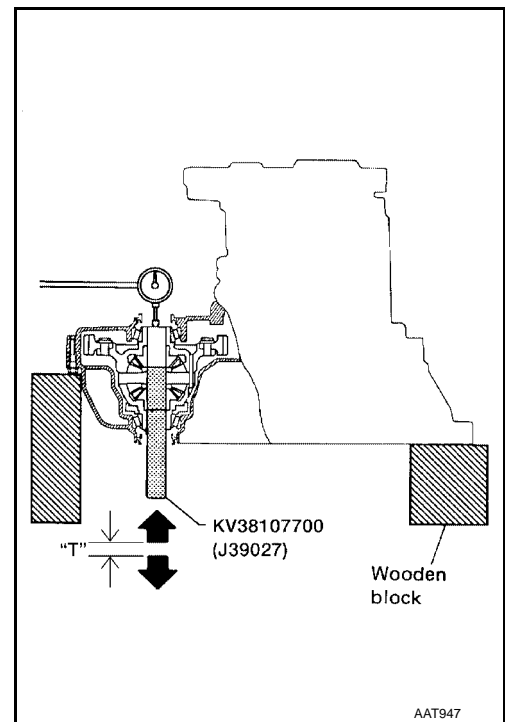


5. Attach dial indicator on differential case at transmission case side.
6. Insert Tool into differential side gear from converter housing.
7. Move Tool up and down and measure dial indicator deflection.

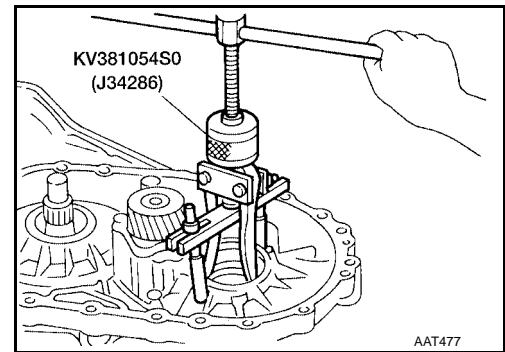
**Differential side bearing preload "T"** : 0.04 - 0.09 mm (0.0016 - 0.0035 in)

8. Select proper thickness of differential side bearing adjusting shim(s) using SDS table as a guide.

**Differential side bearing adjusting shim** : Refer to **AT-390, "DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS"**.



9. Remove converter housing from transmission case.
10. Remove final drive assembly from transmission case.
11. Remove differential side bearing outer race from transmission case.
12. Reinstall differential side bearing outer race and shim(s) selected from SDS table on transmission case.
13. Reinstall converter housing on transmission case and tighten transmission case fixing bolts to the specified torque.

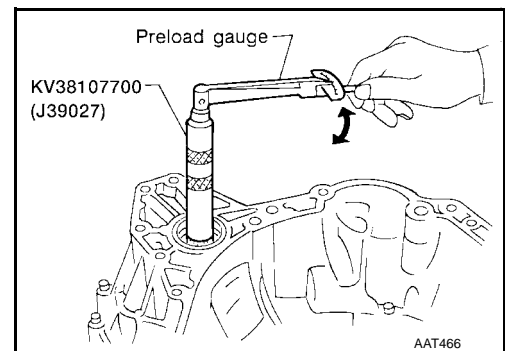


14. Insert Tool into differential case and measure turning torque of final drive assembly.

- Turn final drive assembly in both directions several times to seat bearing rollers correctly.

**Turning torque of final drive assembly (New bearing)** : 0.49 - 1.08 N·m (5.0 - 11.0 kg·cm, 4.3 - 9.5 in·lb)

- When old bearing is used again, turning torque will be slightly less than the above.
- Make sure torque is within the specified range.



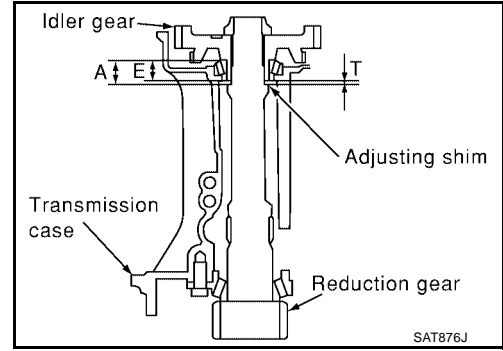
## REDUCTION PINION GEAR BEARING PRELOAD

- Be sure to remove final drive assembly before doing this procedure.
- Using caliper and straightedge, calculate a dimension "T" (adjuster shim thickness) using the following formula. Adjust the inspection standard for preload (rotating slide torque) as shown below.

$$T = A - E$$

**Inspection standard for preload** : 0.1 - 0.69 N·m (1.1 - 7.0 kg·cm, 0.95 - 6.08 in·lb)

1. Remove transmission case and final drive assembly from converter housing.
2. Select proper thickness of reduction pinion gear bearing adjusting shim using the following procedures.
  - a. Place reduction pinion gear on transmission case as shown.

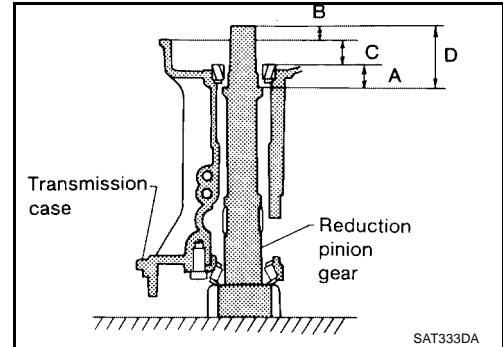
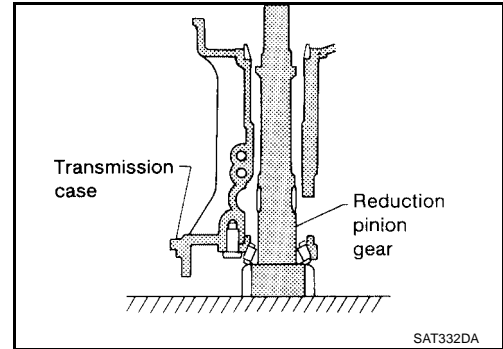


- b. Place idler gear bearing on transmission case.
- c. Measure dimensions "B", "C" and "D" and calculate dimension "A".

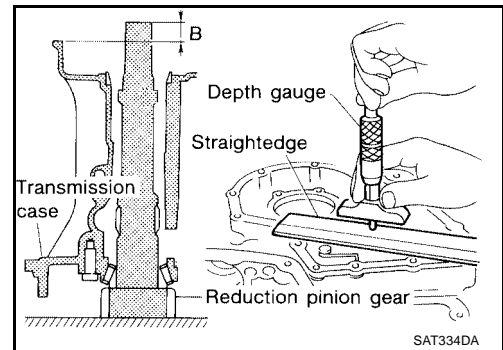
$$A = D - (B + C)$$

"A"

: Distance between the surface of idler gear bearing inner race and the adjusting shim mating surface of reduction pinion gear.



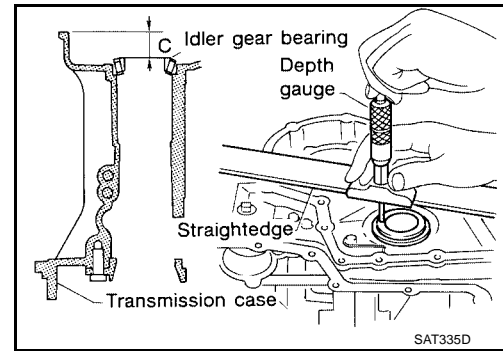
- Measure dimension "B" between the end of reduction pinion gear and the surface of transmission case.
- Measure dimension "B" in at least two places.



# ASSEMBLY

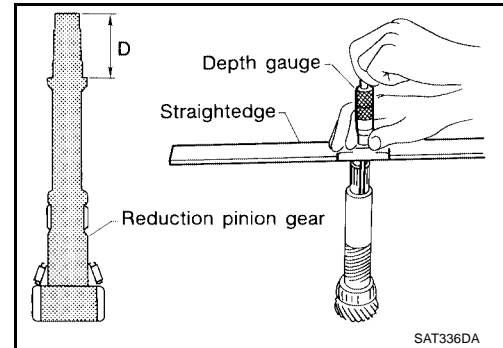
[RE4F03B]

- Measure dimension "C" between the surface of idler gear bearing inner race and the surface of transmission case.
- Measure dimension "C" in at least two places.



- Measure dimension "D" between the end of reduction pinion gear and the adjusting shim mating surface of reduction pinion gear.
- Measure dimension "D" in at least two places.
- Calculate dimension "A".

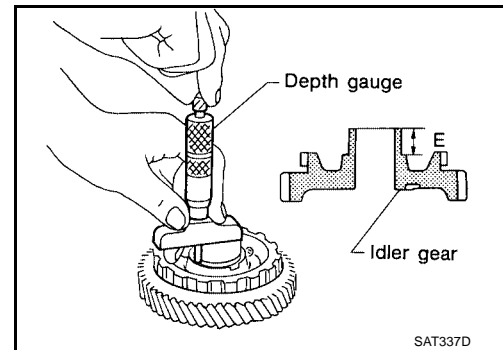
$$A = D - (B + C)$$



- d. Measure dimension "E" between the end of idler gear and the idler gear bearing inner race mating surface of idler gear.
- Measure dimension "E" in at least two places.
- e. Calculate "T" and select proper thickness of reduction pinion gear bearing adjusting shim using SDS table as a guide.

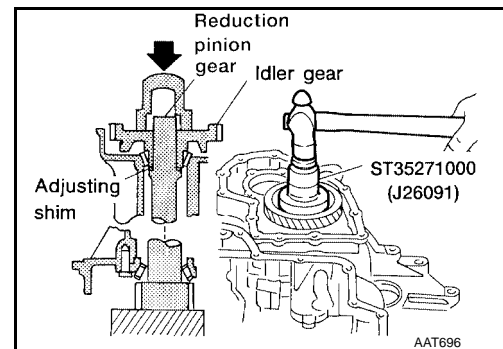
$$T = A - E - 0.05 \text{ mm (0.0020 in)*}$$

Reduction pinion gear bearing adjusting shim : Refer to [AT-392](#).  
"REDUCTION PINION GEAR BEARING ADJUSTING SHIMS" .

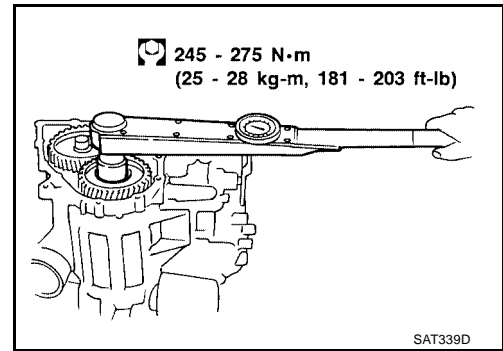


\*: Bearing preload

3. Install reduction pinion gear and reduction pinion gear bearing adjusting shim selected in step 2-e on transmission case using Tool.
4. Press idler gear bearing inner race on idler gear.
5. Press idler gear on reduction pinion gear.
  - Press idler gear so that idler gear can be locked by parking pawl.

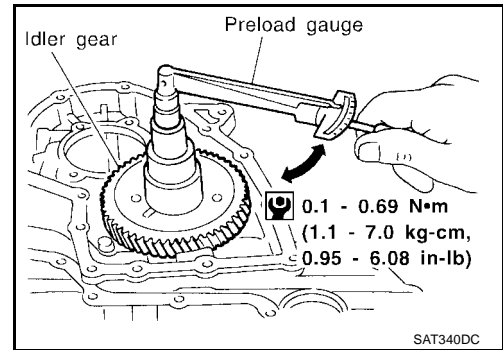


6. Tighten idler gear lock nut to the specified torque.
  - Lock idler gear with parking pawl when tightening lock nut.



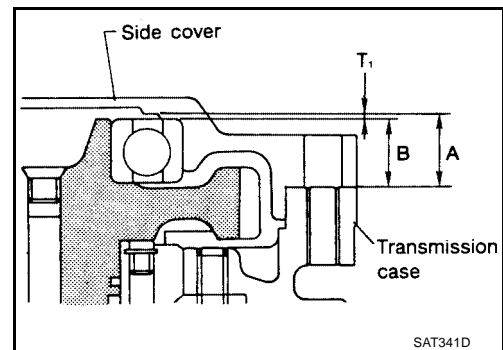
7. Measure turning torque of reduction pinion gear.
  - When measuring turning torque, turn reduction pinion gear in both directions several times to seat bearing rollers correctly.

Turning torque of reduction pinion gear : 0.1 - 0.69 N·m (1.1 - 7.0 kg-cm, 0.95 - 6.08 in-lb)

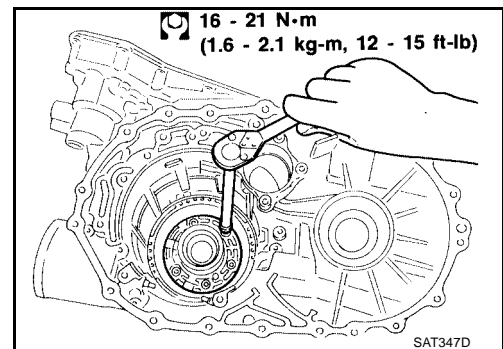


### OUTPUT SHAFT END PLAY

- Measure clearance between side cover and the end of the output shaft bearing.
- Select proper thickness of adjusting shim so that clearance is within specifications.



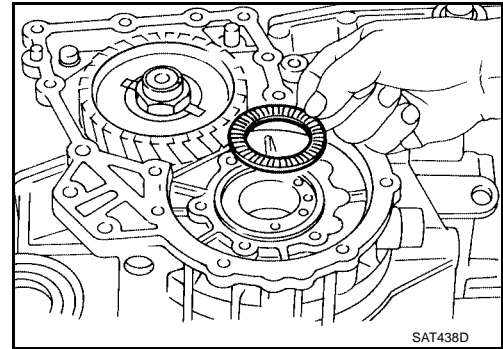
1. Install bearing retainer for output shaft.



# ASSEMBLY

[RE4F03B]

2. Install output shaft thrust needle bearing on bearing retainer.

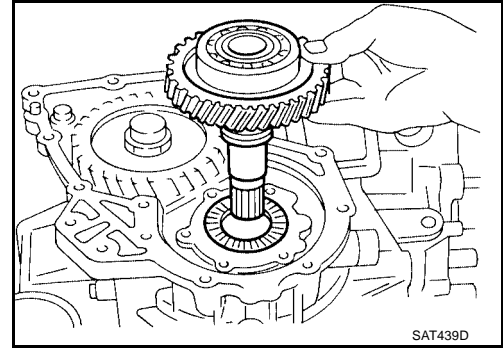


A

B

AT

3. Install output shaft on transmission case.



D

E

F

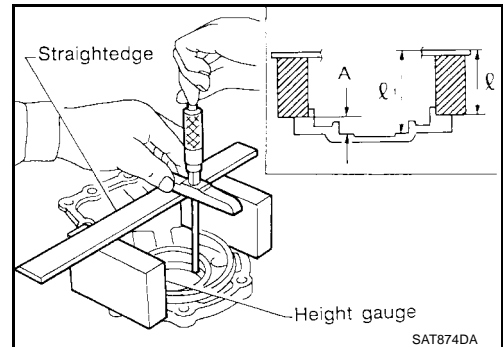
G

4. Measure dimensions "l1" and "l2" at side cover and then calculate dimension "A".

- Measure dimension "l1" and "l2" in at least two places  
**"A": Distance between transmission case fitting surface and adjusting shim mating surface**

$$A = l_1 - l_2$$

$l_2$  : Height of gauge



H

I

J

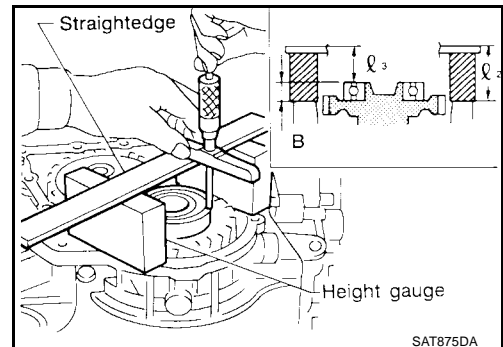
K

5. Measure dimensions "l2" and "l3" and then calculate dimension "B".

- Measure "l2" and "l3" in at least two places.  
**"B": Distance between the end of output shaft bearing outer race and the side cover fitting surface of transmission case**

$$B = l_2 - l_3$$

$l_2$  : Height of gauge



L

M

# ASSEMBLY

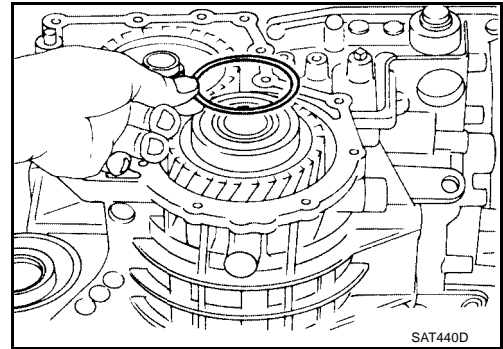
[RE4F03B]

6. Select proper thickness of adjusting shim so that output shaft end play (clearance between side cover and output shaft bearing) is within specifications.

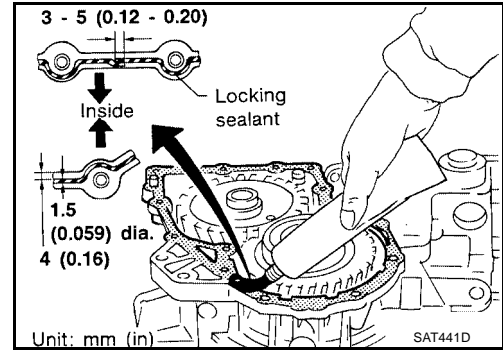
**Output shaft end play (A – B) : 0 - 0.5 mm (0 - 0.020 in)**

**Output shaft end play adjusting shim : Refer to [AT-393, "OUTPUT SHAFT END PLAY ADJUSTING SHIMS"](#) .**

7. Install adjusting shim on output shaft bearing.

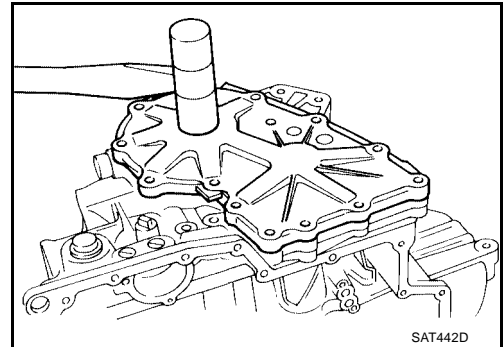


8. Apply locking sealant (Loctite 5/8 or equivalent) to transmission case as shown in illustration.



9. Install side cover on transmission case.

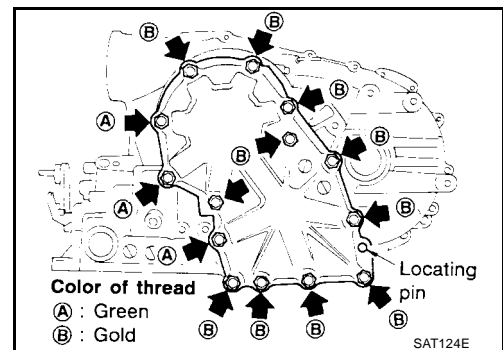
- **Apply locking sealant to the mating surface of transmission case.**



10. Tighten side cover fixing bolts to specified torque.

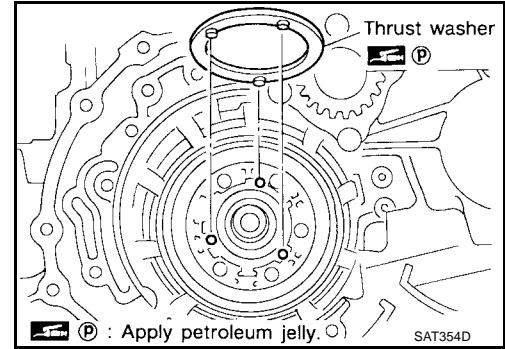
 : **26 - 30 N·m (2.7 - 3.1 kg-m, 20 - 22 ft-lb)**

- **Do not mix bolts A and B.**
- **Always replace bolts A as they are self-sealing bolts.**

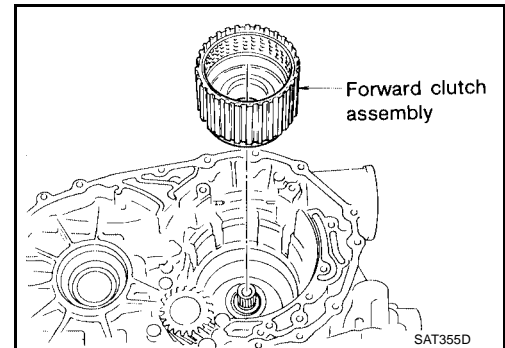


### Assembly (2)

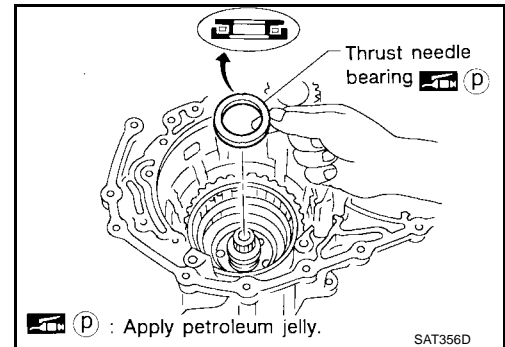
1. Remove paper rolled around bearing retainer.
2. Install thrust washer on bearing retainer.
  - Apply petroleum jelly to thrust washer.



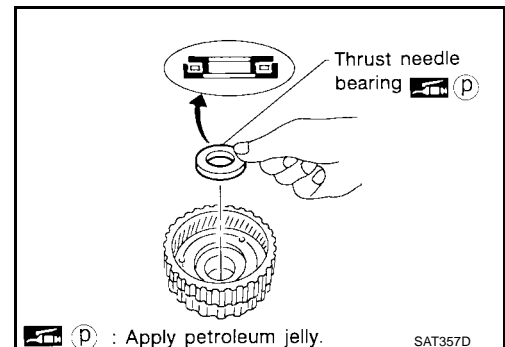
3. Install forward clutch assembly.
  - Align teeth of low & reverse brake drive plates before installing.
  - Make sure that bearing retainer seal rings are not spread.



4. Install thrust needle bearing on bearing retainer.
  - Apply petroleum jelly to thrust bearing.
  - Pay attention to direction of thrust needle bearing.



5. Install thrust needle bearing on rear internal gear.
  - Apply petroleum jelly to thrust needle bearing.
  - Pay attention to direction of thrust needle bearing.



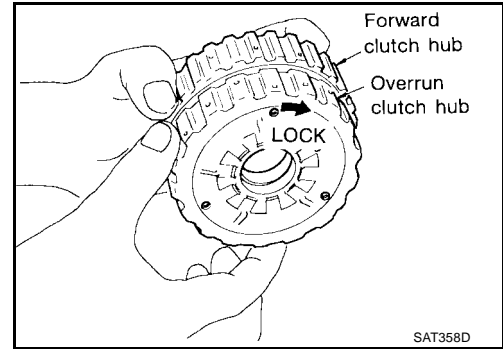
A  
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I  
J  
K  
L  
M



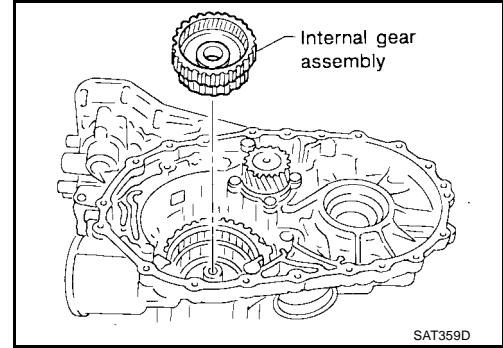
# ASSEMBLY

[RE4F03B]

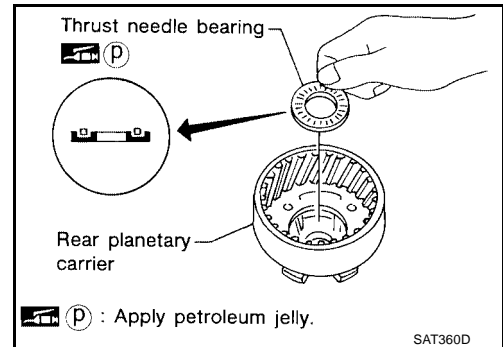
6. Hold forward clutch hub and turn overrun clutch hub.  
Check overrun clutch hub for directions of lock and unlock.
- If not as shown in illustration, check installed direction of forward one-way clutch.



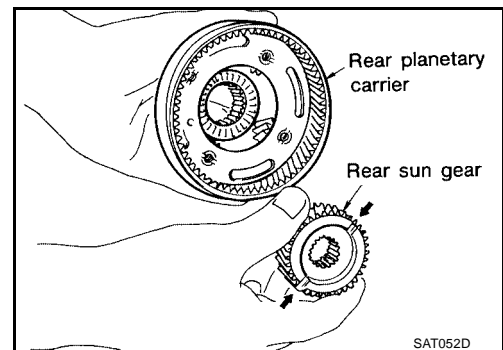
7. Install rear internal gear assembly.
- **Align teeth of forward clutch and overrun clutch drive plate.**



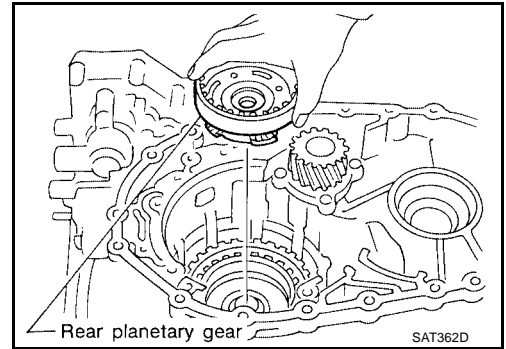
8. Install needle bearing on rear planetary carrier.
- **Apply petroleum jelly to needle bearing.**
  - **Pay attention to direction of needle bearing.**



9. Install rear sun gear on rear planetary carrier.
- **Pay attention to direction of rear sun gear.**

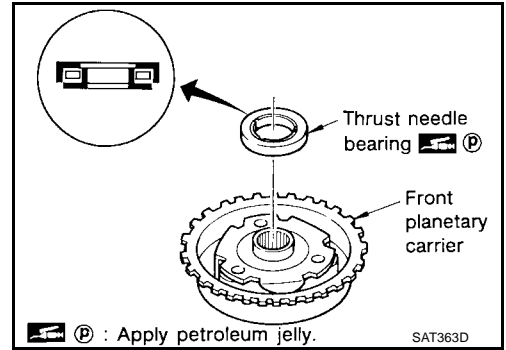


10. Install rear planetary carrier on transmission case.



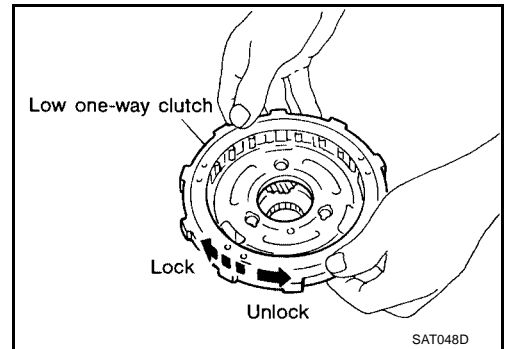
11. Install thrust needle bearing on front planetary carrier.

- Apply petroleum jelly to thrust needle bearing.
- Pay attention to direction of thrust needle bearing.

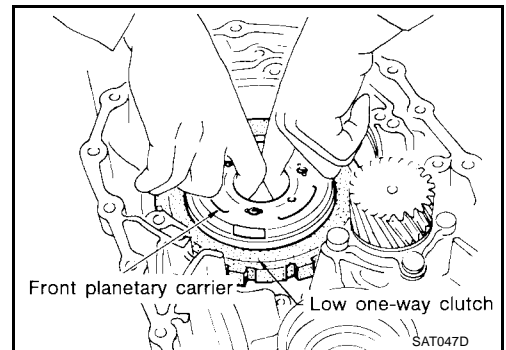


12. Install low one-way clutch to front planetary carrier by turning it in the direction of the arrow as shown.

13. While holding front planetary carrier, turn low one-way clutch. Check low one-way clutch for correct directions of lock and unlock.



14. Install front planetary carrier assembly on transmission case.



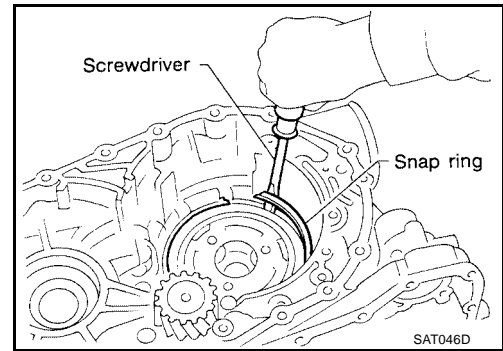
A  
B  
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H  
I  
J  
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L  
M

# ASSEMBLY

[RE4F03B]

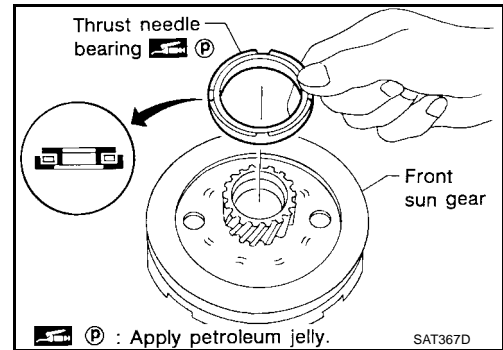
15. Install snap ring with screwdriver.

- Forward clutch and bearings must be correctly installed for snap ring to fit groove of transmission case.

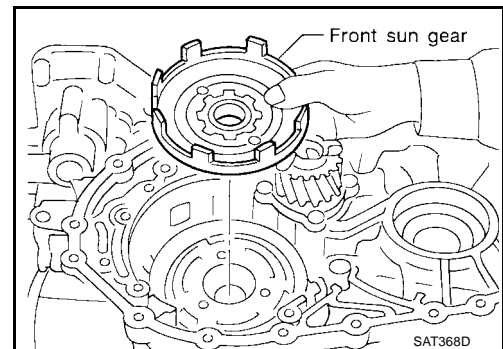


16. Install needle bearing on front sun gear.

- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.

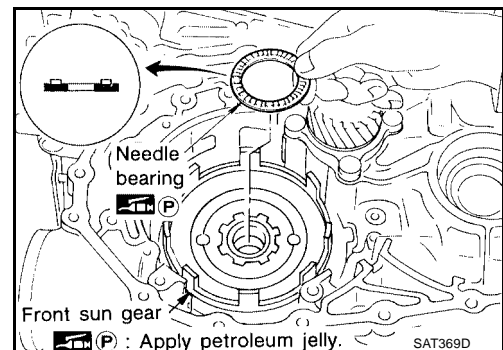


17. Install front sun gear on front planetary carrier.

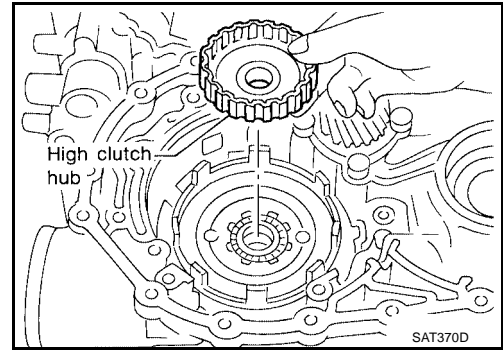


18. Install needle bearing on front sun gear.

- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.

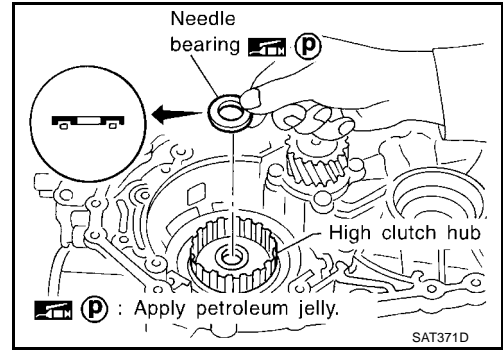


19. Install high clutch hub on front sun gear.



20. Install needle bearing on high clutch hub.

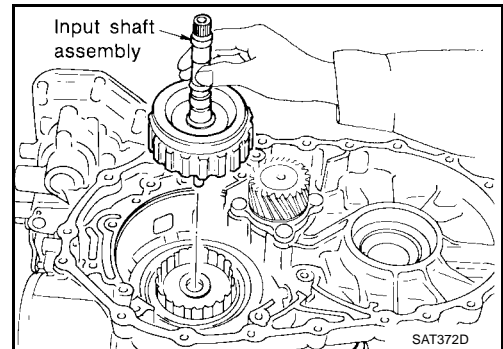
- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.



21. Remove paper rolled around input shaft.

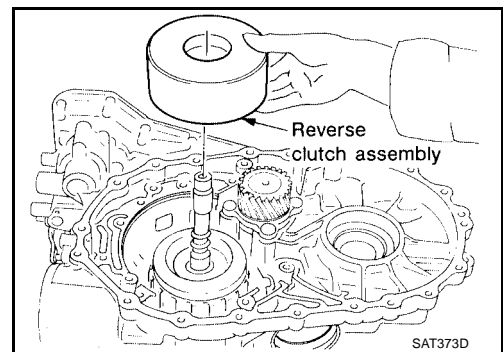
22. Install input shaft assembly.

- Align teeth of high clutch drive plates before installing.



23. Install reverse clutch assembly.

- Align teeth of reverse clutch drive plates before installing.



## Adjustment (2)

ECS0061A

When any parts listed below are replaced, adjust total end play and reverse clutch end play.

Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●
Rear planetary carrier	●	●

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

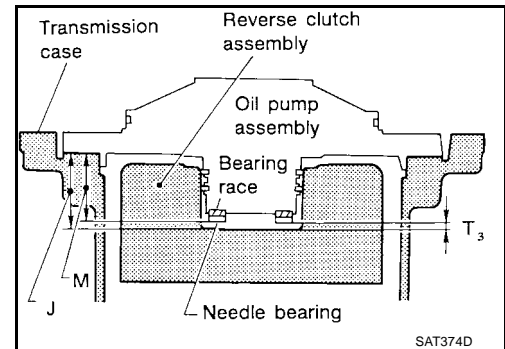
# ASSEMBLY

[RE4F03B]

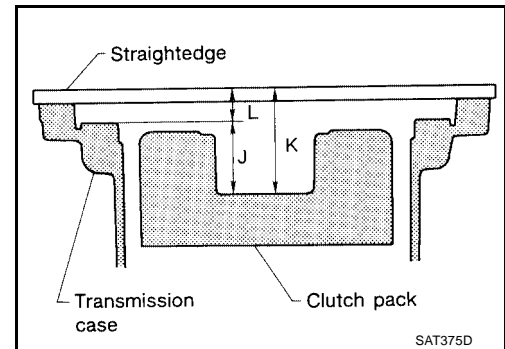
Part name	Total end play	Reverse clutch end play
Rear sun gear	●	●
Front planetary carrier	●	●
Front sun gear	●	●
High clutch hub	●	●
High clutch drum	●	●
Oil pump cover	●	●
Reverse clutch drum	—	●

## TOTAL END PLAY

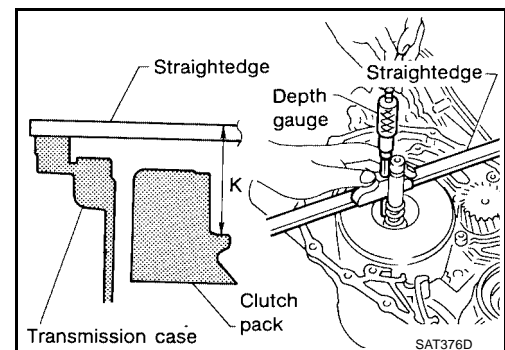
- Measure clearance between reverse clutch drum and needle bearing for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.



1. Measure dimensions "K" and "L" and then calculate dimension "J".



- a. Measure dimension "K".

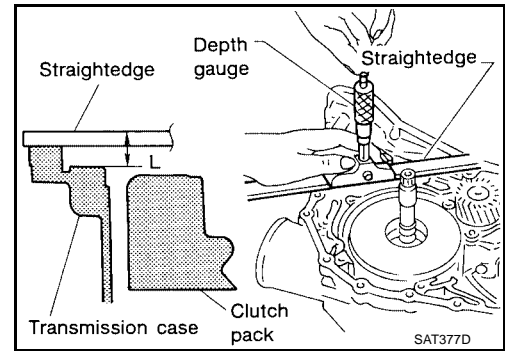


# ASSEMBLY

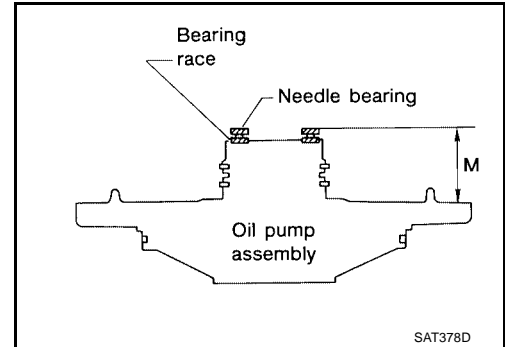
[RE4F03B]

- b. Measure dimension "L".
- c. Calculate dimension "J".  
**"J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of high clutch drum**

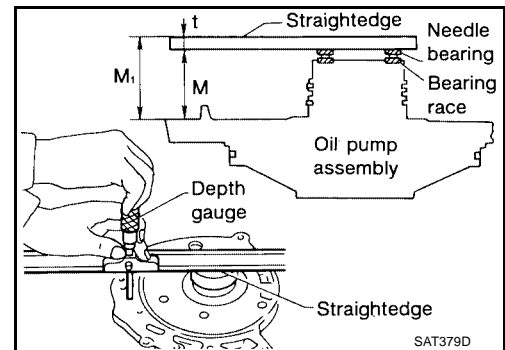
$$J = K - L$$



2. Measure dimension "M".



- a. Place bearing race and needle bearing on oil pump assembly.
- b. Measure dimension "M".  
**"M": Distance between transmission case fitting surface and needle bearing on oil pump cover**  
**"M1": Indication of gauge**



- c. Measure thickness of straightedge "t".

$$M = M_1 - t$$

3. Adjust total end play "T3".

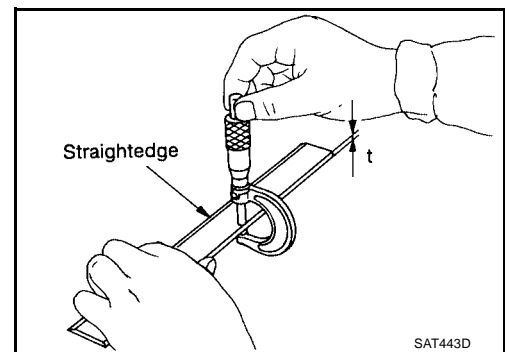
$$T_3 = J - M$$

**Total end play "T3" : 0.25 - 0.55 mm (0.0098 - 0.0217 in)**

- Select proper thickness of bearing race so that total end play is within specifications.

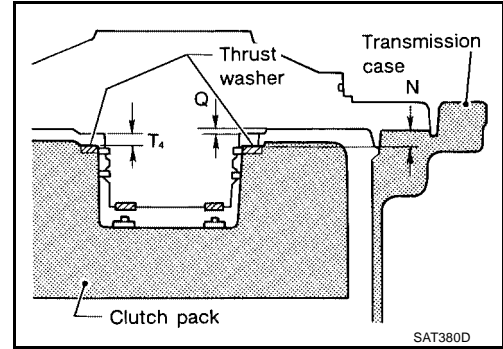
**Bearing races**

**: Refer to [AT-394](#). "[BEARING RACE FOR ADJUSTING TOTAL END PLAY](#)"**

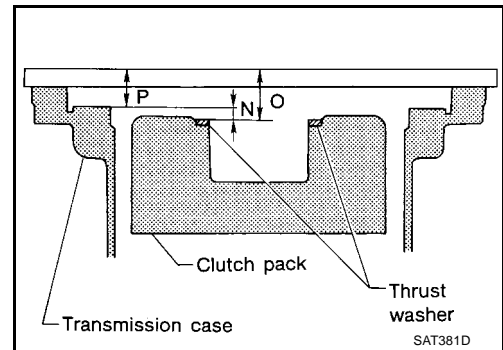


## REVERSE CLUTCH END PLAY

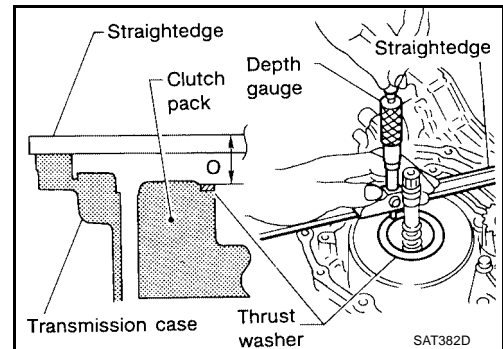
- Measure clearance between oil pump cover and thrust washer for reverse clutch drum.
- Select proper thickness of thrust washer so that end play is within specifications.



1. Measure dimensions "O" and "P" and then calculate dimension "N".

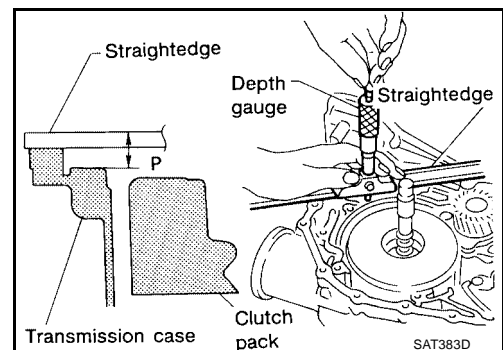


- a. Place thrust washer on reverse clutch drum.



- b. Measure dimension "O".
  - c. Measure dimension "P".
  - d. Calculate dimension "N".
- "N": Distance between oil pump fitting surface of transmission case and thrust washer on reverse clutch drum**

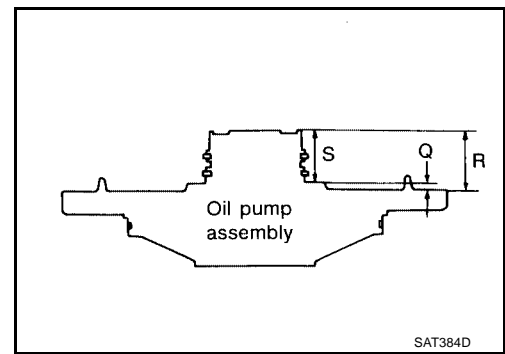
$$N = O - P$$



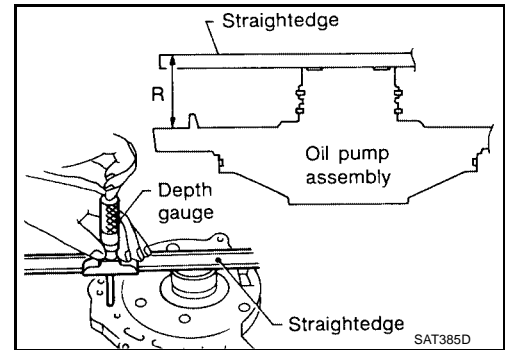
# ASSEMBLY

[RE4F03B]

2. Measure dimensions "R" and "S" and then calculate dimension "Q".



- a. Measure dimension "R".



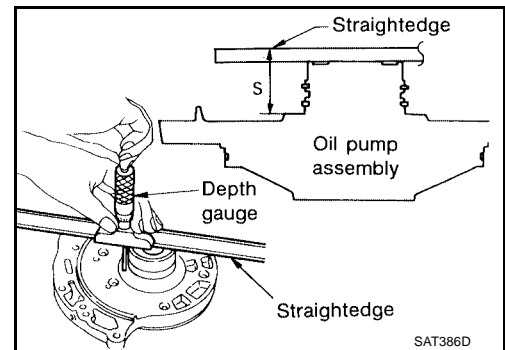
- b. Measure dimension "S".
  - c. Calculate dimension "Q".
- "Q": Distance between transmission case fitting surface and thrust washer mating surface**

$$Q = R - S$$

3. Adjust reverse clutch end play "T4".

$$T4 = N - Q$$

**Reverse clutch end play : 0.65 - 1.00 mm (0.0256 - 0.0394 in)**



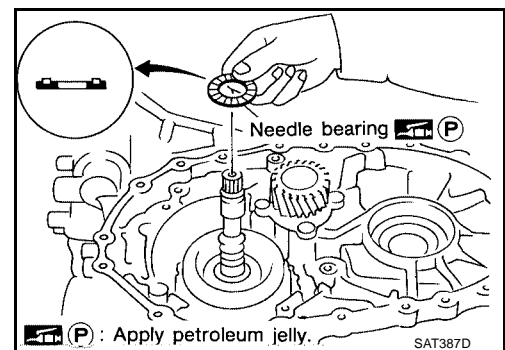
- Select proper thickness of thrust washer so that reverse clutch end play is within specifications.

**Thrust washer : Refer to AT-394, "THRUST WASHERS FOR ADJUSTING REVERSE CLUTCH END PLAY"**

## Assembly (3)

ECS0061B

1. Remove reverse clutch assembly and install needle bearing on high clutch assembly.
  - Pay attention to direction of needle bearing.
2. Install reverse clutch assembly.

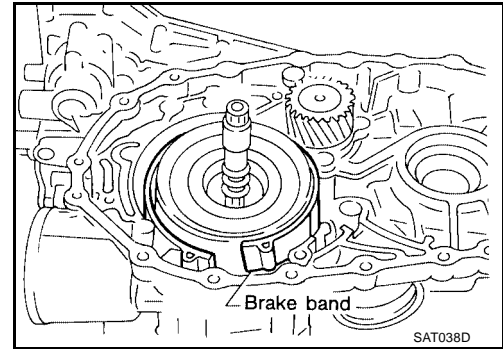




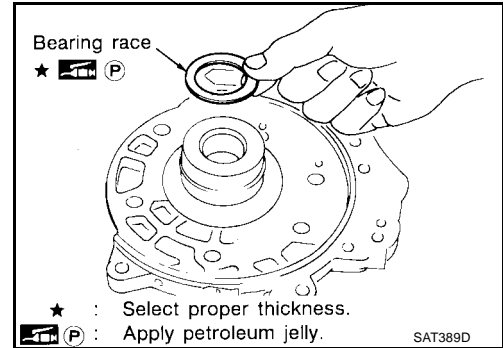
# ASSEMBLY

[RE4F03B]

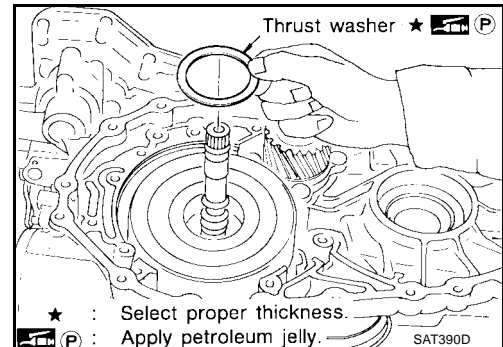
3. Install anchor end pin and lock nut on transmission case.
4. Place brake band on outside of reverse clutch drum. Tighten anchor end pin just enough so that brake band is evenly fitted on reverse clutch drum.



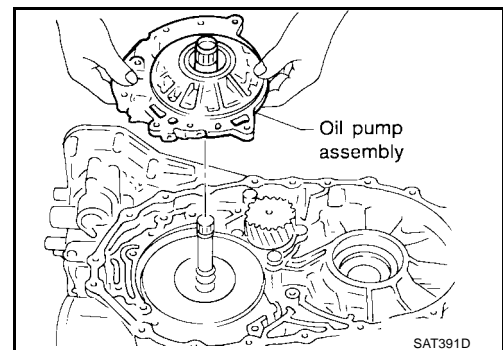
5. Place bearing race selected in total end play adjustment step on oil pump cover.
  - **Apply petroleum jelly to bearing race.**




6. Place thrust washer selected in reverse clutch end play step on reverse clutch drum.
  - **Apply petroleum jelly to thrust washer.**

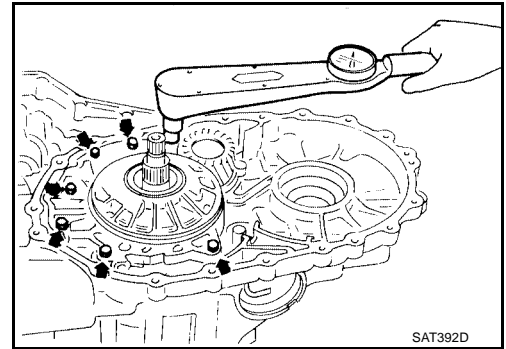


7. Install oil pump assembly on transmission case.



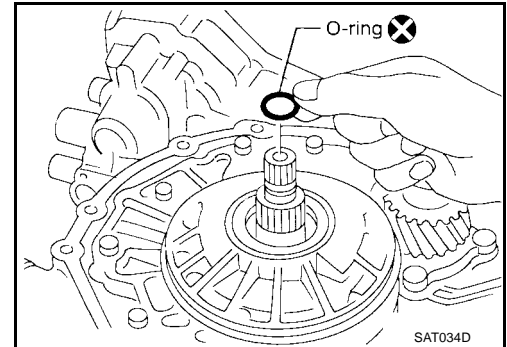
8. Tighten oil pump fixing bolts to specified torque.

 : 18 - 21 N·m (1.8 - 2.1 kg·m, 13 - 15 ft·lb)



9. Install O-ring to input shaft.

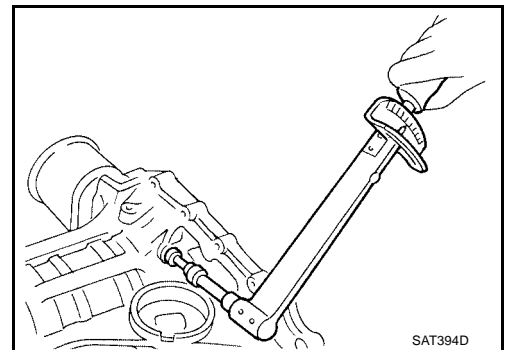
● Apply ATF to O-ring.



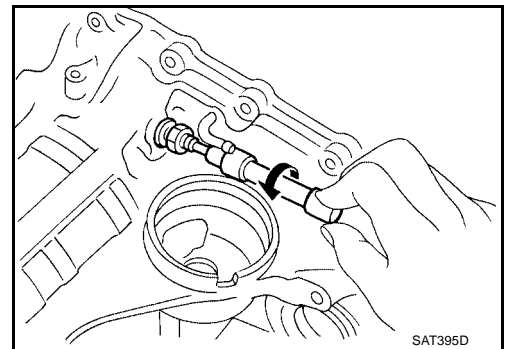
10. Adjust brake band.

a. Tighten anchor end pin to specified torque.

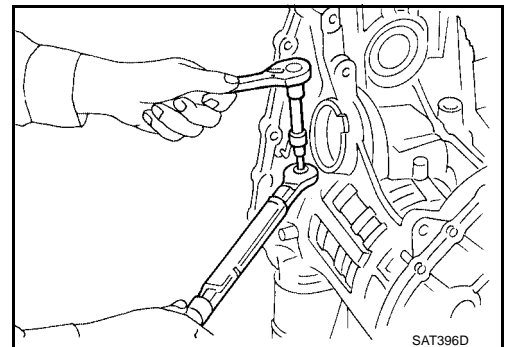
**Anchor end pin** : 3.9 - 5.9 N·m (0.4 - 0.6 kg·m, 35 - 52 in·lb)



b. Back off anchor end pin two and a half turns.

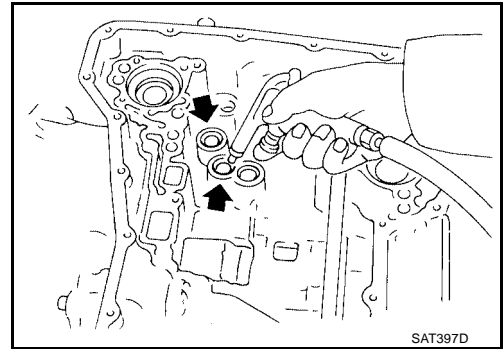


c. While holding anchor end pin, tighten lock nut.



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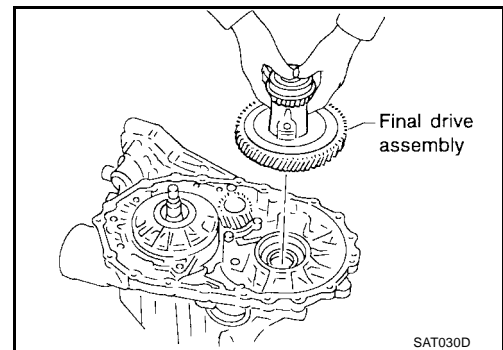
11. Apply compressed air to oil holes of transmission case and check operation of brake band.



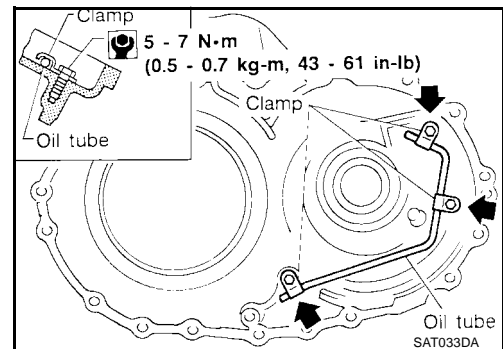
ECS0061C

### Assembly (4)

1. Install final drive assembly on transmission case.



2. Install oil tube on converter housing.

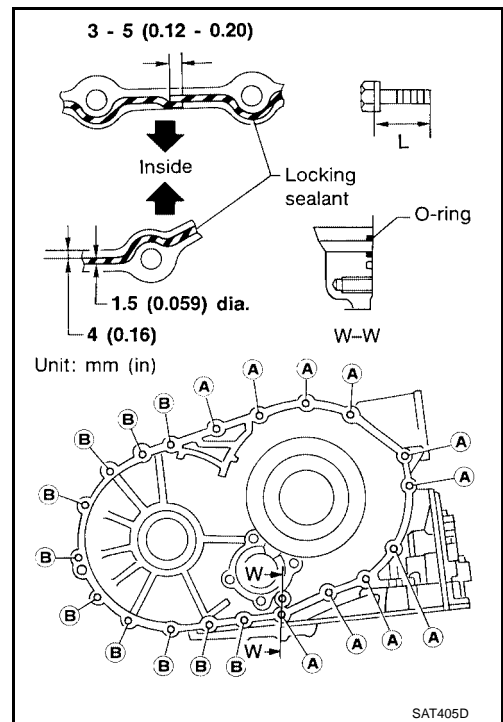


# ASSEMBLY

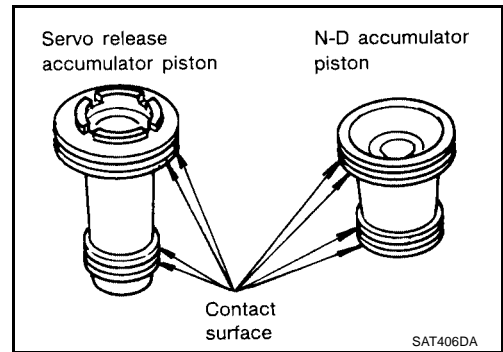
[RE4F03B]

3. Install O-ring on differential oil port of transmission case.
4. Install converter housing on transmission case.
  - **Apply locking sealant to mating surface of converter housing.**

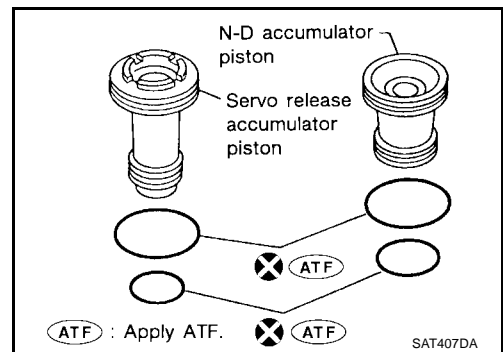
Bolt	Length mm (in)
A	32.8 (1.291)
B	40 (1.57)



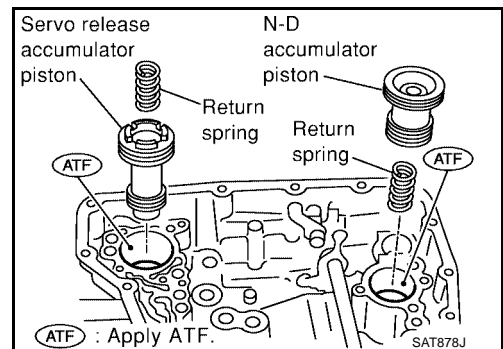
5. Install accumulator piston.
  - a. Check contact surface of accumulator piston for damage.



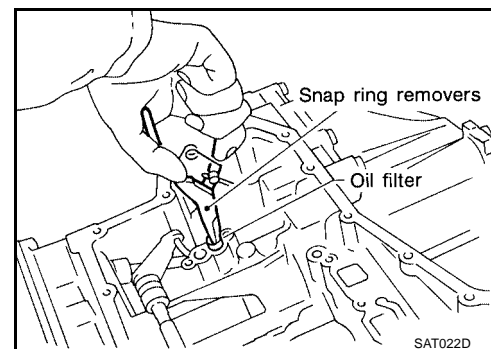
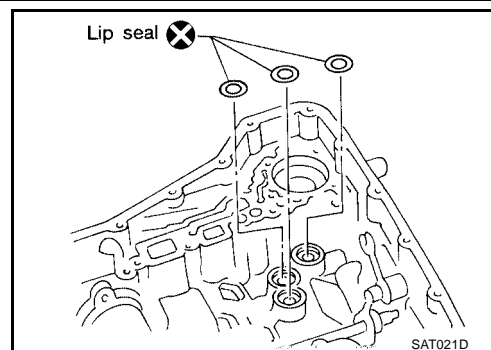
- b. Install O-rings on accumulator piston.
        - Apply ATF to O-rings.
- Accumulator piston O-rings** : Refer to [AT-394, "O-RING"](#).



- c. Install accumulator pistons and return springs on transmission case.
          - **Apply ATF to inner surface of transmission case.**
- Return springs** : Refer to [AT-394, "RETURN SPRING"](#).



6. Install lip seals for band servo oil holes on transmission case.

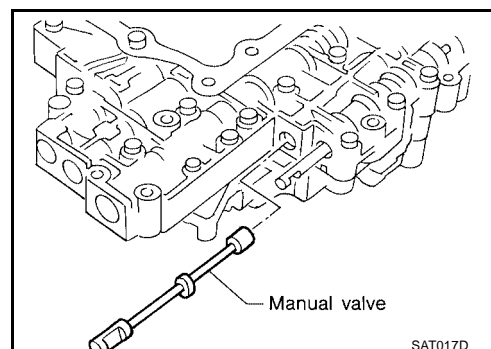


- Apply petroleum jelly to lip seals.

7. Install control valve assembly.

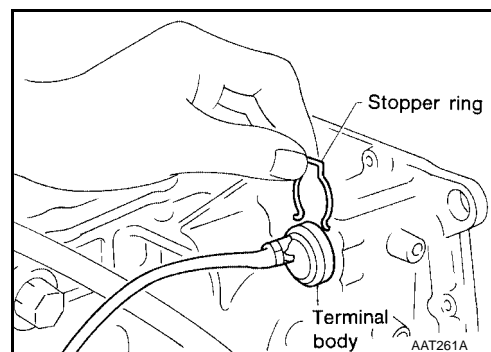
a. Insert manual valve into control valve assembly.

- Apply ATF to manual valve.



b. Pass solenoid harness through transmission case and install terminal body on transmission case by pushing it.

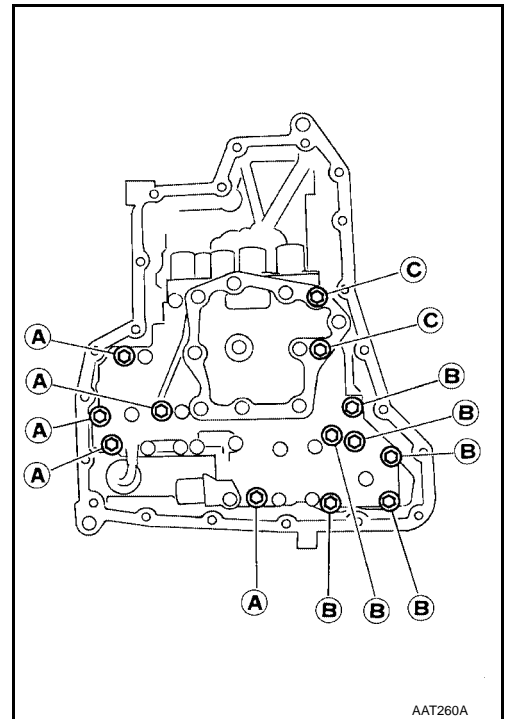
c. Install stopper ring to terminal body.



d. Tighten bolts **A** , **B** and **C** .



: 7 - 9 N-m (0.7 - 0.9 kg-m,  
61 - 78 in-lb)



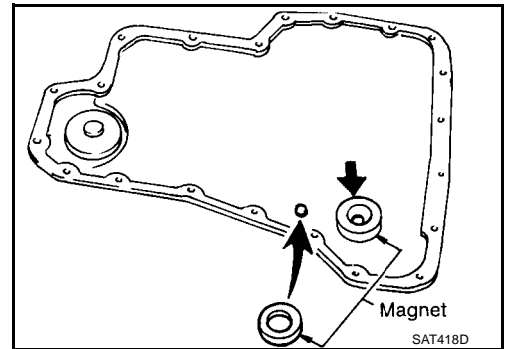
A  
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### Bolt length, number and location

Bolt symbol	<b>A</b>	<b>B</b>	<b>C</b>
Bolt length "l" 	40.0 mm (1.575 in)	33.0 mm (1.299 in)	43.5 mm (1.713 in)
Number of bolts	5	6	2

8. Install oil pan.

a. Attach magnet to oil pan.

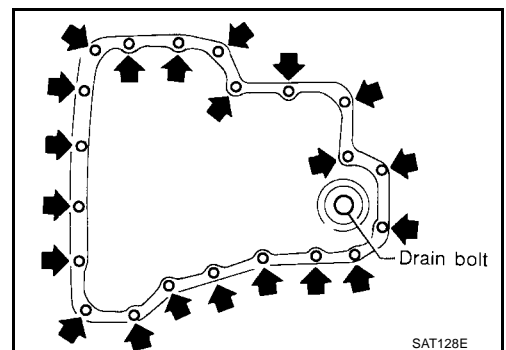


b. Install new oil pan gasket on transmission case.

c. Install oil pan on transmission case.

- **Always replace oil pan bolts as they are self-sealing bolts.**
- **Tighten the bolts in a criss-cross pattern to prevent dislocation of gasket.**

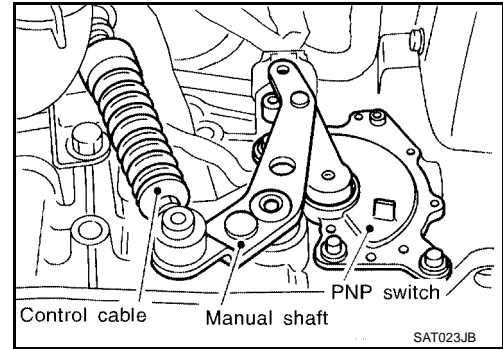
d. Tighten drain plug to specified torque.



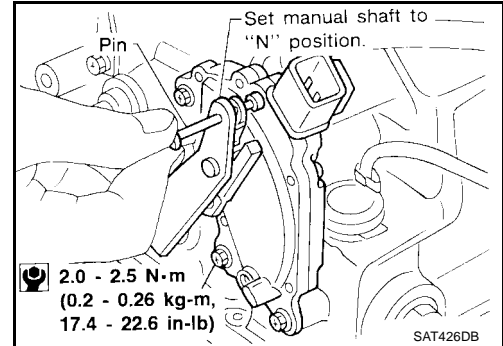
# ASSEMBLY

[RE4F03B]

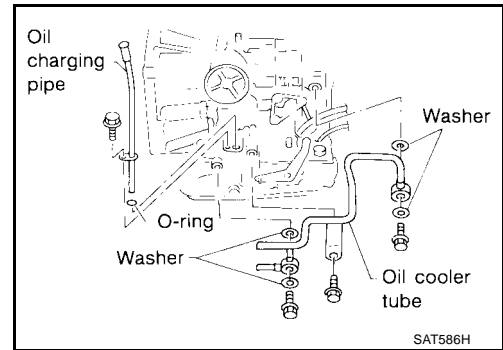
9. Install PNP switch.
  - a. Set manual shaft in "P" position.
  - b. Temporarily install PNP switch on manual shaft.
  - c. Move selector lever to "N" position.



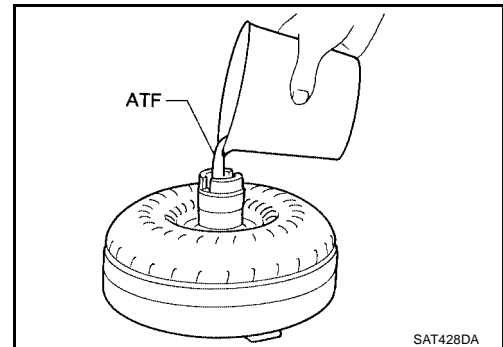
- d. Use a 4 mm (0.157 in) pin for this adjustment.
  1. Insert the pin straight into the manual shaft adjustment hole.
  2. Rotate PNP switch until the pin can also be inserted straight into hole in PNP switch.
- e. Tighten PNP switch fixing bolts.
- f. Remove pin from adjustment hole after adjusting PNP switch.



10. Install oil charging pipe and oil cooler tube to transmission case.



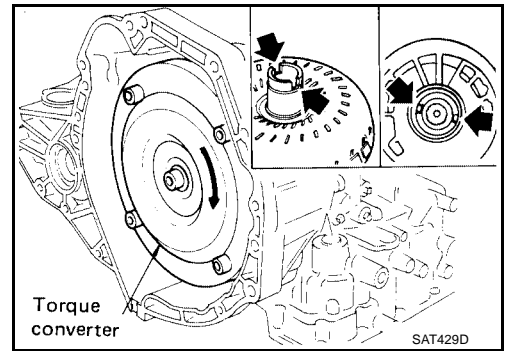
11. Install torque converter.
  - a. Pour ATF into torque converter.
    - **Approximately 1 liter (1-1/8 US qt, 7/8 Imp qt) of fluid is required for a new torque converter.**
    - **When reusing old torque converter, add the same amount of fluid as was drained.**



# ASSEMBLY

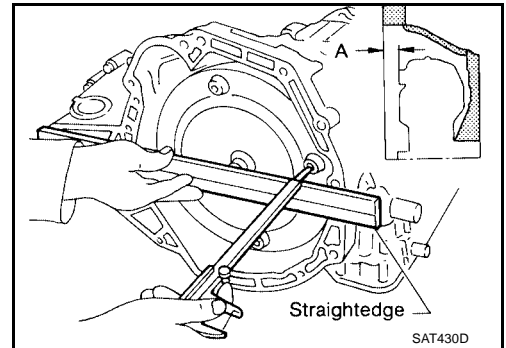
[RE4F03B]

- b. Install torque converter while aligning notches of torque converter with notches of oil pump.



- c. Measure distance "A" to check that torque converter is in proper position.

**Distance "A" : 21.1 mm (0.831 in)**



A  
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I  
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L  
M



# SERVICE DATA AND SPECIFICATIONS (SDS)

**[RE4F03B]**

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications

ECS0061D

Engine	QG18DE	
Automatic transaxle model	RE4F03B	
Automatic transaxle assembly	Model code number 3AX60	
Transaxle gear ratio	1st	2.861
	2nd	1.562
	3rd	1.000
	4th	0.698
	Reverse	2.230
	Final drive	3.827
Recommended fluid	Nissan Matic "D" (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*1	
Fluid capacity	7.0l (7-3/8 US qt, 6-1/8 Imp qt)	

\*1: Refer to [MA-13, "Fluids and Lubricants"](#).

### Shift Schedule VEHICLE SPEED WHEN SHIFTING GEARS

ECS0061E

#### QG18DE (Calif. CA Model)

Throttle position	Shift pattern	Vehicle speed km/h (MPH)						
		D1 → D2	D2 → D3	D3 → D4	D4 → D3	D3 → D2	D2 → D1	12 → 11
Full throttle	Comfort	54 - 62 (34 - 39)	103 - 111 (64 - 69)	163 - 171 (101 - 106)	159 - 167 (99 - 104)	93 - 101 (58 - 63)	41 - 49 (25 - 30)	54 - 62 (34 - 39)
Half throttle	Comfort	32 - 40 (20 - 25)	60 - 68 (37 - 42)	124 - 132 (77 - 82)	70 - 78 (43 - 48)	35 - 43 (22 - 27)	25 - 33 (16 - 21)	54 - 62 (34 - 39)

#### QG18DE (Except Calif. CA Model)

Throttle position	Shift pattern	Vehicle speed km/h (MPH)						
		D1 → D2	D2 → D3	D3 → D4	D4 → D3	D3 → D2	D2 → D1	12 → 11
Full throttle	Comfort	52 - 60 (32 - 37)	100 - 108 (62 - 67)	158 - 166 (98 - 103)	154 - 162 (96 - 101)	70 - 98 (56 - 61)	41 - 49 (25 - 30)	52 - 60 (32 - 37)
Half throttle	Comfort	31 - 39 (19 - 24)	58 - 66 (36 - 41)	119 - 127 (74 - 79)	68 - 76 (42 - 47)	34 - 42 (21 - 26)	24 - 32 (15 - 20)	52 - 60 (32 - 37)

### VEHICLE SPEED WHEN PERFORMING LOCK-UP

#### QG18DE (Calif. CA Model)

Throttle opening	OD switch	Shift pattern	Vehicle speed km/h (MPH)	
			Lock-up ON	Lock-up OFF
2/8	ON (D4)	Comfort	97 - 105 (60 - 65)	63 - 71 (39 - 44)
	OFF (D3)	Comfort	86 - 94 (53 - 58)	83 - 91 (52 - 57)

#### QG18DE (Except Calif. CA Model)

Throttle opening	OD switch	Shift pattern	Vehicle speed km/h (MPH)	
			Lock-up ON	Lock-up OFF
2/8	ON (D4)	Comfort	94 - 102 (58 - 63)	61 - 69 (38 - 43)
	OFF (D3)	Comfort	86 - 94 (53 - 58)	83 - 91 (52 - 57)

### Stall Revolution

ECS0061F

Engine model	Stall revolution rpm
QG18DE	2,350 - 2,800

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## Line Pressure

ECS0061G

Engine speed rpm	Line pressure kPa (kg/cm <sup>2</sup> , psi)			
	R position	D position	2 position	1 position
Idle	778 (7.9, 113)	500 (5.1, 73)	500 (5.1, 73)	500 (5.1, 73)
Stall	1,816 (18.5, 263)	1,167 (11.9, 169)	1,167 (11.9, 169)	1,167 (11.9, 169)

## Control Valves CONTROL VALVE AND PLUG RETURN SPRINGS

ECS0061H

Unit: mm (in)

No.	Parts	Part No.*	Free length	Outer diameter	
Upper body Refer to <a href="#">AT-308</a> . "CON- TROL VALVE UPPER BODY".	35	3-2 timing valve spring	31736-01X00	23.29 (0.917)	6.65 (0.2618)
	19	Cooler check valve spring	31742-3AX05	28.04 (1.1039)	7.15 (0.2815)
	23	Pilot valve spring	31742-3AX03	38.98 (1.5346)	8.9 (0.350)
	15	1-2 accumulator valve spring	31742-3AX00	20.5 (0.807)	6.95 (0.2736)
	28	1-2 accumulator piston spring	31742-3AX09	55.66 (2.1913)	19.5 (0.7677)
	33	1st reducing valve spring	31742-80X05	27.0 (1.063)	7.0 (0.276)
	2	Overrun clutch reducing valve spring	31742-80X06	37.5 (1.476)	7.0 (0.276)
	7	Torque converter relief valve spring	31742-3AX04	33.3 (1.3110)	9.0 (0.354)
	10	Torque converter clutch control valve spring	31742-3AX02	53.01 (2.0870)	6.5 (0.256)
Lower body Refer to <a href="#">AT-312</a> . "CON- TROL VALVE LOWER BODY".	34	Shuttle control valve spring	31762-41X04	51.0 (2.0079)	5.65 (0.2224)
	18	Pressure regulator valve spring	31742-80X13	45.0 (1.772)	15.0 (0.591)
	23	Overrun clutch control valve spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	27	Accumulator control valve spring	31742-80X02	22.0 (0.866)	6.5 (0.256)
	29	Shift valve A spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	2	Shift valve B spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
	11	Pressure modifier valve spring	31742-41X15	30.5 (1.201)	9.8 (0.386)
	7	Pressure modifier valve spring	31742-80X16	32.0 (1.260)	6.9 (0.272)
	—	Oil cooler relief valve spring	31872-31X00	17.02 (0.6701)	8.0 (0.315)
—	T/C pressure spring	31742-3AX11	9.0 (0.354)	7.3 (0.287)	

\*: Always check with the Parts Department for the latest parts information.

## Clutch, Brake and Brake Band REVERSE CLUTCH

ECS0061I

Number of drive plates	2	
Number of driven plates	2	
Drive plate thickness mm (in)	Standard	2.0 (0.079)
	Allowable limit	1.8 (0.071)
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)
	Allowable limit	1.2 (0.047)
Thickness of retaining plates	Thickness mm (in)	Part number*
	4.4 (0.173)	31537-31X00
	4.6 (0.181)	31537-31X01
	4.8 (0.189)	31537-31X02
	5.0 (0.197)	31537-31X03
5.2 (0.205)	31537-31X04	

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## HIGH CLUTCH

Number of drive plates		3
Number of driven plates		5
Drive plate thickness mm (in)	Standard	2.0 (0.079)
	Allowable limit	1.8 (0.071)
Clearance mm (in)	Standard	1.4 - 1.8 (0.055 - 0.071)
	Allowable limit	2.4 (0.094)
Thickness of retaining plates	Thickness mm (in)	Part number*
	4.8 (0.189)	31537-32X05
	5.0 (0.197)	31537-32X06
	5.2 (0.205)	31537-32X07
	5.4 (0.213)	31537-32X08
	5.6 (0.220)	31537-32X09
	5.8 (0.228)	31537-32X10
6.0 (0.236)	31537-32X11	

\*: Always check with the Parts Department for the latest parts information.

## FORWARD CLUTCH

Number of drive plates		5
Number of driven plates		5
Drive plate thickness mm (in)	Standard	1.8 (0.071)
	Allowable limit	1.6 (0.063)
Clearance mm (in)	Standard	0.45 - 0.85 (0.0177 - 0.0335)
	Allowable limit	1.85 (0.0728)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31537-31X60
	3.8 (0.150)	31537-31X61
	4.0 (0.157)	31537-31X62
	4.2 (0.165)	31537-31X63
	4.4 (0.173)	31537-31X64
	4.6 (0.181)	31537-31X65

\*: Always check with the Parts Department for the latest parts information.

## OVERRUN CLUTCH

Number of drive plates		3
Number of driven plates		4
Drive plate thickness mm (in)	Standard	1.6 (0.063)
	Allowable limit	1.4 (0.055)
Clearance mm (in)	Standard	1.0 - 1.4 (0.039 - 0.055)
	Allowable limit	2.0 (0.079)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31567-31X79
	3.8 (0.150)	31567-31X80
	4.0 (0.157)	31567-31X81
	4.2 (0.165)	31567-31X82
	4.4 (0.173)	31567-31X83

\*: Always check with the Parts Department for the latest parts information.

## LOW & REVERSE BRAKE

Number of drive plates		5
Number of driven plates		4 + 1

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

Drive plate thickness mm (in)	Standard	2.0 (0.079)	
	Allowable limit	1.8 (0.071)	
Clearance mm (in)	Standard	1.4 - 1.8 (0.055 - 0.071)	
	Allowable limit	2.8 (0.110)	
Thickness of retaining plate	Thickness mm (in)	Part number*	
	3.6 (0.142)	31667-31X16	
	3.8 (0.150)	31667-31X17	
	4.0 (0.157)	31667-31X18	
	4.2 (0.165)	31667-31X19	
	4.4 (0.173)	31667-31X20	
	4.6 (0.181)	31667-31X21	

\*: Always check with the Parts Department for the latest parts information.

## BRAKE BAND

Anchor end pin tightening torque	3.5 - 5.9 N-m (0.35 - 0.6 kg-m, 31 - 52 in-lb)
Number of returning revolutions for anchor end pin	2.5±0.125
Lock nut tightening torque	31 - 36 N-m (3.2 - 3.7 kg-m, 23 - 27 ft-lb)

## Clutch and Brake Return Springs

ECS0061J

Unit: mm (in)

Parts	Free length	Outer diameter	Part number*	
Forward clutch (Overrun clutch)	Outer (16 pcs)	26.6 (1.047)	10.6 (0.417)	31505-31X02
	Inner (16 pcs)	26.3 (1.035)	7.7 (0.303)	31505-31X03
Reverse clutch (16 pcs)	18.6 (0.732)	8.0 (0.315)	31505-31X00	
High clutch (12 pcs)	19.7 (0.776)	11.1 (0.437)	31505-31X01	
Low reverse brake (20 pcs)	25.1 (0.988)	7.6 (0.299)	31505-31X04	

\*: Always check with the Parts Department for the latest parts information.

## Oil Pump

ECS0061K

Oil pump side clearance mm (in)	0.02 - 0.04 (0.0008 - 0.0016)		
Thickness of inner gears and outer gears	Inner gear		
	Thickness mm (in)	Part number*	
	9.99 - 10.00 (0.3933 - 0.3937)	31346-31X00	
	9.98 - 9.99 (0.3929 - 0.3933)	31346-31X01	
	9.97 - 9.98 (0.3925 - 0.3929)	31346-31X02	
	Outer gear		
	Thickness mm (in)	Part number*	
9.99 - 10.00 (0.3933 - 0.3937)	31347-31X00		
9.98 - 9.99 (0.3929 - 0.3933)	31347-31X01		
9.97 - 9.98 (0.3925 - 0.3929)	31347-31X02		
Clearance between oil pump housing and outer gear mm (in)	Standard	0.08 - 0.15 (0.0031 - 0.0059)	
	Allowable limit	0.15 (0.0059)	
Oil pump cover seal ring clearance mm (in)	Standard	0.1 - 0.25 (0.0039 - 0.0098)	
	Allowable limit	0.25 (0.0098)	

\*: Always check with the Parts Department for the latest parts information.

## Input Shaft

ECS0061L

Unit: mm (in)

Input shaft seal ring clearance	Standard	0.08 - 0.23 (0.0031 - 0.0091)
	Allowable limit	0.23 (0.0091)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## Planetary Carrier

ECS0061M

Unit: mm (in)

Clearance between planetary carrier and pinion washer	Standard	0.15 - 0.70 (0.0059 - 0.0276)
	Allowable limit	0.80 (0.0315)

## Final Drive

ECS0061N

### DIFFERENTIAL SIDE GEAR CLEARANCE

Clearance between side gear and differential case with washer	0.1 - 0.2 mm (0.004 - 0.008 in)
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### DIFFERENTIAL SIDE GEAR THRUST WASHERS

Thickness mm (in)	Part number*
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115

\*: Always check with the Parts Department for the latest parts information.

### BEARING PRELOAD

Differential side bearing preload "T"	0.04 - 0.09 mm (0.0016 - 0.0035 in)
---------------------------------------	-------------------------------------

### TURNING TORQUE

Turning torque of final drive assembly	0.49 - 1.08 N-m (5.0 - 11.0 kg-cm, 4.3 - 9.5 in-lb)
--	---

### DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS

Thickness mm (in)	Part number*
0.40 (0.0157)	31499-21X07
0.44 (0.0173)	31499-21X08
0.48 (0.0189)	31499-21X09
0.52 (0.0205)	31499-21X10
0.56 (0.0220)	31499-21X11
0.60 (0.0236)	31499-21X12
0.64 (0.0252)	31499-21X13
0.68 (0.0268)	31499-21X14
0.72 (0.0283)	31499-21X15
0.76 (0.0299)	31499-21X16
0.80 (0.0315)	31499-21X17
0.84 (0.0331)	31499-21X18
0.88 (0.0346)	31499-21X19
0.92 (0.0362)	31499-21X20
1.44 (0.0567)	31499-21X21

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## TABLE FOR SELECTING DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS

Unit: mm (in)

Dial indicator deflection	Suitable shim(s)
0.31 - 0.35 (0.0122 - 0.0138)	0.40 (0.0157)
0.35 - 0.39 (0.0138 - 0.0154)	0.44 (0.0173)
0.39 - 0.43 (0.0154 - 0.0169)	0.48 (0.0189)
0.43 - 0.47 (0.0169 - 0.0185)	0.52 (0.0205)
0.47 - 0.51 (0.0185 - 0.0201)	0.56 (0.0220)
0.51 - 0.55 (0.0201 - 0.0217)	0.60 (0.0236)
0.55 - 0.59 (0.0217 - 0.0232)	0.64 (0.0252)
0.59 - 0.63 (0.0232 - 0.0248)	0.68 (0.0268)
0.63 - 0.67 (0.0248 - 0.0264)	0.72 (0.0283)
0.67 - 0.71 (0.0264 - 0.0280)	0.76 (0.0299)
0.71 - 0.75 (0.0280 - 0.0295)	0.80 (0.0315)
0.75 - 0.79 (0.0295 - 0.0311)	0.84 (0.0331)
0.79 - 0.83 (0.0311 - 0.0327)	0.88 (0.0346)
0.83 - 0.87 (0.0327 - 0.0343)	0.92 (0.0362)
0.87 - 0.91 (0.0343 - 0.0358)	0.48 (0.0189) + 0.48 (0.0189)
0.91 - 0.95 (0.0358 - 0.0374)	0.48 (0.0189) + 0.52 (0.0205)
0.95 - 0.99 (0.0374 - 0.0390)	0.52 (0.0205) + 0.52 (0.0205)
0.99 - 1.03 (0.0390 - 0.0406)	0.52 (0.0205) + 0.56 (0.0220)
1.03 - 1.07 (0.0406 - 0.0421)	0.56 (0.0220) + 0.56 (0.0220)
1.07 - 1.11 (0.0421 - 0.0437)	0.56 (0.0220) + 0.60 (0.0236)
1.11 - 1.15 (0.0437 - 0.0453)	0.60 (0.0236) + 0.60 (0.0236)
1.15 - 1.19 (0.0453 - 0.0469)	0.60 (0.0236) + 0.64 (0.0252)
1.19 - 1.23 (0.0469 - 0.0484)	0.64 (0.0252) + 0.64 (0.0252)
1.23 - 1.27 (0.0484 - 0.0500)	0.64 (0.0252) + 0.68 (0.0268)
1.27 - 1.31 (0.0500 - 0.0516)	0.68 (0.0268) + 0.68 (0.0268)
1.31 - 1.35 (0.0516 - 0.0531)	0.68 (0.0268) + 0.72 (0.0283)
1.35 - 1.39 (0.0531 - 0.0547)	1.44 (0.0567)
1.39 - 1.43 (0.0547 - 0.0563)	0.72 (0.0283) + 0.76 (0.0299)
1.43 - 1.47 (0.0563 - 0.0579)	0.76 (0.0299) + 0.76 (0.0299)
1.47 - 1.51 (0.0579 - 0.0594)	0.76 (0.0299) + 0.80 (0.0315)
1.51 - 1.55 (0.0594 - 0.0610)	0.80 (0.0315) + 0.80 (0.0315)
1.55 - 1.59 (0.0610 - 0.0626)	0.80 (0.0315) + 0.84 (0.0331)
1.59 - 1.63 (0.0626 - 0.0642)	0.84 (0.0331) + 0.84 (0.0331)
1.63 - 1.67 (0.0642 - 0.0657)	0.84 (0.0331) + 0.88 (0.0346)
1.67 - 1.71 (0.0657 - 0.0673)	0.88 (0.0346) + 0.88 (0.0346)
1.71 - 1.75 (0.0673 - 0.0689)	0.88 (0.0346) + 0.92 (0.0362)
1.75 - 1.79 (0.0689 - 0.0705)	0.92 (0.0362) + 0.92 (0.0362)
1.79 - 1.83 (0.0705 - 0.0720)	0.92 (0.0362) + 0.96 (0.0378)
1.83 - 1.87 (0.0720 - 0.0736)	0.96 (0.0378) + 0.96 (0.0378)
1.87 - 1.91 (0.0736 - 0.0752)	0.52 (0.0205) + 1.44 (0.0567)
1.91 - 1.95 (0.0752 - 0.0768)	0.56 (0.0220) + 1.44 (0.0567)

### Reduction Pinion Gear BEARING PRELOAD

ECS00610

Reduction pinion gear bearing preload	0.05 mm (0.0020 in)
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### TURNING TORQUE

Turning torque of reduction pinion gear	0.1 - 0.69 N-m (1.1 - 7.0 kg-cm, 0.95 - 6.08 in-lb)
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# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## REDUCTION PINION GEAR BEARING ADJUSTING SHIMS

Thickness mm (in)	Part number*
1.74 (0.0685)	31438-31X16
1.78 (0.0701)	31438-31X17
1.82 (0.0717)	31438-31X18
1.86 (0.0732)	31438-31X19
1.90 (0.0748)	31438-31X20
1.92 (0.0756)	31439-31X60
1.94 (0.0764)	31438-31X21
1.96 (0.0772)	31439-31X61
1.98 (0.0780)	31438-31X22
2.00 (0.0787)	31439-31X62
2.02 (0.0795)	31438-31X23
2.04 (0.0803)	31439-31X63
2.06 (0.0811)	31438-31X24
2.08 (0.0819)	31439-31X64
2.10 (0.0827)	31438-31X60
2.12 (0.0835)	31439-31X65
2.14 (0.0843)	31438-31X61
2.16 (0.0850)	31439-31X66
2.18 (0.0858)	31438-31X62
2.20 (0.0866)	31439-31X67
2.22 (0.0874)	31438-31X63
2.24 (0.0882)	31439-31X68
2.26 (0.0890)	31438-31X64
2.28 (0.0898)	31439-31X69
2.30 (0.0906)	31438-31X65
2.34 (0.0921)	31438-31X66
2.38 (0.0937)	31438-31X67
2.42 (0.0953)	31438-31X68
2.46 (0.0969)	31438-31X69
2.50 (0.0984)	31438-31X70
2.54 (0.1000)	31438-31X71
2.58 (0.1016)	31438-31X72
2.62 (0.1031)	31438-31X73
2.66 (0.1047)	31438-31X74

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## TABLE FOR SELECTING REDUCTION PINION GEAR BEARING ADJUSTING SHIM

Unit: mm (in)

Dimension "T"	Suitable shim(s)
1.77 - 1.81 (0.0697 - 0.0713)	1.74 (0.0685)
1.81 - 1.85 (0.0713 - 0.0728)	1.78 (0.0701)
1.85 - 1.89 (0.0728 - 0.0744)	1.82 (0.0717)
1.89 - 1.93 (0.0744 - 0.0760)	1.86 (0.0732)
1.93 - 1.96 (0.0760 - 0.0772)	1.90 (0.0748)
1.96 - 1.98 (0.0772 - 0.0780)	1.92 (0.0756)
1.98 - 2.00 (0.0780 - 0.0787)	1.94 (0.0764)
2.00 - 2.02 (0.0787 - 0.0795)	1.96 (0.0772)
2.02 - 2.04 (0.0795 - 0.0803)	1.98 (0.0780)
2.04 - 2.06 (0.0803 - 0.0811)	2.00 (0.0787)
2.06 - 2.08 (0.0811 - 0.0819)	2.02 (0.0795)
2.08 - 2.10 (0.0819 - 0.0827)	2.04 (0.0803)
2.10 - 2.12 (0.0827 - 0.0835)	2.06 (0.0811)
2.12 - 2.14 (0.0835 - 0.0843)	2.08 (0.0819)
2.14 - 2.16 (0.0843 - 0.0850)	2.10 (0.0827)
2.16 - 2.18 (0.0850 - 0.0858)	2.12 (0.0835)
2.18 - 2.20 (0.0858 - 0.0866)	2.14 (0.0843)
2.20 - 2.22 (0.0866 - 0.0874)	2.16 (0.0850)
2.22 - 2.24 (0.0874 - 0.0888)	2.18 (0.0858)
2.24 - 2.26 (0.0882 - 0.0890)	2.20 (0.0866)
2.26 - 2.28 (0.0890 - 0.0898)	2.22 (0.0874)
2.28 - 2.30 (0.0898 - 0.0906)	2.24 (0.0882)
2.30 - 2.32 (0.0906 - 0.0913)	2.26 (0.0890)
2.32 - 2.34 (0.0913 - 0.0921)	2.28 (0.0898)
2.34 - 2.37 (0.0921 - 0.0933)	2.30 (0.0906)
2.37 - 2.41 (0.0933 - 0.0949)	2.34 (0.0921)
2.41 - 2.45 (0.0949 - 0.0965)	2.38 (0.0937)
2.45 - 2.49 (0.0965 - 0.0980)	2.42 (0.0953)
2.49 - 2.53 (0.0980 - 0.0996)	2.46 (0.0969)
2.53 - 2.57 (0.0996 - 0.1012)	2.50 (0.0984)
2.57 - 2.61 (0.1012 - 0.1028)	2.54 (0.1000)
2.61 - 2.65 (0.1028 - 0.1043)	2.58 (0.1016)
2.65 - 2.69 (0.1043 - 0.1059)	2.62 (0.1031)
2.69 - 2.73 (0.1059 - 0.1075)	2.66 (0.1047)

### Output Shaft SEAL RING CLEARANCE

ECS0061P

Unit: mm (in)

Output shaft seal ring clearance	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

### END PLAY

Output shaft end play	0 - 0.5 mm (0 - 0.020 in)
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### OUTPUT SHAFT END PLAY ADJUSTING SHIMS

Thickness mm (in)	Part number*
0.56 (0.0220)	31438-31X46
0.96 (0.0378)	31438-31X47
1.36 (0.0535)	31438-31X48

\*: Always check with the Parts Department for the latest parts information.

### Bearing Retainer SEAL RING CLEARANCE

ECS0061Q

Unit: mm (in)

Bearing retainer seal ring clearance	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)



# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## Total End Play

ECS0061R

Total end play "T3 "	0.25 - 0.55 mm (0.0098 - 0.0217 in)
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## BEARING RACE FOR ADJUSTING TOTAL END PLAY

Thickness mm (in)	Part number*
0.6 (0.024)	31435-31X01
0.8 (0.031)	31435-31X02
1.0 (0.039)	31435-31X03
1.2 (0.047)	31435-31X04
1.4 (0.055)	31435-31X05
1.6 (0.063)	31435-31X06
1.8 (0.071)	31435-31X07
2.0 (0.079)	31435-31X08

\*: Always check with the Parts Department for the latest parts information.

## Reverse Clutch End Play

ECS0061S

Reverse clutch end play "T4 "	0.65 - 1.00 mm (0.0256 - 0.0394 in)
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## THRUST WASHERS FOR ADJUSTING REVERSE CLUTCH END PLAY

Thickness mm (in)	Part number*
0.65 (0.0256)	31508-31X10
0.80 (0.0315)	31508-31X11
0.95 (0.0374)	31508-31X12
1.10 (0.0433)	31508-31X13
1.25 (0.0492)	31508-31X14
1.40 (0.0551)	31508-31X15

\*: Always check with the Parts Department for the latest parts information.

## Accumulator O-RING

ECS0061T

Unit: mm (in)

Accumulator	Diameter (Small)	Part number*	Diameter (Large)	Part number*
Servo release accumulator	26.9 (1.059)	31526-41X03	44.2 (1.740)	31526-41X02
N-D accumulator	34.6 (1.362)	31526-31X08	39.4 (1.551)	31672-21X00

\*: Always check with the Parts Department for the latest parts information.

## RETURN SPRING

Unit: mm (in)

Accumulator	Free length	Outer diameter	Part number*
Servo release accumulator spring	52.5 (2.067)	20.1 (0.791)	31605-80X00
N-D accumulator spring	45.0 (1.772)	27.6 (1.087)	31605-33X01

\*: Always check with the Parts Department for the latest parts information.

## Band Servo RETURN SPRING

ECS0061U

Unit: mm (in)

Return spring	Free length	Outer diameter	Part number*
2nd servo return spring	32.5 (1.280)	25.9 (1.020)	31605-31X20
OD servo return spring	38.52 (1.5165)	22.0 (0.866)	31605-31X21

\*: Always check with the Parts Department for the latest parts information.

## Removal and Installation

ECS0061V

Unit: mm (in)

Distance between end of converter housing and torque converter	21.1 (0.831)
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# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F03B]

## Shift Solenoid Valves

ECS0061W

Gear	Solenoid A	Solenoid B
1st	ON	ON
2nd	OFF	ON
3rd	OFF	OFF
4th	ON	OFF

## Solenoid Valve

ECS0061X

Solenoid valve	Resistance (Approx.)	Terminal number
Shift solenoid A	20 - 30Ω	2
Shift solenoid B	5 - 20Ω	1
Ovr. clutch sol.	20 - 30Ω	3
Line pres. sol.	2.5 - 5Ω	4
T/conv. clutch sol.	5 - 20Ω	5

## A/T Fluid Temperature Sensor

ECS0061Y

Monitor Item	Condition	Specification (Approx.)	
		A/T fluid temperature sensor	Cold [20°C (68°F)] ↓ Hot [80°C (176°F)]

## Revolution Sensor

ECS0061Z

Condition	Judgement standard
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 <b>CAUTION:</b> Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz
When vehicle not moving.	Under 1.3V or over 4.5V

## Dropping Resistor

ECS00620

Resistance	10 - 15Ω
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# TROUBLE DIAGNOSIS - INDEX

[RE4F04B]

## TROUBLE DIAGNOSIS - INDEX

PFP:00000

### Alphabetical & P No. Index for DTC ALPHABETICAL INDEX FOR DTC

ECS00621

Items (CONSULT-II screen terms)	DTC	Reference page
	CONSULT-II GST*1	
A/T 1ST GR FNCTN	P0731	<a href="#">AT-512</a>
A/T 2ND GR FNCTN	P0732	<a href="#">AT-517</a>
A/T 3RD GR FNCTN	P0733	<a href="#">AT-522</a>
A/T 4TH GR FNCTN	P0734	<a href="#">AT-527</a>
A/T TCC S/V FNCTN	P0744	<a href="#">AT-539</a>
ATF TEMP SEN/CIRC	P0710	<a href="#">AT-497</a>
ENGINE SPEED SIG	P0725	<a href="#">AT-508</a>
L/PRESS SOL/CIRC	P0745	<a href="#">AT-547</a>
O/R CLTCH SOL/CIRC	P1760	<a href="#">AT-568</a>
PNP SW/CIRC	P0705	<a href="#">AT-491</a>
SFT SOL A/CIRC*2	P0750	<a href="#">AT-553</a>
SFT SOL B/CIRC*2	P0755	<a href="#">AT-558</a>
TCC SOLENOID/CIRC	P0740	<a href="#">AT-534</a>
TP SEN/CIRC A/T*2	P1705	<a href="#">AT-563</a>
VEH SPD SEN/CIR AT*3	P0720	<a href="#">AT-503</a>
CAN COMM CIRCUIT	U1000	<a href="#">AT-590</a>

\*1: These numbers are prescribed by SAE J2012.

\*2: When the fail-safe operation occurs, the MIL illuminates.

\*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

# TROUBLE DIAGNOSIS - INDEX

[RE4F04B]

## P NO. INDEX FOR DTC

DTC	Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*1		
P0705	PNP SW/CIRC	<a href="#">AT-491</a>
P0710	ATF TEMP SEN/CIRC	<a href="#">AT-497</a>
P0720	VEH SPD SEN/CIR AT*3	<a href="#">AT-503</a>
P0725	ENGINE SPEED SIG	<a href="#">AT-508</a>
P0731	A/T 1ST GR FNCTN	<a href="#">AT-512</a>
P0732	A/T 2ND GR FNCTN	<a href="#">AT-517</a>
P0733	A/T 3RD GR FNCTN	<a href="#">AT-522</a>
P0734	A/T 4TH GR FNCTN	<a href="#">AT-527</a>
P0740	TCC SOLENOID/CIRC	<a href="#">AT-534</a>
P0744	A/T TCC S/V FNCTN	<a href="#">AT-539</a>
P0745	L/PRESS SOL/CIRC	<a href="#">AT-547</a>
P0750	SFT SOL A/CIRC*2	<a href="#">AT-553</a>
P0755	SFT SOL B/CIRC*2	<a href="#">AT-558</a>
P1705	TP SEN/CIRC A/T*2	<a href="#">AT-563</a>
P1760	O/R CLTCH SOL/CIRC	<a href="#">AT-568</a>
U1000	CAN COMM CIRCUIT	<a href="#">AT-590</a>

\*1: These numbers are prescribed by SAE J2012.

\*2: When the fail-safe operation occurs, the MIL illuminates.

\*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

**PRECAUTIONS**

PF0:00001

**Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”**

ECS00622

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

**Precautions for On Board Diagnostic (OBD) System of A/T and Engine**

ECS00623

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

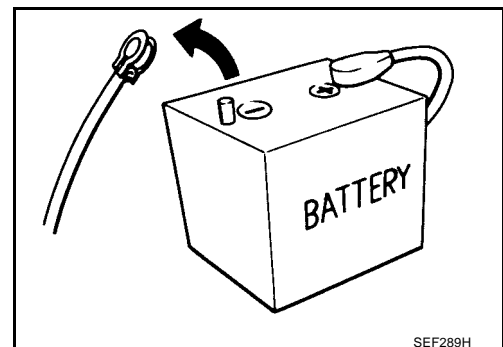
**CAUTION:**

- Be sure to turn the ignition switch OFF and disconnect the negative battery terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the EGR system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the TCM or ECM before returning the vehicle to the customer.

**Precautions**

ECS00624

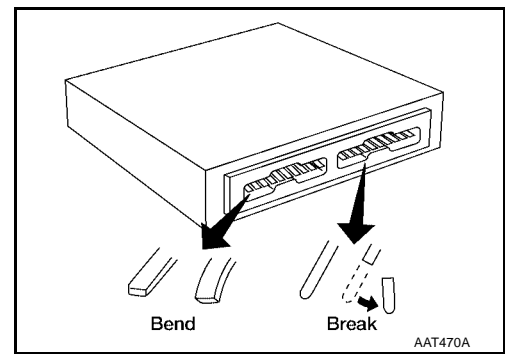
- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the TCM, because battery voltage is applied to TCM even if ignition switch is turned off.



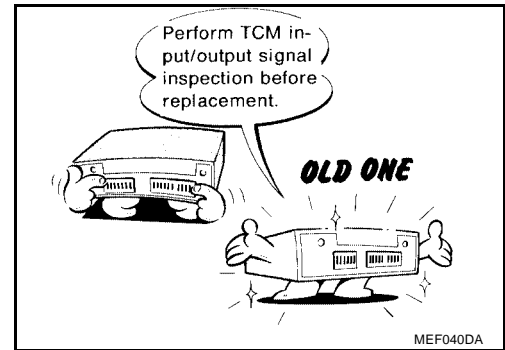
# PRECAUTIONS

[RE4F04B]

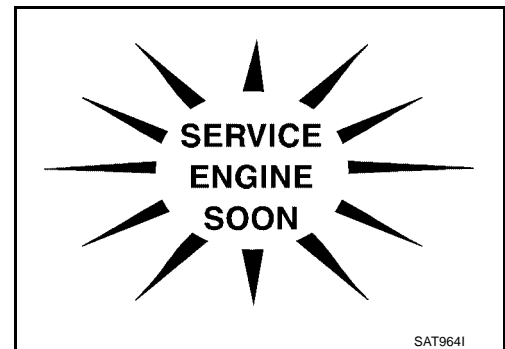
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.



- Before replacing TCM, perform TCM input/output signal inspection and verify whether TCM functions properly or not. Refer to [AT-420, "INPUT/OUTPUT SIGNAL OF TCM"](#).



- After performing each TROUBLE DIAGNOSIS, perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE".  
The DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE" if the repair is completed.



- Before proceeding with disassembly, thoroughly clean the outside of the transaxle. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transaxle.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the transaxle is disassembled.
- It is very important to perform functional tests whenever they are indicated.
- The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
- Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
- Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to [AT-400, "ATF COOLER SERVICE"](#).
- After overhaul, refill the transaxle with new ATF.
- When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.  
Always follow the procedures when changing A/T fluid. Refer to [MA-31, "Changing A/T Fluid"](#).

## Service Notice or Precautions

### FAIL-SAFE

The TCM has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.

Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of 1, 2 or D. The customer may complain of sluggish or poor acceleration.

When the ignition key is turned ON following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. [Or, refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) ].

The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.

Always follow the "Work Flow". Refer to [AT-450, "Work Flow"](#) .

The SELF-DIAGNOSIS results will be as follows:

- The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.
- During the next SELF-DIAGNOSIS, performed after checking the sensor, no damages will be indicated.

### TORQUE CONVERTER SERVICE

The torque converter should be replaced under any of the following conditions:

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.
- Steel particles are found after flushing the cooler and cooler lines.
- Pump is damaged or steel particles are found in the converter.
- Vehicle has TCC shudder and/or no TCC apply. Replace only after all hydraulic and electrical diagnoses have been made. (Converter clutch material may be glazed.)
- Converter is contaminated with engine coolant containing antifreeze.
- Internal failure of stator roller clutch.
- Heavy clutch debris due to overheating (blue converter).
- Steel particles or clutch lining material found in fluid filter or on magnet when no internal parts in unit are worn or damaged — indicates that lining material came from converter.

The torque converter should not be replaced if:

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.
- Transaxle failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

### ATF COOLER SERVICE

If A/T fluid contains frictional material (clutches, bands, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of A/T. Refer to [CO-30, "RADIATOR"](#) .

### OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the O/D OFF indicator or the malfunction indicator lamp (MIL). Refer to the table on [AT-433](#) for the indicator used to display each self-diagnostic result.

- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

**Always perform the procedure "HOW TO ERASE DTC" on [AT-430](#) to complete the repair and avoid unnecessary blinking of the MIL.**

- The following self-diagnostic items can be detected using ECM self-diagnostic results mode\* only when the O/D OFF indicator lamp does not indicate any malfunctions.

- park/neutral position (PNP) switch

\*: For details of OBD-II, refer to [EC-1260, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) .

- **Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector.**

For description and how to disconnect, refer to [GI-23, "How to Check Terminal"](#) .

## Wiring Diagrams and Trouble Diagnosis

ECS00626

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

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# PREPARATION

[RE4F04B]

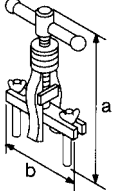
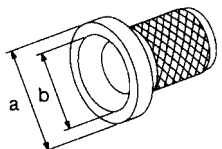
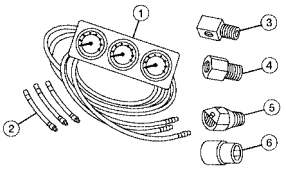
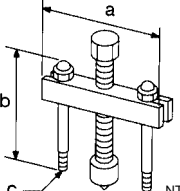
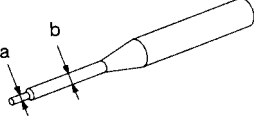

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ECS00627

## PREPARATION


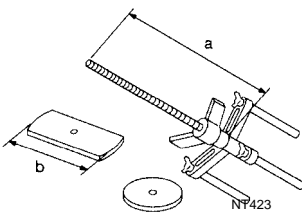
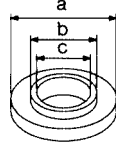
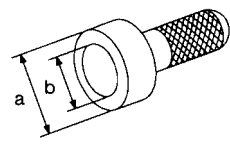
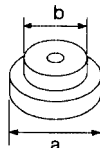
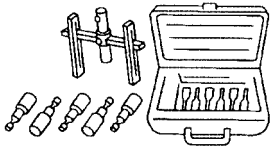
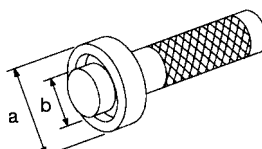
### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV381054S0 (J34286) Puller	 <ul style="list-style-type: none"> <li>● Removing differential side oil seals</li> <li>● Removing differential side bearing outer race</li> <li>● Removing idler gear bearing outer race</li> </ul> <p><b>a: 250 mm (9.84 in)</b>  <b>b: 160 mm (6.30 in)</b></p>
ST33400001 (J26082) Drift	 <ul style="list-style-type: none"> <li>● Installing differential side oil seal F04B and F04W (RH side)</li> <li>● Installing oil seal on oil pump housing</li> </ul> <p><b>a: 60 mm (2.36 in) dia.</b>  <b>b: 47 mm (1.85 in) dia.</b></p>
(J34301-C) Oil pressure gauge set 1 (J34301-1) Oil pressure gauge 2 (J34301-2) Hoses 3 (J34298) Adapter 4 (J34282-2) Adapter 5 (790-301-1230-A) 60° Adapter 6 (J34301-15) Square socket	 <ul style="list-style-type: none"> <li>● Measuring line pressure</li> </ul>
ST27180001 (J25726-A) Puller	 <ul style="list-style-type: none"> <li>● Removing idler gear</li> </ul> <p><b>a: 100 mm (3.94 in)</b>  <b>b: 110 mm (4.33 in)</b>  <b>c: M8 x 1.25P</b></p>
ST23540000 (J25689-A) Pin punch	 <ul style="list-style-type: none"> <li>● Removing and installing parking rod plate and manual plate pins</li> </ul> <p><b>a: 2.3 mm (0.091 in) dia.</b>  <b>b: 4 mm (0.16 in) dia.</b></p>
ST25710000 (J25689-A) Pin punch	 <ul style="list-style-type: none"> <li>● Aligning groove of manual shaft and hole of transmission case</li> </ul> <p><b>a: 2 mm (0.08 in) dia.</b></p>

# PREPARATION

[RE4F04B]

Tool number (Kent-Moore No.) Tool name	Description
KV32101000 (J25689-A) Pin punch  NT410	<ul style="list-style-type: none"> <li>● Removing and installing manual shaft retaining pin</li> <li>● Removing and installing pinion mate shaft lock pin</li> </ul> <p><b>a: 4 mm (0.16 in) dia.</b></p>
KV31102400 (J34285 and J34285-87) Clutch spring compressor  NT423	<ul style="list-style-type: none"> <li>● Removing and installing clutch return springs</li> <li>● Installing low and reverse brake piston</li> </ul> <p><b>a: 320 mm (12.60 in)</b>  <b>b: 174 mm (6.85 in)</b></p>
KV40100630 (J26092) Drift  NT107	<ul style="list-style-type: none"> <li>● Installing reduction gear bearing inner race</li> <li>● Installing idler gear bearing inner race</li> </ul> <p><b>a: 67.5 mm (2.657 in) dia.</b>  <b>b: 44 mm (1.73 in) dia.</b>  <b>c: 38.5 mm (1.516 in) dia.</b></p>
ST30720000 (J25405 and J34331) Bearing installer  NT115	<ul style="list-style-type: none"> <li>● Installing idler gear bearing outer race</li> </ul> <p><b>a: 77 mm (3.03 in) dia.</b>  <b>b: 55.5 mm (2.185 in) dia.</b></p>
ST35321000 ( — ) Drift  NT073	<ul style="list-style-type: none"> <li>● Installing output shaft bearing</li> </ul> <p><b>a: 49 mm (1.93 in) dia.</b>  <b>b: 41 mm (1.61 in) dia.</b></p>
(J34291-A) Shim setting gauge set  NT101	<ul style="list-style-type: none"> <li>● Selecting oil pump cover bearing race and oil pump thrust washer</li> <li>● Selecting side gear thrust washer</li> </ul>
ST33230000 (J25805-01) Drift  NT084	<ul style="list-style-type: none"> <li>● Installing differential side bearing inner race (RH side)</li> </ul> <p><b>a: 51 mm (2.01 in) dia.</b>  <b>b: 28.5 mm (1.122 in) dia.</b></p>

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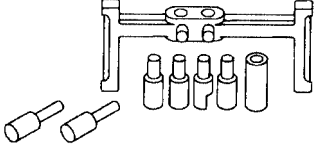
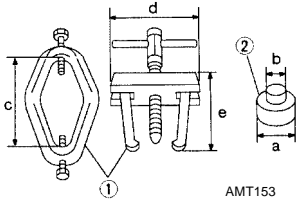
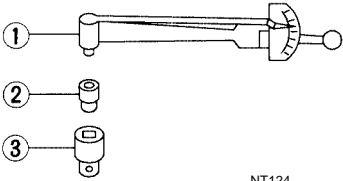
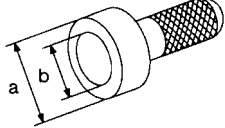
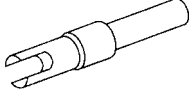
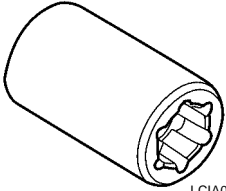
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# PREPARATION

[RE4F04B]

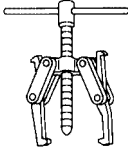
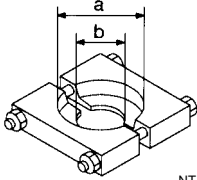
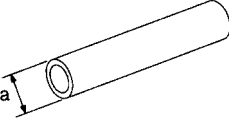
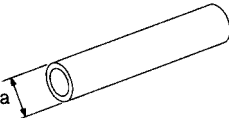
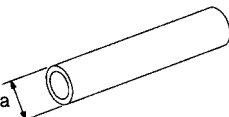
Tool number (Kent-Moore No.) Tool name	Description
(J34290) Shim selecting tool set  <p style="text-align: center;">NT080</p>	<ul style="list-style-type: none"> <li>● Selecting differential side bearing adjusting shim</li> </ul>
ST3306S001 (J22888-D) Differential side bearing puller set 1 ST33051001 (J22888-D) Puller 2 ST33061000 (J8107-2) Adapter  <p style="text-align: center;">AMT153</p>	<ul style="list-style-type: none"> <li>● Removing differential side bearing inner race</li> </ul> <p> <b>a: 38 mm (1.50 in) dia.</b>  <b>b: 28.5 mm (1.122 in) dia.</b>  <b>c: 130 mm (5.12 in)</b>  <b>d: 135 mm (5.31 in)</b>  <b>e: 100 mm (3.94 in)</b> </p>
ST3127S000 (J25765-A) Preload gauge 1 GG91030000 (J25765-A) Torque wrench 2 HT62940000 ( — ) Socket adapter 3 HT62900000 ( — ) Socket adapter  <p style="text-align: center;">NT124</p>	<ul style="list-style-type: none"> <li>● Checking differential side bearing preload</li> </ul>
ST35271000 (J26091) Drift  <p style="text-align: center;">NT115</p>	<ul style="list-style-type: none"> <li>● Installing idler gear</li> </ul> <p> <b>a: 72 mm (2.83 in) dia.</b>  <b>b: 63 mm (2.48 in) dia.</b> </p>
(J39713) Preload adapter  <p style="text-align: center;">NT087</p>	<ul style="list-style-type: none"> <li>● Selecting differential side bearing adjusting shim</li> <li>● Checking differential side bearing preload</li> </ul>
J45816 E20 TORX socket  <p style="text-align: center;">LCIA0258E</p>	<ul style="list-style-type: none"> <li>● Removing flex plate bolts on vehicles equipped with QR25DE engines</li> </ul>

# PREPARATION

[RE4F04B]

## Commercial Service Tools

ECS00628

Tool name	Description
Puller  NT077	<ul style="list-style-type: none"> <li>● Removing idler gear bearing inner race</li> <li>● Removing and installing band servo piston snap ring</li> </ul>
Puller  NT411	<ul style="list-style-type: none"> <li>● Removing reduction gear bearing inner race</li> </ul> <p><b>a: 60 mm (2.36 in) dia.</b>  <b>b: 35 mm (1.38 in) dia.</b></p>
Drift  NT083	<ul style="list-style-type: none"> <li>● Installing needle bearing on bearing retainer</li> </ul> <p><b>a: 36 mm (1.42 in) dia.</b></p>
Drift  NT083	<ul style="list-style-type: none"> <li>● Removing needle bearing from bearing retainer</li> </ul> <p><b>a: 33.5 mm (1.319 in) dia.</b></p>
Drift  NT083	<ul style="list-style-type: none"> <li>● Installing differential side bearing outer race (RH side)</li> </ul> <p><b>a: 75 mm (2.95 in) dia.</b></p>

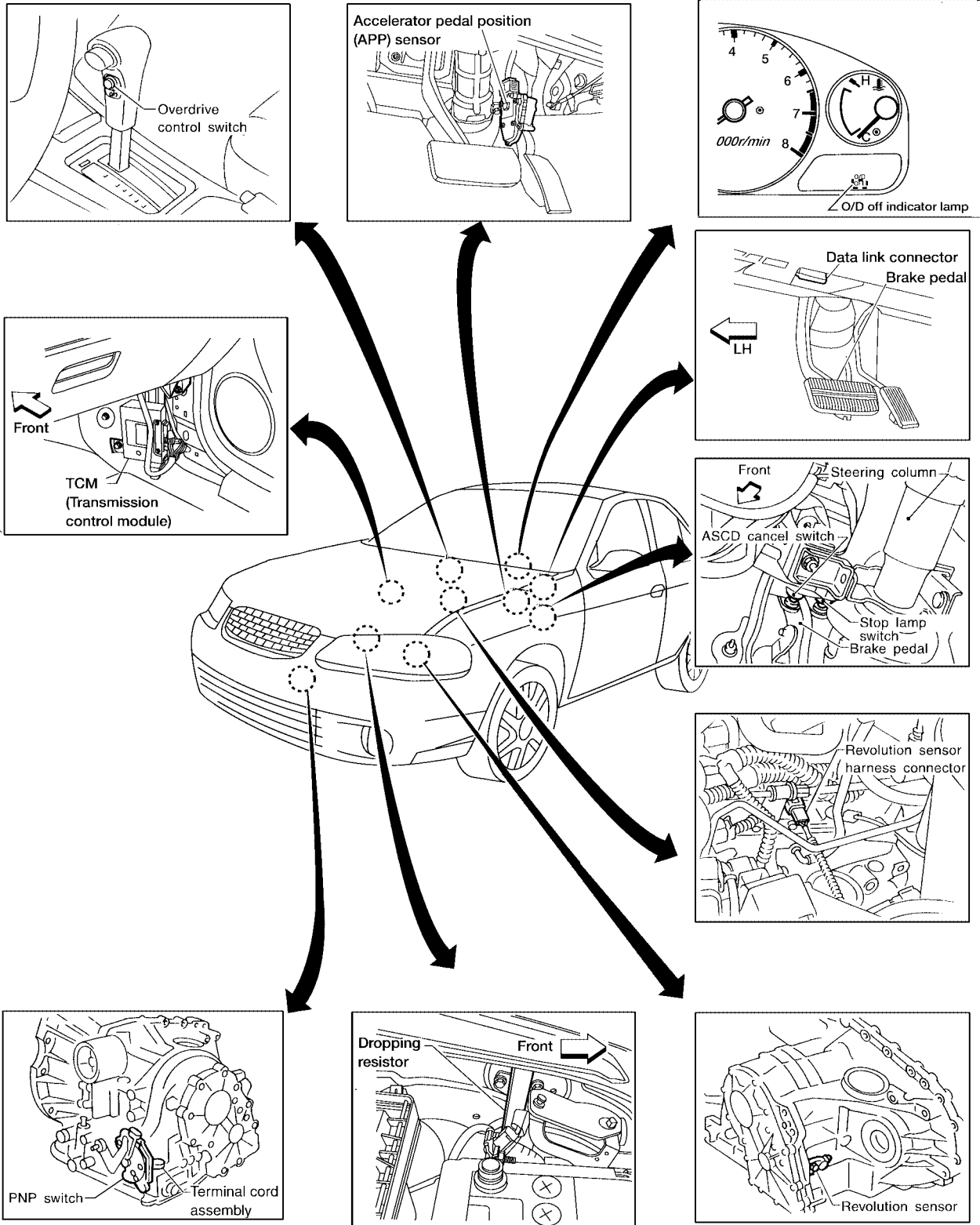
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OVERALL SYSTEM

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A/T Electrical Parts Location

ECS00629

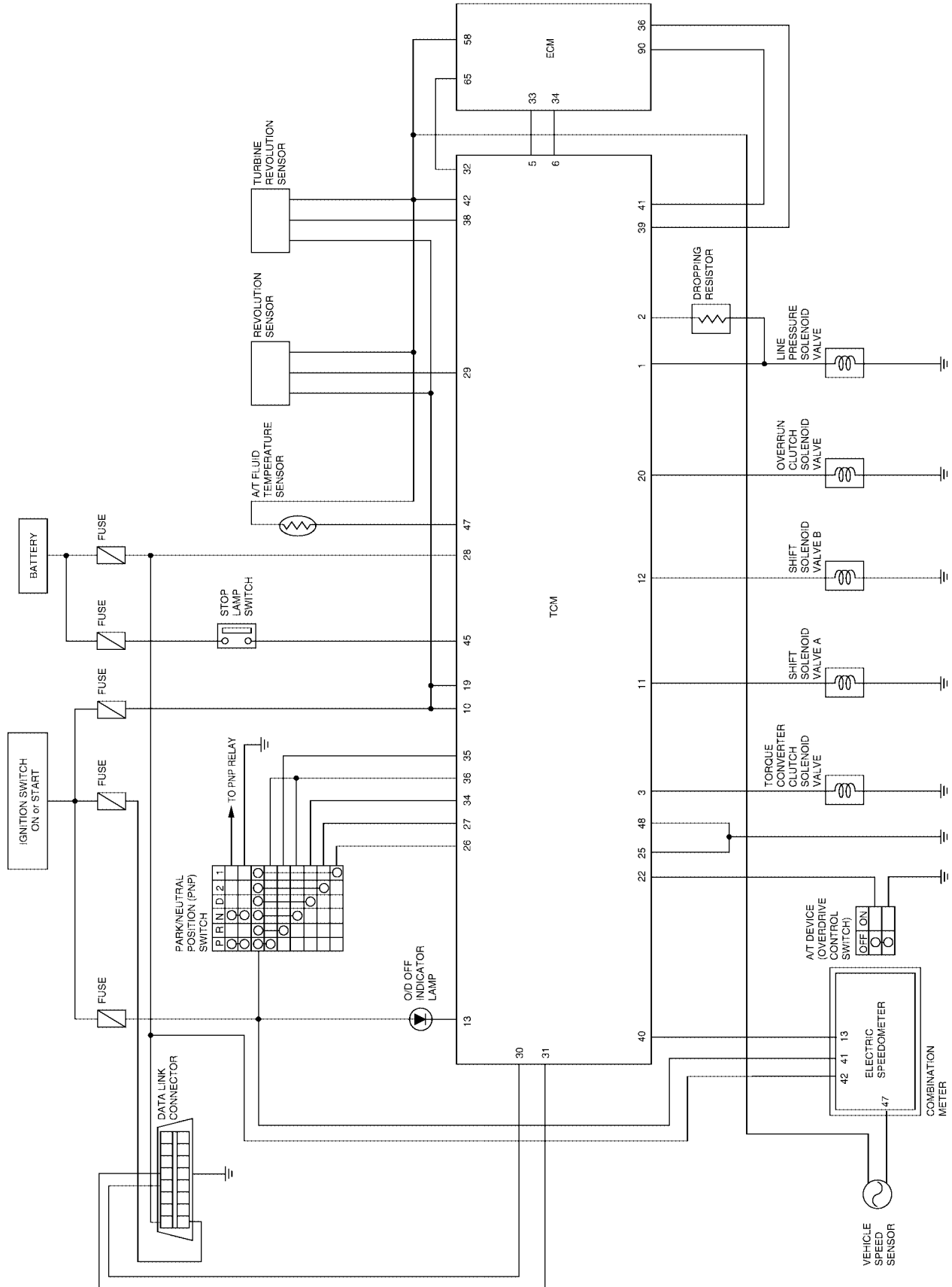


# OVERALL SYSTEM

[RE4F04B]

## Circuit Diagram

ECS0062A



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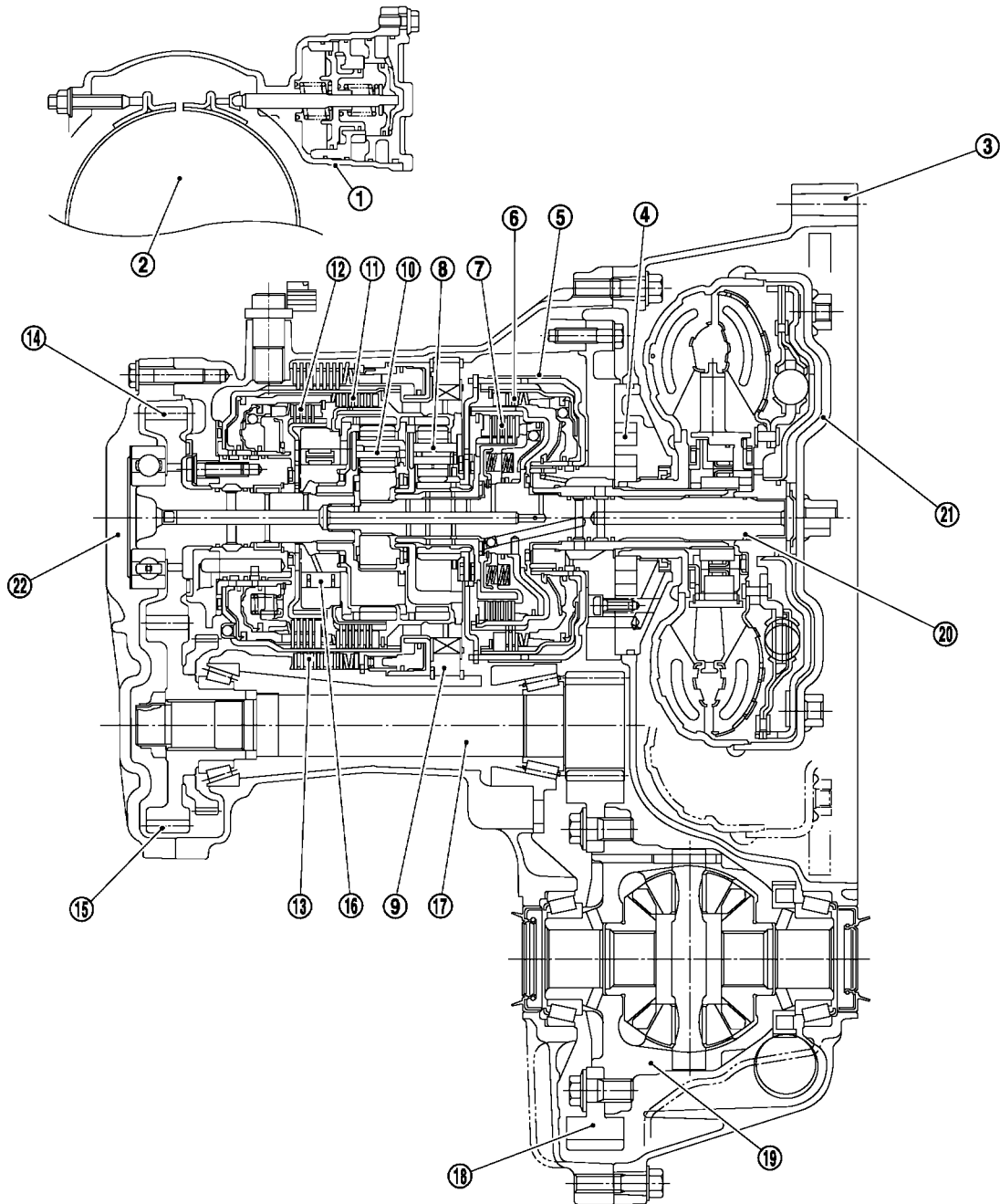
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# OVERALL SYSTEM

[RE4F04B]

## Cross-sectional View

ECS0062B



- |                            |                           |                       |
|----------------------------|---------------------------|-----------------------|
| 1. Band servo piston       | 2. Reverse clutch drum    | 3. Converter housing  |
| 4. Oil pump                | 5. Brake band             | 6. Reverse clutch     |
| 7. High clutch             | 8. Front planetary gear   | 9. Low one-way clutch |
| 10. Rear planetary gear    | 11. Forward clutch        | 12. Overrun clutch    |
| 13. Low & reverse brake    | 14. Output gear           | 15. Idler gear        |
| 16. Forward one-way clutch | 17. Pinion reduction gear | 18. Final gear        |
| 19. Differential case      | 20. Input shaft           | 21. Torque converter  |
| 22. Side cover             |                           |                       |

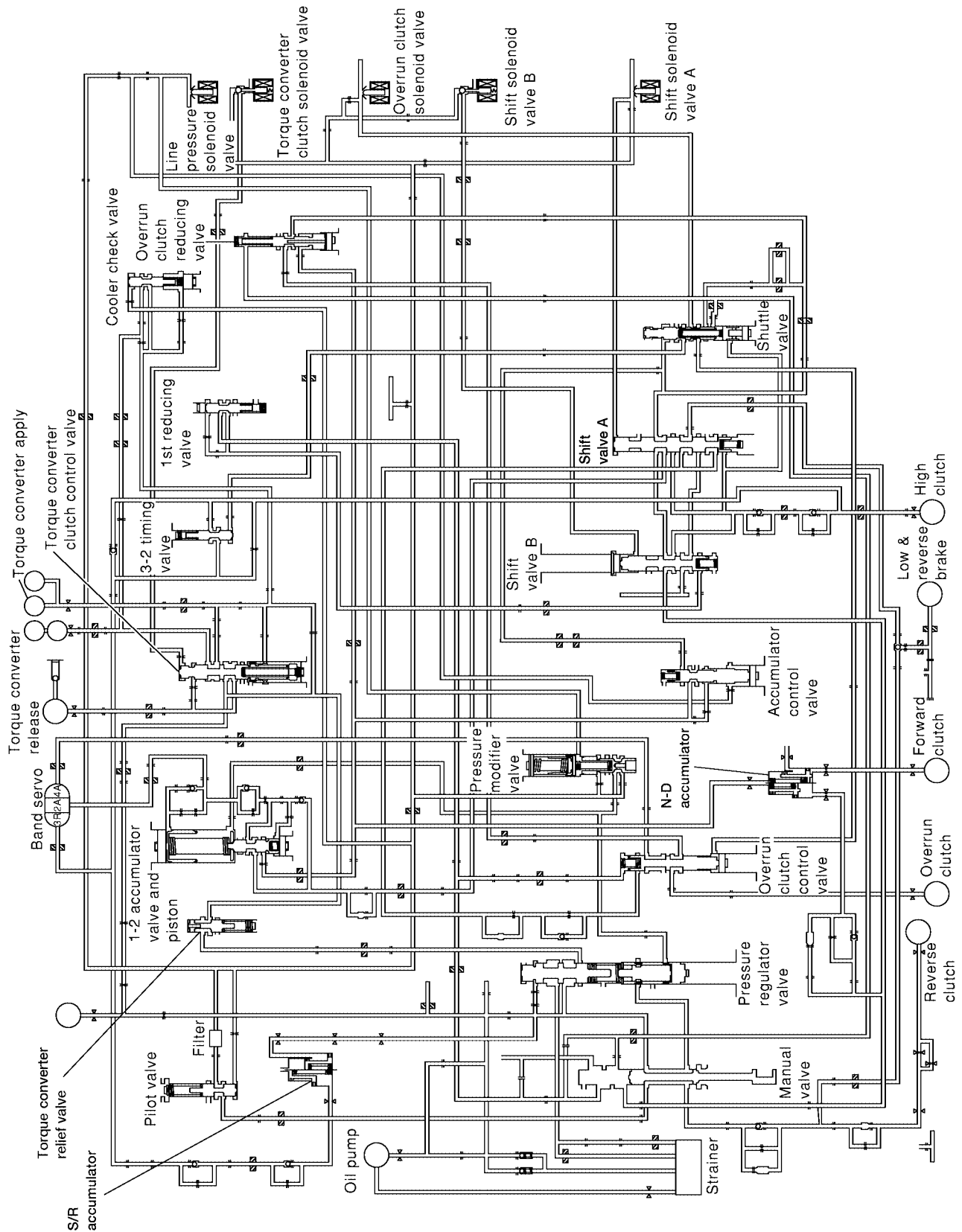
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# OVERALL SYSTEM

[RE4F04B]

## Hydraulic Control Circuit

ECS0062C

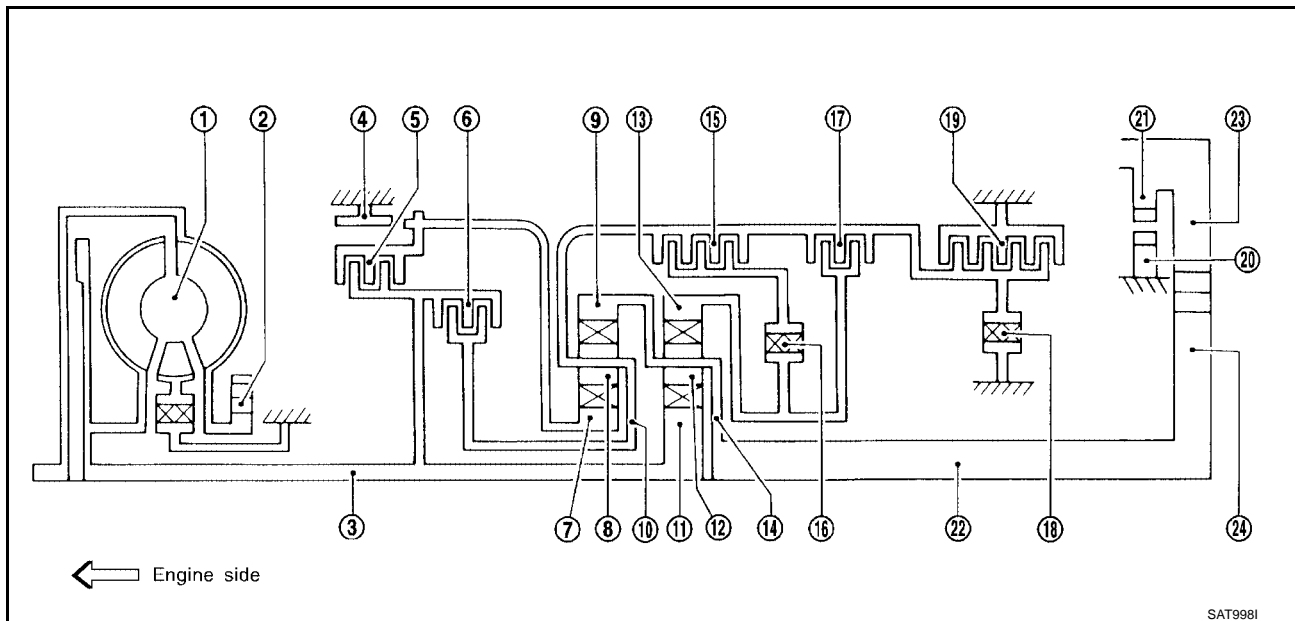


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## Shift Mechanism CONSTRUCTION



- |                             |                            |                        |
|-----------------------------|----------------------------|------------------------|
| 1. Torque converter         | 2. Oil pump                | 3. Input shaft         |
| 4. Brake band               | 5. Reverse clutch          | 6. High clutch         |
| 7. Front sun gear           | 8. Front pinion gear       | 9. Front internal gear |
| 10. Front planetary carrier | 11. Rear sun gear          | 12. Rear pinion gear   |
| .                           | .                          | .                      |
| 13. Rear internal gear      | 14. Rear planetary carrier | 15. Forward clutch     |
| .                           | .                          | .                      |
| 16. Forward one-way clutch  | 17. Overrun clutch         | 18. Low one-way clutch |
| .                           | .                          | .                      |
| 19. Low & reverse brake     | 20. Parking pawl           | 21. Parking gear       |
| .                           | .                          | .                      |
| 22. Output shaft            | 23. Idle gear              | 24. Output gear        |
| .                           | .                          | .                      |

SAT998I

## FUNCTION OF CLUTCH AND BRAKE

Clutch and brake components	Abbr.	Function
Reverse clutch <b>5</b>	R/C	To transmit input power to front sun gear <b>7</b> .
High clutch <b>6</b>	H/C	To transmit input power to front planetary carrier <b>10</b> .
Forward clutch <b>15</b>	F/C	To connect front planetary carrier <b>10</b> with forward one-way clutch <b>16</b> .
Overrun clutch <b>17</b>	O/C	To connect front planetary carrier <b>10</b> with rear internal gear <b>13</b> .
Brake band <b>4</b>	B/B	To lock front sun gear <b>7</b> .
Forward one-way clutch <b>16</b>	F/O.C	When forward clutch <b>15</b> is engaged, to stop rear internal gear <b>13</b> from rotating in opposite direction against engine revolution.
Low one-way clutch <b>18</b>	L/O.C	To stop front planetary carrier <b>10</b> from rotating in opposite direction against engine revolution.
Low & reverse brake <b>19</b>	L & R/B	To lock front planetary carrier <b>10</b> .

# OVERALL SYSTEM

[RE4F04B]

## CLUTCH AND BAND CHART

Shift position	Reverse clutch 5	High clutch 6	Forward clutch 15	Over-run clutch 17	Band servo			Forward one-way clutch 16	Low one-way clutch 18	Low & reverse brake 19	Lock-up	Remarks
					2nd apply	3rd release	4th apply					
P												PARK POSITION
R	O									O		REVERSE POSITION
N												NEUTRAL POSITION
D*4	1st		O	*1 D				B	B			Automatic shift 1 ⇔ 2 ⇔ 3 ⇔ 4
	2nd		O	*1 A	O			B				
	3rd		O	O	*1 A	*2 C	C	B			*4 O	
	4th		O	C		*3 C	C	O	B		O	
2	1st		O	O				B	B			Automatic shift 1 ⇔ 2 ⇔ 3
	2nd		O	O	O			B				
	3rd		O	O				B				
1	1st		O	O				B		O		Locks (held stationary) in 1st speed 1 ⇔ 2 ⇔ 3
	2nd		O	O	O			B				
	3rd		O	O	*2 C			B				

\*1: Operates when overdrive control switch is set in OFF position.

\*2: Oil pressure is applied to both 2nd "apply" side and 3rd "release" side of band servo piston. However, brake band does not contract because oil pressure area on the "release" side is greater than that on the "apply" side.

\*3: Oil pressure is applied to 4th "apply" side in condition \*2 above, and brake band contracts.

\*4: A/T will not shift to 4th when overdrive control switch is set in OFF position.

O: Operates

A: Operates when throttle opening is less than 3/16, activating engine brake.

B: Operates during "progressive" acceleration.

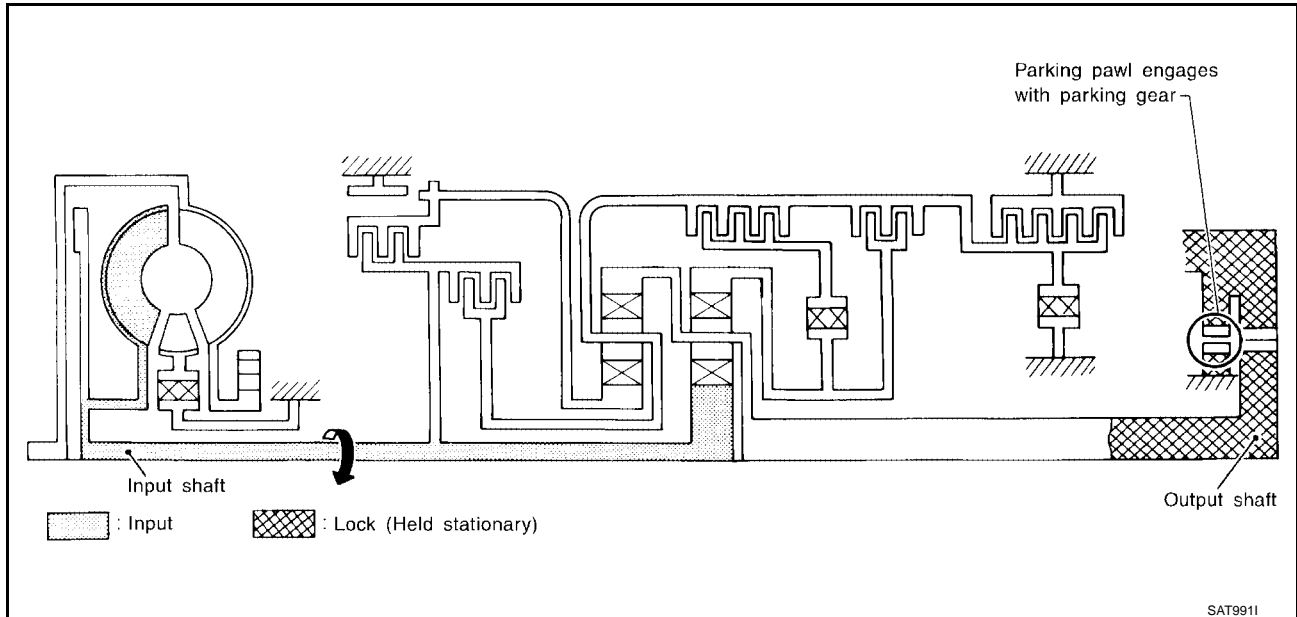
C: Operates but does not affect power transmission.

D: Operates when throttle opening is less than 3/16, but does not affect engine brake.

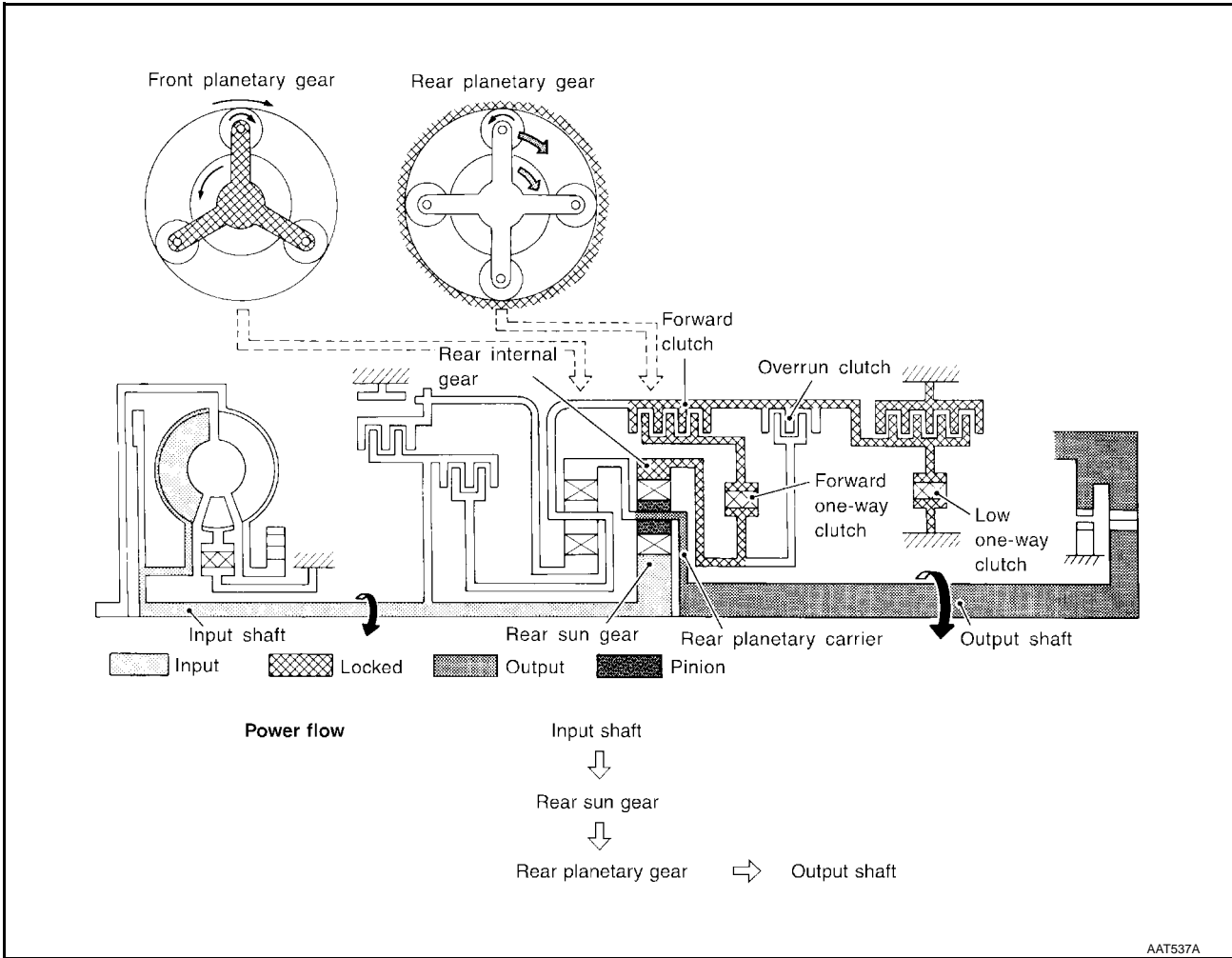
## POWER TRANSMISSION

### P and N Positions

- P position  
Similar to the N position, the clutches do not operate. The parking pawl engages with the parking gear to mechanically hold the output shaft so that the powertrain is locked.
- N position  
Power from the input shaft is not transmitted to the output shaft because the clutches do not operate.



11 Position



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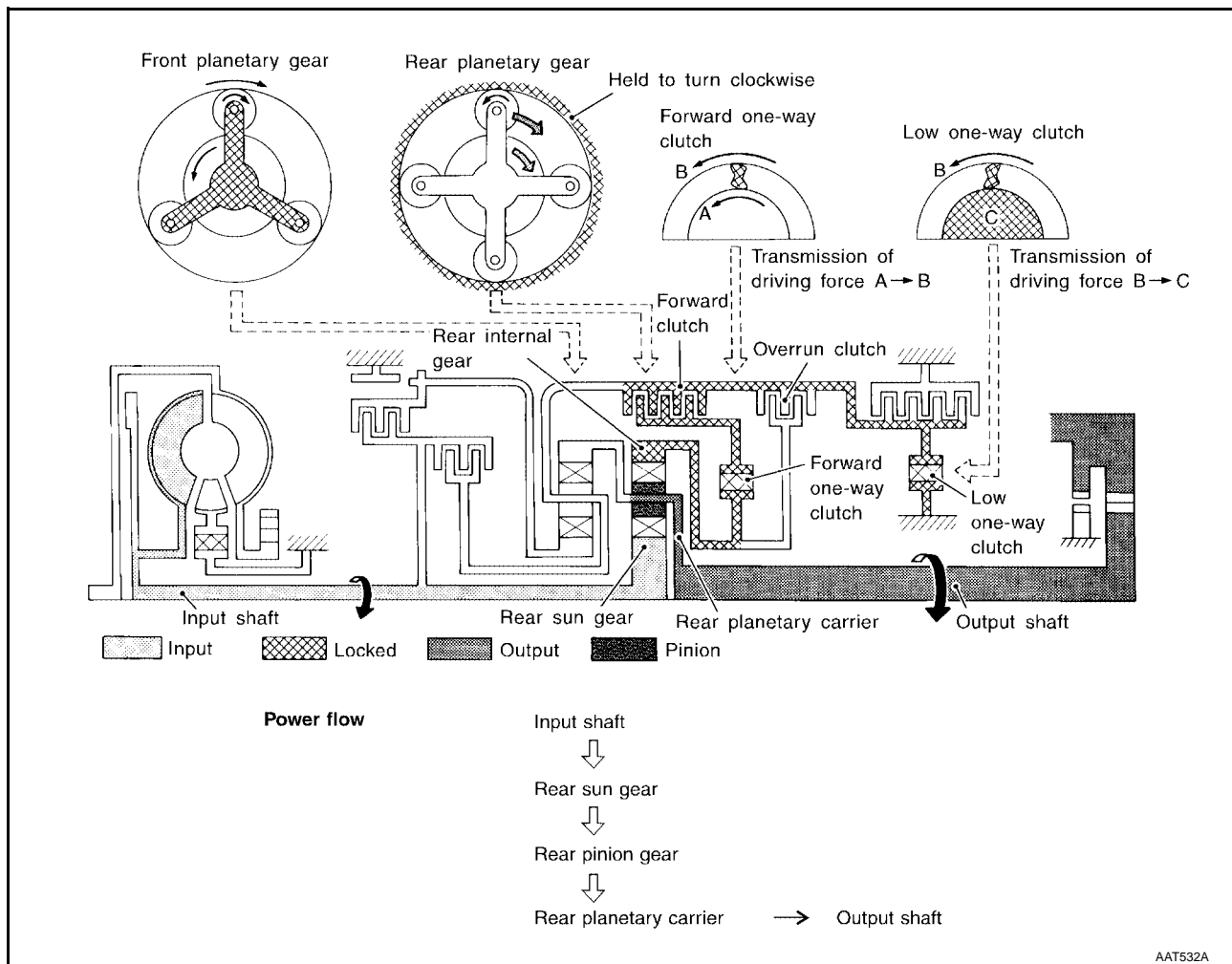
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<ul style="list-style-type: none"> <li>● Forward clutch</li> <li>● Forward one-way clutch</li> <li>● Overrun clutch</li> <li>● Low and reverse brake</li> </ul>	<p>As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D1 and 21 .</p>
<p>Engine brake</p>	<p>Overrun clutch always engages, therefore engine brake can be obtained when decelerating.</p>

D1 and 21 Positions

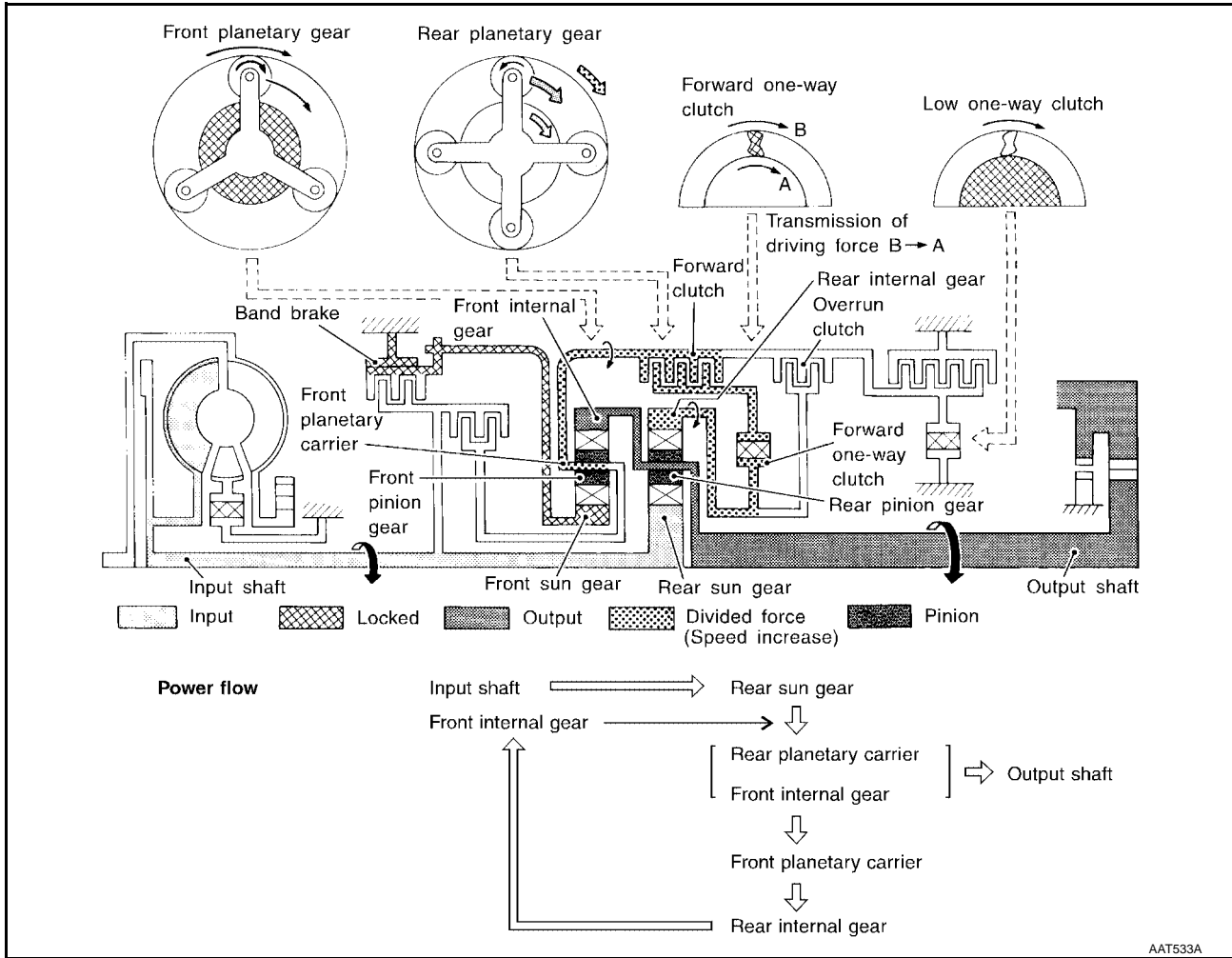


<ul style="list-style-type: none"> <li>● Forward one-way clutch</li> <li>● Forward clutch</li> <li>● Low one-way clutch</li> </ul>	<p>Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches.</p>
<p><b>Overrun clutch</b> engagement conditions (Engine brake)</p>	<p>D1 : Overdrive control switch OFF and throttle opening is less than 3/16 21 : Always engaged At D1 and 21 positions, engine brake is not activated due to free turning of low one-way clutch.</p>

# OVERALL SYSTEM

[RE4F04B]

## D2 , 32 , 22 and 12 Positions



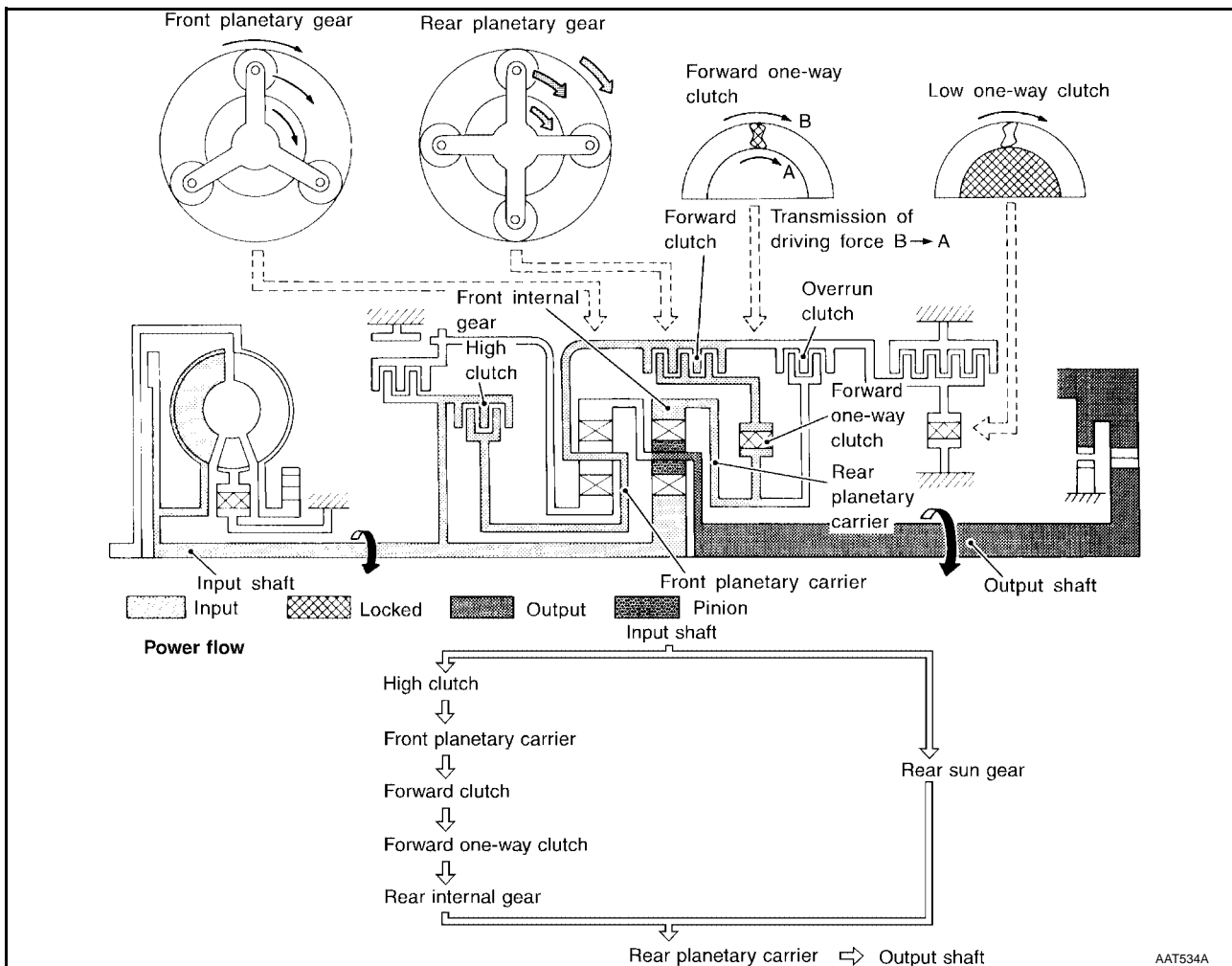
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<ul style="list-style-type: none"> <li>● <b>Forward clutch</b></li> <li>● <b>Forward one-way clutch</b></li> <li>● <b>Brake band</b></li> </ul>	<p>Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier. As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.</p>
<p><b>Overrun clutch</b> engagement conditions</p>	<p>D2 : Overdrive control switch OFF and throttle opening is less than 3/16 22 and 12 : Always engaged</p>

# OVERALL SYSTEM

[RE4F04B]

## D3 and 33 Positions

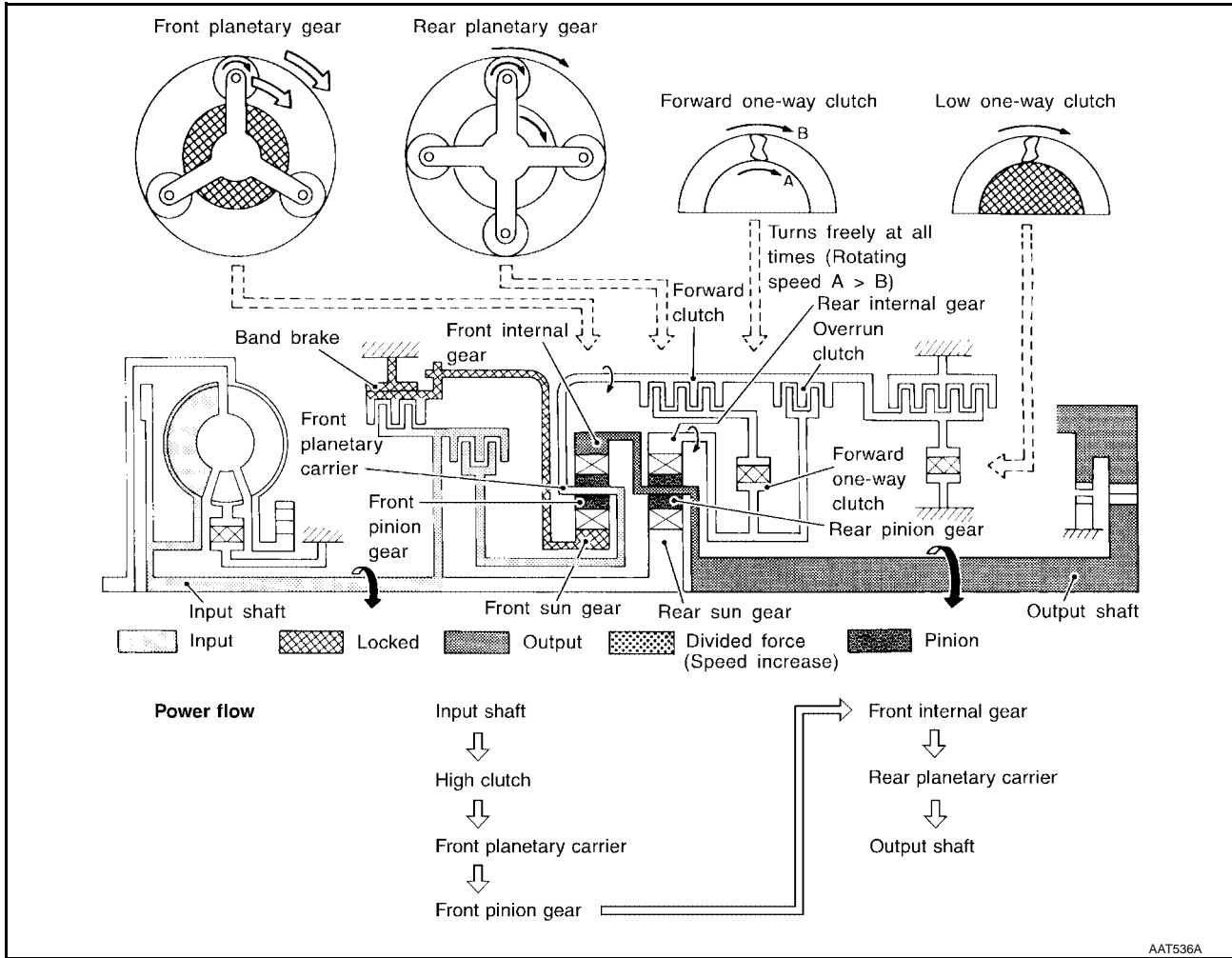


<ul style="list-style-type: none"> <li>● High clutch</li> <li>● Forward clutch</li> <li>● Forward one-way clutch</li> </ul>	<p>Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch.</p> <p>This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.</p>
<p><b>Overrun clutch</b> engagement conditions</p>	<p>D3 : Overdrive control switch OFF and throttle opening is less than 3/16</p>

# OVERALL SYSTEM

[RE4F04B]

## D4 (O/D) Position



A  
B  
AT  
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J  
K  
L  
M

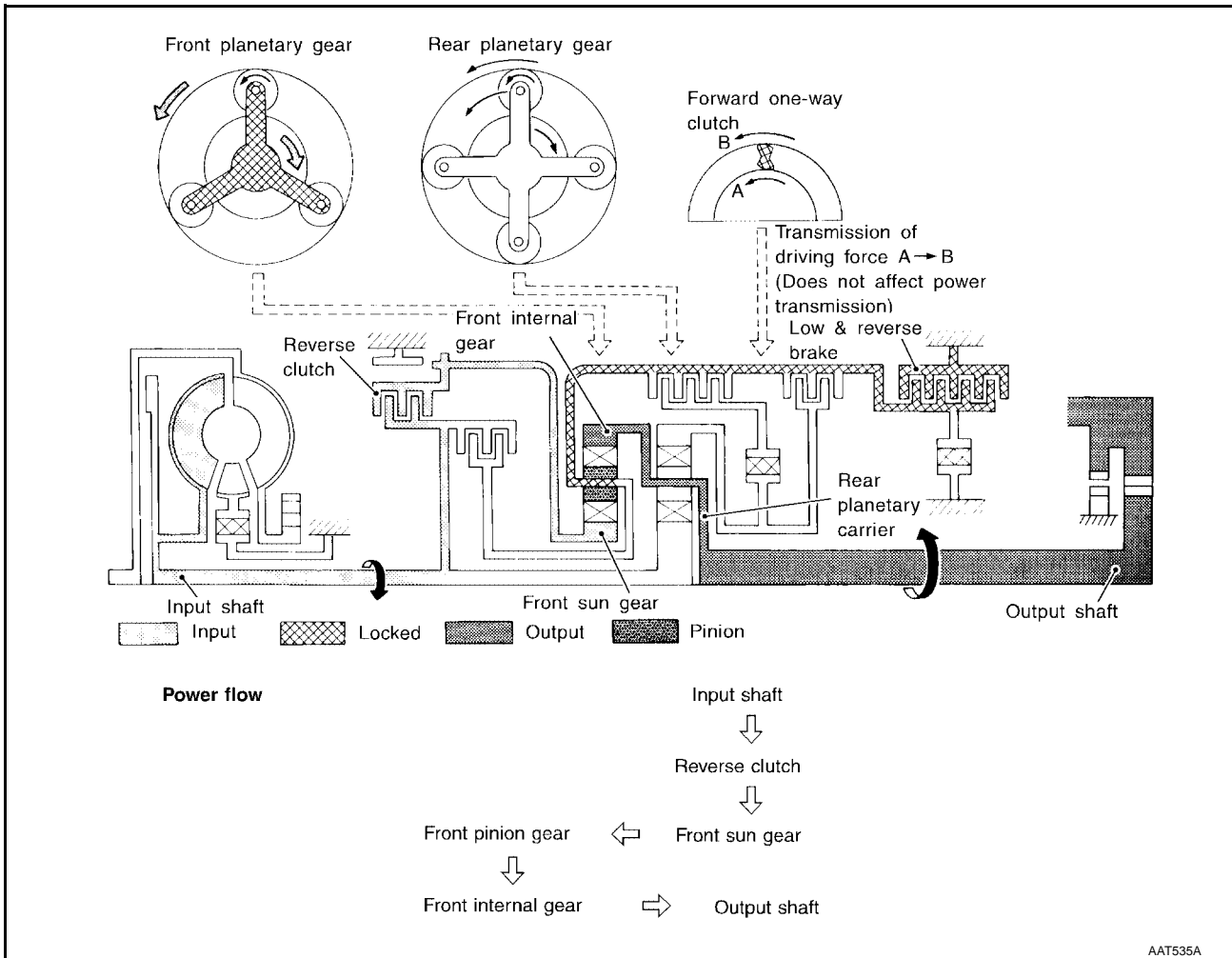
<ul style="list-style-type: none"> <li>● <b>High clutch</b></li> <li>● <b>Brake band</b></li> <li>● <b>Forward clutch</b> (Does not affect power transmission)</li> </ul>	<p>Input power is transmitted to front carrier through high clutch. This front carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.</p>
<p>Engine brake</p>	<p>At D4 position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>



# OVERALL SYSTEM

[RE4F04B]

## R Position



AAT535A

<ul style="list-style-type: none"> <li>● <b>Reverse clutch</b></li> <li>● <b>Low and reverse brake</b></li> </ul>	<p>Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.</p>
<p>Engine brake</p>	<p>As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.</p>

# OVERALL SYSTEM

[RE4F04B]

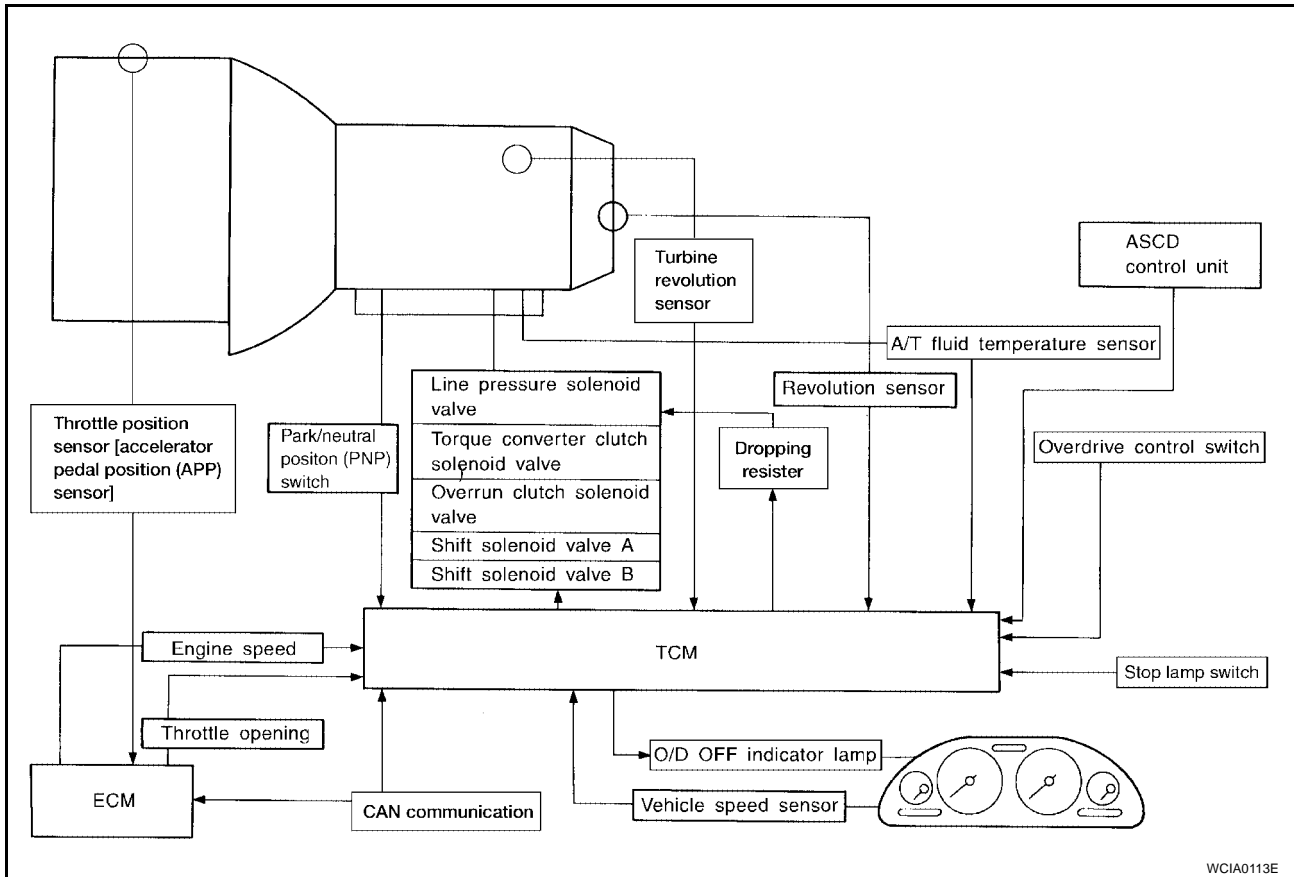
ECS0062E

## Control System OUTLINE

The automatic transaxle senses vehicle operating conditions through various sensors. It always controls the optimum shift position and reduces shifting and lock-up shocks.

SENSORS	TCM	ACTUATORS
Park/neutral position (PNP) switch Throttle position sensor [accelerator pedal position (APP) sensor] Engine speed signal A/T fluid temperature sensor Revolution sensor Vehicle speed sensor Overdrive control switch ASCD control unit Stop lamp switch Turbine revolution sensor	Shift control Line pressure control Lock-up control Overrun clutch control Timing control Fail-safe control Self-diagnosis CONSULT-II communication line control	Shift solenoid valve A Shift solenoid valve B Overrun clutch solenoid valve Torque converter clutch solenoid valve Line pressure solenoid valve O/D OFF indicator lamp

## CONTROL SYSTEM



WCIA0113E

**TCM FUNCTION**

The function of the TCM is to:

- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

**INPUT/OUTPUT SIGNAL OF TCM**

	Sensors and solenoid valves	Function
Input	Park/neutral position (PNP) switch	Detects select lever position and sends a signal to TCM.
	Throttle position sensor [accelerator pedal position (APP) sensor]	Detects accelerator pedal position and requested throttle opening and sends a signal to TCM.
	Engine speed signal	Receives signal from ECM and controls lock-up control solenoid valve.
	A/T fluid temperature sensor	Detects transmission fluid temperature and sends a signal to TCM.
	Revolution sensor	Detects output shaft rpm and sends a signal to TCM.
	Vehicle speed sensor	Used as an auxiliary vehicle speed sensor. Sends a signal which is used if revolution sensor (installed on transmission) malfunctions.
	Overdrive control switch	Sends a signal to the TCM which prohibits a shift to D4 (overdrive) position.
	ASCD control unit	Sends the cruise signal and D4 (overdrive) cancellation signal from ASCD control unit to TCM.
	Stop lamp switch	Send the lock-up release signal to the TCM at time of D4 (lock-up).
	CAN communication	Control units are connected to two communication lines (CAN H and CAN L) allowing a high rate of information transmission.
Output	Shift solenoid valve A/B	Selects shifting point suited to driving conditions in relation to a signal sent from TCM.
	Line pressure solenoid valve	Regulates line pressure suited to driving conditions in relation to a signal sent from TCM.
	Torque converter clutch solenoid valve	Regulates lock-up pressure suited to driving conditions in relation to a signal sent from TCM.
	Overrun clutch solenoid valve	Controls an "engine brake" effect suited to driving conditions in relation to a signal sent from TCM.
	O/D OFF indicator lamp	Shows TCM faults, when A/T control components malfunction.
	CAN communication	Control units are connected to two communication lines (CAN H and CAN L) allowing a high rate of information transmission.

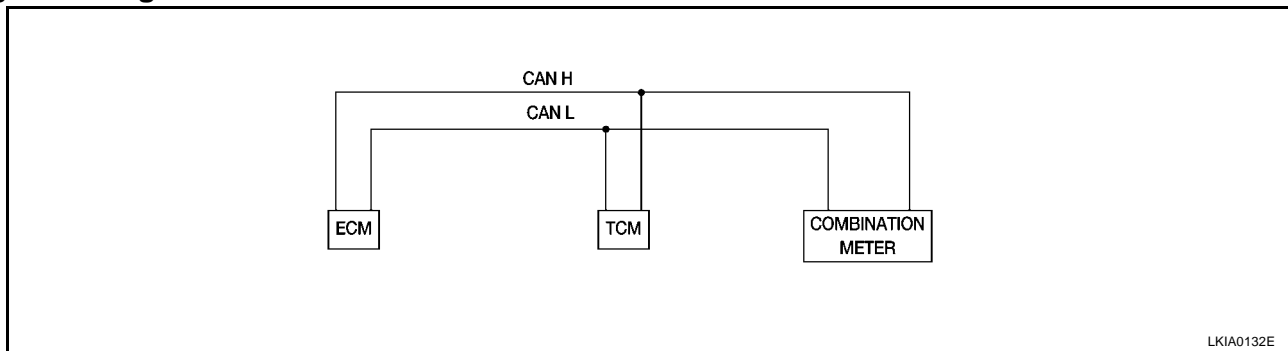
**CAN Communication SYSTEM DESCRIPTION**

ECS006H8

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

**CAN COMMUNICATION UNIT**

**System diagram**



**Input/output signal chart**

T: Transmit R: Receive

Signals	ECM	TCM
Accelerator pedal position signal	T	R
Output shaft revolution signal	R	T
A/T self-diagnosis signal	R	T
Wide open throttle position signal	T	R
Overdrive cancel signal	T	R

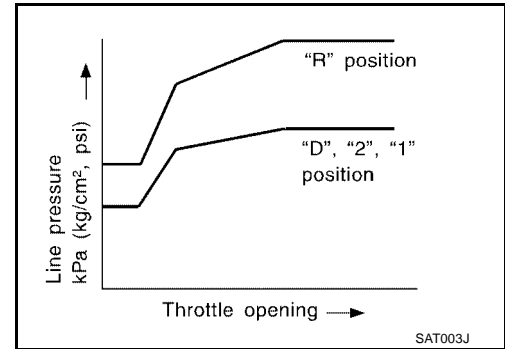
A  
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M

**Control Mechanism**  
**LINE PRESSURE CONTROL**

TCM has various line pressure control characteristics to meet the driving conditions. An ON-OFF duty signal is sent to the line pressure solenoid valve based on TCM characteristics. Hydraulic pressure on the clutch and brake is electronically controlled through the line pressure solenoid valve to accommodate engine torque. This results in smooth shift operation.

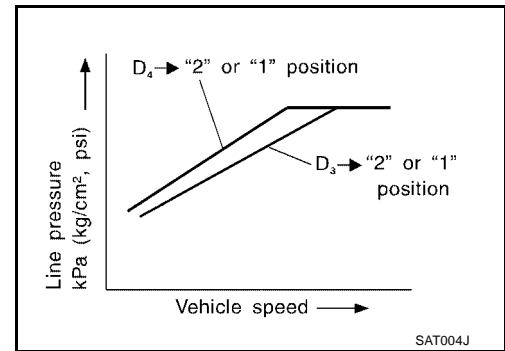
**Normal Control**

The line pressure to throttle opening characteristics is set for suitable clutch operation.



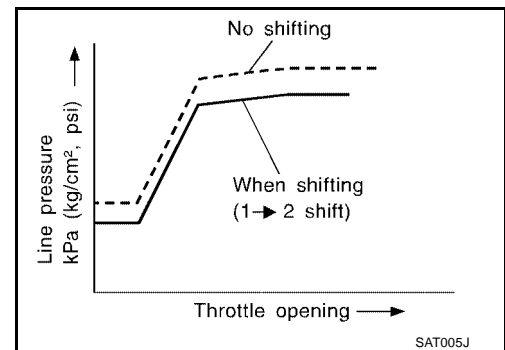
**Back-up Control (Engine brake)**

If the selector lever is shifted to 2 position while driving in D4 (O/D) or D3, great driving force is applied to the clutch inside the transmission. Clutch operating pressure (line pressure) must be increased to deal with this driving force.



**During Shift Change**

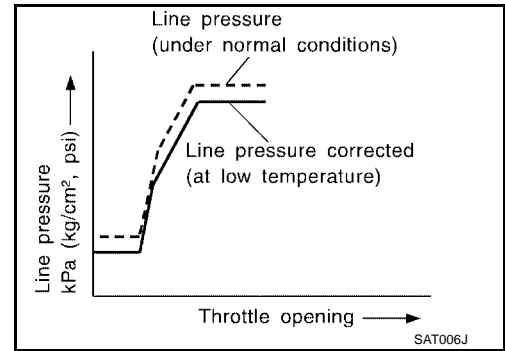
The line pressure is temporarily reduced corresponding to a change in engine torque when shifting gears (that is, when the shift solenoid valve is switched for clutch operation) to reduce shifting shock.



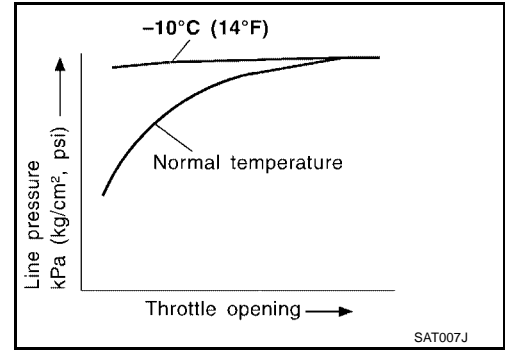
**At Low Fluid Temperature**

- Fluid viscosity and frictional characteristics of the clutch facing change with fluid temperature. Clutch engaging or band-contacting pressure is compensated for, according to fluid temperature, to stabilize shifting quality.

- The line pressure is reduced below 60°C (140°F) to prevent shifting shock due to low viscosity of automatic transmission fluid when temperature is low.



- Line pressure is increased to a maximum irrespective of the throttle opening when fluid temperature drops to -10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.



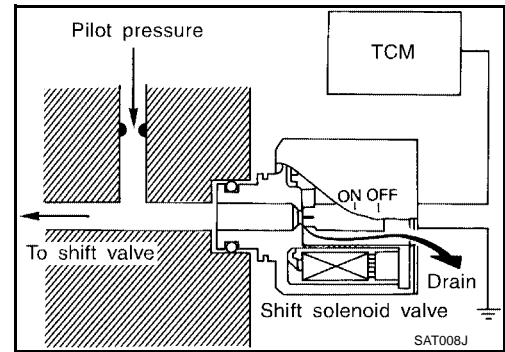
**SHIFT CONTROL**

The shift is regulated entirely by electronic control to accommodate vehicle speed and varying engine operations. This is accomplished by electrical signals transmitted by the revolution sensor and the ECM (throttle opening). This results in improved acceleration performance and fuel economy.

**Control of Shift Solenoid Valves A and B**

The TCM activates shift solenoid valves A and B according to signals from the ECM (throttle opening) and revolution sensor to select the optimum gear position on the basis of the shift schedule memorized in the TCM.

The shift solenoid valve performs simple ON-OFF operation. When set to ON, the drain circuit closes and pilot pressure is applied to the shift valve.



A  
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L  
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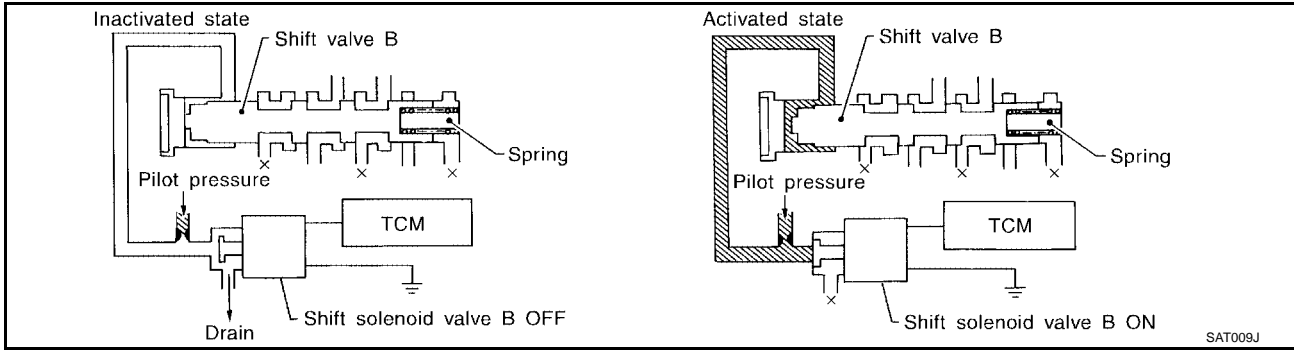
# OVERALL SYSTEM

[RE4F04B]

## Relation between shift solenoid valves A and B and gear positions

Shift solenoid valve	Gear position				
	D1 , 21 , 11	D2 , 22 , 12	D3	D4 (O/D)	N-P
A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)	ON (Closed)
B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)

## Control of Shift Valves A and B



Pilot pressure generated by the operation of shift solenoid valves A and B is applied to the end face of shift valves A and B.

The drawing above shows the operation of shift valve B. When the shift solenoid valve is ON, pilot pressure applied to the end face of the shift valve overcomes spring force, moving the valve upward.

## LOCK-UP CONTROL

The torque converter clutch piston in the torque converter is locked to eliminate torque converter slip to increase power transmission efficiency. The solenoid valve is controlled by an ON-OFF duty signal sent from the TCM. The signal is converted to an oil pressure signal which controls the lock-up piston.

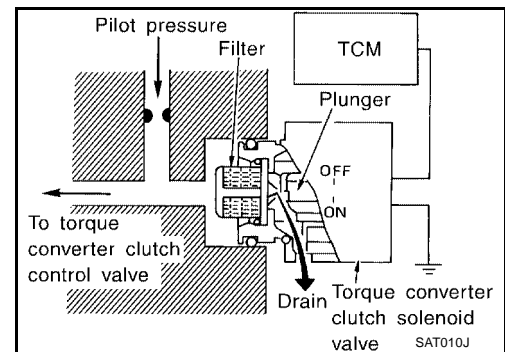
## Conditions for Lock-up Operation

When vehicle is driven in 3rd and 4th gear position, vehicle speed and throttle opening are detected. If the detected values fall within the lock-up zone memorized in the TCM, lock-up occurs.

Overdrive control switch	ON	OFF
Selector lever	D position	
Gear position	D4	D3
Vehicle speed sensor	More than set value	
ECM (throttle opening)	Less than set opening	
A/T fluid temperature sensor	More than 40°C (104°F)	

## Torque Converter Clutch Solenoid Valve Control

The torque converter clutch solenoid valve is controlled by the TCM. The plunger closes the drain circuit during the OFF period, and opens the circuit during the ON period. If the percentage of OFF-time increases in one cycle, the pilot pressure drain time is reduced and pilot pressure remains high.



# OVERALL SYSTEM

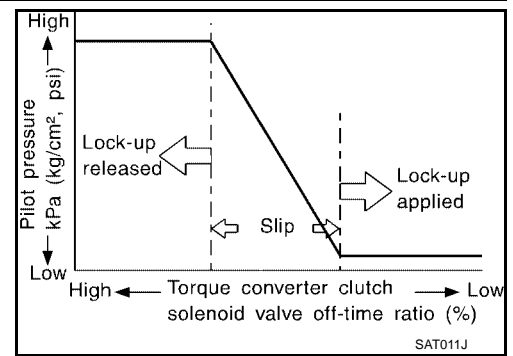
[RE4F04B]

The torque converter clutch piston is designed to slip to adjust the ratio of ON-OFF, thereby reducing lock-up shock.  
OFF-time INCREASING

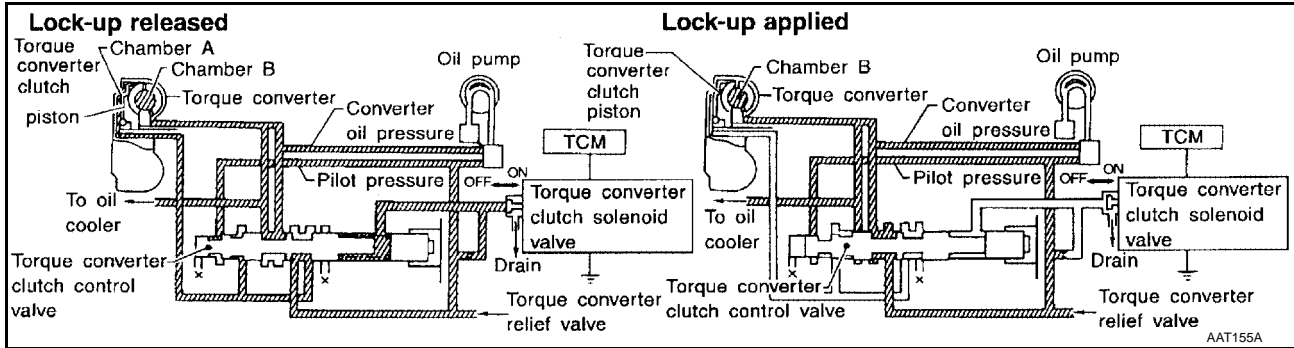
↓  
Amount of drain DECREASING

↓  
Pilot pressure HIGH

↓  
Lock-up RELEASING



## Torque Converter Clutch Control Valve Operation



### Lock-up released

The OFF-duration of the torque converter clutch solenoid valve is long, and pilot pressure is high. The pilot pressure pushes the end face of the torque converter clutch control valve in combination with spring force to move the valve to the left. As a result, converter pressure is applied to chamber A (torque converter clutch piston release side). Accordingly, the torque converter clutch piston remains unlocked.

### Lock-up applied

When the OFF-duration of the torque converter clutch solenoid valve is short, pilot pressure drains and becomes low. Accordingly, the control valve moves to the right by the pilot pressure of the other circuit and converter pressure. As a result, converter pressure is applied to chamber B, keeping the torque converter clutch piston applied.

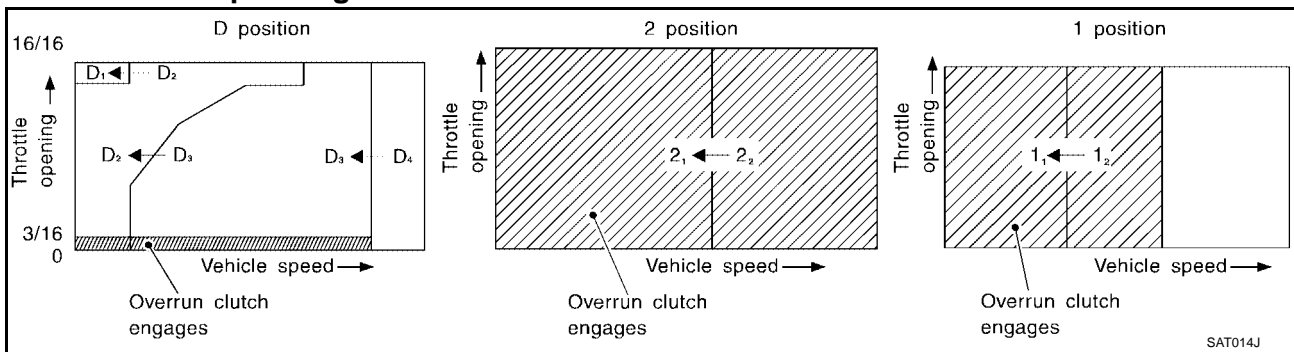
Also smooth lock-up is provided by transient application and release of the lock-up.

## OVERRUN CLUTCH CONTROL (ENGINE BRAKE CONTROL)

Forward one-way clutch is used to reduce shifting shocks in downshifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

The overrun clutch operates when the engine brake is needed.

### Overrun Clutch Operating Conditions



	Gear position	Throttle opening
D position	D1, D2, D3 gear position	Less than 3/16
2 position	21, 22 gear position	
1 position	11, 12 gear position	At any position

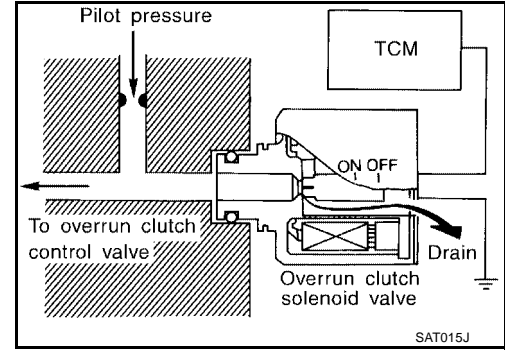


**Overrun Clutch Solenoid Valve Control**

The overrun clutch solenoid valve is operated by an ON-OFF signal transmitted by the TCM to provide overrun clutch control (engine brake control).

When this solenoid valve is ON, the pilot pressure drain port closes. When it is OFF, the drain port opens.

During the solenoid valve ON pilot pressure is applied to the end face of the overrun clutch control valve.

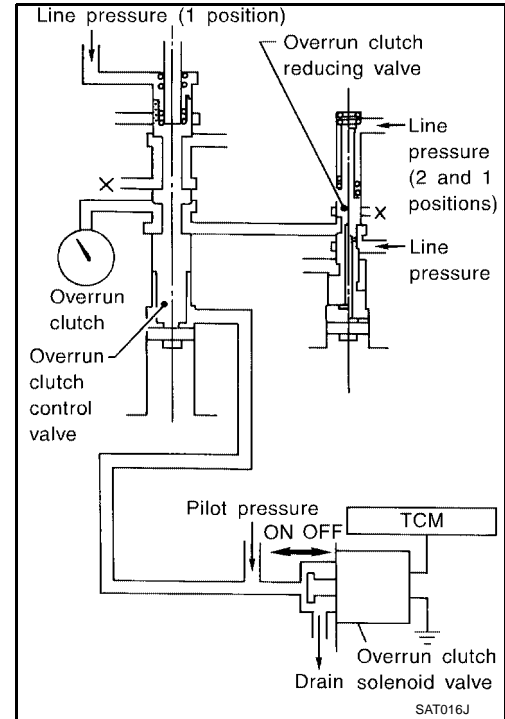


**Overrun Clutch Control Valve Operation**

When the solenoid valve is ON, pilot pressure is applied to the overrun clutch control valve. This pushes up the overrun clutch control valve. The line pressure is then shut off so that the clutch does not engage.

When the solenoid valve is OFF, pilot pressure is not generated. At this point, the overrun clutch control valve moves downward by spring force. As a result, overrun clutch operation pressure is provided by the overrun clutch reducing valve. This causes the overrun clutch to engage.

In the 1 position, the overrun clutch control valve remains pushed down so that the overrun clutch is engaged at all times.



**Control Valve**

**FUNCTION OF CONTROL VALVES**

Valve name	Function
Pressure regulator valve, plug and sleeve plug	Regulates oil discharged from the oil pump to provide optimum line pressure for all driving conditions.
Pressure modifier valve and sleeve	Used as a signal supplementary valve to the pressure regulator valve. Regulates pressure-modifier pressure (signal pressure) which controls optimum line pressure for all driving conditions.
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, shift timing.
Accumulator control valve	Regulates accumulator back-pressure to pressure suited to driving conditions.
Manual valve	Directs line pressure to oil circuits corresponding to select positions. Hydraulic pressure drains when the shift lever is in Neutral.
Shift valve A	Simultaneously switches three oil circuits using output pressure of shift solenoid valve A to meet driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve B.

# OVERALL SYSTEM

**[RE4F04B]**

Valve name	Function
Shift valve B	Simultaneously switches two oil circuits using output pressure of shift solenoid valve B in relation to driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve A.
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in D4 . (Interlocking occurs if the overrun clutch engages during D4 .)
"1" reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when down-shifting from the 1 position 12 to 11 .
Overrun clutch reducing valve	Reduces oil pressure directed to the overrun clutch and prevents engine-brake shock. In 1 and 2 positions, line pressure acts on the overrun clutch reducing valve to increase the pressure-regulating point, with resultant engine brake capability.
Torque converter relief valve	Prevents an excessive rise in torque converter pressure.
Torque converter clutch control valve, plug and sleeve	Activates or inactivates the lock-up function. Also provides smooth lock-up through transient application and release of the lock-up system.
1-2 accumulator valve and piston	Dampens the shock encountered when 2nd gear band servo contracts, and provides smooth shifting.
3-2 timing valve	Switches the pace that oil pressure is released depending on vehicle speed; maximizes the high clutch release timing, and allows for soft down shifting.
Shuttle valve	Determines if the overrun clutch solenoid valve should control the 3-2 timing valve or the overrun clutch control valve and switches between the two.
Cooler check valve	At low speeds and with a small load when little heat is generated, saves the volume of cooler flow, and stores the oil pressure for lock up.

A

B

AT

D

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F

G

H

I

J

K

L

M

**ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION**

PFP:00000

**Introduction**

ECS0062H

The A/T system has two self-diagnostic systems. The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM (transmission control module) in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory but not the TCM memory. The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For details, refer to [AT-428, "OBD-II Function for A/T System"](#).

**OBD-II Function for A/T System**

ECS0062I

The ECM provides emission-related on board diagnostic (OBD-II) functions for the A/T system. One function is to receive a signal from the TCM used with OBD-related parts of the A/T system. The signal is sent to the ECM when a malfunction occurs in the corresponding OBD-related part. The other function is to indicate a diagnostic result by means of the MIL (malfunction indicator lamp) on the instrument panel. Sensors, switches and solenoid valves are used as sensing elements. The MIL automatically illuminates in One or Two Trip Detection Logic when a malfunction is sensed in relation to A/T system parts.

**One or Two Trip Detection Logic of OBD-II  
ONE TRIP DETECTION LOGIC**

ECS0062J

If a malfunction is sensed during the first test drive, the MIL will illuminate and the malfunction will be stored in the ECM memory as a DTC. The TCM is not provided with such a memory function.

**TWO TRIP DETECTION LOGIC**

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL will not illuminate. — First Trip  
If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — Second Trip  
A/T-related parts for which the MIL illuminates during the first or second test drive are listed below.



Items	MIL	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750	X	
Shift solenoid valve B — DTC: P0755	X	
Throttle position sensor [accelerator pedal position (APP) sensor] — DTC: P1705	X	
Except above		X

The “trip” in the “One or Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation.

**OBD-II Diagnostic Trouble Code (DTC)  
HOW TO READ DTC AND 1ST TRIP DTC**

ECS0062K

DTC and 1st trip DTC can be read by the following methods.

 **With CONSULT-II** or  **GST** CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

- **1st trip DTC No. is the same as DTC No.**
- **Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal. CONSULT-II can identify them as shown below. Therefore, using CONSULT-II (if available) is recommended.**

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

A sample of CONSULT-II display for DTC and 1st trip DTC is shown in the following page. DTC or 1st trip DTC of a malfunction is displayed in "SELF DIAGNOSIS" mode for "ENGINE" with CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

SELECT SYSTEM	
A/T	
ENGINE	

SAT014K

A  
B  
AT

If the DTC is being detected currently, the time data will be "0".

SELF-DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	0

SAT015K

D  
E  
F  
G

If a 1st trip DTC is stored in the ECM, the time data will be "1t".

SELF-DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	1 t

SAT016K

H  
I  
J  
K

## Freeze Frame Data and 1st Trip Freeze Frame Data

The ECM has a memory function, which stores the driving condition such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed and vehicle speed at the moment the ECM detects a malfunction.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For detail, refer to [EC-1264, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"](#).

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

L  
M

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0306 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased.

## HOW TO ERASE DTC

The diagnostic trouble code can be erased by CONSULT-II, GST or ECM DIAGNOSTIC TEST MODE as described in the following.

- **If the battery terminal is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erase the DTC, using CONSULT-II or GST is easier and quicker than switching the mode selector on the ECM.**

The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-1261, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#) .

- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

## Ⓜ HOW TO ERASE DTC (WITH CONSULT-II)

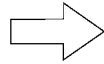
- **If a DTC is displayed for both ECM and TCM, it needs to be erased for both ECM and TCM.**
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
  2. Turn CONSULT-II "ON" and touch "A/T".
  3. Touch "SELF-DIAG RESULTS".
  4. Touch "ERASE". (The DTC in the TCM will be erased.) Then touch "BACK" twice.
  5. Touch "ENGINE".
  6. Touch "SELF DIAGNOSIS".

7. Touch "ERASE". (The DTC in the ECM will be erased.)

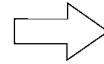
**How to erase DTC (With CONSULT-II)**

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.

SELECT SYSTEM
A/T
ENGINE



SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
CAN DIAG SUPPORT MNTR
FUNCTION TEST
DTC WORK SUPPORT

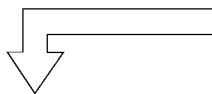


SELF DIAG RESULTS
DTC RESULTS
T/C CLUTCH SOL/V [P0740]

2. Turn CONSULT-II "ON", and touch "A/T".

3. Touch "SELF DIAG-RESULTS".

4. Touch "ERASE". (The DTC in the TCM will be erased.)



Touch "BACK".

Touch "BACK".

SELECT SYSTEM
A/T
ENGINE

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR(SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

SELF DIAG RESULTS	
DTC RESULTS	TIME
TCC SOLENOID/CIRC [P0740]	0

5. Touch "ENGINE".

6. Touch "SELF DIAG-RESULTS".

7. Touch "ERASE". (The DTC in the ECM will be erased.)

SCIA5586E

**HOW TO ERASE DTC (WITH GST)**

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
2. Perform TCM self-diagnostic procedure. Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to [EC-1274, "How to Erase DTC \( With GST\)"](#) .

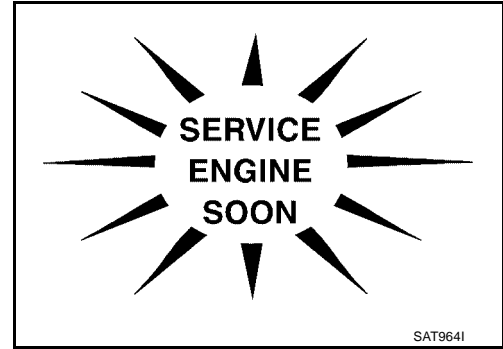
**HOW TO ERASE DTC (NO TOOLS)**

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
2. Perform TCM self-diagnostic procedure. Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Perform OBD-II self-diagnostic procedure. Refer to [AT-441, "OBD-II SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)

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## Malfunction Indicator Lamp (MIL)

1. The malfunction indicator lamp will light up when the ignition switch is turned ON without the engine running. This is for checking the lamp.
  - If the malfunction indicator lamp does not light up, refer to [DI-27, "WARNING LAMPS"](#).  
(Or see [AT-432, "Malfunction Indicator Lamp \(MIL\)"](#) .)
2. When the engine is started, the malfunction indicator lamp should go off.  
If the lamp remains on, the on board diagnostic system has detected an emission-related (OBD-II) malfunction. For details, refer to [AT-428, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"](#) .



## CONSULT-II

After performing [AT-433, "SELF-DIAGNOSTIC PROCEDURE \(WITH CONSULT-II\)"](#) , place check marks for results on the [AT-447, "DIAGNOSTIC WORKSHEET"](#) . Reference pages are provided following the items.

### NOTICE:

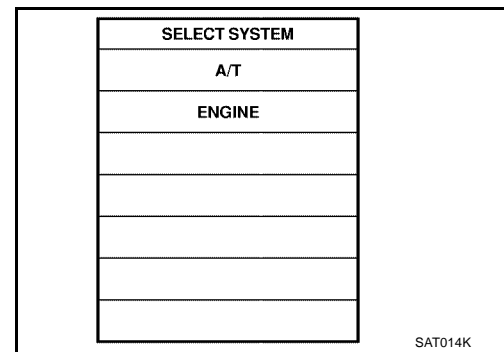
1. The CONSULT-II electrically displays shift timing and lock-up timing (that is, operation timing of each solenoid).  
Check for time difference between actual shift timing and the CONSULT-II display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
2. Shift schedule (which implies gear position) displayed on CONSULT-II and that indicated in Service Manual may differ slightly. This occurs because of the following reasons:
  - Actual shift schedule has more or less tolerance or allowance,
  - Shift schedule indicated in Service Manual refers to the point where shifts start, and
  - Gear position displayed on CONSULT-II indicates the point where shifts are completed.
3. Shift solenoid valve "A" or "B" is displayed on CONSULT-II at the start of shifting. Gear position is displayed upon completion of shifting (which is computed by TCM).
4. Additional CONSULT-II information can be found in the Operation Manual supplied with the CONSULT-II unit.

## FUNCTION

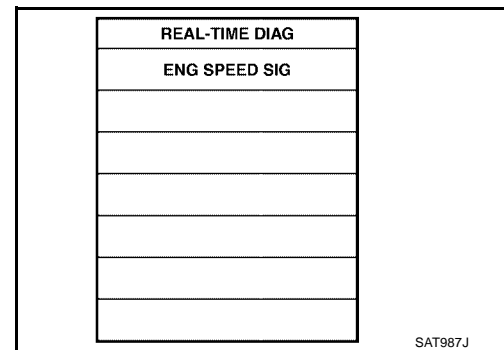
Diagnostic test mode	Function	Reference Page
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-II.	—
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	<a href="#">AT-433</a>
Data monitor	Input/Output data in the ECM can be read.	<a href="#">AT-435</a>
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.	—
Function test	Performed by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
DTC work support	Select the operating condition to confirm Diagnosis Trouble Codes.	<a href="#">AT-437</a>
TCM part number	TCM part number can be read.	—

### Ⓜ SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)

- Turn on CONSULT-II and touch "ENGINE" for OBD-II detected items or touch "A/T" for TCM self-diagnosis.  
If A/T is not displayed, check TCM power supply and ground circuit. Refer to [AT-488, "TROUBLE DIAGNOSIS FOR POWER SUPPLY"](#) . If result is NG, refer to [PG-2, "POWER SUPPLY ROUTING"](#) .



- Touch "SELF DIAGNOSIS".  
Display shows malfunction experienced since the last erasing operation.  
CONSULT-II performs "Real Time Diagnosis".  
Also, any malfunction detected while in this mode will be displayed at real time.



### SELF-DIAGNOSTIC RESULT TEST MODE

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
Park/neutral position (PNP) switch circuit	PNP SW/CIRC	● TCM does not receive the correct voltage signal (based on the gear position) from the switch.	—	P0705
—				
Revolution sensor	VEH SPD SEN/ CIR AT	● TCM does not receive the proper voltage signal from the sensor.	X	P0720
VHCL SPEED SEN-A/T				
Vehicle speed sensor (Meter)	—	● TCM does not receive the proper voltage signal from the sensor.	X	—
VHCL SPEED SEN-MTR				



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

**[RE4F04B]**

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
			Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
"A/T"	"ENGINE"			
A/T 1st gear function		● A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	—	P0731*1
A/T 1ST GR FNCTN	A/T 1ST GR FNCTN			
A/T 2nd gear function		● A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	—	P0732*1
A/T 2ND GR FNCTN	A/T 2ND GR FNCTN			
A/T 3rd gear function		● A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	—	P0733*1
A/T 3RD GR FNCTN	A/T 3RD GR FNCTN			
A/T 4th gear function		● A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	—	P0734*1
A/T 4TH GR FNCTN	A/T 4TH GR FNCTN			
A/T TCC S/V function (lock-up)		● A/T cannot perform lock-up even if electrical circuit is good.	—	P0744*1
A/T TCC S/V FNCTN	A/T TCC S/V FNCTN			
Shift solenoid valve A		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0750
SHIFT SOLENOID/V A	SFT SOL A/CIRC			
Shift solenoid valve B		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0755
SHIFT SOLENOID/V B	SFT SOL B/CIRC			
Overrun clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P1760
OVERRUN CLUTCH S/V	O/R CLUCH SOL/CIRC			
T/C clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0740
T/C CLUTCH SOL/V	TCC SOLENOID/CIRC			
Line pressure solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0745
LINE PRESSURE S/V	L/PRESS SOL/CIRC			
Throttle position sensor [accelerator pedal position (APP) sensor] signal		● TCM receives an excessively low or high voltage from this sensor.	X	P1705
THROTTLE POSI SEN TP/SEN/CIRC A/T				
Engine speed signal		● TCM does not receive the proper voltage signal from the ECM.	X	P0725
ENGINE SPEED SIG				
A/T fluid temperature sensor		● TCM receives an excessively low or high voltage from the sensor.	X	P0710
BATT/FLUID TEMP SEN	ATF TEMP SEN/CIRC			
Engine control		● The ECM-A/T communication line is open or shorted.	X	U1000
A/T COMM LINE	—			
Turbine revolution sensor		● TCM does not receive the proper voltage signal from the sensor.	X	P0710
TURBINE REV				
TCM (RAM)		● TCM memory (RAM) is malfunctioning	—	—
CONTROL UNIT (RAM)	—			

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

**[RE4F04B]**

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
TCM (ROM)		● TCM memory (ROM) is malfunctioning	—	—
CONTROL UNIT (ROM)	—			
TCM (EEP ROM)		● TCM memory (EEP ROM) is malfunctioning.	—	—
CONT UNIT(EEP ROM)	—			
Initial start		● This is not a malfunction message (Whenever shutting off a power supply to the TCM, this message appears on the screen.)	X	—
INITIAL START	—			
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		● No failure has been detected.	X	X

X: Applicable  
 -: Not applicable

\*1: These malfunctions cannot be displayed by MIL SERVICE ENGINE SOON if another malfunction is assigned to MIL.

\*2: Refer to [EC-1275, "Malfunction Indicator Lamp \(MIL\)"](#).

## DATA MONITOR MODE (A/T)

Item	Display	Monitor item		Description	Remarks
		TCM Input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE-A/T [km/h] or [mph]	X	—	● Vehicle speed computed from signal of revolution sensor is displayed.	When racing engine in N or P with vehicle stationary, CONSULT-II data may not indicate 0 km/h (0 mph).
Vehicle speed sensor 2 (Meter)	VHCL/S SE-MTR [km/h] or [mph]	X	—	● Vehicle speed computed from signal of vehicle speed sensor is displayed.	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor [accelerator pedal position (APP) sensor]	THRTL POS SEN [V]	X	—	● Throttle position sensor signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	● A/T fluid temperature sensor signal voltage is displayed. ● Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	● Source voltage of TCM is displayed.	
Engine speed	ENGINE SPEED [rpm]	X	X	● Engine speed, computed from engine speed signal, is displayed.	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

Item	Display	Monitor item		Description	Remarks
		TCM Input signals	Main signals		
Turbine revolution sensor	TURBINE REV	X	—	<ul style="list-style-type: none"> <li>● Checks changing speed then performs oil pressure control and torque down control.</li> </ul>	
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of overdrive control SW is displayed.</li> </ul>	
PN position (PNP) switch	PN POSI SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of PN position SW is displayed.</li> </ul>	
R position switch	R POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of R position SW is displayed.</li> </ul>	
D position switch	D POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF state computed from signal of D position SW is displayed.</li> </ul>	
2 position switch	2 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of 2 position SW, is displayed.</li> </ul>	
1 position switch	1 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of 1 position SW, is displayed.</li> </ul>	
ASCD cruise signal	ASCD-CRUISE [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no ASCD is mounted.</li> </ul>
ASCD OD cut signal	ASCD-OD CUT [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no ASCD is mounted.</li> </ul>
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status, computed from signal of kickdown SW, is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>● This is displayed even when no kickdown switch is equipped.</li> </ul>
Gear position	GEAR	—	X	<ul style="list-style-type: none"> <li>● Gear position data used for computation by TCM, is displayed.</li> </ul>	
Selector lever position	SLCT LVR POSI	—	X	<ul style="list-style-type: none"> <li>● Selector lever position data, used for computation by TCM, is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>● A specific value used for control is displayed if fail-safe is activated due to error.</li> </ul>
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	<ul style="list-style-type: none"> <li>● Vehicle speed data, used for computation by TCM, is displayed.</li> </ul>	
Throttle position sensor [accelerator pedal position (APP) sensor]	THROTTLE POSI [/8]	—	X	<ul style="list-style-type: none"> <li>● Throttle position data, used for computation by TCM, is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>● A specific value used for control is displayed if fail-safe is activated due to error.</li> </ul>
Stop lamp switch	BRAKE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> <li>● ON/OFF status is displayed. ON ... Brake pedal is depressed. OFF ... Brake pedal is released.</li> </ul>	

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

Item	Display	Monitor item		Description	Remarks
		TCM Input signals	Main signals		
Line pressure duty	LINE PRES DTY [%]	—	X	● Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed.	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	● Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed.	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	● Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed.	Control value of solenoid is displayed even if solenoid circuit is disconnected. The OFF signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	● Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed.	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	● Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed.	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	● Control status of O/D OFF indicator lamp is displayed.	

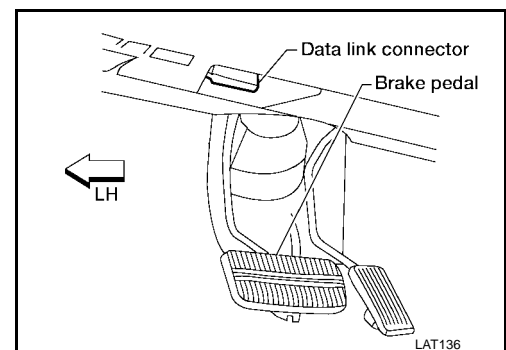
X: Applicable

—: Not applicable

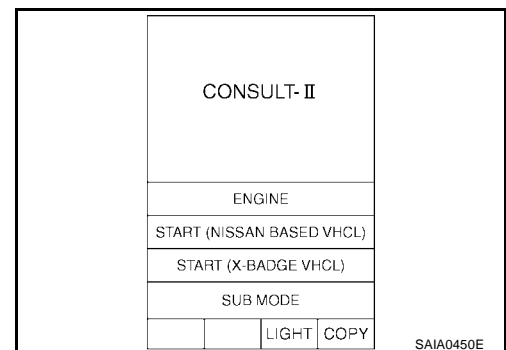
## DTC WORK SUPPORT MODE WITH CONSULT-II

### CONSULT-II Setting Procedure

1. Turn ignition switch OFF.
2. Connect CONSULT-II to data link connector, which is located in left side dash panel.



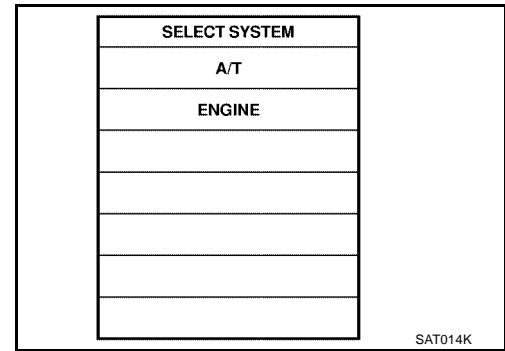
3. Turn ignition switch ON.
4. Touch "START (NISSAN BASED VHCL)".



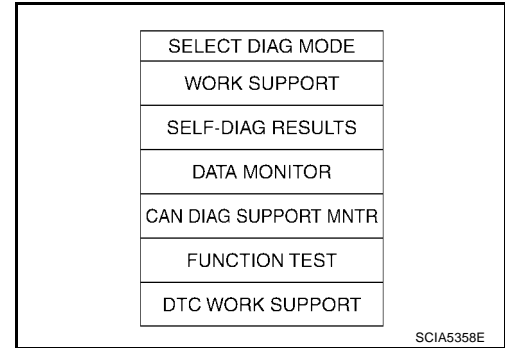
# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

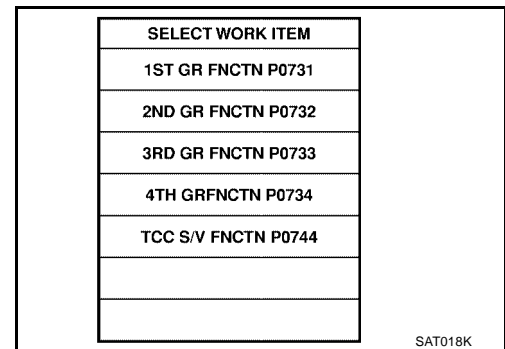
5. Touch "A/T".



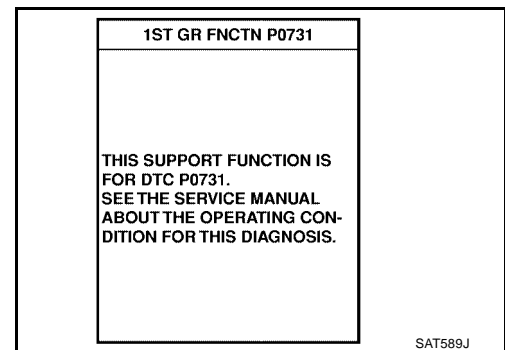
6. Touch "DTC WORK SUPPORT".



7. Touch select item menu (1ST, 2ND, etc.).



8. Touch "START".



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

- Perform driving test according to "DTC CONFIRMATION PROCEDURE" in "TROUBLE DIAGNOSIS FOR DTC".

1ST GR FNCTN P0731	
OUT OF CONDITION	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

SAT019K

- When testing conditions are satisfied, CONSULT-II screen changes from "OUT OF CONDITION" to "TESTING".

1ST GR FNCTN P0731	
TESTING	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

SAT591J

- Stop vehicle. If "NG" appears on the screen, malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".

1ST GR FNCTN P0731	
STOP VEHICLE	

SAT592J

1ST GR FNCTN P0731	
NG	

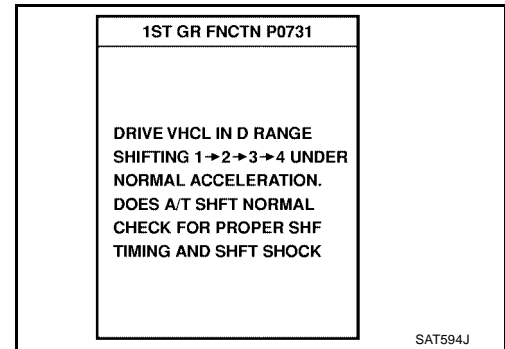
SAT593J

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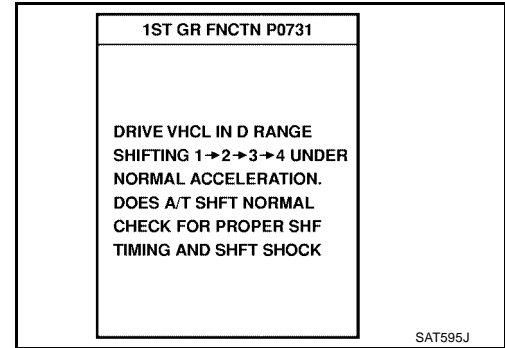
# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

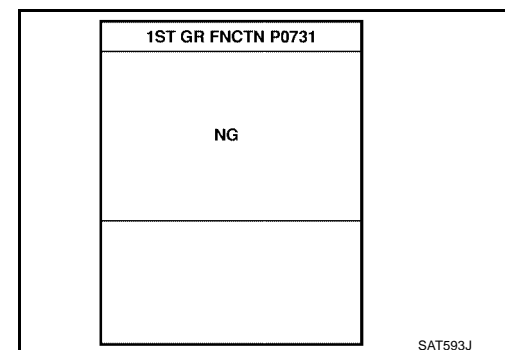
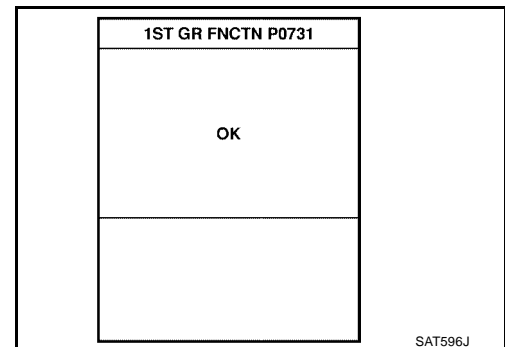
11. Perform test drive to check gear shift feeling in accordance with instructions displayed.



12. Touch "YES" or "NO".



13. CONSULT-II procedure ended.



If "NG" appears on the screen, a malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[RE4F04B]

## DTC WORK SUPPORT MODE

DTC work support item	Description	Check item
1ST GR FNCTN P0731	Following items for "A/T 1st gear function (P0731)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
2ND GR FNCTN P0732	Following items for "A/T 2nd gear function (P0732)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
3RD GR FNCTN P0733	Following items for "A/T 3rd gear function (P0733)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit
4TH GR FNCTN P0734	Following items for "A/T 4th gear function (P0734)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit
TCC S/V FNCTN P0744	Following items for "A/T TCC S/V function (lock-up) (P0744)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Torque converter clutch solenoid valve ● Each clutch ● Hydraulic control circuit

### Diagnostic Procedure Without CONSULT-II OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)

ECS0062N



Refer to [EC-1329, "Generic Scan Tool \(GST\) Function"](#) .

### OBD-II SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)



Refer to [EC-1275, "Malfunction Indicator Lamp \(MIL\)"](#) .

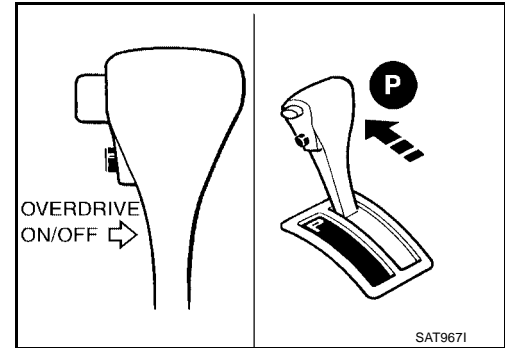




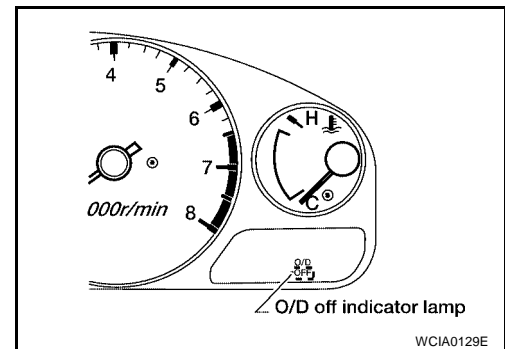
## TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

### 1. CHECK O/D OFF INDICATOR LAMP

1. Move selector lever to P position.  
Start engine and warm it up to normal engine operating temperature.
2. Turn ignition switch to OFF position.
3. Wait 5 seconds.
4. Turn ignition switch to ON position.  
(Do not start engine.)



5. Does O/D OFF indicator lamp come on for about 2 seconds?

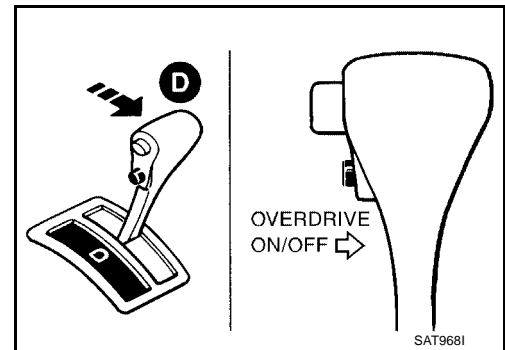


#### Yes or No

- Yes >> GO TO 2.  
 No >> Stop procedure. Perform [AT-602, "1. O/D OFF Indicator Lamp Does Not Come On"](#) before proceeding.

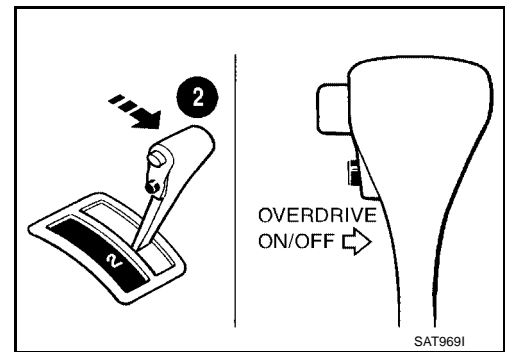
## 2. JUDGEMENT PROCEDURE STEP 1

1. Turn ignition switch to OFF position.
2. Turn ignition switch to ACC position.
3. Move selector lever from P to D position.
4. Turn ignition switch to ON position.  
(Do not start engine.)
5. Depress and hold overdrive control switch in OFF position (the O/D OFF indicator lamp will be ON) until directed to release the switch. (If O/D OFF indicator lamp does not come on, refer to "Steps 3 and 4" in [AT-602, "1. O/D OFF Indicator Lamp Does Not Come On"](#) ).
6. Turn ignition switch to OFF position.
7. Turn ignition switch to ON position (Do not start engine.)
8. Release the overdrive control switch (the O/D OFF indicator lamp will be OFF).
9. Wait 2 seconds.
10. Move selector lever to 2 position.
11. Depress and release overdrive control switch in ON position until next step is completed (the O/D OFF indicator lamp will be ON).



12. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be OFF) until directed to release the switch.

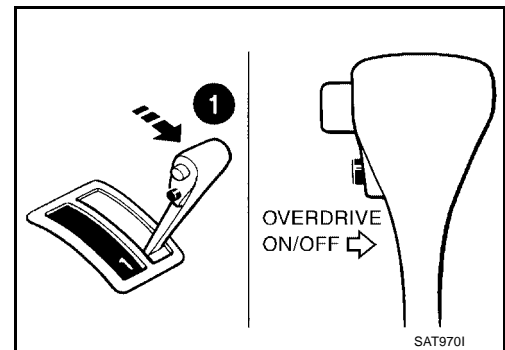
>> GO TO 3.



## 3. JUDGEMENT PROCEDURE STEP 2

1. Move selector lever to 1 position.
2. Release the overdrive control switch.
3. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be ON).
4. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be OFF).
5. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be ON) until directed to release the switch.
6. Depress accelerator pedal fully and release it.
7. Release the overdrive control switch (the O/D OFF indicator lamp will begin to flash ON and OFF).

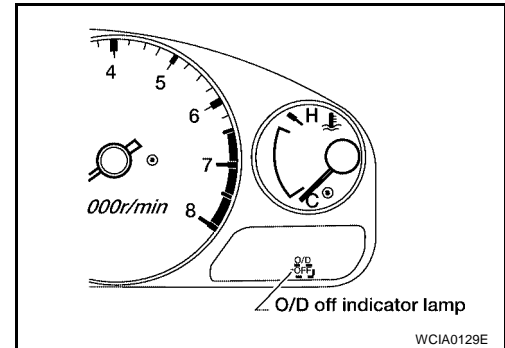
>> GO TO 4.



4. CHECK SELF-DIAGNOSTIC CODE

Check O/D OFF indicator lamp.

Refer to [AT-444, "JUDGEMENT OF SELF-DIAGNOSIS CODE"](#) .



>> DIAGNOSIS END

JUDGEMENT OF SELF-DIAGNOSIS CODE

O/D OFF indicator lamp:

<p>All judgement flickers are the same.</p> <p>All circuits that can be confirmed by self-diagnosis are OK.</p>	<p>1st judgement flicker is longer than others.</p> <p>Revolution sensor circuit is short-circuited or disconnected. ⇒ Go to <a href="#">AT-503, "DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)"</a> .</p>
<p>2nd judgement flicker is longer than others.</p> <p>Vehicle speed sensor circuit is short-circuited or disconnected. ⇒ Go to <a href="#">AT-580, "DTC VEHICLE SPEED SENSOR MTR"</a> .</p>	<p>3rd judgement flicker is longer than others.</p> <p>Throttle position sensor [accelerator pedal position (APP) sensor] circuit is short-circuited or disconnected. ⇒ Go to <a href="#">AT-563, "DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]"</a> .</p>
<p>4th judgement flicker is longer than others.</p> <p>Shift solenoid valve A circuit is short-circuited or disconnected. ⇒ Go to <a href="#">AT-553, "DTC P0750 SHIFT SOLENOID VALVE A"</a> .</p>	<p>5th judgement flicker is longer than others.</p> <p>Shift solenoid valve B circuit is short-circuited or disconnected. ⇒ Go to <a href="#">AT-558, "DTC P0755 SHIFT SOLENOID VALVE B"</a> .</p>

O/D OFF indicator lamp:

A

B

AT

D

E

F

G

H

I

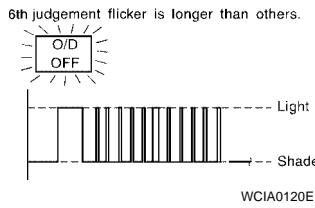
J

K

L

M

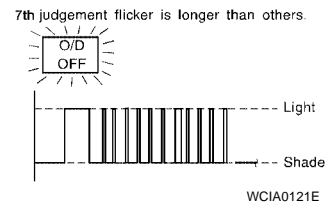
6th judgement flicker is longer than others.



Overrun clutch solenoid valve circuit is short-circuited or disconnected.

⇒ Go to [AT-568. "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"](#) .

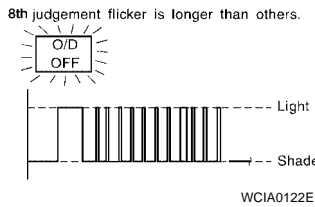
7th judgement flicker is longer than others.



Torque converter clutch solenoid valve circuit is short-circuited or disconnected.

⇒ Go to [AT-534. "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) .

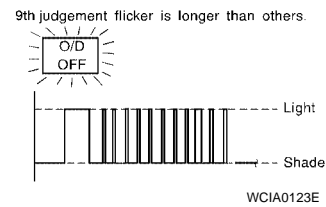
8th judgement flicker is longer than others.



A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.

⇒ Go to [AT-497. "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#) .

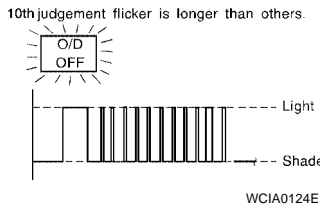
9th judgement flicker is longer than others.



Engine speed signal circuit is short-circuited or disconnected.

⇒ Go to [AT-508. "DTC P0725 ENGINE SPEED SIGNAL"](#) .

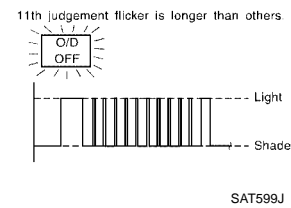
10th judgement flicker is longer than others.



Line pressure solenoid valve circuit is short-circuited or disconnected.

⇒ Go to [AT-547. "DTC P0745 LINE PRESSURE SOLENOID VALVE"](#) .

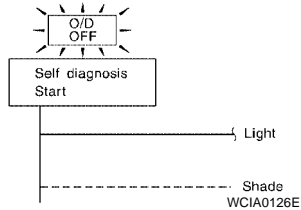
11th judgement flicker is longer than others.



The ECM-A/T communication line is open or shorted.

⇒ Go to [AT-590. "DTC U1000 CAN COMMUNICATION LINE"](#) .

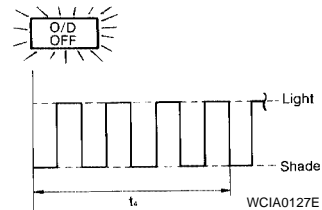
Lamp comes on.



Park/neutral position (PNP) switch, overdrive control switch or throttle position switch circuit is disconnected or TCM is damaged.

⇒ Go to [AT-632. "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position \(PNP\), Overdrive Control and Throttle Position Sensor \[Accelerator Pedal Position \(APP\) Sensor\] Switches Circuit Checks}"](#) .

Flickers as shown below.



Battery power is low.

Battery has been disconnected for a long time.

Battery is connected conversely.

(When reconnecting TCM connectors. — This is not a problem.)

t1 = 2.5 seconds t2 = 2.0 seconds t3 = 1.0 second t4 = 1.0 second

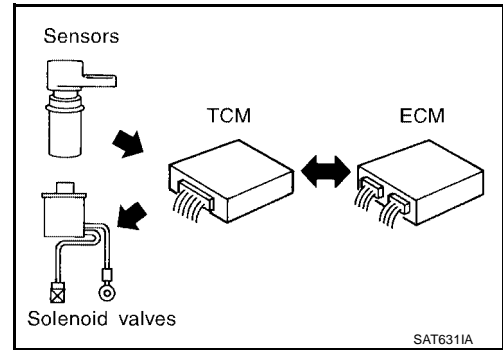
**TROUBLE DIAGNOSIS - INTRODUCTION**

**Introduction**

The TCM receives a signal from the vehicle speed sensor, ECM (throttle opening) or park/neutral position (PNP) switch and provides shift control or lock-up control via A/T solenoid valves.

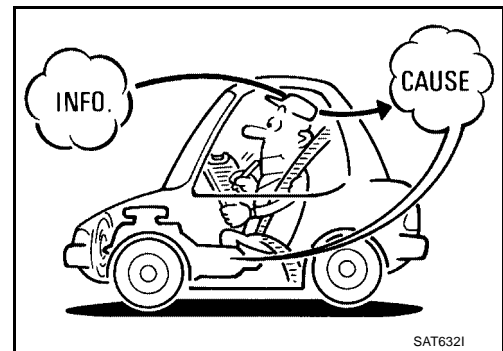
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

Input and output signals must always be correct and stable in the operation of the A/T system. The A/T system must be in good operating condition and be free of valve seizure, solenoid valve malfunction, etc.



It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

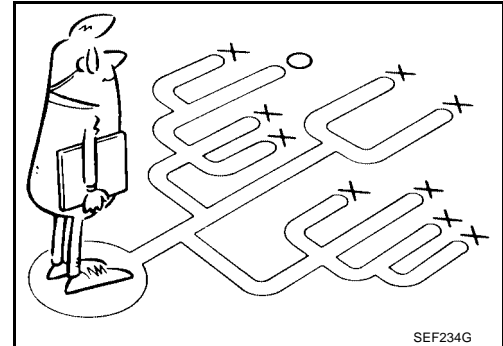
A visual check only, may not find the cause of the problems. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow". Refer to [AT-450, "Work Flow"](#)



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "DIAGNOSTIC WORKSHEET" like the example referenced at [AT-447](#) should be used.

Start your diagnosis by looking for "conventional" problems first. This will help troubleshoot driveability problems on an electronically controlled engine vehicle.

**Also check related Service bulletins for information.**





# TROUBLE DIAGNOSIS - INTRODUCTION

[RE4F04B]

## Diagnostic Worksheet

1.	<input type="checkbox"/> Read the Fail-safe and listen to customer complaints.	<a href="#">AT-400</a>
2.	<input type="checkbox"/> CHECK A/T FLUID <input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level	<a href="#">AT-452</a>
3.	<input type="checkbox"/> Perform STALL TEST and PRESSURE TEST. <input type="checkbox"/> Stall test — Mark possible damaged components/others. <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Torque converter one-way clutch  <input type="checkbox"/> Reverse clutch  <input type="checkbox"/> Forward clutch  <input type="checkbox"/> Overrun clutch  <input type="checkbox"/> Forward one-way clutch           </div> <div style="width: 45%;"> <input type="checkbox"/> Low &amp; reverse brake  <input type="checkbox"/> Low one-way clutch  <input type="checkbox"/> Engine  <input type="checkbox"/> Line pressure is low  <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK           </div> </div> <input type="checkbox"/> Pressure test — Suspected parts:	<a href="#">AT-452</a> , <a href="#">AT-456</a>
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures.	<a href="#">AT-457</a>
4-1.	Check before engine is started. <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE - Mark detected items. <input type="checkbox"/> Park/neutral position (PNP) switch, <a href="#">AT-491</a> . <input type="checkbox"/> A/T fluid temperature sensor, <a href="#">AT-573</a> . <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), <a href="#">AT-503</a> . <input type="checkbox"/> Engine speed signal, <a href="#">AT-508</a> . <input type="checkbox"/> Turbine revolution sensor, <a href="#">AT-585</a> . <input type="checkbox"/> Torque converter clutch solenoid valve, <a href="#">AT-534</a> . <input type="checkbox"/> Line pressure solenoid valve, <a href="#">AT-547</a> . <input type="checkbox"/> Shift solenoid valve A, <a href="#">AT-553</a> . <input type="checkbox"/> Shift solenoid valve B, <a href="#">AT-558</a> . <input type="checkbox"/> Throttle position sensor [accelerator pedal position (APP) sensor, <a href="#">AT-563</a> . <input type="checkbox"/> Overrun clutch solenoid valve, <a href="#">AT-568</a> . <input type="checkbox"/> Park/neutral position (PNP), overdrive control and throttle position sensor [accelerator pedal position (APP) sensor] circuit checks, <a href="#">AT-632</a> . <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, <a href="#">AT-488</a> . <input type="checkbox"/> Vehicle speed sensor-MTR, <a href="#">AT-580</a> . <input type="checkbox"/> A/T communication line, <a href="#">AT-590</a> . <input type="checkbox"/> Control unit (RAM), Control unit (ROM), <a href="#">AT-593</a> . <input type="checkbox"/> Control unit (EEP ROM), <a href="#">AT-595</a> . <input type="checkbox"/> Battery <input type="checkbox"/> Others	<a href="#">AT-459</a>

# TROUBLE DIAGNOSIS - INTRODUCTION

[RE4F04B]

4-	Check at idle		<a href="#">AT-459</a>	
2.		<input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, <a href="#">AT-602</a> . <input type="checkbox"/> 2. Engine Cannot Be Started In P and N Position, <a href="#">AT-604</a> . <input type="checkbox"/> 3. In P Position, Vehicle Moves Forward or Backward When Pushed, <a href="#">AT-605</a> . <input type="checkbox"/> 4. In N Position, Vehicle Moves, <a href="#">AT-605</a> . <input type="checkbox"/> 5. Large Shock. N → R Position, <a href="#">AT-607</a> . <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In R Position, <a href="#">AT-609</a> . <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In D, 2 or 1 Position, <a href="#">AT-612</a> .		A B
4-	Cruise test		<a href="#">AT-462</a>	AT
3.	Part-1		<a href="#">AT-465</a>	
		<input type="checkbox"/> 8. Vehicle Cannot Be Started From D1 , <a href="#">AT-614</a> . <input type="checkbox"/> 9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2 , <a href="#">AT-617</a> . <input type="checkbox"/> 10. A/T Does Not Shift: D2 → D3 , <a href="#">AT-619</a> . <input type="checkbox"/> 11. A/T Does Not Shift: D3 → D4 , <a href="#">AT-622</a> . <input type="checkbox"/> 12. A/T Does Not Perform Lock-up, <a href="#">AT-624</a> . <input type="checkbox"/> 13. A/T Does Not Hold Lock-up Condition, <a href="#">AT-625</a> . <input type="checkbox"/> 14. Lock-up Is Not Released, <a href="#">AT-626</a> . <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3 ), <a href="#">AT-627</a> .		D E F
	Part-2		<a href="#">AT-468</a>	
		<input type="checkbox"/> 16. Vehicle Does Not Start From D1 , <a href="#">AT-629</a> . <input type="checkbox"/> 9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2 , <a href="#">AT-617</a> . <input type="checkbox"/> 10. A/T Does Not Shift: D2 → D3 , <a href="#">AT-619</a> . <input type="checkbox"/> 11. A/T Does Not Shift: D3 → D4 , <a href="#">AT-622</a> .		G
4.	Part-3		<a href="#">AT-470</a>	
		<input type="checkbox"/> 17. A/T Does Not Shift: D4 → D3 When Overdrive Control Switch ON → OFF, <a href="#">AT-630</a> . <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In D3 ), <a href="#">AT-627</a> . <input type="checkbox"/> 18. A/T Does Not Shift: D3 → 22 , When Selector Lever D → 2 Position, <a href="#">AT-630</a> . <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In 22 ), <a href="#">AT-627</a> . <input type="checkbox"/> 19. A/T Does Not Shift: 22 → 11 , When Selector Lever 2 → 1 Position, <a href="#">AT-631</a> . <input type="checkbox"/> 20. Vehicle Does Not Decelerate By Engine Brake, <a href="#">AT-632</a> . <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items.		H I J
		<input type="checkbox"/> Park/neutral position (PNP) switch, <a href="#">AT-491</a> . <input type="checkbox"/> A/T fluid temperature sensor, <a href="#">AT-497</a> . <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), <a href="#">AT-503</a> . <input type="checkbox"/> Engine speed signal, <a href="#">AT-508</a> . <input type="checkbox"/> Turbine revolution sensor, <a href="#">AT-585</a> . <input type="checkbox"/> Torque converter clutch solenoid valve, <a href="#">AT-534</a> . <input type="checkbox"/> Line pressure solenoid valve, <a href="#">AT-547</a> . <input type="checkbox"/> Shift solenoid valve A, <a href="#">AT-553</a> . <input type="checkbox"/> Shift solenoid valve B, <a href="#">AT-558</a> . <input type="checkbox"/> Throttle position sensor [accelerator pedal position (APP) sensor], <a href="#">AT-563</a> . <input type="checkbox"/> Overrun clutch solenoid valve, <a href="#">AT-568</a> . <input type="checkbox"/> Park/neutral position (PNP), overdrive control and throttle position sensor [accelerator pedal position (APP) sensor] circuit checks, <a href="#">AT-632</a> . <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, <a href="#">AT-488</a> . <input type="checkbox"/> Vehicle speed sensor-MTR, <a href="#">AT-580</a> . <input type="checkbox"/> A/T communication line, <a href="#">AT-590</a> . <input type="checkbox"/> Control unit (RAM), Control unit (ROM), <a href="#">AT-593</a> . <input type="checkbox"/> Control unit (EEP ROM), <a href="#">AT-595</a> . <input type="checkbox"/> Battery <input type="checkbox"/> Others		K L M
5.		<input type="checkbox"/> For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.	<a href="#">AT-644</a>	
6.		<input type="checkbox"/> Perform all ROAD TEST and re-mark required procedures.	<a href="#">AT-457</a>	
7.		<input type="checkbox"/> Perform DTC CONFIRMATION PROCEDURE for following MIL indicating items and check out NG items. Refer to <a href="#">EC-1261</a> , "Emission-related Diagnostic Information".	<a href="#">EC-1261</a>	
		<input type="checkbox"/> DTC (P0731) A/T 1st gear function, <a href="#">AT-512</a> . <input type="checkbox"/> DTC (P0732) A/T 2nd gear function, <a href="#">AT-517</a> . <input type="checkbox"/> DTC (P0733) A/T 3rd gear function, <a href="#">AT-522</a> . <input type="checkbox"/> DTC (P0734) A/T 4th gear function, <a href="#">AT-527</a> . <input type="checkbox"/> DTC (P0744) A/T TCC S/V function (lock-up), <a href="#">AT-539</a> .		



# TROUBLE DIAGNOSIS - INTRODUCTION

[RE4F04B]

8.	<input type="checkbox"/> Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures. (The chart also shows some other possible symptoms and the component inspection orders.)	<a href="#">AT-433</a> <a href="#">AT-441</a>
9.	<input type="checkbox"/> Erase DTC from TCM and ECM memories.	<a href="#">AT-430</a>

## Work Flow

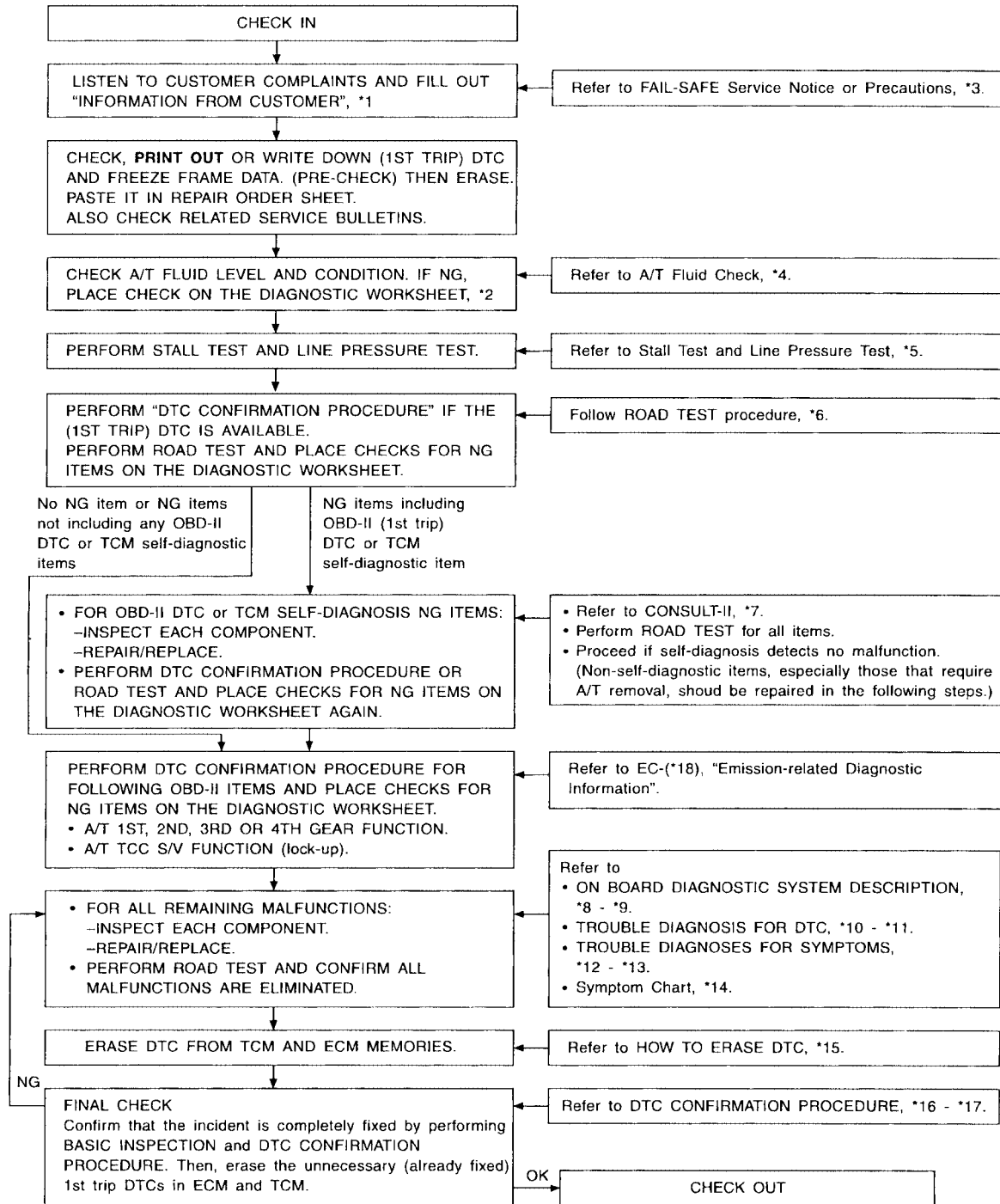
ECS0062P

### HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions for a customer complaint.

Make good use of the two sheets provided, [AT-447, "Information from Customer"](#) and [AT-448, "Diagnostic Worksheet"](#), to perform the best troubleshooting possible.

## WORK FLOW CHART



- |                             |                                    |                              |
|-----------------------------|------------------------------------|------------------------------|
| *1: <a href="#">AT-447</a>  | *2: <a href="#">AT-448</a>         | *3: <a href="#">AT-400</a>   |
| *4: <a href="#">AT-452</a>  | *5: <a href="#">AT-452, AT-456</a> | *6: <a href="#">AT-457</a>   |
| *7: <a href="#">AT-432</a>  | *8: <a href="#">AT-428</a>         | *9: <a href="#">AT-446</a>   |
| *10: <a href="#">AT-491</a> | *11: <a href="#">AT-597</a>        | *12: <a href="#">AT-597</a>  |
| *13: <a href="#">AT-637</a> | *14: <a href="#">AT-473</a>        | *15: <a href="#">AT-430</a>  |
| *16: <a href="#">AT-491</a> | *17: <a href="#">AT-593</a>        | *18: <a href="#">EC-1261</a> |

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**TROUBLE DIAGNOSIS - BASIC INSPECTION**

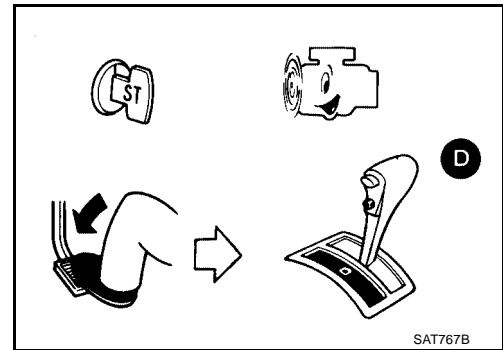
PF0:0000

**A/T Fluid Check**

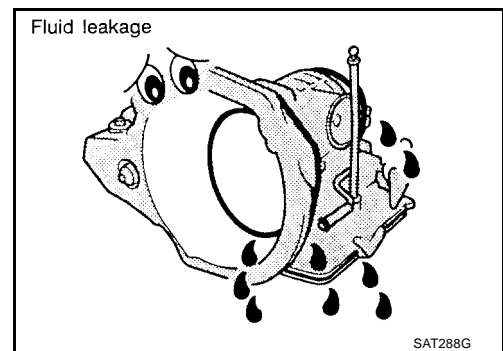
ECS0062Q

**FLUID LEAKAGE CHECK**

1. Clean area suspected of leaking. For example, mating surface of converter housing and transmission case.
2. Start engine, apply foot brake, place selector lever in D position and wait a few minutes.
3. Stop engine.

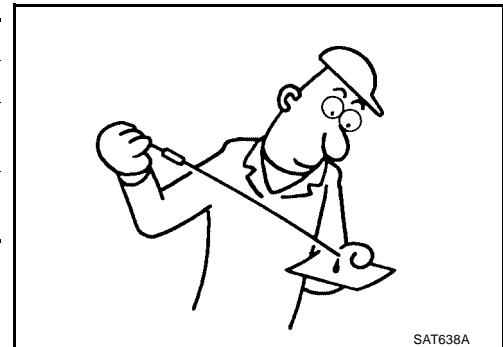


4. Check for fresh leakage.



**FLUID CONDITION CHECK**

Fluid color	Suspected problem
Dark or black with burned odor	Wear of frictional material
Milky pink	Water contamination — Road water entering through filler tube or breather
Varnished fluid, light to dark brown and tacky	Oxidation — Over or under filling, — Overheating



**FLUID LEVEL CHECK**

Refer to [MA-30, "Checking A/T Fluid"](#) .

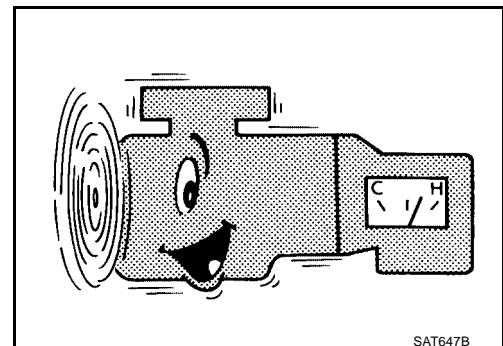
**Stall Test**

ECS0062R

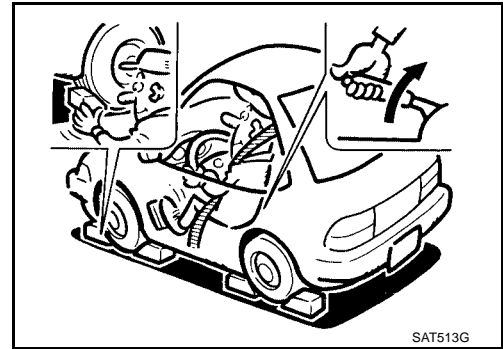
**STALL TEST PROCEDURE**

1. Check A/T fluid and engine oil levels. If necessary, add fluid and oil.
2. Drive vehicle for approx. 10 minutes or until fluid and oil reach operating temperature.

**ATF operating temperature :50 - 80°C (122 - 176°F)**

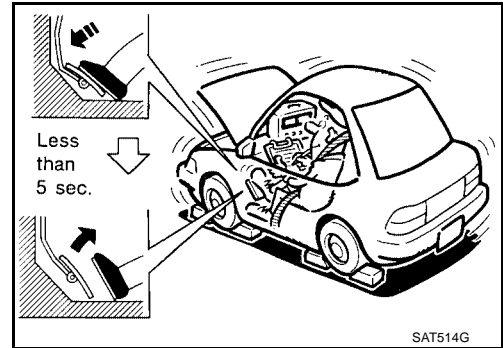


3. Set parking brake and block wheels.
4. Install a tachometer where it can be seen by driver during test.
  - It is good practice to mark the point of specified engine rpm on indicator.

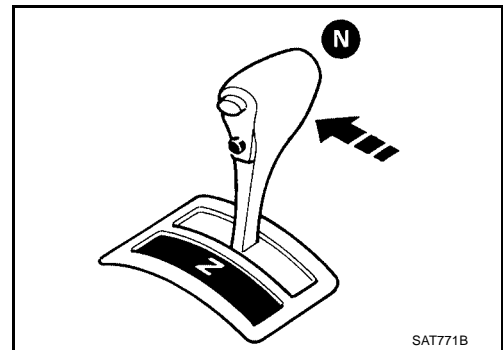


5. Start engine, apply foot brake, and place selector lever in D position.
6. Accelerate to wide open throttle gradually while applying foot brake.
7. Quickly note the engine stall revolution and immediately release throttle.
  - During test, never hold throttle wide open for more than 5 seconds.

**Stall revolution :2,350 - 2,800 rpm**



8. Move selector lever to N position.
9. Cool off ATF.
  - Run engine at idle for at least one minute.
10. Repeat steps 5 through 9 with selector lever in 2, 1 and R positions.



## JUDGEMENT OF STALL TEST

The test result and possible damaged components relating to each result are shown in the illustrations on next page.

In order to pinpoint the possible damaged components, follow the procedure shown in [AT-451, "WORK FLOW CHART"](#).

### NOTE:

Stall revolution is too high in D, 2 or 1 position:

- Slippage occurs in 1st gear but not in 2nd and 3rd gears. .... Low one-way clutch slippage
- Slippage occurs in the following gears:  
1st through 3rd gears in D position and engine brake functions with overdrive control switch set to OFF.  
1st and 2nd gears in 2 position and engine brake functions with accelerator pedal released (fully closed throttle). .... Forward clutch or forward one-way clutch slippage

Stall revolution is too high in R position:

- Engine brake does not function in 1 position. .... Low & reverse brake slippage
- Engine brake functions in 1 position. .... Reverse clutch slippage

Stall revolution within specifications:

- Vehicle does not achieve speed of more than 80 km/h (50 MPH). .... One-way clutch seizure in torque converter housing

### CAUTION:

**Be careful since automatic fluid temperature increases abnormally.**

- Slippage occurs in 3rd and 4th gears in D position. .... High clutch slippage

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## TROUBLE DIAGNOSIS - BASIC INSPECTION

[RE4F04B]

- 
- Slippage occurs in 2nd and 4th gear in D position. .... Brake band slippage
  - Engine brake does not function in 2nd and 3rd gears in D position, 2nd gear in 2 position, and 1st gear in 1 position with overdrive control switch set to OFF. .... Overrun clutch slippage
- Stall revolution less than specifications:
- Poor acceleration during starts. .... One-way clutch seizure in torque converter

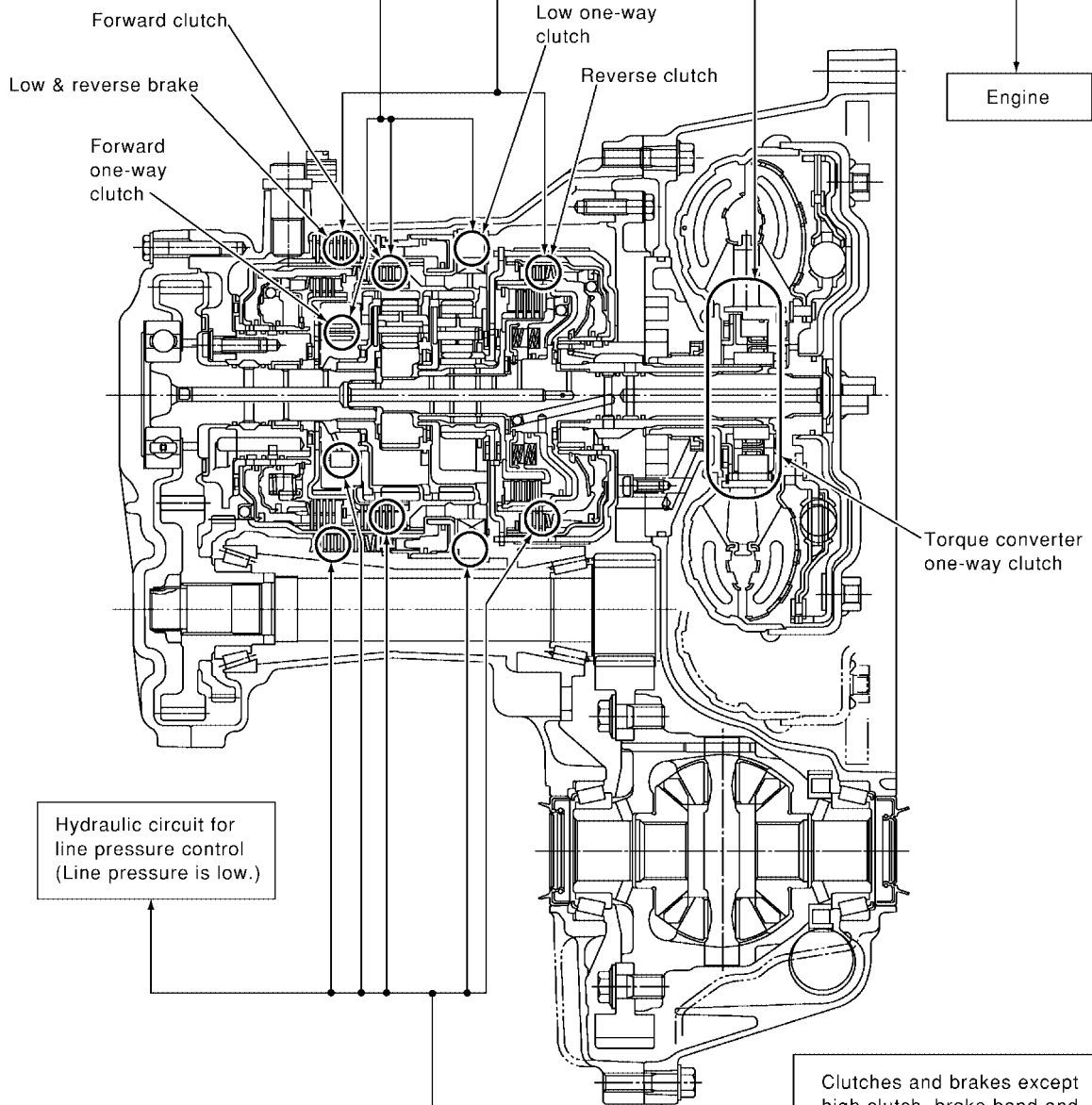
# TROUBLE DIAGNOSIS - BASIC INSPECTION

[RE4F04B]

Selector lever position	Judgement		
D	H	O	L
2	H	O	L
1	H	O	L
R	O	H	L

O : Stall revolution is normal.  
 H : Stall revolution is higher than specified.  
 L : Stall revolution is lower than specified.

Damaged components



D	H	O
2	H	O
1	H	O
R	H	O
Selector lever position	Judgement	

Clutches and brakes except high clutch, brake band and overrun clutch are OK. (Condition of high clutch, brake band and overrun clutch cannot be confirmed by stall test.)

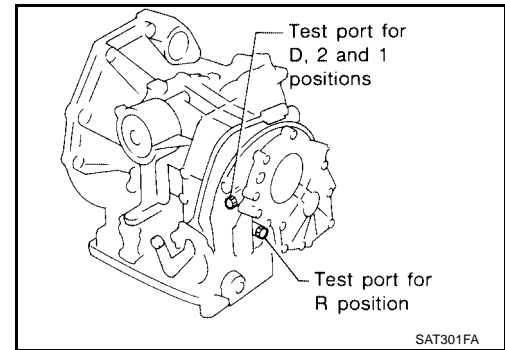
A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

SAT499K

## Line Pressure Test LINE PRESSURE TEST PORTS

Location of line pressure test ports are shown in the illustration.

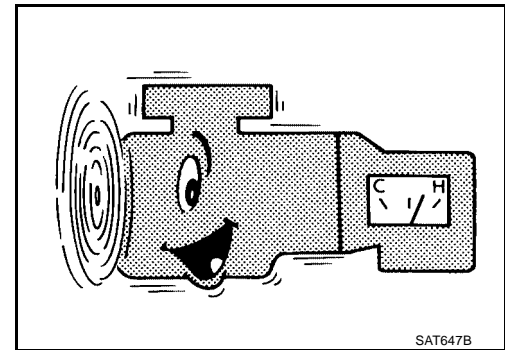
- Always replace pressure plugs as they are self-sealing bolts.



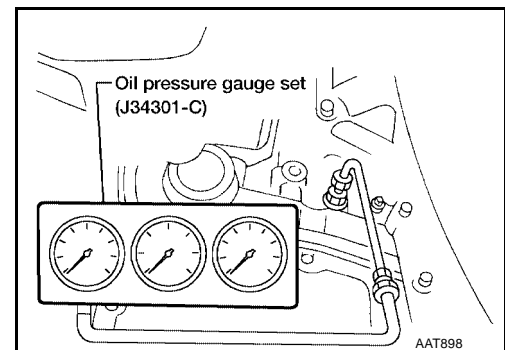
## LINE PRESSURE TEST PROCEDURE

1. Check A/T fluid and engine oil levels. If necessary, add fluid and oil.
2. Drive vehicle for approx. 10 minutes or until fluid and oil reach operating temperature.

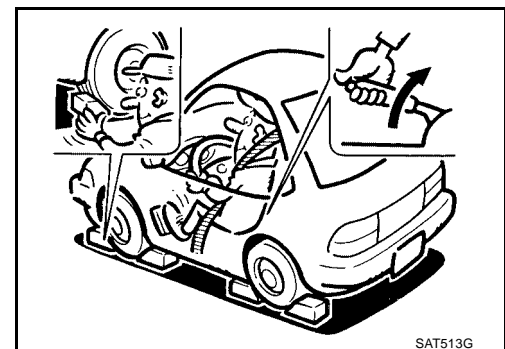
ATF operating temperature :50 - 80°C (122 - 176°F)



3. Install pressure gauge to corresponding line pressure port.

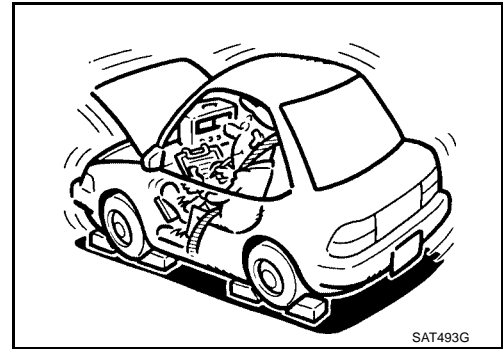


4. Set parking brake and block wheels.
  - Continue to depress brake pedal fully while line pressure test is being performed at stall speed.



5. Start engine and measure line pressure at idle and stall speed.
- When measuring line pressure at stall speed, follow the stall test procedure.

[AT-456, "Line Pressure Test"](#) : Refer to SDS, [AT-753, "Line Pressure"](#)



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## JUDGEMENT OF LINE PRESSURE TEST

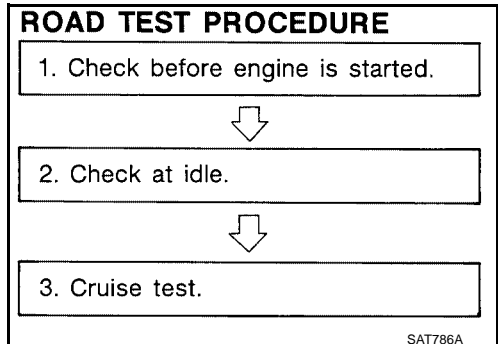
Judgement		Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> <li>● Oil pump wear</li> <li>● Control piston damage</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Spring for pressure regulator valve damaged</li> <li>● Fluid pressure leakage between oil strainer and pressure regulator valve</li> <li>● Clogged strainer</li> </ul>
	Line pressure is low in particular position.	<ul style="list-style-type: none"> <li>● Fluid pressure leakage between manual valve and particular clutch</li> <li>● For example, line pressure is:                             <ul style="list-style-type: none"> <li>– Low in R and 1 positions, but</li> <li>– Normal in D and 2 positions.</li> </ul>                             Therefore, fluid leakage exists at or around low and reverse brake circuit.                              Refer to <a href="#">AT-411, "CLUTCH AND BAND CHART"</a> .                         </li> </ul>
	Line pressure is high.	<ul style="list-style-type: none"> <li>● A/T fluid temperature sensor damaged</li> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure modifier valve sticking</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Open in dropping resistor circuit</li> </ul>
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Pressure modifier valve sticking</li> <li>● Pilot valve sticking</li> </ul>

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## Road Test DESCRIPTION

EC50062T

- The purpose of the test is to determine overall performance of A/T and analyze causes of problems.
- The road test consists of the following three parts:
  1. Check before engine is started
  2. Check at idle
  3. Cruise test



SAT786A



## TROUBLE DIAGNOSIS - BASIC INSPECTION

[RE4F04B]

- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to [AT-428, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"](#) and [AT-597, "TROUBLE DIAGNOSIS FOR SYMPTOMS"](#).



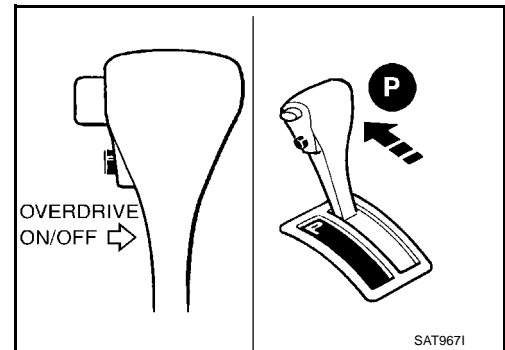
**1. CHECK BEFORE ENGINE IS STARTED**

**1. CHECK O/D OFF INDICATOR LAMP**

1. Park vehicle on flat surface.
2. Move selector lever to P position.
3. Turn ignition switch to OFF position. Wait at least 5 seconds.
4. Turn ignition switch to ON position. (Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?

Yes or No

- Yes >> GO TO 2.  
 No >> Stop ROAD TEST. Go to [AT-602, "1. O/D OFF Indicator Lamp Does Not Come On"](#) .

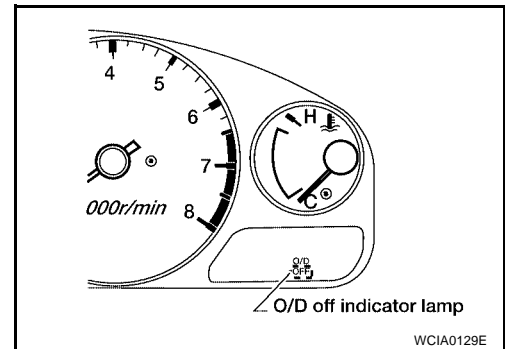


**2. CHECK O/D OFF INDICATOR LAMP**

Does O/D OFF indicator lamp flicker for about 8 seconds?

Yes or No

- Yes >> TCM is in fail-safe mode. Perform self-diagnosis and check NG items on the DIAGNOSTIC WORKSHEET, [AT-448](#) . Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .  
 No >> 1. Turn ignition switch to OFF position.  
 2. Perform self-diagnosis and note NG items. Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .  
 3. Go to [AT-459, "2. CHECK AT IDLE"](#) .



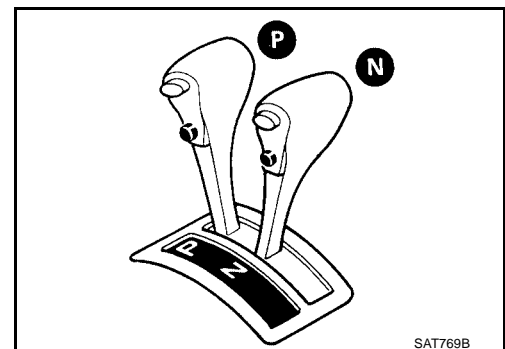
**2. CHECK AT IDLE**

**1. CHECK ENGINE START**

1. Park vehicle on flat surface.
2. Move selector lever to P position.
3. Turn ignition switch to OFF position.
4. Turn ignition switch to START position.
5. Is engine started?

Yes or No

- Yes >> Stop ROAD TEST.  
 No >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-604, "2. Engine Cannot Be Started In P and N Position"](#) .

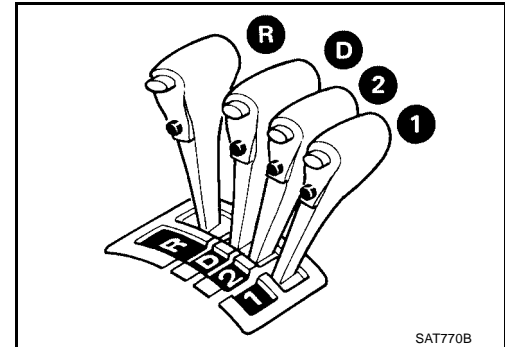


## 2. CHECK ENGINE START

1. Turn ignition switch to ACC position.
2. Move selector lever to D, 1, 2 or R position.
3. Turn ignition switch to START position.
4. Is engine started?

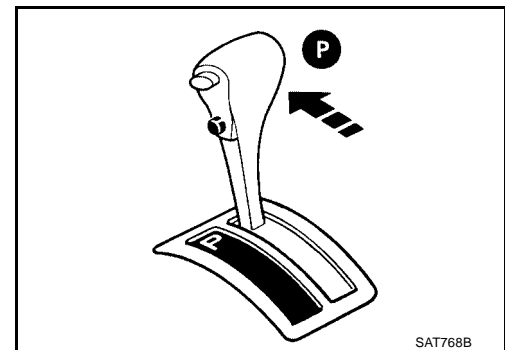
Yes or No

- Yes >> Stop ROAD TEST. Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-604, "2. Engine Cannot Be Started In P and N Position"](#) .
- No >> GO TO 3.



## 3. CHECK VEHICLE MOVE

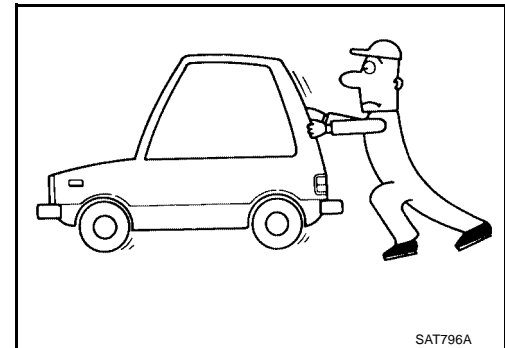
1. Move selector lever to P position.
2. Turn ignition switch to OFF position.
3. Release parking brake.



4. Push vehicle forward or backward.
5. Does vehicle move when it is pushed forward or backward?
6. Apply parking brake.

Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-605, "3. In P Position, Vehicle Moves Forward or Backward When Pushed"](#) . Continue ROAD TEST.
- No >> GO TO 4.

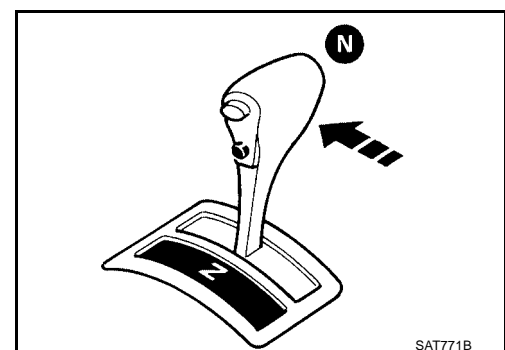


## 4. CHECK VEHICLE MOVE

1. Start engine.
2. Move selector lever to N position.
3. Release parking brake.
4. Does vehicle move forward or backward?

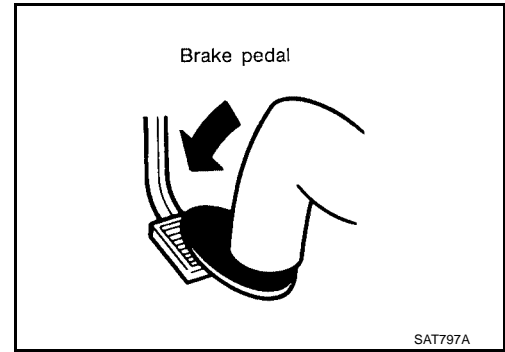
Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-605, "4. In N Position, Vehicle Moves"](#) . Continue ROAD TEST.
- No >> GO TO 5.



**5. CHECK SHIFT LOCK**

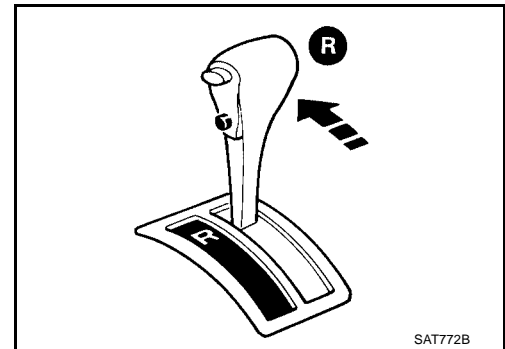
1. Apply foot brake.



2. Move selector lever to R position.
3. Is there large shock when changing from N to R position?

Yes or No

- Yes >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-607, "5. Large Shock N → R Position"](#) . Continue ROAD TEST.
- No >> GO TO 6.

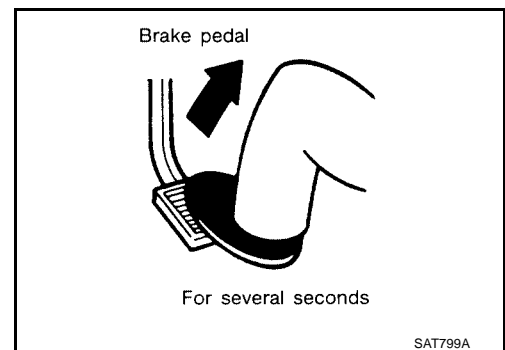


**6. CHECK VEHICLE MOVE**

1. Release foot brake for several seconds.
2. Does vehicle creep backward when foot brake is released?

Yes or No

- Yes >> GO TO 7.
- No >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-609, "6. Vehicle Does Not Creep Backward In R Position"](#) . Continue ROAD TEST.

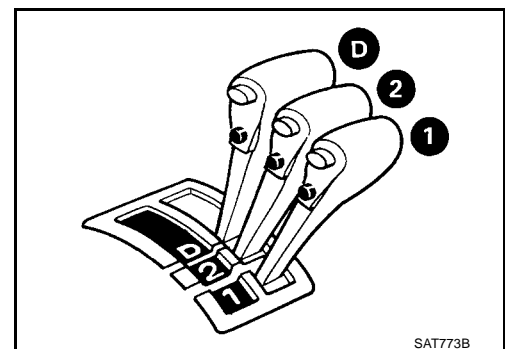


**7. CHECK VEHICLE MOVE**

1. Move selector lever to D, 2 and 1 positions and check if vehicle creeps forward.
2. Does vehicle creep forward in all three positions?

Yes or No

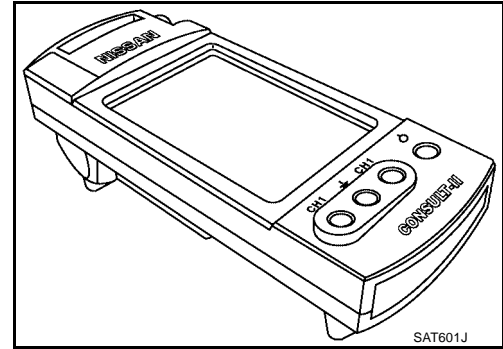
- Yes >> Go to [AT-462, "3. CRUISE TEST"](#) .
- No >> Mark the box on the DIAGNOSTIC WORKSHEET. Go to [AT-612, "7. Vehicle Does Not Creep Forward in D, 2 or 1 Position"](#) . Continue ROAD TEST.



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## 3. CRUISE TEST

- Check all items listed in Parts 1 through 3.

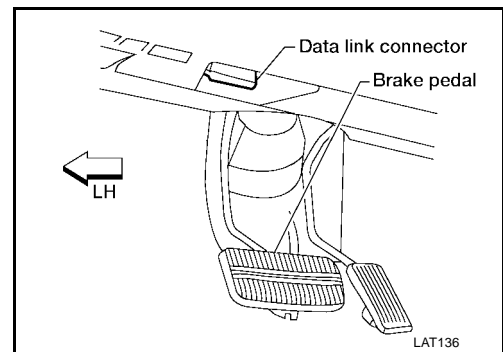


### With CONSULT-II

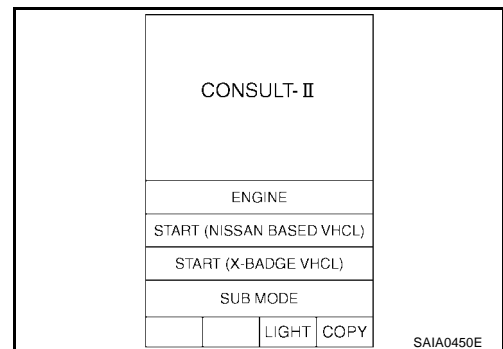
- Using CONSULT-II, conduct a cruise test and record the result.
- Print the result and ensure that shifts and lock-ups take place as per Shift Schedule. Refer to [AT-752](#), "[Shift Schedule](#)".

### CONSULT-II Setting Procedure

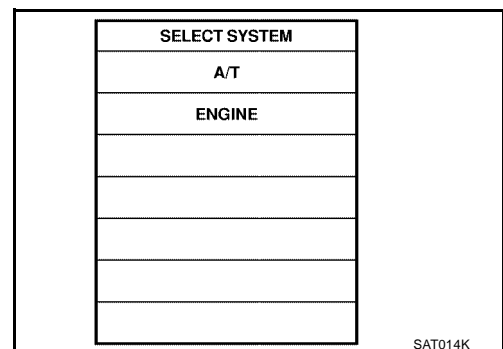
1. Turn ignition switch OFF.
2. Connect CONSULT-II to data link connector, which is located in left side dash panel.
3. Turn ignition switch ON.



4. Touch "START (NISSAN BASED VHCL)".



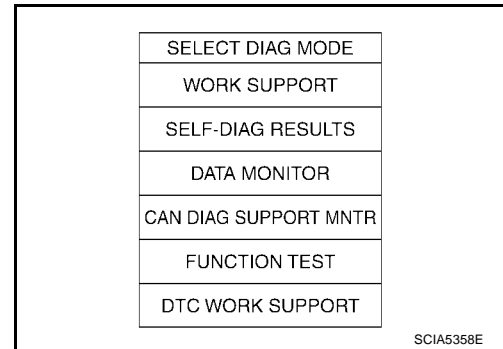
5. Touch "A/T".



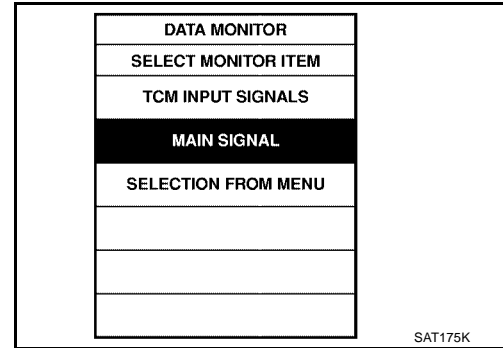
# TROUBLE DIAGNOSIS - BASIC INSPECTION

[RE4F04B]

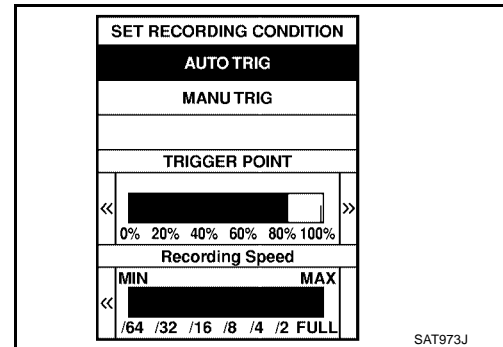
6. Touch "DATA MONITOR".



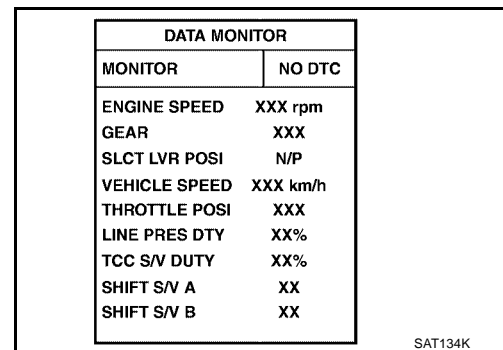
7. Touch "MAIN SIGNAL" or "TCM INPUT SIGNALS".  
 8. See "NUMERICAL DISPLAY", "BARCHART DISPLAY" or "LINE GRAPH DISPLAY".



9. Touch "SETTING" to set recording condition ("AUTO TRIG" or "MANU TRIG") and touch "BACK".  
 10. Touch "START".



11. When performing cruise test, touch "RECORD".



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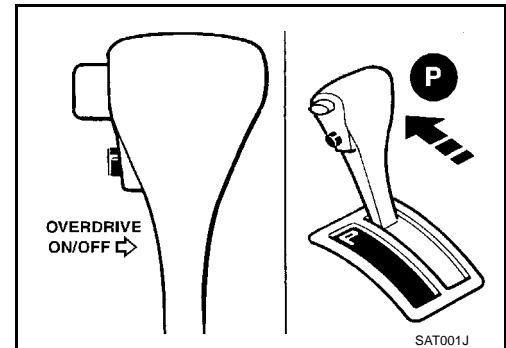
## Cruise Test — Part 1

### 1. CHECK STARTING GEAR (D1) POSITION

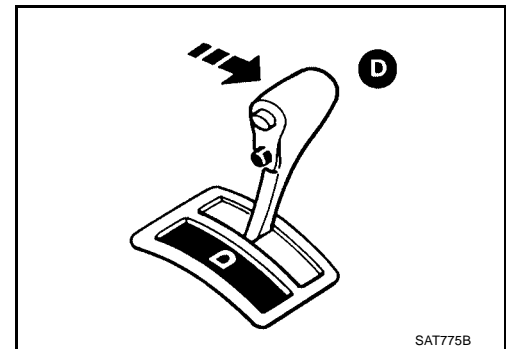
1. Drive vehicle for approx. 10 minutes to warm engine oil and ATF up to operating temperature.

**ATF operating temperature** :50 - 80°C (122 - 176°F)

2. Park vehicle on flat surface.
3. Set overdrive control switch to ON position.
4. Move selector lever to P position.
5. Start engine.



6. Move selector lever to D position.

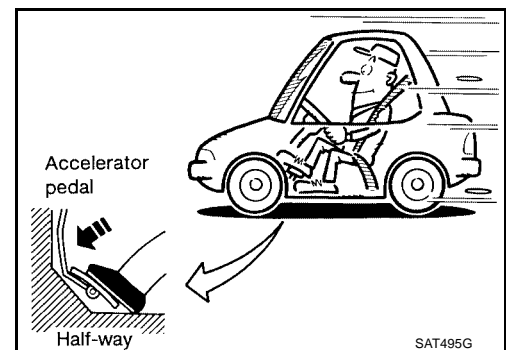


7. Accelerate vehicle by constantly depressing accelerator pedal half-way.
8. Does vehicle start from D1 ?

⊕ **Read gear position.**

**Yes or No**

- Yes >> GO TO 2.
- No >> Go to [AT-614, "8. Vehicle Cannot Be Started From D1"](#). Continue ROAD TEST.





**2. CHECK SHIFT UP (D1 TO D2 )**

Does A/T shift from D1 to D2 at the specified speed?

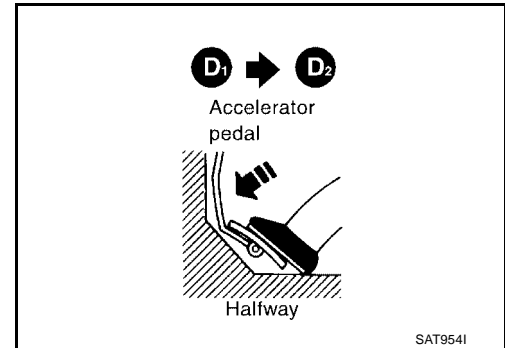
① Read gear position, throttle opening and vehicle speed.

**Specified speed when shifting from D1 to D2** :Refer to [AT-752, "Shift Schedule"](#) .

Yes or No

Yes >> GO TO 3.

No >> Go to [AT-617, "9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2"](#) . Continue ROAD TEST.



**3. CHECK SHIFT UP (D2 TO D3 )**

Does A/T shift from D2 to D3 at the specified speed?

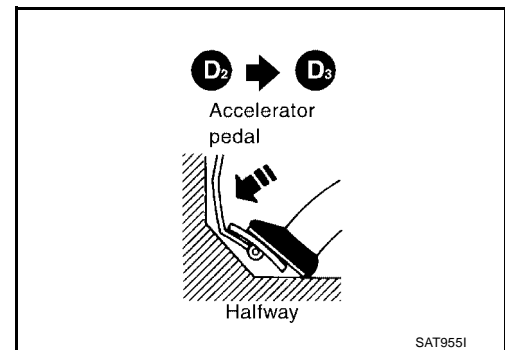
① Read gear position, throttle opening and vehicle speed.

**Specified speed when shifting from D2 to D3** :Refer to [AT-752, "Shift Schedule"](#) .

Yes or No

Yes >> GO TO 4.

No >> Go to [AT-619, "10. A/T Does Not Shift: D2 → D3"](#) . Continue ROAD TEST.



**4. CHECK SHIFT UP (D3 TO D4 )**

Does A/T shift from D3 to D4 at the specified speed?

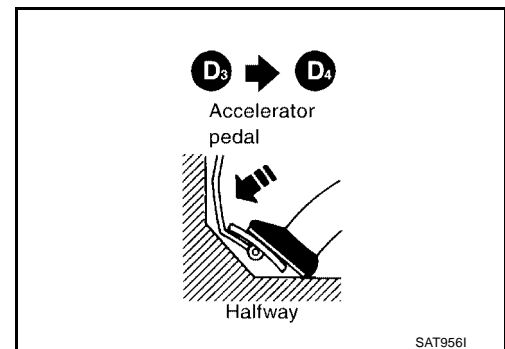
① Read gear position, throttle opening and vehicle speed.

**Specified speed when shifting from D3 to D4** :Refer to [AT-752, "Shift Schedule"](#) .

Yes or No

Yes >> GO TO 5.

No >> Go to [AT-622, "11. A/T Does Not Shift: D3 → D4"](#) . Continue ROAD TEST.



**5. CHECK LOCK-UP (D4 TO D4 L/U)**

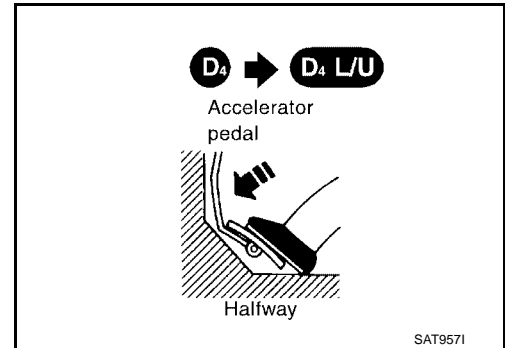
Does A/T perform lock-up at the specified speed?

**Read vehicle speed, throttle opening when lock-up duty becomes 94%.**

**Specified speed when lock-up occurs** :Refer to [AT-752, "Shift Schedule"](#) .

Yes or No

- Yes >> GO TO 6.
- No >> Go to [AT-624, "12. A/T Does Not Perform Lock-up"](#) . Continue ROAD TEST.



**6. CHECK HOLD LOCK-UP**

Does A/T hold lock-up condition for more than 30 seconds?

Yes or No

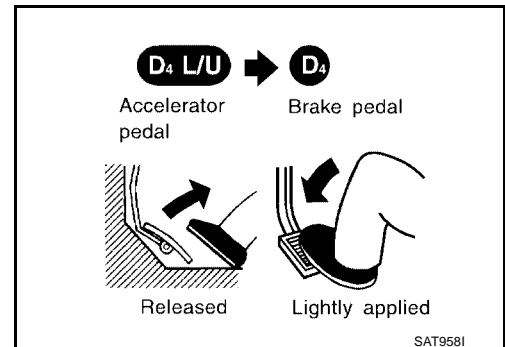
- Yes >> GO TO 7.
- No >> Go to [AT-625, "13. A/T Does Not Hold Lock-up Condition"](#) .

**7. CHECK SHIFT DOWN (D4 L/U TO D4)**

1. Release accelerator pedal.
2. Is lock-up released when accelerator pedal is released?

Yes or No

- Yes >> GO TO 8.
- No >> Go to [AT-626, "14. Lock-up Is Not Released"](#) . Continue ROAD TEST.



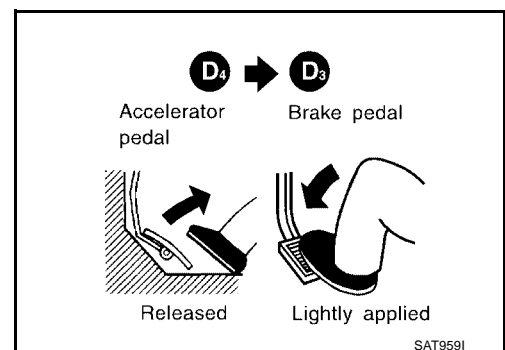
**8. CHECK SHIFT DOWN (D4 TO D3)**

1. Decelerate vehicle by applying foot brake lightly.
2. Does engine speed return to idle smoothly when A/T is shifted from D4 to D3 ?

**Read gear position and engine speed.**

Yes or No

- Yes >> 1. Stop vehicle.  
2. Go to [AT-468, "Cruise Test — Part 2"](#) .
- No >> Go to [AT-627, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) . Continue ROAD TEST.



Cruise Test — Part 2

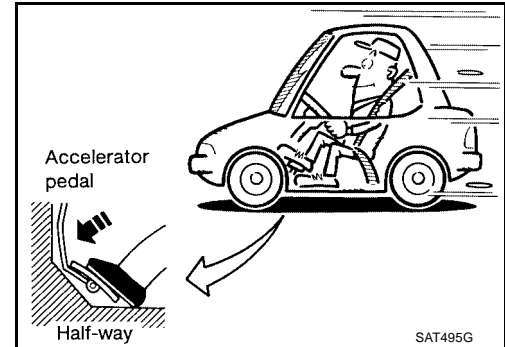
**1. CHECK STARTING GEAR (D1 ) POSITION**

1. Confirm overdrive control switch is in ON position.
2. Confirm selector lever is in D position.
3. Accelerate vehicle by half throttle again.
4. Does vehicle start from D1 ?

Ⓜ **Read gear position.**

Yes or No

- Yes >> GO TO 2.  
 No >> Go to [AT-629, "16. Vehicle Does Not Start From D1"](#) .  
 Continue ROAD TEST.



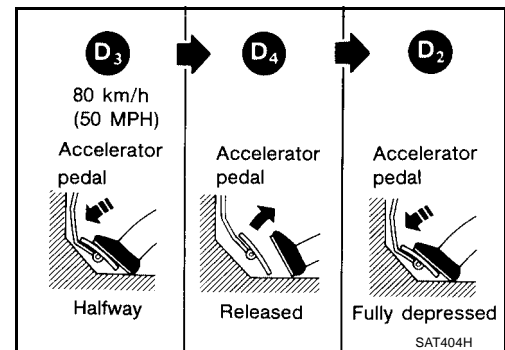
**2. CHECK SHIFT UP AND SHIFT DOWN (D3 TO D4 TO D2 )**

1. Accelerate vehicle to 80 km/h (50 MPH) as shown in illustration.
2. Release accelerator pedal and then quickly depress it fully.
3. Does A/T shift from D4 to D2 as soon as accelerator pedal is depressed fully?

Ⓜ **Read gear position and throttle opening.**

Yes or No

- Yes >> GO TO 3.  
 No >> Go to [AT-617, "9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2"](#) . Continue ROAD TEST.



**3. CHECK SHIFT UP (D2 TO D3 )**

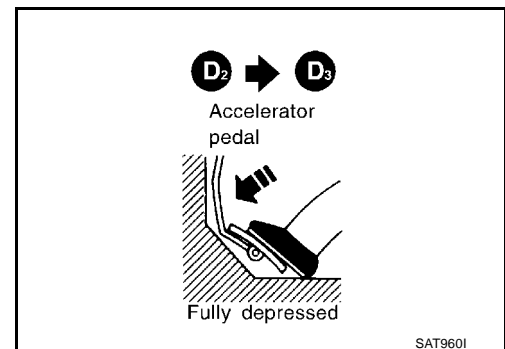
Does A/T shift from D2 to D3 at the specified speed?

Ⓜ **Read gear position, throttle opening and vehicle speed.**

**Specified speed when shifting from D2 to D3** :Refer to [AT-752, "Shift Schedule"](#) .

Yes or No

- Yes >> GO TO 4.  
 No >> Go to [AT-619, "10. A/T Does Not Shift: D2 → D3"](#) . Continue ROAD TEST.



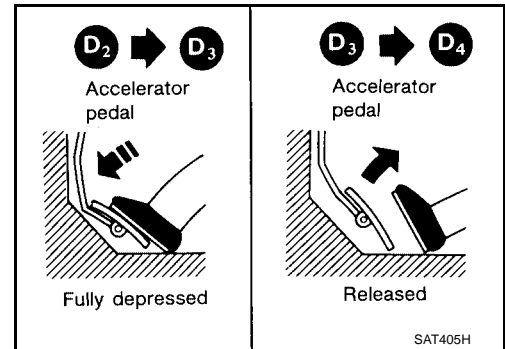
**4. CHECK SHIFT UP (D3 TO D4 ) AND ENGINE BRAKE**

Release accelerator pedal after shifting from D2 to D3 .  
Does A/T shift from D3 to D4 and does vehicle decelerate by engine brake?

 **Read gear position, throttle opening and vehicle speed.**

Yes or No

- Yes >> 1. Stop vehicle.  
2. Go to [AT-470, "Cruise Test — Part 3"](#) .
- No >> Go to [AT-622, "11. A/T Does Not Shift: D3 → D4"](#) . Continue ROAD TEST.

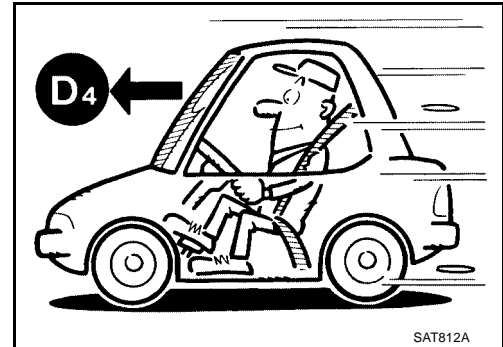


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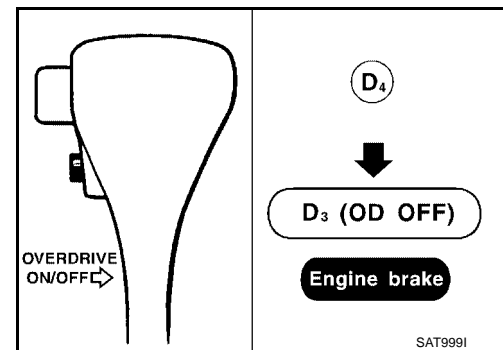
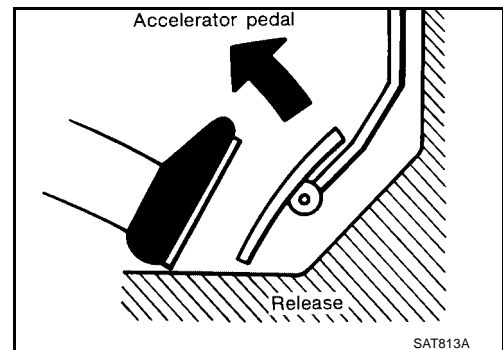
Cruise Test — Part 3

1. VEHICLE SPEED (D4 ) POSITION

1. Confirm overdrive control switch is in ON position.
2. Confirm selector lever is in D position.
3. Accelerate vehicle using half-throttle to D4 .



4. Release accelerator pedal.
5. Set overdrive control switch to OFF position while driving in D4 .
6. Does A/T shift from D4 to D3 (O/D OFF)?  
 **Read gear position and vehicle speed.**



Yes or No

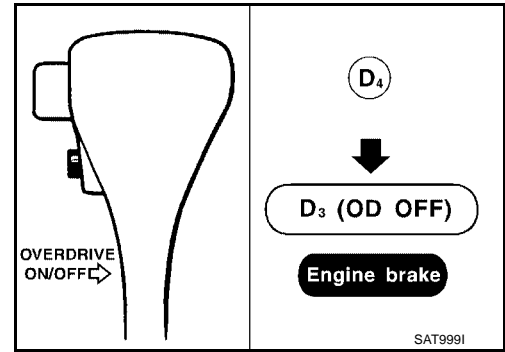
- Yes >> GO TO 2.  
 No >> Go to [AT-630, "17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch ON → OFF"](#) .  
 Continue ROAD TEST.

**2. CHECK ENGINE BRAKE**

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> GO TO 3.
- No >> Go to [AT-627, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) . Continue ROAD TEST.



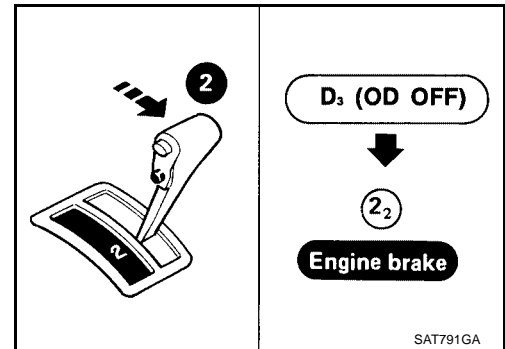
**3. CHECK SHIFT DOWN (D3 TO D2 )**

1. Move selector lever from D to 2 position while driving in D3 (O/D OFF).
2. Does A/T shift from D3 (O/D OFF) to 2<sub>2</sub> ?

**Read gear position.**

Yes or No

- Yes >> GO TO 4.
- No >> Go to [AT-630, "18. A/T Does Not Shift: D3 → 2<sub>2</sub> , When Selector Lever D → 2 Position"](#) . Continue ROAD TEST.

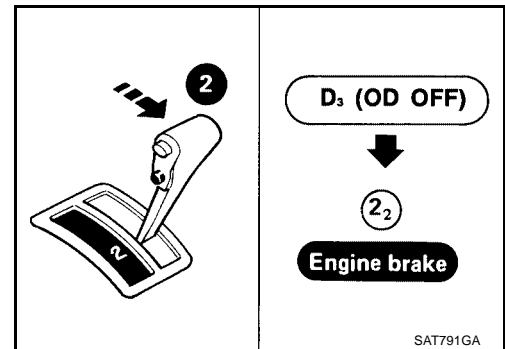


**4. CHECK ENGINE BRAKE**

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> GO TO 5.
- No >> Go to [AT-627, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) . Continue ROAD TEST.



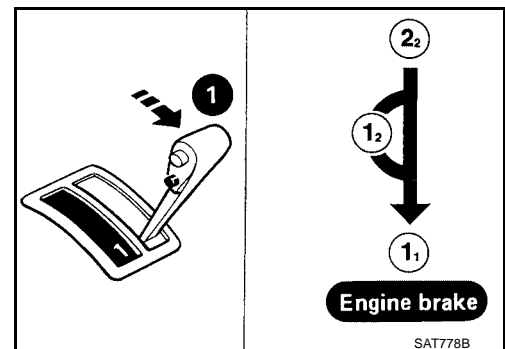
**5. CHECK SHIFT DOWN (2<sub>2</sub> TO 1<sub>1</sub>)**

1. Move selector lever from 2 to 1 position while driving in 2<sub>2</sub> .
2. Does A/T shift from 2<sub>2</sub> to 1<sub>1</sub> position?

**Read gear position.**

Yes or No

- Yes >> GO TO 6.
- No >> Go to [AT-631, "19. A/T Does Not Shift: 2<sub>2</sub> → 1<sub>1</sub> , When Selector Lever 2 → 1 Position"](#) . Continue ROAD TEST.

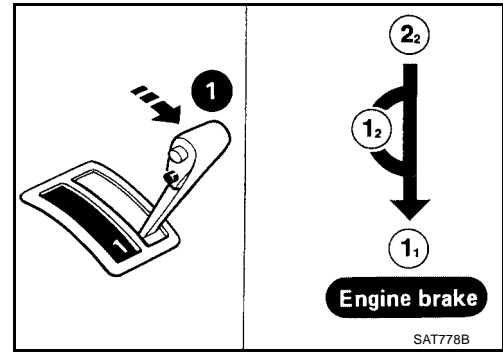


**6. CHECK ENGINE BRAKE**

Does vehicle decelerate by engine brake?

Yes or No

- Yes >> 1. Stop vehicle.  
2. Perform self-diagnosis. Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#).
- No >> Go to [AT-632, "20. Vehicle Does Not Decelerate By Engine Brake"](#). Continue ROAD TEST.



# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

## TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

PFP:00000

### Symptom Chart

ECS0062U

Numbers are arranged in order of inspection.  
Perform inspections starting with number one and work up.

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Lock-up Engagement/ TCC Inoperative	Torque converter is not locked up.	ON vehicle	1. Throttle position sensor {accelerator pedal position (APP) sensor}	<a href="#">AT-563</a>
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>
			3. Engine speed signal	<a href="#">AT-508</a>
			4. A/T fluid temperature sensor	<a href="#">AT-573</a>
			5. Line pressure test	<a href="#">AT-456</a>
			6. Torque converter clutch solenoid valve	<a href="#">AT-534</a>
			7. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	8. Torque converter	<a href="#">AT-657</a>
	Torque converter clutch piston slip.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor {accelerator pedal position (APP) sensor}	<a href="#">AT-563</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Torque converter clutch solenoid valve	<a href="#">AT-534</a>
			5. Line pressure solenoid valve	<a href="#">AT-547</a>
			6. Control valve assembly	<a href="#">AT-644</a>
			OFF vehicle	7. Torque converter
	Lock-up point is extremely high or low.	ON vehicle	1. Throttle position sensor {accelerator pedal position (APP) sensor}	<a href="#">AT-563</a>
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>
			3. Torque converter clutch solenoid valve	<a href="#">AT-534</a>
			4. Control valve assembly	<a href="#">AT-644</a>
Shift Shock	ON vehicle	1. Engine idling rpm	<a href="#">EC-1244</a>	
		2. Throttle position sensor {accelerator pedal position (APP) sensor}	<a href="#">AT-563</a>	
		3. Line pressure test	<a href="#">AT-456</a>	
		4. A/T fluid temperature sensor	<a href="#">AT-573</a>	
		5. Engine speed signal	<a href="#">AT-508</a>	
		6. Line pressure solenoid valve	<a href="#">AT-547</a>	
		7. Control valve assembly	<a href="#">AT-644</a>	
		8. Accumulator N-D	<a href="#">AT-657</a>	
		OFF vehicle	9. Forward clutch	<a href="#">AT-702</a>



# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
Shift Shock	Too sharp a shock in change from D1 to D2 .	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-563</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Accumulator servo release	<a href="#">AT-657</a>
			4. Control valve assembly	<a href="#">AT-644</a>
			5. A/T fluid temperature sensor	<a href="#">AT-573</a>
		OFF vehicle	6. Brake band	<a href="#">AT-657</a>
	Too sharp a shock in change from D2 to D3 .	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-563</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Control valve assembly	<a href="#">AT-644</a>
			4. A/T fluid temperature sensor	<a href="#">AT-497</a>
		OFF vehicle	5. High clutch	<a href="#">AT-697</a>
			6. Brake band	<a href="#">AT-657</a>
	Too sharp a shock in change from D3 to D4 .	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor]	<a href="#">AT-563</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Control valve assembly	<a href="#">AT-644</a>
			4. A/T fluid temperature sensor	<a href="#">AT-497</a>
		OFF vehicle	5. Brake band	<a href="#">AT-657</a>
			6. Overrun clutch	<a href="#">AT-702</a>
			7. Forward one-way clutch	<a href="#">AT-657#####</a>
	Gear change shock felt during deceleration by releasing accelerator pedal.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
2. Line pressure test			<a href="#">AT-456</a>	
3. Overrun clutch solenoid valve			<a href="#">AT-568</a>	
4. Control valve assembly			<a href="#">AT-644</a>	
Large shock changing from 12 to 11 in 1 position.	ON vehicle	1. Control valve assembly	<a href="#">AT-644</a>	
	ON vehicle	2. Low & reverse brake	<a href="#">AT-708</a>	

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
Improper Shift Timing	Too high a gear change point from D1 to D2 , from D2 to D3 , from D3 to D4 .	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
			4. Shift solenoid valve B	<a href="#">AT-558</a>
	Gear change directly from D1 to D3 occurs.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
		2. Accumulator servo release	<a href="#">AT-657</a>	
	OFF vehicle	3. Brake band	<a href="#">AT-657</a>	
		Too high a change point from D4 to D3 , from D3 to D2 , from D2 to D1 .	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)
	2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR			<a href="#">AT-503, AT-580</a>
	Kickdown does not operate when depressing pedal in D4 within kickdown vehicle speed.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
4. Shift solenoid valve B			<a href="#">AT-558</a>	
Improper Shift Timing	Kickdown operates or engine overruns when depressing pedal in D4 beyond kickdown vehicle speed limit.	ON vehicle	1. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
			4. Shift solenoid valve B	<a href="#">AT-558</a>
	Gear change from 22 to 23 in 2 position.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			Gear change from 11 to 12 in 1 position.	ON vehicle
	2. Control cable adjustment	<a href="#">AT-647</a>		

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# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Down Shift	Failure to change gear from D4 to D3 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Overrun clutch solenoid valve	<a href="#">AT-568</a>
			4. Shift solenoid valve A	<a href="#">AT-553</a>
			5. Line pressure solenoid valve	<a href="#">AT-547</a>
			6. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	7. Low & reverse brake	<a href="#">AT-708</a>
			8. Overrun clutch	<a href="#">AT-702</a>
	Failure to change gear from D3 to D2 or from D4 to D2 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
			4. Shift solenoid valve B	<a href="#">AT-558</a>
			5. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	6. High clutch	<a href="#">AT-697</a>
7. Brake band			<a href="#">AT-657</a>	
Failure to change gear from D2 to D1 or from D3 to D1 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
		2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>	
		3. Shift solenoid valve A	<a href="#">AT-553</a>	
		4. Shift solenoid valve B	<a href="#">AT-558</a>	
		5. Control valve assembly	<a href="#">AT-644</a>	
	OFF vehicle	6. Low one-way clutch	<a href="#">AT-657</a>	
		7. High clutch	<a href="#">AT-697</a>	
		8. Brake band	<a href="#">AT-657</a>	
No Down Shift	Failure to change from D3 to 2 <sup>2</sup> when changing lever into 2 position. <a href="#">AT-630</a>	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Overrun clutch solenoid valve	<a href="#">AT-568</a>
			4. Shift solenoid valve B	<a href="#">AT-558</a>
			5. Shift solenoid valve A	<a href="#">AT-553</a>
			6. Control valve assembly	<a href="#">AT-644</a>
			7. Control cable adjustment	<a href="#">AT-647</a>
		OFF vehicle	8. Brake band	<a href="#">AT-657</a>
			9. Overrun clutch	<a href="#">AT-702</a>
			Does not change from 12 to 11 in 1 position.	ON vehicle
	2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503</a> , <a href="#">AT-580</a>		
	3. Shift solenoid valve A	<a href="#">AT-553</a>		
	4. Control valve assembly	<a href="#">AT-644</a>		
	5. Overrun clutch solenoid valve	<a href="#">AT-568</a>		
OFF vehicle	6. Overrun clutch	<a href="#">AT-702</a>		
	7. Low & reverse brake	<a href="#">AT-708</a>		

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Up Shift	Failure to change gear from D1 to D2 .	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			2. Control cable adjustment	<a href="#">AT-647</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
			4. Control valve assembly	<a href="#">AT-644</a>
			5. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503</a> , <a href="#">AT-580</a>
		OFF vehicle	6. Brake band	<a href="#">AT-657</a>
	Failure to change gear from D2 to D3 .	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			2. Control cable adjustment	<a href="#">AT-647</a>
			3. Shift solenoid valve B	<a href="#">AT-558</a>
			4. Control valve assembly	<a href="#">AT-644</a>
5. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR			<a href="#">AT-503</a> , <a href="#">AT-580</a>	
OFF vehicle		6. High clutch	<a href="#">AT-697</a>	
		7. Brake band	<a href="#">AT-657</a>	
No Up Shift	Failure to change gear from D3 to D4 .	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			2. Control cable adjustment	<a href="#">AT-647</a>
			3. Shift solenoid valve A	<a href="#">AT-553</a>
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503</a> , <a href="#">AT-580</a>
			5. A/T fluid temperature sensor	<a href="#">AT-573</a>
		OFF vehicle	6. Brake band	<a href="#">AT-657</a>
	A/T does not shift to D4 when driving with overdrive control switch ON.	ON vehicle	1. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			2. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>
			3. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503</a> , <a href="#">AT-580</a>
			4. Shift solenoid valve A	<a href="#">AT-553</a>
5. Overrun clutch solenoid valve			<a href="#">AT-568</a>	
6. Control valve assembly	<a href="#">AT-644</a>			
7. A/T fluid temperature sensor	<a href="#">AT-573</a>			
8. Line pressure solenoid valve	<a href="#">AT-547</a>			
	OFF vehicle	9. Brake band	<a href="#">AT-657</a>	
		10. Overrun clutch	<a href="#">AT-702</a>	

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# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Vehicle will not run in R position (but runs in D, 2 and 1 positions). Clutch slips. Very poor acceleration. <a href="#">AT-609</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-647</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Line pressure solenoid valve	<a href="#">AT-547</a>
			4. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	5. Reverse clutch	<a href="#">AT-694</a>
			6. High clutch	<a href="#">AT-697</a>
			7. Forward clutch	<a href="#">AT-702</a>
			8. Overrun clutch	<a href="#">AT-702</a>
			9. Low & reverse brake	<a href="#">AT-708</a>
	Vehicle will not run in D and 2 positions (but runs in 1 and R positions).	ON vehicle	1. Control cable adjustment	<a href="#">AT-647</a>
OFF vehicle		2. Low one-way clutch	<a href="#">AT-657</a>	

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Vehicle will not run in D, 1, 2 positions (but runs in R position). Clutch slips. Very poor acceleration. <a href="#">AT-612</a>	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Line pressure solenoid valve	<a href="#">AT-547</a>
			4. Control valve assembly	<a href="#">AT-644</a>
			5. Accumulator N-D	<a href="#">AT-657</a>
		OFF vehicle	6. Reverse clutch	<a href="#">AT-694</a>
			7. High clutch	<a href="#">AT-697</a>
			8. Forward clutch	<a href="#">AT-702</a>
			9. Forward one-way clutch	<a href="#">AT-657</a>
			10. Low one-way clutch	<a href="#">AT-657</a>
	Clutches or brakes slip somewhat in starting.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Control cable adjustment	<a href="#">AT-647</a>
			3. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			4. Line pressure test	<a href="#">AT-456</a>
			5. Line pressure solenoid valve	<a href="#">AT-547</a>
			6. Control valve assembly	<a href="#">AT-644</a>
			7. Accumulator N-D	<a href="#">AT-657</a>
		OFF vehicle	8. Forward clutch	<a href="#">AT-702</a>
			9. Reverse clutch	<a href="#">AT-694</a>
			10. Low & reverse brake	<a href="#">AT-708</a>
			11. Oil pump	<a href="#">AT-675</a>
			12. Torque converter	<a href="#">AT-657</a>
	No creep at all. <a href="#">AT-609</a> , <a href="#">AT-612</a>	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Line pressure test	<a href="#">AT-456</a>
			3. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	4. Forward clutch	<a href="#">AT-702</a>
5. Oil pump			<a href="#">AT-675</a>	
6. Torque converter			<a href="#">AT-657</a>	
Almost no shock or clutches slipping in change from D1 to D2 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
		2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>	
		3. Line pressure test	<a href="#">AT-456</a>	
		4. Accumulator servo release	<a href="#">AT-657</a>	
		5. Control valve assembly	<a href="#">AT-644</a>	
	OFF vehicle	6. Brake band	<a href="#">AT-657</a>	

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# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Almost no shock or slipping in change from D2 to D3 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	5. High clutch	<a href="#">AT-697</a>
			6. Forward clutch	<a href="#">AT-702</a>
	Almost no shock or slipping in change from D3 to D4 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	5. High clutch	<a href="#">AT-697</a>
			6. Brake band	<a href="#">AT-657</a>
	Races extremely fast or slips in changing from D4 to D3 when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Line pressure solenoid valve	<a href="#">AT-547</a>
			5. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	6. High clutch	<a href="#">AT-697</a>
			7. Forward clutch	<a href="#">AT-702</a>
	Races extremely fast or slips in changing from D4 to D2 when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Line pressure solenoid valve	<a href="#">AT-547</a>
			5. Shift solenoid valve A	<a href="#">AT-553</a>
6. Control valve assembly			<a href="#">AT-644</a>	
OFF vehicle		7. Brake band	<a href="#">AT-657</a>	
		8. Forward clutch	<a href="#">AT-702</a>	
Races extremely fast or slips in changing from D3 to D2 when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
		2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>	
		3. Line pressure test	<a href="#">AT-456</a>	
		4. Line pressure solenoid valve	<a href="#">AT-547</a>	
		5. Control valve assembly	<a href="#">AT-644</a>	
		6. A/T fluid temperature sensor	<a href="#">AT-573</a>	
	OFF vehicle	7. Brake band	<a href="#">AT-657</a>	
		8. Forward clutch	<a href="#">AT-702</a>	
		9. High clutch	<a href="#">AT-697</a>	

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page	
Slips/Will Not Engage	Races extremely fast or slips in changing from D4 or D3 to D1 when depressing pedal.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
			2. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>	
			3. Line pressure test	<a href="#">AT-456</a>	
			4. Line pressure solenoid valve	<a href="#">AT-547</a>	
			5. Control valve assembly	<a href="#">AT-644</a>	
	OFF vehicle	6. Forward clutch	<a href="#">AT-702</a>		
		7. Forward one-way clutch	<a href="#">AT-657</a>		
		8. Low one-way clutch	<a href="#">AT-657</a>		
	Vehicle will not run in any position.	ON vehicle	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
				2. Control cable adjustment	<a href="#">AT-647</a>
3. Line pressure test				<a href="#">AT-456</a>	
4. Line pressure solenoid valve				<a href="#">AT-547</a>	
OFF vehicle		OFF vehicle	5. Oil pump	<a href="#">AT-675</a>	
			6. High clutch	<a href="#">AT-697</a>	
			7. Brake band	<a href="#">AT-657</a>	
			8. Low & reverse brake	<a href="#">AT-708</a>	
			9. Torque converter	<a href="#">AT-657</a>	
			10. Parking components	<a href="#">AT-672</a>	
NOT USED	Engine cannot be started in P and N positions. <a href="#">AT-604</a>	ON vehicle	1. Ignition switch and starter	<a href="#">PG-2, SC-9</a>	
			2. Control cable adjustment	<a href="#">AT-647</a>	
			3. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>	
	Engine starts in positions other than P and N. <a href="#">AT-604</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-647</a>	
			2. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>	
	Transaxle noise in P and N positions.	ON vehicle	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
2. Line pressure test				<a href="#">AT-456</a>	
3. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)				<a href="#">EC-1255</a>	
4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR				<a href="#">AT-503, AT-580</a>	
5. Engine speed signal				<a href="#">AT-508</a>	
OFF vehicle		OFF vehicle	6. Oil pump	<a href="#">AT-675</a>	
			7. Torque converter	<a href="#">AT-657</a>	
Vehicle moves when changing into P position or parking gear does not disengage when shifted out of P position. <a href="#">AT-605</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-647</a>		
	OFF vehicle	2. Parking components	<a href="#">AT-672</a>		

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# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Items	Symptom	Condition	Diagnostic Item	Reference Page
NOT USED	Vehicle runs in N position. <a href="#">AT-605</a>	ON vehicle	1. Control cable adjustment	<a href="#">AT-647</a>
		OFF vehicle	2. Forward clutch	<a href="#">AT-702</a>
			3. Reverse clutch	<a href="#">AT-694</a>
			4. Overrun clutch	<a href="#">AT-702</a>
	Vehicle braked when shifting into R position.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
			2. Control cable adjustment	<a href="#">AT-647</a>
			3. Line pressure test	<a href="#">AT-456</a>
			4. Line pressure solenoid valve	<a href="#">AT-547</a>
			5. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	6. High clutch	<a href="#">AT-697</a>
			7. Brake band	<a href="#">AT-657</a>
			8. Forward clutch	<a href="#">AT-702</a>
			9. Overrun clutch	<a href="#">AT-702</a>
	Excessive creep.	ON vehicle	1. Engine idling rpm	<a href="#">EC-1244</a>
	Engine stops when shifting lever into R, D, 2 and 1.	ON vehicle	1. Engine idling rpm	<a href="#">EC-1244</a>
			2. Torque converter clutch solenoid valve	<a href="#">AT-534</a>
			3. Control valve assembly	<a href="#">AT-644</a>
		OFF vehicle	4. Torque converter	<a href="#">AT-657</a>
	Vehicle braked by gear change from D1 to D2 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
		OFF vehicle	2. Reverse clutch	<a href="#">AT-694</a>
3. Low & reverse brake			<a href="#">AT-708</a>	
4. High clutch			<a href="#">AT-697</a>	
5. Low one-way clutch			<a href="#">AT-657</a>	
Vehicle braked by gear change from D2 to D3 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
	OFF vehicle	2. Brake band	<a href="#">AT-657</a>	
Vehicle braked by gear change from D3 to D4 .	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
	OFF vehicle	2. Overrun clutch	<a href="#">AT-702</a>	
		3. Forward one-way clutch	<a href="#">AT-657</a>	
		4. Reverse clutch	<a href="#">AT-694</a>	

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

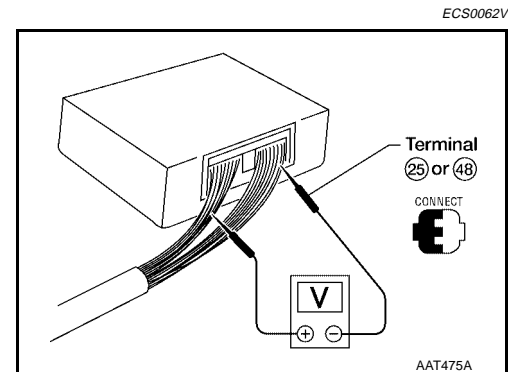
Items	Symptom	Condition	Diagnostic Item	Reference Page	
NOT USED	Maximum speed not attained. Acceleration poor.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	A
			2. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>	B
			3. Shift solenoid valve A	<a href="#">AT-553</a>	AT
			4. Shift solenoid valve B	<a href="#">AT-558</a>	
			5. Control valve assembly	<a href="#">AT-644</a>	
		OFF vehicle	6. Reverse clutch	<a href="#">AT-694</a>	D
			7. High clutch	<a href="#">AT-697</a>	
			8. Brake band	<a href="#">AT-657</a>	E
			9. Low & reverse brake	<a href="#">AT-708</a>	
			10. Oil pump	<a href="#">AT-675</a>	
			11. Torque converter	<a href="#">AT-657</a>	
	Transaxle noise in D, 2, 1 and R positions.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	F
		ON vehicle	2. Torque converter	<a href="#">AT-657</a>	
	Engine brake does not operate in "1" position. <a href="#">AT-632</a>	ON vehicle	1. Park/neutral position (PNP) switch adjustment	<a href="#">AT-646</a>	G
			2. Control cable adjustment	<a href="#">AT-647</a>	
			3. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)	<a href="#">EC-1255</a>	H
			4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	<a href="#">AT-503, AT-580</a>	
			5. Shift solenoid valve A	<a href="#">AT-553</a>	I
			6. Control valve assembly	<a href="#">AT-644</a>	
			7. Overrun clutch solenoid valve	<a href="#">AT-568</a>	J
		OFF vehicle	8. Overrun clutch	<a href="#">AT-702</a>	
			9. Low & reverse brake	<a href="#">AT-708</a>	
	Transaxle overheats.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	K
			2. Engine idling rpm	<a href="#">EC-1244</a>	
3. Throttle position sensor [accelerator pedal position (APP) sensor] (Adjustment)			<a href="#">EC-1255</a>	L	
4. Line pressure test			<a href="#">AT-456</a>		
5. Line pressure solenoid valve			<a href="#">AT-547</a>		
6. Control valve assembly			<a href="#">AT-644</a>	M	
OFF vehicle		7. Oil pump	<a href="#">AT-675</a>		
		8. Reverse clutch	<a href="#">AT-694</a>		
		9. High clutch	<a href="#">AT-697</a>		
		10. Brake band	<a href="#">AT-657</a>		
		11. Forward clutch	<a href="#">AT-702</a>		
		12. Overrun clutch	<a href="#">AT-702</a>		
		13. Low & reverse brake	<a href="#">AT-708</a>		
		14. Torque converter	<a href="#">AT-657</a>		

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

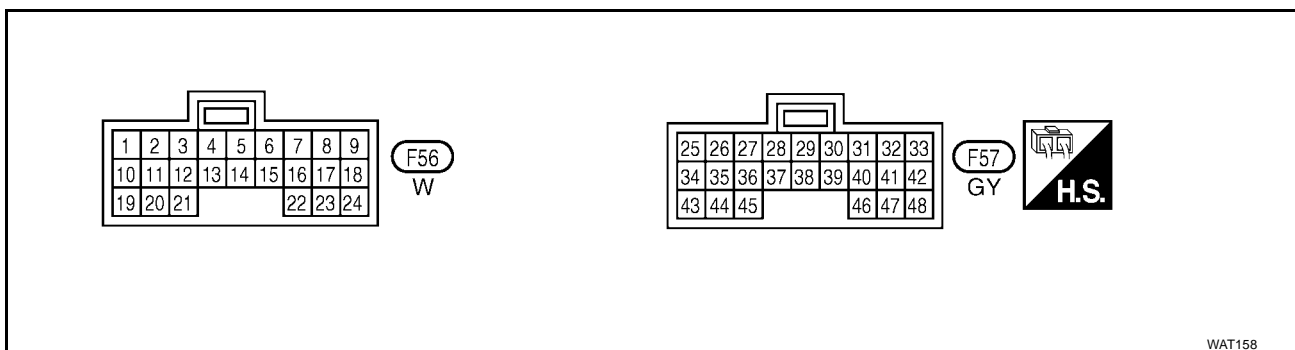
Items	Symptom	Condition	Diagnostic Item	Reference Page
NOT USED	ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
		OFF vehicle	2. Reverse clutch	<a href="#">AT-694</a>
			3. High clutch	<a href="#">AT-697</a>
			4. Brake band	<a href="#">AT-657</a>
			5. Forward clutch	<a href="#">AT-702</a>
			6. Overrun clutch	<a href="#">AT-702</a>
			7. Low & reverse brake	<a href="#">AT-708</a>
	Offensive smell at fluid charging pipe.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>
		OFF vehicle	2. Torque converter	<a href="#">AT-657</a>
			3. Oil pump	<a href="#">AT-675</a>
			4. Reverse clutch	<a href="#">AT-694</a>
			5. High clutch	<a href="#">AT-697</a>
			6. Brake band	<a href="#">AT-657</a>
			7. Forward clutch	<a href="#">AT-702</a>
			8. Overrun clutch	<a href="#">AT-702</a>
9. Low & reverse brake	<a href="#">AT-708</a>			
Engine is stopped at R, D, 2 and 1 positions.	ON vehicle	1. Fluid level	<a href="#">AT-452</a>	
		2. Torque converter clutch solenoid valve	<a href="#">AT-534</a>	
		3. Shift solenoid valve B	<a href="#">AT-558</a>	
		4. Shift solenoid valve A	<a href="#">AT-553</a>	
		5. Control valve assembly	<a href="#">AT-644</a>	

## TCM Terminals and Reference Value PREPARATION



- Measure voltage between each terminal and terminal 25 or 48 by following "TCM INSPECTION TABLE".

## TCM HARNESS CONNECTOR TERMINAL LAYOUT
















# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]















## TCM INSPECTION TABLE

(Data are reference values.)

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
1	R/W	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
				When depressing accelerator pedal fully after warming up engine.	0V
2	P/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	4 - 14V
				When depressing accelerator pedal fully after warming up engine.	0V
3	GY/R	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	0V
5*	L	CAN-H	—	—	—
6*	Y	CAN-L	—	—	—
10	BR/R	Power source	 	When turning ignition switch to ON.	Battery voltage
				When turning ignition switch to OFF.	0V
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in D1 or D4 .)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in D2 or D3 .)	0V
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in D1 or D2 .)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in D3 or D4 .)	0V
13	G/R	O/D OFF indicator lamp		When setting overdrive control switch in OFF position.	0V
				When setting overdrive control switch in ON position.	Battery voltage
19	BR/R	Power source	 	With ignition switch ON.	Battery voltage
				With ignition switch OFF.	0V
20	L/B	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	0V
22	OR/B	Overdrive control switch	 	When setting overdrive control switch in ON position.	Battery voltage
				When setting overdrive control switch in OFF position.	0V
25	B	Ground	—	—	—





# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
26	OR	PNP switch 1 position		When setting selector lever to 1 position.	Battery voltage
				When setting selector lever to other positions.	0V
27	L	PNP switch 2 position		When setting selector lever to 2 position.	Battery voltage
				When setting selector lever to other positions.	0V
28	R/B	Power source (Memory back-up)	 	With ignition switch OFF.	Battery voltage
				With ignition switch ON.	Battery voltage
29	W	Revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 <b>CAUTION:</b> <b>Connect the diagnosis data link cable to the vehicle diagnosis connector.</b> *1: A circuit tester cannot be used to test this item.	450 Hz
				When vehicle is parked.	Under 1.3V or over 4.5V
30**	G/B	Data link connector (RX)		—	—
31**	GY/L	Data link connector (TX)		—	—
32	R	Sensor power	 	Ignition switch ON.	4.5 - 5.5V
				Ignition switch OFF.	0V
34	W/G	PNP switch D position		When setting selector lever to D position.	Battery voltage
				When setting selector lever to other positions.	0V
35	G/W	PNP switch R position	 	When setting selector lever to R position.	Battery voltage
				When setting selector lever to other positions.	0V
36	BR/W	PNP switch P or N position	 	When setting selector lever to P or N position.	Battery voltage
				When setting selector lever to other positions.	0V
38	G	Turbine revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 <b>CAUTION:</b> <b>Connect the diagnosis data link cable to the vehicle diagnosis connector.</b> *1: A circuit tester cannot be used to test this item.	240 Hz
				When vehicle is parked.	Under 1.3V or over 4.5V

# TROUBLE DIAGNOSIS - GENERAL DESCRIPTION

[RE4F04B]

Terminal No.	Wire color	Item	Condition	Judgement standard (Approx.)	
39	L/OR	Engine speed signal		Refer to <a href="#">EC-1308, "ECM INSPECTION TABLE"</a>	
40	PU/R	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V
41	S/B	Throttle position sensor [accelerator pedal position (APP) sensor]		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: 0.5V Fully-open throttle: 4V
42	B	Sensor ground	—	—	—
45	R/G	Stop lamp switch		With brake pedal depressed	Battery voltage
		With brake pedal released		0V	
47	BR	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	1.5V
		When ATF temperature is 80°C (176°F).		0.5V	
48	B	Ground	—	—	—

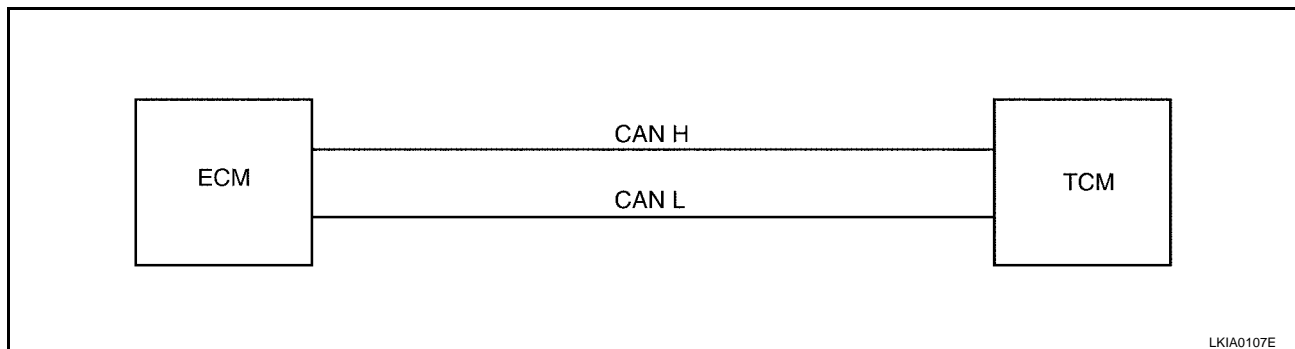
\*: These terminals are connected to the ECM.

\*\* : These terminals are connected to the Data link connector.

## System Description

ECS0062W

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.



## INPUT/OUTPUT SIGNAL CHART

T: Transmit R: Receive

Signals	ECM	TCM
Accelerator pedal position signal	T	R
Output shaft revolution signal	R	T
A/T self-diagnosis signal	R	T

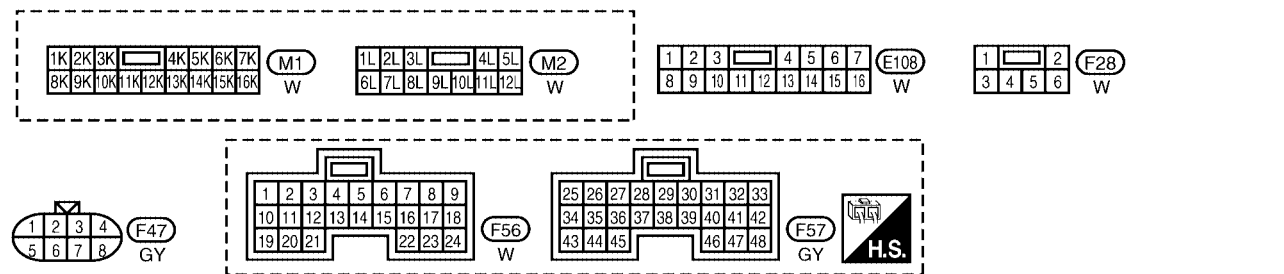
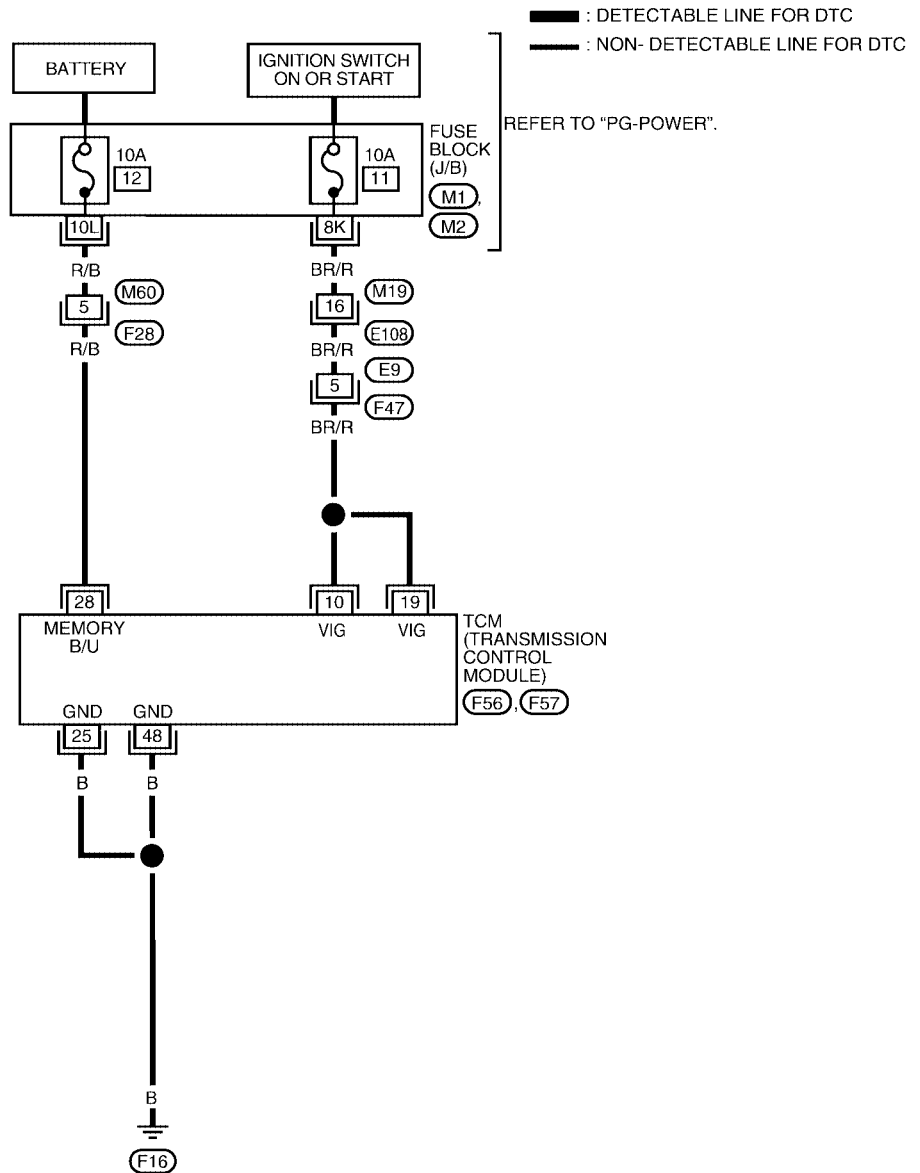
TROUBLE DIAGNOSIS FOR POWER SUPPLY

PF0:0000

Wiring Diagram — AT — MAIN

ECS0062X

AT-MAIN-01



# TROUBLE DIAGNOSIS FOR POWER SUPPLY

**[RE4F04B]**

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

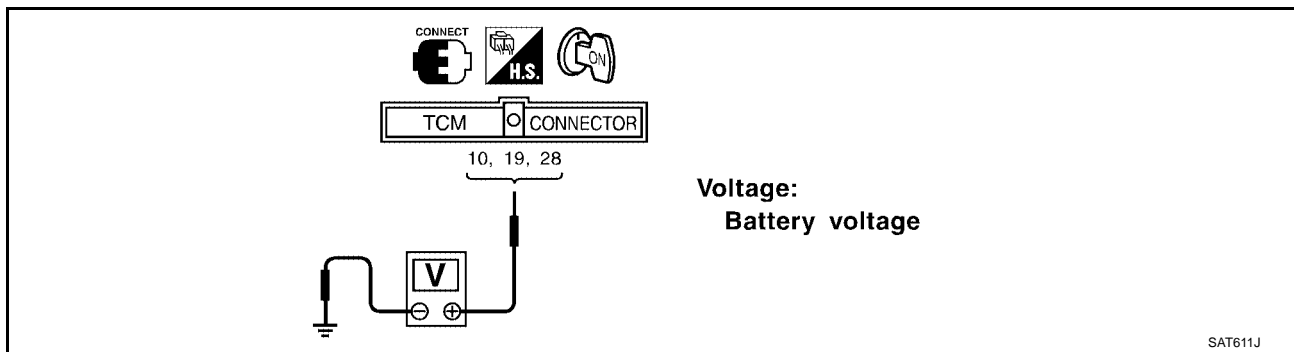
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	BR/R	POWER SOURCE	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	APPROX. 0V
19	BR/R	POWER SOURCE	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	APPROX. 0V
25	B	GROUND	—	—
28	R/B	POWER SOURCE (MEMORY BACKUP)	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	BATTERY VOLTAGE
48	B	GROUND	—	—

## Diagnostic Procedure

ECS0062Y

### 1. CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Check voltage between TCM terminals 10 (BR/R), 19 (BR/R), 28 (R/B) and ground.

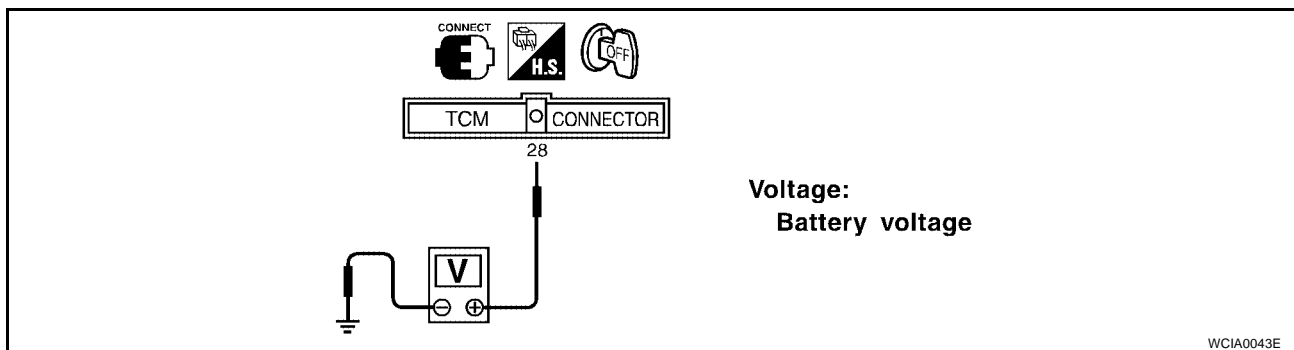


OK or NG

- OK >> GO TO 2.
- NG >> GO TO 3.

### 2. CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM terminal 28 (R/B) and ground.



OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



---

## 3. DETECT MALFUNCTIONING ITEM

---

Check the following items:

- Harness for short or open between ignition switch and TCM terminals 10, 19 and 28 (Main harness)
- Fuse
- Ignition switch  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

---

## 4. CHECK TCM GROUND CIRCUIT

---

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM terminals 25, 48 and ground. Refer to [AT-488, "Wiring Diagram — AT — MAIN"](#) .

**Continuity should exist.**

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

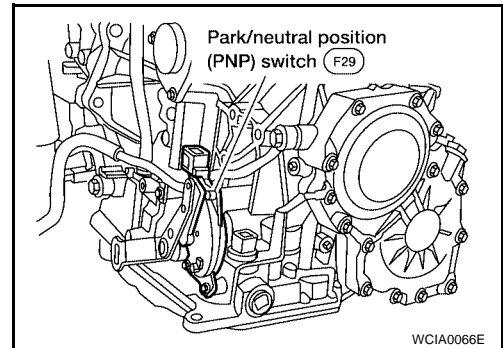
## DTC P0705 PARK/NEUTRAL POSITION SWITCH

PF3:32006

### Description

ECS0062Z

- The park/neutral position (PNP) switch includes a transmission range switch.
- The transmission range switch detects the selector lever position and sends a signal to the TCM.



### On Board Diagnosis Logic

ECS00630

Diagnostic trouble code PNP SW/CIRC with CONSULT-II or P0705 without CONSULT-II is detected when TCM does not receive the correct voltage signal from the switch based on the gear position.

### Possible Cause

ECS00631

Check the following items.

- Harness or connectors  
(The park/neutral position (PNP) switch circuit is open or shorted.)
- Park/neutral position (PNP) switch

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS00632

#### CAUTION:

Always drive vehicle at a safe speed.

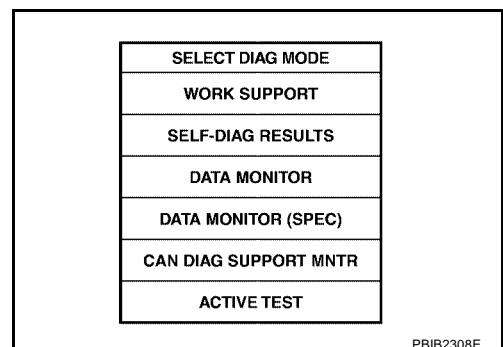
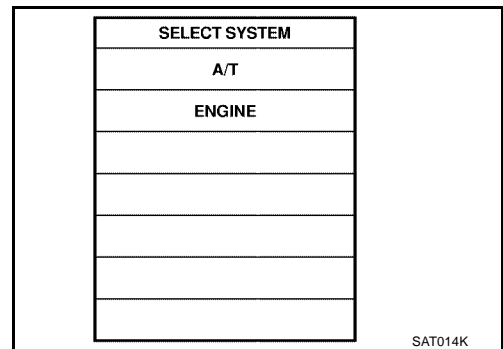
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

1. Turn ignition switch ON.



2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.

## DTC P0705 PARK/NEUTRAL POSITION SWITCH

[RE4F04B]

---

3. Start engine and maintain the following conditions for at least 5 consecutive seconds.  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.3V**  
**Selector lever: D position (O/D ON or OFF)**

### WITH GST

Follow the procedure "With CONSULT-II".

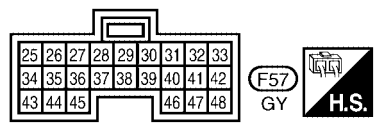
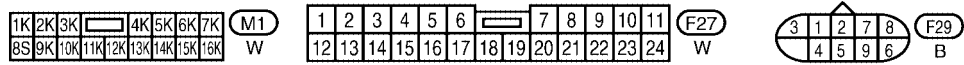
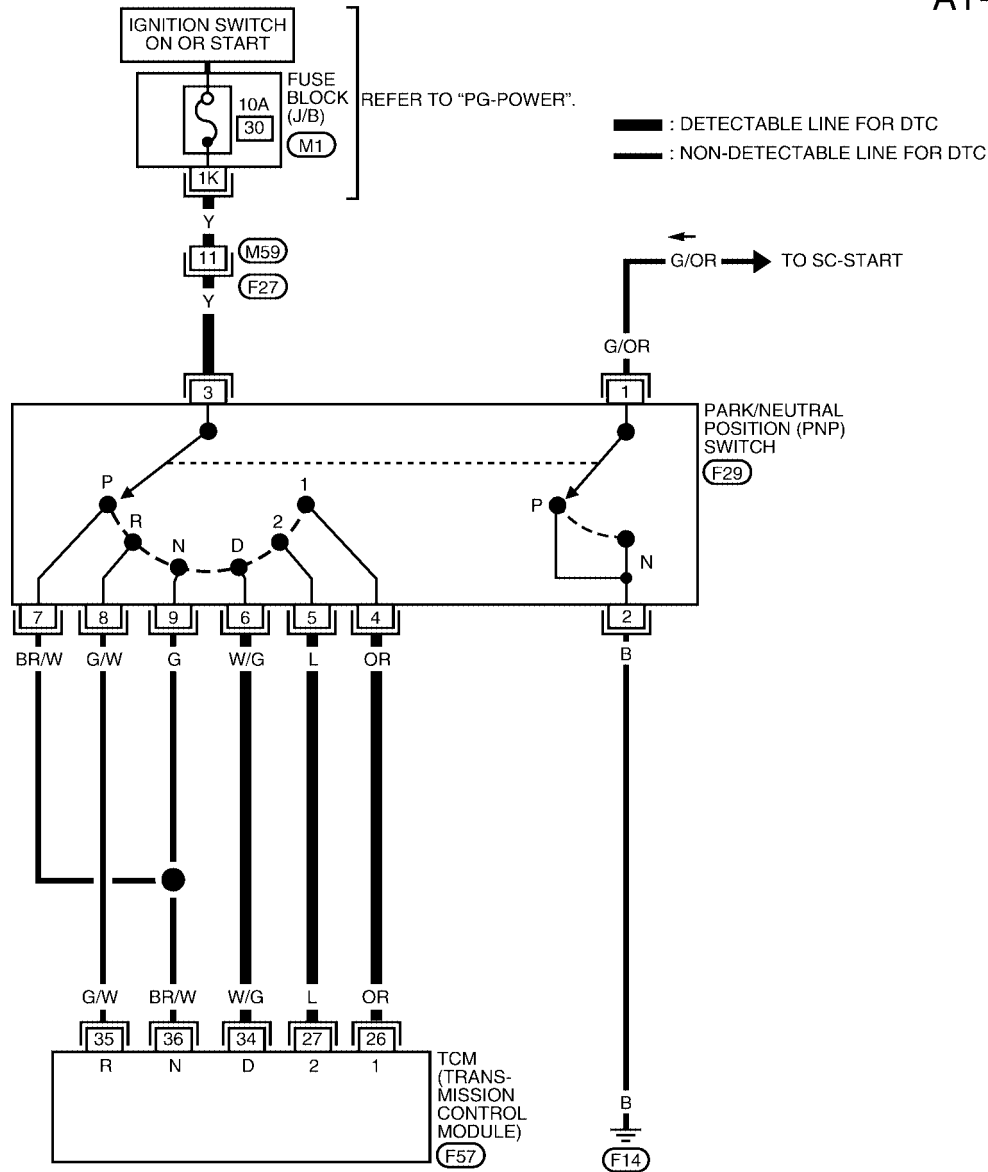
# DTC P0705 PARK/NEUTRAL POSITION SWITCH

[RE4F04B]

ECS00633

## Wiring Diagram — AT — PNP/SW

AT-PNP/SW-01



WCWA0077E

# DTC P0705 PARK/NEUTRAL POSITION SWITCH

**[RE4F04B]**

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
26	OR	PNP SWITCH 1 POSITION	IGNITION ON AND SELECTOR LEVER IN 1 POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
27	L	PNP SWITCH 2 POSITION	IGNITION ON AND SELECTOR LEVER IN 2 POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
34	W/G	PNP SWITCH D POSITION	IGNITION ON AND SELECTOR LEVER IN D POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
35	G/W	PNP SWITCH R POSITION	IGNITION ON AND SELECTOR LEVER IN R POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
36	BR/W	PNP SWITCH P OR N POSITION	IGNITION ON AND SELECTOR LEVER IN P OR N POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V

## Diagnostic Procedure

ECS00634

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 6.

### 2. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT (WITH CONSULT-II)

#### With CONSULT-II

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out P, R, N, D, 2 and 1 position switches moving selector lever to each position.  
Check that the signal of the selector lever position is indicated properly.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 3.

DATA MONITOR	
MONITORING	
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

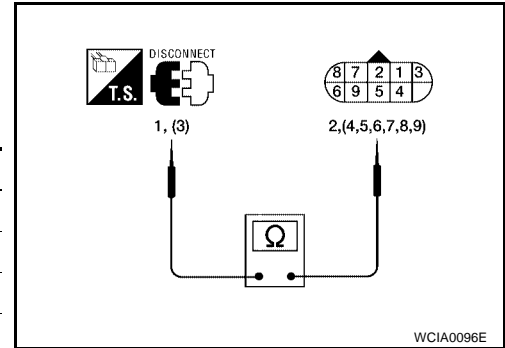
SAT701J

### 3. DETECT MALFUNCTIONING ITEM

Check the following item:

- Park/neutral position (PNP) switch  
Check continuity between park/neutral position (PNP) switch F29 terminals 1 (G/OR) and 2 (B) and between terminals 3 (Y) and 4 (OR), 5 (L), 6 (W/G), 7 (BR/W), 8 (G/W) and 9 (G) while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 - 7	1 - 2
R	3 - 8	
N	3 - 9	1 - 2
D	3 - 6	
2	3 - 5	
1	3 - 4	



OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

### 4. CHECK MANUAL CONTROL CABLE ADJUSTMENT

Check PNP switch again with manual control cable disconnected from manual shaft of A/T assembly. Refer to test group 1.

OK or NG

- OK >> Adjust manual control cable. Refer to [AT-647, "Control Cable Adjustment"](#).
- NG >> Repair or replace PNP switch.

### 5. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between ignition switch and park/neutral position (PNP) switch (Main harness)
- Harness for short or open between park/neutral position (PNP) switch and TCM (Main harness)
- Fuse
- Ignition switch  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 6. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT (WITHOUT CONSULT-II)

⊗ **Without CONSULT-II**

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between TCM terminals 26 (OR), 27 (L), 34 (W/G), 35 (G/W), 36 (BR/W) and ground while moving selector lever through each position.

Voltage:  
**B: Battery voltage**  
**0: 0V**

Lever position	Terminal No.				
	36	35	34	27	26
P, N	<b>B</b>	0	0	0	0
R	0	<b>B</b>	0	0	0
D	0	0	<b>B</b>	0	0
2	0	0	0	<b>B</b>	0
1	0	0	0	0	<b>B</b>

SAT840J

OK or NG

- OK    >> GO TO 7.  
 NG    >> GO TO 5.

## 7. CHECK DTC

Perform [AT-491, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

- OK    >> **INSPECTION END**  
 NG    >> GO TO 8.

## 8. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK    >> **INSPECTION END**  
 NG    >> Repair or replace damaged parts.

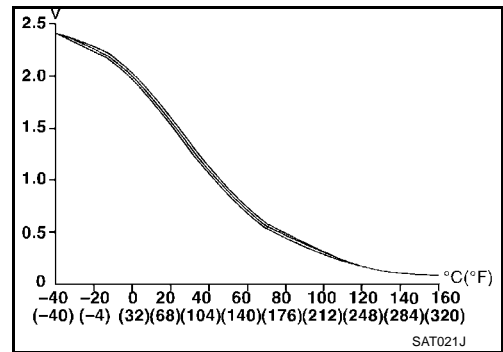
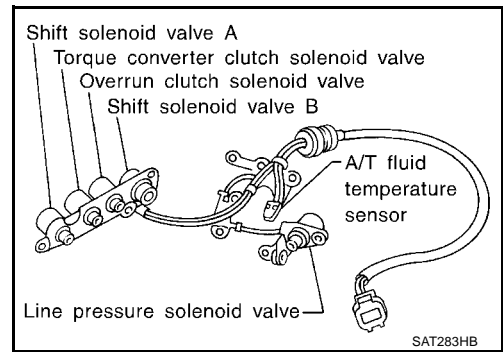
DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

PFP:31940

Description

ECS00635

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approximately)	
A/T fluid temperature sensor	Cold [20°C (68°F)]	1.5V	2.5 kΩ
	↓ Hot [80°C (176°F)]	0.5V	0.3 kΩ

On Board Diagnosis Logic

ECS00636

Diagnostic trouble code ATF TEMP SEN/CIRC with CONSULT-II or P0710 without CONSULT-II is detected when TCM receives an excessively low or high voltage from the sensor.

Possible Cause

ECS00637

Check the following items.

- Harness or connectors (The sensor circuit is open or shorted.)
- A/T fluid temperature sensor

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS00638

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

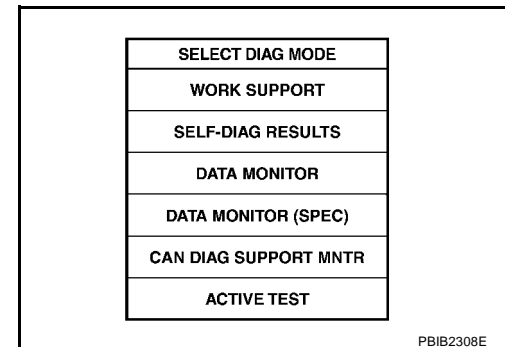
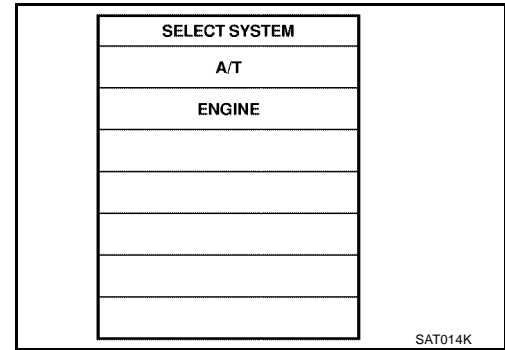


# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F04B]

## WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.



2. Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)

**CMPS-RPM (REF): 450 rpm or more**

**VHCL SPEED SE: 10 km/h (6 MPH) or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (O/D ON)**

## WITH GST

Follow the procedure "With CONSULT-II".

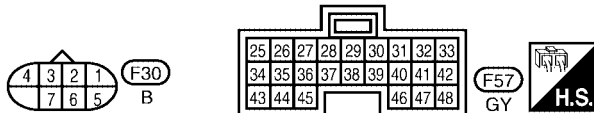
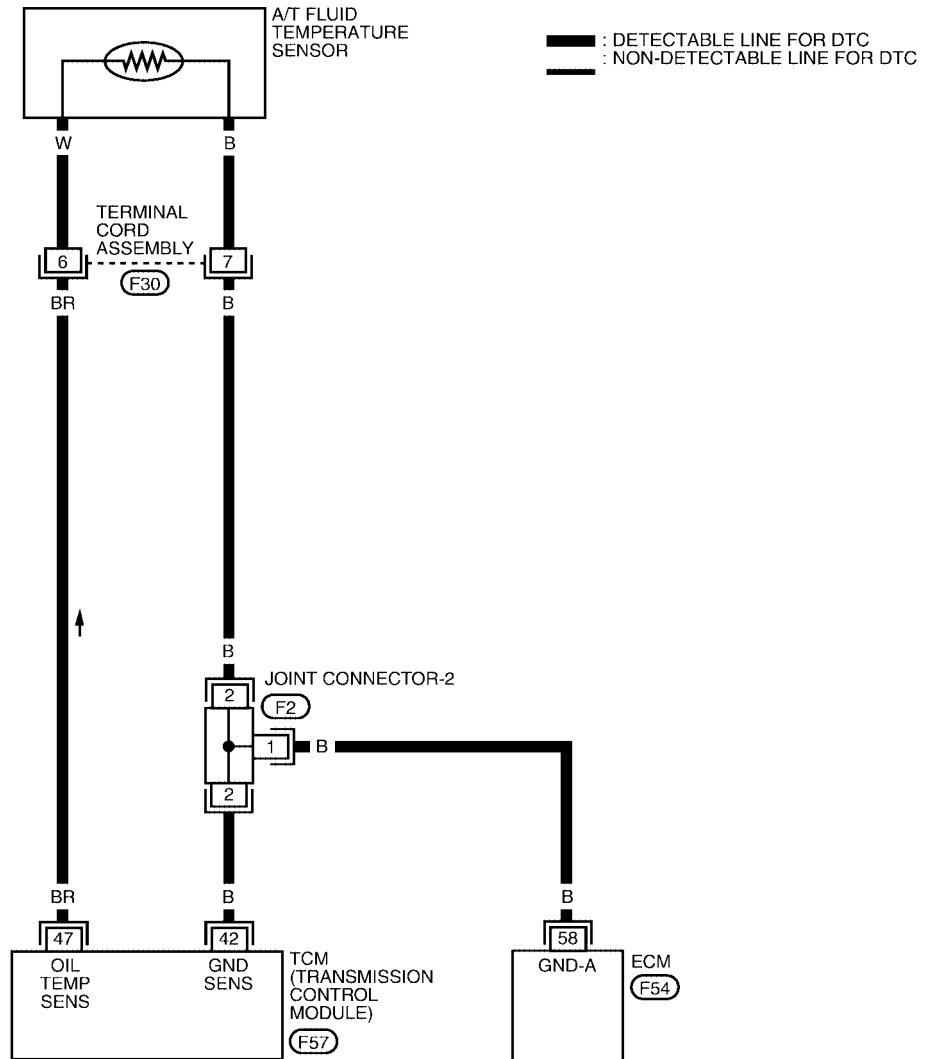
# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F04B]

## Wiring Diagram — AT — FTS

ECS00639

### AT-FTS-01



REFER TO THE FOLLOWING.

(F2) - JOINT CONNECTOR

(F54) - ELECTRICAL UNITS

WCWA0014E

# DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
42	B	SENSOR GROUND	—	—
47	BR	A/T FLUID TEMPERATURE SENSOR	IGNITION ON AND ATF TEMPERATURE IS 20°C (68°F)	APPROX. 1.5V
			IGNITION ON AND ATF TEMPERATURE IS 80°C (176°F)	APPROX. 0.5V

## Diagnostic Procedure

ECS0063A

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

Yes >> GO TO 2.

No >> GO TO 6.

### 2. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

Ⓜ With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "FLUID TEMP SE".

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

**Voltage :Cold [20°C (68°F)] → Hot [80°C (176°F)]**

**:Approximately 1.5V → 0.5V**

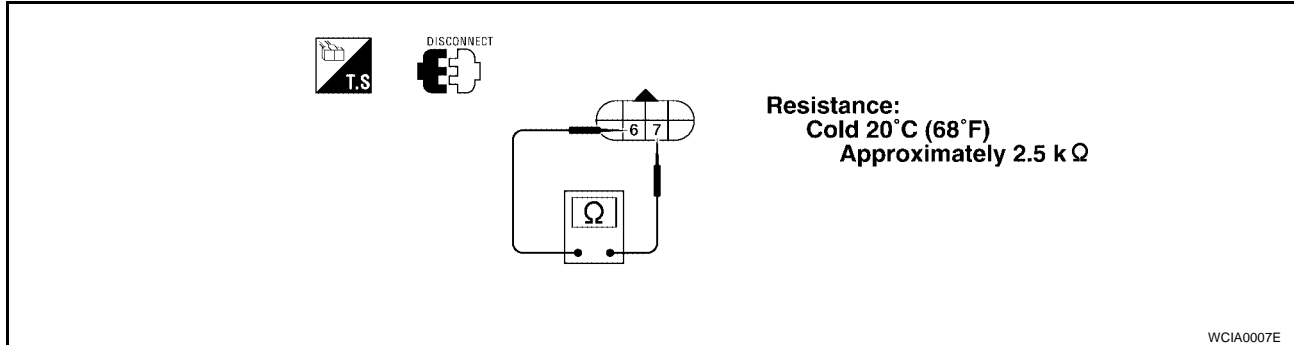
OK or NG

OK >> GO TO 7.

NG >> GO TO 3.

## 3. CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly F30 terminals 6 and 7 (component side) when A/T is cold.



4. Reinstall any part removed.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 5.

## 4. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short to ground or short to power or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM  
Refer to [AT-488, "TROUBLE DIAGNOSIS FOR POWER SUPPLY"](#).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

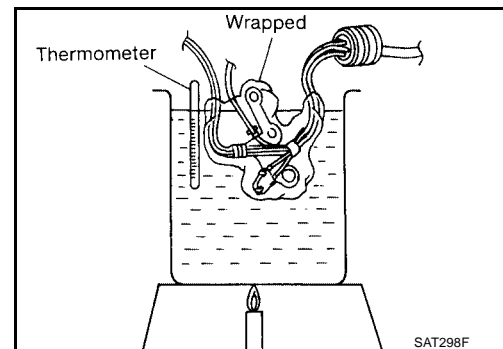
1. Remove oil pan.
2. Check the following items:
  - A/T fluid temperature sensor  
Check resistance between two terminals while changing temperature as shown in figure.

Temperature	Resistance (Approx.)
20°C (68°F)	2.5kΩ
80°C (176°F)	0.3kΩ

- Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.



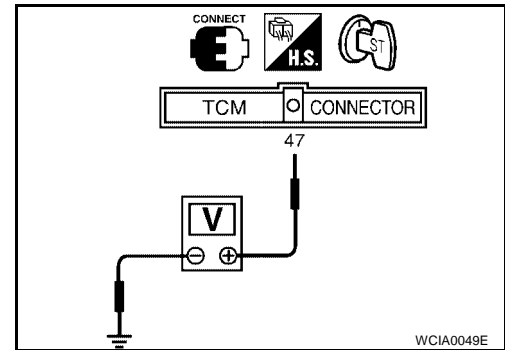
**6. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)****⊗ Without CONSULT-II**

1. Start engine.
2. Check voltage between TCM connector F57 terminal 47 (BR) and ground while warming up A/T.

**Voltage** :Cold [20°C (68°F)] → Hot [80°C (176°F)]  
 :Approximately 1.5V → 0.5V

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



WCIA0049E

**7. CHECK DTC**

Perform [AT-497, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 8.

**8. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F04B]

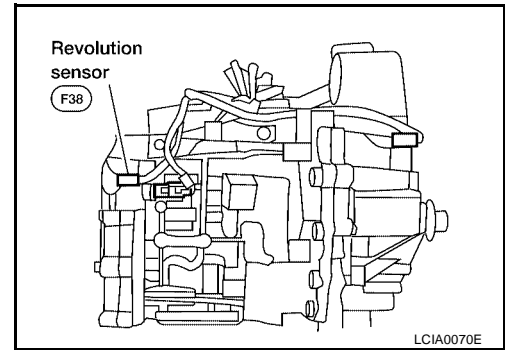
## DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

PF3:32702

### Description

ECS0063B

The revolution sensor detects the revolution of the idler gear parking pawl lock gear and emits a pulse signal. The pulse signal is sent to the TCM which converts it into vehicle speed.



### On Board Diagnosis Logic

ECS0063C

Diagnostic trouble code VEH SPD SEN/CIR AT with CONSULT-II or P0720 without CONSULT-II is detected when TCM does not receive the proper voltage signal from the sensor.

### Possible Cause

ECS0063D

Check the following items.

- Harness or connectors  
(The sensor circuit is open or shorted.)
- Revolution sensor

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0063E

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

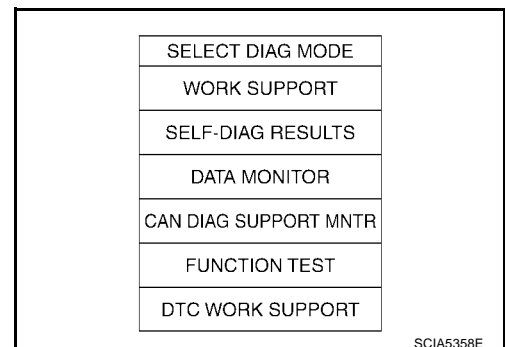
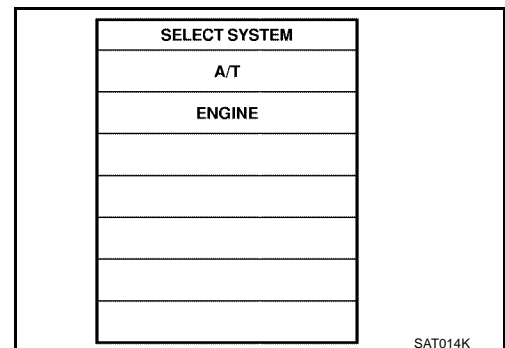
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

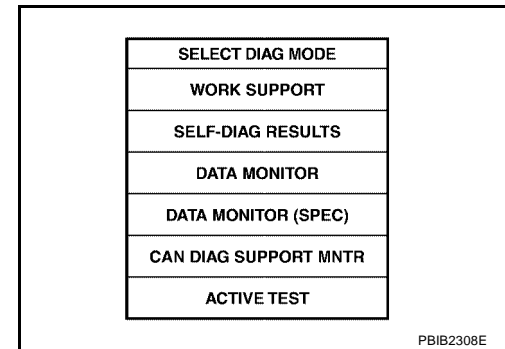
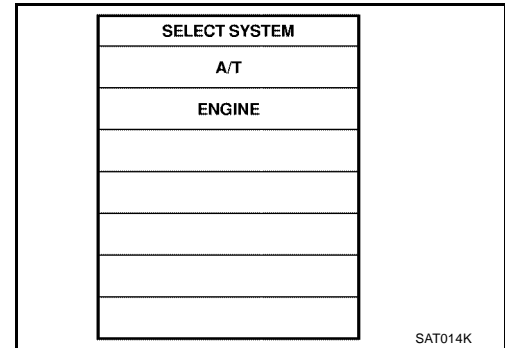
1. Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.



# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F04B]

2. Drive vehicle and check for an increase of "VHCL/S SE-MTR" value.  
If the check result is NG, go to [AT-506, "Diagnostic Procedure"](#) .  
If the check result is OK, go to following step.
3. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.



4. Start engine and maintain the following conditions for at least 5 consecutive seconds.  
**VHCL SPEED SE: 30 km/h (19 MPH) or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (O/D ON)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**  
If the check result is NG, go to [AT-506, "Diagnostic Procedure"](#) .  
If the check result is OK, go to following step.
5. Maintain the following conditions for at least 5 consecutive seconds.  
**CMPS-RPM (REF): 3,500 rpm or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (O/D ON)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**

## WITH GST

Follow the procedure "With CONSULT-II".

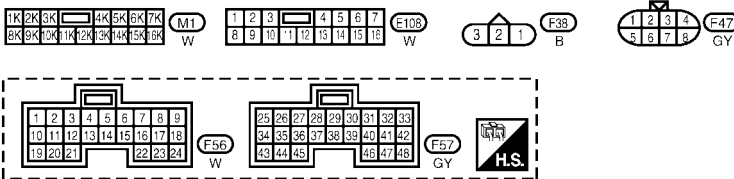
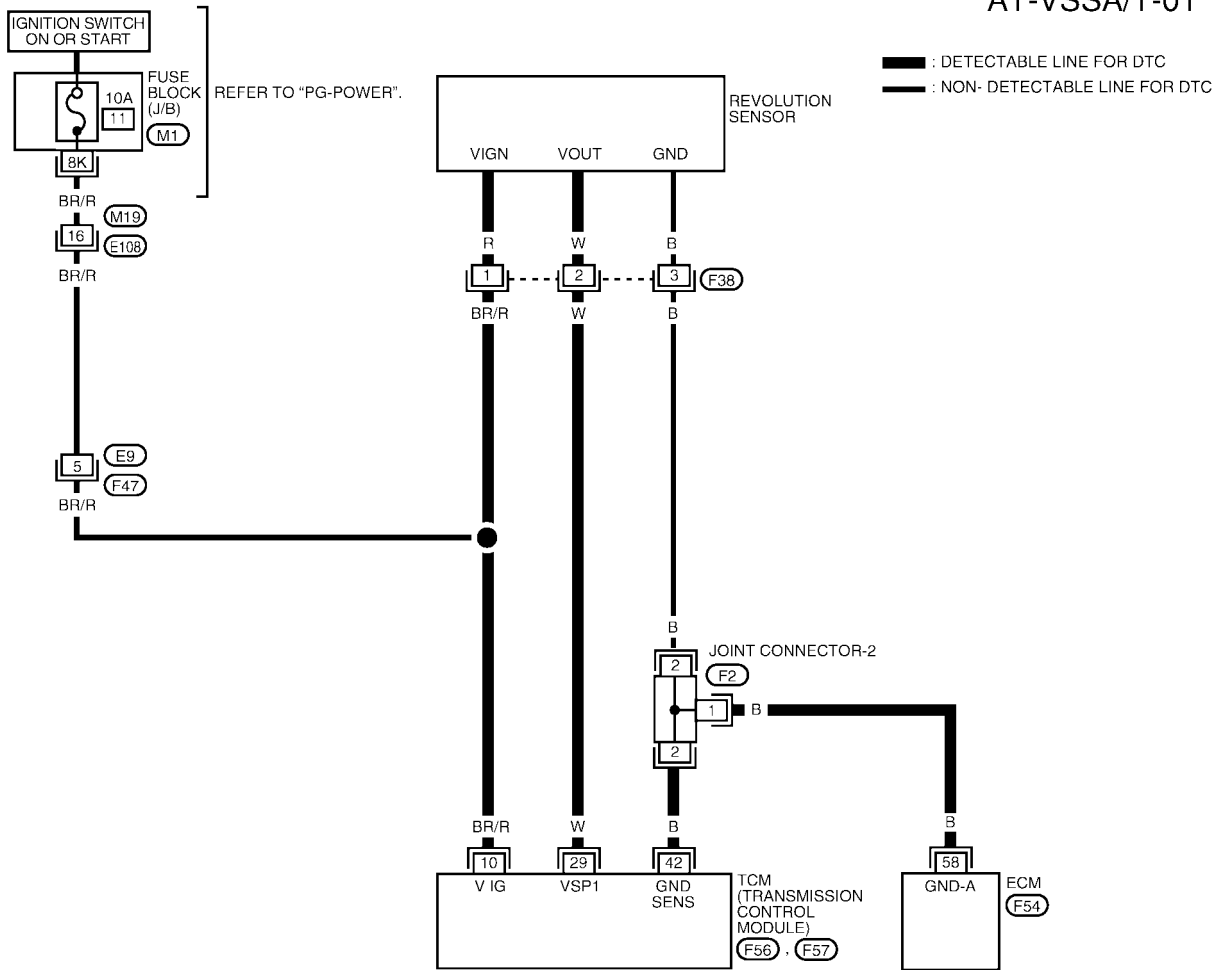
# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F04B]

## Wiring Diagram — AT — VSSA/T

ECS0063F

AT-VSSA/T-01



REFER TO THE FOLLOWING.  
 (F2) - JOINT CONNECTOR  
 (F54) - ELECTRICAL UNITS



# DTC P0720 VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

[RE4F04B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
29	W	REVOLUTION SENSOR	VEHICLE MOVING AT 20 KM/H (12 MPH). USE THE CONSULT-II PULSE FREQUENCY MEASURING FUNCTION. A CIRCUIT TESTER CANNOT BE USED TO TEST THIS ITEM. CAUTION: CONNECT THE DIAGNOSIS DATA LINK CABLE TO THE VEHICLE DIAGNOSIS CONNECTOR.	450 HZ
			VEHICLE NOT MOVING.	LESS THAN 1.3V OR GREATER THAN 4.5V
42	B	SENSOR GROUND	—	—

## Diagnostic Procedure

ECS0063G

### 1. CHECK INPUT SIGNAL (WITH CONSULT-II)

#### With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "VHCL/S SE-A/T" while driving.  
Check the value changes according to driving speed.

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

#### OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.

## 2. CHECK REVOLUTION SENSOR (WITH CONSULT-II)

### With CONSULT-II

1. Start engine.

Condition	Judgement standard (Approx.)
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 <b>CAUTION:</b> Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	450 Hz
When vehicle parks.	Under 1.3V or over 4.5V

MTBL0594

- Harness for short or open between TCM, ECM and revolution sensor (Main harness)

#### OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

## 3. CHECK DTC

Perform [AT-503, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 4.

## 4. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

#### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

**DTC P0725 ENGINE SPEED SIGNAL**

PF2:24825

**Description**

ECS0063H

The engine speed signal is sent from the ECM to the TCM.

**On Board Diagnosis Logic**

ECS0063I

Diagnostic trouble code ENGINE SPEED SIG with CONSULT-II or P0725 without CONSULT-II is detected when TCM does not receive the proper voltage signal from ECM.

**Possible Cause**

ECS0063J

Check harness or connectors. (The sensor circuit is open or shorted.)

**Diagnostic Trouble Code (DTC) Confirmation Procedure**

ECS0063K

**CAUTION:**

Always drive vehicle at a safe speed.

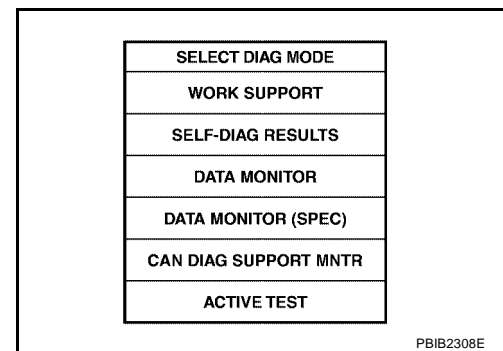
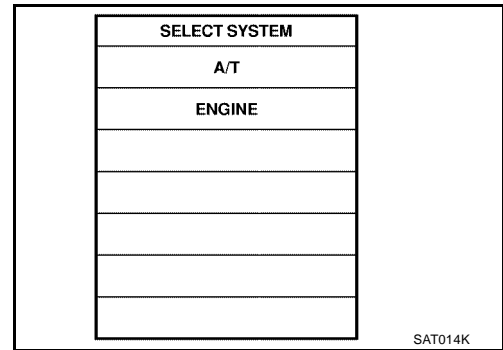
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

**WITH CONSULT-II**

1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.



2. Start engine and maintain the following conditions for at least 10 consecutive seconds.

**VHCL SPEED SE: 10 km/h (6 MPH) or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (O/D ON)**

**WITH GST**

Follow the procedure "With CONSULT-II".

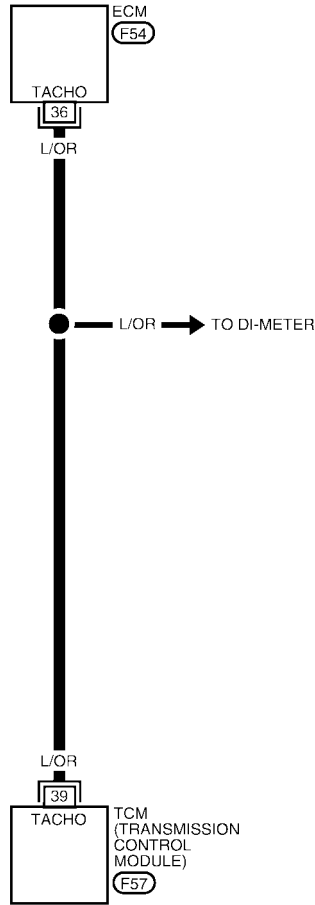
# DTC P0725 ENGINE SPEED SIGNAL

[RE4F04B]

## Wiring Diagram — AT — ENGSS

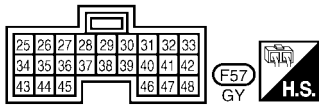
ECS0063L

AT-ENGSS-01



— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
F64 - ELECTRICAL UNITS

WCWA0017E

# DTC P0725 ENGINE SPEED SIGNAL

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
39	L/OR	ENGINE SPEED SIGNAL	WITH ENGINE RUNNING AT IDLE SPEED	APPROX. 0.6V
			WITH ENGINE RUNNING AT 3,000 RPM	APPROX. 2.2V

## Diagnostic Procedure

ECS0063M

### 1. CHECK DTC WITH ECM

- Check P code with CONSULT-II "ENGINE".  
Turn ignition switch ON and select "SELF-DIAGNOSTIC RESULTS" mode for "ENGINE" with CONSULT-II.  
Refer to [EC-1275, "Malfunction Indicator Lamp \(MIL\)"](#) .

OK or NG

OK (with CONSULT-II)>>GO TO 2.

OK (without CONSULT-II)>>GO TO 4.

NG >> Check ignition signal circuit for engine control. Refer to [EC-1777, "IGNITION SIGNAL"](#) .

### 2. CHECK INPUT SIGNAL (WITH CONSULT-II)

Ⓜ With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "ENGINE SPEED".  
Check engine speed changes according to throttle position.

OK or NG

OK >> GO TO 6.

NG >> GO TO 3.

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between TCM and ECM
- Resistor and ignition coil  
Refer to [EC-1777, "IGNITION SIGNAL"](#) .

OK or NG

OK >> GO TO 6.

NG >> Repair or replace damaged parts.

**4. CHECK INPUT SIGNAL (WITHOUT CONSULT-II)**

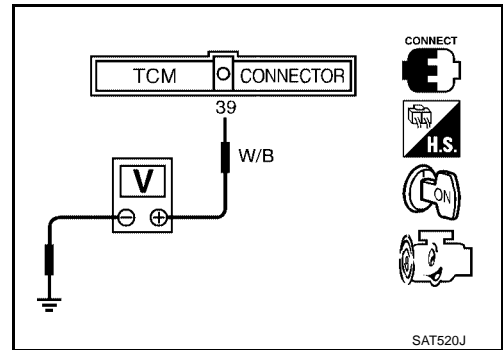
⊗ **Without CONSULT-II**

1. Start engine.
2. Check voltage between TCM connector F57 terminal 39 and ground.

**Voltage :0.6 (Idle speed) - 2.2V (3,000 rpm)**

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



**5. DETECT MALFUNCTIONING ITEM**

Check the following items:

- Harness for short or open between TCM and ECM
- Resistor and ignition coil  
Refer to [EC-1777, "IGNITION SIGNAL"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

**6. CHECK DTC**

Perform [AT-508, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 7.

**7. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

**DTC P0731 A/T 1ST GEAR FUNCTION**

PFP:31940

**Description**

ECS0063N

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

**On Board Diagnosis Logic**

ECS0063O

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (1st) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when either shift solenoid valve A is stuck open or shift solenoid valve B is stuck open.

Gear positions supposed by TCM are as follows.

In case of gear position with no malfunctions: **1** , 2, 3 and 4 positions

In case of gear position with shift solenoid valve A stuck open: **2\*** , 2, 3 and 3 positions

In case of gear position with shift solenoid valve B stuck open: **4\*** , 3, 3 and 4 positions to each gear position above

\*: P0731 is detected.

Diagnostic trouble code A/T 1ST GR FNCTN with CONSULT-II or P0731 without CONSULT-II is detected when A/T cannot be shifted to the 1st gear position even if electrical circuit is good.

**Possible Cause**

ECS0063P

Check the following items.

- Shift solenoid valve A
- Shift solenoid valve B
- Each clutch
- Hydraulic control circuit

**Diagnostic Trouble Code (DTC) Confirmation Procedure**

ECS0063Q

**CAUTION:**

- **Always drive vehicle at a safe speed.**
- **Be careful not to rev engine into the red zone on the tachometer.**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

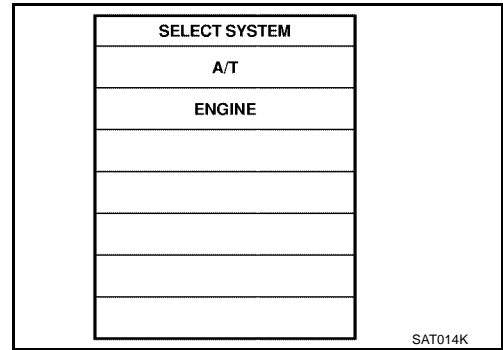
**TESTING CONDITION:**

**Always drive vehicle on a level road to improve the accuracy of test.**

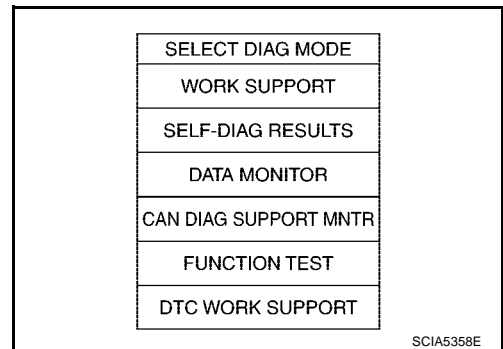
After the repair, perform the following procedure to confirm the malfunction is eliminated.

## WITH CONSULT-II

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "1ST GR FNCTN P0731" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



4. Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1.0/8 (at all times during step 4)**  
**Selector lever: D position (O/D ON)**



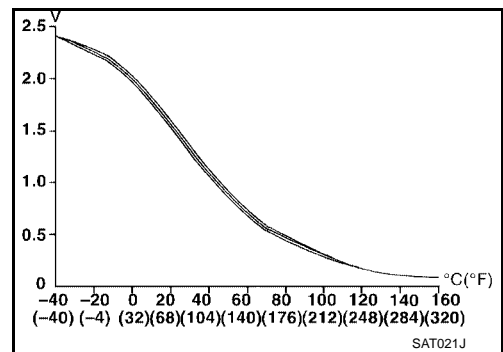
- Check that "GEAR" shows "2" after releasing pedal.
5. Depress accelerator pedal to WOT (more than 7.0/8 of "THROTTLE POSI") quickly from a speed of 20 to 25 km/h (12 to 16 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to [AT-515, "Diagnostic Procedure"](#).

If "STOP VEHICLE" appears on CONSULT-II screen, go to the following step.

- Check that "GEAR" shows "1" when depressing accelerator pedal to WOT.
  - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0731 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
6. Stop vehicle.
  7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists.	1 → 2 → 3 → 4
Malfunction for P0731 exists.	2 → 2 → 3 → 3
	4 → 3 → 3 → 4



8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-515, "Diagnostic Procedure"](#).  
 Refer to [AT-752, "Shift Schedule"](#).

## WITH GST

Follow the procedure "With CONSULT-II".



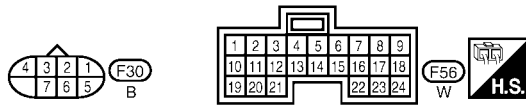
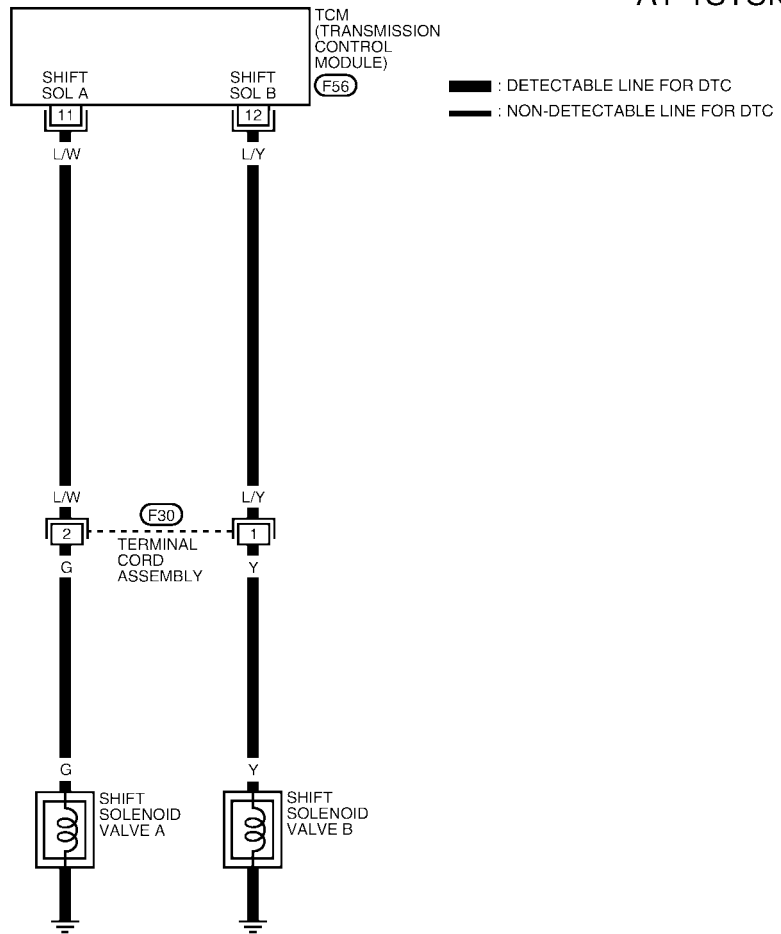
# DTC P0731 A/T 1ST GEAR FUNCTION

[RE4F04B]

## Wiring Diagram — AT — 1ST

ECS0063R

AT-1STSIG-01



WCWA0021E

# DTC P0731 A/T 1ST GEAR FUNCTION

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

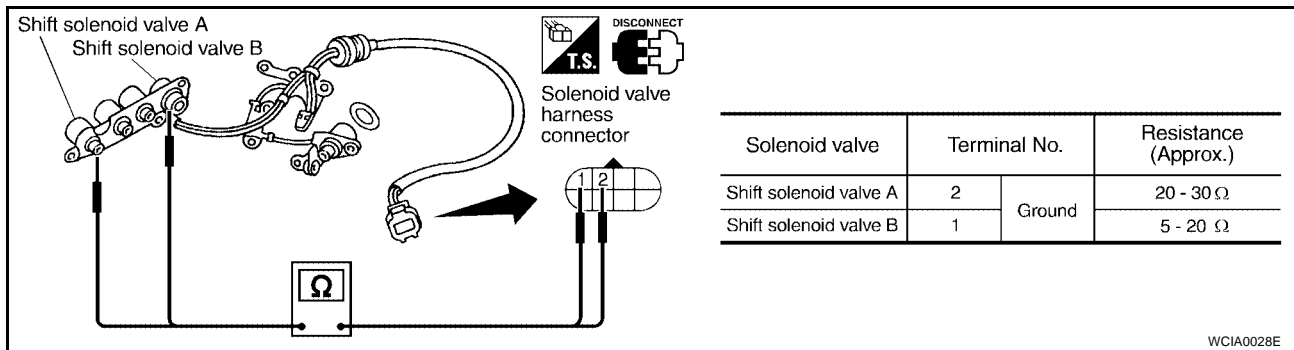
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A IS OPERATING (DRIVING IN D1 OR D4)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A IS NOT OPERATING (DRIVING IN D2 OR D3)	APPROX. 0V
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B IS OPERATING (DRIVING IN D1 OR D2)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B IS NOT OPERATING (DRIVING IN D3 OR D4)	APPROX. 0V

## Diagnostic Procedure

ECS0063S

### 1. CHECK VALVE RESISTANCE

- Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Shift solenoid valve A
  - Shift solenoid valve B
- Check resistance between terminal cord assembly F30 terminals 1 and 2, and ground.

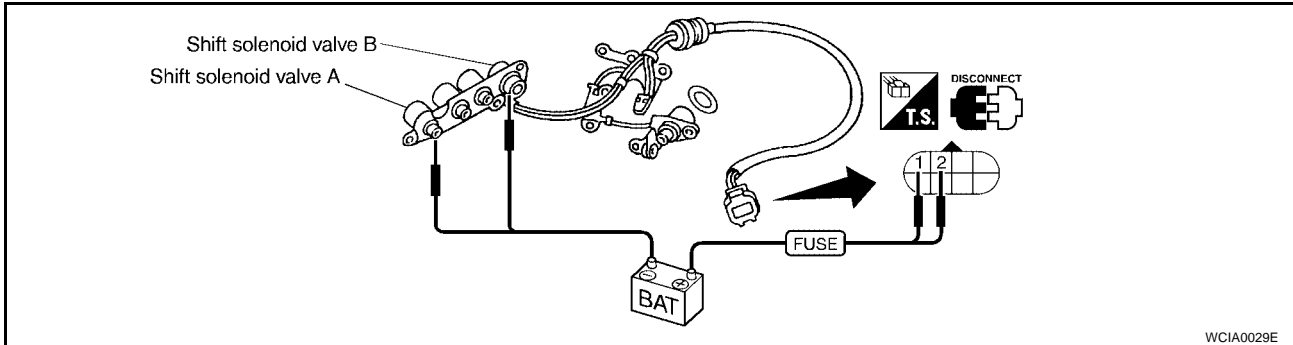


OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace damaged parts.

## 2. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Shift solenoid valve A
  - Shift solenoid valve B
2. Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.

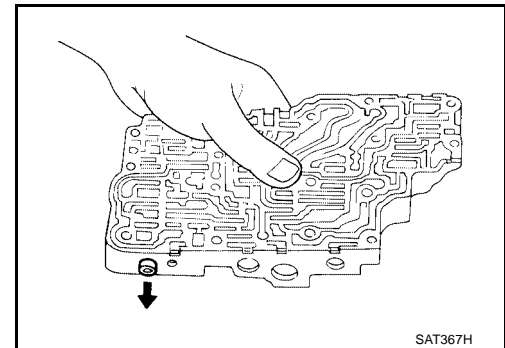


OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace shift solenoid valve assembly.

## 3. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.



OK or NG

- OK >> GO TO 4.
- NG >> Repair control valve assembly.

## 4. CHECK DTC

Perform [AT-512, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Check control valve again. Repair or replace control valve assembly.

DTC P0732 A/T 2ND GEAR FUNCTION

PFP:31940

Description

ECS0063T

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

On Board Diagnosis Logic

ECS0063U

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (2nd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck open.

Gear positions supposed by TCM are as follows.

In case of gear position with no malfunctions: 1, 2, 3 and 4 positions

In case of gear position with shift solenoid valve B stuck open: 4, 3\*, 3 and 4 positions to each gear position above

\*: P0732 is detected.

Diagnostic trouble code A/T 2ND GR FNCTN with CONSULT-II or P0732 without CONSULT-II is detected when A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.

Possible Cause

ECS0063V

Check the following items.

- Shift solenoid valve B
- Each clutch
- Hydraulic control circuit

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0063W

CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

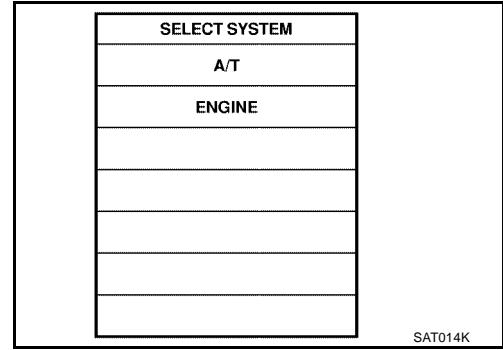
TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

**WITH CONSULT-II**

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "2ND GR FNCTN P0732" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



4. Accelerate vehicle to 63 to 68 km/h (39 to 42 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1.0/8**  
**Selector lever: D position (O/D ON)**

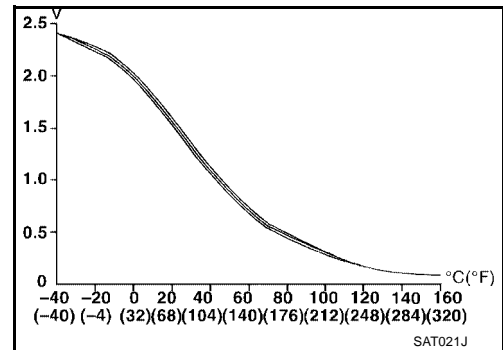
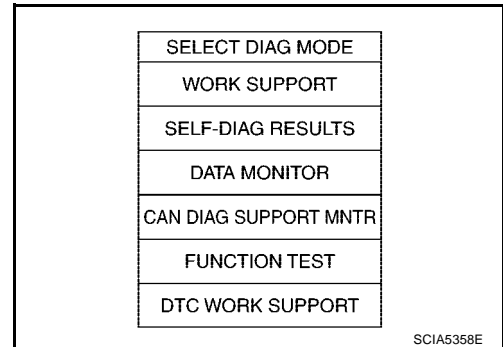
- Check that "GEAR" shows "3" or "4" after releasing pedal.
5. Depress accelerator pedal to WOT (more than 7.0/8 of "THROTTLE POSI") quickly from a speed of 63 to 68 km/h (39 to 42 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETE". (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to [AT-520, "Diagnostic Procedure"](#).

If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.

- Check that "GEAR" shows "2" when depressing accelerator pedal to WOT.
- If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0732 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

6. Stop vehicle.
7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0732 exists.	4 → 3 → 3 → 4

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-520, "Diagnostic Procedure"](#).  
 Refer to [AT-752, "Shift Schedule"](#).

**WITH GST**

Follow the procedure "With CONSULT-II".

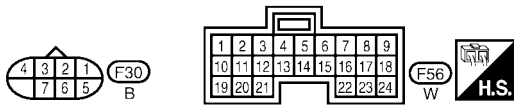
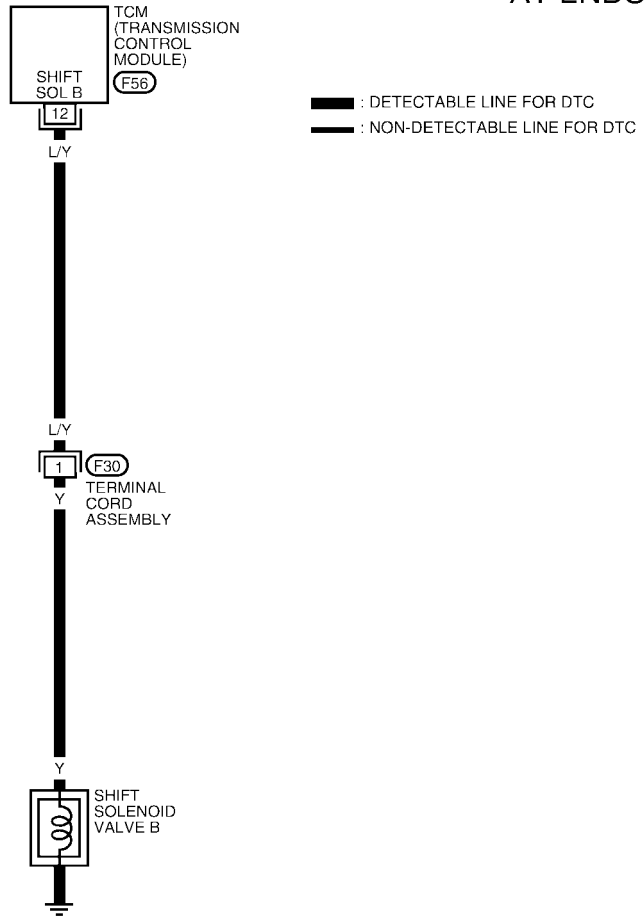
# DTC P0732 A/T 2ND GEAR FUNCTION

[RE4F04B]

## Wiring Diagram — AT — 2ND

ECS0063X

AT-2NDSIG-01



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

WCWA0022E

# DTC P0732 A/T 2ND GEAR FUNCTION

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

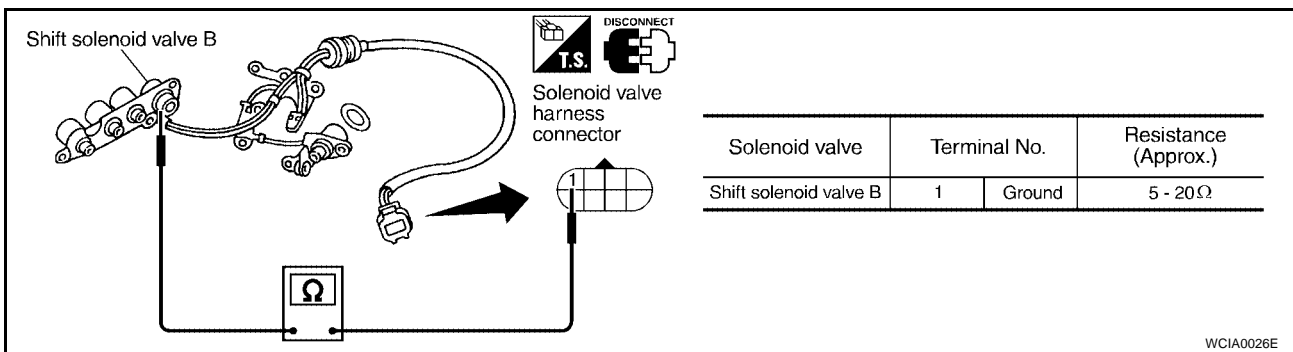
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B IS OPERATING (DRIVING IN D1 OR D2)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE B IS NOT OPERATING (DRIVING IN D3 OR D4)	APPROX. 0V

## Diagnostic Procedure

ECS0063Y

### 1. CHECK VALVE RESISTANCE

- Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Shift solenoid valve B
- Check resistance between terminal cord assembly F30 terminal 1 and ground.



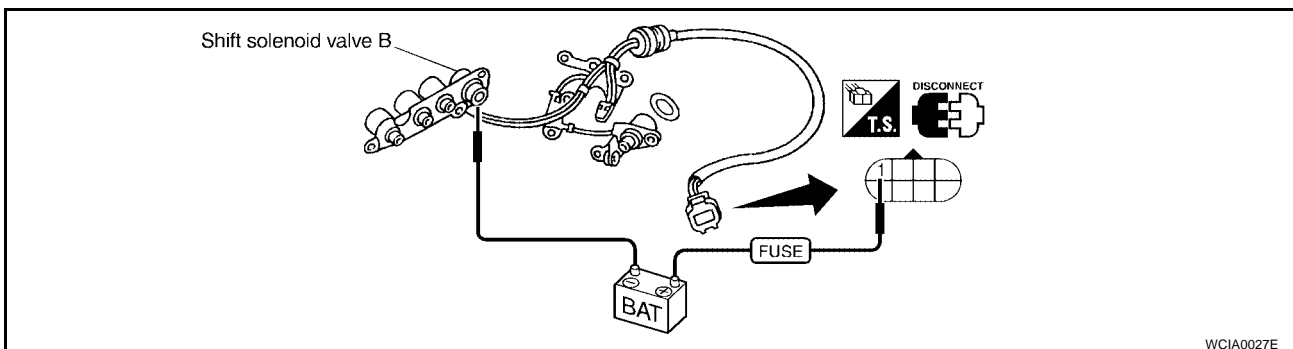
WCIA0026E

OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace shift solenoid valve assembly.

### 2. CHECK VALVE OPERATION

- Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Shift solenoid valve B
- Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



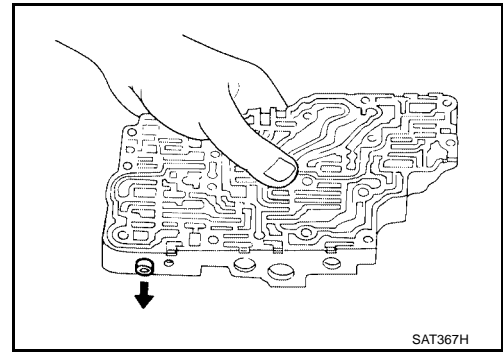
WCIA0027E

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace shift solenoid valve assembly.

### 3. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.



#### OK or NG

- OK >> GO TO 4.  
 NG >> Repair control valve assembly.

### 4. CHECK DTC

Perform [AT-517, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

#### OK or NG

- OK >> **INSPECTION END**  
 NG >> Check control valve again. Repair or replace control valve assembly.

A  
 B  
 AT  
 D  
 E  
 F  
 G  
 H  
 I  
 J  
 K  
 L  
 M



## DTC P0733 A/T 3RD GEAR FUNCTION

PFP:31940

### Description

*ECS0063Z*

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### On Board Diagnosis Logic

*ECS00640*

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (3rd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve A is stuck closed.

Gear positions supposed by TCM are as follows.

In case of gear position with no malfunctions: 1, 2, **3** and 4 positions

In case of gear position with shift solenoid valve A stuck closed: 1, 1, **4\*** and 4 positions to each gear position above

\*: P0733 is detected.

Diagnostic trouble code A/T 3RD GR FNCTN with CONSULT-II or P0733 without CONSULT-II is detected when A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.

### Possible Cause

*ECS00641*

Check the following items.

- Shift solenoid valve A
- Each clutch
- Hydraulic control circuit

### Diagnostic Trouble Code (DTC) Confirmation Procedure

*ECS00642*

#### CAUTION:

- **Always drive vehicle at a safe speed.**
- **Be careful not to rev engine into the red zone on the tachometer.**

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

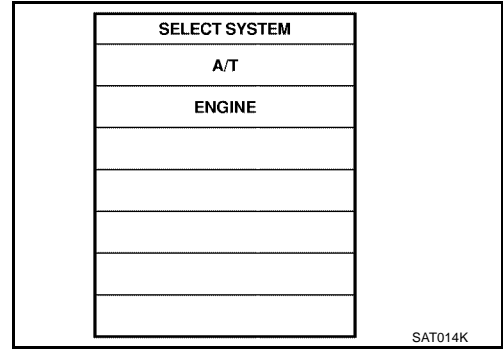
#### TESTING CONDITION:

**Always drive vehicle on a level road to improve the accuracy of test.**

After the repair, perform the following procedure to confirm the malfunction is eliminated.

**WITH CONSULT-II**

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "3RD GR FNCTN P0733" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



4. Accelerate vehicle to 80 to 95 km/h (50 to 59 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1.0/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**

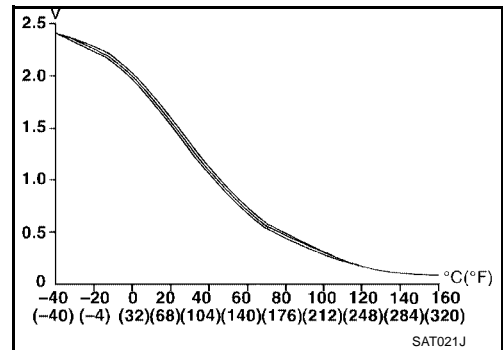
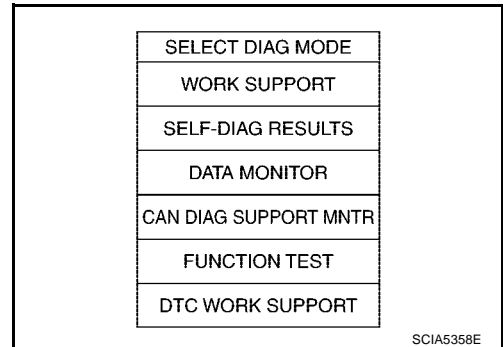
- Check that "GEAR" shows "4" after releasing pedal.
5. Depress accelerator pedal steadily with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 80 to 95 km/h (50 to 59 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to [AT-525, "Diagnostic Procedure"](#).

If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.

- Check that "GEAR" shows "3" when depressing accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI".
- If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0733 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

6. Stop vehicle.
7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists.	1 → 2 → 3 → 4
Malfunction for P0733 exists.	1 → 1 → 4 → 4

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-525, "Diagnostic Procedure"](#).  
 Refer to [AT-752, "Shift Schedule"](#).

**WITH GST**

Follow the procedure "With CONSULT-II".

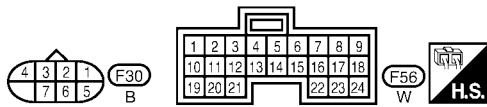
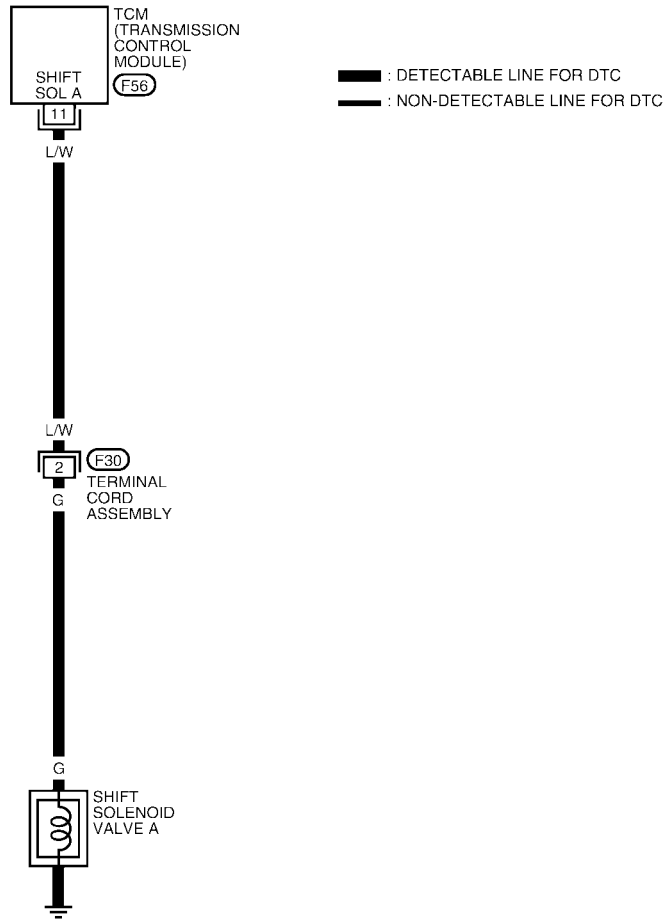
# DTC P0733 A/T 3RD GEAR FUNCTION

[RE4F04B]

ECS00643

## Wiring Diagram — AT — 3RD

AT-3RDSIG-01



WCWA0023E

# DTC P0733 A/T 3RD GEAR FUNCTION

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

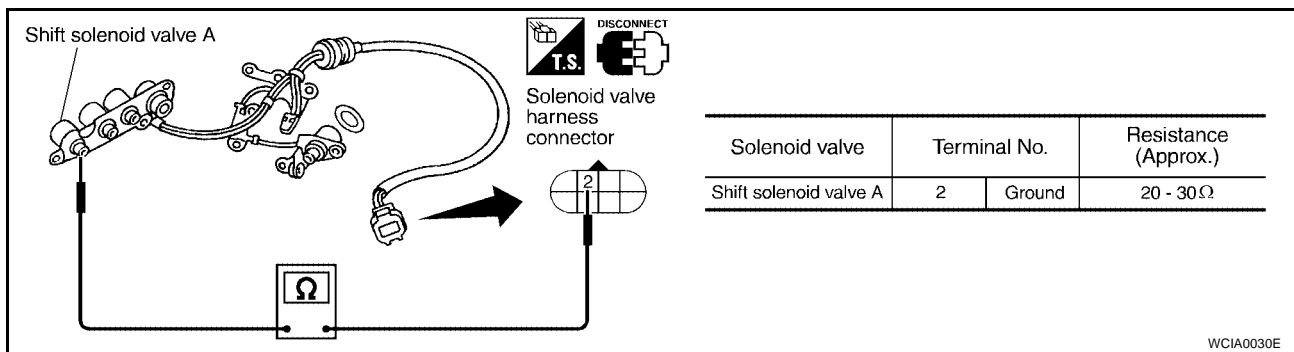
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A IS OPERATING (DRIVING IN D1 OR D4)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A IS NOT OPERATING (DRIVING IN D2 OR D3)	APPROX. 0V

## Diagnostic Procedure

ECS00644

### 1. CHECK VALVE RESISTANCE

- Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Shift solenoid valve A
- Check resistance between terminal cord assembly F30 terminal 2 and ground.

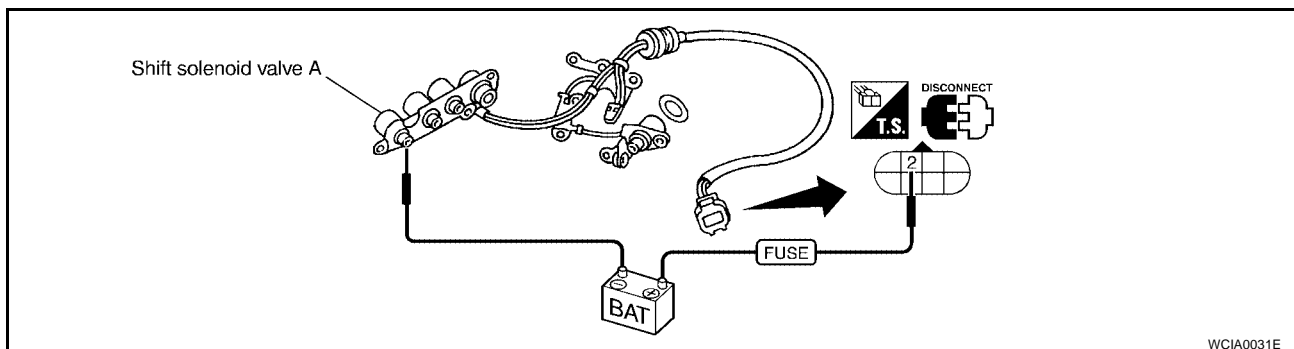


OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace shift solenoid valve assembly.

### 2. CHECK VALVE OPERATION

- Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Shift solenoid valve A
- Check solenoid valve by listening for its operating sound while applying battery voltage and ground of the solenoid.



OK or NG

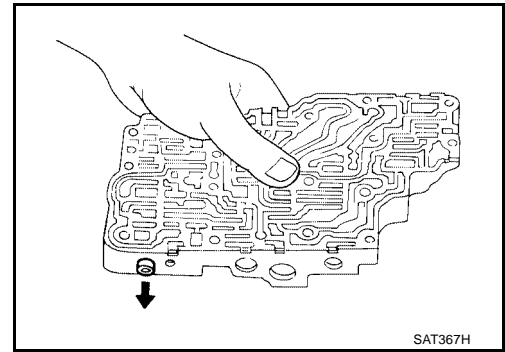
- OK >> GO TO 3.
- NG >> Repair or replace shift solenoid valve assembly.

### 3. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair control valve assembly.



### 4. CHECK DTC

Perform [AT-522, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

#### OK or NG

- OK >> **INSPECTION END**  
NG >> Check control valve again. Repair or replace control valve assembly.

DTC P0734 A/T 4TH GEAR FUNCTION

PF3:31940

Description

ECS00645

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up OFF	Approximately 4%
	↓ Lock-up ON	Approximately 94%
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓ Large throttle opening (High line pressure)	Approximately 95%

On Board Diagnosis Logic

ECS00646

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear positions supposed by TCM are as follows.

In case of gear position with no malfunctions: 1, 2, 3 and 4 positions

In case of gear position with shift solenoid valve B stuck closed: 1, 2, 2 and 1\* positions to each gear position above

\*: P0734 is detected.

Diagnostic trouble code A/T 4TH GR FNCTN with CONSULT-II or P0734 without CONSULT-II is detected when A/T cannot be shifted to the 4th gear position even if electrical circuit is good.

Possible Cause

ECS00647

Check the following items.

- Shift solenoid valve A
- Shift solenoid valve B
- Line pressure solenoid valve
- Each clutch
- Hydraulic control circuit

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS00648

CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this "DTC CONFIRMATION PROCEDURE" again, always turn ignition switch OFF and wait at least 10 seconds before continuing.
- Be careful not to rev engine into the red zone on the tachometer.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

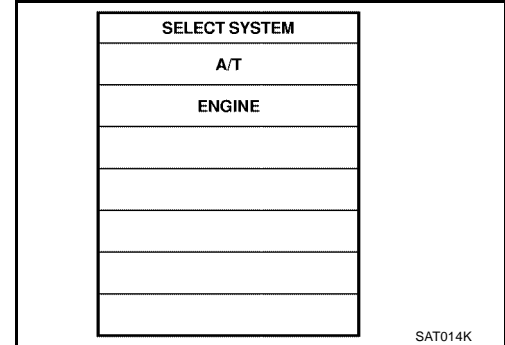
**TESTING CONDITION:**

**Always drive vehicle on a level road to improve the accuracy of test.**

After the repair, perform the following procedure to confirm the malfunction is eliminated.

**WITH CONSULT-II**

1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
3. Select "4TH GR FNCTN P0734" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



4. Accelerate vehicle to 60 to 70 km/h (37 to 43 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 5.5/8 (at all times during step 4)**  
**Selector lever: D position (O/D ON)**

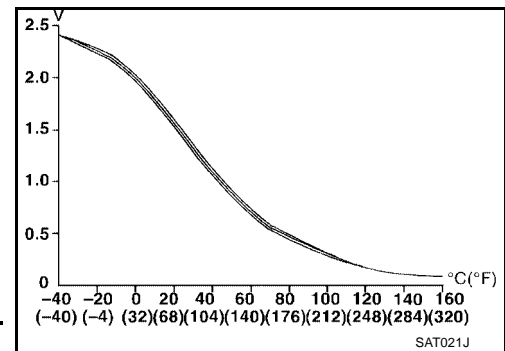
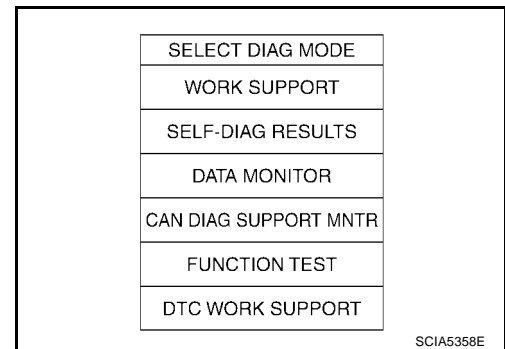
- Check that "GEAR" shows "3" after releasing pedal.
5. Depress accelerator pedal steadily with 1.0/8 - 2.0/8 of "THROTTLE POSI" from a speed of 60 to 70 km/h (37 to 43 MPH) until "TESTING" has turned to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to [AT-530, "Diagnostic Procedure"](#).

If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.

- Check that "GEAR" shows "4" when depressing accelerator pedal with 1.0/8 - 2.0/8 of "THROTTLE POSI".
- If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0734 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

6. Stop vehicle.
7. Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0734 exists.	1 → 2 → 2 → 1

8. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-530, "Diagnostic Procedure"](#).  
 Refer to [AT-752, "Shift Schedule"](#).

**WITH GST**

Follow the procedure "With CONSULT-II".

# DTC P0734 A/T 4TH GEAR FUNCTION

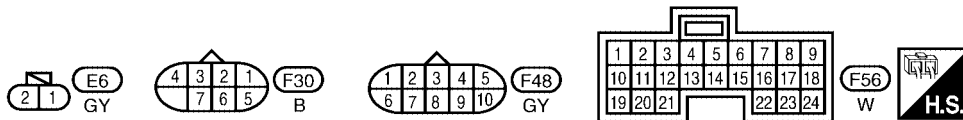
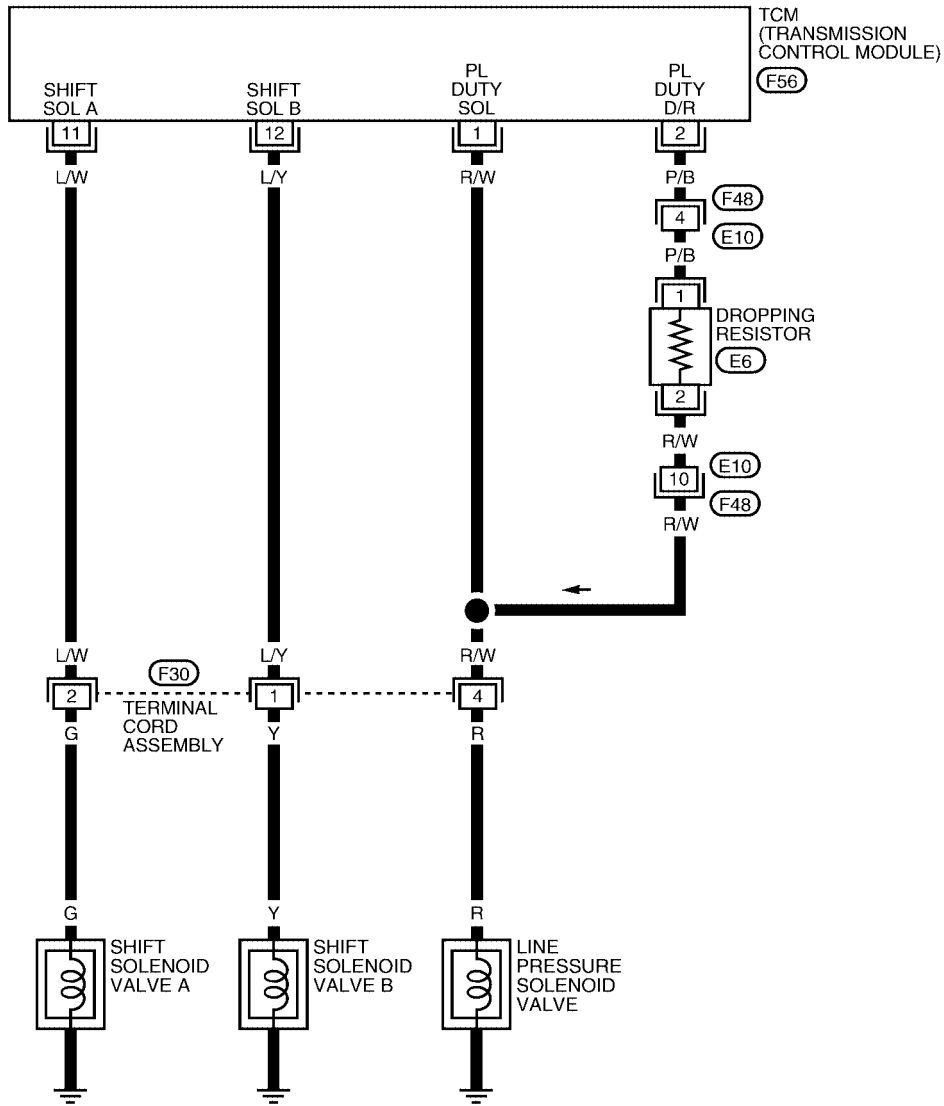
[RE4F04B]

## Wiring Diagram — AT — 4TH

ECS00649

### AT-4THSIG-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



WCWA0024E



# DTC P0734 A/T 4TH GEAR FUNCTION

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 1.5 - 3.0V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V
2	P/B	LINE PRESSURE SOLENOID VALVE (DROPPING RESISTOR)	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 4 - 14V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A IS OPERATING (DRIVING IN D1 OR D4 )	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A IS NOT OPERATING (DRIVING IN D2 OR D3 )	APPROX. 0V
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B IS OPERATING (DRIVING IN D1 OR D2 )	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE BE IS NOT OPERATING (DRIVING IN D3 OR D4 )	APPROX. 0V

## Diagnostic Procedure

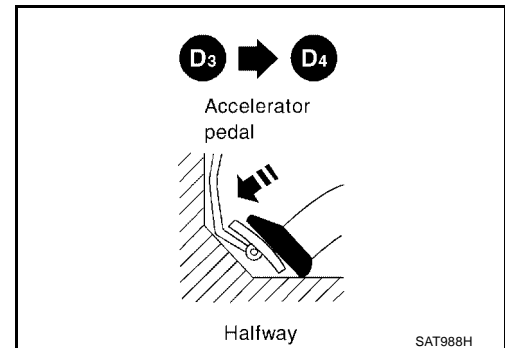
ECS0064A

### 1. CHECK SHIFT UP (D3 TO D4 )

During [AT-465, "Cruise Test — Part 1"](#) , does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 11.
- No >> GO TO 2.



SAT988H

### 2. CHECK LINE PRESSURE

Perform line pressure test.

Engine Speed RPM	Line Pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 Position	R Position
Idle	500 (5.1, 73)	778 (7.9, 113)
Stall	1,223 (12.6, 179)	1,918 (19.6, 278)

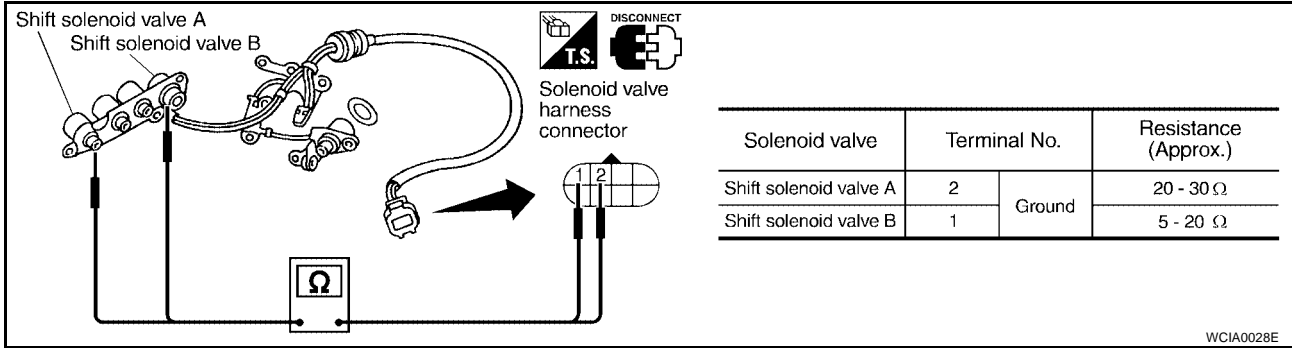
Refer to [AT-456, "Line Pressure Test"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 7.

### 3. CHECK VALVE RESISTANCE

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Shift solenoid valve A
  - Shift solenoid valve B
2. Check resistance between terminal cord assembly connector F30 terminals 1 and 2 and ground.

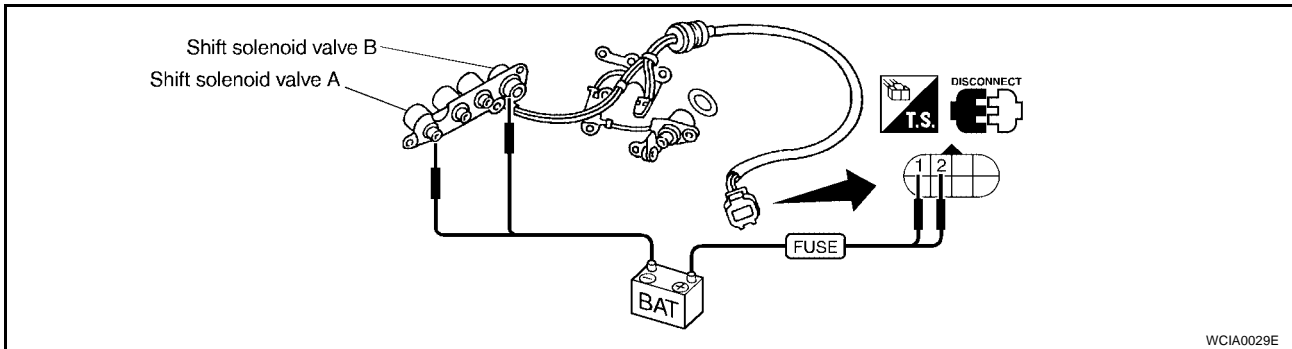


OK or NG

- OK >> GO TO 5.
- NG >> Replace solenoid valve assembly.

### 4. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Shift solenoid valve A
  - Shift solenoid valve B
2. Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.

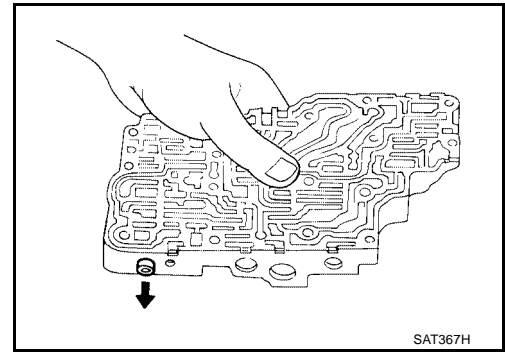


OK or NG

- OK >> GO TO 5.
- NG >> Replace solenoid valve assembly.

### 5. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.



**OK or NG**

- OK >> GO TO 6.
- NG >> Repair control valve.

### 6. CHECK SHIFT UP (D3 TO D4 )

Does A/T shift from D3 to D4 at the specified speed?

**Yes or No**

- Yes >> GO TO 11.
- No >> Check control valve again. Repair or replace control valve assembly.

### 7. CHECK VALVE RESISTANCE

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Line pressure solenoid valves
2. Check resistance between the terminal cord assembly connector F30 terminal 4 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	4	Ground	2.5 - 5Ω

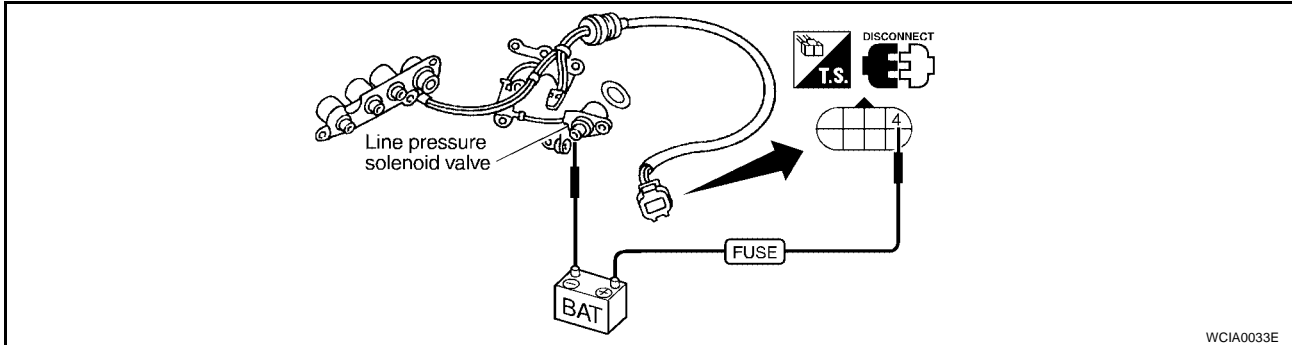
WCIA0032E

**OK or NG**

- OK >> GO TO 9.
- NG >> Replace solenoid valve assembly.

## 8. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Line pressure solenoid valves
2. Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



OK or NG

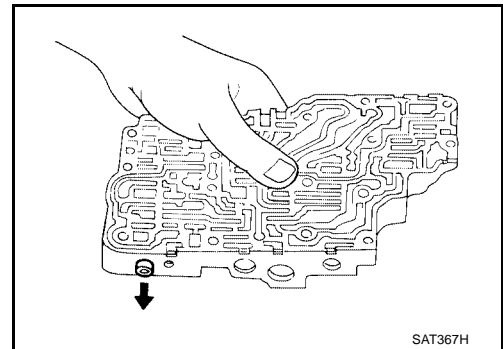
- OK >> GO TO 9.
- NG >> Replace solenoid valve assembly.

## 9. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check line pressure circuit valves for sticking.
  - Pressure regulator valve
  - Pilot valve
  - Pressure modifier valve

OK or NG

- OK >> GO TO 10.
- NG >> Repair control valve.



## 10. CHECK SHIFT UP (D<sub>3</sub> TO D<sub>4</sub>)

Does A/T shift from D<sub>3</sub> to D<sub>4</sub> at the specified speed?

Yes or No

- Yes >> GO TO 11.
- No >> Check control valve again. Repair or replace control valve assembly.

## 11. CHECK DTC

Perform [AT-527, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Perform "Cruise test — Part 1" again and return to the start point of this test group.

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F04B]

## DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

PFP:31940

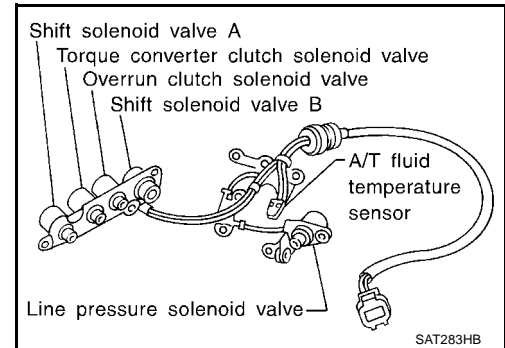
### Description

ECS0064B

The torque converter clutch solenoid valve is activated, with the gear in D4, by the TCM in response to signals sent from the vehicle speed and the ECM (throttle opening). Lock-up piston operation will then be controlled.

Lock-up operation, however, is prohibited when A/T fluid temperature is too low.

When the accelerator pedal is depressed (less than 2/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.



### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up OFF	Approximately 4%
	↓ Lock-up ON	↓ Approximately 94%

### On Board Diagnosis Logic

ECS0064C

Diagnostic trouble code TCC SOLENOID/CIRC with CONSULT-II or P0740 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

### Possible Cause

ECS0064D

Check the following items.

- Torque converter clutch solenoid valve
- Harness or connectors  
(The solenoid circuit is open or shorted.)

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0064E

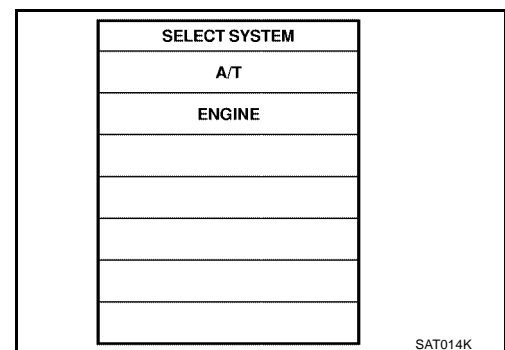
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

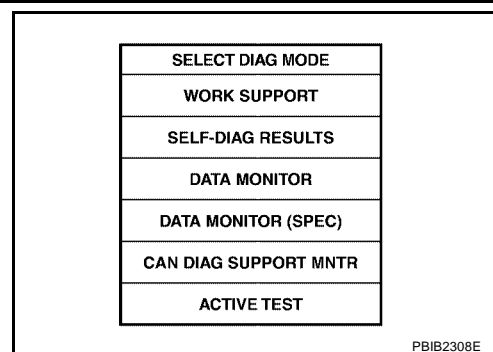
1. Turn ignition switch ON.



# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F04B]

2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II and wait at least 1 second.



A

B

AT

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M

## WITH GST

Follow the procedure "With CONSULT-II".

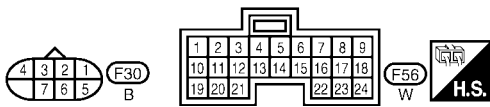
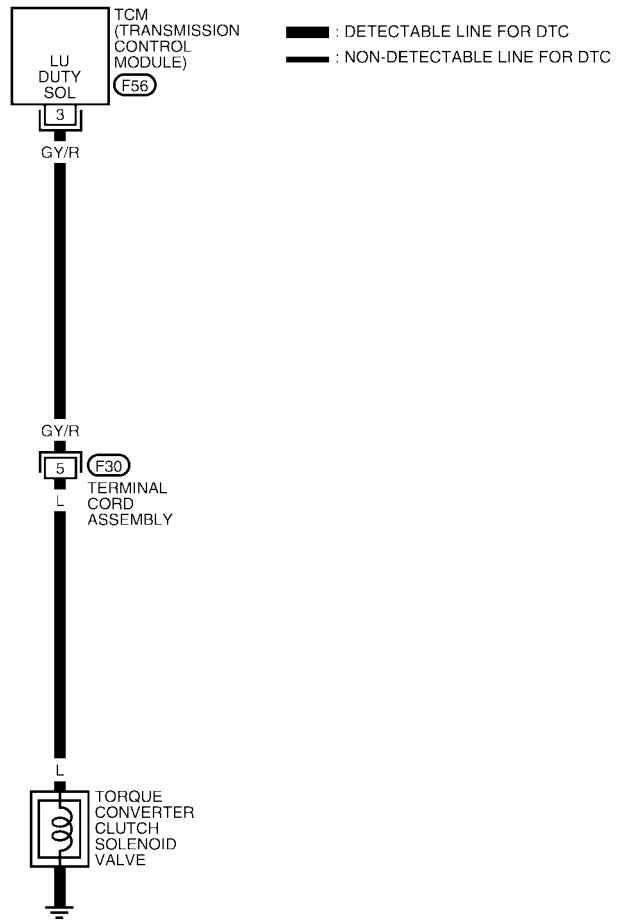
# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F04B]

## Wiring Diagram — AT — TCV

ECS0064F

AT-TCV-01



WCWA0025E

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

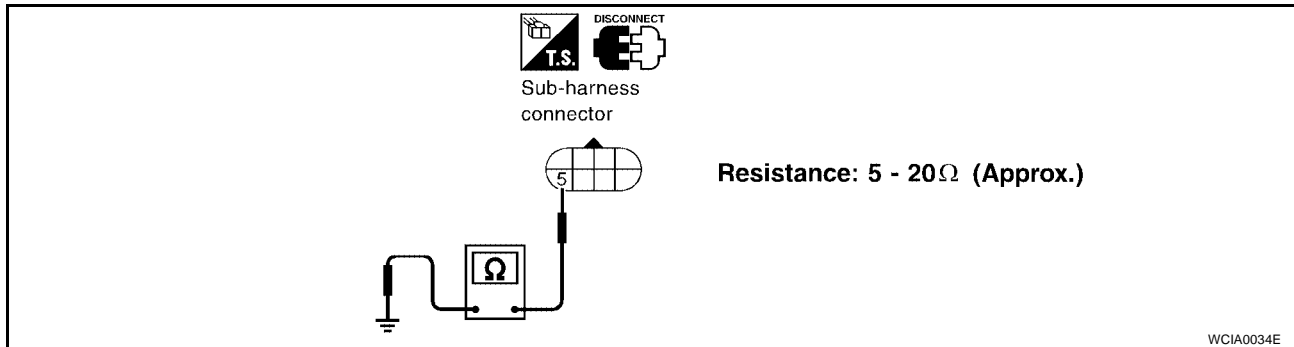
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
3	GY/R	TORQUE CONVERTER CLUTCH SOLENOID VALVE	WITH TORQUE CONVERTER LOCK-UP	APPROX. 8 - 15V
			WITHOUT TORQUE CONVERTER LOCK-UP	APPROX. 0V

## Diagnostic Procedure

ECS0064G

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly connector F30 terminal 5 and ground.

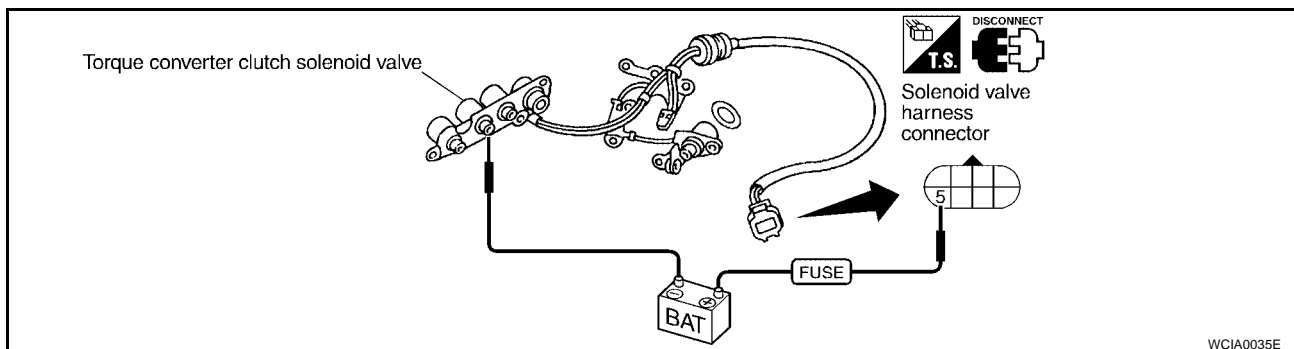


OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

### 2. CHECK VALVE OPERATION

1. Remove oil pan.
2. Check the following items:
  - Torque converter clutch solenoid valve
  - Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



- Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.



---

## 3. CHECK POWER SOURCE CIRCUIT

---

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal cord assembly harness connector F30 terminal 5 and TCM harness connector F56 terminal 3. Refer to [AT-536, "Wiring Diagram — AT — TCV"](#) .

**Continuity should exist.**

4. Reinstall any part removed.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK DTC

---

Perform [AT-534, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

---

## 5. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

PF3:31940

Description

ECS0064H

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up OFF	Approximately 4%
	↓ Lock-up ON	↓ Approximately 94%

On Board Diagnosis Logic

ECS0064I

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction. This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear positions supposed by TCM are as follows.

In case of gear position with no malfunctions: 1, 2, 3 and 4 positions

In case of gear position with shift solenoid valve B stuck closed: 1, 2, 2 and 1\* positions to each gear position above

\*: P0744 is detected.

Diagnostic trouble code A/T TCC S/V FNCTN with CONSULT-II or P0744 without CONSULT-II is detected when A/T cannot perform lock-up even if electrical circuit is good.

Possible Cause

ECS0064J

Check the following items.

- Line pressure solenoid valve
- Torque converter clutch solenoid valve
- Each clutch
- Hydraulic control circuit

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0064K

**CAUTION:**

Always drive vehicle at a safe speed.

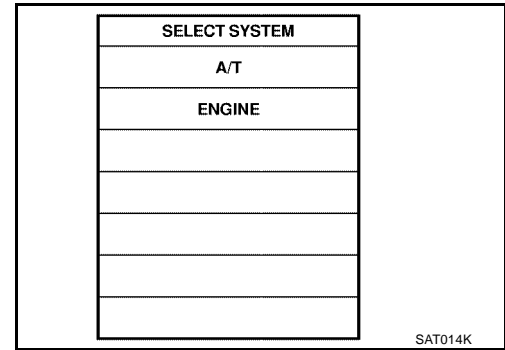
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

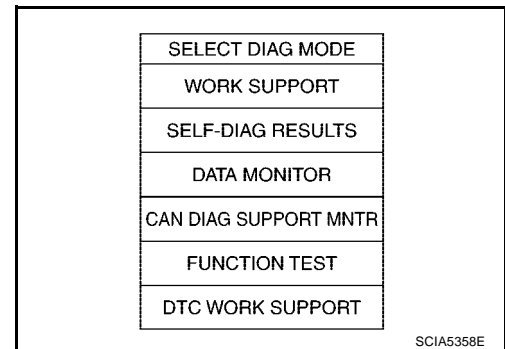
After the repair, perform the following procedure to confirm the malfunction is eliminated.

## WITH CONSULT-II

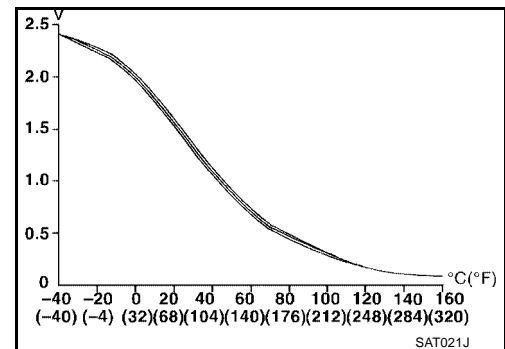
1. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive vehicle to decrease voltage (warm up the fluid) or stop engine to increase voltage (cool down the fluid).
3. Select "TCC S/V FNCTN P0744" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".



4. Accelerate vehicle to more than 70 km/h (43 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETE". (It will take approximately 30 seconds after "TESTING" shows.)  
**THROTTLE POSI: 1.0/8 - 2.0/8 (at all times during step 4)**  
**Selector lever: D position (O/D ON)**  
**TCC S/V DUTY: More than 94%**  
**VHCL/S SE-A/T: Constant speed of more than 70 km/h (43 MPH)**



- Check that "GEAR" shows "4".
  - For shift schedule, refer to [AT-752, "Shift Schedule"](#).
  - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
5. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to [AT-542, "Diagnostic Procedure"](#).  
 Refer to [AT-752, "Shift Schedule"](#).



## WITH GST

Follow the procedure "With CONSULT-II".

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

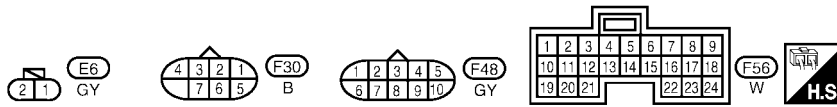
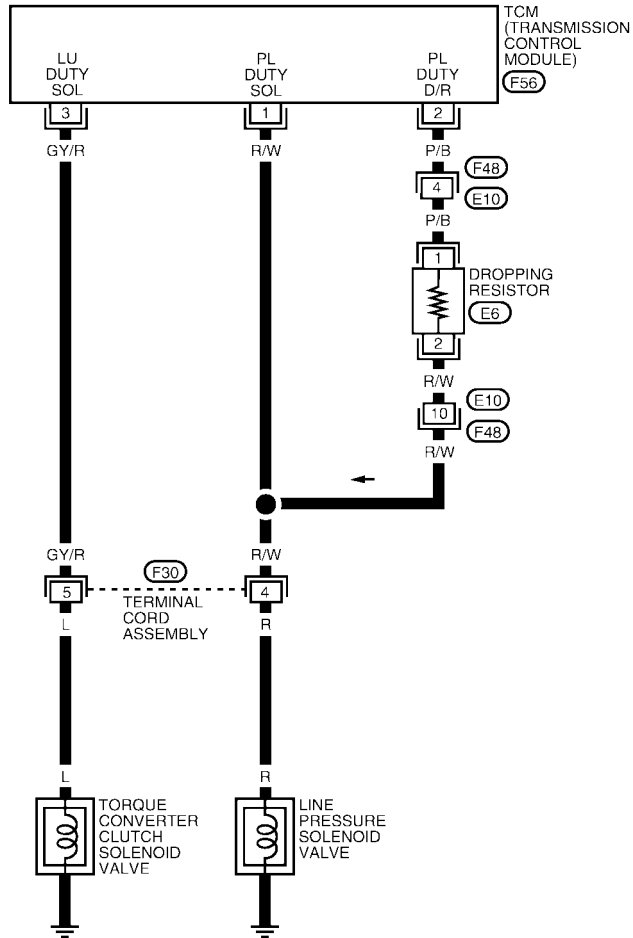
[RE4F04B]

## Wiring Diagram — AT — TCCSIG

ECS0064L

AT-TCCSIG-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



WCWA0026E

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 1.5 - 3.0V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V
2	P/B	LINE PRESSURE SOLENOID VALVE (DROPPING RESISTOR)	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 4 - 14V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V
3	GY/R	TORQUE CONVERTER CLUTCH SOLENOID VALVE	WITH TORQUE CONVERTER LOCK-UP	APPROX. 8 - 15V
			WITHOUT TORQUE CONVERTER LOCK-UP	APPROX. 0V

## Diagnostic Procedure

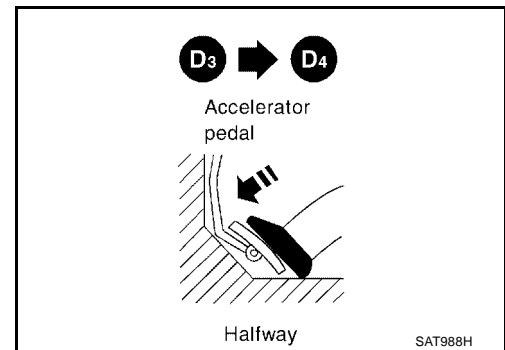
ECS0064M

### 1. CHECK SHIFT UP (D3 TO D4)

During [AT-465, "Cruise Test — Part 1"](#), does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 11.
- No >> GO TO 2.



### 2. CHECK LINE PRESSURE

Perform line pressure test.

Engine Speed RPM	Line Pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 Position	R Position
Idle	500 (5.1, 73)	778 (7.9, 113)
Stall	1,223 (12.6, 179)	1,918 (19.6, 278)

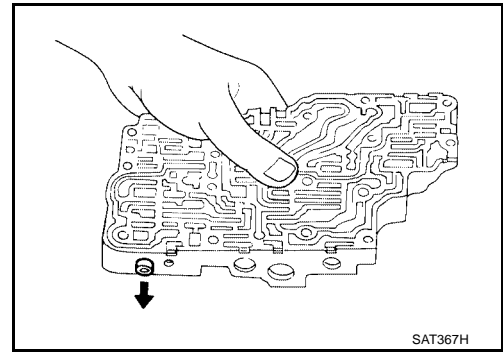
Refer to [AT-456, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 6.

### 3. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check to ensure that:
  - Valve, sleeve and plug slide along valve bore under their own weight.
  - Valve, sleeve and plug are free from burrs, dents and scratches.
  - Control valve springs are free from damage, deformation and fatigue.
  - Hydraulic line is free from obstacles.



OK or NG

- OK >> GO TO 4.
- NG >> Repair control valve.

### 4. CHECK SHIFT UP (D3 TO D4 )

Does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 5.
- No >> Check control valve again. Repair or replace control valve assembly.

### 5. CHECK DTC

Perform [AT-539, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 11. Check for proper lock-up.

### 6. CHECK VALVE RESISTANCE

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Line pressure solenoid valve
2. Check resistance to the terminal and ground.

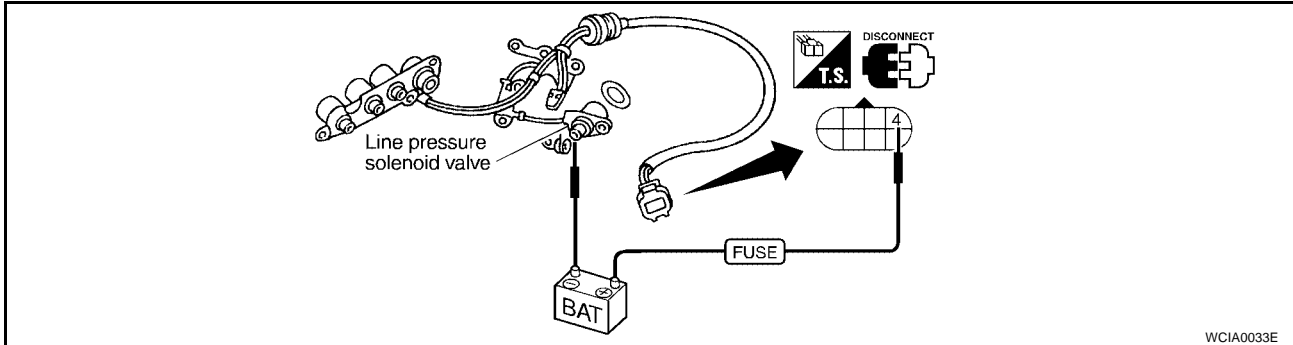
Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	4	Ground	2.5 - 5Ω

OK or NG

- OK >> GO TO 8.
- NG >> Replace solenoid valve assembly.

## 7. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
  - Line pressure solenoid valve
2. Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



OK or NG

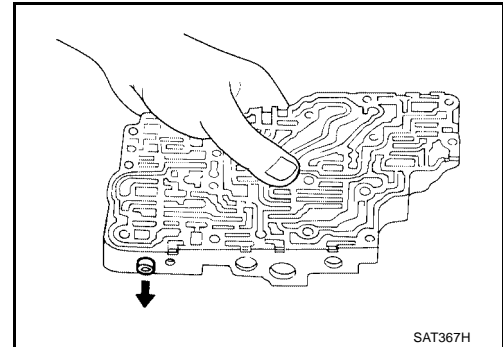
- OK >> GO TO 8.
- NG >> Replace solenoid valve assembly.

## 8. CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check line pressure circuit valves for sticking.
  - Pressure regulator valve
  - Pilot valve
  - Pressure modifier valve

OK or NG

- OK >> GO TO 9.
- NG >> Repair control valve.



## 9. CHECK SHIFT UP (D3 TO D4 )

Does A/T shift from D3 to D4 at the specified speed?

Yes or No

- Yes >> GO TO 10.
- No >> Check control valve again. Repair or replace control valve assembly.

## 10. CHECK DTC

Perform [AT-539, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

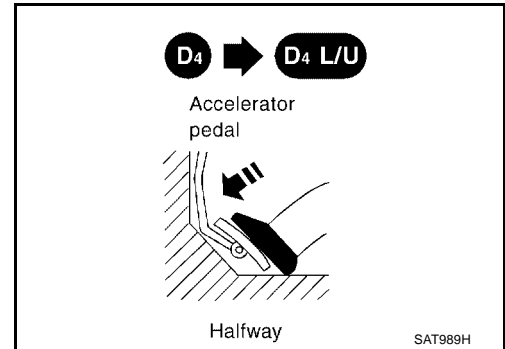
- OK >> **INSPECTION END**
- NG >> GO TO 11. Check for proper lock-up.

### 11. CHECK LOCK-UP

During [AT-465, "Cruise Test — Part 1"](#), does A/T perform lock-up at the specified speed?

Yes or No

- Yes >> Perform "Cruise test — Part 1" again and return to the start point of this test group.
- No >> GO TO 12.



### 12. CHECK VALVE RESISTANCE

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Torque converter clutch solenoid valve
2. Check resistance between terminal cord assembly connector F30 terminal 5 and ground.

Solenoid valve	Terminal No.	Resistance (Approx.)
Torque converter clutch solenoid valve	5 Ground	5 - 20Ω

WCIA0036E

OK or NG

- OK >> GO TO 14.
- NG >> Replace solenoid valve assembly.

### 13. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
  - Torque converter clutch solenoid valve
2. Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.

WCIA0035E

OK or NG

- OK >> GO TO 14.
- NG >> Replace solenoid valve assembly.



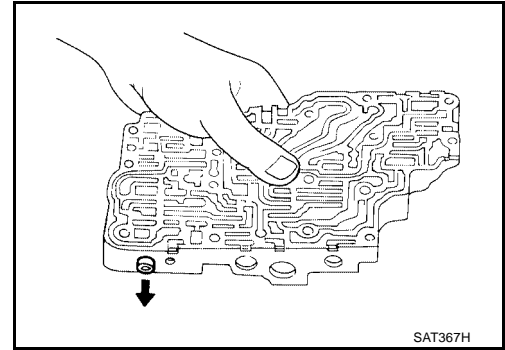
**14. CHECK CONTROL VALVE**

1. Disassemble control valve assembly. Refer to [AT-679, "DISASSEMBLY"](#) .
2. Check control valves for sticking.
  - Torque converter clutch control valve
  - Torque converter clutch relief valve

OK or NG

OK &gt;&gt; GO TO 15.

NG &gt;&gt; Repair control valve.

**15. CHECK LOCK-UP**

Does A/T perform lock-up at the specified speed?

Yes or No

Yes &gt;&gt; GO TO 16.

No &gt;&gt; Check control valve again. Repair or replace control valve assembly.

**16. CHECK DTC**Perform [AT-539, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG &gt;&gt; Perform "Cruise test — Part 1" again and return to the start point of this test group.

# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F04B]

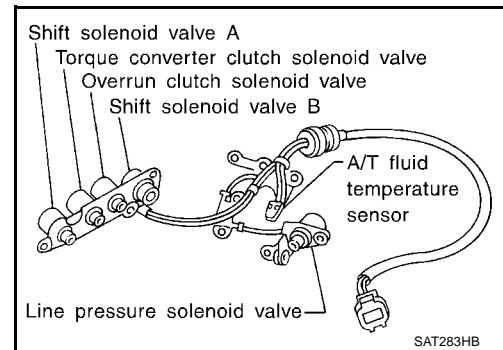
## DTC P0745 LINE PRESSURE SOLENOID VALVE

PF3:31940

ECS0064N

### Description

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the TCM.



### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓ Large throttle opening (High line pressure)	↓ Approximately 95%

### On Board Diagnosis Logic

ECS0064O

Diagnostic trouble code L/PRESS SOL/CIRC with CONSULT-II or P0745 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

### Possible Cause

ECS0064P

Check the following items.

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Line pressure solenoid valve

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0064Q

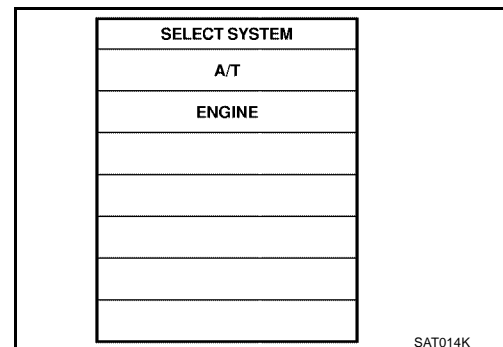
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

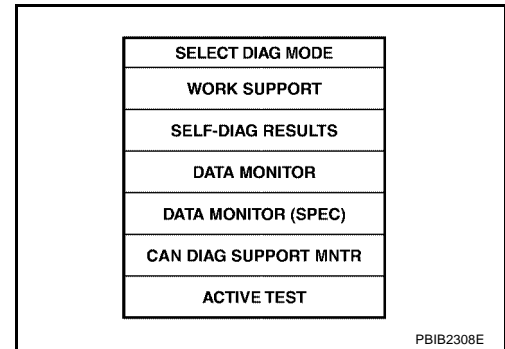
1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.



# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F04B]

2. Depress accelerator pedal completely and wait at least 1 second.



## WITH GST

Follow the procedure "With CONSULT-II".

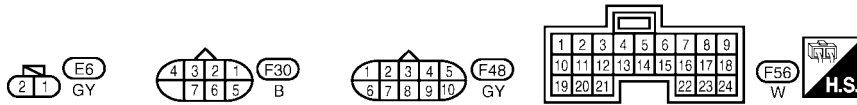
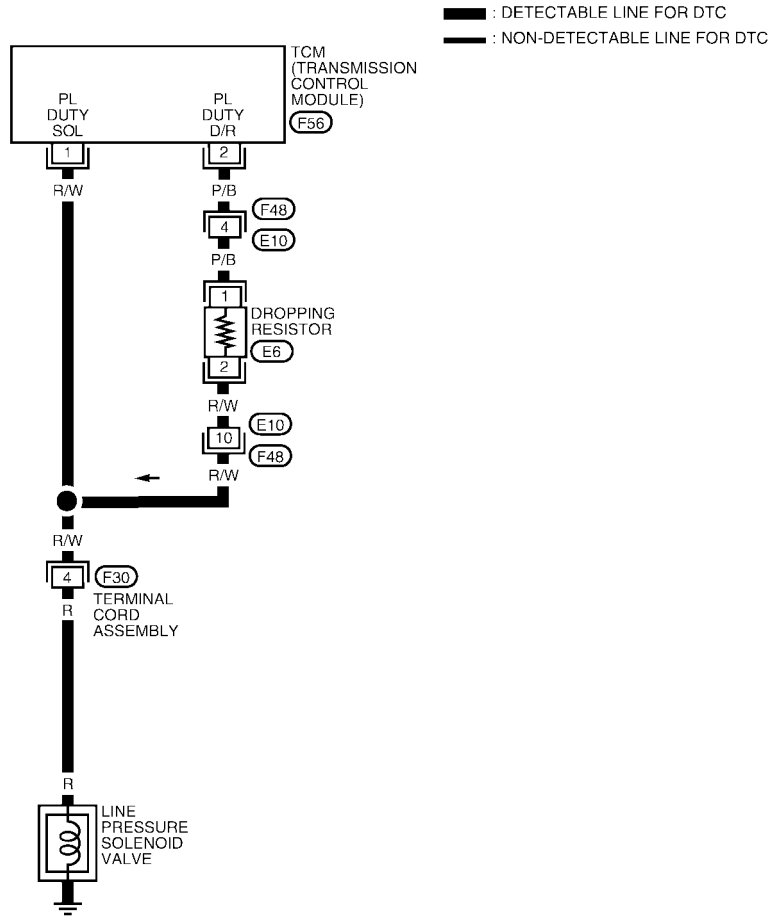
# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F04B]

## Wiring Diagram — AT — LPSV

ECS0064R

AT-LPSV-01



WCWA0027E

# DTC P0745 LINE PRESSURE SOLENOID VALVE

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

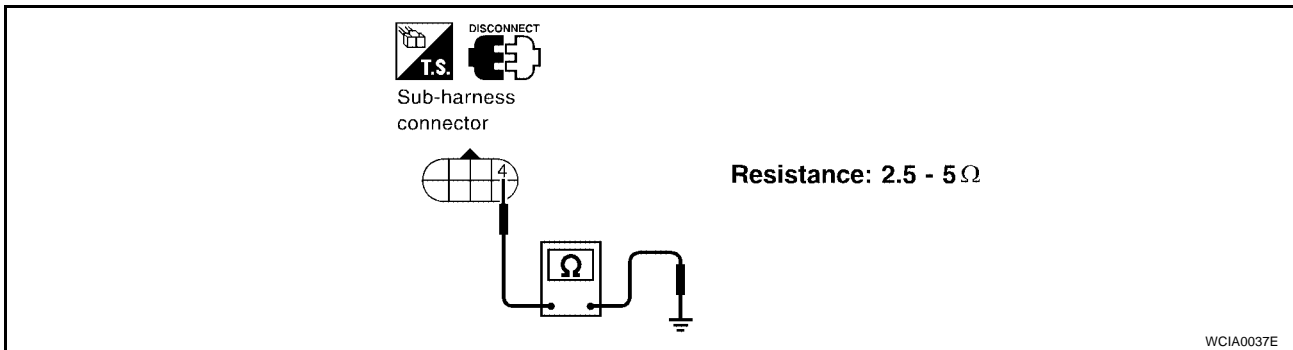
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	R/W	LINE PRESSURE SOLENOID VALVE	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 1.5 - 3.0V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V
2	P/B	LINE PRESSURE SOLENOID VALVE (DROPPING RESISTOR)	WHEN ACCELERATOR PEDAL IS RELEASED WHILE DRIVING	APPROX. 4 - 14V
			WHEN ACCELERATOR PEDAL IS DEPRESSED WHILE DRIVING	APPROX. 0V

## Diagnostic Procedure

ECS0064S

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly connector F30 terminal 4 and ground.

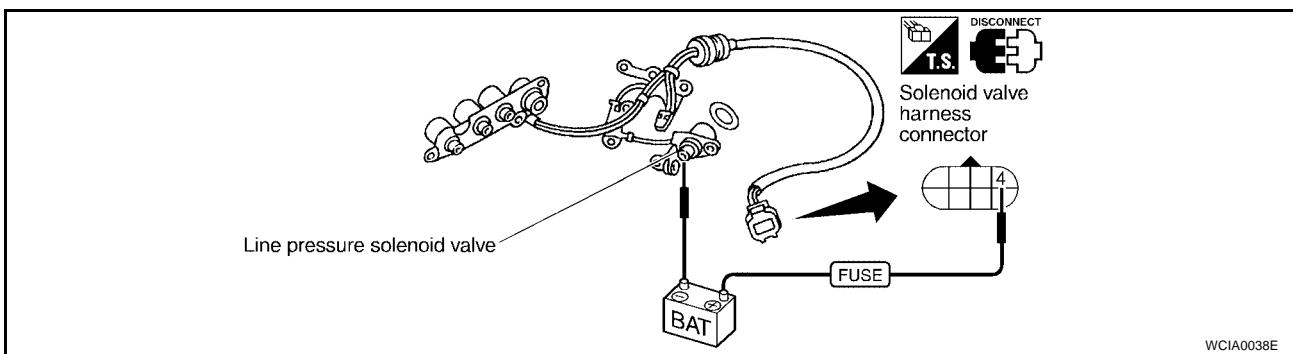


OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

### 2. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Line pressure solenoid valve
  - Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



- Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

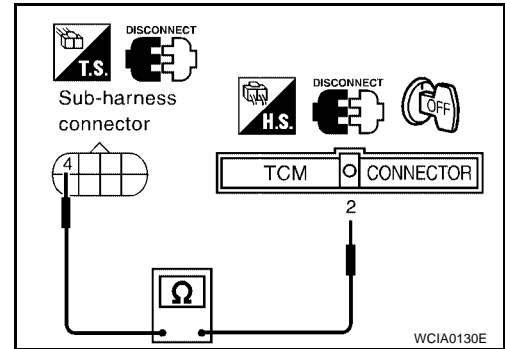
**3. CHECK POWER SOURCE AND DROPPING RESISTOR CIRCUIT**

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal cord assembly harness connector F30 terminal 4 and TCM harness connector F56 terminal 2.

**Resistance : Approximately 12Ω**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



**4. DETECT MALFUNCTIONING ITEM**

Check the following items:

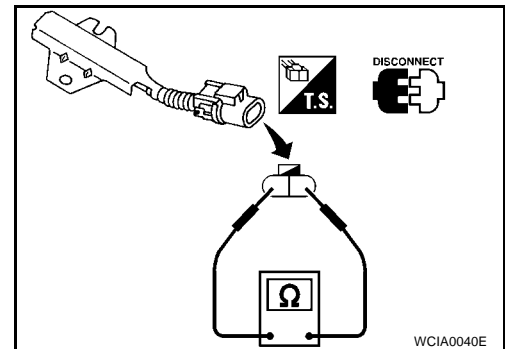
- Dropping resistor
- Check resistance between two terminals.

**Resistance : Approximately 12Ω**

- Harness for short or open between TCM terminal 2 and terminal cord assembly (Main harness)

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.



**5. CHECK POWER SOURCE CIRCUIT**

1. Turn ignition switch to OFF position.
2. Check continuity between terminal cord assembly connector F30 terminal 4 and TCM harness connector F56 terminal 1. Refer to [AT-549, "Wiring Diagram — AT — LPSV"](#).

**Continuity should exist.**

3. Reinstall any part removed.

OK or NG

- OK >> GO TO 6.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK DTC**

Perform [AT-547, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 7.

---

## 7. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

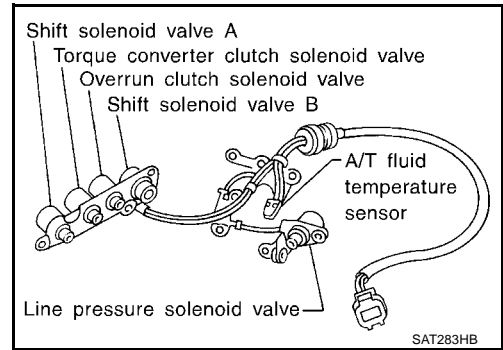
DTC P0750 SHIFT SOLENOID VALVE A

PF3:31940

Description

ECS0064T

Shift solenoid valves A and B are turned ON or OFF by the TCM in response to signals sent from the park/neutral position (PNP) switch, vehicle speed and ECM (throttle opening). Gears will then be shifted to the optimum position.



Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

On Board Diagnosis Logic

ECS0064U

Diagnostic trouble code SFT SOL A/CIRC with CONSULT-II or P0750 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

Possible Cause

ECS0064V

Check the following items.

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Shift solenoid valve A

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0064W

**CAUTION:**

Always drive vehicle at a safe speed.

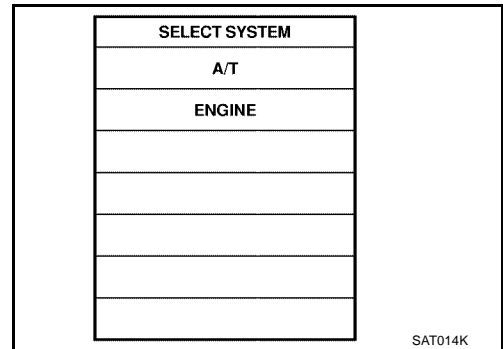
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.





## DTC P0750 SHIFT SOLENOID VALVE A

[RE4F04B]

2. Start engine.
3. Drive vehicle in D position and allow the transmission to shift 1 → 2 (“GEAR”).

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR (SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST

PBIB2308E

### WITH GST

Follow the procedure “With CONSULT-II”.

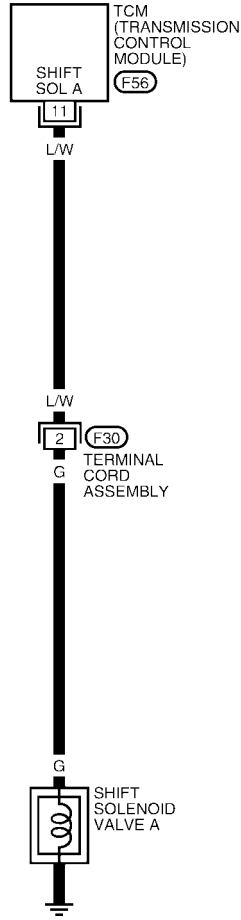
# DTC P0750 SHIFT SOLENOID VALVE A

[RE4F04B]

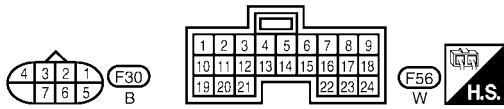
## Wiring Diagram — AT — SSV/A

ECS0064X

AT-SSV/A-01



— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

WCWA0028E

# DTC P0750 SHIFT SOLENOID VALVE A

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

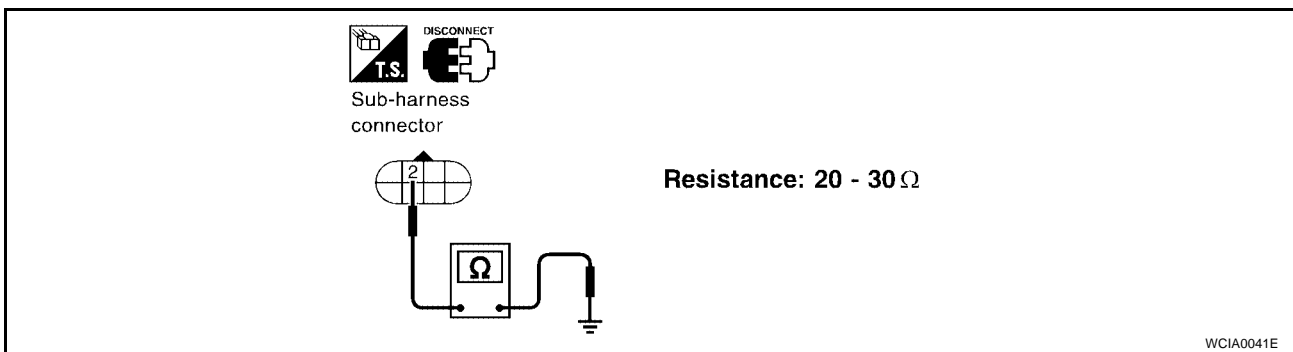
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
11	L/W	SHIFT SOLENOID VALVE A	WHEN SHIFT SOLENOID VALVE A IS OPERATING (DRIVING IN D1 OR D4)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE A IS NOT OPERATING (DRIVING IN D2 OR D3)	APPROX. 0V

## Diagnostic Procedure

ECS0064Y

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly connector F30 terminal 2 and ground.

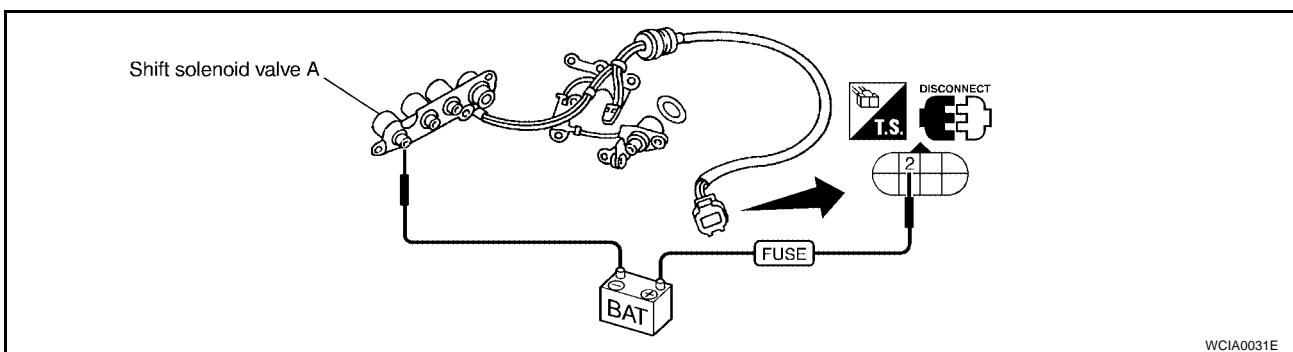


OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

### 2. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Shift solenoid valve A
  - Operation check
- Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



- Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

---

### 3. CHECK POWER SOURCE CIRCUIT

---

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal cord assembly harness connector F30 terminal 2 and TCM harness connector F56 terminal 11. Refer to [AT-555, "Wiring Diagram — AT — SSV/A"](#) .

**Continuity should exist.**

4. Reinstall any part removed.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

### 4. CHECK DTC

---

Perform [AT-553, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

---

### 5. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

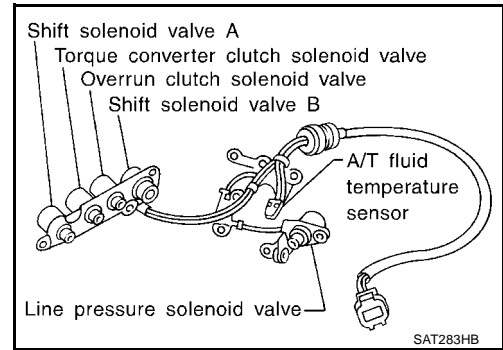
DTC P0755 SHIFT SOLENOID VALVE B

PFP:31940

Description

ECS0064Z

Shift solenoid valves A and B are turned ON or OFF by the TCM in response to signals sent from the park/neutral position (PNP) switch, vehicle speed and ECM (throttle opening). Gears will then be shifted to the optimum position.



Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

On Board Diagnosis Logic

ECS00650

Diagnostic trouble code SFT SOL B/CIRC with CONSULT-II or P0755 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

Possible Cause

ECS00651

Check the following items.

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Shift solenoid valve B

Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS00652

**CAUTION:**

Always drive vehicle at a safe speed.

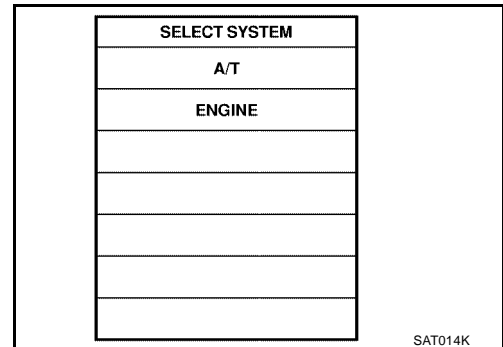
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

**WITH CONSULT-II**

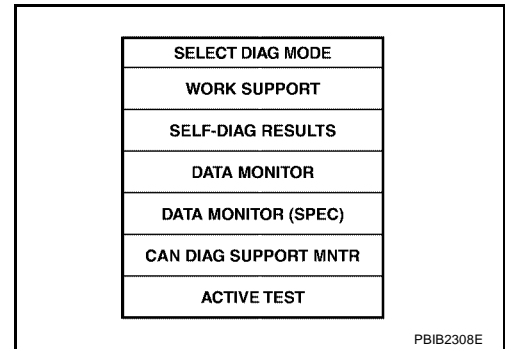
1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.



# DTC P0755 SHIFT SOLENOID VALVE B

[RE4F04B]

2. Start engine.
3. Drive vehicle in D position and allow the transmission to shift 1 → 2 → 3 (“GEAR”).



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## WITH GST

Follow the procedure “With CONSULT-II”.

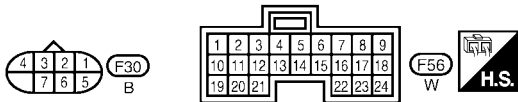
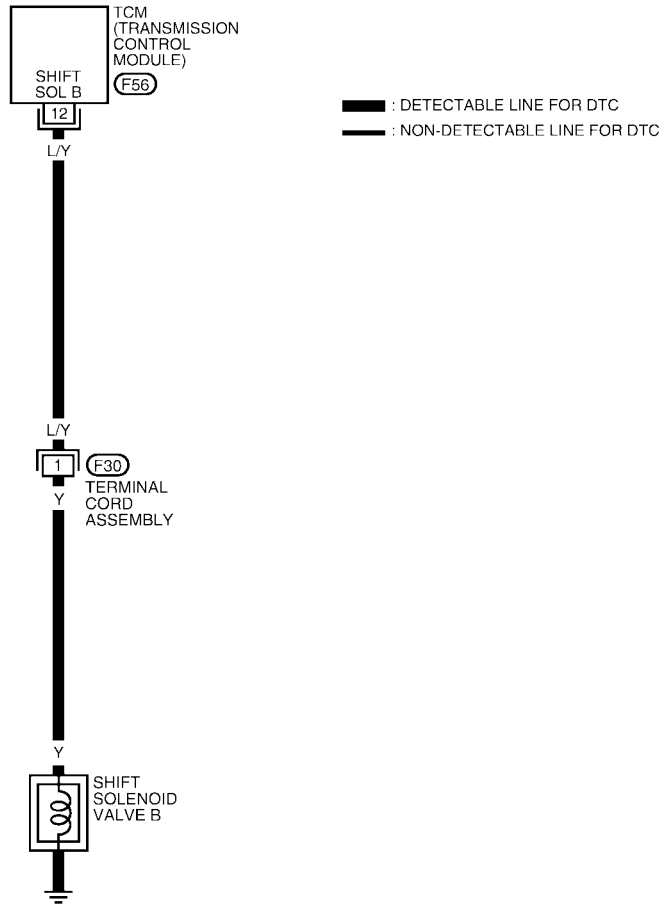
# DTC P0755 SHIFT SOLENOID VALVE B

[RE4F04B]

ECS00653

## Wiring Diagram — AT — SSV/B

AT-SSV/B-01



WCWA0029E

# DTC P0755 SHIFT SOLENOID VALVE B

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

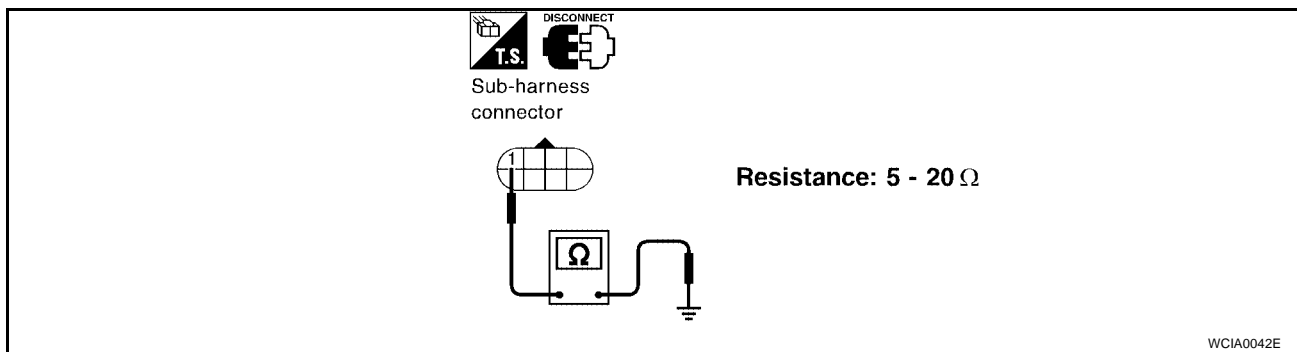
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
12	L/Y	SHIFT SOLENOID VALVE B	WHEN SHIFT SOLENOID VALVE B IS OPERATING (DRIVING IN D1 OR D2)	BATTERY VOLTAGE
			WHEN SHIFT SOLENOID VALVE BE IS NOT OPERATING (DRIVING IN D3 OR D4)	APPROX. 0V

## Diagnostic Procedure

ECS00654

### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly connector F30 terminal 1 and ground.

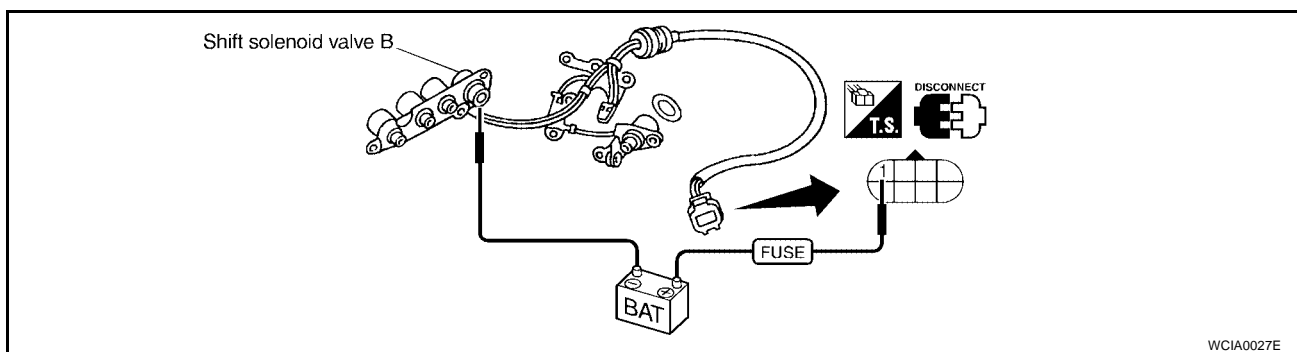


OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

### 2. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Shift solenoid valve B
  - Operation check
- Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.



- Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.



---

### 3. CHECK POWER SOURCE CIRCUIT

---

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal cord assembly harness connector F30 terminal 1 and TCM harness connector F56 terminal 12. Refer to [AT-560, "Wiring Diagram — AT — SSV/B"](#) .

**Continuity should exist.**

4. Reinstall any part removed.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

### 4. CHECK DTC

---

Perform [AT-558, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

---

### 5. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F04B]

## DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

PF2:22560

### Description

ECS00655

The throttle position sensor [accelerator pedal position (APP) sensor] is part of the system that controls throttle position. This system also uses an electric throttle control actuator which consists of a throttle control motor and throttle position sensors. Accelerator pedal position signal is sent to the ECM.

### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Throttle position sensor [accelerator pedal position (APP) sensor]	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

### On Board Diagnosis Logic

ECS00656

Diagnostic trouble code TP SEN/CIRC A/T with CONSULT-II or P1705 without CONSULT-II is detected when TCM receives an excessively low or high voltage from the ECM.

### Possible Cause

ECS00657

Check the following items.

- Harness or connectors (The sensor circuit is open or shorted.)

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS00658

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

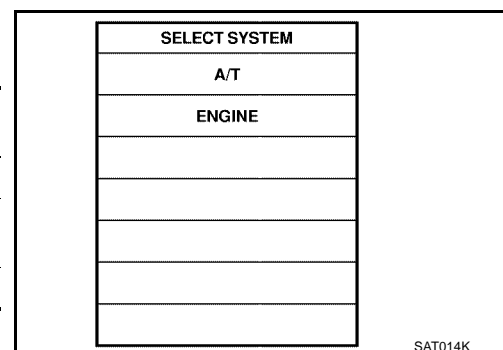
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.

Accelerator pedal condition	THRTL POS SEN	CLOSED THL/SW	W/O THRL/P·SW
Fully released	Less than 4.7V	ON	OFF
Partially depressed	0.1 - 4.6V	OFF	OFF
Fully depressed	1.9 - 4.6V	OFF	ON

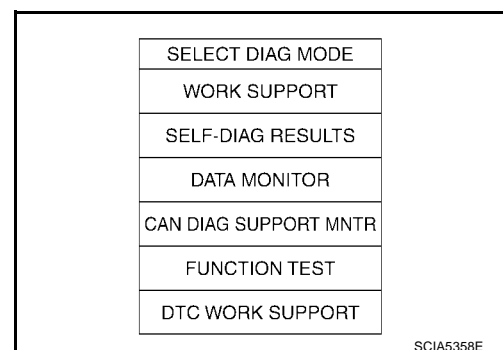


If the check result is NG, go to [AT-566, "Diagnostic Procedure"](#).  
If the check result is OK, go to following step.

2. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: Approximately 3V or less**  
**Selector lever: D position (O/D ON)**

If the check result is NG, go to [AT-566, "Diagnostic Procedure"](#).  
If the check result is OK, go to following step.

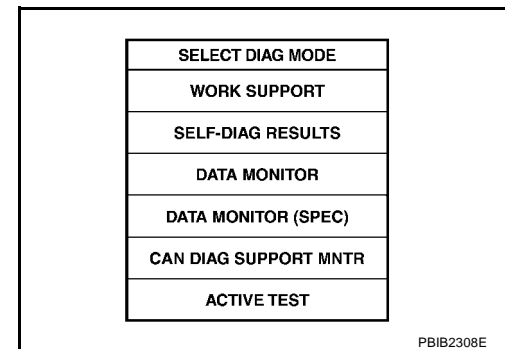
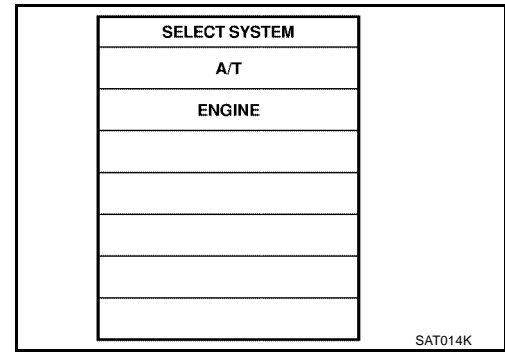


4. Maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F04B]

VHCL SPEED SE: 10 km/h (6 MPH) or more  
Accelerator pedal: Wide open throttle  
Selector lever: D position (O/D ON)



## WITH GST

Follow the procedure "With CONSULT-II".

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

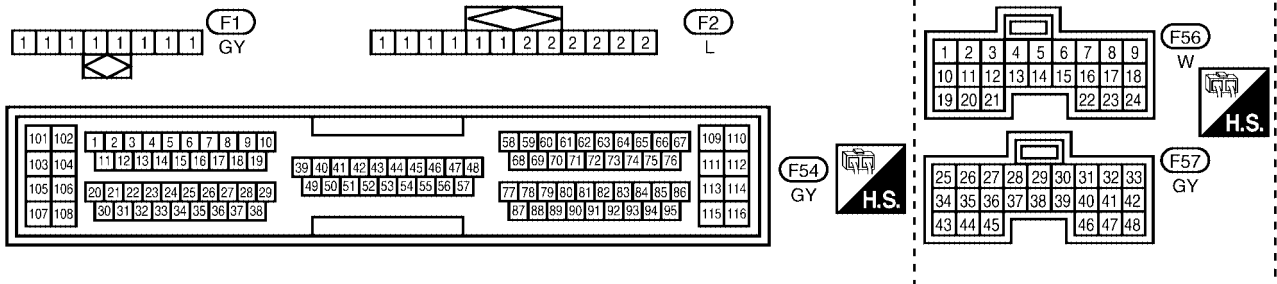
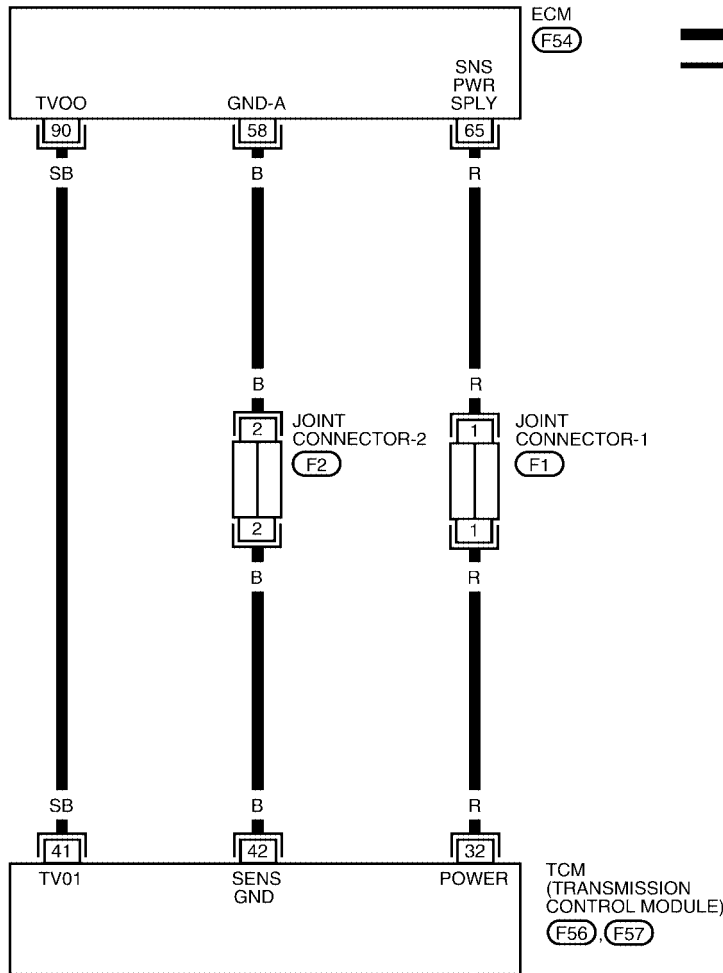
[RE4F04B]

## Wiring Diagram — AT — TPS

ECS00659

AT-TPS-01

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



WCWA0079E

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

**[RE4F04B]**

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
32	R	SENSOR POWER	IGNITION SWITCH ON	4.5 - 5.5V
			IGNITION SWITCH OFF	0V
41	SB	THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]	IGNITION ON AND ACCELERATOR PEDAL IS DEPRESSED SLOWLY AFTER WARMING UP ENGINE	FULLY CLOSED THROTTLE: 0.5V
				WIDE OPEN THROTTLE: 4.0V
42	B	SENSOR GROUND	—	—

## Diagnostic Procedure

ECS0065A

### 1. CHECK DTC WITH ECM

- Check P code with CONSULT-II "ENGINE".  
Turn ignition switch ON and select "SELF DIAGNOSTIC RESULTS" mode for "ENGINE" with CONSULT-II.

Refer to [EC-1275, "Malfunction Indicator Lamp \(MIL\)"](#) .

OK or NG

OK (with CONSULT-II)>>GO TO 2.

OK (without CONSULT-II)>>GO TO 3.

NG >> Check throttle position sensor [accelerator pedal position (APP) sensor] circuit for engine control.  
Refer to [EC-1475, "DTC P0222, P0223 TP SENSOR"](#) and [EC-1770, "DTC P2138 APP SENSOR"](#) .

### 2. CHECK INPUT SIGNAL (WITH CONSULT-II)

#### Ⓜ With CONSULT-II

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "THRTL POS SEN".

DATA MONITOR	
MONITORING	VALUE
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

**Voltage:**

**Fully-closed throttle :Approximately 0.5V**

**Fully-open throttle :Approximately 4V**

OK or NG

OK >> GO TO 4.

NG >> Check harness for short or open between ECM and TCM regarding throttle position sensor [accelerator pedal position (APP) sensor] circuit. (Main harness)

# DTC P1705 THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

[RE4F04B]

## 3. CHECK INPUT SIGNAL (WITHOUT CONSULT-II)

### ⊗ Without CONSULT-II

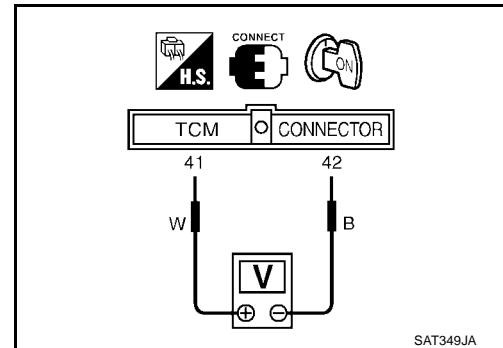
1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between TCM terminals 41 and 42 while accelerator pedal is depressed slowly.

#### Voltage:

Fully-closed throttle valve :Approximately 0.5V

Fully-open throttle valve :Approximately 4V

(Voltage rises gradually in response to throttle position.)



### OK or NG

OK >> GO TO 4.

NG >> Check harness for short or open between ECM and TCM regarding throttle position sensor [accelerator pedal position (APP) sensor] circuit. (Main harness)

## 4. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

### OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

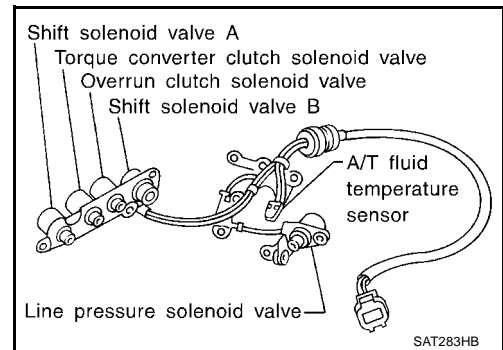
## DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

PF:31940

### Description

ECS0065B

The overrun clutch solenoid valve is activated by the TCM in response to signals sent from the park/neutral position (PNP) switch, overdrive control switch, vehicle speed and ECM (throttle opening). The overrun clutch operation will then be controlled.



SAT283HB

### On Board Diagnosis Logic

ECS0065C

Diagnostic trouble code O/R CLTCH SOL/CIRC with CONSULT-II or P1760 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

### Possible Cause

ECS0065D

Check the following items.

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Overrun clutch solenoid valve

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0065E

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

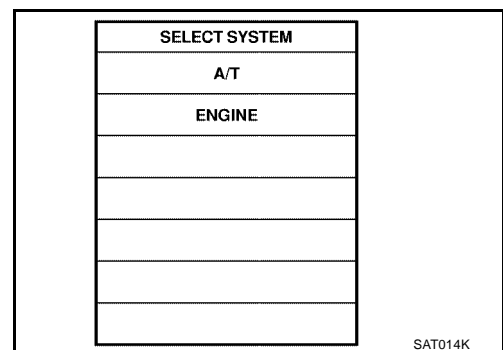
#### TESTING CONDITION:

Always drive vehicle on a level road to improve accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

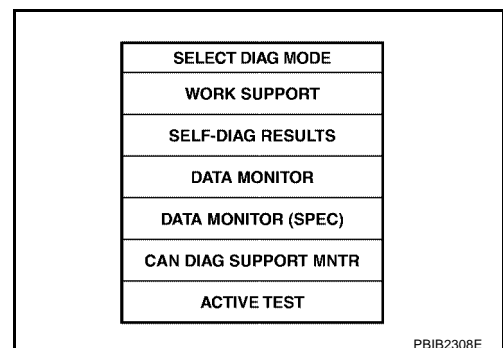
#### WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
2. Start engine.
3. Accelerate vehicle to a speed of more than 10 km/h (6 MPH) with D position (O/D ON).



SAT014K

4. Release accelerator pedal completely with D position (O/D OFF).



PBIB2308E

# DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

[RE4F04B]

---

## WITH GST

Follow the procedure "With CONSULT-II".

A

B

**AT**

D

E

F

G

H

I

J

K

L

M



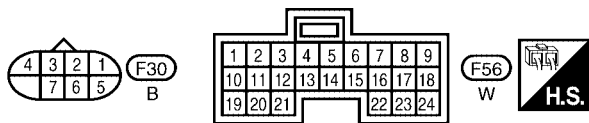
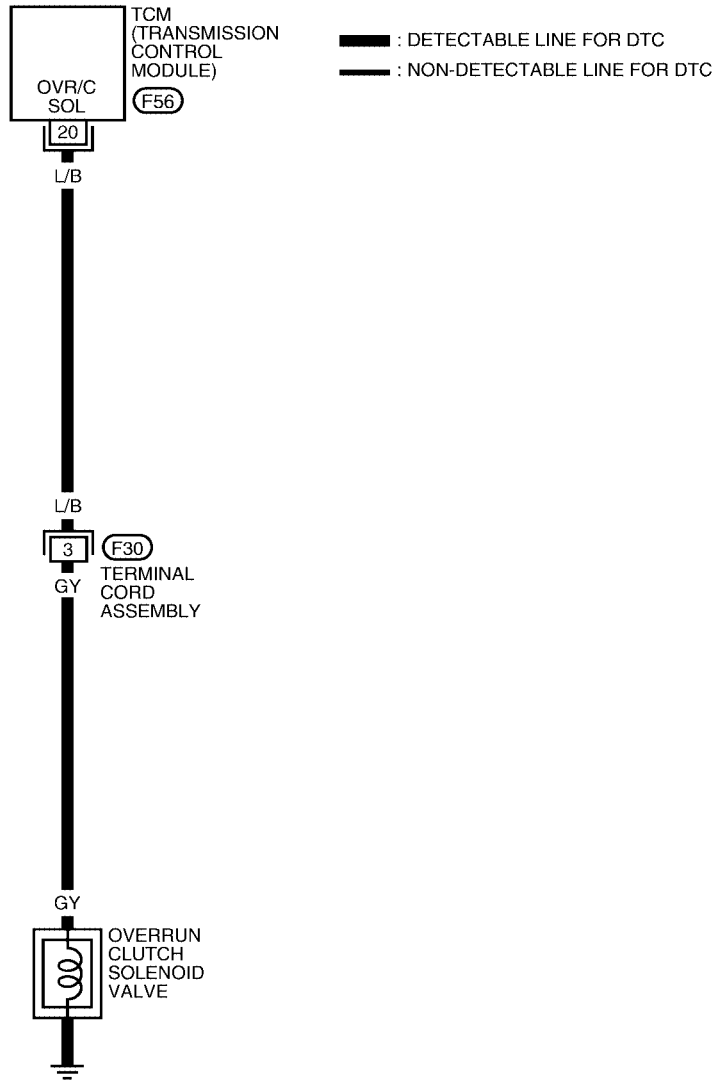
# DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

[RE4F04B]

## Wiring Diagram — AT — OVRCSV

ECS0065F

### AT-OVRCSV-01



WCWA0031E

# DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
20	L/B	OVERRUN CLUTCH SOLENOID VALVE	WHEN OVERRUN CLUTCH SOLENOID VALVE OPERATES	BATTERY VOLTAGE
			WHEN OVERRUN CLUTCH SOLENOID VALVE DOES NOT OPERATE	APPROX. 0V

## Diagnostic Procedure

ECS0065G

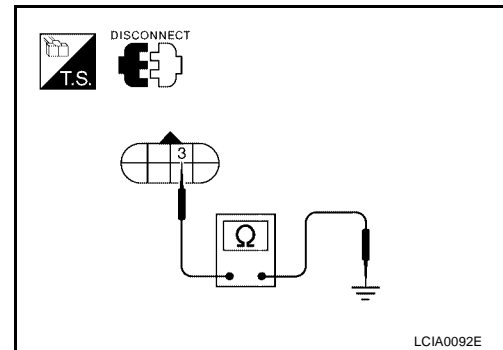
### 1. CHECK VALVE RESISTANCE

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly F30 terminal 3 (component side) and ground.

**Resistance : 20 - 30Ω**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.

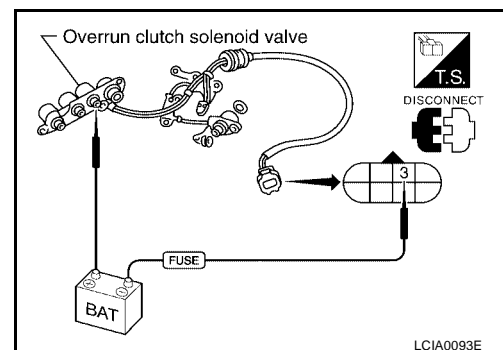


### 2. CHECK VALVE OPERATION

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Overrun clutch solenoid valve
  - Operation check
  - Check solenoid valve by listening for its operating sound while applying battery voltage and ground to the solenoid.
  - Harness of terminal cord assembly for short or open

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace damaged parts.



### 3. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal cord assembly connector F30 terminal 3 and TCM harness connector F56 terminal 20. Refer to [AT-570, "Wiring Diagram — AT — OVRCSV"](#).

**Continuity should exist.**

4. Reinstall any part removed.

OK or NG

- OK >> GO TO 4.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK DTC

---

Perform [AT-568, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**  
NG >> GO TO 5.

---

## 5. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F04B]

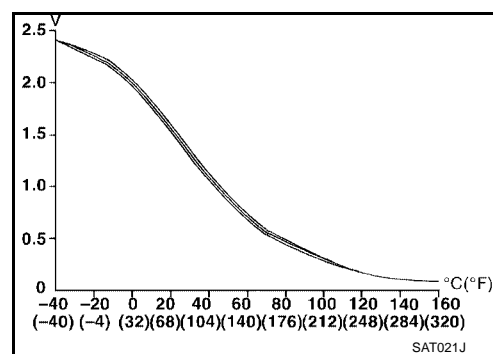
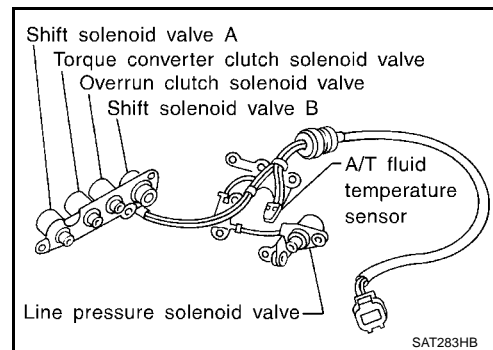
## DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

PFP:31940

### Description

ECS0065H

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.



### CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approximately)	
A/T fluid temperature sensor	Cold [20°C (68°F)]	1.5V	2.5 kΩ
	↓ Hot [80°C (176°F)]	0.5V	0.3 kΩ

### On Board Diagnosis Logic

ECS0065I

Diagnostic trouble code BATT/FLUID TEMP SEN with CONSULT-II or 8th judgement flicker without CONSULT-II is detected when TCM receives an excessively low or high voltage from the sensor.

### Possible Cause

ECS0065J

Check the following items.

- Harness or connectors  
(The sensor circuit is open or shorted.)
- A/T fluid temperature sensor

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0065K

After the repair, perform the following procedure to confirm the malfunction is eliminated.

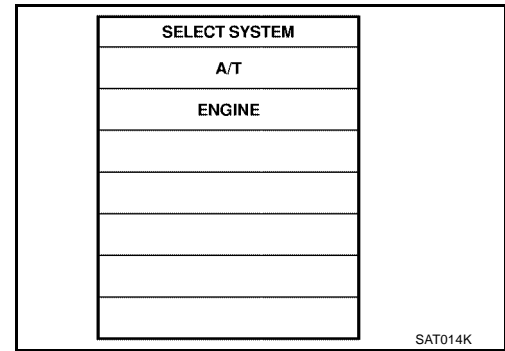
#### WITH CONSULT-II

1. Start engine.

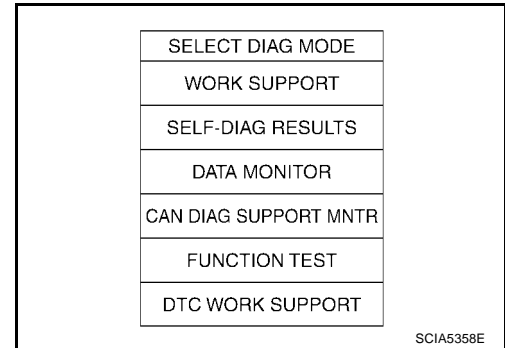
# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F04B]

2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.

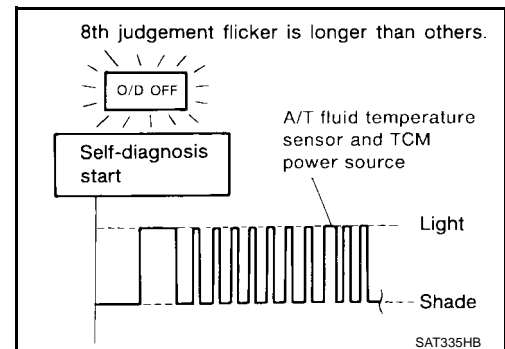


3. Drive vehicle under the following conditions:  
Selector lever in D, vehicle speed higher than 20 km/h (12 MPH).



## WITHOUT CONSULT-II

1. Start engine.
2. Drive vehicle under the following conditions:  
Selector lever in D, vehicle speed higher than 20 km/h (12 MPH).
3. Perform self-diagnosis.  
Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#).



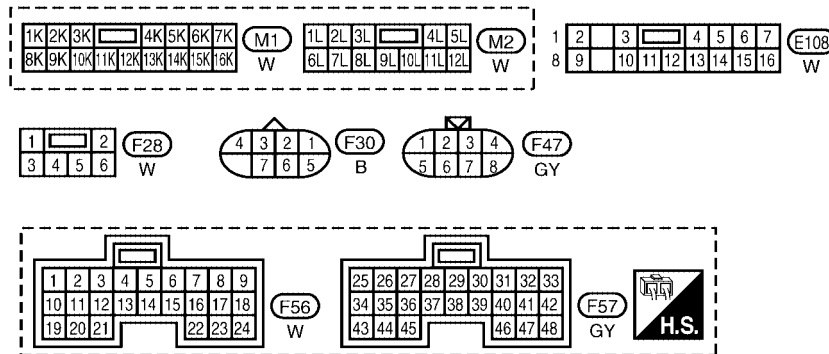
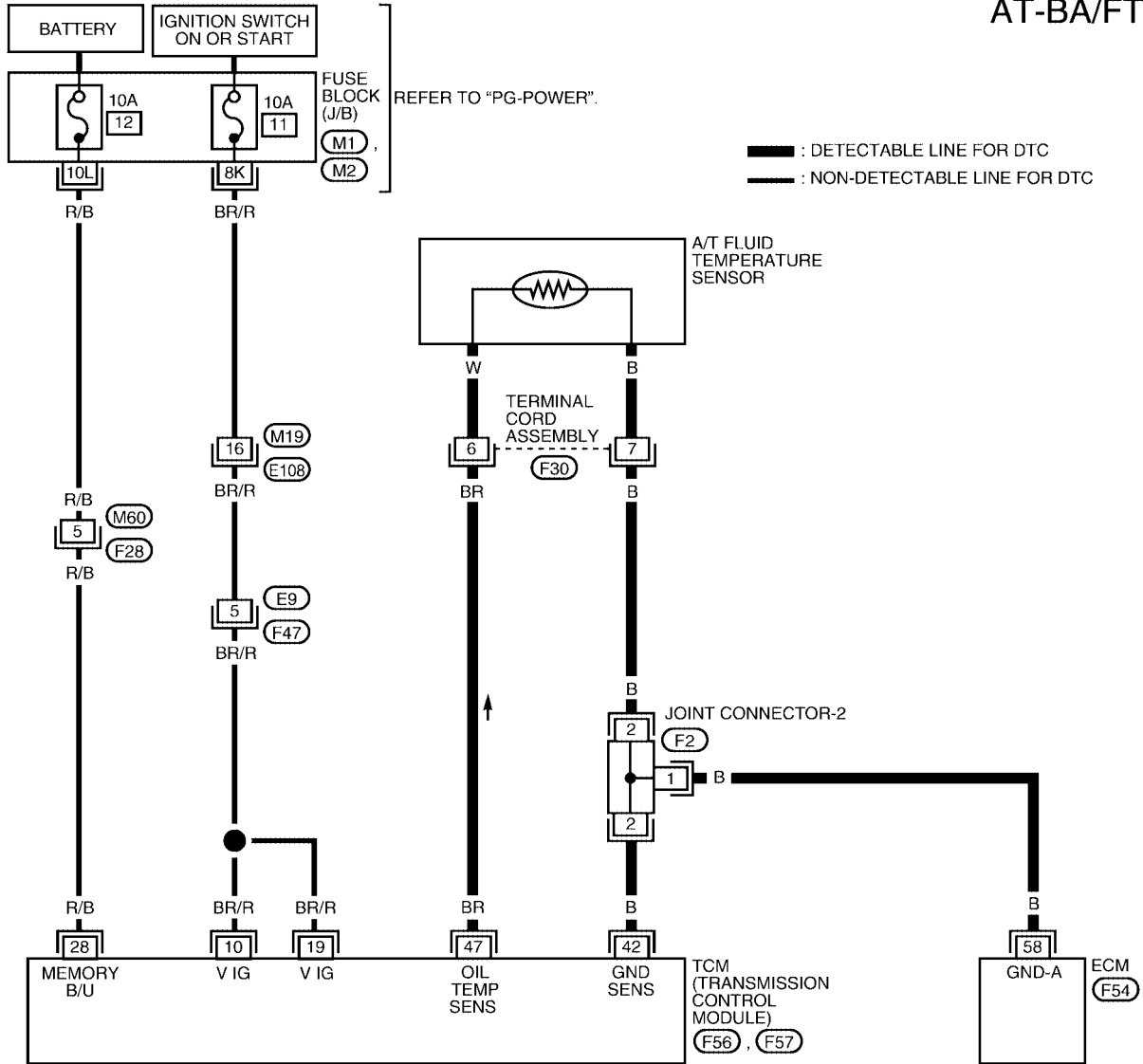
# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F04B]

ECS0065L

## Wiring Diagram — AT — BA/FTS

AT-BA/FTS-01



REFER TO THE FOLLOWING.  
**F2** - JOINT CONNECTOR  
**F54** - ELECTRICAL UNITS

# DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

[RE4F04B]

TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	BR/R	POWER SOURCE	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	APPROX. 0V
19	BR/R	POWER SOURCE	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	APPROX. 0V
28	R/B	POWER SOURCE (MEMORY BACKUP)	IGNITION ON	BATTERY VOLTAGE
			IGNITION OFF	BATTERY VOLTAGE
42	B	SENSOR GROUND	—	—
47	BR	A/T FLUID TEMPERATURE SENSOR	IGNITION ON WITH ATF TEMPERATURE AT 20°C (68°F)	APPROX. 1.5V
			IGNITION ON WITH ATF TEMPERATURE AT 80°C (176°F)	APPROX. 0.5V

## Diagnostic Procedure

ECS0065M

### 1. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

#### With CONSULT-II

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "FLUID TEMP SE".

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

**Voltage :Cold [20°C (68°F)] → Hot [80°C (176°F)]**  
**:Approximately 1.5V → 0.5V**

#### OK or NG

- OK >> GO TO 9.  
 NG >> GO TO 2.

### 2. DETECT MALFUNCTIONING ITEM

Check the following items:

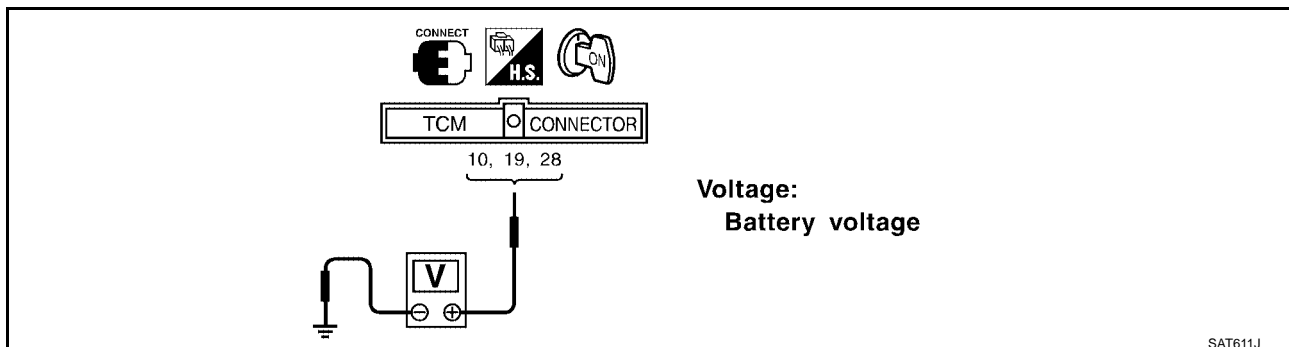
- Harness for short or open between TCM, ECM and terminal cord assembly (Main harness)
- Harness for short or open between battery and TCM (Main harness)
- Ground circuit for ECM  
 Refer to [EC-1342, "POWER SUPPLY CIRCUIT FOR ECM"](#) .

#### OK or NG

- OK >> GO TO 9.  
 NG >> Repair or replace damaged parts.

## 3. CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Check voltage between TCM terminals 10, 19, 28 and ground.

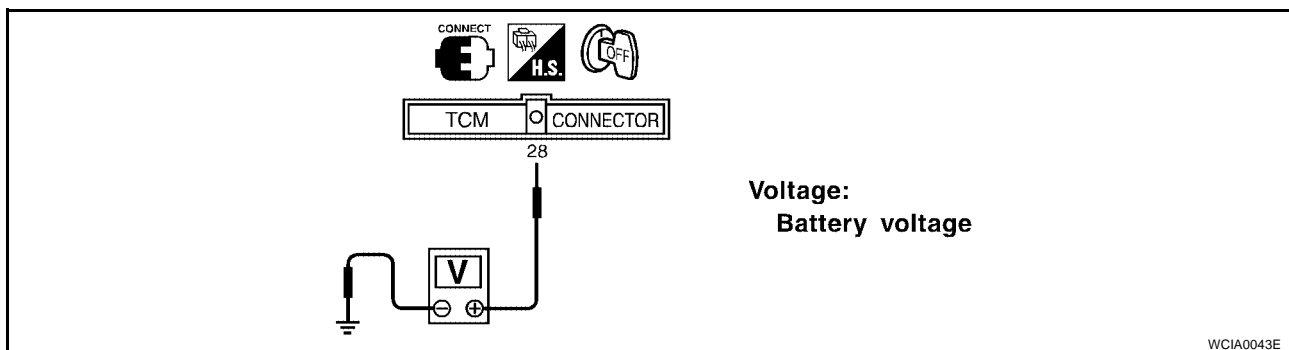


OK or NG

- OK    >> GO TO 4.  
NG    >> GO TO 5.

## 4. CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM terminal 28 and ground.



OK or NG

- OK    >> GO TO 6.  
NG    >> GO TO 5.

## 5. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between ignition switch and TCM (Main harness)
- Harness for short or open between battery and TCM (Main harness)
- Ignition switch and fuse  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#).

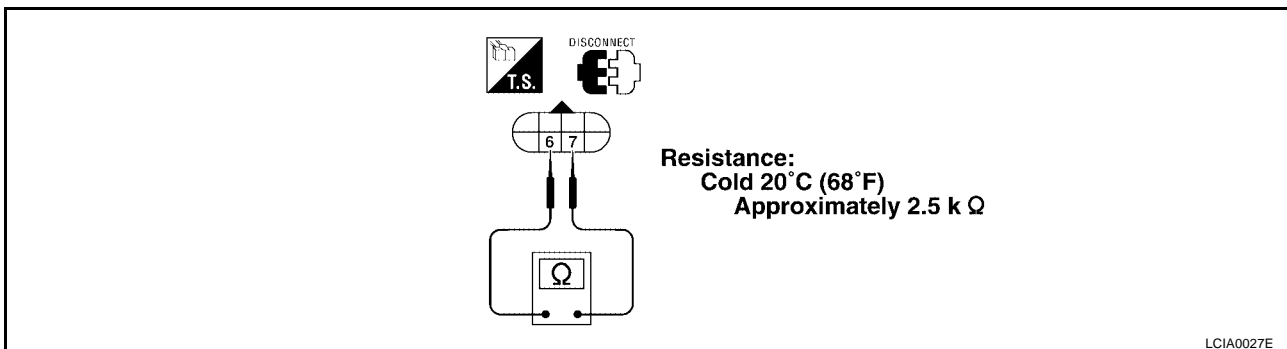
OK or NG

- OK    >> GO TO 6.  
NG    >> Repair or replace damaged parts.



## 6. CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to OFF position.
2. Disconnect terminal cord assembly connector in engine compartment.
3. Check resistance between terminal cord assembly F30 terminals 6 and 7 (component side) when A/T is cold.



4. Reinstall any part removed.

OK or NG

OK (without CONSULT-II) >> GO TO 8.

NG >> GO TO 7.

## 7. DETECT MALFUNCTIONING ITEM

1. Remove oil pan.
2. Check the following items:
  - A/T fluid temperature sensor
  - Check resistance between two terminals while changing temperature as shown.

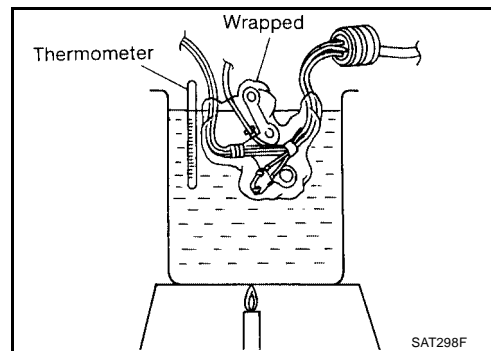
Temperature	Resistance (Approx.)
20°C (68°F)	2.5kΩ
80°C (176°F)	0.3kΩ

- Harness of terminal cord assembly for short or open

OK or NG

OK (without CONSULT-II) >> GO TO 8.

NG >> Repair or replace damaged parts.



**8. CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)**

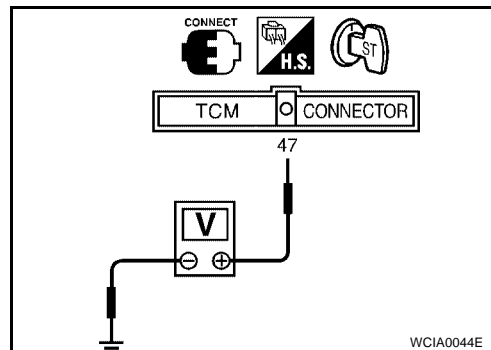
**⊗ Without CONSULT-II**

1. Start engine.
2. Check voltage between TCM terminal 47 and ground while warming up A/T.

**Voltage :Cold [20°C (68°F)] → Hot [80°C (176°F)]**  
**:Approximately 1.5V → 0.5V**

3. Turn ignition switch to OFF position.
4. Disconnect TCM harness connector.
5. Check resistance between TCM harness connector terminal 42 and ground. Refer to [AT-575, "Wiring Diagram — AT — BA/FTS"](#)

**Continuity should exist.**



OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.

**9. DETECT MALFUNCTIONING ITEM**

Check the following items:

- Harness for short or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#).

OK or NG

- OK >> GO TO 10.
- NG >> Repair or replace damaged parts.

**10. CHECK DTC**

Perform [AT-573, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 11.

**11. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

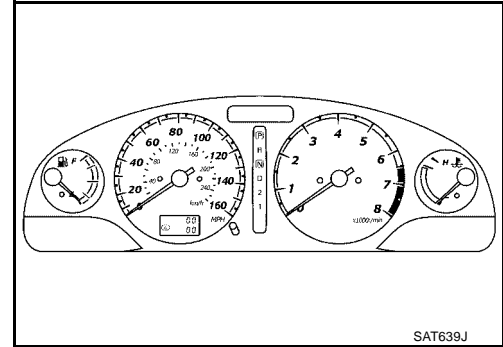
## DTC VEHICLE SPEED SENSOR MTR

PFP:24814

### Description

ECS0065N

The vehicle speed sensor-MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor-MTR.



### On Board Diagnosis Logic

ECS0065O

Diagnostic trouble code VHCL SPEED SEN-MTR with CONSULT-II or 2nd judgement flicker without CONSULT-II is detected when TCM does not receive the proper voltage signal from the sensor.

### Possible Cause

ECS0065P

Check the following items.

- Harness or connectors  
(The sensor circuit is open or shorted.)
- Vehicle speed sensor

### Diagnostic Trouble Code (DTC) Confirmation Procedure

ECS0065Q

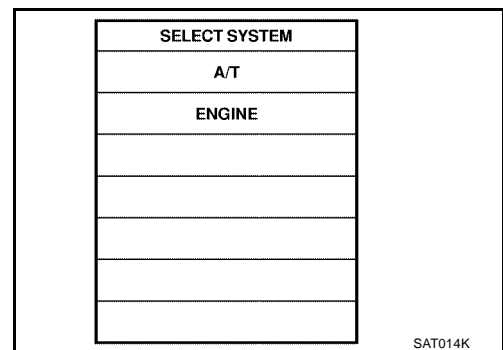
#### CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this “DTC Confirmation Procedure” again, always turn ignition switch OFF and wait at least 10 seconds before continuing.

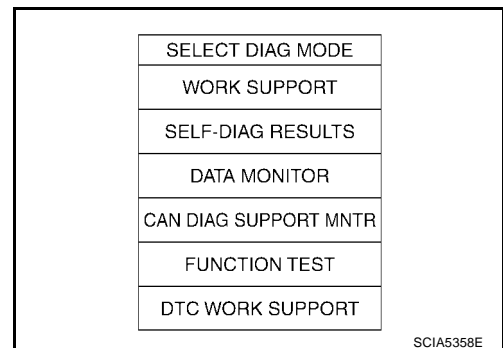
After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

1. Turn ignition switch ON and select “DATA MONITOR” mode for “A/T” with CONSULT-II.



2. Start engine and accelerate vehicle from 0 to 25 km/h (0 to 16 MPH).



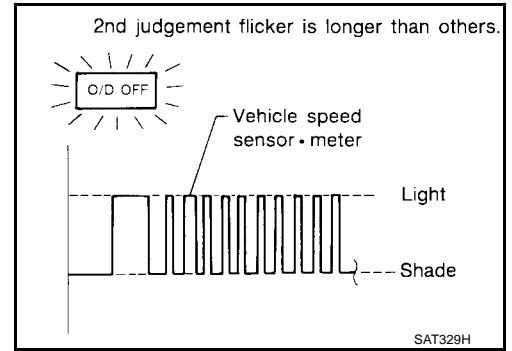
#### WITHOUT CONSULT-II

1. Start engine.

# DTC VEHICLE SPEED SENSOR MTR

[RE4F04B]

2. Drive vehicle under the following conditions:  
Selector lever in D and vehicle speed higher than 25 km/h (16 MPH).
3. Perform self-diagnosis.  
Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .



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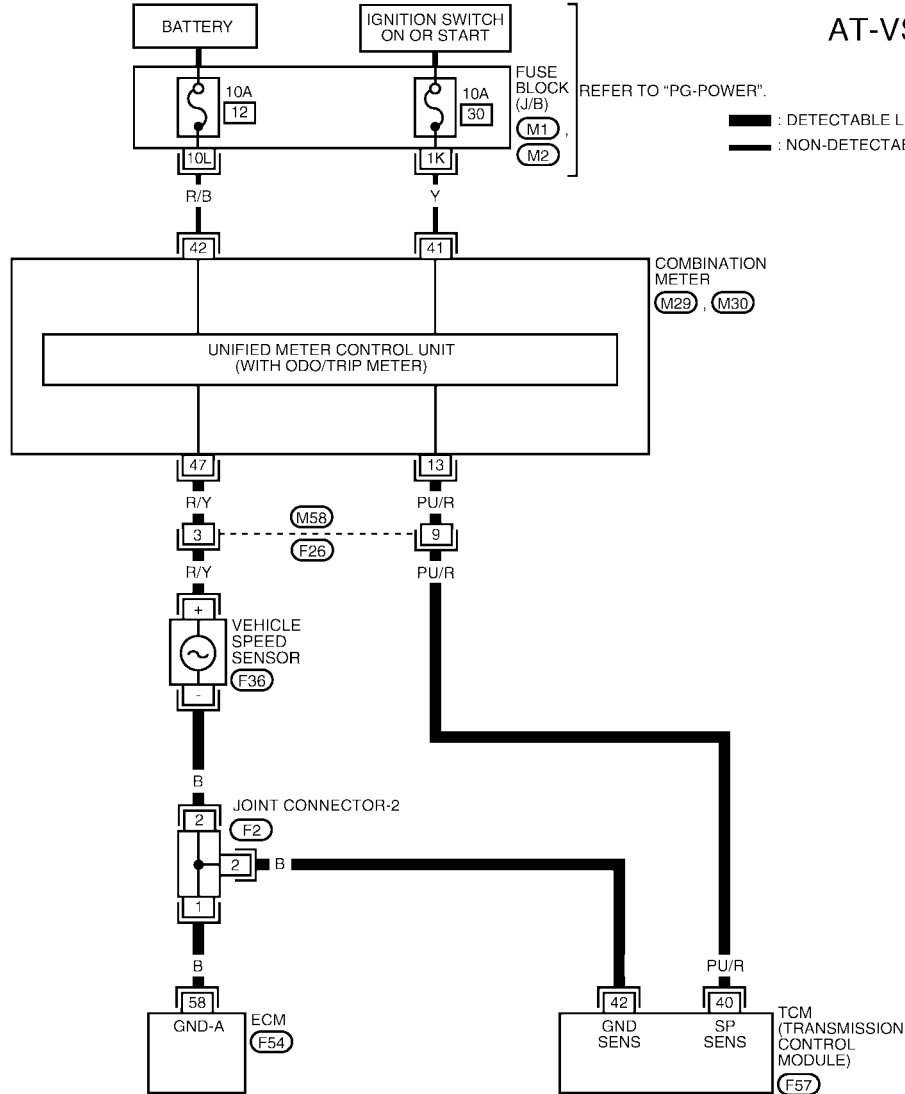
# DTC VEHICLE SPEED SENSOR MTR

[RE4F04B]

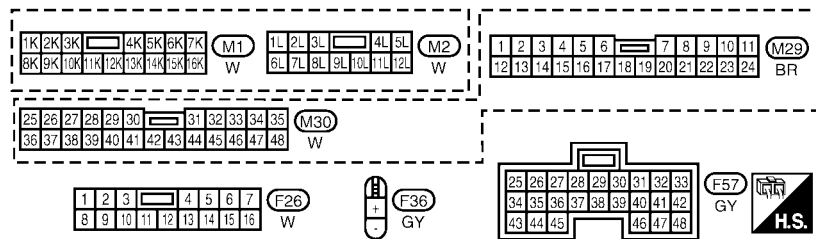
ECS0065R

## Wiring Diagram — AT — VSSMTR

AT-VSSMTR-01



REFER TO "PG-POWER".  
**—** : DETECTABLE LINE FOR DTC  
**—** : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.  
**(F2)** - JOINT CONNECTOR  
**(F54)** - ELECTRICAL UNITS

WCWA0033E

TCM TERMINALS AND REFERENCE VALUE (MEASURED BETWEEN EACH TERMINALS AND 25 OR 48 (TCM GROUND))

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) (Approx.)
40	PU/R	VEHICLE SPEED SENSOR	WHEN MOVING VEHICLE AT 2 TO 3 KM/H (1 TO 2 MPH) FOR 1 M (3 FT)	VOLTAGE VARIES BETWEEN LESS THAN 1V AND MORE THAN 4.5 V

SAT313K

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "VHCL/S SE·MTR" while driving.  
Check the value changes according to driving speed.

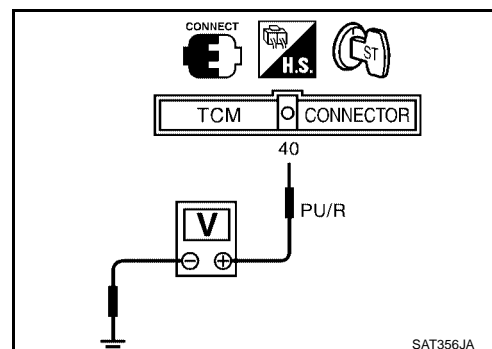
#### Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.

**Voltage** :Voltage varies between less than 1V and more than 4.5V.

#### OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING ITEM

Check the following items:

- Vehicle speed sensor and ground circuit for vehicle speed sensor  
Refer to [DI-3, "METERS AND GAUGES"](#) .
- Harness for short or open between TCM and vehicle speed sensor (Main harness)

#### OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. CHECK DTC

Perform [AT-580, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 4.

---

## 4. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

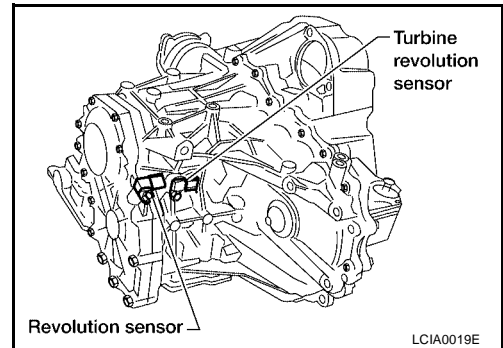
OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## DTC TURBINE REVOLUTION SENSOR

### Description

The turbine revolution sensor detects input shaft rpm (revolutions per minute). It is located on the input side of the automatic transaxle. The vehicle speed sensor A/T (Revolution sensor) is located on the output side of the automatic transaxle. With the two sensors, input and output shaft rpms are accurately detected. The result is optimal shift timing during deceleration and improved shifting.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when...	Check items (Possible cause)
⊕ : TURBINE REV ⊗ : 10th judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Turbine revolution sensor</li> </ul>

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

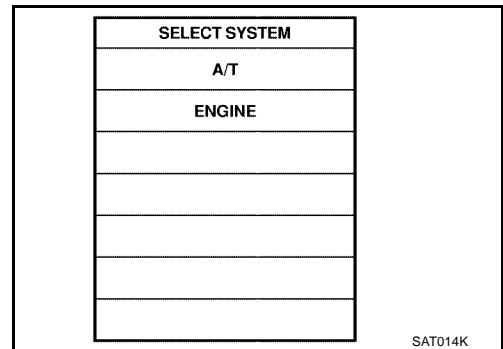
**CAUTION:**

- Always drive vehicle at a safe speed.
- If conducting this "DTC CONFIRMATION PROCEDURE" again, always turn ignition switch OFF and wait at least 5 seconds before continuing.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

⊕ With CONSULT-II

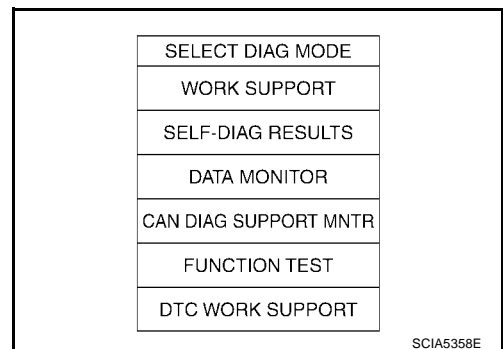
1. Start engine.



2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle under the following conditions:  
Selector lever in D, vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1.0/8 of the full throttle position and driving for more than 5 seconds.

⊗ Without CONSULT-II

1. Start engine.
2. Drive vehicle under the following conditions:  
Selector lever in "D" and vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.

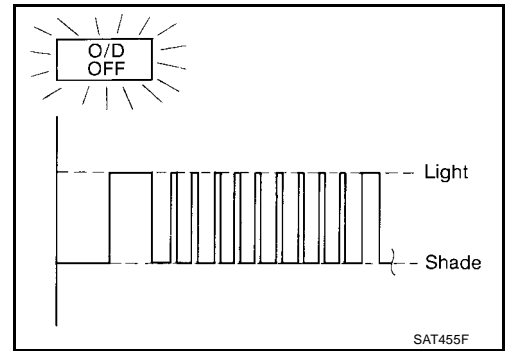




# DTC TURBINE REVOLUTION SENSOR

[RE4F04B]

3. Perform self-diagnosis.  
Refer to [AT-442, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#).



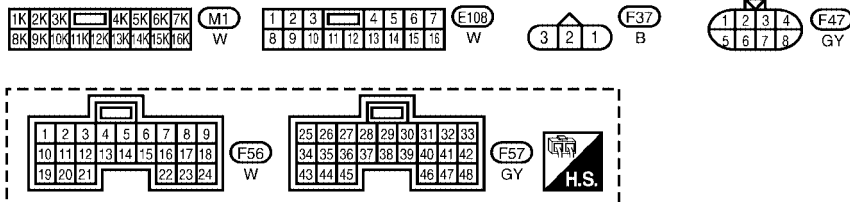
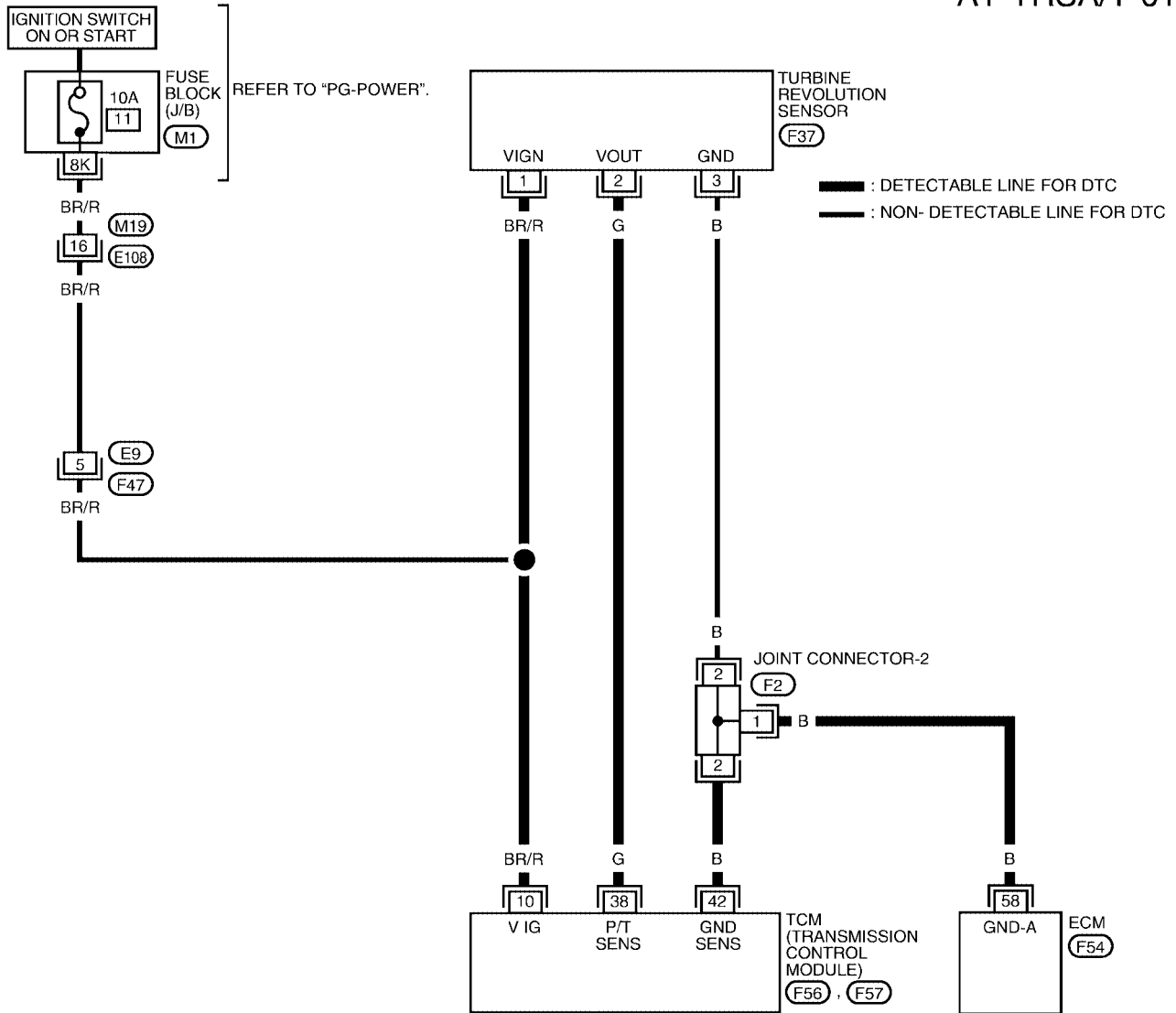
# DTC TURBINE REVOLUTION SENSOR

[RE4F04B]

ECS0065U

## Wiring Diagram — AT — TRSA/T

AT-TRSA/T-01



REFER TO THE FOLLOWING.

(F2) - JOINT CONNECTOR

(F54) - ELECTRICAL UNITS

LCWA0003E

# DTC TURBINE REVOLUTION SENSOR

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	BR/R	TURBINE REVOLUTION SENSOR (POWER)	IGNITION ON	BATTERY VOLTAGE
38	G	TURBINE REVOLUTION SENSOR (SIGNAL)	WITH ENGINE RUNNING AT 1,000 RPM	APPROX. 1.2V VOLTAGE SHOULD INCREASE WITH ENGINE RPM
42	B	SENSOR GROUND	—	—

## Diagnostic Procedure

ECS0065V

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

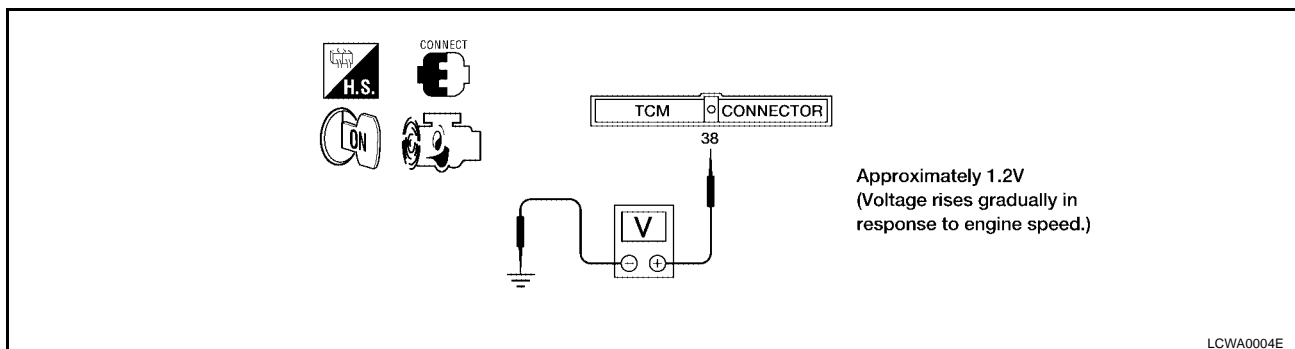
1. Start engine.
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "TURBINE REF" while driving.  
Check the value changes according to driving speed.

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT740J

#### Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 38 and ground (measure in AC range).



OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.

### 2. DETECT MALFUNCTIONING ITEM

Check harness for short or open between TCM and turbine revolution sensor.

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

## 3. CHECK DTC

Perform "DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION, [AT-585, "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

OK or NG

- OK >> **INSPECTION END.**
- NG >> GO TO 4.

## 4. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminal for damage or loose connection with harness connector.

OK or NG

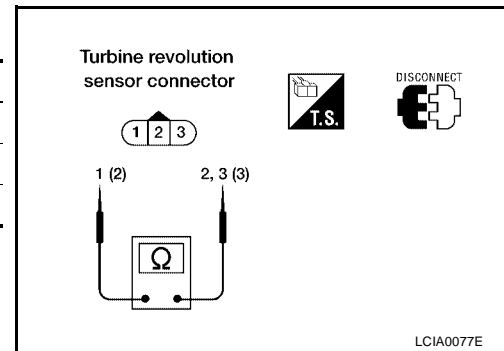
- OK >> **INSPECTION END.**
- NG >> Repair or replace damaged parts.

## Component Inspection TURBINE REVOLUTION SENSOR

ECS0065W

- Check resistance between terminals 1, 2 and 3.

Terminal No.		Resistance (Approx.)
1	2	2.4 - 2.8kΩ
1	3	No continuity
2	3	No continuity



## DTC U1000 CAN COMMUNICATION LINE

PFP:23710

### Description

*ECS0065X*

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### On Board Diagnosis Logic

*ECS0065Y*

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "CAN COMM CIRCUIT" with CONSULT-II or U1000 without CONSULT-II is detected when TCM cannot communicate to other control unit.

### Possible Cause

*ECS0065Z*

Harness or connectors  
(CAN communication line is open or shorted.)

### DTC Confirmation Procedure

*ECS00660*

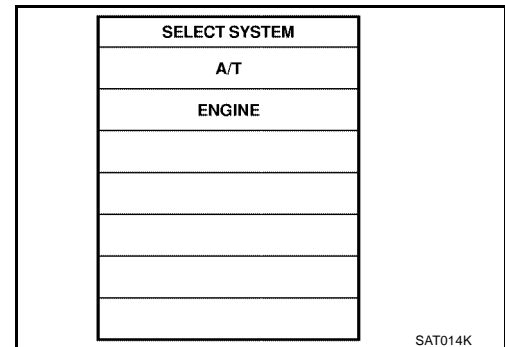
#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### ④ WITH CONSULT-II

1. Turn ignition switch to ON position. (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [AT-592, "Diagnostic Procedure"](#).



#### ④ WITH GST

Follow the procedure "WITH CONSULT-II".

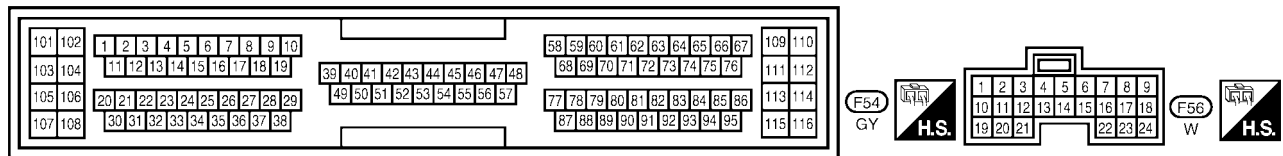
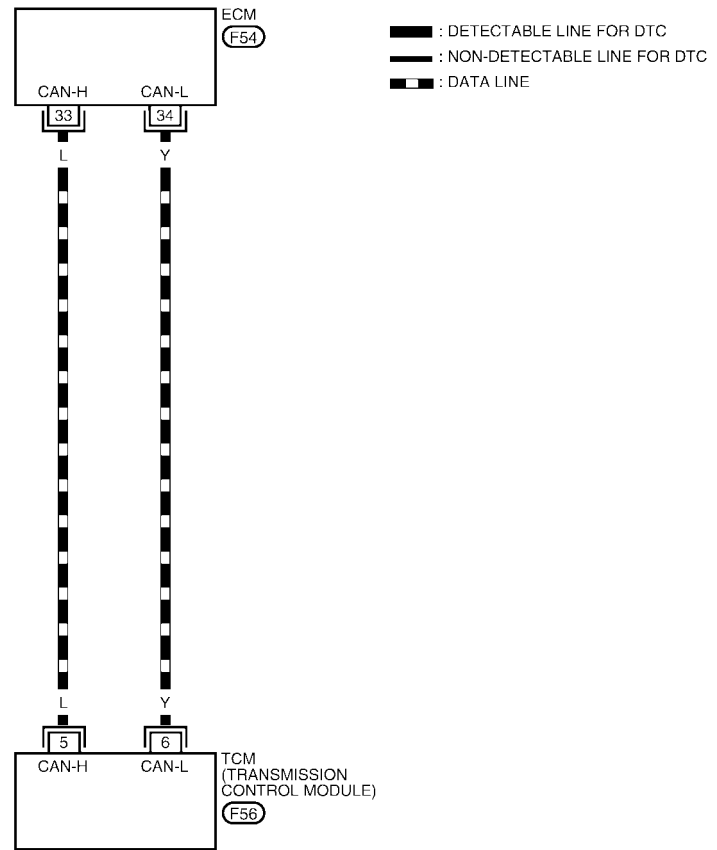
# DTC U1000 CAN COMMUNICATION LINE

[RE4F04B]

## Wiring Diagram — AT — CAN

ECS00661

AT-CAN-01



LCWA0002E

## Diagnostic Procedure

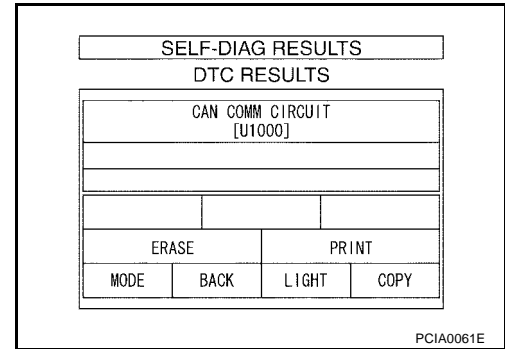
### 1. CHECK CAN COMMUNICATION CIRCUIT

 With CONSULT-II

1. Turn ignition switch "ON" and start engine.
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.

Is any malfunction of the "CAN COMM CIRCUIT" indicated?

- Yes >> Print out CONSULT-II screen, GO TO LAN section.  
           Refer to [LAN-3, "CAN Communication Unit"](#) .
- No >> Inspection End.



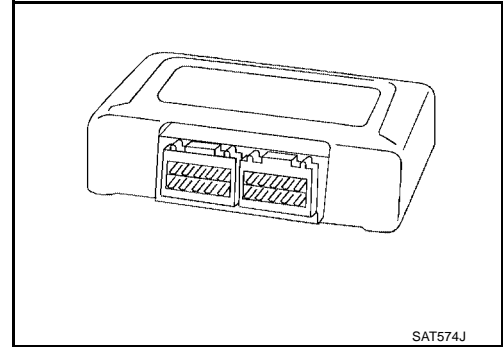
## DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

PF3:31036

### Description

ECS00663

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T.



### On Board Diagnosis Logic

ECS00664

Diagnostic trouble code CONTROL UNIT (RAM), CONTROL UNIT (ROM) with CONSULT-II is detected when TCM memory (RAM) or (ROM).

### Possible Cause

ECS00665

Check TCM.

### Diagnostic Trouble Code (DTC) Confirmation Procedure

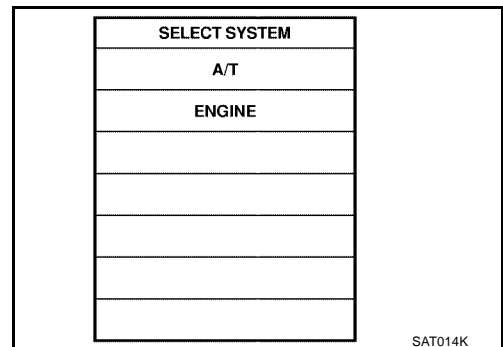
ECS00666

#### NOTE:

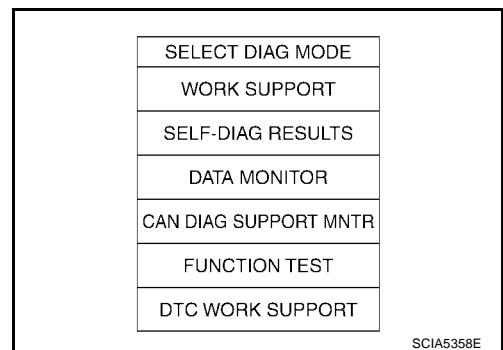
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for A/T with CONSULT-II.
2. Start engine.



3. Run engine for at least 2 seconds at idle speed.



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



## Diagnostic Procedure

ECS00667

### 1. INSPECTION START

---

#### With CONSULT-II

1. Turn ignition switch ON and select "SELF DIAGNOSIS" mode for A/T with CONSULT-II.
2. Touch "ERASE".
3. Perform [AT-593, "Diagnostic Trouble Code \(DTC\) Confirmation Procedure"](#) .
4. Is the "CONTROL UNIT (RAM)" or "CONTROL UNIT (ROM)" displayed again?

#### Yes or No

- Yes >> Replace TCM.  
No >> **INSPECTION END**

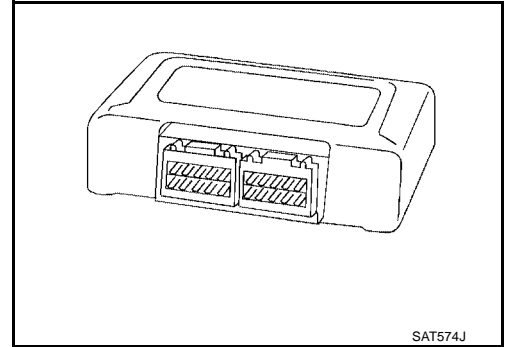
## DTC CONTROL UNIT (EEP ROM)

PFP:31036

### Description

ECS00668

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T.



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when...	Check item (Possible cause)
Ⓜ : CONT UNIT (EEP ROM)	TCM memory (EEP ROM) is malfunctioning.	● TCM

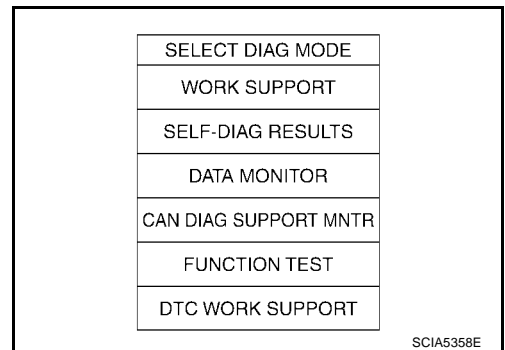
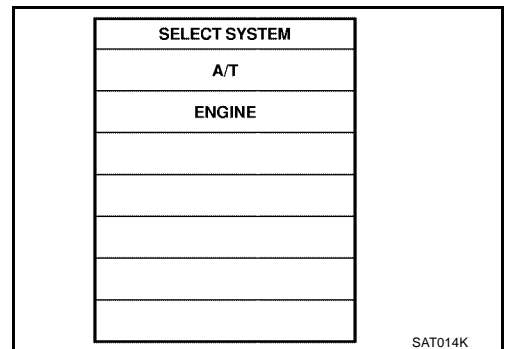
### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### NOTE:

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch OFF and wait at least 5 seconds before conducting the next test.

Ⓜ With CONSULT-II

1. Turn ignition switch ON and select “DATA MONITOR” mode for A/T with CONSULT-II.
2. Start engine.
  
3. Run engine for at least 2 seconds at idle speed.



## Diagnostic Procedure

---

### 1. CHECK DTC

---

#### With CONSULT-II

1. Turn ignition switch ON and select "SELF DIAGNOSIS" mode for A/T with CONSULT-II.
2. Move selector lever to "R" position.
3. Depress accelerator pedal (Full throttle position).
4. Touch "ERASE".
5. Turn ignition switch OFF position for 10 seconds.

Perform [AT-595. "DIAGNOSTIC TROUBLE CODE \(DTC\) CONFIRMATION PROCEDURE"](#) .

Is the "CONT UNIT (EEP ROM)" displayed again?

Yes >> Replace TCM.

No >> **INSPECTION END**

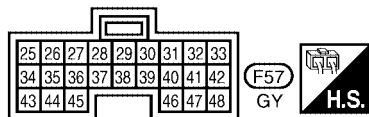
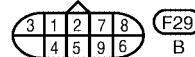
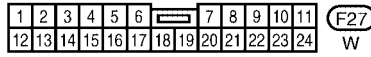
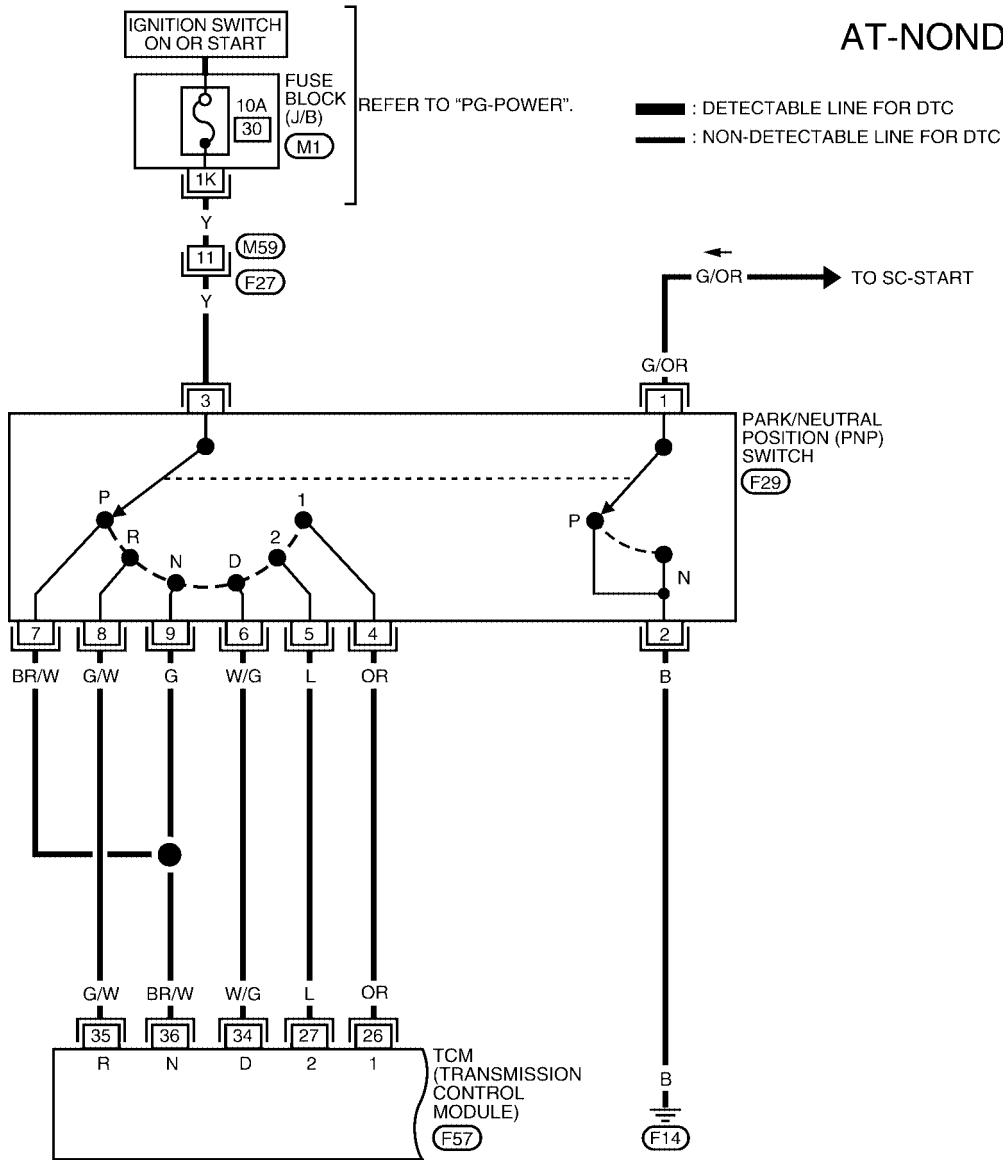
TROUBLE DIAGNOSIS FOR SYMPTOMS

PF0:00007

Wiring Diagram — AT — NONDTC

ECS0066A

AT-NONDTC-01



## TROUBLE DIAGNOSIS FOR SYMPTOMS

**[RE4F04B]**

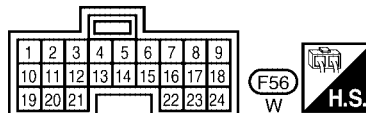
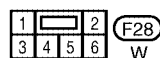
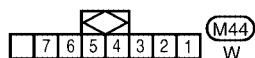
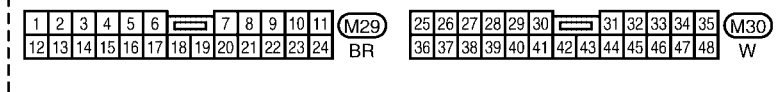
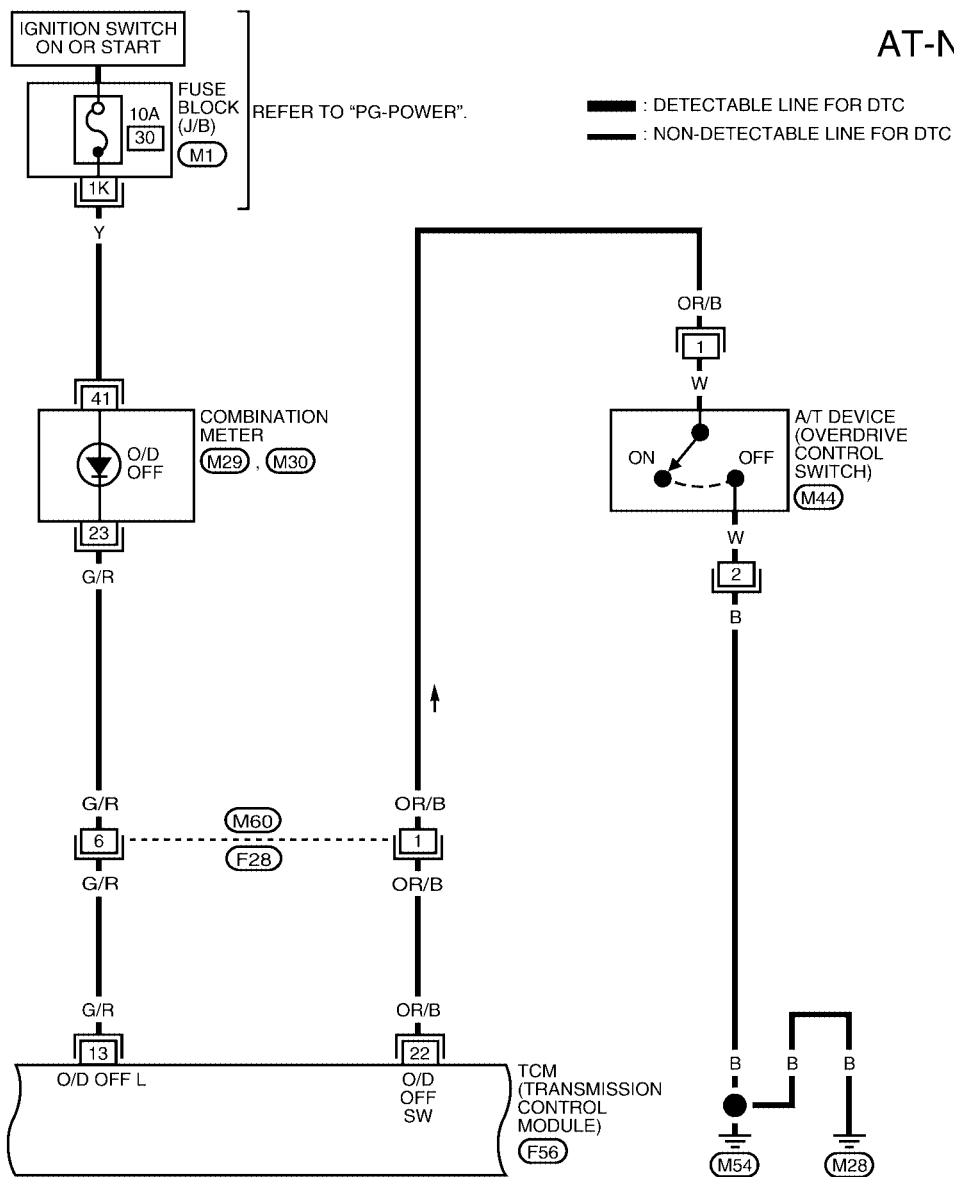
TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
26	OR	PNP SWITCH 1 POSITION	IGNITION ON AND SELECTOR LEVER IN 1 POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
27	L	PNP SWITCH 2 POSITION	IGNITION ON AND SELECTOR LEVER IN 2 POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
34	W/G	PNP SWITCH D POSITION	IGNITION ON AND SELECTOR LEVER IN D POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
35	G/W	PNP SWITCH R POSITION	IGNITION ON AND SELECTOR LEVER IN R POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V
36	BR/W	PNP SWITCH P OR N POSITION	IGNITION ON AND SELECTOR LEVER IN P OR N POSITION	BATTERY VOLTAGE
			IGNITION ON AND SELECTOR LEVER IN OTHER POSITIONS	APPROX. 0V

# TROUBLE DIAGNOSIS FOR SYMPTOMS

[RE4F04B]

## AT-NONDTC-02



WCWA0082E

## TROUBLE DIAGNOSIS FOR SYMPTOMS

[RE4F04B]

### TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

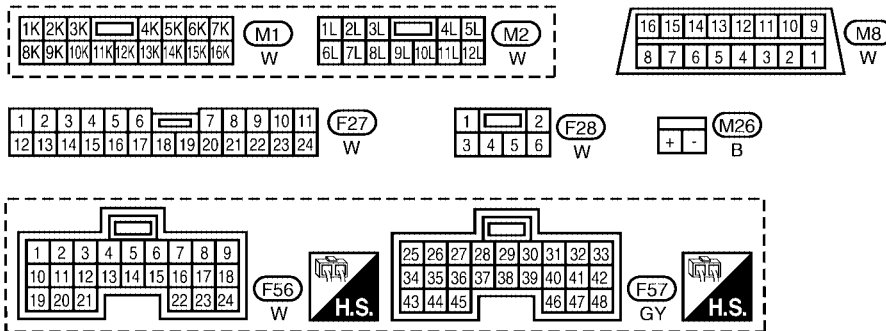
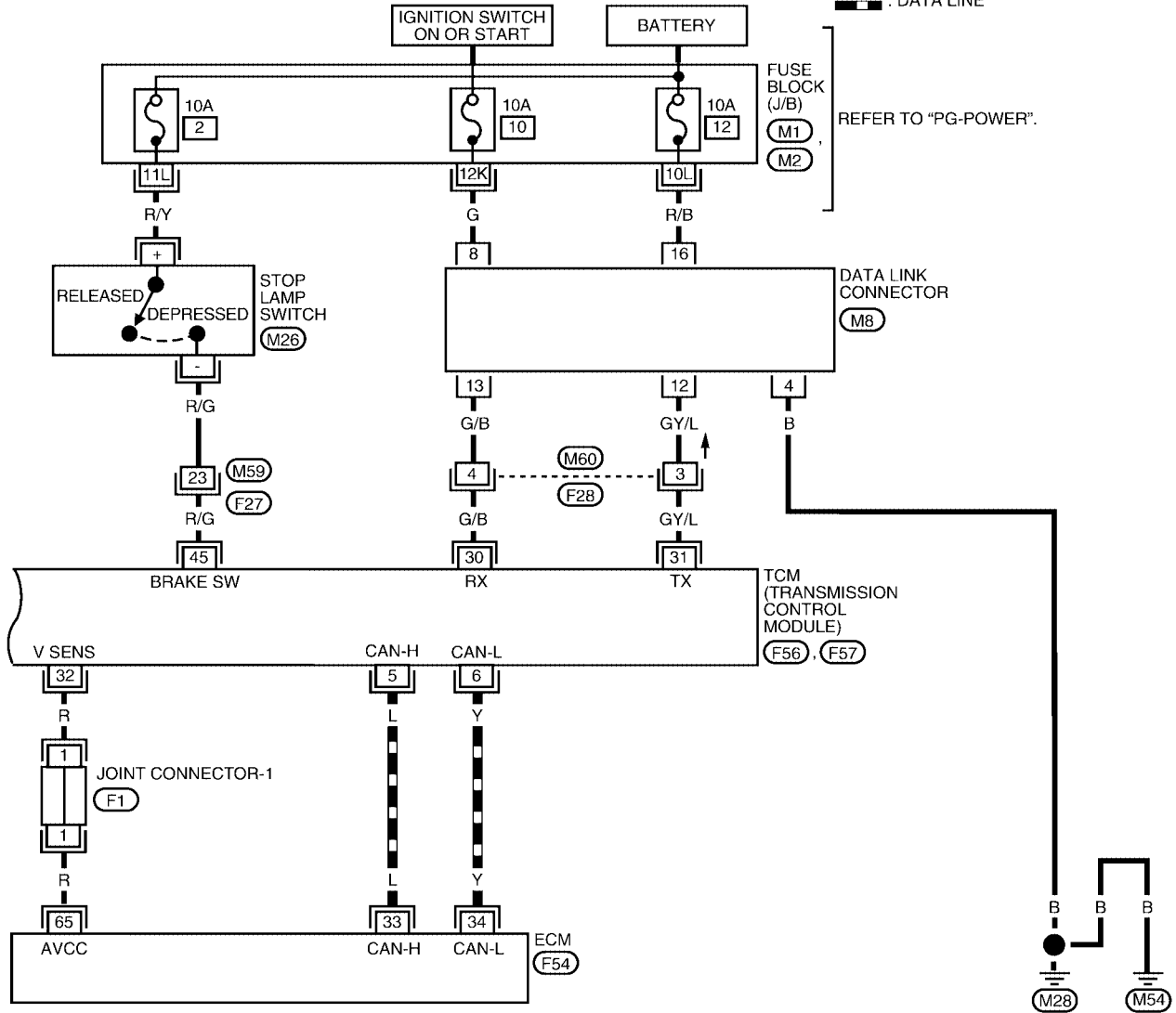
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
13	G/R	O/D OFF INDICATOR LAMP	WHEN SETTING OVERDRIVE CONTROL SWITCH "OFF"	0V
			WHEN SETTING OVERDRIVE CONTROL SWITCH "ON"	BATTERY VOLTAGE
22	OR/B	OVERDRIVE CONTROL SWITCH	WHEN SETTING OVERDRIVE CONTROL SWITCH "ON"	BATTERY VOLTAGE
			WHEN SETTING OVERDRIVE CONTROL SWITCH "OFF"	0V

# TROUBLE DIAGNOSIS FOR SYMPTOMS

[RE4F04B]

## AT-NONDTC-03

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- : DATA LINE



REFER TO THE FOLLOWING.  
**F1** - JOINT CONNECTOR  
**F54** - ELECTRICAL UNITS



# TROUBLE DIAGNOSIS FOR SYMPTOMS

[RE4F04B]

TCM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND 25 OR 48 (TCM GROUND)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
5	L	CAN-H	—	—
6	Y	CAN-L	—	—
30	G/B	DATA LINK CONNECTOR (RX)	—	—
31	GY/L	DATA LINK CONNECTOR (TX)	—	—
32	R	SENSOR POWER	IGNITION SWITCH ON	APPROX. 4.5 - 5.5v
			IGNITION SWITCH OFF	APPROX. 0V
45	R/G	STOP LAMP SWITCH	BRAKE PEDAL DEPRESSED	BATTERY VOLTAGE
			BRAKE PEDAL RELEASED	APPROX. 0V

## 1. O/D OFF Indicator Lamp Does Not Come On

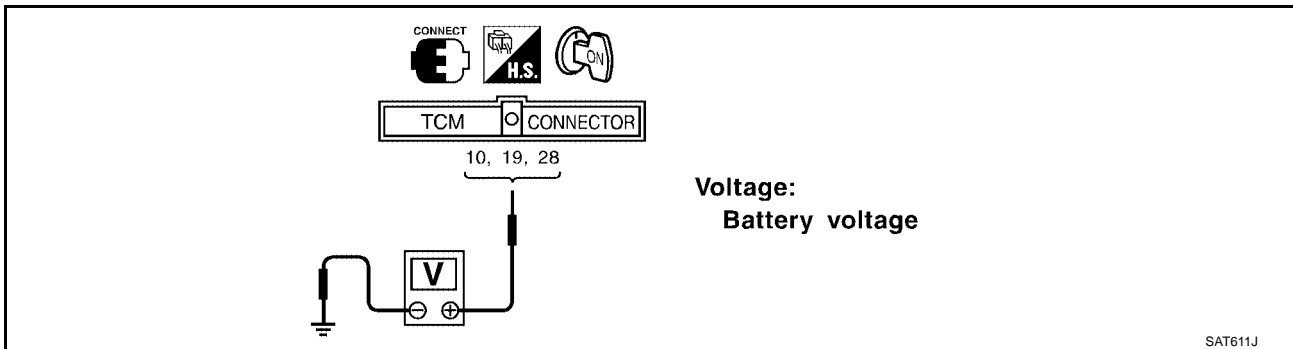
ECS0066B

### SYMPTOM:

O/D OFF indicator lamp does not come on for about 2 seconds when turning ignition switch to ON.

### 1. CHECK TCM POWER SOURCE

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Check voltage between TCM terminals 10, 19, 28 and ground.



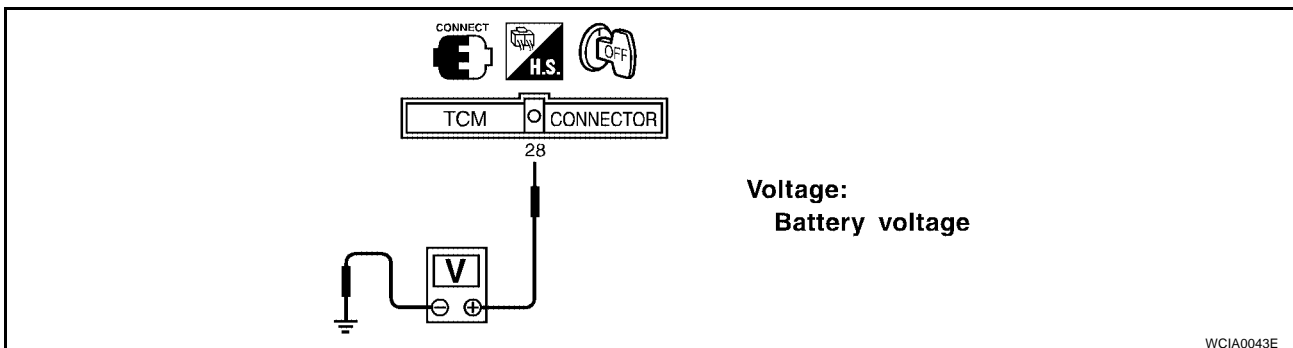
SAT611J

OK or NG

- OK >> GO TO 2.  
NG >> GO TO 3.

### 2. CHECK POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM terminal 28 and ground.



WCIA0043E

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between ignition switch and TCM (Main harness)  
Refer to [AT-488, "Wiring Diagram — AT — MAIN"](#) .
- Harness for short or open between battery and TCM (Main harness)  
Refer to [AT-488, "Wiring Diagram — AT — MAIN"](#) .
- Ignition switch and fuse  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

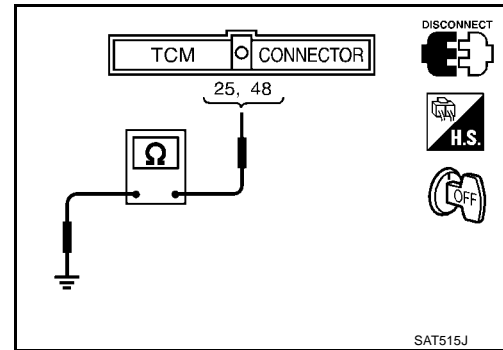
### 4. CHECK TCM GROUND CIRCUIT

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM terminals 25, 48 and ground.

**Continuity should exist.**

OK or NG

- OK >> GO TO 5.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors. Refer to [AT-488, "Wiring Diagram — AT — MAIN"](#) .



### 5. CHECK LAMP CIRCUIT

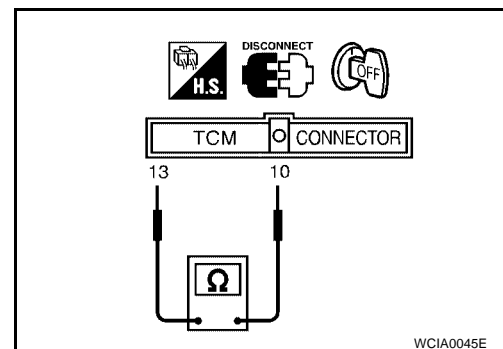
1. Turn ignition switch to OFF position.
2. Check resistance between TCM terminals 10 and 13.

**Resistance :50 - 100Ω**

3. Reinstall any part removed.

OK or NG

- OK >> GO TO 7.  
NG >> GO TO 6.



### 6. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness and fuse for short or open between ignition switch and O/D OFF indicator lamp (Main harness)  
Refer to [PG-2, "POWER SUPPLY ROUTING"](#) .
- Harness for short or open between O/D OFF indicator lamp and TCM.

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 8.

## 8. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

## 2. Engine Cannot Be Started In P and N Position

ECS0066C

**SYMPTOM:**

- Engine cannot be started with selector lever in P or N position.
- Engine can be started with selector lever in D, 2, 1 or R position.

### 1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT

 **With CONSULT-II**

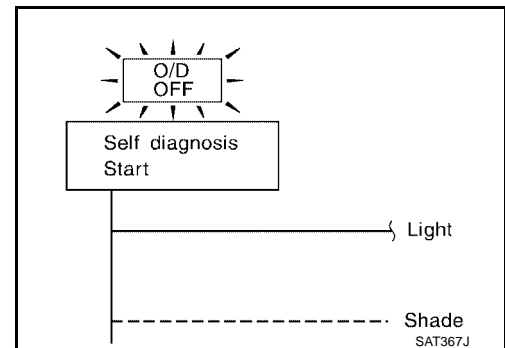
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

 **Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

Yes or No

- Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).  
 No >> GO TO 2.



### 2. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH

Check for short or open of park/neutral position (PNP) switch harness connector terminals 1 and 2. Refer to [AT-493, "Wiring Diagram — AT — PNP/SW"](#).

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace park/neutral position (PNP) switch.

### 3. CHECK STARTING SYSTEM

Check starting system. Refer to [SC-9, "STARTING SYSTEM"](#).

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**3. In P Position, Vehicle Moves Forward or Backward When Pushed**

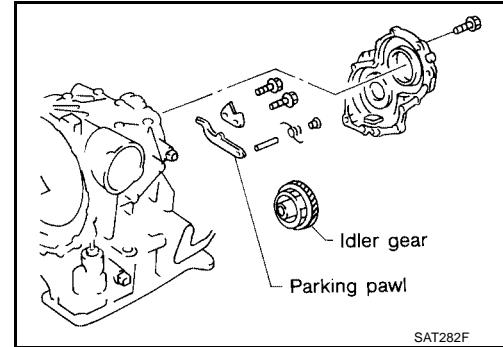
ECS0066D

**SYMPTOM:**

Vehicle moves when it is pushed forward or backward with selector lever in P position.

**1. CHECK PARKING COMPONENTS**Check parking components. Refer to [AT-652, "OVERHAUL"](#) and [AT-729, "ASSEMBLY"](#).**OK or NG**

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**4. In N Position, Vehicle Moves**

ECS0066E

**SYMPTOM:**

Vehicle moves forward or backward when selecting N position.

**1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT****④ With CONSULT-II**

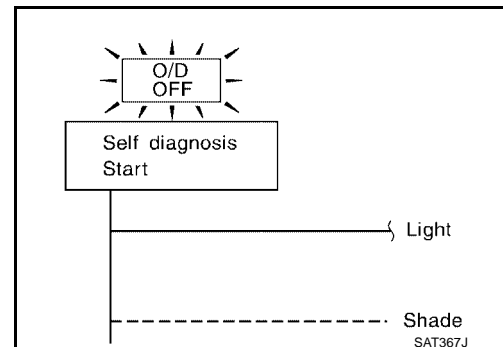
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

**⊗ Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

**Yes or No**

- Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).  
 No >> GO TO 2.

**2. CHECK CONTROL LINKAGE**

Check control cable.

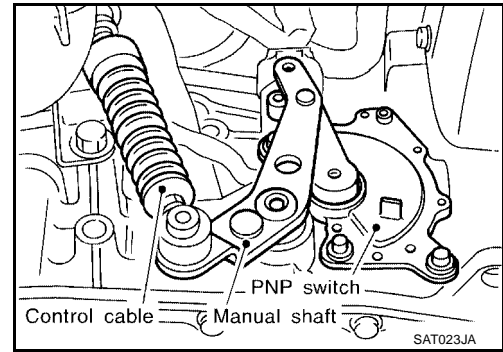
**OK or NG**

- OK >> GO TO 4.  
 NG >> GO TO 3.

### 3. ADJUST CONTROL CABLE

Adjust control cable.

>> Refer to [AT-647, "Control Cable Adjustment"](#) .

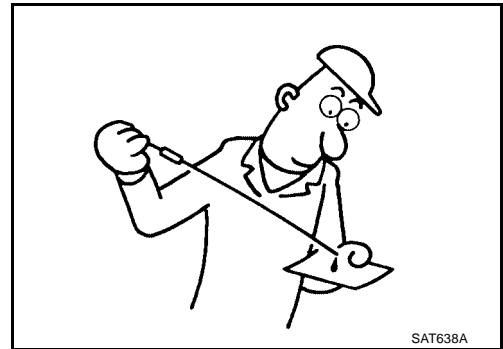


### 4. CHECK A/T FLUID LEVEL

Check A/T fluid level.

OK or NG

OK >> GO TO 5.  
NG >> Refill ATF.

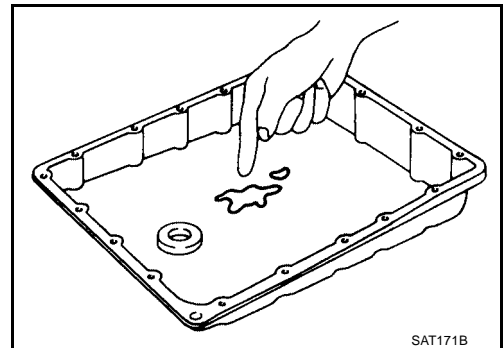


### 5. CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

OK >> GO TO 7.  
NG >> GO TO 6.



### 6. DETECT MALFUNCTIONING ITEM

1. Disassemble A/T.
2. Check the following items:
  - Forward clutch assembly
  - Overrun clutch assembly
  - Reverse clutch assembly

OK or NG

OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

**7. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 8.

**8. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**5. Large Shock N → R Position**

ECS0066F

**SYMPTOM:**

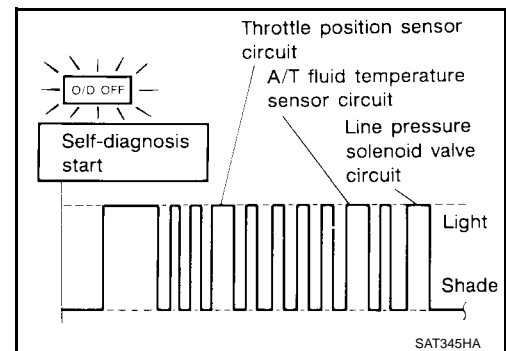
There is large shock when changing from N to R position.

**1. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to A/T fluid temperature sensor, line pressure solenoid valve or throttle position sensor [accelerator pedal position (APP) sensor] circuit?

Yes or No

- Yes >> GO TO 2.  
 No >> GO TO 3.

**2. CHECK DAMAGED CIRCUIT**

Check damaged circuit.

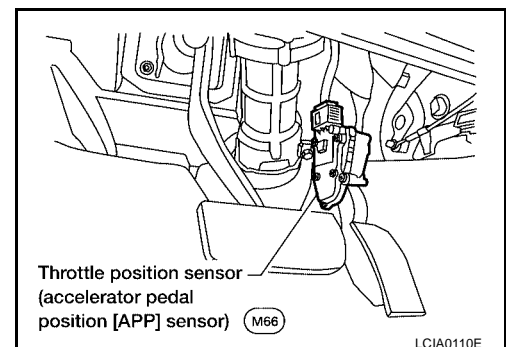
- >> Refer to [AT-497, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#), [AT-547, "DTC P0745 LINE PRESSURE SOLENOID VALVE"](#), and [AT-563, "DTC P1705 THROTTLE POSITION SENSOR \[ACCELERATOR PEDAL POSITION \(APP\) SENSOR\]"](#).

**3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1475, "DTC P0222, P0223 TP SENSOR"](#), and [EC-1751, "DTC P2122, P2123 APP SENSOR"](#).

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

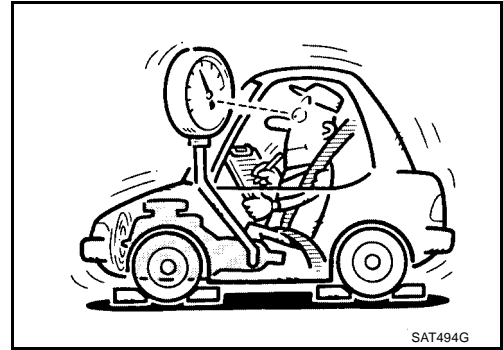


#### 4. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in D position. Refer to [AT-456, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



#### 5. DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

#### 6. CHECK SYMPTOM

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 7.

#### 7. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

**6. Vehicle Does Not Creep Backward In R Position****SYMPTOM:**

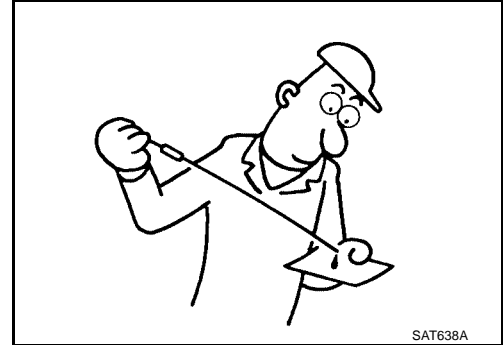
Vehicle does not creep backward when selecting R position.

**1. CHECK A/T FLUID LEVEL**

Check A/T fluid level.

**OK or NG**

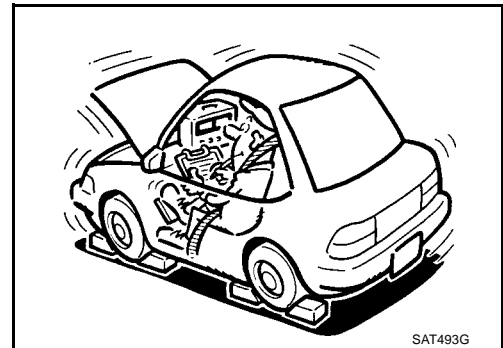
- OK >> GO TO 2.  
NG >> Refill ATF.

**2. CHECK STALL REVOLUTION**

Check stall revolution with selector lever in 1 and R positions.

**OK or NG**

- OK >> GO TO 5.  
OK in 1 position, NG in R position >> GO TO 3.  
NG in both 1 and R positions >> GO TO 4.

**3. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Oil pump assembly
  - Torque converter
  - Reverse clutch assembly
  - High clutch assembly

**OK or NG**

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.



**4. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Oil pump assembly
  - Torque converter
  - Reverse clutch assembly
  - High clutch assembly
  - Low & reverse brake assembly
  - Low one-way clutch

**OK or NG**

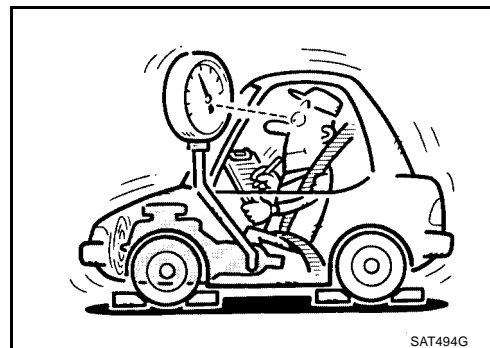
- OK >> GO TO 5.  
 NG >> Repair or replace damaged parts.

**5. CHECK LINE PRESSURE**

Check line pressure at idle with selector lever in R position. Refer to [AT-456, "Line Pressure Test"](#) .

**OK or NG**

- OK >> GO TO 7.  
 NG >> GO TO 6.



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**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following item:
  - Oil pump assembly

**OK or NG**

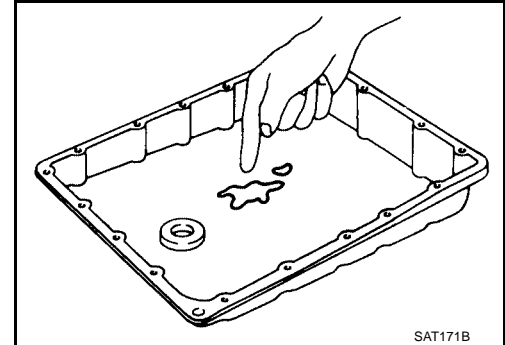
- OK >> GO TO 7.  
 NG >> Repair or replace damaged parts.

**7. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 9.  
 NG >> GO TO 8.

**8. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Oil pump assembly
  - Torque converter
  - Reverse clutch assembly
  - High clutch assembly
  - Low & reverse brake assembly
  - Low one-way clutch

OK or NG

- OK >> GO TO 9.  
 NG >> Repair or replace damaged parts.

**9. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 10.

**10. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

## 7. Vehicle Does Not Creep Forward in D, 2 or 1 Position

### SYMPTOM:

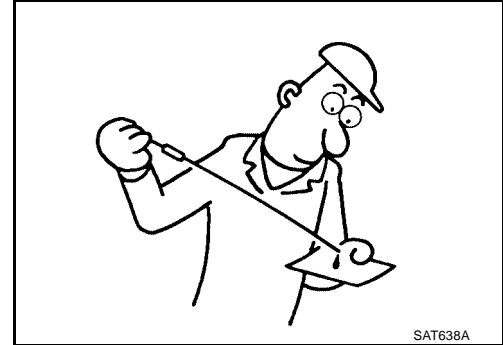
Vehicle does not creep forward when selecting D, 2 or 1 position.

### 1. CHECK A/T FLUID LEVEL

Check A/T fluid level.

#### OK or NG

- OK >> GO TO 2.
- NG >> Refill ATF.

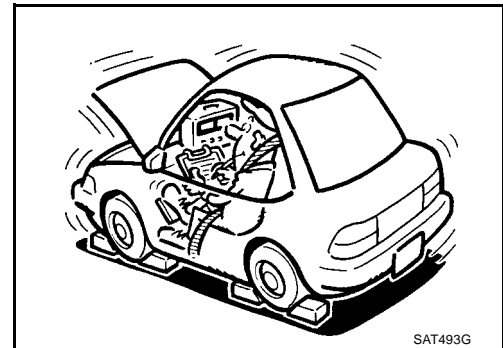


### 2. CHECK STALL REVOLUTION

Check stall revolution with selector lever in D position. Refer to [AT-452, "Stall Test"](#).

#### OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



### 3. DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Oil pump assembly
  - Forward clutch assembly
  - Forward one-way clutch
  - Low one-way clutch
  - Low & reverse brake assembly
  - Torque converter

#### OK or NG

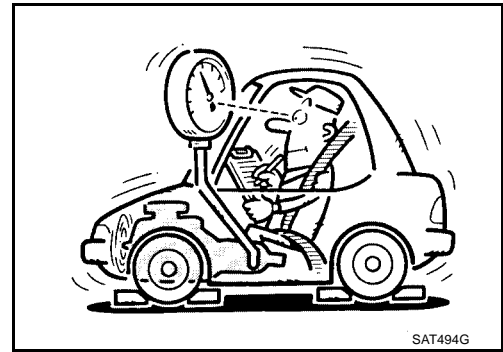
- OK >> GO TO 4.
- NG >> Repair or replace damaged parts.

**4. CHECK LINE PRESSURE**

Check line pressure at idle with selector lever in D position. Refer to [AT-456, "Line Pressure Test"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following item:
  - Oil pump assembly

OK or NG

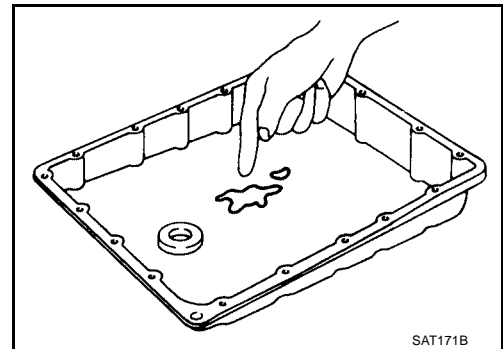
- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

**6. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.



**7. DETECT MALFUNCTIONING ITEM**

---

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)
  - Line pressure solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Oil pump assembly
  - Forward clutch assembly
  - Forward one-way clutch
  - Low one-way clutch
  - Low & reverse brake assembly
  - Torque converter

OK or NG

- OK >> GO TO 8.  
 NG >> Repair or replace damaged parts.

**8. CHECK SYMPTOM**

---

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 9.

**9. CHECK TCM INSPECTION**

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**8. Vehicle Cannot Be Started From D1**

ECS0066I

**SYMPTOM:**

**Vehicle cannot be started from D1 on Cruise test — Part 1.**

**1. CHECK SYMPTOM**

---

Is "6. Vehicle Does Not Creep Backward In R Position" OK?

Yes or No

- Yes >> GO TO 2.  
 No >> Go to [AT-609, "6. Vehicle Does Not Creep Backward In R Position"](#) .

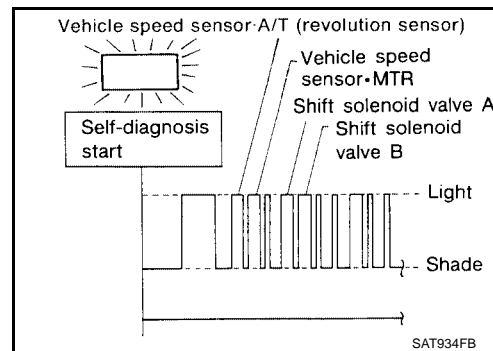
## 2. CHECK SELF-DIAGNOSTIC RESULTS

Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?

Yes or No

Yes >> Check damaged circuit. Refer to [AT-503, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#), [AT-553, "DTC P0750 SHIFT SOLENOID VALVE A"](#), or [AT-558, "DTC P0755 SHIFT SOLENOID VALVE B"](#).

No >> GO TO 3.



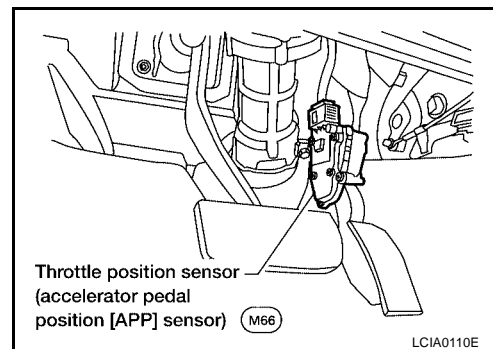
## 3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1751, "DTC P2122, P2123 APP SENSOR"](#).

OK or NG

OK >> GO TO 4.

NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].



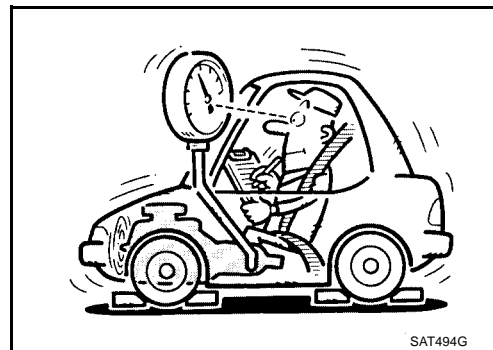
## 4. CHECK LINE PRESSURE

Check line pressure at stall point with selector lever in D position. Refer to [AT-456, "Line Pressure Test"](#).

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.



**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Forward clutch assembly
  - Forward one-way clutch
  - Low one-way clutch
  - High clutch assembly
  - Torque converter
  - Oil pump assembly

OK or NG

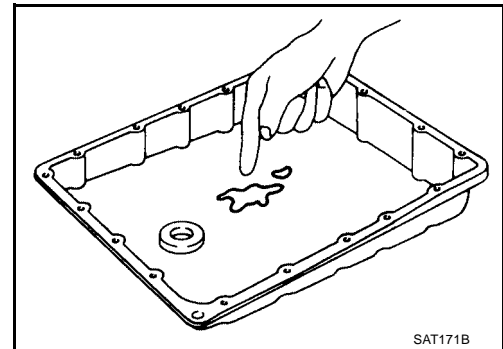
- OK >> GO TO 8.  
 NG >> Repair or replace damaged parts.

**6. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 5.

**7. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve A
  - Shift valve B
  - Shift solenoid valve A
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 8.  
 NG >> Repair or replace damage parts.

**8. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 9.

**9. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2**

ECS0066J

**SYMPTOM:**

**A/T does not shift from D1 to D2 at the specified speed.**

**A/T does not shift from D4 to D2 when depressing accelerator pedal fully at the specified speed.**

**1. CHECK SYMPTOM**

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1" OK?

Yes or No

- Yes >> GO TO 2.  
 No >> Go to [AT-612, "7. Vehicle Does Not Creep Forward in D, 2 or 1 Position"](#) and [AT-614, "8. Vehicle Cannot Be Started From D1"](#).

**2. CHECK SELF-DIAGNOSTIC RESULTS**

**Ⓜ With CONSULT-II**

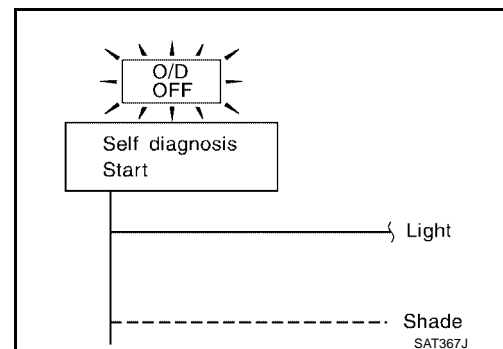
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

**ⓧ Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

Yes or No

- Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).  
 No >> GO TO 3.

**3. CHECK VEHICLE SPEED SENSOR-A/T AND VEHICLE SPEED SENSOR-MTR CIRCUIT**

Check vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuit. Refer to [AT-503, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#) and [AT-580, "DTC VEHICLE SPEED SENSOR MTR"](#).

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuits.

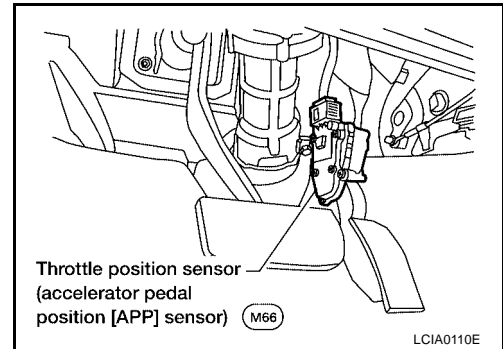


**4. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1751, "DTC P2122, P2123 APP SENSOR"](#).

**OK or NG**

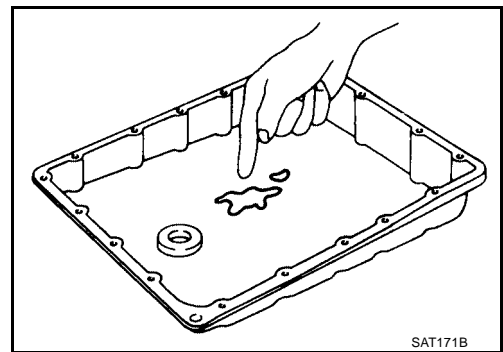
- OK >> GO TO 5.  
 NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

**5. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

**OK or NG**

- OK >> GO TO 7.  
 NG >> GO TO 6.

**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Shift valve A
  - Shift solenoid valve A
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - Brake band
  - Oil pump assembly

**OK or NG**

- OK >> GO TO 8.  
 NG >> Repair or replace damaged parts.

**7. DETECT MALFUNCTIONING ITEM**

1. Remove control valve. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve A
  - Shift solenoid valve A
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 8.  
 NG >> Repair or replace damaged parts.

**8. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 9.

**9. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**10. A/T Does Not Shift: D2 → D3**

ECS0066K

**SYMPTOM:****A/T does not shift from D2 to D3 at the specified speed.****1. CHECK SYMPTOM**

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1 " OK?

Yes or No

- Yes >> GO TO 2.  
 No >> Go to [AT-612, "7. Vehicle Does Not Creep Forward in D, 2 or 1 Position"](#) and [AT-614, "8. Vehicle Cannot Be Started From D1"](#) .

**2. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT**

**With CONSULT-II**

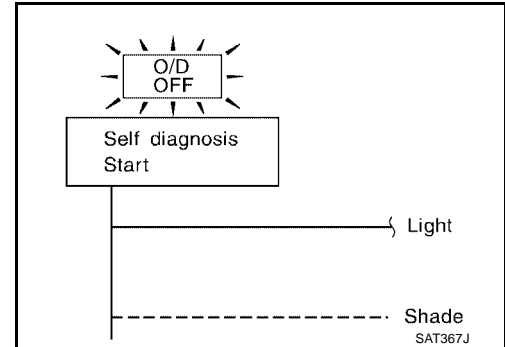
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

**Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

Yes or No

- Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).
- No >> GO TO 3.

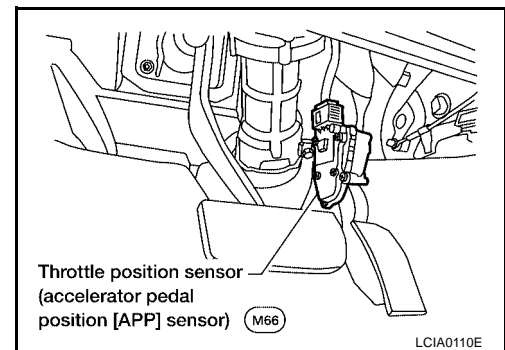


**3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1751, "DTC P2122, P2123 APP SENSOR"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

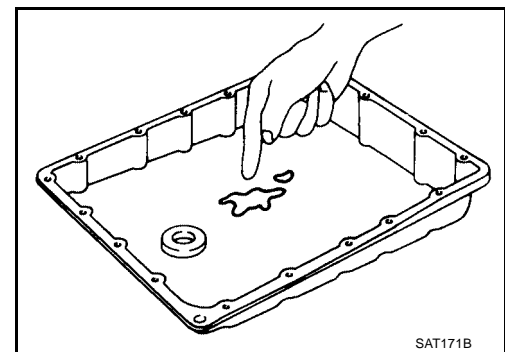


**4. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve B
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - High clutch assembly
  - Oil pump assembly

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Shift valve B
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

**7. CHECK SYMPTOM**

Check again.

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 8.

**8. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

A

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**11. A/T Does Not Shift: D3 → D4****SYMPTOM:**

- A/T does not shift from D3 to D4 at the specified speed.
- A/T must be warm before D3 to D4 shift will occur.

**1. CHECK SYMPTOM**

Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D1" OK?

**Yes or No**

- Yes >> GO TO 2.  
 No >> Go to [AT-612, "7. Vehicle Does Not Creep Forward in D, 2 or 1 Position"](#) and [AT-614, "8. Vehicle Cannot Be Started From D1"](#).

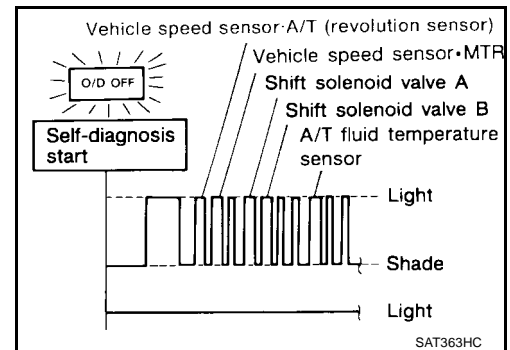
**2. CHECK SELF-DIAGNOSTIC RESULTS****With CONSULT-II**

Does self-diagnosis, after cruise test, show damage to any of the following circuits?

- Park/neutral position (PNP) switch
- Overdrive control switch
- A/T fluid temperature sensor
- Vehicle speed sensor-A/T (revolution sensor)
- Shift solenoid valve A or B
- Vehicle speed sensor-MTR

**Yes or No**

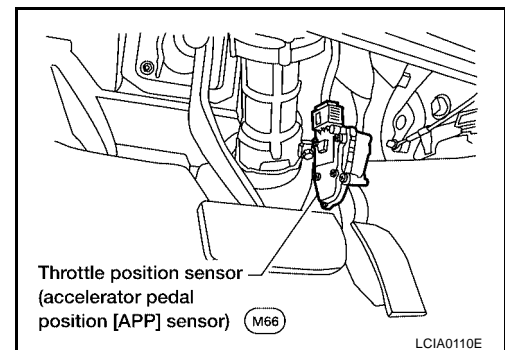
- Yes >> Check damaged circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#), [AT-497, "DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#), [AT-503, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#), [AT-553, "DTC P0750 SHIFT SOLENOID VALVE A"](#), [AT-558, "DTC P0755 SHIFT SOLENOID VALVE B"](#), or [AT-580, "DTC VEHICLE SPEED SENSOR MTR"](#).
- No >> GO TO 3.

**3. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1770, "DTC P2138 APP SENSOR"](#).

**OK or NG**

- OK >> GO TO 4.  
 NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

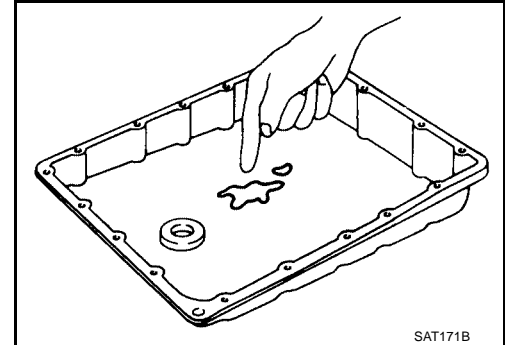


**4. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 5.

**5. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Shift valve B
  - Overrun clutch control valve
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check the following items:
  - Servo piston assembly
  - Brake band
  - Torque converter
  - Oil pump assembly

OK or NG

- OK >> GO TO 7.  
 NG >> Repair or replace damaged parts.

**6. DETECT MALFUNCTIONING ITEM**

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Shift valve B
  - Overrun clutch control valve
  - Shift solenoid valve B
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 7.  
 NG >> Repair or replace damaged parts.

**7. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 8.

## 8. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

## 12. A/T Does Not Perform Lock-up

ECS0068M

**SYMPTOM:**

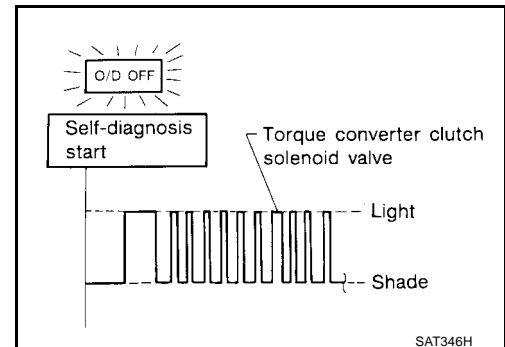
**A/T does not perform lock-up at the specified speed.**

### 1. CHECK SELF-DIAGNOSTIC RESULTS

Does self-diagnosis show damage to torque converter clutch solenoid valve circuit after cruise test?

Yes or No

- Yes >> Check torque converter clutch solenoid valve circuit. Refer to [AT-534, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#).  
 No >> GO TO 2.

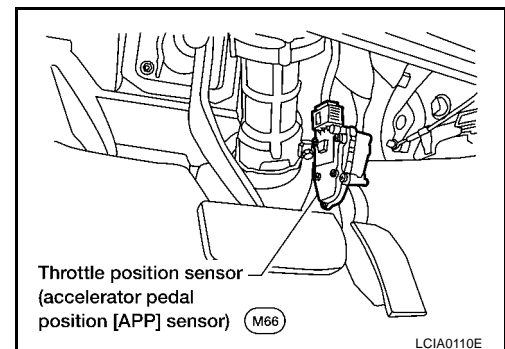


### 2. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1475, "DTC P0222, P0223 TP SENSOR"](#) and [EC-1770, "DTC P2138 APP SENSOR"](#).

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].



### 3. DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to [AT-644, "REMOVAL"](#).
2. Check following items:
  - Torque converter clutch control valve
  - Torque converter relief valve
  - Torque converter clutch solenoid valve
  - Pilot valve
  - Pilot filter

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace damaged parts.

**4. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 5.

**5. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**13. A/T Does Not Hold Lock-up Condition**

ECS0066N

**SYMPTOM:**

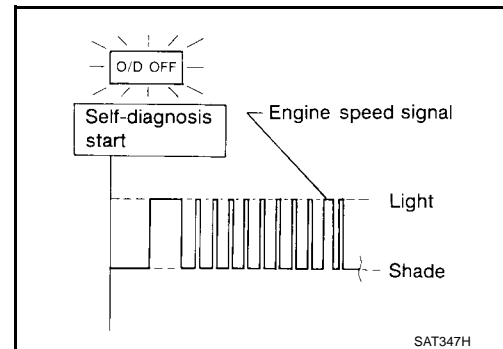
**A/T does not hold lock-up condition for more than 30 seconds.**

**1. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to engine speed signal circuit after cruise test?

Yes or No

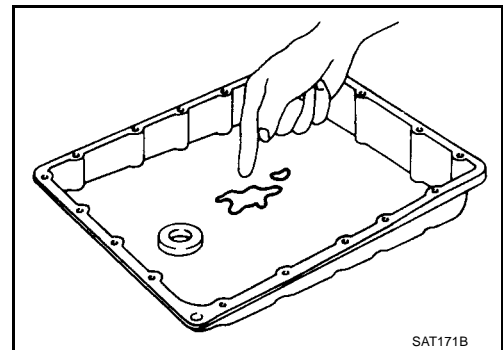
- Yes >> Check engine speed signal circuit. Refer to [AT-508](#), "[DTC P0725 ENGINE SPEED SIGNAL](#)".  
 No >> GO TO 2.

**2. CHECK A/T FLUID CONDITION**

1. Remove oil pan.
2. Check A/T fluid condition.

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.





---

### 3. DETECT MALFUNCTIONING ITEM

---

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Torque converter clutch control valve
  - Pilot valve
  - Pilot filter
3. Disassemble A/T.
4. Check torque converter and oil pump assembly.

#### OK or NG

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.

---

### 4. DETECT MALFUNCTIONING ITEM

---

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#) .
2. Check the following items:
  - Torque converter clutch control valve
  - Pilot valve
  - Pilot filter

#### OK or NG

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.

---

### 5. CHECK SYMPTOM

---

Check again.

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 6.

---

### 6. CHECK TCM INSPECTION

---

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

#### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

---

## 14. Lock-up Is Not Released

ECS00660

#### **SYMPTOM:**

**Lock-up is not released when accelerator pedal is released.**

## 1. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR] CIRCUIT

### With CONSULT-II

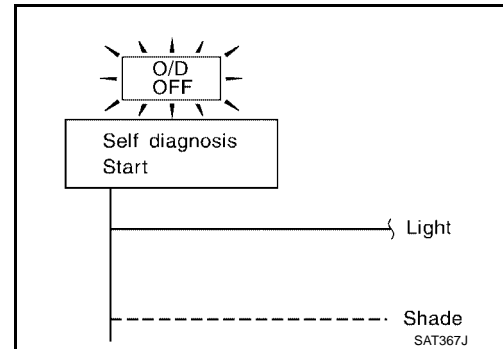
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to the throttle position switch [accelerator pedal position (APP) sensor] circuit?

### Without CONSULT-II

Does self-diagnosis show damage to the throttle position sensor [accelerator pedal position (APP) sensor] circuit?

Yes or No

- Yes >> Check the throttle position switch [accelerator pedal position (APP) sensor] circuit. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1770, "DTC P2138 APP SENSOR"](#).
- No >> GO TO 2.



## 2. CHECK SYMPTOM

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

## 3. CHECK TCM INSPECTION

- Perform TCM input/output signal inspection.
- If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 15. Engine Speed Does Not Return To Idle (Light Braking D4 → D3)

EC50066P

SYMPTOM:

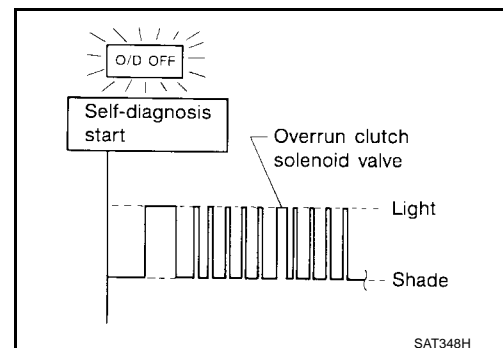
- Engine speed does not smoothly return to idle when A/T shifts from D4 to D3.
- Vehicle does not decelerate by engine brake when turning overdrive control switch OFF.
- Vehicle does not decelerate by engine brake when shifting A/T from D to 2 position.

## 1. CHECK SELF-DIAGNOSTIC RESULTS

Does self-diagnosis show damage to overrun clutch solenoid valve circuit after cruise test?

Yes or No

- Yes >> Check overrun clutch solenoid valve circuit. Refer to [AT-568, "DTC P1760 OVERRUN CLUTCH SOLENOID VALVE"](#).
- No >> GO TO 2.

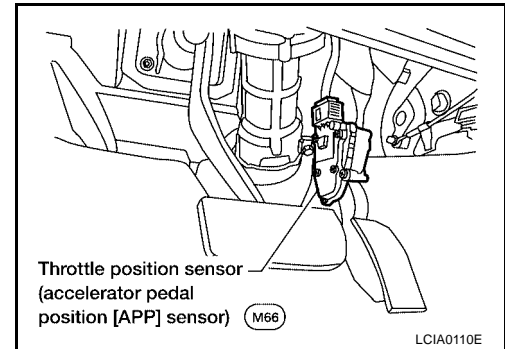


## 2. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]

Check throttle position sensor [accelerator pedal position (APP) sensor]. Refer to [EC-1391, "DTC P0122, P0123 TP SENSOR"](#) and [EC-1770, "DTC P2138 APP SENSOR"](#).

### OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace throttle position sensor [accelerator pedal position (APP) sensor].

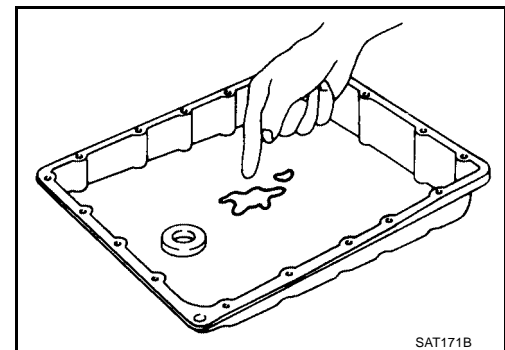


## 3. CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.

### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Overrun clutch control valve
  - Overrun clutch reducing valve
  - Overrun clutch solenoid valve
3. Disassemble A/T.
4. Check the following items:
  - Overrun clutch assembly
  - Oil pump assembly

### OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to [AT-644, "REMOVAL"](#).
2. Check the following items:
  - Overrun clutch control valve
  - Overrun clutch reducing valve
  - Overrun clutch solenoid valve

### OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

**6. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 7.

**7. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**16. Vehicle Does Not Start From D1**

ECS0066Q

**SYMPTOM:**

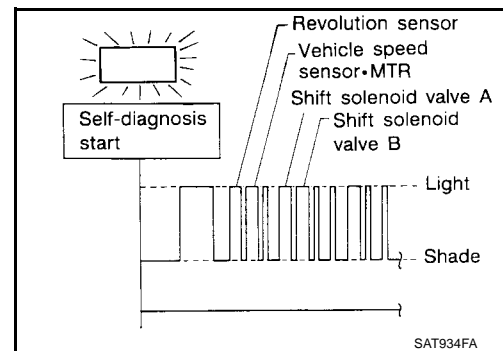
Vehicle does not start from D1 on Cruise test — Part 2.

**1. CHECK SELF-DIAGNOSTIC RESULTS**

Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?

Yes or No

- Yes >> Check damaged circuit. Refer to [AT-503, "DTC P0720 VEHICLE SPEED SENSOR-A/T \(REVOLUTION SENSOR\)"](#), [AT-553, "DTC P0750 SHIFT SOLENOID VALVE A"](#), [AT-558, "DTC P0755 SHIFT SOLENOID VALVE B"](#) or [AT-580, "DTC VEHICLE SPEED SENSOR MTR"](#).
- No >> GO TO 2.

**2. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> Go to [AT-614, "8. Vehicle Cannot Be Started From D1"](#).  
 NG >> GO TO 3.

**3. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
 NG >> Repair or replace damaged parts.

**17. A/T Does Not Shift: D4 → D3 , When Overdrive Control Switch ON → OFF**

ECS0066R

**SYMPTOM:**

A/T does not shift from D4 to D3 when changing overdrive control switch to OFF position.

**1. CHECK OVERDRIVE SWITCH CIRCUIT**

**④ With CONSULT-II**

Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to overdrive control switch circuit?

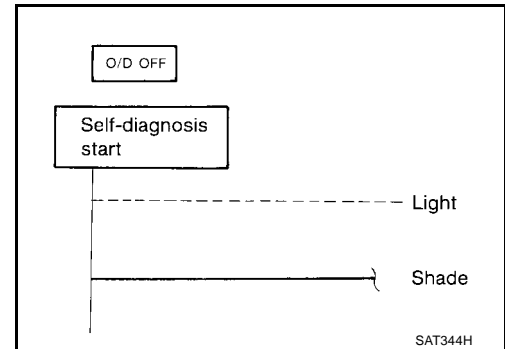
**⊗ Without CONSULT-II**

Does self-diagnosis show damage to overdrive control switch circuit?

**Yes or No**

Yes >> Check overdrive control switch circuit. Refer to [AT-632, "21. TCM Self-diagnosis Does Not Activate {Park/neutral Position \(PNP\), Overdrive Control and Throttle Position Sensor \[Accelerator Pedal Position \(APP\) Sensor\] Switches Circuit Checks}"](#).

No >> Go to [AT-619, "10. A/T Does Not Shift: D2 → D3"](#).



**18. A/T Does Not Shift: D3 → 22 , When Selector Lever D → 2 Position**

ECS0066S

**SYMPTOM:**

A/T does not shift from D3 to 22 when changing selector lever from D to 2 position.

**1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT**

**④ With CONSULT-II**

Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

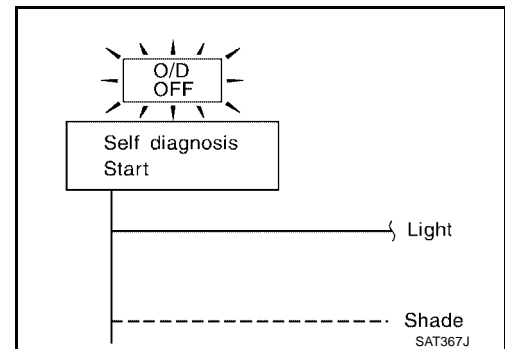
**⊗ Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

**Yes or No**

Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).

No >> Go to [AT-617, "9. A/T Does Not Shift: D1 → D2 or Does Not Kickdown: D4 → D2"](#).



**19. A/T Does Not Shift: 22 → 11 , When Selector Lever 2 → 1 Position**

**SYMPTOM:**

A/T does not shift from 22 to 11 when changing selector lever from 2 to 1 position.

**1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT**

**With CONSULT-II**

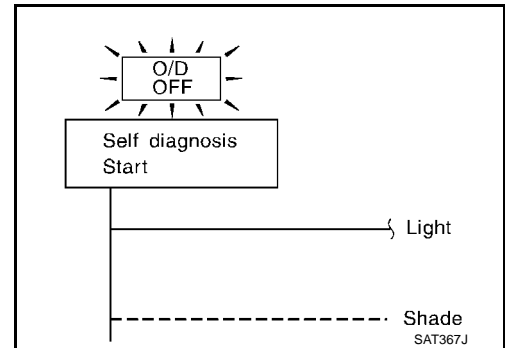
Does "TCM INPUT SIGNALS" in "DATA MONITOR" show damage to park/neutral position (PNP) switch circuit?

**Without CONSULT-II**

Does self-diagnosis show damage to park/neutral position (PNP) switch circuit?

Yes or No

- Yes >> Check park/neutral position (PNP) switch circuit. Refer to [AT-491](#), "DTC P0705 PARK/NEUTRAL POSITION SWITCH".
- No >> GO TO 2.

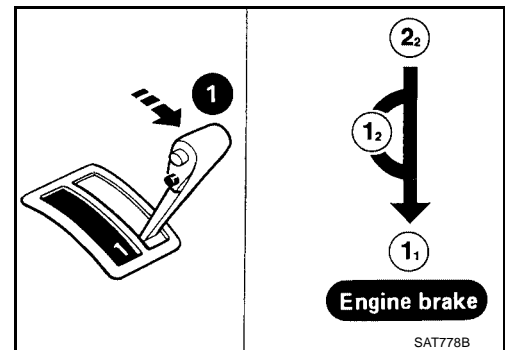


**2. CHECK SYMPTOM**

Check again.

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.



**3. CHECK TCM INSPECTION**

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 20. Vehicle Does Not Decelerate By Engine Brake

### SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 22 (12 ) to 11 .

### 1. CHECK SYMPTOM

Is "6. Vehicle Does Not Creep Backward In R Position" OK?

Yes or No

- Yes >> Go to [AT-627, "15. Engine Speed Does Not Return To Idle \(Light Braking D4 → D3\)"](#) .  
 No >> Go to [AT-609, "6. Vehicle Does Not Creep Backward In R Position"](#) .

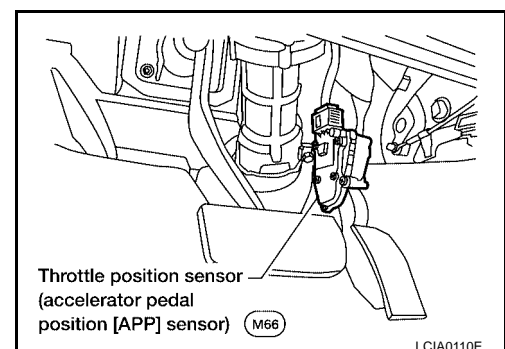
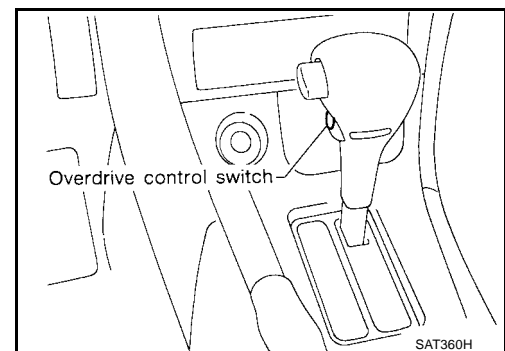
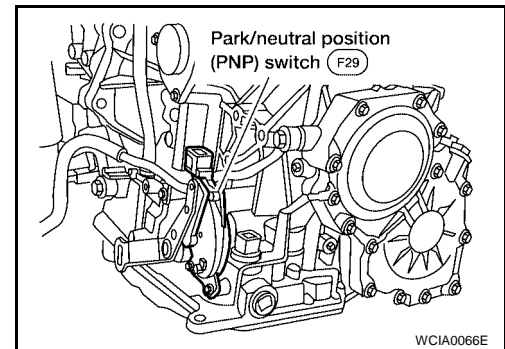
## 21. TCM Self-diagnosis Does Not Activate {Park/neutral Position (PNP), Overdrive Control and Throttle Position Sensor [Accelerator Pedal Position (APP) Sensor] Switches Circuit Checks}

### SYMPTOM:

O/D OFF indicator lamp does not come on in TCM self-diagnostic procedure even if the lamp circuit is good.

### DESCRIPTION

- Park/neutral position (PNP) switch  
 The park/neutral (PNP) switch assembly includes a transmission range switch. The transmission range switch detects the selector lever position and sends a signal to the TCM.
- Overdrive control switch  
 Detects the overdrive control switch position (ON or OFF) and sends a signal to the TCM.
- Throttle position sensor [accelerator pedal position (APP) sensor]  
 The throttle position sensor [accelerator pedal position (APP) sensor] is part of the system that controls the throttle position. This system also uses an electric throttle control actuator, which consists of a throttle control motor and throttle position sensors. Accelerator pedal position signal is sent to the ECM.



## DIAGNOSTIC PROCEDURE

### NOTE:

The diagnostic procedure includes inspections for the overdrive control switch circuits.

## 1. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT (WITH CONSULT-II)

### With CONSULT-II

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out P/N, R, D, 2 and 1 position switches moving selector lever to each position.  
Check that the signal of the selector lever position is indicated properly.

### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 2.

DATA MONITOR	
MONITORING	MONITORING
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

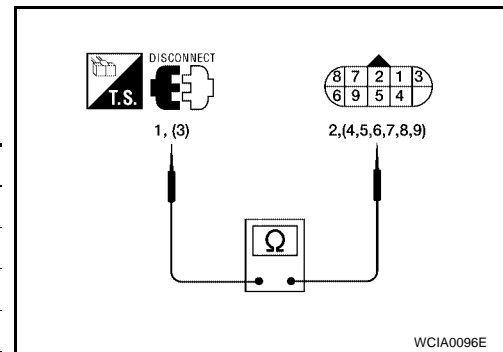
SAT701J

## 2. DETECT MALFUNCTIONING ITEM

Check the following items:

- Park/neutral position (PNP) switch
  - Check continuity between park/neutral position (PNP) switch F29 terminals 1 (G/OR) and 2 (B) and between terminals 3 (Y) and 4 (OR), 5 (L), 6 (W/G), 7 (BR/W), 8 G/W, 9 (G) while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 - 7	1 - 2
R	3 - 8	
N	3 - 9	1 - 2
D	3 - 6	
2	3 - 5	
1	3 - 4	



- If NG, check again with manual control cable disconnected from manual shaft of A/T assembly. Refer to step a.
- If OK on step b, adjust manual control cable. Refer to [AT-647, "Control Cable Adjustment"](#) .
- If NG on step b, remove park/neutral position (PNP) switch from A/T and check continuity of park/neutral position (PNP) switch terminals. Refer to step a.
- If OK on step d, adjust park/neutral position (PNP) switch. Refer to [AT-646, "Park/Neutral Position \(PNP\) Switch Adjustment"](#) .
- If NG on step d, replace park/neutral position (PNP) switch.
- Harness for short or open between ignition switch and park/neutral position (PNP) switch (Main harness)
- Harness for short or open between park/neutral position (PNP) switch and TCM (Main harness)

### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.



**3. CHECK PARK/NEUTRAL POSITION (PNP) SWITCH CIRCUIT (WITHOUT CONSULT-II)**

⊗ **Without CONSULT-II**

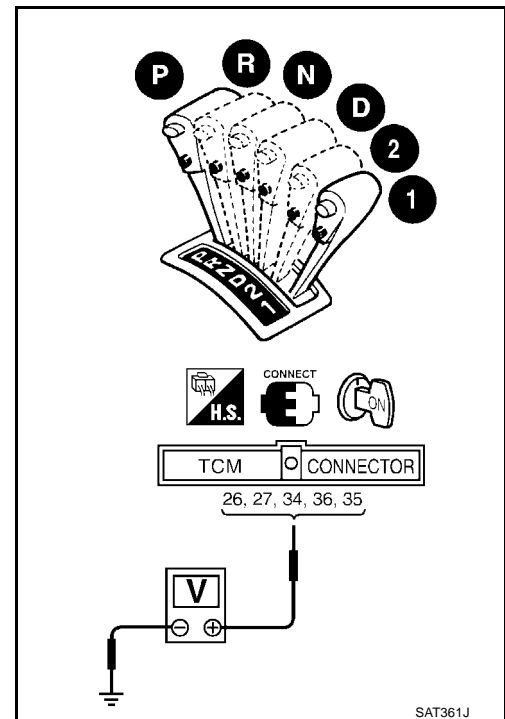
1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between TCM terminals 26 (OR), 27 (L), 34 (W/G), 35 (G/W), 36 (BR/W) and ground while moving selector lever through each position.

Lever position	Terminal No.				
	36	35	34	27	26
P,N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

**Voltage:**

**B : Battery voltage**

**0 : 0V**



OK or NG

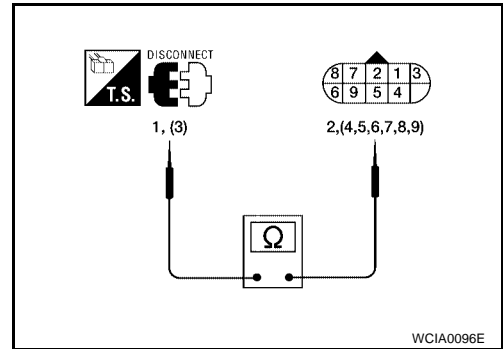
- OK >> GO TO 6.  
 NG >> GO TO 4.

**4. DETECT MALFUNCTIONING ITEM**

Check the following items:

- Park/neutral position (PNP) switch
- Check continuity between park/neutral position (PNP) switch F29 terminals 1 (G/OR) and 2 (B) and between terminals 3 (Y) and 4 (OR), 5 (L), 6 (W/G), 7 (BR/W), 8 G/W, 9 (G) while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 - 7	1 - 2
R	3 - 8	
N	3 - 9	1 - 2
D	3 - 6	
2	3 - 5	
1	3 - 4	



- If NG, check again with manual control cable disconnected from manual shaft of A/T assembly. Refer to step a.
- If OK on step b, adjust manual control cable. Refer to [AT-647, "Control Cable Adjustment"](#) .
- If NG on step b, remove park/neutral position (PNP) switch from A/T and check continuity of park/neutral position (PNP) switch terminals. Refer to step a.
- If OK on step d, adjust park/neutral position (PNP) switch. Refer to [AT-646, "Park/Neutral Position \(PNP\) Switch Adjustment"](#) .
- If NG on step d, replace park/neutral position (PNP) switch.
- Harness for short or open between ignition switch and park/neutral position (PNP) switch (Main harness)
- Harness for short or open between park/neutral position (PNP) switch and TCM (Main harness)

**OK or NG**

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

**5. CHECK OVERDRIVE CONTROL SWITCH CIRCUIT (WITH CONSULT-II)**

**Ⓜ With CONSULT-II**

1. Turn ignition switch to ON position.  
(Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out "OVERDRIVE SW".  
Check the signal of the overdrive control switch is indicated properly.  
(Overdrive control switch "ON" displayed on CONSULT-II means overdrive "OFF".)

**OK or NG**

- OK >> GO TO 7.
- NG >> GO TO 6.

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

**6. DETECT MALFUNCTIONING ITEM**

Check the following items:

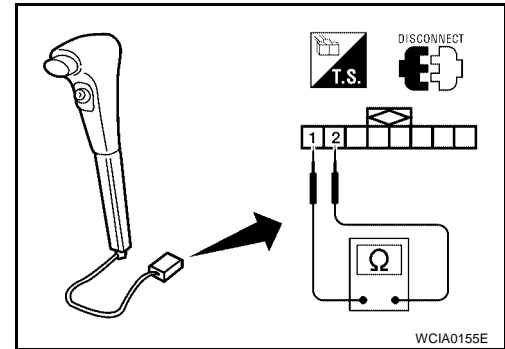
- Overdrive control switch M44.
- Check continuity between terminals 1 and 2.

Switch position	Continuity
ON	No
OFF	Yes

- Harness for short or open between TCM and overdrive control switch (Main harness)
- Harness of ground circuit for overdrive control switch (Main harness) for short or open

OK or NG

- OK >> GO TO 7.  
 NG >> Repair or replace damaged parts.

**7. CHECK THROTTLE POSITION SENSOR [ACCELERATOR PEDAL POSITION (APP) SENSOR]**

- Perform throttle position sensor [accelerator pedal position (APP) sensor] inspection. Refer to [AT-563, "DTC P1705 THROTTLE POSITION SENSOR \[ACCELERATOR PEDAL POSITION \(APP\) SENSOR\]"](#).

OK or NG

- OK >> GO TO 8.  
 NG >> Repair or replace damaged parts.

**8. CHECK TCM INSPECTION**

1. Perform TCM input/output inspection. Refer to [AT-487, "Input/Output Signal Chart"](#).

OK or NG

- OK >> INSPECTION END.  
 NG >> Inspect TCM terminals and related wiring harnesses for damage or loose connections. Repair or replace damaged parts.

## A/T SHIFT LOCK SYSTEM

PFP:34950

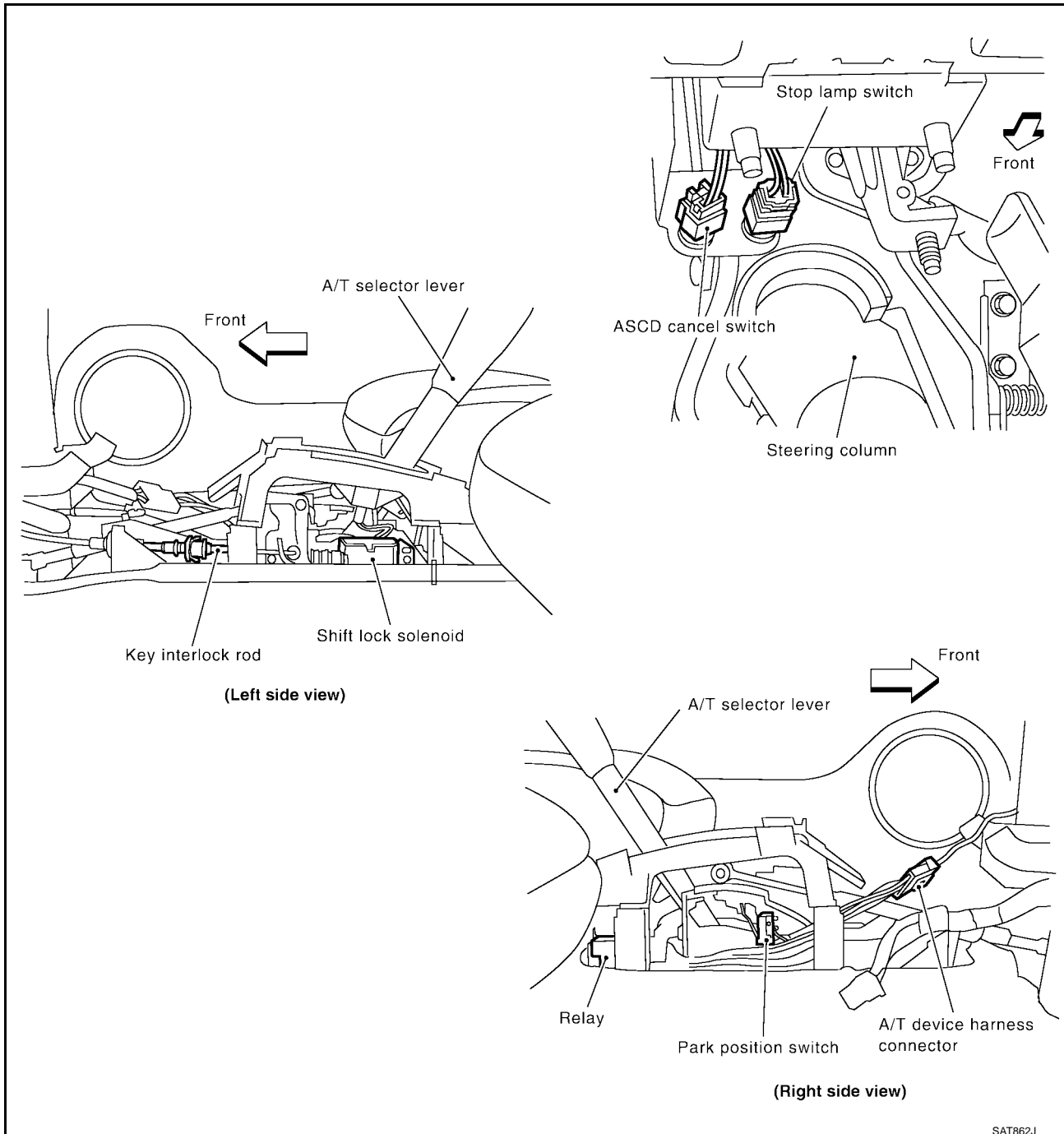
ECS0066W

### Description

- The mechanical key interlock mechanism also operates as a shift lock:  
 With the key switch turned to ON, the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed.  
 With the key removed, the selector lever cannot be shifted from "P" to any other position.  
 The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder.

### Shift Lock System Electrical Parts Location

ECS0066X



SAT862J



**Diagnostic Procedure****SYMPTOM 1:**

- Selector lever cannot be moved from "P" position with key in ON position and brake pedal applied.
- Selector lever can be moved from "P" position with key in ON position and brake pedal released.
- Selector lever can be moved from "P" position when key is removed from key cylinder.

**SYMPTOM 2:**

Ignition key cannot be removed when selector lever is set to "P" position. It can be removed when selector lever is set to any position except "P".

**1. CHECK KEY INTERLOCK CABLE**

Check key interlock cable for damage.

**OK or NG**

- OK >> GO TO 2.
- NG >> Repair key interlock cable. Refer to [AT-642, "Components"](#).

**2. CHECK SELECTOR LEVER POSITION**

Check selector lever position for damage.

**OK or NG**

- OK >> GO TO 3.
- NG >> Check selector lever. Refer to [AT-647, "Control Cable Adjustment"](#).

**3. CHECK POWER SOURCE**

Turn ignition switch to "OFF" position.  
(Do not start engine.)

- Check voltage between A/T device harness connector M44 terminal 7 (G) and ground.

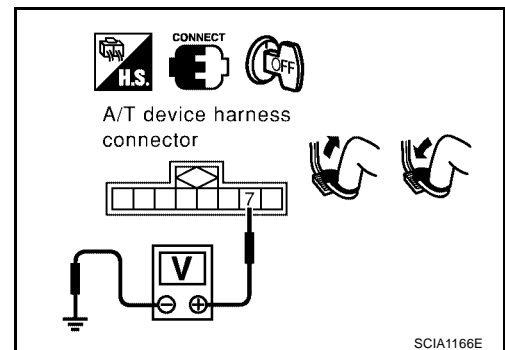
**Voltage:**

**Brake pedal depressed: Battery voltage**

**Brake pedal released: 0V**

**OK or NG**

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING ITEM

Check the following items.

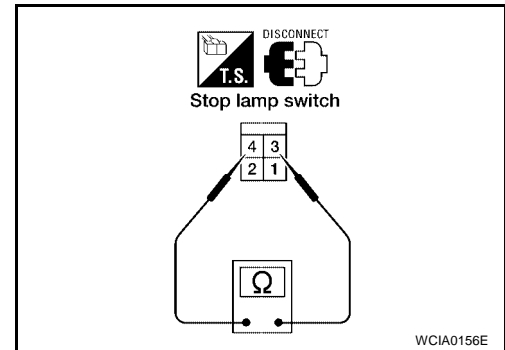
1. Harness for open or short between fuse block (J/B) connector M1 terminal 12K and stop lamp switch harness connector M26 terminal 3.
2. Harness for open or short stop lamp switch harness connector M26 terminal 4 and A/T device harness connector M44 terminal 7 (G).
3. 10A fuse [10, located in the fuse block (J/B)].
4. Check continuity between stop lamp switch harness connector M26 terminals 3 (G) and 4 (G).

Condition	Continuity
When brake pedal is depressed	Yes
When brake pedal is released	No

Check stop lamp switch after adjusting brake pedal —refer to [BR-12, "STOP LAMP SWITCH AND ASCD CANCEL SWITCH CLEARANCE"](#)

### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.



## 5. CHECK GROUND CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness M44 terminal 6 (B) and ground.

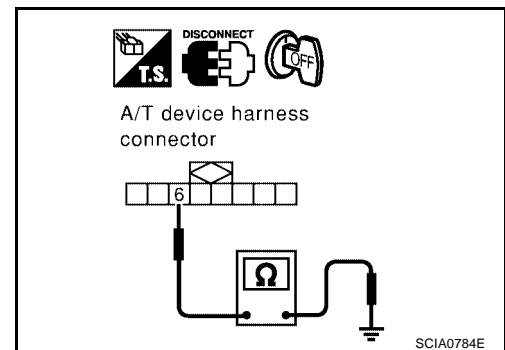
**Continuity should exist**

Continuity should exist.

If OK, check harness for short to power.

### OK or NG

- OK >> GO TO 6.
- NG >> Repair open circuit in harness.



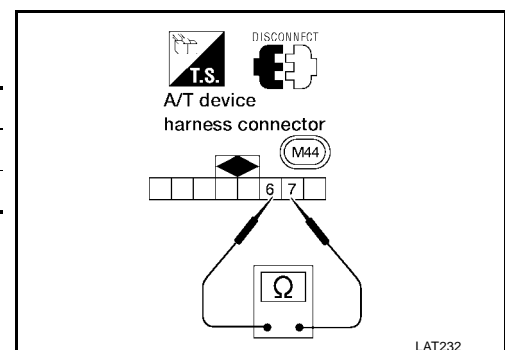
## 6. CHECK PARK POSITION SWITCH

Check continuity between A/T device harness connector M44 terminals 6 (B) and 7 (G).

Brake pedal	Operation sound
Depressed	No
Released	Yes

### OK or NG

- OK >> GO TO 7.
- NG >> Replace park position switch.



## 7. CHECK SHIFT LOCK SOLENOID

1. Connect A/T device harness connector.
2. Turn ignition switch to "ON" position.
3. Check operation sound.

Condition	Brake pedal	Operation sound
When ignition switch is turned to "ON" position and selector lever is in the "P" position.	Depressed	Yes
	Released	No

OK or NG

- OK    >> GO TO 8.
- NG    >> Replace shift lock solenoid.

## 8. CHECK SHIFT LOCK OPERATION

1. Reconnect shift lock harness connector.
2. Turn ignition switch from "OFF" to "ON" position. (Do not start engine.)
3. Recheck shift lock operation.

OK or NG

- OK    >> INSPECTION END
- NG    >> GO TO 9.

## 9. CHECK A/T DEVICE INSPECTION

1. Perform A/T device input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK or NG

- OK    >> INSPECTION END
- NG    >> Repair or replace damaged parts.

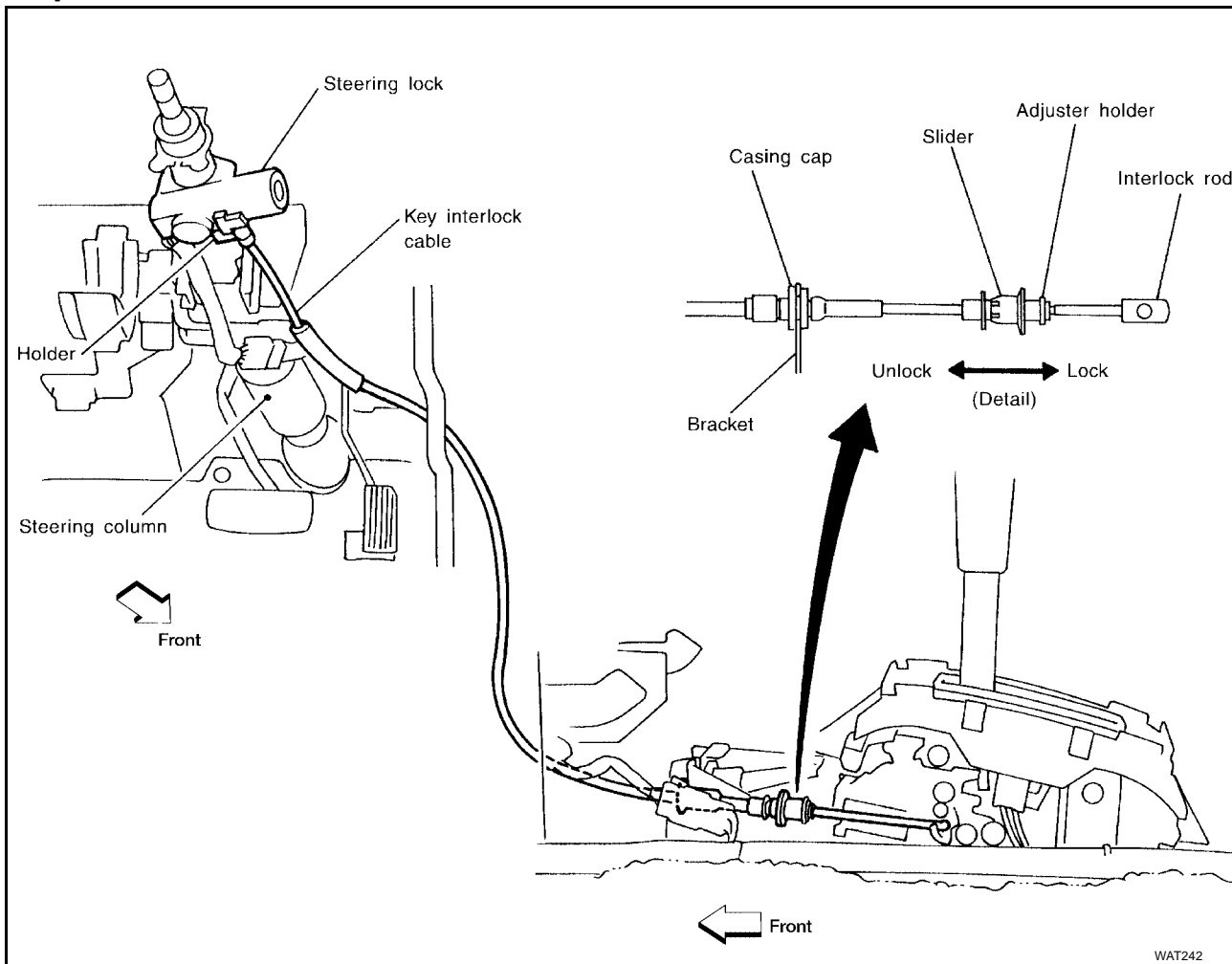
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## KEY INTERLOCK CABLE

### Components

ECS00670



WAT242

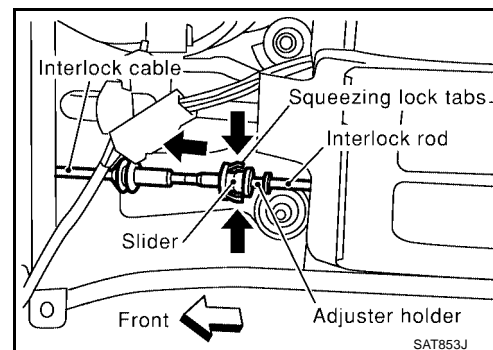
### CAUTION:

- Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.
- After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions.

### Removal

ECS00671

1. Unlock slider by squeezing lock tabs on slider from adjuster holder and remove interlock rod from cable.

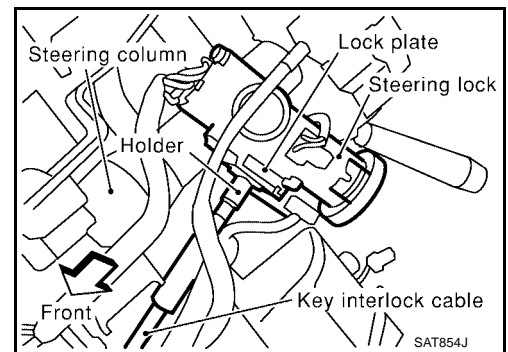


SAT853J

# KEY INTERLOCK CABLE

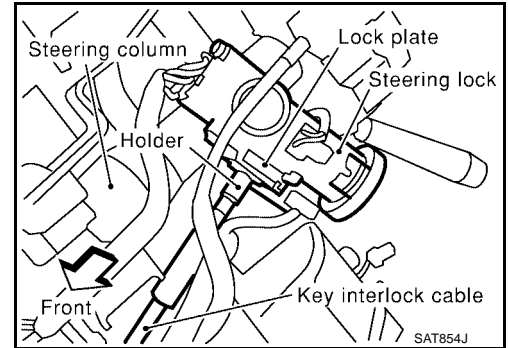
[RE4F04B]

2. Remove lock plate from steering lock assembly and remove key interlock cable.

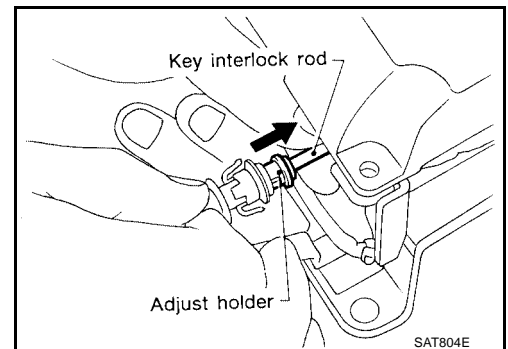


## Installation

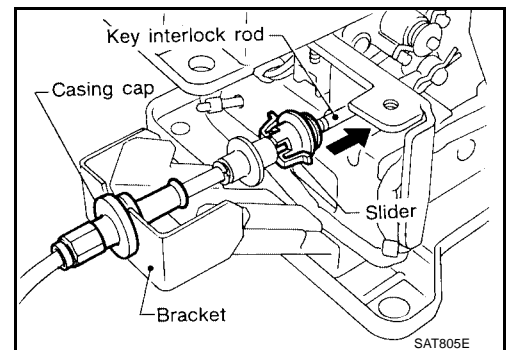
1. Turn ignition key to lock position.
2. Set A/T selector lever to P position.
3. Set key interlock cable to steering lock assembly and install lock plate.
4. Clamp cable to steering column and attach to control cable with band.



5. Insert interlock rod into adjuster holder.



6. Install casing cap to bracket.
7. Move slider in order to connect adjuster holder to interlock rod.

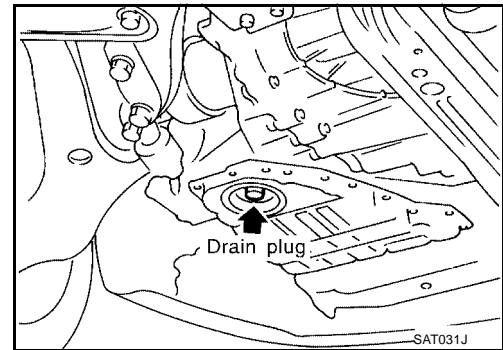


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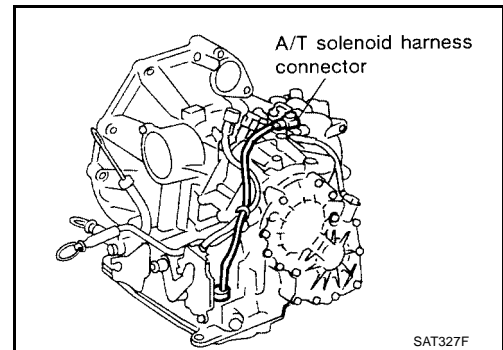
## ON-VEHICLE SERVICE

Control Valve Assembly and Accumulators  
REMOVAL

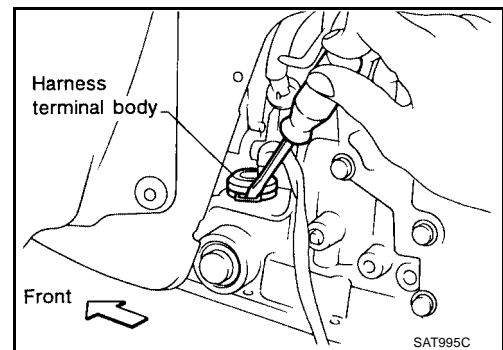
1. Drain ATF from transaxle.
2. Remove oil pan and gasket.
  - Always replace oil pan bolts as they are self-sealing bolts.



3. Disconnect A/T solenoid harness connector.



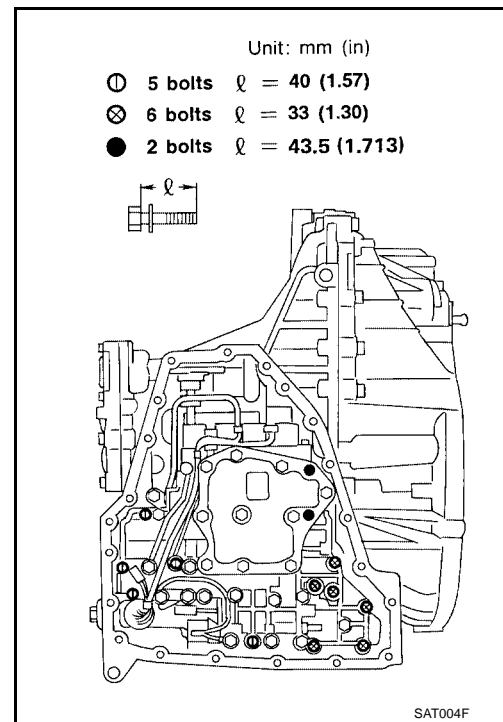
4. Remove snap ring from terminal cord assembly harness terminal body.
5. Remove terminal cord assembly harness from transmission case by pushing on terminal body.



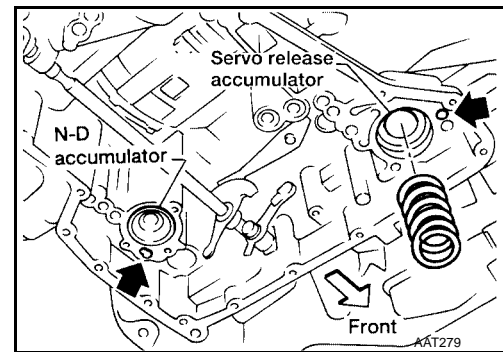
- Remove control valve assembly by removing fixing bolts I , X and ●.

Bolt length, number and location are shown in the illustration.

- **Be careful not to drop manual valve and servo release accumulator return spring.**
- Disassemble and inspect control valve assembly if necessary. Refer to [AT-679, "Control Valve Assembly"](#).

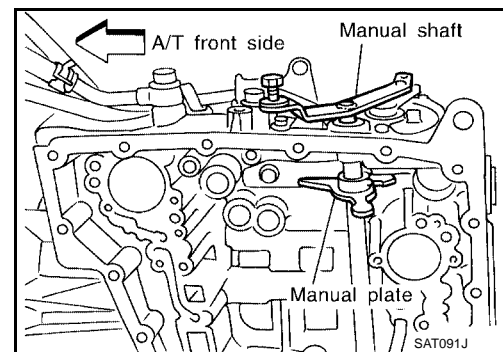


- Remove servo release and N-D accumulators by applying compressed air if necessary.
  - **Hold each piston with a rag.**



### INSTALLATION

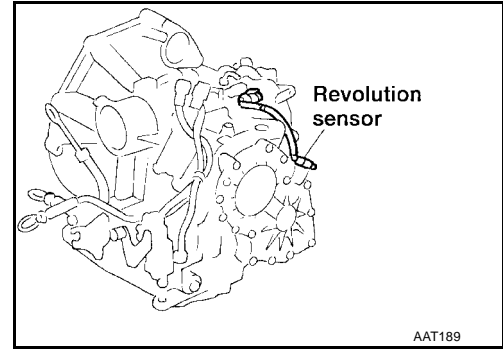
- **Set manual shaft in Neutral, then align manual plate with groove in manual valve.**
- **After installing control valve assembly, make sure that selector lever can be moved to all positions.**



## Revolution Sensor Replacement

ECS00674

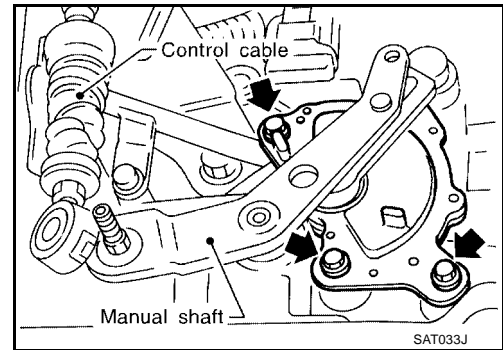
1. Remove under cover.
2. Remove revolution sensor from A/T.
3. Reinstall any part removed.
  - Always use new sealing parts.



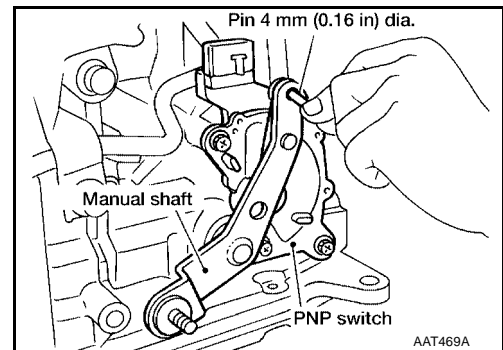
## Park/Neutral Position (PNP) Switch Adjustment

ECS00675

1. Remove control cable from manual shaft.
2. Set manual shaft in N position.
3. Loosen park/neutral position (PNP) switch fixing bolts.



4. Insert pin into adjustment holes in both park/neutral position (PNP) switch and manual shaft as near vertical as possible.
5. Reinstall any part removed.
6. Check continuity of park/neutral position (PNP) switch. Refer to [AT-494, "Diagnostic Procedure"](#) .



ECS00676

## Control Cable Adjustment

Move selector lever from the P position to the 1 position. You should be able to feel the detents in each position. If the detents cannot be felt or the pointer indicating the position is improperly aligned, the control cable needs adjustment.

1. Place selector lever in P position.
2. Loosen control cable lock nut and place manual shaft in P position.

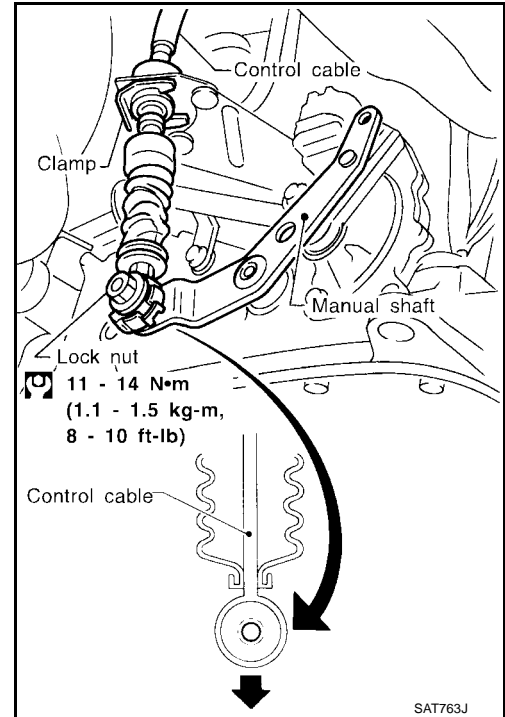
**CAUTION:**

**Turn wheels more than 1/4 rotations and apply the park lock.**

3. Push control cable in the direction of the arrow shown in the illustration by specified force.

**Specified force : 4.9 - 9.8 N (0.5 - 1.0 kg, 1.1 - 2.2 lb)**

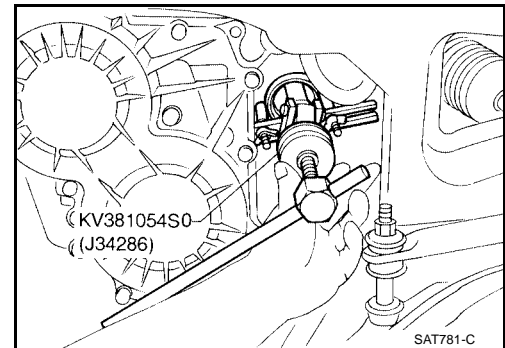
4. Tighten control cable lock nut.
5. Move selector lever from P to 1 position again. Make sure that selector lever moves smoothly.
  - Make sure that the starter operates when the selector lever is placed in the N or P position.
  - Make sure that the transmission is locked properly when the selector lever is placed in the P position.



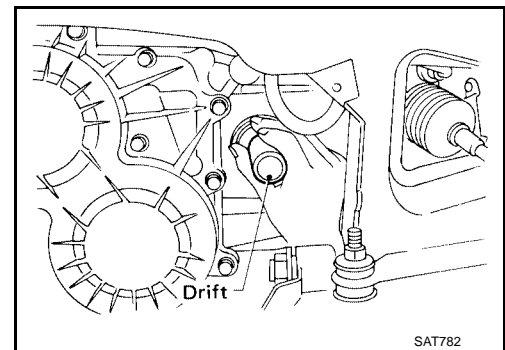
## Differential Side Oil Seal Replacement

ECS00677

1. Remove drive shaft assembly. Refer to [FAX-14, "Removal"](#).
2. Remove oil seal.



3. Install oil seal.
  - Apply ATF before installing.



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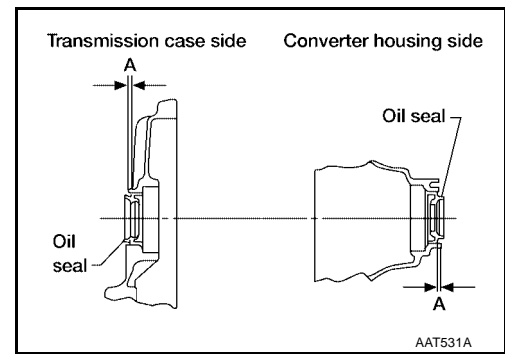
## ON-VEHICLE SERVICE

[RE4F04B]

- Install oil seals so dimension A is within specification

**A** : -0.5 mm (-0.02 in) to 0.5 mm (0.02 in)

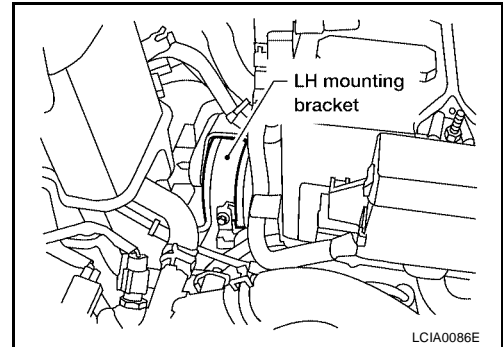
4. Reinstall any part removed.



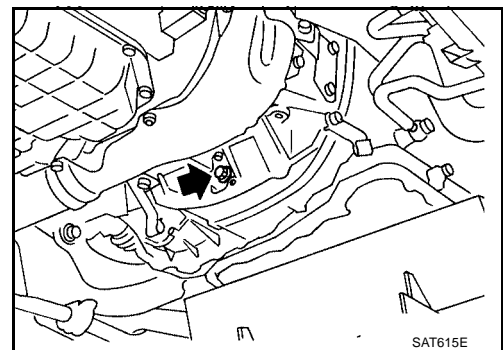
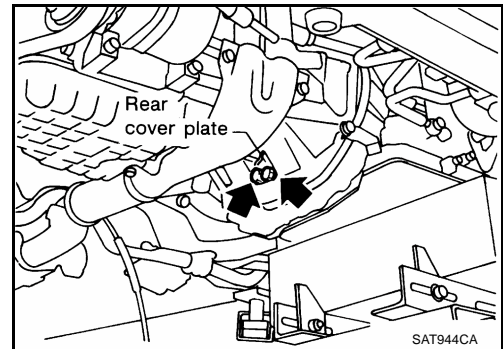
## REMOVAL AND INSTALLATION

### Removal

1. Remove battery and bracket.
2. Remove air duct and air cleaner assembly, refer to [EM-103, "REMOVAL"](#) .
3. Disconnect terminal cord assembly harness connector and park/neutral position (PNP) switch harness connectors.
4. Disconnect harness connectors of mass air flow sensor, intake air temperature sensor, revolution sensor, turbine revolution sensor, vehicle speed sensor and ground cable.
5. Remove LH mounting bracket from transaxle and body.
6. Disconnect control cable at transaxle side.
7. Remove drive shafts, refer to [FAX-14, "Removal"](#) .
8. Drain ATF.
9. Remove push clips and engine undercover.
10. Disconnect fluid cooler piping.
11. Disconnect and remove starter motor from transaxle, refer to [SC-21, "Removal"](#) .



12. Support engine by placing a jack under oil pan.
  - **Do not place jack under oil pan drain plug.**
13. Remove center member.
14. Remove rear cover plate and bolts securing torque converter to drive plate.
  - **Rotate crankshaft for access to securing bolts.**



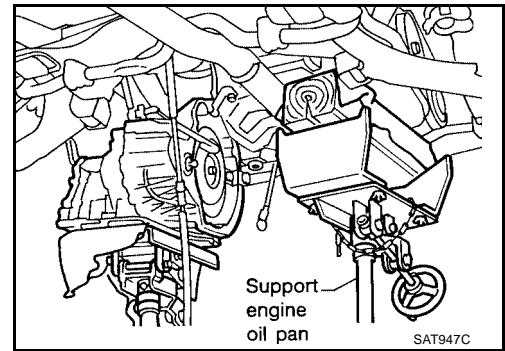
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# REMOVAL AND INSTALLATION

[RE4F04B]

15. Support transaxle with a jack.
16. Remove bolts fixing A/T to engine.
17. Lower transaxle while supporting it with a jack.



ECS00679

## Installation

- Drive plate runout

**CAUTION:**

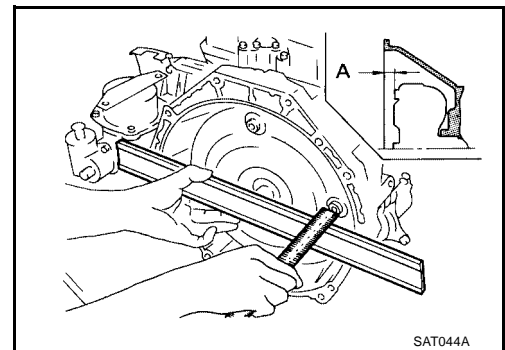
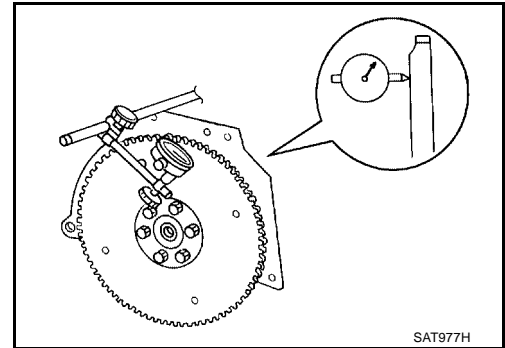
Do not allow any magnetic materials to contact the ring gear teeth.

Maximum allowable runout:

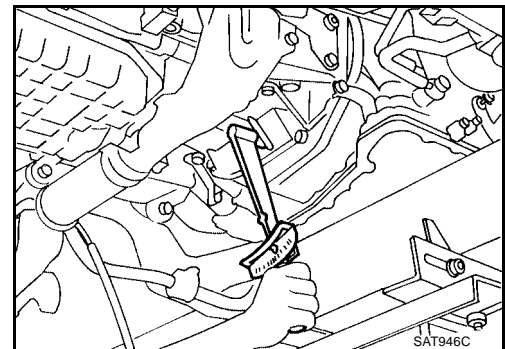
EM-186. "SERVICE DATA AND SPECIFICATIONS (SDS)".

- If this runout is out of allowance, replace drive plate and ring gear.
- When connecting torque converter to transaxle, measure distance "A" to be certain that they are correctly assembled.

Distance "A" : 14 mm (0.55 in) or more



- Install bolts fixing converter to drive plate.
- **With converter installed, rotate crankshaft several turns to check that transaxle rotates freely without binding.**

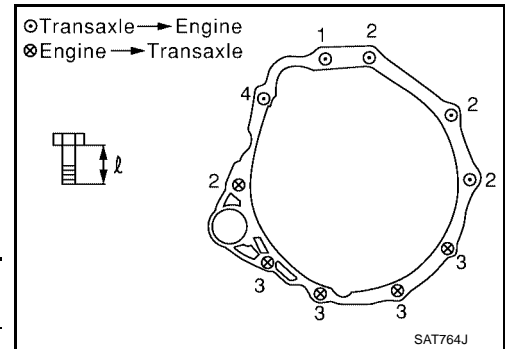


# REMOVAL AND INSTALLATION

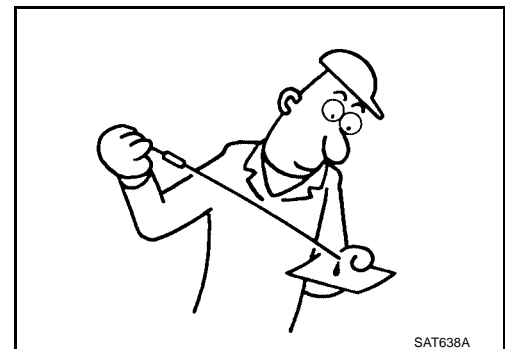
[RE4F04B]

- Tighten bolts securing transaxle.
- Tighten LH mounting bracket bolts to the specified torque. Refer to [EM-156, "Removal and Installation"](#) .
- Tighten center member bolts to the specified torque. Refer to [EM-156, "Removal and Installation"](#) .
- Tighten rear plate cover bolts to the specified torque. Refer to [EM-112, "OIL PAN AND OIL STRAINER"](#) .

Bolt No.	Tightening torque N-m (kg-m, ft-lb)	l mm (in)
1	70 - 79 (7.1 - 8.1, 52 - 58)	65 (2.56)
2	70 - 79 (7.1 - 8.1, 52 - 58)	52 (2.05)
3	70 - 79 (7.1 - 8.1, 52 - 58)	40 (1.57)
4	78 - 98 (7.9 - 10.0, 58 - 72)	124 (4.88)



- Reinstall any part removed.
- Check fluid level in transaxle.
- Move selector lever through all positions to be sure that transaxle operates correctly. With parking brake applied, rotate engine at idling. Move selector lever through N to D, to 2, to 1 and to R position. A slight shock should be felt by hand gripping selector each time transaxle is shifted.
- Perform road test. Refer to [AT-457, "Road Test"](#) .



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# OVERHAUL

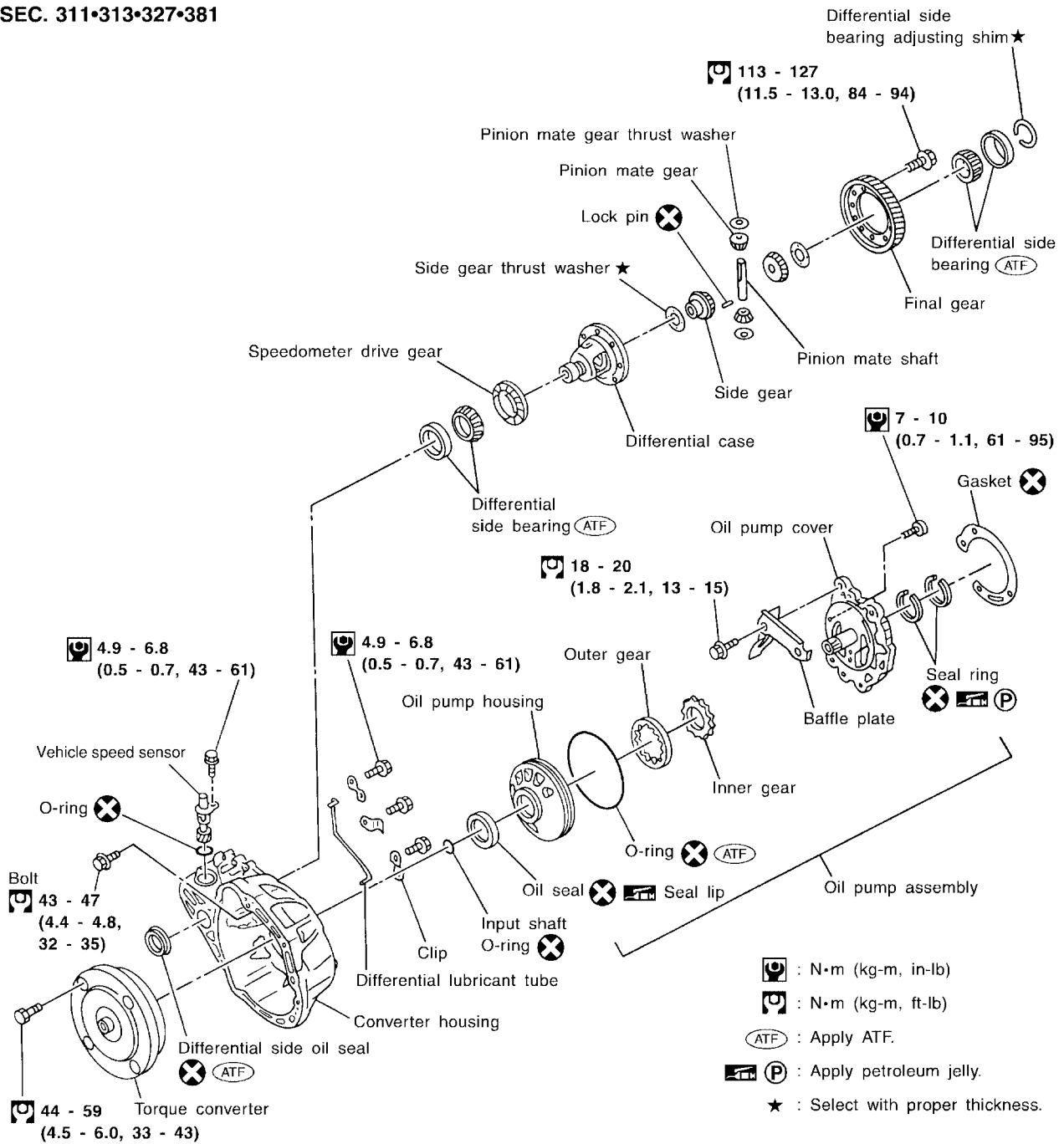
[RE4F04B]

PF0:0000

ECS0067A

## OVERHAUL Components

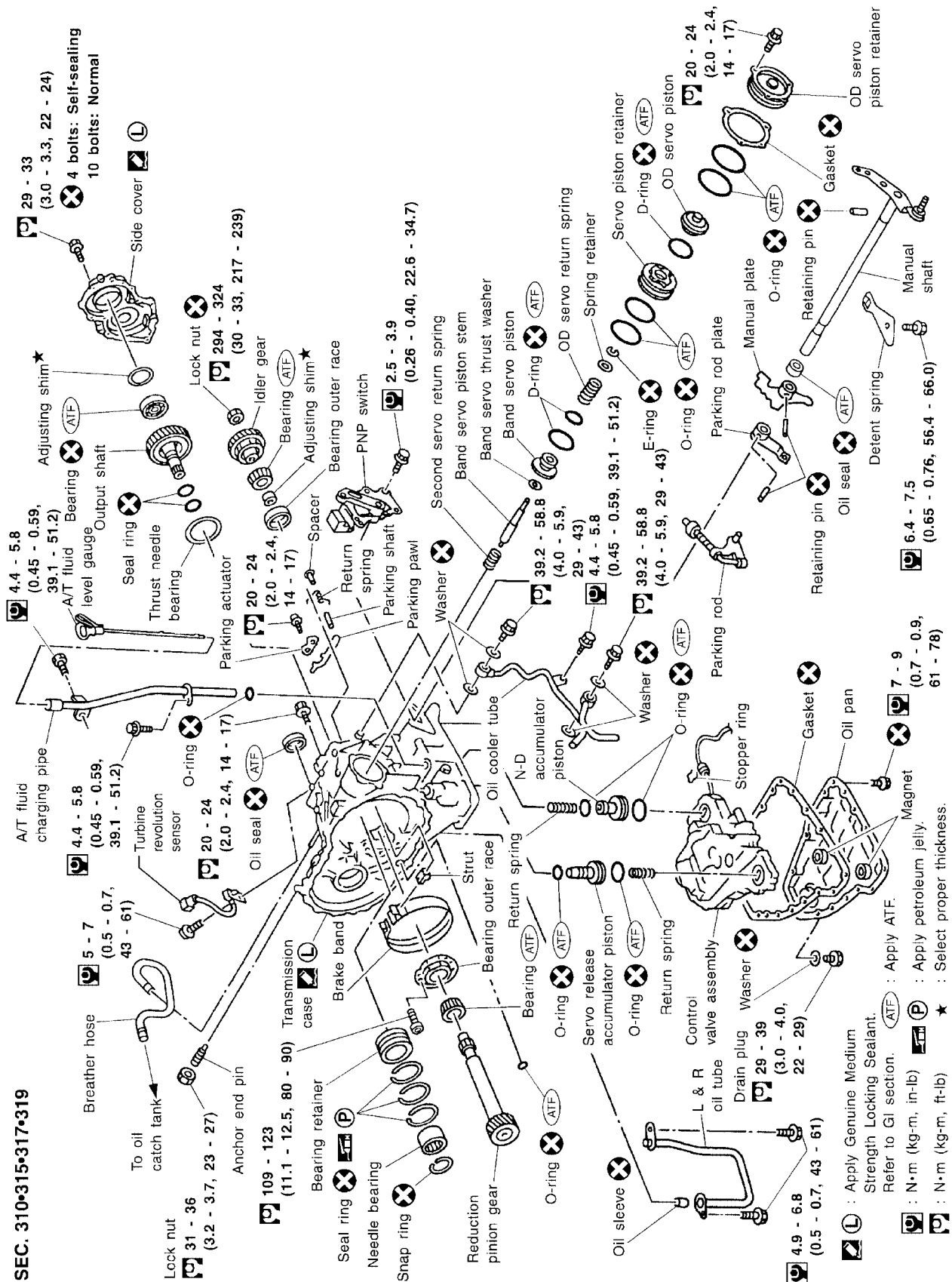
SEC. 311•313•327•381



LCIA0103E



SEC. 310-315•317•319



: Apply Genuine Medium Strength Locking Sealant. Refer to GI section.  
 : Apply ATF.  
 : N·m (kg·m, in·lb)  
 : N·m (kg·m, ft·lb) ★ : Select proper thickness.

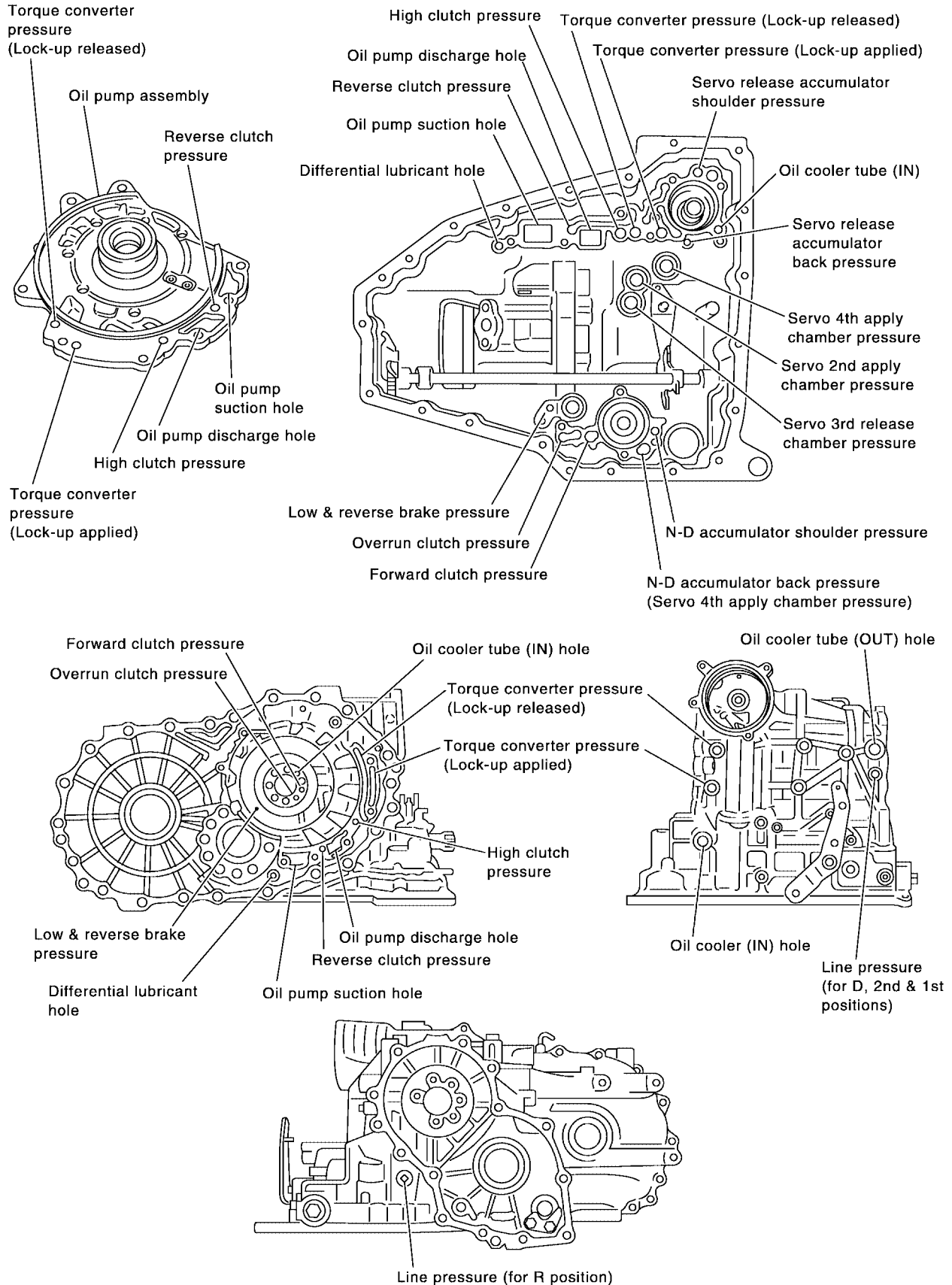
LCIA0104E

# OVERHAUL

[RE4F04B]

ECS0067B

## Oil Channel



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SAT573K

# OVERHAUL

[RE4F04B]

## Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

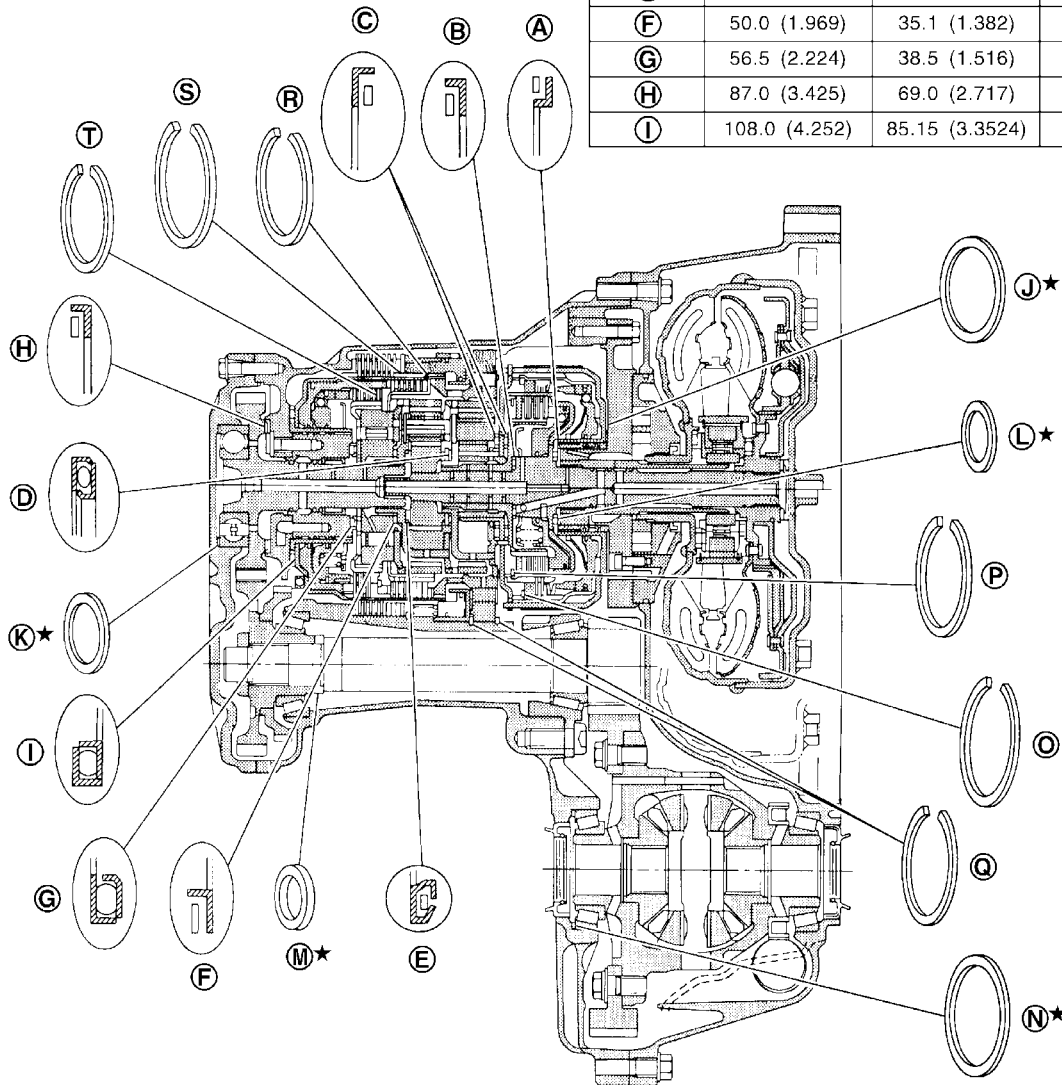
ECS0067C

Outer diameter of thrust washers

Item number	Outer diameter mm (in)	Parts number*
<b>J</b> ★	76.0 (2.992)	31508 80X13 - 31508 80X20
<b>K</b> ★	80.0 (3.150)	31438 80X60 - 31438 80X70

Outer and inner diameter of needle bearings

Item number	Outer diameter mm (in)	Inner diameter mm (in)	Parts number*
<b>A</b>	50.0 (1.969)	35.1 (1.382)	31407 80X10
<b>B</b>	42.0 (1.654)	23.7 (0.933)	31407 80X01
<b>C</b>	70.0 (2.756)	50.0 (1.969)	31407 80X09
<b>D</b>	51.0 (2.008)	33.1 (1.303)	31407 80X02
<b>E</b>	48.0 (1.890)	30.0 (1.181)	31407 80X03
<b>F</b>	50.0 (1.969)	35.1 (1.382)	31407 80X10
<b>G</b>	56.5 (2.224)	38.5 (1.516)	31407 80X08
<b>H</b>	87.0 (3.425)	69.0 (2.717)	31407 80X07
<b>I</b>	108.0 (4.252)	85.15 (3.3524)	31407 80X06



Outer & inner diameter of bearing races, adjusting shims and adjusting spacer

Item number	Outer diameter mm (in)	Inner diameter mm (in)	Parts number*
<b>L</b> ★	51.0 (2.008)	36.0 (1.417)	31435 80X00 - 31439 80X14
<b>M</b> ★	38.0 (1.496)	28.1 (1.106)	31439 85X01 - 31439 85X06 31439 83X11 - 31439 83X24 31439 81X00 - 31439 81X24 31439 81X46 - 31439 81X49 31439 81X60 - 31439 81X74
<b>N</b> ★	75.0 (2.953)	67.0 (2.638)	31438 80X00 - 31439 80X11

Outer diameter of snap rings

Item number	Outer diameter mm (in)	Parts number*
<b>O</b>	150 (5.91)	31506 80X13
<b>P</b>	119.1 (4.689)	31506 80X06
<b>Q</b>	182.8 (7.197)	31506 80X08
<b>R</b>	144.8 (5.701)	31506 80X03
<b>S</b>	173.8 (6.843)	31506 80X09
<b>T</b>	133.9 (5.272)	31506 80X01

★ : Select proper thickness.

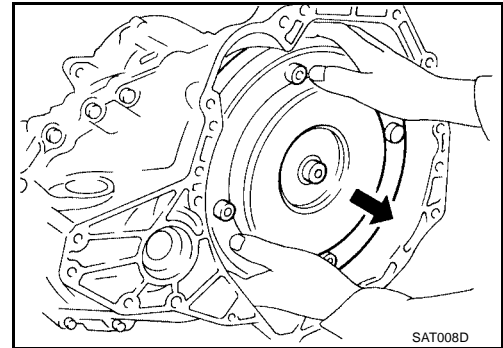
\* : Always check with the Parts Department for the latest parts information.

SAT565K

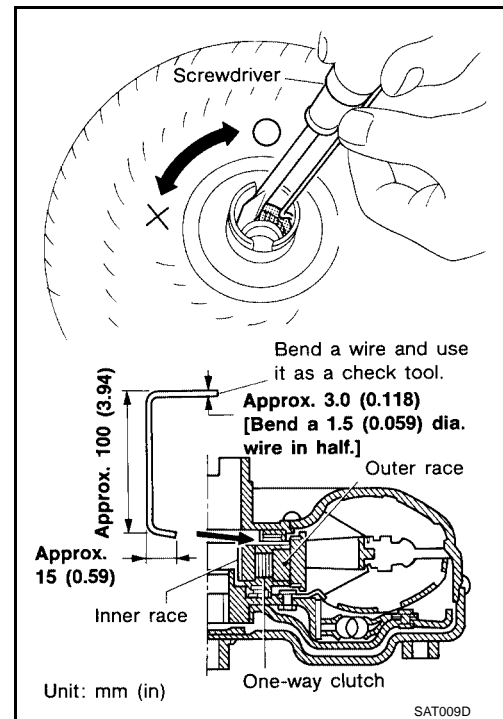
## DISASSEMBLY

## Disassembly

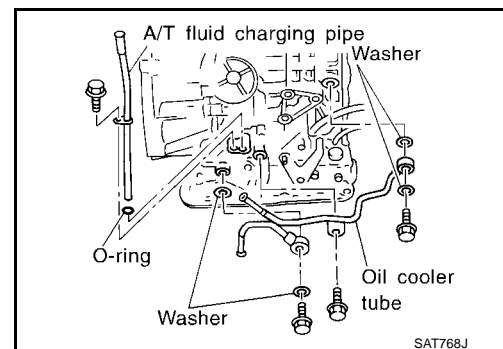
1. Drain ATF through drain plug.
2. Remove torque converter.



3. Check torque converter one-way clutch using check tool.
  - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
  - b. When fixing bearing support with check tool, rotate one-way clutch spline using screwdriver.
  - c. Check that inner race rotates clockwise only. If not, replace torque converter assembly.



4. Remove A/T fluid charging pipe and fluid cooler tube.

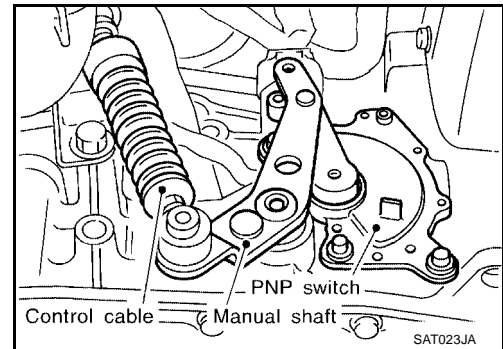




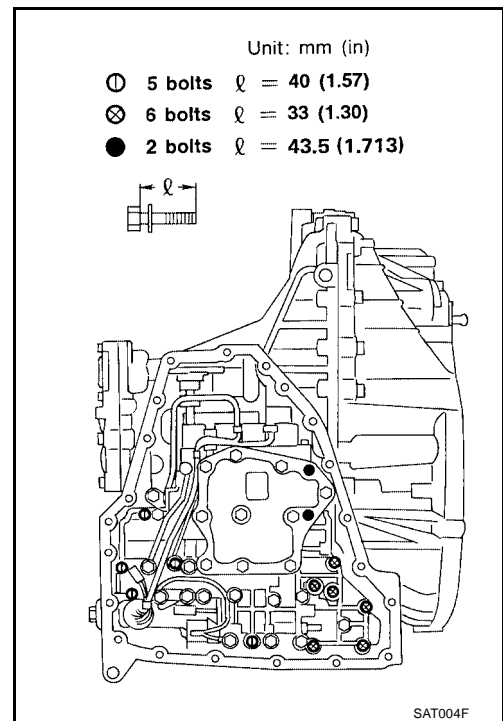
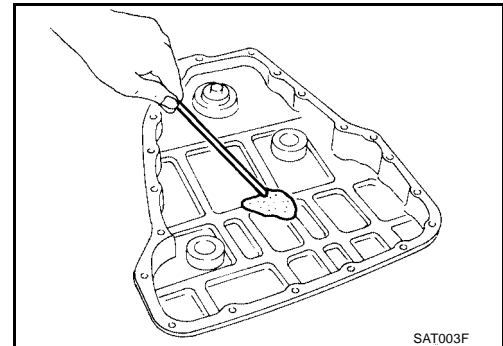
# DISASSEMBLY

[RE4F04B]

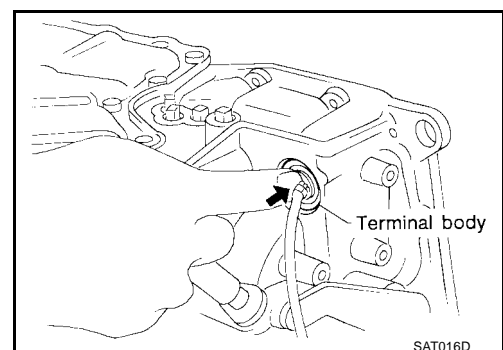
5. Set manual shaft to position P.
6. Remove park/neutral position (PNP) switch.



7. Remove oil pan and oil pan gasket.
  - **Always replace oil pan bolts as they are self-sealing bolts.**
8. Check foreign materials in oil pan to help determine causes of malfunction. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.
  - **If frictional material is detected, replace radiator after repair of A/T. Refer to [CO-30, "RADIATOR"](#) .**
9. Remove control valve assembly according to the following procedures.
  - a. Remove control valve assembly mounting bolts I , X and ●.
  - b. Remove snap ring from terminal cord assembly connector.



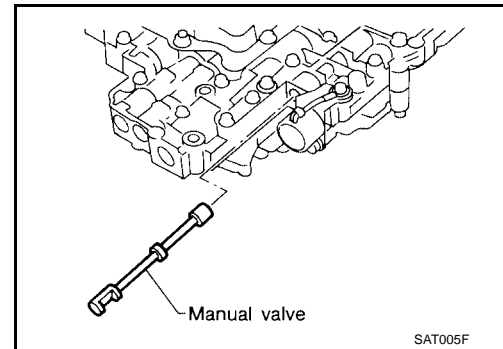
- c. Push terminal body into transmission case and draw out solenoid harness.



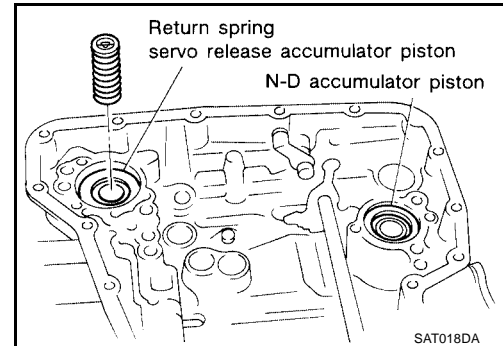
# DISASSEMBLY

[RE4F04B]

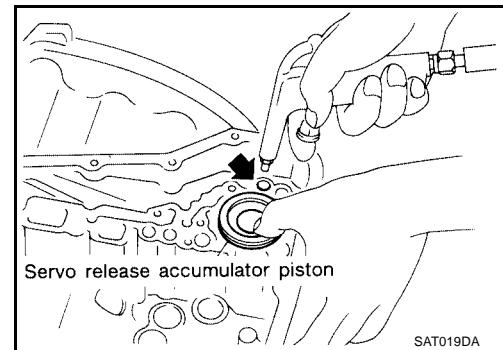
10. Remove manual valve from control valve assembly.



11. Remove return spring from servo release accumulator piston.

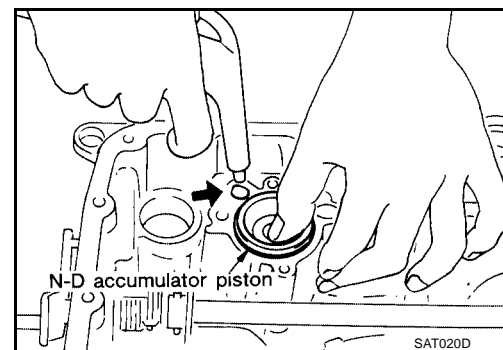


12. Remove servo release accumulator piston with compressed air.



13. Remove O-rings from servo release accumulator piston.

14. Remove N-D accumulator piston and return spring with compressed air.



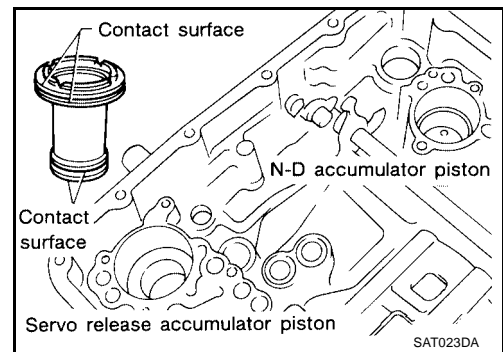
15. Remove O-rings from N-D accumulator piston.

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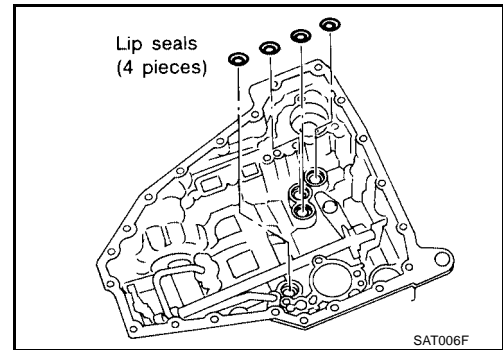
# DISASSEMBLY

[RE4F04B]

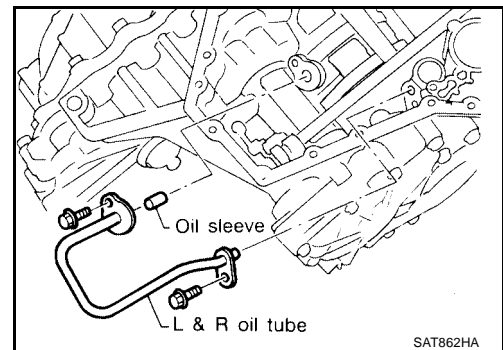
16. Check accumulator pistons and contact surface of transmission case for damage.



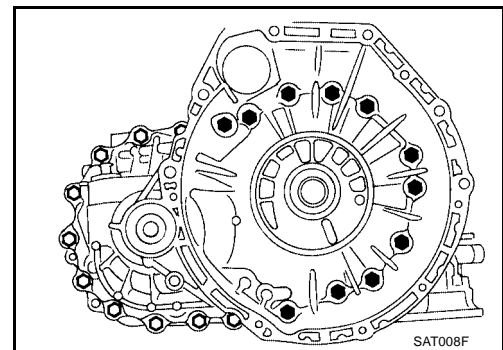
17. Check accumulator return springs for damage and free length.  
18. Remove lip seals.



19. Remove L & R oil tube and oil sleeve.



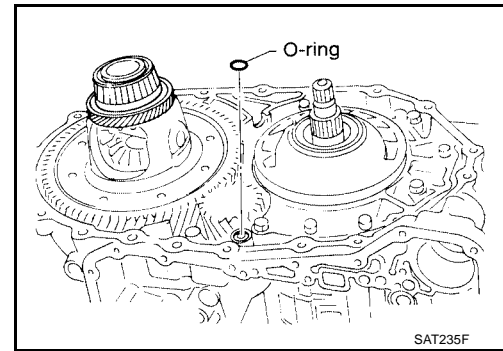
20. Remove converter housing according to the following procedures.  
a. Remove converter housing mounting bolts.  
b. Remove converter housing by tapping it lightly.



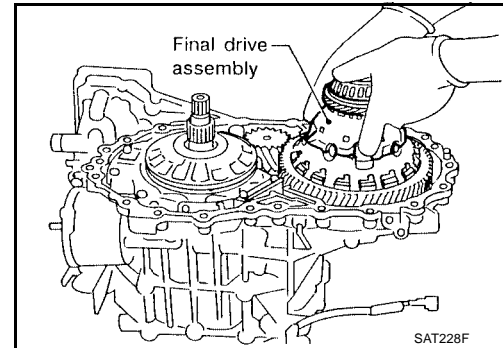
# DISASSEMBLY

[RE4F04B]

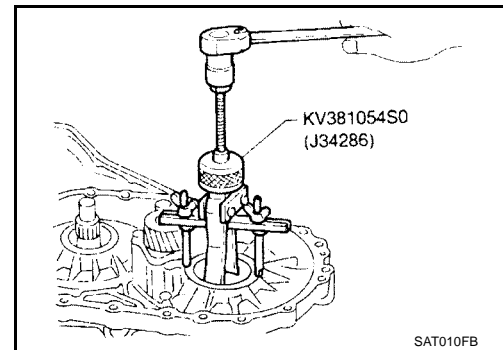
c. Remove O-ring from differential oil port.



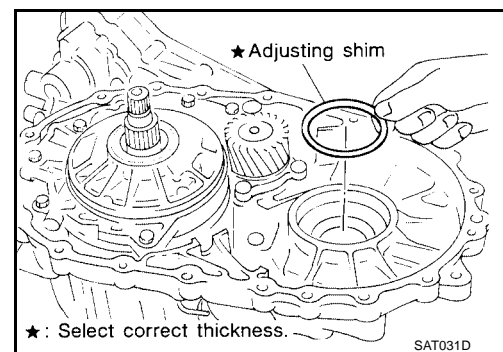
21. Remove final drive assembly from transmission case.



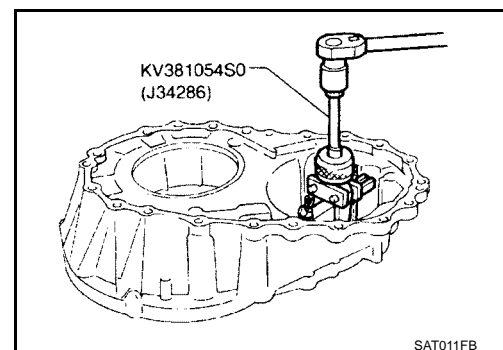
22. Remove differential side bearing outer race and side bearing adjusting shim from transmission case.



23. Remove differential side bearing adjusting shim from transmission case.



24. Remove differential side bearing outer race from converter housing.



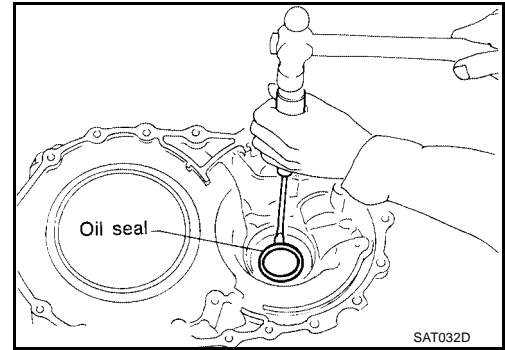
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# DISASSEMBLY

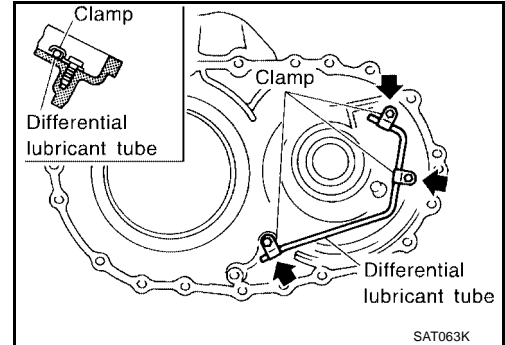
[RE4F04B]

25. Remove oil seal with screwdriver from converter housing.

- Be careful not to damage case.

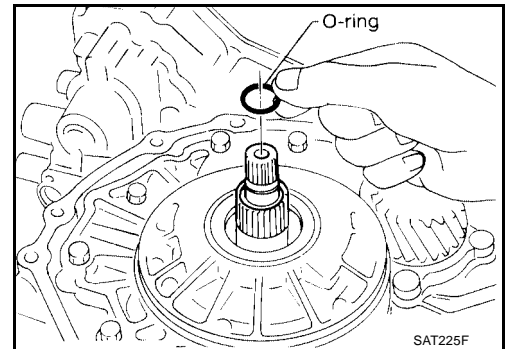


26. Remove differential lubricant tube from converter housing.

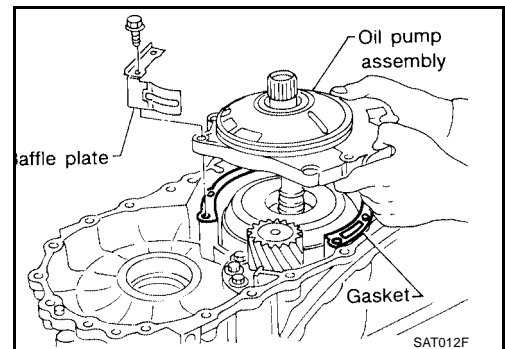


27. Remove oil pump according to the following procedures.

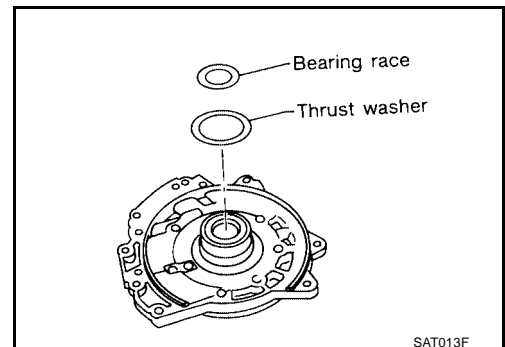
a. Remove O-ring from input shaft.



b. Remove oil pump assembly, baffle plate and gasket from transmission case.



c. Remove thrust washer and bearing race from oil pump assembly.



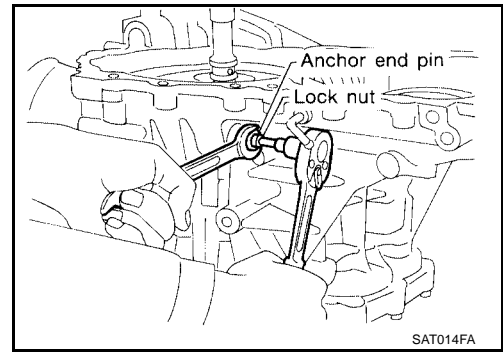
# DISASSEMBLY

[RE4F04B]

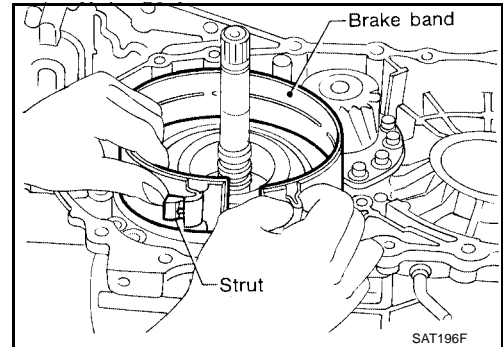
28. Remove brake band according to the following procedures.

a. Loosen lock nut, then back off anchor end pin.

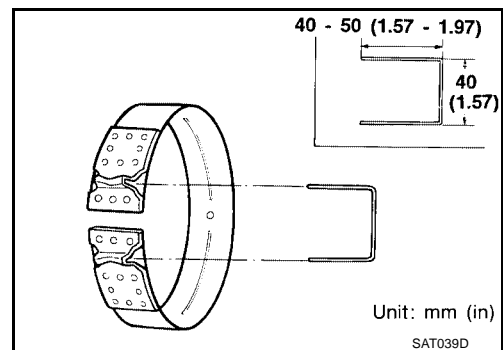
- Do not reuse anchor end pin.



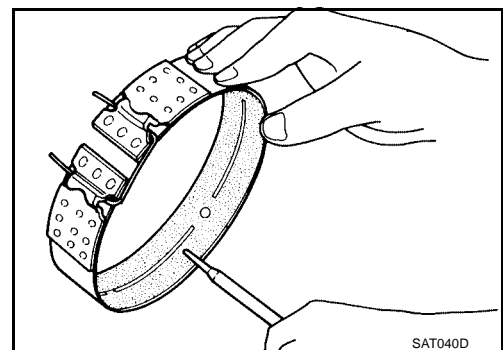
b. Remove brake band and strut from transmission case.



- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown. Leave the clip in position after removing the brake band.

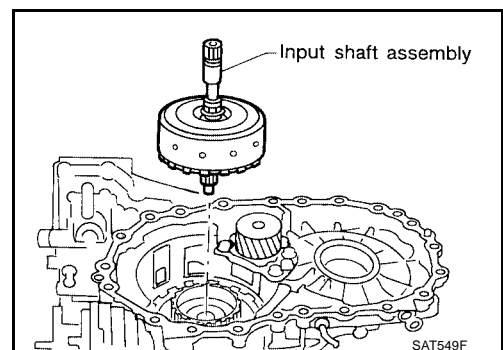


c. Check brake band facing for damage, cracks, wear or burns.



29. Remove input shaft assembly (high clutch) and reverse clutch according to the following procedures.

a. Remove input shaft assembly (high clutch) with reverse clutch.

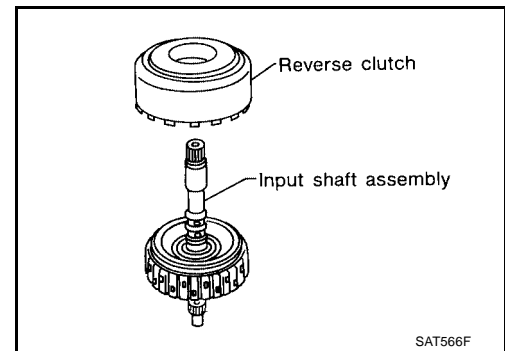


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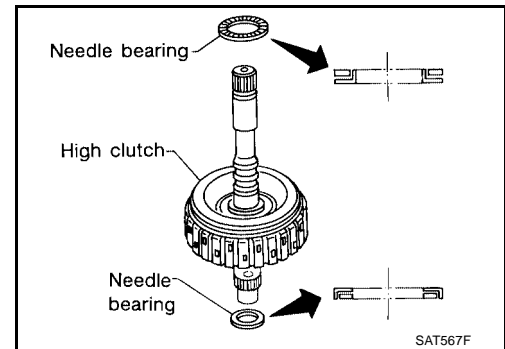
# DISASSEMBLY

[RE4F04B]

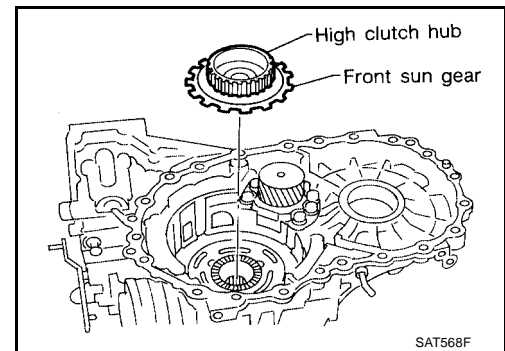
- b. Remove input shaft assembly (high clutch) from reverse clutch.



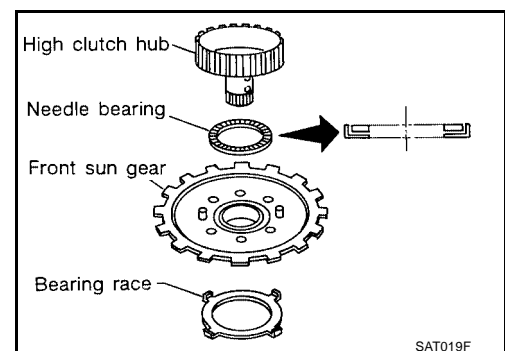
- c. Remove needle bearings from high clutch drum and check for damage or wear.



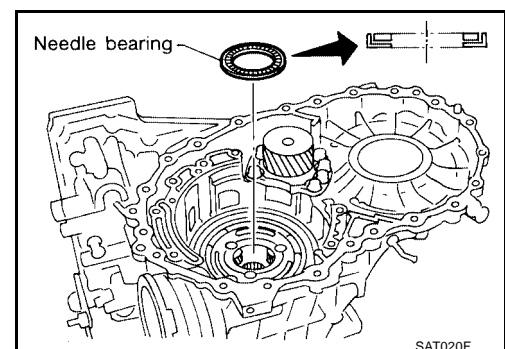
- d. Remove high clutch hub and front sun gear from transmission case.



- e. Remove front sun gear and needle bearing from high clutch hub and check for damage or wear.
- f. Remove bearing race from front sun gear and check for damage or wear.



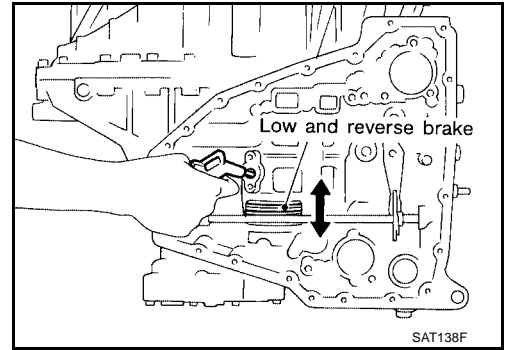
30. Remove needle bearing from transmission case and check for damage or wear.



# DISASSEMBLY

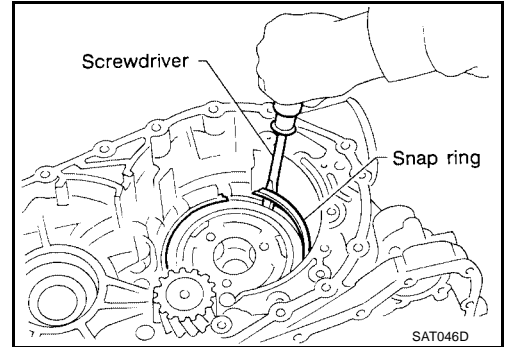
[RE4F04B]

31. Apply compressed air and check to see that low and reverse brake operates.

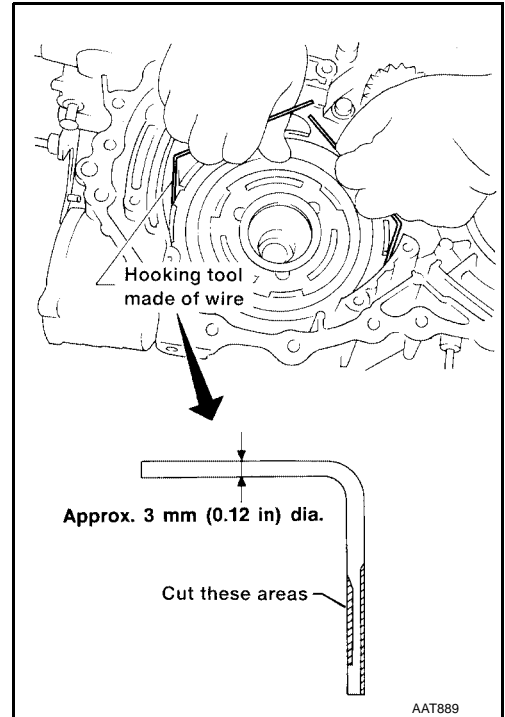


32. Remove low one-way clutch and front planetary carrier assembly according to the following procedures.

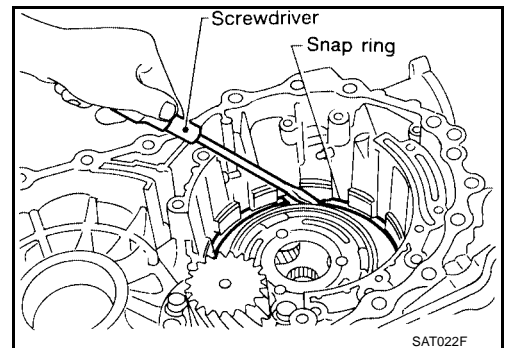
- a. Remove snap ring with flat-bladed screwdriver.



- b. Remove low one-way clutch with a hook made of wire.



- c. Remove snap ring with flat-bladed screwdriver.



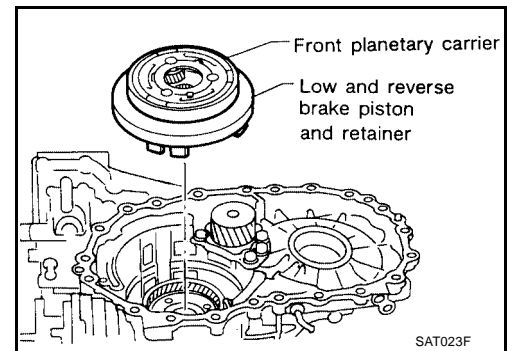
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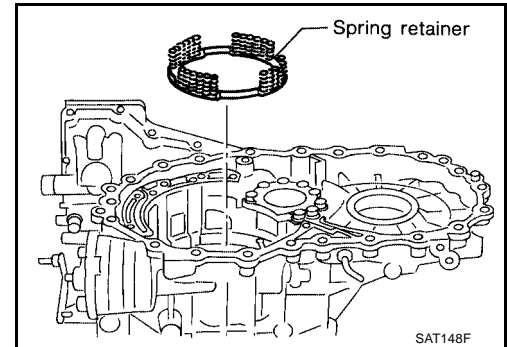
# DISASSEMBLY

[RE4F04B]

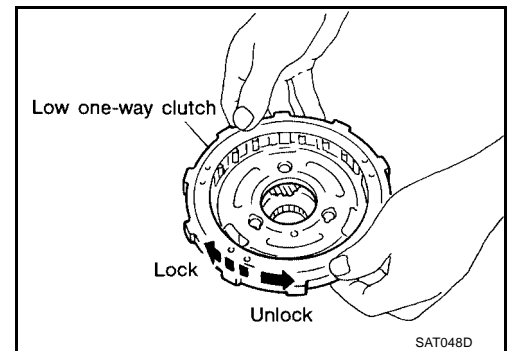
- d. Remove front planetary carrier with low and reverse brake piston and retainer.



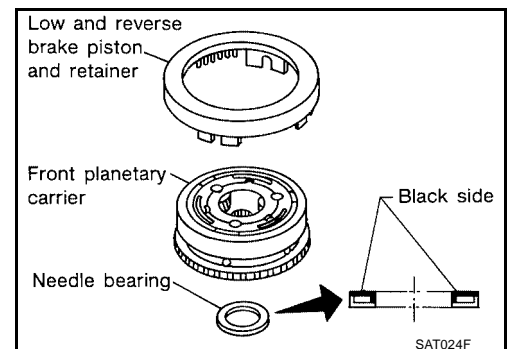
- e. Remove low and reverse brake spring retainer.  
● Do not remove return springs from spring retainer.



- f. Check that low one-way clutch rotates in the direction of the arrow and locks in the opposite direction.



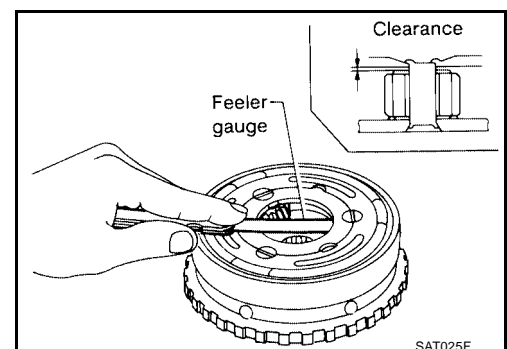
- g. Remove needle bearing, low and reverse brake piston and retainer from front planetary carrier.  
h. Check front planetary carrier, low one-way clutch and needle bearing for damage or wear.



- i. Check clearance between planetary gears and planetary carrier with feeler gauge.

**Standard clearance** : 0.20 - 0.70 mm (0.0079 - 0.0276 in)  
**Allowable limit** : 0.80 mm (0.0315 in)

Replace front planetary carrier if the clearance exceeds allowable limit.

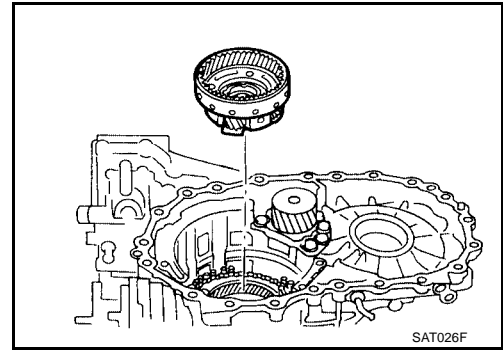


# DISASSEMBLY

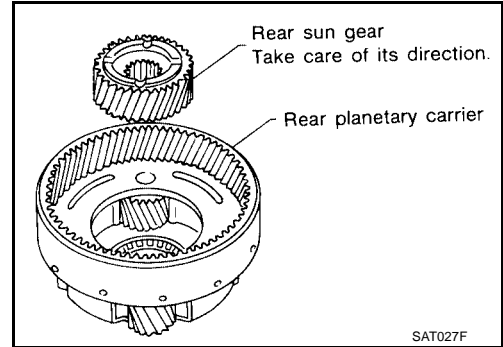
[RE4F04B]

33. Remove rear planetary carrier assembly and rear sun gear according to the following procedures.

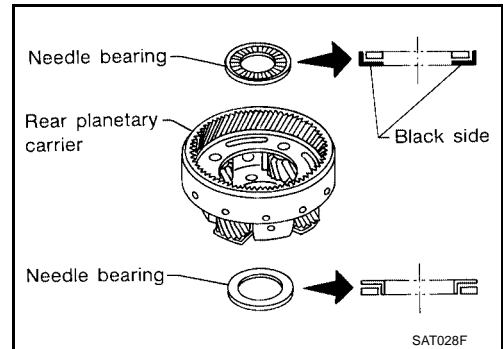
a. Remove rear planetary carrier assembly from transmission case.



b. Remove rear sun gear from rear planetary carrier.



c. Remove needle bearings from rear planetary carrier assembly.

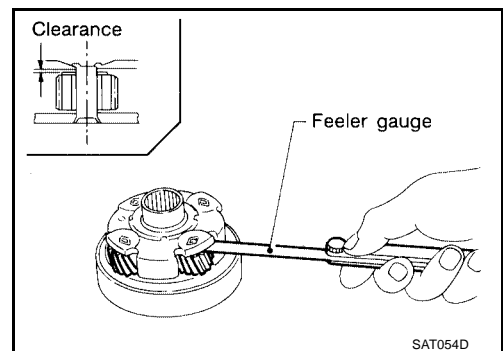


d. Check rear planetary carrier, rear sun gear and needle bearings for damage or wear.

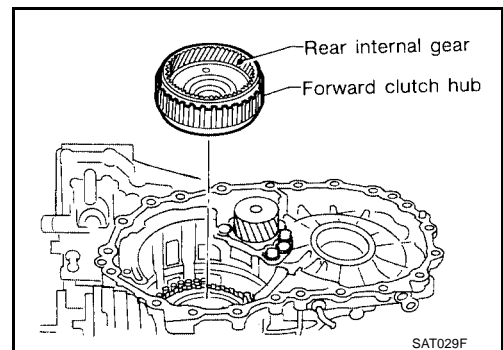
e. Check clearance between pinion washer and rear planetary carrier with feeler gauge.

**Standard clearance** : 0.20 - 0.70 mm (0.0079 - 0.0276 in)  
**Allowable limit** : 0.80 mm (0.0315 in)

Replace rear planetary carrier if the clearance exceeds allowable limit.



34. Remove rear internal gear and forward clutch hub from transmission case.

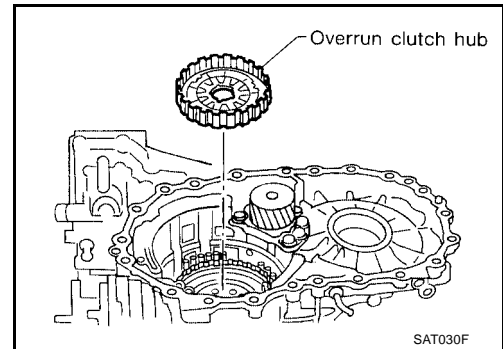


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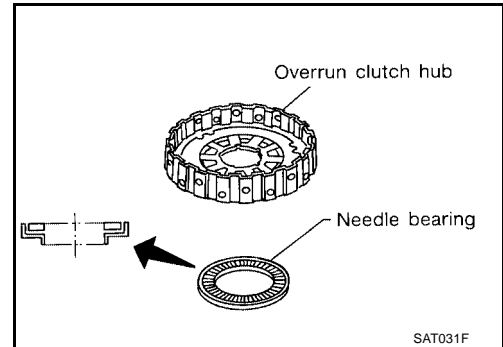
# DISASSEMBLY

[RE4F04B]

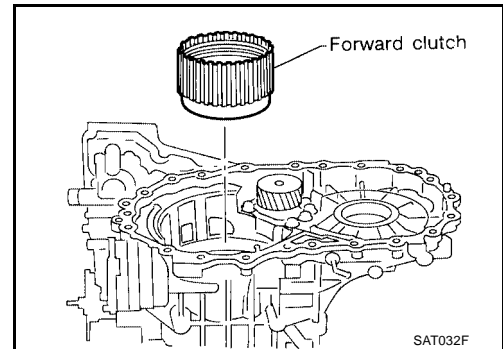
35. Remove overrun clutch hub from transmission case.



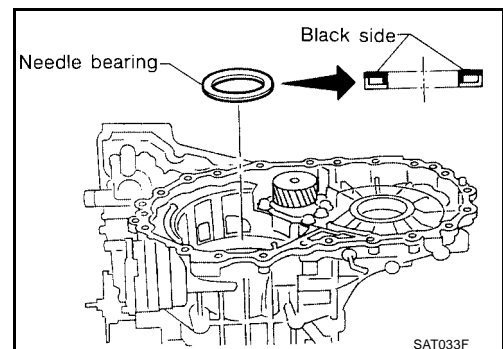
36. Remove needle bearing from overrun clutch hub and check for damage or wear.



37. Remove forward clutch assembly from transmission case.



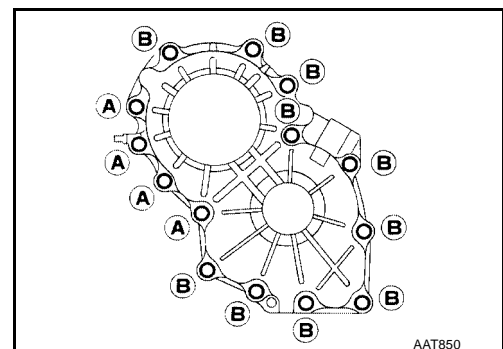
38. Remove needle bearing from transmission case.



39. Remove output shaft assembly according to the following procedures.

a. Remove side cover bolts.

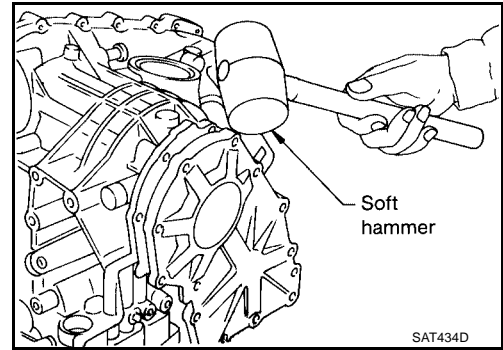
- Do not mix bolts A and B.
- Always replace bolts A as they are self-sealing bolts.



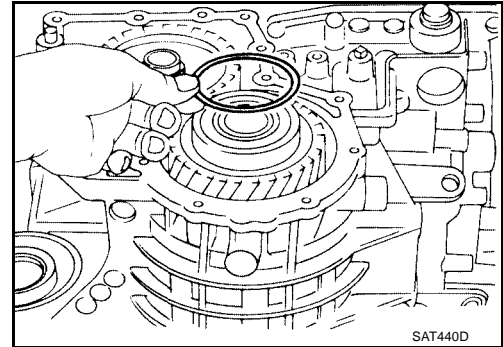
# DISASSEMBLY

[RE4F04B]

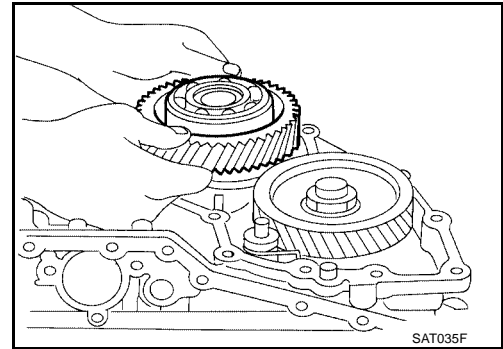
- b. Remove side cover by lightly tapping it with a soft hammer.
- Be careful not to drop output shaft assembly. It might come out when removing side cover.



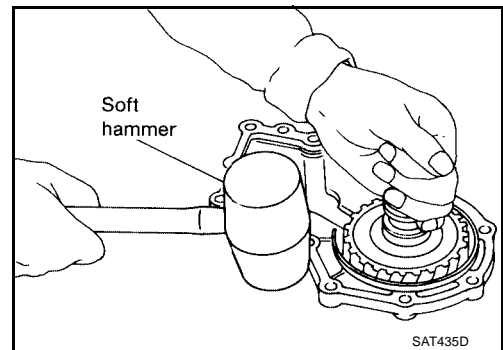
- c. Remove adjusting shim.



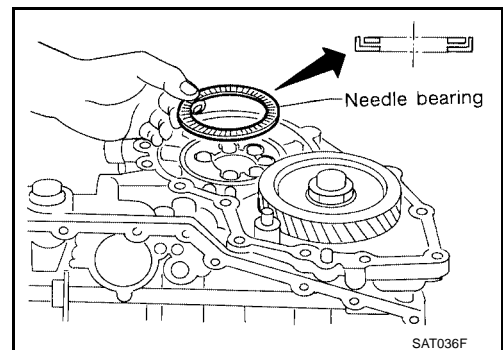
- d. Remove output shaft assembly.



- If output shaft assembly came off with side cover, tap cover with a soft hammer to separate.



- e. Remove needle bearing.



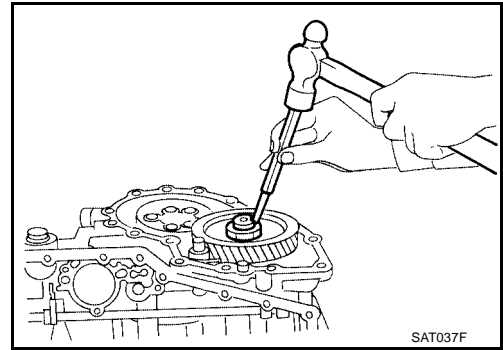
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# DISASSEMBLY

[RE4F04B]

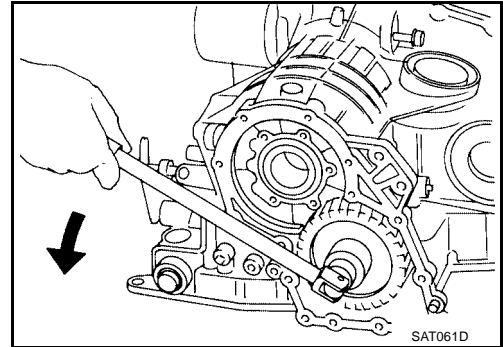
40. Disassemble reduction pinion gear according to the following procedures.

- a. Set manual shaft to position P to fix idler gear.
- b. Unlock idler gear lock nut using a pin punch.

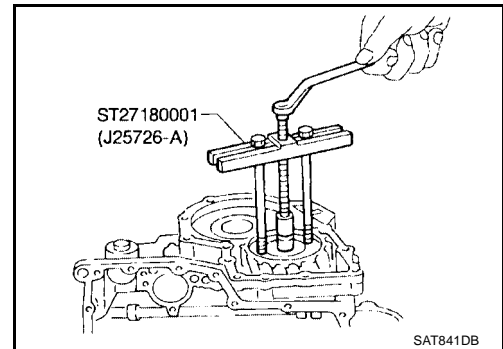


c. Remove idler gear lock nut.

- **Do not reuse idler gear lock nut.**

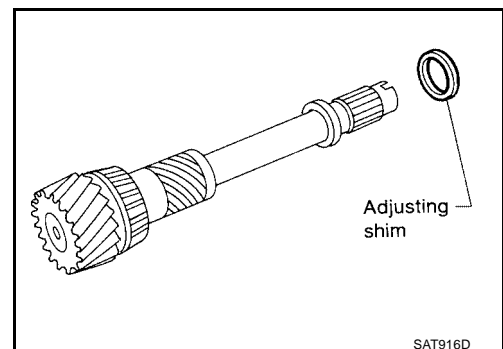


d. Remove idler gear with puller.



e. Remove reduction pinion gear.

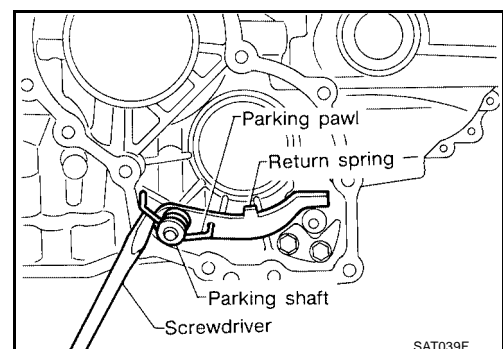
f. Remove adjusting shim from reduction pinion gear.



41. Remove return spring from parking shaft with screwdriver.

42. Draw out parking shaft and remove parking pawl from transmission case.

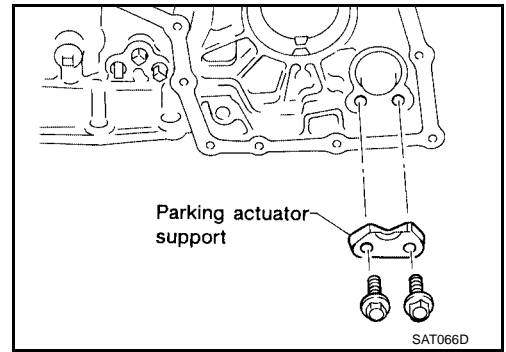
43. Check parking pawl and shaft for damage or wear.



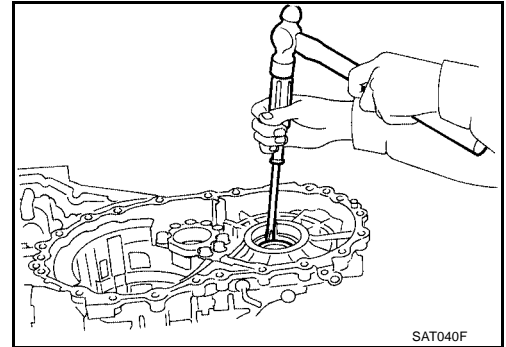
# DISASSEMBLY

[RE4F04B]

- 44. Remove parking actuator support from transmission case.
- 45. Check parking actuator support for damage or wear.



- 46. Remove side oil seal with screwdriver from transmission case.



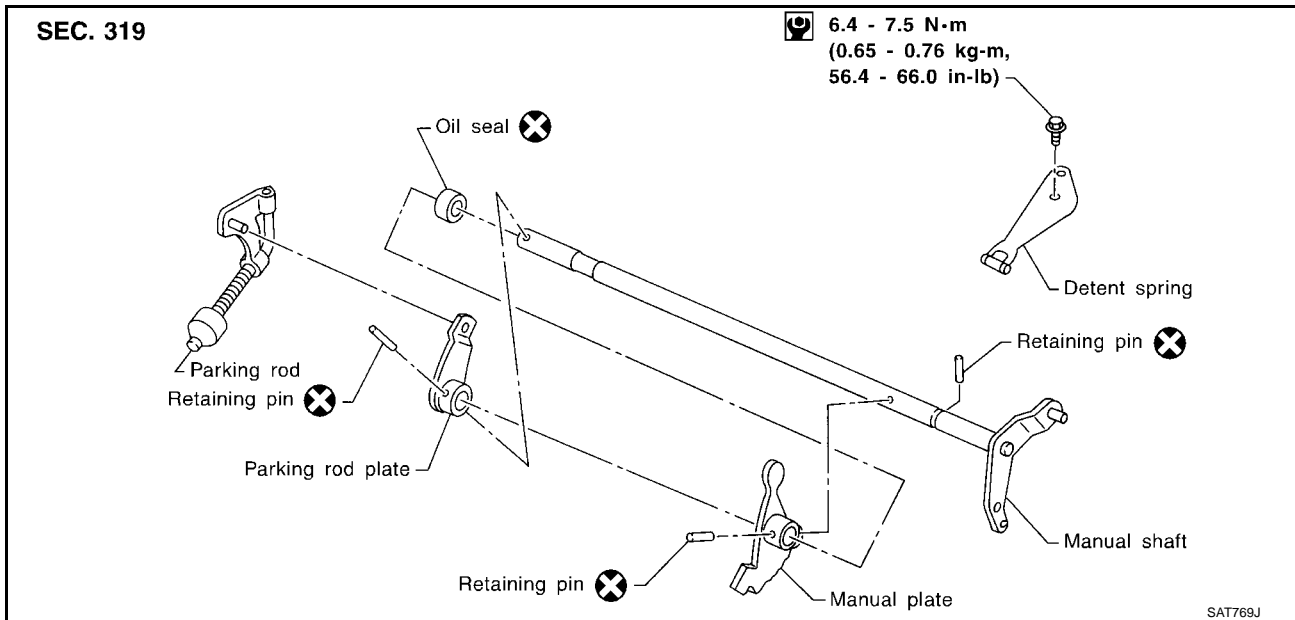
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REPAIR FOR COMPONENT PARTS

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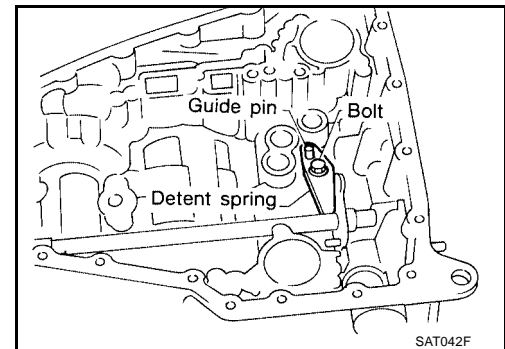
Manual Shaft  
COMPONENTS

ECS0067E

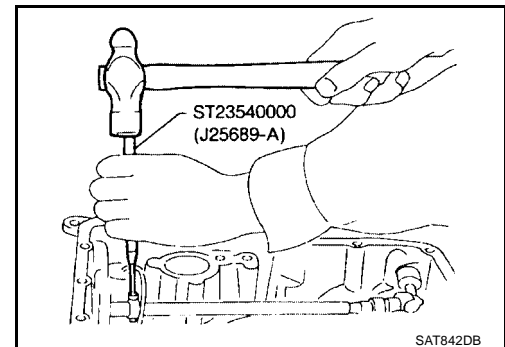


REMOVAL

1. Remove detent spring from transmission case.



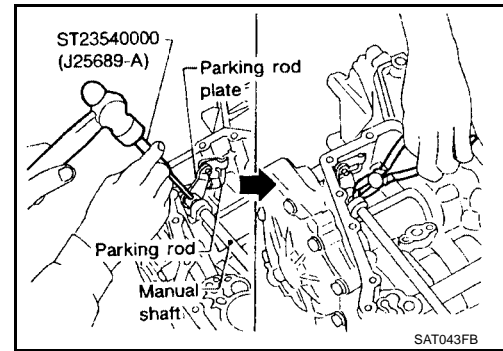
2. Drive out manual plate retaining pin.



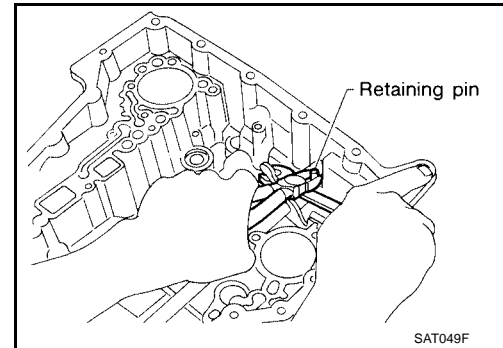
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

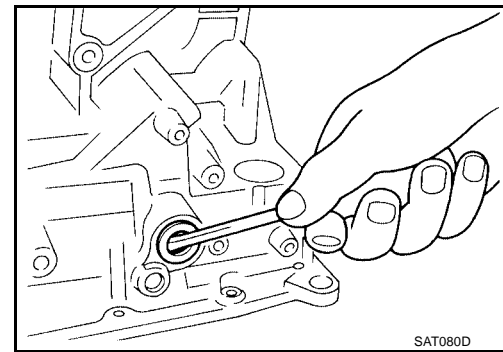
3. Drive and pull out parking rod plate retaining pin.
4. Remove parking rod plate from manual shaft.
5. Draw out parking rod from transmission case.



6. Pull out manual shaft retaining pin.
7. Remove manual shaft and manual plate from transmission case.



8. Remove manual shaft oil seal.

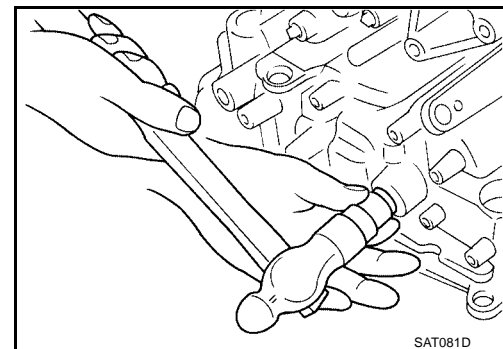


## INSPECTION

- Check component parts for wear or damage. Replace if necessary.

## INSTALLATION

1. Install manual shaft oil seal.
  - Apply ATF to outer surface of oil seal.



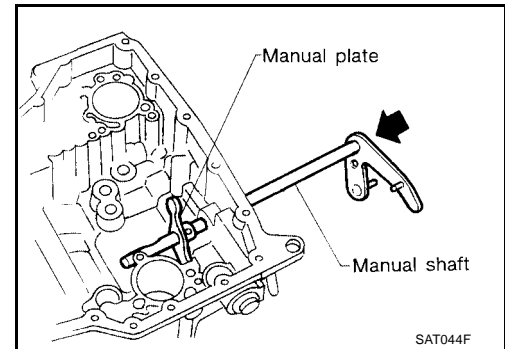
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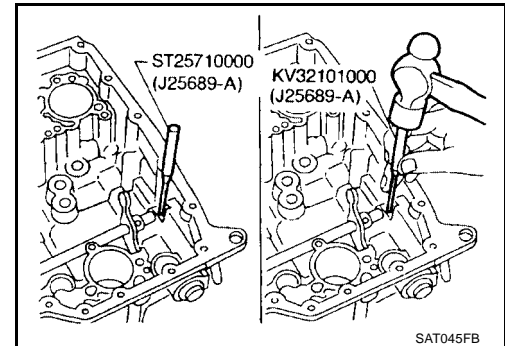
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

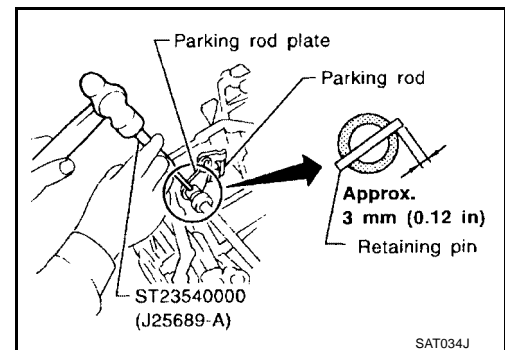
2. Install manual shaft and manual plate.



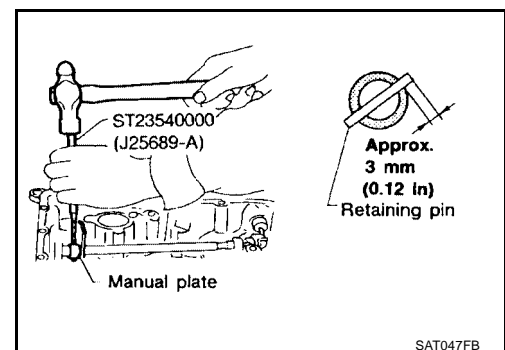
3. Align groove of manual shaft and hole of transmission case.  
4. Install manual shaft retaining pin up to bottom of hole.



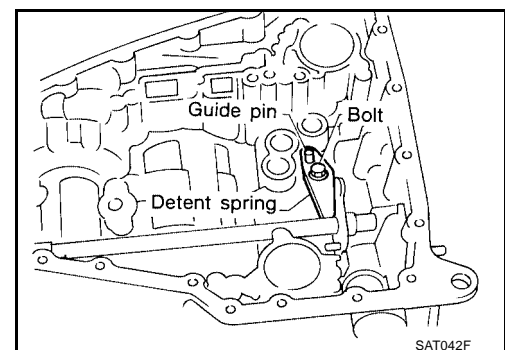
5. Install parking rod to parking rod plate.  
6. Set parking rod assembly onto manual shaft and drive retaining pin.  
● Both ends of pin should protrude.



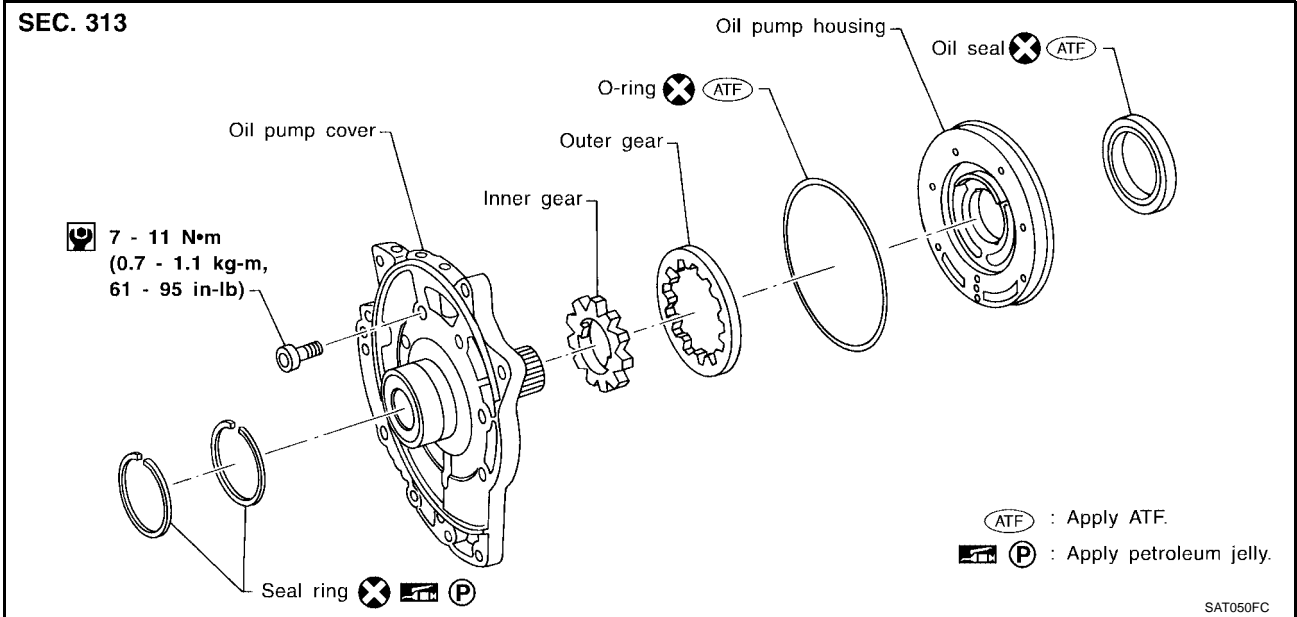
7. Drive manual plate retaining pin.  
● Both ends of pin should protrude.



8. Install detent spring. Tighten detent spring bolts to the specified torque. Refer to [AT-672, "COMPONENTS"](#).

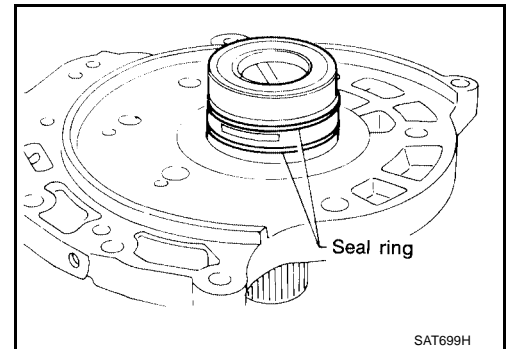


### Oil Pump COMPONENTS

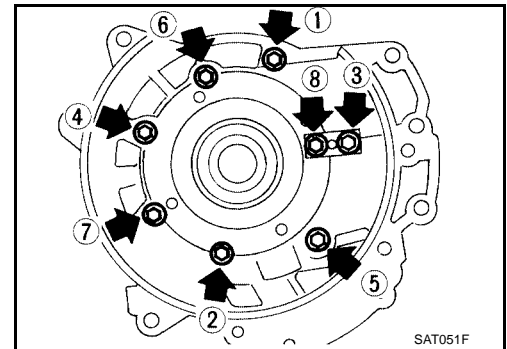


### DISASSEMBLY

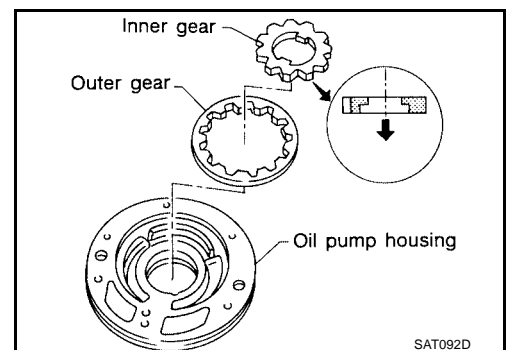
1. Remove seal rings.



2. Loosen bolts in a crisscross pattern and remove oil pump cover.

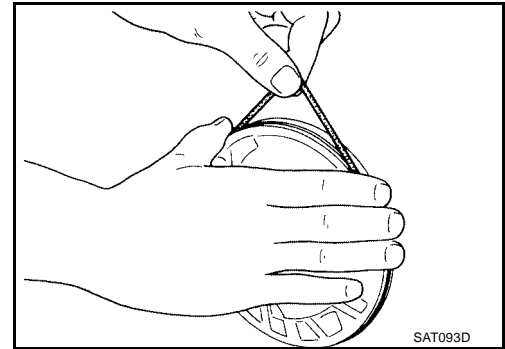


3. Remove inner and outer gear from oil pump housing.

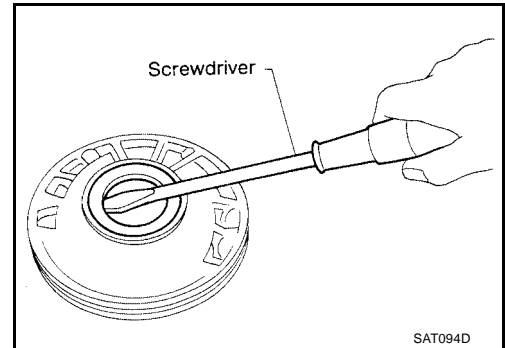


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- Remove O-ring from oil pump housing.



- Remove oil pump housing oil seal.



## INSPECTION

### Oil Pump Housing, Oil Pump Cover, Inner Gear and Outer Gear

- Check for wear or damage.

#### Side Clearances

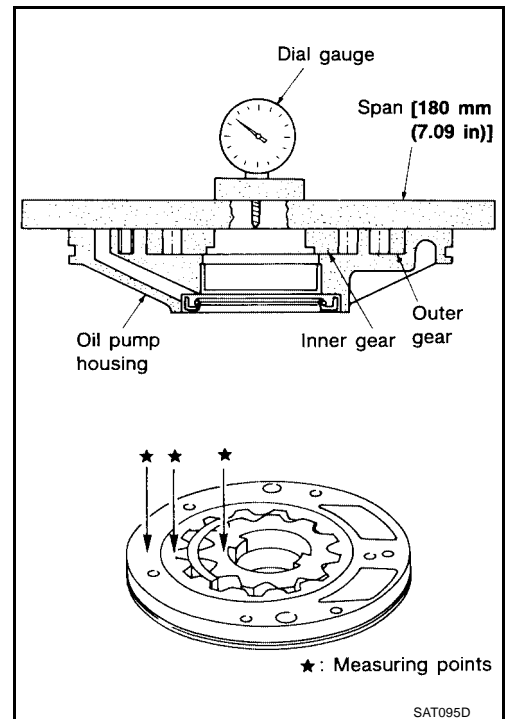
- Measure side clearance of inner and outer gears in at least four places around each outside edge. Maximum measured values should be within specified positions.

**Standard clearance** : 0.030 - 0.050 mm  
(0.0012 - 0.0020 in)

- If clearance is less than standard, select inner and outer gear as a set so that clearance is within specifications.

**Inner and outer gear** : Refer to [AT-757, "OIL PUMP"](#) .

- If clearance is more than standard, replace whole oil pump assembly except oil pump cover.



# REPAIR FOR COMPONENT PARTS

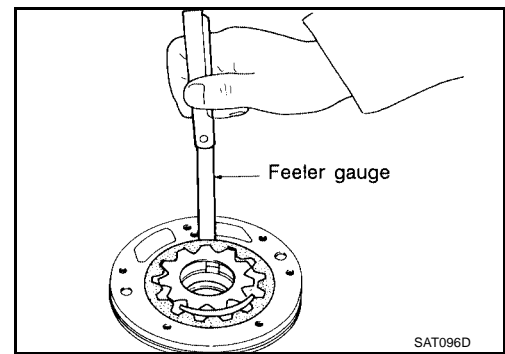
[RE4F04B]

- Measure clearance between outer gear and oil pump housing.

**Standard clearance** : 0.111 - 0.181 mm  
(0.0044 - 0.0071 in)

**Allowable limit** : 0.181 mm (0.0071 in)

- If not within allowable limit, replace whole oil pump assembly except oil pump cover.



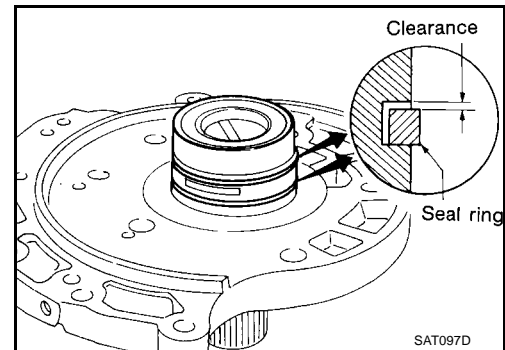
## SEAL RING CLEARANCE

- Measure clearance between seal ring and ring groove.

**Standard clearance** : 0.1 - 0.25 mm  
(0.0039 - 0.0098 in)

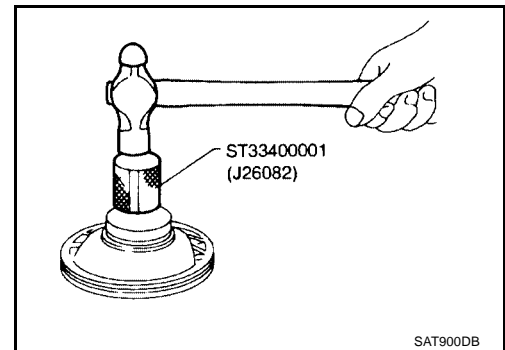
**Allowable limit** : 0.25 mm (0.0098 in)

- If not within allowable limit, replace oil pump cover assembly.

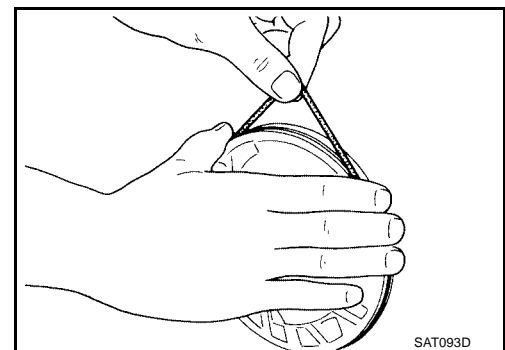


## ASSEMBLY

1. Install oil seal on oil pump housing.



2. Install O-ring on oil pump housing.
  - Apply ATF to O-ring.



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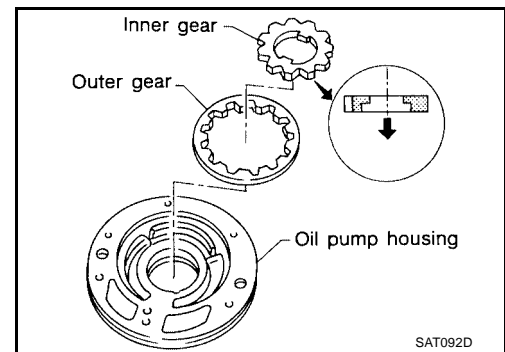
M

## REPAIR FOR COMPONENT PARTS

[RE4F04B]

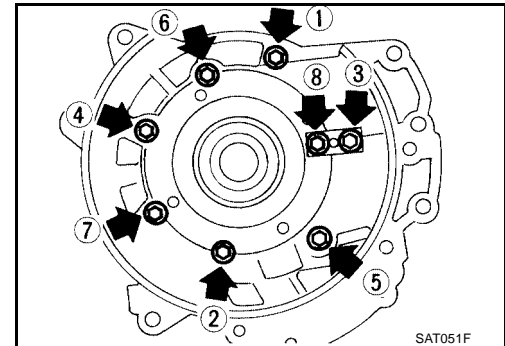
3. Install inner and outer gears on oil pump housing.

- Be careful of direction of inner gear.



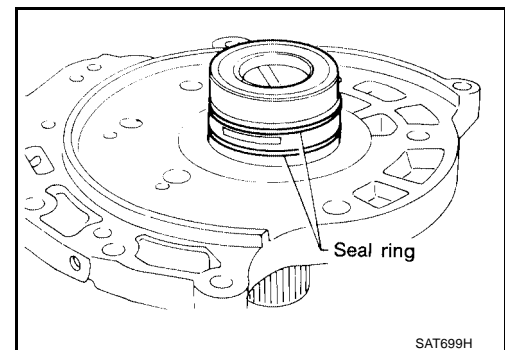
4. Install oil pump cover on oil pump housing.

- a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly on oil pump housing assembly, then remove masking tape.
- b. Tighten bolts in a crisscross pattern. Tighten oil pump cover bolts to the specified torque. Refer to [AT-675, "COMPONENTS"](#)



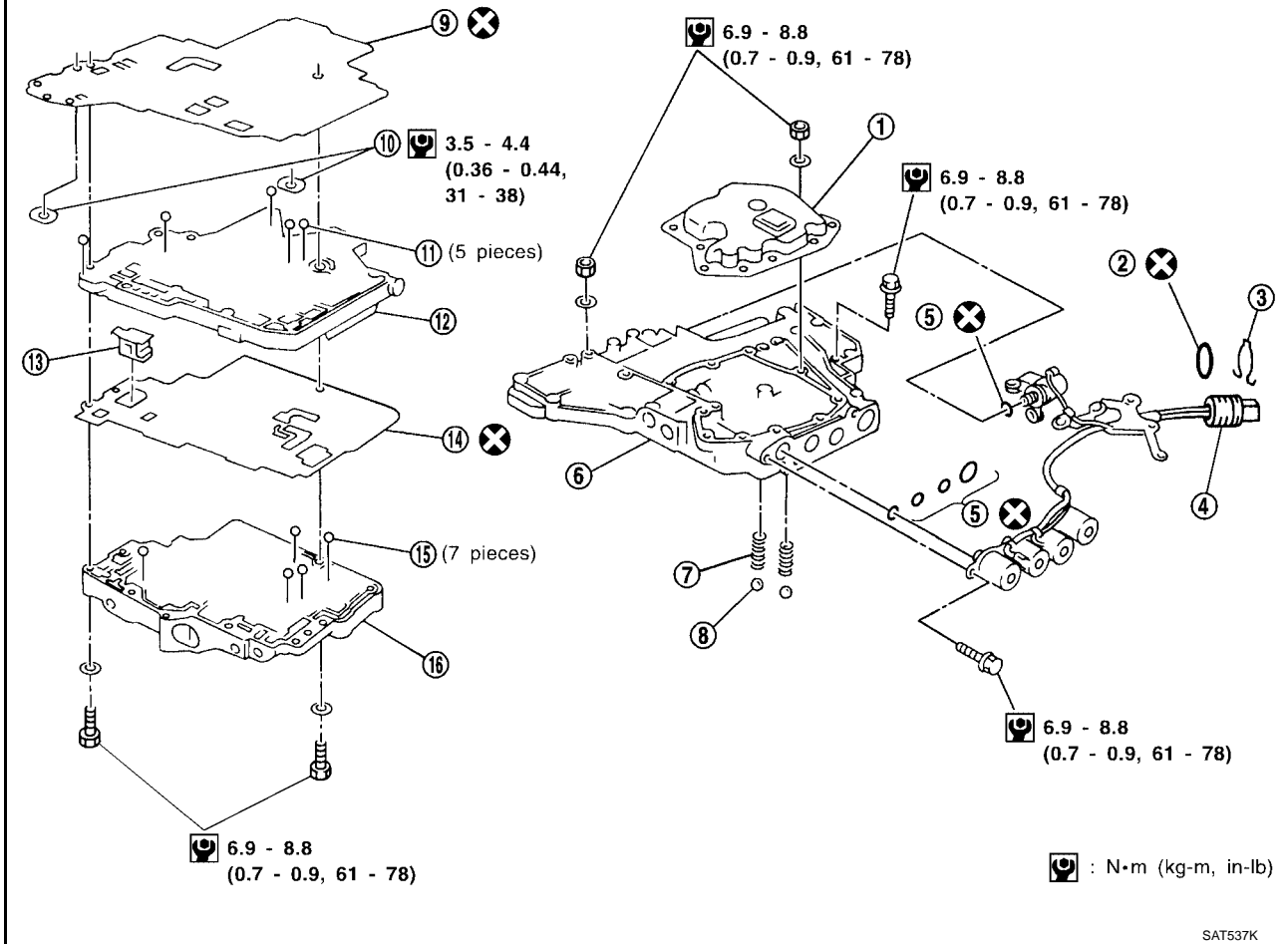
5. Install new seal rings carefully after packing ring groove with petroleum jelly.

- Do not spread gap of seal ring excessively while installing. The ring may be deformed.



**Control Valve Assembly  
COMPONENTS**

SEC. 317




- |                                   |                      |                              |
|-----------------------------------|----------------------|------------------------------|
| 1. Oil strainer                   | 2. O-ring            | 3. Snap ring                 |
| Terminal body                     | 5. O-rings           | 6. Control valve lower body  |
| 7. Oil cooler relief valve spring | 8. Check ball        | 9. Separating plate          |
| 10. Support plate                 | 11. Steel ball       | 12. Control valve inter body |
| 13. Pilot filter                  | 14. Separating plate | 15. Steel ball               |
| 16. Control valve upper body      |                      |                              |

**DISASSEMBLY**

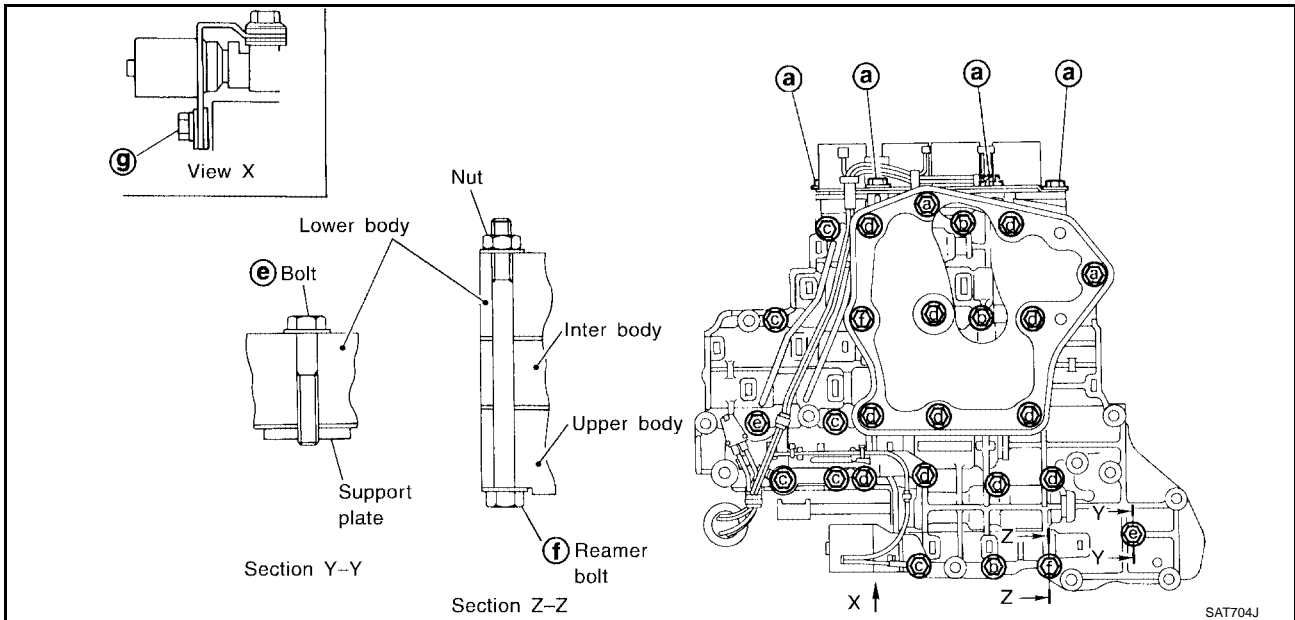
Disassemble upper, inter and lower bodies.

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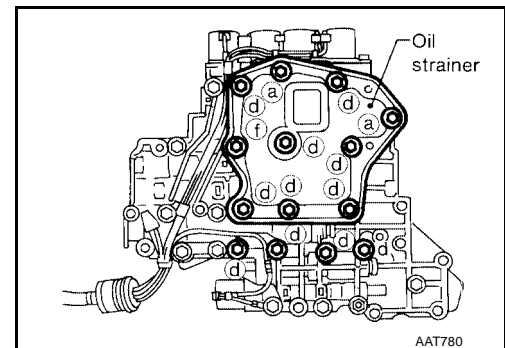
**Bolt length, number and location:**

Bolt symbol	a	b	c	d	e	f	g
Bolt length "ℓ" mm (in) 	13.5 (0.531)	58.0 (2.283)	40.0 (1.575)	66.0 (2.598)	33.0 (1.299)	78.0 (3.071)	18.0 (0.709)
Number of bolts	6	3	6	11	2	2	1

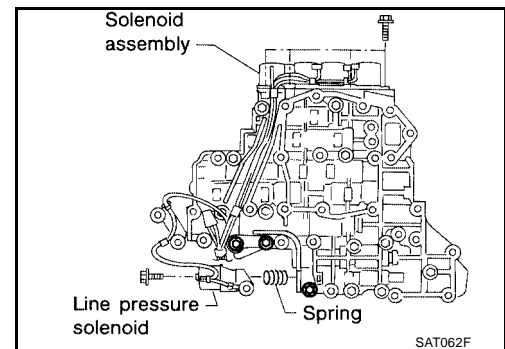
f: Reamer bolt and nut.



1. Remove bolts **a** , **d** and nut **f** and remove oil strainer from control valve assembly.



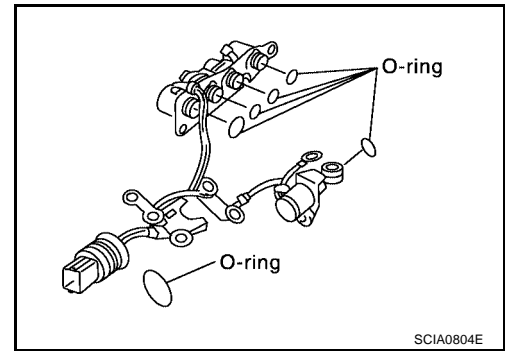
2. Remove solenoid valve assembly and line pressure solenoid valve from control valve assembly.



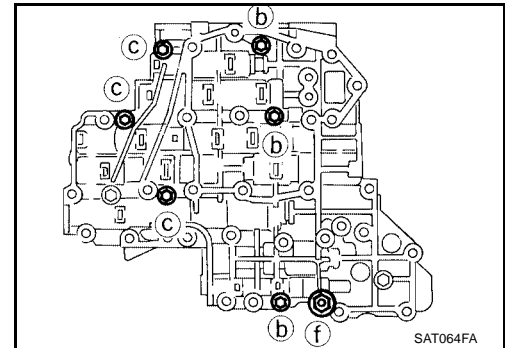
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

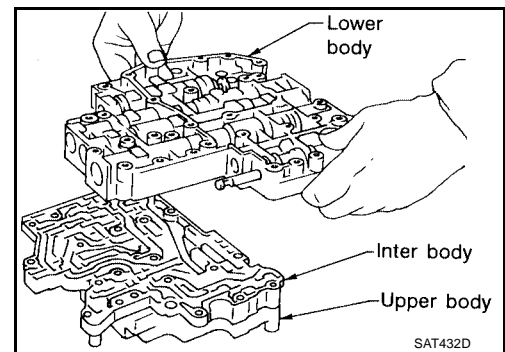
3. Remove O-rings from solenoid valves and terminal body.



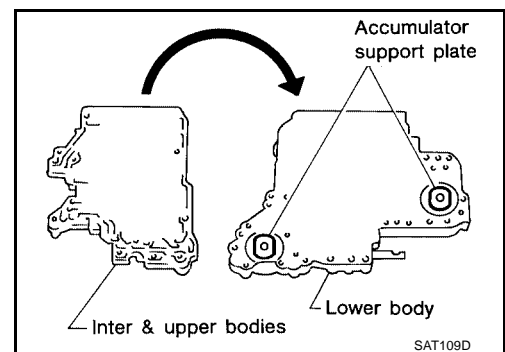
4. Place upper body facedown, and remove bolts **b** , **c** and nut **f** .



5. Remove inter body from lower body.



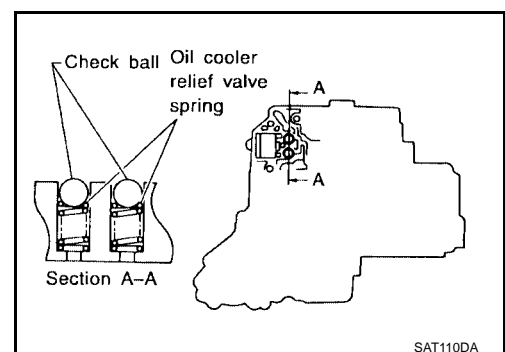
6. Turn over lower body, and remove accumulator support plate.



7. Remove bolts **e** , separating plate and separating gasket from lower body.

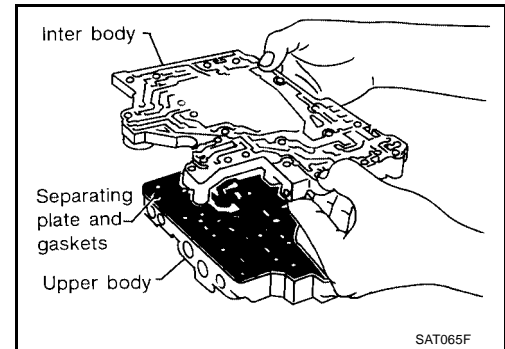
8. Remove check balls and oil cooler relief valve springs from lower body.

- Be careful not to lose check balls and oil cooler relief valve springs.



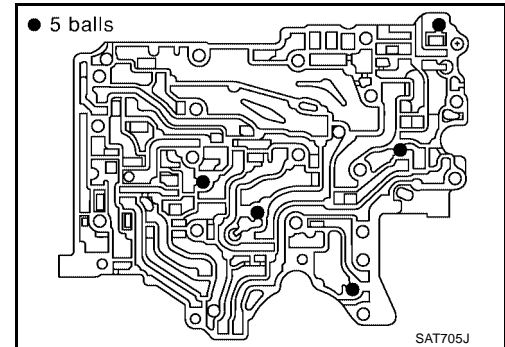


9. Remove inter body from upper body.



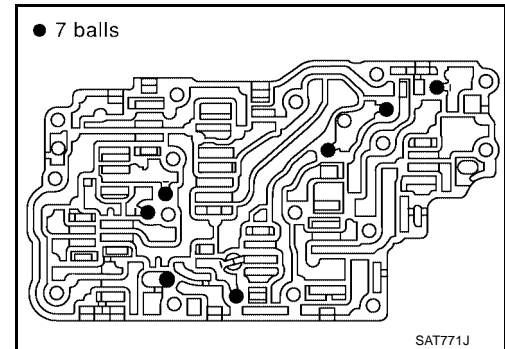
10. Check to see that steel balls are properly positioned in inter body and then remove them.

- Be careful not to lose steel balls.



11. Check to see that steel balls are properly positioned in upper body and then remove them.

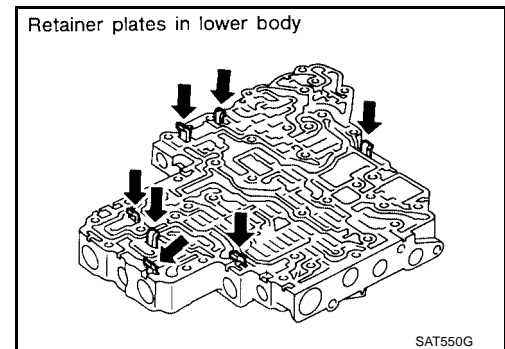
- Be careful not to lose steel balls.



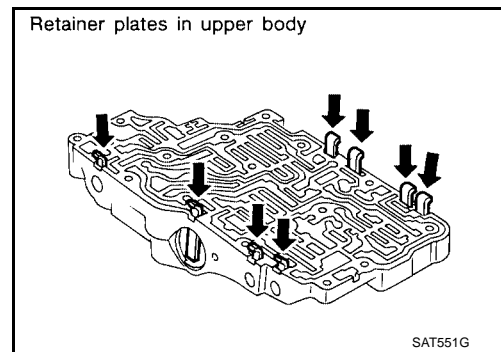
## INSPECTION

### Lower and Upper Bodies

- Check to see that retainer plates are properly positioned in lower body.



- Check to see that retainer plates are properly positioned in upper body.
- **Be careful not to lose these parts.**

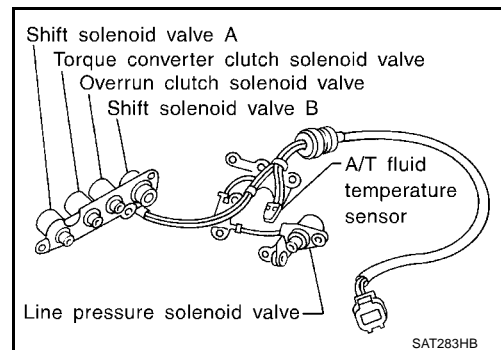


## Oil Strainer

- Check wire netting of oil strainer for damage.

## Shift Solenoid Valves “A” and “B”, Line Pressure Solenoid Valve, Torque Converter Clutch Solenoid Valve and Overrun Clutch Solenoid Valve

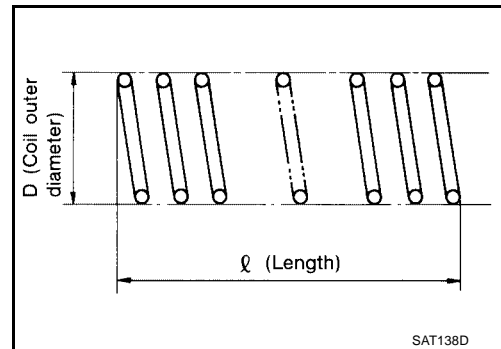
- Measure resistance.
- For shift solenoid valve A, refer to [AT-556](#) .
- For shift solenoid valve B, refer to [AT-561](#) .
- For line pressure solenoid valve, refer to [AT-550](#) .
- For torque converter clutch solenoid valve, refer to [AT-537](#) .
- For overrun clutch solenoid valve, refer to [AT-571](#) .



## Oil Cooler Relief Valve Spring

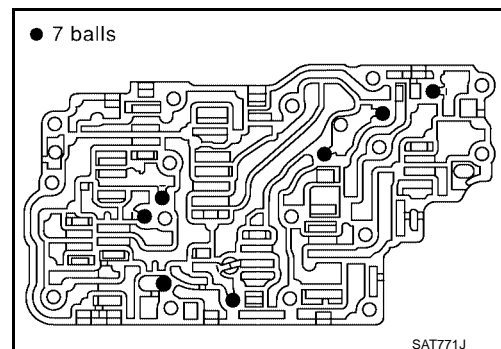
- Check springs for damage or deformation.
- Measure free length and outer diameter.

**Inspection standard** : Refer to [AT-753, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#) .



## ASSEMBLY

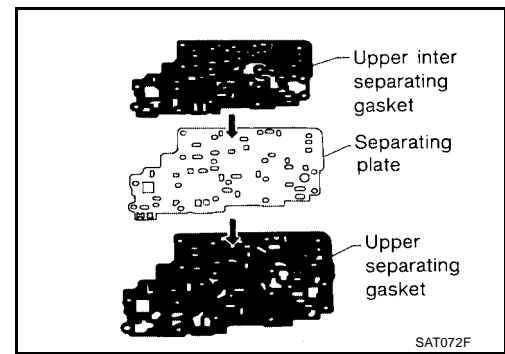
1. Install upper, inter and lower body.
  - a. Place oil circuit of upper body face up. Install steel balls in their proper positions.



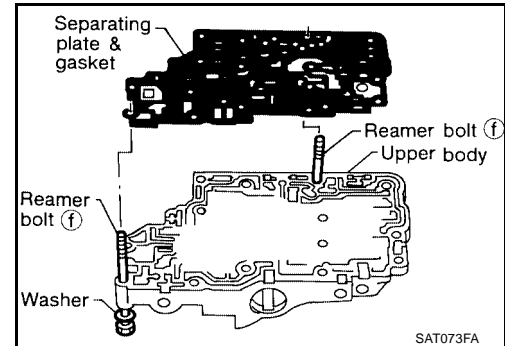
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

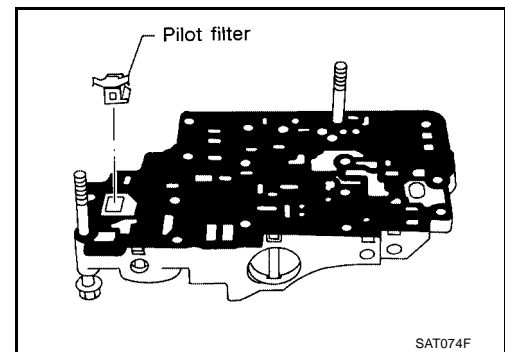
- b. Install upper separating gasket, upper inter separating gasket and upper separating plate in order shown in illustration.



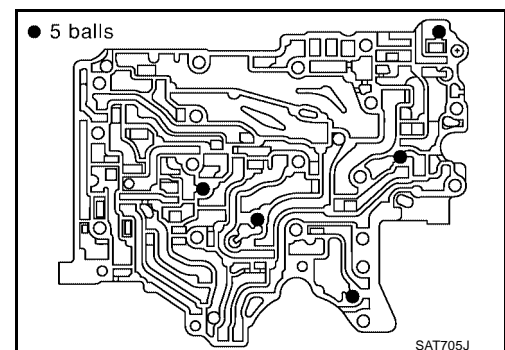
- c. Install reamer bolts **f** from bottom of upper body. Using reamer bolts as guides, install separating plate and gaskets as a set.



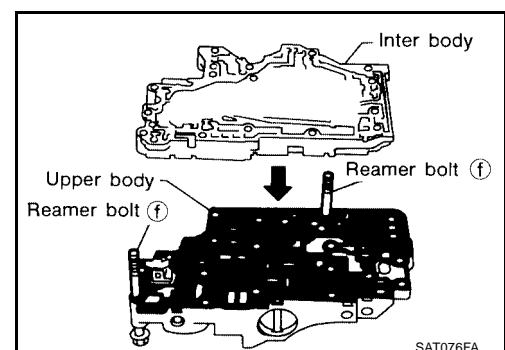
- d. Install pilot filter.



- e. Place lower body as shown in illustration (side of inter body face up). Install steel balls in their proper positions.



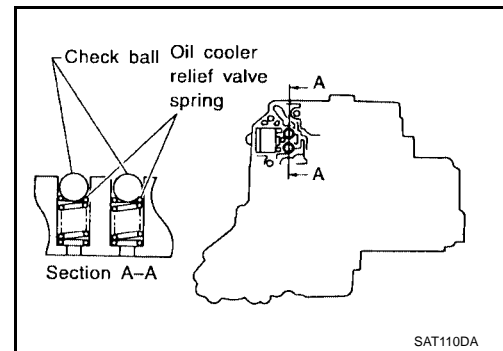
- f. Install inter body on upper body using reamer bolts **f** as guides.  
● Be careful not to dislocate or drop steel balls.



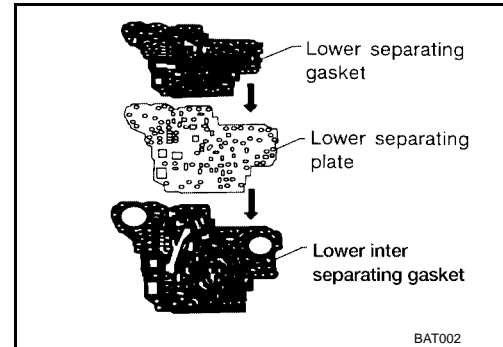
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

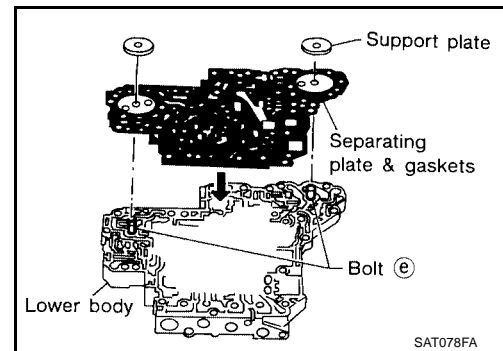
- g. Install check balls and oil cooler relief valve springs in their proper positions in lower body.



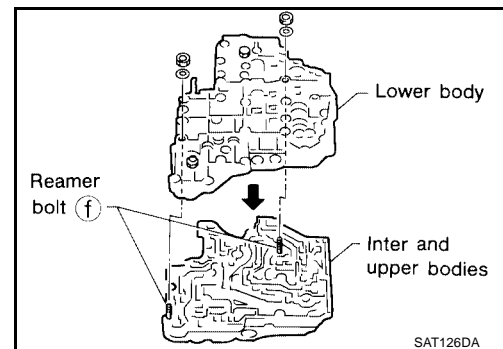
- h. Install lower separating gasket, lower inter separating gasket and lower separating plate in order shown in illustration.



- i. Install bolts **e** from bottom of lower body. Using bolts **e** as guides, install separating plate and gaskets as a set.



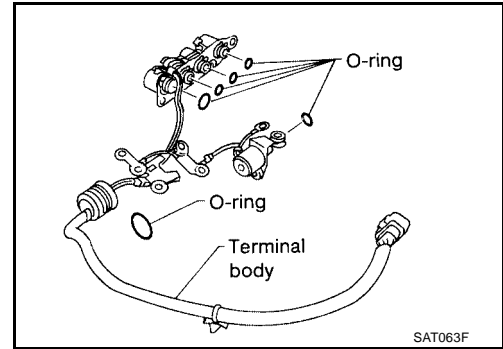
- j. Temporarily install support plates on lower body.
- k. Install lower body on inter body using reamer bolts **f** as guides and tighten reamer bolts **f** slightly.



# REPAIR FOR COMPONENT PARTS


[RE4F04B]

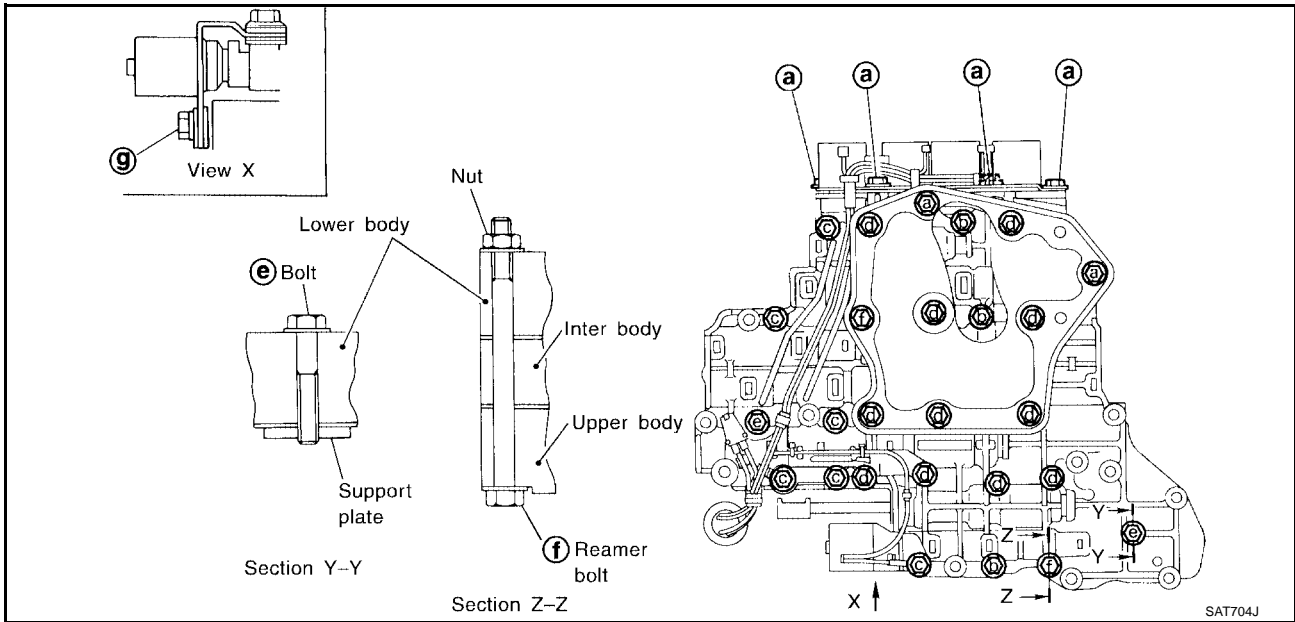
2. Install O-rings to solenoid valves and terminal body.
  - Apply ATF to O-rings.



3. Install and tighten bolts.

### Bolt length, number and location:

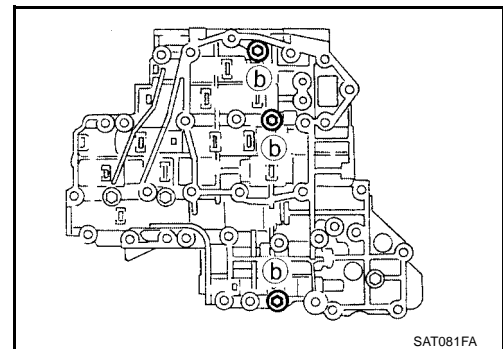
Bolt symbol	a	b	c	d	e	f	g
Bolt length "ℓ" mm (in)	13.5 (0.531)	58.0 (2.283)	40.0 (1.575)	66.0 (2.598)	33.0 (1.299)	78.0 (3.071)	18.0 (0.709)
							
Number of bolts	6	3	6	11	2	2	1



- a. Install and tighten bolts **b** to specified torque.



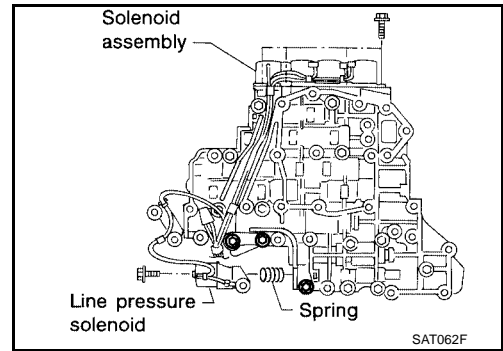
**: 7 - 9 N·m (0.7 - 0.9 kg·m, 61 - 78 in-lb)**




# REPAIR FOR COMPONENT PARTS

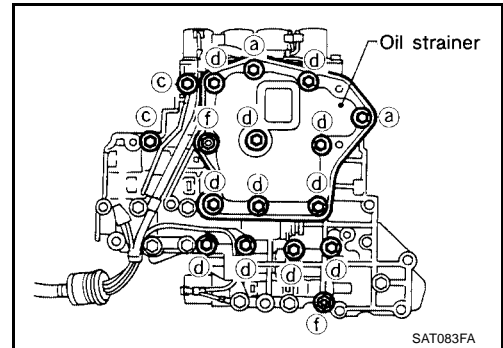
[RE4F04B]

- b. Install solenoid valve assembly and line pressure solenoid valve to lower body.




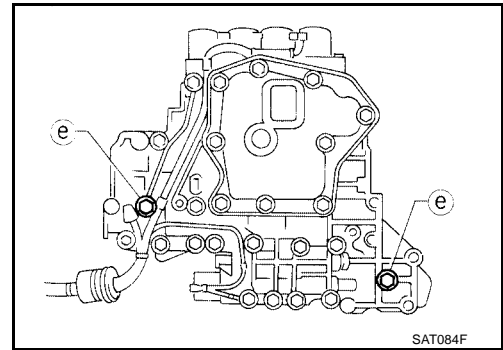
- c. Set oil strainer, then tighten bolts **a** , **c** , **d** and nuts **f** to specified torque.

 : 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)



- d. Tighten bolts **e** to specified torque.

 : 3.4 - 4.4 N·m (0.35 - 0.45 kg-m, 30.4 - 39.1 in-lb)



## Control Valve Upper Body COMPONENTS

Apply ATF to all components before installation.

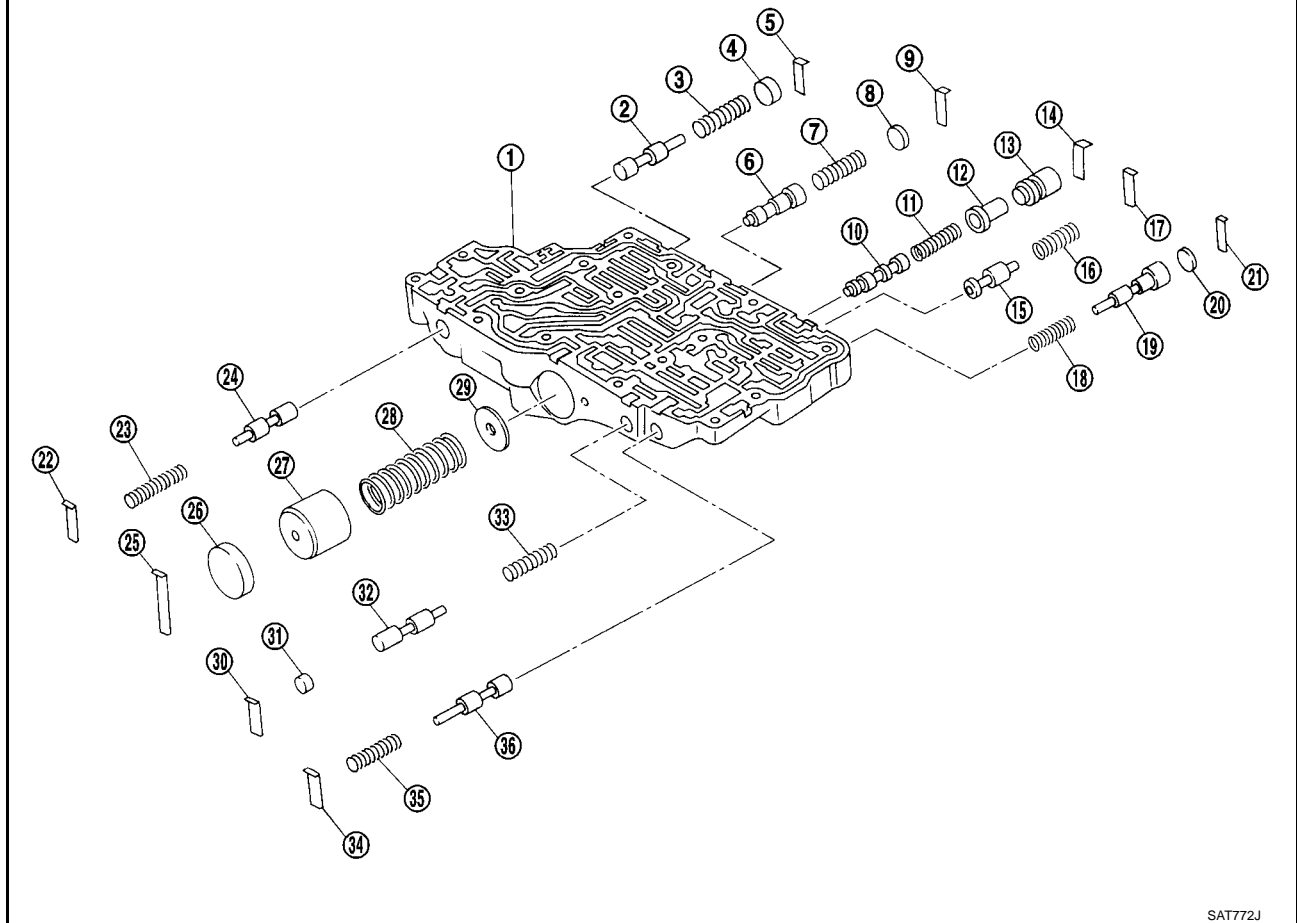
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# REPAIR FOR COMPONENT PARTS

[RE4F04B]

## SEC. 317

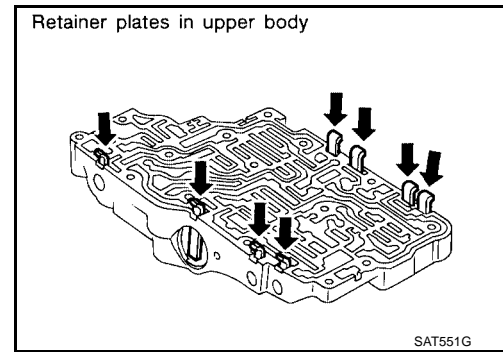


SAT772J

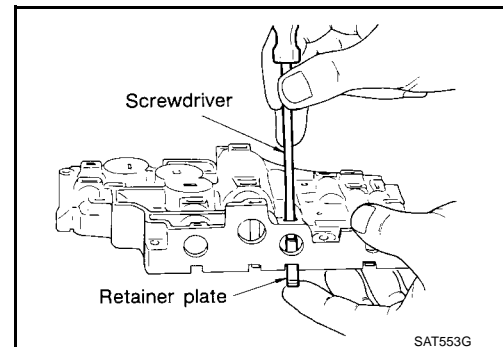
- |  |                                    |  |
|--|------------------------------------|--|
| 1. Upper body                              | 2. Cooler check valve              | 3. Return spring                         |
| 4. Plug                                    | 5. Retainer plate                  | 6. 1-2 accumulator valve                 |
| 7. Return spring                           | 8. Plug                            | 9. Retainer plate                        |
| 10. Torque converter clutch control valve  | 11. Return spring                  | 12. Torque converter clutch control plug |
| .  | .                                  | .  |
| 13. Torque converter clutch control sleeve | 14. Retainer plate                 | 15. Torque converter relief valve        |
| .  | .                                  | .  |
| 16. Return spring                          | 17. Retainer plate                 | 18. Return spring                        |
| .  | .                                  | .  |
| 19. Overrun clutch reducing valve          | 20. Plug                           | 21. Retainer plate                       |
| .  | .                                  | .  |
| 22. Retainer plate                         | 23. Return spring                  | 24. Pilot valve                          |
| .  | .                                  | .  |
| 25. Retainer plate                         | 26. Plug                           | 27. 1-2 accumulator piston               |
| .  | .                                  | .  |
| 28. Return spring                          | 29. 1-2 accumulator retainer plate | 30. Retainer plate                       |
| .  | .                                  | .  |
| 31. Plug                                   | 32. 1st reducing valve             | 33. Return spring                        |
| .  | .                                  | .  |
| 34. Retainer plate                         | 35. Return spring                  | 36. 3-2 timing valve                     |
| .  | .                                  | .  |

### DISASSEMBLY

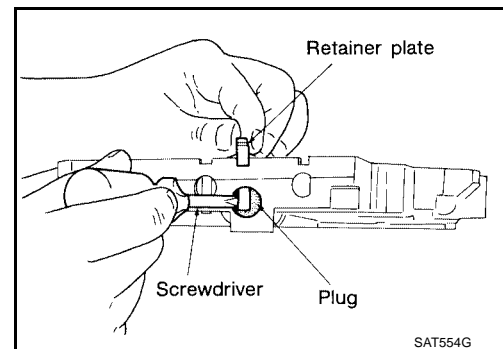
1. Remove valves at retainer plates.
  - Do not use a magnetic pick-up tool.



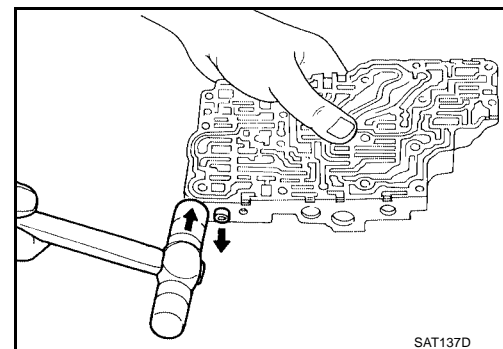
- a. Use a screwdriver to remove retainer plates.



- b. Remove retainer plates while holding spring, plugs or sleeves.
  - Remove plugs slowly to prevent internal parts from jumping out.



- c. Place mating surface of valve body face down, and remove internal parts.
  - If a valve is hard to remove, place valve body face down and lightly tap it with a soft hammer.
  - Be careful not to drop or damage valves and sleeves.



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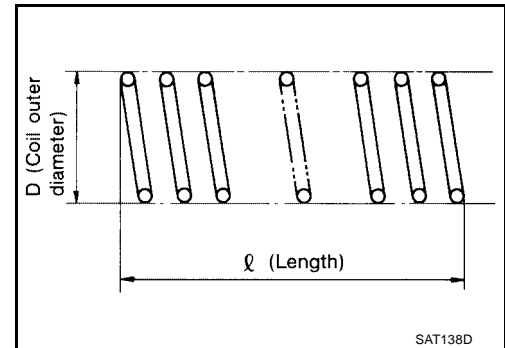
## INSPECTION

### Valve Spring

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

**Inspection standard** : Refer to [AT-753, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#) .

- Replace valve springs if deformed or fatigued.

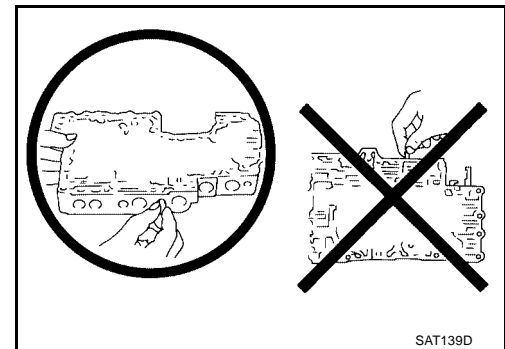


### Control Valves

- Check sliding surfaces of valves, sleeves and plugs.

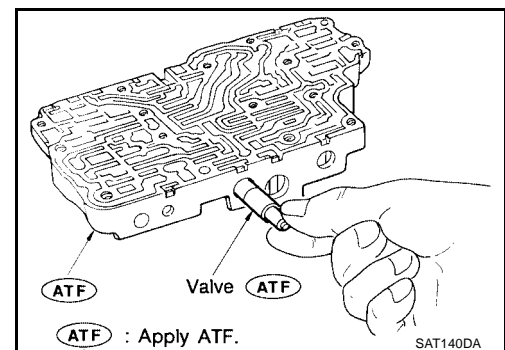
## ASSEMBLY

- Lay control valve body down when installing valves. Do not stand the control valve body upright.

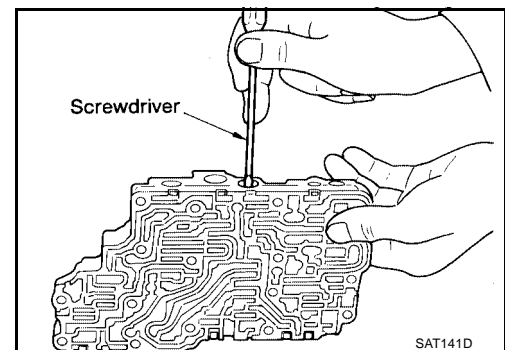


1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.

- Be careful not to scratch or damage valve body.

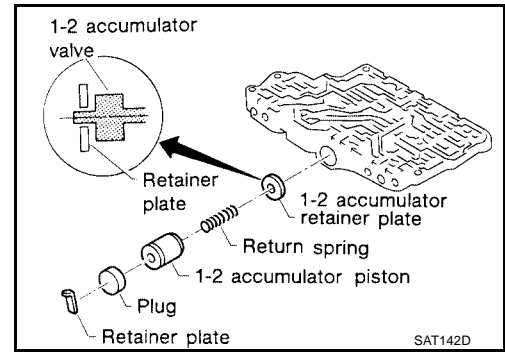


- Wrap a small screwdriver with vinyl tape and use it to insert the valves into their proper positions.

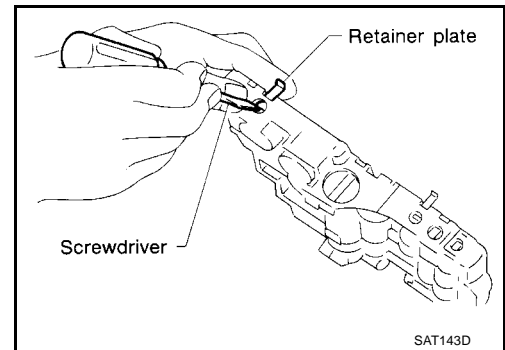


## 1-2 Accumulator Valve

- Install 1-2 accumulator valve. Align 1-2 accumulator retainer plate from opposite side of control valve body.
- Install return spring, 1-2 accumulator piston and plug.



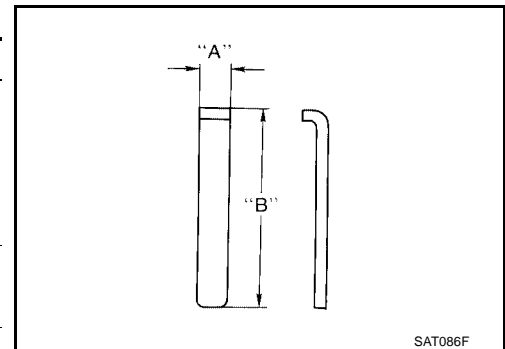
1. Install retainer plates.
  - While pushing plug or return spring, install retainer plate.



## Retainer Plate (Upper Body)

Unit: mm (in)

No.	Name of control valve	Width A	Length B
22	Pilot valve	6.0 (0.236)	21.5 (0.846)
30	1st reducing valve		
34	3-2 timing valve		
17	Torque converter relief valve		38.5 (1.516)
9	1-2 accumulator valve		
25	1-2 accumulator piston valve		24.0 (0.945)
21	Overrun clutch reducing valve		
5	Cooler check valve		28.0 (1.102)
14	Torque converter clutch control valve		



- Install proper retainer plates.  
Refer to [AT-687, "Control Valve Upper Body"](#).

## Control Valve Lower Body COMPONENTS

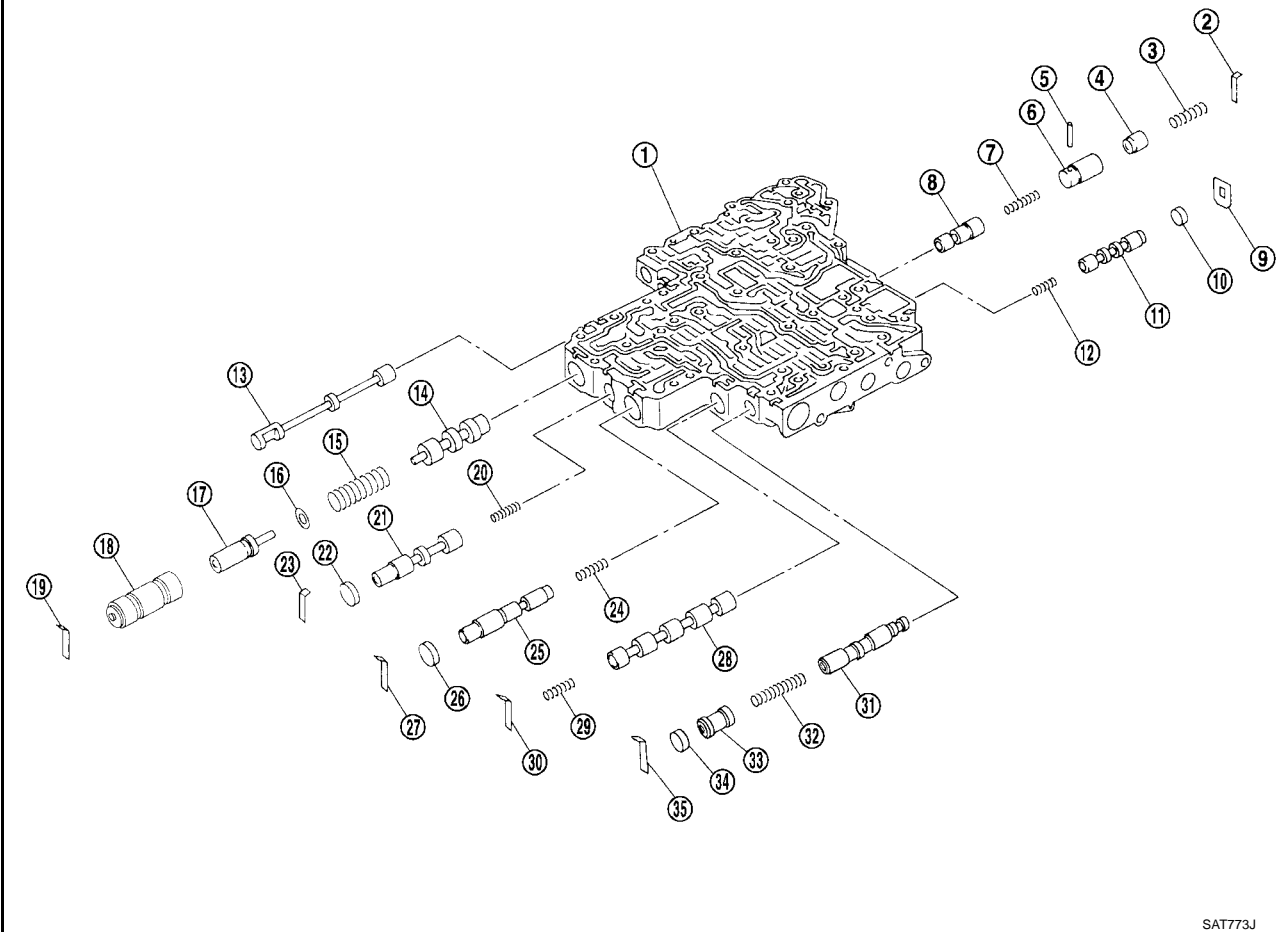
ECS00671

Apply ATF to all components before installation.

# REPAIR FOR COMPONENT PARTS

[RE4F04B]

## SEC. 317

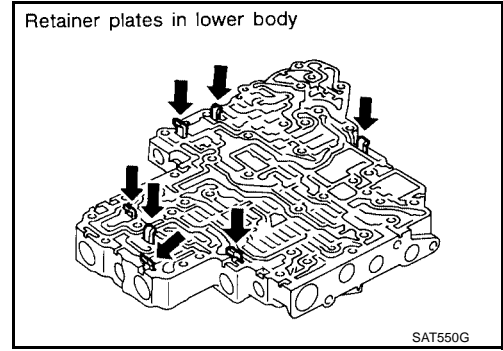


SAT773J

- |                               |                              |                                  |
|-------------------------------|------------------------------|----------------------------------|
| 1. Lower body                 | 2. Retainer plate            | 3. Return spring                 |
| 4. Piston                     | 5. Parallel pin              | 6. Sleeve                        |
| 7. Return spring              | 8. Pressure modifier valve   | 9. Retainer plate                |
| 10. Plug                      | 11. Shift valve B            | 12. Return spring                |
| .                             | .                            | .                                |
| 13. Manual valve              | 14. Pressure regulator valve | 15. Return spring                |
| .                             | .                            | .                                |
| 16. Spring seat               | 17. Plug                     | 18. Sleeve                       |
| .                             | .                            | .                                |
| 19. Retainer plate            | 20. Return spring            | 21. Overrun clutch control valve |
| .                             | .                            | .                                |
| 22. Plug                      | 23. Retainer plate           | 24. Return spring                |
| .                             | .                            | .                                |
| 25. Accumulator control valve | 26. Plug                     | 27. Retainer plate               |
| .                             | .                            | .                                |
| 28. Shift valve A             | 29. Return spring            | 30. Retainer plate               |
| .                             | .                            | .                                |
| 31. Shuttle valve             | 32. Return spring            | 33. Plug                         |
| .                             | .                            | .                                |
| 34. Plug                      | 35. Retainer plate           | .                                |
| .                             | .                            | .                                |

**DISASSEMBLY**

- Remove valves at retainer plate.  
For removal procedures, refer to [AT-689, "DISASSEMBLY"](#).



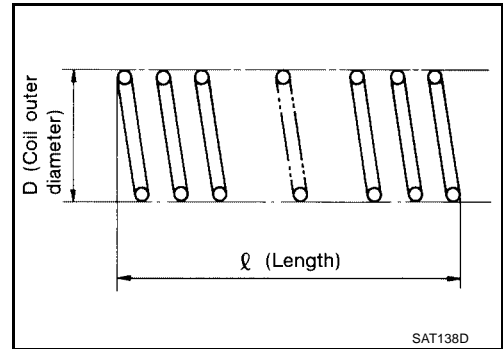
**INSPECTION**

**Valve Springs**

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

**Inspection standard** : Refer to [AT-753, "CONTROL VALVE AND PLUG RETURN SPRINGS"](#).

- Replace valve springs if deformed or fatigued.

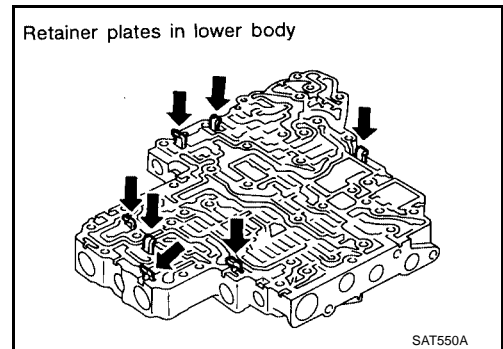


**Control Valves**

- Check sliding surfaces of control valves, sleeves and plugs for damage.

**ASSEMBLY**

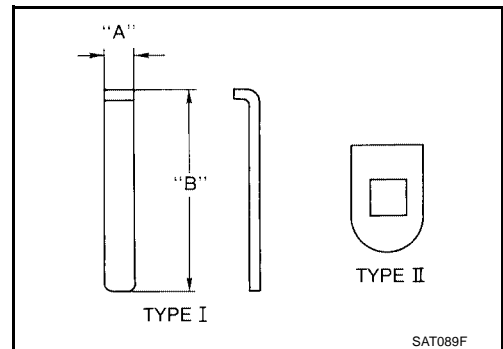
- Install control valves.  
For installation procedures, refer to [AT-690, "ASSEMBLY"](#).



**Retainer Plate (Lower Body)**

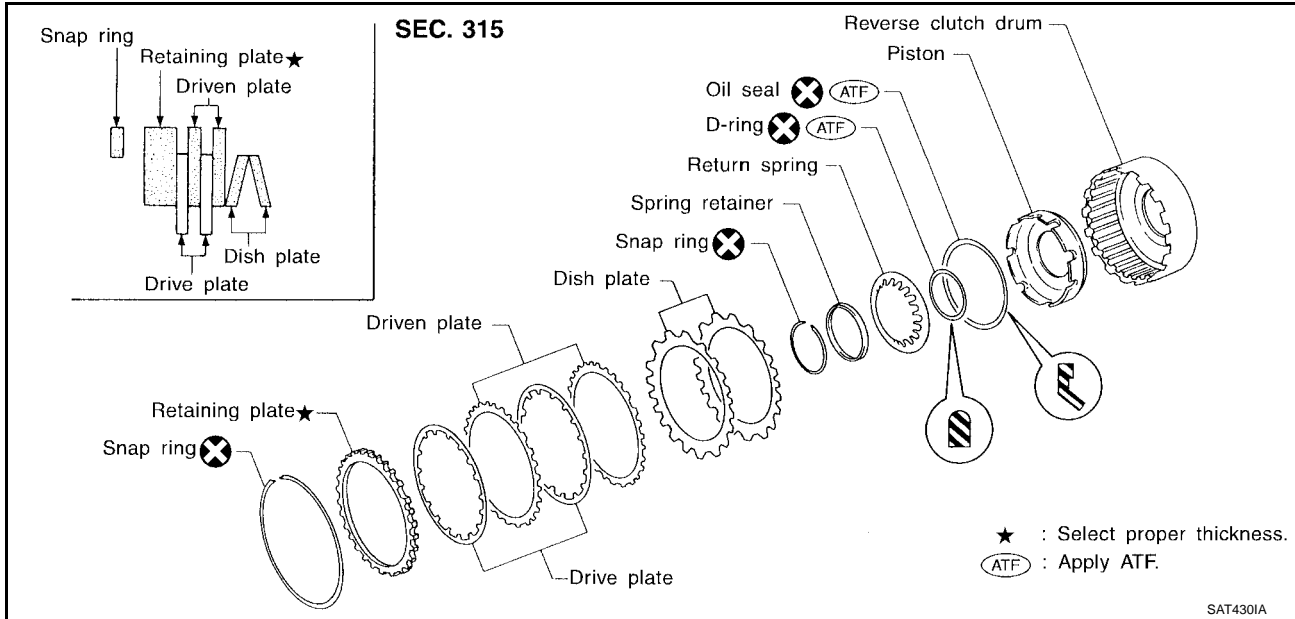
Unit: mm (in)

No.	Name of control valve and plug	Width A	Length B	Type
19	Pressure regulator valve	6.0 (0.236)	28.0 (1.102)	I
27	Accumulator control valve			
30	Shift valve A			
23	Overrun clutch control valve			
2	Pressure modifier valve			
35	Shuttle valve	—	—	II
9	Shift valve B			



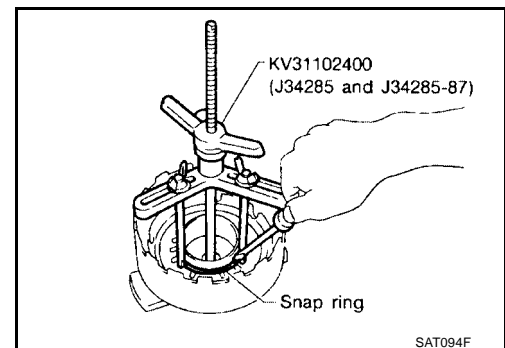
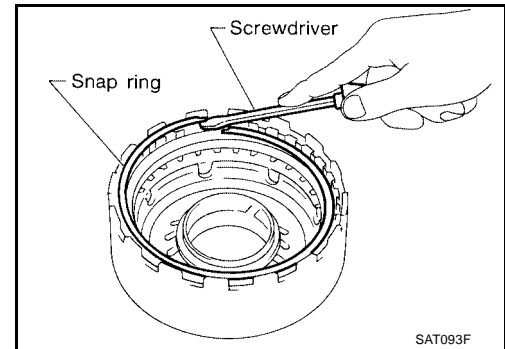
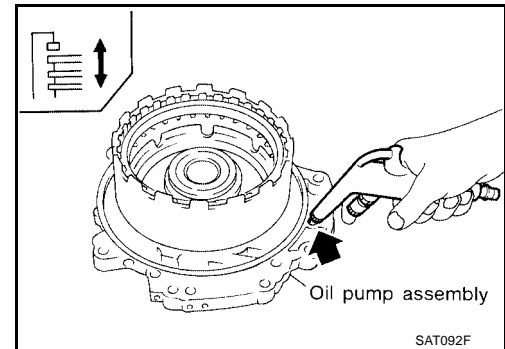
- Install proper retainer plates.  
Refer to [AT-691, "Control Valve Lower Body"](#).

**Reverse Clutch COMPONENTS**

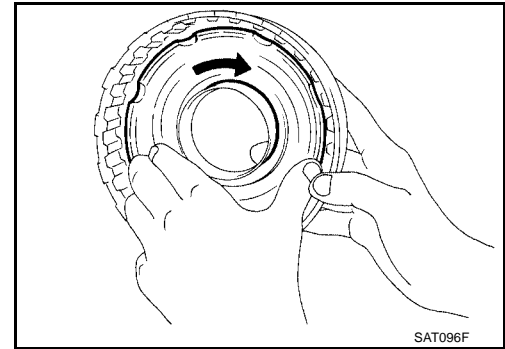


**DISASSEMBLY**

1. Check operation of reverse clutch
  - a. Install seal ring onto drum support of oil pump cover and install reverse clutch assembly. Apply compressed air to oil hole.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.
2. Remove snap ring.
3. Remove drive plates, driven plates, retaining plate, and dish plates.
4. Set Tool on spring retainer and remove snap ring from reverse clutch drum while compressing return springs.
  - **Set Tool directly over springs.**
  - **Do not expand snap ring excessively.**
5. Remove spring retainer and return springs.



6. Remove piston from reverse clutch drum by turning it.
7. Remove D-ring and oil seal from piston.



### INSPECTION

#### Reverse Clutch Snap Ring, Spring Retainer and Return Springs

- Check for deformation, fatigue or damage. If necessary, replace.

#### Reverse Clutch Drive Plates

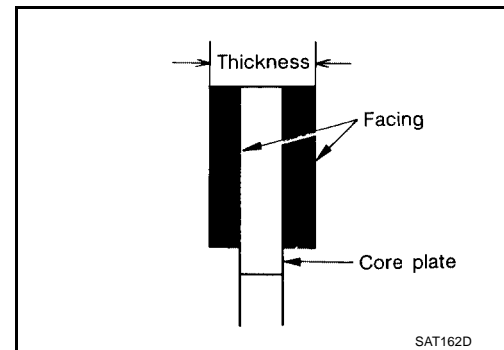
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

##### Thickness of drive plate:

**Standard value : 1.6 mm (0.063 in)**

**Wear limit : 1.4 mm (0.055 in)**

- If not within wear limit, replace.

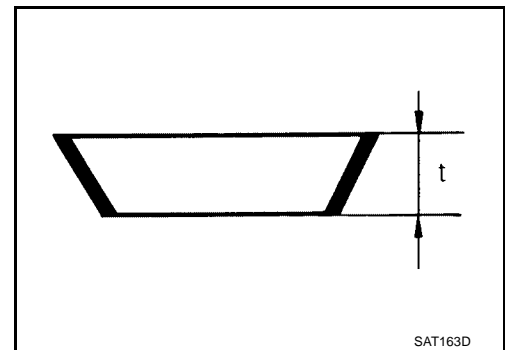


#### Reverse Clutch Dish Plates

- Check for deformation or damage.
- Measure thickness of dish plate.

**Thickness of dish plate : 3.08 mm (0.1213 in)**

- If deformed or fatigued, replace.

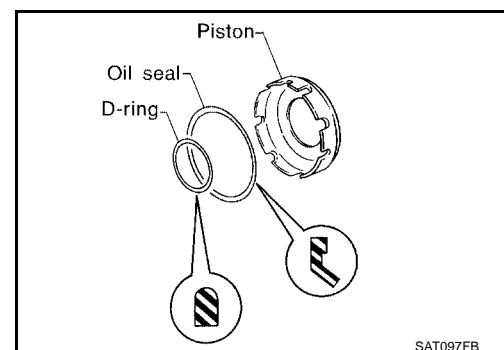


#### Reverse Clutch Piston

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure that air leaks past ball.

### ASSEMBLY

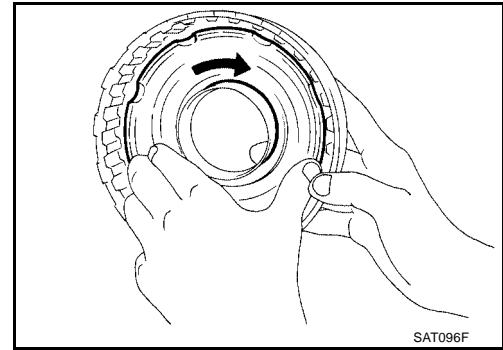
1. Install D-ring and oil seal on piston.
  - **Take care with the direction of oil seal.**
  - **Apply ATF to both parts.**



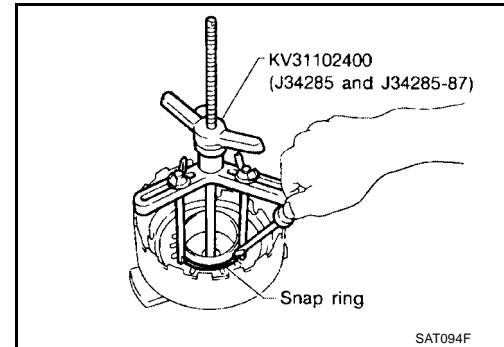
## REPAIR FOR COMPONENT PARTS

[RE4F04B]

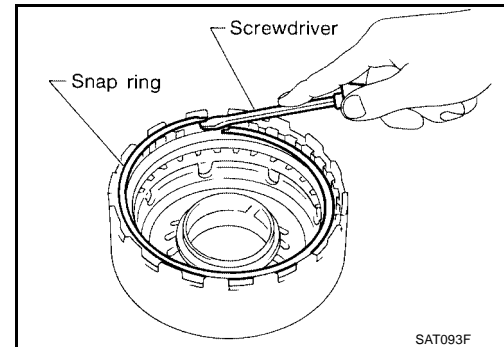
2. Install piston assembly by turning it slowly.
  - **Apply ATF to inner surface of drum.**



3. Install return springs and spring retainer on piston.



4. Set Tool on spring retainer and install snap ring while compressing return springs.
  - **Set Tool directly over return springs.**
5. Install drive plates, driven plates, retaining plate and dish plates.
  - **Take care with order of plates.**
6. Install snap ring.



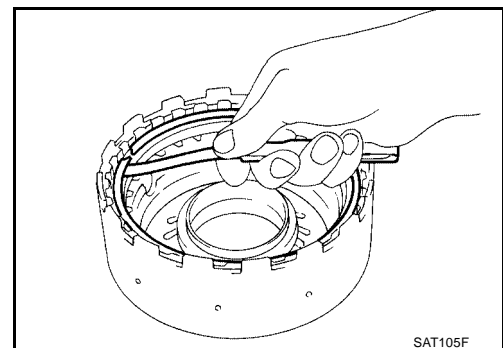
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

**Specified clearance**

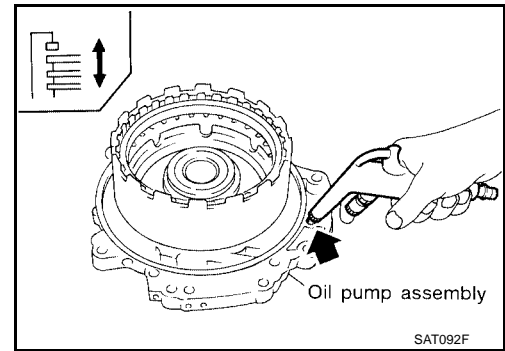
**Standard** : 0.5 - 0.8 mm (0.020 - 0.031 in)

**Allowable limit** : 1.2 mm (0.047 in)

**Retaining plate** : Refer to [AT-754](#), "**REVERSE CLUTCH**".



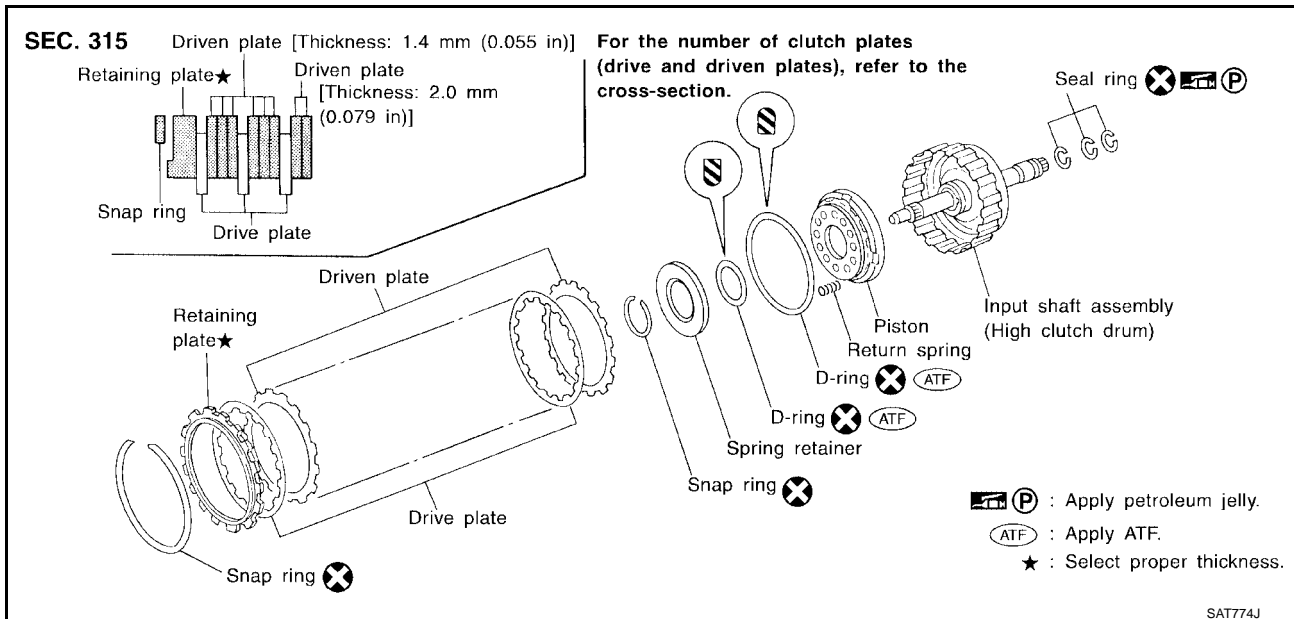
8. Check operation of reverse clutch.  
Refer to [AT-694, "DISASSEMBLY"](#).



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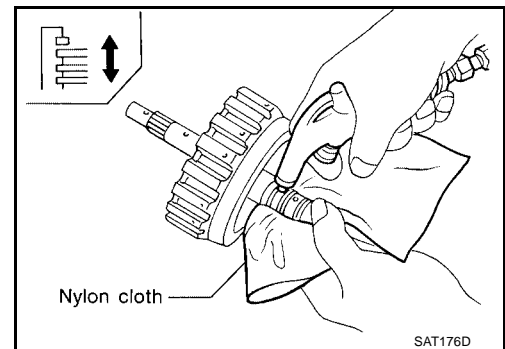
## High Clutch COMPONENTS



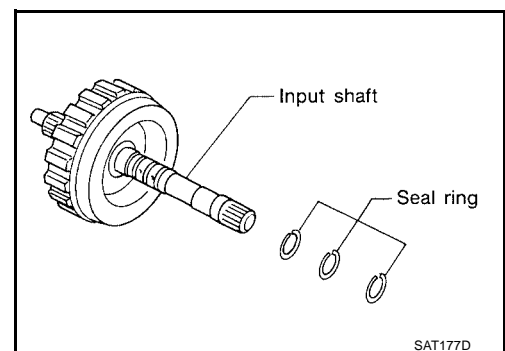
SAT774J

## DISASSEMBLY

1. Check operation of high clutch.
  - a. Apply compressed air to oil hole of input shaft with nylon cloth.
    - Stop up hole on opposite side of input shaft with nylon cloth.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.
2. Remove seal rings from input shaft.
  - Always replace when removed.



SAT176D



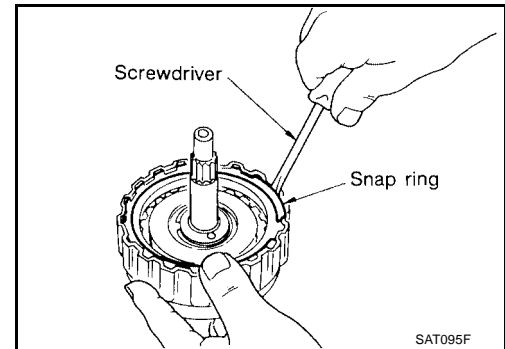
SAT177D



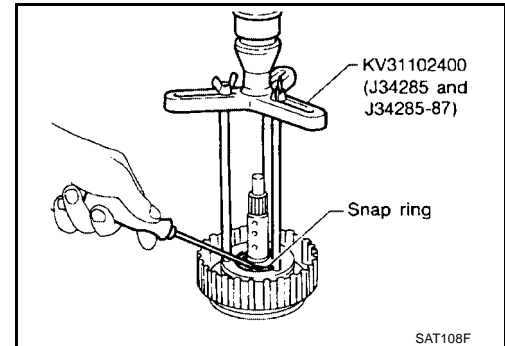
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

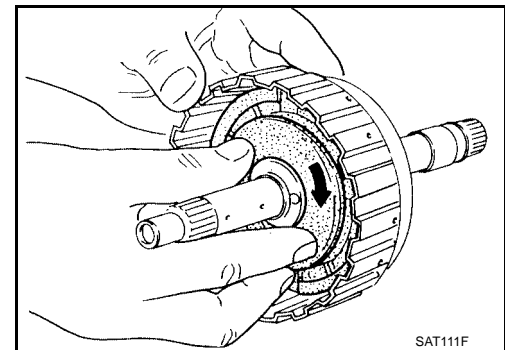
3. Remove snap ring.
4. Remove drive plates, driven plates and retaining plate.



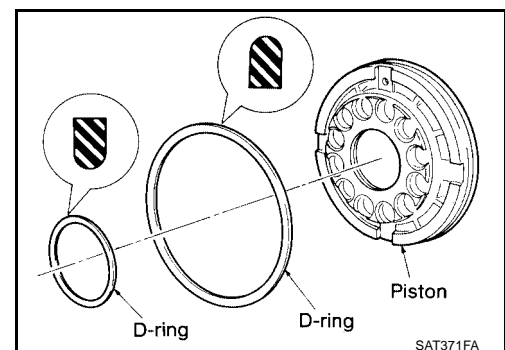
5. Set Tool on spring retainer and remove snap ring from high clutch drum while compressing return springs.
  - **Set Tool directly over springs.**
  - **Do not expand snap ring excessively.**
6. Remove spring retainer and return springs.



7. Remove piston from high clutch drum by turning it.



8. Remove D-rings from piston.



## INSPECTION

### High Clutch Snap Ring, Spring Retainer and Return Springs

- Check for deformation, fatigue or damage. If necessary, replace.
- **When replacing spring retainer and return springs, replace them as a set.**

### High Clutch Drive Plates

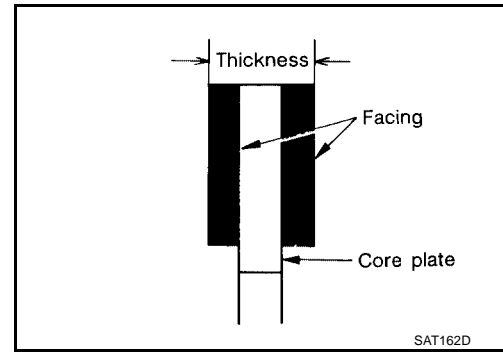
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

**Thickness of drive plate:**

**Standard value : 1.6 mm (0.063 in)**

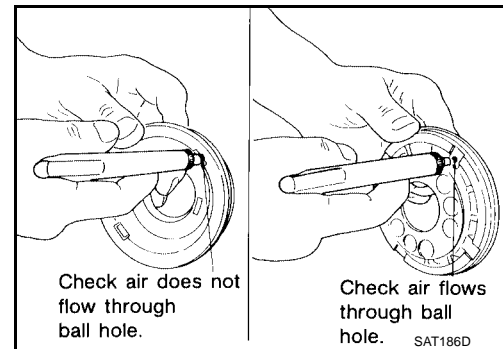
**Wear limit : 1.4 mm (0.055 in)**

- If not within wear limit, replace.



### High Clutch Piston

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure that air leaks past ball.



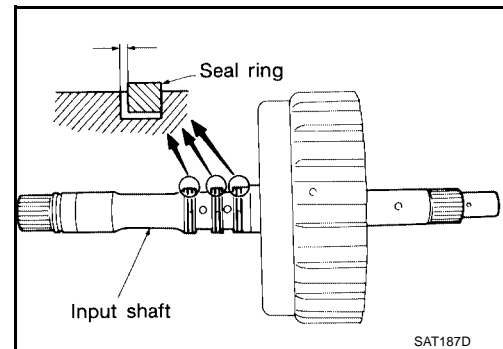
### Seal Ring Clearance

- Install new seal rings onto input shaft.
- Measure clearance between seal ring and ring groove.

**Standard clearance : 0.08 - 0.23 mm (0.0031 - 0.0091 in)**

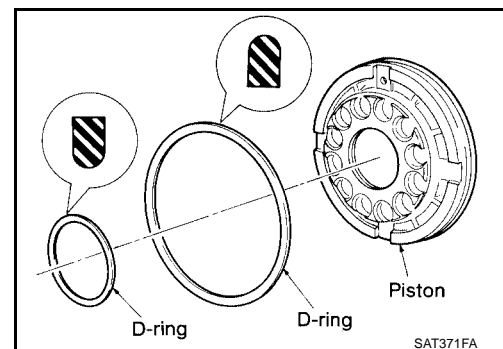
**Allowable limit : 0.23 mm (0.0091 in)**

- If not within allowable limit, replace input shaft assembly.



### ASSEMBLY

1. Install D-rings on piston.
  - Apply ATF to both parts.

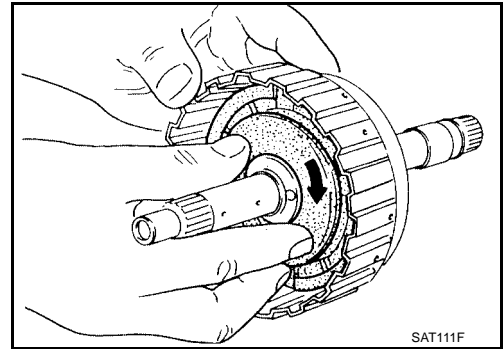


## REPAIR FOR COMPONENT PARTS

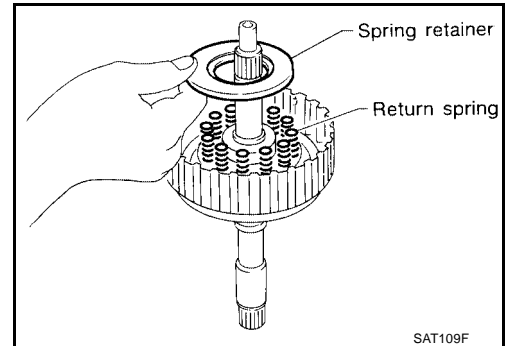
[RE4F04B]

2. Install piston assembly by turning it slowly.

- Apply ATF to inner surface of drum.

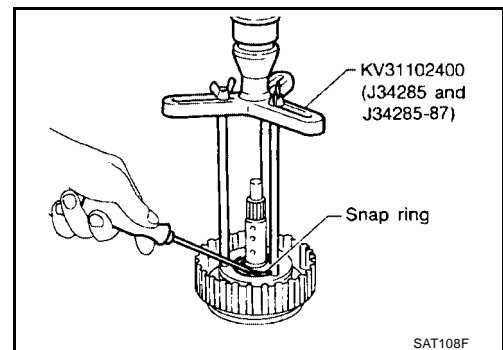


3. Install return springs and spring retainer on piston.

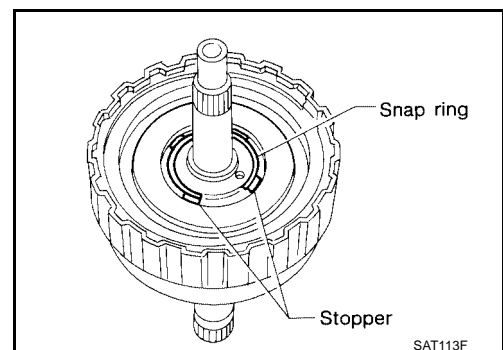


4. Set Tool on spring retainer and install snap ring while compressing return springs.

- Set Tool directly over return springs.

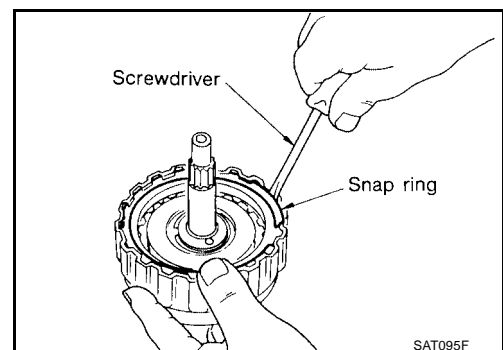


- Do not align snap ring gap with spring retainer stopper.



5. Install drive plates, driven plates and retaining plate.

- Take care with the order and direction of plates.



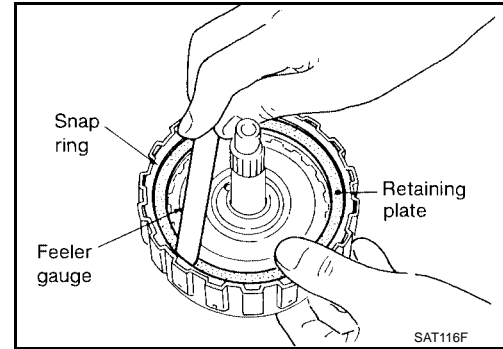
6. Install snap ring.
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

**Specified clearance**

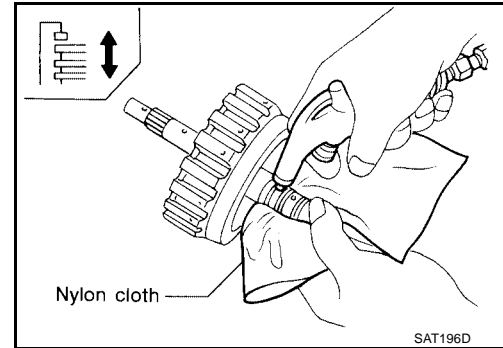
**Standard** : 1.8 - 2.2 mm (0.071 - 0.087 in)

**Allowable limit** : 2.8 mm (0.110 in)

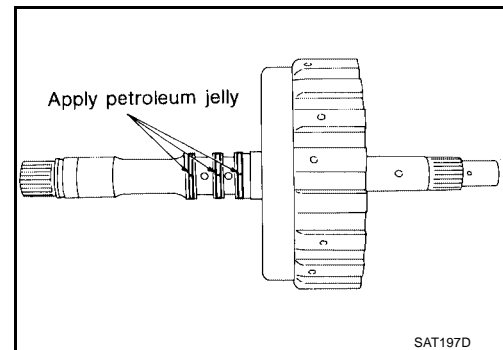
**Retaining plate** : Refer to [AT-754, "HIGH CLUTCH"](#) .



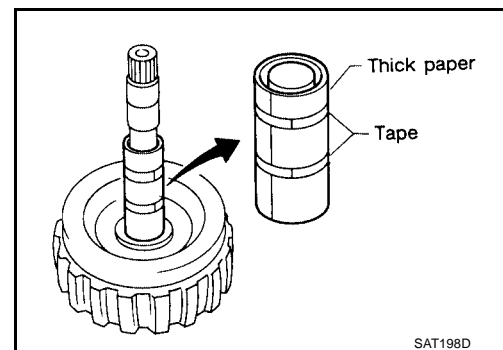
8. Check operation of high clutch.  
Refer to [AT-697, "DISASSEMBLY"](#) .



9. Install seal rings to input shaft.
  - Apply petroleum jelly to seal rings.
  - Always replace when removed.

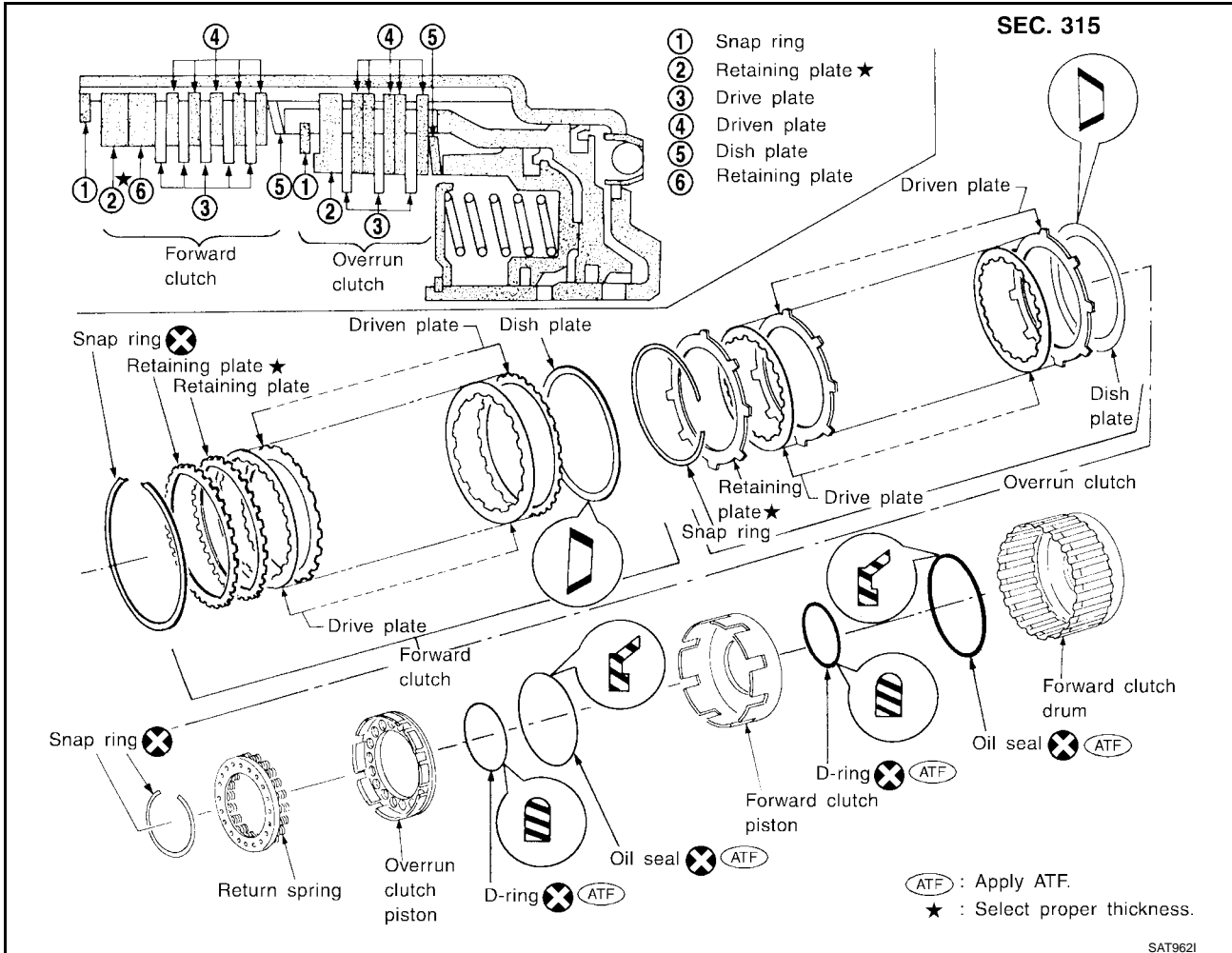


- Roll paper around seal rings to prevent seal rings from spreading.



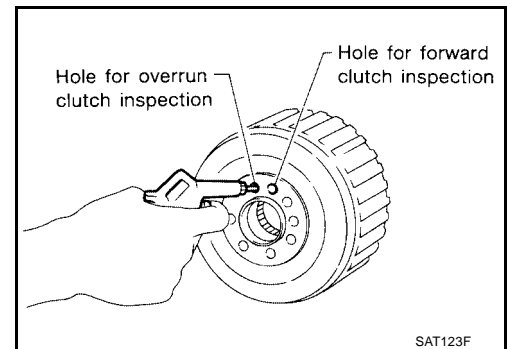
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**Forward And Overrun Clutches**  
**COMPONENTS**

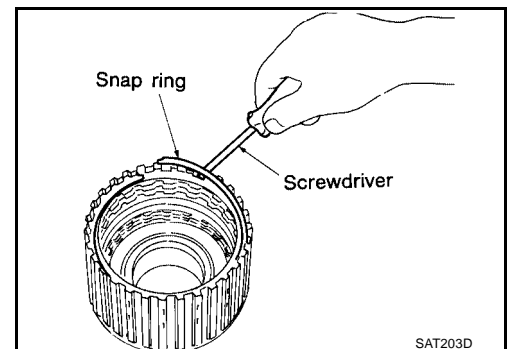


**DISASSEMBLY**

1. Check operation of forward clutch and overrun clutch.
  - a. Install bearing retainer on forward clutch drum.
  - b. Apply compressed air to oil hole of forward clutch drum.
  - c. Check to see that retaining plate moves to snap ring.
  - d. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.



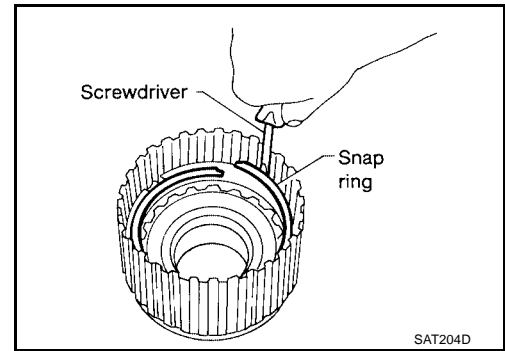
2. Remove snap ring for forward clutch.
3. Remove drive plates, driven plates, retaining plate and dish plate for forward clutch.



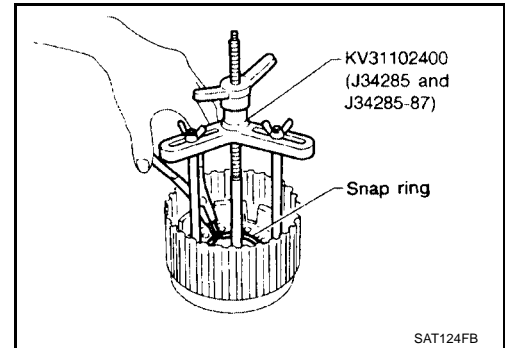
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

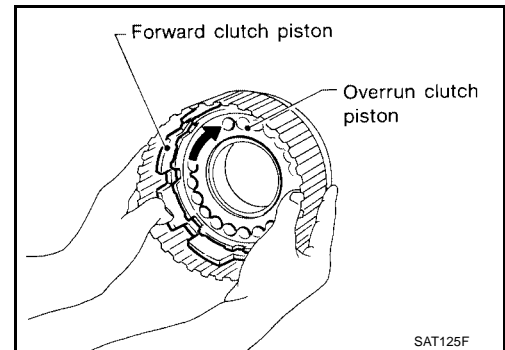
4. Remove snap ring for overrun clutch.
5. Remove drive plates, driven plates, retaining plate and dish plate for overrun clutch.



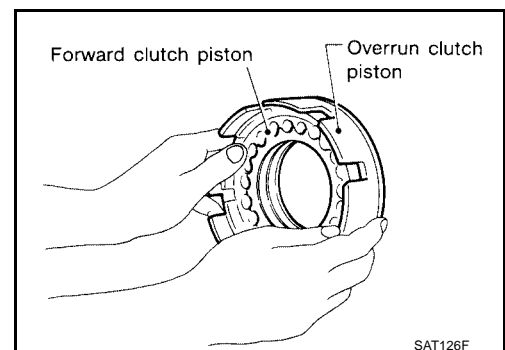
6. Set Tool on spring retainer and remove snap ring from forward clutch drum while compressing return springs.
  - **Set Tool directly over return springs.**
  - **Do not expand snap ring excessively.**
7. Remove spring retainer and return springs.
  - **Do not remove return springs from spring retainer.**



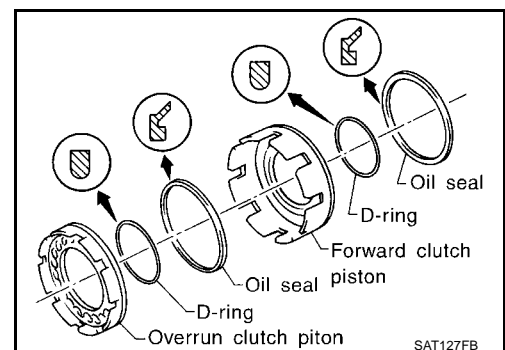
8. Remove forward clutch piston with overrun clutch piston from forward clutch drum by turning it.



9. Remove overrun clutch piston from forward clutch piston by turning it.



10. Remove D-rings and oil seals from forward clutch piston and overrun clutch piston.



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## INSPECTION

### Snap Rings, Spring Retainer and Return Springs

- Check for deformation, fatigue or damage.
- Replace if necessary.
- **When replacing spring retainer and return springs, replace them as a set.**

### Forward Clutch and Overrun Clutch Drive Plates

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

#### Thickness of drive plate:

##### Forward clutch

**Standard value : 1.6 mm (0.063 in)**

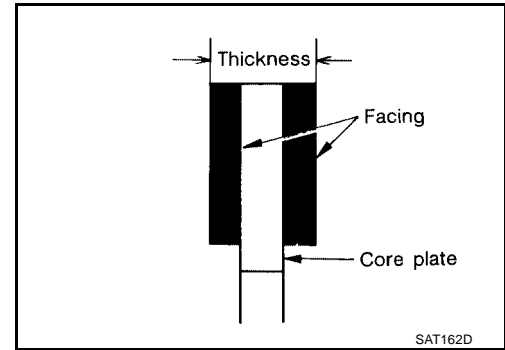
**Wear limit : 1.4 mm (0.055 in)**

##### Overrun clutch

**Standard value : 1.6 mm (0.063 in)**

**Wear limit : 1.4 mm (0.055 in)**

- If not within wear limit, replace.



### Forward Clutch and Overrun Clutch Dish Plates

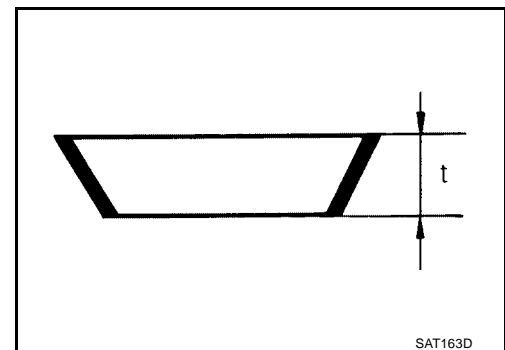
- Check for deformation or damage.
- Measure thickness of dish plate.

#### Thickness of dish plate

**Forward clutch : 2.7 mm (0.106 in)**

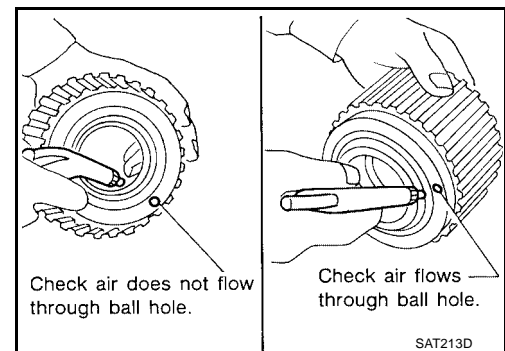
**Overrun clutch : 2.7 mm (0.106 in)**

- If deformed or fatigued, replace.



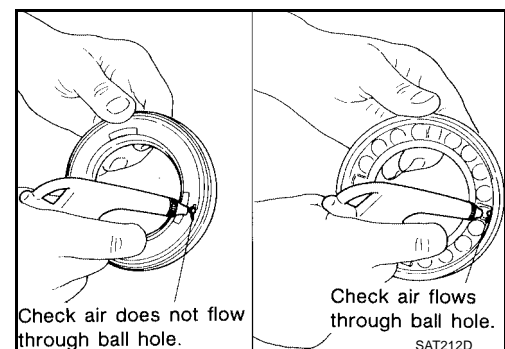
### Forward Clutch Drum

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole from outside of forward clutch drum. Make sure air leaks past ball.
- Apply compressed air to oil hole from inside of forward clutch drum. Make sure there is no air leakage.



### Overrun Clutch Piston

- Make sure that check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side. Make sure that air leaks past ball.

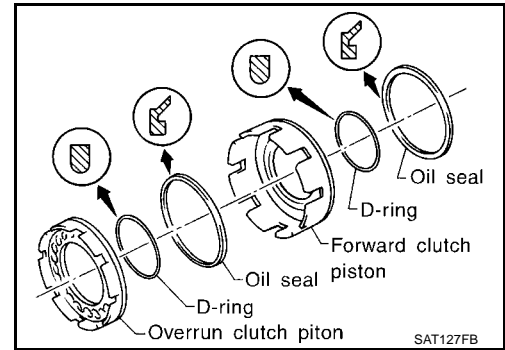


# REPAIR FOR COMPONENT PARTS

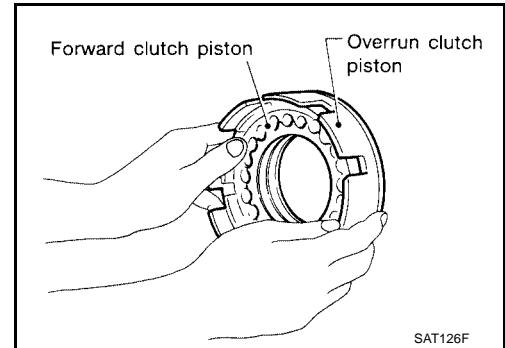
[RE4F04B]

## ASSEMBLY

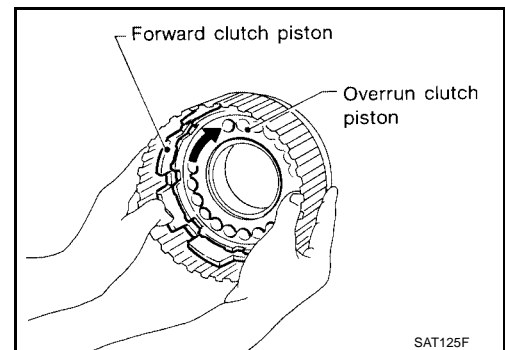
1. Install D-rings and oil seals on forward clutch piston and overrun clutch piston.
  - Take care with direction of oil seal.
  - Apply ATF to both parts.



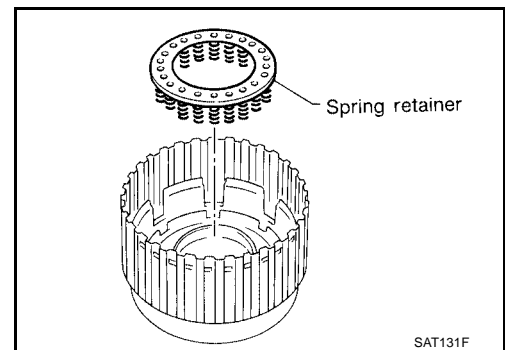
2. Install overrun clutch piston assembly on forward clutch piston by turning it slowly.
  - Apply ATF to inner surface of forward clutch piston.



3. Install forward clutch piston assembly on forward clutch drum by turning it slowly.
  - Apply ATF to inner surface of drum.



4. Install return spring on overrun clutch piston.



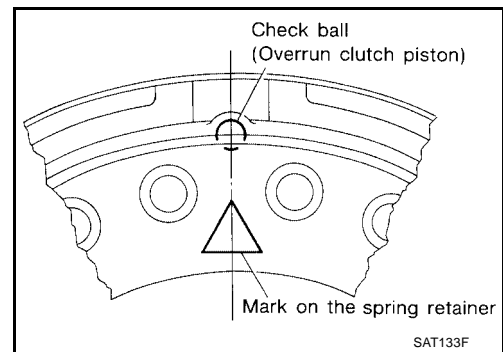
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## REPAIR FOR COMPONENT PARTS

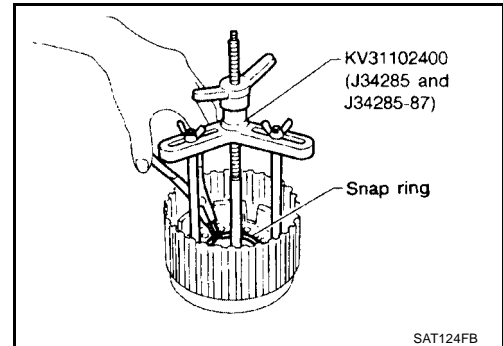
[RE4F04B]

- Align the mark on spring retainer with check ball in overrun clutch piston.

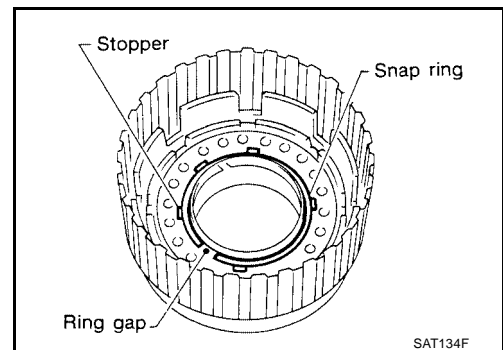


5. Set Tool on spring retainer and install snap ring while compressing return springs.

- **Set Tool directly over return springs.**

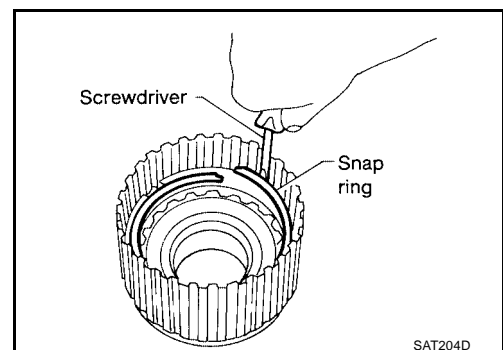


- **Do not align snap ring gap with spring retainer stopper.**



6. Install drive plates, driven plates, retaining plate and dish plate for overrun clutch.

- **Take care with order of plates.**



7. Install snap ring for overrun clutch.

# REPAIR FOR COMPONENT PARTS

[RE4F04B]

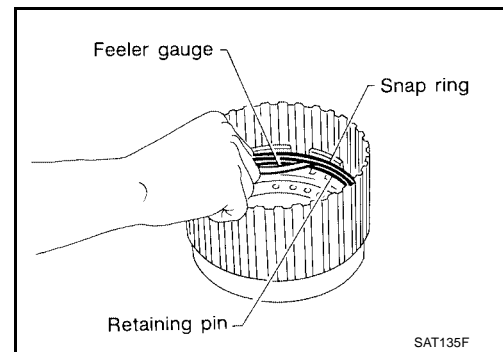
8. Measure clearance between overrun clutch retaining plate and snap ring.  
If not within allowable limit, select proper retaining plate.

**Specified clearance**

**Standard : 0.7 - 1.1 mm (0.028 - 0.043 in)**

**Allowable limit : 1.7 mm (0.067 in)**

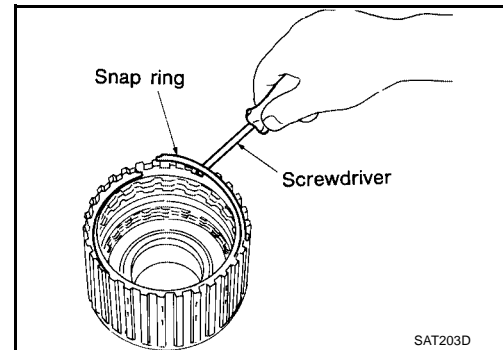
**Overrun clutch retaining plate : Refer to [AT-755, "OVERRUN CLUTCH"](#) .**



9. Install drive plates, driven plates, retaining plate and dish plate for forward clutch.

● **Take care with order of plates.**

10. Install snap ring for forward clutch.



11. Measure clearance between forward clutch retaining plate and snap ring.

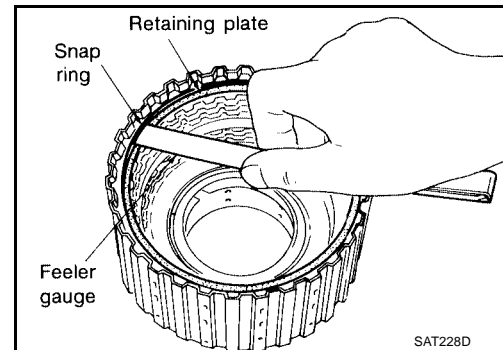
If not within allowable limit, select proper retaining plate.

**Specified clearance**

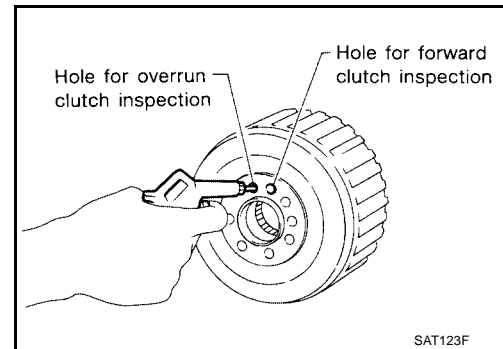
**Standard : 0.45 - 0.85 mm (0.0177 - 0.0335 in)**

**Allowable limit : 1.85 mm (0.0728 in)**

**Forward clutch retaining plate : Refer to [AT-754, "FORWARD CLUTCH"](#) .**

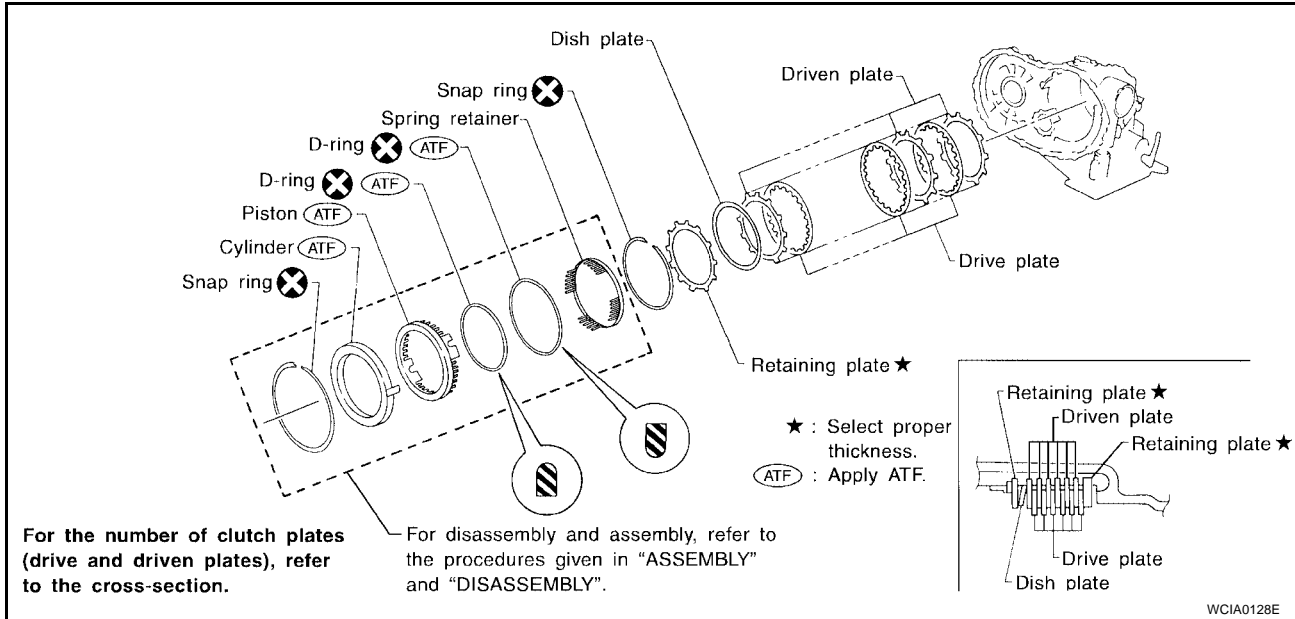


12. Check operation of forward clutch.  
Refer to [AT-702, "DISASSEMBLY"](#) .
13. Check operation of overrun clutch.  
Refer to [AT-702, "DISASSEMBLY"](#) .



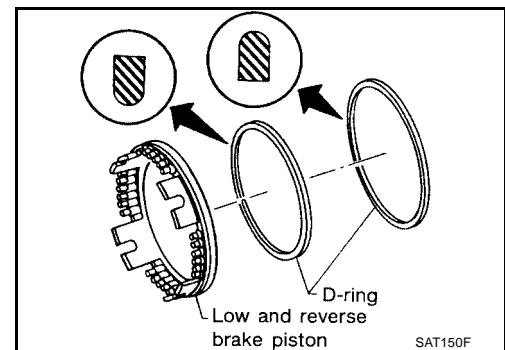
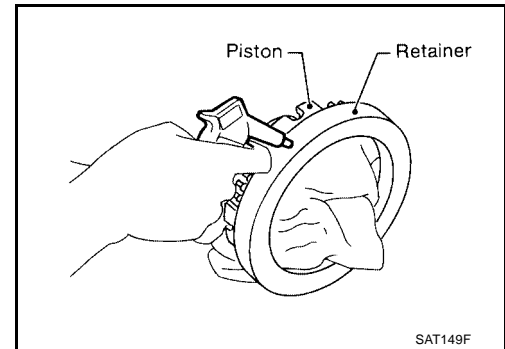
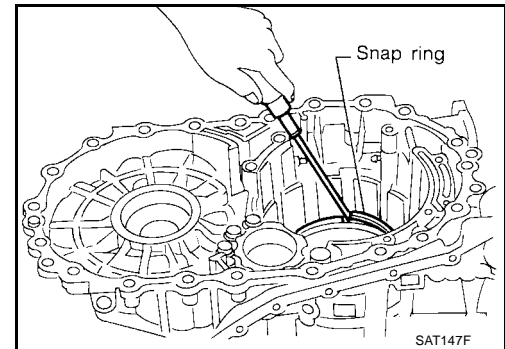
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## Low & Reverse Brake COMPONENTS



### DISASSEMBLY

1. Check operation of low & reverse brake.
  - a. Apply compressed air to oil hole of transmission case.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring:
    - D-ring might be damaged.
    - Fluid might be leaking past piston check ball.
  
2. In order to remove piston, apply compressed air to oil hole of retainer while holding piston.
  - **Apply air gradually and allow piston to come out evenly.**
  
3. Remove D-rings from piston.



## INSPECTION

### Low and Reverse Brake Snap Ring, Spring Retainer and Return Springs

- Check for deformation, fatigue or damage. If necessary, replace.
- **When replacing spring retainer and return springs, replace them as a set.**

### Low and Reverse Brake Drive Plate

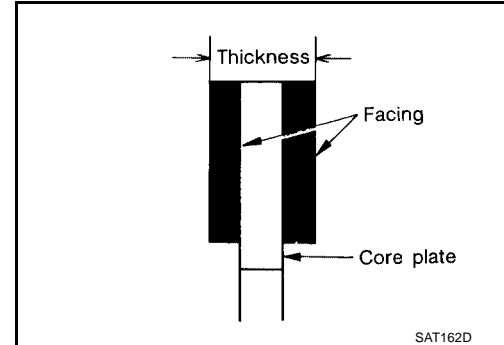
- Check facing for burns, cracks or damage.
- Measure thickness of facing.

#### Thickness of drive plate

**Standard value** : 1.8 mm (0.071 in)

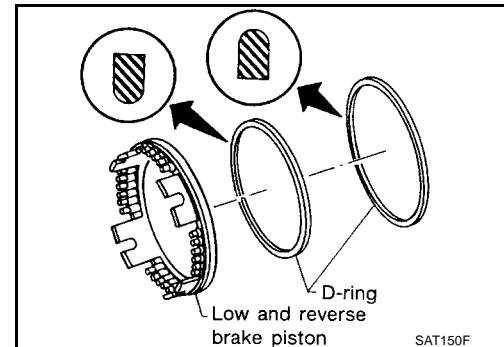
**Wear limit** : 1.6 mm (0.063 in)

- If not within wear limit, replace.

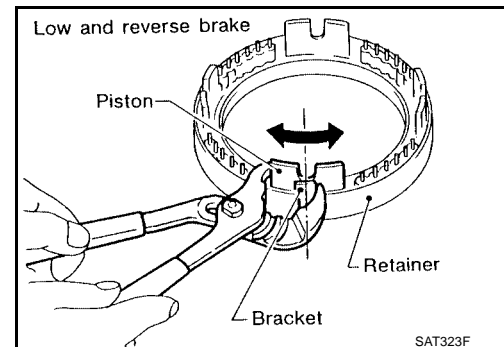


## ASSEMBLY

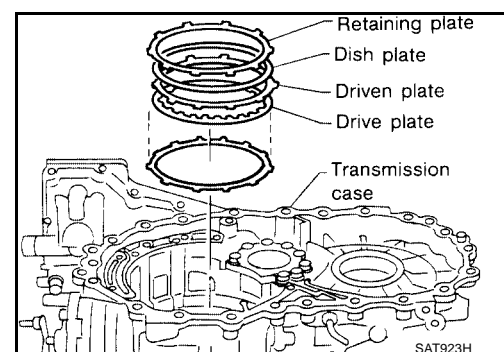
1. Install D-rings on piston.
  - Apply ATF to both parts.



2. Set and align piston with retainer.
  - **This operation is required in order to engage the protrusions of piston to return springs correctly. Further procedures are given in "ASSEMBLY". Refer to [AT-729, "ASSEMBLY"](#).**

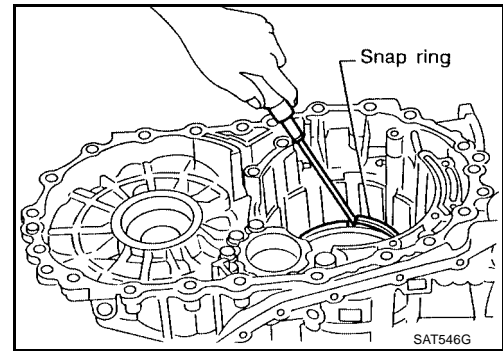


3. Install driven plates, drive plates, retaining plate and dish plate on transmission case.
  - **Take care with order of plates and direction of dish plate.**



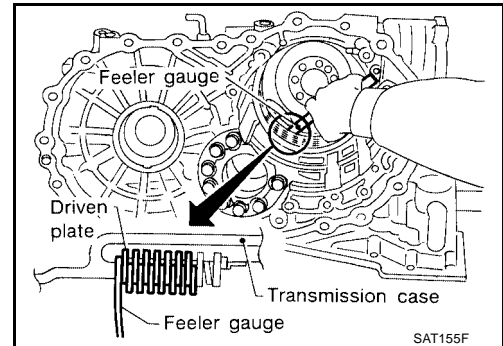
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4. Install snap ring.



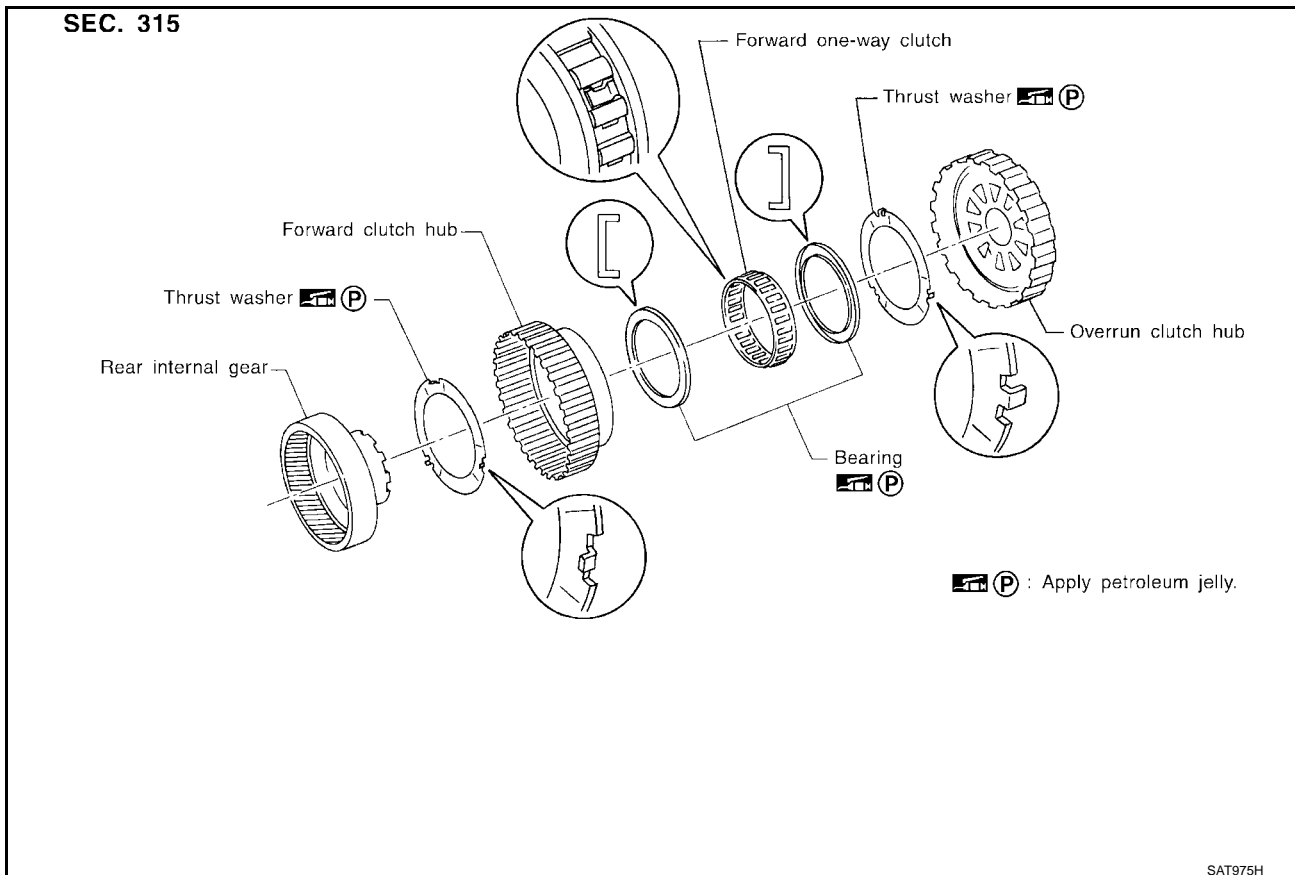
5. Measure clearance between driven plate and transmission case. If not within allowable limit, select proper retaining plate. (front side)

**Specified clearance**  
**Standard** : 1.7 - 2.1 mm (0.067 - 0.083 in)  
**Allowable limit** : 3.3 mm (0.130 in)  
**Retaining plate** Refer to [AT-755, "LOW & REVERSE BRAKE"](#) .



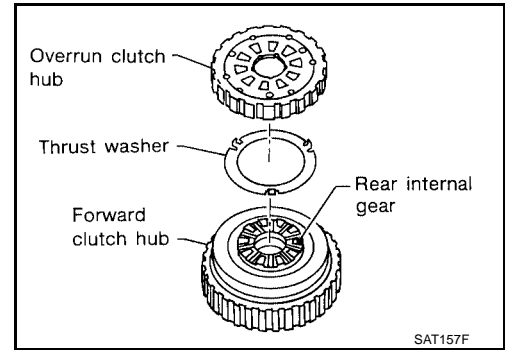
## Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub COMPONENTS

ECS0067N

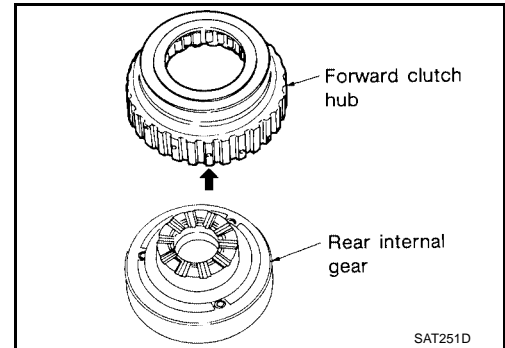


## DISASSEMBLY

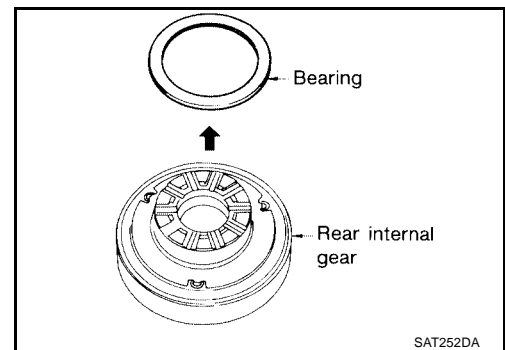
1. Remove overrun clutch hub and thrust washer from forward clutch hub.



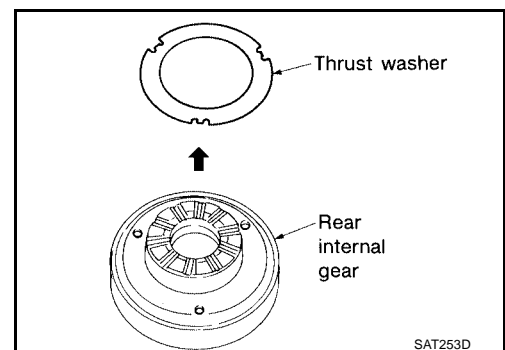
2. Remove forward clutch hub from rear internal gear.



3. Remove bearing from rear internal gear.



4. Remove thrust washer from rear internal gear.

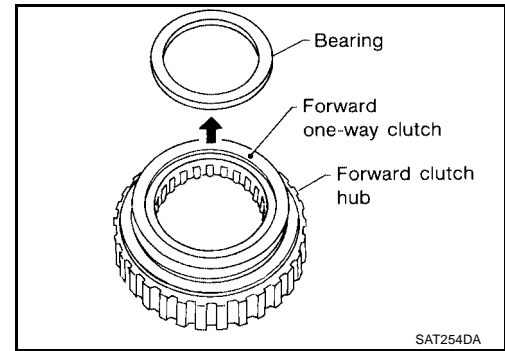


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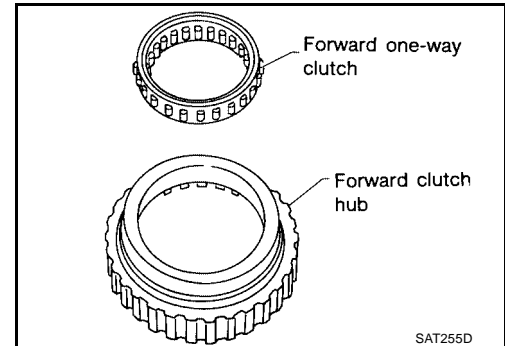
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

5. Remove bearing from forward one-way clutch.



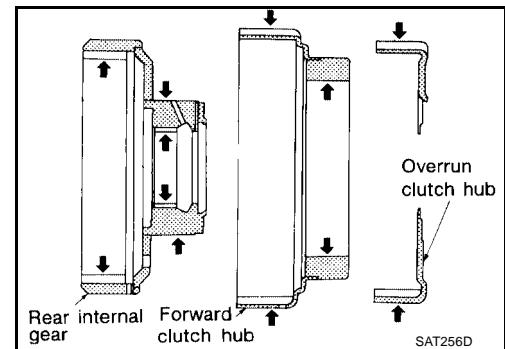
6. Remove forward one-way clutch from forward clutch hub.



## INSPECTION

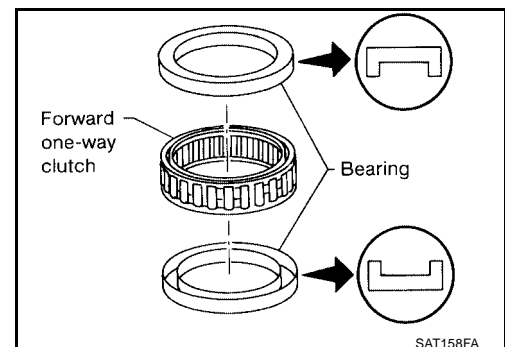
### Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub

- Check rubbing surfaces for wear or damage.



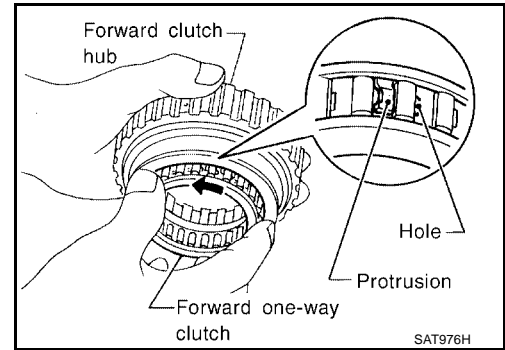
### Bearings and Forward One-Way Clutch

- Check bearings for deformation and damage.
- Check forward one-way clutch for wear and damage.

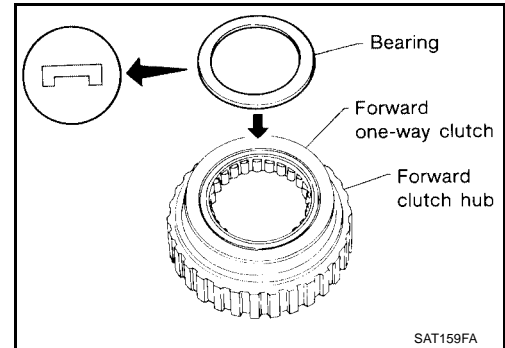


## ASSEMBLY

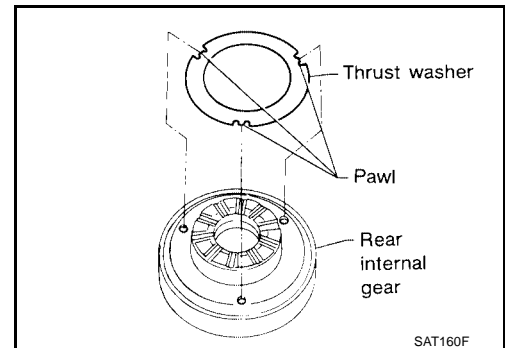
1. Install forward one-way clutch on forward clutch.
  - Take care with the direction of forward one-way clutch.



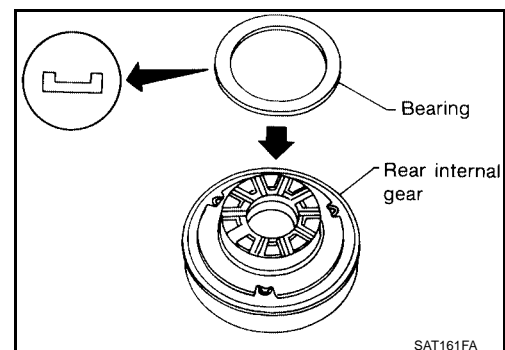
2. Install bearing on forward one-way clutch.
  - Apply petroleum jelly to bearing.



3. Install thrust washer on rear internal gear.
  - Apply petroleum jelly to thrust washer.
  - Align hooks of thrust washer with holes of rear internal gear.



4. Install bearing on rear internal gear.
  - Apply petroleum jelly to bearing.



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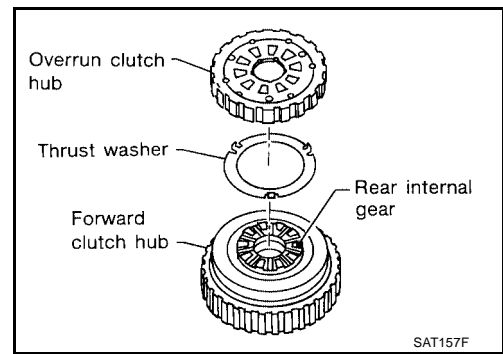


# REPAIR FOR COMPONENT PARTS

[RE4F04B]

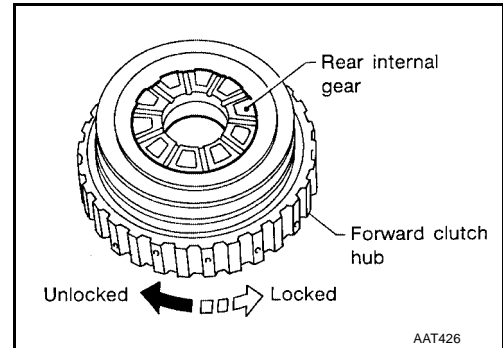
5. Install thrust washer and overrun clutch hub.

- Apply petroleum jelly to thrust washer.
- Align hooks of thrust washer with holes of overrun clutch hub.
- Align projections of rear internal gear with holes of overrun clutch hub.



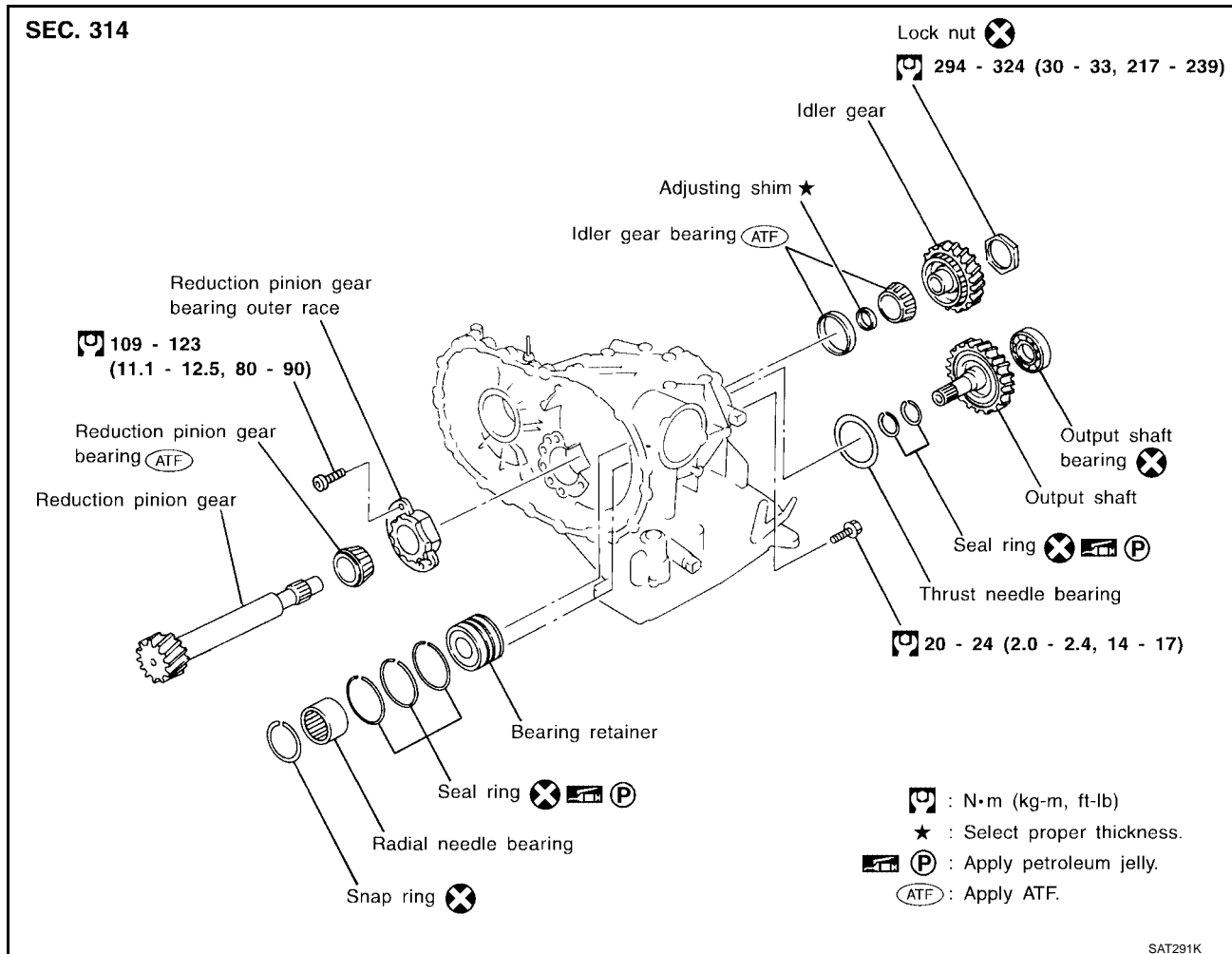
6. Install forward clutch hub on rear internal gear.

- Check operation of forward one-way clutch. Hold rear internal gear and turn forward clutch hub. Check forward clutch hub for correct locking and unlocking directions.
- If not as shown in illustration, check installation direction of forward one-way clutch.



## Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer COMPONENTS

ECS00670

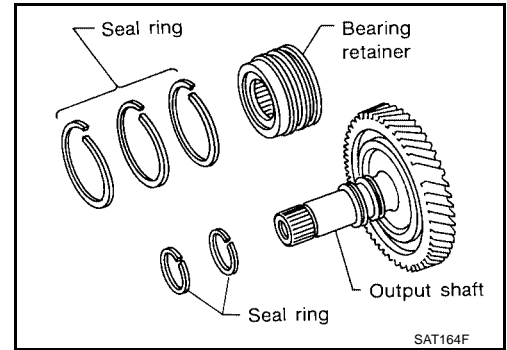


# REPAIR FOR COMPONENT PARTS

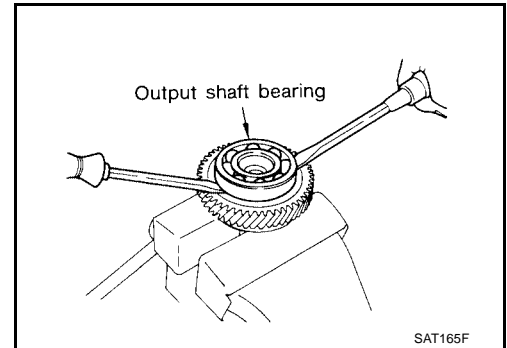
[RE4F04B]

## DISASSEMBLY

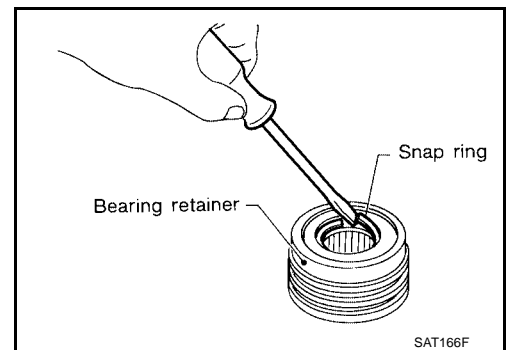
1. Remove seal rings from output shaft and bearing retainer.



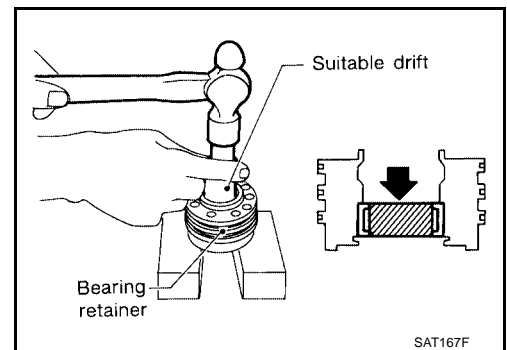
2. Remove output shaft bearing with screwdrivers.  
● Always replace bearing with a new one when removed.  
● Do not damage output shaft.



3. Remove snap ring from bearing retainer.



4. Remove needle bearing from bearing retainer.

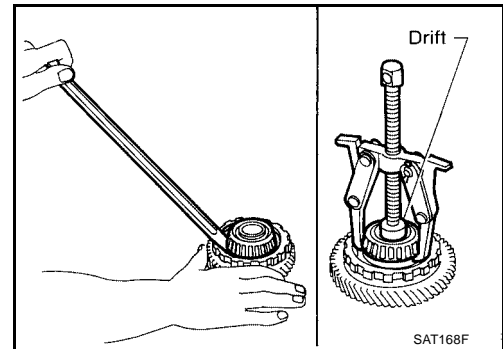


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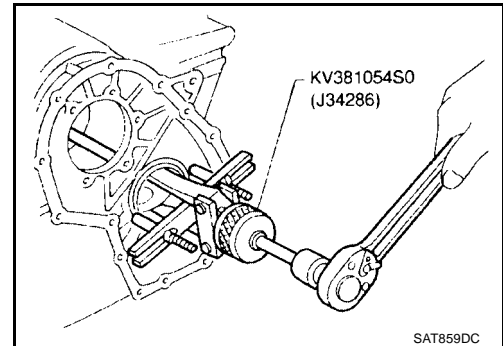
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

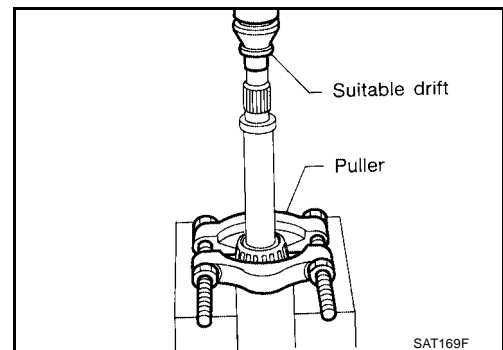
5. Remove idler gear bearing inner race from idler gear.



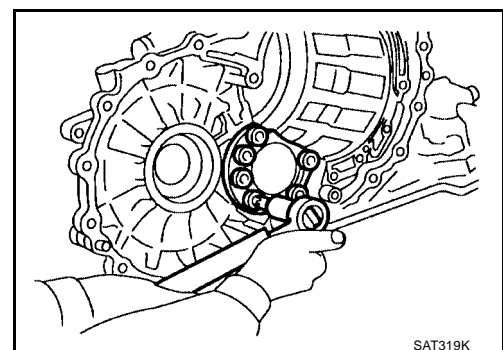
6. Remove idler gear bearing outer race from transmission case.



7. Press out reduction pinion gear bearing inner race from reduction pinion gear.



8. Remove reduction pinion gear bearing outer race from transmission case.



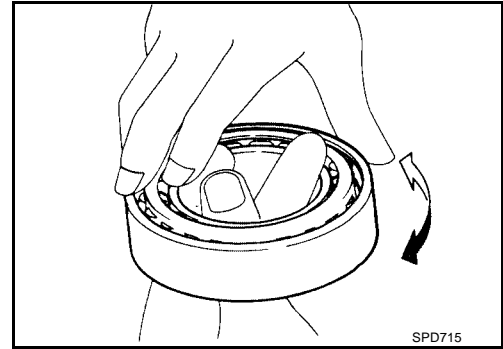
## INSPECTION

### Output Shaft, Idler Gear and Reduction Pinion Gear

- Check shafts for cracks, wear or bending.
- Check gears for wear, chips and cracks.

## Bearing

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



## Seal Ring Clearance

- Install new seal rings to output shaft.
- Measure clearance between seal ring and ring groove of output shaft.

**Standard clearance** : 0.10 - 0.25 mm  
(0.0039 - 0.0098 in)

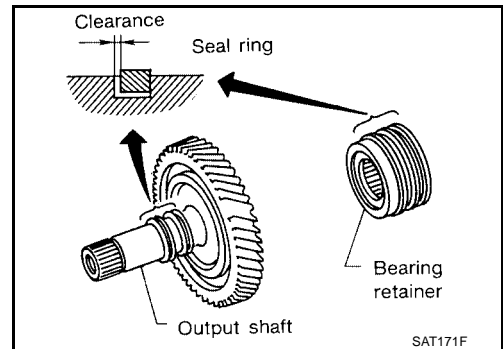
**Allowable limit** : 0.25 mm (0.0098 in)

- If not within allowable limit, replace output shaft.
- Install new seal rings to bearing retainer.
- Measure clearance between seal ring and ring groove of bearing retainer.

**Standard clearance** : 0.10 - 0.30 mm  
(0.0039 - 0.0118 in)

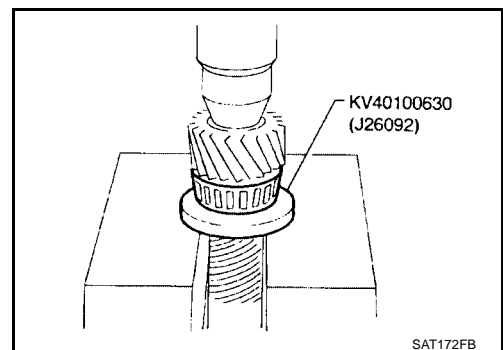
**Allowable limit** : 0.30 mm (0.0118 in)

- If not within allowable limit, replace bearing retainer.



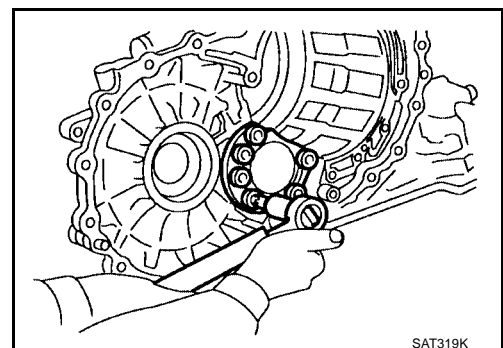
## ASSEMBLY

1. Press reduction pinion gear bearing inner race on reduction pinion gear.



2. Install reduction pinion gear bearing outer race on transmission case.

 : 109 - 123 N·m (11.1 - 12.5 kg-m, 80 - 90 ft-lb)

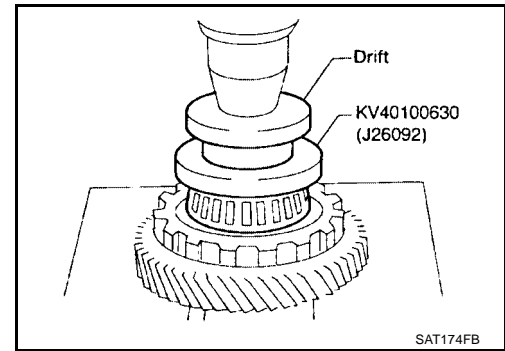


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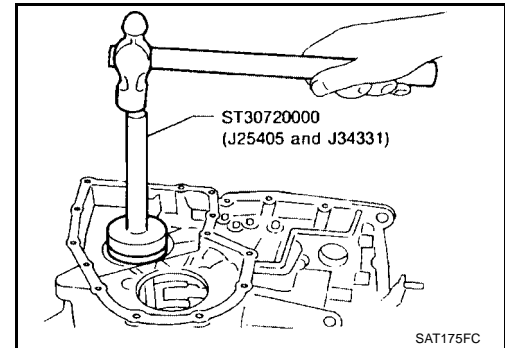
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

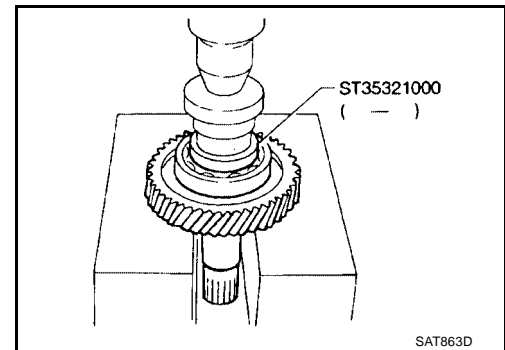
3. Press idler gear bearing inner race on idler gear.



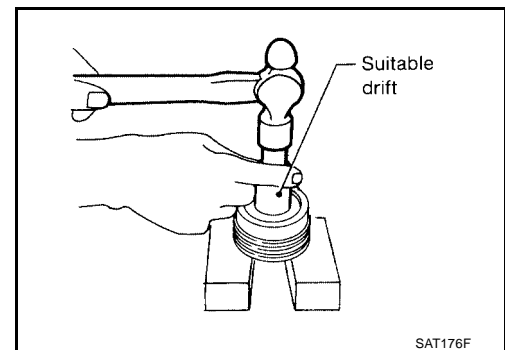
4. Install idler gear bearing outer race on transmission case.



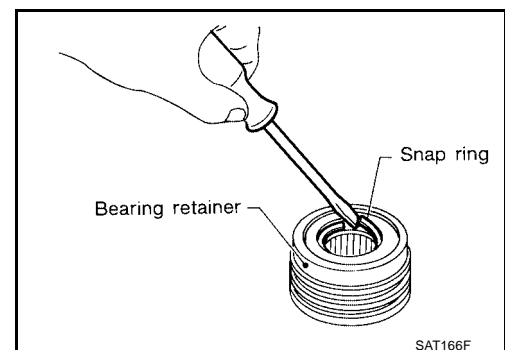
5. Press output shaft bearing on output shaft.



6. Press needle bearing on bearing retainer.



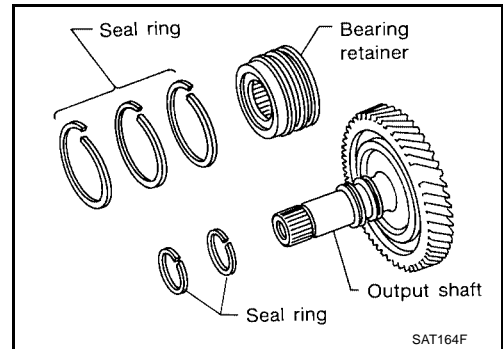
7. Install snap ring to bearing retainer.



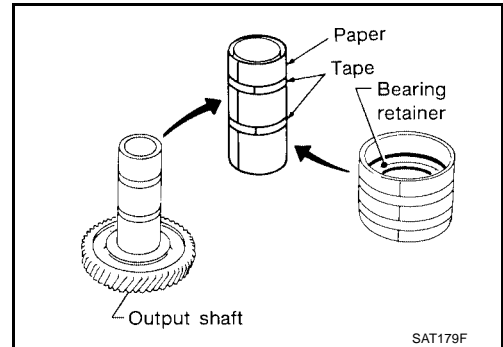
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

- After packing ring grooves with petroleum jelly, carefully install new seal rings on output shaft and bearing retainer.

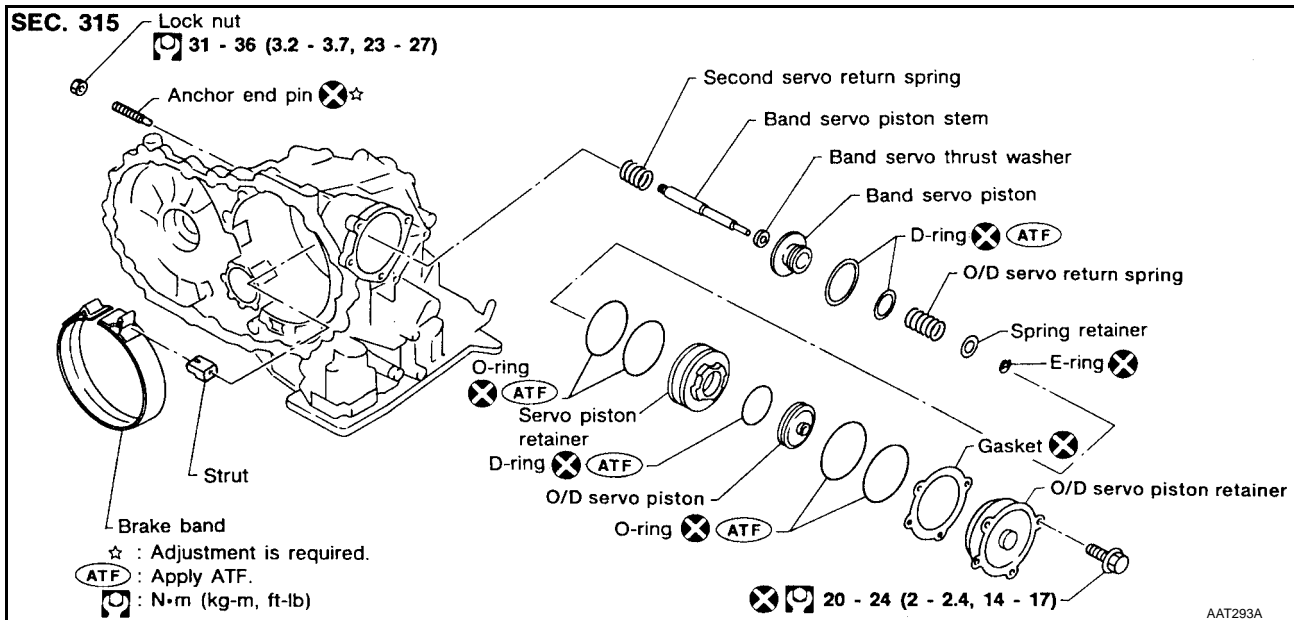


- Roll paper around seal rings to prevent seal rings from spreading.



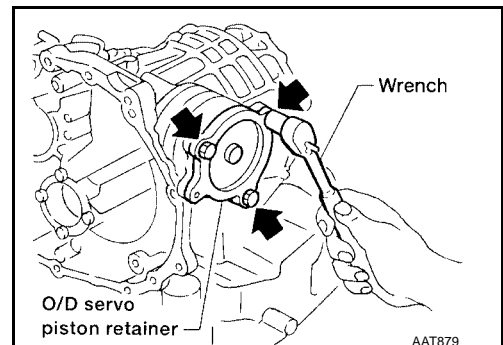
## Band Servo Piston Assembly COMPONENTS

ECS0067P



## DISASSEMBLY

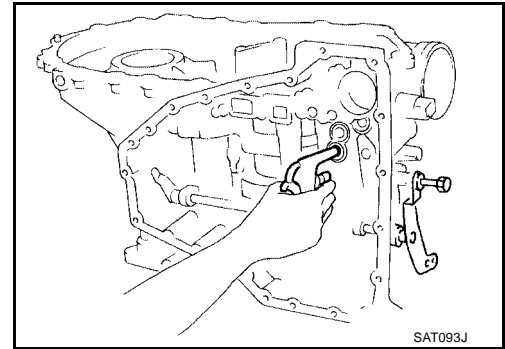
- Remove band servo piston fixing bolts.



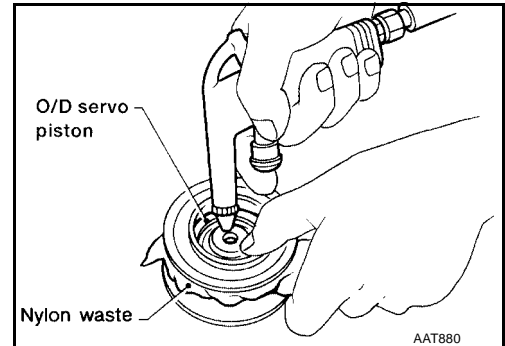
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

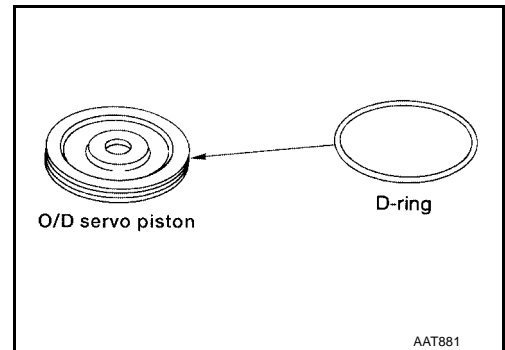
2. Apply compressed air to oil hole in transmission case to remove O/D servo piston retainer and band servo piston assembly.
  - Hold band servo piston assembly with a rag or nylon waste.



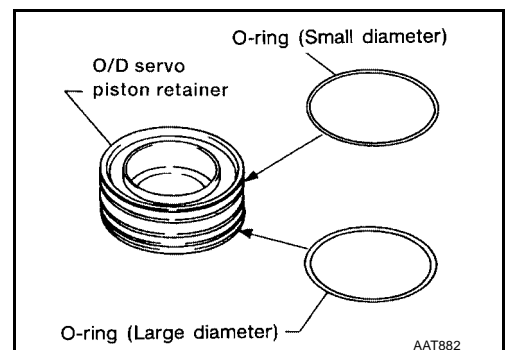
3. Apply compressed air to oil hole in O/D servo piston retainer to remove O/D servo piston from retainer.
  - Hold O/D band servo piston while applying compressed air.



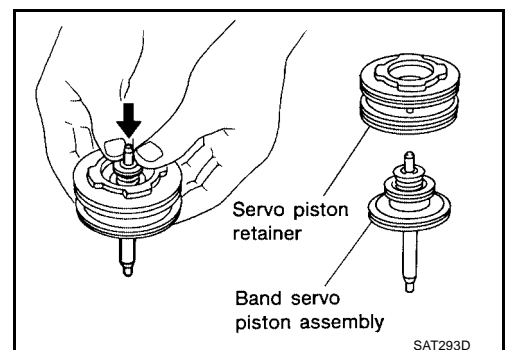
4. Remove D-ring from O/D servo piston.



5. Remove O-rings from O/D servo piston retainer.



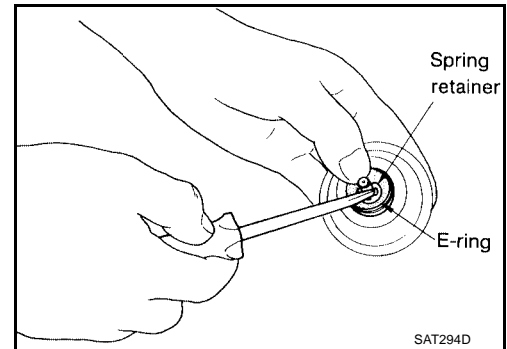
6. Remove band servo piston assembly from servo piston retainer by pushing it forward.



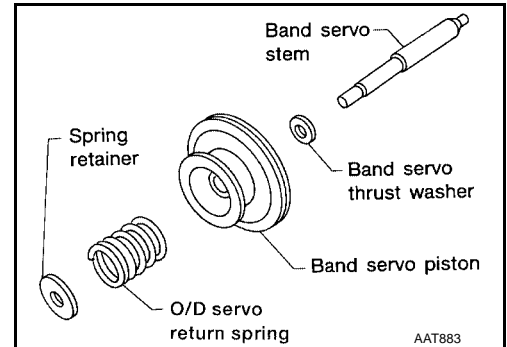
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

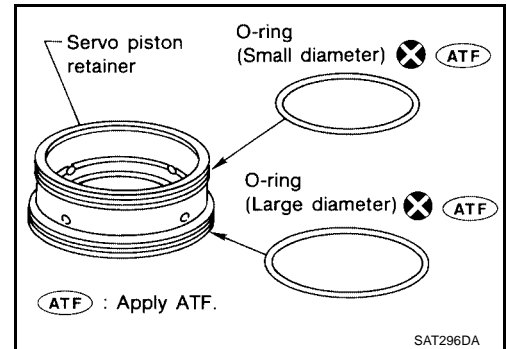
7. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.



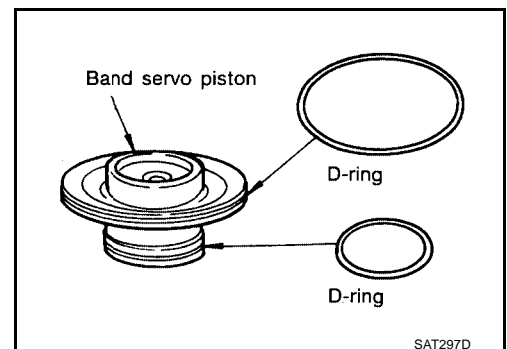
8. Remove O/D servo return spring, band servo thrust washer and band servo piston stem from band servo piston.



9. Remove O-rings from servo piston retainer.



10. Remove D-rings from band servo piston.



## INSPECTION

### Pistons, Retainers and Piston Stem

- Check frictional surfaces for abnormal wear or damage.

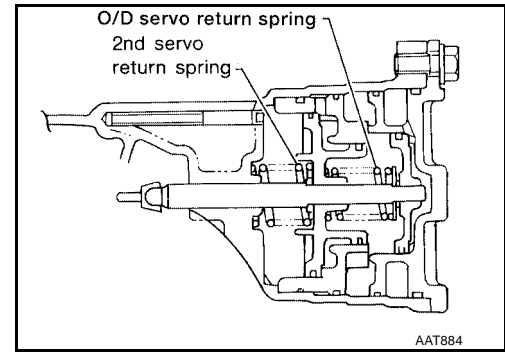
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## Return Springs

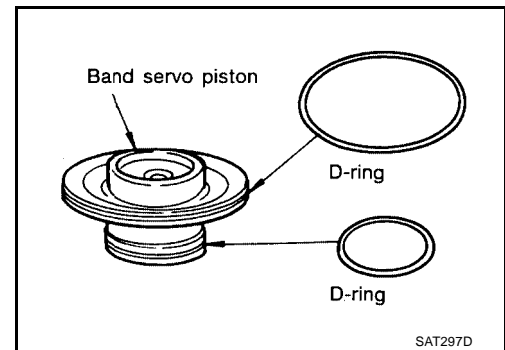
- Check for deformation or damage.
- Measure free length and outer diameter.

**Inspection standard** : Refer to [AT-758](#),  
**"RETURN SPRING"** .

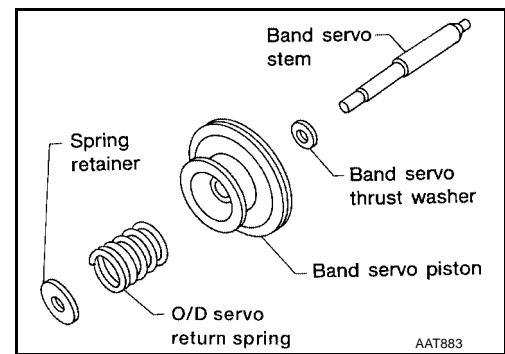


## ASSEMBLY

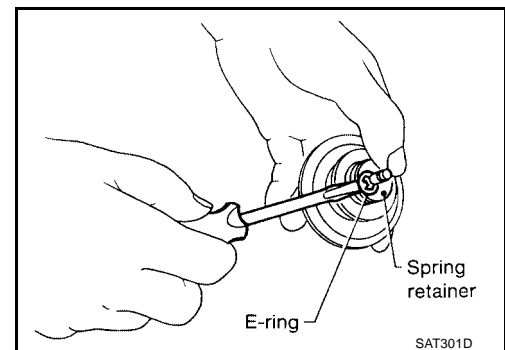
1. Install D-rings to servo piston retainer.
  - Apply ATF to D-rings.
  - Pay attention to position of each O-ring.



2. Install band servo piston stem, band servo thrust washer, O/D servo return spring and spring retainer to band servo piston.



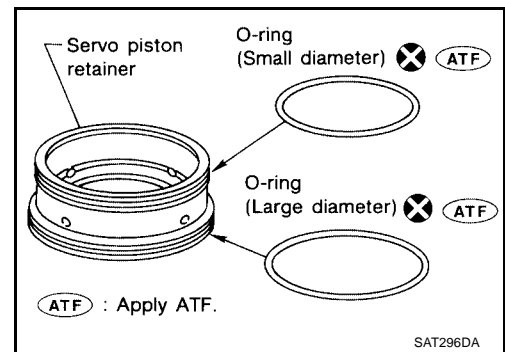
3. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



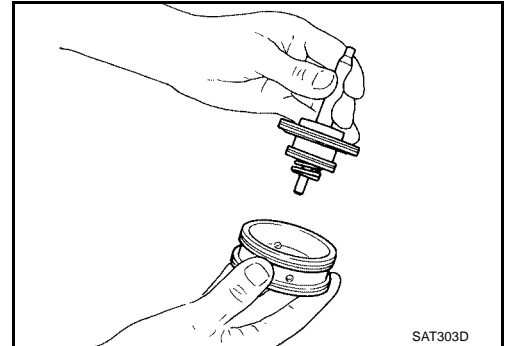
# REPAIR FOR COMPONENT PARTS

[RE4F04B]

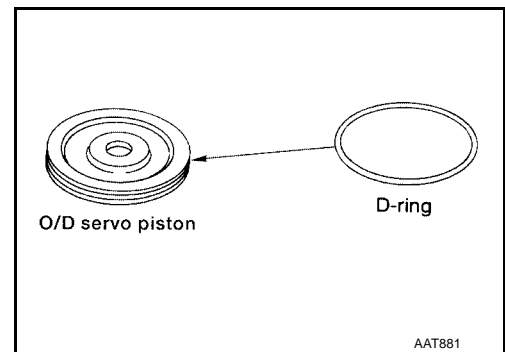
4. Install O-rings to servo piston retainer.
- **Apply ATF to O-rings.**
  - **Pay attention to position of each O-ring.**



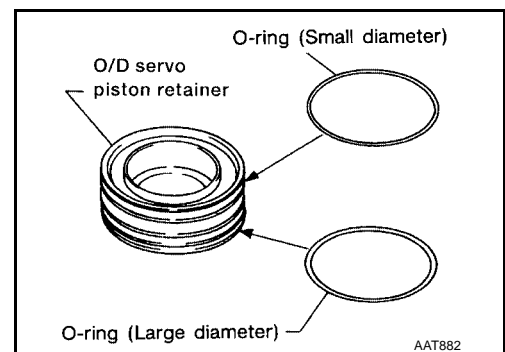
5. Install band servo piston assembly to servo piston retainer by pushing it inward.



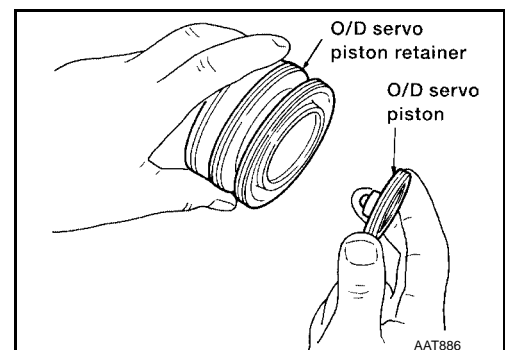
6. Install D-ring to O/D servo piston.
- **Apply ATF to D-ring.**



7. Install O-rings to O/D servo piston retainer.
- **Apply ATF to O-rings.**
  - **Pay attention to position of each O-ring.**



8. Install O/D servo piston to O/D servo piston retainer.



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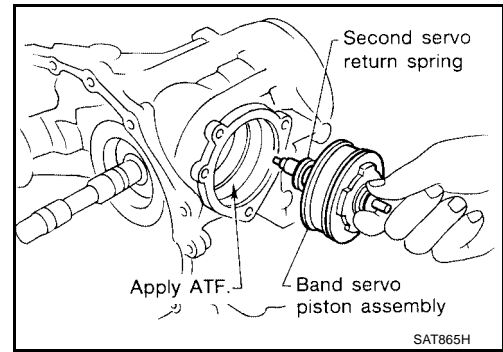
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# REPAIR FOR COMPONENT PARTS

[RE4F04B]

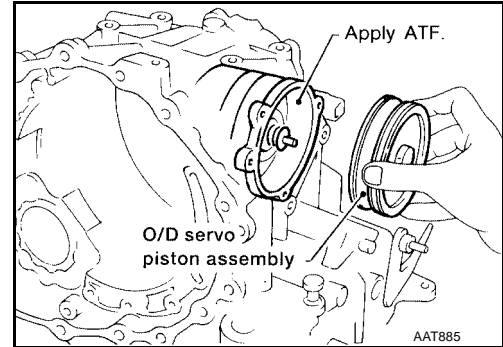
9. Install band servo piston assembly and 2nd servo return spring to transmission case.

- Apply ATF to O-ring of band servo piston and transmission case.

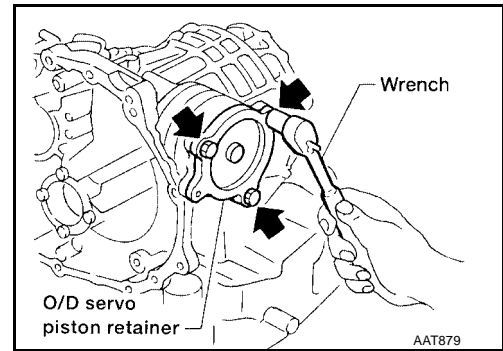


10. Install O/D servo piston assembly to transmission case.

- Apply ATF to O-ring of band servo piston and transmission case.

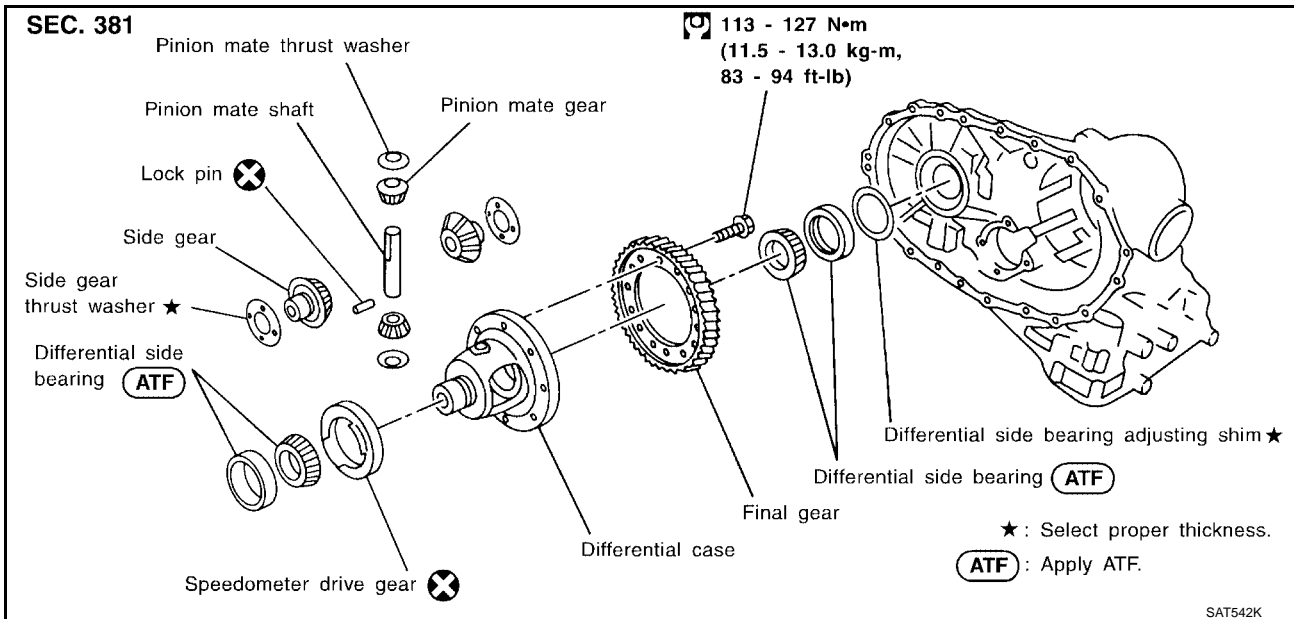


11. Install O/D servo piston retainer to transmission case. Refer to [AT-722, "ASSEMBLY"](#).



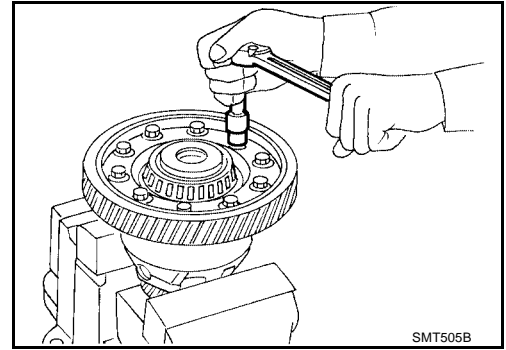
## Final Drive COMPONENTS

ECS0067Q



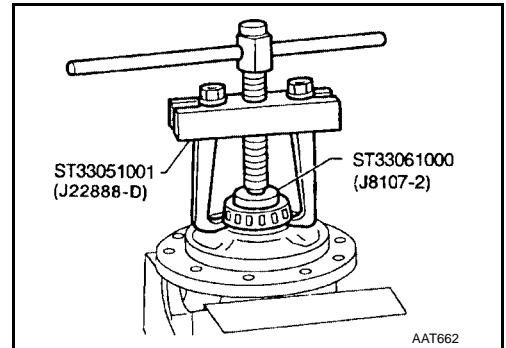
## DISASSEMBLY

1. Remove final gear.

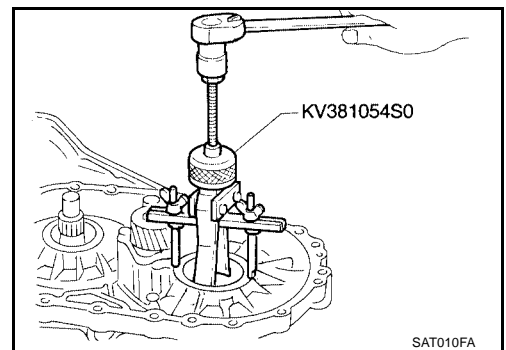


2. Press out differential side bearings.

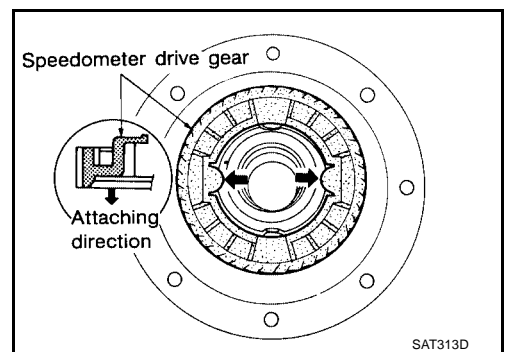
- Be careful not to mix up the right and left bearings.



3. Remove differential side bearing outer race and side bearing adjusting shim from transaxle case.

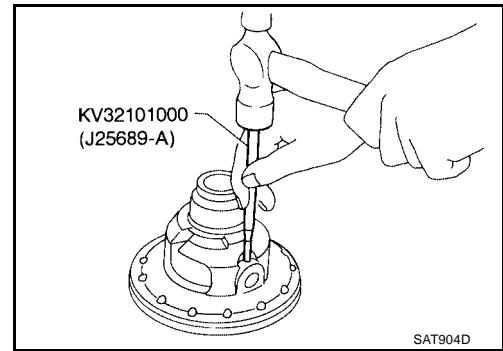


4. Remove speedometer drive gear.



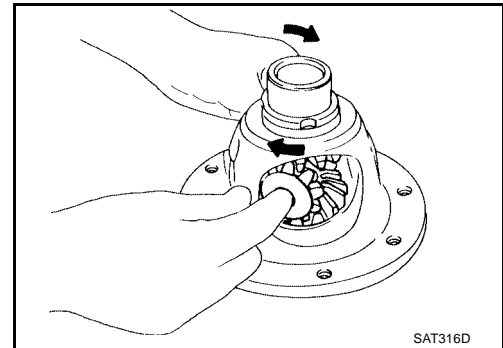
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5. Drive out pinion mate shaft lock pin.



6. Draw out pinion mate shaft lock pin.

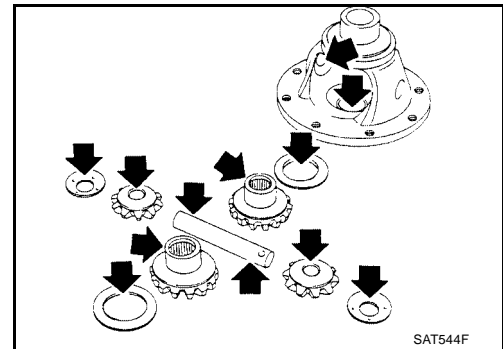
7. Remove pinion mate gears and side gears.



## INSPECTION

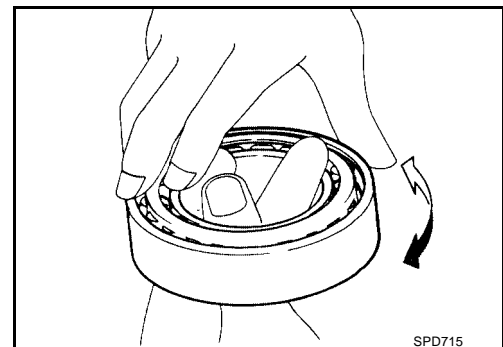
### Gear, Washer, Shaft and Case

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.



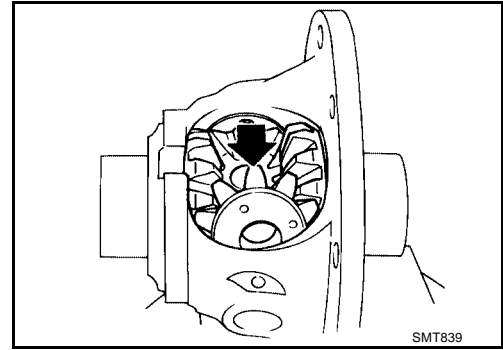
### Bearings

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**

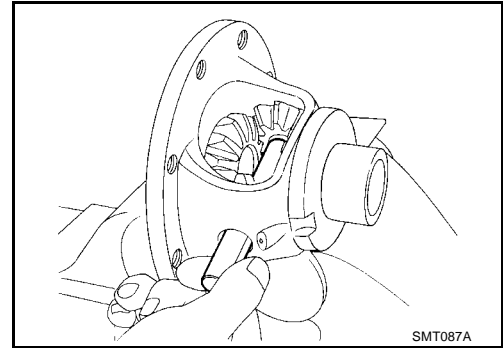


## ASSEMBLY

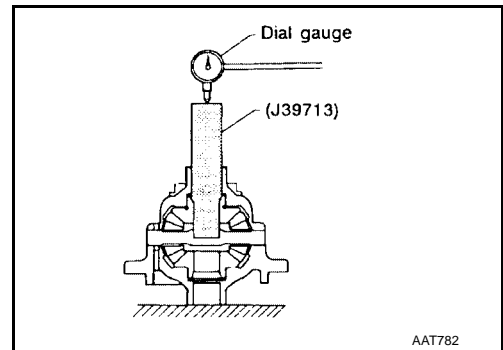
1. Attach side gear thrust washers to side gears, then install pinion mate thrust washers and pinion mate gears in place.
  - **Apply ATF to any parts.**



2. Insert pinion mate shaft.
  - **When inserting, be careful not to damage pinion mate thrust washers.**



3. Measure clearance between side gear and differential case with washers following the procedure below:
  - a. Set Tool and dial indicator on side gear.

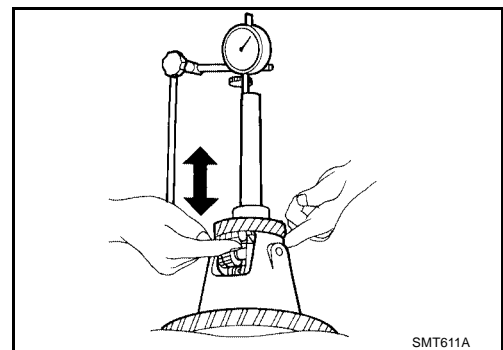


- b. Move side gear up and down to measure dial indicator deflection. Always measure indicator deflection on both side gears.

**Clearance between side gear and differential case with washer : 0.1 - 0.2 mm (0.004 - 0.008 in)**

- c. If not within specification, adjust clearance by changing thickness of differential side gear thrust washers.

**Differential side gear thrust washers : Refer to [AT-756, "DIFFERENTIAL SIDE GEAR THRUST WASHERS"](#) .**



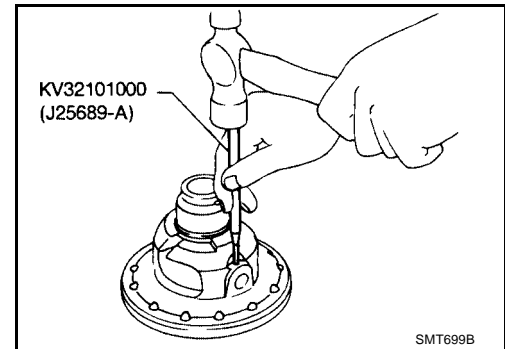
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## REPAIR FOR COMPONENT PARTS

[RE4F04B]

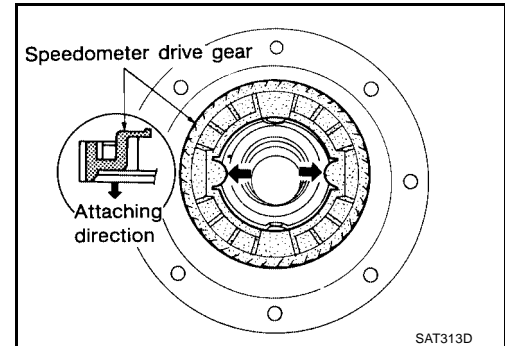
4. Install lock pin.

- Make sure that lock pin is flush with case.

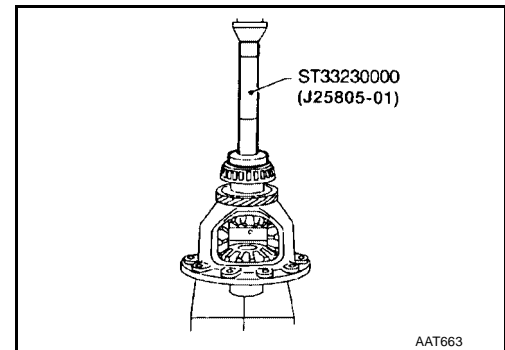


5. Install speedometer drive gear on differential case.

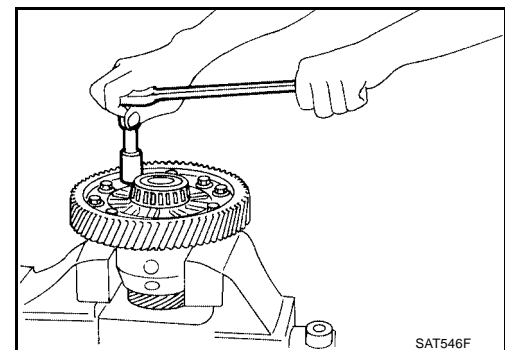
- Align the projection of speedometer drive gear with the groove of differential case.



6. Press on differential side bearings.



7. Install final gear and tighten fixing bolts in a crisscross pattern. Tighten final gear bolts to the specified torque. Refer to [AT-724](#), "[COMPONENTS](#)".



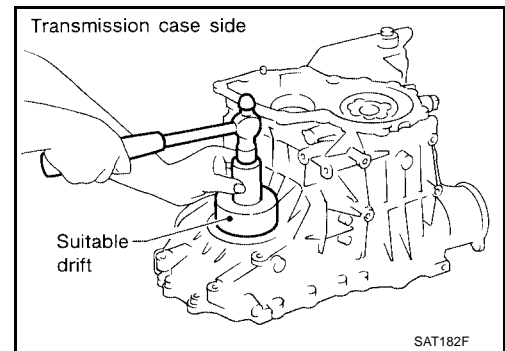
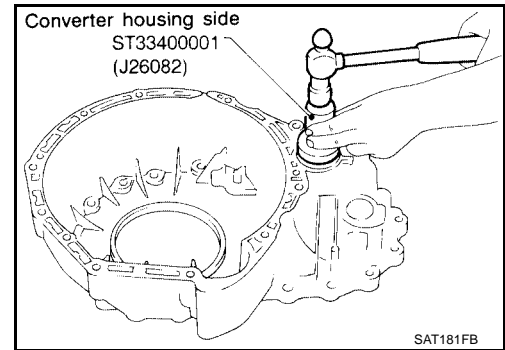
### ASSEMBLY

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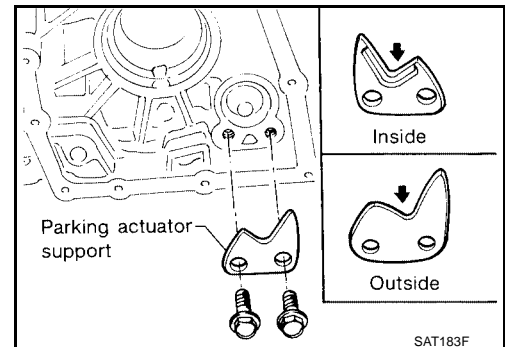
#### Assembly (1)

1. Install differential side oil seals on transmission case and converter housing.

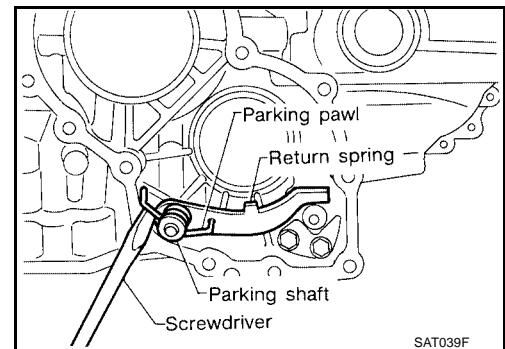


2. Install parking actuator support to transmission case. Tighten parking actuator support bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#).

- Pay attention to direction of parking actuator support.



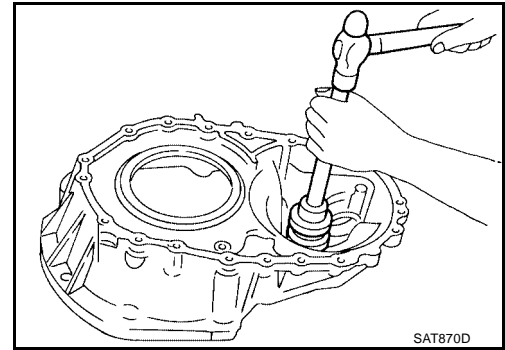
3. Install parking pawl on transmission case and fix it with parking shaft.
4. Install return spring.



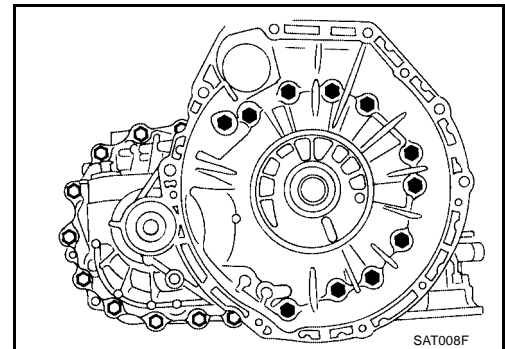


## Adjustment (1) DIFFERENTIAL SIDE BEARING PRELOAD

1. Install differential side bearing outer race without adjusting shim on transmission case.
2. Install differential side bearing outer race on converter housing.



3. Place final drive assembly on transmission case.
4. Install transmission case on converter housing. Tighten transmission case fixing bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#).

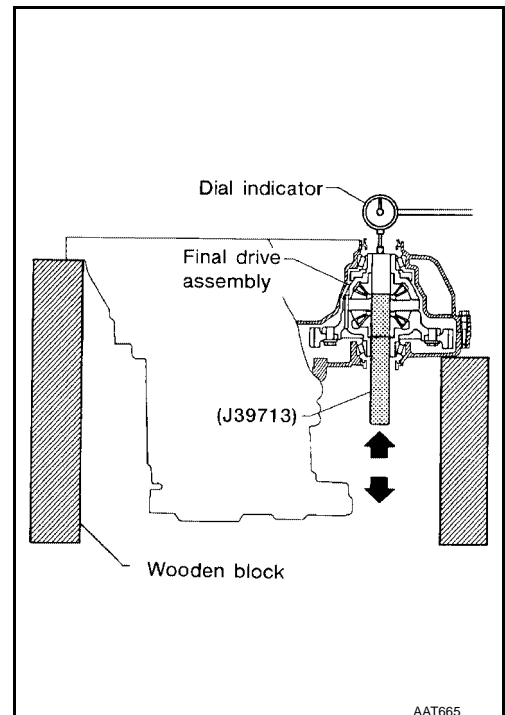


5. Attach dial indicator on differential case at converter housing side.
6. Insert Tool into differential side gear from transmission case side.
7. Move Tool up and down and measure dial indicator deflection.
8. Select proper thickness of differential side bearing adjusting shim(s).

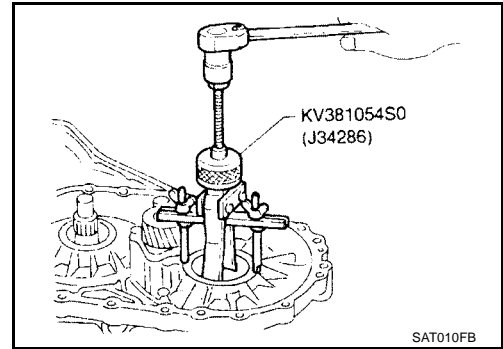
**Suitable shim thickness = Dial indicator deflection + Specified bearing preload**

**Differential side bearing preload adjusting shim** : Refer to [AT-756, "DIFFERENTIAL SIDE BEARING PRELOAD ADJUSTING SHIMS"](#).

**Bearing preload** : 0.05 - 0.09 mm  
(0.0020 - 0.0035 in)



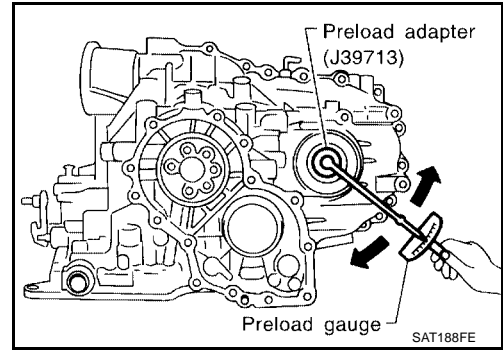
9. Remove converter housing from transmission case.
10. Remove final drive assembly from transmission case.
11. Remove differential side bearing outer race from transmission case.
12. Reinstall differential side bearing outer race and shim(s) selected from SDS table on transmission case.
13. Reinstall converter housing on transmission case and tighten transmission case fixing bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#) .



14. Insert Tool and measure turning torque of final drive assembly.
  - Turn final drive assembly in both directions several times to seat bearing rollers correctly.
 

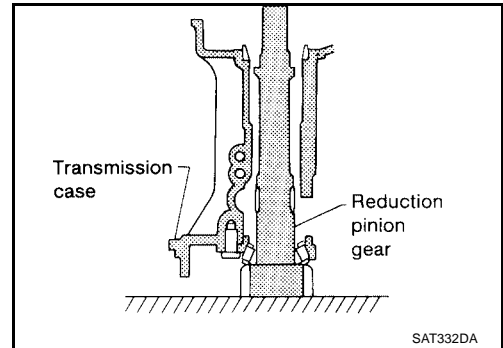
**Turning torque of final drive assembly (New bearing)** : 0.78 - 1.37 N·m (8.0 - 14.0 kg-cm, 6.9 - 12.2 in-lb)
  - When old bearing is used again, turning torque will be slightly less than the above.
  - Make sure torque is close to the specified range.

**Preload adapter** : J39713



### REDUCTION PINION GEAR BEARING PRELOAD

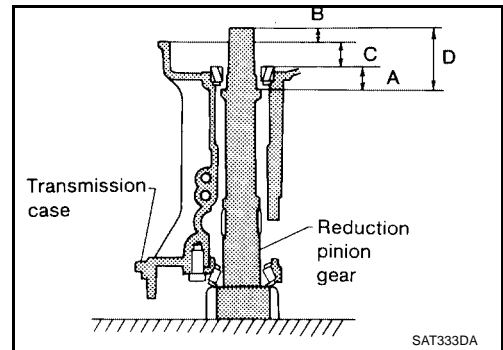
1. Remove transmission case and final drive assembly from converter housing.
2. Select proper thickness of reduction pinion gear bearing adjusting shim using the following procedures.
  - a. Place reduction pinion gear on transmission case as shown.



- b. Place idler gear bearing on transmission case.
  - c. Measure dimensions "B" "C" and "D" and calculate dimension "A".

**A = D - (B + C)**

**"A"** : Distance between the surface of idler gear bearing inner race and the adjusting shim mating surface of reduction pinion gear.

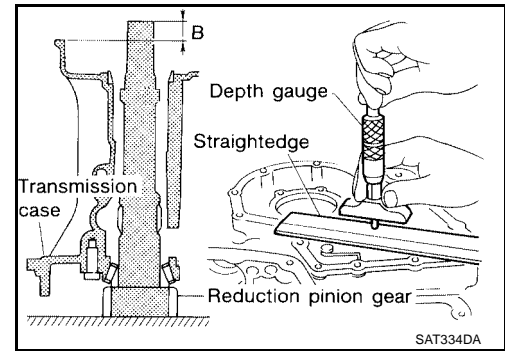


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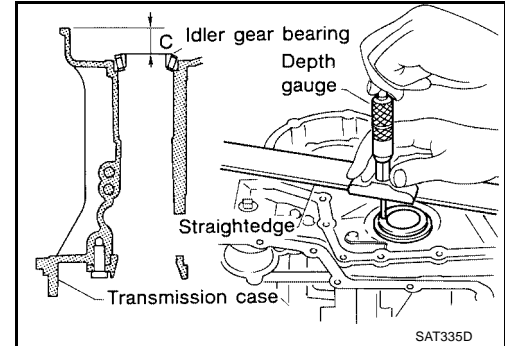
# ASSEMBLY

[RE4F04B]

- Measure dimension "B" between the end of reduction pinion gear and the surface of transmission case.
- **Measure dimension "B" in at least two places.**

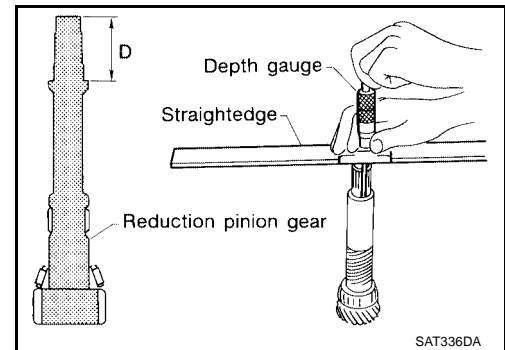


- Measure dimension "C" between the surface of idler gear bearing inner race and the surface of transmission case.
- **Measure dimension "C" in at least two places.**



- Measure dimension "D" between the end of reduction pinion gear and the adjusting shim mating surface of reduction pinion gear.
- **Measure dimension "D" in at least two places.**
- Calculate dimension "A".

$$A = D - (B + C)$$



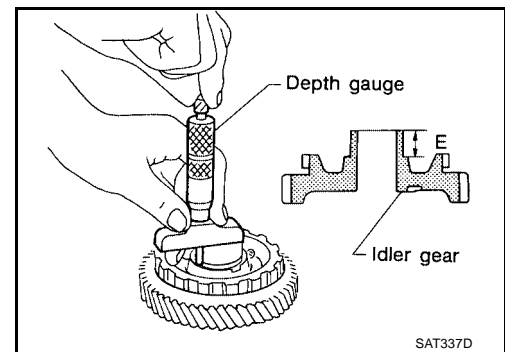
- d. Measure dimension "E" between the end of idler gear and the idler gear bearing inner race mating surface of idler gear.
- **Measure dimension "E" in at least two places.**
- e. Select proper thickness of reduction pinion gear bearing adjusting shim.

$$\text{Proper shim thickness} = A - E - 0.05 \text{ mm (0.0020 in)}^*$$

(\*: Bearing preload)

Reduction pinion gear bearing adjusting shim

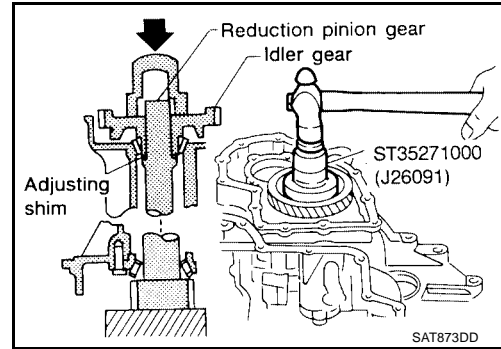
: Refer to [AT-757](#), "[REDUCTION PINION GEAR BEARING ADJUSTING SHIMS](#)".



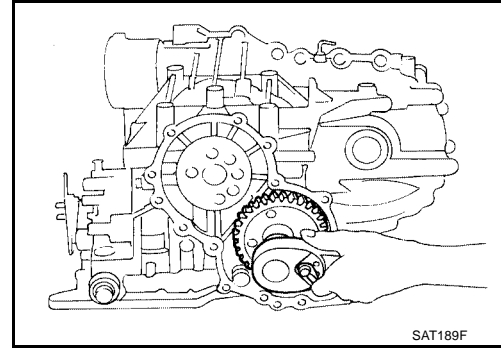
# ASSEMBLY

[RE4F04B]

3. Install reduction gear and reduction gear bearing adjusting shim selected in step 2-e on transmission case.
4. Press idler gear bearing inner race on idler gear.
5. Press idler gear on reduction gear.
  - Press idler gear until idler gear fully contacts adjusting shim.

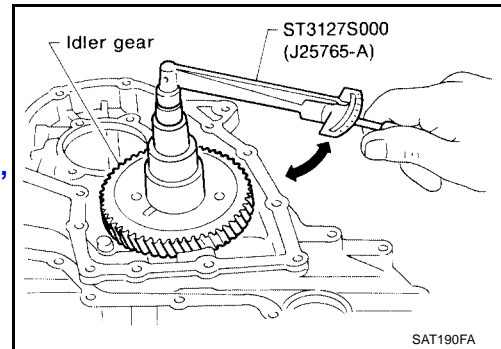


6. Tighten idler gear lock nut to the specified torque. Refer to [AT-652, "OVERHAUL"](#).
  - Lock idler gear with parking pawl when tightening lock nut.

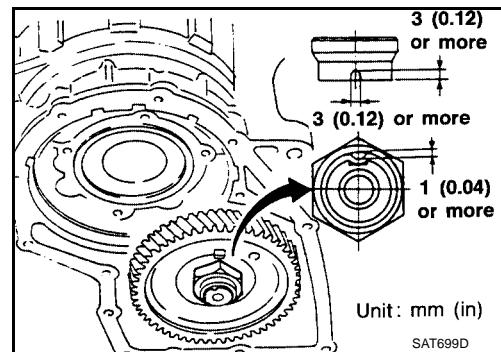


7. Measure turning torque of reduction pinion gear.
  - When measuring turning torque, turn reduction pinion gear in both directions several times to seat bearing rollers correctly.
 

Turning torque of reduction pinion gear : 0.05 - 0.39 N·m (0.5 - 4.0 kg·cm, 0.43 - 3.47 in·lb)
  - If turning torque is out of specification, decrease or increase thickness of reduction pinion gear bearing adjusting shim.

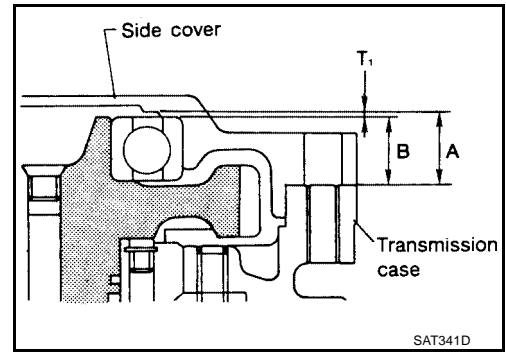


8. After properly adjusting turning torque, clinch idler gear lock nut as shown.

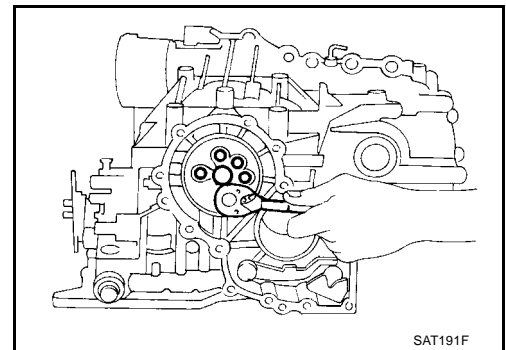


## OUTPUT SHAFT END PLAY

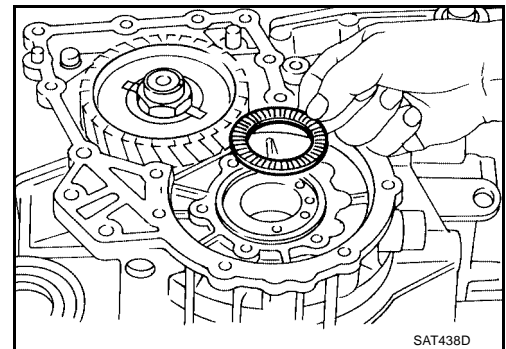
- Measure clearance between side cover and the end of the output shaft bearing.
- Select proper thickness of adjusting shim so that clearance is within specifications.



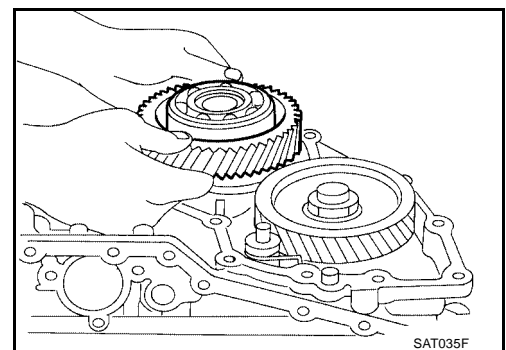
1. Install bearing retainer for output shaft.



2. Install output shaft thrust needle bearing on bearing retainer.



3. Install output shaft on transmission case.



# ASSEMBLY

[RE4F04B]

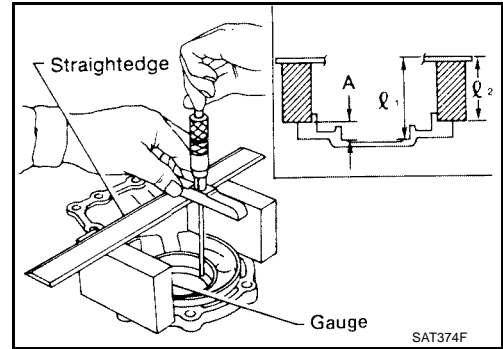
4. Measure dimensions " $\ell_1$ " and " $\ell_2$ " at side cover and then calculate dimension "A".

- Measure dimension " $\ell_1$ " and " $\ell_2$ " in at least two places.

"A" : Distance between transmission case fitting surface and adjusting shim mating surface.

$$A = \ell_1 - \ell_2$$

$\ell_2$  : Height of gauge



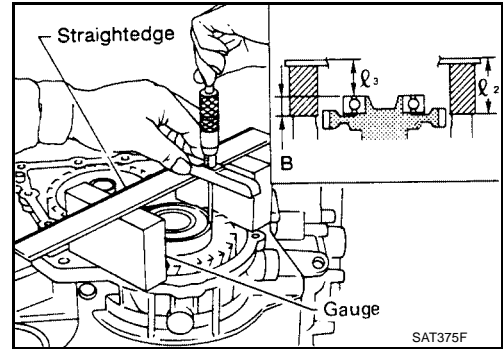
5. Measure dimensions " $\ell_2$ " and " $\ell_3$ " and then calculate dimension "B".

- Measure " $\ell_2$ " and " $\ell_3$ " in at least two places.

"B" : Distance between the end of output shaft bearing outer race and the side cover fitting surface of transmission case.

$$B = \ell_2 - \ell_3$$

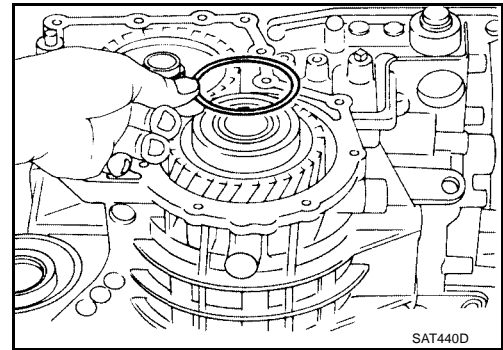
$\ell_2$  : Height of gauge



6. Select proper thickness of adjusting shim so that output shaft end play (clearance between side cover and output shaft bearing) is within specifications.

Output shaft end play : 0 - 0.15 mm (0 - 0.0059 in)  
(A - B)

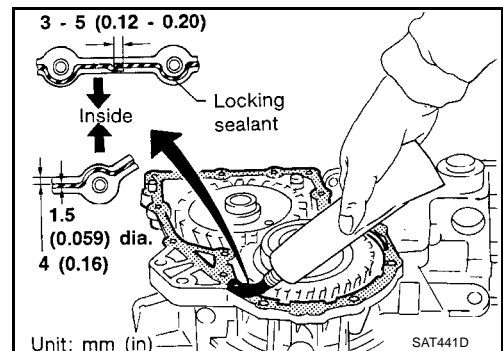
Output shaft end play : Refer to [AT-759, "OUTPUT SHAFT ADJUSTING SHIMS"](#).



7. Install adjusting shim on output shaft bearing.

## Assembly (2)

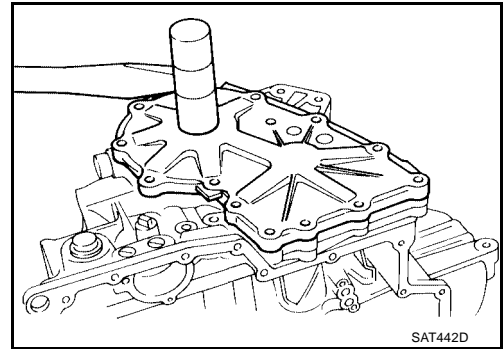
1. Apply anaerobic liquid gasket to transmission case as shown in illustration. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#)



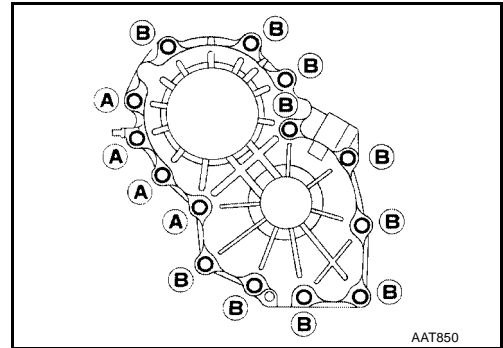
# ASSEMBLY

[RE4F04B]

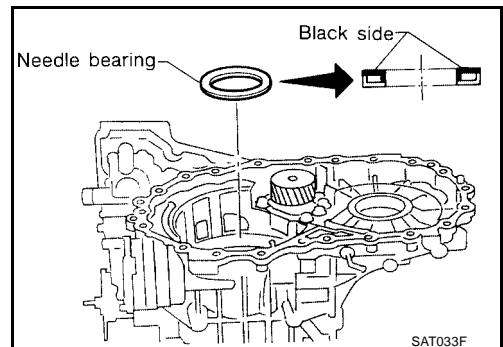
2. Set side cover on transmission case.
  - Apply locking sealant to the mating surface of transmission case.



3. Tighten side cover fixing bolts to specified torque. Refer to [AT-652, "OVERHAUL"](#).
  - Do not mix bolts A and B.
  - Always replace bolts A as they are self-sealing bolts.



4. Remove paper rolled around bearing retainer.
5. Install thrust washer on bearing retainer.
  - Apply petroleum jelly to thrust washer.

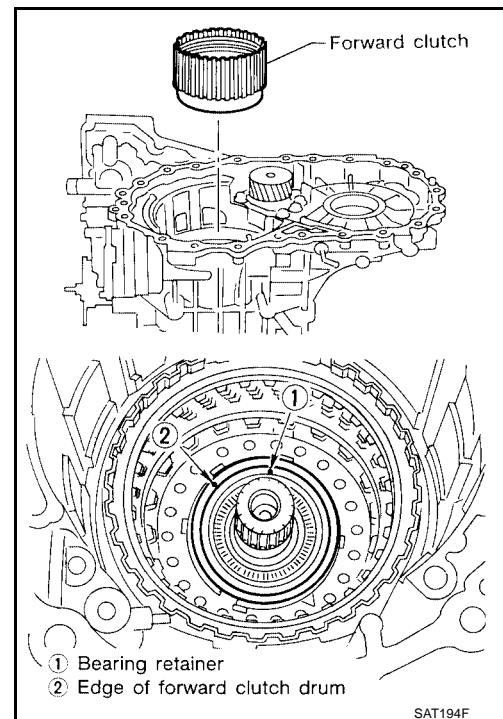


# ASSEMBLY

[RE4F04B]

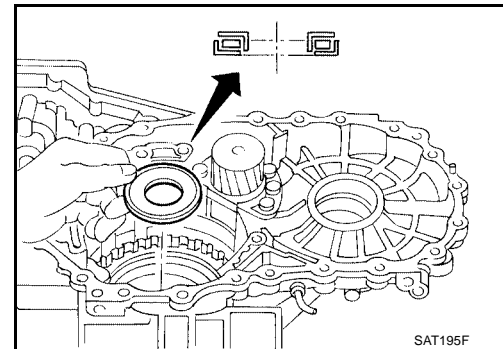
6. Install forward clutch assembly.

- **Align teeth of low & reverse brake drive plates before installing.**
- **Make sure that bearing retainer seal rings are not spread.**
- **If forward clutch assembly is correctly seated, points 1 and 2 are at almost same level.**



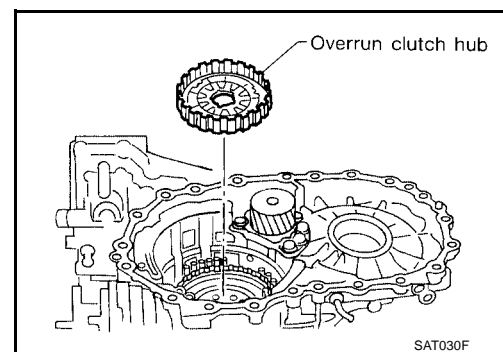
7. Install thrust needle bearing on bearing retainer.

- **Apply petroleum jelly to thrust needle bearing.**
- **Pay attention to direction of thrust needle bearing.**



8. Install overrun clutch hub.

- **Apply petroleum jelly to thrust washers.**
- **Align teeth of overrun clutch drive plates before installing.**



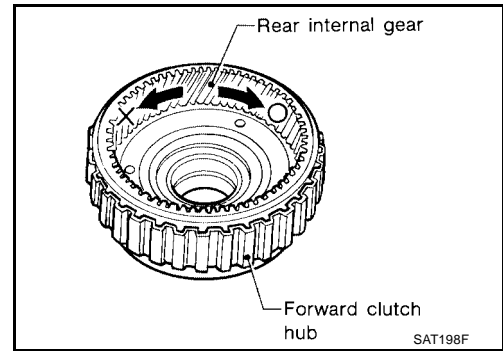
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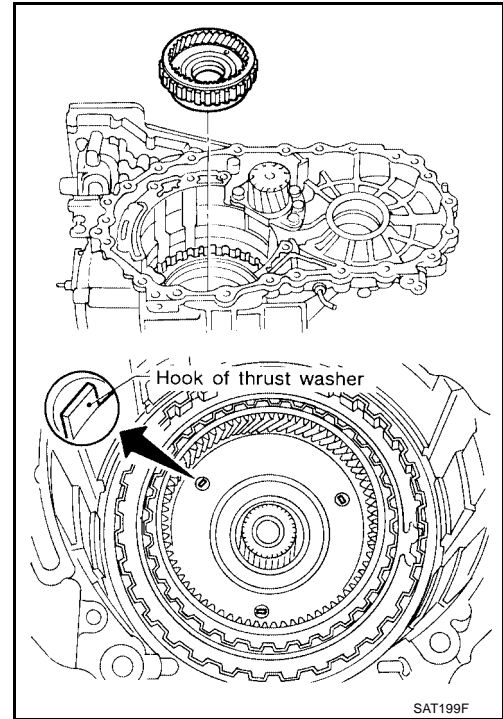
# ASSEMBLY

[RE4F04B]

9. Hold forward clutch hub and turn rear internal gear.  
Check overrun clutch hub for correct directions of lock and unlock.
- If not shown as illustrated, check installed direction of forward one-way clutch.

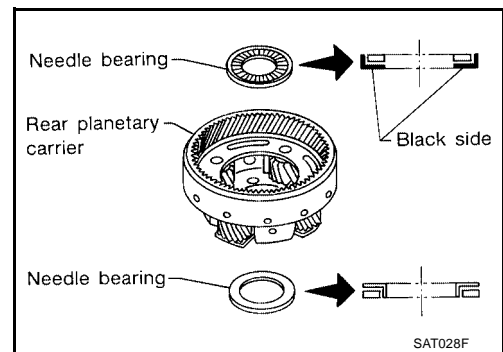


10. Install forward clutch hub and rear internal gear assembly.
- Align teeth of forward clutch drive plates before installing.
  - Check that three hooks of thrust washer are correctly aligned after installing.

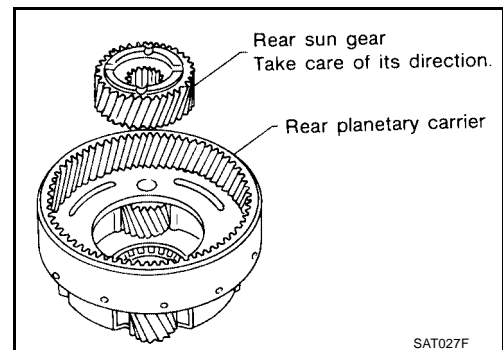


11. Install rear planetary carrier assembly and rear sun gear according to the following procedures.

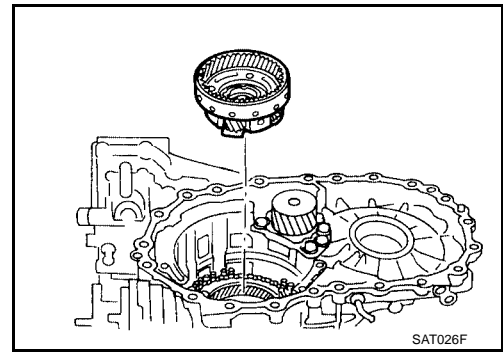
- a. Install needle bearings on rear planetary carrier.
- Apply petroleum jelly to needle bearings.
  - Pay attention to direction of needle bearings.



- b. Install rear sun gear on rear planetary carrier.
- Pay attention to direction of rear sun gear.

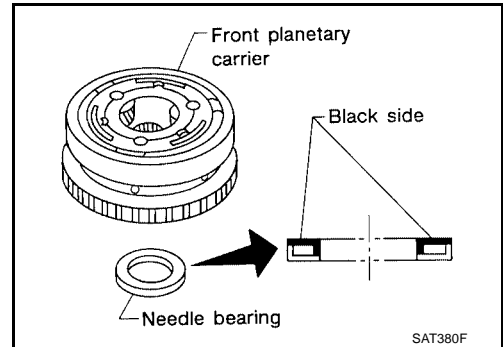


c. Install rear planetary carrier on transmission case.



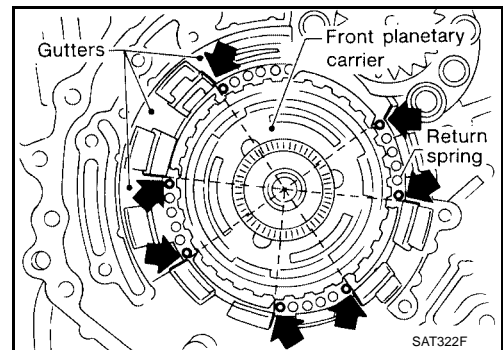
12. Install thrust needle bearing on front planetary carrier, then install them together on transmission case.

- Apply petroleum jelly to thrust needle bearing.
- Pay attention to direction of thrust needle bearing.

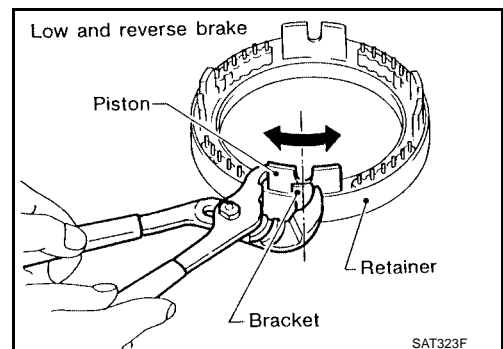


13. Install low and reverse brake piston according to the following procedures.

a. Set and align return springs to transmission case gutters as shown in illustration.



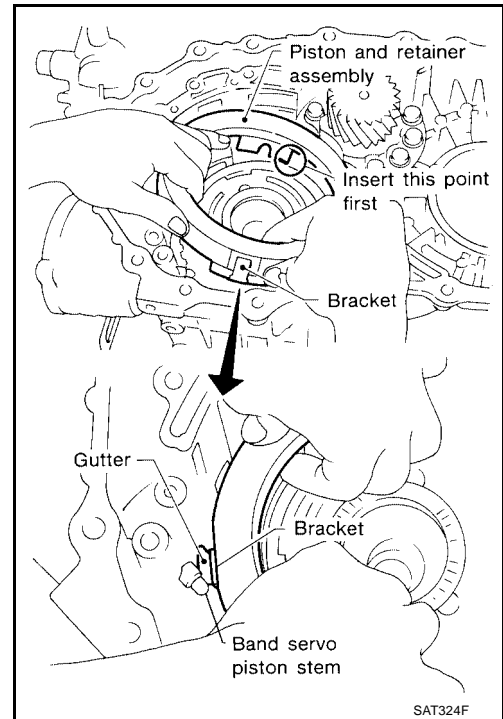
b. Set and align piston with retainer.



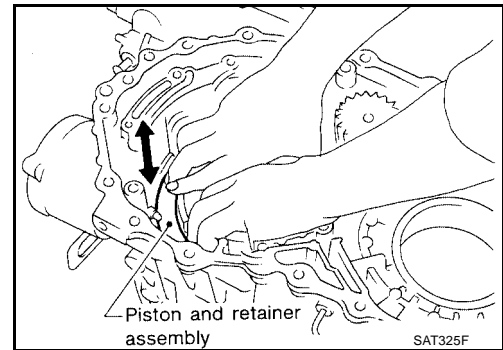
# ASSEMBLY

[RE4F04B]

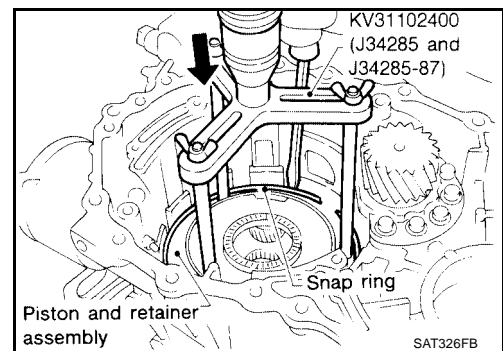
- c. Install piston and retainer assembly on the transmission case.
- **Align bracket to specified gutter as indicated in illustration.**



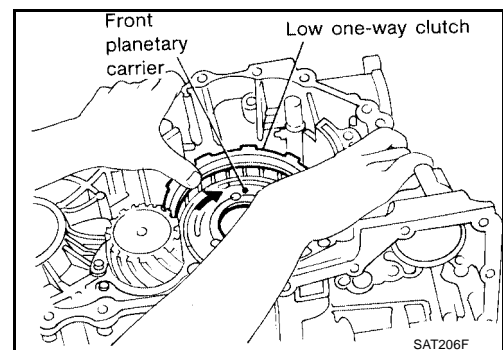
- d. Check that each protrusion of piston is correctly set to corresponding return spring as follows.
- **Push piston and retainer assembly evenly and confirm they move smoothly.**
  - **If they can not move smoothly, remove piston and retainer assembly and align return spring correctly as instructed in step "a".**



- e. Push down piston and retainer assembly and install snap ring.

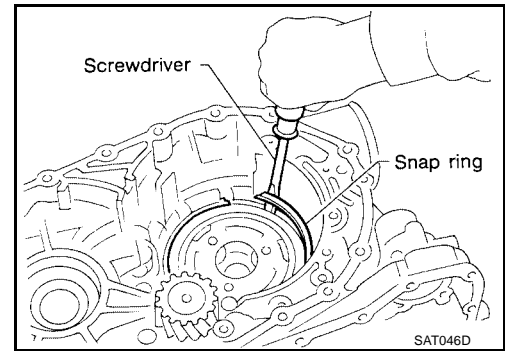


14. Install low one-way clutch to front planetary carrier by turning carrier in the direction of the arrow shown.



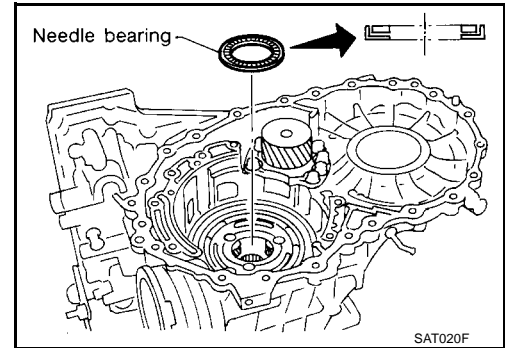
15. Install snap ring with screwdriver.

- Forward clutch and bearing must be correctly installed for snap ring to fit into groove of transmission case.



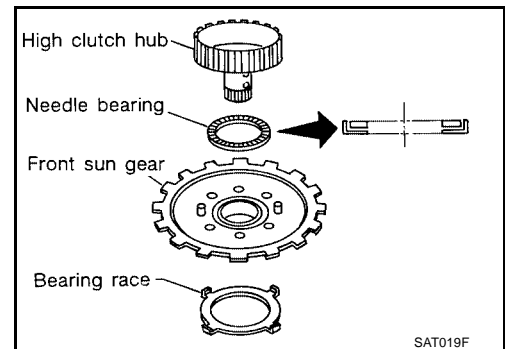
16. Install needle bearing on transmission case.

- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.

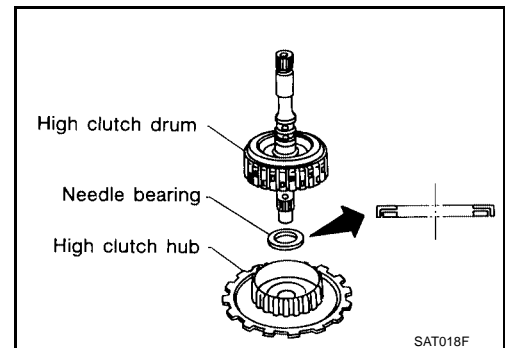


17. Install bearing race, needle bearing and high clutch hub on front sun gear.

- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.



18. Install needle bearing and high clutch drum on high clutch hub.



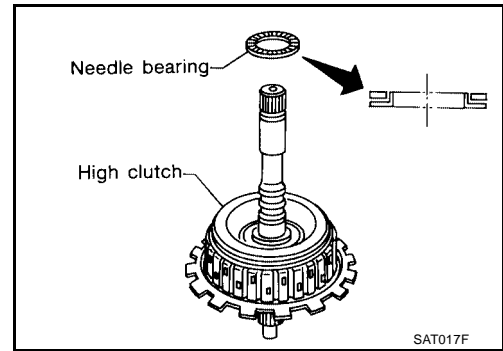
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# ASSEMBLY

[RE4F04B]

19. Install needle bearing on high clutch drum.

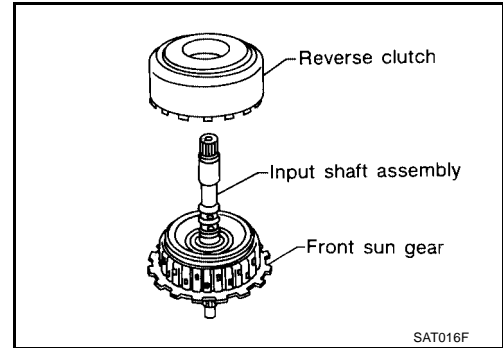
- Apply petroleum jelly to needle bearing.
- Pay attention to direction of needle bearing.



20. Remove paper rolled around input shaft.

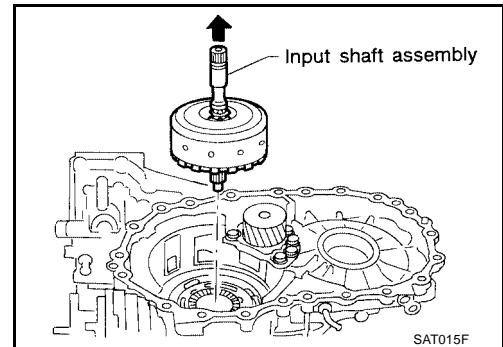
21. Install input shaft assembly in reverse clutch.

- Align teeth of reverse clutch drive plates before installing.



22. Install reverse clutch assembly on transmission case.

- Align teeth of high clutch drive plates before installing.



## Adjustment (2)

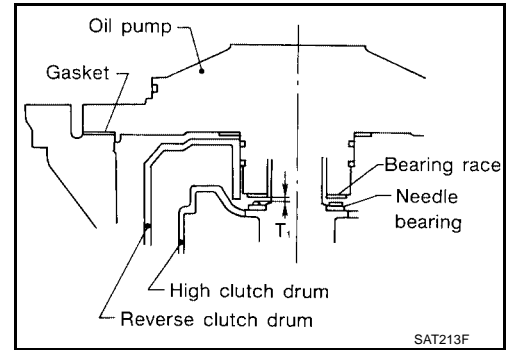
ECS0067U

When any parts listed below are replaced, adjust total end play and reverse clutch end play.

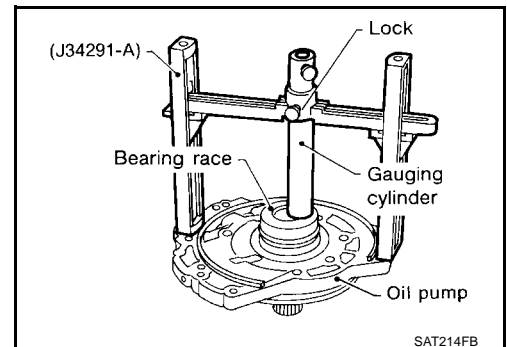
Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●
Rear planetary carrier	●	●
Rear sun gear	●	●
Front planetary carrier	●	●
Front sun gear	●	●
High clutch hub	●	●
High clutch drum	●	●
Oil pump cover	●	●
Reverse clutch drum	—	●

## TOTAL END PLAY

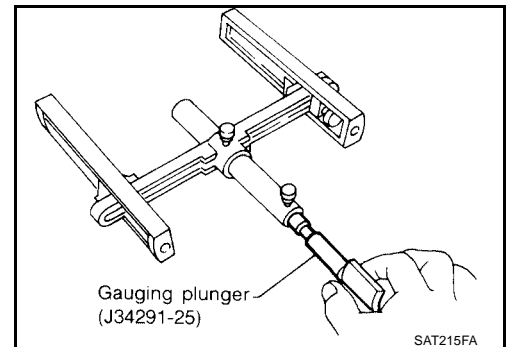
1. Adjust total end play "T<sub>1</sub>".



a. With original bearing race installed, place Tool onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly. The gauging cylinder should rest on top of bearing race. Lock gauging cylinder in place with set screw.



b. Install gauging plunger into cylinder.



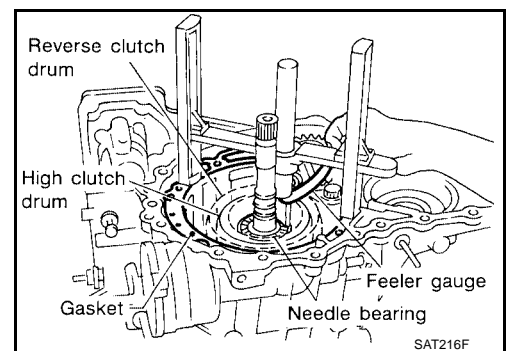
c. With needle bearing installed on high clutch drum, place Tool legs on machined surface of transmission case (with gasket). Then allow plunger to rest on needle bearing.

d. Measure gap between cylinder and plunger. This measurement should give exact total end play.

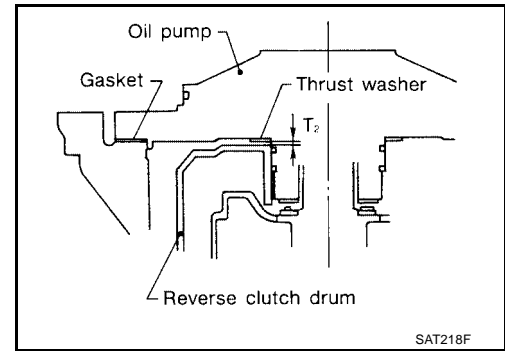
**Total end play "T<sub>1</sub>" : 0.25 - 0.55 mm  
(0.0098 - 0.0217 in)**

- If end play is out of specification, decrease or increase thickness of bearing race as necessary.

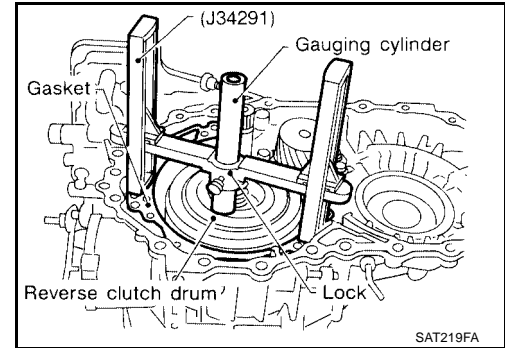
**Available bearing race for adjusting total end play : Refer to [AT-759. "BEARING RACE FOR ADJUSTING TOTAL END PLAY"](#).**



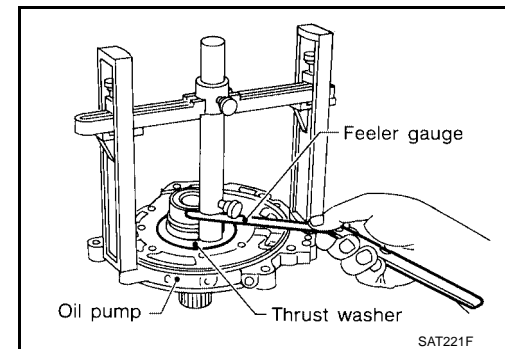
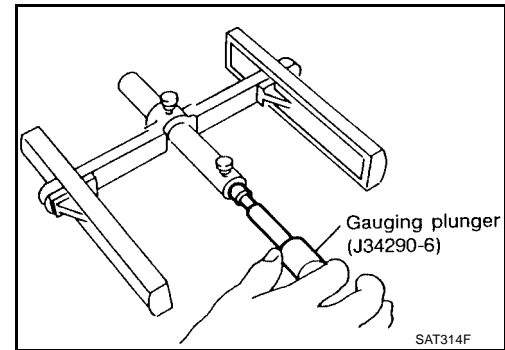
2. Adjust reverse clutch drum end play "T<sub>2</sub>".



a. Place Tool on machined surface of transmission case (with gasket). Then allow gauging cylinder to rest on reverse clutch drum. Lock cylinder in place with set screw.



b. Install gauging plunger into cylinder.



c. With original thrust washer installed on oil pump, place Tool legs onto machined surface of oil pump assembly. Then allow plunger to rest on thrust washer.  
d. Measure gap between cylinder and plunger with feeler gauge. This measurement should give exact reverse clutch drum end play.

**Reverse clutch drum end play "T<sub>2</sub>" : 0.55 - 0.90 mm (0.0217 - 0.0354 in)**

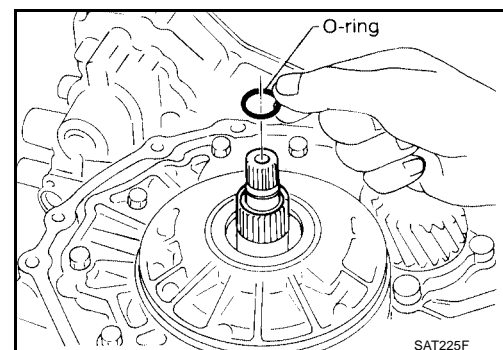
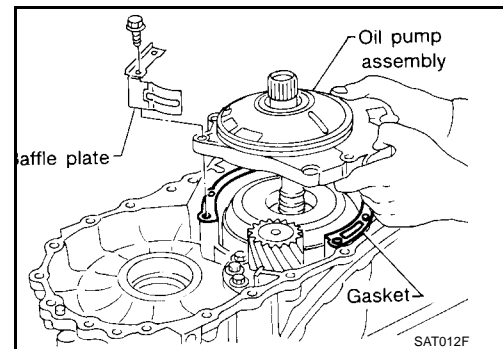
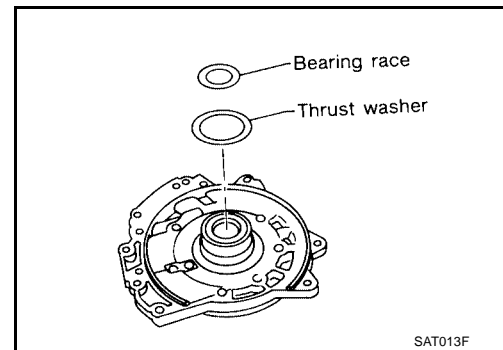
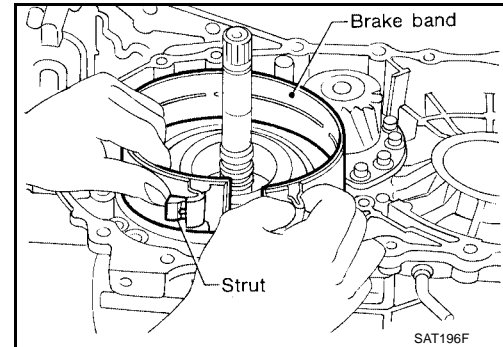
- If end play is out of specification, decrease or increase thickness of thrust washer as necessary.

Available thrust washer for adjusting reverse clutch drum end play : Refer to [AT-759](#), "[THRUST WASHERS FOR ADJUSTING REVERSE CLUTCH DRUM END PLAY](#)".

### Assembly (3)

1. Install anchor end pin and lock nut on transmission case.
2. Place brake band on outside of reverse clutch drum. Tighten anchor end pin just enough so that brake band is evenly fitted on reverse clutch drum.
3. Place bearing race selected in total end play adjustment step on oil pump cover.
  - **Apply petroleum jelly to bearing race.**
4. Place thrust washer selected in reverse clutch end play step on reverse clutch drum.
  - **Apply petroleum jelly to thrust washer.**
5. Install oil pump assembly, baffle plate and gasket on transmission case.
6. Tighten oil pump fixing bolts to the specified torque.
7. Install O-ring to input shaft.
  - **Apply ATF to O-ring.**

ECS0067V



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# ASSEMBLY

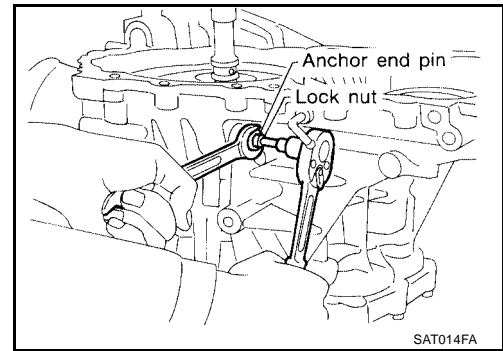
[RE4F04B]

8. Adjust brake band.
  - a. Tighten anchor end pin to the specified torque.

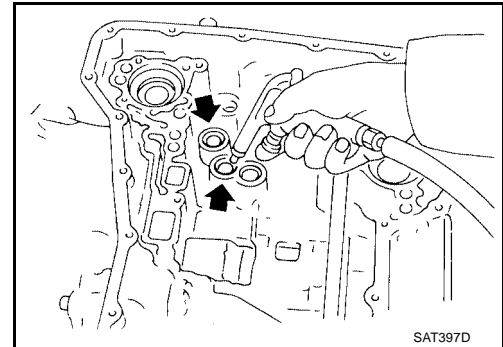
**Anchor end pin** : Refer to [AT-756, "BRAKE BAND"](#) .

- b. Back off anchor end pin two and a half turns.
    - c. While holding anchor end pin, tighten lock nut.

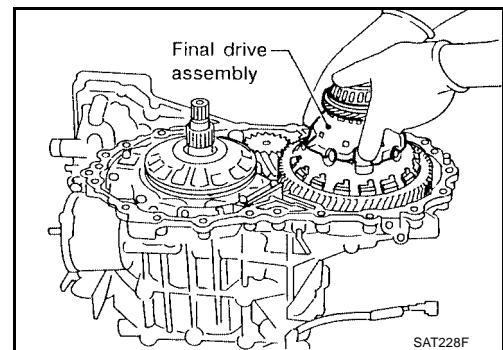
**Lock nut** : Refer to [AT-756, "BRAKE BAND"](#) .



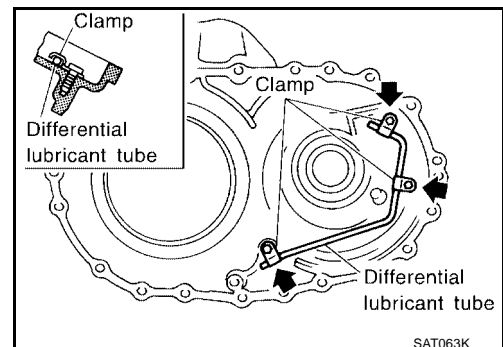
9. Apply compressed air to oil holes of transmission case and check operation of brake band.



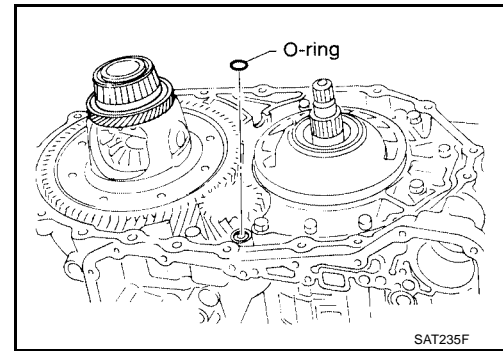
10. Install final drive assembly on transmission case.



11. Install differential lubricant tube on converter housing. Tighten differential lubricant tube bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#) .

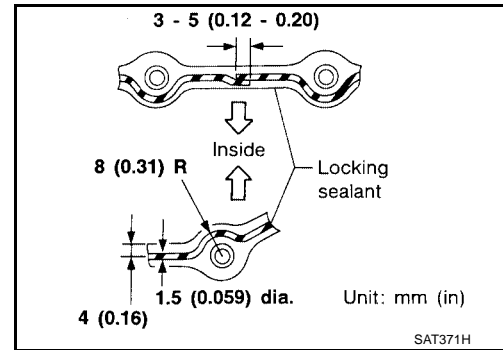


12. Install O-ring on differential oil port of transmission case.

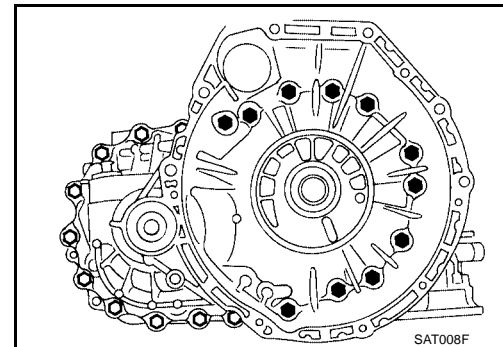


13. Install converter housing on transmission case.

- Apply locking sealant to mating surface of converter housing.

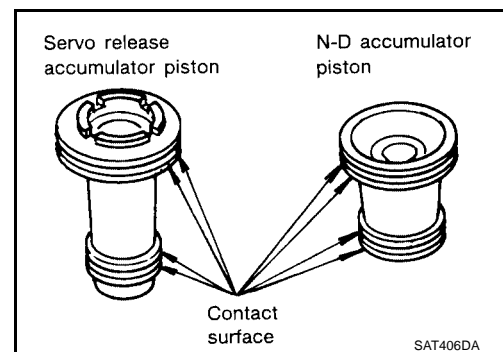


- Tighten converter housing bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#).



14. Install accumulator piston.

- Check contact surface of accumulator piston for damage.



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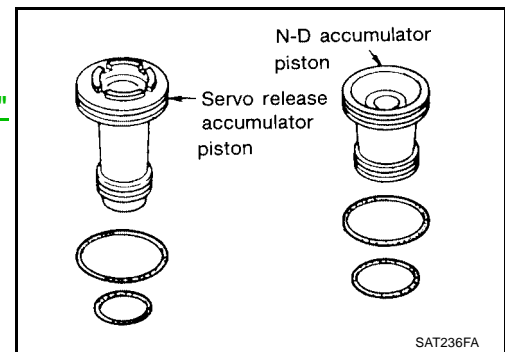
# ASSEMBLY

[RE4F04B]

b. Install O-rings on accumulator piston.

- Apply ATF to O-rings.

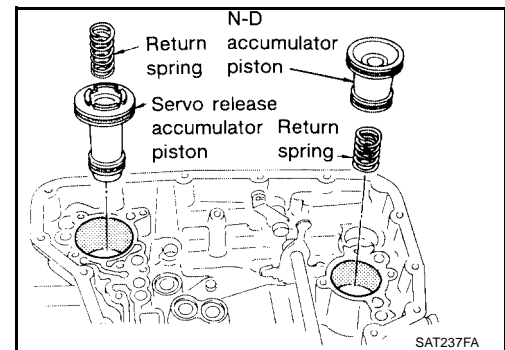
Accumulator piston O-rings : Refer to [AT-753, "O-RING"](#)



c. Install accumulator pistons and return springs on transmission case.

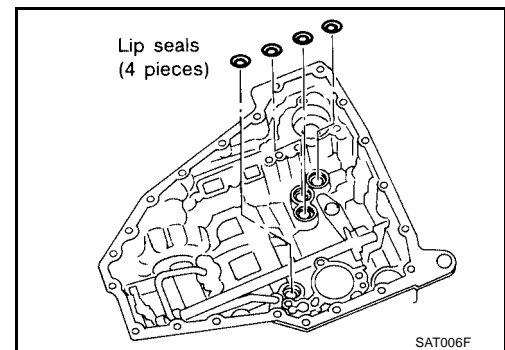
- Apply ATF to inner surface of transmission case.

Return springs : Refer to [AT-754, "RETURN SPRING"](#).

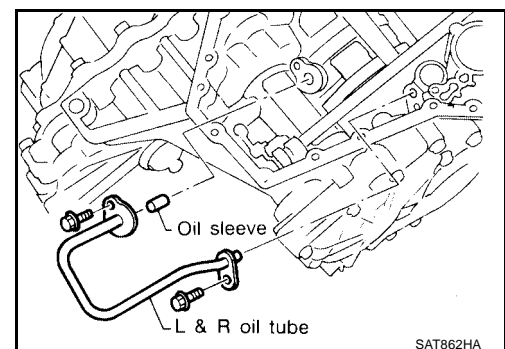


15. Install lip seals for band servo oil holes on transmission case.

- Apply petroleum jelly to lip seals.



16. Install L & R oil tube and oil sleeve. Tighten L & R oil tube bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#).



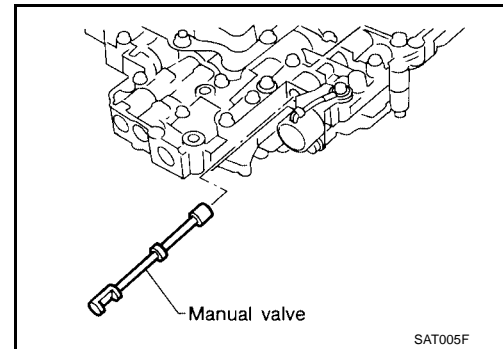
# ASSEMBLY

[RE4F04B]

17. Install control valve assembly.

a. Insert manual valve into control valve assembly.

- Apply ATF to manual valve.

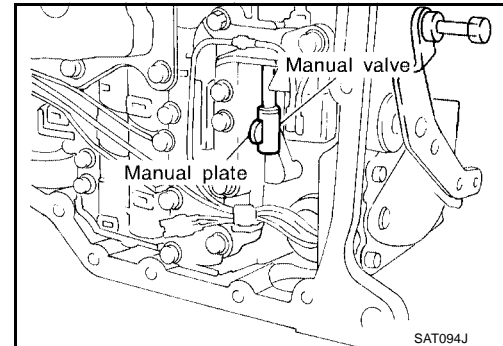


b. Set manual shaft in Neutral position.

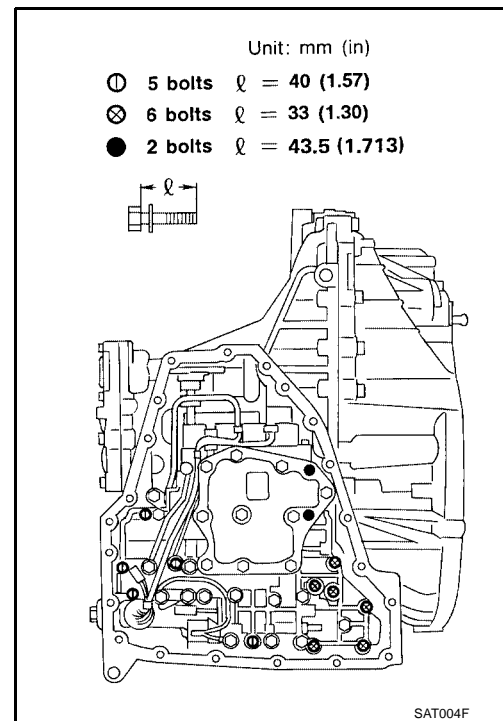
c. Install control valve assembly on transmission case while aligning manual valve with manual plate.

d. Pass terminal cord assembly connector through transmission case and install terminal body on transmission case by pushing it.

e. Install snap ring to terminal cord assembly connector.



f. Tighten bolts I , X and ●.



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
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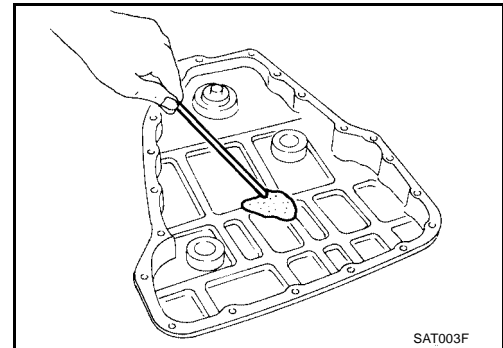
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**Bolt length, number and location:**

Bolt	I	X	●
Bolt length "ℓ"  mm (in)	40 (1.57)	33 (1.30)	43.5 (1.713)
Number of bolts	5	6	2

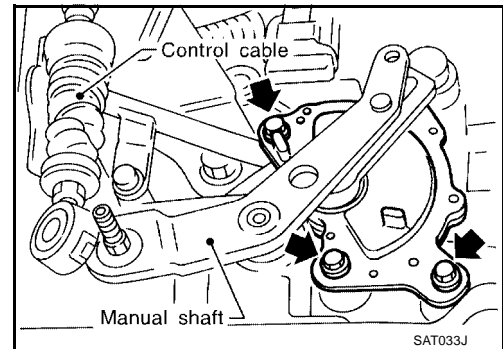
18. Install oil pan.

- a. Attach a magnet to oil pan.
- b. Install new oil pan gasket on transmission case.
- c. Install oil pan on transmission case.
  - **Always replace oil pan bolts as they are self-sealing bolts.**
  - **Tighten four bolts in a criss-cross pattern to prevent dislocation of gasket.**
- d. Tighten oil pan bolts and drain plug to the specified torque. Refer to [AT-652, "OVERHAUL"](#) .



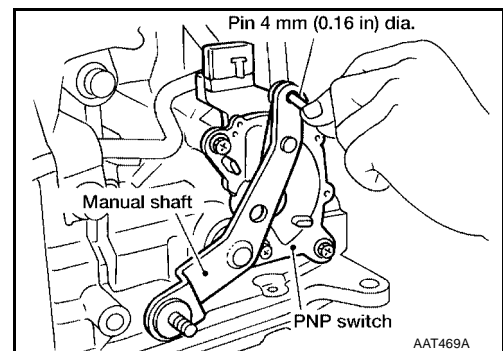
19. Install park/neutral position (PNP) switch.

- a. Set manual shaft in P position.
- b. Temporarily install park/neutral position (PNP) switch on manual shaft.
- c. Move selector lever to N position.

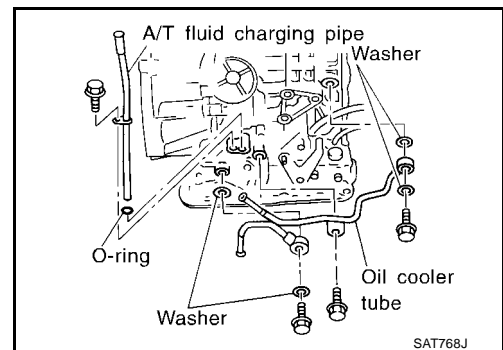


d. Use a 4 mm (0.16 in) pin for this adjustment.

- i. Insert the pin straight into the manual shaft adjustment hole.
  - ii. Rotate park/neutral position (PNP) switch until the pin can also be inserted straight into hole in park/neutral position (PNP) switch.
- e. Tighten park/neutral position (PNP) switch fixing bolts. Refer to [AT-652, "OVERHAUL"](#) .
  - f. Remove pin from adjustment hole after adjusting park/neutral position (PNP) switch.



20. Install A/T fluid charging pipe and fluid cooler tube to transmission case. Tighten A/T fluid charging pipe and fluid cooler tube bolts to the specified torque. Refer to [AT-652, "OVERHAUL"](#) .



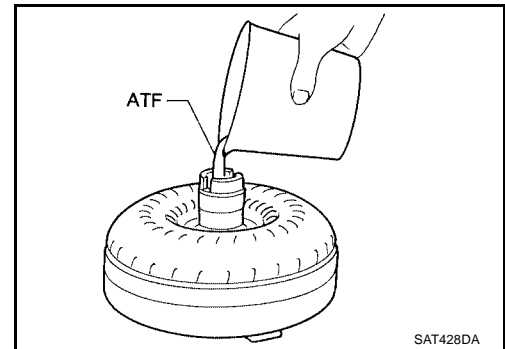
# ASSEMBLY

[RE4F04B]

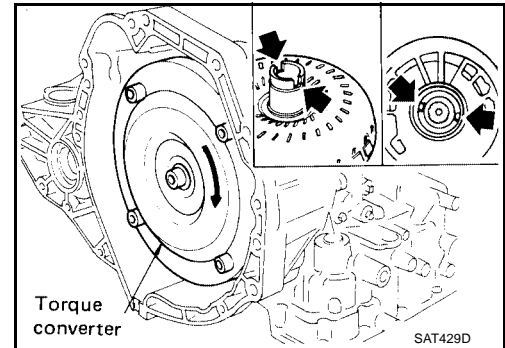
21. Install torque converter.

a. Pour ATF into torque converter.

- Approximately 1 liter (1-1/8 US qt, 7/8 Imp qt) of fluid is required for a new torque converter.
- When reusing old torque converter, add the same amount of fluid as was drained.

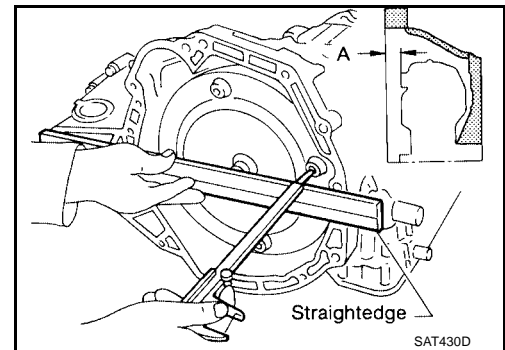


b. Install torque converter while aligning notches of torque converter with notches of oil pump.



c. Measure distance "A" to check that torque converter is in proper position.

**Distance A : 14 mm (0.55 in) or more**



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# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### General Specifications

ECS0067W

Engine		QR25DE
Automatic transaxle model		RE4F04B
Automatic transaxle assembly	Model code number	85X63
Transaxle gear ratio	1st	2.785
	2nd	1.545
	3rd	1.000
	4th	0.694
	Reverse	2.272
	Final drive	4.087
Recommended fluid		Nissan Matic "D" (Continental U.S. and Alaska) or Canada Nissan Automatic Transmission Fluid*
Fluid capacity ℓ (US qt, Imp qt)		8.5 (9, 7.5)

\*: Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).

### Shift Schedule

ECS0067X

#### VEHICLE SPEED WHEN SHIFTING GEARS THROTTLE POSITION

Throttle position	Shift pattern	Vehicle speed km/h (MPH)					
		D1 → D2	D2 → D3	D3 → D4	D4 → D3	D3 → D2	D2 → D1
Full throttle	Comfort	52 - 60 (32 - 37)	97 - 105 (60 - 66)	153 - 161 (95 - 100)	149 - 157 (93 - 98)	87 - 95 (41 - 54)	41 - 49 (25 - 30)
	Auto power	52 - 60 (32 - 37)	97 - 105 (60 - 66)	153 - 161 (95 - 100)	149 - 157 (93 - 98)	87 - 95 (41 - 54)	41 - 49 (25 - 30)
Half throttle	Comfort	37 - 45 (23 - 28)	67 - 75 (42 - 47)	119 - 127 (74 - 79)	90 - 98 (56 - 61)	39 - 47 (24 - 27)	24 - 32 (15 - 20)
	Auto power	39 - 47 (24 - 29)	73 - 81 (45 - 50)	119 - 127 (74 - 79)	90 - 98 (56 - 61)	46 - 54 (26 - 34)	24 - 32 (15 - 20)

#### VEHICLE SPEED WHEN PERFORMING AND RELEASING LOCK-UP

Unit: km/h (MPH)

Selector lever position	D4 (O/D ON) position		D3 (O/D OFF) position	
	Comfort	Auto power	Comfort	Auto power
Lock-up "ON"	62 - 70 (38 - 43)	62 - 70 (38 - 43)	86 - 94 (53 - 58)	86 - 94 (53 - 58)
Lock-up "OFF"	51 - 59 (31 - 36)	51 - 59 (31 - 36)	83 - 91 (52 - 57)	83 - 91 (52 - 57)

#### NOTE:

- Lock-up vehicle speed indicates the speed in D4 (O/D ON) position.
- Perform lock-up inspection after warming up engine.
- Lock-up vehicle speed may vary depending on the driving conditions and circumstances.

### Stall Revolution

ECS0067Y

Engine	Stall revolution rpm
QR25DE	2,350 - 2,800

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## Line Pressure

ECS0067Z

Engine speed rpm	Line pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 positions	R position
Idle	500 (5.1, 73)	778 (7.9, 113)
Stall	1,223 (12.6, 179)	1,918 (19.6, 278)

## Control Valves CONTROL VALVE AND PLUG RETURN SPRINGS

ECS00680

Unit: mm (in)

	Parts		Item		
			Part No.*	Free length	Outer diameter
Upper body	23	Pilot valve spring	31742-80L13	38.98 (1.535)	8.9 (0.350)
	7	1-2 accumulator valve spring	31742-80L15	20.5 (0.807)	6.95 (0.274)
	28	1-2 accumulator piston spring	31742-80L14	55.26 (2.176)	19.6 (0.772)
	33	1st reducing valve spring	31742-80L08	27.0 (1.063)	7.0 (0.276)
	35	3-2 timing valve spring	31736-01X00	23.0 (0.906)	6.65 (0.262)
	18	Overrun clutch reducing valve spring	31742-80L09	37.5 (1.476)	6.9 (0.272)
	16	Torque converter relief valve spring	31742-80L10	31.0 (1.220)	9.0 (0.354)
	11	Torque converter clutch control valve	31742-80L16	56.98 (2.243)	6.5 (0.256)
	3	Cooler check valve spring	31742-85X01	29.4 (1.157)	6.0 (0.236)
Lower body	15	Pressure regulator valve spring	31742-80L01	45.0 (1.772)	15.0 (0.591)
	20	Overrun clutch control valve spring	31762-80L00	21.7 (0.854)	7.0 (0.276)
	24	Accumulator control valve spring	31742-80L02	22.0 (0.866)	6.5 (0.256)
	29	Shift valve A spring	31762-80L00	21.7 (0.854)	7.0 (0.276)
	32	Shuttle valve spring	31762-41X04	51.0 (2.008)	5.65 (0.222)
	12	Shift valve B spring	31762-80L00	21.7 (0.854)	7.0 (0.276)
	7	Pressure modifier valve spring	31742-80L13	30.5 (1.201)	9.8 (0.386)
	3		31742-80L04	32.0 (1.260)	6.9 (0.272)
	—	Oil cooler relief valve spring	31742-80L12	17.02 (0.670)	8.0 (0.315)

\*: Always check with the Parts Department for the latest parts information.

## Accumulator O-RING

ECS00681

Unit: mm (in)

Accumulator	Part No.*	Inner diameter (Small)	Part No.*	Inner diameter (Large)
Servo release accumulator	31526-41X03	26.9 (1.059)	31526-41X02	44.2 (1.740)
N-D accumulator	31526-31X08	34.6 (1.362)	31672-21X00	39.4 (1.551)

\*: Always check with the Parts Department for the latest parts information.



# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## RETURN SPRING

Unit: mm (in)

Accumulator	Part number*	Free length	Outer diameter
Servo release accumulator	31605-85X00	62.8 (2.473)	21 (0.827)
N-D accumulator	31605-80L03	43.5 (1.713)	28.0 (1.102)

\*: Always check with the Parts Department for the latest parts information.

## Clutch and Brakes REVERSE CLUTCH

ECS00682

Model code number		85X63	
Number of drive plates		2	
Number of driven plates		2	
Drive plate thickness mm (in)	Standard	1.6 (0.063)	
	Allowable limit	1.4 (0.055)	
Driven plate thickness mm (in)		Standard 1.8 (0.070)	
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)	
	Allowable limit	1.2 (0.047)	
Thickness of retaining plates		Thickness mm (in)	Part number*
		6.6 (0.260)	31537-80L00
		6.8 (0.268)	31537-80L01
		7.0 (0.276)	31537-80L02
		7.2 (0.283)	31537-80L03
		7.4 (0.291)	31537-80L04
		7.6 (0.299)	31537-80L05
		7.8 (0.307)	31537-80L06

\*: Always check with the Parts Department for the latest parts information.

## HIGH CLUTCH

Model code number		85X63	
Number of drive plates		3	
Number of driven plates		7*2 + 1*3	
Drive plate thickness mm (in)	Standard	1.6 (0.063)	
	Allowable limit	1.4 (0.055)	
Driven plate thickness mm (in)	Standard	*2	*3
		1.4 (0.055)	2.0 (0.079)
Clearance mm (in)	Standard	1.8 - 2.2 (0.071 - 0.087)	
	Allowable limit	2.8 (0.110)	
Thickness of retaining plates		Thickness mm (in)	Part number*
		3.2 (0.126)	31537-80L20
		3.4 (0.134)	31537-80L21
		3.6 (0.142)	31537-80L22
		3.8 (0.150)	31537-80L23
		4.0 (0.157)	31537-80L24

\*: Always check with the Parts Department for the latest parts information.

## FORWARD CLUTCH

Model code number		85X63	
Number of drive plates		5	
Number of driven plates		5	
Drive plate thickness mm (in)	Standard	1.6 (0.063)	
	Allowable limit	1.4 (0.055)	

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

Driven plate thickness mm (in)	Standard	1.8 (0.071)	
Clearance mm (in)	Standard	0.45 - 0.85 (0.0177 - 0.0335)	
	Allowable limit	1.85 (0.0728)	
Thickness of retaining plates	Thickness mm (in)		Part number*
	3.2 (0.126)		31537-80L18
	3.4 (0.134)		31537-80L17
	3.6 (0.142)		31537-80L12
	3.8 (0.150)		31537-80L13
	4.0 (0.157)		31537-80L14
	4.2 (0.165)		31537-80L15
4.4 (0.173)		31537-80L16	

\*: Always check with the Parts Department for the latest parts information.

## OVERRUN CLUTCH

Model code number	85X63		
Number of drive plates	3		
Number of driven plates	5		
Drive plate thickness mm (in)	Standard	1.6 (0.063)	
	Allowable limit	1.4 (0.055)	
Driven plate thickness mm (in)	Standard	1.8 (0.071)	
Clearance mm (in)	Standard	0.7 - 1.1 (0.028 - 0.043)	
	Allowable limit	1.7 (0.067)	
Thickness of retaining plates	Thickness mm (in)		Part number*
	3.0 (0.118)		31537-80L07
	3.2 (0.126)		31537-80L08
	3.4 (0.134)		31537-80L09
	3.6 (0.142)		31537-80L10
	3.8 (0.150)		31537-80L11

\*: Always check with the Parts Department for the latest parts information.

## LOW & REVERSE BRAKE

Model code number	85X63		
Number of drive plates	6		
Number of driven plates	6		
Drive plate thickness mm (in)	Standard	1.8 (0.071)	
	Allowable limit	1.6 (0.063)	
Driven plate thickness mm (in)	Standard	1.8 (0.071)	
Clearance mm (in)	Standard	1.7 - 2.1 (0.067 - 0.083)	
	Allowable limit	3.3 (0.130)	
Thickness of retaining plates	Thickness mm (in)		Part number*
	2.0 (0.079)		31667-80L00
	2.2 (0.087)		31667-80L01
	2.4 (0.094)		31667-80L02
	2.6 (0.102)		31667-80L03
	2.8 (0.110)		31667-80L04
	3.0 (0.118)		31667-80L05
	3.2 (0.126)		31667-80L06
	3.4 (0.134)		31667-80L07

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## CLUTCH AND BRAKE RETURN SPRINGS

Unit: mm (in)

Parts	Part number*	Free length	Outer diameter
Forward clutch (Overrun clutch) (22 pcs)	31505-80L00	21.4 (0.843)	10.3 (0.406)
High clutch (10 pcs)	31505-80L02	22.5 (0.886)	10.8 (0.425)
Low & reverse brake (24 pcs)	31505-80L01	24.1 (0.949)	6.6 (0.260)

\*: Always check with the Parts Department for the latest parts information.

## BRAKE BAND

Anchor end pin tightening torque N-m (kg-m, in-lb)	4.0 - 5.8 (0.4 - 0.6, 36 - 52)
Number of returning revolutions for anchor end pin	2.5
Lock nut tightening torque N-m (kg-m, ft-lb)	31 - 36 (3.2 - 3.7, 23 - 27)

## Final Drive DIFFERENTIAL SIDE GEAR CLEARANCE

ECS00683

Clearance between side gear and differential case with washer mm (in)	0.1 - 0.2 (0.004 - 0.008)
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## DIFFERENTIAL SIDE GEAR THRUST WASHERS

Thickness mm (in)	Part number*
0.75 (0.0295)	38424-81X00
0.80 (0.0315)	38424-81X01
0.85 (0.0335)	38424-81X02
0.90 (0.0354)	38424-81X03
0.95 (0.0374)	38424-81X04

\*: Always check with the Parts Department for the latest parts information.

## DIFFERENTIAL SIDE BEARING PRELOAD ADJUSTING SHIMS

Thickness mm (in)	Part number*
0.48 (0.0189)	31438-80X00
0.52 (0.0205)	31438-80X01
0.56 (0.0220)	31438-80X02
0.60 (0.0236)	31438-80X03
0.64 (0.0252)	31438-80X04
0.68 (0.0268)	31438-80X05
0.72 (0.0283)	31438-80X06
0.76 (0.0299)	31438-80X07
0.80 (0.0315)	31438-80X08
0.84 (0.0331)	31438-80X09
0.88 (0.0346)	31438-80X10
0.92 (0.0362)	31438-80X11

\*: Always check with the Parts Department for the latest parts information.

## BEARING PRELOAD

Differential side bearing preload mm (in)	0.05 - 0.09 (0.0020 - 0.0035)
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## TURNING TORQUE

Turning torque of final drive assembly N-m (kg-cm, in-lb)	0.78 - 1.37 (8.0 - 14.0, 6.9 - 12.2)
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## Planetary Carrier and Oil Pump PLANETARY CARRIER

ECS00684

Clearance between planetary carrier and pinion washer mm (in)	Standard	0.20 - 0.70 (0.0079 - 0.0276)
	Allowable limit	0.80 (0.0315)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## OIL PUMP

Oil pump side clearance mm (in)	0.030 - 0.050 (0.0012 - 0.0020)	
Thickness of inner gears and outer gears	Inner gear	
	Thickness mm (in)	Part number*
	11.99 - 12.0 (0.4720 - 0.4724)	31346-80L00
	11.98 - 11.99 (0.4717 - 0.4720)	31346-80L01
	11.97 - 11.98 (0.4713 - 0.4717)	31346-80L02
	Outer gear	
Thickness mm (in)	Part number*	
11.99 - 12.0 (0.4720 - 0.4724)	31347-80L00	
11.98 - 11.99 (0.4717 - 0.4720)	31347-80L01	
11.97 - 11.98 (0.4713 - 0.4717)	31347-80L02	
Clearance between oil pump housing and outer gear mm (in)	Standard	0.111 - 0.181 (0.0044 - 0.0071)
	Allowable limit	0.181 (0.0071)
Oil pump cover seal ring clearance mm (in)	Standard	0.1 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

\*: Always check with the Parts Department for the latest parts information.

## Input Shaft SEAL RING CLEARANCE

ECS00685

Input shaft seal ring clearance mm (in)	Standard	0.08 - 0.23 (0.0031 - 0.0091)
	Allowable limit	0.23 (0.0091)

## SEAL RING

Outer diameter mm (in)	Inner diameter mm (in)	Width mm (in)	Part number*
26 (1.024)	22.4 (0.882)	1.971 (0.078)	31525-80X02

\*: Always check with the Parts Department for the latest parts information.

## Reduction Pinion Gear TURNING TORQUE

ECS00686

Turning torque of reduction pinion gear N-m (kg-cm, in-lb)	0.05 - 0.39 (0.5 - 4.0, 0.43 - 3.47)
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## REDUCTION PINION GEAR BEARING ADJUSTING SHIMS

NO.	Thickness mm (in)	Part number	NO.	Thickness mm (in)	Part number*
1	5.00 (0.1969)	31439-81X00	18	5.34 (0.2102)	31439-81X17
2	5.02 (0.1976)	31439-81X01	19	5.36 (0.2110)	31439-81X18
3	5.04 (0.1984)	31439-81X02	20	5.38 (0.2118)	31439-81X19
4	5.06 (0.1992)	31439-81X03	21	5.40 (0.2126)	31439-81X20
5	5.08 (0.2000)	31439-81X04	22	5.42 (0.2134)	31439-81X21
6	5.10 (0.2008)	31439-81X05	23	5.44 (0.2142)	31439-81X22
7	5.12 (0.2016)	31439-81X06	24	5.46 (0.2150)	31439-81X23
8	5.14 (0.2024)	31439-81X07	25	5.48 (0.2157)	31439-81X24
9	5.16 (0.2031)	31439-81X08	26	5.50 (0.2165)	31439-81X46
10	5.18 (0.2039)	31439-81X09	27	5.52 (0.2173)	31439-81X47
11	5.20 (0.2047)	31439-81X10	28	5.54 (0.2181)	31439-81X48
12	5.22 (0.2055)	31439-81X11	29	5.56 (0.2189)	31439-81X49
13	5.24 (0.2063)	31439-81X12	30	5.58 (0.2197)	31439-81X60
14	5.26 (0.2071)	31439-81X13	31	5.60 (0.2205)	31439-81X61
15	5.28 (0.2079)	31439-81X14	32	5.62 (0.2213)	31439-81X62

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

NO.	Thickness mm (in)	Part number	NO.	Thickness mm (in)	Part number*
16	5.30 (0.2087)	31439-81X15	33	5.64 (0.2220)	31439-81X63
17	5.32 (0.2094)	31439-81X16	34	5.66 (0.2228)	31439-81X64
35	5.68 (0.2236)	31439-81X65	50	4.70 (0.1850)	31439-83X10
36	5.70 (0.2244)	31439-81X66	51	4.72 (0.1858)	31439-83X11
37	5.72 (0.2252)	31439-81X67	52	4.74 (0.1866)	31439-83X12
38	5.74 (0.2260)	31439-81X68	53	4.76 (0.1874)	31439-83X13
39	5.76 (0.2268)	31439-81X69	54	4.78 (0.1882)	31439-83X14
40	5.78 (0.2276)	31439-81X70	55	4.80 (0.1890)	31439-83X15
41	5.80 (0.2283)	31439-81X71	56	4.82 (0.1898)	31439-83X16
42	5.82 (0.2291)	31439-81X72	57	4.84 (0.1906)	31439-83X17
43	5.84 (0.2299)	31439-81X73	58	4.86 (0.1913)	31439-83X18
44	5.86 (0.2307)	31439-81X74	59	4.88 (0.1921)	31439-83X19
45	4.60 (0.1811)	31439-85X05	60	4.90 (0.1929)	31439-83X20
46	4.62 (0.1819)	31439-85X06	61	4.92 (0.1937)	31439-83X21
47	4.64 (0.1827)	31439-85X07	62	4.94 (0.1945)	31439-83X22
48	4.66 (0.1835)	31439-85X08	63	4.96 (0.1953)	31439-83X23
49	4.68 (0.1843)	31439-85X09	64	4.98 (0.1961)	31439-83X24

\*: Always check with the Parts Department for the latest parts information.

## Band Servo RETURN SPRING

ECS00687

Unit: mm (in)

Return spring	Part number*	Free length	Outer diameter
2nd servo return spring	31605-80L05	32.5 (1.280)	25.9 (1.020)
OD servo return spring	31605-80L06	62.6 (2.465)	21.7 (0.854)

\*: Always check with the Parts Department for the latest parts information.

## Output Shaft SEAL RING CLEARANCE

ECS00688

Output shaft seal ring clearance mm (in)	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

## SEAL RING

Outer diameter mm (in)	Inner diameter mm (in)	Width mm (in)	Part number*
33.71 (1.327)	30.25 (1.191)	1.95 (0.077)	31525-80809

\*: Always check with the Parts Department for the latest parts information.

## END PLAY

Output shaft end play mm (in)	0 - 0.15 (0 - 0.0059)
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# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## OUTPUT SHAFT ADJUSTING SHIMS

Thickness mm (in)	Part number*
0.80 (0.0315)	31438-80X60
0.84 (0.0331)	31438-80X61
0.88 (0.0346)	31438-80X62
0.92 (0.0362)	31438-80X63
0.96 (0.0378)	31438-80X64
1.00 (0.0394)	31438-80X65
1.04 (0.0409)	31438-80X66
1.08 (0.0425)	31438-80X67
1.12 (0.0441)	31438-80X68
1.16 (0.0457)	31438-80X69
1.20 (0.0472)	31438-80X70

\*: Always check with the Parts Department for the latest parts information.

## Bearing Retainer SEAL RING CLEARANCE

ECS00689

Bearing retainer seal ring clearance mm (in)	Standard	0.10 - 0.30 (0.0039 - 0.0118)
	Allowable limit	0.30 (0.0118)

## Total End Play

ECS0068A

Total end play mm (in)	0.25 - 0.55 (0.0098 - 0.0217)
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## BEARING RACE FOR ADJUSTING TOTAL END PLAY

Thickness mm (in)	Part number*
0.8 (0.031)	31435-80X00
1.0 (0.039)	31435-80X01
1.2 (0.047)	31435-80X02
1.4 (0.055)	31435-80X03
1.6 (0.063)	31435-80X04
1.8 (0.071)	31435-80X05
2.0 (0.079)	31435-80X06
0.9 (0.035)	31435-80X09
1.1 (0.043)	31435-80X10
1.3 (0.051)	31435-80X11
1.5 (0.059)	31435-80X12
1.7 (0.067)	31435-80X13
1.9 (0.075)	31435-80X14

\*: Always check with the Parts Department for the latest parts information.

## Reverse Clutch End Play

ECS0068B

Reverse clutch end play mm (in)	0.55 - 0.90 (0.0217 - 0.0354)
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## THRUST WASHERS FOR ADJUSTING REVERSE CLUTCH DRUM END PLAY

Thickness mm (in)	Part number*
0.80 (0.0315)	31508-80X13
0.95 (0.0374)	31508-80X14
1.10 (0.0433)	31508-80X15
1.25 (0.0492)	31508-80X16
1.40 (0.0551)	31508-80X17
1.55 (0.0610)	31508-80X18
1.70 (0.0669)	31508-80X19
1.85 (0.0728)	31508-80X20

\*: Always check with the Parts Department for the latest parts information.

## Removal and Installation

ECS0068C

Unit: mm (in)

Distance between end of converter housing and torque converter	14 (0.55)
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# SERVICE DATA AND SPECIFICATIONS (SDS)

[RE4F04B]

## Shift Solenoid Valves

ECS0068D

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

## Solenoid Valves

ECS0068E

Solenoid valves	Resistance (Approx.) $\Omega$	Terminal No.
Shift solenoid valve A	20 - 30	2
Shift solenoid valve B	5 - 20	1
Overrun clutch solenoid valve	20 - 30	3
Line pressure solenoid valve	2.5 - 5	4
Torque converter clutch solenoid valve	5 - 20	5

## A/T Fluid Temperature Sensor

ECS0068F

Remarks: Specification data are reference values.

Monitor item	Condition	Specification (Approximately)	
A/T fluid temperature sensor	Cold [20°C (68°F)]	1.5V	2.5 k $\Omega$
	↓	↓	↓
	Hot [80°C (176°F)]	0.5V	0.3 k $\Omega$

## Revolution Sensor

ECS0068G

Condition	Judgement standard
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 <b>CAUTION:</b> Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	450 Hz (Approx.)
When vehicle is parked.	0V

## Dropping Resistor

ECS0068H

Resistance	Approx. 12 $\Omega$
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## Turbine Revolution Sensor

ECS0068I

Condition	Judgement standard
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 <b>CAUTION:</b> Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	240 Hz (Approx.)
When vehicle is parked.	Under 1.3V or over 4.5V

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A  
B  
C

**SECTION AV**

**AUDIO, VISUAL & TELEPHONE SYSTEM**

**CONTENTS**

D  
E

<b>AUDIO</b> .....	<b>2</b>	<b>PREMIUM SYSTEM</b> .....	<b>9</b>	F
System Description .....	2	Inspection .....	9	
<b>BASE SYSTEM</b> .....	<b>2</b>	<b>AUDIO UNIT</b> .....	<b>9</b>	G
<b>MID LEVEL SYSTEM</b> .....	<b>2</b>	<b>ANTENNA</b> .....	<b>9</b>	
<b>PREMIUM SYSTEM</b> .....	<b>2</b>	Audio Unit/CD Changer (If Equipped) Removal and Installation .....	10	H
Wiring Diagram — AUDIO — /Base and Mid Level System .....	4	<b>LOCKING CD CHANGER UNIT MECHANISM</b> ...	10	
Wiring Diagram — AUDIO — /Premium System .....	6	Subwoofer (With Premium Audio System) Removal and Installation .....	10	I
Trouble Diagnoses .....	8	Location of Antenna .....	12	
<b>AUDIO UNIT</b> .....	<b>8</b>	Antenna Removal and Installation .....	12	J
<b>BASE AND MID LEVEL SYSTEM</b> .....	<b>8</b>			



## AUDIO

### System Description BASE SYSTEM

Refer to Owner's Manual for audio system operating instructions.

Power is supplied at all times:

- through 15A fuse (No. 32, located in the fuse and fusible link box)
- to audio unit terminal 6.

With the ignition switch in the ACC or ON position, power is supplied:

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to audio unit terminal 10.

Ground is supplied through the case of the audio unit.

Audio signals are supplied:

- through audio unit terminals 1, 2, 3, 4, 13, 14, 15 and 16
- to terminals + and - of front door speaker LH and RH
- to terminals + and - of rear speaker LH and RH.

### MID LEVEL SYSTEM

Refer to Owner's Manual for audio system operating instructions.

Power is supplied at all times:

- through 15A fuse (No. 32, located in the fuse and fusible link box)
- to audio unit terminal 6,
- to CD changer terminal 24 (with CD changer), and
- to subwoofer amp. terminal 8.

With the ignition switch in the ACC or ON position, power is supplied:

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to audio unit terminal 10, and
- to CD changer terminal 21 (with CD changer).

Ground is supplied through the case of the audio unit and CD changer (with CD changer).

Ground is supplied to subwoofer amp. terminal 7 through body grounds B13 and B19.

Audio signals are supplied:

- through audio unit terminals 1, 2, 3, 4, 13, 14, 15 and 16
- to terminals + and - of front door speaker LH and RH
- to terminals + and - of rear speaker LH and RH
- to terminals + and - of pillar tweeter LH and RH and
- to terminals 1, 2, 3 and 4 of subwoofer amp.

### PREMIUM SYSTEM

Refer to Owner's Manual for audio system operating instructions.

Power is supplied at all times:

- through 15A fuse (No. 32, located in the fuse and fusible link box)
- to audio unit terminal 6 and
- to CD changer terminal 24 (with CD changer), and
- through 20A fuse (No. 42, located in the fuse and fusible link box)
- to audio amplifier terminals 5 and 12.

With the ignition switch in the ACC or ON position, power is supplied:

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to audio unit terminal 10 and
- to CD changer terminal 21 (with CD changer).

Ground is supplied through the case of the audio unit and CD changer (with CD changer).

Ground is supplied

- to audio amplifier terminals 4 and 11

# AUDIO

---

- through body grounds B13 and B19.

Audio signals are supplied:

- through audio unit terminals 1, 2, 3, 4, 13, 14, 15 and 16
- to audio amplifier terminals 15, 16, 17, 20, 21, 22, 23 and 24.

The audio signals are amplified by the audio amplifier and then supplied:

- through audio amplifier terminals 1, 2, 3, 6, 7, 8, 9 and 10.
- to terminals + and - of front door speaker LH and RH
- to terminals + and - of rear speaker LH and RH
- to terminals + and - of pillar tweeter LH and RH and
- to terminals 1, 2, 3 and 4 of subwoofer.

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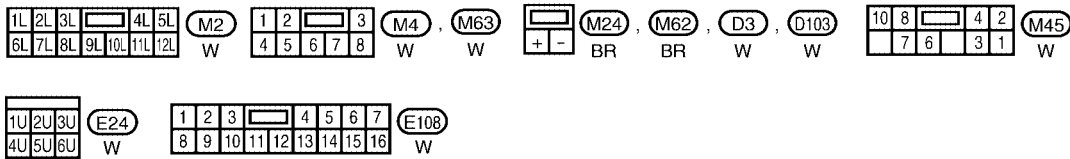
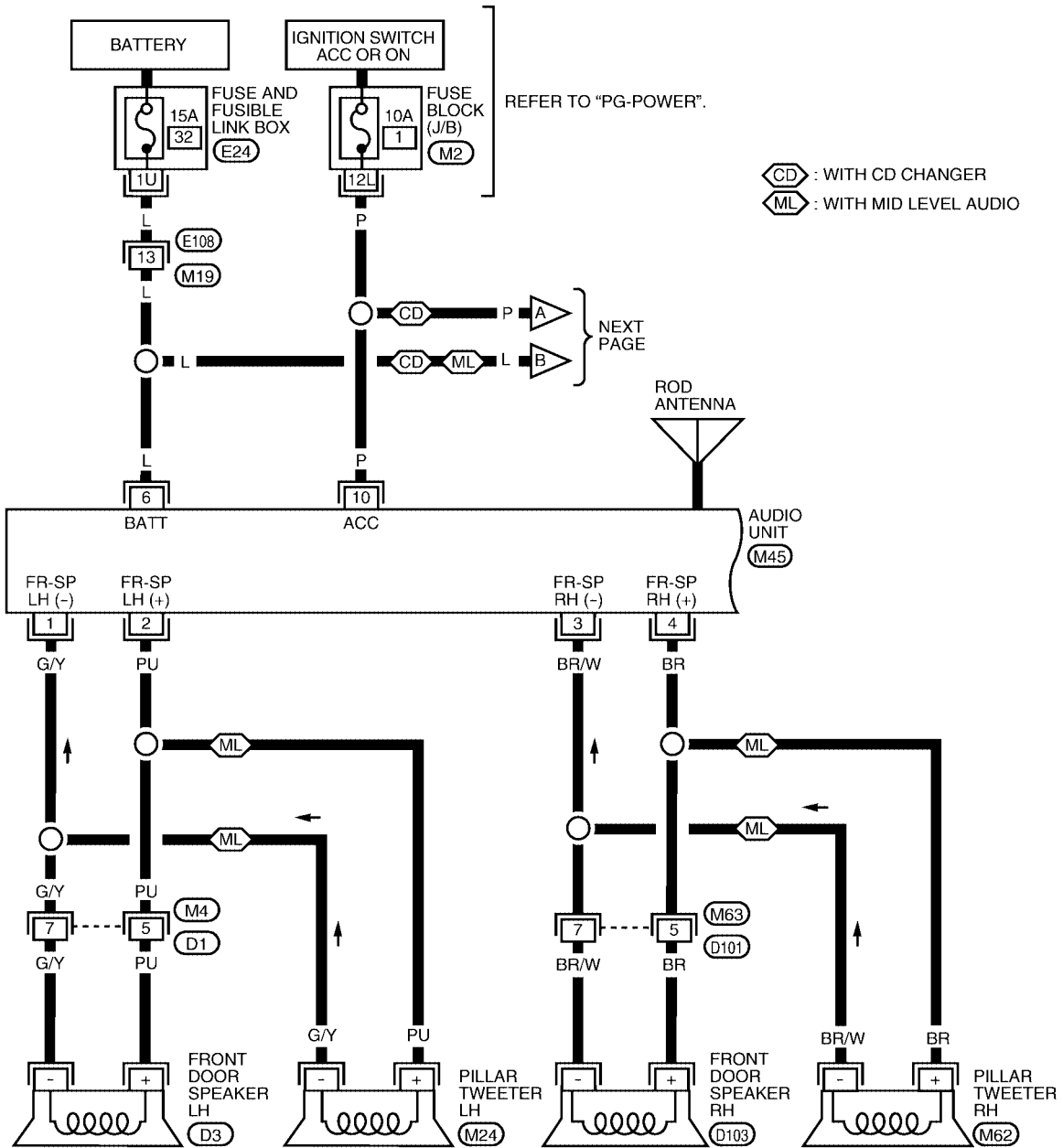
M

# AUDIO

## Wiring Diagram — AUDIO — /Base and Mid Level System

EKS003AJ

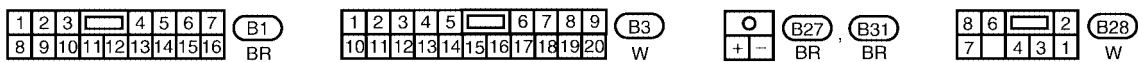
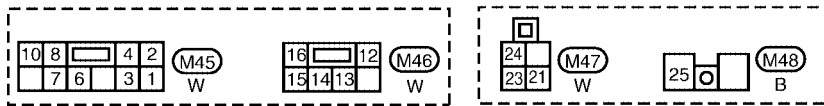
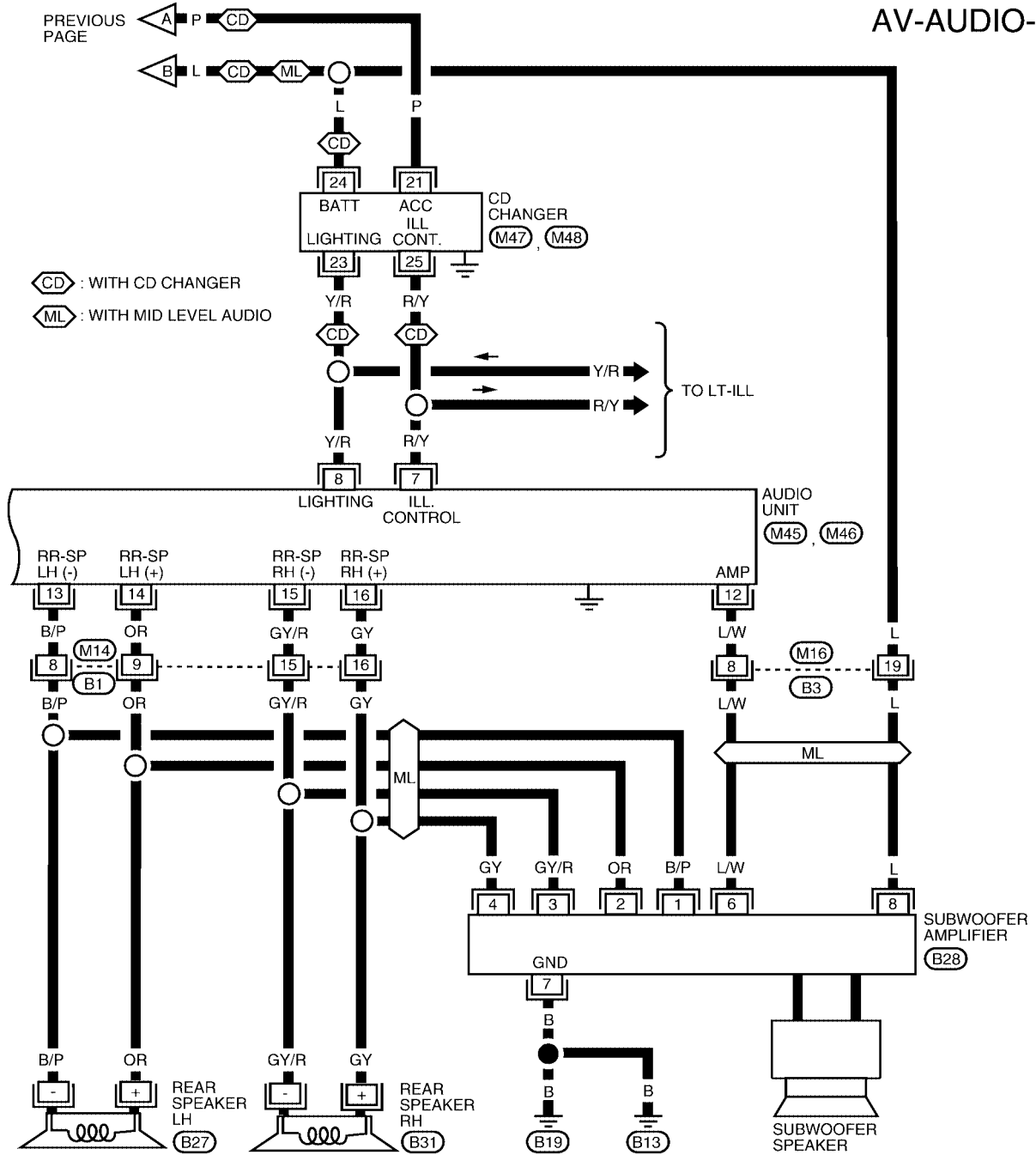
AV-AUDIO-01



LKWA0129E

# AUDIO

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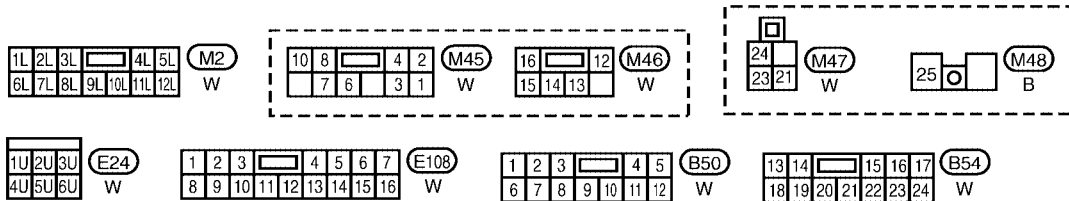
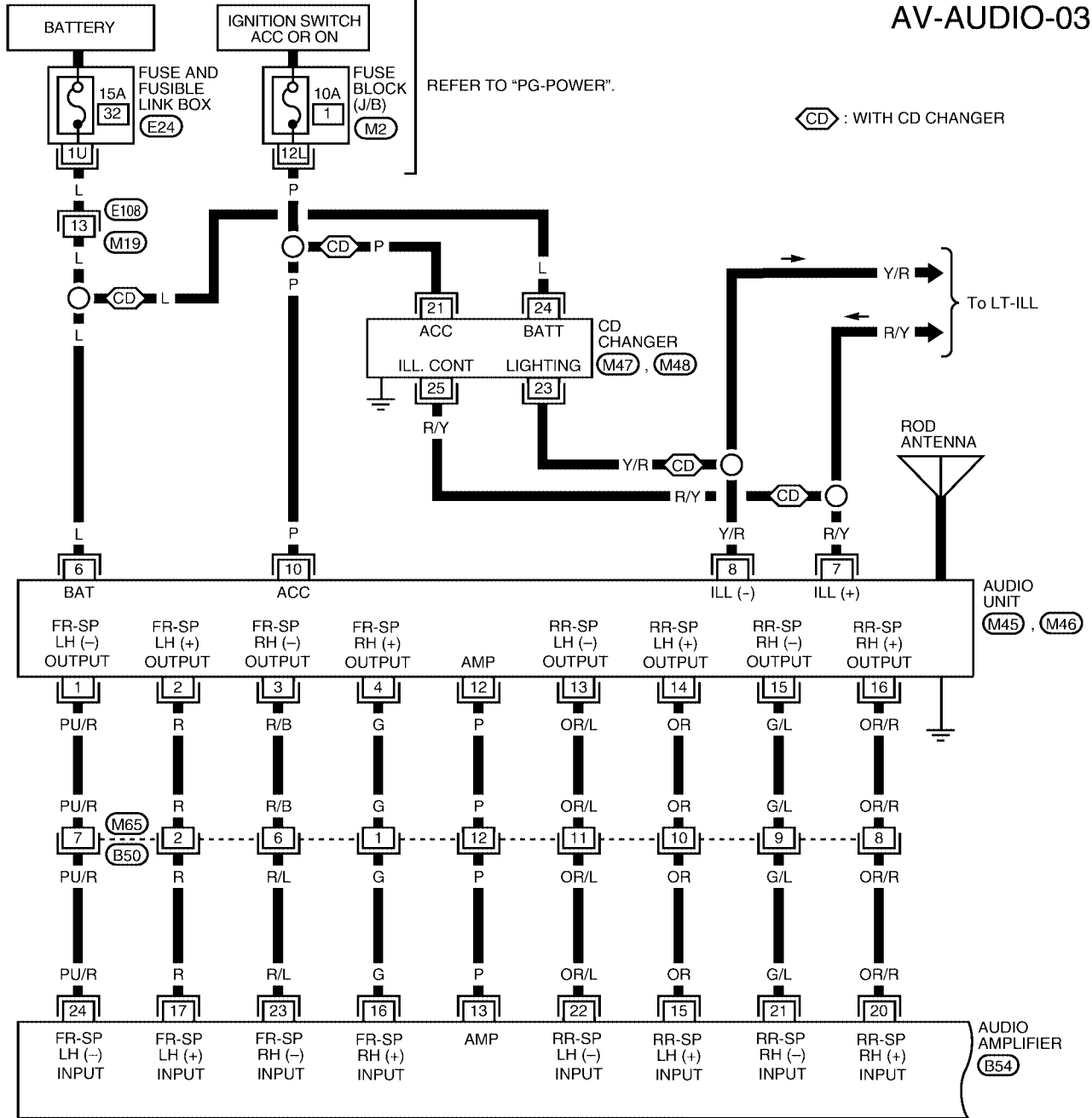


# AUDIO

## Wiring Diagram — AUDIO — /Premium System

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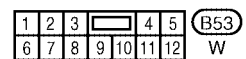
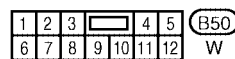
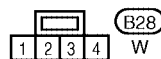
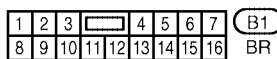
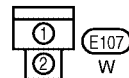
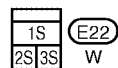
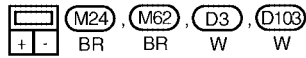
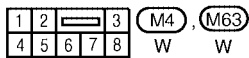
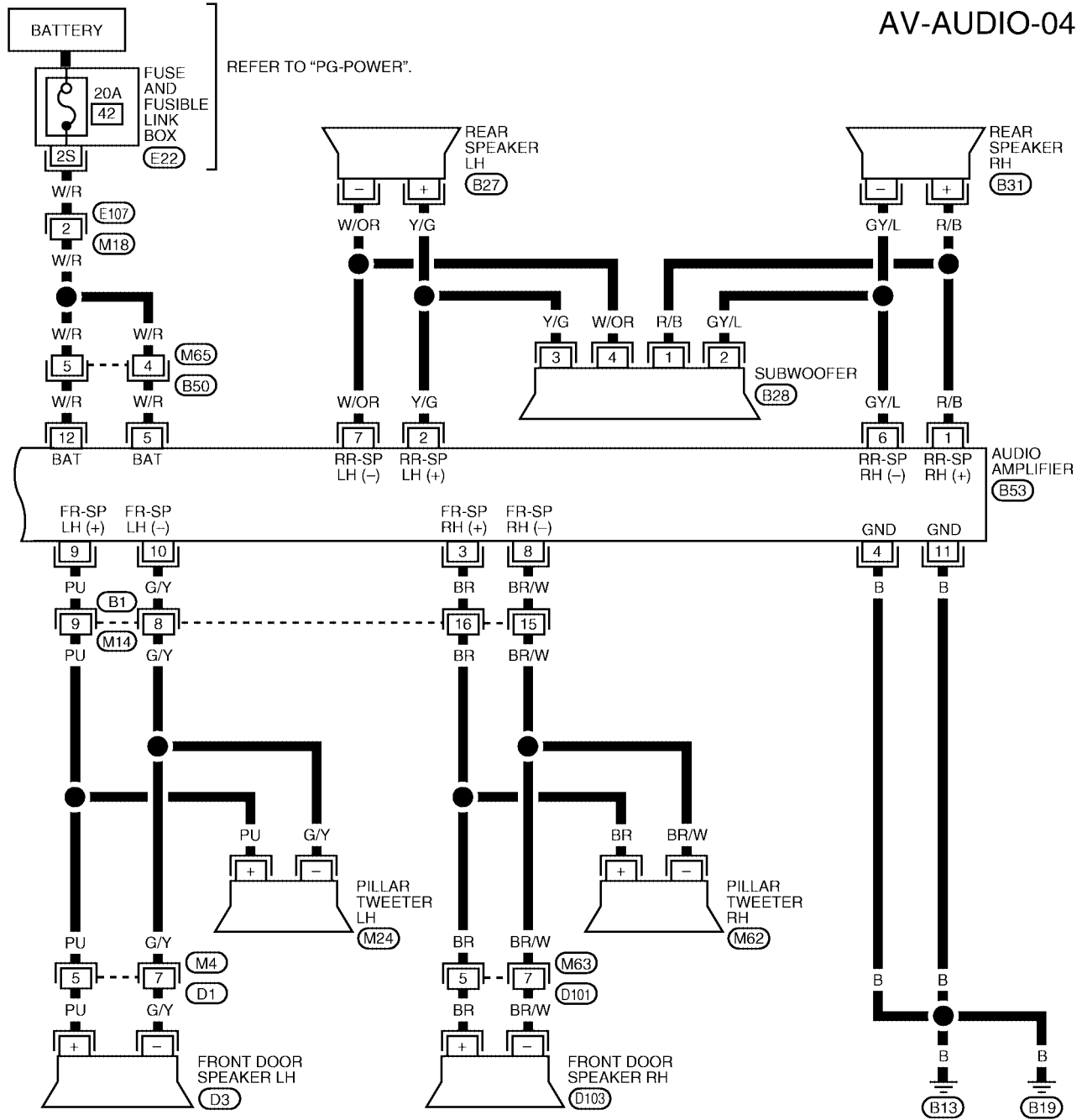
AV-AUDIO-03



LKW0130E

# AUDIO

AV-AUDIO-04



WKWA0499E

# AUDIO

EKS003AL

## Trouble Diagnoses AUDIO UNIT

Symptom	Possible causes	Repair order
Audio unit inoperative (no digital display and no sound from speakers).	<ol style="list-style-type: none"> <li>10A fuse</li> <li>Poor audio unit case ground</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check 10A fuse [No. 1, located in fuse block (J/B)]. Turn ignition switch ON and verify that battery positive voltage is present at terminal 10 of audio unit.</li> <li>Check audio unit case ground.</li> <li>Remove audio unit for repair.</li> </ol>
Audio unit presets are lost when ignition switch is turned OFF.	<ol style="list-style-type: none"> <li>15A fuse</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check 15A fuse [No. 32, located in fuse and fusible link box] and verify that battery positive voltage is present at terminal 6 of audio unit.</li> <li>Remove audio unit for repair.</li> </ol>
AM/FM stations are weak or noisy.	<ol style="list-style-type: none"> <li>Antenna</li> <li>Poor audio unit case ground</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check antenna.</li> <li>Check audio unit case ground.</li> <li>Remove audio unit for repair.</li> </ol>
Audio unit generates noise in AM and FM modes with engine running.	<ol style="list-style-type: none"> <li>Poor audio unit case ground</li> <li>Loose or missing ground bonding straps</li> <li>Ignition condenser or rear window defogger noise suppressor condenser</li> <li>Ignition coil(s)</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check audio unit case ground.</li> <li>Check ground bonding straps.</li> <li>Replace ignition condenser or rear window defogger noise suppressor condenser.</li> <li>Check ignition coil(s).</li> <li>Remove audio unit for repair.</li> </ol>
Audio unit generates noise in AM and FM modes with accessories on (switch pops and motor noise).	<ol style="list-style-type: none"> <li>Poor audio unit case ground</li> <li>Antenna</li> <li>Accessory ground</li> <li>Faulty accessory</li> </ol>	<ol style="list-style-type: none"> <li>Check audio unit case ground.</li> <li>Check antenna.</li> <li>Check accessory ground.</li> <li>Replace accessory.</li> </ol>

## BASE AND MID LEVEL SYSTEM

Symptom	Possible causes	Repair order
Individual speaker is noisy or inoperative.	<ol style="list-style-type: none"> <li>Speaker</li> <li>Audio unit output</li> <li>Speaker circuit</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check speaker.</li> <li>Check audio unit output voltages.</li> <li>Check circuits for open or short between the audio unit and the speaker.</li> <li>Remove audio unit for repair.</li> </ol>
Audio unit controls are operational, but no sound is heard from any speaker.	<ol style="list-style-type: none"> <li>Speaker</li> <li>Speaker circuit</li> <li>Audio unit</li> </ol>	<ol style="list-style-type: none"> <li>Check speaker.</li> <li>Check circuits for open or short between the audio unit and the speaker.</li> <li>Remove audio unit for repair.</li> </ol>

# AUDIO

## PREMIUM SYSTEM

Symptom	Possible causes	Repair order
Audio unit controls are operational, but no sound is heard from any speaker.	<ol style="list-style-type: none"> <li>20A fuse</li> <li>Amp. ON/OFF signal circuit</li> <li>Audio amplifier ground</li> <li>Audio unit</li> <li>Audio amplifier</li> </ol>	<ol style="list-style-type: none"> <li>Check 20A fuse (No. 42, located in fuse and fusible link box). Verify that battery positive voltage is present at audio amplifier terminals 5 and 12.</li> <li>Check harness continuity between audio unit terminal 12 and audio amplifier terminal 13.</li> <li>Check harness continuity between audio amplifier terminals 4 and 11 and ground.</li> <li>Remove audio unit for repair.</li> <li>Remove audio amplifier for repair.</li> </ol>
Individual speaker is noisy or inoperative.	<ol style="list-style-type: none"> <li>Speaker</li> <li>Output circuit to individual speaker</li> <li>Audio unit</li> <li>Audio amplifier</li> </ol>	<ol style="list-style-type: none"> <li>Check speaker.</li> <li>Check the output circuits to individual speaker                             <ul style="list-style-type: none"> <li>between audio unit and audio amplifier.</li> <li>between audio amplifier and speaker.</li> </ul> </li> <li>Remove audio unit for repair.</li> <li>Remove audio amplifier for repair.</li> </ol>
Subwoofer does not operate.	<ol style="list-style-type: none"> <li>Output circuit to subwoofer</li> <li>Subwoofer</li> <li>Audio amplifier</li> </ol>	<ol style="list-style-type: none"> <li>Check circuits for open or short between the audio amplifier and the subwoofer.</li> <li>Check subwoofer.</li> <li>Remove audio amplifier for repair.</li> </ol>

## Inspection AUDIO UNIT

EKS003AM

All voltage inspections are made with:

- Ignition switch ON or ACC
- Audio unit ON
- Audio unit connected (If audio unit is removed for inspection, supply a ground to the case using a jumper wire.)

## ANTENNA

Using a jumper wire, clip an auxiliary ground between antenna and body.

- If reception improves, check antenna ground (at body surface).
- If reception does not improve, check main feeder cable for short circuit or open circuit.



# AUDIO

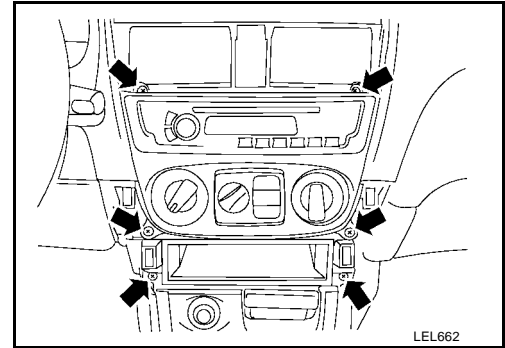
## Audio Unit/CD Changer (If Equipped) Removal and Installation

EKS003AN

### CAUTION:

Prior to removing a malfunctioning CD changer unit that will be shipped for repair, the changer mechanism **MUST BE LOCKED** to prevent the mechanism from being damaged during shipping. Refer to [AV-10, "LOCKING CD CHANGER UNIT MECHANISM"](#).

1. Remove upper cluster lid C by firmly grasping and carefully pulling rearward from instrument panel.
2. Remove lower cluster lid C by firmly grasping and carefully pulling rearward from instrument panel. Refer to [IP-10, "Removal and Installation"](#).
3. Remove six screws and remove audio unit and storage bin or CD changer (if equipped) as an assembly.



4. Disconnect audio unit connectors and CD changer connectors (if equipped).

### CAUTION:

Be sure to disconnect the harness connectors before disconnecting the antenna connector or damage may result to audio unit.

5. Release two tabs using a screwdriver and carefully remove heater A/C control bezel from audio unit face plate.

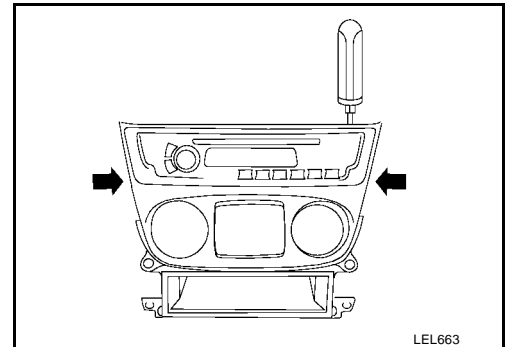
### CAUTION:

Do not pry or forcibly remove heater A/C control bezel from audio unit face plate or audio unit damage could result.

6. Remove brackets from audio unit and CD changer (if equipped).
7. Install in reverse order of removal.

### CAUTION:

Be sure to connect the antenna connector before connecting harness connectors or damage may result to audio unit.



## LOCKING CD CHANGER UNIT MECHANISM

### CAUTION:

- Prior to removing a malfunctioning CD changer unit that will be shipped for repair, the changer mechanism **MUST BE LOCKED** to prevent the mechanism from being damaged during shipping.
- If a CD is jammed or unable to be removed from the unit, do **NOT** lock the changer mechanism. If the unit is to be shipped for repair, carefully package the unit to prevent vibration and shock.

1. Eject and remove any CDs from the CD changer unit.
2. Turn ignition switch OFF. Wait until CD changer unit display is off and mechanism stops moving (mechanism sound stops).
3. Press any one of the disc selection buttons once. When a display shows on the CD changer unit, press the same disc selection button again within 5 seconds.
  - The changer mechanism will lock itself within 10 seconds.
4. After mechanism stops moving (mechanism sound stops), disconnect the CD changer unit connectors.
5. Remove the CD changer unit.

### NOTE:

After installing a new or remanufactured CD changer unit, switching the CD changer unit ON will automatically unlock the mechanism. A special unlocking procedure is not required.

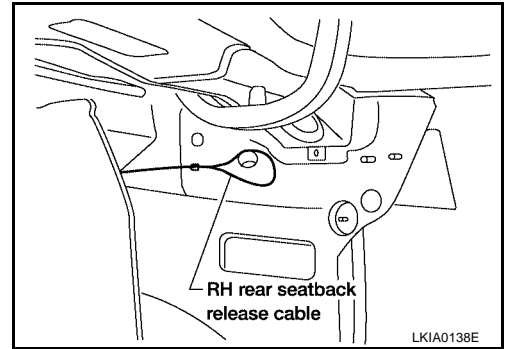
## Subwoofer (With Premium Audio System) Removal and Installation

EKS003KW

1. Partially remove RH trunk room trim. Refer to [EI-33, "Removal and Installation"](#).

## AUDIO

- Pull cable to release RH rear seat back.
- Remove rear seat bottom. Refer to [SE-5, "Removal and Installation"](#).

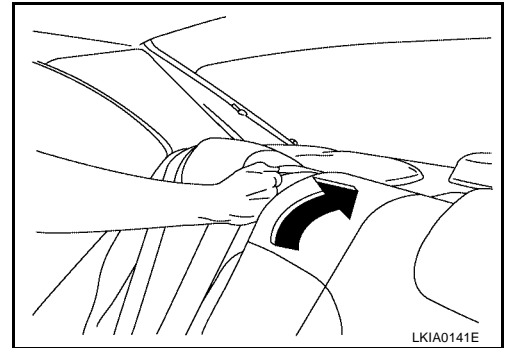


- Fold RH rear seatback forward.

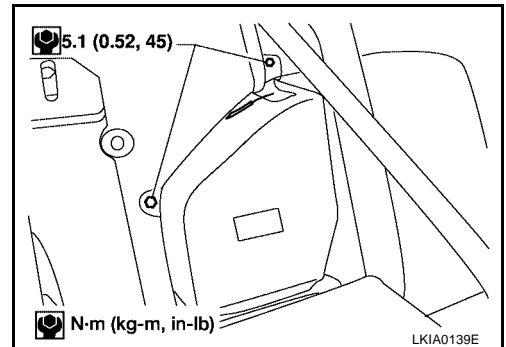
**NOTE:**

When using the fold down rear seatback, the rear center seat belt retractor may lock up and prevent folding down the seatback.

If the rear center seat belt retractor has inadvertently locked up, push the seat belt webbing toward the retractor as shown. This will unlock the seat belt retractor and allow the rear seatback to fold down.



- Remove 2 upper subwoofer bolts.
- Disconnect subwoofer connector.

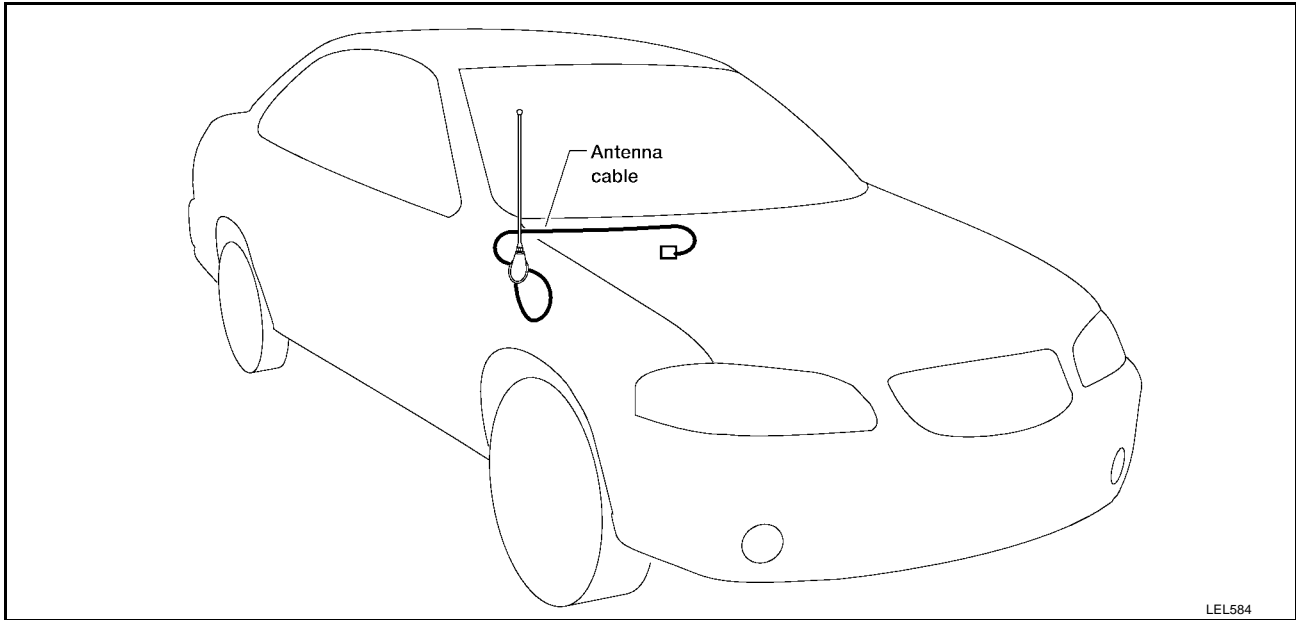


- Remove 2 bolts from rear seatback center hinge. Refer to [SE-5, "Removal and Installation"](#).
- Remove subwoofer through trunk.
- Install in reverse order of removal.

# AUDIO

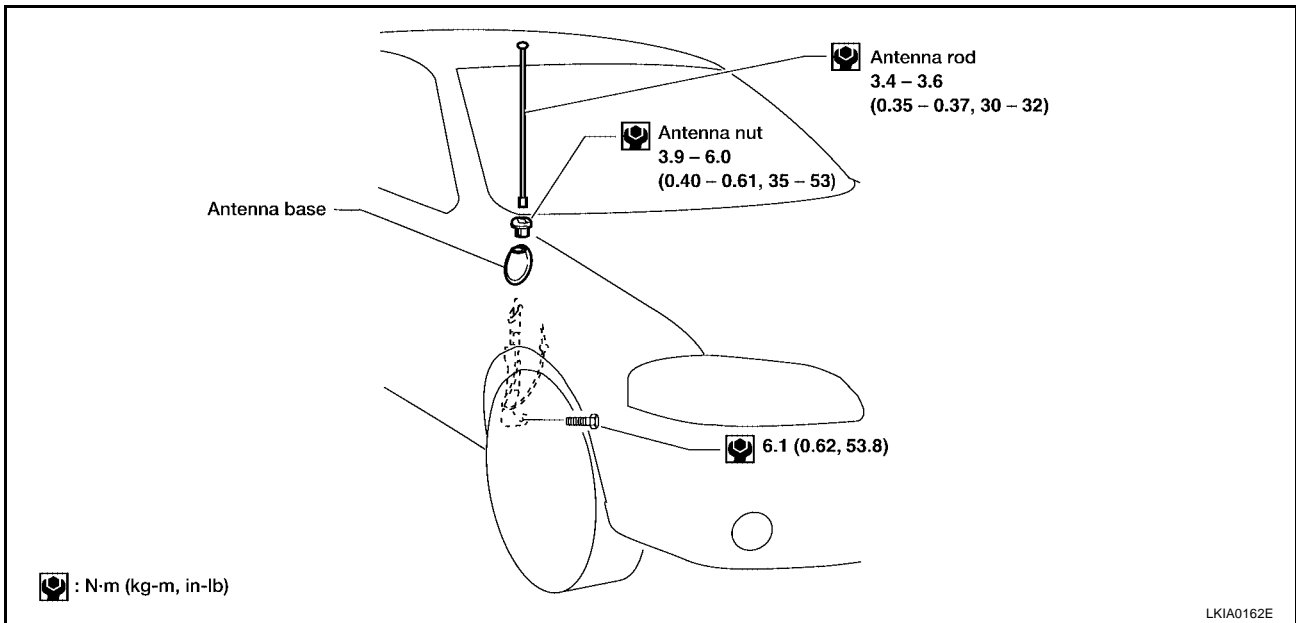
## Location of Antenna

EKS003AO



## Antenna Removal and Installation

EKS003KX



# SECTION **BCS**

## BODY CONTROL SYSTEM

A  
B  
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E  
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H  
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M

### CONTENTS

<b>PRECAUTIONS</b> .....	2	DIAGNOSTIC ITEM DESCRIPTION .....	5
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	CONSULT-II INSPECTION PROCEDURE .....	6
Wiring Diagrams and Trouble Diagnosis .....	2	Schematic .....	7
<b>SMART ENTRANCE CONTROL UNIT</b> .....	3	Smart Entrance Control Unit Inspection Table .....	9
Description .....	3	<b>TIME CONTROL UNIT</b> .....	10
OUTLINE .....	3	Description (Without Power Door Locks) .....	10
BATTERY SAVER CONTROL .....	3	OUTLINE .....	10
INPUT/OUTPUT .....	3	INPUT/OUTPUT .....	10
CONSULT-II .....	5	Schematic (Without Power Door Locks) .....	11
DIAGNOSTIC ITEMS APPLICATION .....	5	Time Control Unit Inspection Table (Without Power Door Locks) .....	12

**BCS**

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS003A0

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Wiring Diagrams and Trouble Diagnosis

EKS003A1

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#), and
- [PG-2, "POWER SUPPLY ROUTING"](#).

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#), and
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

Check for any Service bulletins before servicing the vehicle.

# SMART ENTRANCE CONTROL UNIT

PFP:28596

EKS003A2

## SMART ENTRANCE CONTROL UNIT

### Description OUTLINE

The smart entrance control unit totally controls the following body electrical system operations.

- Warning chime
- Rear window defogger and door mirror defogger
- Power door locks
- Remote keyless entry system
- Vehicle security system
- Interior lamp
- Battery saver control

### BATTERY SAVER CONTROL

#### Interior Lamp/Map Lamp/Vanity Lamps

The lamps turn off automatically when the interior lamp, map lamp or/and vanity lamps are illuminated with the ignition key in the OFF position, if the lamp remains lit by the door switch open signal or if the lamp switch is in the ON position for approximately 10 minutes.

After lamps are turned off by the battery saver system, the lamps illuminate again when:

- Driver's door is locked or unlocked,
- Door is opened or closed,
- Key is inserted into or removed from the ignition key cylinder.

#### Rear Window Defogger/Door Mirror Defogger

Rear window defogger and door mirror defogger are turned off approximately 15 minutes after the rear window defogger switch is turned on.

### INPUT/OUTPUT

System	Input	Output
Power door lock	Door lock and unlock switch LH and RH Key switch (Insert) Door switches Door key cylinder switch	Door lock actuator
Remote keyless entry	Key switch (Insert) Ignition switch (ACC) Door switches Front door unlock sensor LH Keyfob signal	Vehicle security lamp relay Vehicle security horn relay Interior lamp Remote keyless entry relay Door lock actuator Trunk lid opener actuator
Warning chime	Key switch (Insert) Ignition switch (ON) Lighting switch (1st or 2nd) Seat belt buckle switch LH Front door switch LH	Warning chime (located in smart entrance control unit)
Rear window defogger and door mirror defogger	Ignition switch (ON) Rear window defogger switch	Rear window defogger relay
Vehicle security	Ignition switch (ACC, ON) Door switches Hood switch (if equipped) Door lock/unlock switches Door key cylinder switch (lock/unlock) Trunk lid key cylinder switch (unlock) Door unlock sensors	Vehicle security lamp relay Horn relay Security indicator lamp

## SMART ENTRANCE CONTROL UNIT

System	Input	Output
Interior lamp	Door switches Front door unlock sensor LH Ignition switch (ON) Key switch (Insert)	Interior lamp
Battery saver control for interior lamp/map lamp/vanity lamps	Ignition switch (ON) Door switches Lamp switches Main power window and door lock/unlock switch	Interior lamp Map lamp Vanity lamps

# SMART ENTRANCE CONTROL UNIT

## CONSULT-II DIAGNOSTIC ITEMS APPLICATION

EKS003A3

Item (CONSULT-II screen terms)	Diagnosed system	DATA MONITOR	ACTIVE TEST	WORK SUPPORT
DOOR LOCK	Power door lock	X	X	
REAR DEFOGGER	Rear window defogger	X	X	
KEY WARN ALM	Warning chime	X	X	
LIGHT WARN ALM	Warning chime	X	X	
SEAT BELT ALM	Warning chime	X	X	
INT LAMP	Interior lamps	X	X	
BATTERY SAVER	Battery saver control for interior lamp	X	X	
THEFT WAR ALM	Vehicle security system	X	X	X
MULTI REMOTE ENT	Remote keyless entry system	X	X	X

X: Applicable

For diagnostic item in each control system, refer to the relevant pages for each system.

## DIAGNOSTIC ITEM DESCRIPTION

MODE	Description
DATA MONITOR	Input/output data in the smart entrance control unit can be read.
ACTIVE TEST	Diagnostic Test Mode in which CONSULT-II drives some systems apart from the smart entrance control unit.
WORK SUPPORT for THEFT WAR ALM	The recorded trigger signal when vehicle security system was activated can be checked.
WORK SUPPORT for MULTI REMOTE ENT	ID code of keyfob can be registered and erased.

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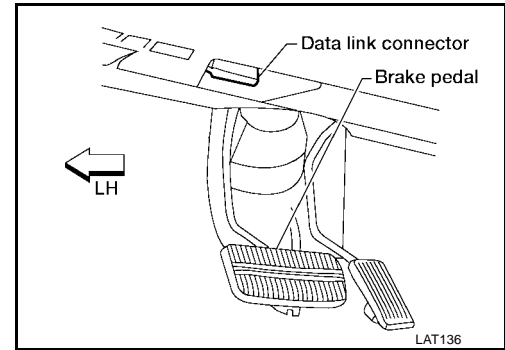
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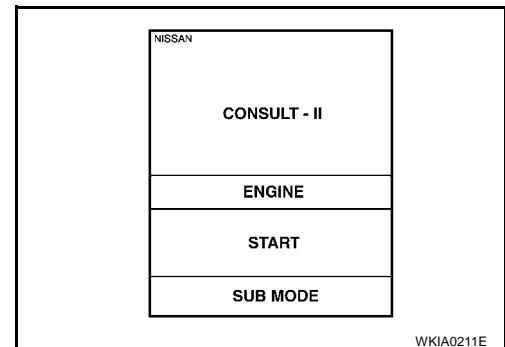
# SMART ENTRANCE CONTROL UNIT

## CONSULT-II INSPECTION PROCEDURE

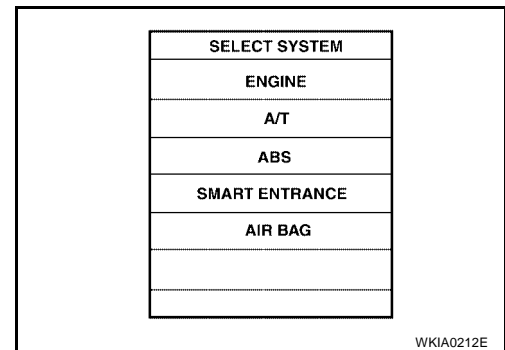
1. Turn the ignition switch "OFF".
2. Connect "CONSULT-II" to the data link connector.



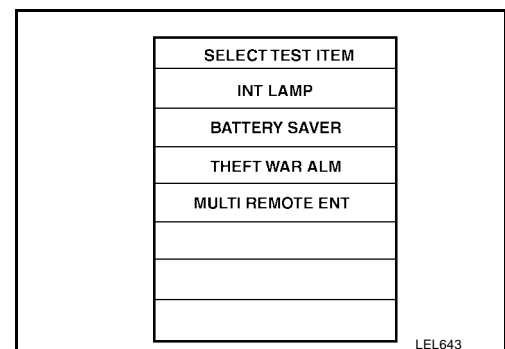
3. Turn ignition switch "ON".
4. Touch "START".



5. Touch "SMART ENTRANCE".

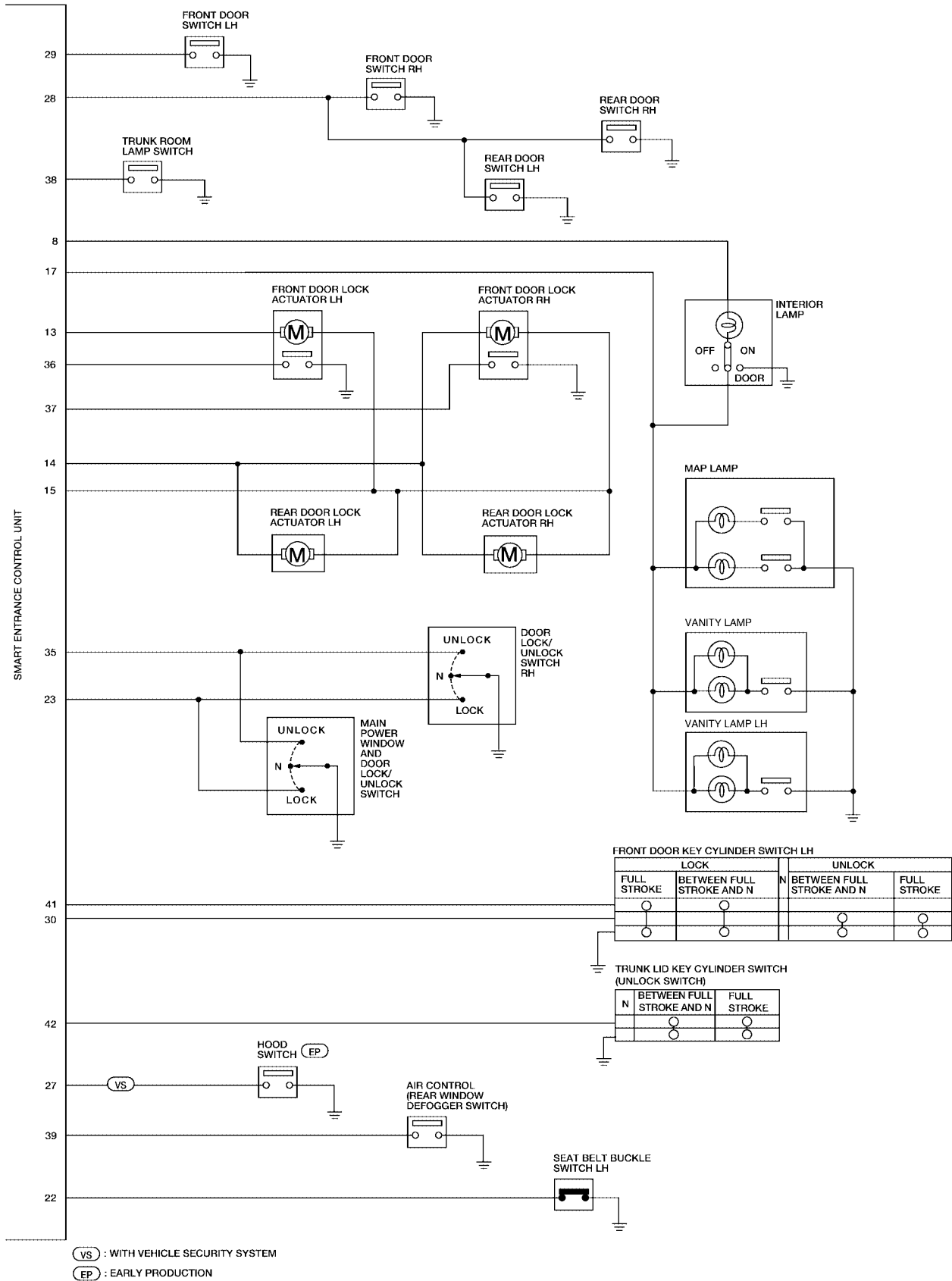


6. Perform each diagnostic item according to "DIAGNOSTIC ITEMS APPLICATION". Refer to [BCS-5, "DIAGNOSTIC ITEMS APPLICATION"](#).





# SMART ENTRANCE CONTROL UNIT



WKWA0500E

# SMART ENTRANCE CONTROL UNIT

## Smart Entrance Control Unit Inspection Table

EKS003A5

Terminal No.	Wire color	Connections	Operated condition	Voltage (Approx.)	
2	G/R	Rear window defogger relay	OFF → ON (Ignition key is in "ON" position)	0V → 12V	
4	SB	Horn relay and vehicle security lamp relay	When panic alarm is operated using Keyfob or when alarm is activated	12V → 0V	
7	OR/B	Remote keyless entry relay	When doors are locked using Keyfob	12V → 0V	
8	R/Y	Interior lamp	When interior lamp is operated using Keyfob (Lamp switch in "DOOR" position)	0V → 12V	
10	PU	Power source (Fuse)	—	12V	
11	W/L	Power source (C/B)	—	12V	
12	P/B	Trunk lid opener actuator	ON (Open) → OFF (Closed)	0V → 12V	
13	L/R	Driver door lock actuator	Door lock & unlock switch	Free	0V
14	W/R	Passenger and rear doors lock actuators		Unlocked	12V
15	R/B	Door lock actuators	Door lock & unlock switch	Free	0V
				Locked	12V
16	B	Ground	—	—	
17	R/B	Battery saver (Interior lamp)	Battery saver does not operate → Operate	12V → 0V	
19	W/G	Horn relay	When doors are locked using Keyfob with horn chirp mode	12V → 0V	
21	P	Ignition switch (ACC, ON)	"ACC" or "ON" position	12V	
22	W/B	Seat belt buckle switch LH	Unfasten → Fasten (Ignition key is in "ON" position)	0V → 5V	
23	GY	Door lock & unlock switches	Neutral → Locks	5V → 0V	
24	G/B	Data link connector	—	—	
25	GY/L	Data link connector	—	—	
27	P/B	Hood switch (if equipped)	ON (Open) → OFF (Closed)	0V → 5V	
28	R/W	Other door switches	OFF (Closed) → ON (Open)	5V → 0V	
29	R	Front door switch LH	OFF (Closed) → ON (Open)	5V → 0V	
30	W/L	Door key cylinder unlock switch	OFF (Neutral) → ON (Unlocked)	5V → 0V	
31	GY/R	Vehicle security indicator	Goes off → Illuminates	12V → 0V	
32	L/W	Ignition key switch (Insert)	Key inserted → Key removed from IGN key cylinder	12V → 0V	
33	G	Ignition switch (ON, START)	Ignition key is in "ON" or "START" position	12V	
34	R/G	Combination switch (Lighting switch)	1ST, 2ND positions: ON → OFF	12V → 0V	
35	PU/R	Door lock & unlock switches	Neutral → Unlocks	5V → 0V	
36	Y/G	Door unlock sensor LH	Driver door: Locked → Unlocked	5V → 0V	
37	Y	Door unlock sensor RH	Passenger door: Locked → Unlocked	5V → 0V	
38	R/B	Trunk room lamp switch	ON (Open) → OFF (Closed)	0V → 12V	
39	G/B	Air control (Rear window defogger switch)	OFF → ON	5V → 0V	
41	LG/R	Door key cylinder lock switch	OFF (Neutral) → ON (Locked)	5V → 0V	
42	L/OR	Trunk lid key cylinder switch	OFF (Neutral) → ON (Unlock)	5V → 0V	

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# TIME CONTROL UNIT

## TIME CONTROL UNIT

PF2:28491

### Description (Without Power Door Locks)

EKS003A6

#### OUTLINE

The time control unit totally controls the following body electrical system operations.

- Warning chime
- Rear window defogger

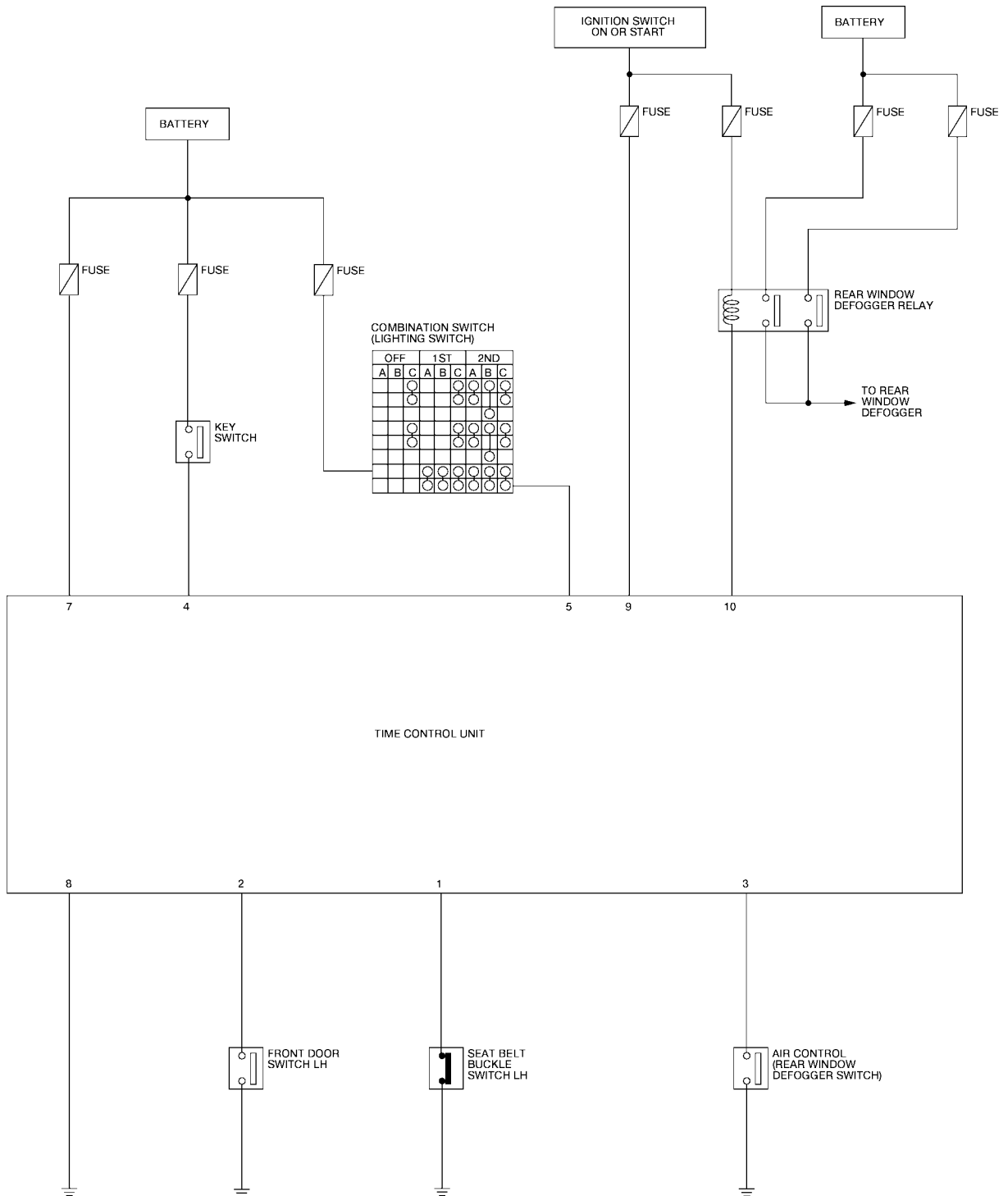
#### INPUT/OUTPUT

System	Input	Output
Warning chime	Key switch (Insert) Ignition switch (ON) Lighting switch (1st or 2nd) Seat belt buckle switch LH Front door switch LH	Warning chime (located in time control unit)
Rear window defogger	Ignition switch (ON) Rear window defogger switch	Rear window defogger relay

# TIME CONTROL UNIT

## Schematic (Without Power Door Locks)

EKS003A7



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## TIME CONTROL UNIT

### Time Control Unit Inspection Table (Without Power Door Locks)

EKS003A8

Terminal No.	Wire color	Connections	Operated condition	Voltage (Approx.)
1	W/B	Seat belt buckle switch LH	Unfasten → Fasten (Ignition key is in "ON" position)	0V → 5V
2	R	Front door switch LH	OFF (Closed) → ON (Open)	5V → 0V
3	G/B	Air control (Rear window defogger switch)	OFF → ON	5V → 0V
4	L/W	Ignition key switch (Insert)	Key inserted → Key removed from IGN key cylinder	12V → 0V
5	R/G	Combination switch (Lighting switch)	1ST, 2ND positions: ON → OFF	12V → 0V
7	PU	Power source (Fuse)	—	12V
8	B	Ground	—	—
9	G	Ignition switch (ON, START)	Ignition key is in "ON" or "START" position	12V
10	G/R	Rear window defogger relay	OFF → ON (Ignition key is in "ON" position)	0V → 12V

SECTION **BL**

**BODY, LOCK & SECURITY SYSTEM**

**CONTENTS**

<b>PRECAUTIONS</b> .....	<b>3</b>	"DOOR LOCK" .....	<b>21</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	3	Trouble Diagnoses .....	22
<b>PREPARATION</b> .....	<b>4</b>	SYMPTOM CHART .....	22
Special Service Tools .....	4	MAIN POWER SUPPLY AND GROUND CIRCUIT CHECK .....	23
Commercial Service Tools .....	4	DOOR SWITCH CHECK .....	24
<b>SQUEAK AND RATTLE TROUBLE DIAGNOSES</b> .....	<b>5</b>	KEY SWITCH (INSERT) CHECK .....	25
Work Flow .....	5	DOOR LOCK/UNLOCK SWITCH CHECK .....	26
CUSTOMER INTERVIEW .....	5	FRONT DOOR KEY CYLINDER SWITCH CHECK .....	28
DUPLICATE THE NOISE AND TEST DRIVE .....	6	DOOR LOCK ACTUATOR CHECK .....	29
CHECK RELATED SERVICE BULLETINS .....	6	<b>DOOR</b> .....	<b>31</b>
LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE .....	6	Front Door .....	31
REPAIR THE CAUSE .....	6	Rear Door .....	31
CONFIRM THE REPAIR .....	7	<b>TRUNK LID OPENER</b> .....	<b>33</b>
Generic Squeak and Rattle Troubleshooting .....	7	Wiring Diagram — TLID — .....	33
INSTRUMENT PANEL .....	7	<b>REMOTE KEYLESS ENTRY SYSTEM</b> .....	<b>34</b>
CENTER CONSOLE .....	7	Component Parts and Harness Connector Location..	34
DOORS .....	7	System Description .....	35
TRUNK .....	9	INPUTS .....	35
SUNROOF/HEADLINER .....	9	OPERATED PROCEDURE .....	35
SEATS .....	9	Schematic .....	38
UNDERHOOD .....	9	Wiring Diagram — KEYLES — .....	39
Diagnostic Worksheet .....	10	FIG. 1 .....	39
<b>POWER DOOR LOCK</b> .....	<b>12</b>	FIG. 2 .....	40
Component Parts and Harness Connector Location..	12	FIG. 3 .....	41
System Description .....	13	CONSULT-II Inspection Procedure .....	42
OPERATION .....	13	"MULTI REMOTE ENT" .....	42
Schematic .....	14	CONSULT-II Application Items .....	43
Wiring Diagram — D/LOCK — .....	15	"MULTI REMOTE ENT" .....	43
FIG. 1 .....	15	Trouble Diagnoses .....	44
FIG. 2 .....	16	SYMPTOM CHART .....	44
FIG. 3 .....	17	KEYFOB BATTERY AND FUNCTION CHECK ...	46
FIG. 4 .....	18	POWER SUPPLY AND GROUND CIRCUIT CHECK .....	47
FIG. 5 .....	19	DOOR SWITCH CHECK .....	49
CONSULT-II Inspection Procedure .....	20	KEY SWITCH (INSERT) CHECK .....	50
"DOOR LOCK" .....	20	DOOR LOCK/UNLOCK SWITCH LH CHECK ....	51
CONSULT-II Application Items .....	21	FRONT LH DOOR UNLOCK SENSOR CHECK..	53
		TRUNK LID OPENER ACTUATOR CHECK .....	55



HAZARD REMINDER CHECK .....	56	DOOR KEY CYLINDER SWITCH CHECK .....	88
HORN REMINDER CHECK .....	58	TRUNK LID KEY CYLINDER SWITCH CHECK...	89
INTERIOR LAMP OPERATION CHECK .....	59	DOOR LOCK/UNLOCK SWITCH CHECK .....	90
ID Code Entry Procedure .....	60	HORN AND HEADLAMP ALARM CHECK .....	92
KEYFOB ID SET UP WITH CONSULT-II .....	60	Electrical Components Inspection .....	94
KEYFOB ID SET UP WITHOUT CONSULT-II ....	62	VEHICLE SECURITY LAMP RELAY .....	94
Keyfob Battery Replacement .....	63	<b>NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM</b>	
<b>VEHICLE SECURITY (THEFT WARNING) SYSTEM..</b>	<b>64</b>	<b>— NATS) .....</b>	<b>95</b>
Component Parts and Harness Connector Location..	64	Component Parts and Harness Connector Location..	95
System Description .....	66	System Description .....	96
DESCRIPTION .....	66	System Composition .....	96
POWER SUPPLY AND GROUND .....	66	Wiring Diagram — NATS — .....	97
INITIAL CONDITION TO ACTIVATE THE SYS-		CONSULT-II .....	98
TEM .....	67	CONSULT-II INSPECTION PROCEDURE .....	98
VEHICLE SECURITY SYSTEM ACTIVATION ...	67	CONSULT-II DIAGNOSTIC TEST MODE FUNC-	
VEHICLE SECURITY SYSTEM ALARM OPER-		TION .....	99
ATION .....	68	HOW TO READ SELF-DIAGNOSTIC RESULTS..	99
VEHICLE SECURITY SYSTEM DEACTIVATION..	68	NVIS (NATS) SELF-DIAGNOSTIC RESULTS	
PANIC ALARM OPERATION .....	69	ITEM CHART .....	100
Schematic .....	70	Trouble Diagnoses .....	101
Wiring Diagram — VEHSEC — .....	71	WORK FLOW .....	101
FIG. 1 .....	71	SYMPTOM MATRIX CHART 1 (SELF-DIAGNO-	
FIG. 2 .....	72	SIS RELATED ITEM) .....	102
FIG. 3 .....	73	SYMPTOM MATRIX CHART 2 (NON SELF-	
FIG. 4 .....	74	DIAGNOSIS RELATED ITEM) .....	102
CONSULT-II Inspection Procedure .....	75	DIAGNOSTIC SYSTEM DIAGRAM .....	103
“THEFT WAR ALM” .....	75	DIAGNOSTIC PROCEDURE 1 .....	103
CONSULT-II Application Item .....	76	DIAGNOSTIC PROCEDURE 2 .....	104
“THEFT WAR ALM” .....	76	DIAGNOSTIC PROCEDURE 3 .....	108
Trouble Diagnoses .....	77	DIAGNOSTIC PROCEDURE 4 .....	109
PRELIMINARY CHECK .....	77	DIAGNOSTIC PROCEDURE 5 .....	110
SYMPTOM CHART .....	78	DIAGNOSTIC PROCEDURE 6 .....	111
POWER SUPPLY AND GROUND CIRCUIT		DIAGNOSTIC PROCEDURE 7 .....	113
CHECK .....	79	How to Replace NVIS (NATS) IMMU .....	114
DOOR, HOOD AND TRUNK ROOM LAMP		<b>BODY (ALIGNMENT) .....</b>	<b>115</b>
SWITCH CHECK .....	80	Alignment .....	115
SECURITY INDICATOR LAMP CHECK .....	85	ENGINE COMPARTMENT .....	116
FRONT DOOR UNLOCK SENSOR CHECK .....	87	UNDERBODY .....	119

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS00140

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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# PREPARATION

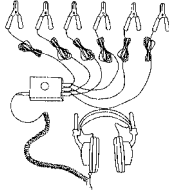
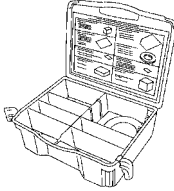
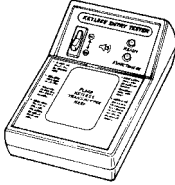
## PREPARATION

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### Special Service Tools

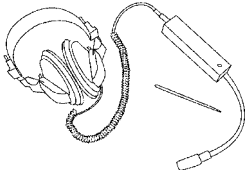
EIS0014P

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
— (J-39570) Chassis ear	 <p style="text-align: center;">SIIA0993E</p> Locating the noise
— (J-43980) Nissan Squeak and Rattle kit	 <p style="text-align: center;">SIIA0994E</p> Repairing the cause of noise
— (J-43241) Remote Keyless Entry Tester	 <p style="text-align: center;">LEL946A</p> Used to test keyfobs

### Commercial Service Tools

EIS0014Q

Tool name	Description
Engine ear (J-39565)	 <p style="text-align: center;">SIIA0995E</p> Locating the noise

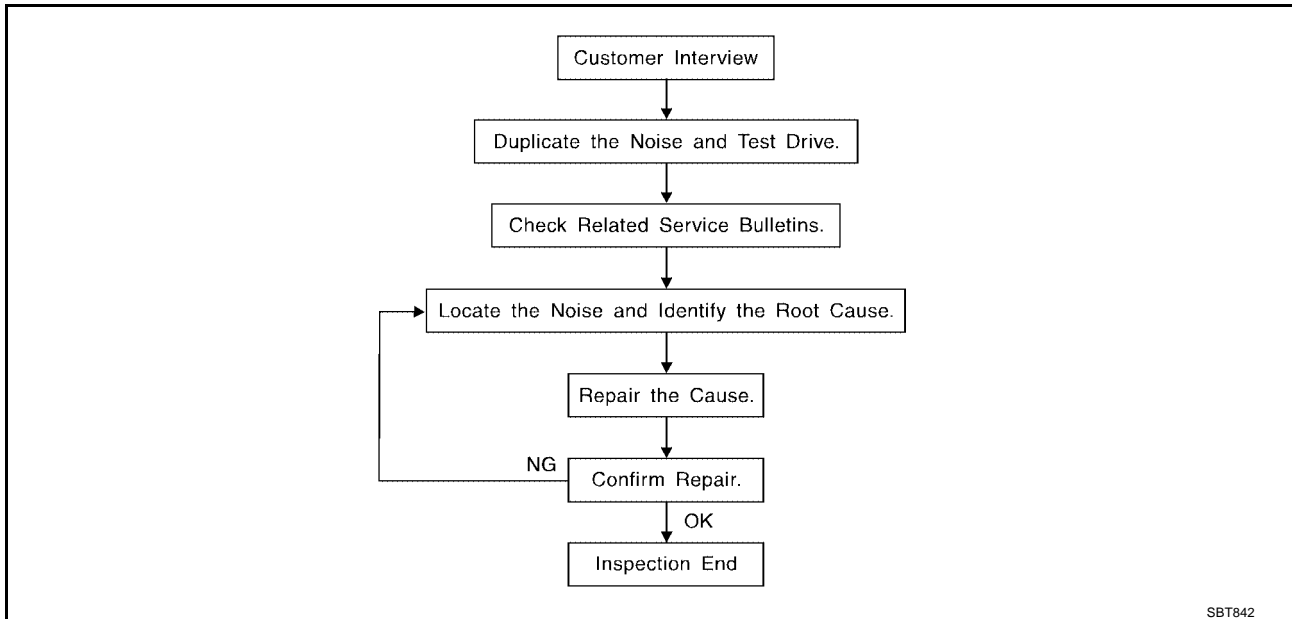
# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK AND RATTLE TROUBLE DIAGNOSES

PF0:00003

### Work Flow

EIS0014R



### CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [BL-10, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak — (Like tennis shoes on a clean floor)  
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak — (Like walking on an old wooden floor)  
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle — (Like shaking a baby rattle)  
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock — (Like a knock on a door)  
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick — (Like a clock second hand)  
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump — (Heavy, muffled knock noise)  
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz — (Like a bumblebee)  
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

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## DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

1. Close a door.
  2. Tap or push/pull around the area where the noise appears to be coming from.
  3. Rev the engine.
  4. Use a floor jack to recreate vehicle "twist".
  5. At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
  6. Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
  - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

## CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

## LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
  - Removing the components in the area that you suspect the noise is coming from.  
**Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.**
  - Tapping or pushing/pulling the component that you suspect is causing the noise.  
**Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.**
  - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
  - Placing a piece of paper between components that you suspect are causing the noise.
  - Looking for loose components and contact marks.

Refer to [BL-7, "Generic Squeak and Rattle Troubleshooting"](#).

## REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
  - Separate components by repositioning or loosening and retightening the component, if possible.
  - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

### CAUTION:

**Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.**

The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

73982-9E000: 45 mm (1.77 in) thick, 50 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 x 50 mm (1.18 x 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 x 25 mm (0.59 x 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

## CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

## Generic Squeak and Rattle Troubleshooting

EIS0014S

Refer to Table of Contents for specific component removal and installation information.

## INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

### CAUTION:

**Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.**

## CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and upper/lower cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

## DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

## SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

## SUNROOF/HEADLINER

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sun visor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

## SEATS

When isolating seat noises it is important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holders
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

## UNDERHOOD

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noises include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

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# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## Diagnostic Worksheet

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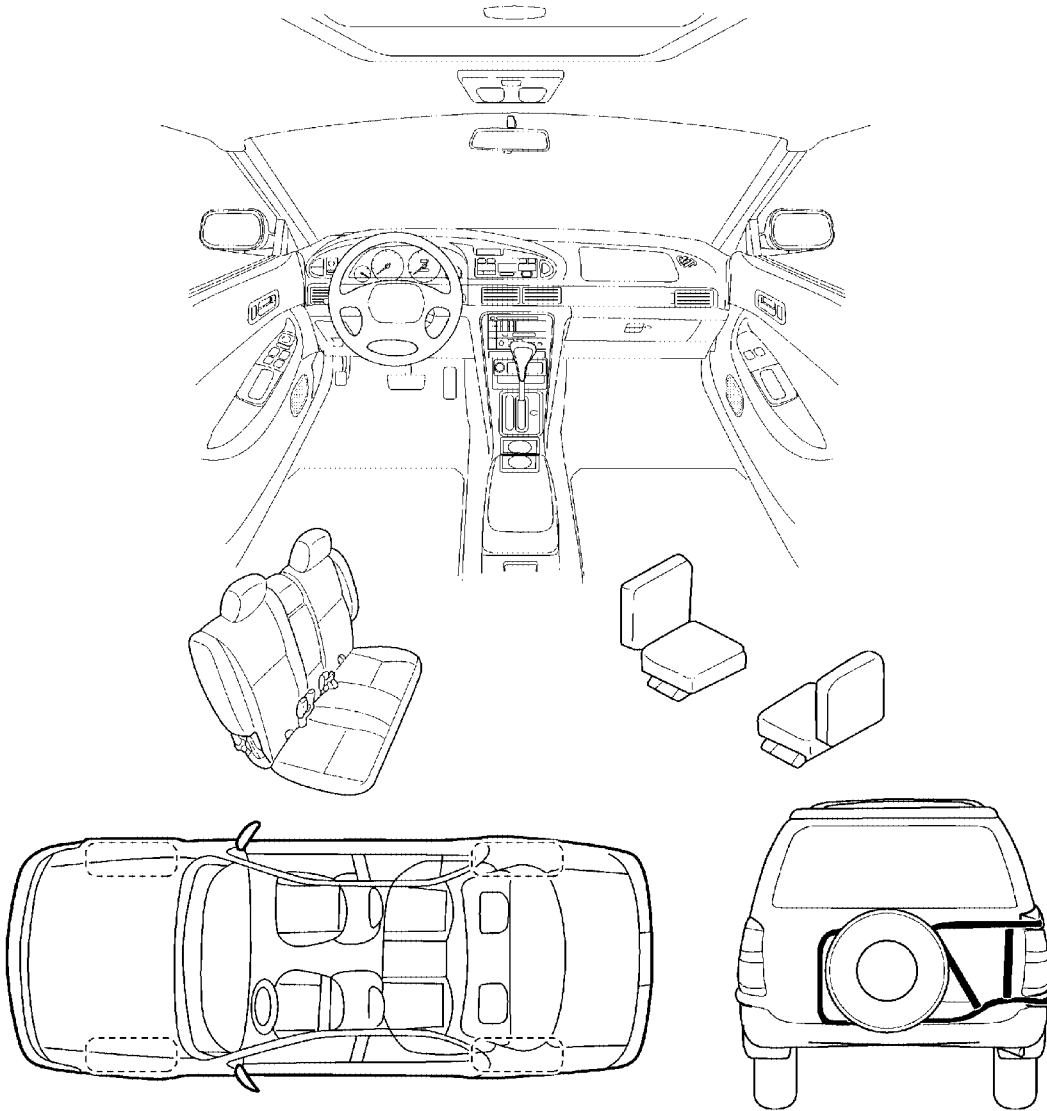
### SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

#### I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

SBT843

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

**Briefly describe the location where the noise occurs:**

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**II. WHEN DOES IT OCCUR? (check the boxes that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> anytime                             | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 <sup>st</sup> time in the morning | <input type="checkbox"/> when it is raining or wet    |
| <input type="checkbox"/> only when it is cold outside        | <input type="checkbox"/> dry or dusty conditions      |
| <input type="checkbox"/> only when it is hot outside         | <input type="checkbox"/> other: _____                 |

**III. WHEN DRIVING:**

- through driveways
- over rough roads
- over speed bumps
- only at about \_\_\_\_ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: \_\_\_\_\_
- after driving \_\_\_\_ miles or \_\_\_\_ minutes

**IV. WHAT TYPE OF NOISE?**

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

**TO BE COMPLETED BY DEALERSHIP PERSONNEL**

**Test Drive Notes:**

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	<u>YES</u>	<u>NO</u>	<u>Initials of person performing</u>
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: \_\_\_\_\_ Customer Name: \_\_\_\_\_

W.O. #: \_\_\_\_\_ Date: \_\_\_\_\_

**This form must be attached to Work Order**

SBT844

A  
B  
C  
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J  
K  
L  
M

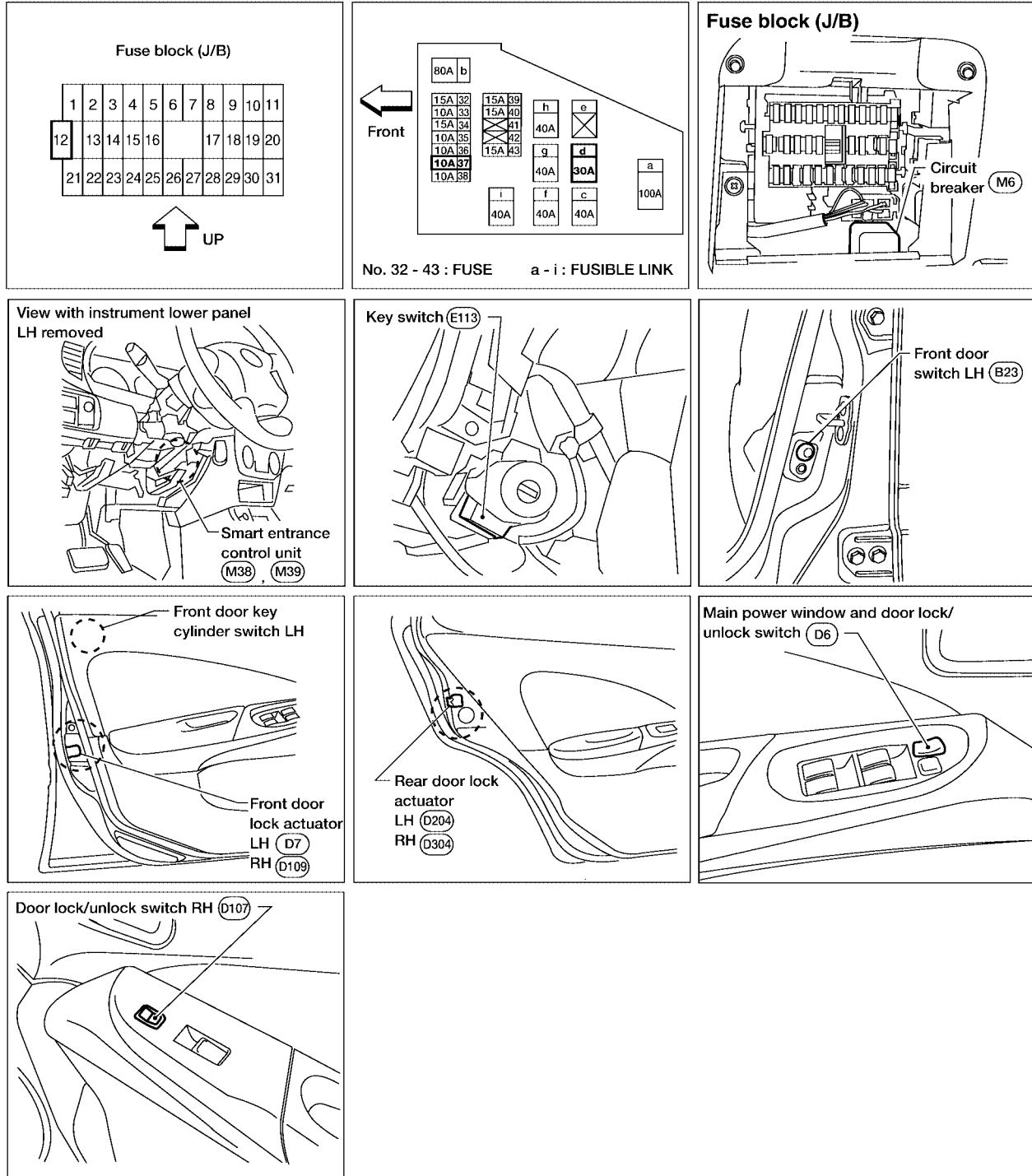
# POWER DOOR LOCK

## POWER DOOR LOCK

PF2:24814

### Component Parts and Harness Connector Location

EIS0014U



W11A0005E

# POWER DOOR LOCK

## System Description OPERATION

EIS0014V

- The lock/unlock switches (LH and RH) on door trim can lock and unlock all doors.
- With the door key inserted in the key cylinder on front LH, turning it to "LOCK", will lock all doors; turning it to "UNLOCK" once unlocks the corresponding door; turning it to "UNLOCK" again within 5 seconds after the first unlock operation unlocks all of the other doors. (Signals from door key cylinder switch.)
- If the ignition key is in the ignition key cylinder and one or more of the doors are open, setting the lock/unlock switch (LH or RH) to "LOCK" locks the doors once but then immediately unlocks them (KEY REMINDER DOOR SYSTEM).

A

B

C

D

E

F

G

H

BL

J

K

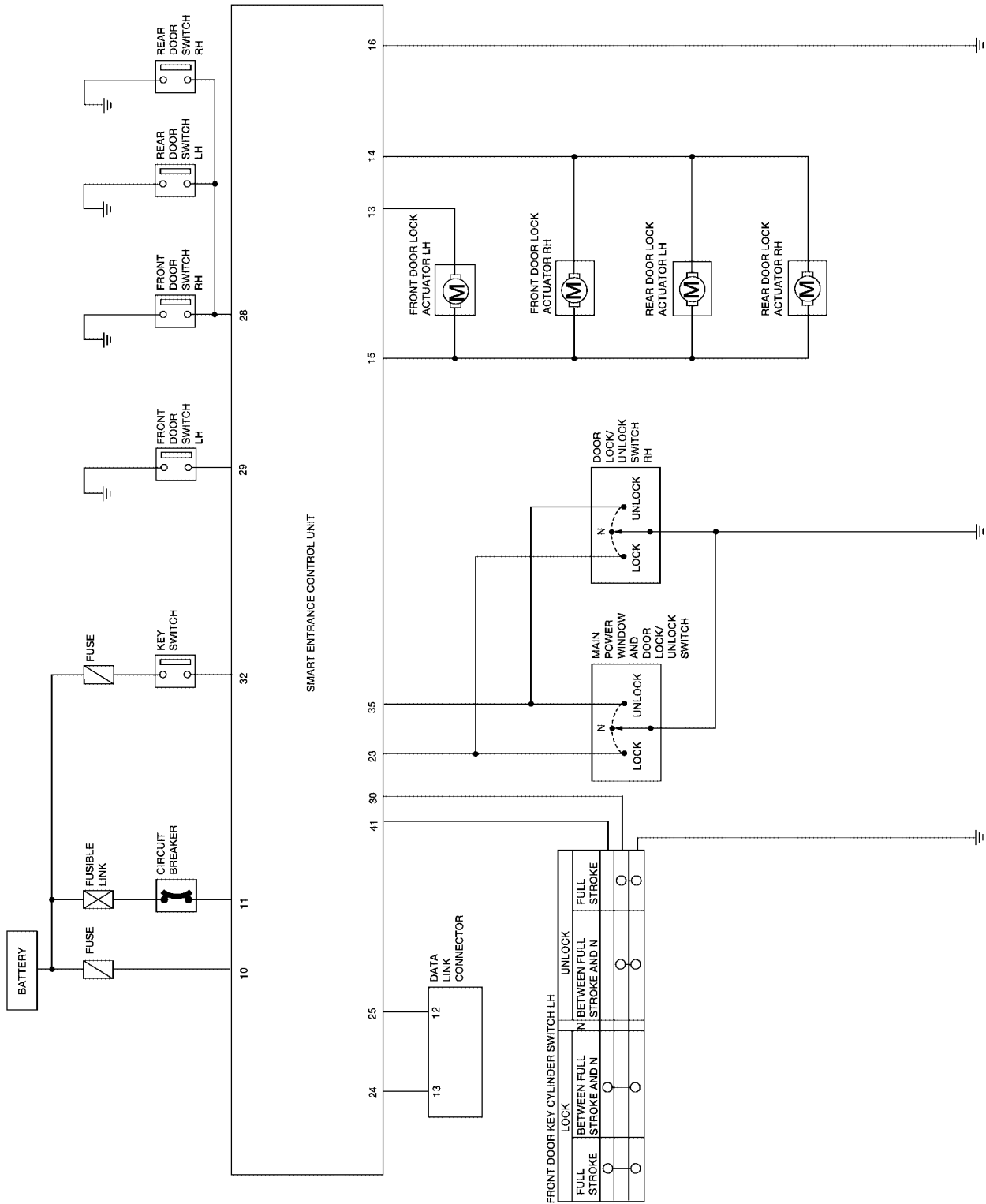
L

M

# POWER DOOR LOCK

## Schematic

EIS0014W

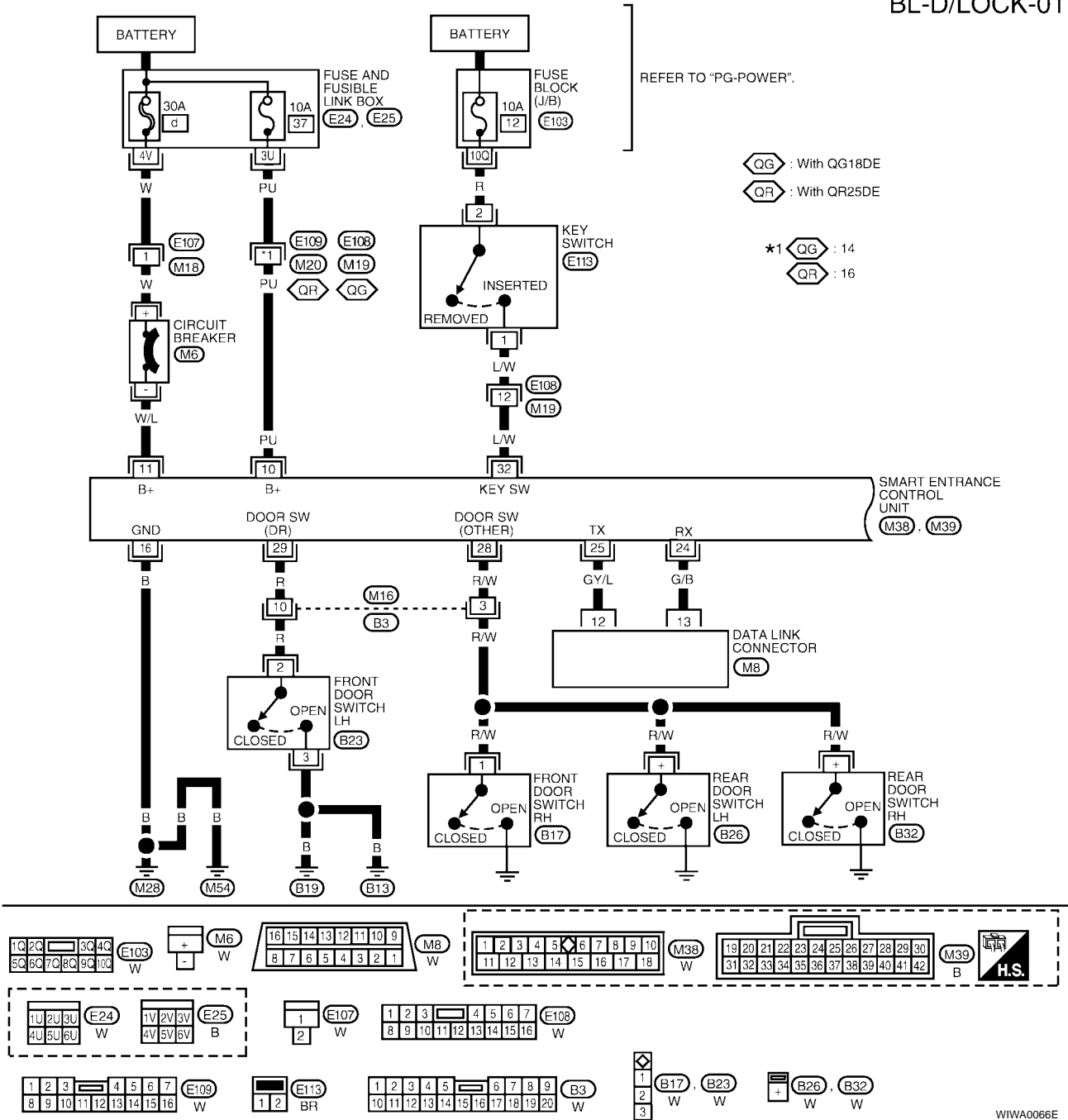


# POWER DOOR LOCK

EIS0014X

**Wiring Diagram — D/LOCK —**  
**FIG. 1**

BL-D/LOCK-01



WIWA0066E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

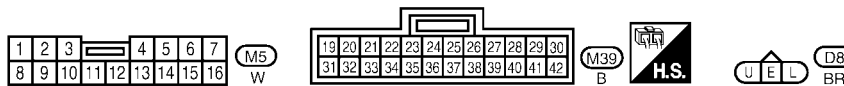
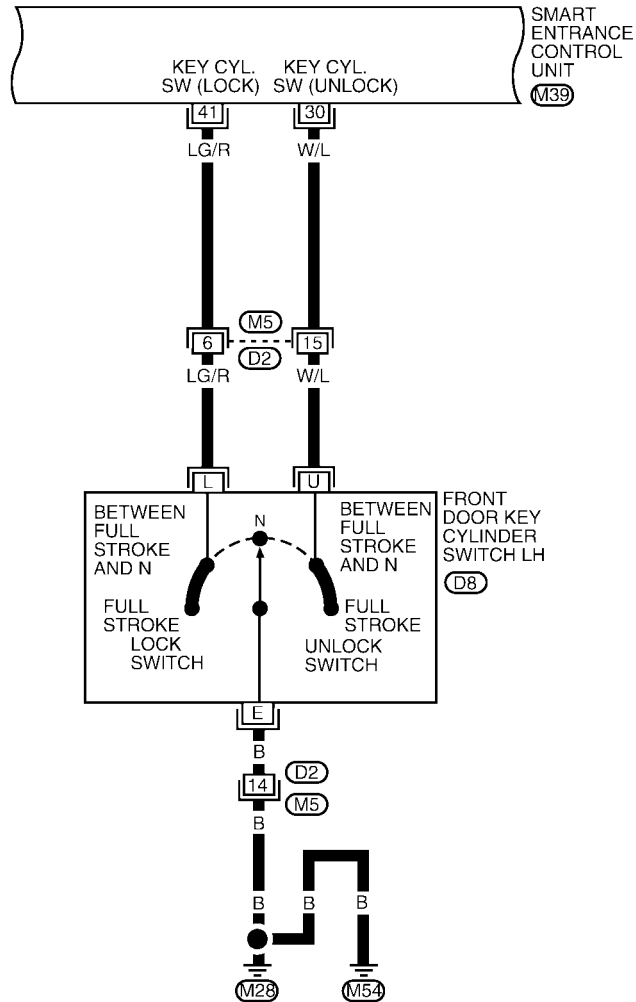
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	PU	POWER SOURCE (FUSE)	—	12V
11	W/L	POWER SOURCE (CIRCUIT BREAKER)	—	12V
16	B	GROUND	—	—
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
33	G	IGNITION SWITCH (ON)	IGNITION SWITCH IS ON	12V
			IGNITION SWITCH (START)	12V

LEL606

# POWER DOOR LOCK

FIG. 2

BL-D/LOCK-02



WIWA0067E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

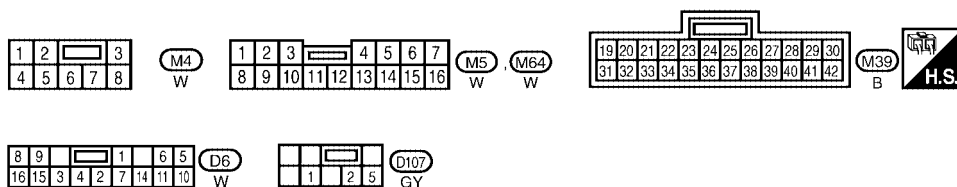
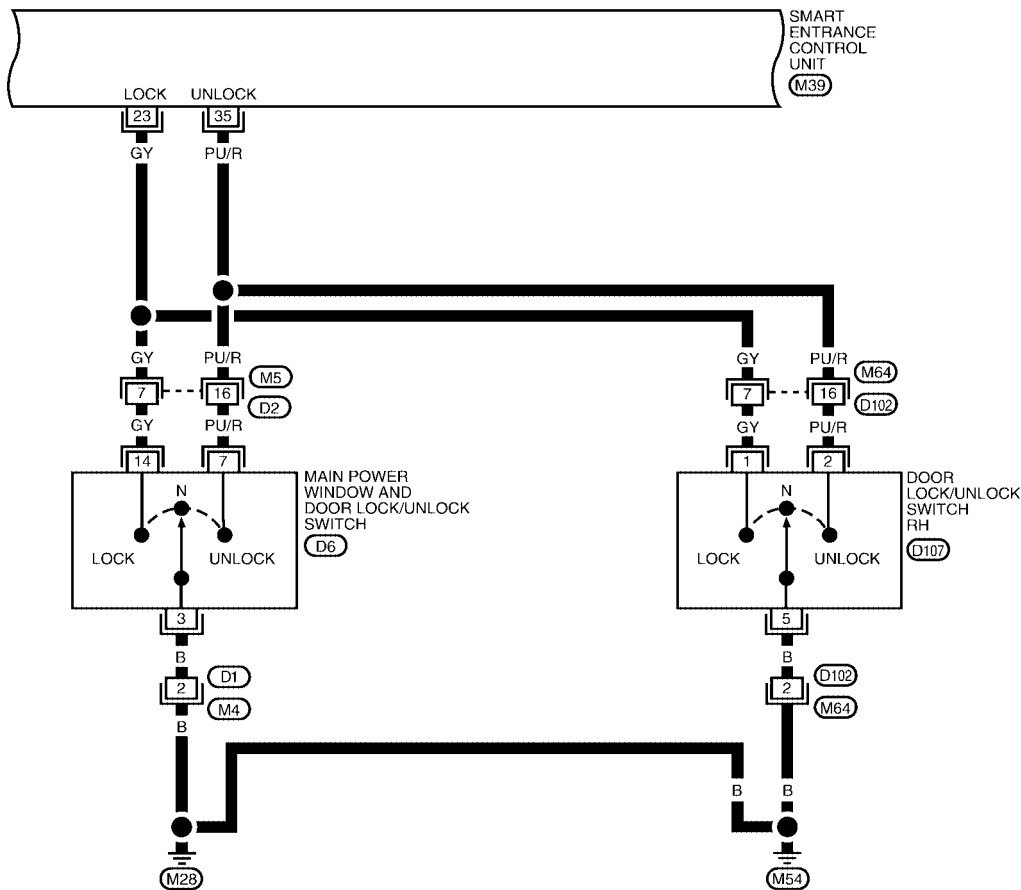
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
30	W/L	DOOR KEY CYLINDER UNLOCK SWITCH	OFF (NEUTRAL)	5V
			ON (UNLOCKED)	0V
41	LG/R	DOOR KEY CYLINDER LOCK SWITCH	OFF (NEUTRAL)	5V
			ON (LOCKED)	0V

LEL607

# POWER DOOR LOCK

FIG. 3

BL-D/LOCK-03



WIWA0021E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
23	GY	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			LOCKS	0V
35	PU/R	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			UNLOCKS	0V

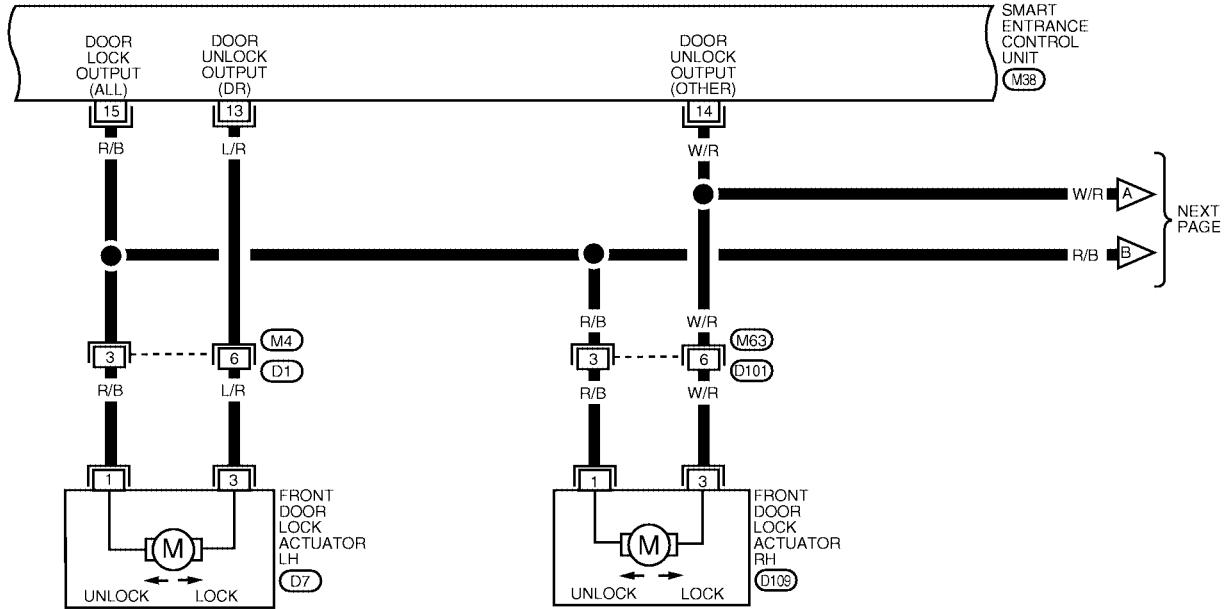
LEL608



# POWER DOOR LOCK

FIG. 4

BL-D/LOCK-04



WIWA0022E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

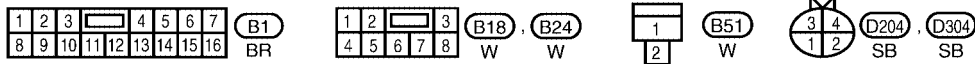
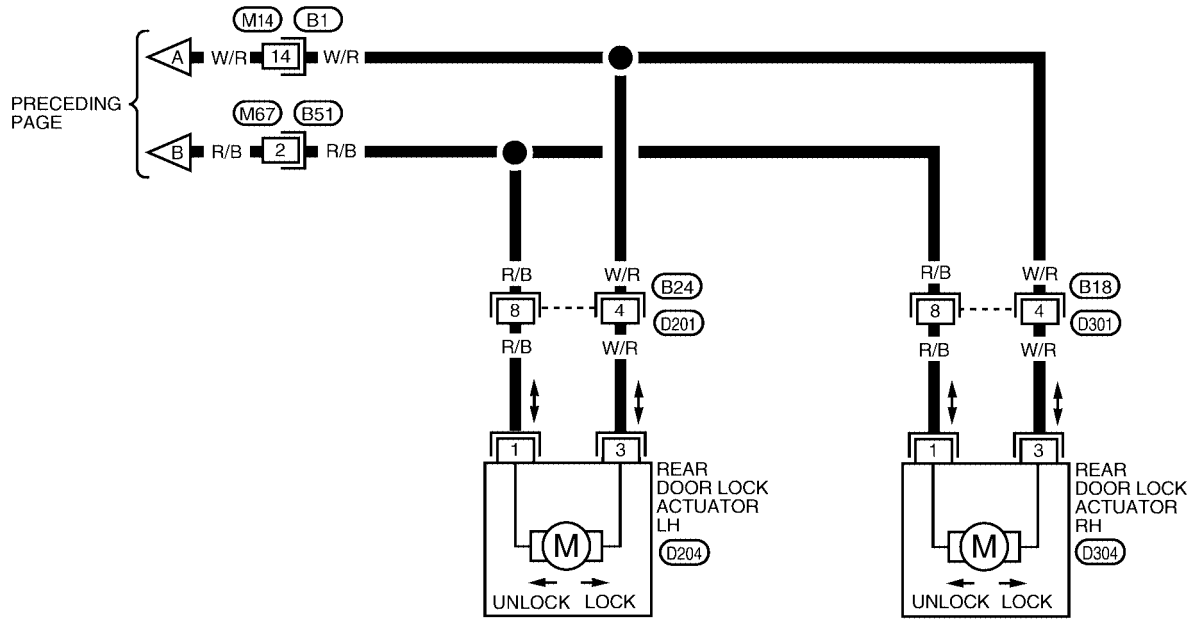
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
13	L/R	DRIVER DOOR LOCK ACTUATOR	DOOR LOCK/ UNLOCK SWITCH (FREE)	0V
			DOOR LOCK/ UNLOCK SWITCH (UNLOCKED)	12V
14	W/R	PASSENGER AND REAR DOORS LOCK ACTUATORS	DOOR LOCK/ UNLOCK SWITCH (FREE)	0V
			DOOR LOCK/ UNLOCK SWITCH (UNLOCKED)	12V
15	R/B	DOOR LOCK ACTUATORS	DOOR LOCK/ UNLOCK SWITCH (FREE)	0V
			DOOR LOCK/ UNLOCK SWITCH (LOCKED)	12V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V

LEL609

# POWER DOOR LOCK

FIG. 5

BL-D/LOCK-05



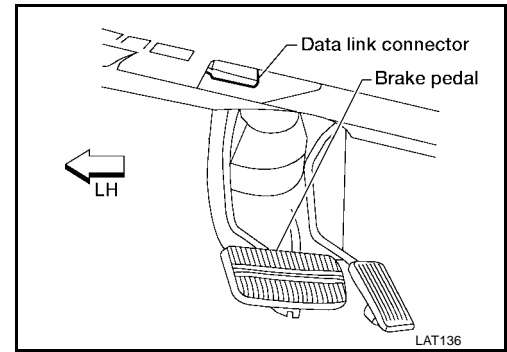
WIWA0068E

# POWER DOOR LOCK

EIS0014Y

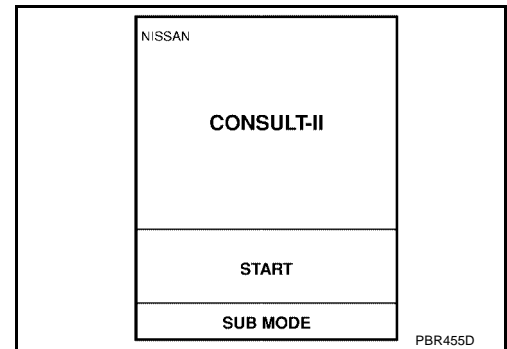
## CONSULT-II Inspection Procedure "DOOR LOCK"

1. Turn ignition switch "OFF".



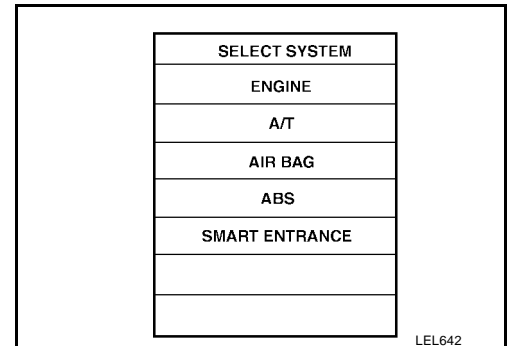
2. Connect "CONSULT-II" to the data link connector.

3. Turn ignition switch "ON".

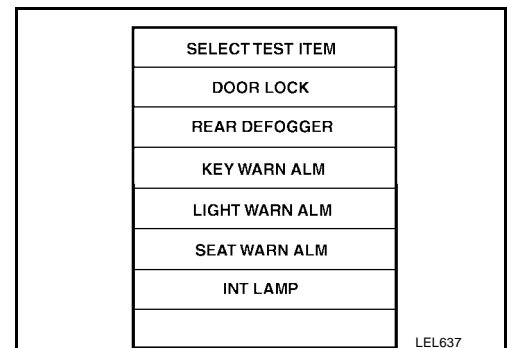


4. Touch "START".

5. Touch "SMART ENTRANCE".



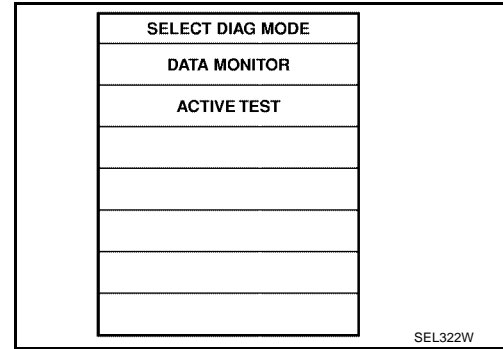
6. Touch "DOOR LOCK".



7. Select diagnosis mode.

# POWER DOOR LOCK

“DATA MONITOR” and “ACTIVE TEST” are available.



## CONSULT-II Application Items “DOOR LOCK”

E/S0014Z

### Data Monitor

Monitored Item	Description
KEY ON SW	Indicates [ON/OFF] condition of key switch.
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from lock/unlock switch LH and RH.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from lock/unlock switch LH and RH.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from key cylinder.
KEY CYL UN SW	Indicates [ON/OFF] condition of unlock signal from key cylinder.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from keyfob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from keyfob.
UN BUTTON ON	Indicates [ON/OFF] condition of second unlock signal from keyfob within 5 seconds after first unlock operation.

### Active Test

Test Item	Description
ALL D/LK MTR	This test is able to check all door lock actuators lock operation. These actuators lock when “ON” on CONSULT-II screen is touched.
DR D/UN MTR	This test is able to check front door lock actuator LH unlock operation. The actuator unlocks when “ON” on CONSULT-II screen is touched.
NON DR D/UN	This test is able to check door lock actuators (except front door lock actuator LH) unlock operation. These actuators unlock when “ON” on CONSULT-II screen is touched.

# POWER DOOR LOCK

## Trouble Diagnoses SYMPTOM CHART

EIS00150

REFERENCE PAGE (BL- )	<a href="#">BL-23</a>	<a href="#">BL-24</a>	<a href="#">BL-25</a>	<a href="#">BL-26</a>	<a href="#">BL-28</a>	<a href="#">BL-29</a>
SYMPTOM	MAIN POWER SUPPLY AND GROUND CIRCUIT CHECK	DOOR SWITCH CHECK	KEY SWITCH (INSERT) CHECK	DOOR LOCK/UNLOCK SWITCH CHECK	FRONT DOOR KEY CYLINDER SWITCH CHECK	DOOR LOCK ACTUATOR CHECK
Key reminder door system does not operate properly.	X	X	X			X
Specific door lock actuator does not operate.	X					X
Power door lock does not operate with door lock and unlock switch (LH and RH) on door trim.	X			X		
Power door lock does not operate with front door key cylinder operation.	X				X	

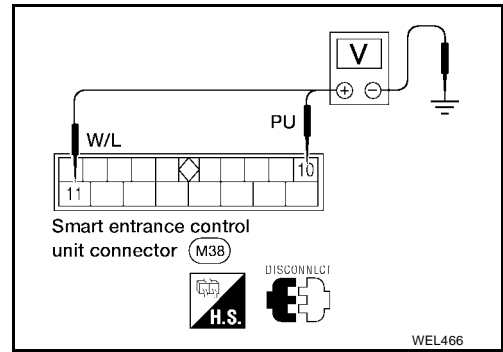
X: Applicable

# POWER DOOR LOCK

## MAIN POWER SUPPLY AND GROUND CIRCUIT CHECK

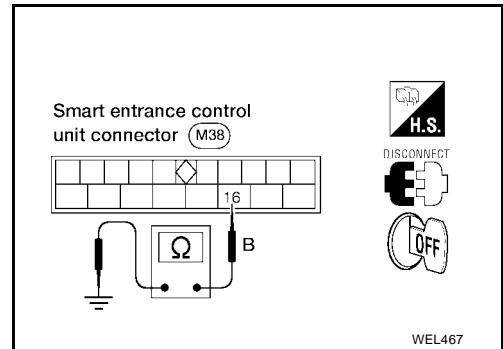
### Main Power Supply Circuit Check

Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
10	Ground	Battery voltage	Battery voltage	Battery voltage
11				



### Ground Circuit Check

Terminals	Continuity
16 - Ground	Yes



A  
B  
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L  
M

BL

# POWER DOOR LOCK

## DOOR SWITCH CHECK

### 1. CHECK DOOR SWITCHES INPUT SIGNAL

#### Ⓜ With CONSULT-II

Check door switches ("DOOR SW-ALL") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

When any doors are open:  
**DOOR SW-ALL ON**

When all doors are closed:  
**DOOR SW-ALL OFF**

SEL323W

#### ⊗ Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminals 28 or 29 and ground.

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front door switch LH	29	Ground	Open	0
			Closed	Approx. 5
Other door switches	28	Ground	Open	0
			Closed	Approx. 5

WEL500

Refer to [BL-15, "FIG. 1"](#).

#### OK or NG

- OK >> Door switch is OK.
- NG >> GO TO 2.

### 2. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch connector terminals.

	Terminals	Condition	Continuity
Front door switch LH	2 - 3	Closed	No
		Open	Yes
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

WEL491

#### OK or NG

- OK >> Check the following.
  - Door switch ground circuit or door switch ground condition
  - Harness for open or short between smart entrance control unit and door switch
- NG >> Replace door switch.

# POWER DOOR LOCK

## KEY SWITCH (INSERT) CHECK

### 1. CHECK KEY SWITCH INPUT SIGNAL

#### With CONSULT-II

Check key switch ("KEY ON SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY ON SW	ON

When key is inserted to ignition key cylinder:  
**KEY ON SW ON**

When key is removed from ignition key cylinder:  
**KEY ON SW OFF**

SEL315W

#### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 32 and ground.

Smart entrance control unit connector (M39)

CONNECT

H.S.

Voltage [V]:  
Condition of key switch: Key is inserted.  
Approx. 12  
Condition of key switch: Key is removed.  
0

LEL454

Refer to [BL-15, "FIG. 1"](#).

OK or NG

- OK >> Key switch is OK.
- NG >> GO TO 2.

### 2. CHECK KEY SWITCH

Check continuity between key switch connector terminals 1 and 2.

Key switch connector (E113)

T.S.

DISCONNECT

Continuity:  
Condition of key switch: Key is inserted.  
Yes  
Condition of key switch: Key is removed.  
No

LEL449

OK or NG

- OK >> Check the following.
  - 10A fuse [No. 12, located in fuse block (J/B)]
  - Harness for open or short between key switch and fuse
  - Harness for open or short between smart entrance control unit and key switch
- NG >> Replace key switch.



# POWER DOOR LOCK

## DOOR LOCK/UNLOCK SWITCH CHECK

### 1. CHECK DOOR LOCK/UNLOCK SWITCH INPUT SIGNAL

#### Ⓟ With CONSULT-II

Check door lock/unlock switch ("LOCK SW DR/AS"/"UNLK SW DR/AS") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SW DR/AS	OFF
UNLK SW DR/AS	OFF

When lock/unlock switch is turned to LOCK:  
**LOCK SW DR/AS ON**

When lock/unlock switch is turned to UNLOCK:  
**UNLK SW DR/AS ON**

SEL341W

#### ⊗ Without CONSULT-II

1. Disconnect smart entrance control unit harness connector.
2. Check continuity between smart entrance control unit harness connector terminal 23 or 35 and ground.

Smart entrance control unit connector (M39)

DISCONNECT

Terminals	Door lock/unlock switch (LH or RH) condition	Continuity
23 - Ground	Lock	Yes
	N and Unlock	No
35 - Ground	Unlock	Yes
	N and Lock	No

WEL501

Refer to [BL-17, "FIG. 3"](#) .


#### OK or NG

- OK >> Door lock/unlock switch is OK.  
 NG >> GO TO 2.

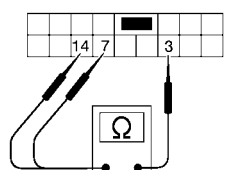
# POWER DOOR LOCK

## 2. CHECK DOOR LOCK/UNLOCK SWITCH

1. Disconnect door lock/unlock switch harness connector.
2. Check continuity between each door lock/unlock switch terminals.
  - Main power window and door lock/unlock switch




Main power window and door lock/unlock switch connector (D6)



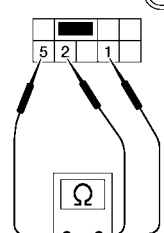
Condition	Terminals		
	3	7	14
Lock	○	○	○
N	No continuity		
Unlock	○	○	○

WEL494

- Door lock/unlock switch RH



Door lock/unlock switch RH connector (D107)



Condition	Terminals		
	1	2	5
Lock	○	○	○
N	No continuity		
Unlock	○	○	○

WEL495

### OK or NG

- OK >> Check the following.
- Ground circuit for door lock/unlock switch
  - Harness for open or short between door lock/unlock switch and smart entrance control unit connector
- NG >> Replace door lock/unlock switch.

# POWER DOOR LOCK

## FRONT DOOR KEY CYLINDER SWITCH CHECK

### 1. CHECK FRONT DOOR KEY CYLINDER SWITCH INPUT SIGNAL (LOCK/UNLOCK SIGNAL)

#### Ⓜ With CONSULT-II

Check front door key cylinder switch ("KEY CYL LK-SW"/"KEY CYL UN-SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY CYL LK-SW	OFF
KEY CYL UN-SW	OFF

When key inserted in front key cylinder is turned to LOCK:  
**KEY CYL LK-SW ON**

When key inserted in front key cylinder is turned to UNLOCK:  
**KEY CYL UN-SW ON**

SEL342W

#### ⊗ Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminals 30 or 41 and ground.

Smart entrance control unit connector (M39)

Terminals		Key position	Voltage [V]
(+)	(-)		
41	Ground	Neutral/Unlock	Approx. 5
		Lock	0
30	Ground	Neutral/Lock	Approx. 5
		Unlock	0

WEL502

Refer to [BL-16, "FIG. 2"](#).

#### OK or NG

- OK >> Door key cylinder switch is OK.
- NG >> GO TO 2.

### 2. CHECK DOOR KEY CYLINDER SWITCH

1. Disconnect door key cylinder switch harness connector.
2. Check continuity between door key cylinder switch connector D8 terminals L, E, and U, E.

Front door key cylinder switch LH connector

Ⓜ : Ground terminal  
Ⓧ : Door unlock switch terminal  
Ⓛ : Door lock switch terminal

Terminals	Key position	Continuity
Ⓛ - Ⓜ	Neutral/Unlock	No
	Lock	Yes
Ⓧ - Ⓜ	Neutral/Lock	No
	Unlock	Yes

LEL101A

#### OK or NG

- OK >> Check the following.
  - Door key cylinder switch ground circuit
  - Harness for open or short between smart entrance control unit and door key cylinder switch
- NG >> Replace door key cylinder switch.

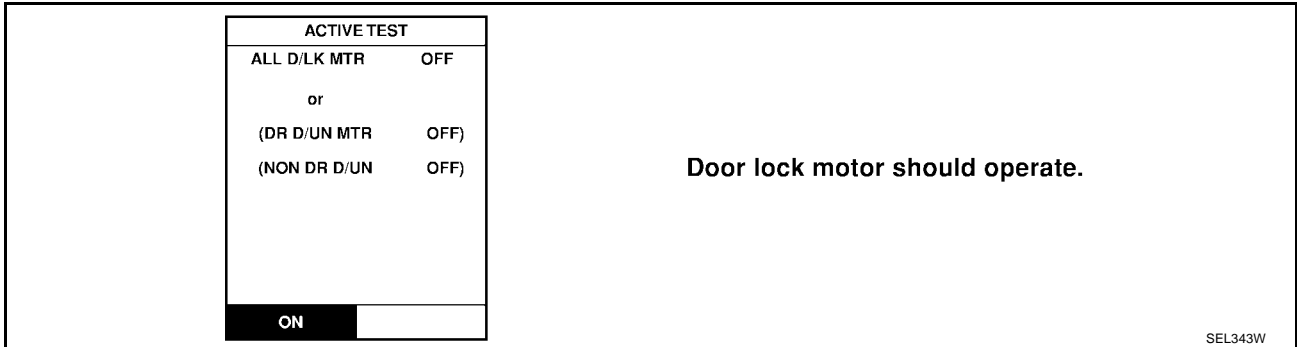
# POWER DOOR LOCK

## DOOR LOCK ACTUATOR CHECK

### 1. CHECK DOOR LOCK ACTUATOR OPERATION

#### With CONSULT-II

1. Select "ACTIVE TEST" in "DOOR LOCK" with CONSULT-II.
2. Select "ALL D/LK MTR" and touch "ON".
3. Then, select "DR D/UN MTR" and touch "ON".
4. Select "NON DR D/UN" and touch "ON".



#### NOTE:

If CONSULT-II is not available, skip this procedure and go to the next step.

#### OK or NG

- OK >> Door lock actuator is OK.
- NG >> GO TO 2.

# POWER DOOR LOCK

## 2. CHECK DOOR LOCK ACTUATOR CIRCUIT

Check voltage for door lock actuator.

- Door lock actuator front LH

Door lock/unlock switch condition	Terminals		Voltage [V]
	(+)	(-)	
Lock	15	Ground	Approx. 12
Unlock	13	Ground	

WEL504

- Door lock actuator front RH and rear

Door lock/unlock switch condition	Terminals		Voltage [V]
	(+)	(-)	
Lock	15	Ground	Approx. 12
Unlock	14	Ground	

WEL505

Refer to [BL-18, "FIG. 4"](#) .

OK or NG

OK >> GO TO 3.

NG >> Replace smart entrance control unit. (Before replacing the smart entrance control unit, perform [BL-26, "DOOR LOCK/UNLOCK SWITCH CHECK"](#) .)

## 3. CHECK DOOR LOCK ACTUATOR

1. Disconnect door lock actuator harness connector.
2. Apply 12V direct current to door lock actuator and check operation.

Door lock actuator connector

Front LH : (D7)

Front RH : (D109)

Rear LH : (D204)

Rear RH : (D304)

**Door lock actuator operation:**

Terminals between (+): 1 and (-): 3  
 Unlocked → Locked

Terminals between (+): 3 and (-): 1  
 Locked → Unlocked

WEL499

OK or NG

OK >> Check harness for open or short between smart entrance control unit connector and door lock actuator.

NG >> Replace door lock actuator.

# DOOR

## DOOR

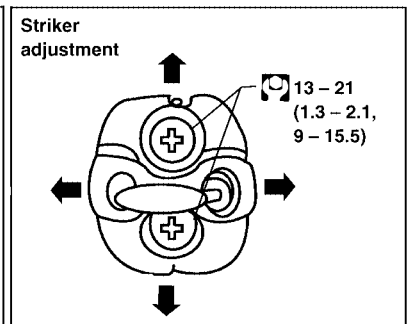
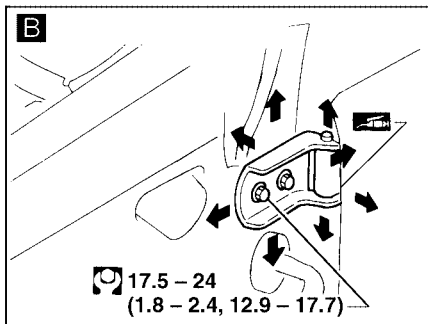
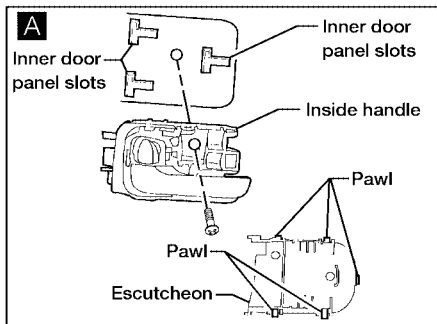
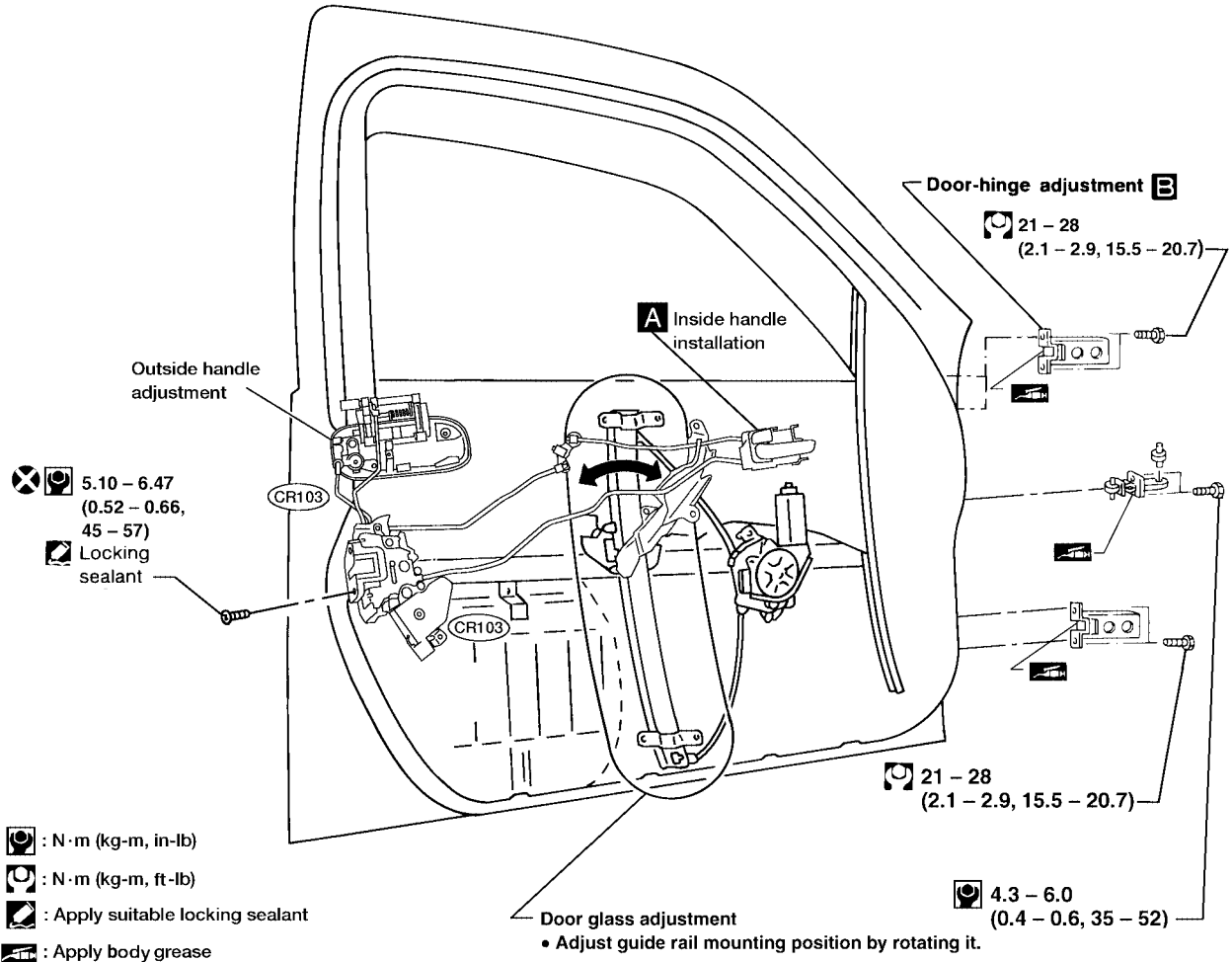
PFP:80100

### Front Door

EIS00151

- For removal of door finisher, refer to [EI-31, "Removal and Installation"](#).
- After adjusting the door or door lock, check the door lock operation.

SEC. 800-803-805



### Rear Door

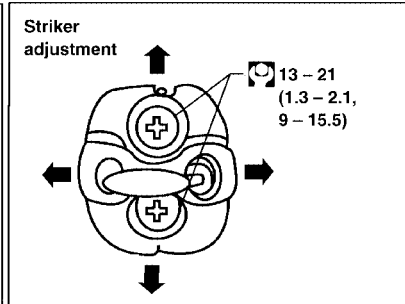
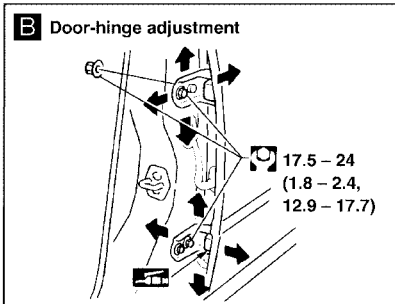
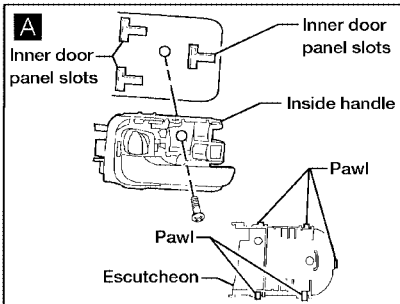
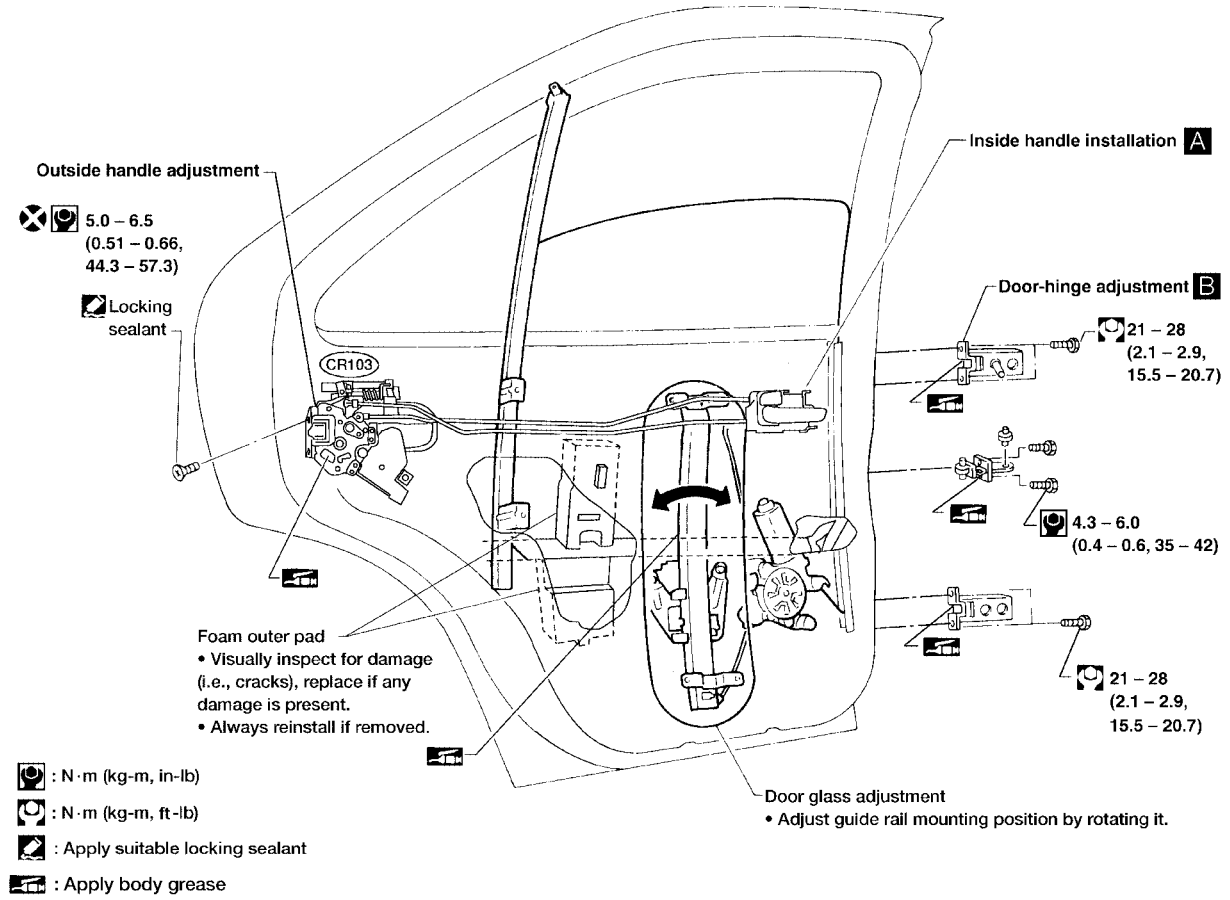
- For removal of door finisher, refer to [EI-31, "Removal and Installation"](#).

WIIA0006E

EIS00152

# DOOR

- After adjusting the door or door lock, check the door lock operation.



W1IA0002E





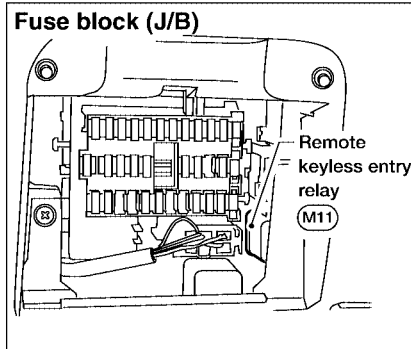
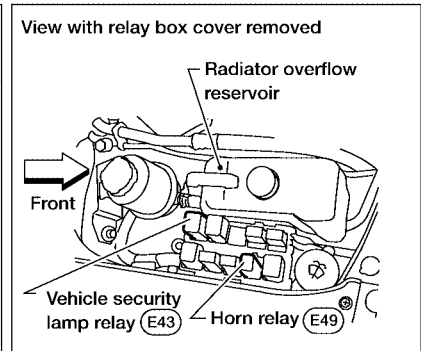
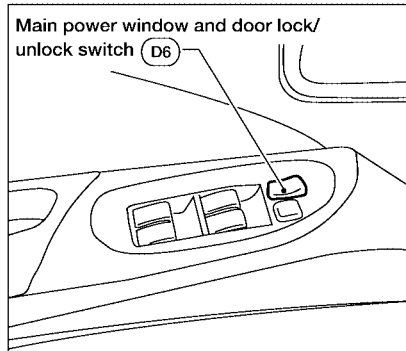
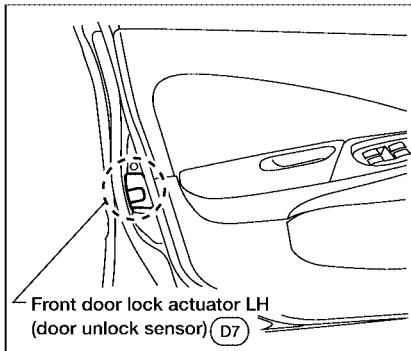
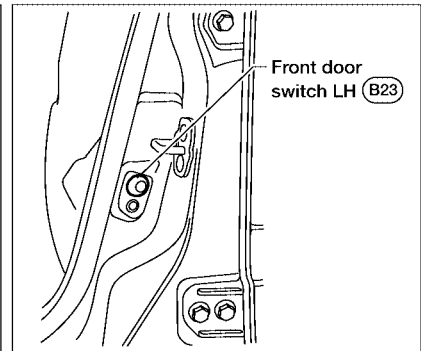
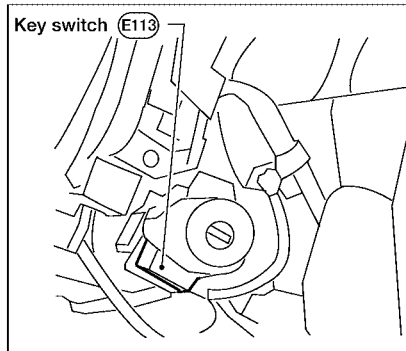
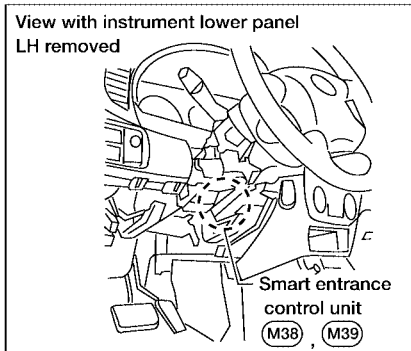
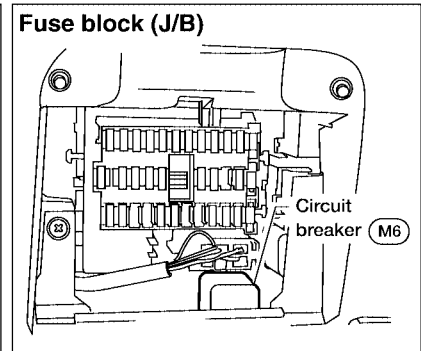
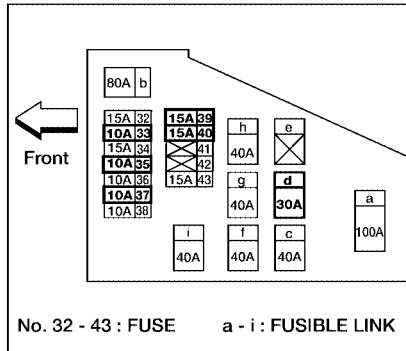
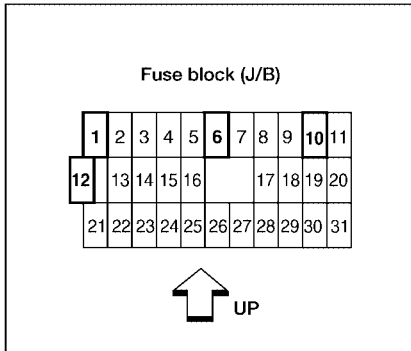
# REMOTE KEYLESS ENTRY SYSTEM

PF2:28596

## REMOTE KEYLESS ENTRY SYSTEM

### Component Parts and Harness Connector Location

EIS00154



W11A0007E

# REMOTE KEYLESS ENTRY SYSTEM

EIS00155

## System Description

### INPUTS

Power is supplied at all times:

- to key switch terminal 2
- through 10A fuse [No. 12, located in the fuse block (J/B)].

When the key switch is ON (ignition key is inserted in key cylinder), power is supplied:

- through key switch terminal 1
- to smart entrance control unit terminal 32.

When the front door switch LH is ON (door is OPEN), ground is supplied:

- to smart entrance control unit terminal 29
- through front door switch LH terminal 2
- to front door switch LH terminal 3
- through body grounds B13 and B19.

When the front door switch RH and rear door switches are ON (doors are OPEN), ground is supplied:

- to smart entrance control unit terminal 28
- through front door switch RH terminal 1 and rear door switches terminal +
- to front door switch RH case ground and rear door switches case grounds.

When main power window and door lock/unlock switch is LOCKED, ground is supplied:

- to smart entrance control unit terminal 23
- through main power window and door lock/unlock switch terminal 14 and
- through body grounds M28 and M54.

When main power window and door lock/unlock switch is UNLOCKED, ground is supplied:

- to smart entrance control unit terminal 35
- through main power window and door lock/unlock switch terminal 7 and
- through body grounds M28 and M54.

When front door unlock sensor LH is UNLOCKED, ground is supplied:

- to smart entrance control unit terminal 36
- through front door unlock sensor LH terminal 2
- to front door unlock sensor LH terminal 4
- through body grounds M28 and M54.

Keyfob signal is input to smart entrance control unit (the antenna of the system is combined with smart entrance control unit).

The remote keyless entry system controls operation of the:

- power door locks
- trunk lid opener
- interior lamp
- panic alarm
- hazard and horn reminder.

### OPERATED PROCEDURE

#### Power Door Lock Operation

Smart entrance control unit receives a LOCK signal from keyfob. Smart entrance control unit locks all doors with input of LOCK signal from keyfob.

When an UNLOCK signal is sent from keyfob once, driver door will be unlocked.

Then, if an UNLOCK signal is sent from keyfob again within 5 seconds, all other doors will be unlocked.

#### Hazard and Horn Reminder

Power is supplied at all times:

- to remote keyless entry relay terminals 1, 3 and 6
- through 15A fuse [No. 5, located in the fuse block (J/B)], and
- to horn relay terminals 1 and 5

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# REMOTE KEYLESS ENTRY SYSTEM

- through 10A fuse (No. 33, located in the fuse and fusible link box).

When smart entrance control unit receives LOCK or UNLOCK signal from keyfob, ground is supplied:

- to remote keyless entry relay terminal 2
- through smart entrance control unit terminal 7, and
- to horn relay terminal 2
- through smart entrance control unit terminal 19.

Remote keyless entry relay and horn relay are now energized, and hazard warning lamp flashes and horn sounds as a reminder.

The hazard and horn reminder has C mode (horn chirp mode) and S mode (non-horn chirp mode).

## Operating function of hazard and horn reminder

	C mode (Horn chirp mode)		S mode (Non-horn chirp mode)	
	Hazard warning lamp flash	Horn sound	Hazard warning lamp flash	Horn sound
Lock	Twice	Once	Twice	—
Unlock	Once	—	—	—

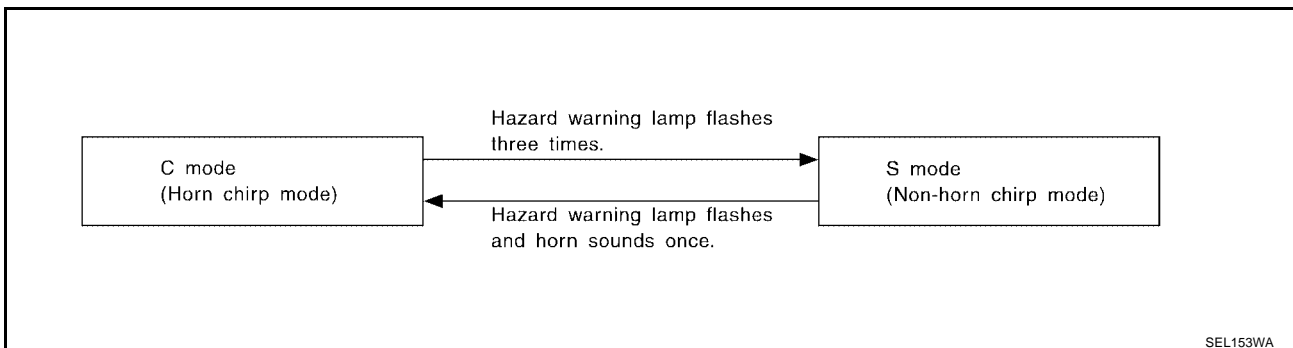
## How to change hazard and horn reminder mode

④ With CONSULT-II

Hazard and horn reminder can be changed using “WORK SUPPORT” mode in “MULTI REMOTE ENT”.

⊗ Without CONSULT-II

When LOCK and UNLOCK signals are sent from the keyfob for more than 2 seconds at the same time, the hazard and horn reminder mode is changed and hazard warning lamp flashes and horn sounds as follows:



## Interior Lamp Operation

When the following input signals are both supplied:

- front door switch LH CLOSED (when driver door is closed);
- driver door LOCKED;

remote keyless entry system turns on interior lamp (for 30 seconds) with input of UNLOCK signal from keyfob. For detailed description, refer to [LT-35, "INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS"](#) .

## Panic Alarm Operation

When key switch is OFF (when ignition key is not inserted in key cylinder), remote keyless entry system turns on and off horn and headlamp intermittently with input of PANIC ALARM signal from keyfob.

The alarm automatically turns off after 25 seconds or when smart entrance control unit receives any signal from keyfob.

For detailed description, refer to [BL-69, "PANIC ALARM OPERATION"](#) .

## Trunk Lid Operation

Power is supplied at all times:

- through 10A fuse [No. 6, located in the fuse block (J/B)]
- to trunk lid opener actuator terminal +.

When a TRUNK OPEN signal is sent with key OFF (ignition key removed from key cylinder) from keyfob, ground is supplied:

- to trunk lid opener actuator terminal -

# REMOTE KEYLESS ENTRY SYSTEM

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- through smart entrance control unit terminal 12.

Then power and ground are supplied, trunk lid opener actuator opens trunk lid.

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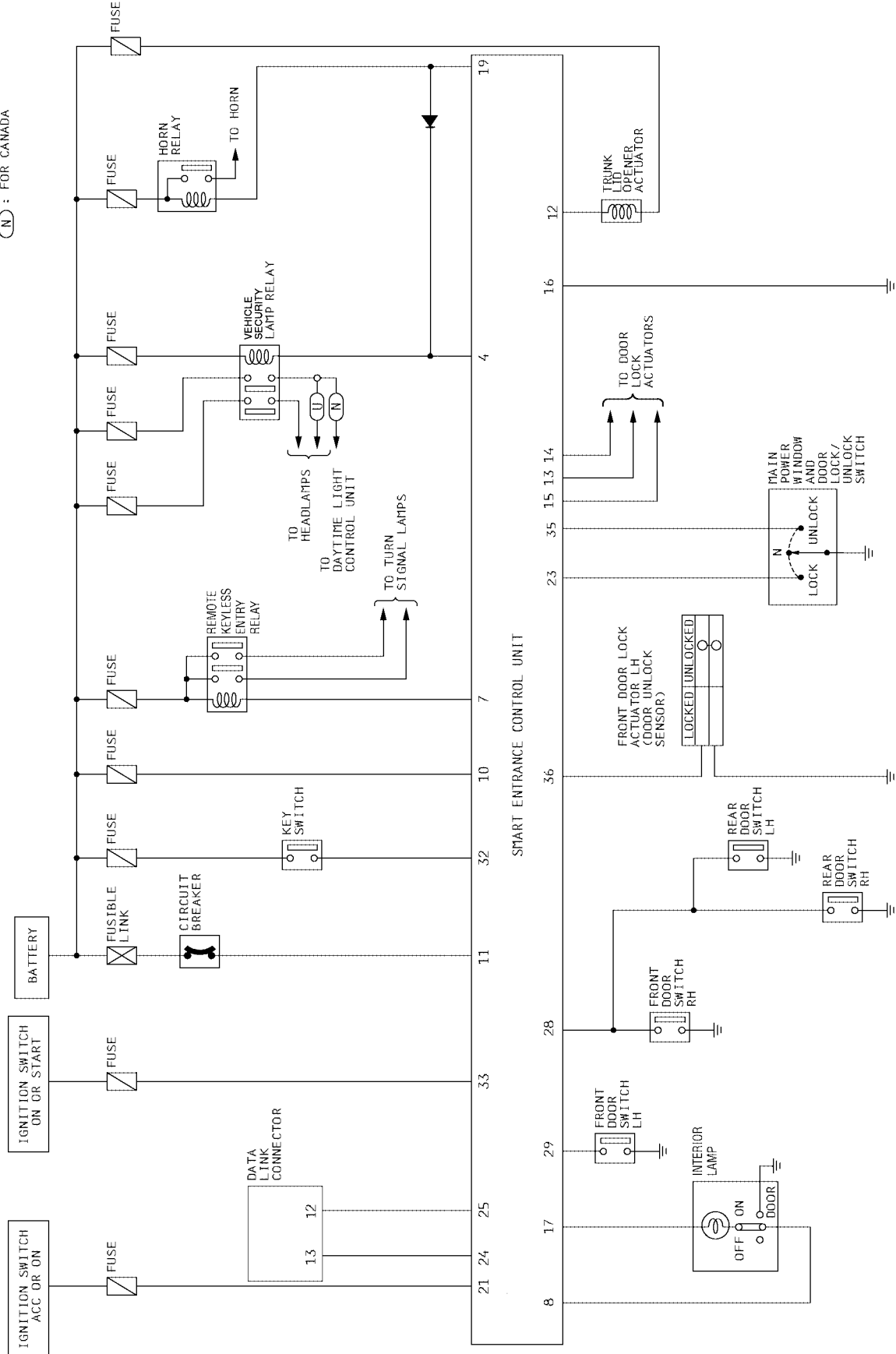
M

# REMOTE KEYLESS ENTRY SYSTEM

EIS00156

## Schematic

U : FOR USA  
N : FOR CANADA



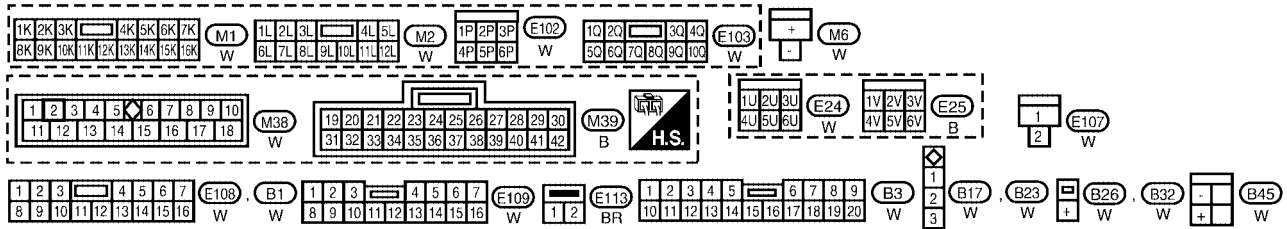
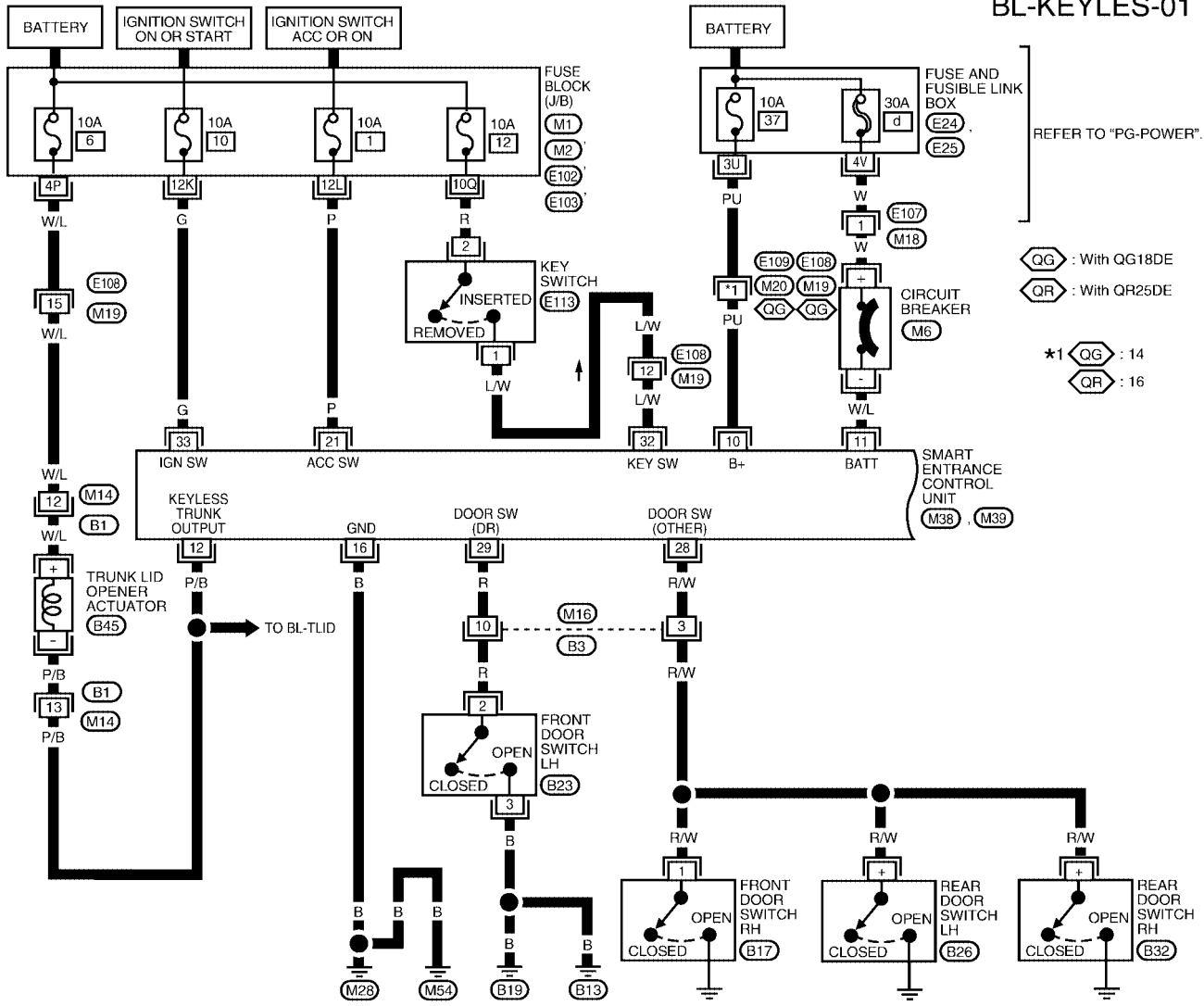
WIWA0069E

# REMOTE KEYLESS ENTRY SYSTEM

EIS00157

## Wiring Diagram — KEYLES — FIG. 1

BL-KEYLES-01



WIWA0070E

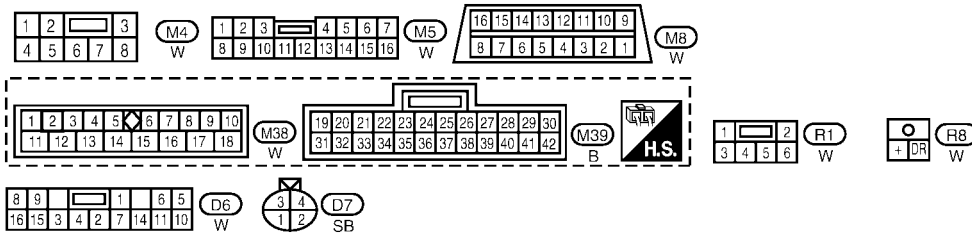
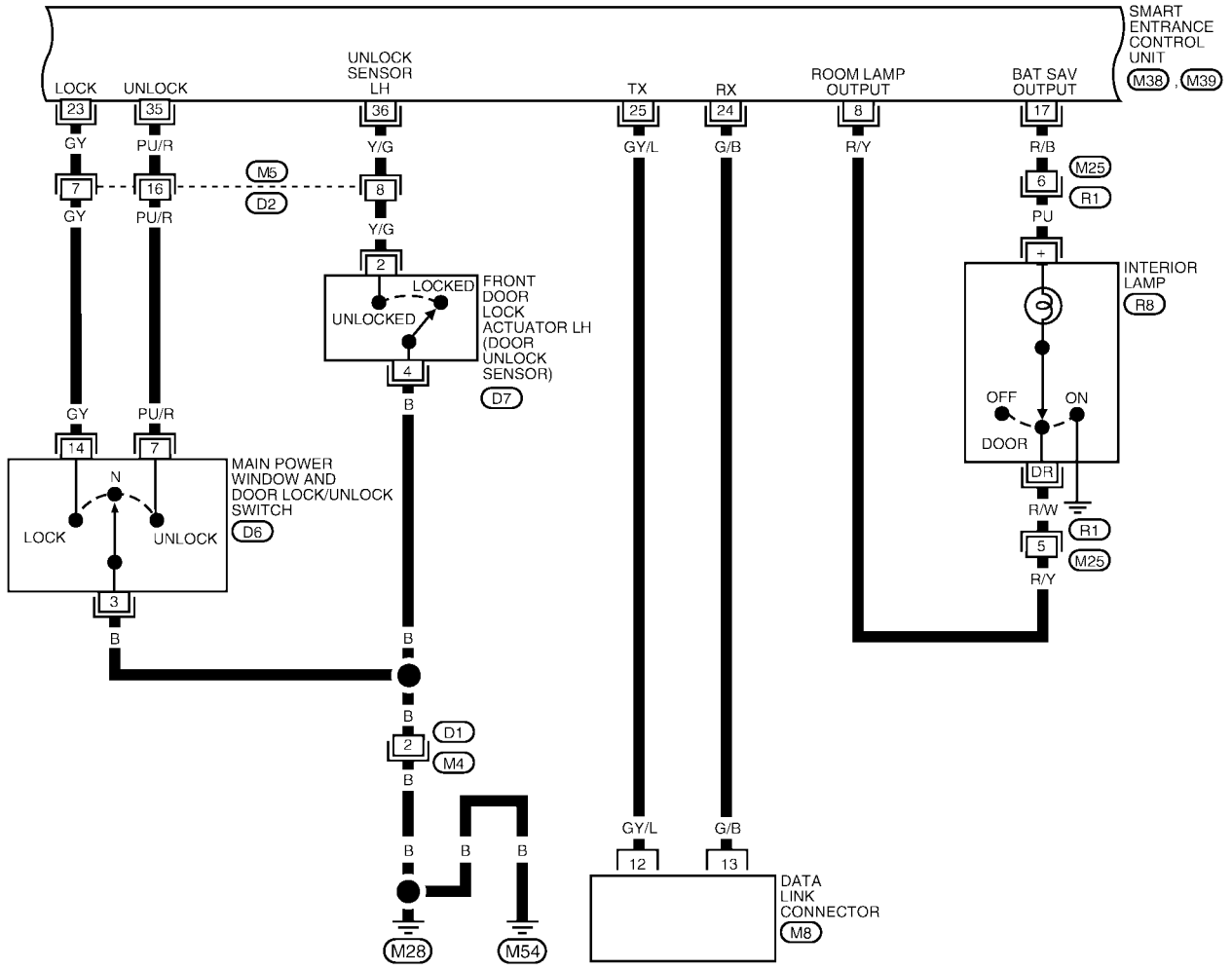
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	PU	POWER SOURCE (FUSE)	---	12V
11	W/L	POWER SOURCE (CIRCUIT BREAKER)	---	12V
12	P/B	TRUNK LID OPENER ACTUATOR	ON (OPEN) OFF (CLOSED)	0V 12V
16	B	GROUND	---	---
21	P	IGNITION SWITCH (ACC, ON)	ACC OR ON POSITION	12V
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED) ON (OPEN)	5V 0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED) ON (OPEN)	5V 0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED IGNITION KEY IS REMOVED	12V 0V
33	G	IGNITION SWITCH (ON) IGNITION SWITCH (START)	IGNITION KEY IS IN ON POSITION IGNITION KEY IS IN START POSITION	12V 12V

LEL610

# REMOTE KEYLESS ENTRY SYSTEM

FIG. 2

BL-KEYLES-02



WIWA0071E

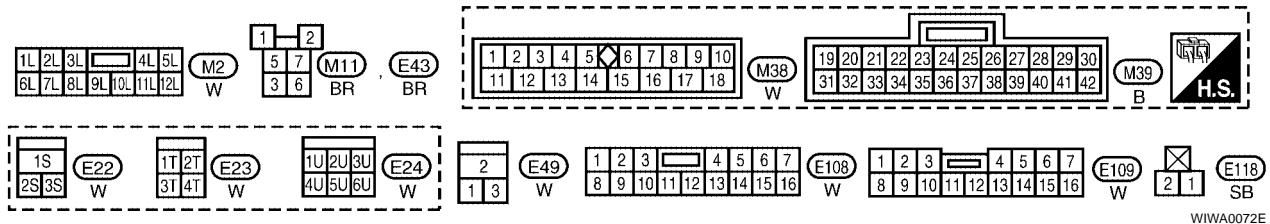
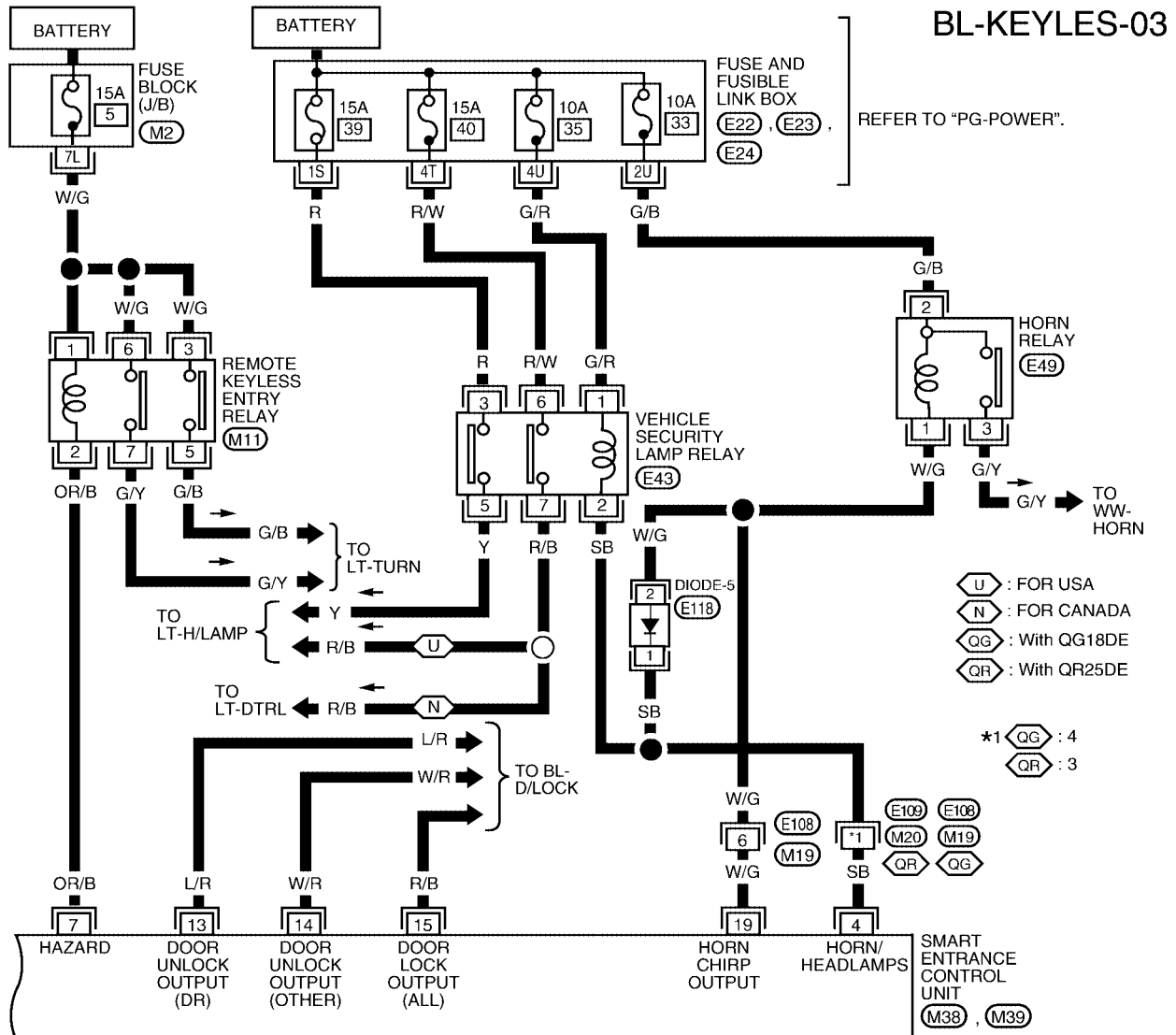
SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
8	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
17	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
23	GY	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			LOCKS	0V
35	PU/R	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			UNLOCKS	0V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V

LEL611

# REMOTE KEYLESS ENTRY SYSTEM

FIG. 3



WIWA0072E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
4	SB	VEHICLE SECURITY HORN RELAY AND VEHICLE SECURITY LAMP RELAY	WHEN PANIC ALARM IS OPERATED USING REMOTE CONTROLLER OR WHEN ALARM IS ACTIVATED	12V TO 0V
7	OR/B	MULTI-REMOTE CONTROL RELAY	WHEN DOORS ARE LOCKED USING REMOTE CONTROLLER	12V TO 0V
19	W/G	HORN RELAY	WHEN DOORS ARE LOCKED USING REMOTE CONTROLLER WITH HORN CHIRP MODE	12V TO 0V

WEL104A

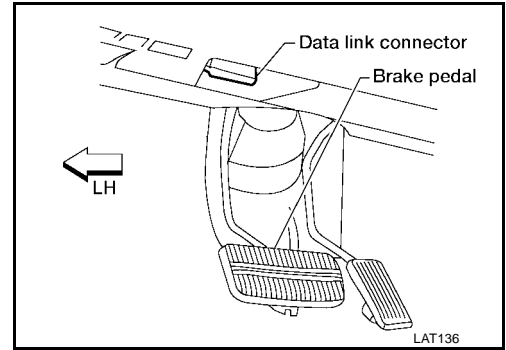


# REMOTE KEYLESS ENTRY SYSTEM

EIS00158

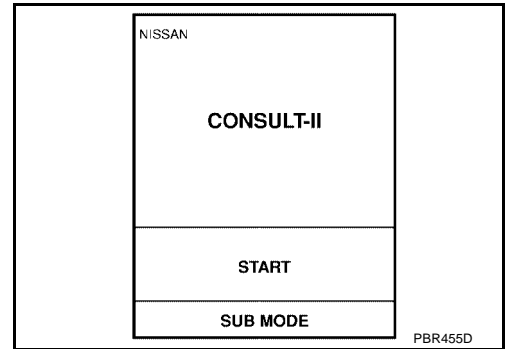
## CONSULT-II Inspection Procedure "MULTI REMOTE ENT"

1. Turn ignition switch "OFF".



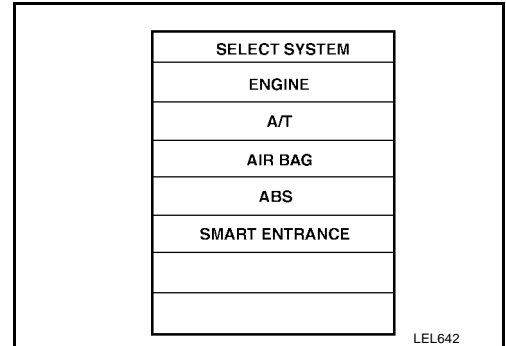
2. Connect "CONSULT-II" to the data link connector.

3. Turn ignition switch "ON".

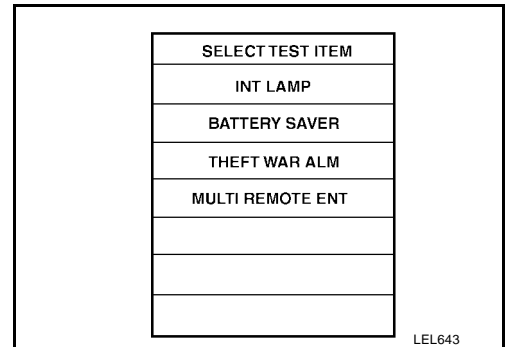


4. Touch "START".

5. Touch "SMART ENTRANCE".



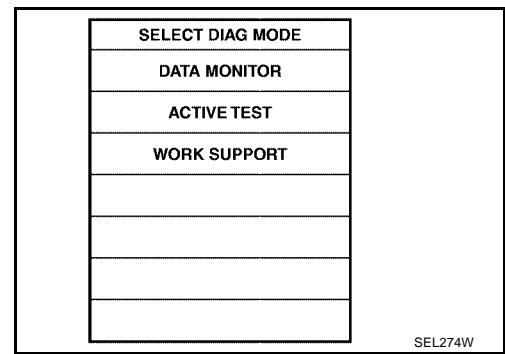
6. Touch "MULTI REMOTE ENT".



7. Select diagnosis mode.

# REMOTE KEYLESS ENTRY SYSTEM

“DATA MONITOR”, “ACTIVE TEST” and “WORK SUPPORT” are available.



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## CONSULT-II Application Items “MULTI REMOTE ENT”

E/S00159

### Data Monitor

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Monitored Item	Description
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW-DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from lock/unlock switch LH and RH.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from lock/unlock switch LH and RH.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from key cylinder switch.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from keyfob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from keyfob.
TRUNK BTN/SIG	Indicates [ON/OFF] condition of trunk open signal from keyfob.
PANIC BTN	Indicates [ON/OFF] condition of panic signal from keyfob.
UN BUTTON ON	Indicates [ON/OFF] condition of second unlock signal from keyfob within 5 seconds after first unlock operation.
LK/UN BTN ON	Indicates [ON/OFF] condition of lock/unlock signal at the same time from keyfob.

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### Active Test

Test Item	Description
INT/IGN ILLUM	This test is able to check interior lamp operation. The interior lamp is turned on when “ON” on CONSULT-II screen is touched.
HAZARD	This test is able to check hazard reminder operation. The hazard lamps turn on when “ON” on CONSULT-II screen is touched.
ALARM	This test is able to check panic alarm operation. The alarm activates for 0.5 seconds after “ON” on CONSULT-II screen is touched.
MULTI REM HRN	This test is able to check horn reminder operation. The horn sounds for 0.02 seconds after “ON” on CONSULT-II screen is touched.
TRUNK OUTPUT	This test is able to check trunk lid opener actuator operation. The trunk is unlocked when “ON” on CONSULT-II screen is touched.

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### Work Support

Test Item	Description
REMO CONT ID CONFIR	It can be checked whether keyfob ID code is registered or not in this mode.
REMO CONT ID REGIST	Keyfob ID code can be registered.
REMO CONT ID ERASUR	Keyfob ID code can be erased.
HZRD REM SET	Hazard and horn reminder mode can be changed in this mode. The reminder mode will be changed when “MODE SET” on CONSULT-II screen is touched.

# REMOTE KEYLESS ENTRY SYSTEM

EIS0015A

## Trouble Diagnoses SYMPTOM CHART

### NOTE:

- Always check keyfob battery before replacing keyfob.
- The panic alarm operation and trunk lid opener operation of remote keyless entry system do not activate with the ignition key inserted in the ignition key cylinder.
- Use Remote Keyless Entry Tester J-43241 (follow instructions on tester) to check operation of keyfob before replacing keyfob.

Symptom	Diagnoses/service procedure	Reference page (BL- )
All functions of remote keyless entry system do not operate.	1. Keyfob battery and function check Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-46</a>
	2. Power supply and ground circuit for smart entrance control unit check	<a href="#">BL-47</a>
	3. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>
The new ID of keyfob cannot be entered.	1. Keyfob battery and function check Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-46</a>
	2. Key switch (insert) check	<a href="#">BL-50</a>
	3. Door switch check	<a href="#">BL-49</a>
	4. Door lock/unlock switch LH check	<a href="#">BL-51</a>
	5. Power supply and ground circuit for smart entrance control unit check	<a href="#">BL-47</a>
	6. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>
Door lock or unlock does not function. [If the power door lock system does not operate manually, check power door lock system. Refer to <a href="#">BL-22</a> , "Trouble Diagnoses" .)	1. Keyfob battery and function check Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-46</a>
	2. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>
Hazard and horn reminder does not activate properly when pressing lock or unlock button of keyfob.	1. Keyfob battery and function check Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-46</a>
	2. Hazard reminder check	<a href="#">BL-56</a>
	3. Horn reminder check* *: Horn chirp can be activated or deactivated. First check the horn chirp setting. Refer to <a href="#">BL-35</a> , "Hazard and Horn Reminder" .	<a href="#">BL-58</a>
	4. Door switch check	<a href="#">BL-49</a>
	5. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>
Interior lamp illumination operations do not activate properly.	1. Interior lamp operation check	<a href="#">BL-59</a>
	2. Door switch check	<a href="#">BL-49</a>
	3. Front LH door unlock sensor check	<a href="#">BL-53</a>

# REMOTE KEYLESS ENTRY SYSTEM

Symptom	Diagnoses/service procedure	Reference page (BL- )
Panic alarm (horn and headlamp) does not activate when panic alarm button is continuously pressed. Keyfob check (use Remote Keyless Entry Tester J-43241).	1. Keyfob battery and function check	<a href="#">BL-46</a>
	2. Vehicle security operation check. Refer to <a href="#">BL-77, "PRELIMINARY CHECK"</a> .	<a href="#">BL-77</a>
	3. Key switch (insert) check	<a href="#">BL-50</a>
	4. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>
Trunk lid does not open when trunk opener button is continuously pressed.	1. Keyfob battery and function check	<a href="#">BL-46</a>
	2. Trunk lid opener actuator check	<a href="#">BL-55</a>
	3. Key switch (insert) check	<a href="#">BL-50</a>
	4. Replace keyfob. Refer to ID Code Entry Procedure. NOTE: If the result of keyfob function check with CONSULT-II is OK, keyfob is not malfunctioning. Keyfob check (use Remote Keyless Entry Tester J-43241).	<a href="#">BL-60</a>

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# REMOTE KEYLESS ENTRY SYSTEM

## KEYFOB BATTERY AND FUNCTION CHECK

### 1. CHECK KEYFOB BATTERY

Remove battery (refer to [BL-63, "Keyfob Battery Replacement"](#) ) and measure voltage across battery positive and negative terminals, (+) and (-).

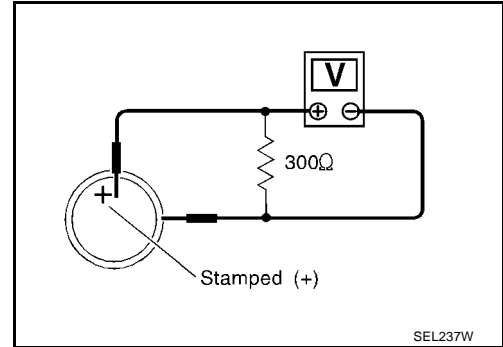
**Voltage [V] : 2.5 - 3.0**

**NOTE:**

Keyfob does not function if battery is not set correctly.

**OK or NG**

- OK >> GO TO 2.
- NG >> Replace battery.



### 2. CHECK KEYFOB FUNCTION

**With CONSULT-II**

Check keyfob function ("LK BUTTON/SIG", "UN BUTTON/SIG", "TRUNK BTN/SIG", "PANIC BTN", "UN BUTTON ON" and "LK/UN BTN ON") in "DATA MONITOR" mode with CONSULT-II. When pushing each button of keyfob, the corresponding monitor item should be turned as follows.

Condition	Monitor item	
Pushing LOCK	LK BUTTON/SIG	ON
Pushing UNLOCK	UN BUTTON/SIG	ON
Pushing TRUNK	TRUNK BTN/SIG	ON
Pushing PANIC	PANIC BTN/SIG	ON
Pushing UNLOCK within 5 seconds after pushing UNLOCK	UN BUTTON ON	ON
Pushing LOCK and UNLOCK at the same time	LK/UN BTN ON	ON

DATA MONITOR	
MONITOR	
LK BUTTON/SIG	ON
UN BUTTON/SIG	ON
TRUNK BTN/SIG	ON
PANIC BTN	ON
UN BUTTON ON	ON
LK/UN BTN ON	ON

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**OK or NG**

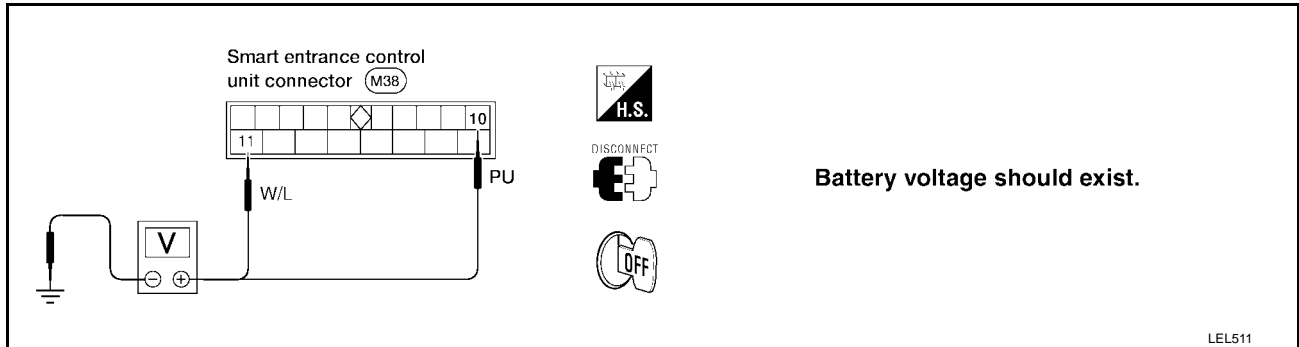
- OK >> Keyfob is OK. Further inspection is necessary. Refer to [BL-44, "SYMPTOM CHART"](#) .
- NG >> Replace keyfob. Refer to [BL-60, "ID Code Entry Procedure"](#) .

# REMOTE KEYLESS ENTRY SYSTEM

## POWER SUPPLY AND GROUND CIRCUIT CHECK

### 1. CHECK MAIN POWER SUPPLY CIRCUIT FOR SMART ENTRANCE CONTROL UNIT

1. Disconnect smart entrance control unit harness connector.
2. Check voltage between smart entrance control unit harness connector terminals 10, 11 and ground.



Refer to [BL-39, "FIG. 1"](#) .

#### OK or NG

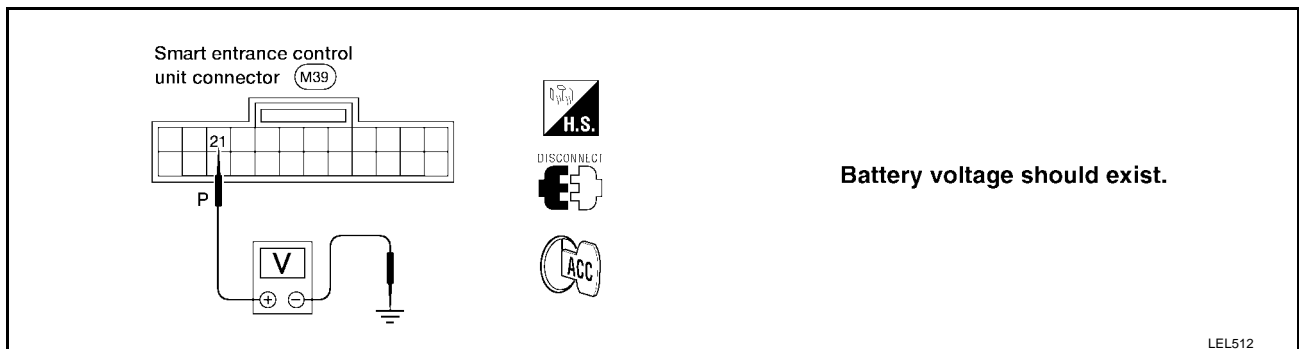
OK >> GO TO 2.

NG >> Check the following.

- 30A fusible link (letter **d** , located in fuse and fusible link box)
- 10A fuse (No. 37, located in fuse and fusible link box)
- M6 circuit breaker
- Harness for open or short between smart entrance control unit and fuse

### 2. CHECK IGNITION SWITCH “ACC” CIRCUIT

1. Disconnect smart entrance control unit harness connector.
2. Check voltage between smart entrance control unit harness connector terminal 21 and ground while ignition switch is “ACC”.



Refer to [BL-39, "FIG. 1"](#) .

#### OK or NG

OK >> GO TO 3.

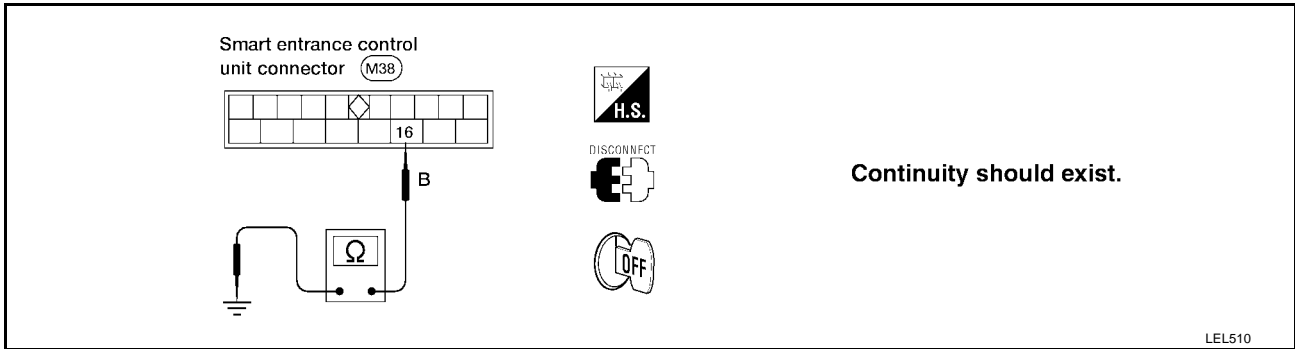
NG >> Check the following.

- 10A fuse [No. 1, located in fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

# REMOTE KEYLESS ENTRY SYSTEM

## 3. CHECK GROUND CIRCUIT FOR SMART ENTRANCE CONTROL UNIT

Check continuity between smart entrance control unit harness connector terminal 16 and ground.



Refer to [BL-39, "FIG. 1"](#) .

OK or NG

- OK >> Power supply and ground circuits are OK.
- NG >> Check ground harness.

# REMOTE KEYLESS ENTRY SYSTEM

## DOOR SWITCH CHECK

### 1. CHECK DOOR SWITCH INPUT SIGNAL

#### With CONSULT-II

Check door switches ("DOOR SW-ALL") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

When any doors are open:  
**DOOR SW-ALL ON**

When all doors are closed:  
**DOOR SW-ALL OFF**

SEL323W

#### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminals 28 or 29 and ground.

Smart entrance control unit connector (M39)

H.S.

CONNECT

OFF

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front door switch LH	29	Ground	Open	0
			Closed	Approx. 5
Other door switches	28	Ground	Open	0
			Closed	Approx. 5

WEL500

Refer to [BL-39, "FIG. 1"](#) .

OK or NG

- OK >> Door switch is OK.
- NG >> GO TO 2.

### 2. CHECK DOOR SWITCH

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals.

Front door switch LH connector (B23)

Front door switch RH connector (B17)

DISCONNECT

T.S.

Rear door switch connector

LH: (B26)

RH: (B32)

	Terminals	Condition	Continuity
Front door switch LH	2 - 3	Closed	No
		Open	Yes
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

WEL491

OK or NG

- OK >> Check the following.
  - Door switch ground circuit or door switch ground condition
  - Harness for open or short between smart entrance control unit and door switch
- NG >> Replace door switch.



# REMOTE KEYLESS ENTRY SYSTEM

## KEY SWITCH (INSERT) CHECK

### 1. CHECK KEY SWITCH INPUT SIGNAL

#### Ⓟ With CONSULT-II

Check key switch ("KEY ON SW") in "DATA MONITOR" mode with CONSULT-II.

	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td style="width: 50%;">KEY ON SW</td> <td style="width: 50%;">ON</td> </tr> </table>	DATA MONITOR		MONITOR		KEY ON SW	ON	<p>When key is inserted to ignition key cylinder: <b>KEY ON SW ON</b></p> <p>When key is removed from ignition key cylinder: <b>KEY ON SW OFF</b></p>
DATA MONITOR								
MONITOR								
KEY ON SW	ON							

SEL315W

#### ⊗ Without CONSULT-II

Check voltage between control unit terminal 32 and ground.

Smart entrance control unit connector (M39)

32

L/W

V

+

-

+

-

CONNECT

H.S.

+

-

+

-

+

-

+

-

**Voltage [V]:**

Condition of key switch: Key is inserted.  
Approx. 12

Condition of key switch: Key is removed.  
0

LEL454

Refer to [BL-39, "FIG. 1"](#) .

OK or NG

- OK >> Key switch is OK.
- NG >> GO TO 2.

### 2. CHECK KEY SWITCH

Check continuity between key switch terminals 1 and 2.

Key switch connector (E113)

2

1

Ω

+

-

+

-

T.S.

DISCONNECT

+

-

+

-

+

-

**Continuity:**

Condition of key switch: Key is inserted.  
Yes

Condition of key switch: Key is removed.  
No

LEL449

OK or NG

- OK >> Check the following.
  - 10A fuse [No. 12, located in fuse block (J/B)]
  - Harness for open or short between key switch and fuse
  - Harness for open or short between smart entrance control unit and key switch
- NG >> Replace key switch.

# REMOTE KEYLESS ENTRY SYSTEM

## DOOR LOCK/UNLOCK SWITCH LH CHECK

### 1. CHECK DOOR LOCK/UNLOCK SWITCH INPUT SIGNAL

#### With CONSULT-II

Check door lock/unlock switch ("LOCK SW DR/AS"/"UNLK SW DR/AS") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SW DR/AS	OFF
UNLK SW DR/AS	OFF

When lock/unlock switch is turned to LOCK:  
**LOCK SW DR/AS ON**

When lock/unlock switch is turned to UNLOCK:  
**UNLK SW DR/AS ON**

SEL341W

#### Without CONSULT-II

1. Disconnect smart entrance control unit harness connector.
2. Check continuity between smart entrance control unit harness connector terminal 23 or 35 and ground.

Smart entrance control unit connector (M39)

DISCONNECT

Terminals	Door lock/unlock switch (LH or RH) condition	Continuity
23 - Ground	Lock	Yes
	N and Unlock	No
35 - Ground	Unlock	Yes
	N and Lock	No

WEL501

Refer to [BL-40, "FIG. 2"](#) .

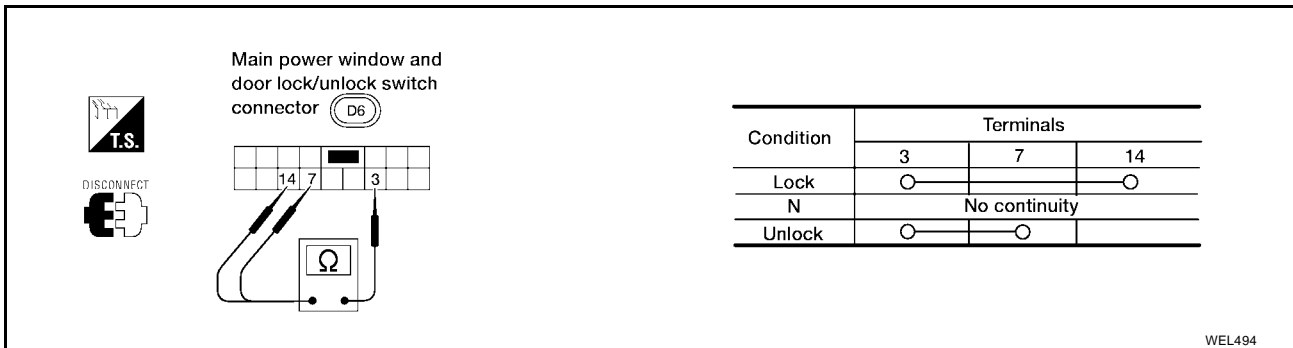
#### OK or NG

- OK    >> Door lock/unlock switch is OK.  
 NG    >> GO TO 2.

# REMOTE KEYLESS ENTRY SYSTEM

## 2. CHECK DOOR LOCK/UNLOCK SWITCH

1. Disconnect door lock/unlock switch harness connector.
2. Check continuity between door lock/unlock switch LH terminals.



### OK or NG

OK >> Check the following.

- Ground circuit for door lock/unlock switch
- Harness for open or short between door lock/unlock switch and smart entrance control unit connector

NG >> Replace door lock/unlock switch.

# REMOTE KEYLESS ENTRY SYSTEM

## FRONT LH DOOR UNLOCK SENSOR CHECK

### 1. CHECK FRONT LH DOOR UNLOCK SENSOR INPUT SIGNAL

#### With CONSULT-II

1. Select "DATA MONITOR" mode in "INT LAMP" with CONSULT-II.
2. Check front LH door unlock sensor ("LOCK SIG DR") in "DATA MONITOR" mode.

DATA MONITOR	
MONITOR	VALUE
LOCK SIG DR	OFF

When front LH door is locked:  
**LOCK SIG DR OFF**

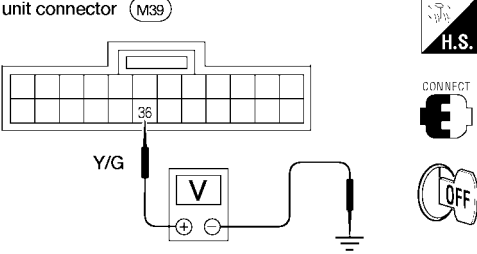
When front LH door is unlocked:  
**LOCK SIG DR ON**

SEL344W

#### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 36 and ground.

Smart entrance control unit connector (M39)



	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front LH door	36	Ground	Locked	Approx. 5
			Unlocked	0

LEL452

Refer to [BL-40, "FIG. 2"](#) .

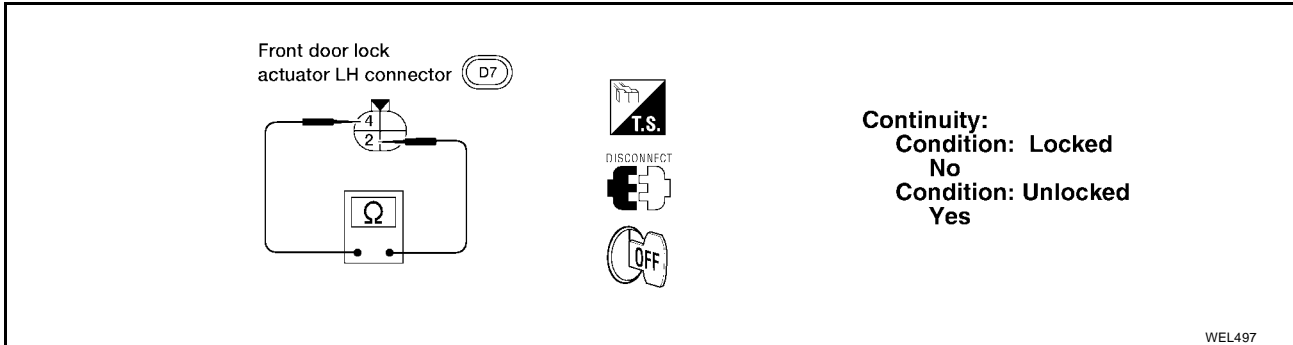
#### OK or NG

- OK    >> Door unlock sensor is OK.  
 NG    >> GO TO 2.

# REMOTE KEYLESS ENTRY SYSTEM

## 2. CHECK FRONT LH DOOR UNLOCK SENSOR

1. Disconnect front LH door unlock sensor harness connector.
2. Check continuity between door unlock sensor terminals.



### OK or NG

OK >> Check the following.

- Door unlock sensor ground circuit
- Harness for open or short between smart entrance control unit and door unlock sensor

NG >> Replace door unlock sensor.

# REMOTE KEYLESS ENTRY SYSTEM

## TRUNK LID OPENER ACTUATOR CHECK

### 1. CHECK TRUNK LID OPENER

Check trunk lid opener operation with trunk lid opener switch.  
NOTE: First check trunk lid opener cancel lever position.

Does trunk lid open?

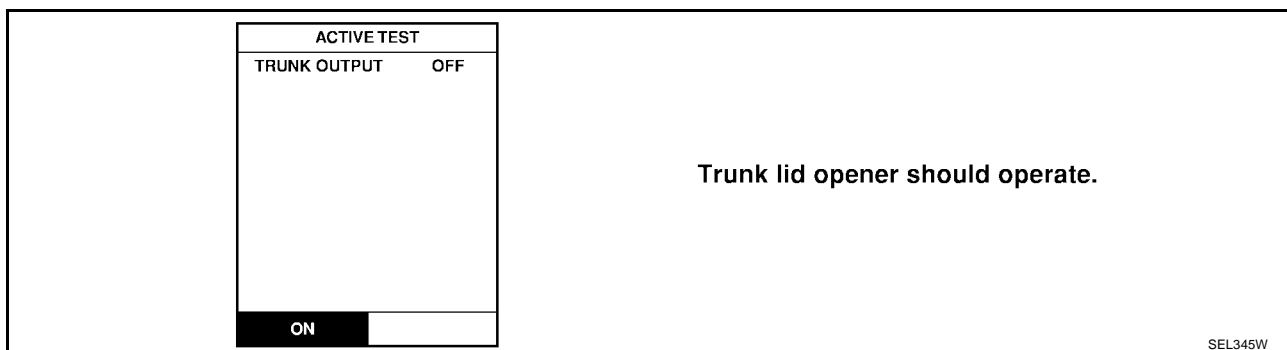
Yes >> GO TO 2.

No >> Check trunk lid opener actuator and the circuit.

### 2. CHECK TRUNK LID OPENER ACTUATOR OPERATION

ⓑ With CONSULT-II

1. Select "ACTIVE TEST" in "MULTI REMOTE ENT" with CONSULT-II.
2. Select "TRUNK OUTPUT" and touch "ON".



**NOTE: If CONSULT-II is not available, skip this procedure and go to the next step.**

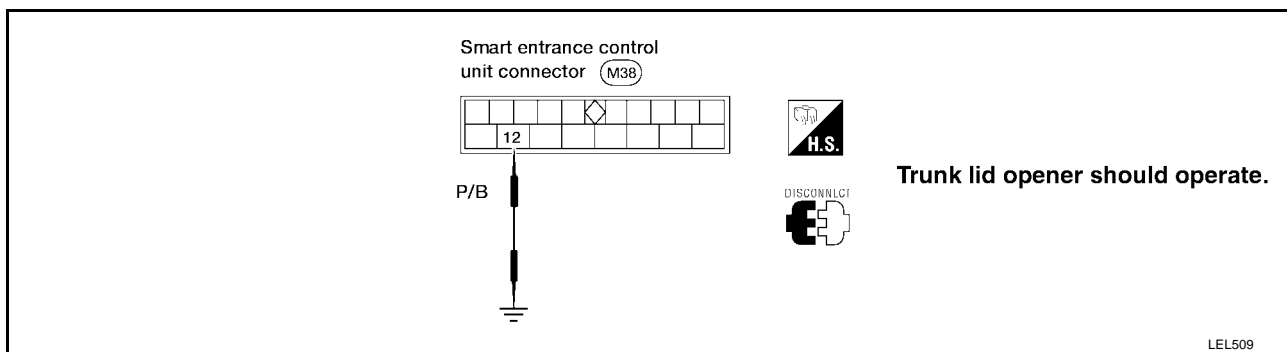
OK or NG

OK >> Trunk lid opener actuator circuit is OK.

NG >> GO TO 3.

### 3. CHECK TRUNK LID OPENER ACTUATOR CIRCUIT

1. Disconnect smart entrance control unit harness connector.
2. Apply ground to smart entrance control unit harness connector terminal 12.



Refer to [BL-39, "FIG. 1"](#) .

Does trunk lid open?

Yes >> Replace smart entrance control unit.

No >> Check harness for open or short between smart entrance control unit and trunk lid opener actuator.

# REMOTE KEYLESS ENTRY SYSTEM

## HAZARD REMINDER CHECK

### 1. CHECK HAZARD INDICATOR

Check if hazard indicator flashes with hazard switch.

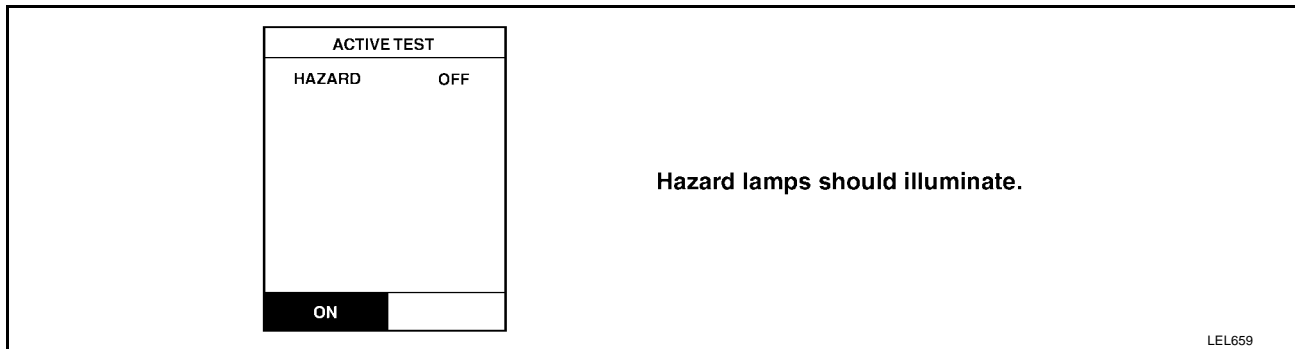
Does hazard indicator operate?

- Yes >> GO TO 2.
- No >> Check hazard indicator circuit.

### 2. CHECK HAZARD REMINDER OPERATION

Ⓟ With CONSULT-II

1. Select "ACTIVE TEST" in "MULTI REMOTE ENT" with CONSULT-II.
2. Select "HAZARD" and touch "ON".



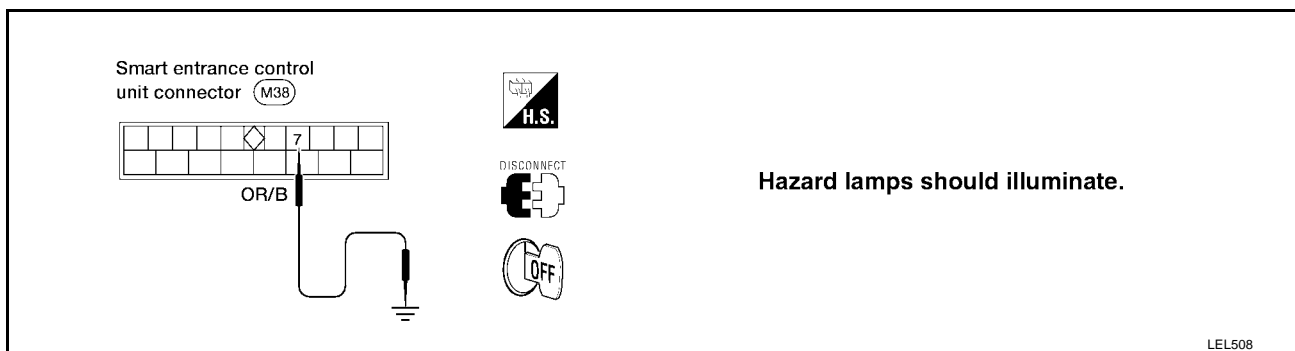
**NOTE:** If CONSULT-II is not available, skip this procedure and go to the next step.

OK or NG

- OK >> Hazard reminder operation is OK.
- NG >> GO TO 3.

### 3. CHECK HAZARD REMINDER OPERATION

1. Disconnect smart entrance control unit harness connector.
2. Apply ground to smart entrance control unit harness connector terminal 7.



Refer to [BL-41, "FIG. 3"](#).

OK or NG

- OK >> Replace smart entrance control unit.
- NG >> GO TO 4.

### 4. CHECK REMOTE KEYLESS ENTRY RELAY

Check remote keyless entry relay.

OK or NG

- OK >> GO TO 5.
- NG >> Replace remote keyless entry relay.

# REMOTE KEYLESS ENTRY SYSTEM

## 5. CHECK POWER SUPPLY FOR REMOTE KEYLESS ENTRY RELAY

1. Disconnect remote keyless entry relay harness connector.
2. Check voltage between remote keyless entry relay harness connector M11 terminal 1 (W/G) and ground.

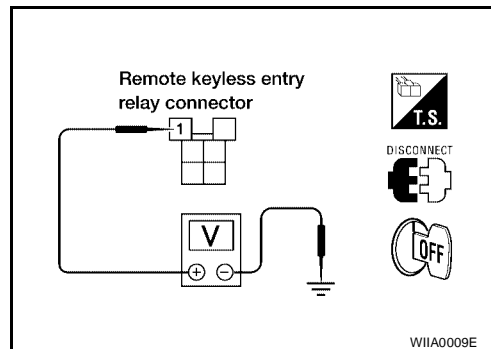
**Battery voltage should exist.**

OK or NG

OK >> GO TO 6.

NG >> Check the following.

- 15A fuse [No. 5, located in fuse block (J/B)]
- Harness for open or short between remote keyless entry relay and fuse



## 6. CHECK REMOTE KEYLESS ENTRY RELAY CIRCUIT

1. Disconnect remote keyless entry relay harness connector.
2. Check voltage between remote keyless entry relay harness connector M11 terminals 3 (W/G) and 5 (G/B).
3. Check voltage between remote keyless entry relay harness connector M11 terminals 6 (W/G) and 7 (G/Y).

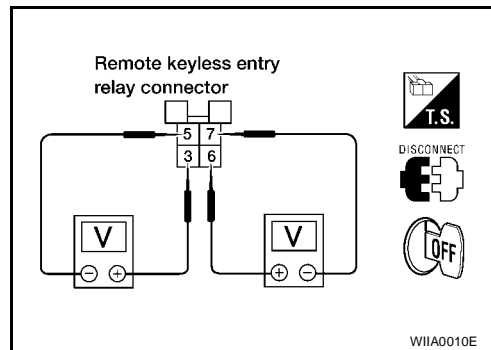
**Battery voltage should exist.**

OK or NG

OK >> Check harness for open or short between smart entrance control unit and remote keyless entry relay.

NG >> Check the following.

- Harness for open or short between remote keyless entry relay and fuse
- Harness for open or short between remote keyless entry relay and turn signal lamps





# REMOTE KEYLESS ENTRY SYSTEM

## HORN REMINDER CHECK

### 1. CHECK HORN

Check if horn sounds with horn switch.

Does horn operate?

Yes >> GO TO 2.

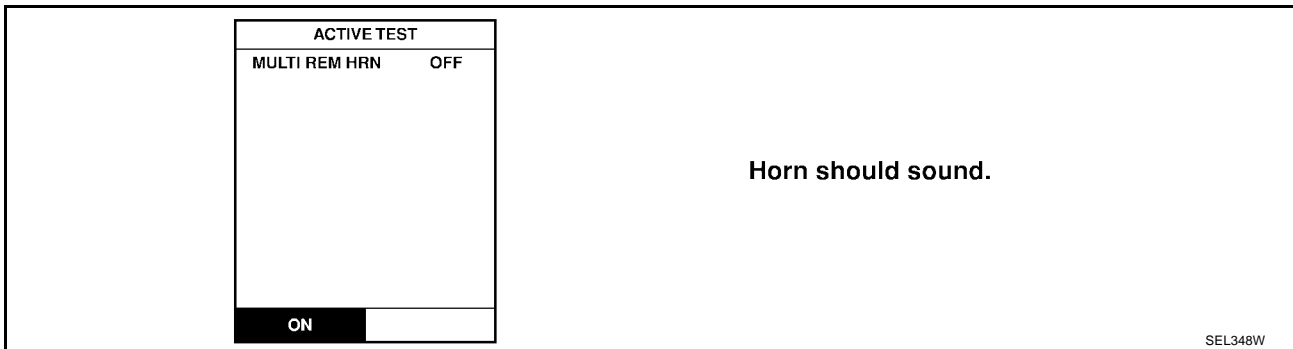
No >> Check horn circuit.

### 2. CHECK HORN REMINDER OPERATION

Ⓟ With CONSULT-II

1. Select "ACTIVE TEST" in "MULTI REMOTE ENT" with CONSULT-II.

2. Select "MULTI REM HRN" and touch "ON".



**NOTE:** If CONSULT-II is not available, skip this procedure and go to the next step.

OK or NG

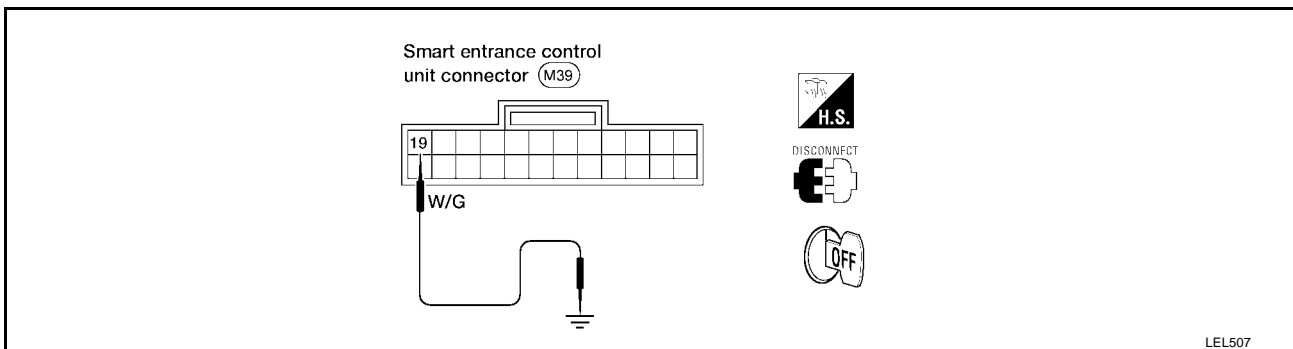
OK >> Horn reminder operation is OK.

NG >> GO TO 3.

### 3. CHECK HORN REMINDER OPERATION

1. Disconnect smart entrance control unit harness connector.

2. Apply ground to smart entrance control unit harness connector terminal 19.



Refer to [BL-41, "FIG. 3"](#) .

Does horn sound?

Yes >> Replace smart entrance control unit.

No >> Check harness for open or short between smart entrance control unit and horn relay.

# REMOTE KEYLESS ENTRY SYSTEM

## INTERIOR LAMP OPERATION CHECK

### 1. CHECK INTERIOR LAMP

Check if the interior lamp switch is in the "ON" position and the lamp illuminates.

Does interior lamp illuminate?

Yes >> GO TO 2.

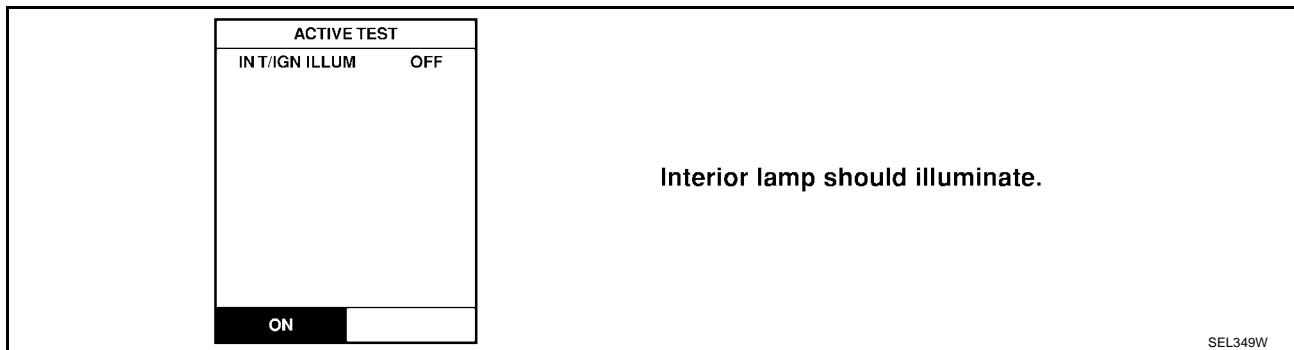
No >> Check the following.

- Harness for open or short between smart entrance control unit and interior lamp
- Interior lamp

### 2. CHECK INTERIOR LAMP OPERATION

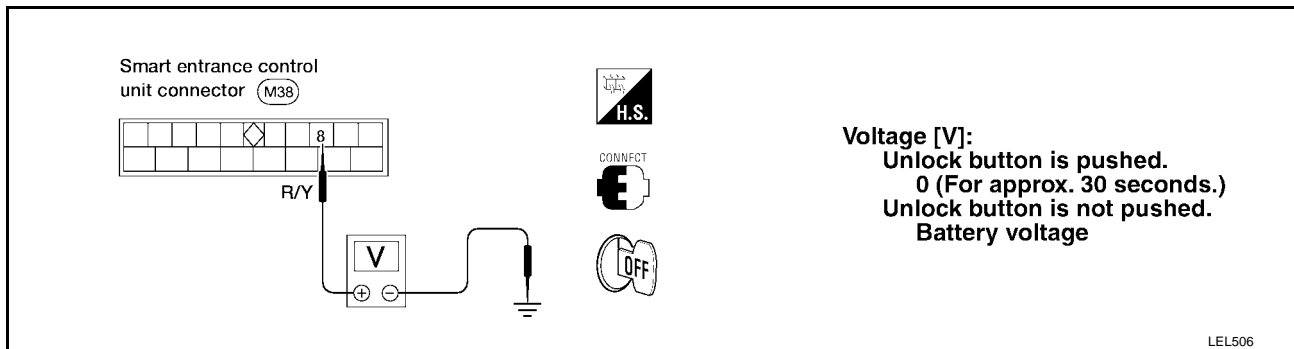
#### With CONSULT-II

1. Select "ACTIVE TEST" in "MULTI REMOTE ENT" with CONSULT-II.
2. Select "INT/IGN ILLUM" and touch "ON".



#### Without CONSULT-II

Push unlock button of keyfob with all doors closed, and check voltage between smart entrance control unit harness connector terminal 8 and ground.



Refer to [BL-40, "FIG. 2"](#) .

OK or NG

OK >> System is OK.

NG >> Check harness open or short between smart entrance control unit and interior lamp.

# REMOTE KEYLESS ENTRY SYSTEM

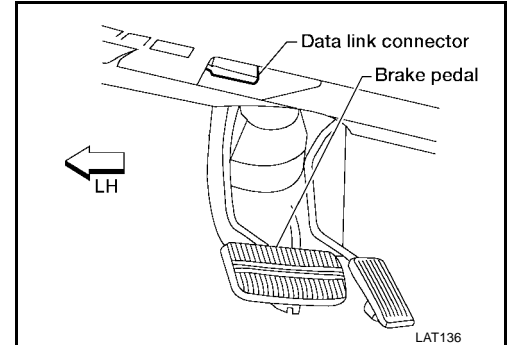
EIS0015B

## ID Code Entry Procedure KEYFOB ID SET UP WITH CONSULT-II

### NOTE:

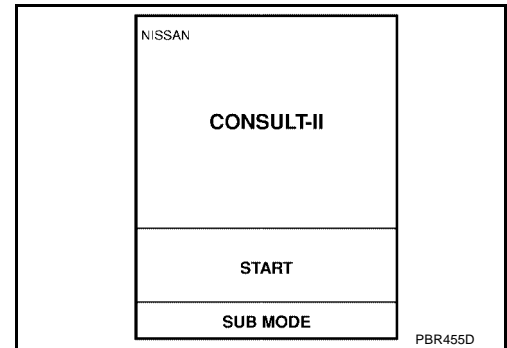
If a keyfob is lost, the ID code of the lost keyfob must be erased to prevent unauthorized use. When the ID code of a lost keyfob is not known, all keyfob ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new keyfobs must be re-registered.

1. Turn ignition switch "OFF".



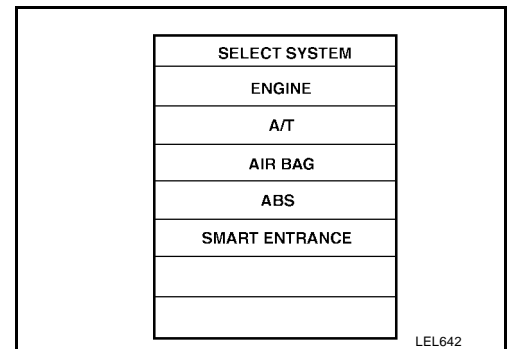
2. Connect "CONSULT-II" to the data link connector.

3. Turn ignition switch "ON".

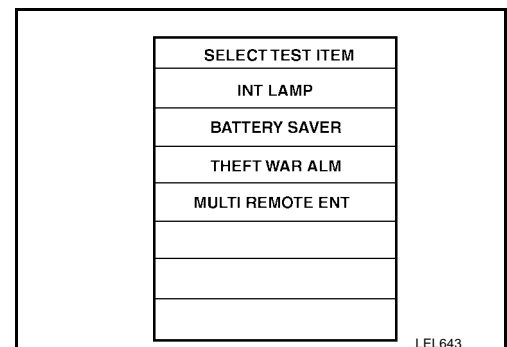


4. Touch "START".

5. Touch "SMART ENTRANCE".

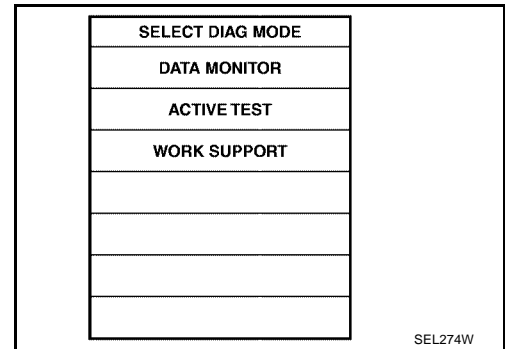


6. Touch "MULTI REMOTE ENT".



# REMOTE KEYLESS ENTRY SYSTEM

7. Touch "WORK SUPPORT".



A  
B  
C  
D

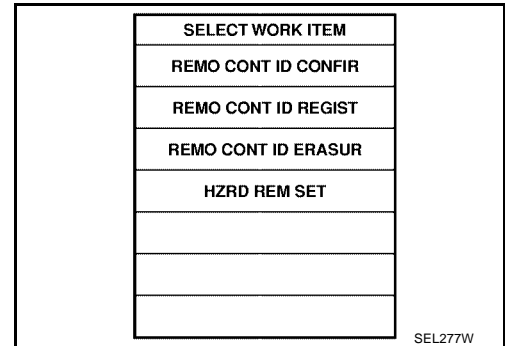
8. The items are shown that can be set up.

- "REMO CONT ID CONFIR"  
Use this mode to confirm if a keyfob ID code is registered or not.
- "REMO CONT ID REGIST"  
Use this mode to register a keyfob ID code.

**NOTE:**

**Register the ID code when keyfob or smart entrance control unit is replaced, or when additional keyfob is required.**

- "REMO CONT ID ERASUR"  
Use this mode to erase a keyfob ID code.
- "HZRD REM SET"  
Use this mode to activate or deactivate the hazard and horn reminder.



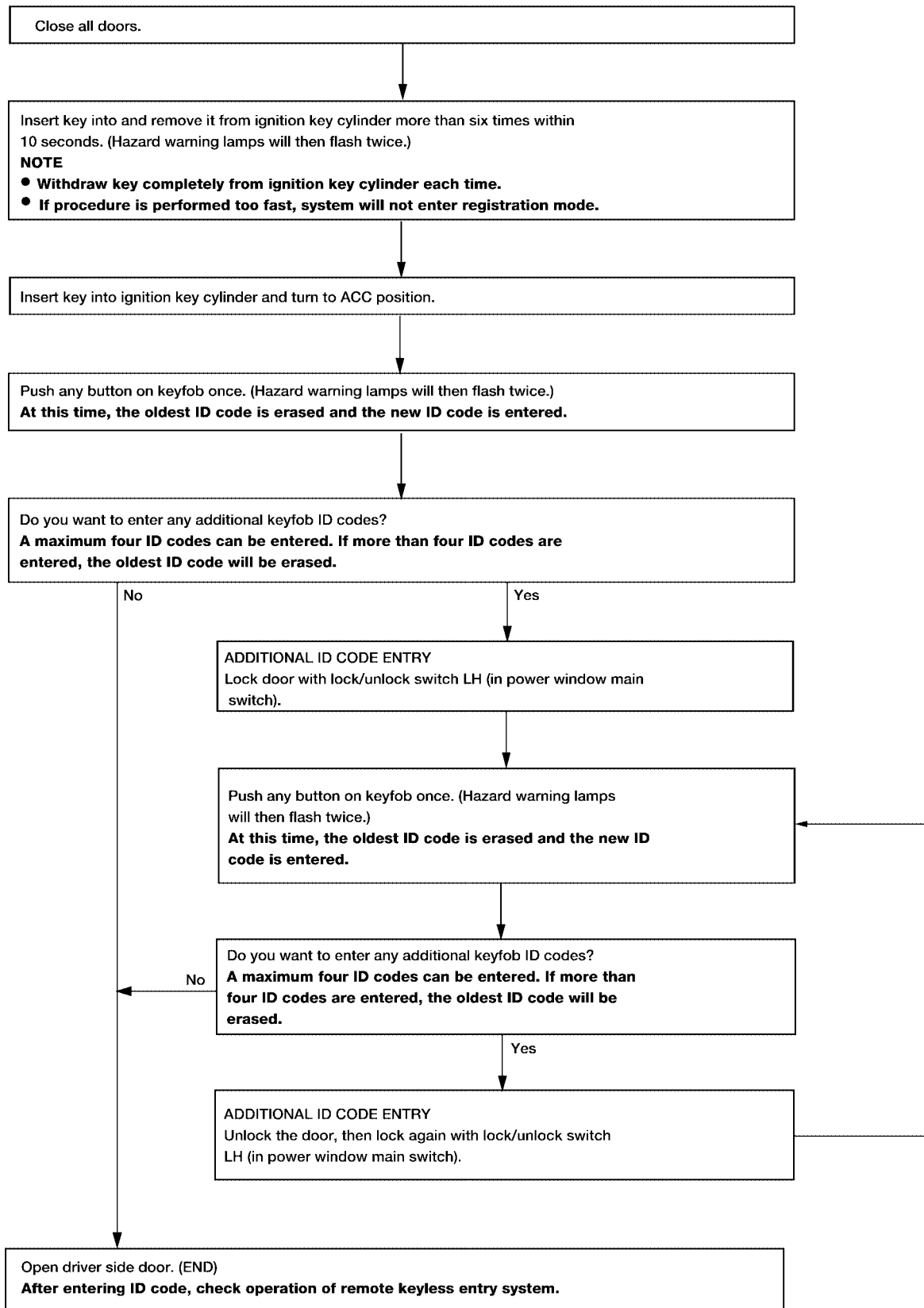
E  
F  
G  
H

BL

J  
K  
L  
M

# REMOTE KEYLESS ENTRY SYSTEM

## KEYFOB ID SET UP WITHOUT CONSULT-II



W11A0011E

# REMOTE KEYLESS ENTRY SYSTEM

## NOTE:

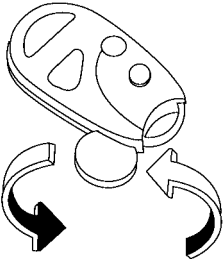
- If a keyfob is lost, the ID code of the lost keyfob must be erased to prevent unauthorized use. A specific ID code can be erased with CONSULT-II. However, when the ID code of a lost keyfob is not known, all keyfob ID codes should be erased. After all ID codes are erased, the ID codes of all remaining and/or new keyfobs must be re-registered.  
To erase all ID codes in memory, register one ID code (keyfob) four times. After all ID codes are erased, the ID codes of all remaining and/or new keyfobs must be re-registered.
- When registering an additional keyfob, the existing ID codes in memory may or may not be erased. If four ID codes are stored in memory, when an additional code is registered, only the oldest code is erased. If less than four ID codes are stored in memory, when an additional ID code is registered, the new ID code is added and no ID codes are erased.
- If you need to activate more than two additional new keyfobs, repeat the procedure "Additional ID code entry" for each new keyfob.
- Entry of maximum four ID codes is allowed. When more than four ID codes are entered, the oldest ID code will be erased.
- Even if same ID code that is already in the memory is input, the same ID code can be entered. The code is counted as an additional code.

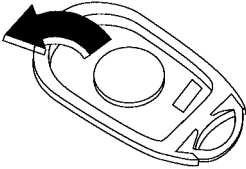
## Keyfob Battery Replacement

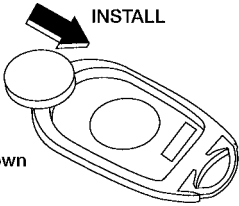
EIS0015C

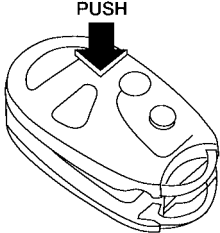
### NOTE:

- Be careful not to touch the circuit board or the battery terminal.
- The keyfob is water-resistant. However, if it does get wet, immediately wipe it dry.

- 

1. Open the lid using a coin.
- 

2. Remove the battery.
- 

3. **INSTALL**  
"+/+" side facing down  
Insert the new battery.
- 

4. **PUSH**  
Close the lid securely.  
Push the keyfob button two or three times to check its operation.

WHIA0012E

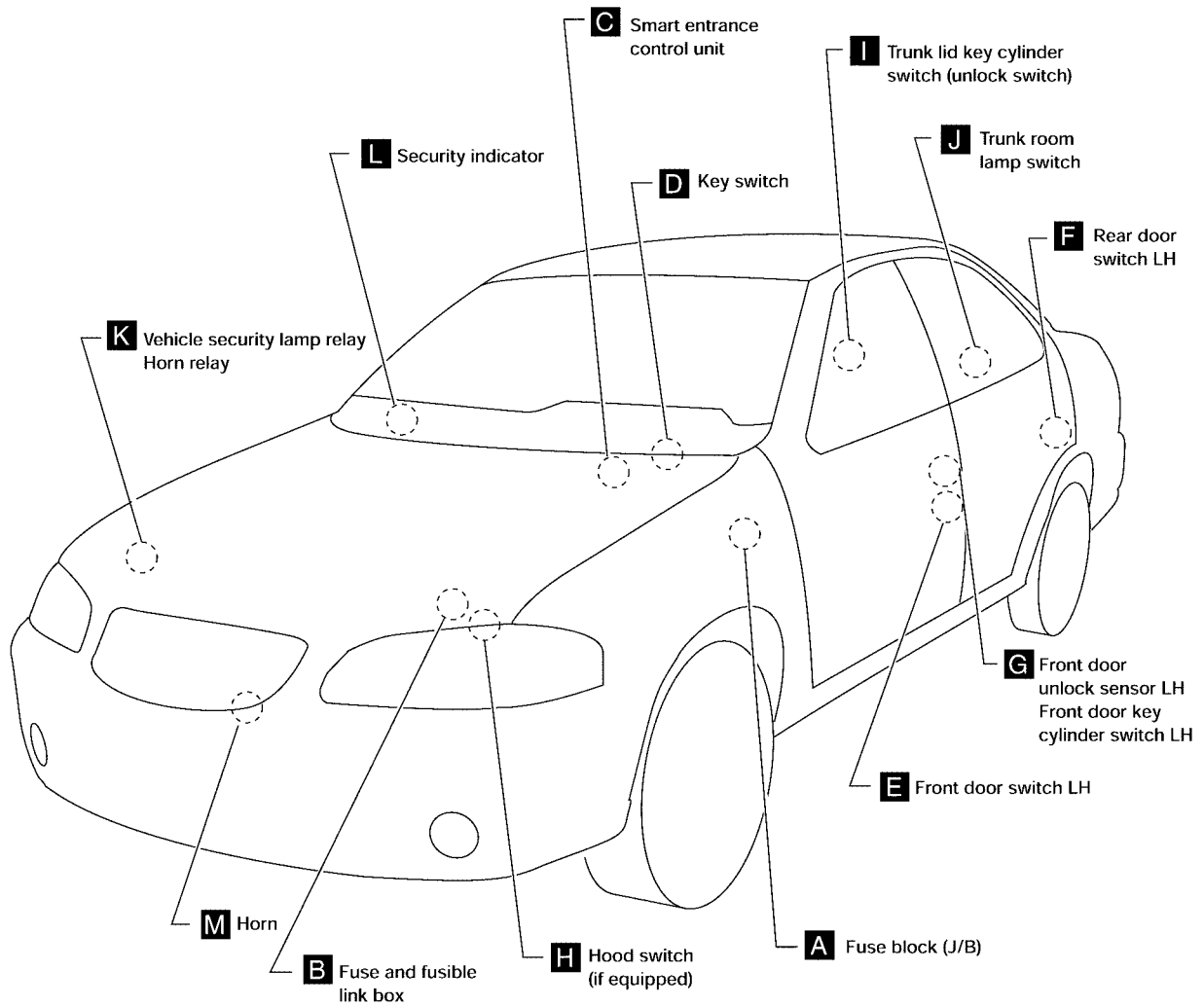
# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## VEHICLE SECURITY (THEFT WARNING) SYSTEM

PFP:00100

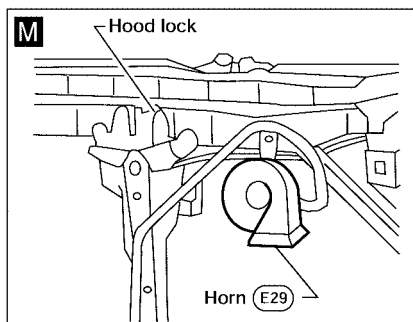
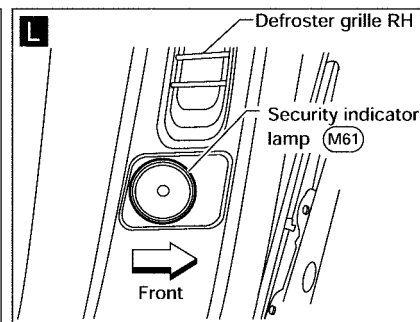
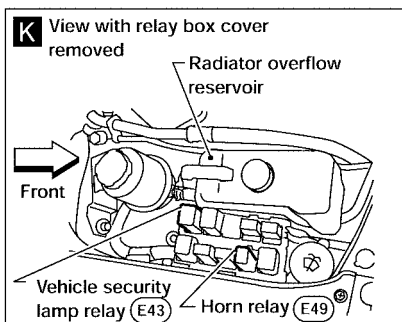
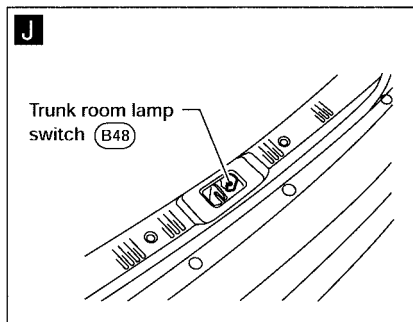
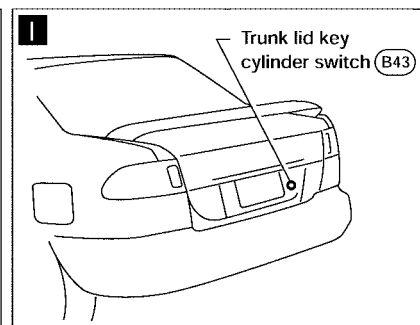
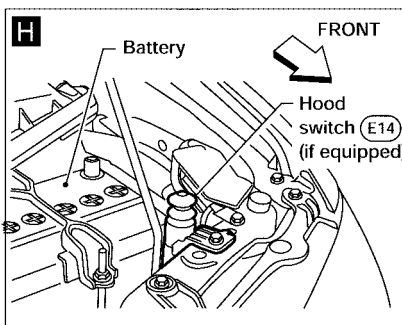
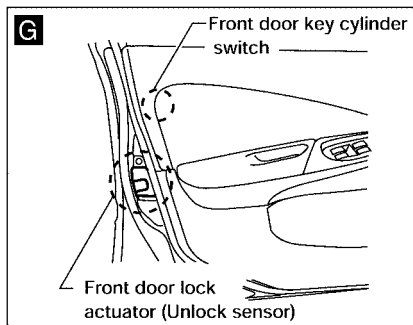
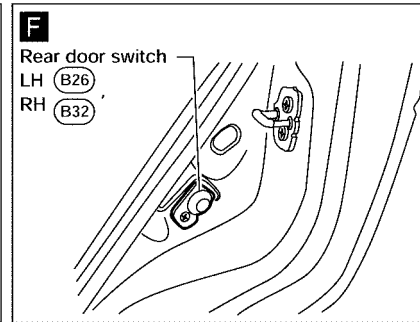
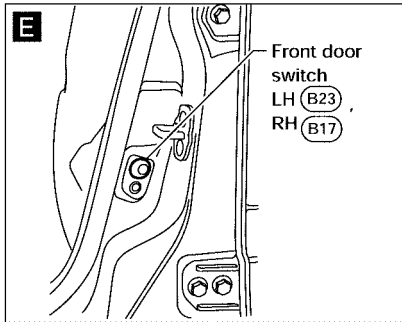
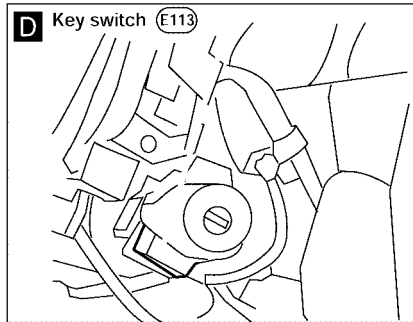
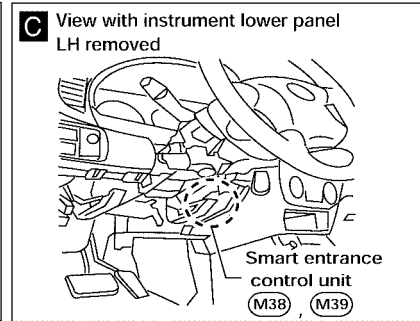
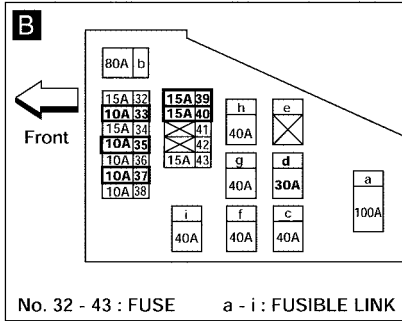
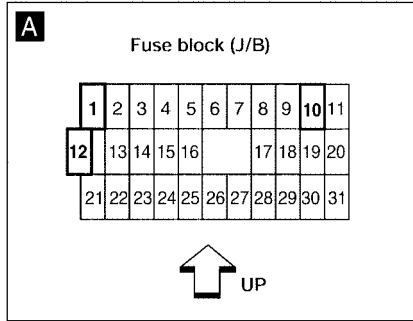
### Component Parts and Harness Connector Location

EIS0015D



LIA0594E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM



A  
B  
C  
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BL

LIIA0595E

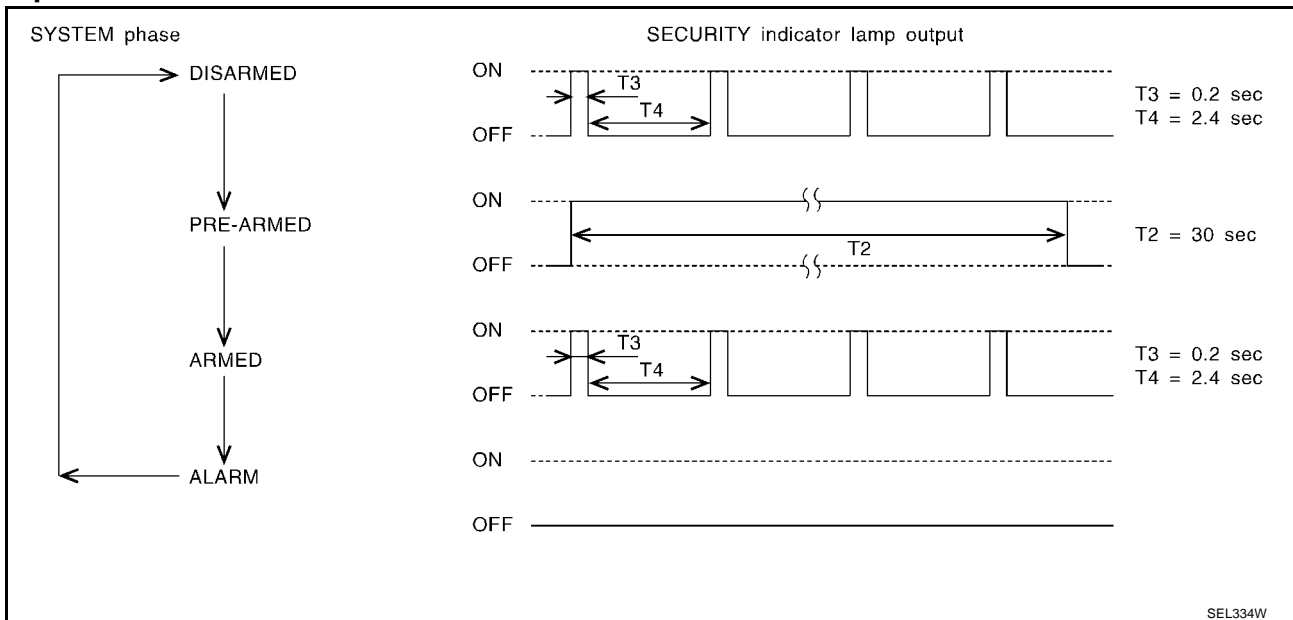


# VEHICLE SECURITY (THEFT WARNING) SYSTEM

EIS0015E

## System Description DESCRIPTION

### 1. Operation Flow



### 2. Setting The Vehicle Security System

#### Initial condition

1. Ignition switch is in OFF position.

#### Disarmed phase

When the vehicle security system is in the disarmed phase, the security indicator lamp blinks every 2.6 seconds.

#### Pre-armed phase and armed phase

When the following operation 1 or 2 is performed, the vehicle security system turns into the “pre-armed” phase. (The security indicator lamp illuminates.)

1. Smart entrance control unit receives LOCK signal from key cylinder switch or keyfob after hood, trunk lid and all doors are closed.
2. Hood (if equipped with hood switch), trunk lid and all doors are closed after front doors are locked by key, lock/unlock switch or keyfob.

After about 30 seconds, the system automatically shifts into the “armed” phase (the system is set). (The security indicator lamp blinks every 2.6 seconds.)

### 3. Canceling The Set Vehicle Security System

When the following 1 or 2 operation is performed, the armed phase is canceled.

1. Unlock the doors with the key or keyfob.
2. Open the trunk lid with the key or keyfob.

### 4. Activating The Alarm Operation of The Vehicle Security System

Make sure the system is in the armed phase. (The security indicator lamp blinks every 2.6 seconds.)

When the following operation 1 or 2 is performed, the system sounds the horns and flashes the headlamps for about 50 seconds.

1. Engine hood (if equipped with hood switch), trunk lid or any door is opened during armed phase.
2. Disconnecting and connecting the battery connector before canceling armed phase.

### POWER SUPPLY AND GROUND

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to security indicator lamp terminal 1 and
- to key switch terminal 2.

Power is supplied at all times:

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

- through 10A fuse (No. 37, located in the fuse and fusible link box)
- to smart entrance control unit terminal 10.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to smart entrance control unit terminal 33.

With the ignition switch in the ACC or ON position, power is supplied:

- through 10A fuse [No. 1, located in the fuse block (J/B)]
- to smart entrance control unit terminal 21.

Ground is supplied:

- to smart entrance control unit terminal 16
- through body grounds M28 and M54.

## INITIAL CONDITION TO ACTIVATE THE SYSTEM

The operation of the vehicle security system is controlled by the doors, hood (if equipped with hood switch) and trunk lid.

### Pattern A

To activate the vehicle security system, the smart entrance control unit must receive signals indicating the doors, hood (if equipped with hood switch) and trunk lid are closed.

When a door is open, smart entrance control unit terminal 28 or 29 receives a ground signal from each door switch.

On vehicles equipped with hood switch, when the hood is open, smart entrance control unit terminal 27 receives a ground signal:

- from terminal + of the hood switch
- to terminal - of the hood switch
- through body grounds E7 and E37.

When the trunk lid is open, smart entrance control unit terminal 38 receives a ground signal:

- from terminal + of the trunk room lamp switch
- to terminal - of the trunk room lamp switch
- through body grounds B13 and B19.

When smart entrance control unit receives LOCK signal from key cylinder switch or keyfob and none of the described conditions exist, the vehicle security system will automatically shift to armed mode.

### Pattern B

To activate the vehicle security system, the smart entrance control unit must receive signal indicating any door [including hood (if equipped with hood switch) and trunk lid] is opened.

When the front doors are locked with key, lock/unlock switch or keyfob and then all doors are closed, the vehicle security system will automatically shift to armed mode.

## VEHICLE SECURITY SYSTEM ACTIVATION

### Pattern A

With all doors closed (including hood and trunk lid), if the key is used to lock doors, smart entrance control unit terminal 41 receives a ground signal:

- from terminal L of the front door key cylinder switch LH
- to terminal E of the front door key cylinder switch LH
- through body grounds M28 and M54.

If this signal, or lock signal from keyfob is received by the smart entrance control unit, the vehicle security system will activate automatically.

#### NOTE:

Vehicle security system can be set even though all doors are not locked.

### Pattern B

With any door open, if lock/unlock switch is used to lock doors, smart entrance control unit terminal 23 receives a ground signal:

- from terminal 14 of main power window and door lock/unlock switch

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

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- to terminal 3 of main power window and door lock/unlock switch, or
- from terminal 1 of door lock/unlock switch RH
- to terminal 5 of door lock/unlock switch RH
- through body grounds M28 and M54.

With any door open, if the key is used to lock doors, smart entrance control unit terminal 41 receives a ground signal:

- from terminal L of the front door key cylinder switch LH
- to terminal E of the front door key cylinder switch LH
- through body grounds M28 and M54.

If these signals and lock signal from keyfob are received by the smart entrance control unit and ground signals of terminals 36 and 37 are interrupted (both front doors locked), the vehicle security system will activate automatically.

## **NOTE:**

Vehicle security system can be set even though the rear door is not locked.

Once the vehicle security system has been activated, smart entrance control unit terminal 31 supplies ground to terminal 2 of the security indicator lamp.

The security indicator lamp will illuminate for approximately 30 seconds and then blink every 2.6 seconds.

Now the vehicle security system is in armed phase.

## **VEHICLE SECURITY SYSTEM ALARM OPERATION**

The vehicle security system is triggered by:

- opening a door
- opening the hood (if equipped with hood switch) or the trunk lid
- detection of battery disconnect and connect.

Once the vehicle security system is in armed phase, if the smart entrance control unit receives a ground signal at terminal 28 or 29 (door switch), 38 (trunk room lamp switch) or 27 [hood switch (if equipped)], the vehicle security system will be triggered. The headlamps flash and the horn sounds intermittently.

Power is supplied at all times:

- through 15A fuse (No. 39, located in fuse and fusible link box)
- to vehicle security lamp relay terminal 3,
- through 15A fuse (No. 40, located in fuse and fusible link box)
- to vehicle security lamp relay terminal 6,
- through 10A fuse (No. 35 located in fuse and fusible link box)
- to vehicle security lamp relay terminal 1
- through 10A fuse (No. 33, located in fuse and fusible link box)
- to horn relay terminals 1 and 5.

When the vehicle security system is triggered, ground is supplied intermittently:

- from smart entrance control unit terminal 4
- to horn relay terminal 2 and
- to vehicle security lamp relay terminal 2.

The headlamps flash and the horn sounds intermittently.

The alarm automatically turns off after about 50 seconds but will reactivate if the vehicle is tampered with again.

## **VEHICLE SECURITY SYSTEM DEACTIVATION**

To deactivate the vehicle security system, a door or trunk lid must be unlocked with the key or keyfob.

When the key is used to unlock the door, smart entrance control unit terminal 30 receives a ground signal:

- from terminal U of front door key cylinder switch LH
- to terminal E of front door key cylinder switch LH
- through body grounds M28 and M54.

When the key is used to open the trunk lid, smart entrance control unit terminal 42 receives a ground signal:

- from terminal + of the trunk lid key cylinder switch (unlock switch)
- to terminal - of the trunk lid key cylinder switch (unlock switch)

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

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- through body grounds B13 and B19.

When the smart entrance control unit receives either one of these signals or unlock signal from keyfob, the vehicle security system is deactivated. (Disarmed phase)

## PANIC ALARM OPERATION

When the remote keyless entry system (panic alarm) is triggered, ground is supplied intermittently:

- from smart entrance control unit terminal 4
- to vehicle security lamp relay terminal 2 and
- to horn relay terminal 2.

The headlamp flashes and the horn sounds intermittently.

The alarm automatically turns off after 25 seconds or when smart entrance control unit receives any signal from keyfob.

A

B

C

D

E

F

G

H

BL

J

K

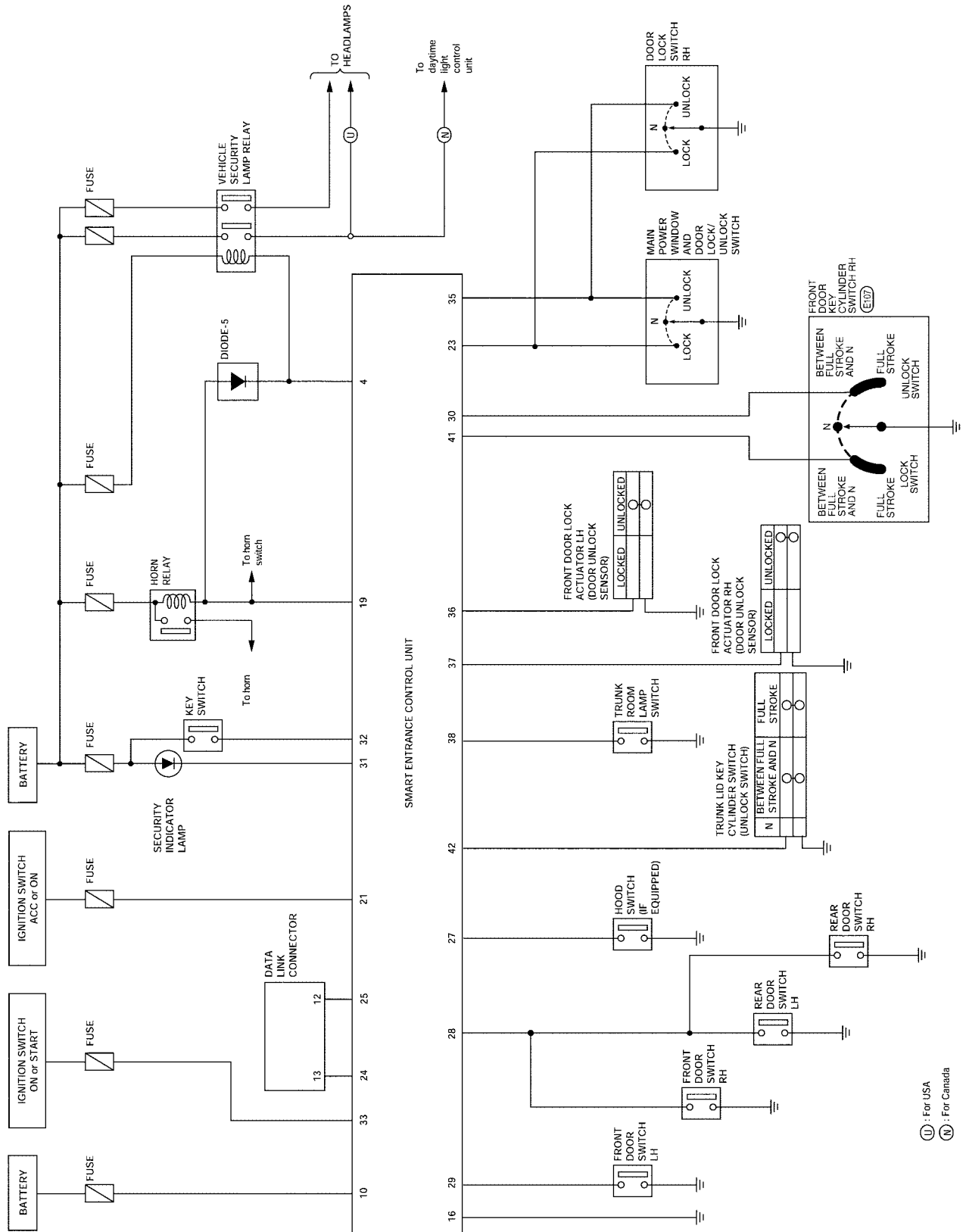
L

M

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Schematic

EIS0015F

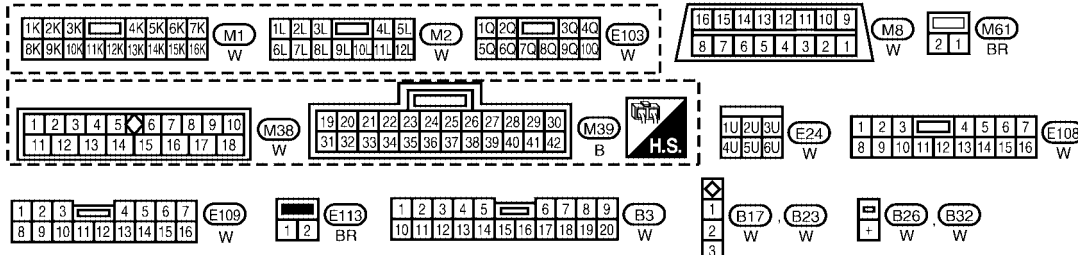
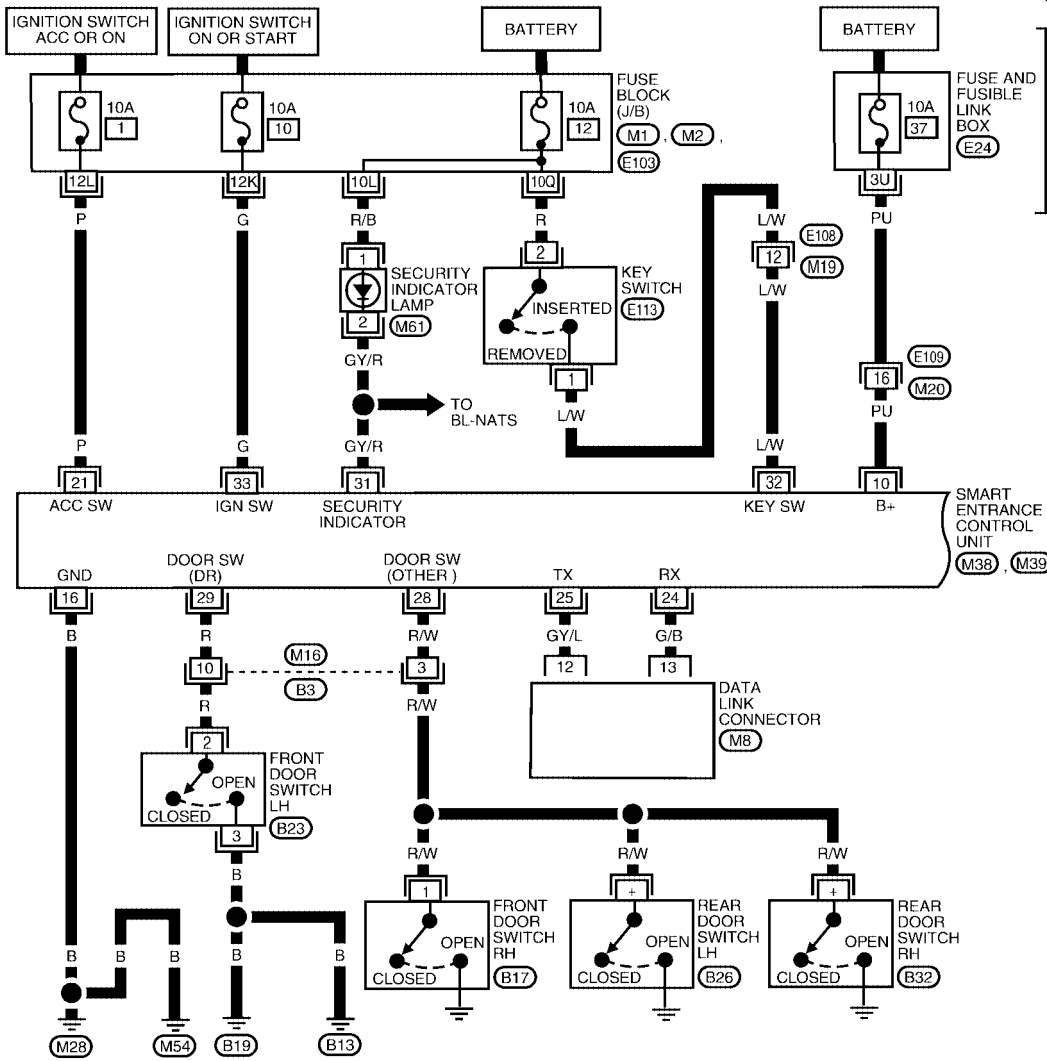


# VEHICLE SECURITY (THEFT WARNING) SYSTEM

**Wiring Diagram — VEHSEC —**  
**FIG. 1**

EIS0015G

BL-VEHSEC-01



WIWA0074E

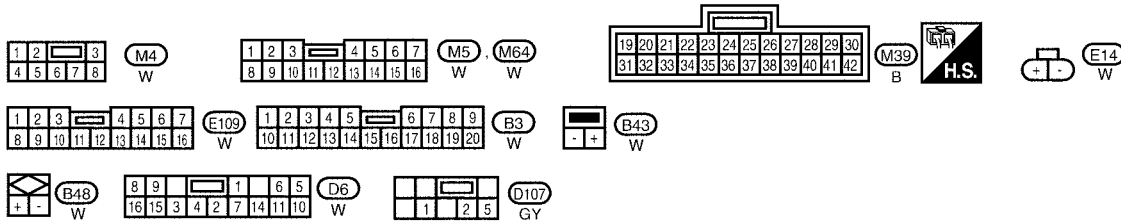
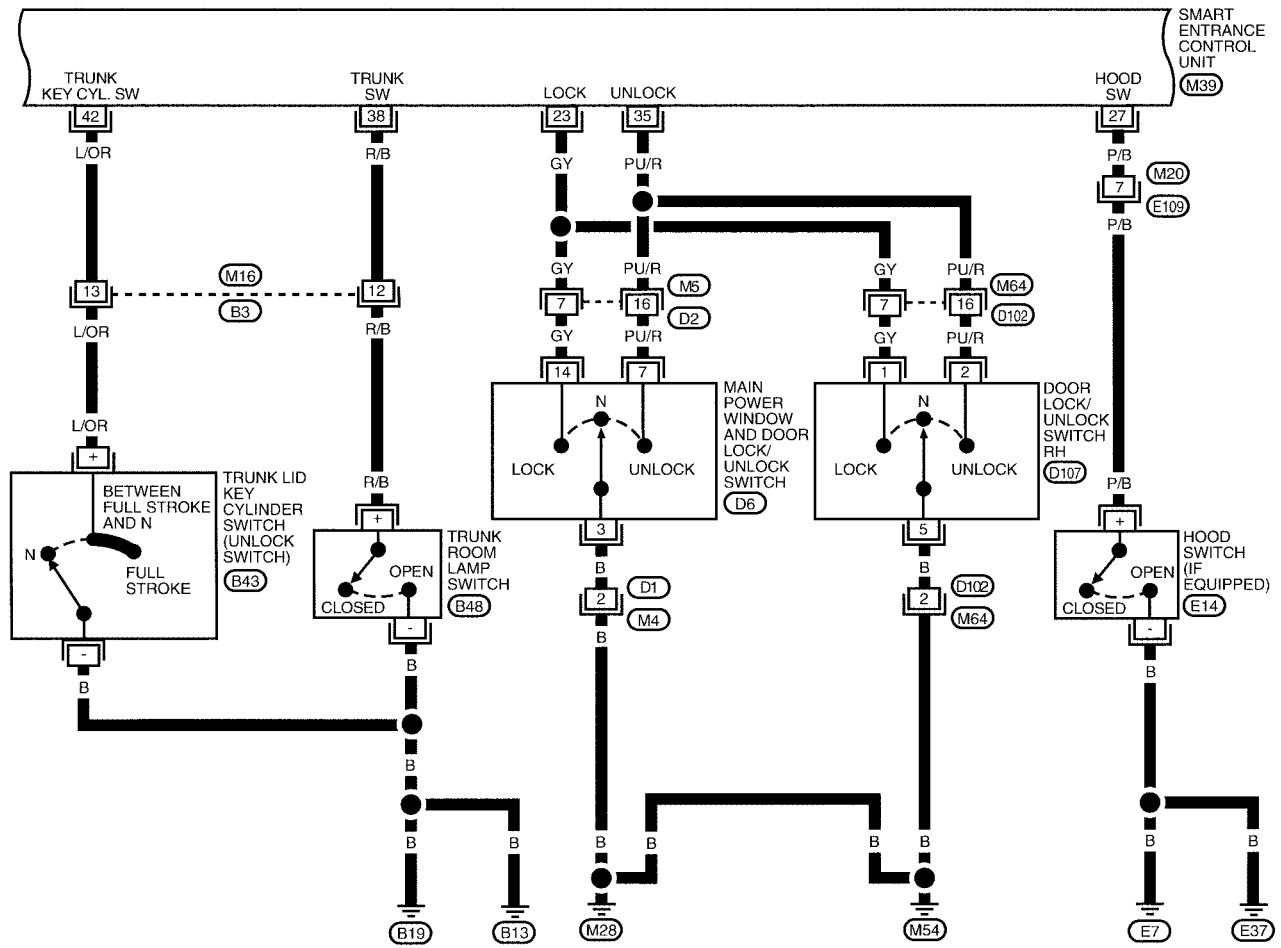
SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND				
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	PU	POWER SOURCE (FUSE)	---	12V
16	B	GROUND	---	---
21	P	IGNITION SWITCH (ACC, ON)	ACC OK ON POSITION	12V
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
31	GY/R	VEHICLE SECURITY INDICATOR	GOES OFF	12V
			ILLUMINATES	0V
33	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
			IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION

WEL109A

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

FIG. 2

BL-VEHSEC-02



LIWA0121E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

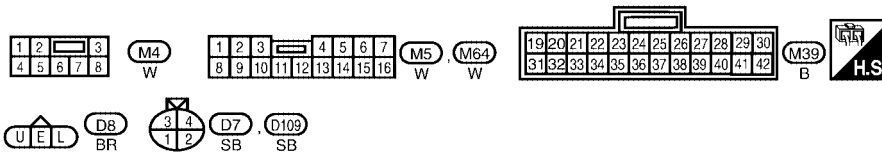
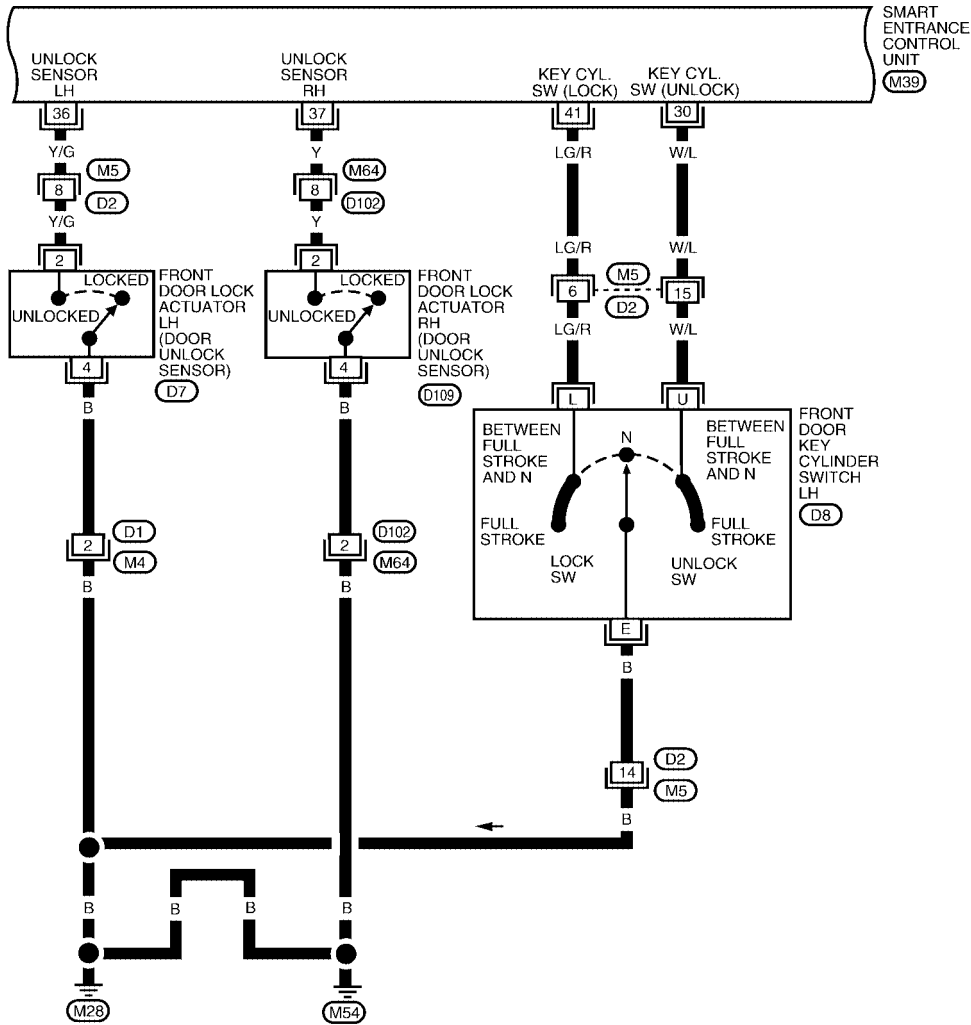
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
23	GY	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			LOCKS	0V
27	P/B	HOOD SWITCH (IF EQUIPPED)	ON (OPEN)	0V
			OFF(CLOSED)	5V
35	PU/R	DOOR LOCK & UNLOCK SWITCHES	NEUTRAL	5V
			UNLOCKS	0V
38	R/B	TRUNK ROOM LAMP SWITCH	ON (OPEN)	0V
			OFF (CLOSED)	12V
42	L/OR	TRUNK LID KEY CYLINDER SWITCH	OFF (NEUTRAL)	5V
			ON (UNLOCK)	0V

LIA0596E

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

**FIG. 3**

BL-VEHSEC- 03



WIWA0039E

**SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND**

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
30	W/L	DOOR KEY CYLINDER UNLOCK SWITCH	OFF (NEUTRAL)	5V
			ON (UNLOCKED)	0V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V
37	Y	DOOR UNLOCK SENSOR RH	PASSENGER DOOR: LOCKED	5V
			PASSENGER DOOR: UNLOCKED	0V
41	LG/R	DOOR KEY CYLINDER LOCK SWITCH	OFF (NEUTRAL)	5V
			ON (LOCKED)	0V

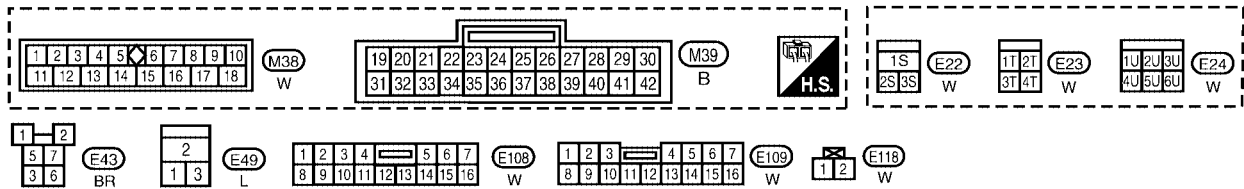
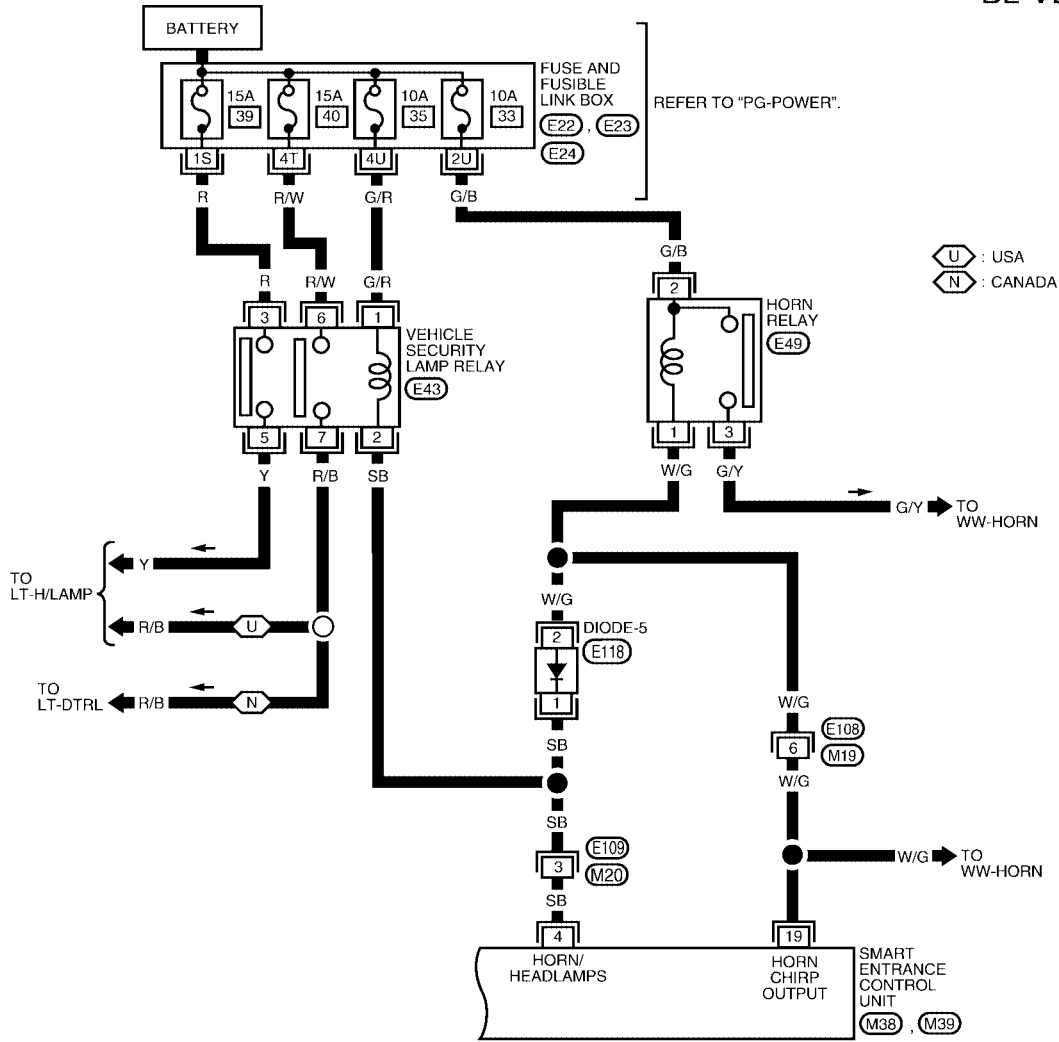
LEL615



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

FIG. 4

BL-VEHSEC-04



WIWA0076E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
4	SB	VEHICLE SECURITY HORN RELAY AND VEHICLE SECURITY WARNING LAMP RELAY	WHEN PANIC ALARM IS OPERATED USING REMOTE CONTROLLER OR WHEN ALARM IS ACTIVATED	12V TO 0V

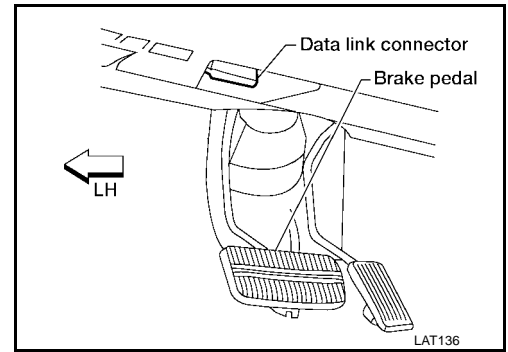
WEL114A

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## CONSULT-II Inspection Procedure "THEFT WAR ALM"

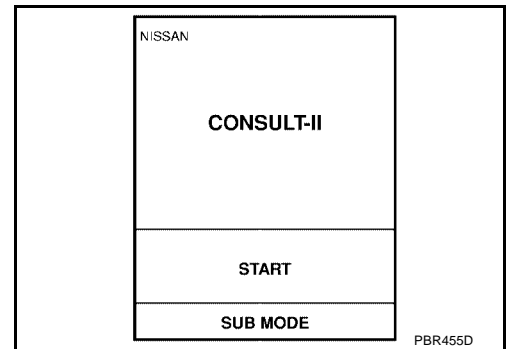
EIS0015H

1. Turn ignition switch "OFF".



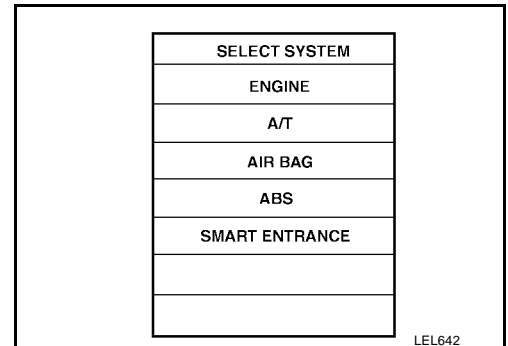
2. Connect "CONSULT-II" to the data link connector.

3. Turn ignition switch "ON".

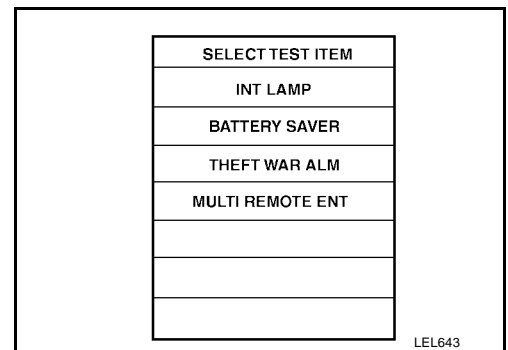


4. Touch "START".

5. Touch "SMART ENTRANCE".



6. Touch "THEFT WAR ALM".

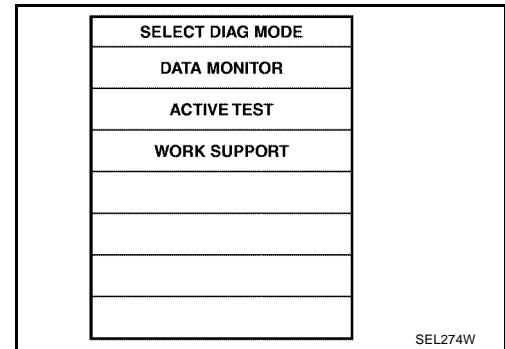


7. Select diagnosis mode.

A  
B  
C  
D  
E  
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G  
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BL  
J  
K  
L  
M

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

“DATA MONITOR”, “ACTIVE TEST” and “WORK SUPPORT” are available.



## CONSULT-II Application Item “THEFT WAR ALM”

EIS0015I

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
ACC ON SW	Indicates [ON/OFF] condition of ignition switch in ACC position.
KEY CYL LK SW	Indicates [ON/OFF] condition of lock signal from key cylinder switch.
KEY CYL UN SW	Indicates [ON/OFF] condition of unlock signal from key cylinder switch.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
LOCK SIG AS	Indicates [ON/OFF] condition of front door unlock sensor RH.
TRUNK SW	Indicates [ON/OFF] condition of trunk switch.
TRUNK KEY SW	Indicates [ON/OFF] condition of trunk key cylinder switch.
HOOD SWITCH (if equipped)	Indicates [ON/OFF] condition of hood switch.
LOCK SW DR/AS	Indicates [ON/OFF] condition of lock signal from door lock/unlock switch LH and RH.
UNLK SW DR/AS	Indicates [ON/OFF] condition of unlock signal from door lock/unlock switch LH and RH.
LK BUTTON/SIG	Indicates [ON/OFF] condition of lock signal from keyfob.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from keyfob.
TRUNK BTN/SIG	Indicates [ON/OFF] condition of trunk open signal from keyfob.

### Active Test

Test Item	Description
THEFT IND	This test is able to check security indicator lamp operation. The lamp will be turned on when “ON” on CONSULT-II screen is touched.
THEFT WAR ALM	This test is able to check theft warning alarm operation. The alarm will be activated for 0.5 seconds after “ON” on CONSULT-II screen is touched.

### Work Support

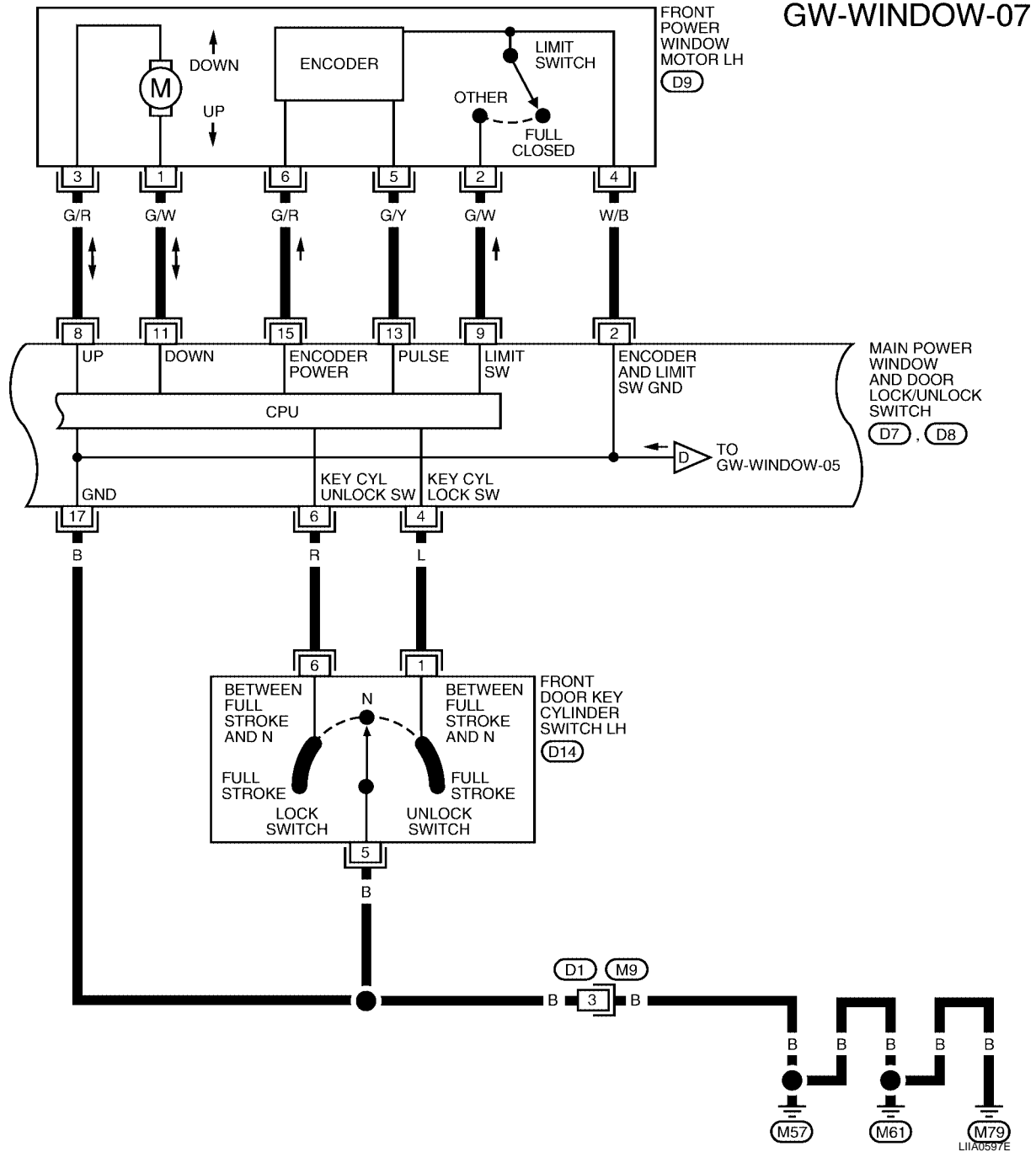
Test Item	Description
THEFT ALM TRG	The switch which triggered theft warning alarm is recorded. This mode is able to confirm and erase the record of theft warning alarm. The trigger data can be erased by touching “CLEAR” on CONSULT-II screen.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

EIS0015J

## Trouble Diagnoses PRELIMINARY CHECK

The system operation is canceled by turning ignition switch to "ACC" at any step between START and ARMED in the following flow chart.



For details of "Pattern A" and "Pattern B" vehicle security system settings, refer to [BL-67, "INITIAL CONDITION TO ACTIVATE THE SYSTEM"](#).

\*: Refer to [BL-95, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS\)"](#).

After performing preliminary check, go to symptom chart on next page.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## SYMPTOM CHART

REFERENCE PAGE (BL- )		BL-77	BL-79	BL-80	BL-85	BL-87	BL-88	BL-89	BL-90	BL-92	BL-34	
SYMPTOM		PRELIMINARY CHECK	POWER SUPPLY AND GROUND CIRCUIT CHECK	DOOR, HOOD AND TRUNK ROOM LAMP SWITCH CHECK	SECURITY INDICATOR LAMP CHECK	FRONT DOOR UNLOCK SENSOR CHECK	DOOR KEY CYLINDER SWITCH CHECK	TRUNK LID KEY CYLINDER SWITCH CHECK	DOOR LOCK/UNLOCK SWITCH CHECK	VEHICLE SECURITY HORN AND HEADLAMP ALARM CHECK	Check "REMOTE KEYLESS ENTRY SYSTEM" system.	
1	Security indicator lamp does not illuminate for 30 seconds.	X	X		X							
	Vehicle security system cannot be set by ...	All items	X	X	X		X					
		Door outside key	X					X				
		Lock/unlock switch	X							X		
	Keyfob	X									X	
2	*1 Vehicle security system does not alarm when ...	X		X								
3	Vehicle security alarm does not activate.	X		X						X		
4	Vehicle security system cannot be canceled by ...	Door outside key	X				X					
		Trunk lid key	X					X				
		Keyfob	X									X

X: Applicable

\*1: Make sure the system is in the armed phase.

**Before starting trouble diagnoses above, perform [BL-77, "PRELIMINARY CHECK"](#) .**

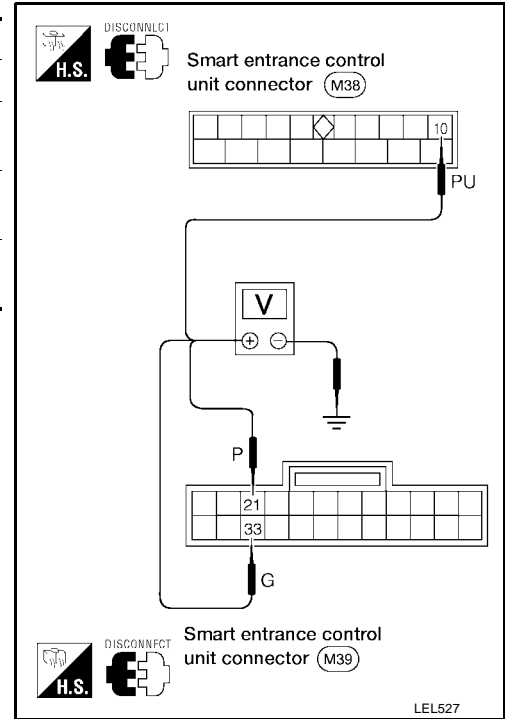
Symptom numbers in the symptom chart correspond with those of preliminary check.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## POWER SUPPLY AND GROUND CIRCUIT CHECK

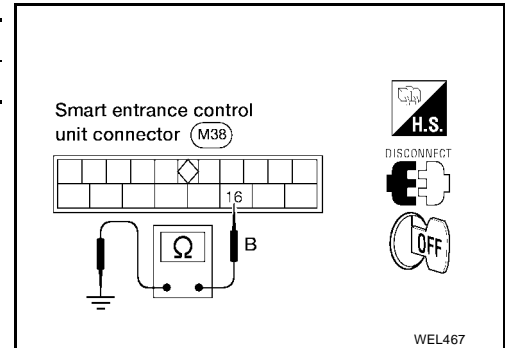
### Power Supply Circuit Check

Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
10	Ground	Battery voltage	Battery voltage	Battery voltage
21	Ground	0V	Battery voltage	Battery voltage
33	Ground	0V	0V	Battery voltage



### Ground Circuit Check

Terminals	Continuity
16 - Ground	Yes



A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## DOOR, HOOD AND TRUNK ROOM LAMP SWITCH CHECK

### Door Switch Check

#### 1. CHECK DOOR SWITCH INPUT SIGNAL

##### With CONSULT-II

Check door switches ("DOOR SW-ALL") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

When any doors are open:  
**DOOR SW-ALL ON**

When all doors are closed:  
**DOOR SW-ALL OFF**

SEL323W

##### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminals 28 or 29 and ground.

Smart entrance control unit connector (M39)

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front door switch LH	29	Ground	Open	0
			Closed	Approx. 5
Other door switches	28	Ground	Open	0
			Closed	Approx. 5

WEL500

Refer to [BL-71, "FIG. 1"](#) .

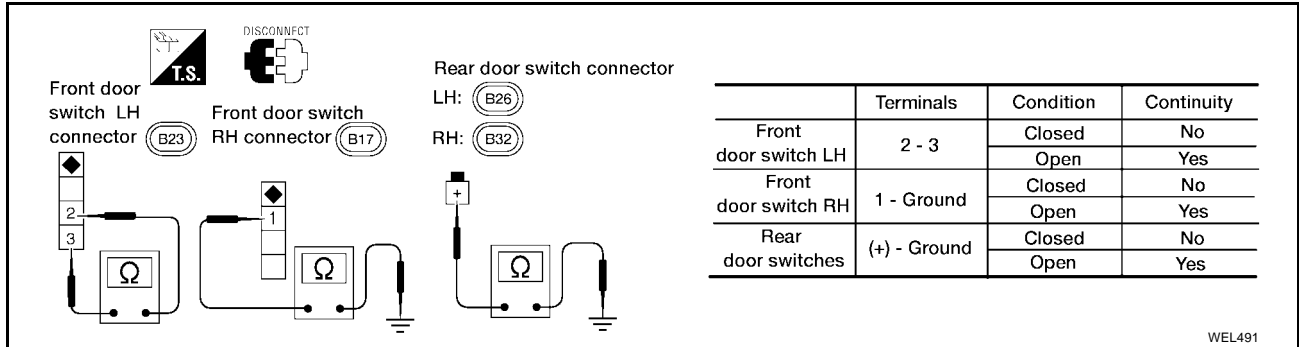
#### OK or NG

- OK >> Door switch is OK. Check hood switch (if equipped), refer to [BL-82, "Hood Switch Check \(if equipped\)"](#) or check trunk room lamp switch, refer to [BL-84, "Trunk Room Lamp Switch Check"](#) .
- NG >> GO TO 2.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 2. CHECK DOOR SWITCH

1. Disconnect door switch connector.
2. Check continuity between door switch terminals.



OK or NG

OK >> Check the following.

- Door switch ground circuit (Front, rear door) or door switch ground condition
- Harness for open or short between smart entrance control unit and door switch

NG >> Replace door switch.

A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

BL



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Hood Switch Check (if equipped)

### 1. CHECK HOOD SWITCH FITTING CONDITION

Check condition and installation of hood switch.

OK or NG

OK >> GO TO 2.

NG >> Adjust installation of hood switch or hood.

### 2. CHECK HOOD SWITCH INPUT SIGNAL

#### ① With CONSULT-II

Check hood switch ("HOOD SWITCH") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
HOOD SWITCH	OFF

When hood is open:  
**HOOD SWITCH ON**

When hood is closed:  
**HOOD SWITCH OFF**

SEL354W

#### ⊗ Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 27 and ground.

Smart entrance control unit connector (M39)

Voltage [V]:  
Engine hood is open.  
0  
Engine hood is closed.  
Approx. 5

LEL528

Refer to [BL-72, "FIG. 2"](#) .

OK or NG

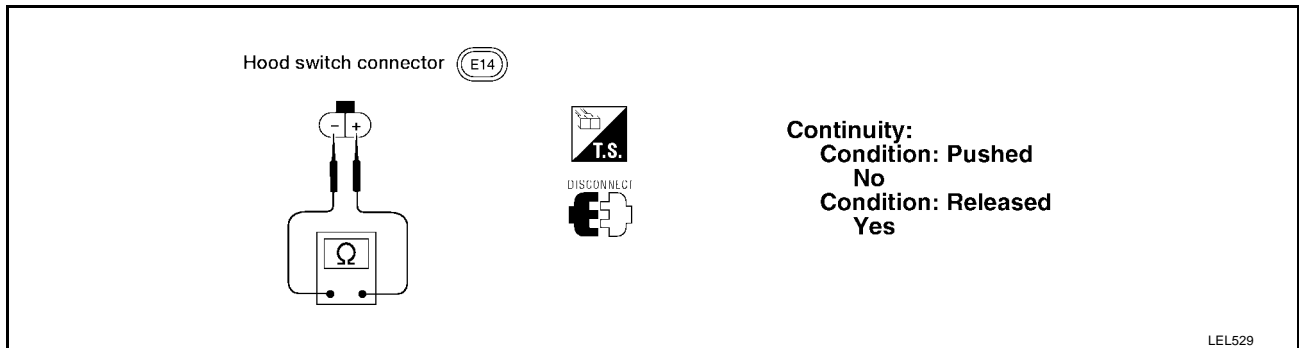
OK >> Hood switch is OK, and go to trunk room lamp switch check.

NG >> GO TO 3.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 3. CHECK HOOD SWITCH

1. Disconnect hood switch connector.
2. Check continuity between hood switch terminals + and -.



### OK or NG

OK >> Check the following.

- Hood switch ground circuit
- Harness for open or short between smart entrance control unit and hood switch

NG >> Replace hood switch.

A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

BL

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## Trunk Room Lamp Switch Check

### 1. CHECK TRUNK ROOM LAMP SWITCH INPUT SIGNAL

#### ④ With CONSULT-II

Check trunk room lamp switch ("TRUNK SW"), in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
TRUNK SW	OFF

When trunk lid is open:  
**TRUNK SW ON**

When trunk lid is closed:  
**TRUNK SW OFF**

SEL355W

#### ⊗ Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 38 and ground.

Smart entrance control unit connector (M39)

Voltage [V]:  
Trunk lid is open.  
Approx. 0  
Trunk lid is closed.  
Approx. 12

LEL530

Refer to [BL-72, "FIG. 2"](#).

OK or NG

- OK >> Trunk room lamp switch is OK.
- NG >> GO TO 2.

### 2. CHECK TRUNK ROOM LAMP SWITCH

1. Disconnect trunk room lamp switch connector.
2. Check continuity between trunk room lamp switch terminals + and -.

Trunk room lamp switch connector (B48)

Continuity:  
Condition: Closed  
No  
Condition: Open  
Yes

LEL531

OK or NG

- OK >> Check the following.
  - Trunk room lamp switch ground circuit
  - Harness for open or short between smart entrance control unit and trunk room lamp switch
- NG >> Replace trunk room lamp switch.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

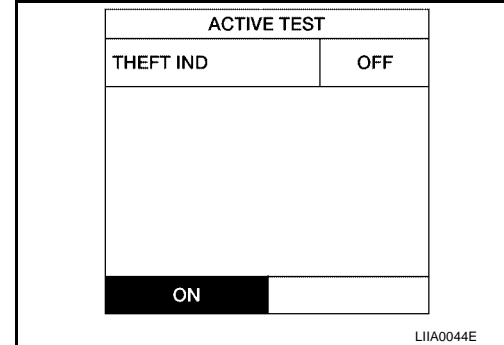
## SECURITY INDICATOR LAMP CHECK

### 1. CHECK INDICATOR LAMP OPERATION

#### ④ With CONSULT-II

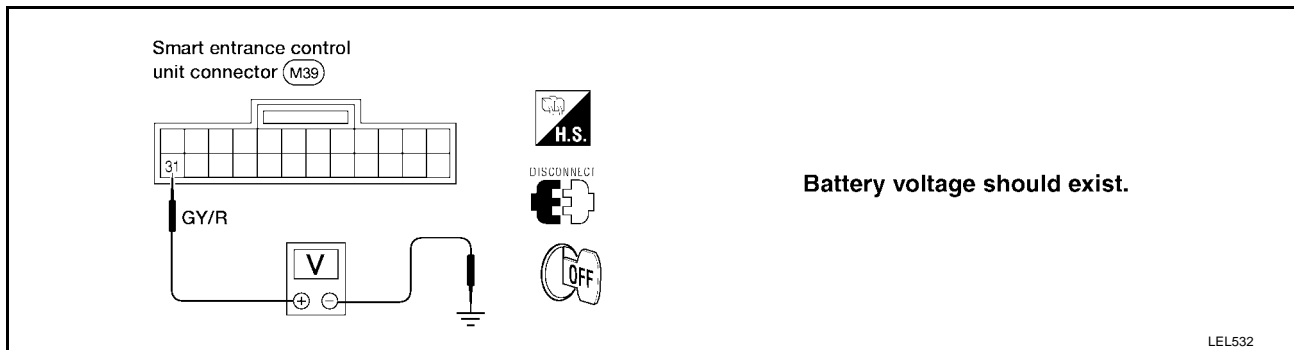
1. Select "ACTIVE TEST" in "THEFT WAR ALM" with CONSULT-II.
2. Select "THEFT IND" and touch "ON".

Security indicator lamp should illuminate.



#### ⊗ Without CONSULT-II

1. Disconnect smart entrance control unit harness connector.
2. Check voltage between smart entrance control unit harness connector terminal 31 and ground.



Refer to [BL-71, "FIG. 1"](#) .

OK or NG

- OK >> Security indicator lamp is OK.
- NG >> GO TO 2.

### 2. CHECK SECURITY INDICATOR LAMP

Refer to [BL-71, "FIG. 1"](#) .

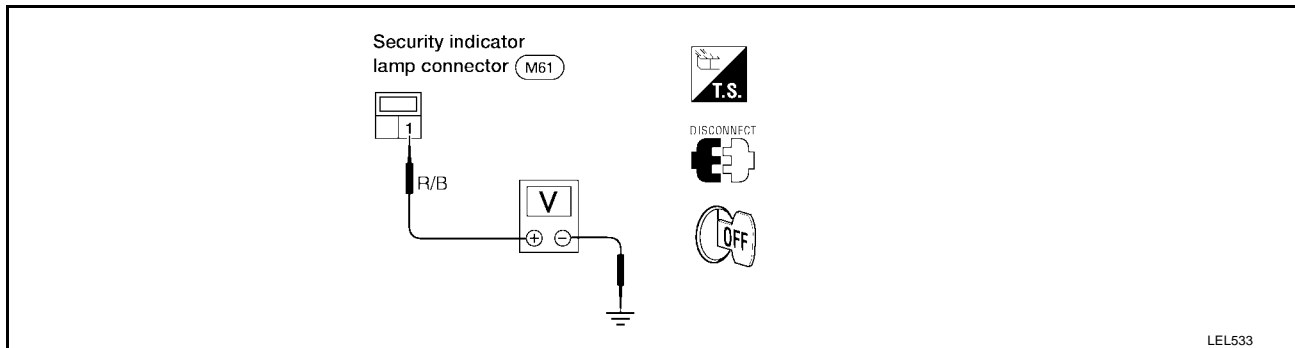
OK or NG

- OK >> GO TO 3.
- NG >> Replace security indicator lamp.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 3. CHECK POWER SUPPLY CIRCUIT FOR SECURITY INDICATOR LAMP

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp terminal 1 and ground.



Does battery voltage exist?

- Yes >> Check harness for open or short between security indicator lamp and smart entrance control unit.
- No >> Check the following.
- 10A fuse [No. 12, located in fuse block (J/B)]
  - Harness for open or short between security indicator lamp and fuse

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## FRONT DOOR UNLOCK SENSOR CHECK

### 1. CHECK FRONT DOOR UNLOCK SENSOR INPUT SIGNAL

#### With CONSULT-II

Check front unlock sensor ("LOCK SIG DR", "LOCK SIG AS") in "DATA MONITOR" with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SIG DR	OFF
LOCK SIG AS	OFF

When door is locked:  
**LOCK SIG DR OFF**  
**LOCK SIG AS OFF**

When door is unlocked:  
**LOCK SIG DR ON**  
**LOCK SIG AS ON**

SEL357W

#### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 36 or 37 and ground.

Smart entrance control unit connector (M39)

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front door LH	36	Ground	Locked	Approx. 5
			Unlocked	0
Front door RH	37	Ground	Locked	Approx. 5
			Unlocked	0

LEL534

Refer to [BL-73, "FIG. 3"](#) .

OK or NG

- OK >> Door unlock sensor is OK.
- NG >> GO TO 2.

### 2. CHECK FRONT DOOR UNLOCK SENSOR

1. Disconnect door lock actuator connector.
2. Check continuity between door lock actuator terminals.

Front door lock actuator connector

LH: (D7)

RH: (D109)

**Continuity:**

Condition: Locked  
No

Condition: Unlocked  
Yes

LEL535

OK or NG

- OK >> Check the following.
  - Door unlock sensor ground circuit
  - Harness for open or short between smart entrance control unit and door unlock sensor
- NG >> Replace door lock actuator.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## DOOR KEY CYLINDER SWITCH CHECK

### 1. CHECK DOOR KEY CYLINDER SWITCH INPUT SIGNAL (LOCK/UNLOCK SIGNAL)

#### Ⓜ With CONSULT-II

Check front door key cylinder switch ("KEY CYL LK-SW"/"KEY CYL UN-SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY CYL LK-SW	OFF
KEY CYL UN-SW	OFF

When key inserted in front key cylinder is turned to LOCK:  
**KEY CYL LK-SW ON**

When key inserted in front key cylinder is turned to UNLOCK:  
**KEY CYL UN-SW ON**

SEL342W

#### ⊗ Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 30 or 41 and ground.

Smart entrance control unit connector (M39)

Terminals		Key position	Voltage [V]
(+)	(-)		
41	Ground	Neutral/Unlock	Approx. 5
		Lock	0
30	Ground	Neutral/Lock	Approx. 5
		Unlock	0

WEL502

Refer to [BL-73, "FIG. 3"](#).

#### OK or NG

- OK >> Door key cylinder switch is OK.
- NG >> GO TO 2.

### 2. CHECK DOOR KEY CYLINDER SWITCH

1. Disconnect door key cylinder switch connector.
2. Check continuity between door key cylinder switch connector D8 terminals.

Front door key cylinder switch LH connector

Terminals	Key position	Continuity
Ⓛ - ⓔ	Neutral/Unlock	No
	Lock	Yes
Ⓤ - ⓔ	Neutral/Lock	No
	Unlock	Yes

ⓔ : Ground terminal  
Ⓤ : Door unlock switch terminal  
Ⓛ : Door lock switch terminal

LEL101A

#### OK or NG

- OK >> Check the following.
  - Door key cylinder switch ground circuit
  - Harness for open or short between smart entrance control unit and door key cylinder switch
- NG >> Replace door key cylinder switch.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## TRUNK LID KEY CYLINDER SWITCH CHECK

### 1. CHECK TRUNK LID KEY CYLINDER SWITCH INPUT SIGNAL (UNLOCK SIGNAL)

#### With CONSULT-II

Check trunk lid key cylinder switch ("TRUNK KEY SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
TRUNK KEY SW	OFF

When key in key cylinder is at Neutral position:  
**TRUNK KEY SW OFF**

When key in key cylinder is at Unlock position:  
**TRUNK KEY SW ON**

SEL358W

#### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 42 and ground.

Terminals		Key position	Voltage [V]
(+)	(-)		
42	Ground	Neutral	Approx. 5
		Unlock	0

LEL536

Refer to [BL-72, "FIG. 2"](#) .

#### OK or NG

- OK >> Trunk lid key cylinder switch is OK.
- NG >> GO TO 2.

### 2. CHECK TRUNK LID KEY CYLINDER SWITCH

1. Disconnect trunk lid key cylinder switch connector.
2. Check continuity between trunk lid key cylinder switch terminals.

Key position	Continuity
Neutral	No
Unlock	Yes

LEL537

#### OK or NG

- OK >> Check the following.
  - Trunk lid key cylinder switch ground circuit
  - Harness for open or short between smart entrance control unit and trunk lid key cylinder switch
- NG >> Replace trunk lid key cylinder switch.



# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## DOOR LOCK/UNLOCK SWITCH CHECK

### 1. CHECK DOOR LOCK/UNLOCK SWITCH INPUT SIGNAL

#### Ⓟ With CONSULT-II

Check door lock/unlock switch ("LOCK SW DR/AS"/"UNLK SW DR/AS") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SW DR/AS	OFF
UNLK SW DR/AS	OFF

When lock/unlock switch is turned to LOCK:  
**LOCK SW DR/AS ON**

When lock/unlock switch is turned to UNLOCK:  
**UNLK SW DR/AS ON**

SEL341W

#### ⊗ Without CONSULT-II

1. Disconnect smart entrance control unit harness connector.
2. Check continuity between smart entrance control unit harness connector terminal 23 or 35 and ground.

Smart entrance control unit connector (M39)

DISCONNECT

Terminals	Door lock/unlock switch (LH or RH) condition	Continuity
23 - Ground	Lock	Yes
	N and Unlock	No
35 - Ground	Unlock	Yes
	N and Lock	No

WEL501

Refer to [BL-72, "FIG. 2"](#) .


#### OK or NG

- OK    >> Door lock/unlock switch is OK.  
 NG    >> GO TO 2.

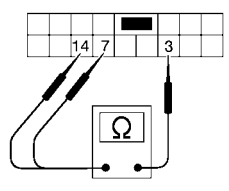
# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 2. CHECK DOOR LOCK/UNLOCK SWITCH

1. Disconnect door lock/unlock switch harness connector.
2. Check continuity between each door lock/unlock switch terminal.
  - Main power window and door lock/unlock switch




Main power window and door lock/unlock switch connector (D6)



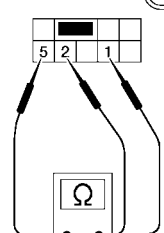
Condition	Terminals		
	3	7	14
Lock	○	○	○
N	No continuity		
Unlock	○	○	○

WEL494

- Door lock/unlock switch RH



Door lock/unlock switch RH connector (D107)



Condition	Terminals		
	1	2	5
Lock	○	○	○
N	No continuity		
Unlock	○	○	○

WEL495

### OK or NG

- OK >> Check the following.
- Ground circuit for door lock/unlock switch
  - Harness for open or short between door lock/unlock switch and smart entrance control unit
- NG >> Replace door lock/unlock switch.

A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

BL

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## HORN AND HEADLAMP ALARM CHECK

### 1. CHECK BASE HORN SYSTEM OPERATION

Operate vehicle horn.

OK or NG

OK >> GO TO 2.

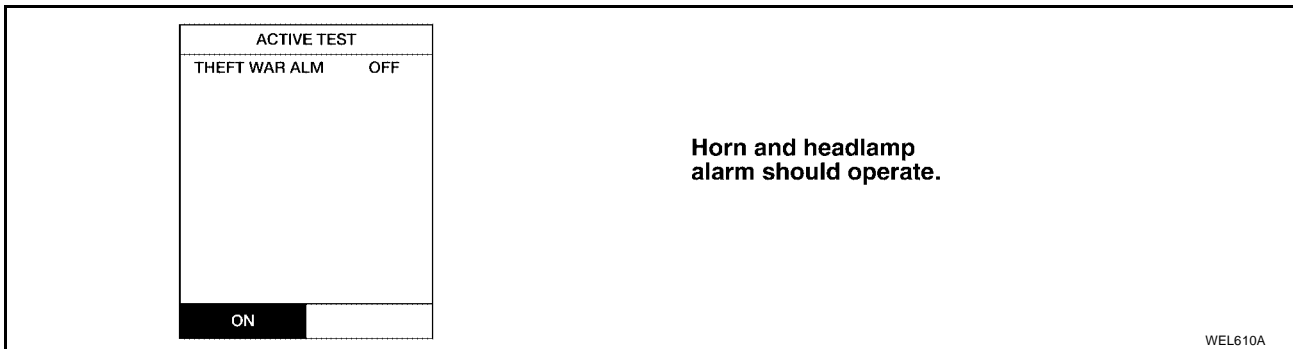
NG >> Check base horn system. Refer to [WW-9, "Wiring Diagram — HORN —"](#).

### 2. CHECK HORN AND HEADLAMP ALARM OPERATION

#### Ⓟ With CONSULT-II

1. Select "ACTIVE TEST" in "THEFT WAR ALM" with CONSULT-II.

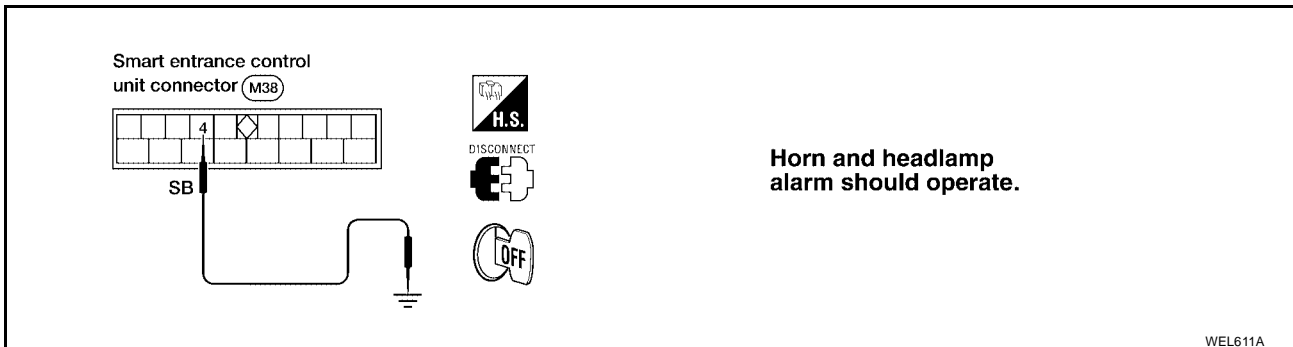
2. Select "THEFT WAR ALM" and touch "ON".



#### ⊗ Without CONSULT-II

1. Disconnect smart entrance control unit harness connector.

2. Apply ground to smart entrance control unit harness connector terminal 4.



Refer to [BL-74, "FIG. 4"](#).

OK or NG

OK >> Horn and headlamp alarm is OK.

NG >> GO TO 3.

### 3. CHECK VEHICLE SECURITY LAMP RELAY

Check vehicle security lamp relay. Refer to [BL-94, "VEHICLE SECURITY LAMP RELAY"](#).

OK or NG

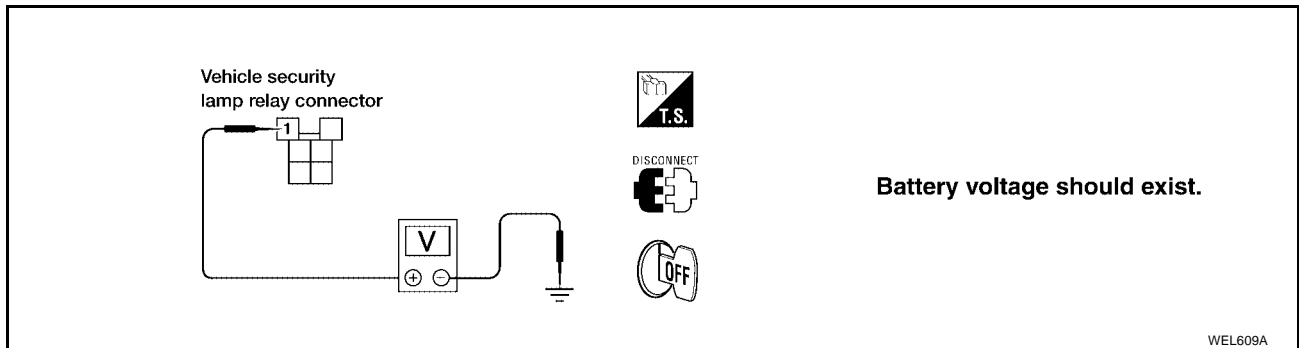
OK >> GO TO 4.

NG >> Replace relay.

# VEHICLE SECURITY (THEFT WARNING) SYSTEM

## 4. CHECK POWER SUPPLY FOR VEHICLE SECURITY LAMP RELAY

1. Disconnect vehicle security lamp relay connector.
2. Check voltage between vehicle security lamp relay connector E43 terminal 1 (G/R) and ground.



Does battery voltage exist?

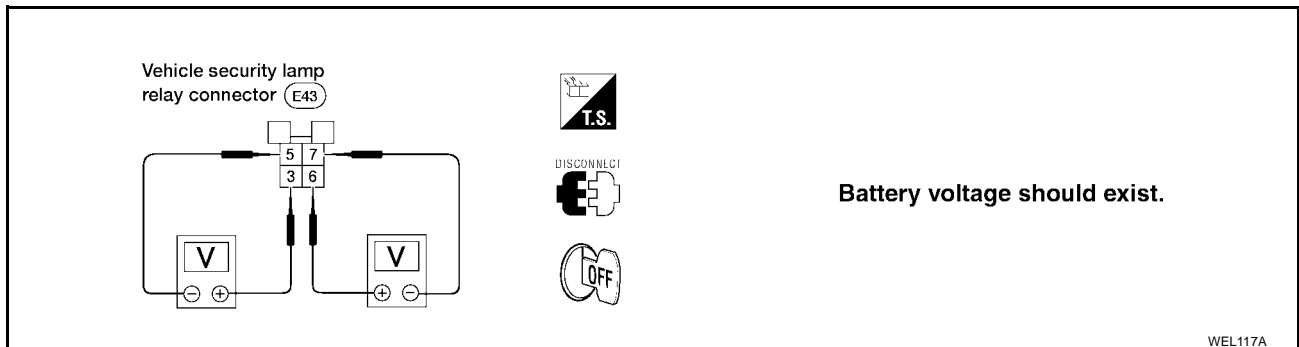
Yes >> GO TO 5.

No >> Check the following.

- 10A fuse (No. 35 located in the fuse and fusible link box)
- Harness for open or short between relay and fuse

## 5. CHECK VEHICLE SECURITY LAMP RELAY CIRCUIT

1. Check voltage between terminals of vehicle security lamp relay connector E43.



OK or NG

OK >> Check the following.

- Harness for open between smart entrance control unit terminal 4 and relay
- Harness for open or short between smart entrance control unit terminal 4 and horn relay
- Diode-4 for open
- Replace smart entrance control unit

NG >> Check the following.

- Harness for open or short between vehicle security lamp relay and fuses
- Harness for open or short between vehicle security lamp relay and headlamp system

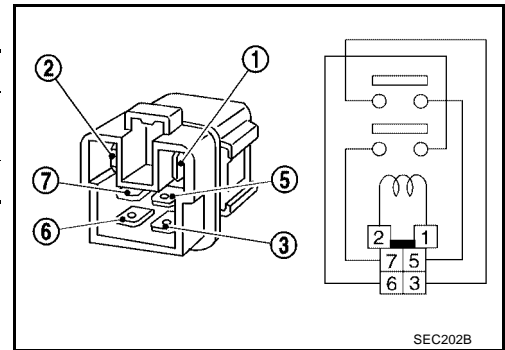
# VEHICLE SECURITY (THEFT WARNING) SYSTEM

EIS0015K

## Electrical Components Inspection VEHICLE SECURITY LAMP RELAY

Check continuity between terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No





# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

EIS0015M

## System Description

NVIS (Nissan Vehicle Immobilizer System—NATS) has the following immobilizer functions:

- Since only NVIS (NATS) ignition keys, whose ID nos. have been registered into the ECM and IMMU of NVIS (NATS), allow the engine to run, operation of a stolen vehicle without a NVIS (NATS) registered key is prevented by NVIS (NATS).  
That is to say, NVIS (NATS) will immobilize the engine if someone tries to start it without the registered key of NVIS (NATS).
- All of the originally supplied ignition key IDs have been NVIS (NATS) registered.  
If requested by the vehicle owner, a maximum of five key IDs can be registered into the NVIS (NATS) components.
- The security indicator lamp blinks when the ignition switch is in “OFF” or “ACC” position. Therefore, NVIS (NATS) warns outsiders that the vehicle is equipped with the system.
- When NVIS (NATS) detects trouble, the security indicator lamp lights up while ignition key is in the “ON” position.
- NVIS (NATS) trouble diagnoses, system initialization and additional registration for other NVIS (NATS) ignition key IDs must be carried out using CONSULT-II hardware and CONSULT-II NVIS (NATS) software. Regarding the procedures for NVIS (NATS) initialization and NVIS (NATS) ignition key ID registration, refer to CONSULT-II OPERATION MANUAL IVIS/NVIS.
- **When servicing a malfunction of the NVIS (indicated by lighting up of Security Indicator Lamp) or registering another NVIS ignition key ID no., it is necessary to re-register original key identification.**

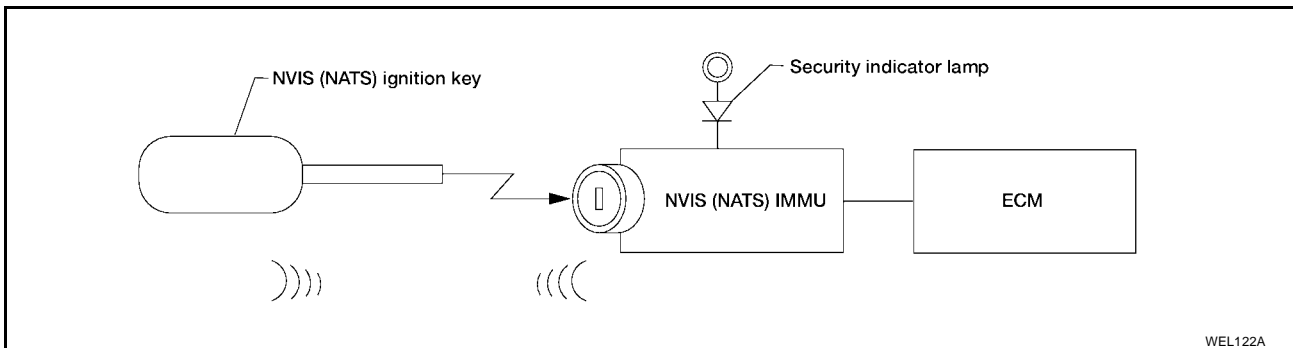
Therefore, be sure to receive ALL KEYS from vehicle owner.

## System Composition

EIS0015N

The immobilizer function of the NVIS (NATS) consists of the following:

- NVIS (NATS) ignition key
- NVIS (NATS) immobilizer control unit (IMMU) located in the ignition key cylinder
- ECM
- Security indicator lamp

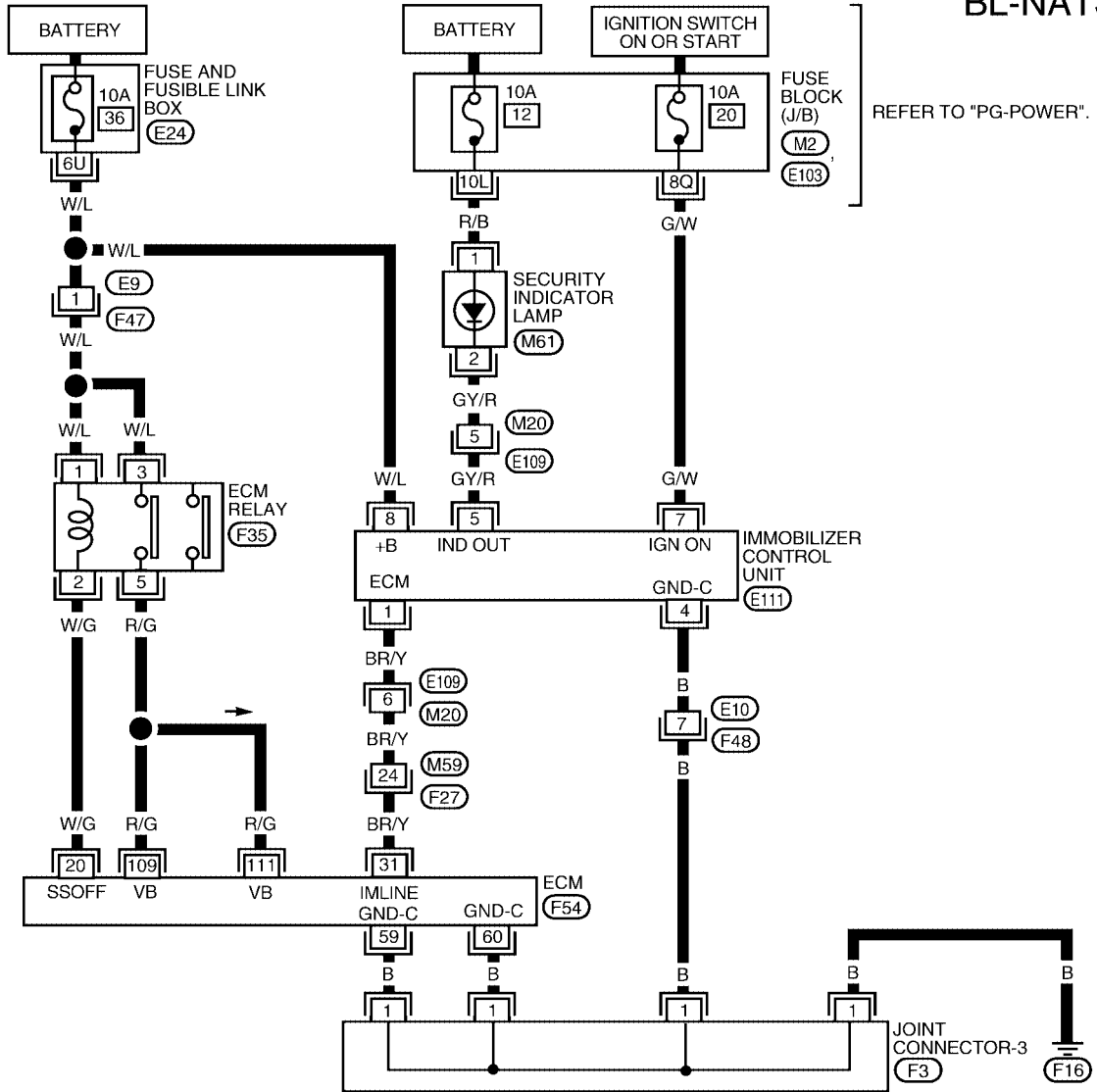


# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## Wiring Diagram — NATS —

EIS0015P

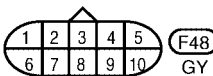
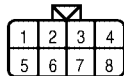
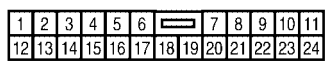
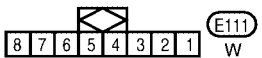
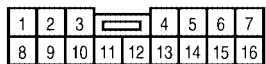
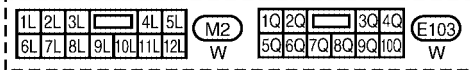
BL-NATS-01



REFER TO "PG-POWER".

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

BL



REFER TO THE FOLLOWING.

(F3) - JOINT CONNECTOR

(F54) - ELECTRICAL UNITS

WIWA0078E



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

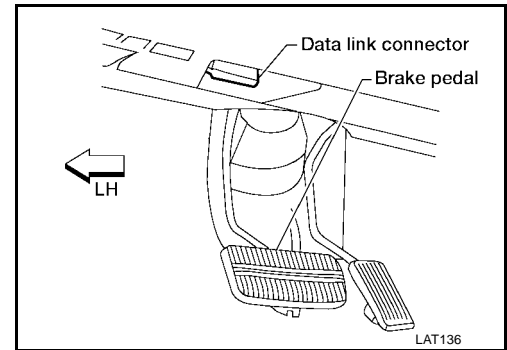
IMMOBILIZER CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
4	B	GROUND	—	—
5	GY/R	VEHICLE SECURITY INDICATOR	GOES OFF	12V
			ILLUMINATES	0V
7	G/W	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
8	W/L	POWER SOURCE (FUSE)	—	12V

## CONSULT-II CONSULT-II INSPECTION PROCEDURE

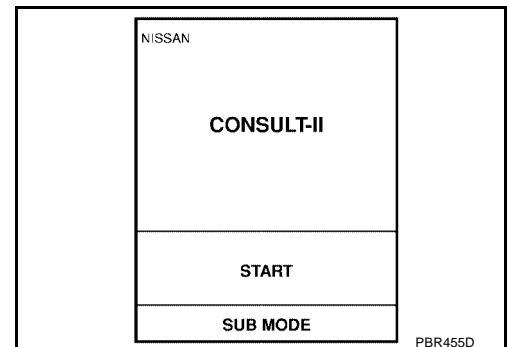
EIS0015Q

1. Turn ignition switch OFF.

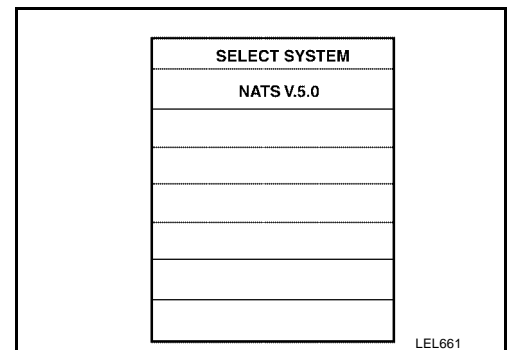


2. Connect "CONSULT-II" to data link connector.
3. Insert NVIS (NATS) program card into CONSULT-II.

**Program card : NATS (AEN02C)**



4. Turn ignition switch ON.
5. Touch "START".
6. Select "NATS V.5.0".





# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

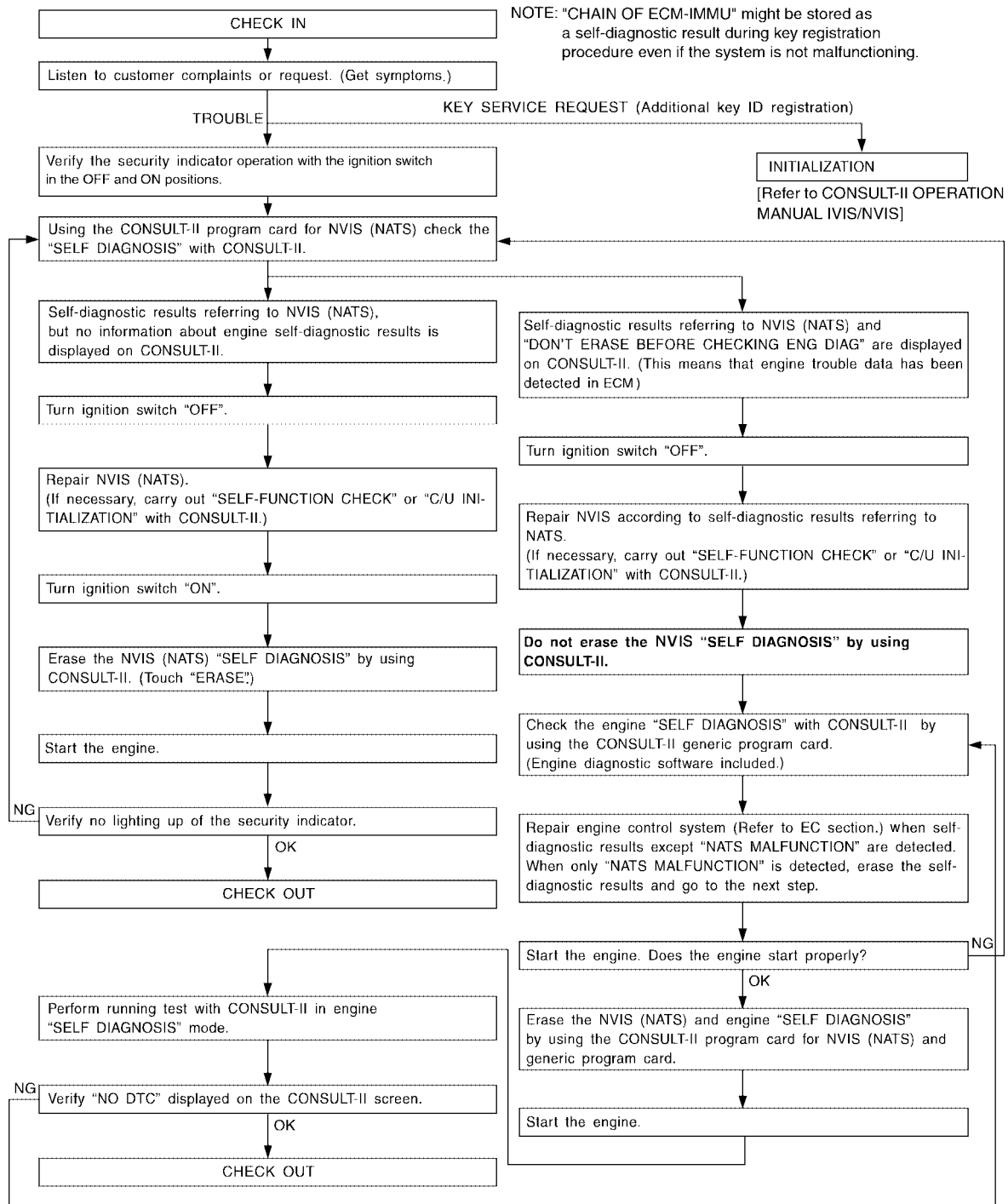
## NVIS (NATS) SELF-DIAGNOSTIC RESULTS ITEM CHART

Detected items (NATS program card screen terms)	P No. Code (Self-diagnostic result of "ENGINE")	Malfunction is detected when .....	Reference page
ECM INT CIRC-IMMU	NATS MAL-FUNCTION P1613	The malfunction of ECM internal circuit of IMMU communication line is detected.	<a href="#">BL-103</a>
CHAIN OF ECM-IMMU	NATS MAL-FUNCTION P1612	Communication impossible between ECM and IMMU (In rare cases, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.)	<a href="#">BL-104</a>
DIFFERENCE OF KEY	NATS MAL-FUNCTION P1615	IMMU can receive the key ID signal but the result of ID verification between key ID and IMMU is NG.	<a href="#">BL-108</a>
CHAIN OF IMMU-KEY	NATS MAL-FUNCTION P1614	IMMU cannot receive the key ID signal.	<a href="#">BL-109</a>
ID DISCORD, IMM-ECM	NATS MAL-FUNCTION P1611	The result of ID verification between IMMU and ECM is NG. System initialization is required.	<a href="#">BL-110</a>
LOCK MODE	NATS MAL-FUNCTION P1610	When the starting operation is carried out five or more times consecutively under the following conditions, NVIS (NATS) will shift the mode to one which prevents the engine from being started. <ul style="list-style-type: none"> <li>● Unregistered ignition key is used.</li> <li>● IMMU or ECM is malfunctioning.</li> </ul>	<a href="#">BL-113</a>
DON'T ERASE BEFORE CHECKING ENG DIAG	—	Any engine trouble codes except NVIS (NATS) trouble codes have been detected in ECM.	<a href="#">BL-101</a>

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

EIS0015R

## Trouble Diagnoses WORK FLOW



A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

WEL126A

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## SYMPTOM MATRIX CHART 1 (SELF-DIAGNOSIS RELATED ITEM)

SYMPTOM	Displayed "SELF-DIAG RESULTS" on CONSULT-II screen.	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)	REFERENCE PART NO. OF ILLUSTRATION ON NEXT PAGE
	ECM INT CIRC-IMMU	PROCEDURE 1 <a href="#">BL-103</a>	ECM	B
<ul style="list-style-type: none"> <li>● Security indicator lighting up*</li> <li>● Engine hard to start</li> </ul>	CHAIN OF ECM-IMMU	PROCEDURE 2 <a href="#">BL-104</a>	In rare cases, "CHAIN OF ECM-IMMU" might be stored during key registration procedure, even if the system is not malfunctioning.	—
			Open circuit in battery voltage line of IMMU circuit	C1
			Open circuit in ignition line of IMMU circuit	C2
			Open circuit in ground line of IMMU circuit	C3
			Open circuit in communication line between IMMU and ECM	C4
			Short circuit between IMMU and ECM communication line and battery voltage line	C4
			Short circuit between IMMU and ECM communication line and ground line	C4
			ECM	B
	IMMU	A		
	DIFFERENCE OF KEY	PROCEDURE 3 <a href="#">BL-108</a>	Unregistered key	D
			IMMU	A
	CHAIN OF IMMU-KEY	PROCEDURE 4 <a href="#">BL-109</a>	Malfunction of key ID chip	E
			IMMU	A
ID DISCORD, IMM-ECM	PROCEDURE 5 <a href="#">BL-110</a>	System initialization has not yet been completed.	F	
		ECM	F	
LOCK MODE	PROCEDURE 7 <a href="#">BL-113</a>	LOCK MODE	D	
<ul style="list-style-type: none"> <li>● MIL staying ON</li> <li>● Security indicator lighting up*</li> </ul>	DON'T ERASE BEFORE CHECKING ENG DIAG	WORK FLOW <a href="#">BL-101</a>	Engine trouble data and NVIS (NATS) trouble data have been detected in ECM	—

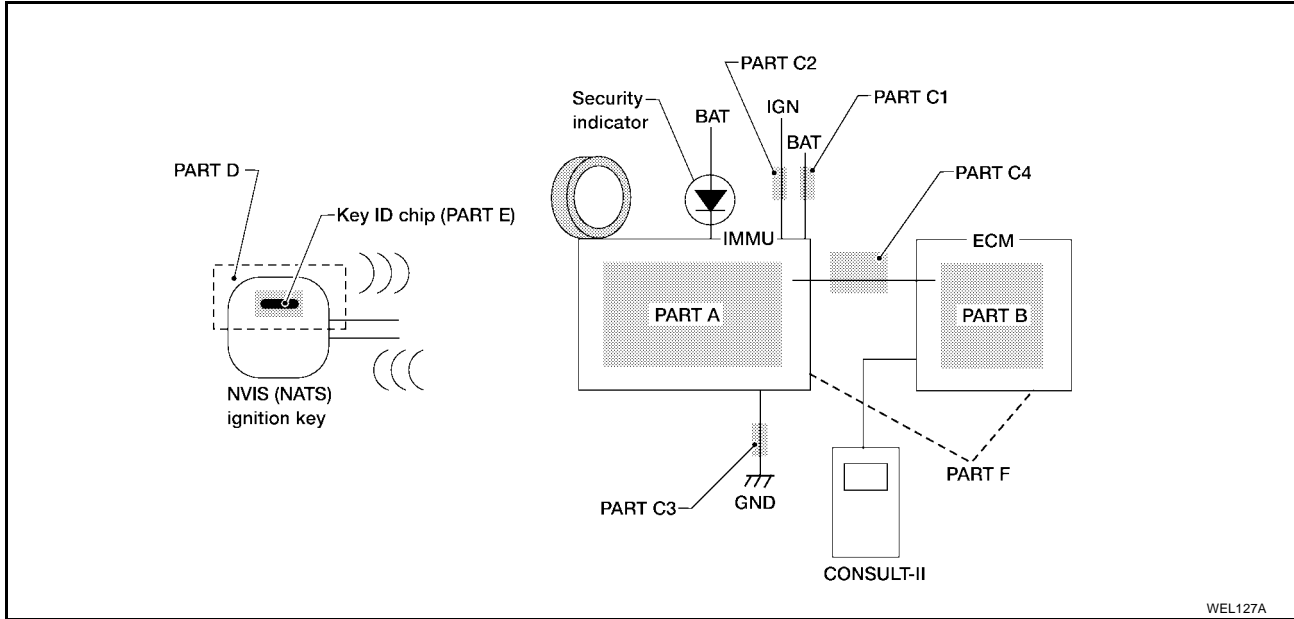
\*: When NVIS (NATS) detects trouble, the security indicator lights up while ignition key is in the "ON" position.

## SYMPTOM MATRIX CHART 2 (NON SELF-DIAGNOSIS RELATED ITEM)

SYMPTOM	DIAGNOSTIC PROCEDURE (Reference page)	SYSTEM (Malfunctioning part or mode)
Security indicator lamp does not light up.	PROCEDURE 6 <a href="#">BL-111</a>	Security indicator lamp
		Open circuit between fuse and IMMU
		Continuation of initialization mode
		IMMU

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC SYSTEM DIAGRAM



## DIAGNOSTIC PROCEDURE 1

### Self-diagnostic results:

#### “ECM INT CIRC-IMMU” displayed on CONSULT-II screen

1. Confirm SELF-DIAGNOSTIC RESULTS “ECM INT CIRC-IMMU” displayed on CONSULT-II screen. Ref. part No. B.
2. Replace ECM.
3. Perform initialization with CONSULT-II.  
For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

SELF DIAGNOSIS	
DTC RESULTS	TIME
ECM INT CIRC-IMMU	0

SEL314W

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 2

### Self-diagnostic results:

“CHAIN OF ECM-IMMU” displayed on CONSULT-II screen

## 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “CHAIN OF ECM-IMMU” displayed on CONSULT-II screen.

### NOTE:

In rare cases, “CHAIN OF ECM-IMMU” might be stored during key registration procedure, even if the system is not malfunctioning.

Is CONSULT-II screen displayed as shown?

Yes >> GO TO 2.

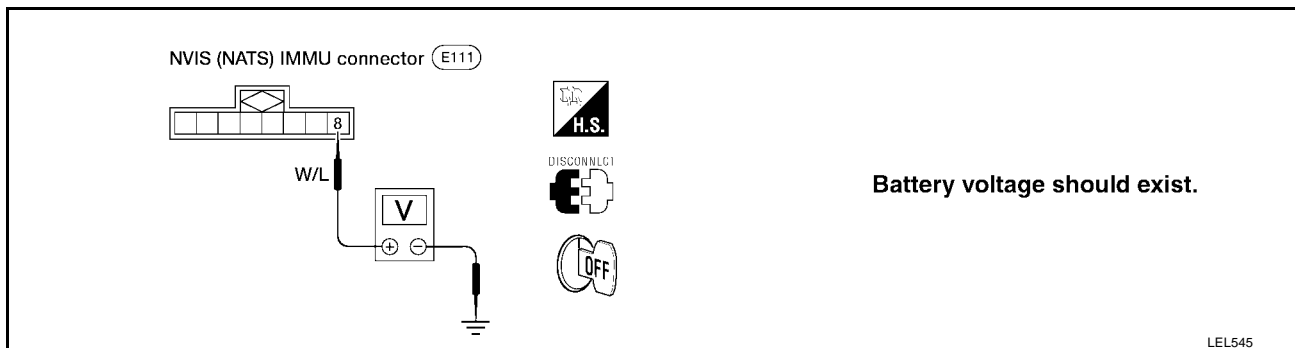
No >> GO TO [BL-102, "SYMPTOM MATRIX CHART 1 \(SELF-DIAGNOSIS RELATED ITEM\)"](#).

SELF DIAGNOSIS	
DTC RESULTS	TIME
CHAIN OF ECM-IMMU	0

SEL292W

## 2. CHECK POWER SUPPLY CIRCUIT FOR NVIS (NATS) IMMU

1. Disconnect NVIS (NATS) IMMU connector.
2. Check voltage between terminal 8 of NVIS (NATS) IMMU and ground with CONSULT-II or tester.



### OK or NG

OK >> GO TO 3.

NG >> Check the following

- 10A fuse (No. 36, located in the fuse and fusible link box)
  - Harness for open or short between fuse and NVIS (NATS) IMMU connector
- Ref. Part No. C1**

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## 3. CHECK IGN SW. ON SIGNAL

1. Turn ignition switch ON.
2. Check voltage between NVIS (NATS) IMMU harness connector E111 terminal 7 (BR) (QG18DE) or (G/W) (QR25DE) and ground with CONSULT-II or tester.

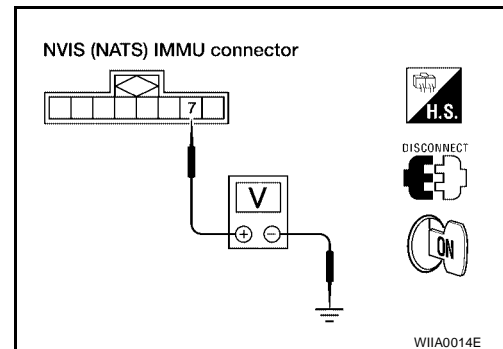
**Battery voltage should exist.**

OK or NG

OK >> GO TO 4.

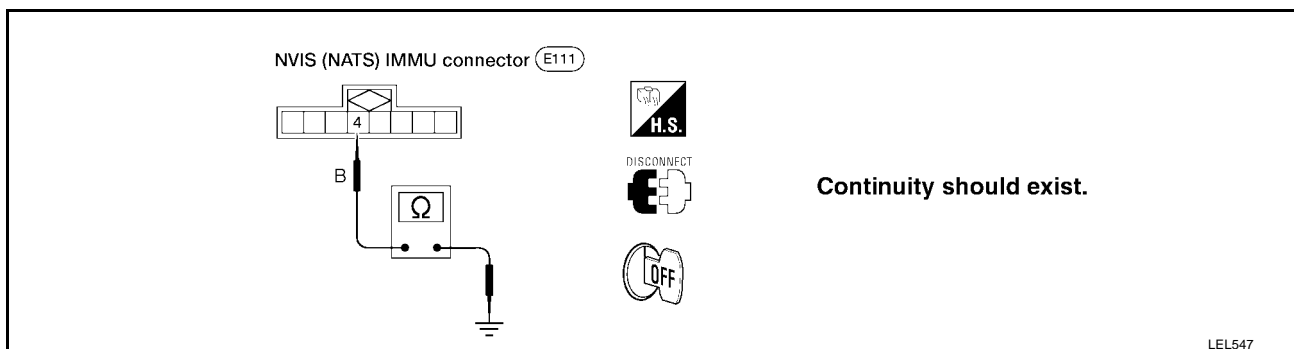
NG >> Check the following

- 10A fuse [No. 20, located in the fuse block (J/B)]
  - Harness for open or short between fuse and NVIS (NATS) IMMU connector
- Ref. part No. C2**



## 4. CHECK GROUND CIRCUIT FOR NVIS (NATS) IMMU

1. Turn ignition switch OFF.
2. Check harness continuity between NVIS (NATS) IMMU terminal 4 and ground.



OK or NG

OK >> GO TO 5.

NG >> Repair harness. **Ref. part No. C3**

## 5. CHECK COMMUNICATION LINE OPEN CIRCUIT

1. Disconnect ECM connector.
2. Check harness continuity between ECM harness connector F22 (QG18DE) or F54 (QR25DE) terminal 116 (QG18DE) or 31 (QR25DE) (BR/Y) and NVIS (NATS) IMMU connector E111 terminal 1 (BR/Y).

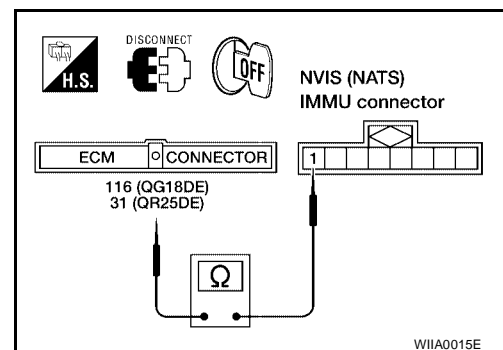
**Continuity should exist.**

OK or NG

OK >> GO TO 6.

NG >> ● Repair harness or connector.

- **Ref. part No. C4**





# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## 6. CHECK COMMUNICATION LINE BATTERY SHORT CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between ECM harness connector F22 (QG18DE) or F54 (QR25DE) terminal 116 (QG18DE) or 31 (QR25DE) (BR/Y) or NVIS (NATS) IMMU harness connector E111 terminal 1 (BR/Y) and ground.

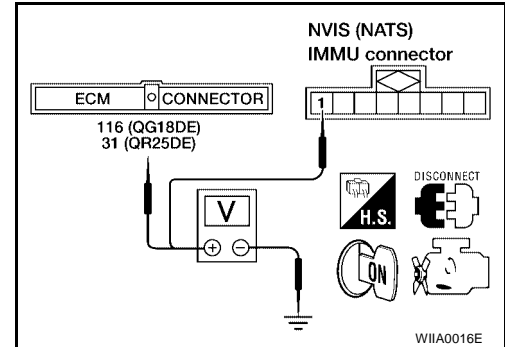
**Voltage** : **0V**

OK or NG

OK >> GO TO 7.

NG >> ● Communication line is short-circuited with battery voltage line or ignition switch ON line.

- Repair harness or connectors.
- **Ref. part No. C4**



## 7. CHECK COMMUNICATION LINE GROUND SHORT CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between ECM harness connector F22 (QG18DE) or F54 (QR25DE) terminal 116 (QG18DE) or 31 (QR25DE) (BR/Y) or NVIS (NATS) IMMU connector E111 terminal 1 (BR/Y) and ground.

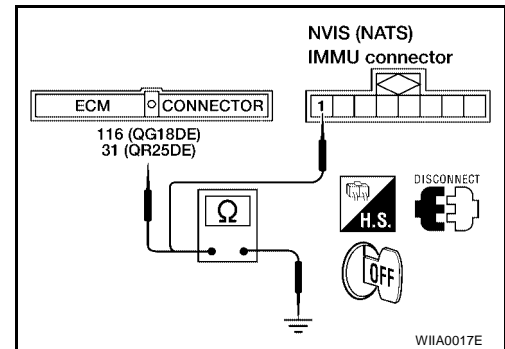
**Continuity should not exist.**

OK or NG

OK >> GO TO 8.

NG >> ● Communication line is short-circuited with ground line.

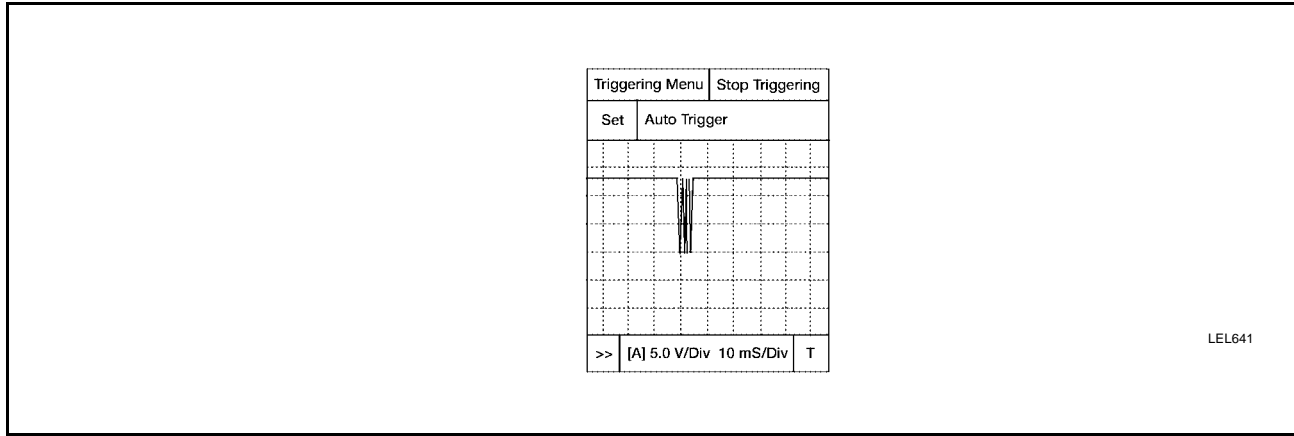
- Repair harness or connectors.
- **Ref. part No. C4**



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## 8. SIGNAL FROM ECM TO NVIS (NATS) IMMU CHECK

1. Check the signal between ECM terminal 116 and ground with CONSULT-II or oscilloscope when ignition switch is turned "ON".
2. Make sure signals which are shown in the figure below can be detected during 750 msec. just after ignition switch is turned "ON".



### OK or NG

- OK >>
- NVIS (NATS) IMMU is malfunctioning.
  - Replace NVIS (NATS) IMMU. **Ref. part No. A**
  - Perform initialization with CONSULT-II.
  - For the operation of initialization, refer to "CONSULT-II OPERATION MANUAL IVIS/NVIS".
- NG >>
- ECM is malfunctioning.
  - Replace ECM. **Ref. part No. B**
  - Perform initialization with CONSULT-II.
  - For the operation of initialization, refer to "CONSULT-II OPERATION MANUAL IVIS/NVIS".

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 3

Self-diagnostic results:

“DIFFERENCE OF KEY” displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “DIFFERENCE OF KEY” displayed on CONSULT-II screen.

SELF DIAGNOSIS	
DTC RESULTS	TIME
DIFFERENCE OF KEY	0

SEL293W

Is CONSULT-II screen displayed as above?

Yes >> GO TO 2.

No >> GO TO SYMPTOM MATRIX CHART 1.

### 2. PERFORM INITIALIZATION WITH CONSULT-II

Perform initialization with CONSULT-II. Re-register all NVIS (NATS) ignition key IDs.

For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

IMMU INITIALIZATION
INITIALIZATION FAIL
THEN IGN KEY SW 'OFF' AND 'ON', AFTER CONFIRMING SELF-DIAG AND PASSWORD, PERFORM C/U INITIALIZATION AGAIN.

SEL297W

#### NOTE:

If the initialization is not completed or fails, CONSULT-II shows above message on the screen.

Can the system be initialized?

Yes >> ● Start engine. (END)

- (Ignition key ID was unregistered. **Ref. part No. D**)

No >> ● NVIS (NATS) IMMU is malfunctioning.

- Replace NVIS (NATS) IMMU. **Ref. part No. A**
- Perform initialization with CONSULT-II.
- For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 4

Self-diagnostic results:

“CHAIN OF IMMU-KEY” displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “CHAIN OF IMMU-KEY” displayed on CONSULT-II screen.

SELF DIAGNOSIS	
DTC RESULTS	TIME
CHAIN OF IMMU-KEY	0

SEL294W

Is CONSULT-II screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-102, "SYMPTOM MATRIX CHART 1 \(SELF-DIAGNOSIS RELATED ITEM\)"](#) .

### 2. CHECK NVIS (NATS) IGNITION KEY ID CHIP

Start engine with another registered NVIS (NATS) ignition key.

Does the engine start?

Yes >> ● Ignition key ID chip is malfunctioning.

● Replace the ignition key.

● **Ref. part No. E**

● Perform initialization with CONSULT-II.

● For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

No >> GO TO 3.

### 3. CHECK NVIS (NATS) IMMU INSTALLATION

Check NVIS (NATS) IMMU installation.

Refer to [BL-114, "How to Replace NVIS \(NATS\) IMMU"](#) .

OK or NG

OK >> ● NVIS (NATS) IMMU is malfunctioning.

● Replace NVIS (NATS) IMMU. **Ref. part No. A**

● Perform initialization with CONSULT-II.

● For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

NG >> Reinstall NVIS (NATS) IMMU correctly.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 5

### Self-diagnostic results:

“ID DISCORD, IMM-ECM” displayed on CONSULT-II screen

## 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “ID DISCORD, IMM-ECM” displayed on CONSULT-II screen.

SELF DIAGNOSIS	
DTC RESULTS	TIME
ID DISCORD, IMM-ECM	0

SEL298W

### NOTE:

“ID DISCORD IMM-ECM”:

Registered ID of NVIS (NATS) IMMU is in discord with that of ECM.

Is CONSULT-II screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-102. "SYMPTOM MATRIX CHART 1 \(SELF-DIAGNOSIS RELATED ITEM\)"](#) .

## 2. PERFORM INITIALIZATION WITH CONSULT-II

Perform initialization with CONSULT-II. Re-register all NVIS (NATS) ignition key IDs.

For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

IMMU INITIALIZATION
INITIALIZATION FAIL
THEN IGN KEY SW 'OFF' AND 'ON', AFTER CONFIRMING SELF-DIAG AND PASSWORD, PERFORM C/U INITIALIZATION AGAIN.

SEL297W

### NOTE:

If the initialization is not completed or fails, CONSULT-II shows above message on the screen.

Can the system be initialized?

Yes >> ● Start engine. (END)

- (System initialization had not been completed. **Ref. part No. F**)

No >> ● ECM is malfunctioning.

- Replace ECM. **Ref. part No. F**
- Perform initialization with CONSULT-II.
- For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 6

### “SECURITY INDICATOR LAMP DOES NOT LIGHT UP”

#### 1. CHECK FUSE

Check 10A fuse [No. 12, located in the fuse block (J/B)].

Is 10A fuse OK?

- Yes >> GO TO 2.
- No >> Replace fuse.

#### 2. CHECK SECURITY INDICATOR LAMP

1. Install 10A fuse.
2. Perform initialization with CONSULT-II.  
For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.
3. Turn ignition switch OFF.
4. Start engine and turn ignition switch OFF.
5. Check the security indicator lamp lighting.

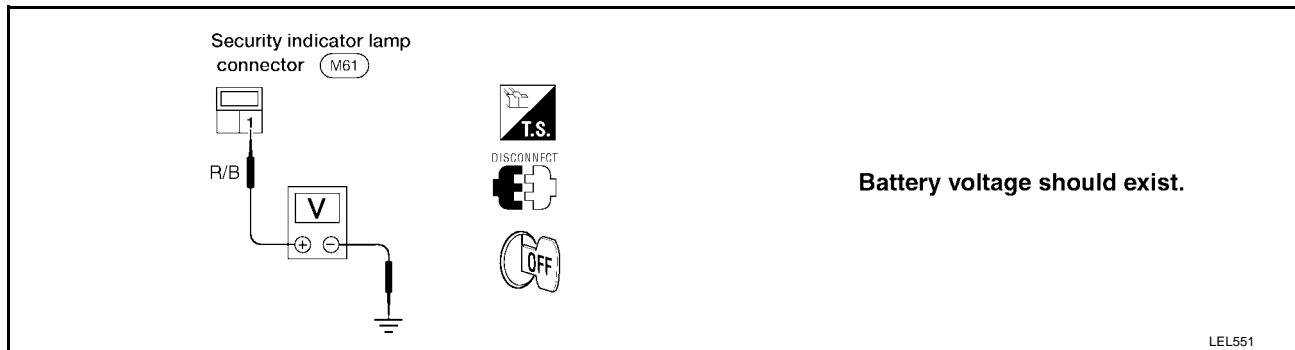
**Security indicator lamp should light up.**

OK or NG

- OK >> INSPECTION END
- NG >> GO TO 3.

#### 3. CHECK SECURITY INDICATOR LAMP POWER SUPPLY CIRCUIT

1. Disconnect security indicator lamp connector.
2. Check voltage between security indicator lamp connector terminal 1 and ground.



OK or NG

- OK >> GO TO 4.
- NG >> Check harness for open or short between fuse and security indicator lamp.

#### 4. CHECK SECURITY INDICATOR LAMP

Check security indicator lamp.

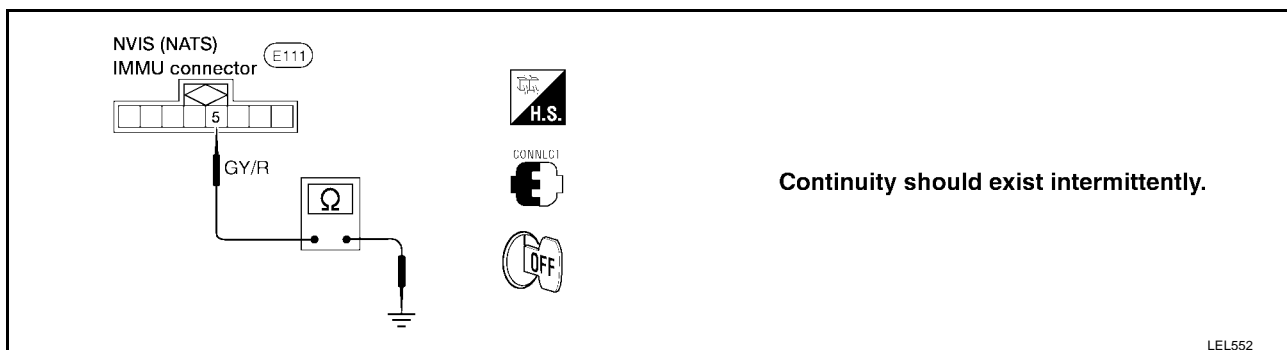
Is security indicator lamp OK?

- Yes >> GO TO 5.
- No >> Replace security indicator lamp.

## NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

### 5. CHECK NVIS (NATS) IMMU FUNCTION

1. Connect NVIS (NATS) IMMU connector.
2. Disconnect security indicator lamp connector.
3. Check continuity between NVIS (NATS) IMMU terminal 5 and ground.



#### OK or NG

- OK >> Check harness for open or short between security indicator lamp and NVIS (NATS) IMMU.
- NG >> ● NVIS (NATS) IMMU is malfunctioning.
- Replace NVIS (NATS) IMMU.
  - Perform initialization with CONSULT-II.
  - For initialization, refer to “CONSULT-II OPERATION MANUAL IVIS/NVIS”.

# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## DIAGNOSTIC PROCEDURE 7

Self-diagnostic results:

“LOCK MODE” displayed on CONSULT-II screen

### 1. CONFIRM SELF-DIAGNOSTIC RESULTS

Confirm SELF-DIAGNOSTIC RESULTS “LOCK MODE” is displayed on CONSULT-II screen.

SELF DIAGNOSIS	
DTC RESULTS	TIME
LOCK MODE	0

SEL295W

Is CONSULT-II screen displayed as above?

Yes >> GO TO 2.

No >> GO TO [BL-102, "SYMPTOM MATRIX CHART 1 \(SELF-DIAGNOSIS RELATED ITEM\)"](#) .

### 2. ESCAPE FROM LOCK MODE

1. Turn ignition switch OFF.
2. Turn ignition switch ON with registered key. (Do not start engine.) Wait 5 seconds.
3. Return the key to OFF position.
4. Repeat steps 2 and 3 twice (total of three cycles).
5. Start the engine.

Does engine start?

Yes >> ● System is OK.

- (Now system is escaped from “LOCK MODE”.)

No >> GO TO 3.

### 3. CHECK NVIS (NATS) IMMU INSTALLATION

Check NVIS (NATS) IMMU installation. Refer to [BL-114, "How to Replace NVIS \(NATS\) IMMU"](#) .

OK or NG

OK >> GO TO 4.

NG >> Reinstall NVIS (NATS) IMMU correctly.



# NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

## 4. PERFORM INITIALIZATION WITH CONSULT-II

Perform initialization with CONSULT-II.

For initialization, refer to "CONSULT-II OPERATION MANUAL IVIS/NVIS".



### NOTE:

If the initialization is not completed or fails, CONSULT-II shows the above message on the screen.

Can the system be initialized?

Yes >> System is OK.

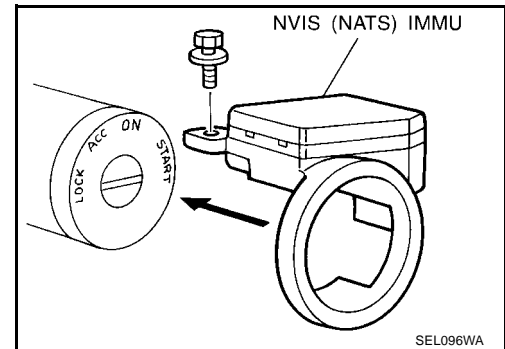
No >> Check "CHAIN OF IMMU-KEY". Refer to [BL-109, "DIAGNOSTIC PROCEDURE 4"](#).

## How to Replace NVIS (NATS) IMMU

EIS0015S

### NOTE:

- If NVIS (NATS) IMMU is not installed correctly, NVIS (NATS) system will not operate properly and SELF-DIAG RESULTS on CONSULT-II screen will show "LOCK MODE" or "CHAIN OF IMMU-KEY".



# BODY (ALIGNMENT)

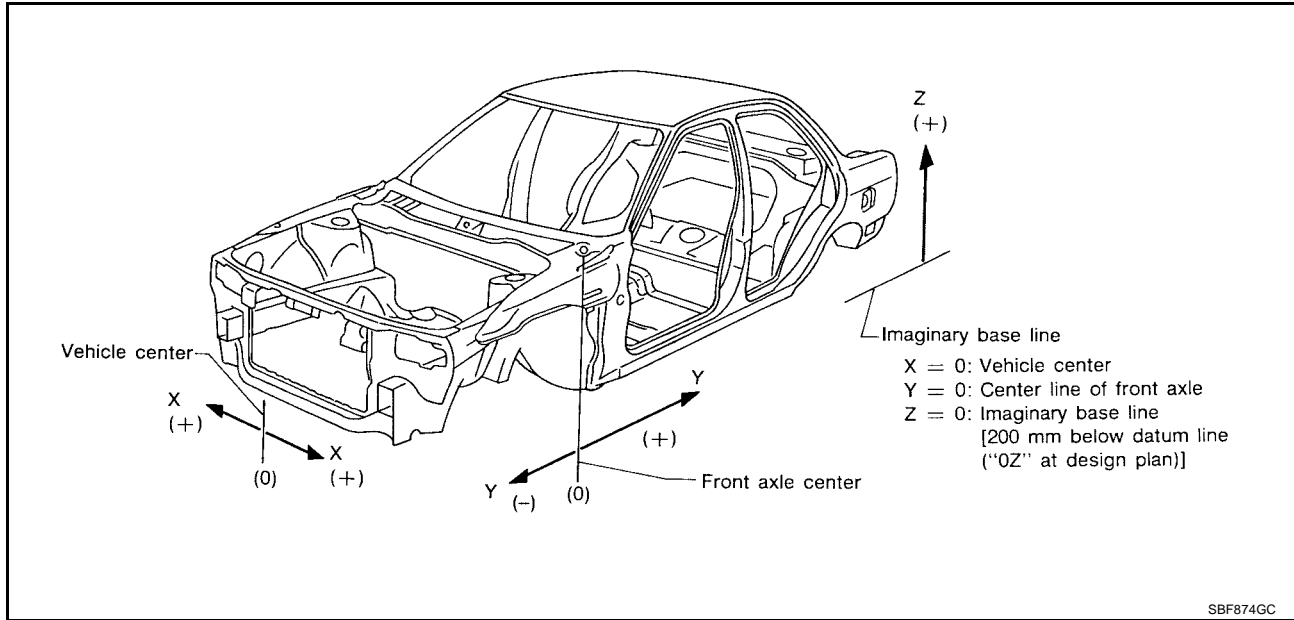
PFP:74312

## BODY (ALIGNMENT)

### Alignment

EIS0015T

- All dimensions indicated in figures are actual ones.
- When using a tracking gauge, adjust both pointers to equal length. Then check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (\*) indicates the measuring point value is the same on both sides.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".

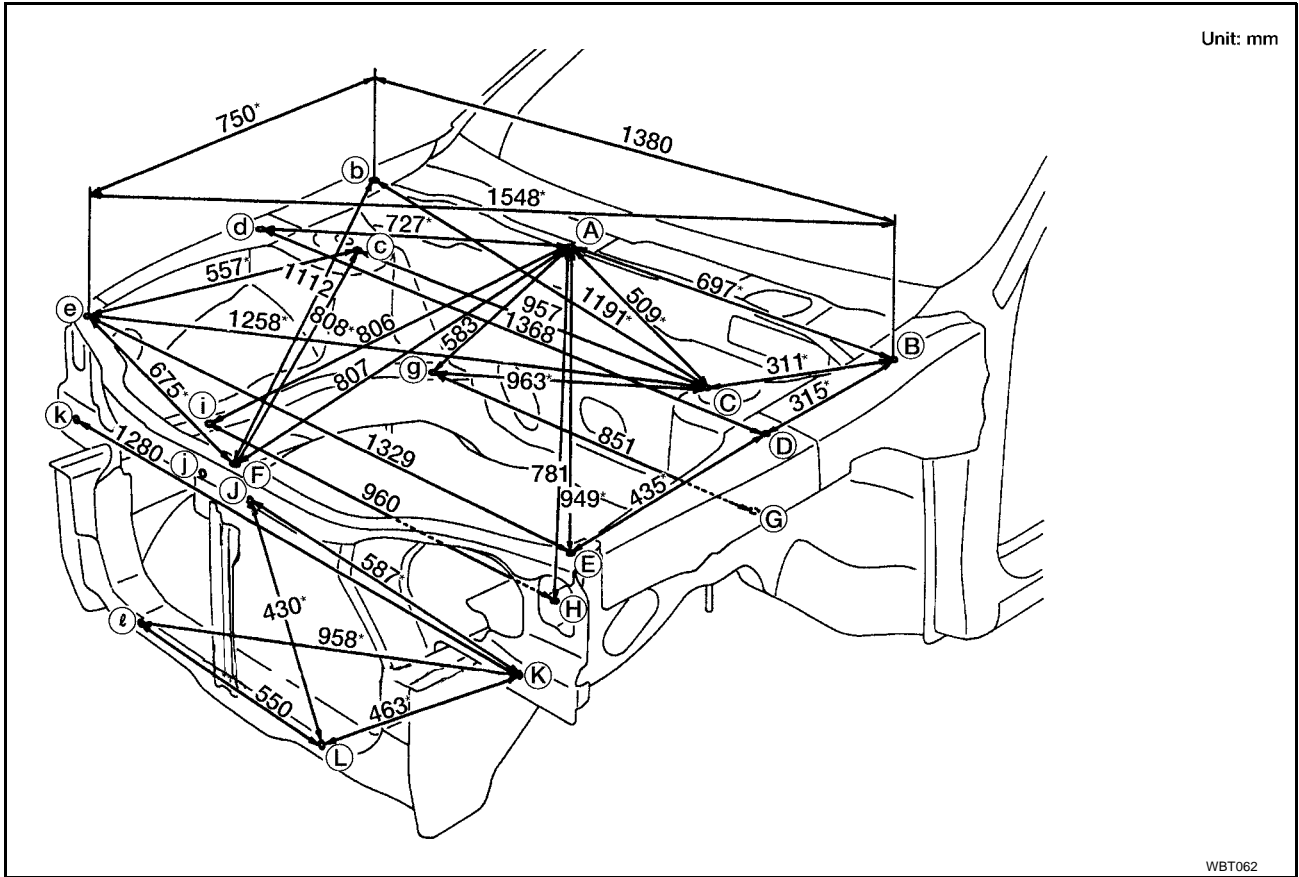


A  
B  
C  
D  
E  
F  
G  
H  
BL  
J  
K  
L  
M

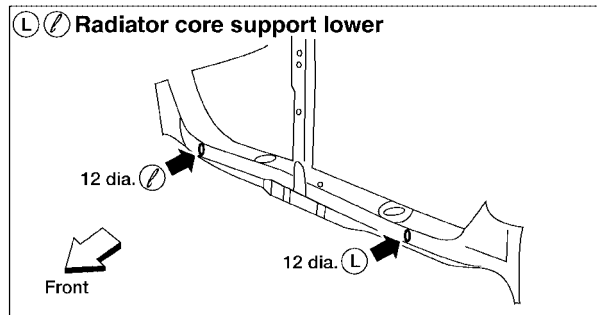
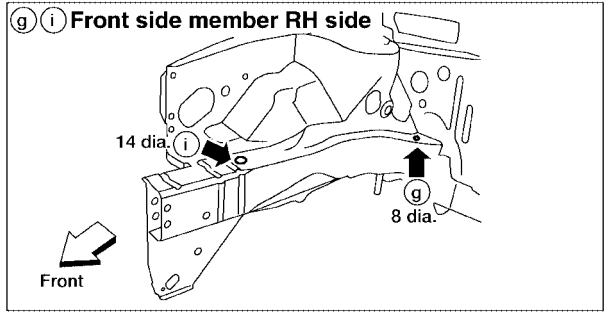
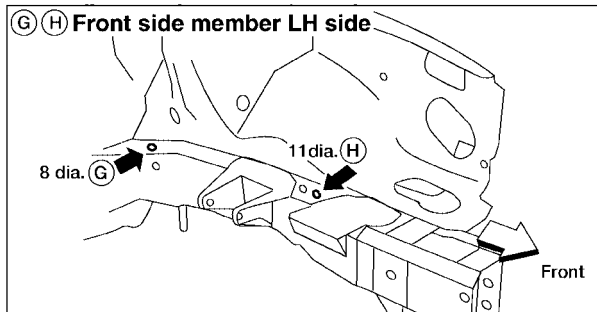
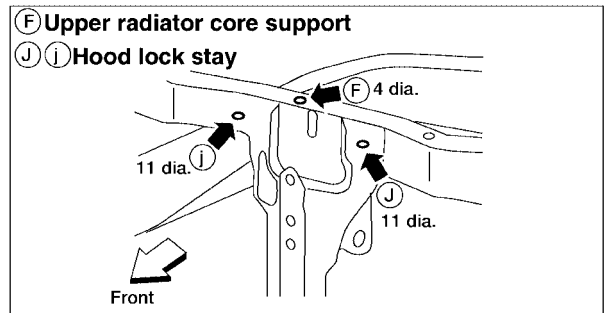
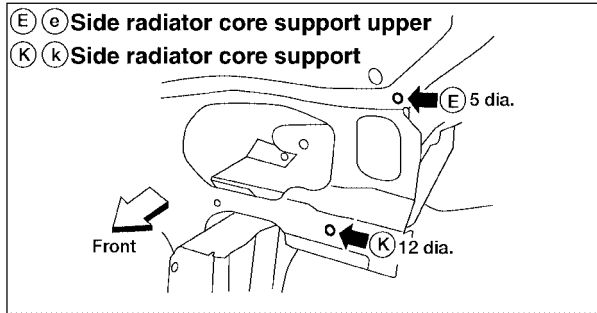
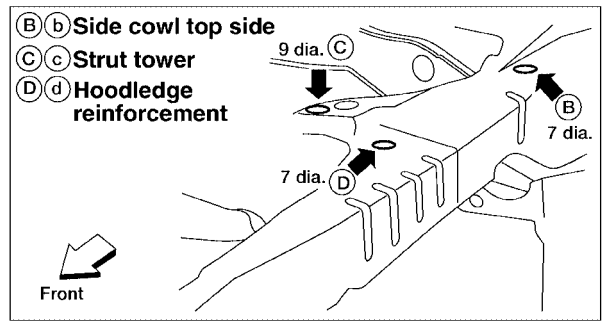
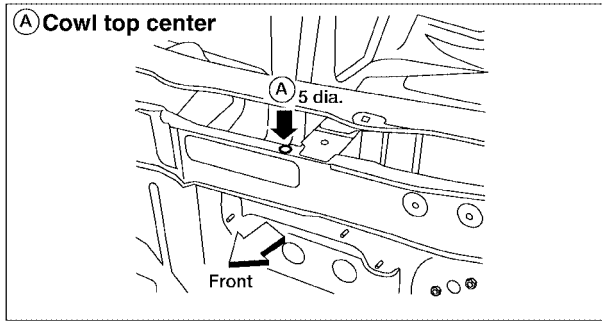
# BODY (ALIGNMENT)

## ENGINE COMPARTMENT

### Measurement



# BODY (ALIGNMENT)



Unit: mm

A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

BL

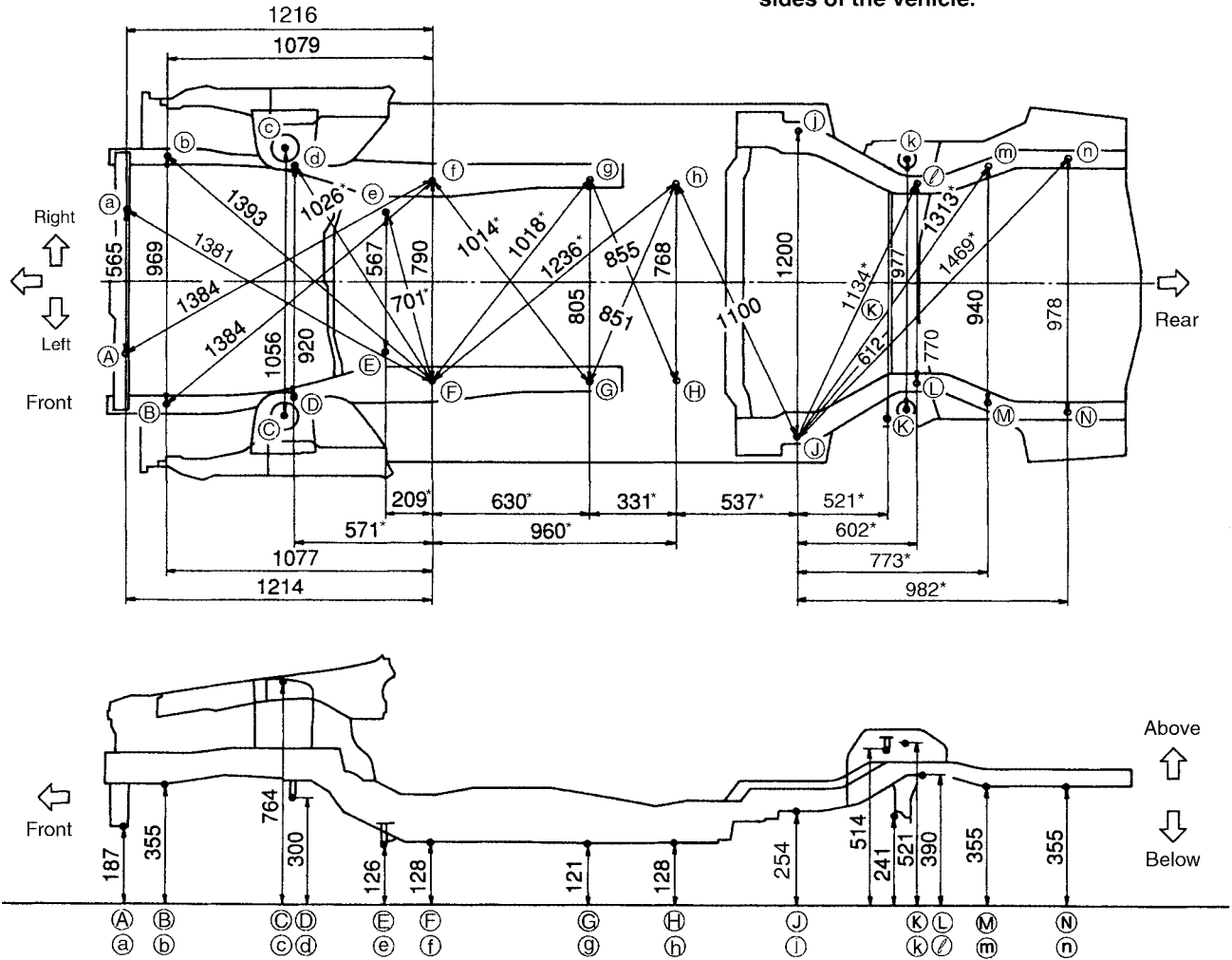
WBT071

# BODY (ALIGNMENT)

## Measurement Points

As viewed from underside.

\* Figures marked with an \* indicates symmetrically identical dimensions on both right- and left-hand sides of the vehicle.

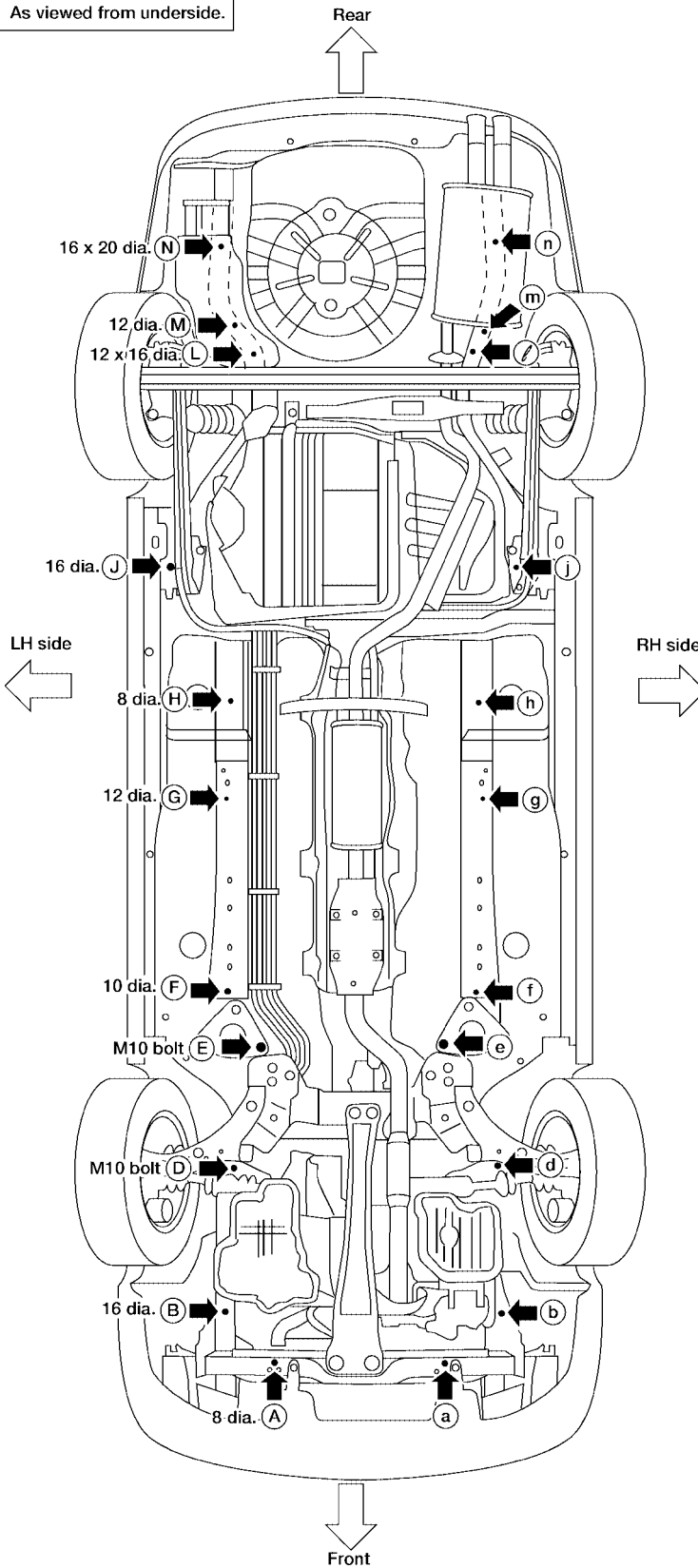


WBT063

# BODY (ALIGNMENT)

## UNDERBODY Measurement

As viewed from underside.



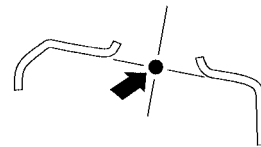
Unit: mm

Coordinates:

(A), (a)	(M), (m)
X: 280, -285	X: 470
Y: 607, -609	Y: 2790
Z: 186.8	Z: 355
(B), (b)	(N), (n)
X: 477, -492	X: 489
Y: -450	Y: 3016
Z: 355	Z: 355
(C), (c)	
X: 528	
Y: 18	
Z: 764	
(D), (d)	
X: 460	
Y: 60	
Z: 300.3	
(E), (e)	
X: 283.5	
Y: 423	
Z: 126.5	
(F), (f)	
X: 395	
Y: 600	
Z: 127.8	
(G), (g)	
X: 400, -405	
Y: 1230	
Z: 120.6	
(H), (h)	
X: 384	
Y: 1560	
Z: 128	
(J), (j)	
X: 600	
Y: 2035	
Z: 254	
(K), (k)	
X: 488.3	
Y: 2467.8	
Z: 520.6	
(L), (l)	
X: 385	
Y: 2580	
Z: 390	

Front and rear strut tower centers

(C), (c) (K), (k)



Front: 30 dia.  
Rear: 68 dia.

WBT064

## BODY (ALIGNMENT)

---

A  
B  
C  
D  
E

# SECTION **BR** BRAKE SYSTEM

## CONTENTS

<p><b>PRECAUTIONS</b> ..... 3</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 3</p> <p style="padding-left: 20px;">Precautions for Brake System ..... 3</p> <p style="padding-left: 20px;">Wiring Diagrams and Trouble Diagnosis ..... 3</p> <p><b>PREPARATION</b> ..... 4</p> <p style="padding-left: 20px;">Commercial Service Tools ..... 4</p> <p><b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b></p> <p><b>TROUBLESHOOTING</b> ..... 5</p> <p style="padding-left: 20px;">NVH Troubleshooting Chart ..... 5</p> <p><b>ON-VEHICLE SERVICE</b> ..... 6</p> <p style="padding-left: 20px;">Checking Brake Fluid Level ..... 6</p> <p style="padding-left: 20px;">Checking Brake Line ..... 6</p> <p style="padding-left: 20px;">Changing Brake Fluid ..... 6</p> <p style="padding-left: 20px;">Brake Burnishing Procedure ..... 6</p> <p style="padding-left: 20px;">Bleeding Brake System ..... 7</p> <p><b>BRAKE HYDRAULIC LINE</b> ..... 8</p> <p style="padding-left: 20px;">Hydraulic Circuit ..... 8</p> <p style="padding-left: 20px;">Removal ..... 8</p> <p style="padding-left: 20px;">Inspection ..... 9</p> <p style="padding-left: 20px;">Installation ..... 9</p> <p><b>DUAL PROPORTIONING VALVE</b> ..... 10</p> <p style="padding-left: 20px;">Inspection ..... 10</p> <p><b>BRAKE PEDAL AND BRACKET</b> ..... 11</p> <p style="padding-left: 20px;">Removal and Installation ..... 11</p> <p style="padding-left: 20px;">Inspection ..... 11</p> <p style="padding-left: 20px;">Adjustment ..... 12</p> <p style="padding-left: 40px;">BRAKE PEDAL HEIGHT ..... 12</p> <p style="padding-left: 40px;">STOP LAMP SWITCH AND ASCD CANCEL SWITCH CLEARANCE ..... 12</p> <p><b>MASTER CYLINDER</b> ..... 13</p> <p style="padding-left: 20px;">Removal ..... 13</p> <p style="padding-left: 20px;">Disassembly ..... 13</p> <p style="padding-left: 20px;">Inspection ..... 14</p> <p style="padding-left: 20px;">Assembly ..... 14</p> <p style="padding-left: 20px;">Installation ..... 15</p> <p><b>BRAKE BOOSTER</b> ..... 16</p> <p style="padding-left: 20px;">On-vehicle Service ..... 16</p> <p style="padding-left: 20px;">OPERATING CHECK ..... 16</p>	<p style="padding-left: 20px;">AIRTIGHT CHECK ..... 16</p> <p style="padding-left: 20px;">Removal ..... 16</p> <p style="padding-left: 20px;">Inspection ..... 16</p> <p style="padding-left: 20px;">OUTPUT ROD LENGTH CHECK ..... 16</p> <p style="padding-left: 20px;">Installation ..... 17</p> <p><b>VACUUM HOSE</b> ..... 18</p> <p style="padding-left: 20px;">Removal and Installation ..... 18</p> <p style="padding-left: 20px;">Inspection ..... 18</p> <p style="padding-left: 20px;">HOSES AND CONNECTORS ..... 18</p> <p style="padding-left: 20px;">CHECK VALVE ..... 18</p> <p><b>FRONT DISC BRAKE</b> ..... 19</p> <p style="padding-left: 20px;">Component ..... 19</p> <p style="padding-left: 20px;">Pad Replacement ..... 19</p> <p style="padding-left: 20px;">Caliper Removal ..... 20</p> <p style="padding-left: 20px;">Caliper Disassembly ..... 20</p> <p style="padding-left: 20px;">Inspection ..... 21</p> <p style="padding-left: 40px;">CALIPER ..... 21</p> <p style="padding-left: 40px;">ROTOR ..... 21</p> <p style="padding-left: 20px;">Caliper Assembly ..... 22</p> <p style="padding-left: 20px;">Caliper Installation ..... 22</p> <p><b>REAR DISC BRAKE</b> ..... 23</p> <p style="padding-left: 20px;">Component ..... 23</p> <p style="padding-left: 20px;">Pad Replacement ..... 23</p> <p style="padding-left: 20px;">Caliper Removal ..... 25</p> <p style="padding-left: 20px;">Caliper Disassembly ..... 25</p> <p style="padding-left: 20px;">Inspection ..... 27</p> <p style="padding-left: 40px;">CALIPER ..... 27</p> <p style="padding-left: 40px;">ROTOR ..... 27</p> <p style="padding-left: 20px;">Caliper Assembly ..... 28</p> <p style="padding-left: 20px;">Caliper Installation ..... 30</p> <p><b>REAR DRUM BRAKE</b> ..... 31</p> <p style="padding-left: 20px;">Components ..... 31</p> <p style="padding-left: 20px;">Removal ..... 31</p> <p style="padding-left: 20px;">Inspection ..... 33</p> <p style="padding-left: 40px;">WHEEL CYLINDER ..... 33</p> <p style="padding-left: 40px;">WHEEL CYLINDER OVERHAUL ..... 33</p> <p style="padding-left: 40px;">DRUM ..... 33</p> <p style="padding-left: 40px;">LINING ..... 33</p> <p style="padding-left: 20px;">Installation ..... 34</p> <p><b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> ..... 35</p>
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BR



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General Specifications .....	35	Drum Brake .....	35
Disc Brake .....	35	Brake Pedal .....	35

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EFS0022M

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

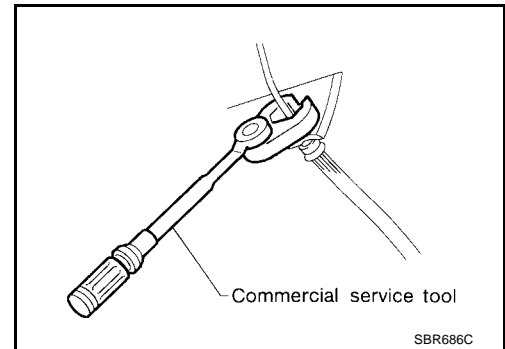
#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions for Brake System

EFS0022N

- Recommended fluid is brake fluid “DOT 3”.
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas.
- To clean or wash all parts of master cylinder, disc brake caliper and wheel cylinder, use clean brake fluid.
- Never use mineral oils such as gasoline or kerosene. They will ruin rubber parts of the hydraulic system.
- Use flare nut wrench when removing and installing brake tube.
- Always torque brake lines when installing.
- Burnish the brake contact surfaces after refinishing or replacing drums or rotors, after replacing pads or linings, or if a soft pedal occurs at very low mileage. Refer to [BR-6, "Brake Burnishing Procedure"](#).



#### **WARNING:**

- Clean brake pads and shoes with a waste cloth, then wipe with a dust collector.

### Wiring Diagrams and Trouble Diagnosis

EFS0022O

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#)

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

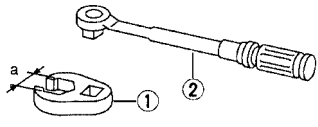
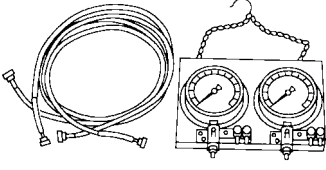
# PREPARATION

## PREPARATION

PFP:00002

### Commercial Service Tools

EFS0022P

Tool name	Description
<p>1 Flare nut crowfoot 2 Torque wrench</p>  <p>S-NT360</p>	<p>Removing and installing brake piping <b>a: 10 mm (0.39 in)</b></p>
<p>Brake fluid pressure gauge</p>  <p>NT151</p>	<p>Measuring brake fluid pressure</p>



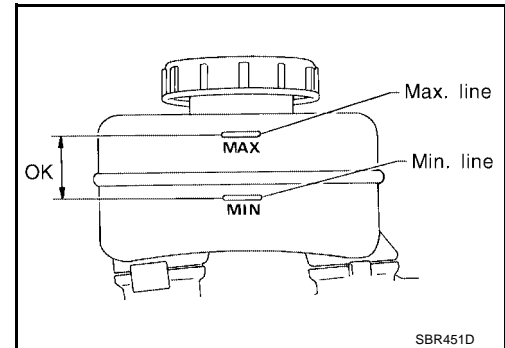
## ON-VEHICLE SERVICE

PFP:00000

### Checking Brake Fluid Level

EF50022R

- Check fluid level in reservoir tank. It should be between the "Max" and "Min" lines on reservoir tank.
- If fluid level is extremely low, check brake system for leaks.
- Release parking brake lever and see if brake warning lamp goes off. If not, check brake system for leaks.



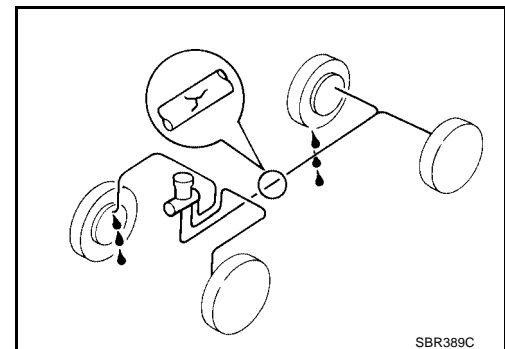
### Checking Brake Line

EF50022S

#### CAUTION:

If leakage occurs around joints, retighten or, if necessary, replace damaged parts.

1. Check brake lines (tubes and hoses) for cracks, deterioration or other damage. Replace any damaged parts.
2. Check for oil leakage by fully depressing brake pedal while engine is running.



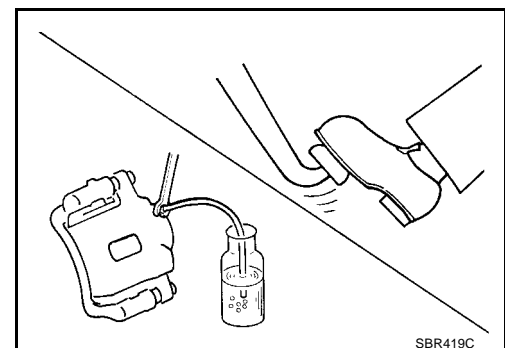
### Changing Brake Fluid

EF50022T

#### CAUTION:

- Refill with new brake fluid "DOT 3".
- Always keep fluid level higher than minimum line on reservoir tank.
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

1. Clean inside of reservoir tank, and refill with new brake fluid.
2. Connect a vinyl tube to each air bleeder valve.
3. Drain brake fluid from each air bleeder valve by depressing brake pedal.
4. Refill until brake fluid comes out of each air bleeder valve. Use same procedure as in bleeding hydraulic system to refill brake fluid. Refer to [BR-7, "Bleeding Brake System"](#).



### Brake Burnishing Procedure

EF50022U

Burnish the brake contact surfaces according to the following procedure after refinishing or replacing drums or rotors, after replacing pads or linings, or if a soft pedal occurs at very low mileage.

#### CAUTION:

Only perform this procedure under safe road and traffic conditions. Use extreme caution.

1. Drive the vehicle on a straight smooth road at 50 km/h (31 MPH).

## ON-VEHICLE SERVICE

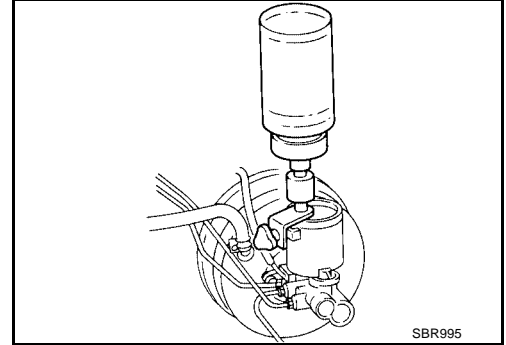
2. Use medium brake pedal/foot effort to bring the vehicle to a complete stop from 50 km/h (31 MPH). Adjust brake pedal/foot pressure so that vehicle stopping time equals 3 to 5 seconds.
3. To cool the brake system, drive the vehicle at 50 km/h (31 MPH) for 1 minute without stopping.
4. Repeat steps 1 to 3, 10 times or more to complete the burnishing procedure.

### Bleeding Brake System

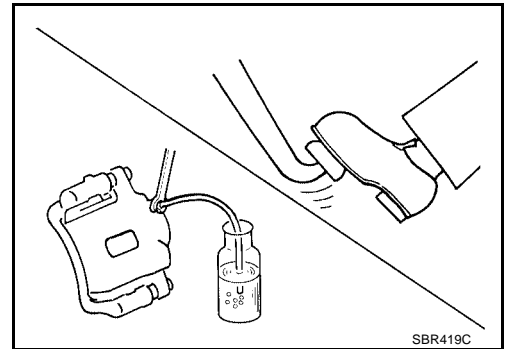
EFS0022V

#### CAUTION:

- Carefully monitor brake fluid level at master cylinder during bleeding operation.
- Fill reservoir with new brake fluid "DOT 3". Make sure it is full at all times while bleeding air out of system.
- Place a container under master cylinder to avoid spillage of brake fluid.
- For models with ABS, turn ignition switch OFF and disconnect ABS actuator and electric unit connectors or battery ground cable.
- Bleed air in the following order.  
Right rear brake → Left front brake → Left rear brake → Right front brake



1. Connect a transparent vinyl tube to air bleeder valve.
2. Fully depress brake pedal several times.
3. With brake pedal depressed, open air bleeder valve to release air.
4. Close air bleeder valve.
5. Release brake pedal slowly.
6. Repeat steps 2. through 5. until clear brake fluid comes out of air bleeder valve.
7. Tighten air bleeder valve to specification.



#### Air bleeder valve

Front and rear disc brake : 7 - 9 N·m (0.7 - 0.9 kg·m, 61 - 78 in·lb)

# BRAKE HYDRAULIC LINE

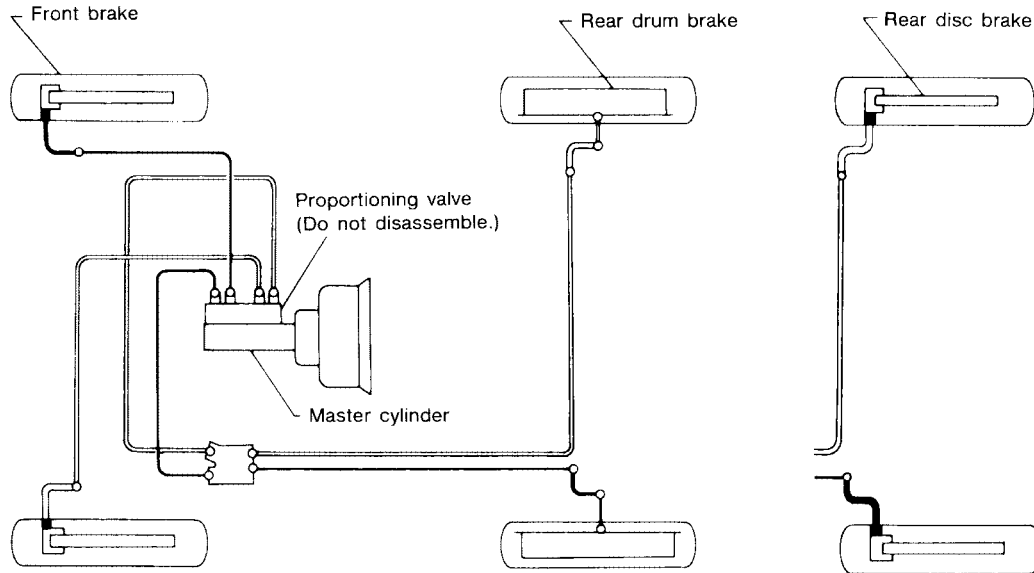
PFP:46210

## BRAKE HYDRAULIC LINE

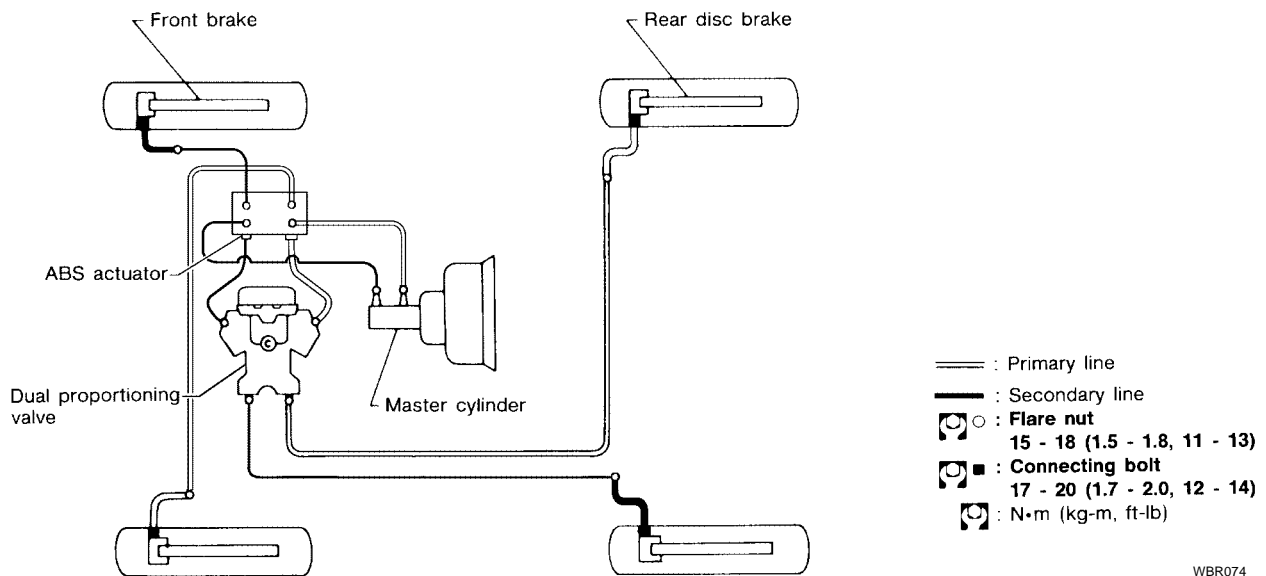
### Hydraulic Circuit

EFS0022W

Without anti-lock brake system  
(Models with dual proportioning valve built into master cylinder)  
(built-in type)



With anti-lock brake system



WBR074

## Removal

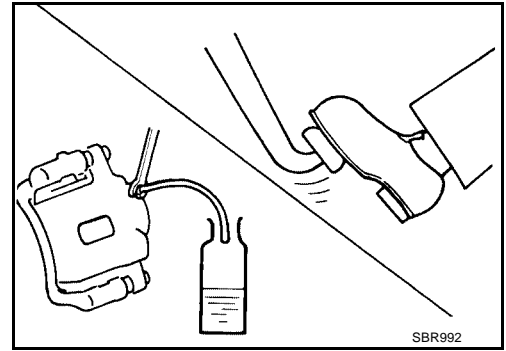
EFS0022X

### CAUTION:

- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.
- All hoses must be free from excessive bending, twisting and pulling.

# BRAKE HYDRAULIC LINE

1. Connect vinyl tube to air bleeder valve.
2. Drain brake fluid from each air bleeder valve by depressing brake pedal.
3. Remove flare nut connecting brake tube and hose, then withdraw lock spring.
4. Cover openings to prevent entrance of dirt whenever disconnecting brake line.



EFS0022Y

EFS0022Z

## Inspection

Check brake lines (tubes and hoses) for cracks, deterioration or other damage. Replace any damaged parts.

## Installation

1. Tighten all flare nuts and connecting bolts.

### Specification

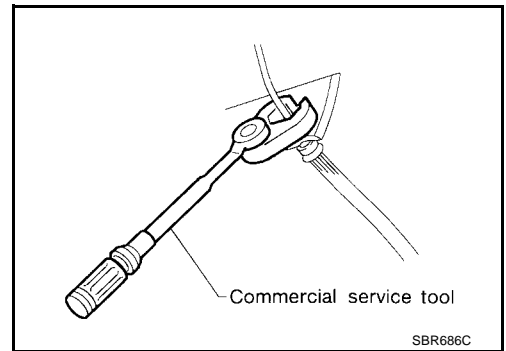
**Flare nut : 15 - 18 N-m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)**

**Connecting bolt : 17 - 20 N-m (1.7 - 2.0 kg-m, 12 - 14 ft-lb)**

2. Refill until new brake fluid comes out of each air bleeder valve.

### CAUTION:

- Refill with new brake fluid "DOT 3".
  - Never reuse drained brake fluid.
3. Bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#).



A  
B  
C  
D  
E  
BR  
G  
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I  
J  
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M



# DUAL PROPORTIONING VALVE

PFP:46400

EFS00230

## DUAL PROPORTIONING VALVE

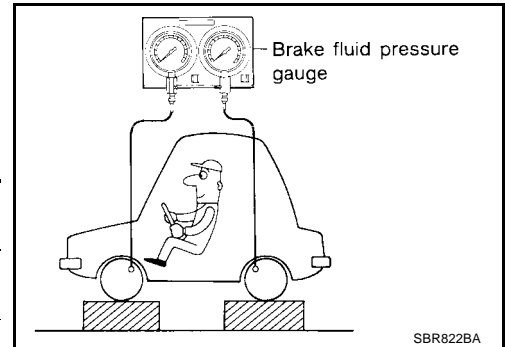
### Inspection

#### CAUTION:

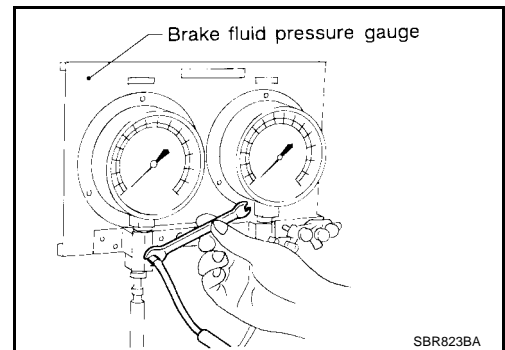
- Carefully monitor brake fluid level at master cylinder.
  - Use new brake fluid "DOT 3".
  - Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on paint areas, wash it away with water immediately.
1. Connect Tool to air bleeders of front and rear brakes on either LH and RH side.
  2. Bleed air from the Tool.
  3. Check fluid pressure by depressing brake pedal.

Unit: kPa (kg/cm<sup>2</sup> , psi)

Applied model	All QG18DE	QR25DE without ABS	QR25DE with ABS
Applied pressure (Front brake)	7,355 (75, 1,067)	6,374 (65, 924)	6,374 (65, 924)
Output pressure (Rear brake)	5,099 - 5,492 (52 - 56, 740 - 796)	3,775 - 4,168 (38 - 42, 548 - 604)	4,119 - 4,511 (42 - 46, 597 - 654)



- If output pressure is out of specification, replace dual proportioning valve.
4. Bleed air after disconnecting the Tool. Refer to [BR-7, "Bleeding Brake System"](#) .



# BRAKE PEDAL AND BRACKET

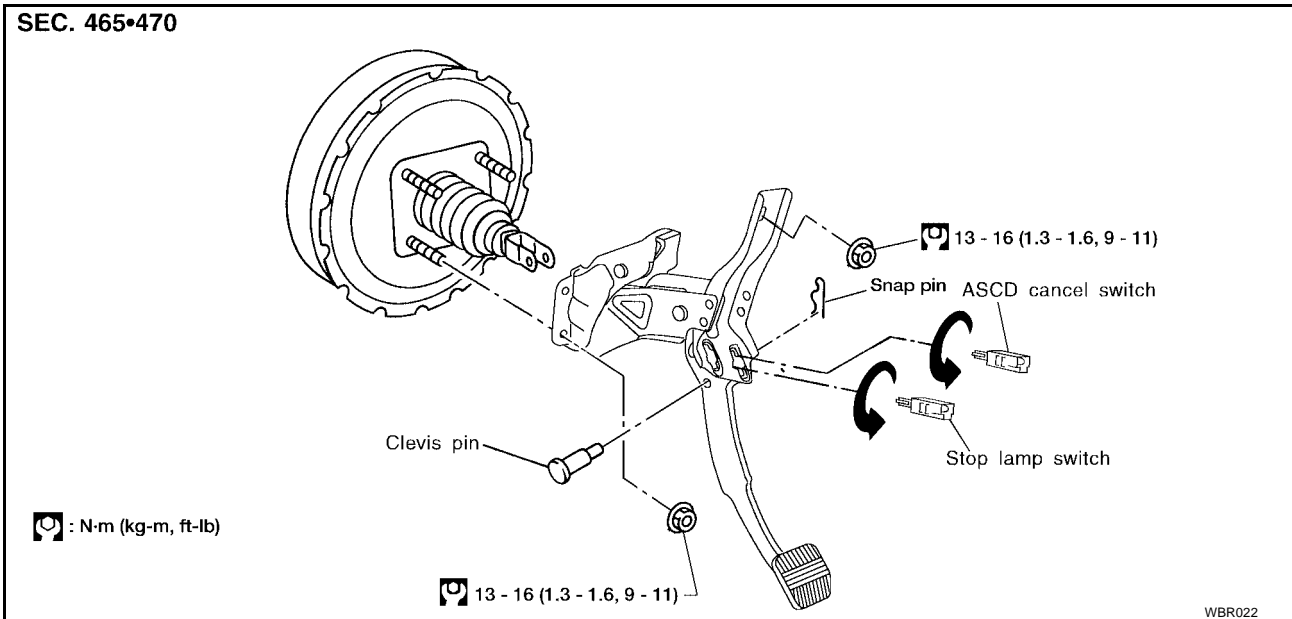
## BRAKE PEDAL AND BRACKET

PFP:46501

### Removal and Installation

EFS00231

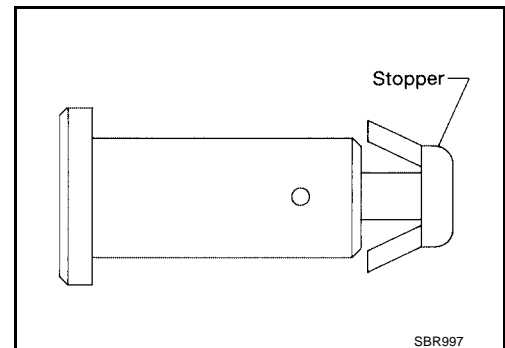
SEC. 465•470



### Inspection

EFS00232

- Check brake pedal for following items:
  - Brake pedal bend
  - Clevis pin deformation
  - Crack of any welded portion
  - Crack or deformation of clevis pin stopper



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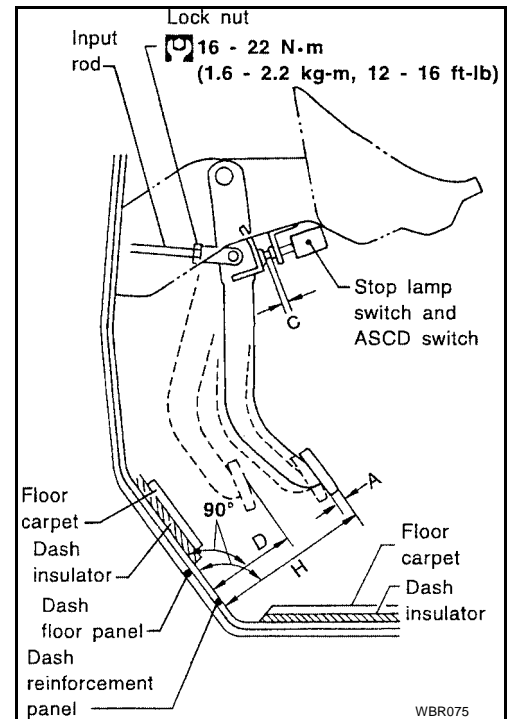
# BRAKE PEDAL AND BRACKET

EFS00233

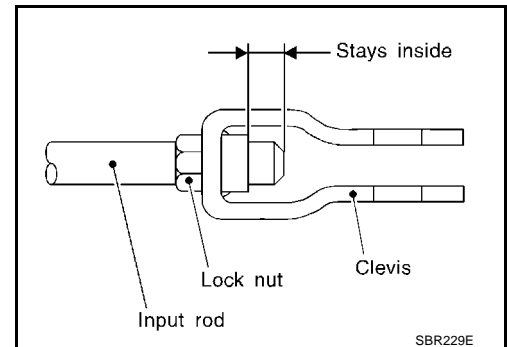
## Adjustment BRAKE PEDAL HEIGHT

- Check brake pedal free height from metal panel and adjust if necessary.

- H : Free height**  
Refer to [BR-35, "Brake Pedal"](#) .
- D : Depressed height**  
90 mm (3.54 in)  
Under force of 490 N (50 kg, 110 lb)  
with engine running
- A : Pedal free play at pedal pad**  
1.0 - 3.0 mm (0.039 - 0.118 in)



1. Loosen lock nut and adjust pedal free height by turning brake booster input rod. Then tighten lock nut.
2. Check pedal free play.  
**Make sure that stop lamps go off when pedal is released.**
3. Check brake pedal's depressed height while engine is running. If lower than specification, check brake system for leaks, accumulation of air or any damage to components (master cylinder, wheel cylinder, etc.); then make necessary repairs.



## STOP LAMP SWITCH AND ASCD CANCEL SWITCH CLEARANCE

1. Twist and pull to remove switch.
2. Pull up on brake pedal pad and hold.
3. Insert switch into retainer until switch plunger is completely depressed.
4. Turn the switch until it locks into place in the brake pedal bracket.

### NOTE:

When turning the switch to lock into place, the switch backs off the stopper to the correct clearance automatically.

5. Release the brake pedal pad.

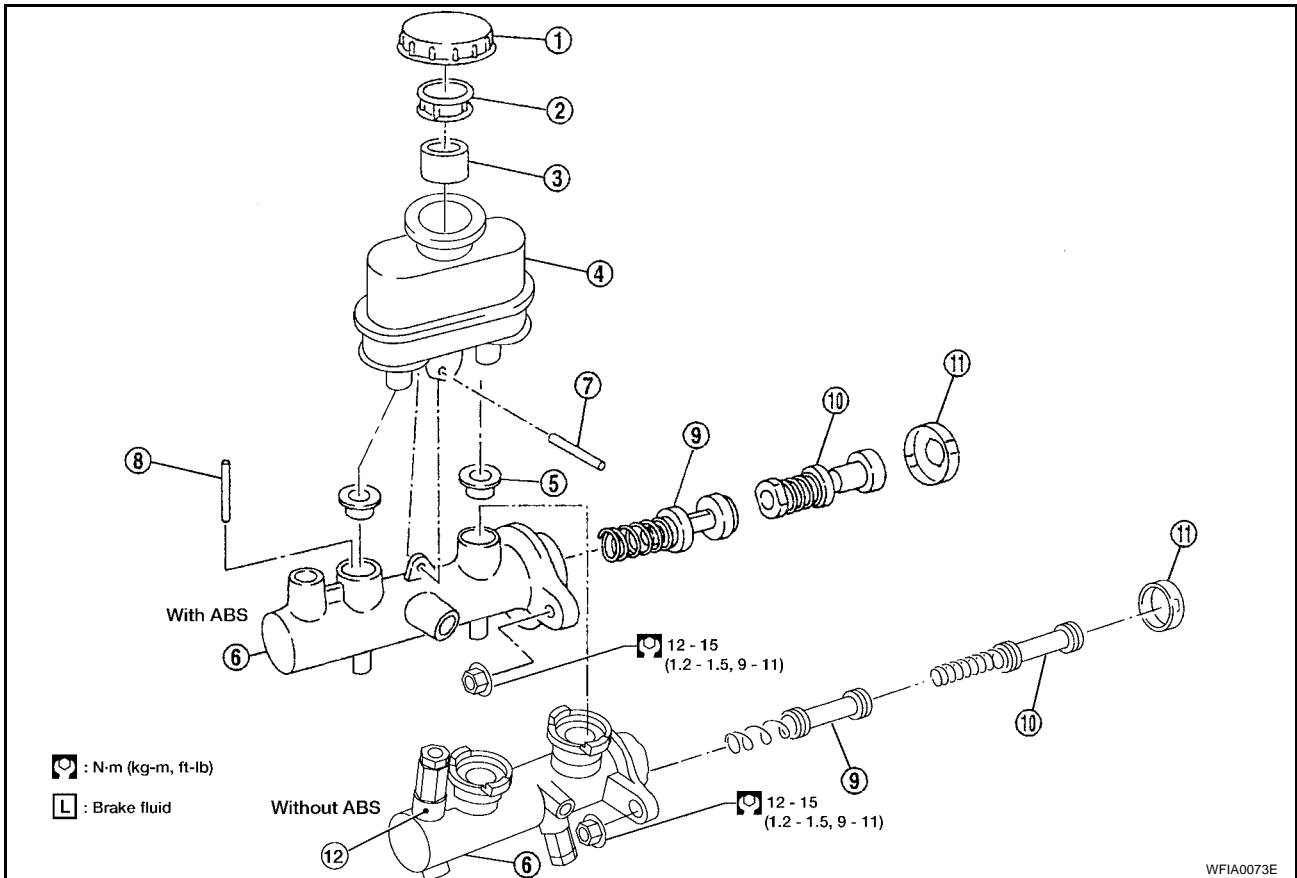
# MASTER CYLINDER

PFP:46010

EFS00234

## MASTER CYLINDER

### Removal



- |                             |                                  |                                       |
|-----------------------------|----------------------------------|---------------------------------------|
| 1. Reservoir cap            | 2. Oil filter                    | 3. Float                              |
| 4. Reservoir tank           | 5. Seal                          | 6. Cylinder body                      |
| 7. Spring pin (with ABS)    | 8. Piston stopper pin (with ABS) | 9. Secondary piston assembly          |
| 10. Primary piston assembly | 11. Stopper cap                  | 12. Proportioning valve (without ABS) |

### CAUTION:

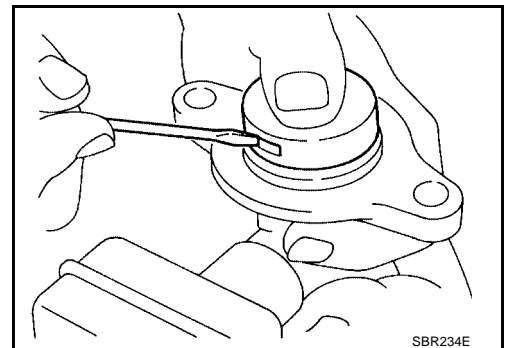
Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

1. Connect a vinyl tube to air bleeder valve.
2. Drain brake fluid from each air bleeder valve, depressing brake pedal to empty fluid from master cylinder.
3. Remove brake line flare nuts from master cylinder.
4. Remove master cylinder mounting nuts.

### Disassembly

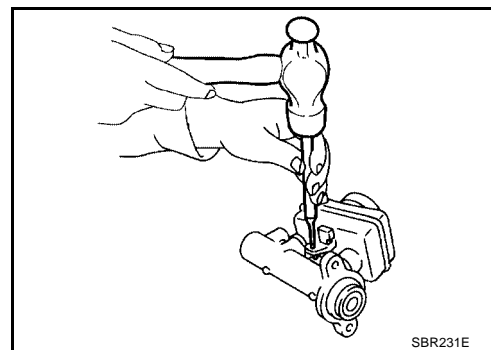
EFS00235

1. Bend claws of stopper cap outward and remove stopper cap.

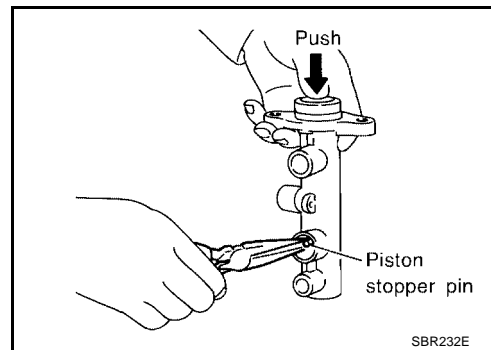


# MASTER CYLINDER

2. Drive out spring pin from cylinder body (with ABS).
3. Draw out reservoir tank and seals.



4. Remove piston stopper pin while piston is pushed into cylinder (with ABS).
5. Remove piston assemblies.
  - If it is difficult to remove secondary piston assembly, gradually apply compressed air through fluid outlet.



## Inspection

Check for the following items.

**Replace any part if damaged.**

**Master cylinder:**

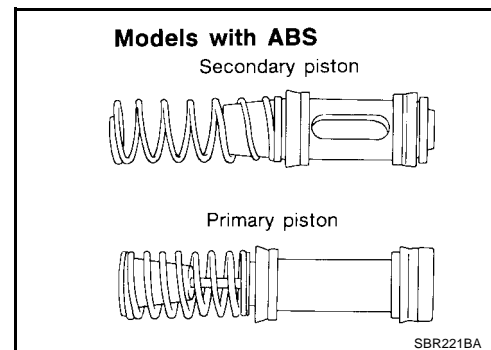
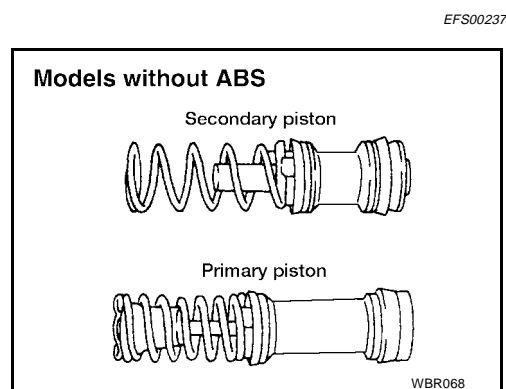
- Pin holes or scratches on inner wall.

**Piston:**

- Deformation of or scratches on piston cups.

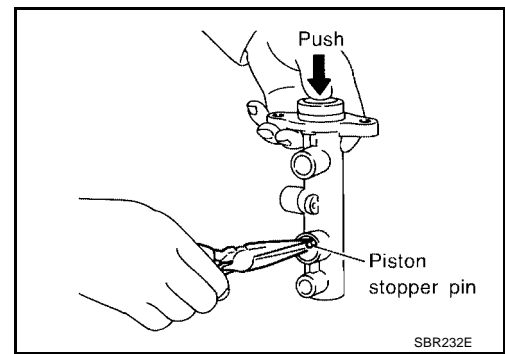
## Assembly

1. Insert secondary piston assembly. Then insert primary piston assembly.
  - Pay attention to alignment of secondary piston slit with valve stopper mounting hole of cylinder body (with ABS).

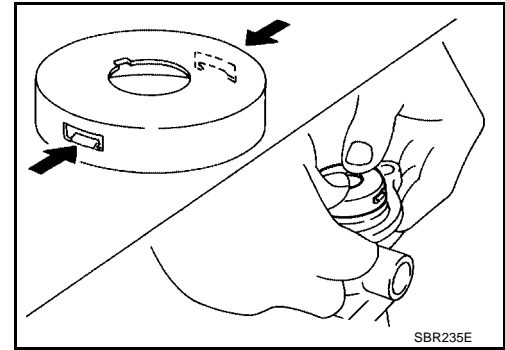


# MASTER CYLINDER

2. Install piston stopper pin while piston is pushed into cylinder (with ABS).
3. Push reservoir tank seals and reservoir tank into cylinder body.
4. Install spring pin (with ABS).



5. Install stopper cap.
  - **Before installing stopper cap, ensure that claws are bent inward.**



## Installation

1. Place master cylinder onto brake booster and secure mounting nuts lightly.
2. Tighten master cylinder mounting nuts.

**Master cylinder : 12 - 15 N·m (1.2 - 1.5 kg-m, 9 - 11 ft-lb)**

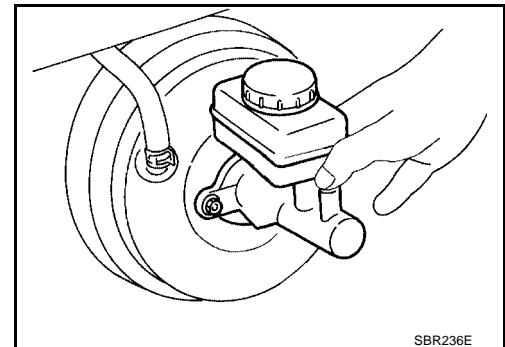
3. Fill reservoir tank with new brake fluid "DOT 3".

### CAUTION:

- **Refill with new brake fluid "DOT 3".**
  - **Never reuse drained brake fluid.**
4. Plug all ports on master cylinder with fingers to prevent air suction while releasing brake pedal.
  5. Have driver depress brake pedal slowly several times until no air comes out of master cylinder.
  6. Fit brake lines to master cylinder.
  7. Tighten flare nuts.

**Flare nuts : 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)**

8. Bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#) .



# BRAKE BOOSTER

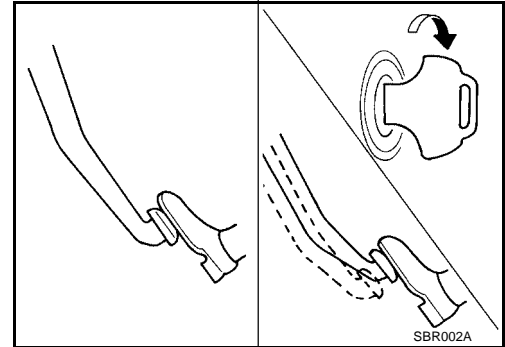
## BRAKE BOOSTER

PFP:47200

### On-vehicle Service OPERATING CHECK

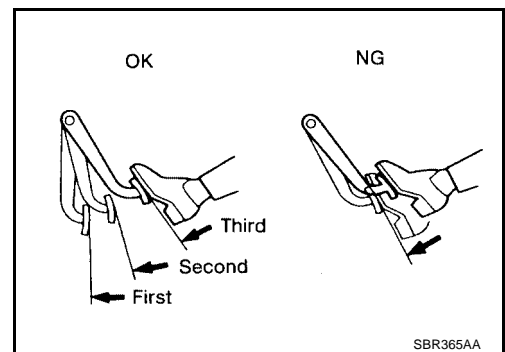
EFS00239

1. Stop engine and depress brake pedal several times. Check that pedal stroke does not change.
2. Depress brake pedal, then start engine. If pedal goes down slightly, operation is normal.



### AIRTIGHT CHECK

1. Start engine, and stop it after one or two minutes. Depress brake pedal several times slowly. The pedal should go further down the first time, and then it should gradually rise thereafter.
2. Depress brake pedal while engine is running, and stop engine with pedal depressed. The pedal stroke should not change after holding pedal down for **30 seconds**.

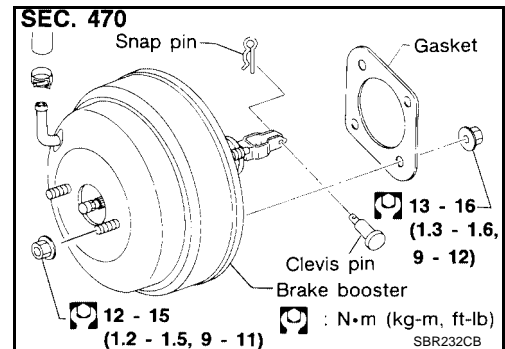


### Removal

EFS0023A

#### CAUTION:

- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.
- Be careful not to deform or bend brake lines, during removal of booster.

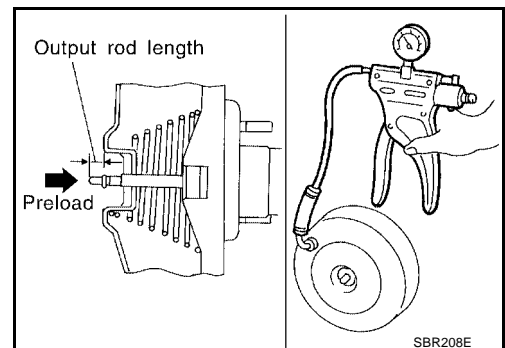


### Inspection

#### OUTPUT ROD LENGTH CHECK

1. Apply vacuum of  $-66.7$  kPa ( $-500$  mmHg,  $-19.69$  inHg) to brake booster with a hand vacuum pump.
2. Add preload of  $19.6$  N ( $2$  kg,  $4.4$  lb) to output rod.
3. Check output rod length.

**Specified length : 10.275 - 10.525 mm  
(0.4045 - 0.4144 in)**



# BRAKE BOOSTER

EFS0023C

## Installation

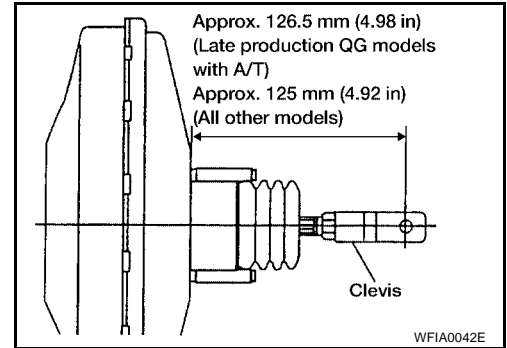
### CAUTION:

- Be careful not to deform or bend brake lines, during installation of booster.
- Replace clevis pin if damaged.
- Refill with new brake fluid "DOT 3".
- Never reuse drained brake fluid.
- Take care not to damage brake booster mounting bolt thread when installing. Due to the acute angle of installation, the threads can be damaged with the dash panel.

1. Before fitting booster, temporarily adjust clevis to dimension shown.
2. Fit booster, then secure mounting nuts (brake pedal bracket to master cylinder) lightly.
3. Connect brake pedal and booster input rod with clevis pin.
4. Install and tighten brake booster mounting nuts to specification.

**Brake booster : 13 - 16 N·m (1.3 - 1.6 kg·m, 9 - 12 ft·lb)**

5. Install master cylinder. Refer to [BR-15, "Installation"](#) .
6. Connect brake booster vacuum hose.
7. Adjust brake pedal height. Refer to [BR-12, "BRAKE PEDAL HEIGHT"](#) .
8. Bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#) .





# VACUUM HOSE

PFP:41920

## VACUUM HOSE

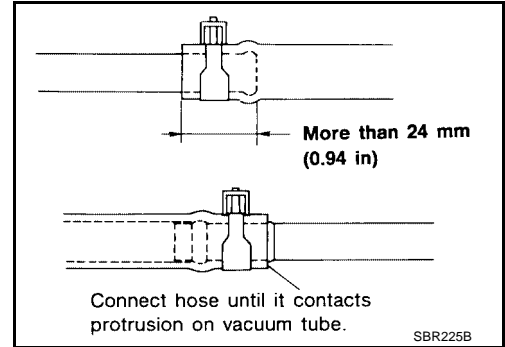
### Removal and Installation

EFS0023D

#### CAUTION:

When installing vacuum hoses, pay attention to the following points:

- Do not apply any oil or lubricants to vacuum hose with check valve.
- Insert vacuum tube into vacuum hose as shown.
- Install vacuum hose with the internal check valve oriented in the correct direction. The arrow on the hose should point to the engine connection.



EFS0023E

### Inspection

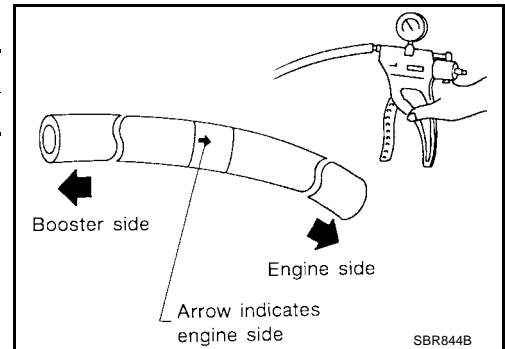
#### HOSES AND CONNECTORS

Check vacuum lines and connections for airtightness, improper attachment, chafing and deterioration.

#### CHECK VALVE

Check vacuum with a vacuum pump.

Connect to booster side	Vacuum should exist
Connect to engine side	Vacuum should not exist



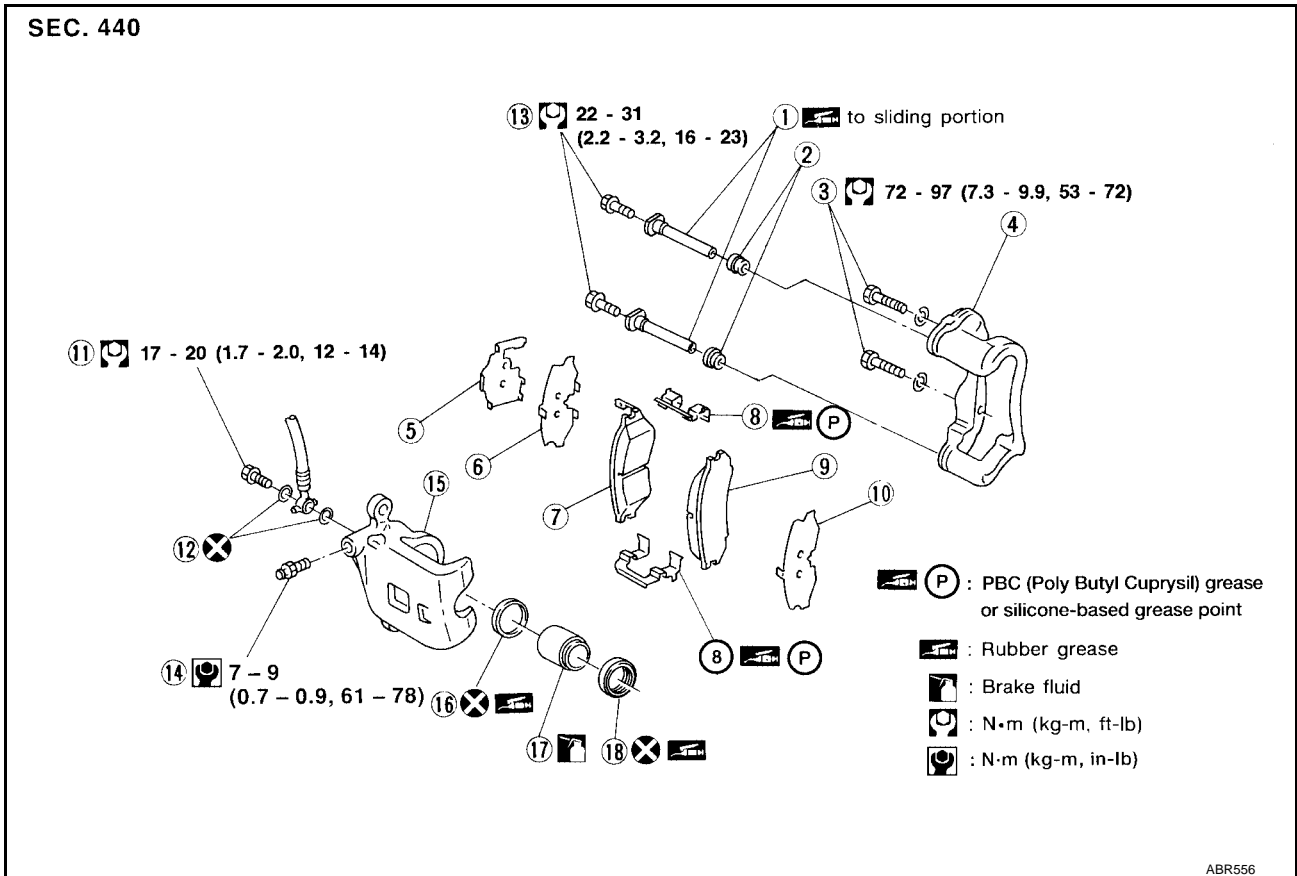
# FRONT DISC BRAKE

PFP:41000

EFS0023F

## FRONT DISC BRAKE

### Component



- |                   |                       |                              |
|-------------------|-----------------------|------------------------------|
| 1. Main pin       | 2. Pin boot           | 3. Torque member fixing bolt |
| 4. Torque member  | 5. Shim cover         | 6. Inner shim                |
| 7. Inner pad      | 8. Pad retainer       | 9. Outer pad                 |
| 10. Outer shim    | 11. Connecting bolt   | 12. Copper washer            |
| 13. Main pin bolt | 14. Air bleeder valve | 15. Cylinder body            |
| 16. Piston seal   | 17. Piston            | 18. Piston boot              |

## Pad Replacement

EFS0023G

### WARNING:

Clean brake pads with a vacuum dust collector to minimize the hazard of airborne particles or other materials.

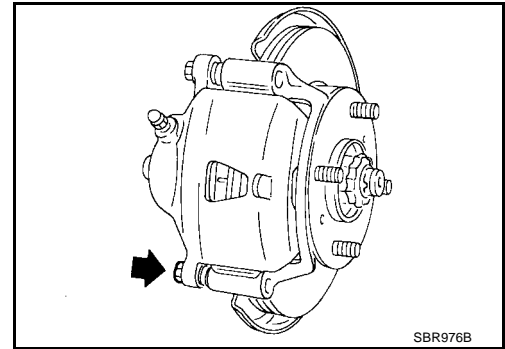
### CAUTION:

- When cylinder body is open, do not depress brake pedal because piston will pop out.
- Be careful not to damage piston boot or get oil on rotor. Always replace shims when replacing pads.
- If shims are rusted or show peeling of the rubber coat, replace them with new shims.
- It is not necessary to remove connecting bolt except for disassembly or replacement of caliper assembly. In this case, suspend cylinder body with wire so as not to stretch brake hose.
- Burnish the brake contact surfaces after refinishing or replacing drums or rotors, after replacing pads or linings, or if a soft pedal occurs at very low mileage.  
Refer to [BR-6, "Brake Burnishing Procedure"](#).

1. Remove master cylinder reservoir cap.
2. Remove wheel and tire. Refer to [MA-31, "Tire Rotation"](#).

# FRONT DISC BRAKE

3. Remove pin bolt.



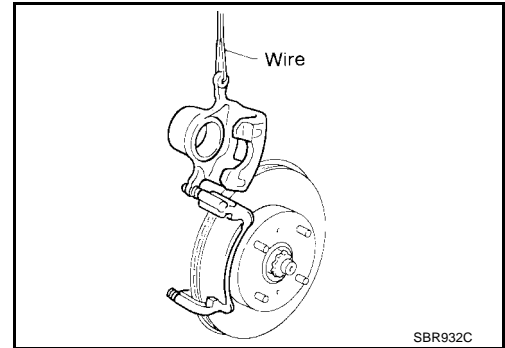
4. Open cylinder body upward. Then remove pad with retainers, inner and outer shims.

**Standard pad thickness** : 11 mm (0.43 in)  
(CL25VA, CL25VB)

**Pad wear limit** : 2.0 mm (0.079 in)  
(CL25VA, CL25VB)

**NOTE:**

Carefully monitor brake fluid level because brake fluid will return to reservoir when pushing back piston.



## Caliper Removal

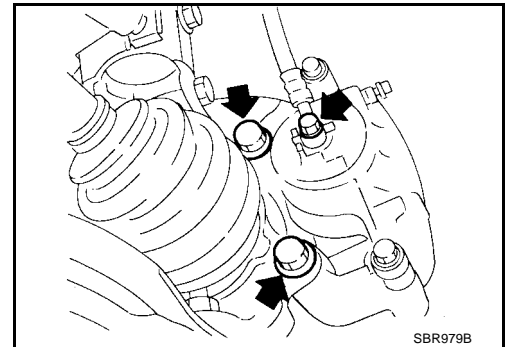
EFS0023H

1. Remove wheel and tire. Refer to [MA-31, "Tire Rotation"](#).
2. Remove torque member fixing bolts and brake hose connecting bolt.

**WARNING:**

Clean brake pads with a vacuum dust collector to minimize the hazard of airborne particles or other materials.

- It is not necessary to remove brake hose connecting bolt except for disassembly or replacement of caliper assembly. In this case, suspend caliper assembly with wire so as not to stretch brake hose.



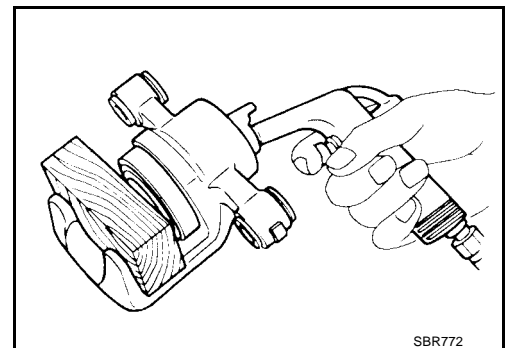
## Caliper Disassembly

EFS0023I

1. Push out piston with piston boot with compressed air.

**WARNING:**

Do not place your fingers in front of piston.



2. Remove piston seal with a suitable tool.

**CAUTION:**

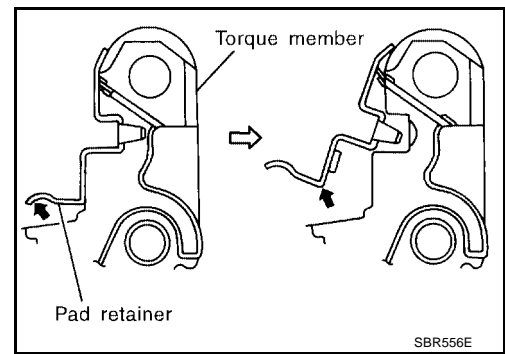
Do not scratch or score cylinder wall.

# FRONT DISC BRAKE

3. Remove the pad retainer.

**CAUTION:**

When removing the pad retainer from the torque member, lift it up and out in the direction of the arrows in the figure.



EFS0023J

## Inspection CALIPER

### Cylinder Body

**CAUTION:**

Use brake fluid to clean. Never use mineral oil.

- Check inside surface of cylinder for score, rust, wear, damage or presence of foreign materials. If any of the above conditions are observed, replace cylinder body.
- Minor damage from rust or foreign materials may be eliminated by polishing surface with a fine emery paper. Replace cylinder body if necessary.

### Piston

**CAUTION:**

Piston sliding surface is plated. Do not polish with emery paper even if rust or foreign materials are stuck to sliding surface.

- Check piston for score, rust, wear, damage or presence of foreign materials. Replace if any of the above conditions are observed.

### Slide Pin, Pin Bolt and Pin Boot

Check for wear, cracks or other damage. Replace if any of the above conditions are observed.

## ROTOR

### Rubbing Surface

Check rotor for roughness, cracks or chips.

### Runout

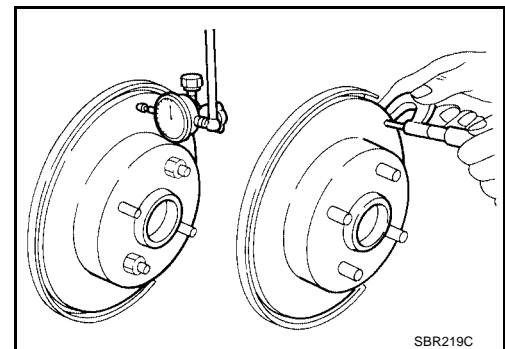
1. Secure rotor to wheel hub with at least two nuts (M12 x 1.25).
2. Check runout using a dial indicator.

**CAUTION:**

Make sure that wheel bearing axial end play is within the specifications before measuring. Refer to [FAX-5, "Front Wheel Bearing"](#)

**Maximum runout : 0.07 mm (0.0028 in)**

3. If the runout is out of specification, find minimum runout mounting position as follows:
  - a. Remove nuts and rotor from wheel hub.
  - b. Shift the rotor one hole and secure rotor to wheel hub with nuts.
  - c. Measure runout.
  - d. Repeat steps a. to c. so that minimum runout position can be found.
4. If the runout is still out of specification, turn rotor with on-car brake lathe ("MAD, DL-8700", "AMMCO 700 and 705" or equivalent).



### Thickness

**Thickness variation :Maximum 0.01 mm (0.0004 in)  
(At least 8 positions)**

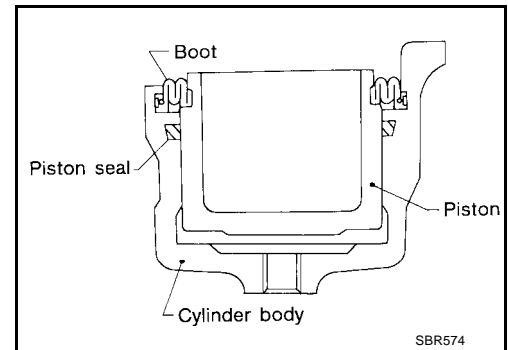
# FRONT DISC BRAKE

- If rotor thickness variation exceeds the specification, turn rotor with on-car brake lathe.

**Rotor thickness** : 20.0 mm (0.787 in)  
**repair limit**

## Caliper Assembly

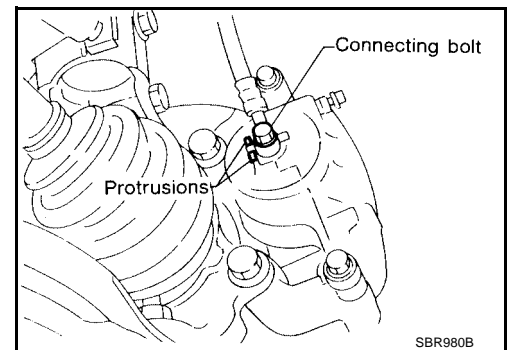
1. Insert piston seal into groove in cylinder body.
2. With piston boot fitted to piston, insert piston boot into groove on cylinder body and install piston.
3. Properly secure piston boot.



## Caliper Installation

### CAUTION:

- Refill with new brake fluid "DOT 3".
  - Never reuse drained brake fluid.
1. Install brake hose to caliper securely.
  2. Install all parts and tighten all bolts. Refer to [BR-19, "Component"](#).
  3. Bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#).



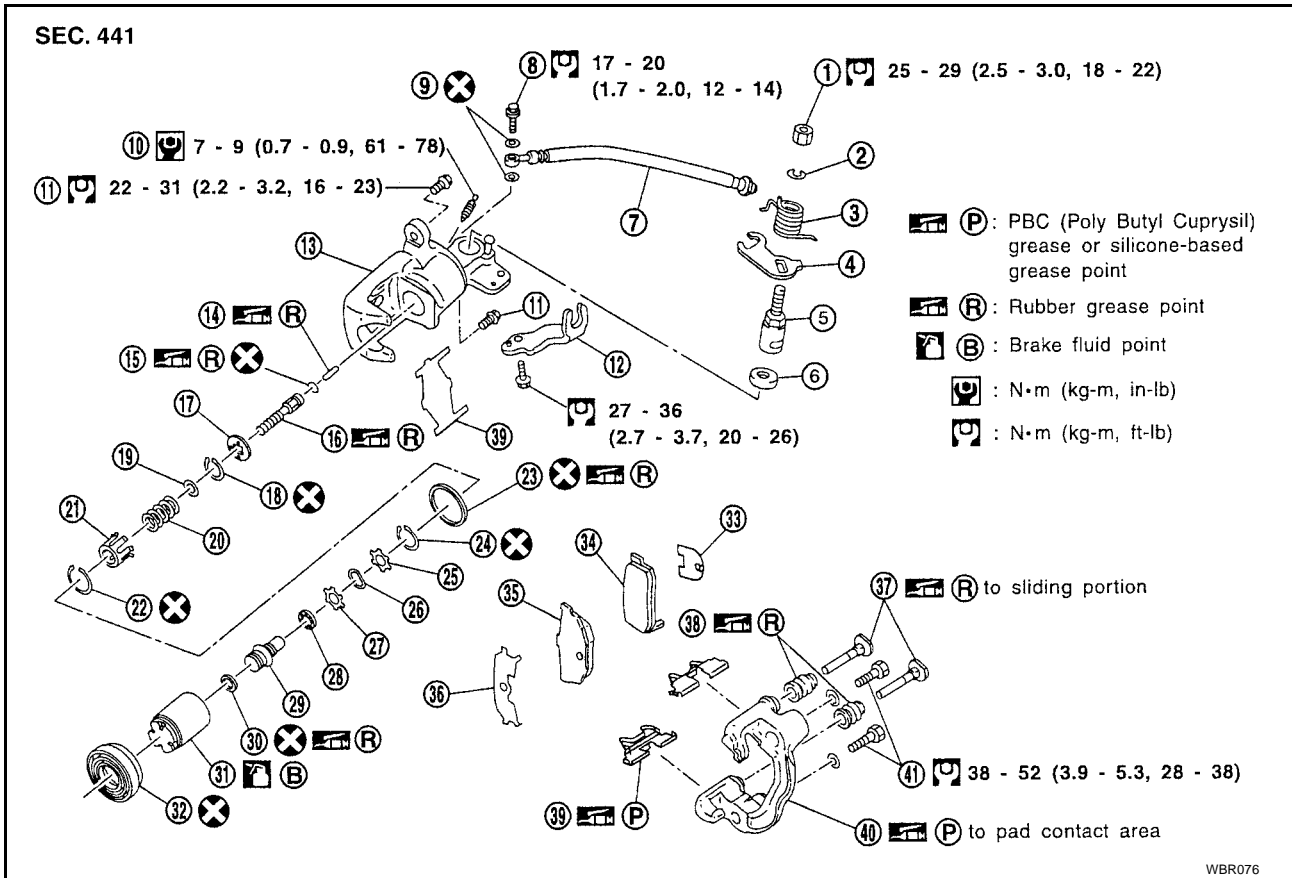
# REAR DISC BRAKE

PF0:44000

EFS0023M

## REAR DISC BRAKE

### Component



- |                       |                               |                   |
|-----------------------|-------------------------------|-------------------|
| 1. Nut                | 2. Washer                     | 3. Return spring  |
| 4. Toggle lever       | 5. Cam                        | 6. Cam boot       |
| 7. Brake hose         | 8. Connecting bolt            | 9. Copper washers |
| 10. Air bleeder valve | 11. Pin bolt                  | 12. Cable guide   |
| 13. Cylinder body     | 14. Strut                     | 15. O-ring        |
| 16. Push rod          | 17. Key plate                 | 18. Ring C        |
| 19. Seat              | 20. Spring                    | 21. Spring cover  |
| 22. Ring B            | 23. Piston seal               | 24. Ring A        |
| 25. Spacer            | 26. Wave washer               | 27. Spacer        |
| 28. Ball bearing      | 29. Adjuster                  | 30. Cup           |
| 31. Piston            | 32. Dust seal                 | 33. Inner shim    |
| 34. Inner pad         | 35. Outer pad                 | 36. Outer shim    |
| 37. Pin               | 38. Pin boot                  | 39. Pad retainer  |
| 40. Torque member     | 41. Torque member fixing bolt |                   |

### Pad Replacement

EFS0023N

#### WARNING:

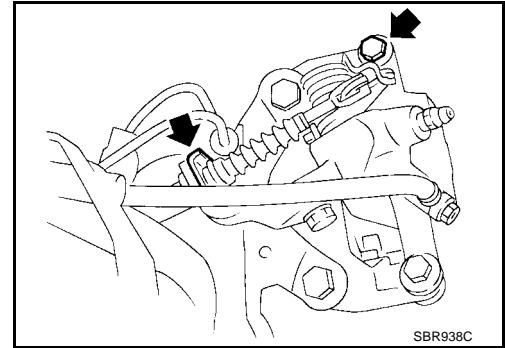
Clean brake pads with a vacuum dust collector to minimize the hazard of airborne particles or other materials.

#### CAUTION:

- When cylinder body is open, do not depress brake pedal because piston will pop out.
- Be careful not to damage piston boot or get oil on rotor. Always replace shims in replacing pads.
- If shims are rusted or show peeling of rubber coat, replace them with new shims.
- It is not necessary to remove connecting bolt except for disassembly or replacement of caliper assembly. In this case, suspend cylinder body with wire so as not to stretch brake hose.

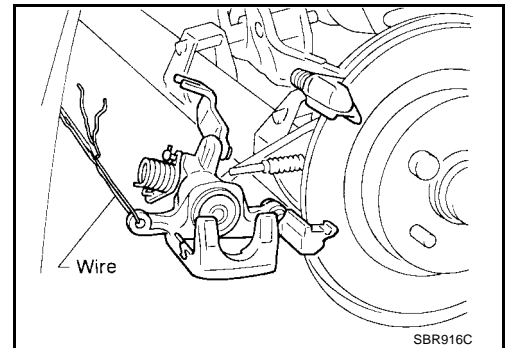
## REAR DISC BRAKE

- Burnish the brake contact surfaces after refinishing or replacing drums or rotors, after replacing pads or linings, or if a soft pedal occurs at very low mileage. Refer to [BR-6, "Brake Burnishing Procedure"](#).
1. Remove master cylinder reservoir cap.



2. Remove wheel and tire. Refer to [MA-31, "Tire Rotation"](#).
3. Remove brake cable mounting bolt and lock spring.
4. Release parking brake control lever, then disconnect cable from the caliper.
5. Remove upper pin bolt.
6. Open cylinder body downward and secure with wire as shown. Then remove pad retainers, and inner and outer shims.

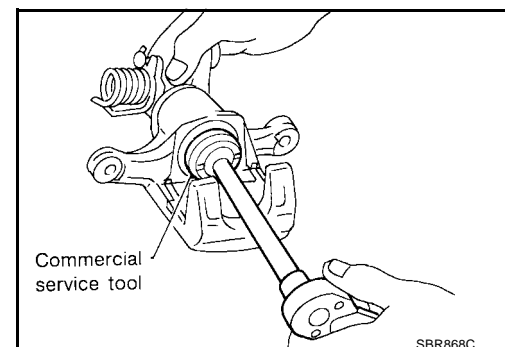
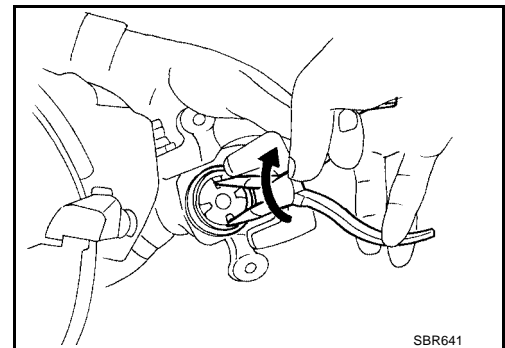
**Standard pad thickness** : 10 mm (0.39 in)  
**Pad wear limit** : 2.0 mm (0.079 in)



7. When installing new pads, push piston into cylinder body by gently turning piston clockwise, as shown.

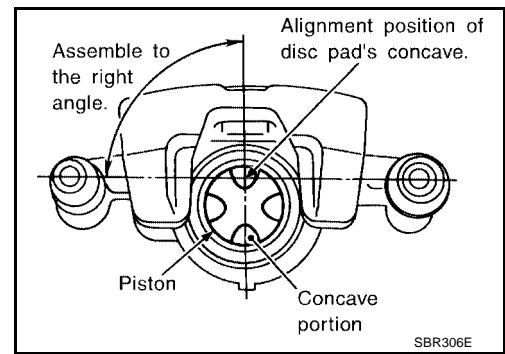
**NOTE:**

**Carefully monitor brake fluid level because brake fluid will return to reservoir when pushing back piston.**

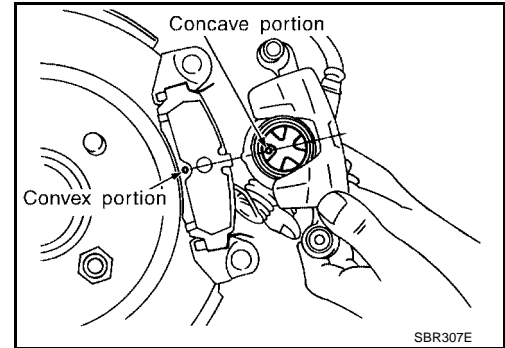


# REAR DISC BRAKE

- Adjust the piston to the right angle as shown.



- Align the piston's concave to the pad's convex, then install the cylinder body to the torque member as shown.



## Caliper Removal

EFS00230

### **WARNING:**

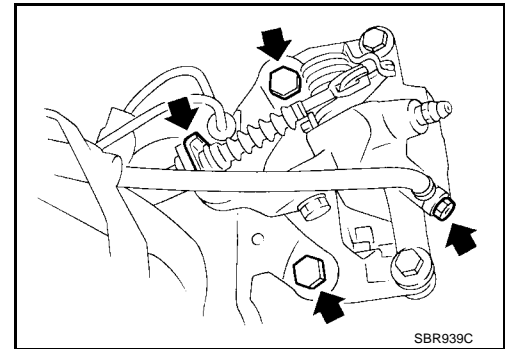
Clean brake pads with a vacuum dust collector to minimize the hazard of airborne particles or other materials.

- Remove wheel and tire. Refer to [MA-31, "Tire Rotation"](#).
- Remove brake cable mounting bolt and lock spring.
- Release parking brake control lever, then disconnect cable from the caliper.
- Remove torque member fixing bolts and brake hose connecting bolt.

### **NOTE:**

It is not necessary to remove brake hose connecting bolt except for disassembly or replacement of caliper assembly. In this case, suspend caliper assembly with wire so as not to stretch brake hose.

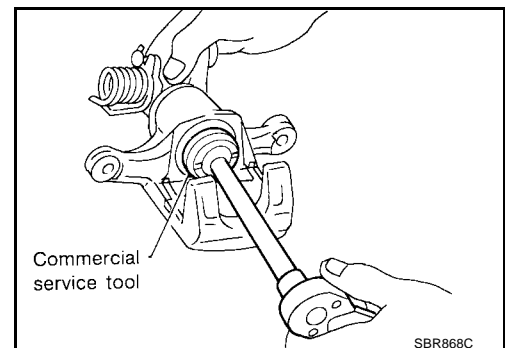
- Remove caliper assembly.



## Caliper Disassembly

EFS0023P

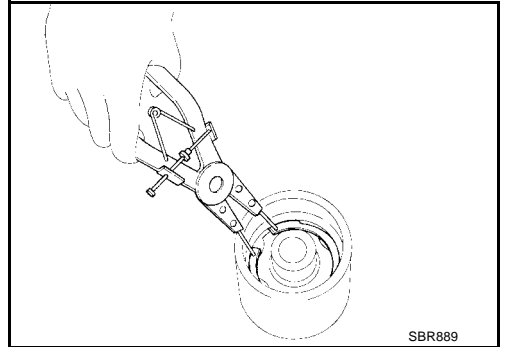
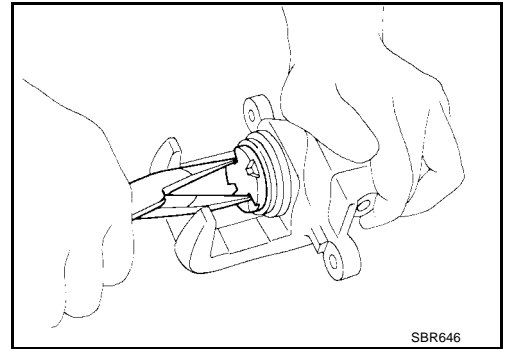
- Remove piston by turning it counterclockwise with suitable commercial service tool or long nose pliers.



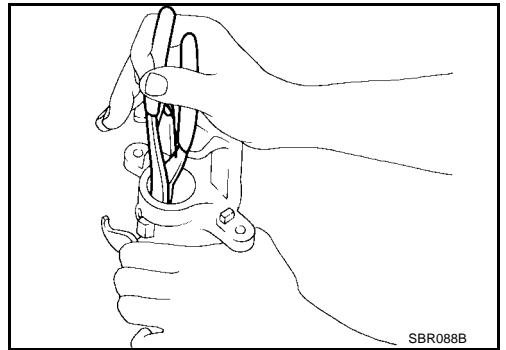


## REAR DISC BRAKE

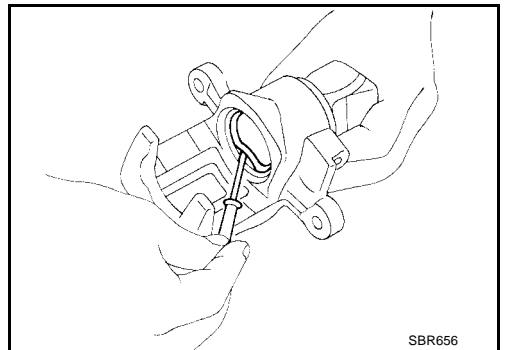
2. Pry off ring A from piston with suitable pliers and remove cup, adjuster, bearing, spacers, and wave washer.



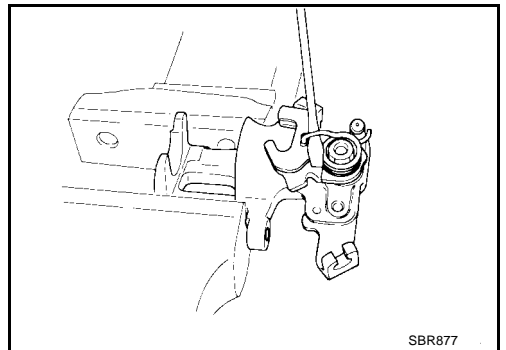
3. Disassemble cylinder body.
  - a. Pry off ring B with suitable pliers, then remove spring cover, spring and seat.
  - b. Pry off ring C, then remove key plate, push rod and rod.



- c. Remove piston seal with a suitable tool.  
**CAUTION:**  
**Be careful not to damage cylinder body.**



4. Remove return spring, toggle lever and cable guide.



# REAR DISC BRAKE

EFS0023Q

## Inspection

### CALIPER

#### CAUTION:

Use brake fluid to clean cylinder. Never use mineral oil.

#### Cylinder Body

- Check inside surface of cylinder for score, rust, wear, damage or presence of foreign materials. If any of the above conditions are observed, replace cylinder body.
- Minor damage from rust or foreign materials may be eliminated by polishing surface with a fine emery paper. Replace cylinder body if necessary.

#### Torque Member

Check for wear, cracks or other damage. Replace if necessary.

#### Piston

#### CAUTION:

Piston sliding surface is plated. Do not polish with emery paper even if rust or foreign matter is stuck to sliding surface.

Check piston for score, rust, wear, damage or presence of foreign materials. Replace if any of the above conditions are observed.

#### Pin and Pin Boot

Check for wear, cracks or other damage. Replace if any of the above conditions are observed.

## ROTOR

### Rubbing Surface

Check rotor for roughness, cracks or chips.

### Runout

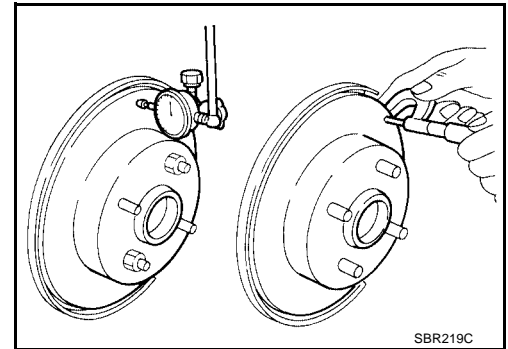
1. Secure rotor to wheel hub with two nuts (M12 x 1.25).
2. Check runout using a dial indicator.

#### CAUTION:

Make sure that axial end play is within the specifications before measuring. Refer to [RAX-5, "Rear Wheel Bearing"](#).

3. Change relative positions of rotor and wheel hub so that runout is minimized.

**Maximum runout : 0.07 mm (0.0028 in)**



### Thickness

#### Rotor repair limit

**Standard thickness : 9 mm (0.35 in)**

**Minimum thickness : 8 mm (0.31 in)**

**Maximum thickness variation : 0.02 mm (0.0008 in)  
(At least 8 portions)**

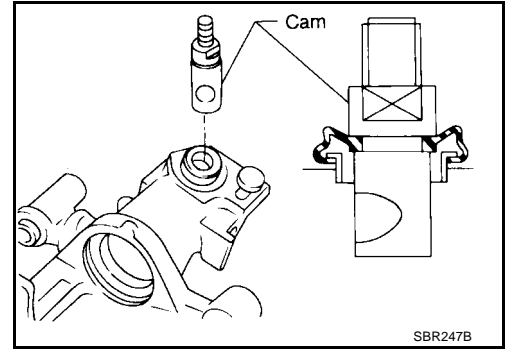
A  
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K  
L  
M

# REAR DISC BRAKE

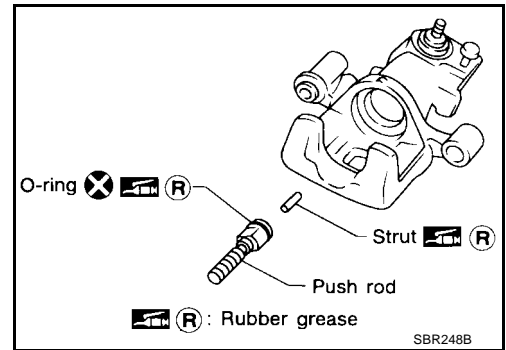
## Caliper Assembly

EFS0023R

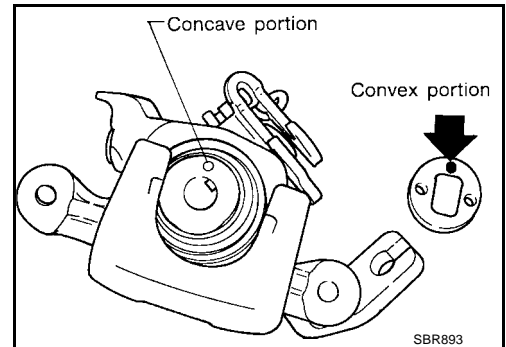
1. Insert cam with depression facing toward open end of cylinder.



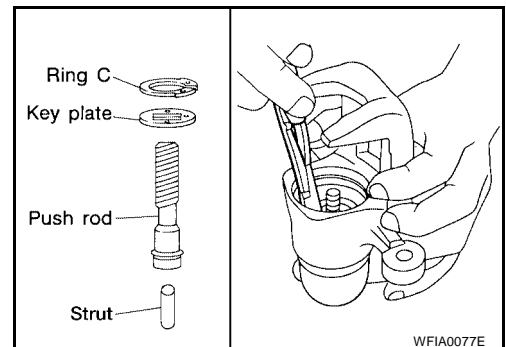
2. Generously apply rubber grease to strut and push rod to make insertion easy.



3. Fit push rod into square hole in key plate. Also match convex portion of key plate with concave portion of cylinder.

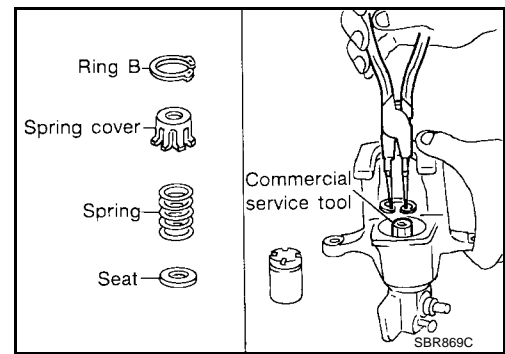


4. Install ring C with a suitable tool.

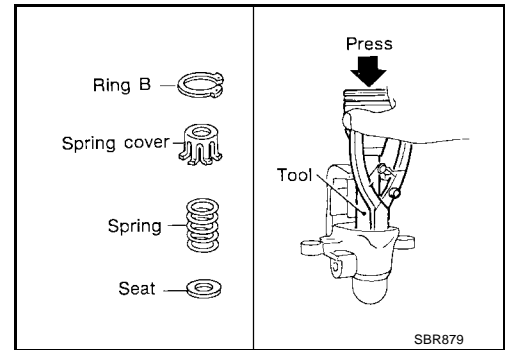


# REAR DISC BRAKE

5. Install seat, spring, spring cover and ring B with snap ring pliers and a suitable press and drift.

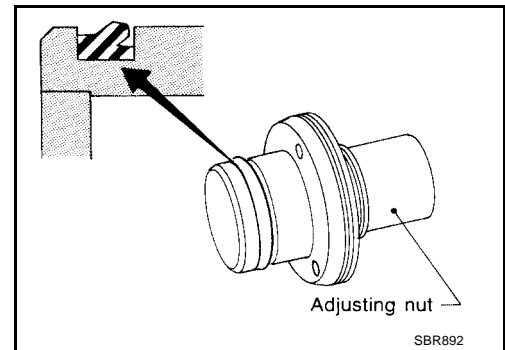


A  
B  
C  
D



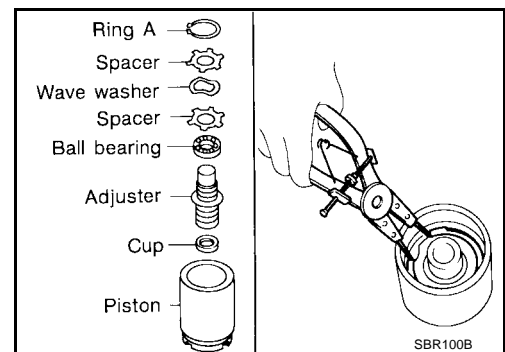
E  
BR  
G

6. Install cup in the specified direction.



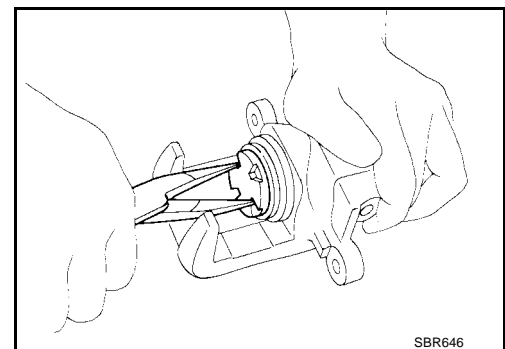
H  
I  
J  
K

7. Install cup, adjuster, bearing, spacers, washer and ring A with a suitable tool.  
8. Insert piston seal into groove on cylinder body.

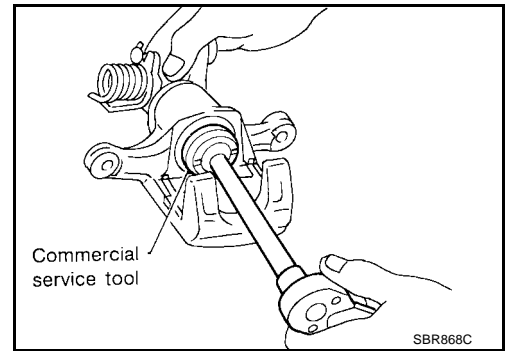


L  
M

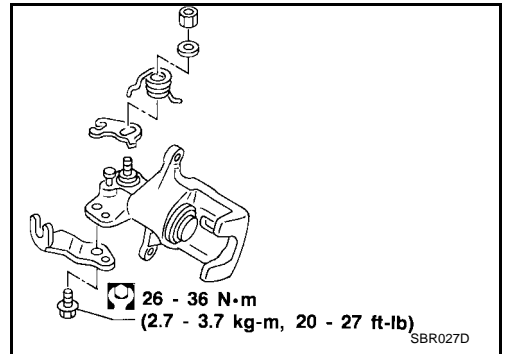
9. With piston boot fitted to piston, insert piston boot into groove on cylinder body and fit piston by turning it clockwise with long nose pliers, or suitable tool.



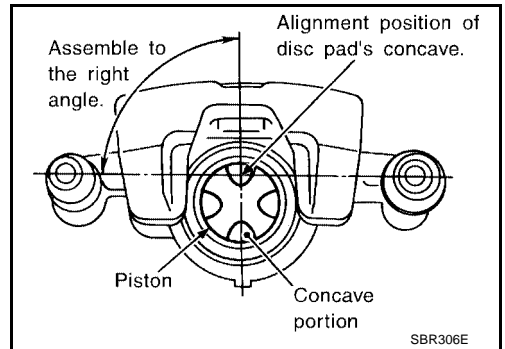
# REAR DISC BRAKE



10. Fit toggle lever, return spring and cable guide.



11. Adjust the piston to the right angle as shown.

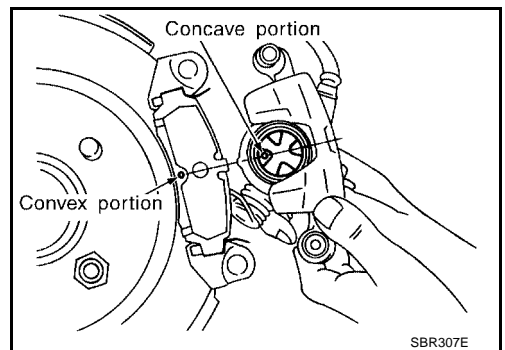


## Caliper Installation

1. Install caliper assembly.
  - As shown in the figure, align the piston's concave to the pad's convex, then install the cylinder body to the torque member.
2. Install brake hose to caliper securely.
3. Install all parts and tighten all bolts. Refer to [BR-23, "Component"](#).
4. Bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#).

### CAUTION:

- Refill with new brake fluid "DOT 3".
- Never reuse drained brake fluid.



EFS0023S

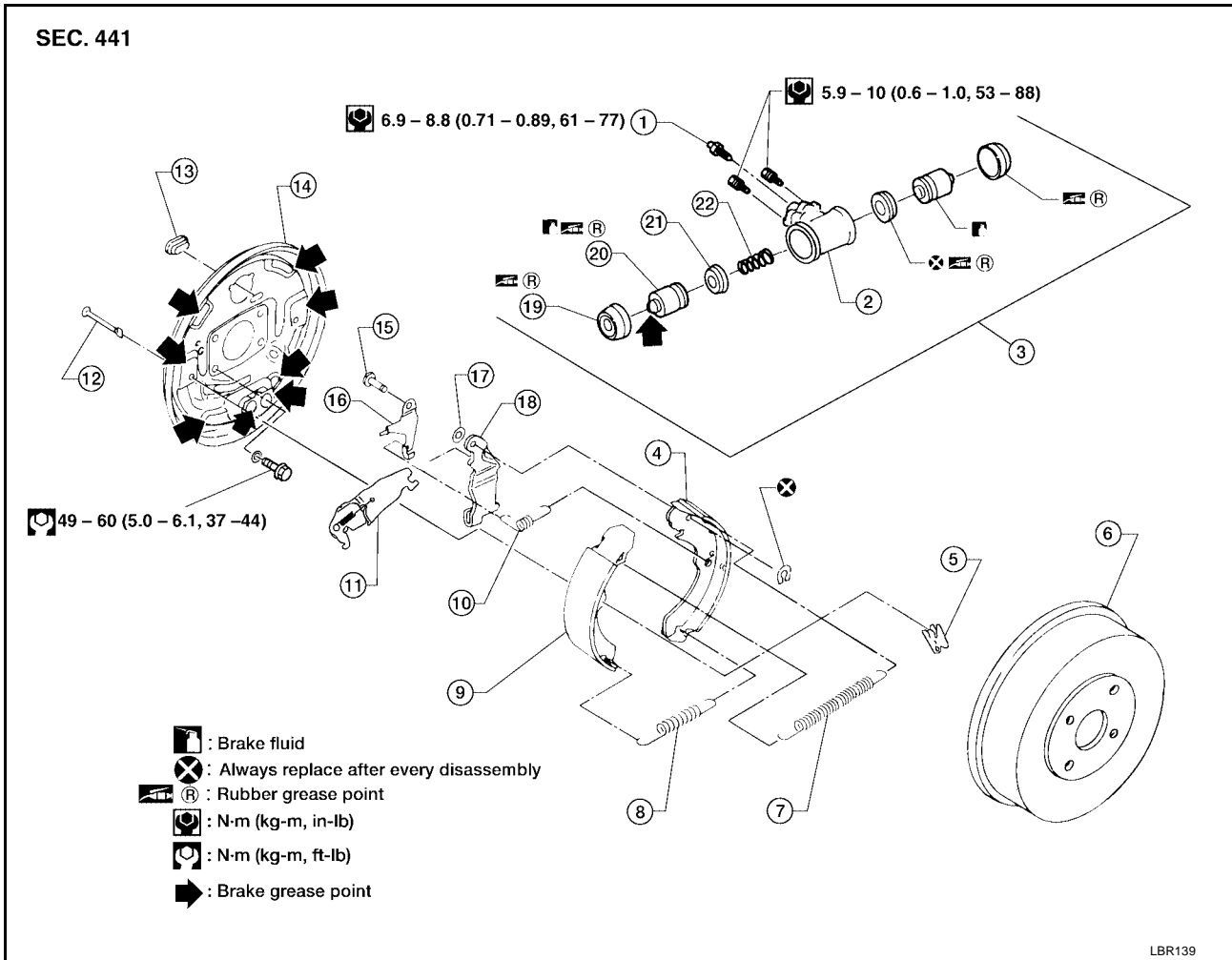
# REAR DRUM BRAKE

PFP:43206

EFS0023T

## REAR DRUM BRAKE

### Components



- |                      |                          |                        |
|----------------------|--------------------------|------------------------|
| 1. Air bleeder valve | 2. Cylinder body         | 3. Wheel cylinder      |
| 4. Shoe              | 5. Shoe hold-down spring | 6. Brake drum          |
| 7. Return spring     | 8. Return spring         | 9. Shoe                |
| 10. Adjuster spring  | 11. Adjuster             | 12. Shoe hold-down pin |
| 13. Adjuster plug    | 14. Back plate           | 15. Retainer           |
| 16. Adjusting lever  | 17. Washer               | 18. Toggle lever       |
| 19. Dust cover       | 20. Piston               | 21. Piston cap         |
| 22. Spring           |                          |                        |

### Removal

EFS0023U

#### **WARNING:**

Clean brake lining with a vacuum dust collector to minimize the hazard of airborne materials or other materials.

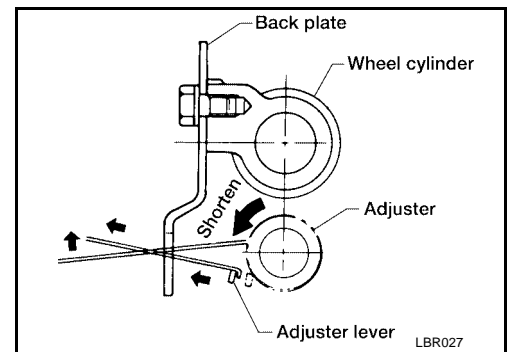
#### **CAUTION:**

Make sure parking brake lever is completely released.

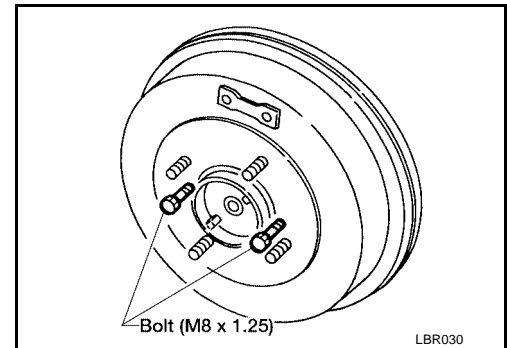
1. Remove wheel and tire. Refer to [MA-31, "Tire Rotation"](#).

## REAR DRUM BRAKE

2. Release parking brake lever fully, then remove drum.



- If drum is hard to remove, remove adjuster plug. Shorten adjuster as shown to make clearance between brake shoe and drum. Install two bolts as shown. Tighten the two bolts gradually.

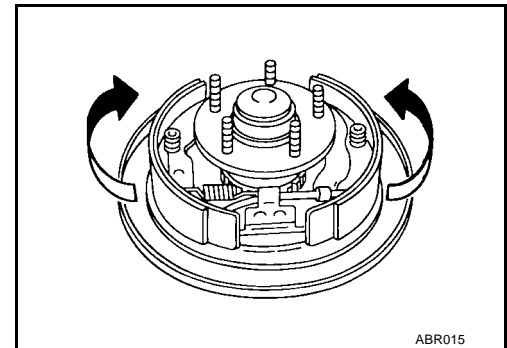


3. After removing retainer, remove spring by rotating shoes.

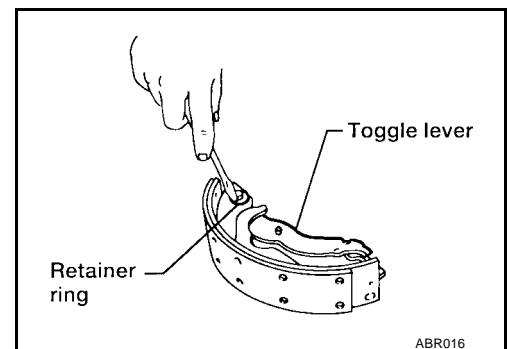
**NOTE:**

**Be careful not to damage parking brake cable when separating it.**

4. Remove adjuster.
5. Disconnect parking brake cable from toggle lever.



6. Remove retainer ring with a suitable tool. Then separate toggle lever and adjusting lever from the brake shoe.



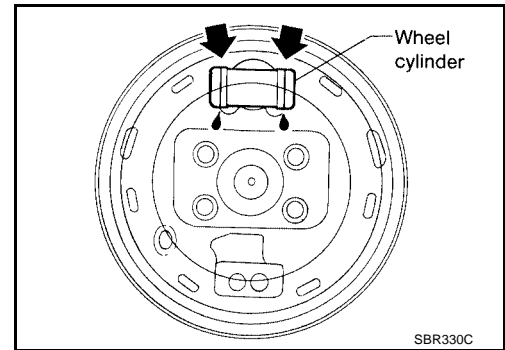
# REAR DRUM BRAKE

EFS0023V

## Inspection

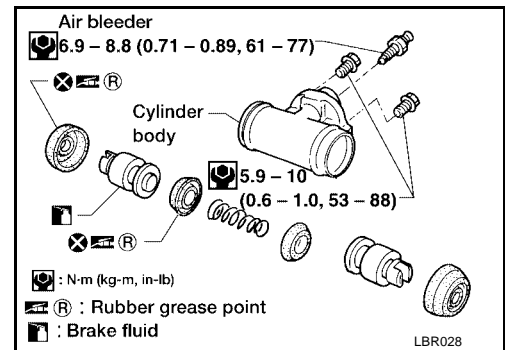
### WHEEL CYLINDER

- Check wheel cylinder for leakage.
- Check for wear, damage and loose conditions. Replace if any such condition exists.



### WHEEL CYLINDER OVERHAUL

- Check all internal parts for wear, rust and damage. Replace if necessary.
- Be careful not to scratch cylinder when installing pistons.

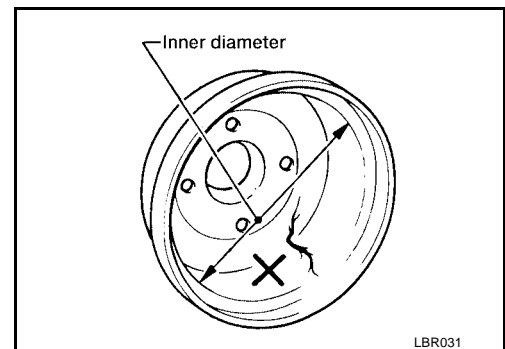


## DRUM

**Maximum inner diameter : 204.5 mm (8.05 in)**

**Out-of-roundness : 0.03 mm (0.0012 in) or less**

- Contact surface should be fine finished with No. 120 to 150 emery paper.
- Using a drum lathe, resurface brake drum if it shows score, partial wear or stepped wear.
- After brake drum has been completely reconditioned or replaced, check drum and shoes for proper contact pattern.

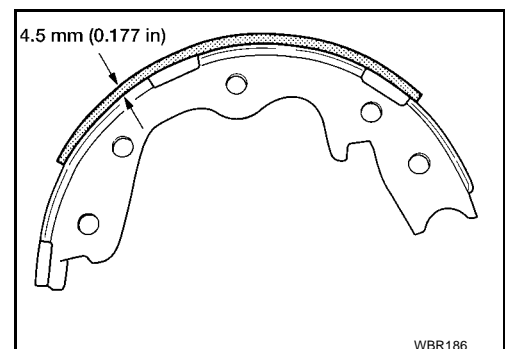


## LINING

Check lining thickness.

**Standard lining thickness : 4.5 mm (0.177 in)**

**Lining wear limit : 1.5 mm (0.059 in)**



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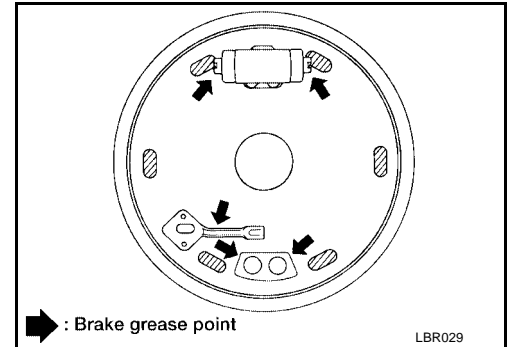


# REAR DRUM BRAKE

EFS0023W

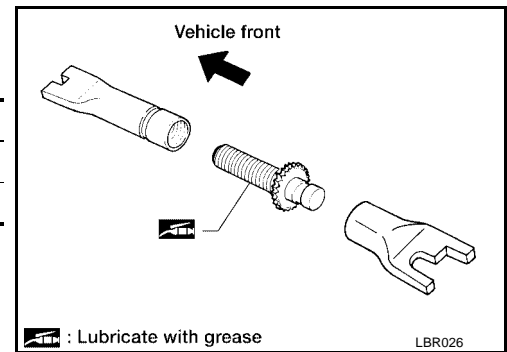
## Installation

- Always perform shoe clearance adjustment. Refer to [PB-3, "Adjustment"](#) .
  - Burnish the brake contact surfaces after refinishing or replacing drums, after replacing linings, or if a soft pedal occurs at very low mileage. Refer to [BR-6, "Brake Burnishing Procedure"](#) .
1. Fit toggle lever and adjusting lever to brake shoe with retainer ring.
  2. Apply brake grease to the contact areas shown.

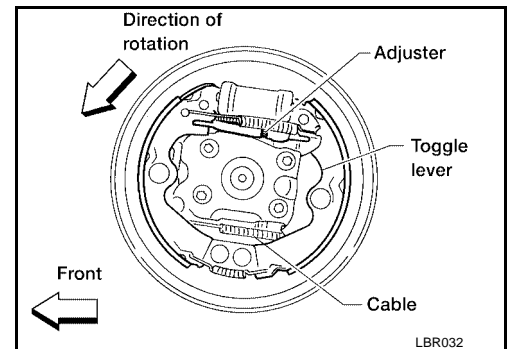


3. Shorten adjuster by rotating it.
  - Pay attention to direction of adjuster.

Wheel	Screw
Left	Left-hand thread
Right	Right-hand thread



4. Connect parking brake cable to toggle lever.
  5. Install all parts.
- Be careful not to damage wheel cylinder piston boots.**
6. Check that all parts are installed properly.
- Pay attention to direction of adjuster assembly.**
7. Install brake drum.
  8. When installing new wheel cylinder or overhauling wheel cylinder, bleed air from brake system. Refer to [BR-7, "Bleeding Brake System"](#) .
  9. Adjust parking brake. Refer to [PB-3, "Adjustment"](#) .
  10. Install wheel and tire. Refer to [MA-31, "Tire Rotation"](#) .



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### General Specifications

EFS0023X

Unit: mm (in)

Applied Model		QG18DE	QR25DE
Front brake	Brake model	CL25VA	CL25VB
	Cylinder bore diameter	57.2 (2.252)	
	Pad length × width × thickness	125.6 × 46.0 × 11.0 (4.94 × 1.811 × 0.433)	
	Rotor outer diameter × thickness	257 × 22 (10.12 × 0.87)	280 × 22 (11.02 × 0.87)
Rear brake	Brake model	LT20G	CL9HC
	Cylinder bore diameter/caliper bore diameter	15.87 (5/8) type a 17.45 (11/16) type b	33.96 (1 11/32)
	Lining length × width × thickness	219.4 × 35 × 4.5 (8.64 × 1.38 × 0.177)	89.1 × 39.5 × 10 (3.508 × 1.555 × 0.39)
	Drum inner diameter/Disc diameter × thickness	203.2 (8)	258 × 9 (10.16 × 0.35)
Master cylinder	Cylinder bore diameter	23.81 (15/16)	
Control valve	Valve model	Dual proportioning valve	
	Split point [kPa (kg/cm <sup>2</sup> , psi)] × reducing ratio	1,961 (20,284) × 0.2	2,942 (30,427) × 0.2
Brake booster	Booster model	M215T	
	Diaphragm diameter	Primary: 230 (9.06) Secondary: 205 (8.07)	
Brake fluid	Recommended brake fluid	DOT 3	

### Disc Brake

EFS0023Y

Unit: mm (in)

Brake model	CL25VA/CL25VB (Front)	CL9HC (Rear)
Pad wear limit Minimum thickness	2.0 (0.079)	2.0 (0.079)
Rotor repair limit Minimum thickness	20 (0.79)	8.0 (0.31)

### Drum Brake

EFS0023Z

Unit: mm (in)

Brake model	LT20G	
Lining wear limit	Minimum thickness	1.5 (0.059)
	Maximum inner diameter	204.5 (8.05)
Drum repair limit	Maximum out-of round	0.03 (0.0012)

### Brake Pedal

EFS00240

Unit: mm (in)

Free height "H"*	M/T	156 - 166 (6.14 - 6.54)
	A/T	164.9 - 174.9 (6.49 - 6.89)
Depressed height "D" [under force of 490 N (50 kg, 110 lb) with engine running]	90 (3.54)	
Pedal free play "A"	1.0 - 3.0 (0.039 - 0.118)	

\*: Measured from surface of dash reinforcement panel.

## SERVICE DATA AND SPECIFICATIONS (SDS)

---

# SECTION **BRC**

## BRAKE CONTROL SYSTEM

A  
B  
C  
D  
E

### CONTENTS

<b>ABS</b>	
<b>PRECAUTIONS</b> .....	<b>3</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	3
Precautions for Brake System .....	3
Wiring Diagrams and Trouble Diagnosis .....	3
<b>PREPARATION</b> .....	<b>4</b>
Commercial Service Tools .....	4
<b>DESCRIPTION</b> .....	<b>5</b>
Purpose .....	5
Operation .....	5
ABS Hydraulic Circuit .....	5
System Components .....	6
System Description .....	6
<b>SENSOR</b> .....	6
<b>CONTROL UNIT (BUILT-IN ABS ACTUATOR AND ELECTRIC UNIT)</b> .....	6
<b>ABS ACTUATOR AND ELECTRIC UNIT</b> .....	7
Component Parts and Harness Connector Location .....	8
Schematic .....	9
Wiring Diagram — ABS — .....	10
<b>ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION</b> .....	<b>14</b>
Self-diagnosis .....	14
<b>FUNCTION</b> .....	14
<b>SELF-DIAGNOSIS PROCEDURE</b> .....	14
<b>HOW TO READ SELF-DIAGNOSTIC RESULTS (MALFUNCTION CODES)</b> .....	15
<b>HOW TO ERASE SELF-DIAGNOSTIC RESULTS (MALFUNCTION CODES)</b> .....	15
<b>CONSULT-II</b> .....	16
<b>CONSULT-II APPLICATION TO ABS</b> .....	16
<b>ECU (ABS CONTROL UNIT) PART NUMBER</b> .....	16
<b>MODE</b> .....	16
<b>CONSULT-II Inspection Procedure</b> .....	17
<b>SELF-DIAGNOSIS PROCEDURE</b> .....	17
<b>SELF-DIAGNOSTIC RESULTS MODE</b> .....	18
<b>DATA MONITOR PROCEDURE</b> .....	19
<b>ACTIVE TEST PROCEDURE</b> .....	20
<b>DATA MONITOR MODE</b> .....	21
<b>ACTIVE TEST MODE</b> .....	21
<b>TROUBLE DIAGNOSIS — INTRODUCTION</b> .....	<b>22</b>
How to Perform Trouble Diagnoses for Quick and Accurate Repair .....	22
<b>INTRODUCTION</b> .....	22
<b>TROUBLE DIAGNOSIS — BASIC INSPECTION</b> ...	<b>23</b>
Preliminary Check .....	23
Ground Circuit Check .....	25
<b>ABS ACTUATOR AND ELECTRIC UNIT</b> .....	25
<b>GROUND</b> .....	25
<b>TROUBLE DIAGNOSIS — GENERAL DESCRIPTION</b> .....	<b>26</b>
Malfunction Code/Symptom Chart .....	26
<b>WHEEL SENSOR OR ROTOR</b> .....	<b>27</b>
Diagnostic Procedure .....	27
<b>ABS ACTUATOR SOLENOID VALVE AND SOLENOID VALVE RELAY</b> .....	<b>29</b>
Diagnostic Procedure .....	29
<b>MOTOR RELAY OR MOTOR</b> .....	<b>31</b>
Diagnostic Procedure .....	31
<b>LOW VOLTAGE</b> .....	<b>33</b>
Diagnostic Procedure .....	33
<b>CONTROL UNIT</b> .....	<b>35</b>
Diagnostic Procedure .....	35
<b>TROUBLE DIAGNOSES FOR SYMPTOMS</b> .....	<b>36</b>
Symptom 1. ABS Works Frequently .....	36
Symptom 2. Unexpected Pedal Action .....	36
Symptom 3. Long Stopping Distance .....	37
Symptom 4. ABS Does Not Work .....	38
Symptom 5. Pedal Vibration and Noise .....	38
Symptom 6. Warning Lamp Does Not Come On When Ignition Switch Is Turned On .....	39
Symptom 7. Warning Lamp Stays On When Ignition	39

**BRC**

G  
H  
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J  
K  
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Switch Is Turned On .....	41	<b>REMOVAL AND INSTALLATION .....</b>	<b>44</b>
		Removal and Installation .....	44
		FRONT WHEEL SENSOR .....	44
		REAR WHEEL SENSOR (REAR DRUM) .....	44
		REAR WHEEL SENSOR (REAR DISC) .....	45
		SENSOR ROTOR .....	45
		ACTUATOR .....	46

**PRECAUTIONS**

PFP:00001

**Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”**

EFS0028N

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

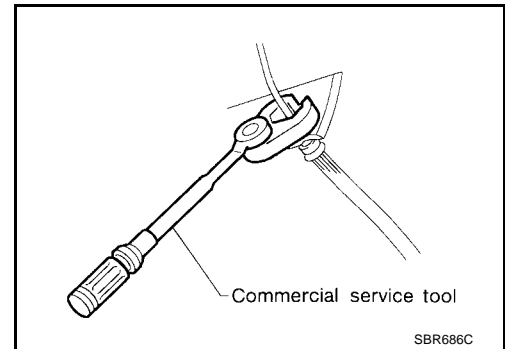
**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

**Precautions for Brake System**

EFS0028O

- Recommended fluid is brake fluid “DOT 3”.
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas.
- To clean or wash all parts of master cylinder, disc brake caliper and wheel cylinder, use clean brake fluid.
- Never use mineral oils such as gasoline or kerosene. They will ruin rubber parts of the hydraulic system.
- Use flare nut wrench when removing and installing brake tube.
- Always torque brake lines when installing.
- Burnish the brake contact surfaces after refinishing or replacing drums or rotors, after replacing pads or linings, or if a soft pedal occurs at very low mileage. Refer to [BR-6, "Brake Burnishing Procedure"](#).



**WARNING:**

- Clean brake pads and shoes with a waste cloth, then wipe with a dust collector.

**Wiring Diagrams and Trouble Diagnosis**

EFS0028P

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#)

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

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# PREPARATION

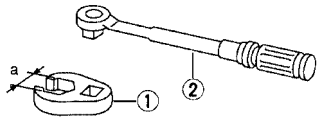
[ABS]

## PREPARATION

PFP:00002

### Commercial Service Tools

EFS002RX

Tool name	Description
<p>1 Flare nut crowfoot 2 Torque wrench</p>  <p>S-NT360</p>	<p>Removing and installing brake piping <b>a: 10 mm (0.39 in)</b></p>

DESCRIPTION

PFP:00000

Purpose

EFS00246

The Anti-Lock Brake System (ABS) consists of electronic and hydraulic components. It allows for control of braking force so locking of the wheels can be avoided.

1. Improves proper tracking performance through steering wheel operation.
2. Eases obstacle avoidance through steering wheel operation.
3. Improves vehicle stability.

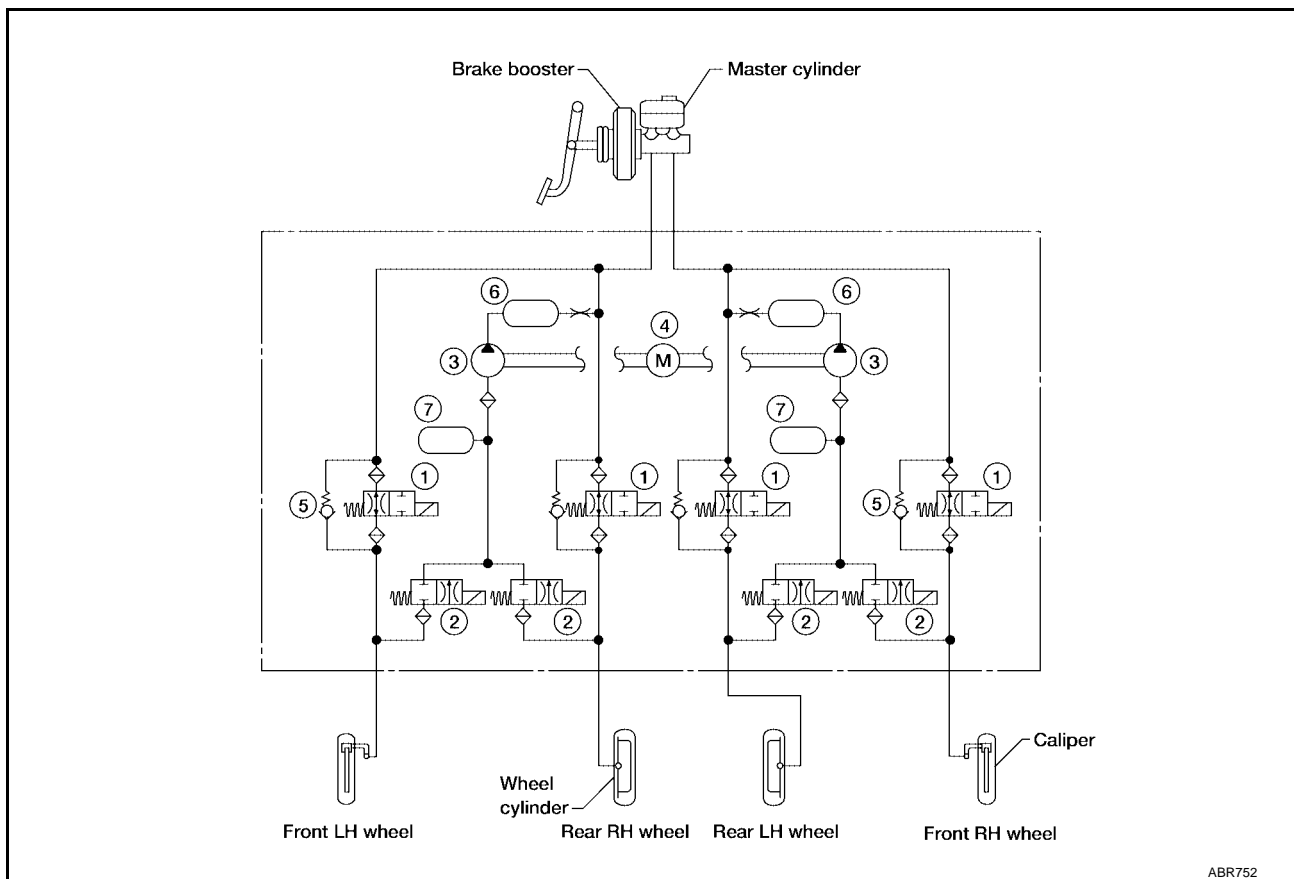
Operation

EFS00247

- When the vehicle speed is less than 10 km/h (6 MPH), this system does not work.
- The Anti-Lock Brake System (ABS) has a self-test function. The system turns on the ABS warning lamp for 1 second each time the ignition switch is turned "ON". After the engine is started, the ABS warning lamp turns off. The system performs a test the first time the vehicle reaches 6 km/h (4 MPH). A mechanical noise may be heard as the ABS performs this self-test. This is a normal part of the self-test feature. If a malfunction is found during this check, the ABS warning lamp will stay on.
- While driving, a mechanical noise may be heard during ABS operation. This is a normal condition.

ABS Hydraulic Circuit

EFS00248



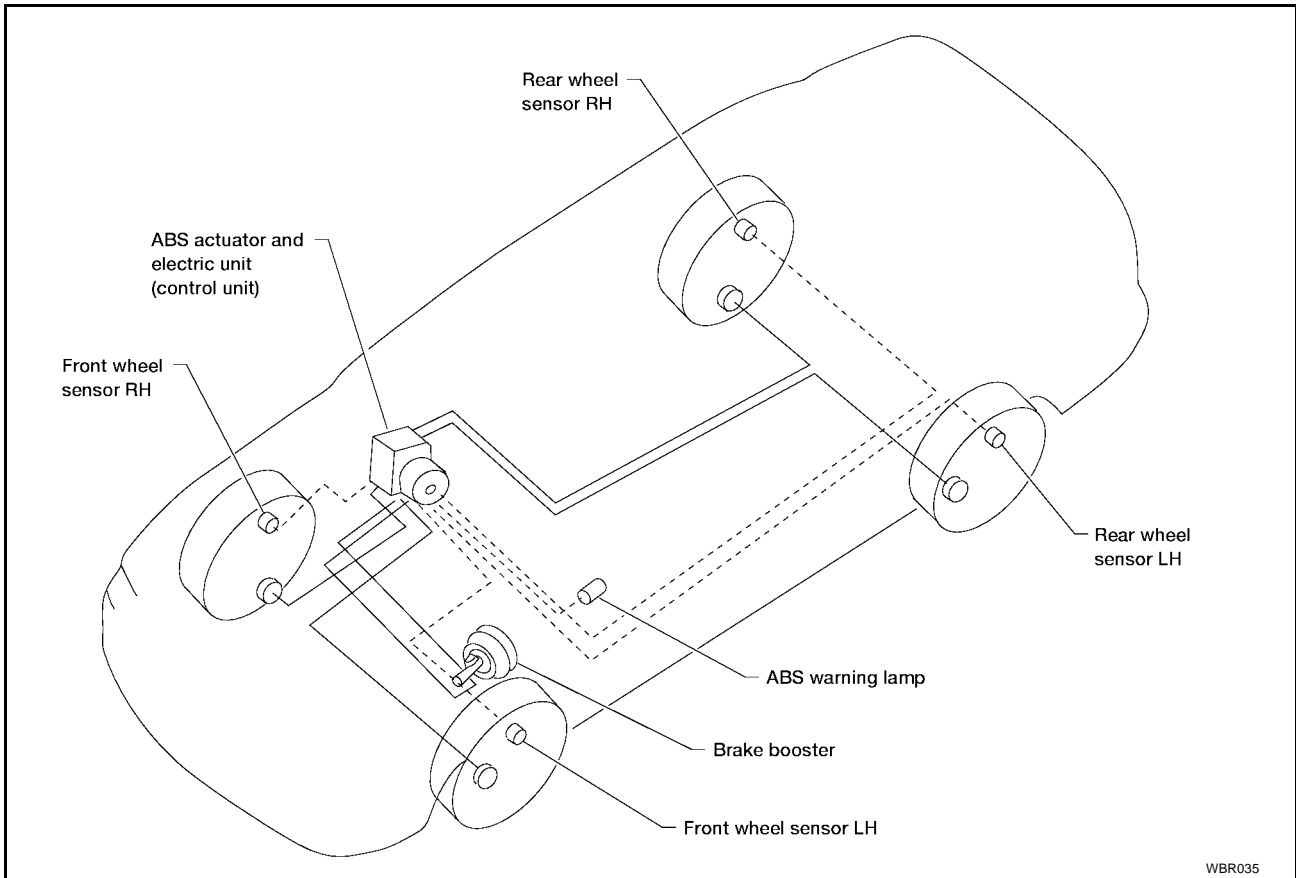
- |                                  |                          |           |
|----------------------------------|--------------------------|-----------|
| 1. Inlet solenoid valve          | 2. Outlet solenoid valve | 3. Pump   |
| 4. Motor                         | 5. Bypass check valve    | 6. Damper |
| 7. Solenoid valve relay actuator |                          |           |

ABR752



System Components

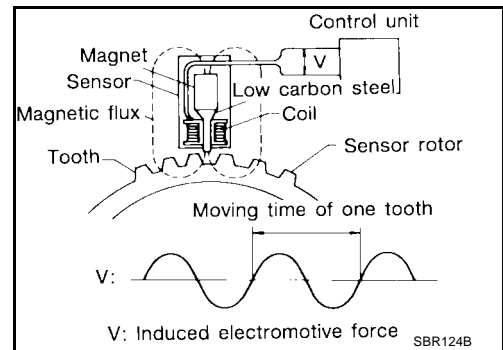
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System Description  
SENSOR

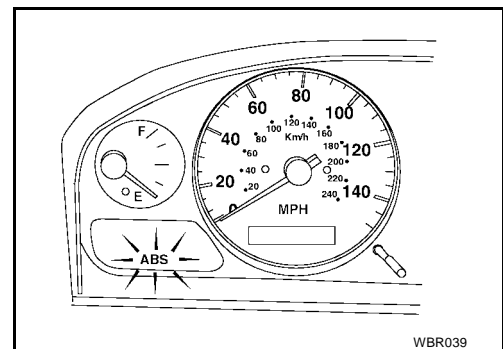
EFS0024A

The sensor unit consists of a gear-shaped sensor rotor and a sensor element. The element contains a bar magnet around which a coil is wound. The front sensors are installed on the front spindles and the rear sensors are installed on the rear spindles. As the wheel rotates, the sensor generates a sine-wave pattern. The frequency and voltage increase(s) as the rotating speed increases.



CONTROL UNIT (BUILT-IN ABS ACTUATOR AND ELECTRIC UNIT)

The control unit computes the wheel rotating speed by the signal current sent from the sensor. Then it supplies a DC current to the actuator solenoid valve. It also controls ON-OFF operation of the valve relay and motor relay. If any electrical malfunction should be detected in the system, the control unit causes the warning lamp to light up. In this condition, the ABS will be deactivated by the control unit, and the vehicle's brake system reverts to normal operation. (For control unit layout, refer to [BRC-7, "ABS ACTUATOR AND ELECTRIC UNIT"](#) .)

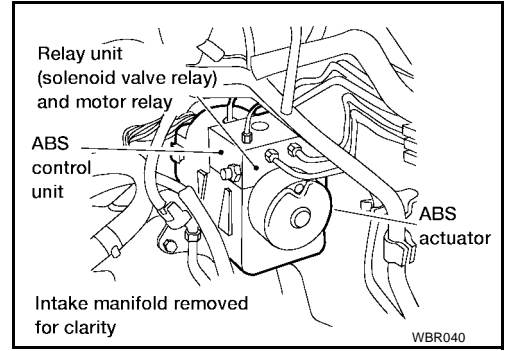


**ABS ACTUATOR AND ELECTRIC UNIT**

The ABS actuator and electric unit contains:

- An electric motor and pump
- Two relays
- Eight solenoid valves, each inlet and outlet for
  - LH front
  - RH front
  - LH rear
  - RH rear
- ABS control unit

This component controls the hydraulic circuit and increases, holds or decreases hydraulic pressure to all or individual wheels. The ABS actuator and electric unit is serviced as an assembly.



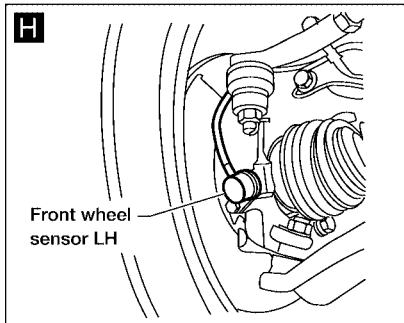
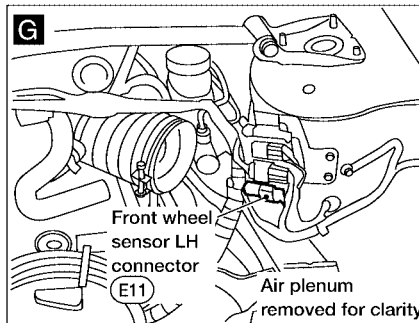
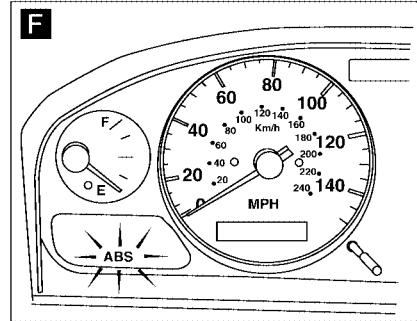
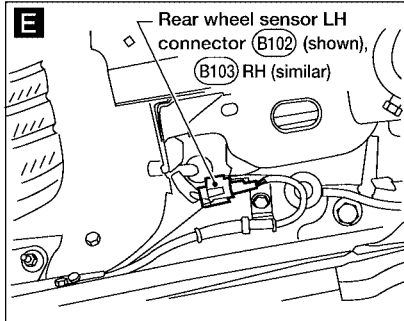
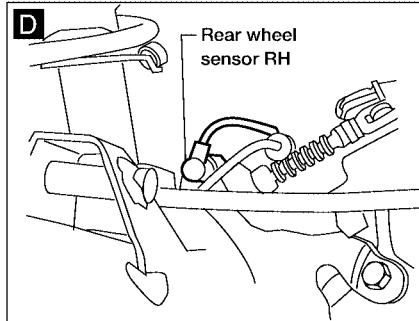
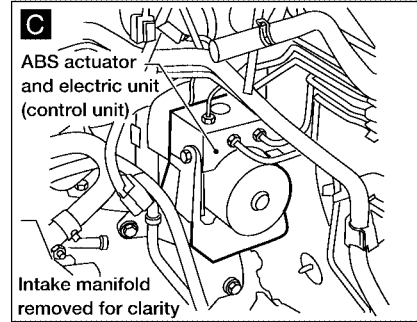
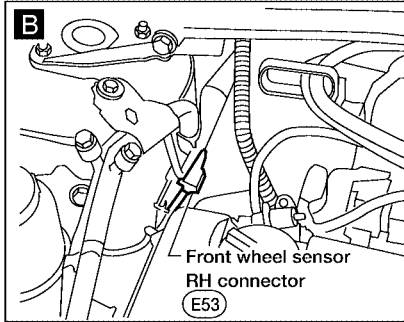
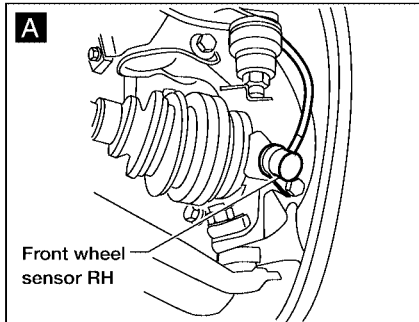
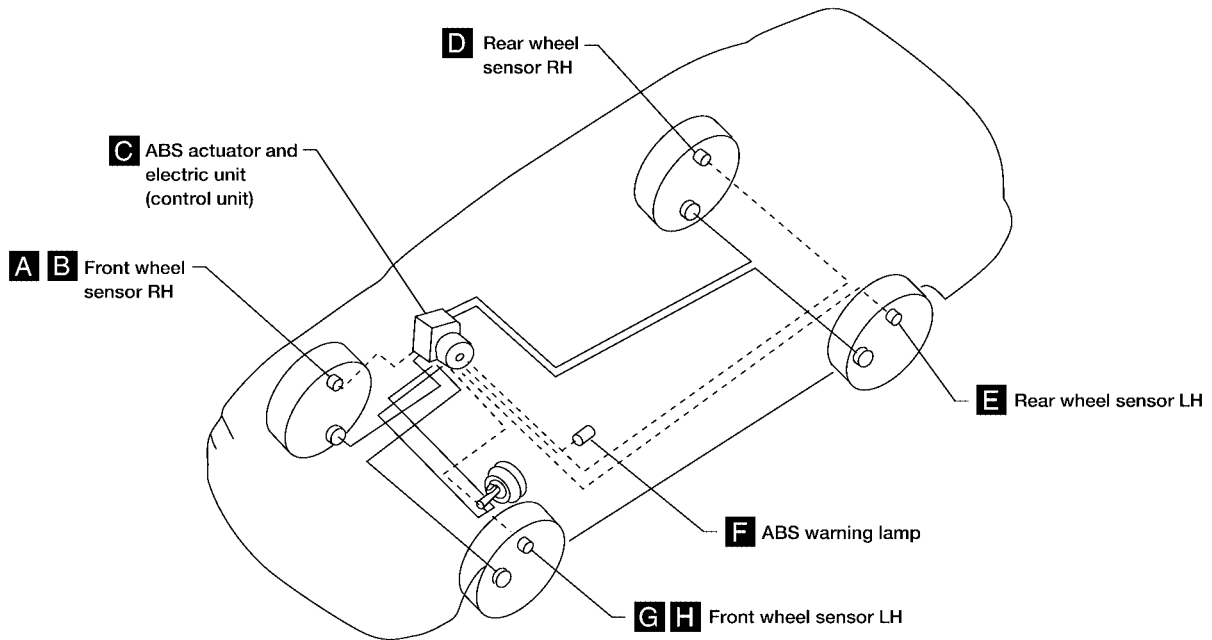
**ABS Actuator Operation**

		Inlet solenoid valve	Outlet solenoid valve	
Normal brake operation		OFF (Open)	OFF (Closed)	Master cylinder brake fluid pressure is directly transmitted to caliper via the inlet solenoid valve.
ABS operation	Pressure hold	ON (Closed)	OFF (Closed)	Hydraulic circuit is shut off to hold the caliper brake fluid pressure.
	Pressure decrease	ON (Closed)	ON (Open)	Caliper brake fluid is sent to reservoir via the outlet solenoid valve. Then it is pushed up to the master cylinder by pump.
	Pressure increase	OFF (Open)	OFF (Closed)	Master cylinder brake fluid pressure is transmitted to caliper.

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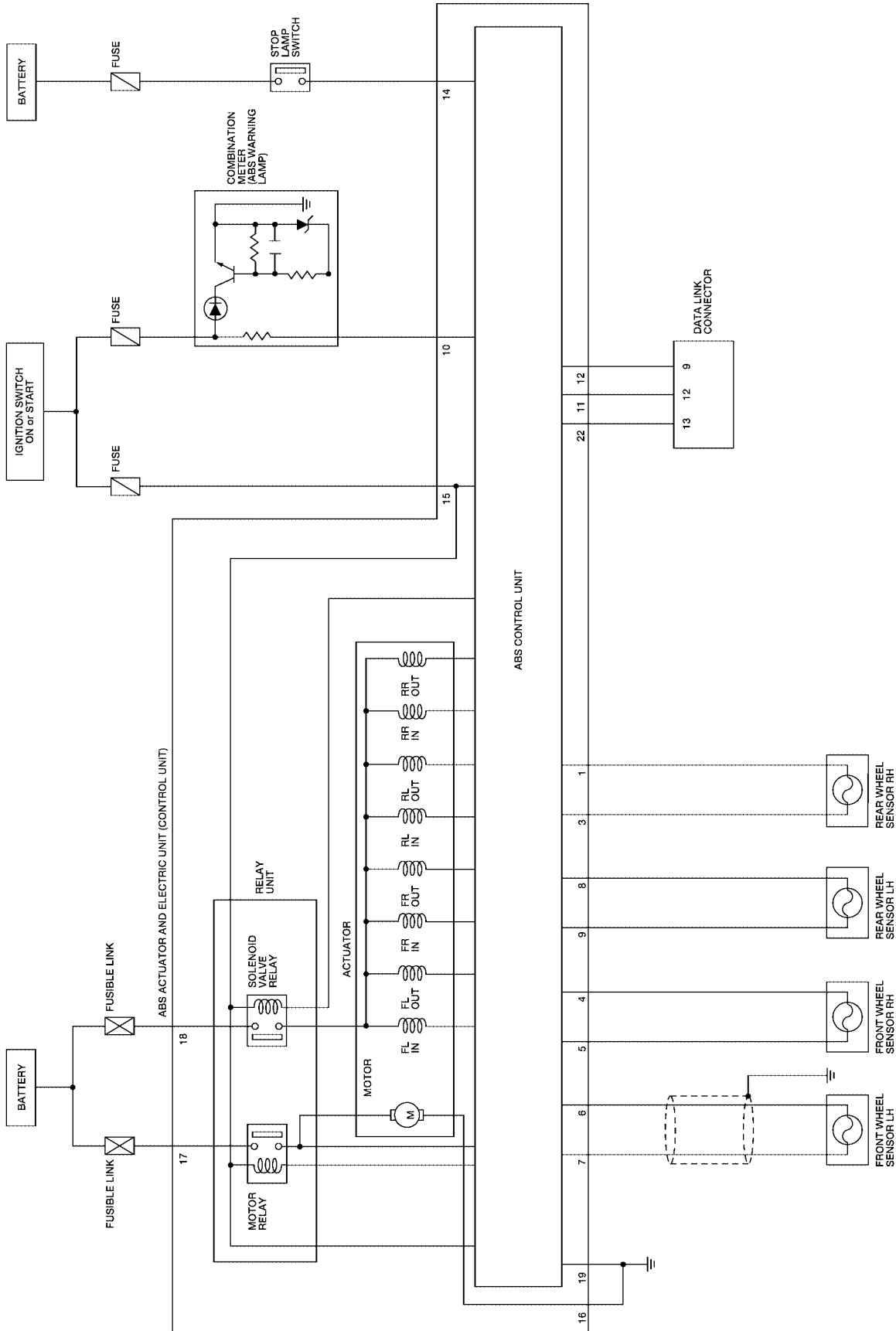
Component Parts and Harness Connector Location

EFS0024B



WFIA0039E

Schematic



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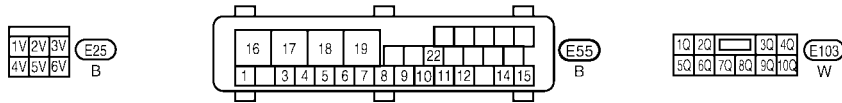
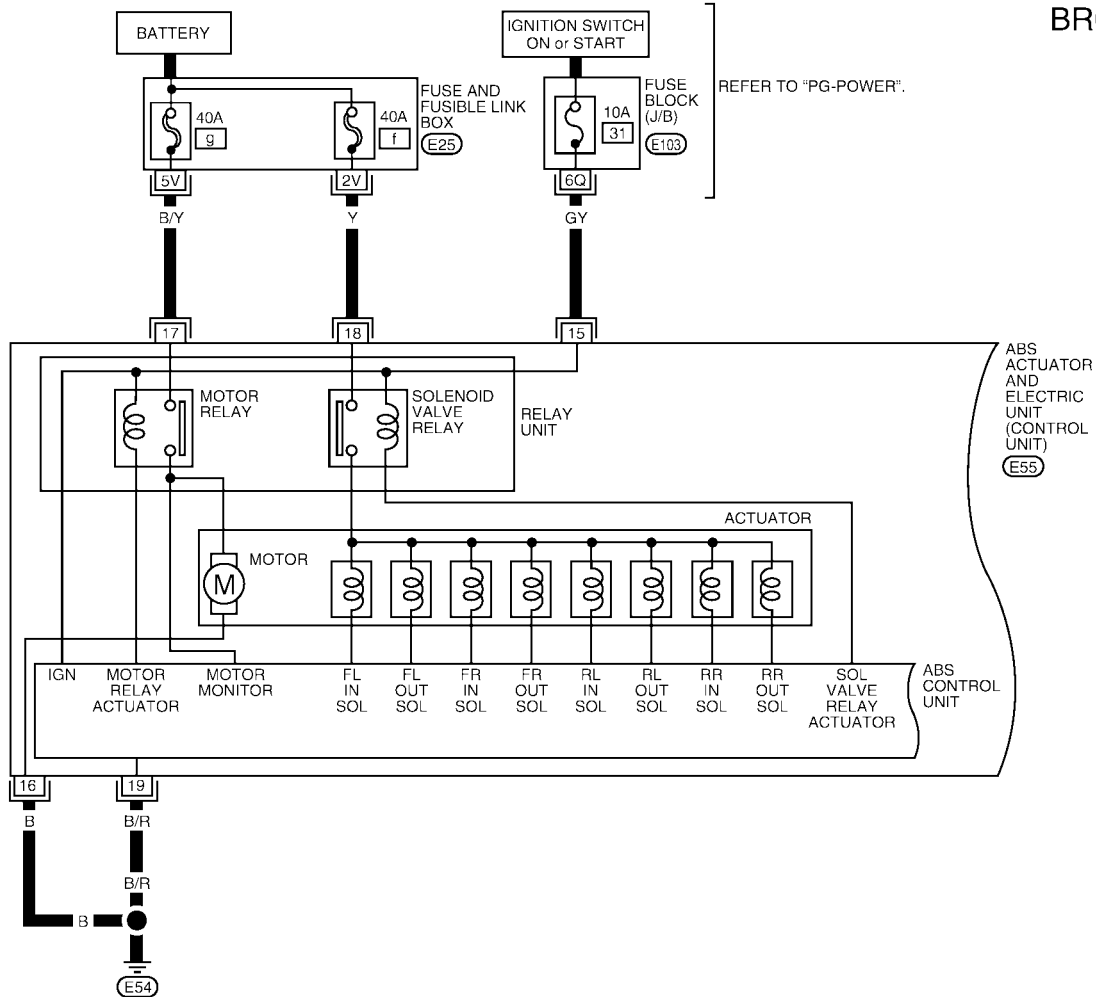
# DESCRIPTION

[ABS]

## Wiring Diagram — ABS —

EFS0024D

BRC-ABS-01



WFWA0002E

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)  
TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

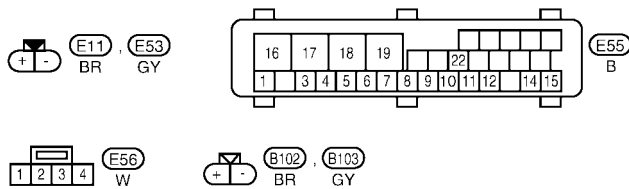
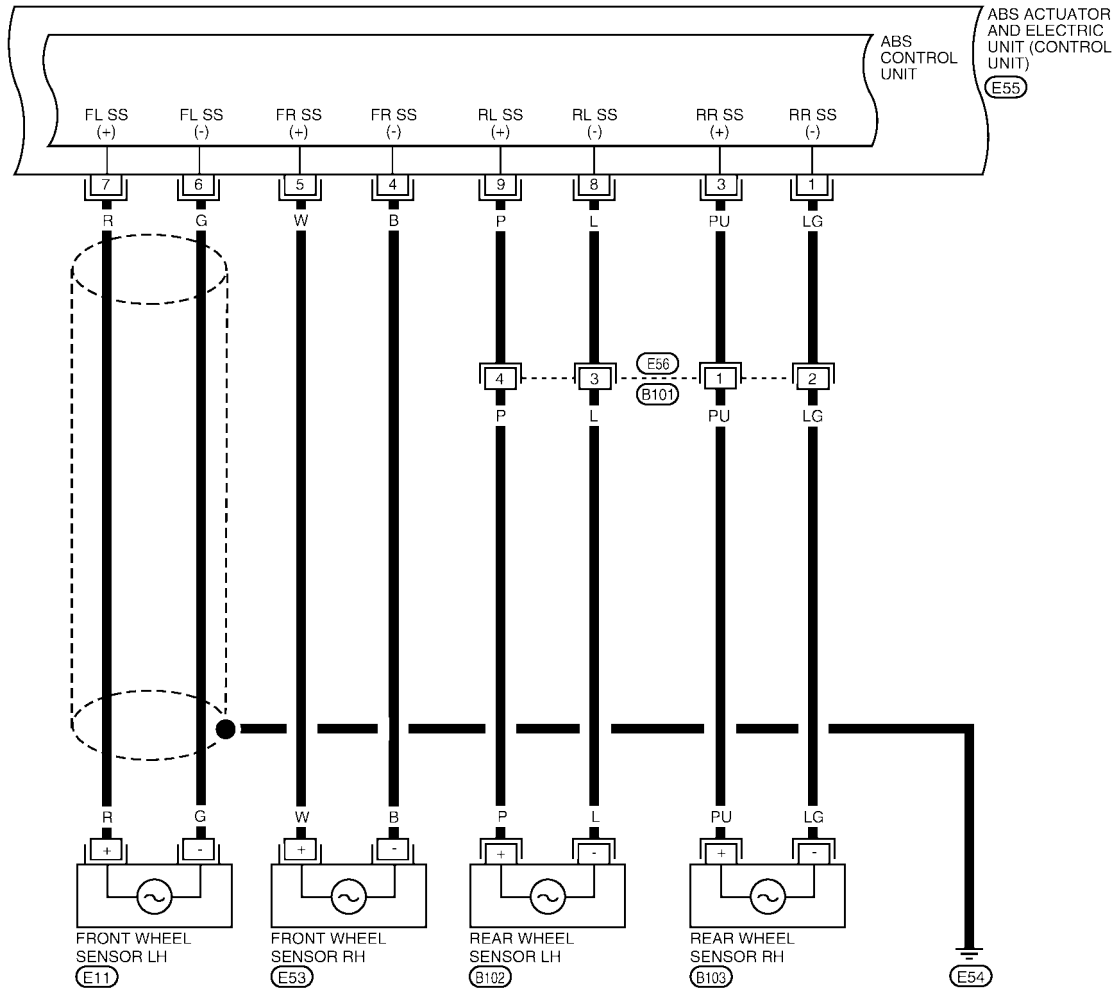
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
15	GY	POWER SOURCE (FUSE)	IGNITION ON OR START	BATTERY VOLTAGE
16	B	GROUND	—	—
17	B/Y	POWER SOURCE (FUSE)	BATTERY	BATTERY VOLTAGE
18	Y	POWER SOURCE (FUSE)	BATTERY	BATTERY VOLTAGE
19	B/R	GROUND	—	—

LBR071

# DESCRIPTION

[ABS]

BRC-ABS-02



WFWA0004E

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)  
TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	LG	REAR WHEEL SENSOR RH	WHEN VEHICLE CRUISES AT 30 KM/H (19 MPH)	PULSE FRONT: APPROX. 190 HZ REAR: APPROX. 190 HZ
3	PU	REAR WHEEL SENSOR RH		
4	B	FRONT WHEEL SENSOR RH		
5	W	FRONT WHEEL SENSOR RH		
6	G	FRONT WHEEL SENSOR LH		
7	R	FRONT WHEEL SENSOR LH		
8	L	REAR WHEEL SENSOR LH		
9	P	REAR WHEEL SENSOR LH		

LBR072



# DESCRIPTION

**[ABS]**

**ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)**  
**TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (APPROX.)
10	L/B	ABS WARNING LAMP IN COMBINATION METER	WHEN ABS LAMP IS ACTIVE	0V
			WHEN ABS LAMP IS NOT ACTIVE	BATTERY VOLTAGE
11	GY/L	DATA LINK CONNECTOR	—	—
12	OR/B	DATA LINK CONNECTOR	—	—
14	R/G	STOP LAMP SWITCH	WHEN BRAKE PEDAL IS DEPRESSED	BATTERY VOLTAGE
			WHEN BRAKE PEDAL IS RELEASED	0V
22	G/B	DATA LINK CONNECTOR	—	—

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## ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

PFP:00000

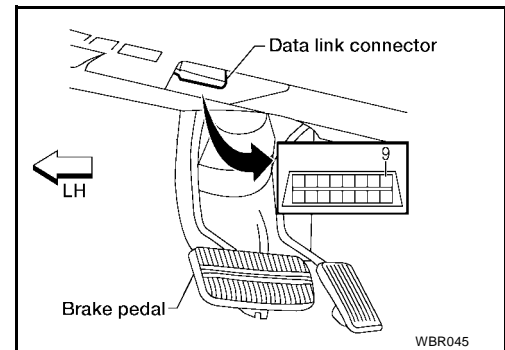
### Self-diagnosis FUNCTION

EFS0024E

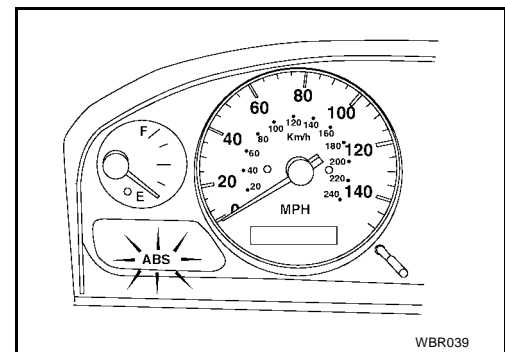
- When a problem occurs in the ABS, the warning lamp on the instrument panel comes on. To start the self-diagnostic results mode, ground the self-diagnostic (check) terminal located on Data Link Connector. The location of the malfunction is indicated by the warning lamp flashing.

### SELF-DIAGNOSIS PROCEDURE

- Drive vehicle over 30 km/h (19 MPH) for at least one minute.
- Turn ignition switch OFF.
- Ground terminal 9 of Data Link Connector with a suitable harness.
- Turn ignition switch ON while grounding terminal 9.  
**Do not depress brake pedal.**



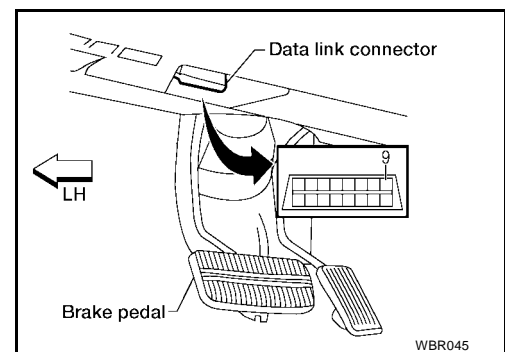
- After 3.0 seconds, the warning lamp starts flashing to indicate the malfunction code No. (See NOTE.)
- Verify the location of the malfunction with the malfunction code chart. Refer to [BRC-26, "Malfunction Code/Symptom Chart"](#). Then make the necessary repairs following the diagnostic procedures.
- After the malfunctions are repaired, erase the malfunction codes stored in the control unit. Refer to [BRC-15, "HOW TO ERASE SELF-DIAGNOSTIC RESULTS \(MALFUNCTION CODES\)"](#).
- Rerun the self-diagnostic results mode to verify that the malfunction codes have been erased.



- Disconnect the check terminal from the ground. The self-diagnostic results mode is now complete.
- Check warning lamp for deactivation after driving vehicle over 30 km/h (19 MPH) for at least one minute.
- After making certain that warning lamp does not come on, test the ABS in a safe area to verify that it functions properly.

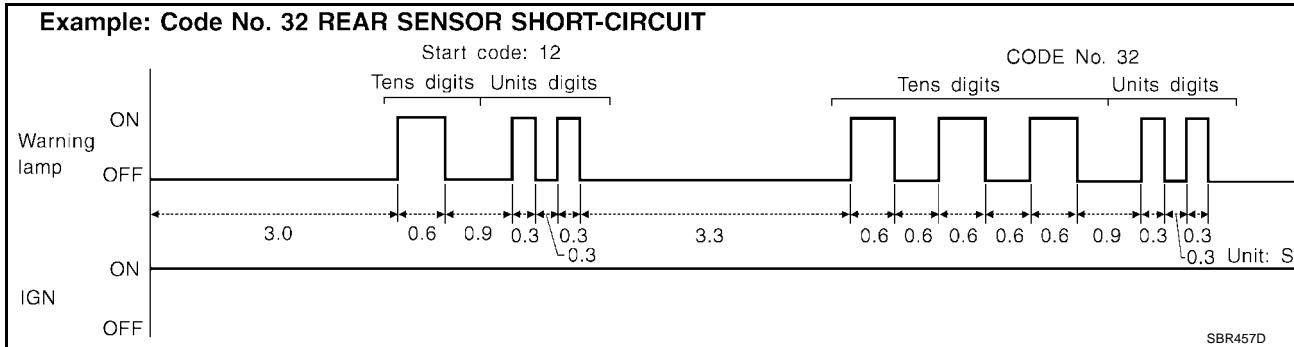
**NOTE:**

The indication terminates after 5 minutes. However, when the ignition switch is turned from OFF to ON, the indication starts flashing again.



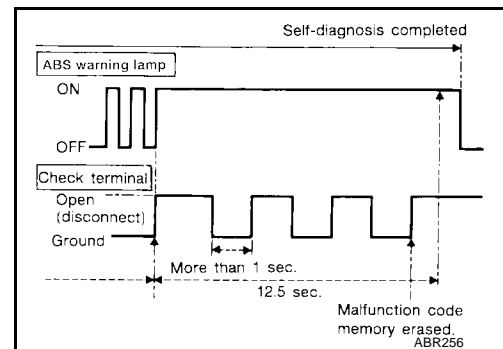
## HOW TO READ SELF-DIAGNOSTIC RESULTS (MALFUNCTION CODES)

1. Determine the code No. by counting the number of times the warning lamp flashes on and off.
2. When several malfunctions occur at one time, up to three code numbers can be stored; the latest malfunction will be indicated first.
3. The indication begins with the start code 12. After that a maximum of three code numbers appear in the order of the latest one first. The indication then returns to the start code 12 to repeat (the indication will stay on for five minutes at most).
4. Refer to [BRC-26, "Malfunction Code/Symptom Chart"](#) for a list of malfunction codes.



## HOW TO ERASE SELF-DIAGNOSTIC RESULTS (MALFUNCTION CODES)

1. Disconnect the check terminal from ground (ABS warning lamp will stay lit).
2. Within 12.5 seconds, ground the check terminal three times. Each terminal ground must last more than 1 second. The ABS warning lamp goes out after the erase operation has been completed.
3. Perform self-diagnosis again. Refer to [BRC-14, "SELF-DIAGNOSIS PROCEDURE"](#). Only the start code should appear, no malfunction codes.



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[ABS]

EFS0024F

## CONSULT-II CONSULT-II APPLICATION TO ABS

ITEM	SELF-DIAGNOSTIC RESULTS	DATA MONITOR	ACTIVE TEST
Front right wheel sensor	×	×	—
Front left wheel sensor	×	×	—
Rear right wheel sensor	×	×	—
Rear left wheel sensor	×	×	—
ABS sensor	×	—	—
Stop lamp switch	—	×	—
Front right inlet solenoid valve	×	×	×
Front right outlet solenoid valve	×	×	×
Front left inlet solenoid valve	×	×	×
Front left outlet solenoid valve	×	×	×
Rear right inlet solenoid valve	×	×	×
Rear right outlet solenoid valve	×	×	×
Rear left inlet solenoid valve	×	×	×
Rear left outlet solenoid valve	×	×	×
Actuator solenoid valve relay	×	×	—
Actuator motor relay (ABS MOTOR is shown on the Data Monitor screen.)	×	×	×
ABS warning lamp	—	×	—
Battery voltage	×	×	—
Control unit	×	—	—

×: Applicable

—: Not applicable

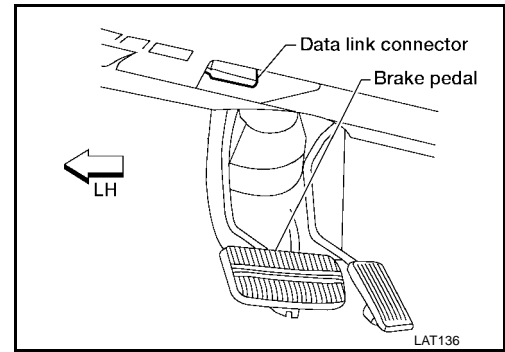
### ECU (ABS CONTROL UNIT) PART NUMBER MODE

Ignore the ECU part number displayed in the ECU PART NUMBER MODE. Refer to Parts Catalog to order the ECU.

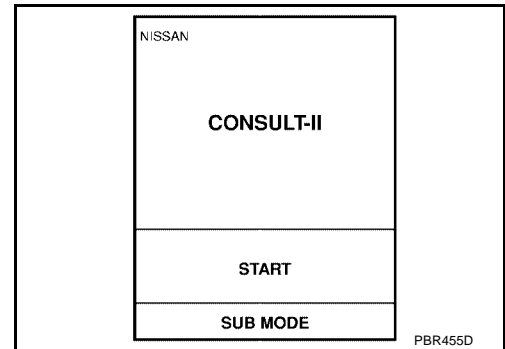
EFS0024G

## CONSULT-II Inspection Procedure SELF-DIAGNOSIS PROCEDURE

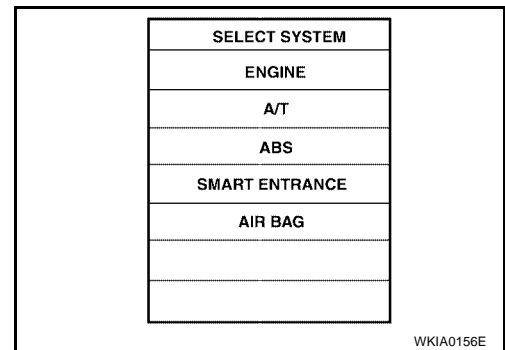
1. Turn ignition switch OFF.
2. Connect CONSULT-II to Data Link Connector.
3. Start engine.
4. Drive vehicle over 30 km/h (19 MPH) for at least one minute.



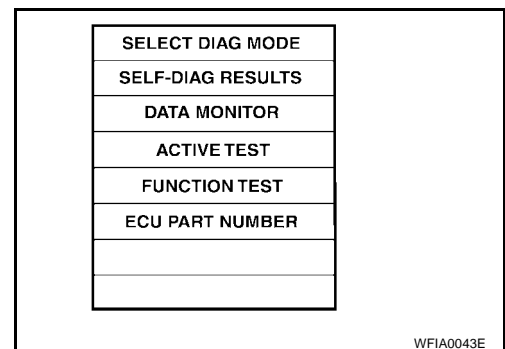
5. Stop vehicle with engine running and touch "START" on CONSULT-II screen.



6. Touch "ABS".



7. Touch "SELF-DIAG RESULTS".
  - The screen shows the detected malfunction and how many times the ignition switch has been turned ON since the malfunction.
8. Make the necessary repairs following the diagnostic procedures.



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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[ABS]

9. After the malfunctions are repaired, erase the self-diagnostic results stored in the control unit by touching "ERASE".
10. Check warning lamp for deactivation after driving vehicle over 30 km/h (19 MPH) for at least one minute.
11. Test the ABS in a safe area to verify that it functions properly.

SELF DIAG RESULTS	
FAILURE DETECTED	TIME
FR RH SENSOR [OPEN]	XXX

PBR950C

## SELF-DIAGNOSTIC RESULTS MODE

Diagnostic item	Diagnostic item is detected when...	Reference Page
FR RH SENSOR <sup>1</sup> [OPEN]	<ul style="list-style-type: none"> <li>● Circuit for front right wheel sensor is open. (An abnormally high input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
FR LH SENSOR <sup>1</sup> [OPEN]	<ul style="list-style-type: none"> <li>● Circuit for front left wheel sensor is open. (An abnormally high input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
RR RH SENSOR <sup>1</sup> [OPEN]	<ul style="list-style-type: none"> <li>● Circuit for rear right sensor is open. (An abnormally high input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
RR LH SENSOR <sup>1</sup> [OPEN]	<ul style="list-style-type: none"> <li>● Circuit for rear left sensor is open. (An abnormally high input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
FR RH SENSOR <sup>1</sup> [SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front right wheel sensor is shorted. (An abnormally low input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
FR LH SENSOR <sup>1</sup> [SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front left wheel sensor is shorted. (An abnormally low input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
RR RH SENSOR <sup>1</sup> [SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear right sensor is shorted. (An abnormally low input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
RR LH SENSOR <sup>1</sup> [SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear left sensor is shorted. (An abnormally low input voltage is entered.)</li> </ul>	<a href="#">BRC-27</a>
ABS SENSOR <sup>1</sup> [ABNORMAL SIGNAL]	<ul style="list-style-type: none"> <li>● Teeth damage on sensor rotor or improper installation of wheel sensor. (Abnormal wheel sensor signal is entered.)</li> </ul>	<a href="#">BRC-27</a>
FR RH IN ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front right inlet solenoid valve is open. (An abnormally low output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
FR LH IN ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front left inlet solenoid valve is open. (An abnormally low output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
FR RH OUT ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front right outlet solenoid valve is open. (An abnormally low output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
FR LH OUT ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for front left outlet solenoid valve is open. (An abnormally low output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
RR RH IN ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear right inlet solenoid valve is shorted. (An abnormally high output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
RR LH IN ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear left inlet solenoid valve is shorted. (An abnormally high output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
RR RH OUT ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear right outlet solenoid valve is shorted. (An abnormally high output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
RR LH OUT ABS SOL [OPEN, SHORT]	<ul style="list-style-type: none"> <li>● Circuit for rear left outlet solenoid valve is shorted. (An abnormally high output voltage is entered.)</li> </ul>	<a href="#">BRC-29</a>
ABS ACTUATOR RELAY [ABNORMAL]	<ul style="list-style-type: none"> <li>● Actuator solenoid valve relay is ON, even if control unit sends off signal.</li> <li>● Actuator solenoid valve relay is OFF, even if control unit sends on signal.</li> </ul>	<a href="#">BRC-29</a>
ABS MOTOR RELAY [ABNORMAL]	<ul style="list-style-type: none"> <li>● Circuit for ABS motor relay is open or shorted.</li> <li>● Circuit for actuator motor is open or shorted.</li> <li>● Actuator motor relay is stuck.</li> </ul>	<a href="#">BRC-31</a>

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

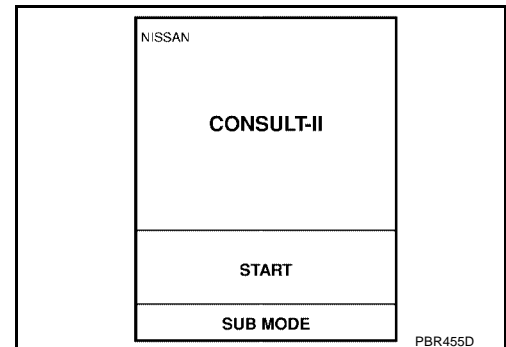
[ABS]

Diagnostic item	Diagnostic item is detected when...	Reference Page
BATTERY VOLT [VB-LOW]	<ul style="list-style-type: none"> <li>Power source voltage supplied to ABS control unit is abnormally low.</li> </ul>	<a href="#">BRC-33</a>
CONTROL UNIT	<ul style="list-style-type: none"> <li>Function of calculation in ABS control unit has failed.</li> </ul>	<a href="#">BRC-35</a>

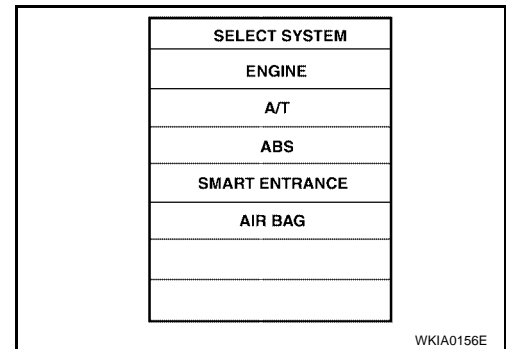
<sup>1</sup>: If one or more wheels spin on a rough or slippery road for 40 seconds or more, the ABS warning lamp will illuminate. This does not indicate a malfunction. Only in the case of the short-circuit (Code Nos. 26, 22, 32 and 36), after repair the ABS warning lamp also illuminates when the ignition switch is turned ON. In this case, drive the vehicle at speeds greater than 30 km/h (19 MPH) for approximately 1 minute as specified in [BRC-14. "SELF-DIAGNOSIS PROCEDURE"](#). Check to ensure that the ABS warning lamp goes out while the vehicle is being driven.

## DATA MONITOR PROCEDURE

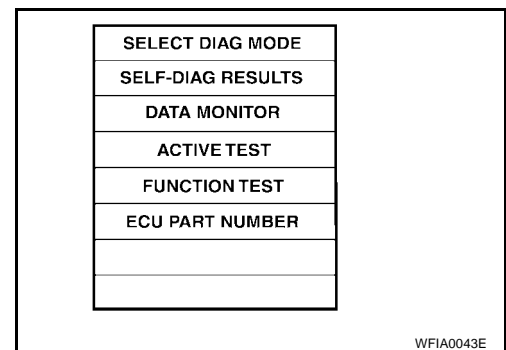
1. Turn ignition switch OFF.
2. Connect CONSULT-II to Data Link Connector.
3. Turn ignition switch ON.
4. Touch "START" on CONSULT-II screen.



5. Touch "ABS".

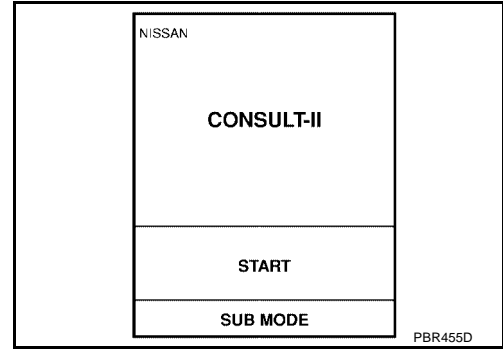


6. Touch "DATA MONITOR".

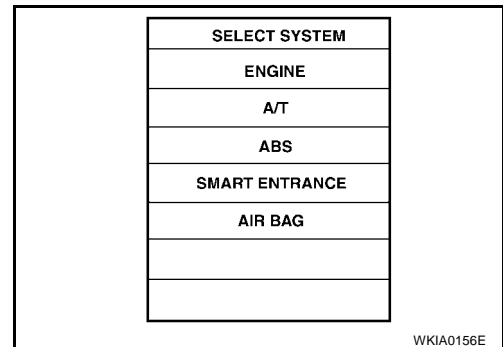


## ACTIVE TEST PROCEDURE

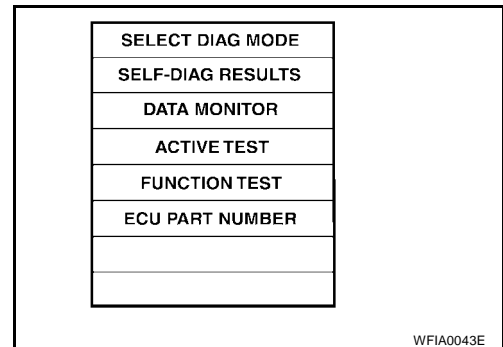
- When conducting Active test, vehicle must be stationary.
  - When ABS warning lamp stays on, never conduct Active test.
1. Turn ignition switch OFF.
  2. Connect CONSULT-II to Data Link Connector.
  3. Start engine.
  4. Touch "START" on CONSULT-II screen.



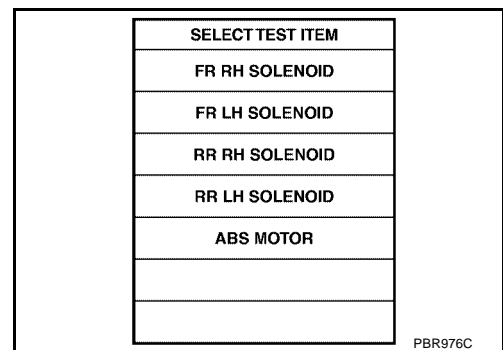
5. Touch "ABS".



6. Touch "ACTIVE TEST".



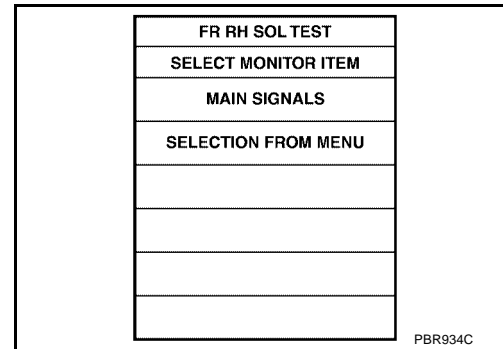
7. Select active test item by touching screen.



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

[ABS]

8. Touch "START".
9. Carry out the active test by touching screen key.



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## DATA MONITOR MODE

MONITOR ITEM	CONDITION	SPECIFICATION
FR LH SENSOR FR RH SENSOR RR LH SENSOR RR RH SENSOR	Drive vehicle. (Each wheel is rotating.)	Wheel speed signal (Almost the same speed as speedometer.)
WARNING LAMP	Ignition switch is ON or engine is running.	ABS warning lamp is turned on: ON ABS warning lamp is turned off: OFF
STOP LAMP SW	Brake is depressed.	Depress the pedal: ON Release the pedal: OFF
MOTOR RELAY	1. Drive vehicle at speeds over 30 km/h (19 MPH) for at least 1 minute. 2. Engine is running.	ABS is not operating: OFF ABS is operating: ON
ACTUATOR RELAY	Ignition switch is ON or engine is running.	Ignition switch ON (Engine stops): OFF Engine running: ON
FR LH OUT SOL FR LH IN SOL FR RH OUT SOL FR RH IN SOL RR LH OUT SOL RR LH IN SOL RR RH OUT SOL RR RH IN SOL	1. Drive vehicle at speeds over 30 km/h (19 MPH) for at least 1 minute. 2. Engine is running.	Operating conditions for each solenoid valve are indicated. ABS is not operating: OFF
BATTERY VOLT	Ignition switch is ON or engine is running.	Power supply voltage for control unit

## ACTIVE TEST MODE

TEST ITEM	CONDITION	JUDGEMENT		
FR RH SOL FR LH SOL RR RH SOL RR LH SOL	Engine is running.	Brake fluid pressure control operation		
			IN SOL	OUT SOL
		UP (Increase):	OFF	OFF
		KEEP (Hold):	ON	OFF
ABS MOTOR		DOWN (Decrease):	ON	ON
		ABS actuator motor ON: Motor runs (ABS motor relay ON) OFF: Motor stops (ABS motor relay OFF)		

**NOTE:**

Active test will automatically stop ten seconds after the test starts. (TEST IS STOPPED monitor shows ON.)

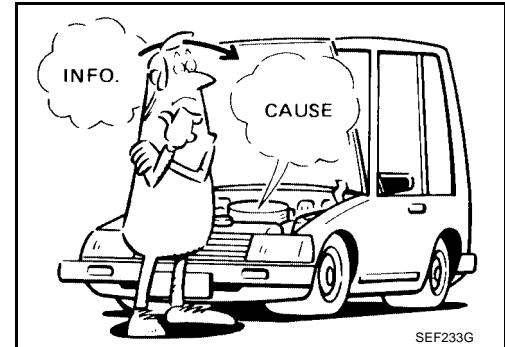


## TROUBLE DIAGNOSIS — INTRODUCTION

### How to Perform Trouble Diagnoses for Quick and Accurate Repair INTRODUCTION

The ABS system has an electronic control unit to control major functions. The control unit accepts input signals from sensors and instantly drives the actuators. It is essential that both kinds of signals are proper and stable. It is also important to check for conventional problems: such as air leaks in booster lines, lack of brake fluid, or other problems with the brake system.

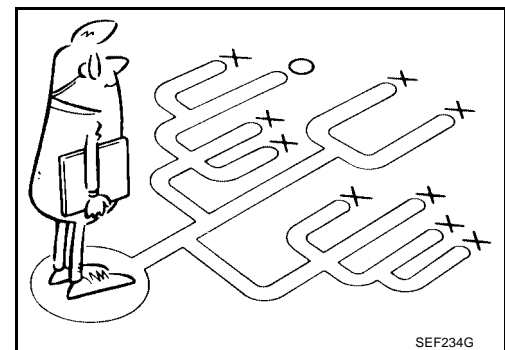
It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or faulty wiring. In this case, careful checking of suspicious circuits may help prevent the replacement of good parts.



A visual check only may not find the cause of the problems, so a road test should be performed.

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with an ABS complaint. The customer is a very good source of information on such problems; especially intermittent ones. By talking to the customer, find out what symptoms are present and under what conditions they occur. Start your diagnosis by looking for “conventional” problems first. This is one of the best ways to troubleshoot brake problems on an ABS controlled vehicle.

**Also check related Service bulletins for information.**



**TROUBLE DIAGNOSIS — BASIC INSPECTION**

**Preliminary Check**

**1. CHECK BRAKE FLUID**

Check brake fluid for contamination.

Has brake fluid been contaminated?

- Yes >> Replace. GO TO 2.
- No >> GO TO 2.

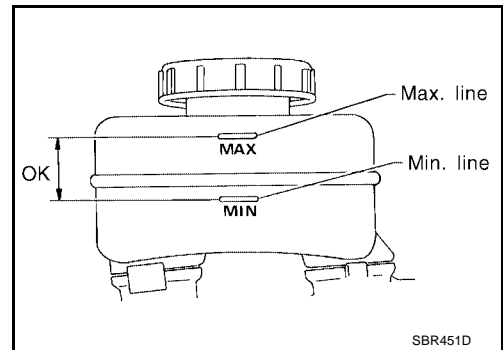
**2. CHECK BRAKE FLUID LEVEL**

Check brake fluid level in reservoir tank.

Low fluid level may indicate brake pad wear or leakage from brake line.

Is brake fluid filled between MAX and MIN lines on reservoir tank?

- Yes >> GO TO 3.
- No >> Fill brake fluid. GO TO 3.

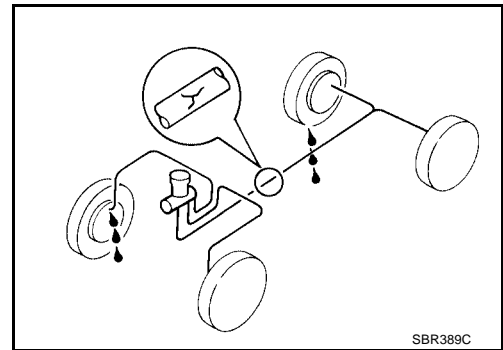


**3. CHECK BRAKE LINE**

Check brake line for leakage.

Is leakage present at or around brake lines, tubes or hoses or are any of these parts cracked or damaged?

- Yes >> Repair or replace as required. GO TO 4.
- No >> GO TO 4.

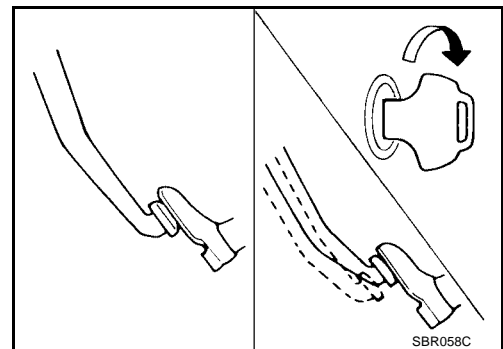


**4. CHECK BRAKE BOOSTER OPERATION**

Check brake booster for operation. Refer to [BR-16, "OPERATING CHECK"](#) . Also, check air tightness. Refer to [BR-16, "AIRTIGHT CHECK"](#) .

Is brake booster airtight and functioning properly?

- Yes >> GO TO 5.
- No >> Replace. GO TO 5.



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## 5. CHECK BRAKE PAD, ROTOR, SHOE AND DRUM

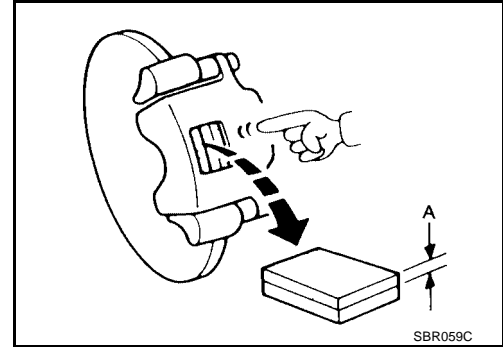
Check brake pad, rotor, shoe and drum.

Refer to [BR-19, "Pad Replacement"](#) , [BR-21, "ROTOR"](#) , [BR-27, "ROTOR"](#) , [BR-33, "LINING"](#) , and [BR-33, "DRUM"](#) .

Are brake pads, rotors, shoes and drums functioning properly?

Yes >> GO TO 6.

No >> Replace.



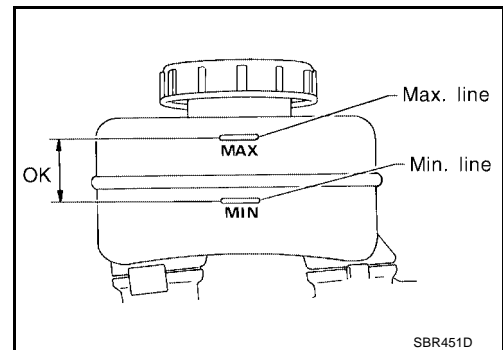
## 6. RECHECK BRAKE FLUID LEVEL

Check brake fluid level in reservoir tank again.

Is brake fluid filled between MAX and MIN lines on reservoir tank?

Yes >> GO TO 7.

No >> Fill brake fluid reservoir to specification.



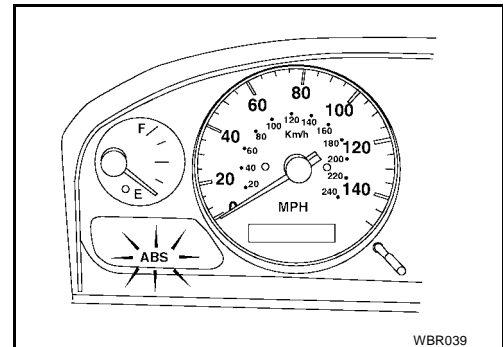
## 7. CHECK WARNING LAMP ACTIVATION

Check warning lamp activation.

Does warning lamp turn on when ignition switch is turned ON?

Yes >> GO TO 8.

No >> Check fuse, warning lamp bulb and warning lamp circuit.



## 8. CHECK WARNING LAMP DEACTIVATION

Check warning lamp for deactivation after engine is started.

Does warning lamp turn off when engine is started?

Yes >> GO TO 9.

No (with CONSULT-II)>> Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

No (without CONSULT-II)>> Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

## 9. DRIVE VEHICLE

Drive vehicle at speeds over 30 km/h (19 MPH) for at least one minute.

Does warning lamp remain off after vehicle has been driven at 30 km/h (19 MPH) for at least one minute?

Yes >> **INSPECTION END**

No (with CONSULT-II)>> Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

No (without CONSULT-II)>> Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

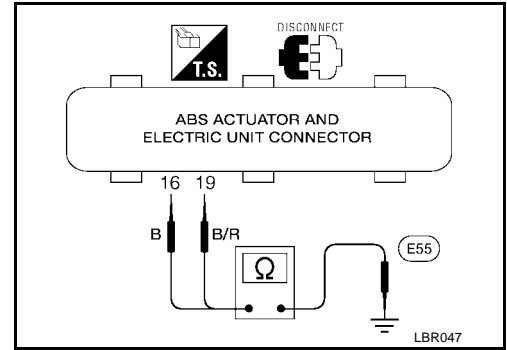
EFS0024J

**Ground Circuit Check**

**ABS ACTUATOR AND ELECTRIC UNIT GROUND**

- Check resistance between ABS actuator and electric unit connector terminals and ground.

**Resistance : Approximately 0Ω**



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**BRC**

# TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

[ABS]

## TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

PFP:00000

### Malfunction Code/Symptom Chart

EFS0024K

Code No.	Malfunctioning Part	Reference Page
12	Self-diagnosis could not detect any malfunctions.	—
45	Actuator front left outlet solenoid valve	<a href="#">BRC-29</a>
46	Actuator front left inlet solenoid valve	<a href="#">BRC-29</a>
41	Actuator front right outlet solenoid valve	<a href="#">BRC-29</a>
42	Actuator front right inlet solenoid valve	<a href="#">BRC-29</a>
51	Actuator rear right outlet solenoid valve	<a href="#">BRC-29</a>
52	Actuator rear right inlet solenoid valve	<a href="#">BRC-29</a>
55	Actuator rear left outlet solenoid valve	<a href="#">BRC-29</a>
56	Actuator rear left inlet solenoid valve	<a href="#">BRC-29</a>
25 *1	Front left sensor (open-circuit)	<a href="#">BRC-27</a>
26 *1	Front left sensor (short-circuit)	<a href="#">BRC-27</a>
21 *1	Front right sensor (open-circuit)	<a href="#">BRC-27</a>
22 *1	Front right sensor (short-circuit)	<a href="#">BRC-27</a>
31 *1	Rear right sensor (open-circuit)	<a href="#">BRC-27</a>
32 *1	Rear right sensor (short-circuit)	<a href="#">BRC-27</a>
35 *1	Rear left sensor (open-circuit)	<a href="#">BRC-27</a>
36 *1	Rear left sensor (short-circuit)	<a href="#">BRC-27</a>
18 *1	Sensor rotor	<a href="#">BRC-27</a>
61 *3	Actuator motor or motor relay	<a href="#">BRC-31</a>
63	Solenoid valve relay	<a href="#">BRC-29</a>
57 *2	Power supply (Low voltage)	<a href="#">BRC-33</a>
71	Control unit	<a href="#">BRC-35</a>
Warning lamp stays on when ignition switch is turned ON.	Control unit power supply circuit Warning lamp bulb circuit Control unit or control unit connector Solenoid valve relay stuck Power supply for solenoid valve relay coil	<a href="#">BRC-41</a>
Warning lamp does not come on when ignition switch is turned ON.	Fuse, warning lamp bulb or warning lamp circuit Control unit	<a href="#">BRC-39</a>
Pedal vibration and noise	—	<a href="#">BRC-38</a>
Long stopping distance	—	<a href="#">BRC-37</a>
Unexpected pedal action	—	<a href="#">BRC-36</a>
ABS does not work	—	<a href="#">BRC-38</a>
ABS works frequently	—	<a href="#">BRC-36</a>

- \*1: If one or more wheels spin on a rough or slippery road for 40 seconds or more, the ABS warning lamp will illuminate. This does not indicate a malfunction. Only in the case of the short-circuit (Code Nos. 26, 22, 32 and 36), after repair the ABS warning lamp also illuminates when the ignition switch is turned ON. In this case, drive the vehicle at speeds greater than 30 km/h (19 MPH) for approximately 1 minute as specified in [BRC-14, "Self-diagnosis"](#). Check to ensure that the ABS warning lamp goes out while the vehicle is being driven.
- \*2: The trouble code "57", which refers to a low power supply voltage, does not indicate that the ABS control unit is malfunctioning. Do not replace the ABS control unit with a new one.
- \*3: The trouble code "61" can sometimes appear when the ABS motor is not properly grounded. If it appears, be sure to check the condition of the ABS motor ground circuit connection.

## WHEEL SENSOR OR ROTOR

### Diagnostic Procedure

Malfunction code No. 21, 22, 25, 26, 31, 32, 35, 36 or 18

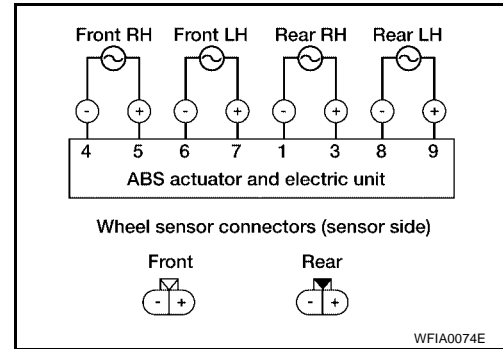
**NOTE:**

Wheel position should be distinguished by code No. except code No. 18 (sensor rotor).

## 1. INSPECTION START

Wheel sensor inspection

>> GO TO 2.



## 2. CHECK CONNECTOR

1. Disconnect connectors from ABS actuator and electric unit and wheel sensor of malfunction code No. Check terminals for damage or loose connection, then reconnect connectors.

2. Carry out self-diagnosis again.

Does warning lamp activate again?

Yes >> GO TO 3.

No >> **INSPECTION END**

## 3. CHECK WHEEL SENSOR ELECTRICAL

1. Disconnect ABS actuator and electric unit connector.

2. Check resistance between ABS actuator and electric unit connector E55 (body side) terminals.

Code No. 21 or 22 (Front RH wheel)

Terminals 4 (B) and 5 (W)

Code No. 25 or 26 (Front LH wheel)

Terminals 6 (G) and 7 (R)

Code No. 31 or 32 (Rear RH wheel)

Terminals 1 (LG) and 3 (PU)

Code No. 35 or 36 (Rear LH wheel)

Terminals 8 (L) and 9 (P)

**Resistance**

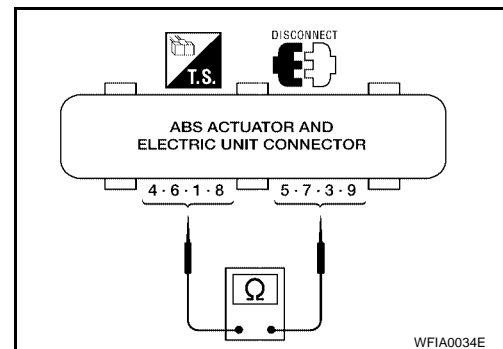
**Front : 1.45 - 1.85kΩ**

**Rear : 1.05 - 1.35kΩ**

Is resistance within specification?

Yes >> GO TO 5.

No >> GO TO 4.



## 4. CHECK WHEEL SENSOR

Check each sensor for resistance.

**Resistance**

**Front** : 1.45 - 1.85k $\Omega$

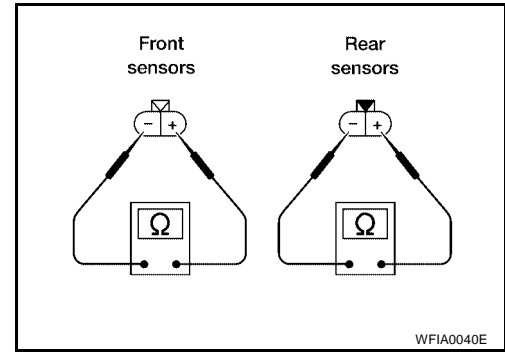
**Rear** : 1.05 - 1.35k $\Omega$

Is resistance within specification?

Yes >> Check the following.

- If resistance is within specification range, repair harness or connectors.
- Harness connectors E11, E53, E55, B102, B103
- Harness for open or short between wheel sensor connectors and ABS actuator and electric unit

No >> Replace wheel sensor. Refer to [BRC-44, "FRONT WHEEL SENSOR"](#) or [BRC-44, "REAR WHEEL SENSOR \(REAR DRUM\)"](#).



## 5. CHECK TIRE

Check for inflation pressure, wear and size of each tire. (See NOTE)

Are tire pressure and size correct and is tire wear within specifications?

Yes >> GO TO 6.

No >> Adjust tire pressure or replace tire(s). (See NOTE)

## 6. CHECK WHEEL BEARING

Check wheel bearing axial end play. (See NOTE)

Is wheel bearing axial end play within specifications? Refer to [FAX-5, "Front Wheel Bearing"](#), or [RAX-5, "Rear Wheel Bearing"](#).

Yes >> GO TO 7.

No >> Check wheel bearing. Refer to [FAX-5, "Front Wheel Bearing"](#), or [RAX-5, "Rear Wheel Bearing"](#).

## 7. CHECK SENSOR ROTOR

Check sensor rotor for teeth damage. (See NOTE)

Is sensor rotor free from damage?

Yes >> Check ABS actuator and electric unit pin terminals for damage or the connection of ABS actuator and electric unit harness connector. Reconnect ABS actuator and electric unit harness connector. Then retest.

No >> Replace sensor rotor. Refer to [BRC-45, "SENSOR ROTOR"](#). (See NOTE)

## ABS ACTUATOR SOLENOID VALVE AND SOLENOID VALVE RELAY

PFP:47600

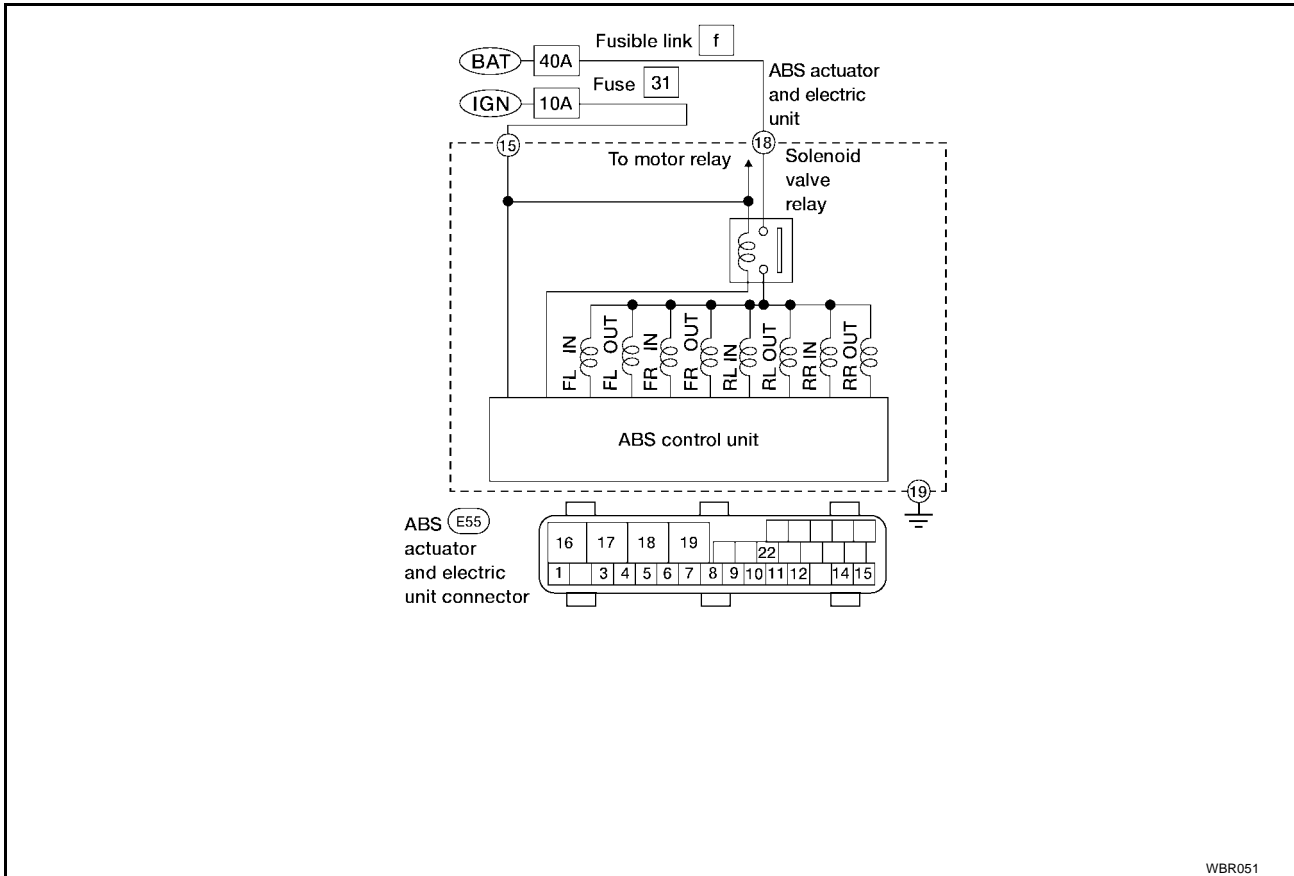
### Diagnostic Procedure

EFS0024M

Malfunction code No. 41, 42, 45, 46, 51, 52, 55, 56, 63

## 1. INSPECTION START

Solenoid valve relay inspection



>> GO TO 2.

## 2. CHECK FUSE

Check 40A fusible link **f** . For fuse layout, refer to [PG-2, "Schematic"](#) .

Is fusible link OK?

- Yes >> GO TO 3.
- No >> GO TO 6.

## 3. CHECK CONNECTOR

1. Disconnect connector from ABS actuator and electric unit. Check terminals for damage or loose connection. Then reconnect connector.
2. Carry out self-diagnosis again.

Does warning lamp activate again?

- Yes >> GO TO 4.
- No >> **INSPECTION END**

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## 4. CHECK ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT

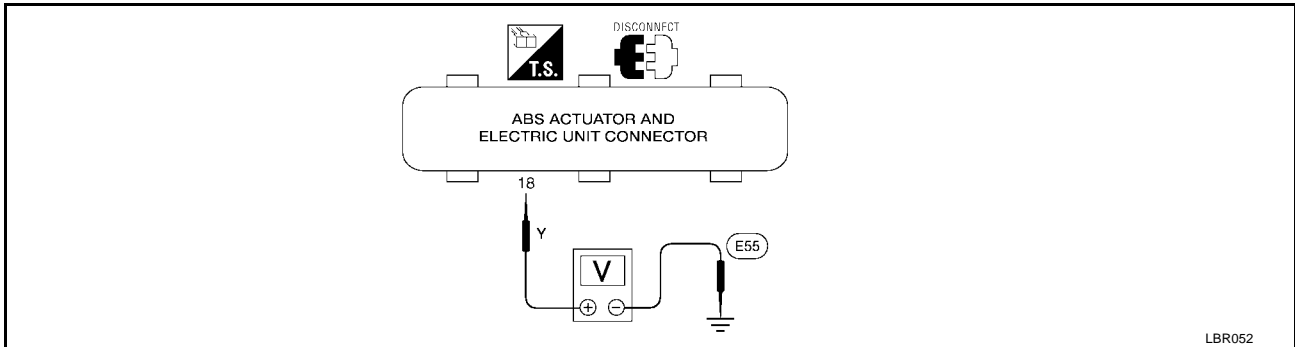
Refer to [BRC-25, "ABS ACTUATOR AND ELECTRIC UNIT GROUND"](#) .

Is ground circuit OK?

- Yes >> GO TO 5.
- No >> Repair harness or connector.

## 5. CHECK SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Disconnect ABS actuator and electric unit connector.
2. Check voltage between ABS actuator and electric unit connector E55 (body side) terminal 18 (Y) and ground.



Does battery voltage exist?

- Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .
- No >> Check the following.
  - If NG, repair harness or connectors.
  - Harness connector E55
  - Harness for open or short between ABS actuator and electric unit and fusible link.

## 6. REPLACE FUSE

Replace 40A fusible link f . For fuse layout, refer to [PG-2, "Schematic"](#) .

Does the fusible link blow when ignition switch is turned ON?

- Yes >> GO TO 7.
- No >> **INSPECTION END**

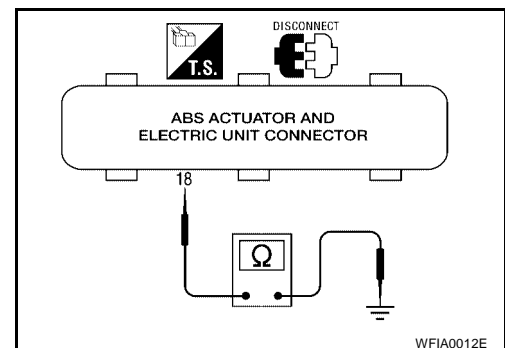
## 7. CHECK SOLENOID VALVE RELAY POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect battery cable and ABS actuator and electric unit connector.
2. Check continuity between ABS actuator and electric unit connector E55 (body side) terminal 18 (Y) and ground.

**Continuity should not exist.**

Does continuity exist?

- Yes >> Check the following.
  - Harness connector E55
  - Harness for short between ABS actuator and electric unit and fusible link.
- No >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .



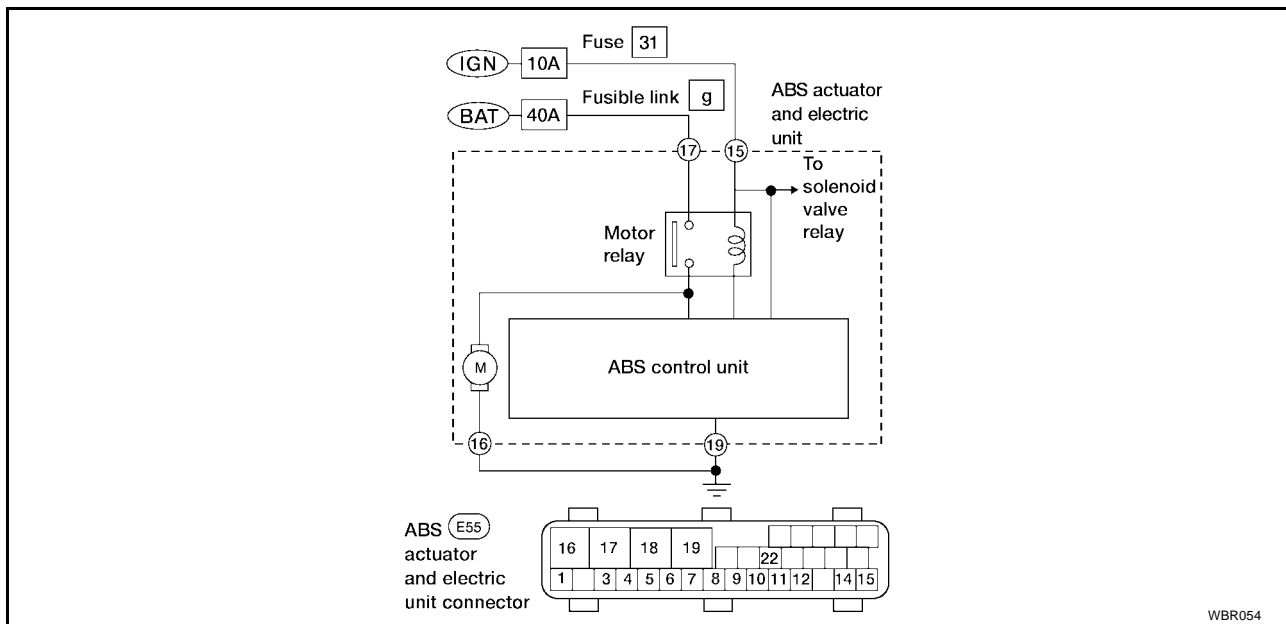
## MOTOR RELAY OR MOTOR

### Diagnostic Procedure

Malfunction code No. 61

## 1. INSPECTION START

ABS motor relay inspection



>> GO TO 2.

## 2. CHECK FUSIBLE LINK

Check 40A fusible link **g** . For fusible link layout, refer to [PG-2, "Schematic"](#) .

Is fusible link OK?

Yes >> GO TO 3.

No >> GO TO 6.

## 3. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit connector. Check terminals for damage or loose connection. Then reconnect connector.

2. Carry out self-diagnosis again.

Does warning lamp activate again?

Yes >> GO TO 4.

No >> **INSPECTION END**

## 4. CHECK ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT

Refer to [BRC-25, "ABS ACTUATOR AND ELECTRIC UNIT GROUND"](#) .

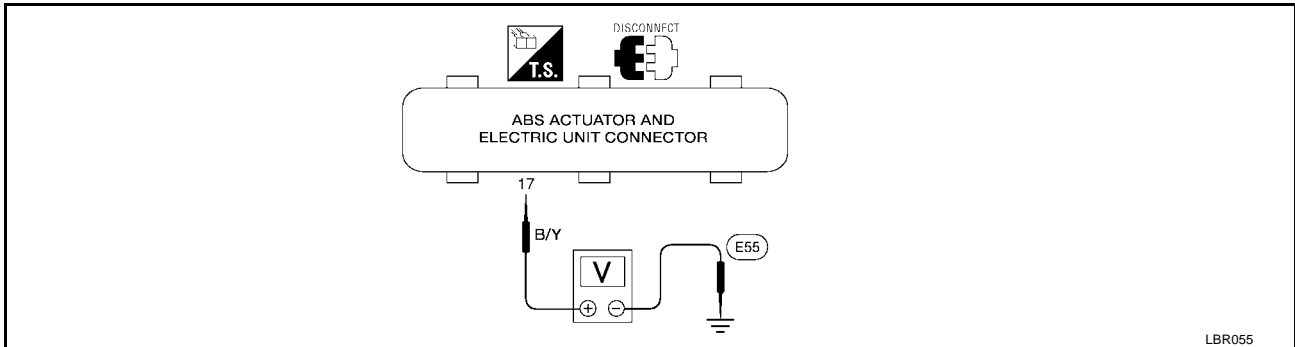
Is ground circuit OK?

Yes >> GO TO 5.

No >> Repair harness or connector.

## 5. CHECK MOTOR RELAY POWER SUPPLY CIRCUIT

1. Disconnect ABS actuator and electric unit connector.
2. Check voltage between ABS actuator and electric unit connector E55 (body side) terminal 17 (B/Y) and ground.



LBR055

Does battery voltage exist?

- Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .
- No >> Check the following.
- Harness connector E55
  - Harness for open or short between ABS actuator and electric unit and fusible link

## 6. REPLACE FUSIBLE LINK

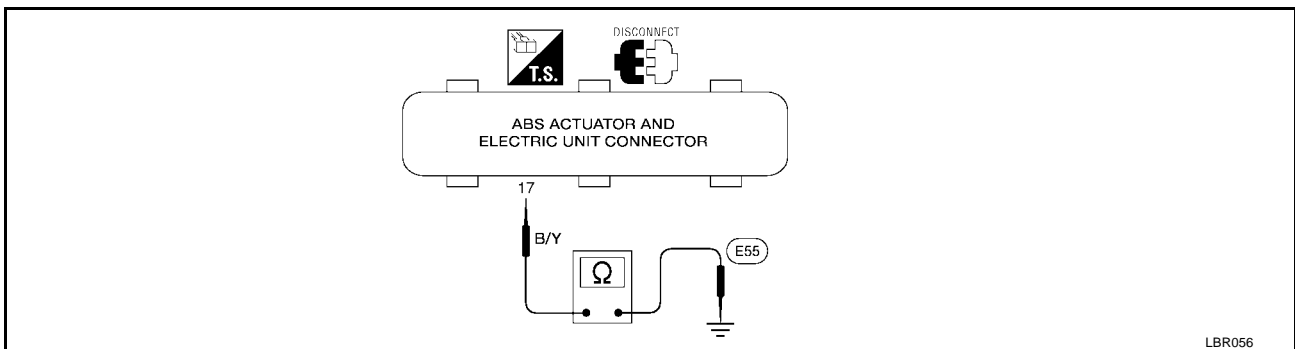
Replace 40A fusible link **g** . For fuse layout, refer to [PG-2, "Schematic"](#) .

Does the fusible link blow when ignition switch is turned ON?

- Yes >> GO TO 7.
- No >> **INSPECTION END**

## 7. CHECK ABS ACTUATOR MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect battery cable and ABS actuator and electric unit connector.
2. Check continuity between ABS actuator and electric unit connector E55 (body side) terminal 17 (B/Y) and ground.



LBR056

**Continuity should not exist.**

Does continuity exist?

- Yes >> Check the following.
- Harness connector E55
  - Harness for short between ABS actuator and electric unit and fusible link
- No >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .

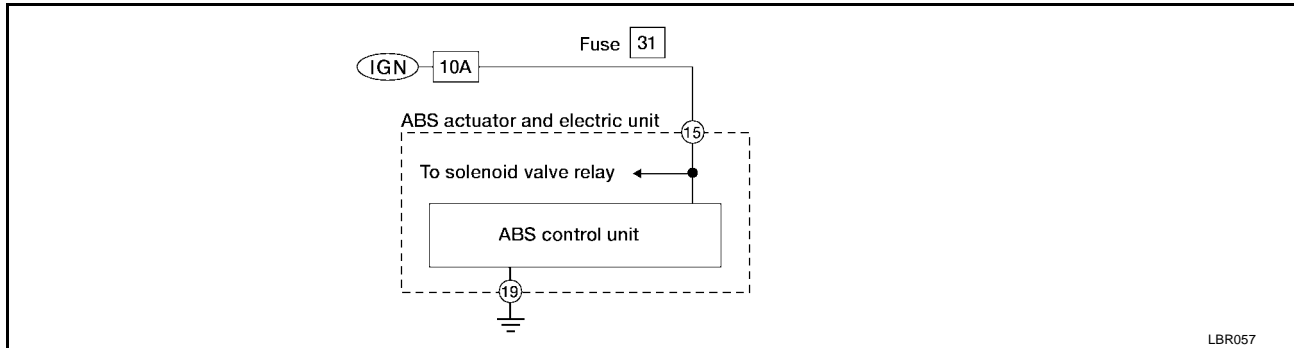
## LOW VOLTAGE

### Diagnostic Procedure

Malfunction code No. 57

## 1. INSPECTION START

ABS actuator and electric unit power supply and ground circuit inspection



>> GO TO 2.

## 2. CHECK FUSE

Check 10A fuse No. 31. For fuse layout, refer to [PG-2. "Schematic"](#).

Is fuse OK?

- Yes >> GO TO 3.
- No >> GO TO 6.

## 3. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit connector. Check terminals for damage or loose connections. Then reconnect connector.
2. Carry out self-diagnosis again.

Does warning lamp activate again?

- Yes >> GO TO 4.
- No >> **INSPECTION END**

## 4. CHECK ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT

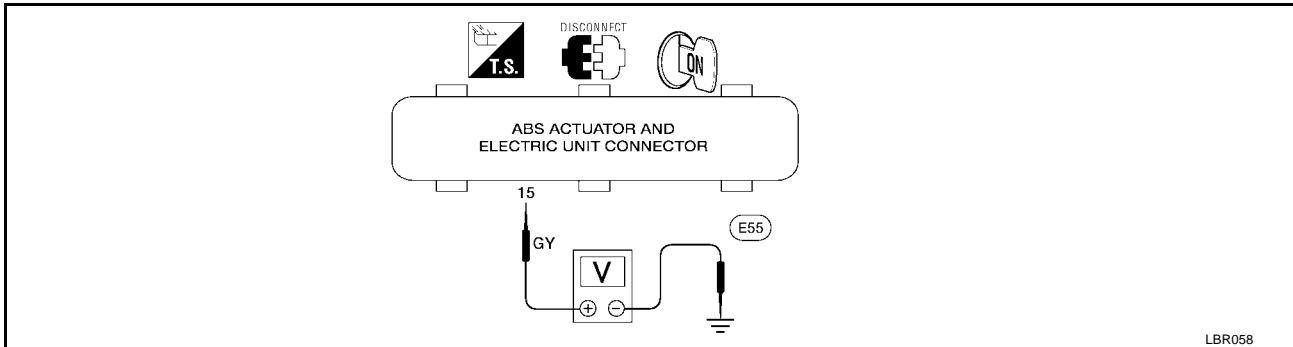
Refer to [BRC-25. "ABS ACTUATOR AND ELECTRIC UNIT GROUND"](#).

Is ground circuit OK?

- Yes >> GO TO 5.
- No >> Repair harness or connector.

## 5. CHECK ABS ACTUATOR AND ELECTRIC UNIT POWER SUPPLY CIRCUIT

1. Disconnect ABS actuator and electric unit connector.
2. Check voltage between ABS actuator and electric unit connector E55 (body side) terminal 15 (GY) and ground.



Does battery voltage exist when ignition switch is turned ON?

- Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .
- No >> Check the following.
- Harness connector E55
  - Harness for open or short between ABS actuator and electric unit and fuse

## 6. REPLACE FUSE

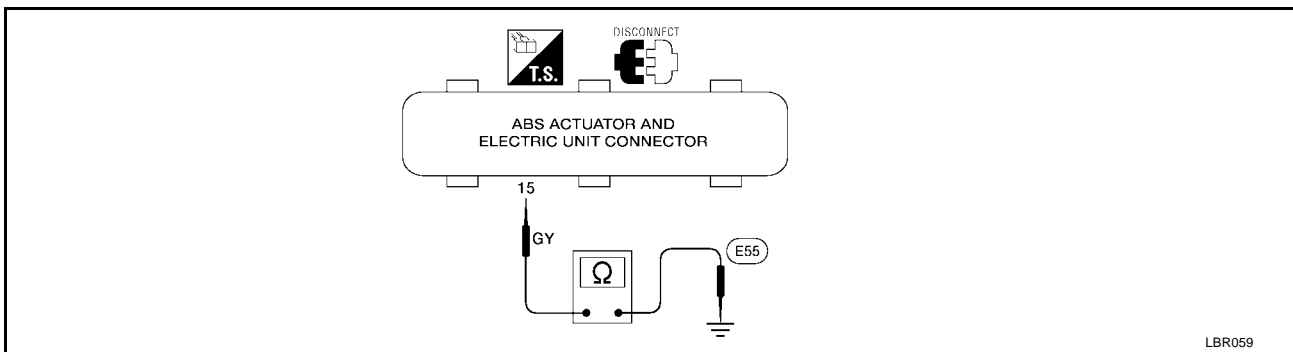
Replace 10A fuse 31. For fuse layout, refer to [PG-2, "Schematic"](#) .

Does the fuse blow when ignition switch is turned ON?

- Yes >> GO TO 7.
- No >> **INSPECTION END**

## 7. CHECK ABS ACTUATOR AND ELECTRIC UNIT POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect battery cable and ABS actuator and electric unit connector.
2. Check continuity between ABS actuator and electric unit connector E55 (body side) terminal 15 (GY) and ground.



**Continuity should not exist.**

Does continuity exist?

- Yes >> Check the following.
- If continuity exists, repair harness or connector.  
Harness connector E55
  - Harness for short between ABS actuator and electric unit and fuse
- No >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#) .

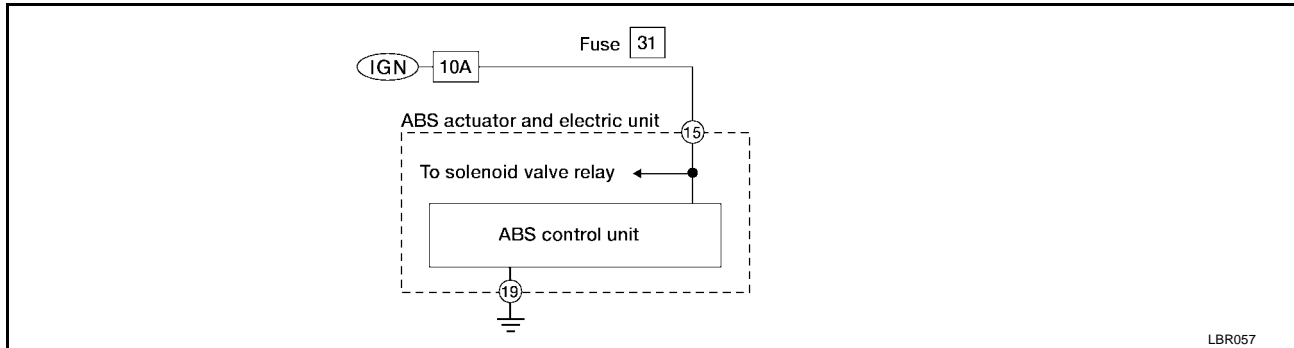
## CONTROL UNIT

### Diagnostic Procedure

Malfunction code No. 71

## 1. INSPECTION START

ABS actuator and electric unit power supply and ground circuit inspection



>> GO TO 2.

## 2. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit connector.  
Check terminals for damage or loose connection. Then reconnect connector.
2. Carry out self-diagnosis again.

Does warning lamp activate again?

- Yes >> GO TO 3.  
No >> **INSPECTION END**

## 3. CHECK ABS ACTUATOR AND ELECTRIC UNIT POWER SUPPLY CIRCUIT

Check voltage. Refer to [BRC-33, "Diagnostic Procedure"](#).

Does battery voltage exist when ignition switch is turned ON?

- Yes >> GO TO 4.  
No >> Check the following.
- Harness for open or short between ABS actuator and electric unit and fuse

## 4. CHECK WARNING LAMP INDICATION

Does warning lamp indicate code No. 71 again?

Yes or No

- Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#).  
No >> Inspect the system according to the code No.

**TROUBLE DIAGNOSES FOR SYMPTOMS****Symptom 1. ABS Works Frequently****1. CHECK BRAKE FLUID PRESSURE**

Check brake fluid pressure distribution.

Refer to [BR-10, "Inspection"](#).

Is brake fluid pressure distribution normal?

Yes >> GO TO 2.

No >> ● Repair. Then perform Preliminary Check.

- Refer to [BR-11, "Inspection"](#).

**2. CHECK WHEEL SENSOR**

1. Check wheel sensor connector for terminal damage or loose connections.

2. Perform wheel sensor check.

Refer to [BRC-27, "Diagnostic Procedure"](#).

Is wheel sensor mechanism OK?

Yes >> GO TO 3.

No >> Repair.

**3. CHECK FRONT AXLE**

Check front axles for excessive looseness. Refer to [FAX-5, "Front Wheel Bearing"](#).

Is front axle installed properly?

Yes >> Go to [BRC-36, "Symptom 2. Unexpected Pedal Action"](#).

No >> Repair.

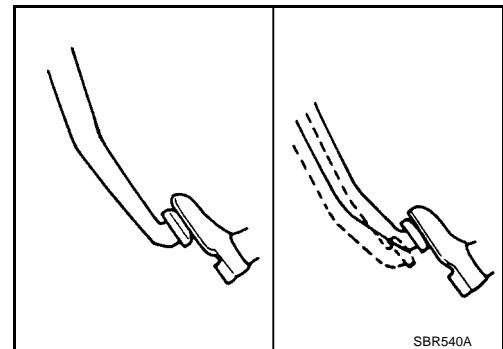
**Symptom 2. Unexpected Pedal Action****1. CHECK BRAKE PEDAL STROKE**

Check brake pedal stroke.

Is brake pedal stroke excessive?

Yes >> Perform Preliminary Check. Refer to [BRC-23, "Preliminary Check"](#).

No >> GO TO 2.

**2. CHECK MECHANICAL BRAKE SYSTEM PERFORMANCE**

Disconnect ABS actuator and electric unit connector and check whether brake is effective.

Does brake system function properly when brake pedal is depressed?

Yes >> GO TO 3.

No >> Perform Preliminary Check. Refer to [BRC-23, "Preliminary Check"](#).

### 3. CHECK WARNING LAMP INDICATION

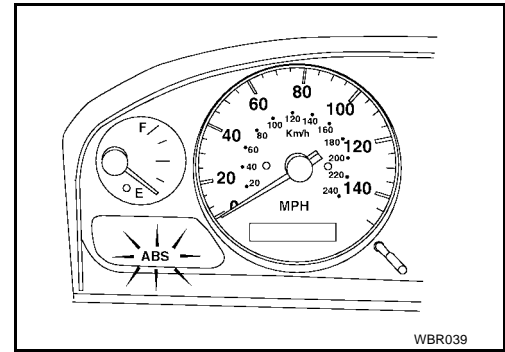
Ensure warning lamp remains off while driving.

Is warning lamp turned off?

Yes >> GO TO 4.

No (with CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#).

No (without CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-14, "SELF-DIAGNOSIS PROCEDURE"](#).



### 4. CHECK WHEEL SENSOR

1. Check wheel sensor connector for terminal damage or loose connection.
2. Perform wheel sensor check. Refer to [BRC-27, "Diagnostic Procedure"](#).

Is wheel sensor mechanism OK?

- Yes >> ● Check ABS actuator and electric unit pin terminals for damage, or the connection of ABS actuator and electric unit harness connector.
- Reconnect ABS actuator and electric unit harness connector.
  - Retest.

No >> Repair.

### Symptom 3. Long Stopping Distance

EFS0024S

#### 1. CHECK MECHANICAL BRAKE SYSTEM PERFORMANCE

Disconnect ABS actuator and electric unit connector and check whether stopping distance is still long.

Does brake system function properly when brake pedal is depressed?

Yes >> Perform Preliminary Check and air bleeding (if necessary).

No >> Go to [BRC-38, "Symptom 4. ABS Does Not Work"](#).

#### NOTE:

Stopping distance may be longer for vehicles without ABS when road condition is slippery.



## Symptom 4. ABS Does Not Work

### 1. CHECK WARNING LAMP INDICATION

Does the ABS warning lamp activate?

Yes or No

Yes (with CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

Yes (without CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-14, "SELF-DIAGNOSIS PROCEDURE"](#)

No >> Go to [BRC-36, "Symptom 2. Unexpected Pedal Action"](#) .

#### NOTE:

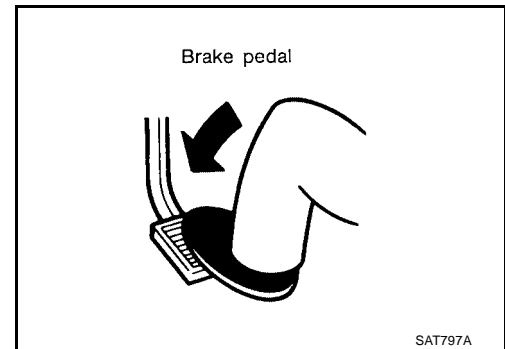
ABS does not work when vehicle speed is under 10 km/h (6 MPH).

## Symptom 5. Pedal Vibration and Noise

### 1. INSPECTION START

Pedal vibration and noise inspection.

>> GO TO 2.



### 2. CHECK SYMPTOM

1. Apply brake.
2. Start engine.

Does the symptom appear only when engine is started?

Yes (with CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-17, "SELF-DIAGNOSIS PROCEDURE"](#) .

Yes (without CONSULT-II)>> Carry out self-diagnosis. Refer to [BRC-14, "SELF-DIAGNOSIS PROCEDURE"](#)

No >> Go to [BRC-36, "Symptom 2. Unexpected Pedal Action"](#) .

#### NOTE:

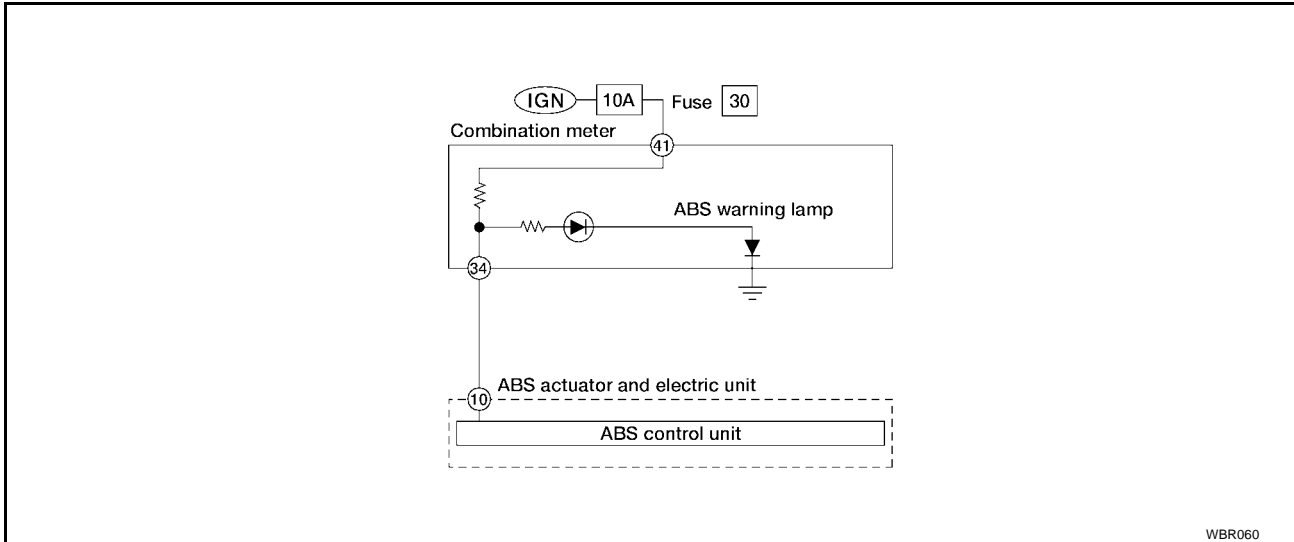
ABS may operate and cause vibration under any of the following conditions.

- Low friction (slippery) road.
- High speed cornering.
- Driving over bumps and potholes.

**Symptom 6. Warning Lamp Does Not Come On When Ignition Switch Is Turned On**

**1. INSPECTION START**

Warning lamp circuit inspection.



>> GO TO 2.

**2. CHECK FUSE**

Check 10A fuse No. 30. For fuse layout, refer to [PG-2, "Schematic"](#).

Is fuse OK?

- Yes >> GO TO 4.
- No >> GO TO 3.

**3. REPLACE FUSE**

Replace 10A fuse No. 30. For fuse layout, refer to [PG-2, "Schematic"](#).

Does the fuse blow when ignition switch is turned ON?

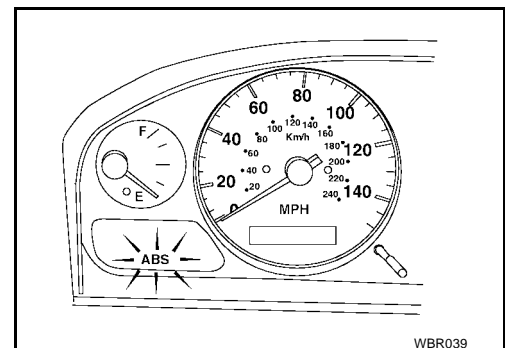
- Yes >> Check wiring for short between fuse and combination meter. Repair as required.
- No >> **INSPECTION END**

**4. CHECK WARNING LAMP ACTIVATION**

Disconnect ABS actuator and electric unit connector.

Does the warning lamp activate?

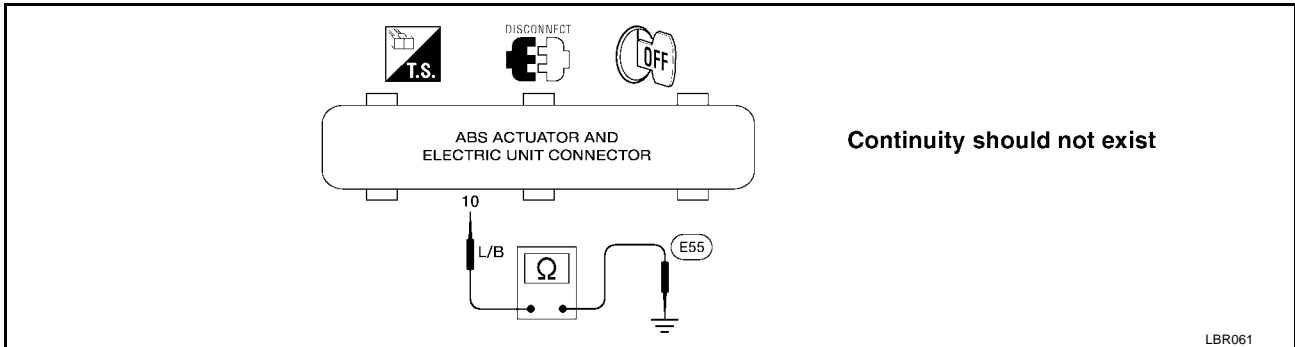
- Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#).
- No >> GO TO 5.



WBR039

## 5. CHECK HARNESS FOR SHORT

1. Disconnect ABS actuator and electric unit connector and combination meter connector M30.
2. Check continuity between ABS actuator and electric unit connector E55 (body side) terminal 10 (L/B) and ground.



Does continuity exist?

Yes >> Repair harness or connectors.

No >> Check combination meter.

- Refer to [DI-28. "WITH TACHOMETER"](#) .

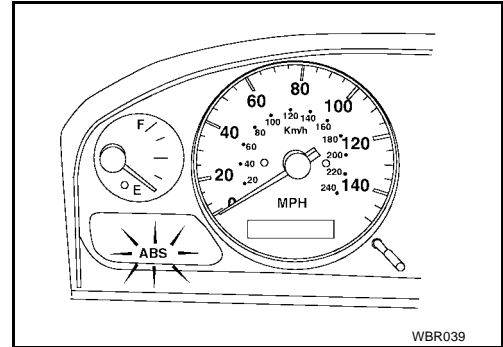
**Symptom 7. Warning Lamp Stays On When Ignition Switch Is Turned On**

EFS0024W

**1. INSPECTION START**

ABS control unit inspection.

>> GO TO 2.



WBR039

**2. CHECK FUSE**

Check 10A fuse No. 31. For fuse layout, refer to [PG-2. "Schematic"](#).

Is fuse OK?

- Yes >> GO TO 3.
- No >> GO TO 8.

**3. CHECK HARNESS CONNECTOR**

Check ABS actuator and electric unit pin terminals for damage or bad connection of ABS actuator and electric unit harness connector. Reconnect ABS actuator and electric unit harness connector. Then retest.

Does warning lamp stay on when ignition switch is turned ON?

- Yes >> GO TO 4.
- No >> **INSPECTION END**

**4. CHECK ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT**

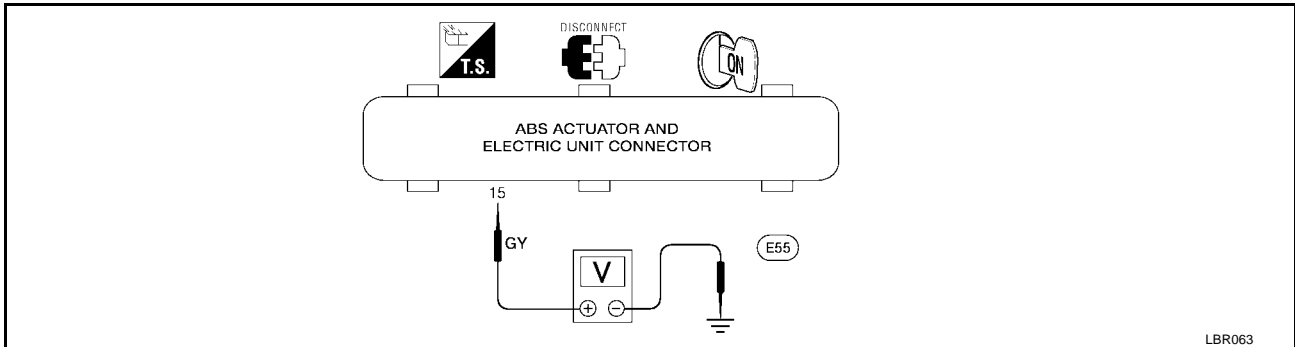
Refer to [BRC-25. "ABS ACTUATOR AND ELECTRIC UNIT GROUND"](#).

Is ground circuit OK?

- Yes >> GO TO 5.
- No >> Repair harness or connector.

## 5. CHECK ABS ACTUATOR AND ELECTRIC UNIT POWER SUPPLY CIRCUIT

1. Disconnect ABS actuator and electric unit connector.
2. Check voltage between ABS actuator and electric unit connector E55 (body side) terminal 15 (GY) and ground.



Does battery voltage exist when ignition switch is turned ON?

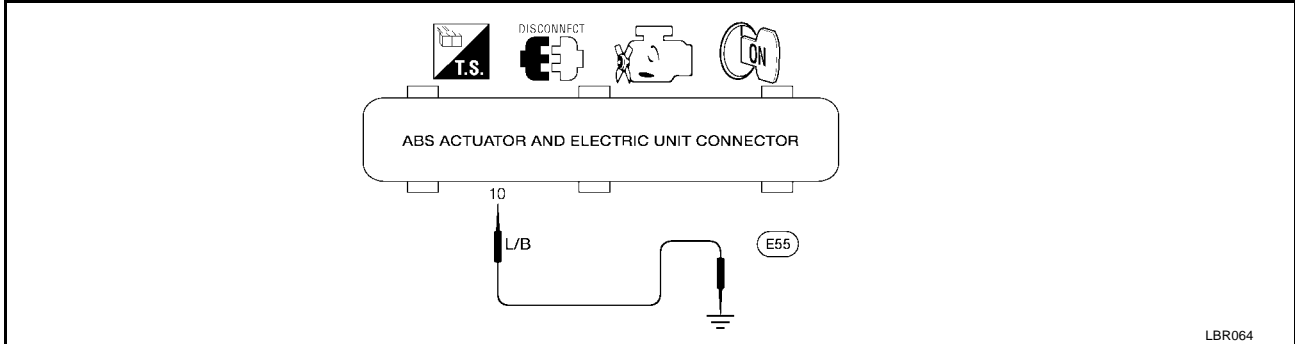
Yes >> GO TO 6.

No >> Check the following.

- Harness connector E55
- Harness for open or short between ABS actuator and electric unit and fuse

## 6. CHECK WARNING LAMP

1. Disconnect ABS actuator and electric unit connector.
2. Connect suitable wire between ABS actuator and electric unit connector E55 (body side) terminal 10 (L/B) and ground.



Does the warning lamp deactivate?

Yes >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#).

No >> GO TO 7.

## 7. CHECK ABS WARNING LAMP CONTROL CIRCUIT FOR OPEN

1. Disconnect combination meter connector M30.
2. Check continuity between combination meter connector M30 (body side) terminal 34 (L/B) and ABS actuator and electric unit connector E55 (body side) terminal 10 (L/B).

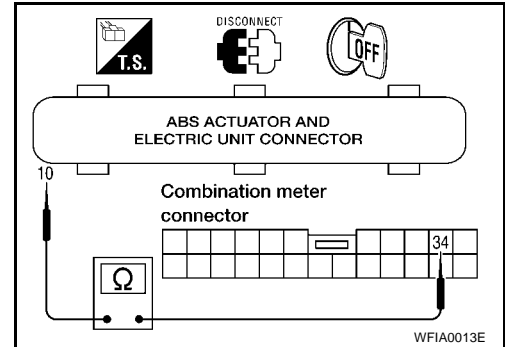
**NOTE:**

Connect positive lead of multimeter to combination meter connector M30 (body side) terminal 34 (L/B) and negative lead to ABS actuator and electric unit connector E55 (body side) terminal 10 (L/B).

**Continuity should exist.**

Does continuity exist?

- Yes >> Check combination meter.
- Refer to [DI-28, "WITH TACHOMETER"](#).
- No >> GO TO 8.



## 8. REPLACE FUSE

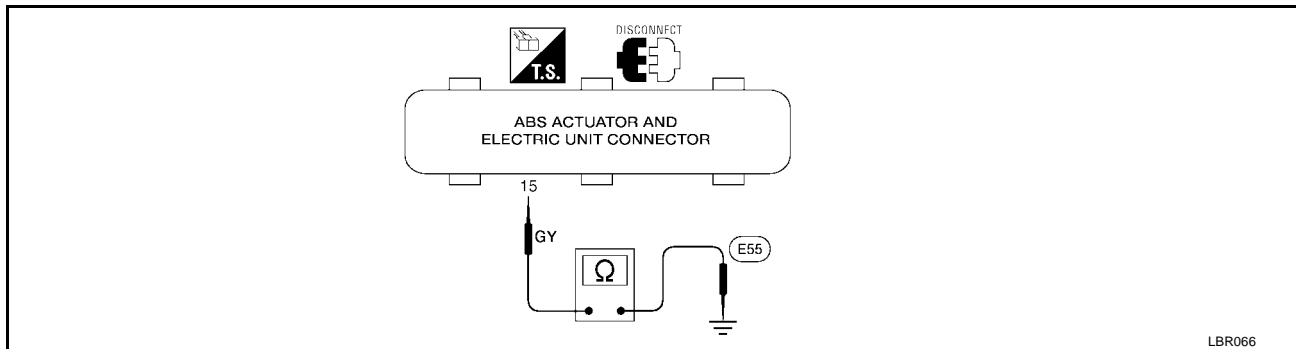
Replace fuse.

Does the fuse blow when ignition switch is turned ON?

- Yes >> GO TO 9.
- No >> **INSPECTION END**

## 9. CHECK ABS ACTUATOR AND ELECTRIC UNIT POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect battery cable and ABS actuator and electric unit connector.
2. Check continuity between ABS actuator and electric unit connector E55 (body side) terminal 15 (GY) and ground.



**Continuity should not exist.**

Does continuity exist?

- Yes >> Check the following.
- Harness connector E55
  - Harness for short between ABS actuator and electric unit and fuse
- No >> Replace ABS actuator and electric unit. Refer to [BRC-46, "ACTUATOR"](#).

# REMOVAL AND INSTALLATION

[ABS]

## REMOVAL AND INSTALLATION

PFP:00000

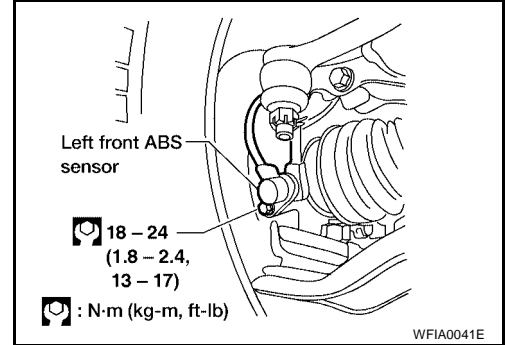
### Removal and Installation

EF50024X

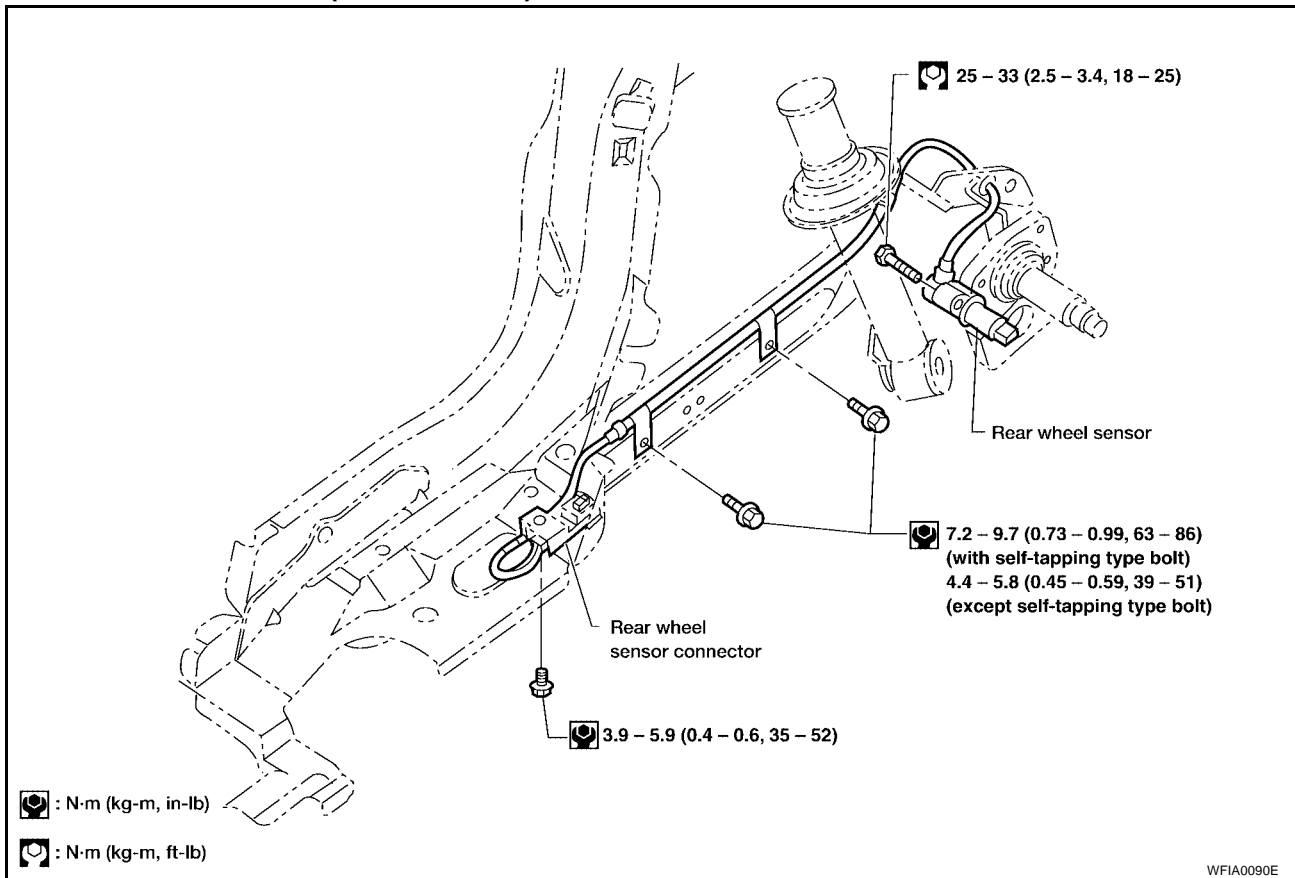
#### CAUTION:

Be careful not to damage sensor edge and sensor rotor teeth. When removing the front or rear wheel hub assembly, disconnect the ABS wheel sensor from the assembly and move it away.

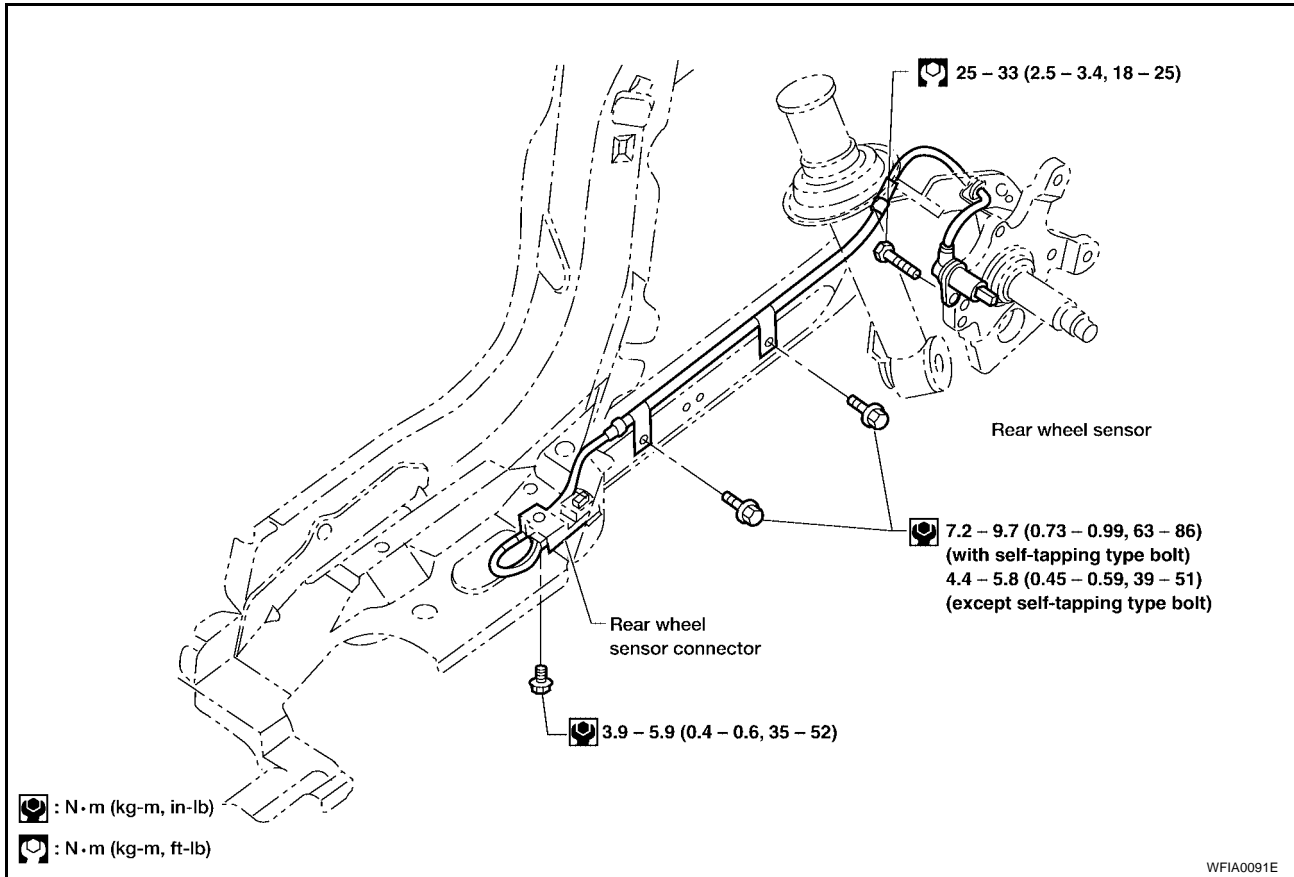
#### FRONT WHEEL SENSOR



#### REAR WHEEL SENSOR (REAR DRUM)



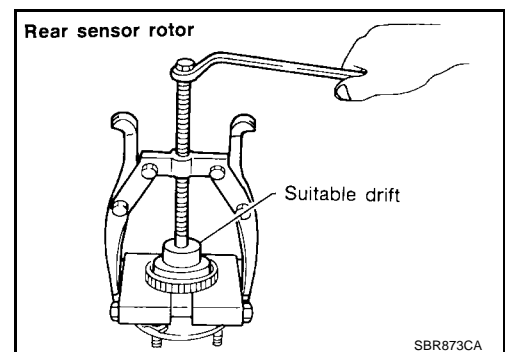
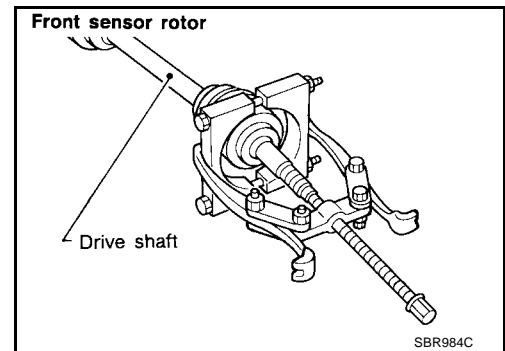
## REAR WHEEL SENSOR (REAR DISC)



## SENSOR ROTOR

### Removal

1. Remove the drive shaft or rear wheel hub. Refer to [FAX-14, "Removal"](#), or [RAX-6, "Removal"](#) respectively.



2. Remove the sensor rotor using suitable puller, drift and bearing replacer.

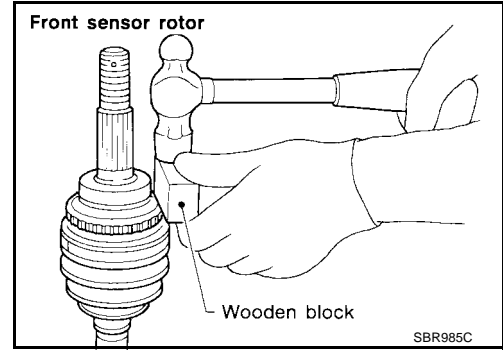
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## Installation

Install the sensor rotor. For front sensor rotor, use hammer and wooden block. For rear sensor rotor, use suitable drift and press.

- Always replace sensor rotor with new one.

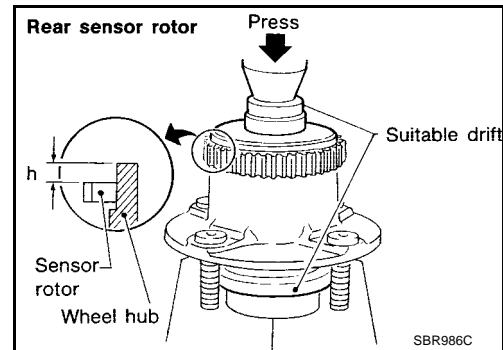


- Pay attention to the dimension of rear sensor rotor as shown in figure.

### Dimension h

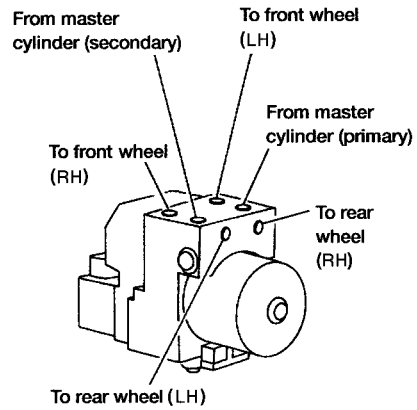
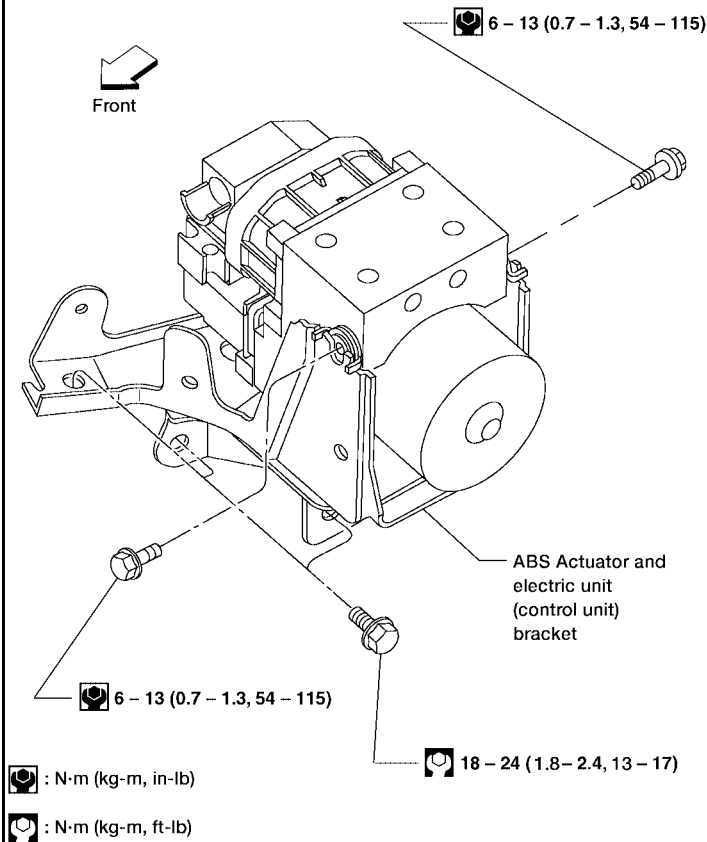
Rear Disc : 1.5 - 2.5 mm (0.06 - 0.10 in)

Rear Drum : 17.7 - 18.7 mm (0.70 - 0.74 in)

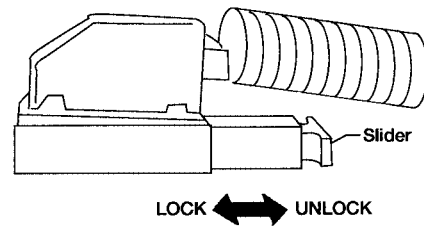


## ACTUATOR

SEC. 476



### Connector lock



WFIA0092E

## Removal

- Disconnect negative battery cable.
- Drain brake fluid. Refer to [BR-6, "Changing Brake Fluid"](#).
- Remove the A/C high pressure and A/C low pressure lines. Refer to [MTC-84, "Removal and Installation"](#).

# REMOVAL AND INSTALLATION

[ABS]

4. Remove strut tower bar (if equipped). Refer to [FSU-5, "Components"](#) .
5. Remove mounting bracket bolts.
6. Disconnect harness connector and brake lines.

A

## Installation

1. Connect brake lines temporarily.
2. Tighten bolts.
3. Tighten brake lines.
4. Connect harness connector and negative battery cable.
5. Install strut tower bar (if equipped). Refer to [FSU-5, "Components"](#) .
6. Refill and bleed the brake fluid. Then bleed air. Refer to [BR-7, "Bleeding Brake System"](#) .
7. Install the A/C high pressure and A/C low pressure lines. Evacuate and recharge the A/C system. Refer to [MTC-82, "Evacuating System and Charging Refrigerant"](#) .

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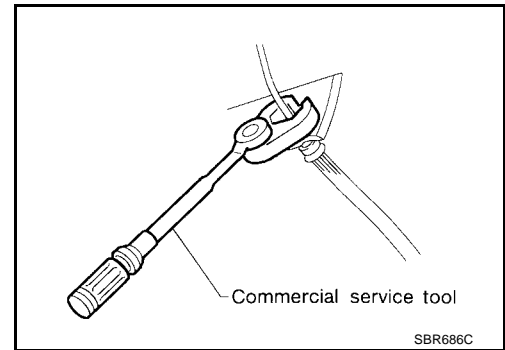


Assembly .....	29	Inspection and Adjustment .....	33
Installation .....	29	CLUTCH DISC .....	33
<b>PIPING .....</b>	<b>30</b>	CLUTCH COVER AND FLYWHEEL .....	34
Removal .....	30	FLYWHEEL INSPECTION .....	34
Installation .....	30	Installation .....	34
<b>CLUTCH RELEASE MECHANISM .....</b>	<b>31</b>	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>35</b>
Components .....	31	Clutch Control System .....	35
Removal .....	31	Clutch Master Cylinder .....	35
Inspection After Removal .....	31	Clutch Operating Cylinder .....	35
Installation .....	31	Clutch Disc .....	35
<b>CLUTCH DISC, CLUTCH COVER AND FLYWHEEL..</b>	<b>33</b>	Clutch Cover .....	35
Components .....	33	Clutch Pedal .....	35

## PRECAUTIONS

### Precautions

- The recommended clutch system hydraulic fluid is brake fluid “DOT 3”.
- Do not reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If any brake fluid is splashed on painted areas, wash it away with water immediately.
- Use a flare nut wrench (commercial service tool) when removing or installing the clutch hydraulic tubes.



- Use new brake fluid to clean or wash any parts of the clutch master cylinder and operating cylinder.
- Never use any type of mineral oil such as gasoline or kerosene to clean or wash any parts of the clutch system. It will ruin the rubber parts of the hydraulic system.

**WARNING:**

After cleaning the clutch disc, wipe it with a dust collector. Do not use compressed air.

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# PREPARATION

[QG18DE]

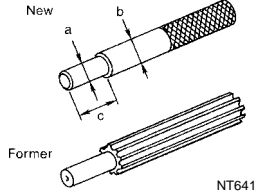
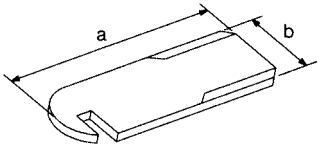
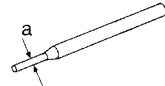
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## PREPARATION

### Special Service Tools

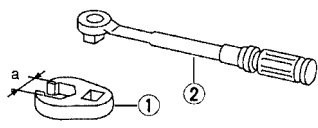
ECS005RK

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV30101600 (New) KV30101000 (Former) (J33213) Clutch aligning bar	 Installing clutch cover and clutch disc <b>a: 15.9 mm (0.626 in) dia.</b> <b>b: 17.9 mm (0.705 in) dia.</b> <b>c: 40 mm (1.57 in)</b>
ST20050240 ( — ) Diaphragm spring adjusting wrench	 Adjusting unevenness of diaphragm spring of clutch cover <b>a: 150 mm (5.91 in)</b> <b>b: 25 mm (0.98 in)</b>
KV32101000 (J25689-A) Pin punch	 Removing and installing spring pin <b>a: 4 mm (0.16 in) dia.</b>

## Commercial Service Tools

ECS005RL

Tool name	Description
1: Flare nut crowfoot 2: Torque wrench	 Removing and installing clutch piping <b>a: 10 mm (0.39 in)</b>

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[QG18DE]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:0003

### NVH Troubleshooting Chart

ECS005RM

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of inspection. Check each part in order. If necessary, repair or replace these parts.

Symptom		Suspected parts (possible cause)																Reference page				
		Clutch pedal (inspection and adjustment)	Clutch line (air in line)	Master cylinder piston cup (damaged)	Operating cylinder piston cup (damaged)	Engine mounting (loose)	Release bearing (worn, dirty or damaged)	Clutch disc (out of true)	Clutch disc (runout is excessive)	Clutch disc (lining broken)	Clutch disc (dirty or burned)	Clutch disc (oily)	Clutch disc (worn out)	Clutch disc (hardened)	Clutch disc (lack of spline grease)	Diaphragm spring (damaged)	Diaphragm spring (out of tip alignment)		Clutch cover (distortion)	Flywheel (distortion)		
Symptom	Clutch grabs/chatters					1															CL-7	
	Clutch pedal spongy		1	2	2																CL-7	
	Clutch noisy						1														CL-9	
	Clutch slips	1										2	2								CL-11	
	Clutch does not disengage	1	2	3	4				5	5	5	5	5			5	6	6	7		EM-63, "Removal and Installation"	
																					CL-14	
																						CL-17
																						CL-17
																						CL-18
																						CL-18



# CLUTCH SYSTEM

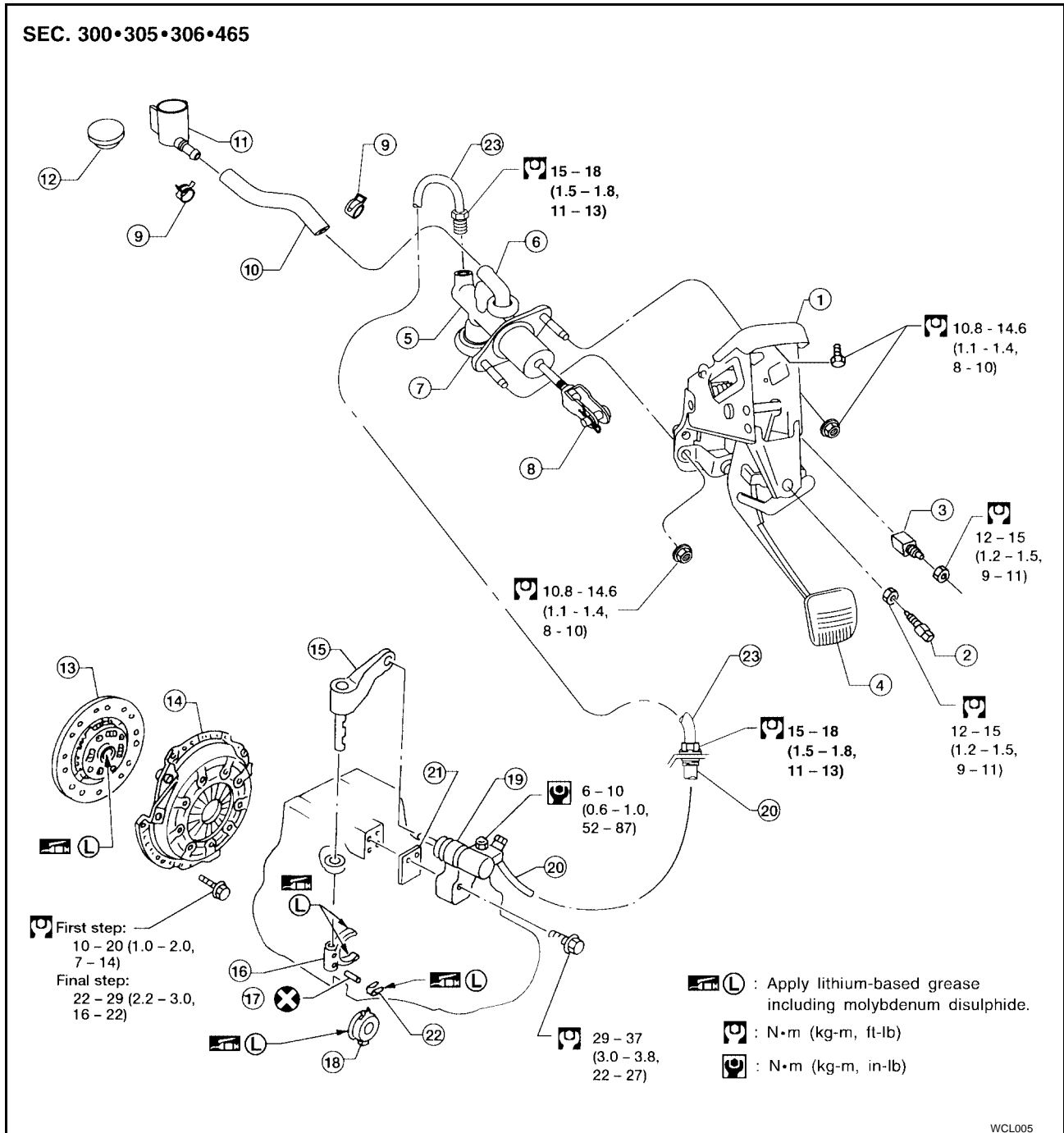
[QG18DE]

PF3:30502

ECS005RN

## CLUTCH SYSTEM

### Components



WCL005

- |                                    |                                     |                            |
|------------------------------------|-------------------------------------|----------------------------|
| 1. Clutch pedal bracket            | 2. ASCD clutch switch (if equipped) | 3. Clutch interlock switch |
| 4. Clutch pedal                    | 5. Clutch master cylinder           | 6. Nipple                  |
| 7. Clutch damper (not serviceable) | 8. Clevis                           | 9. Hose clamp              |
| 10. Reservoir hose                 | 11. Reservoir tank                  | 12. Reservoir cap          |
| 13. Clutch disc                    | 14. Clutch cover                    | 15. Withdrawal lever       |
| 16. Clutch lever                   | 17. Spring pin                      | 18. Release bearing        |
| 19. Operating cylinder             | 20. Clutch hose                     | 21. Spacer                 |
| 22. Release bearing spring         | 23. Clutch tube                     |                            |

## Inspection and Adjustment

### CLUTCH PEDAL INSPECTION AND ADJUSTMENT

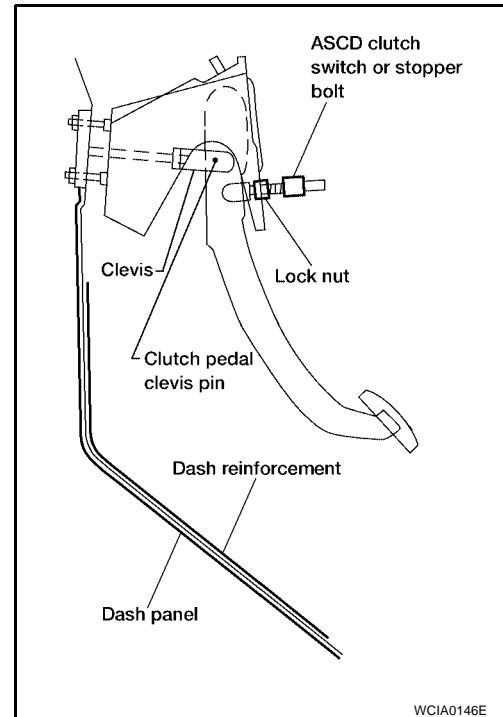
1. Check to see if the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
  - a. If the pin is not free, check that the ASCD switch or pedal stopper bolt is not applying pressure to the clutch pedal causing the pin to bind. To adjust, loosen the ASCD switch or pedal stopper bolt lock nut and turn the ASCD switch or pedal stopper bolt.
  - b. Tighten the lock nut.
  - c. Verify that the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
  - d. If the pin is still not free, remove the pin and check for deformation or damage. Replace the pin if necessary. Leave the pin removed for step 2.
2. Check the clutch pedal stroke for free range of movement.
  - a. With the clutch pedal clevis pin removed, manually move the pedal up and down to determine if it moves freely.
  - b. If any sticking is noted, replace the related parts (clutch pedal, pedal bracket, assist spring, bushing, etc.). Reassemble the pedal and re-verify that the clevis pin floats freely in the bore of the pedal.
3. Adjust the clearance "C" while fully depressing the clutch pedal (with the clutch interlock switch) as shown.

**Clearance "C" : 0.1 - 1.0 mm (0.004 - 0.039 in)**

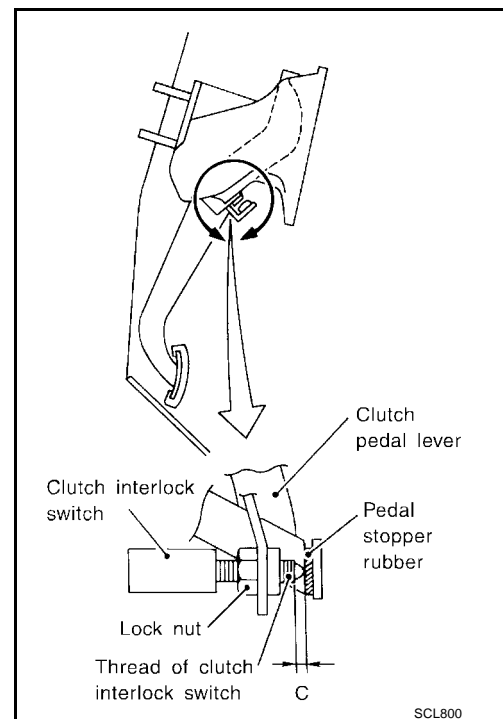
4. Check the clutch hydraulic system components (clutch master cylinder, clutch operating cylinder, Clutch withdrawal lever, clutch release bearing, etc.) for sticking or binding.
  - a. If any sticking or binding is noted, repair or replace the related parts as necessary.
  - b. If the hydraulic system was necessary, bleed the clutch hydraulic system. Refer to [CL-7, "BLEEDING PROCEDURE"](#).

**NOTE:**

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.



WCIA0146E



SCL800

### BLEEDING PROCEDURE

**CAUTION:**

Carefully monitor the fluid level at the clutch master cylinder during the bleeding operation.

**NOTE:**

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.

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# CLUTCH SYSTEM

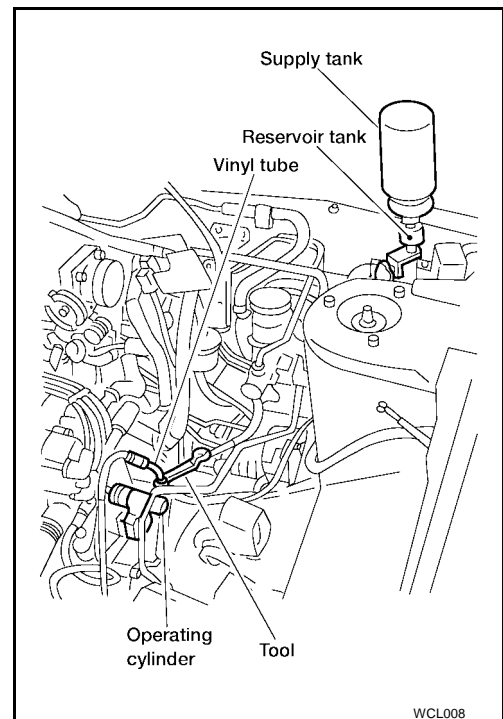
[QG18DE]

1. Top off the clutch master cylinder reservoir with the recommended brake fluid "DOT 3". Then attach the additional supply tank as shown.

**CAUTION:**

**Do not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

2. Connect a transparent vinyl tube to the air bleeder valve as shown.
3. Slowly depress the clutch pedal to its full stroke and release it completely. Repeat this operation several times at 2 to 3 seconds intervals.
4. Open the air bleeder valve with the clutch pedal fully depressed.



5. Close the air bleeder valve and tighten to specification.

**Air bleeder valve : 5.9 - 9.8 N·m (0.6 - 1.0 kg·m, 52 - 87 in·lb)**

6. Release the clutch pedal and wait at least 5 seconds.
7. Repeat steps 3 through 6 above until no more air bubbles are in the brake fluid coming out of the vinyl tube attached to the air bleeder valve.

# CLUTCH MASTER CYLINDER

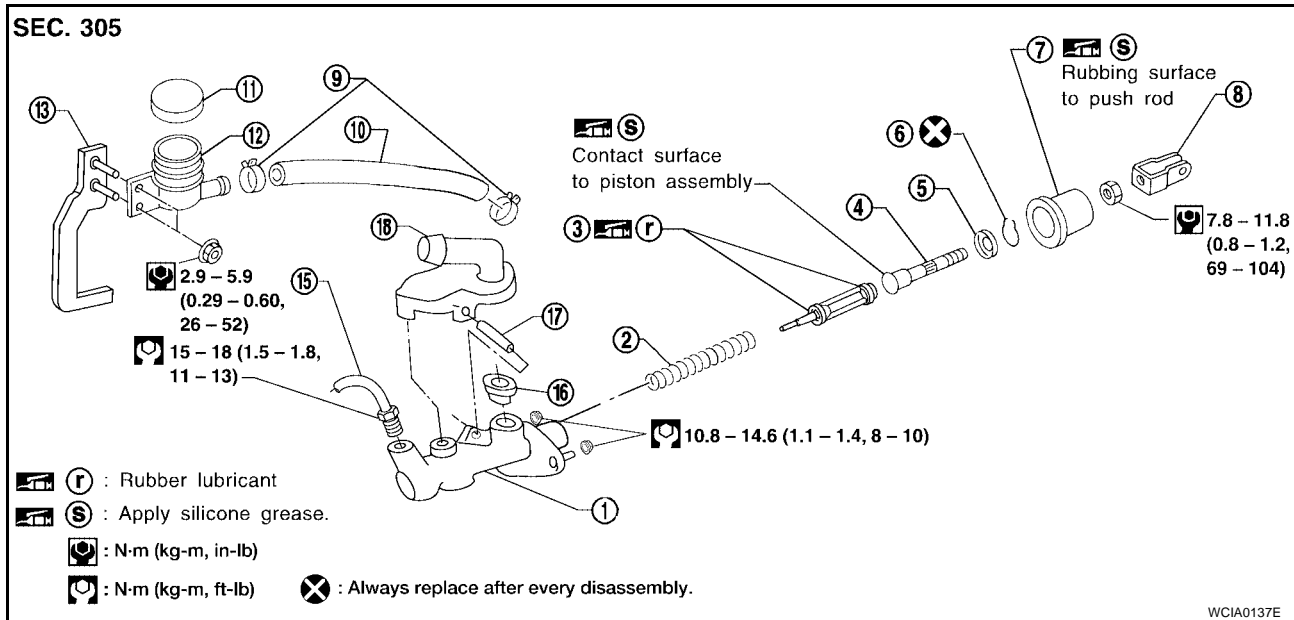
[QG18DE]

PFP:30610

ECS005RP

## CLUTCH MASTER CYLINDER

### Components



- |                    |                                     |                          |
|--------------------|-------------------------------------|--------------------------|
| 1. Cylinder body   | 2. Return spring                    | 3. Piston assembly seals |
| 4. Push rod        | 5. Stopper                          | 6. Stopper ring          |
| 7. Dust cover      | 8. Clevis                           | 9. Hose clamps           |
| 10. Reservoir hose | 11. Reservoir cap                   | 12. Reservoir tank       |
| 13. Bracket        | 14. Clutch damper (not serviceable) | 15. Clutch tube          |
| 16. Seal           | 17. Pin                             | 18. Nipple               |

### Removal

ECS005RQ

1. Drain the brake fluid from the clutch hydraulic system.

#### CAUTION:

**Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

2. Remove the clutch tube flare nut using a flare nut wrench.
3. Remove the reservoir hose.
4. Remove the snap pin from the clevis pin and remove the clutch pedal from the clevis.
5. Remove the master cylinder assembly mounting nuts and reservoir tank bracket mounting nuts to remove master cylinder assembly.

### Disassembly

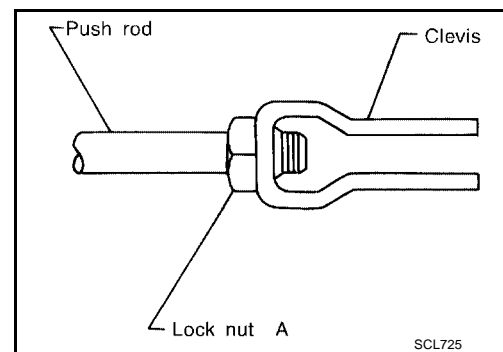
ECS005RS

1. Loosen the push rod lock nut "A" to remove the clevis and the lock nut "A".
2. Remove the dust cover.
3. Remove the stopper ring and stopper, then remove the push rod from the cylinder body. During removal, keep the push rod depressed, to prevent the piston inside the master cylinder from popping out.

#### NOTE:

Discard the stopper ring and use a new ring for assembly.

4. Remove the piston assembly from the cylinder body.
5. Remove the return spring.
6. Remove the pin using a pin punch, then remove the nipple and seal.



SCL725

## Inspection

Inspect for the following conditions and replace any parts as necessary.

- Damage, wear, rust, and pinholes on the cylinder inner wall
- Damage and deformation of the reservoir tank
- Weak return spring
- Crack or deformation of the dust cover

## Assembly

1. Install the return spring.
2. Apply rubber lubricant to the sliding parts of the piston assembly, and insert the piston assembly into the cylinder body.
3. After installing the stopper to push rod, install a new stopper ring while keeping the piston assembly depressed by hand, so that the piston assembly will not pop out.

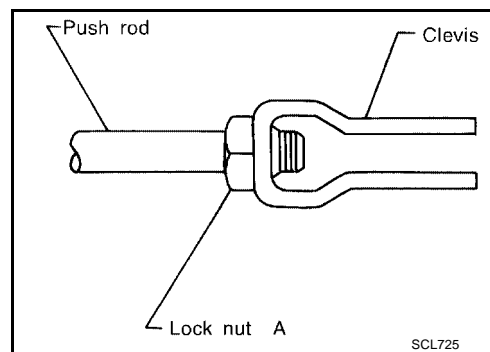
### CAUTION:

**The stopper ring cannot be reused. Always use a new stopper ring for assembly.**

4. Apply silicone grease, and install the dust cover.
5. Install the clevis to push rod, and tighten lock nut "A" to specification.

**Lock nut "A" : 7.8 - 11.8 N-m (0.8 - 1.2 kg-m,  
69 - 104 in-lb)**

6. Install the seal and nipple to the cylinder body, and install the pin using a pin punch.



## Installation

1. Install the reservoir hose.
2. Connect the clutch tube to the master cylinder assembly, and hand-tighten the flare nut.
3. Install the master cylinder assembly to the cowl, and tighten the mounting nuts to specification.

**Master cylinder mounting nuts : 10.8 - 14.6 N-m (1.1 - 1.4 kg-m, 8 - 10 ft-lb)**

4. Tighten the reservoir tank bracket mounting nuts to specification.

**Reservoir tank bracket mounting nuts : 2.9 - 5.9 N-m (0.29 - 0.60 kg-m, 26 - 52 in-lb)**

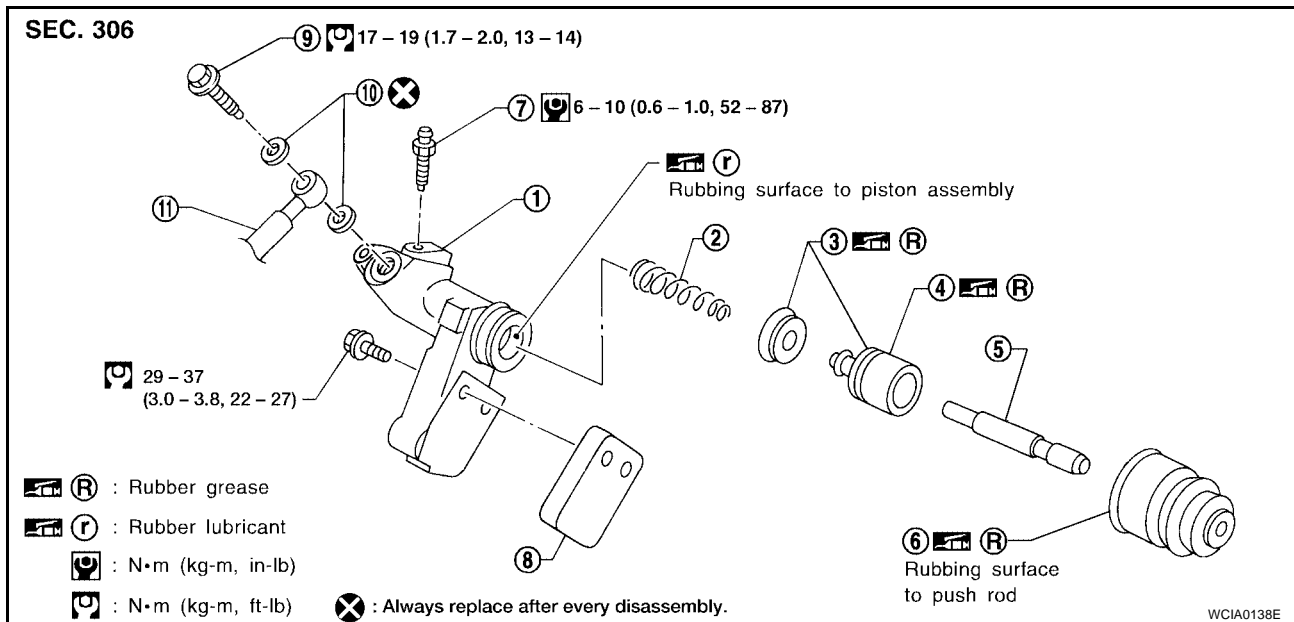
5. Tighten the clutch tube flare nut to specification, using a flare nut torque wrench.

**Clutch tube flare nut : 15 - 18 N-m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)**

6. After installing the clevis pin, install the snap pin to connect the clutch pedal to the push rod.
7. After finishing the component installation, bleed the air from the clutch hydraulic system. Refer to [CL-7, "BLEEDING PROCEDURE"](#).

## OPERATING CYLINDER

### Components



- |                   |                  |               |
|-------------------|------------------|---------------|
| 1. Cylinder body  | 2. Piston spring | 3. Piston cup |
| 4. Piston         | 5. Push rod      | 6. Dust cover |
| 7. Air bleeder    | 8. Spacer        | 9. Union bolt |
| 10. Copper washer | 11. Clutch hose  |               |

### Removal

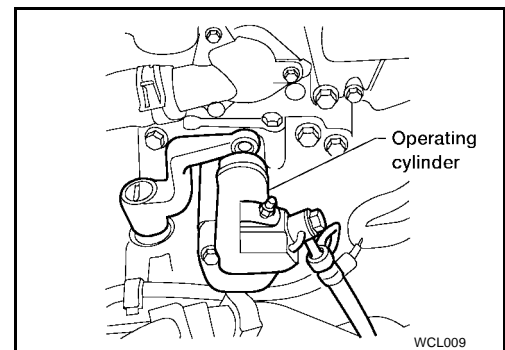
ECS005RW

1. Drain the brake fluid from the clutch hydraulic system.

**CAUTION:**

**Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

2. Remove the union bolt, the two copper washers, and the clutch hose from the operating cylinder. Discard the copper washers.
3. Remove the operating cylinder bolts, and remove the operating cylinder.



### Disassembly

ECS005RX

1. Remove the dust cover from the operating cylinder body.
2. Remove the push rod.
3. Remove the piston.
4. Remove the piston cup.
5. Remove the piston spring.
6. Remove the air bleeder.

### Inspection

ECS005RY

Inspect for the following, and replace any parts as necessary.

- Damage, foreign material, wear, rust, and pinholes on the cylinder inner surface, piston, and sliding part of piston cup

- Weak piston spring
- Crack or deformation of dust cover

## Assembly

ECS005RZ

### CAUTION:

To assemble the operating cylinder use the specified rubber grease and rubber lubricant. Refer to [GL-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .

1. Apply rubber lubricant to the overall inside surface of the operating cylinder body.
2. Install the air bleeder, tighten to specification.

**Air bleeder : 6 - 10 N-m (0.6 - 1.0 kg-m, 52 - 87 in-lb)**

3. Install the piston spring with the tapered spring end pointing toward the piston cup.
4. Apply rubber grease and install the piston cup.
5. Apply rubber grease and install the piston.
6. Install the push rod.
7. Apply rubber grease and install the dust cover.

## Installation

ECS005S0

Installation is in the reverse order of removal.

### CAUTION:

- Install the clutch hose without twisting it.
- The two copper washers for the union bolt cannot be reused. Use two new copper washers for installation.
- After finishing the installation, bleed the air from the clutch hydraulic system. Refer to [CL-7, "BLEEDING PROCEDURE"](#) .

**PIPING**

**Removal**

1. Remove the engine air cleaner and air duct.
2. Drain the brake fluid from the clutch hydraulic system.

**CAUTION:**

**Be careful not to splash brake fluid on painted areas, it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

3. Remove the flare nut from the operating cylinder body using a flare nut wrench.
4. Remove the union bolt and two copper washers attaching the clutch hose from the operating cylinder. Discard the two copper washers.
5. Remove the clutch hose from the bracket by removing the lock plate.

**Installation**

1. When installing the clutch hose into the bracket, position the lock plate in the specified direction as shown to secure the clutch hose.

**CAUTION:**

**Install the clutch hose without twisting or bending it.**

2. Tighten the flare nut to specification, using a flare nut wrench.

**Flare nut : 15 - 18 N·m (1.5 - 1.8 kg·m, 11 - 13 ft·lb)**

**CAUTION:**

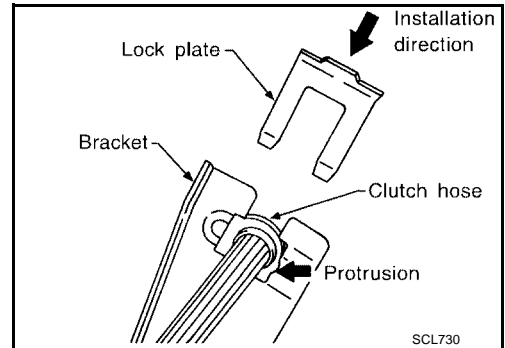
**Be careful not to damage the flare nut and clutch tube.**

3. Position the clutch hose and install the union bolt and two new copper washers on to the operating cylinder, and tighten the union bolt to specification.

**Union bolt : 17 - 19 N·m (1.7 - 2.0 kg·m, 13 - 14 ft·lb)**

4. Bleed the air from the clutch hydraulic system. Refer to [CL-7, "BLEEDING PROCEDURE"](#).

5. Install the engine air cleaner and air duct.



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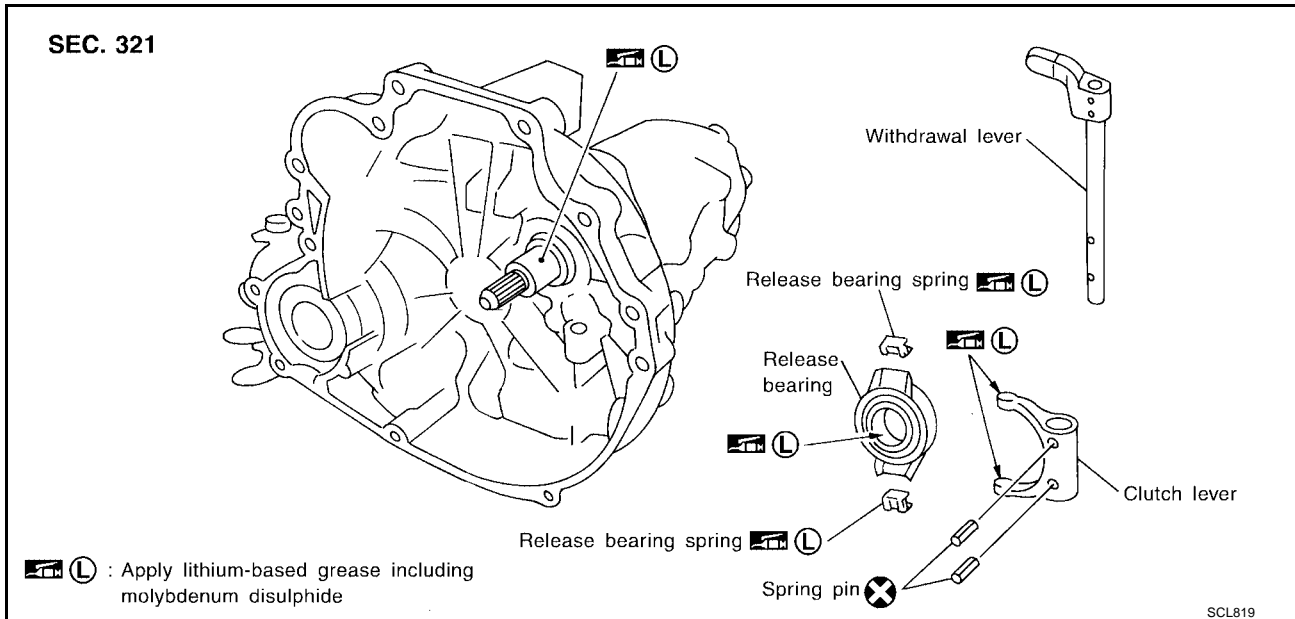


## CLUTCH RELEASE MECHANISM

PF3:30502

### Components

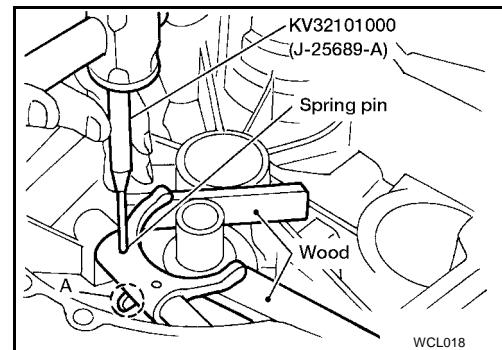
ECS005S3



### Removal

ECS005S4

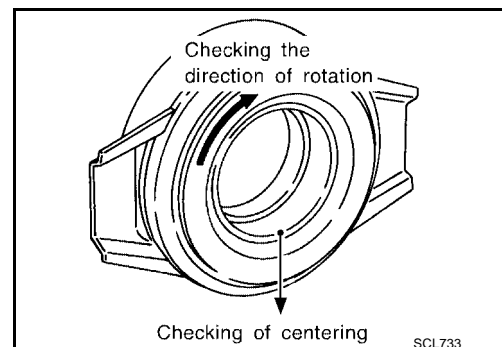
1. Remove the manual transaxle. Refer to [MT-16, "Removal and Installation"](#) for RS5F70A, [MT-82, "Removal and Installation"](#) for RS5F51A, or [MT-143, "Removal and Installation"](#) for RS6F51H.
2. Move the withdrawal lever enough to remove the release bearing and release bearing spring, and remove the release bearing from the clutch lever.
3. Support the clutch lever claws with an appropriate wood block, align the retaining pin with "A" as shown, and drive out the spring pins using a pin punch.
4. Pull out the withdrawal lever and remove the clutch lever from the clutch housing.



### Inspection

ECS005S5

- Replace the release bearing if it is seized, damaged, faulty in rotation direction, or has poor alignment.
- Replace the withdrawal lever if the contact surface is worn excessively.
- Replace the clutch lever if its contact surface is worn excessively.



### Installation

ECS005S6

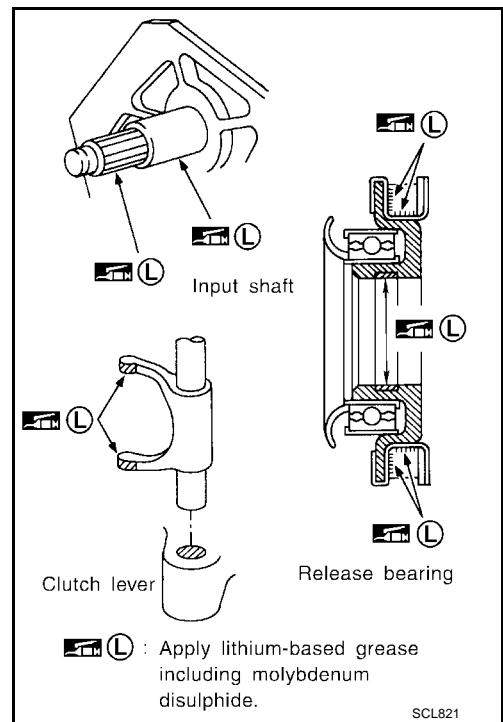
#### CAUTION:

- Apply grease to the clutch components. Otherwise, abnormal noise, poor clutch disengagement, or clutch damage may occur. Wipe the excess grease off completely, as it may cause the clutch components to slip and shudder.
- Keep the clutch disc facing, pressure plate, and flywheel free of oil and grease.

# CLUTCH RELEASE MECHANISM

[QG18DE]

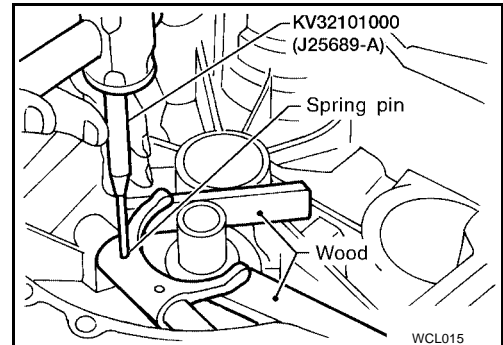
- Clean any old grease and abrasive materials off of the grease application areas as shown.
- Apply approximately a 1 mm (0.04 in) thick coating of clutch sleeve grease evenly on the sliding part of the clutch lever and the release bearing spring.
- Apply just enough clutch sleeve grease to fill up the release bearing inner groove.
- Apply the clutch grease to the clutch disc and the input shaft spline. Install the clutch disc to the input shaft, remove the excess grease around the shaft, and remove the clutch disc.
- Lightly and evenly apply the clutch sleeve grease on the sliding part of the release bearing. Install the release bearing and remove any excess grease around the bearing, then remove the release bearing.



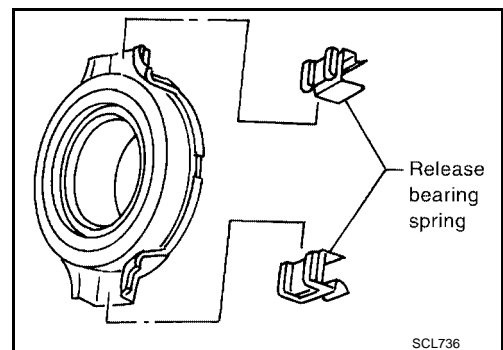
1. Assemble the clutch lever to clutch housing, and insert the withdrawal lever.
2. Support the clutch lever claws with an appropriate wood block, and install new spring pins using a pin punch as shown.

**CAUTION:**

**Spring pins cannot be reused.**



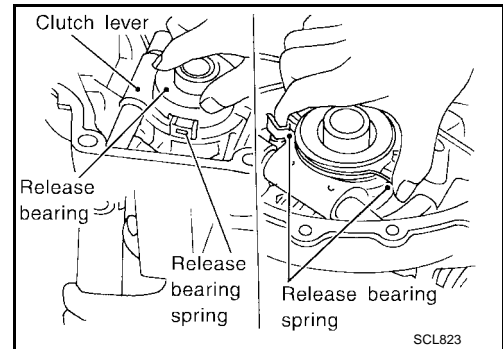
3. Install the release bearing springs on to the release bearing as shown.



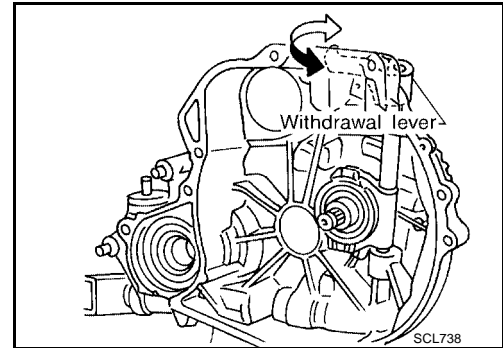
## CLUTCH RELEASE MECHANISM

[QG18DE]

4. Operate the withdrawal lever manually, press the clutch spring from both sides, and install the release bearing on to the clutch lever securely.



5. Make sure a click is heard when the release bearing spring is pressed from both sides.
6. Make sure all parts operate smoothly when operating the withdrawal lever.



7. Install the manual transaxle. Refer to [MT-16, "Removal and Installation"](#) for RS5F70A, [MT-82, "Removal and Installation"](#) for RS5F51A, or [MT-143, "Removal and Installation"](#) for RS6F51H.

**CAUTION:**

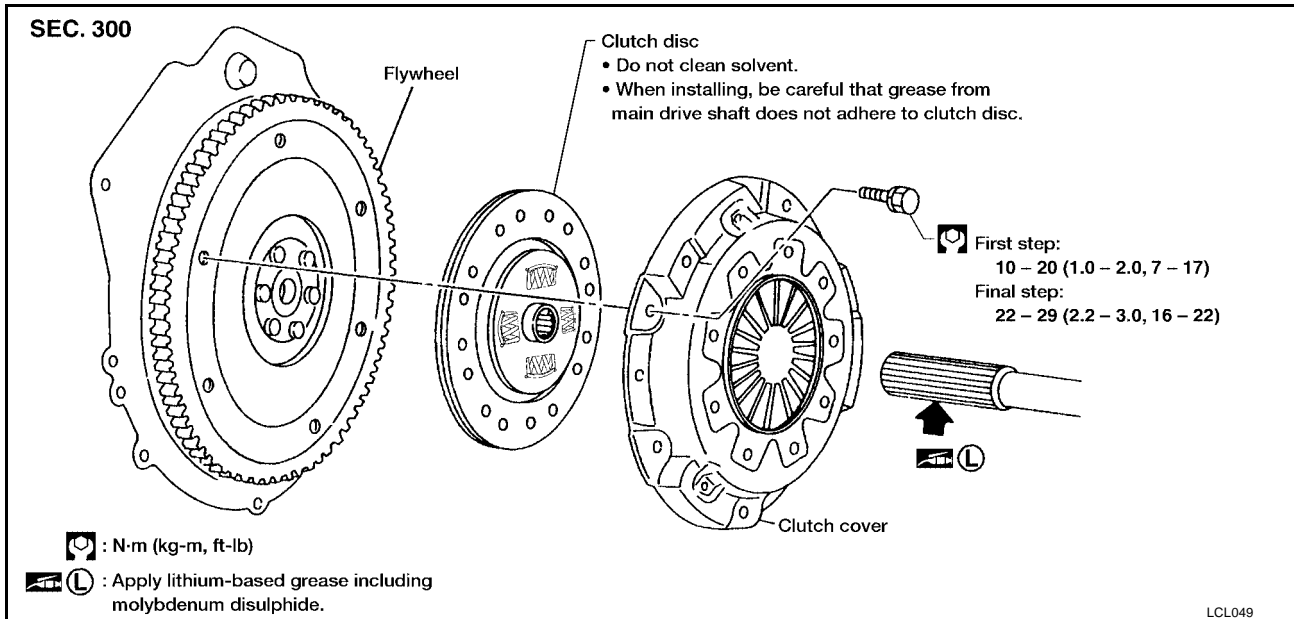
Remove any excess grease.

## CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

PFP:30100

### Components

ECS005S7



### NOTE:

The following operations are with manual transaxle removed.

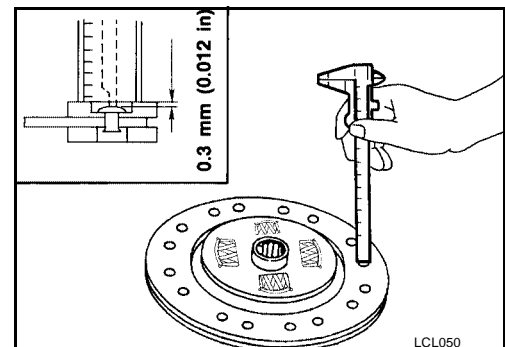
### Inspection and Adjustment

#### CLUTCH DISC

ECS005S8

- Check the clutch disc for wear on the facing surface at the rivets as shown.

**Wear limit of facing surface to rivet head : 0.3 mm (0.012 in)**

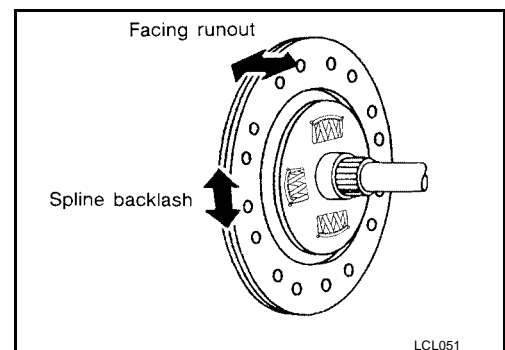


- Check the clutch disc for backlash on the spline and runout on the facing.

**Maximum backlash of spline : 0.9 mm (0.035 in)**  
**(at outer edge of disc)**

**Runout limit : 1.0 mm (0.039 in)**

**Distance of runout check point : 102.5 mm (4.04 in)**  
**(from hub center)**



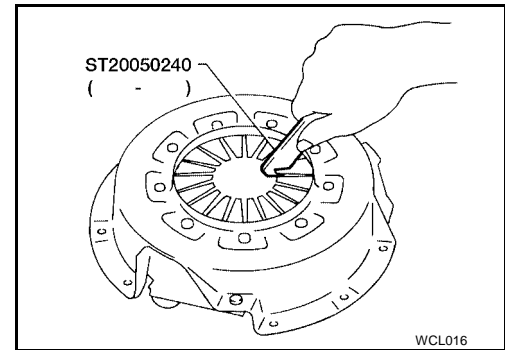
- Check the clutch disc for burns, discoloration, and oil or grease leakage. Replace if necessary.

## CLUTCH COVER AND FLYWHEEL

- Check the clutch cover installed for unevenness of the diaphragm spring toe heights.

**Uneven limit : 0.88 mm (0.0346 in)**

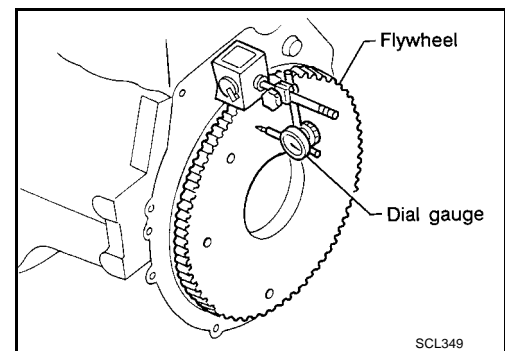
If the toe heights are greater than the uneven limit, adjust the height with Tool as shown.



## FLYWHEEL INSPECTION

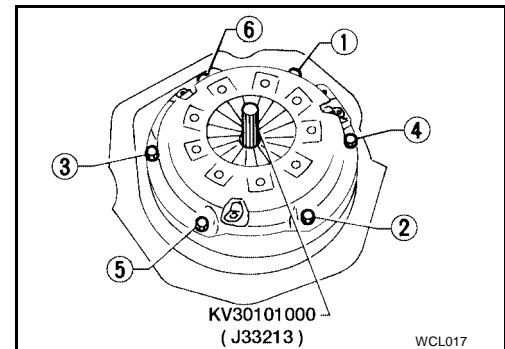
- Check the contact surface of flywheel for slight burns or discoloration. Clean the flywheel contact surface with emery paper.
- Check the flywheel runout using a dial gauge as shown.

**Maximum allowable runout : Refer to EM-77, "Flywheel Runout".**



## Installation

- Insert Tool into clutch disc hub for proper alignment when installing the clutch cover and disc as shown.



- Tighten the clutch cover bolts in the numerical order as shown, in two steps.

**First step : 10 - 20 N·m (1.0 - 2.0 kg·m, 7 - 14 ft·lb)**

**Final step : 22 - 29 N·m (2.2 - 3.0 kg·m, 16 - 22 ft·lb)**

### CAUTION:

**Do not to allow grease to contaminate the clutch facing.**

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Clutch Control System

ECS005SA

Type of clutch control	Hydraulic
------------------------	-----------

### Clutch Master Cylinder

ECS005SB

Unit: mm (in)

Inner diameter	15.87 (5/8)
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### Clutch Operating Cylinder

ECS005SC

Unit: mm (in)

Inner diameter	19.05 (3/4)
----------------	-------------

### Clutch Disc

ECS005SD

Unit: mm (in)

Engine model	QG18DE
Model	215
Facing size (Outer dia. × inner dia. × thickness)	215 × 145 × 3.5 (8.46 × 5.71 × 0.138)
Thickness of disc assembly with load	7.7 - 8.3 (0.303 - 0.327) with 4,900 N (499.8 kg, 1,101.5 lb)
Wear limit of facing surface to rivet head	0.3 (0.012)
Runout limit of facing	1.0 (0.039)
Distance of runout check point (from the hub center)	102.5 (4.04)
Maximum backlash of spline (at outer edge of disc)	0.9 (0.035)

### Clutch Cover

ECS005SE

Unit: mm (in)

Engine model	QG18DE
Model	215
Full-load	4,900 N (499.8 kg, 1,101.5 lb)
Uneven limit of diaphragm spring toe height	0.88 (0.0346)

### Clutch Pedal

ECS005SF

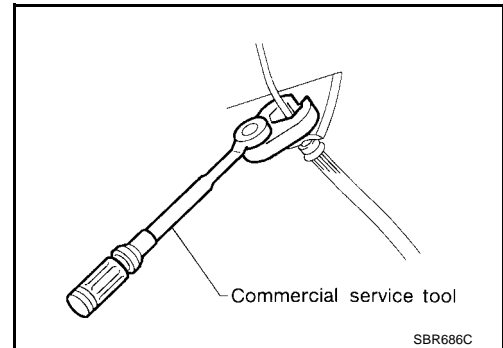
Unit: mm (in)

Clearance "C" between pedal stopper rubber and clutch interlock switch threaded end while clutch pedal is fully depressed.	0.1 - 1.0 (0.004 - 0.039)
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## PRECAUTIONS

### Precautions

- Recommended fluid is brake fluid “DOT 3”.
- Do not reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.
- Use a flare nut wrench when removing or installing the clutch hydraulic tubes.
- Use new brake fluid to clean or wash all parts of the master cylinder and operating cylinder.
- Never use mineral oils such as gasoline or kerosene. It will ruin the rubber parts of the hydraulic system.



### **WARNING:**

After cleaning the clutch disc, wipe it with a dust collector. Do not use compressed air.

# PREPARATION

[QR25DE]

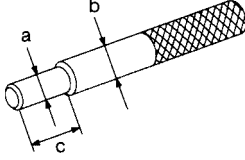
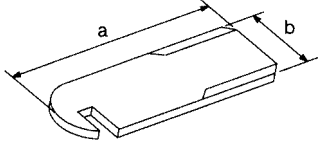
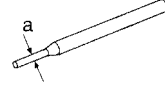
PFP:00002

## PREPARATION

### Special Service Tools

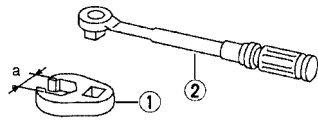
ECS005SH

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
ST2063000 (J26366) Clutch aligning bar	 <p style="text-align: center;">NT405</p>	Installing clutch cover and clutch disc <b>a: 15.8 mm (0.622 in) dia.</b> <b>b: 22.9 mm (0.902 in) dia.</b> <b>c: 45 mm (1.772 in)</b>
ST20050240 ( ) Diaphragm spring adjusting wrench	 <p style="text-align: center;">S-NT404</p>	Adjusting unevenness of diaphragm spring of clutch cover <b>a: 150 mm (5.91 in)</b> <b>b: 25 mm (0.98 in)</b>
KV32101000 (J25689-A) Pin punch	 <p style="text-align: center;">S-NT410</p>	Removing and installing spring pin <b>a: 4 mm (0.16 in) dia.</b>

### Commercial Service Tools

ECS005SI

Tool name	Description	
1 Flare nut crowfoot 2 Torque wrench	 <p style="text-align: center;">S-NT360</p>	Removing and installing clutch piping <b>a: 10 mm (0.39 in)</b>



# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[QR25DE]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

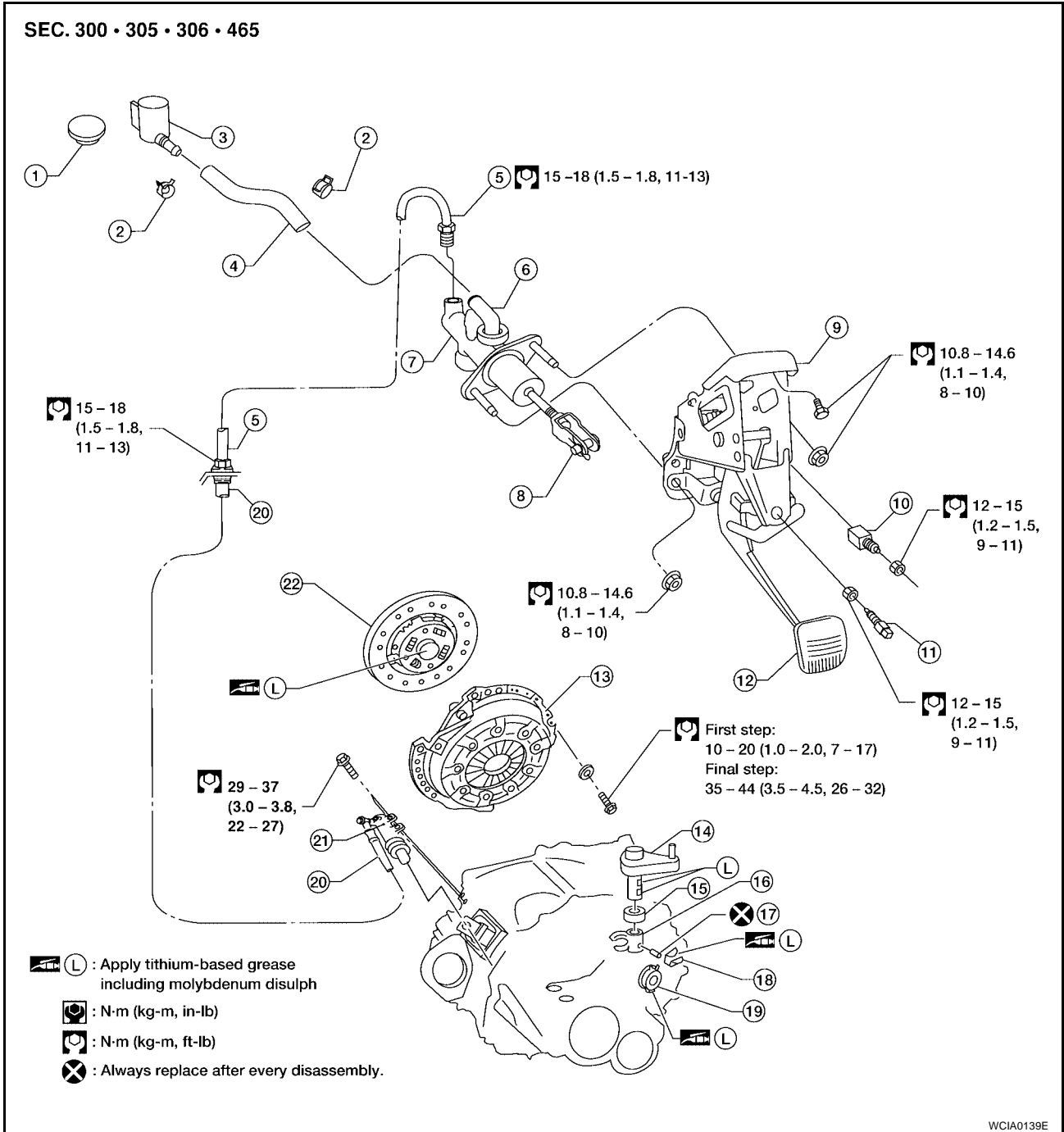
ECS005SJ

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of inspection. Check each part in order. If necessary, repair or replace the parts.

		Suspected parts (possible cause)																Reference page			
		Clutch pedal (inspection and adjustment)	Clutch line (air in line)	Master cylinder piston cup (damaged)	Operating cylinder piston cup (damaged)	Engine mounting (Loose)	Release bearing (worn, dirty or damaged)	Clutch disc (out of true)	Clutch disc (runout is excessive)	Clutch disc (lining broken)	Clutch disc (dirty or burned)	Clutch disc (oily)	Clutch disc (worn out)	Clutch disc (hardened)	Clutch disc (lack of spline grease)	Diaphragm spring (damaged)	Diaphragm spring (out of tip alignment)	Clutch cover (distortion)	Flywheel (distortion)		
Symptom	Clutch grabs/chatters					1						2									CL-24
	Clutch pedal spongy		1	2	2																CL-24
	Clutch noisy						1														CL-26
	Clutch slips	1										2	2								CL-28
	Clutch does not disengage	1	2	3	4							5	5	5	5	5					EM-63, "Removal and Installation"
																					CL-31
																					CL-33
																					CL-33
																					CL-34
																					CL-34

## CLUTCH SYSTEM

### Components



- |                             |                                      |                            |
|-----------------------------|--------------------------------------|----------------------------|
| 1. Reservoir cap            | 2. Hose clamp                        | 3. Reservoir tank          |
| 4. Reservoir hose           | 5. Clutch tube                       | 6. Nipple                  |
| 7. Clutch master cylinder   | 8. Clevis                            | 9. Clutch pedal bracket    |
| 10. Clutch interlock switch | 11. ASCD clutch switch (if equipped) | 12. Clutch pedal           |
| 13. Clutch cover            | 14. Withdrawal lever                 | 15. Spacer                 |
| 16. Clutch lever            | 17. Spring pin                       | 18. Release bearing spring |
| 19. Release bearing         | 20. Clutch hose                      | 21. Operating cylinder     |
| 22. Clutch disc             |                                      |                            |

## Inspection and Adjustment

### CLUTCH PEDAL INSPECTION AND ADJUSTMENT

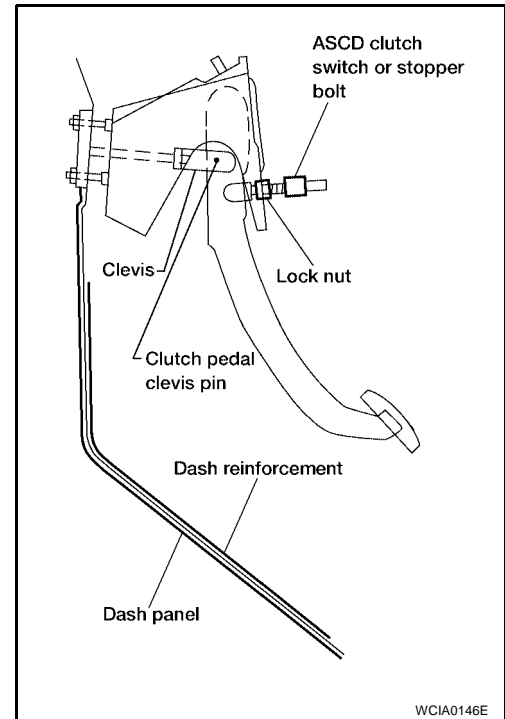
1. Check to see if the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
  - a. If the pin is not free, check that the ASCD switch or pedal stopper bolt is not applying pressure to the clutch pedal causing the pin to bind. To adjust, loosen the ASCD switch or pedal stopper bolt lock nut and turn the ASCD switch or pedal stopper bolt.
  - b. Tighten the lock nut.
  - c. Verify that the clutch pedal clevis pin floats freely in the bore of the clutch pedal. It should not be bound by the clevis or clutch pedal.
  - d. If the pin is still not free, remove the pin and check for deformation or damage. Replace the pin if necessary. Leave the pin removed for step 2.
2. Check the clutch pedal stroke for free range of movement.
  - a. With the clutch pedal clevis pin removed, manually move the pedal up and down to determine if it moves freely.
  - b. If any sticking is noted, replace the related parts (clutch pedal, pedal bracket, assist spring, bushing, etc.). Reassemble the pedal and re-verify that the clevis pin floats freely in the bore of the pedal.
3. Adjust the clearance "C" while fully depressing the clutch pedal (with the clutch interlock switch) as shown.

**Clearance "C" : 0.1 - 1.0 mm (0.004 - 0.039 in)**

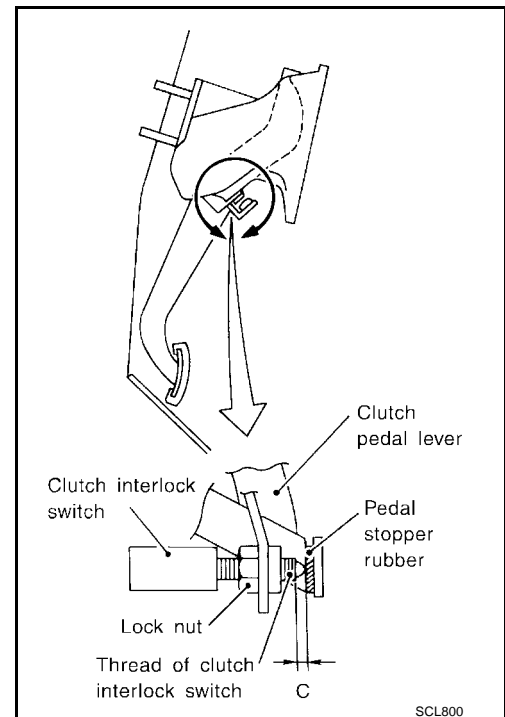
4. Check the clutch hydraulic system components (clutch master cylinder, clutch operating cylinder, Clutch withdrawal lever, clutch release bearing, etc.) for sticking or binding.
  - a. If any sticking or binding is noted, repair or replace the related parts as necessary.
  - b. If the hydraulic system was necessary, bleed the clutch hydraulic system. Refer to [CL-24, "BLEEDING PROCEDURE"](#).

**NOTE:**

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.



WCIA0146E



SCL800

### BLEEDING PROCEDURE

**CAUTION:**

Carefully monitor the fluid level at the clutch master cylinder during the bleeding operation.

**NOTE:**

Do not use a vacuum assist or any other type of power bleeder on this system. Use of a vacuum assist or power bleeder will not purge all of the air from the system.

# CLUTCH SYSTEM

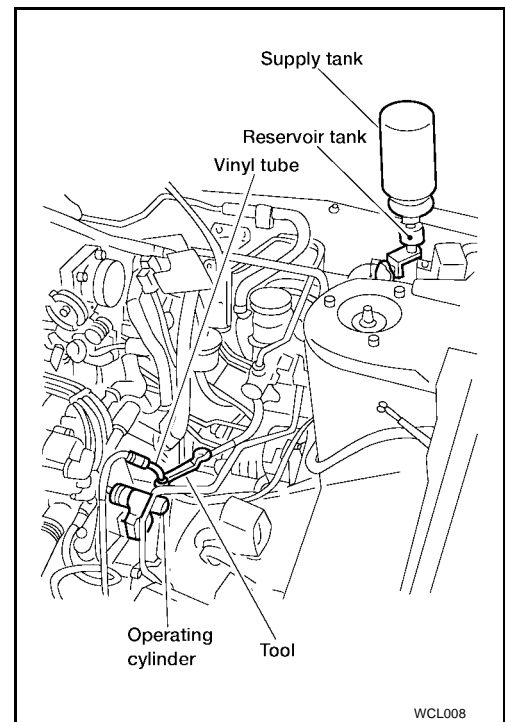
[QR25DE]

1. Top off the clutch master cylinder reservoir with the recommended brake fluid "DOT 3". Then attach the additional supply tank as shown.

**CAUTION:**

**Do not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

2. Connect a transparent vinyl tube to the air bleeder valve as shown.
3. Slowly depress the clutch pedal to its full stroke and release it completely. Repeat this operation several times at 2 to 3 seconds intervals.
4. Open the air bleeder valve with the clutch pedal fully depressed.



5. Close the air bleeder valve and tighten to specification.

**Air bleeder valve : 5.9 - 9.8 N·m (0.6 - 1.0 kg·m, 52 - 87 in·lb)**

6. Release the clutch pedal and wait at least 5 seconds.
7. Repeat steps 3 through 6 above until no more air bubbles are in the brake fluid coming out of the vinyl tube attached to the air bleeder valve.

# CLUTCH MASTER CYLINDER

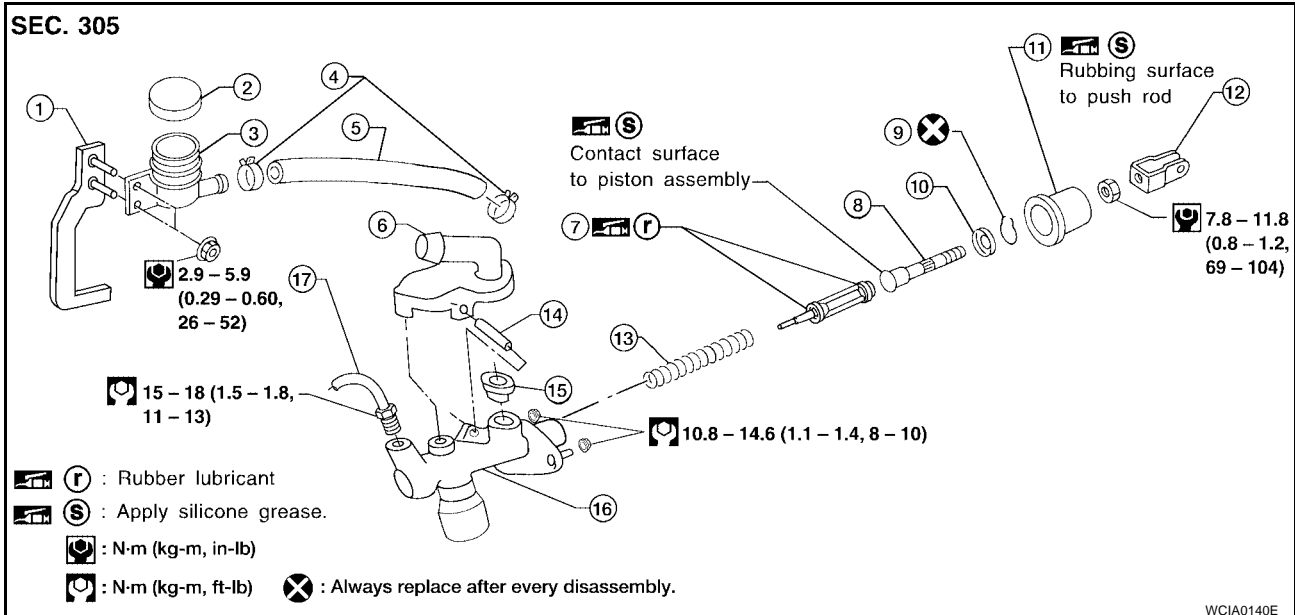
[QR25DE]

## CLUTCH MASTER CYLINDER

PF3:30610

### Components

ECS005SM



- |                          |                   |                   |
|--------------------------|-------------------|-------------------|
| 1. Bracket               | 2. Reservoir cap  | 3. Reservoir tank |
| 4. Hose clamps           | 5. Reservoir hose | 6. Nipple         |
| 7. Piston assembly seals | 8. Push rod       | 9. Stopper ring   |
| 10. Stopper              | 11. Dust cover    | 12. Clevis        |
| 13. Return spring        | 14. Pin           | 15. Seal          |
| 16. Cylinder body        | 17. Clutch tube   |                   |

### Removal

ECS005SN

1. Drain the brake fluid from the clutch hydraulic system.

#### CAUTION:

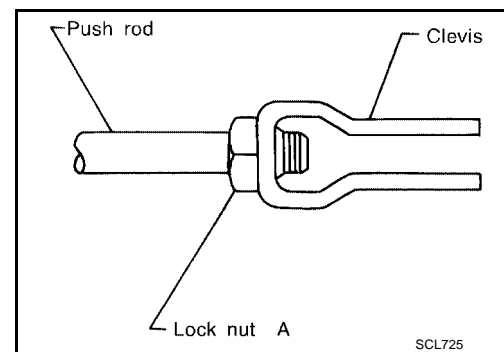
**Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

2. Remove the clutch tube flare nut using a flare nut wrench.
3. Remove the reservoir hose.
4. Remove the snap pin from the clevis pin and remove the clutch pedal from the clevis.
5. Unscrew the master cylinder assembly nuts and reservoir tank bracket nuts to remove the master cylinder assembly.

### Disassembly

ECS005SP

1. Loosen the push rod lock nut "A" to remove the clevis and lock nut "A".
2. Remove the dust cover.
3. Remove the stopper ring and stopper, and remove the push rod from the cylinder body. During removal, keep the push rod depressed, to prevent the piston inside the master cylinder from popping out. Discard the stopper ring.
4. Remove the piston assembly from the cylinder body.
5. Remove the return spring.
6. Remove the pin using a pin punch, then remove the nipple and seal.



### Inspection

ECS005SQ

Inspect for the following, and replace parts if necessary.

- Damage, wear, rust, and pinholes on the cylinder inner wall
- Damage and deformation of the reservoir tank
- Weak spring
- Crack or deformation of the dust cover

A

B

ECS005SR

## Assembly

1. Install the return spring.
2. Apply rubber lubricant to the sliding parts of the piston assembly, and insert the piston assembly into cylinder body.
3. After installing the stopper on to the push rod, install the new stopper ring while keeping the piston assembly depressed by hand, so that the piston assembly will not pop out.

CL

D

### CAUTION:

**The stopper ring cannot be reused. Always use a new stopper ring for assembly.**

4. Apply silicone grease to the dust cover and install the dust cover.
5. Install the clevis on to push rod, and tighten the lock nut "A" to specification.

E

**Lock nut "A" : 7.8 - 11.8 N·m (0.8 - 1.2 kg-m, 69 - 104 in-lb)**

F

6. Install the seal and nipple on to the cylinder body, and install the pin using a pin punch.

## Installation

ECS005SO

1. Install the reservoir hose.
2. Connect the clutch tube to the master cylinder assembly, and hand-tighten the flare nut.
3. Install the master cylinder assembly to the cowl, and tighten the nuts to specification.

G

H

**Master cylinder nuts : 10.8 - 14.6 N·m (1.1 - 1.4 kg-m, 8 - 10 ft-lb)**

4. Tighten reservoir tank bracket nuts to specification.

I

**Reservoir tank bracket nuts : 2.9 - 5.9 N·m (0.29 - 0.60 kg-m, 26 - 52 in-lb)**

5. Tighten clutch tube flare nut using a flare nut torque wrench to specification.

J

**Clutch tube flare nut : 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)**

6. After installing the clevis pin, install the snap pin to connect the clutch pedal to the push rod.
7. After finishing the installation, bleed the air out of the clutch hydraulic system. Refer to [CL-24, "BLEEDING PROCEDURE"](#).

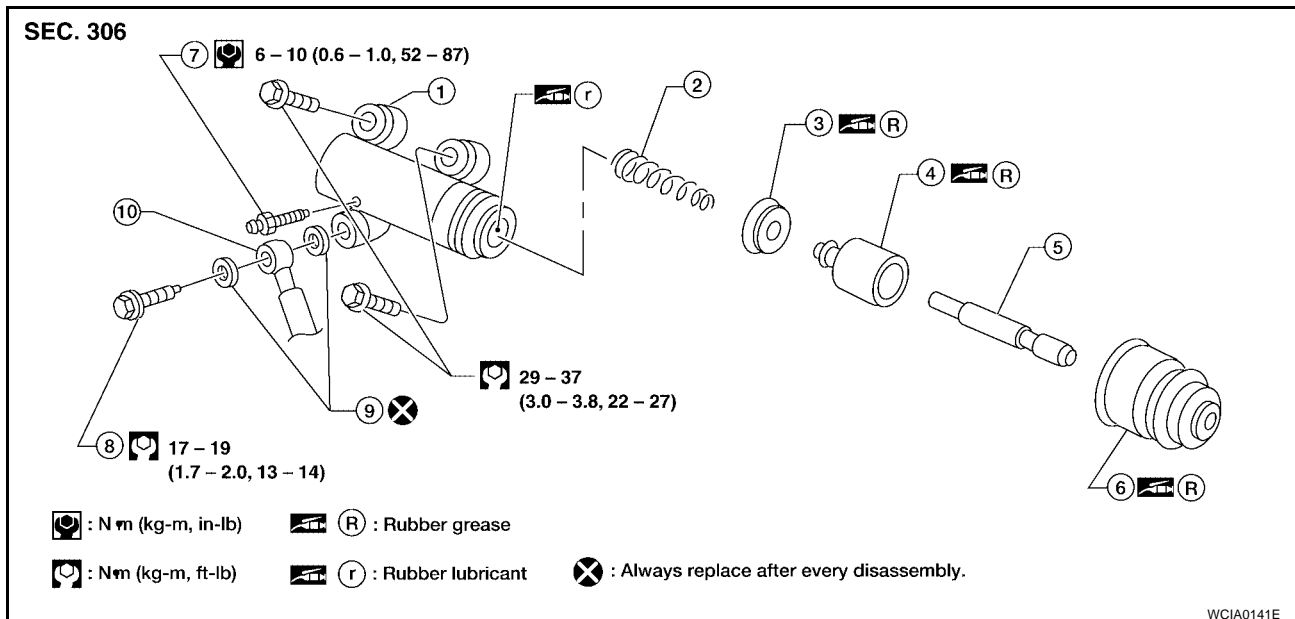
K

L

M

## OPERATING CYLINDER

### Components

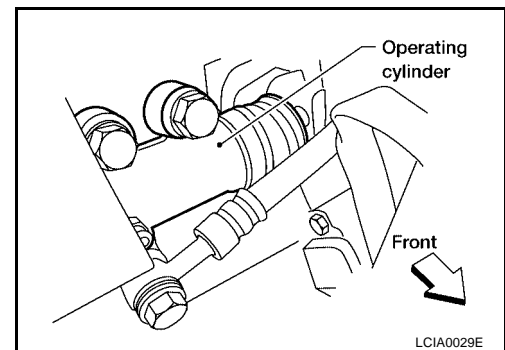


- |                  |                  |                  |
|------------------|------------------|------------------|
| 1. Cylinder body | 2. Piston spring | 3. Piston cup    |
| 4. Piston        | 5. Push rod      | 6. Dust cover    |
| 7. Air bleeder   | 8. Union bolt    | 9. Copper washer |
| 10. Clutch hose  |                  |                  |

### Removal

ECS005ST

1. Drain the brake fluid from clutch hydraulic system.
- CAUTION:**  
Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.
2. Remove the union bolt, the two copper washers, and the clutch hose from the operating cylinder. Discard the copper washers.
3. Remove the operating cylinder bolts, and remove the operating cylinder.



ECS005SU

### Disassembly

1. Remove the dust cover from the operating cylinder body.
2. Remove the push rod.
3. Remove the piston.
4. Remove the piston cup.
5. Remove the piston spring.
6. Remove the air bleeder.

### Inspection

ECS005SV

Inspect for the following, and replace parts if necessary.

- Damage, foreign material, wear, rust, and pinholes on the cylinder inner surface, piston, and sliding part of piston cup

- Weak piston spring
- Crack or deformation of dust cover

A

## Assembly

ECS005SW

**CAUTION:**

B

To assemble the operating cylinder use the specified rubber grease and rubber lubricant. Refer to [GL-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .

1. Apply rubber lubricant to the overall inside surface of the operating cylinder body.
2. Install the air bleeder and tighten to specification.

CL

**Air bleeder : 6 - 10 N·m (0.6 - 1.0 kg·m, 52 - 87 in·lb)**

3. Install the piston spring.
4. Apply rubber grease and install the piston cup.
5. Apply rubber grease and install the piston.
6. Install the push rod.
7. Apply rubber grease and install the dust cover.

D

E

## Installation

ECS005SX

Installation is in the reverse order of removal.

**CAUTION:**

F

- Install the clutch hose without twisting it.
- The two copper washers for the union bolt cannot be reused. Use two new copper washers for installation.
- After finishing the installation, bleed the air from the clutch hydraulic system. Refer to [CL-24, "BLEEDING PROCEDURE"](#) .

G

H

I

J

K

L

M



**PIPING**

**Removal**

1. Remove the engine air cleaner and air duct.
2. Drain the brake fluid from the clutch hydraulic system.

**CAUTION:**

**Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**

3. Remove the flare nut from the operating cylinder body using a flare nut wrench.
4. Remove the union bolt and two copper washers attaching the clutch hose from the operating cylinder. Discard the two copper washers.
5. Remove the clutch hose from the bracket by removing the lock plate.

**Installation**

1. When installing the clutch hose into the bracket, position the lock plate in the specified direction as shown to secure the clutch hose.

**CAUTION:**

**Install the clutch hose without twisting or bending it.**

2. Tighten the flare nut to specification, using a flare nut wrench.

**Flare nut : 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)**

**CAUTION:**

**Be careful not to damage the flare nut and clutch tube.**

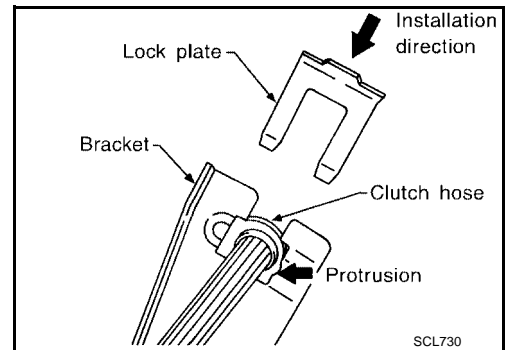
3. Position the clutch hose and install the union bolt and two new copper washers on to the operating cylinder, and tighten the union bolt to specification.

**Union bolt : 17 - 19 N·m (1.7 - 2.0 kg-m, 13 - 14 ft-lb)**

4. Bleed the air from the clutch hydraulic system. Refer to [CL-24, "BLEEDING PROCEDURE"](#) .

5. Install the engine air cleaner and air duct.

ECS005SZ



SCL730

# CLUTCH RELEASE MECHANISM

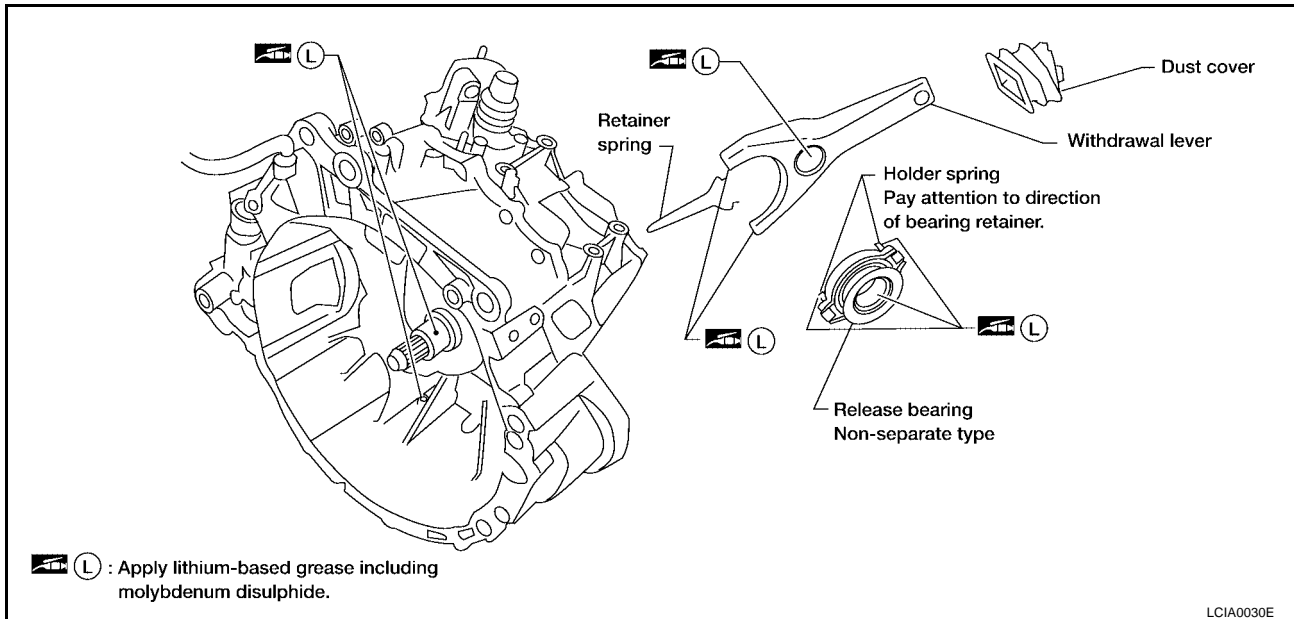
[QR25DE]

## CLUTCH RELEASE MECHANISM

PFP:30502

### Components

ECS00570



### Removal

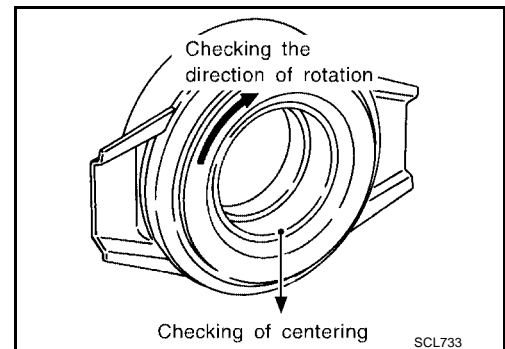
ECS00571

1. Remove the manual transaxle. Refer to [MT-16, "Removal and Installation"](#).
2. Move the withdrawal lever enough to remove the release bearing, and remove the release bearing from the clutch lever.
3. Remove the withdrawal lever retainer spring.
4. Pull out the withdrawal lever and remove the dust cover.

### Inspection After Removal

ECS00572

- Replace the release bearing if it is seized, damaged, faulty in rotation direction, or has poor alignment.
- Replace the withdrawal lever if the contact surface is worn excessively.
- Replace the dust seal if its deformed or cracked.



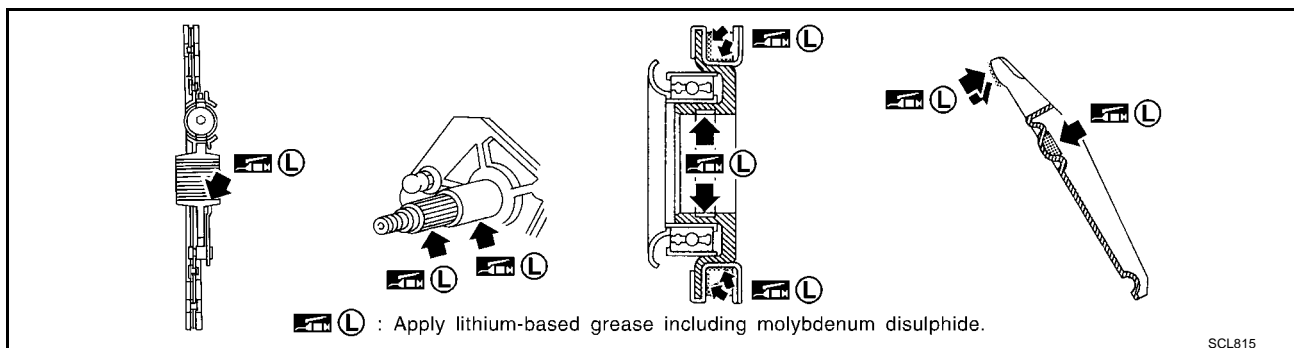
### Installation

ECS00573

1. Installation is in the reverse order of removal.

#### NOTE:

- Clean any old grease and abrasive materials off of the grease application areas as shown.



## CLUTCH RELEASE MECHANISM

[QR25DE]

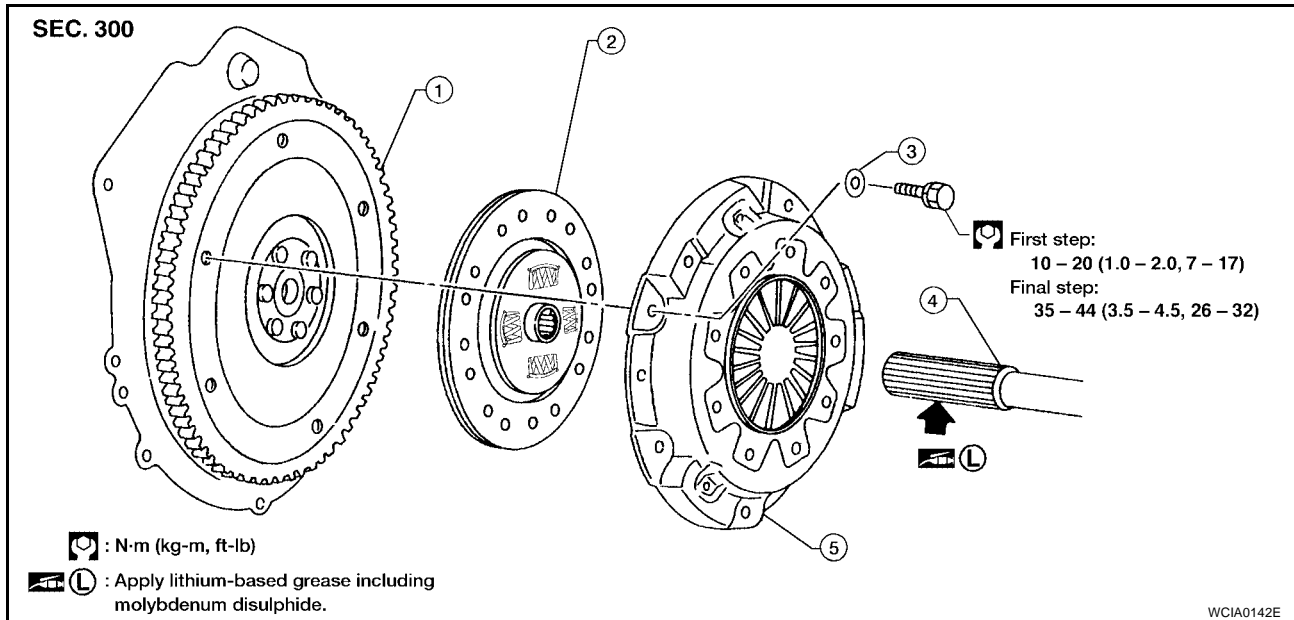
- 
- Apply approximately a 1 mm (0.04 in) thick coating of clutch sleeve grease to the withdrawal lever and holder spring friction surfaces.
  - Apply a coat of clutch sleeve grease to the grooves on contact surfaces of the withdrawal lever ball pin and inner surface of the release bearing; make sure the grease is flush with the grooves.
  - Apply a thin coat of clutch sleeve grease to the release bearing friction surface. After the grease application, install the release bearing. Wipe off any excess grease forced out from the bearing installation.

## CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

PF3:30100

ECS005T4

### Components



- |                     |                 |           |
|---------------------|-----------------|-----------|
| 1. Flywheel         | 2. Clutch disc  | 3. Washer |
| 4. Main drive shaft | 5. Clutch cover |           |

### CAUTION:

- Do not clean the clutch disc with solvent.
- When installing the clutch disc, do not allow grease from the main drive shaft to contact the clutch disc friction surface.

### Inspection and Adjustment

ECS005T5

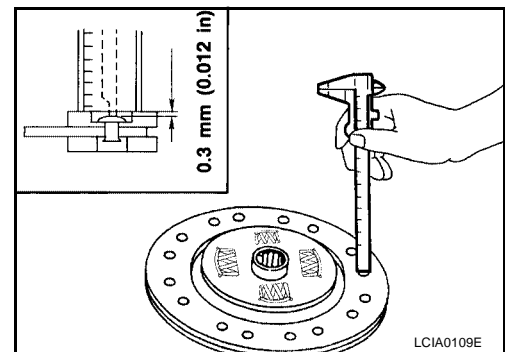
#### NOTE:

The following procedures are done with the manual transaxle removed.

#### CLUTCH DISC

- Check clutch disc for wear of the facing surface at the rivets as shown.

**Wear limit of facing surface to rivet head : 0.3 mm (0.012 in)**

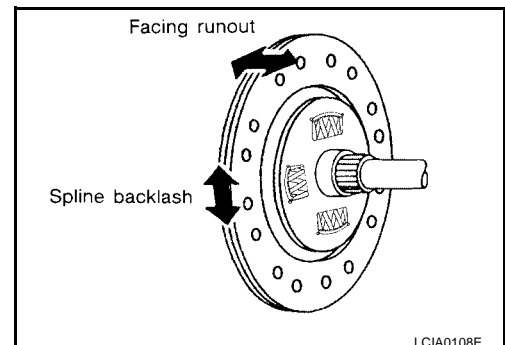


- Check the clutch disc for backlash of the spline and runout of the facing as shown.

**Maximum backlash of spline (at outer edge of disc) : 0.9 mm (0.035 in)**

**Runout limit : 1.0 mm (0.039 in)**

**Distance of runout check point (from hub center) : 115.0 mm (4.53 in)**



# CLUTCH DISC, CLUTCH COVER AND FLYWHEEL

[QR25DE]

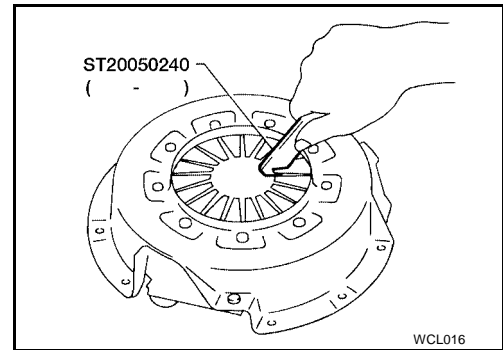
- Check the clutch disc for burns, discoloration, or oil and grease leakage. Replace the components as necessary.

## CLUTCH COVER AND FLYWHEEL

Check the spring toe height unevenness of the clutch cover with it installed on the vehicle.

**Uneven limit : 0.7 mm (0.028 in)**

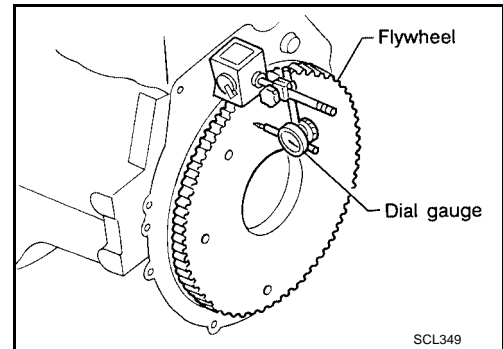
If the measured uneven height is greater than the specified limit, adjust the spring toe height with Tool as shown.



## FLYWHEEL INSPECTION

- Check the contact surface of the flywheel for slight burns or discoloration. Clean the flywheel contact surface with emery paper.
- Check the flywheel runout using a dial gauge as shown.

**Maximum allowable runout : Refer to [EM-184, "MOVEMENT AMOUNT OF FLYWHEEL \(M/T MODEL\)"](#) .**



ECS005T6

## Installation

1. Insert Tool into the clutch disc hub for correct alignment when installing the clutch cover and disc as shown.

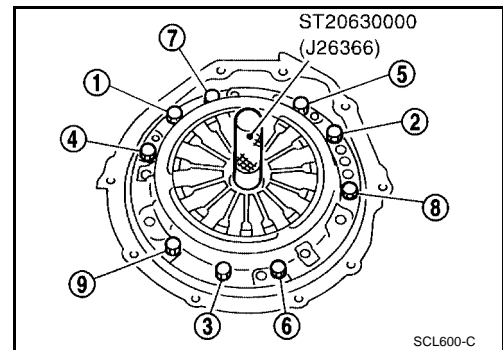
### CAUTION:

**Do not allow the grease to contaminate the clutch facing.**

2. Tighten the bolts in numerical order in two steps.

**First step : 10 - 20 N·m (1.0 - 2.0 kg·m, 7 - 14 ft·lb)**

**Final step : 35 - 44 N·m (3.5 - 4.5 kg·m, 26 - 32 ft·lb)**



# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Clutch Control System

ECS005T7

Type of clutch control	Hydraulic
------------------------	-----------

### Clutch Master Cylinder

ECS005T8

Unit: mm (in)

Inner diameter	15.87 (5/8)
----------------	-------------

### Clutch Operating Cylinder

ECS005T9

Unit: mm (in)

Inner diameter	19.05 (3/4)
----------------	-------------

### Clutch Disc

ECS005TA

Unit: mm (in)

Engine model	QR25DE
Model	240
Facing size (Outer dia. × inner dia. × thickness)	240 × 160 × 3.5 (9.45 × 6.30 × 0.138)
Thickness of disc assembly with load	7.8 - 8.4 (0.307 - 0.331) with 5,884 N (600 kg, 1,322 lb)
Wear limit of facing surface to rivet head	0.3 (0.012)
Runout limit of facing	1.0 (0.039)
Distance of runout check point (from the hub center)	115.0 (4.53)
Maximum backlash of spline (at outer edge disc)	0.9 (0.035)

### Clutch Cover

ECS005TB

Unit: mm (in)

Engine model	QR25DE
Model	240
Full-load	5,884 N (600 kg, 1,322 lb)
Uneven limit of diaphragm spring toe height	0.7 (0.028)

### Clutch Pedal

ECS005TC

Unit: mm (in)

Clearance "C" between pedal stopper rubber and clutch interlock switch threaded end while clutch pedal is fully depressed.	0.1 - 1.0 (0.004 - 0.039)
--	---------------------------



A  
CO  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# CO

## SECTION

# ENGINE COOLING SYSTEM

### CONTENTS

<b>QG18DE</b>	<b>SERVICE DATA AND SPECIFICATIONS (SDS) ..... 19</b>
<b>PRECAUTIONS ..... 3</b>	Thermostat ..... 19
Precautions For Liquid Gasket ..... 3	Radiator ..... 19
<b>REMOVAL OF LIQUID GASKET ..... 3</b>	
<b>LIQUID GASKET APPLICATION PROCEDURE... 3</b>	
<b>PREPARATION ..... 4</b>	
Special Service Tools ..... 4	
<b>OVERHEATING CAUSE ANALYSIS ..... 5</b>	
Troubleshooting Chart ..... 5	
<b>COOLING SYSTEM ..... 6</b>	
Cooling Circuit ..... 6	
<b>ENGINE COOLANT ..... 7</b>	
System Check ..... 7	
<b>CHECKING COOLING SYSTEM HOSES ..... 7</b>	
<b>CHECKING RESERVOIR LEVEL ..... 7</b>	
<b>CHECKING COOLING SYSTEM FOR LEAKS.... 7</b>	
<b>CHECKING RADIATOR ..... 7</b>	
<b>CHECKING RADIATOR CAP ..... 8</b>	
Refilling Engine Coolant ..... 8	
<b>WATER PUMP ..... 9</b>	
Removal and Installation ..... 9	
Inspection ..... 10	
<b>THERMOSTAT AND THERMOSTAT HOUSING ..... 11</b>	
Removal and Installation ..... 11	
Inspection ..... 12	
<b>RADIATOR ..... 13</b>	
Removal and Installation ..... 13	
<b>REMOVAL ..... 13</b>	
<b>INSTALLATION ..... 13</b>	
Disassembly and Assembly ..... 14	
<b>PREPARATION ..... 14</b>	
<b>DISASSEMBLY ..... 14</b>	
<b>ASSEMBLY ..... 15</b>	
Inspection ..... 17	
<b>COOLING FAN ..... 18</b>	
Disassembly and Assembly Radiator Cooling Fan.. 18	
<b>DISASSEMBLY ..... 18</b>	
<b>ASSEMBLY ..... 18</b>	
	<b>QR25DE</b>
	<b>PRECAUTIONS ..... 20</b>
	Precautions For Liquid Gasket ..... 20
	<b>REMOVAL OF LIQUID GASKET ..... 20</b>
	<b>LIQUID GASKET APPLICATION PROCEDURE.. 20</b>
	<b>PREPARATION ..... 21</b>
	Special Service Tools ..... 21
	<b>OVERHEATING CAUSE ANALYSIS ..... 22</b>
	Troubleshooting Chart ..... 22
	<b>COOLING SYSTEM ..... 23</b>
	Cooling Circuit ..... 23
	<b>ENGINE COOLANT ..... 24</b>
	System Check ..... 24
	<b>CHECKING COOLING SYSTEM HOSES ..... 24</b>
	<b>CHECKING RESERVOIR LEVEL ..... 24</b>
	<b>CHECKING COOLING SYSTEM FOR LEAKS... 24</b>
	<b>CHECKING RADIATOR ..... 24</b>
	<b>CHECKING RADIATOR CAP ..... 25</b>
	Refilling Engine Coolant ..... 25
	<b>WATER PUMP ..... 26</b>
	Removal and Installation ..... 26
	<b>REMOVAL ..... 26</b>
	<b>INSPECTION AFTER REMOVAL ..... 27</b>
	<b>INSTALLATION ..... 27</b>
	<b>INSPECTION AFTER INSTALLATION ..... 27</b>
	<b>THERMOSTAT AND THERMOSTAT HOUSING ..... 28</b>
	Removal and Installation ..... 28
	<b>REMOVAL ..... 28</b>
	<b>INSPECTION AFTER REMOVAL ..... 29</b>
	<b>INSTALLATION ..... 29</b>
	<b>RADIATOR ..... 30</b>
	Removal and Installation ..... 30
	<b>REMOVAL ..... 30</b>
	<b>INSTALLATION ..... 30</b>
	Disassembly and Assembly ..... 31



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PREPARATION .....	31	<b>COOLING FAN .....</b>	<b>36</b>
DISASSEMBLY .....	31	Disassembly and Assembly .....	36
ASSEMBLY .....	32	DISASSEMBLY .....	36
INSPECTION .....	34	ASSEMBLY .....	36
Inspection .....	34	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>37</b>
CHECKING RADIATOR CAP .....	34	Capacity .....	37
CHECKING RADIATOR .....	34	Thermostat .....	37
		Water Control Valve .....	37
		Radiator .....	37

## PRECAUTIONS

### Precautions For Liquid Gasket REMOVAL OF LIQUID GASKET

- After removing the mounting bolts and nuts, disconnect and remove the sealant using a seal cutter.

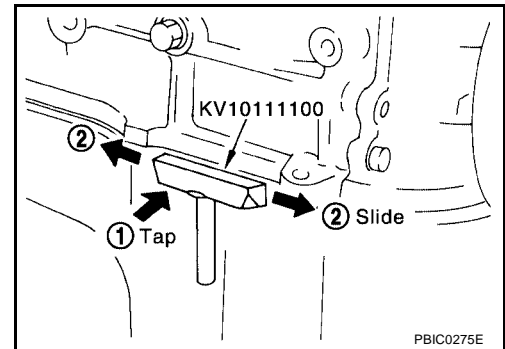
**CAUTION:**

**Be careful not to damage the mating surfaces.**

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap the liquid gasket applied area.

**CAUTION:**

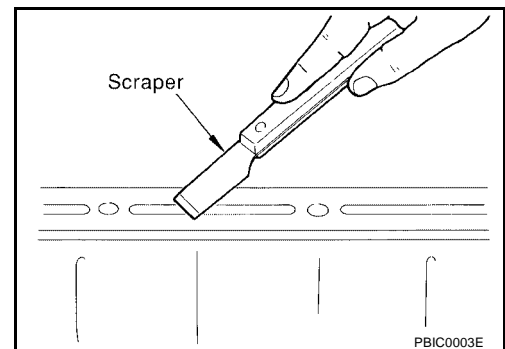
**If for some unavoidable reason a tool such as a flat-blade screwdriver is used, be careful not to damage the mating surfaces.**



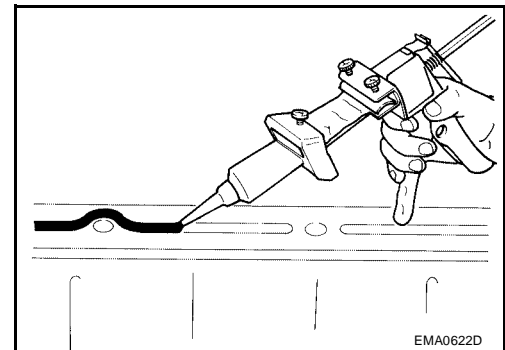
### LIQUID GASKET APPLICATION PROCEDURE

- Using a scraper, remove the old sealant adhering to the application surface and the mating surface.
  - Remove the old sealant completely from the groove of the application surface, mounting bolts, and bolt holes.
- Thoroughly clean the application surface and the mating surface to remove adhering moisture, grease and foreign material.
- Attach the sealant tube to the tube presser.

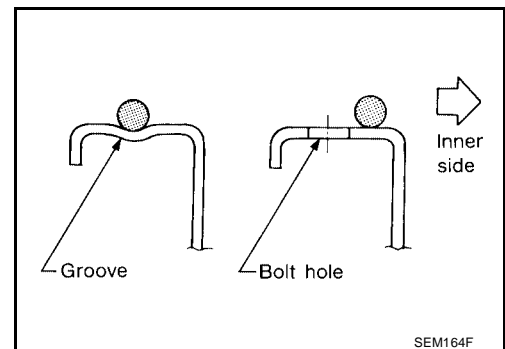
**Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



- Apply the sealant without breaks to the specified location with the specified dimensions.
  - If there is a groove for the sealant application, apply the sealant to the groove.



- As for the bolt holes, normally apply the sealant inside the holes. Occasionally, it should be applied outside the holes.
- Within five minutes of sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed from the installation, fill the engine with the specified oil and coolant. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).



# PREPARATION

[QG18DE]

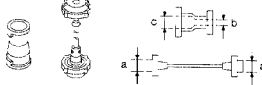


PF0:00002

EBS00CH2

## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
EG17650301 (J33984-A) Radiator cap tester adapter  <p style="text-align: right;">NT564</p>	Adapting radiator cap tester to radiator filler neck <b>a: 28 (1.10) via.</b> <b>b: 31.4 (1.236) via.</b> <b>c: 41.3 (1.626) via.</b> Unit: mm (in)
KV99103510 ( — ) Radiator plate pliers A  <p style="text-align: right;">S-NT224</p>	Installing radiator upper and lower tanks
KV99103520 ( — ) Radiator plate pliers B  <p style="text-align: right;">S-NT225</p>	Removing radiator upper and lower tanks

# OVERHEATING CAUSE ANALYSIS

[QG18DE]

PFP:00012

EBS00CH3

## OVERHEATING CAUSE ANALYSIS

### Troubleshooting Chart

	Symptom		Check items						
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—	CO				
		Thermostat stuck closed	Coolant circulation						
		Damaged fins	Dust contamination or paper clogging						
			Mechanical damage						
	Reduced air flow	Clogging radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)	—	C				
		Cooling fan does not operate	Engine cooling fans						
		High resistance to fan rotation							
	Damaged fan blades	Fan shroud		—	D				
	Damaged radiator shroud		Coolant quality, viscosity						
	Improper coolant mixture ratio								
	Poor coolant quality	Coolant leaks		—	E				
	Insufficient coolant		Cooling hose			Loose clamp			
						Cracked hose			
		Water pump	Poor sealing						
			Radiator cap	Loose					
		Radiator		Poor sealing					
			O-ring for damage, deterioration or improper fitting						
	Cracked radiator tank								
Reservoir tank	Cracked radiator core								
	Cracked reservoir tank								
Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration	—	F					
		Cylinder head gasket deterioration							
		Over heating engine			Overload on engine	Abusive driving	—	G	
									High engine RPM under no load
Blocked or restricted air flow	Blocked radiator grille	Installed car brassiere	—	H					
					Blocked bumper	Mud, debris, or paper clogging			
							Blocked radiator		
					Blocked condenser				
Except cooling system parts malfunction	Over heating engine	Overload on engine	—	I					
					Abusive driving	Driving in low gear for extended time			
						Driving at extremely high speed			
						Powertrain system malfunction			
					Installed improper size wheels and tires	Dragging brakes	Improper ignition timing	—	J
Blocked bumper									
	Blocked radiator	Mud, debris, or paper clogging	—	K					
Blocked condenser									

# COOLING SYSTEM

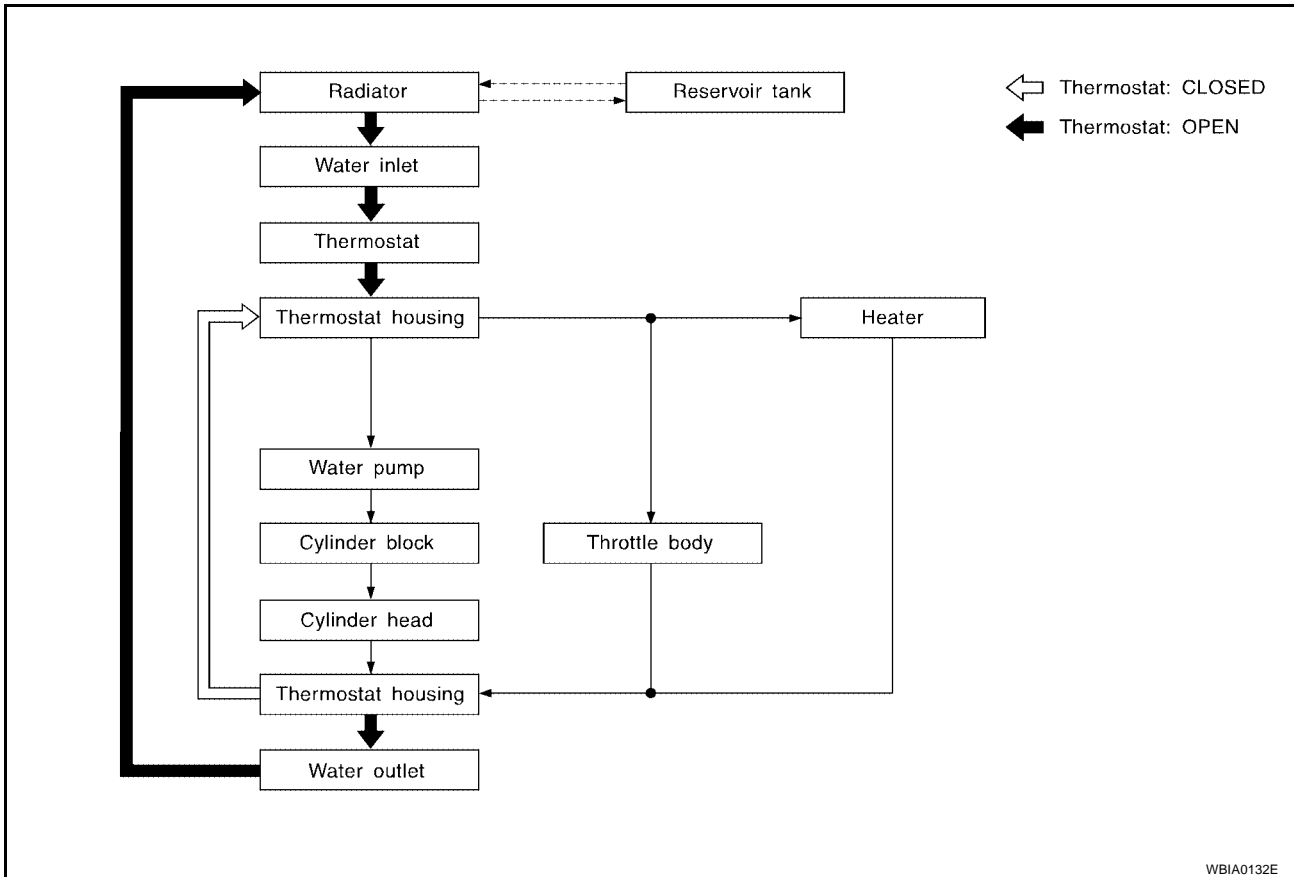
[QG18DE]

## COOLING SYSTEM

PF2:21020

### Cooling Circuit

EBS00CH4



## ENGINE COOLANT

### System Check

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure fluid escaping from the radiator.

Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.

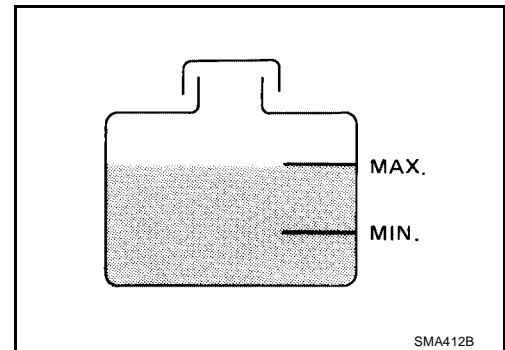
### CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

- Improper attachment
- Leaks
- Cracks
- Damage
- Loose connections
- Chafing
- Deterioration

### CHECKING RESERVOIR LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX when the engine is cool.
- Adjust coolant level if it is too much or too little.



### CHECKING COOLING SYSTEM FOR LEAKS

To check for leakage, apply pressure to the cooling system with a tester.

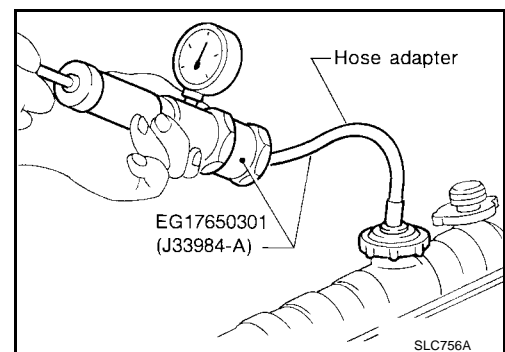
**Testing pressure : 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)**

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.

#### **CAUTION:**

Higher pressure than specified may cause radiator damage.



### CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

- Be careful not to bend or damage the radiator fins.
  - When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and connectors to prevent water from entering.
1. Apply water by hose to the back side of the radiator core vertically downward.
  2. Apply water again to all radiator core surfaces once per minute.
  3. Stop washing when clear water flows off the radiator.
  4. Blow air into the back side of radiator core vertically downward.
    - Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup> , 71 psi) and keep distance more than 300 mm (11.8 in).

5. Blow air again into all the radiator core surfaces once per minute until no water sprays out.
6. Check for leakage.

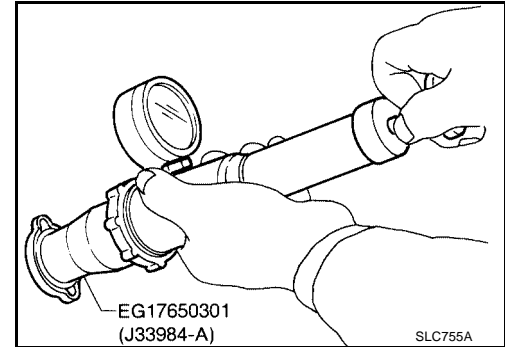
## CHECKING RADIATOR CAP

- To check radiator cap, apply pressure to cap with a tester.

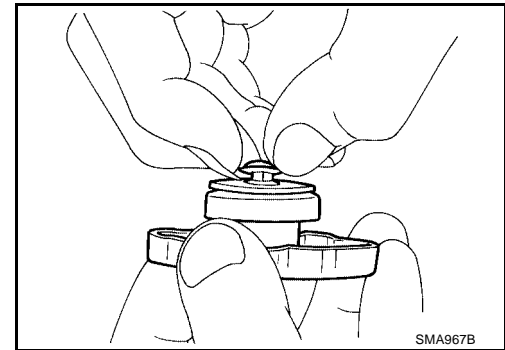
**Radiator cap relief  
pressure**

**Standard** : 78 - 98 kPa (0.8 - 1.0 kg/cm<sup>2</sup> ,  
11 - 14 psi)

**Limit** : 59 kPa (0.6 kg/cm<sup>2</sup> , 9 psi)



- Pull the negative pressure valve to open it.
- Check that it closes completely when released.



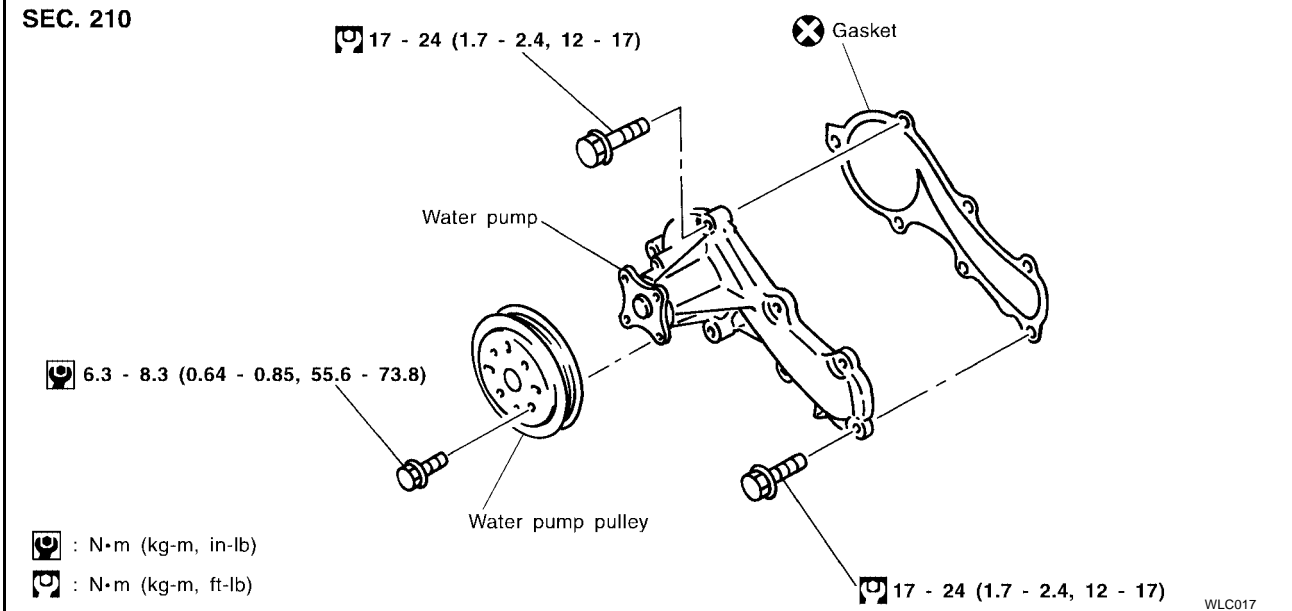
## Refilling Engine Coolant

EBS00CH6

Changing the engine coolant is part of the required maintenance of the engine. Refer to [MA-16, "Changing Engine Coolant"](#) .

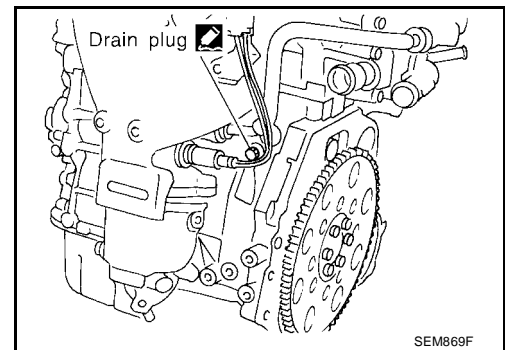
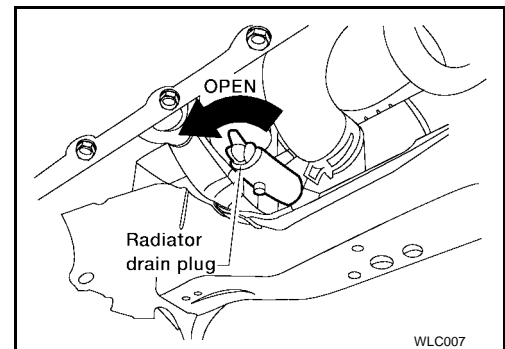
## WATER PUMP

### Removal and Installation



**CAUTION:**

- When removing water pump assembly, be careful not to get coolant on drive belt.
  - Water pump cannot be disassembled and should be replaced as a unit.
  - After installing water pump, check for leaks using radiator cap tester. Refer to [CO-7, "CHECKING COOLING SYSTEM FOR LEAKS"](#) .
1. Drain engine coolant.  
Refer to [MA-16, "DRAINING ENGINE COOLANT"](#) .



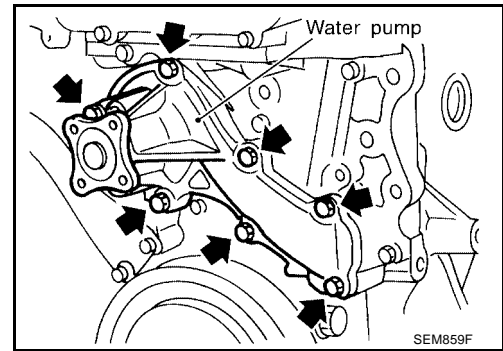
2. Remove front RH wheel.
3. Remove engine side cover.
4. Remove drive belts and idler pulley.
5. Loosen water pump pulley bolts.
6. Remove water pump pulley.



# WATER PUMP

[QG18DE]

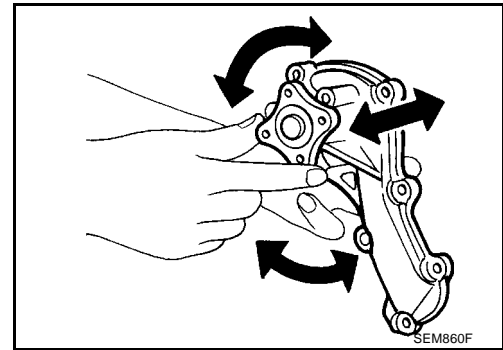
7. Remove the water pump bolts.
8. Remove the water pump.
  - Remove liquid gasket from water pump and mating surface of cylinder block using a scraper.
9. Installation is in the reverse order of removal.
  - When applying liquid gasket to mating surface of water pump, use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - When filling radiator with coolant, refer to [MA-17, "REFILLING ENGINE COOLANT"](#).
  - When installing drive belts, refer to [MA-16, "Checking Drive Belts"](#).



## Inspection

1. Rotate water pump shaft, replace the water pump as necessary.
  - **Check body assembly and vane for rust or corrosion.**
  - **Check for rough operation due to excessive end play.**

EBS00CH8

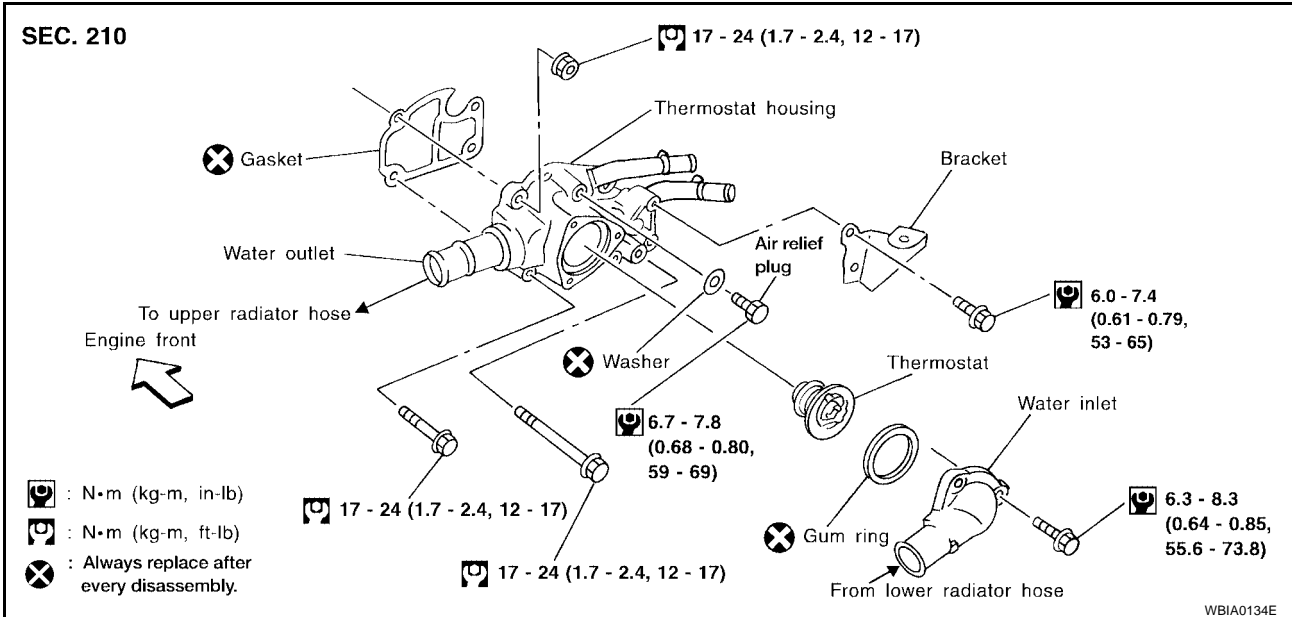


## THERMOSTAT AND THERMOSTAT HOUSING

PFP:21200

### Removal and Installation

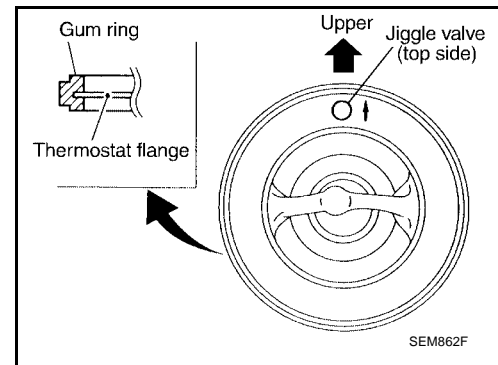
EBS00CH9



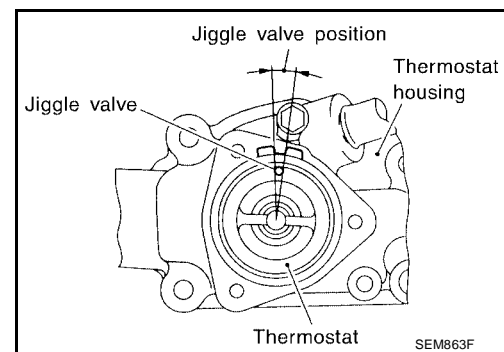
**CAUTION:**

**Be careful not to spill coolant over the engine compartment. Use a rag to absorb any spilled coolant.**

1. Drain engine coolant. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#).
2. Disconnect the lower radiator hose.
3. Remove water inlet thermostat housing, then remove the thermostat.
4. Before installing the thermostat, make sure the gum ring is properly seated around the thermostat.



5. Install thermostat with jiggle valve or air bleeder at upper side.
6. Refill engine coolant after installation. Run engine for a few minutes, and check for any coolant leaks. Refer to [MA-17, "REFILLING ENGINE COOLANT"](#)



# THERMOSTAT AND THERMOSTAT HOUSING

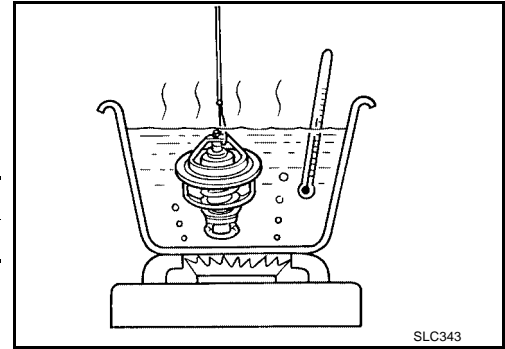
[QG18DE]

EBS00CHA

## Inspection

1. Check for valve seating condition at normal room temperature. The valve should seat tightly all the way around. If the valve is warped or stuck open, replace the thermostat.
2. Suspend the thermostat, by a string caught in the closed valve, in boiling water while monitoring the temperature.

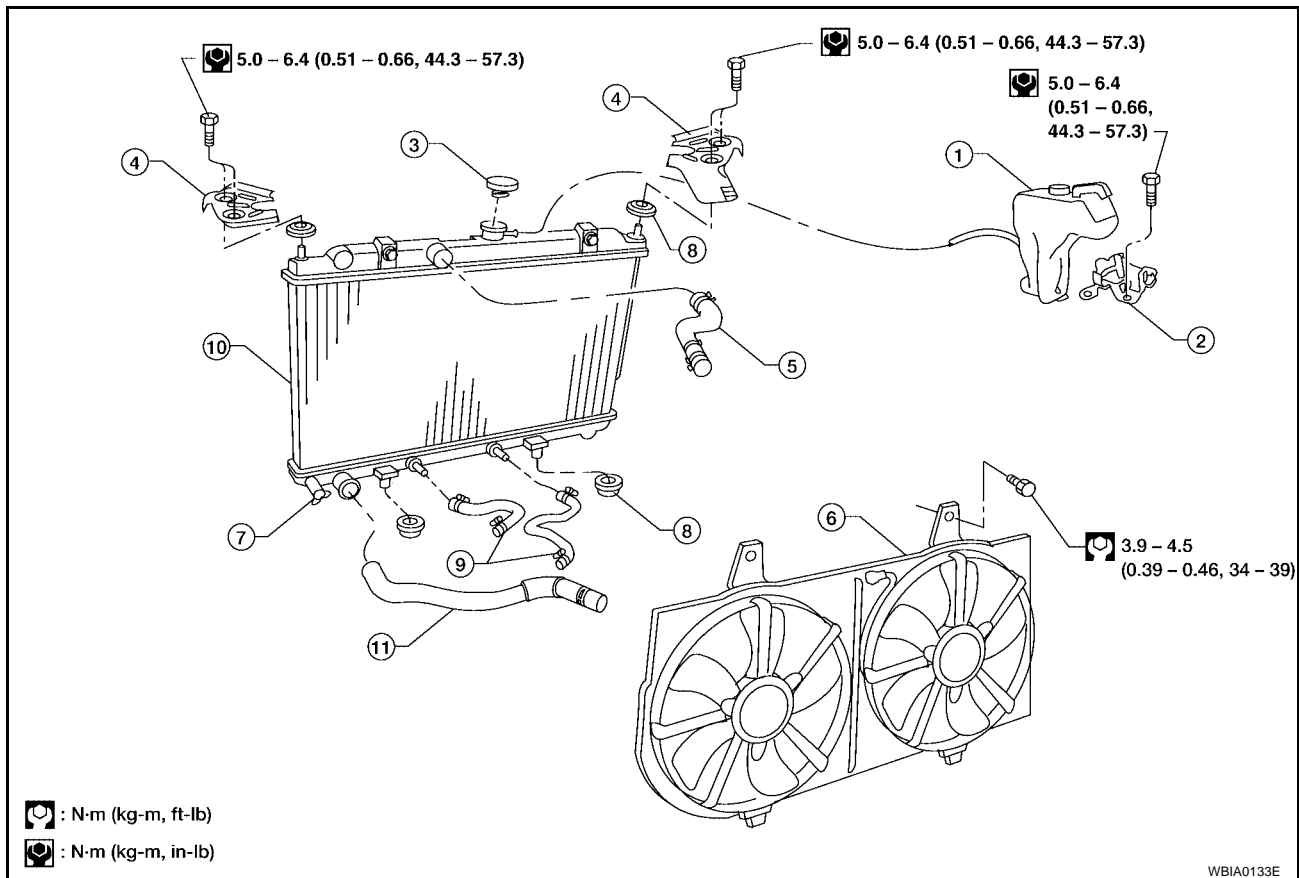
Valve opening temperature °C (°F)	76.5° (170°)
Valve lift mm/°C (in/°F)	More than 9/90° (0.35/194°)



3. Check the temperature at which the valve begins to open and falls from the string. Check the total valve lift when the valve opens completely.
4. Then check if valve closes at 5°C (41°F) below valve opening temperature.

## RADIATOR

### Removal and Installation



- |                        |                           |                                 |
|------------------------|---------------------------|---------------------------------|
| 1. Reservoir tank      | 2. Reservoir tank bracket | 3. Radiator cap                 |
| 4. Mounting bracket    | 5. Upper radiator hose    | 6. Cooling fans                 |
| 7. Radiator drain plug | 8. Mounting rubber        | 9. Oil cooler hose (A/T models) |
| 10. Radiator           | 11. Lower radiator hose   |                                 |

#### WARNING:

Never remove the radiator cap when the engine is hot. Serious burns can occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly push down and turn it a quarter of a turn to allow the built-up pressure to escape. Carefully remove the cap by pushing down and turning it the rest of the way.

#### REMOVAL

1. Drain engine coolant. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#).
2. Remove the air duct and air cleaner assembly.
3. Disconnect the A/T oil cooler hoses (if equipped) and install a blind plug in the hoses to prevent A/T oil loss.
4. Disconnect the upper and lower radiator hoses and mounting bracket.
5. Remove the radiator and radiator fan assembly as one unit.

#### CAUTION:

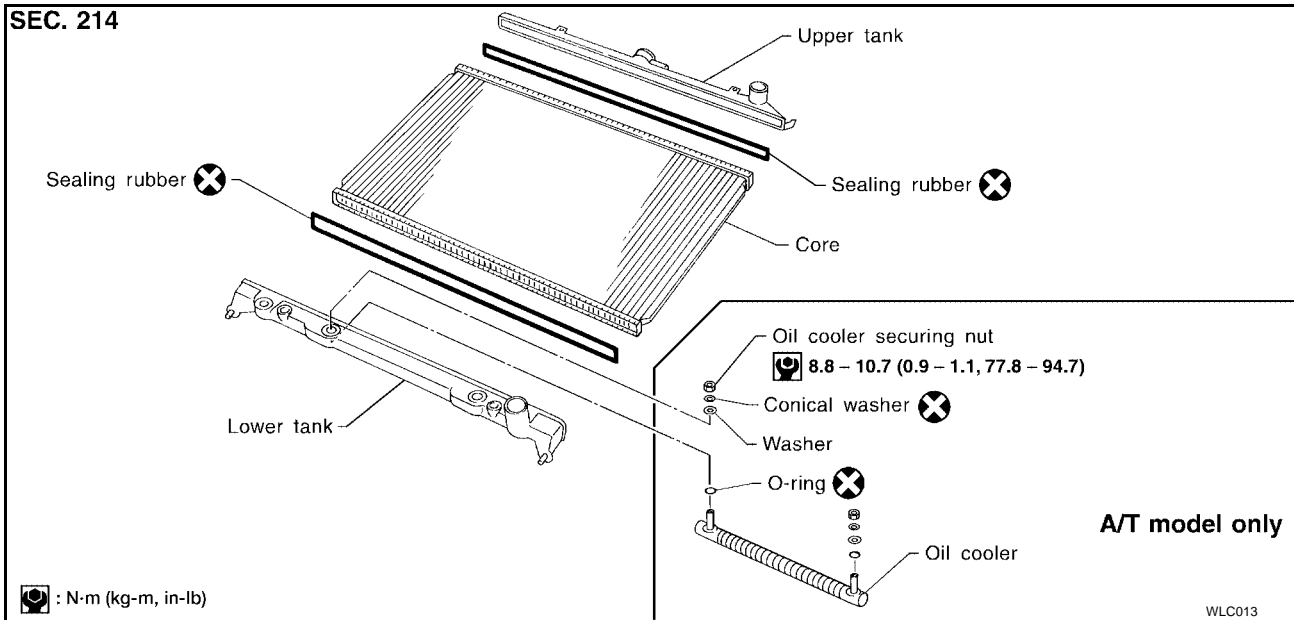
Do not damage or scratch the radiator core when removing.

#### INSTALLATION

- Installation is in the reverse order of removal.

## Disassembly and Assembly

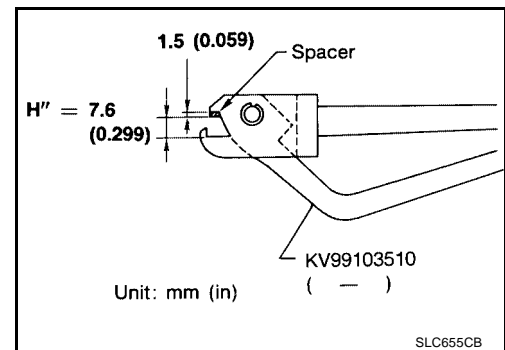
SEC. 214



WLC013

### PREPARATION

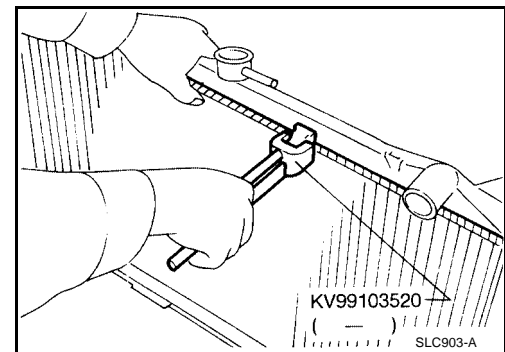
1. Attach the spacer to the tip of the radiator plate pliers A. Spacer specification: 1.5 mm (0.059 in) thick x 18 mm (0.71 in) wide x 8.5 mm (0.335 in) long.
2. Make sure that when radiator plate pliers A are closed dimension H'' is approx. 7.6 mm (0.299 in).
3. Adjust dimension H'' with the spacer, if necessary.



SLC655CB

### DISASSEMBLY

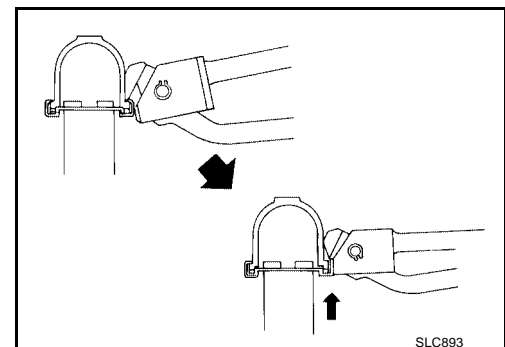
1. Remove tank with Tool.



SLC903-A

- Grip the crimped edge and bend it upwards so that Tool slips off.

**CAUTION:**  
Do not bend excessively.



SLC893

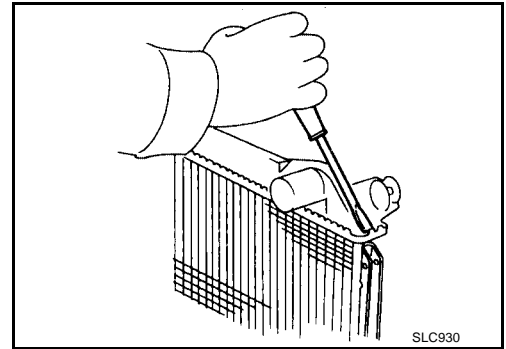
# RADIATOR

[QG18DE]

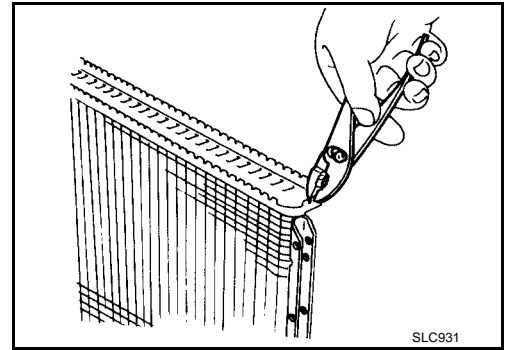
- In areas where Tool cannot be used, use a screwdriver to bend the edge up.

**CAUTION:**

**Be careful not to damage tank.**

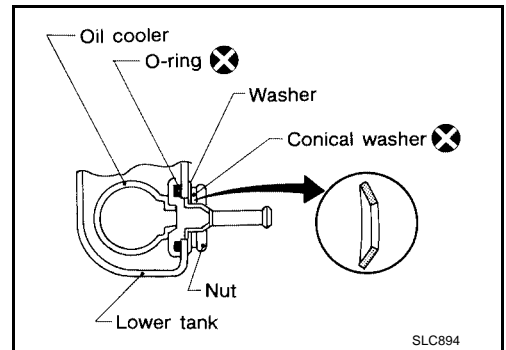


2. Make sure the edge stands straight up.
3. Remove oil cooler from tank (A/T model only).

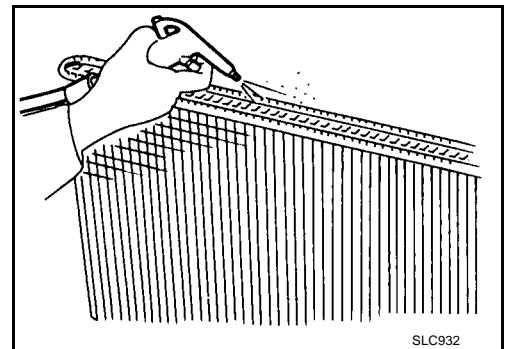


## ASSEMBLY

1. Install oil cooler (A/T model only).
  - Pay attention to direction of conical washer.



2. Clean contact portion of tank.

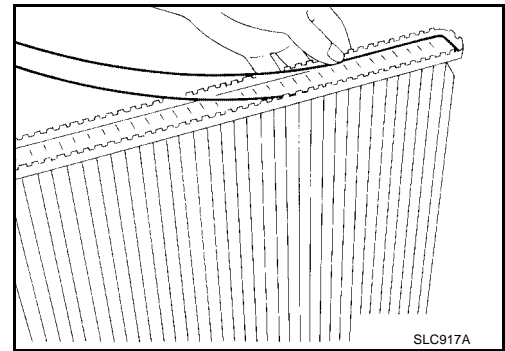


A  
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K  
L  
M

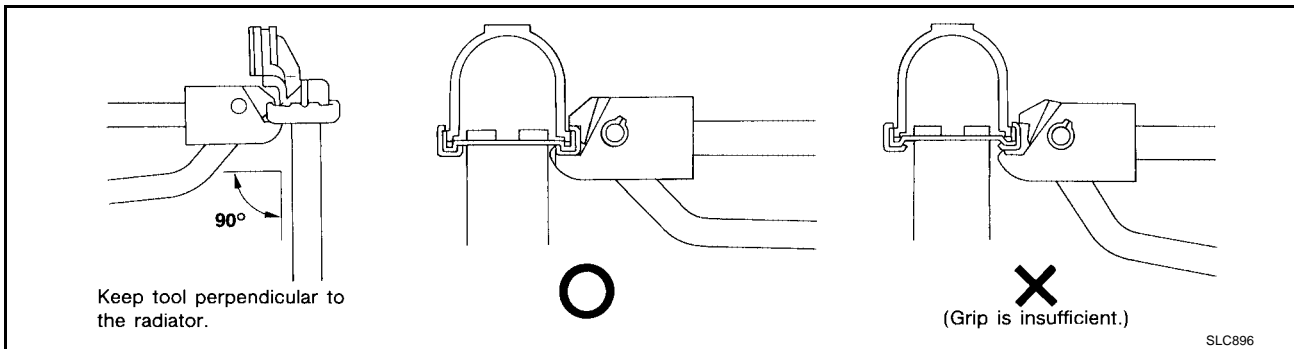
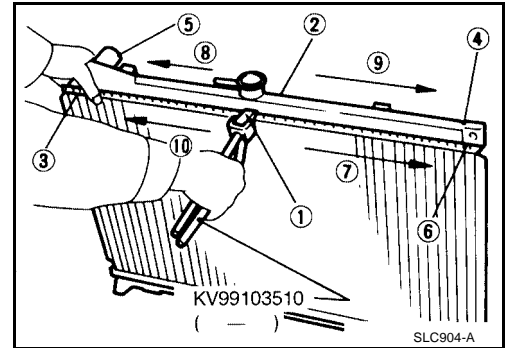
# RADIATOR

[QG18DE]

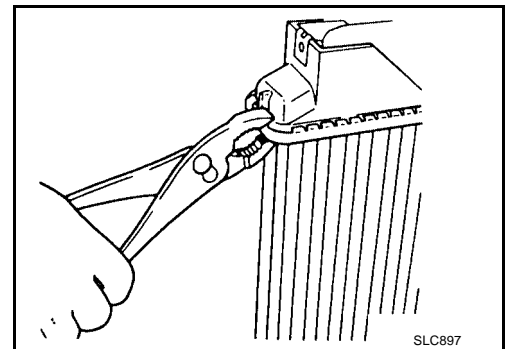
3. Install sealing rubber.
  - Push it in with fingers.
  - Be careful not to twist sealing rubber.



4. Crimp the tank rim in a specified sequence with the Tool.



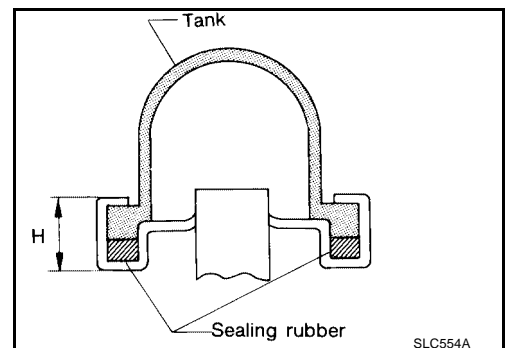
- Use pliers in the locations where the Tool cannot be used.



5. Make sure that the tank rim is completely crimped down.

**Standard height "H" : 8.0 - 8.4 mm (0.315 - 0.331 in)**

6. Check for any coolant leakage. Refer to [CO-7, "CHECKING COOLING SYSTEM FOR LEAKS"](#).



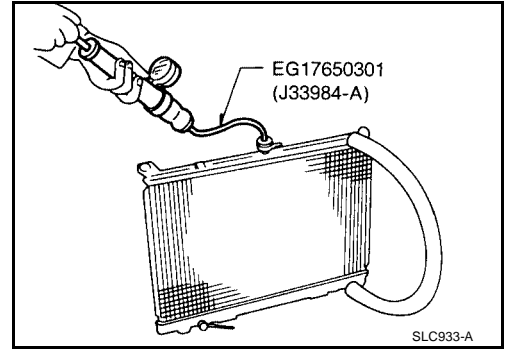
## Inspection

1. Apply pressure with Tool.

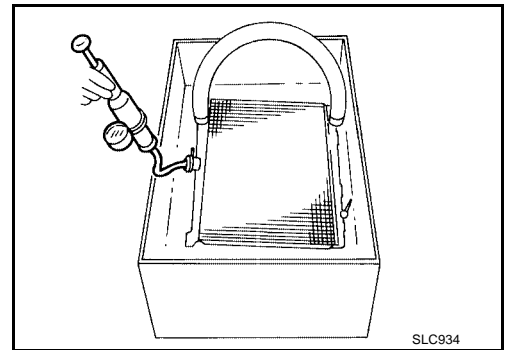
**Specified pressure value** : 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)

**WARNING:**

To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp. Attach a hose to the oil cooler as well (A/T model only).



2. Check for leaks.

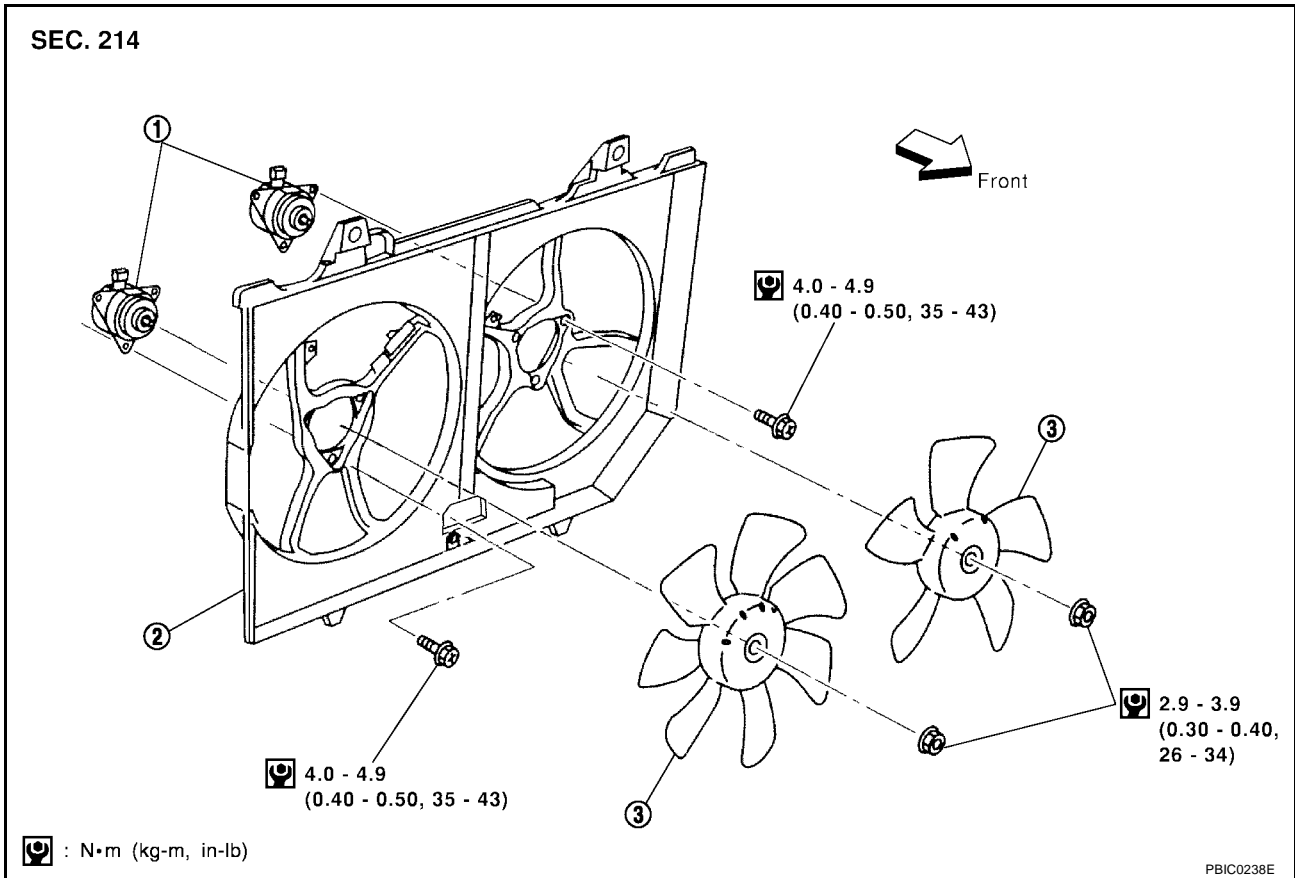


A  
CO  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



COOLING FAN

Disassembly and Assembly Radiator Cooling Fan



1. Cooling fan motors

2. Cooling fan shroud

3. Cooling fan blades

**DISASSEMBLY**

1. Remove the radiator and cooling fan assembly. Refer to [CO-13, "Removal"](#).
2. Remove the cooling fan shroud assembly from the radiator.
3. Remove the cooling fan blades from the shroud.
4. Remove cooling fan motors from the shroud.

**ASSEMBLY**

- Assembly is in the reverse order of disassembly.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Thermostat

EBS00CHF

Valve opening temperature °C (°F)	76.5° (170°)
Valve lift mm/°C (in/°F)	More than 9/90° (0.35/194°)

### Radiator

EBS00CHG

Unit: kPa (kg/cm<sup>2</sup>, psi)

Cap relief pressure	Standard	78 - 98 (0.8 - 1.0, 11 - 14)
	Limit	59 (0.6, 9)
Leakage test pressure		157 (1.6, 23)

A  
CO  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## PRECAUTIONS

### Precautions For Liquid Gasket REMOVAL OF LIQUID GASKET

- After removing the mounting bolts and nuts, disconnect and remove the sealant using a seal cutter.

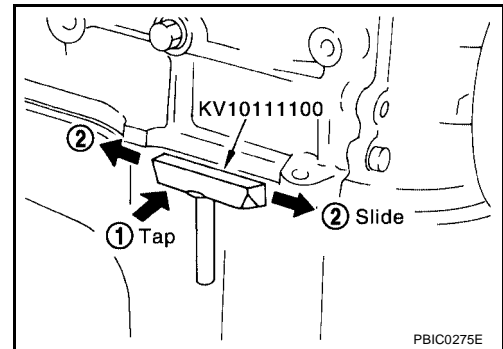
**CAUTION:**

**Be careful not to damage the mating surfaces.**

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap the sealant applied area.

**CAUTION:**

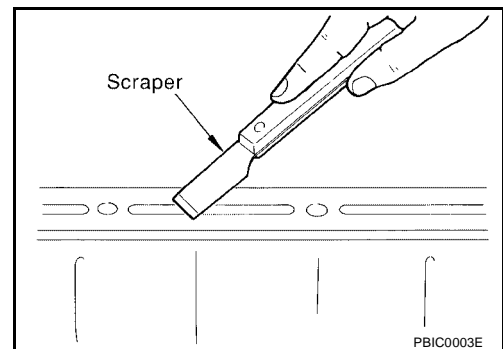
**If for some unavoidable reason a tool such as a flat-blade screwdriver is used, be careful not to damage the mating surfaces.**



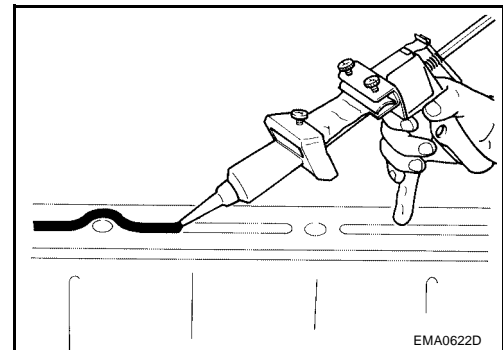
### LIQUID GASKET APPLICATION PROCEDURE

- Using a scraper, remove the old sealant adhering to the application surface and the mating surface.
- Remove the old sealant completely from the groove of the application surface, mounting bolts, and bolt holes.
- Thoroughly clean the application surface and the mating surface to remove adhering moisture, grease and foreign material.
- Attach the sealant tube to the tube presser.

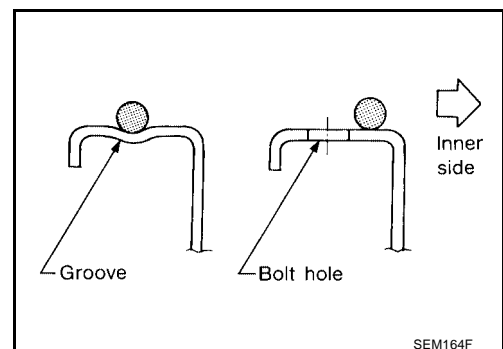
**Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



- Apply the sealant without breaks to the specified location with the specified dimensions.
- If there is a groove for the sealant application, apply the sealant to the groove.



- As for the bolt holes, normally apply the sealant inside the holes. Occasionally, it should be applied outside the holes.
- Within five minutes of sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed from the installation, fill the engine with the specified oil and coolant. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).



# PREPARATION

[QR25DE]

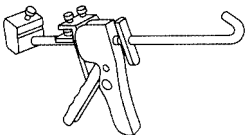
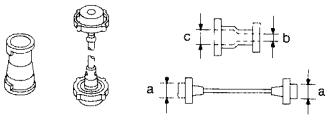


PF0:00002

EBS00CHI

## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
WS39930000 (-) Tube presser  <p style="text-align: right;">S-NT052</p>	Pressing the tube of liquid gasket <p style="text-align: right;">C</p>
EG17650301 (J33984-A) Radiator cap tester adapter  <p style="text-align: right;">S-NT564</p>	Adapting radiator cap tester to radiator filler neck <b>a: 28 (1.10) diameter</b> <b>b: 31.4 (1.236) diameter</b> <b>c: 41.3 (1.626) diameter</b> Unit: mm (in) <p style="text-align: right;">D E F</p>
KV99103510 (-) Radiator plate pliers A  <p style="text-align: right;">S-NT224</p>	Installing radiator upper and lower tanks <p style="text-align: right;">G H</p>
KV99103520 (-) Radiator plate pliers B  <p style="text-align: right;">S-NT225</p>	Removing radiator upper and lower tanks <p style="text-align: right;">I J K L M</p>

# OVERHEATING CAUSE ANALYSIS

[QR25DE]

## OVERHEATING CAUSE ANALYSIS

PFP:00012

### Troubleshooting Chart

EBS00CHJ

		Symptom	Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	Coolant circulation	
		Damaged fins	Dust contamination or paper clogging	
			Mechanical damage	
	Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)		
	Reduced air flow	Cooling fan does not operate	Fan blades	—
		High resistance to fan rotation		
		Damaged fan blades		
		Damaged radiator shroud	Radiator shroud	—
	Improper coolant mixture ratio	—	Coolant quality, viscosity	—
	Poor coolant quality	—		—
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Water pump	Poor sealing
			Radiator cap	Loose
Poor sealing				
Radiator			O-ring for damage, deterioration or improper fitting	
		Cracked radiator tank		
Cracked radiator core				
Reservoir tank	Cracked reservoir tank			
Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration		
		Cylinder head gasket deterioration		
—	Overload on engine	Abusive driving	High engine rpm under no load	
			Driving in low gear for extended time	
			Driving at extremely high speed	
		Powertrain system malfunction	—	
		Installed improper size wheels and tires		
		Dragging brakes		
Improper ignition timing				
Blocked or restricted air flow	Blocked radiator grille	Installed car brassiere	—	
	Blocked bumper	Mud, debris, or paper clogging		
	Blocked radiator			
	Blocked condenser			
	Installed large fog lamp			

# COOLING SYSTEM

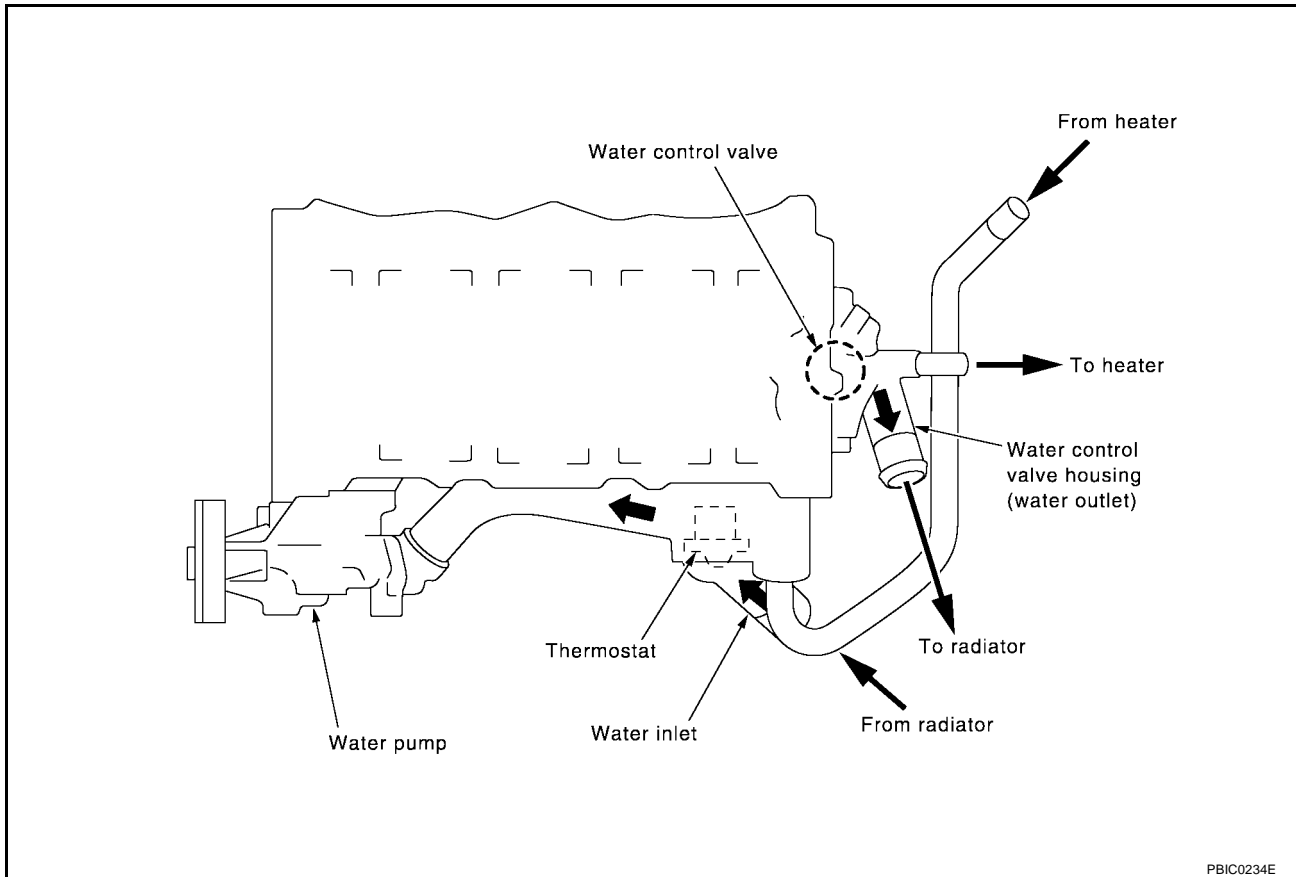
[QR25DE]

## COOLING SYSTEM

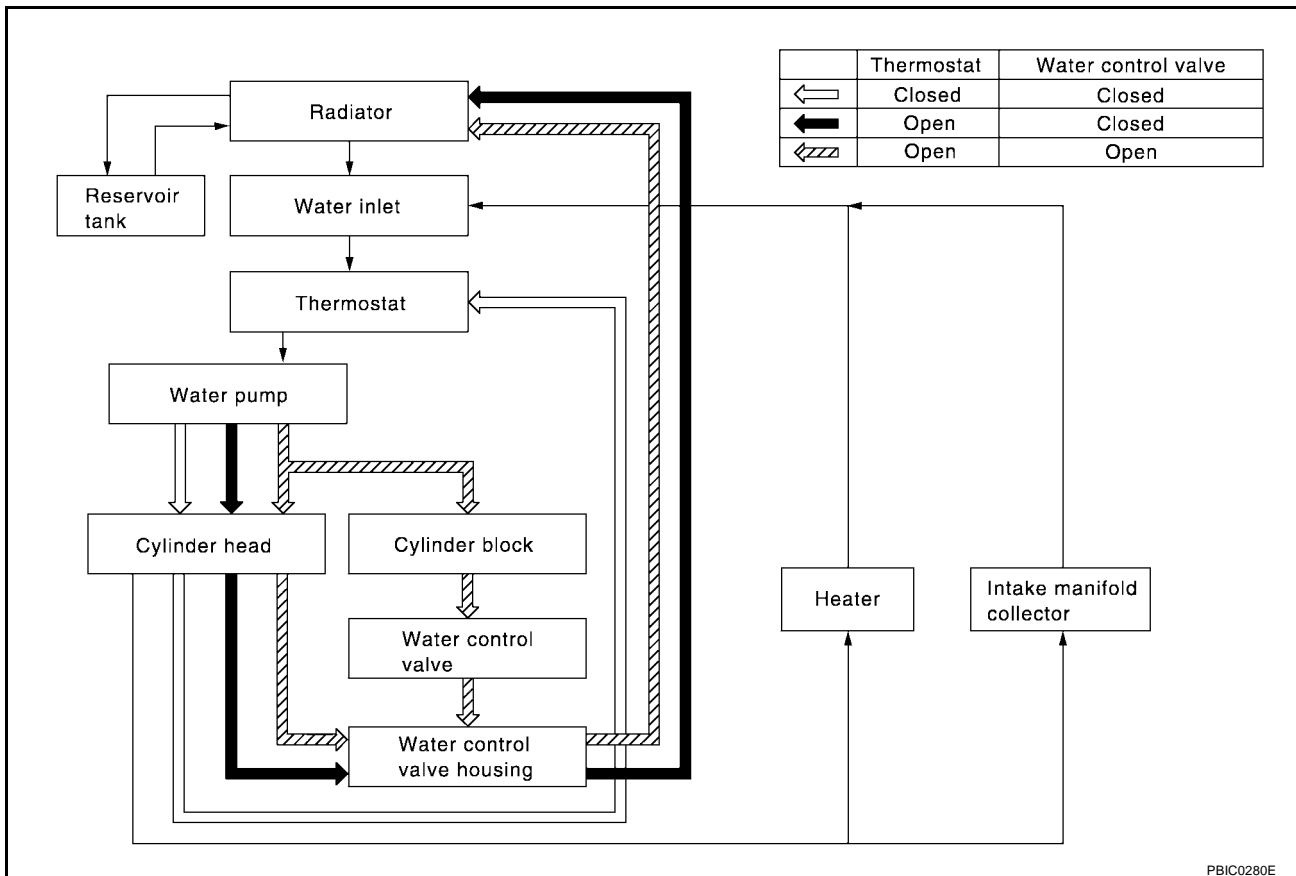
PFP:21020

### Cooling Circuit

EBS00CHK



PBIC0234E



PBIC0280E

## ENGINE COOLANT

### System Check

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure fluid escaping from the radiator.

Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.

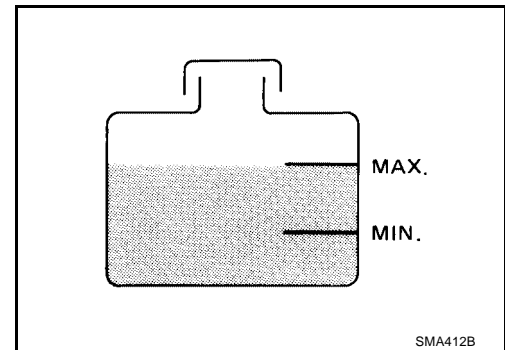
### CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

- Improper attachment
- Leaks
- Cracks
- Damage
- Loose connections
- Chafing
- Deterioration

### CHECKING RESERVOIR LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX when the engine is cool.
- Adjust coolant level if it is too much or too little.



### CHECKING COOLING SYSTEM FOR LEAKS

To check for leakage, apply pressure to the cooling system with a tester.

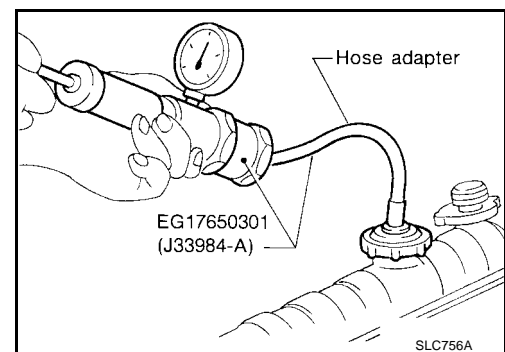
**Testing pressure** : 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.

#### **CAUTION:**

Higher pressure than specified may cause radiator damage.



### CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

- Be careful not to bend or damage the radiator fins.
  - When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and connectors to prevent water from entering.
1. Apply water by hose to the back side of the radiator core vertically downward.
  2. Apply water again to all radiator core surfaces once per minute.
  3. Stop washing when clear water flows off of the radiator.
  4. Blow air into the back side of radiator core vertically downward.
    - Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup> , 71 psi) and keep distance more than 300 mm (11.8 in).

5. Blow air again into all the radiator core surfaces once per minute until no water sprays out.
6. Check for leakage.

### CHECKING RADIATOR CAP

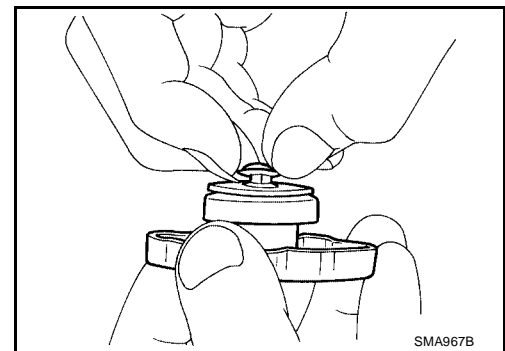
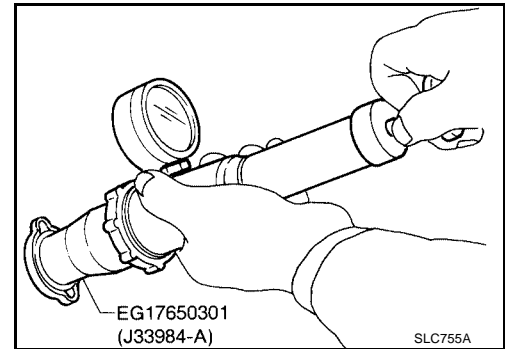
- To check radiator cap, apply pressure to cap with a tester.

#### Radiator cap relief pressure

**Standard** : 78 - 98 kPa (0.8 - 1.0 kg/cm<sup>2</sup> , 11 - 14 psi)

**Limit** : 59 kPa (0.6 kg/cm<sup>2</sup> , 14 psi)

- Pull the negative pressure valve to open it.
- Check that it closes completely when released.



EBS00EYT

### Refilling Engine Coolant

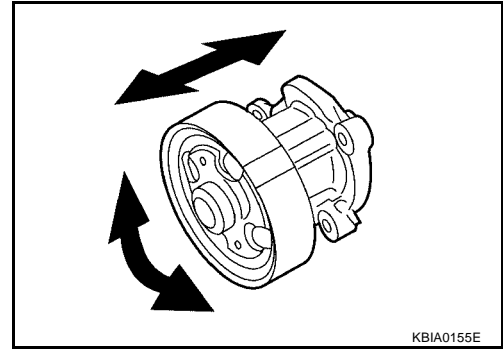
Changing the engine coolant is part of the required maintenance of the engine. Refer to [MA-23. "Changing Engine Coolant"](#) .





## INSPECTION AFTER REMOVAL

- Visually check that there is no significant dirt or rust on the water pump body and vane.
- Check that there is no play when rotating the vane shaft, and that it turns smoothly when rotated by hand.
- If necessary, replace the water pump as an assembly.



## INSTALLATION

Installation is in the reverse order of removal.

### NOTE:

When inserting the water pipe end into the thermostat housing, apply coolant to the O-ring seal and install immediately.

## INSPECTION AFTER INSTALLATION

After installing the water pump and pipe, check for leaks using the radiator cap tester. Refer to [CO-34, "CHECKING RADIATOR"](#) .

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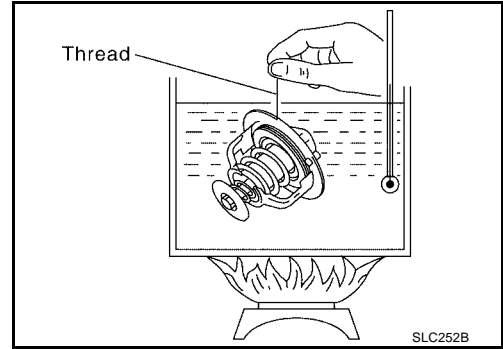
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## INSPECTION AFTER REMOVAL

- Place a string so that it is caught in the valve of the thermostat (or water control valve) and suspend it in boiling water. It must be fully immersed in the water.
- The valve opening temperature is the temperature at which the valve plate begins to rise from the top plate causing the thermostat to fall off of the string.
- Continue heating the water and thermostat to check the full-open valve lift distance.



**NOTE:**

The full-open lift amount standard temperature for the thermostat (water control valve) is the reference value.

- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.

### Standard Values

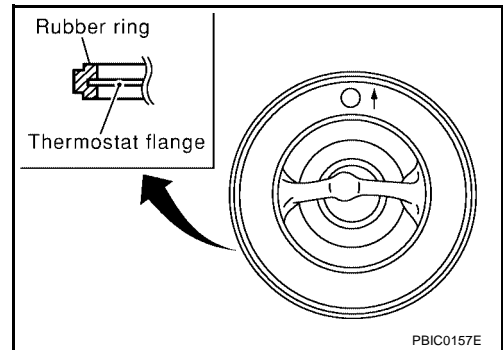
Component	Thermostat	Water control valve
Valve opening temperature	80.5 - 83.5°C (177 - 182° F)	93.5 - 96.5°C (200 - 206°F)
Full-open lift amount	More than 8 mm/ 95°C (0.315 in/ 203 °F)	More than 8 mm/ 108°C (0.315 in/ 226 ° F)
Valve closing temperature	77°C (171°F)	90°C (194° F)

## INSTALLATION

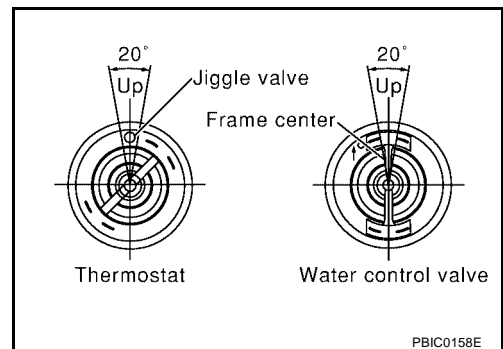
- Installation is in the reverse order of removal.

### Thermostat and Water Control Valve

- Install the thermostat and water control valve with the whole circumference of each flange fitting securely inside the rubber ring. (The example in the figure shown is the thermostat.)



- Install the thermostat with the jiggle valve facing upwards. (The position deviation may be within the range of  $\pm 10^\circ$ .)
- Install the water control valve with the up-mark facing up and the frame center part facing upwards. The position deviation may be within the range of  $\pm 10^\circ$  of vertical.

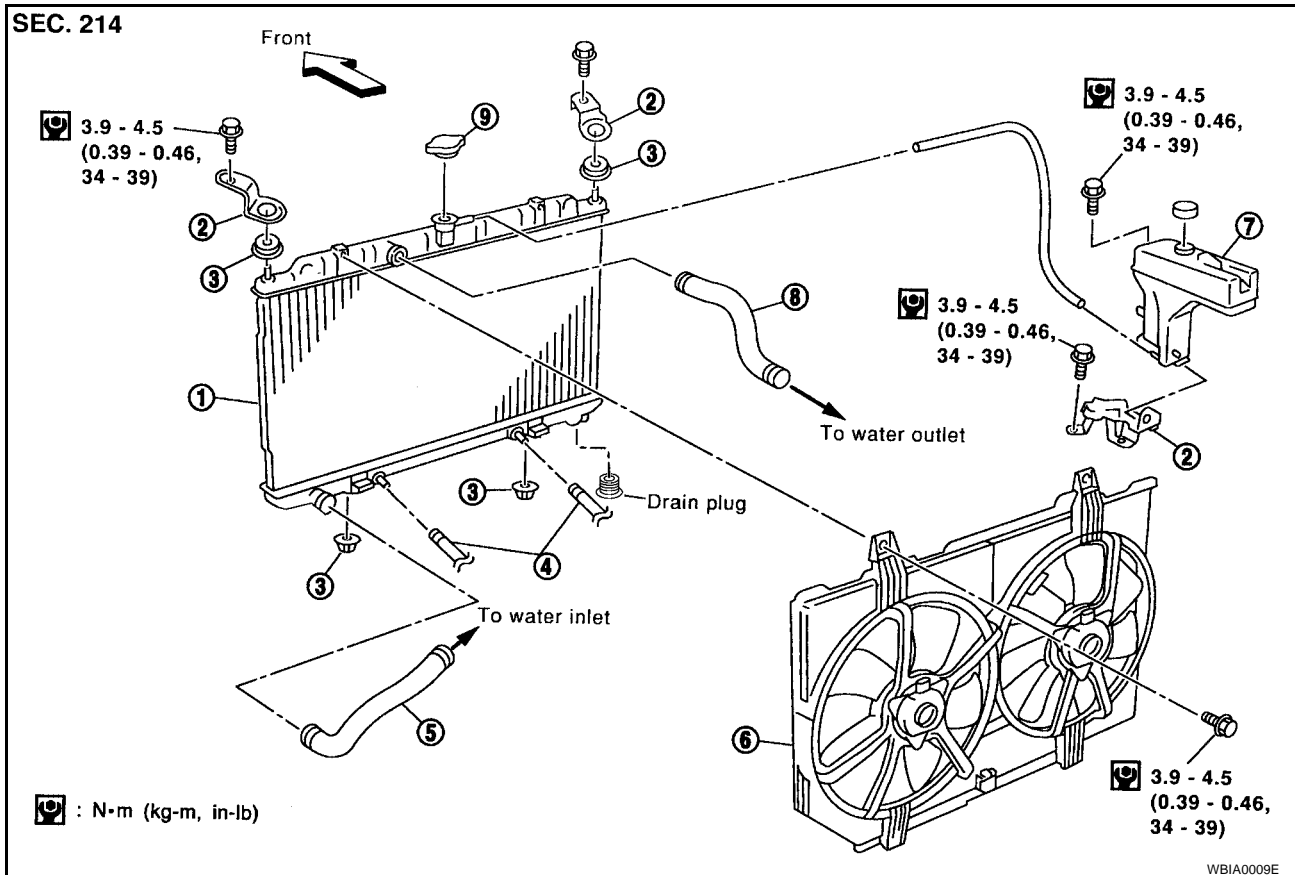


### Heater Pipe

- Apply clean coolant to the heater pipe O-ring, and immediately install the heater pipe into the installation holes.

## RADIATOR

### Removal and Installation



- |                                      |                          |                         |
|--------------------------------------|--------------------------|-------------------------|
| 1. Radiator                          | 2. Bracket               | 3. Mounting rubber      |
| 4. A/T oil cooler hose (if equipped) | 5. Radiator hose (lower) | 6. Cooling fan assembly |
| 7. Reservoir tank                    | 8. Radiator hose (upper) | 9. Radiator cap         |

#### WARNING:

Never remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the cap. Slowly push down and turn it a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it three-quarters around.

#### REMOVAL

1. Drain the engine coolant. Refer to [MA-23, "DRAINING ENGINE COOLANT"](#).
2. Remove the air duct with air cleaner assembly.
3. Disconnect A/T oil cooler hoses (if equipped).
  - Install a blind plug to avoid leakage of A/T oil.
4. Disconnect the radiator upper hose, lower hose, and mounting bracket.
5. Remove the radiator and cooling fan assembly

#### CAUTION:

- Do not damage or scratch radiator core when removing.

#### INSTALLATION

Installation is in the reverse order of removal.

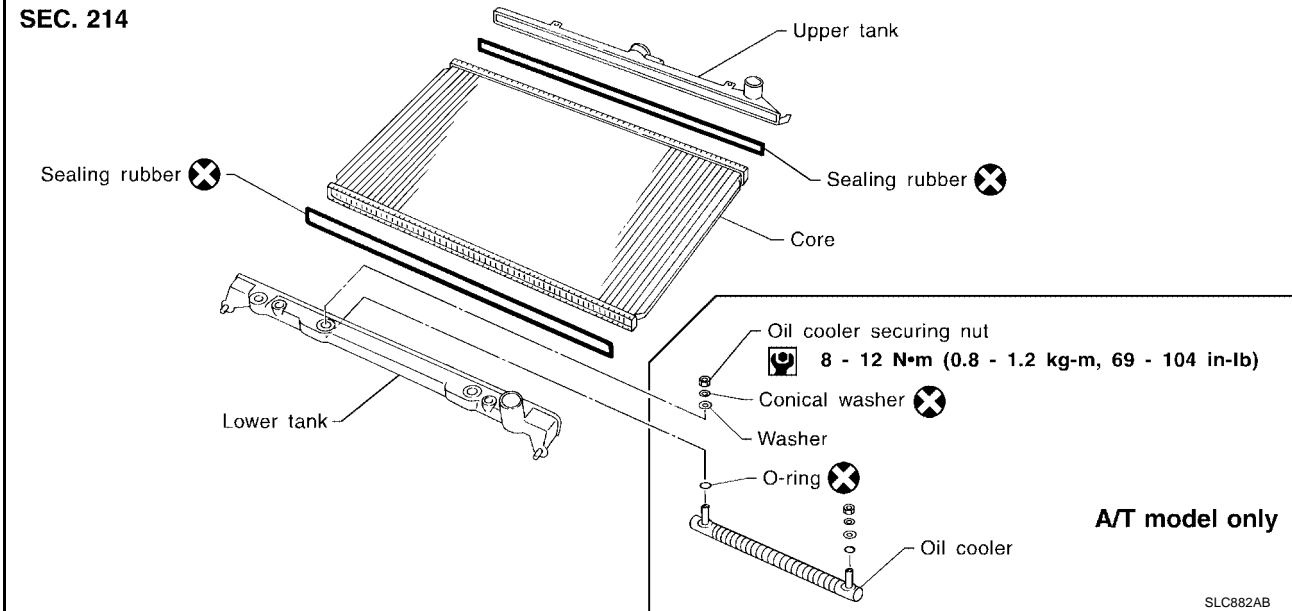
- After installation, run the engine until it reaches full operating temperature and check for any cooling system leaks. Repair any leaks as necessary.

# RADIATOR

[QR25DE]

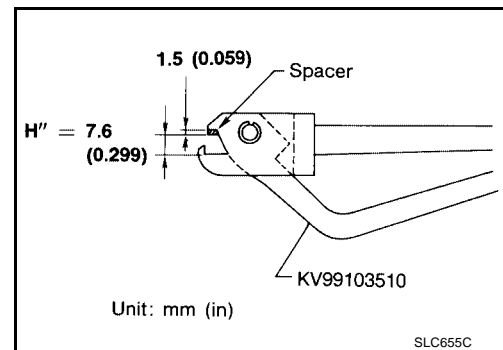
EBS00CHO

## Disassembly and Assembly



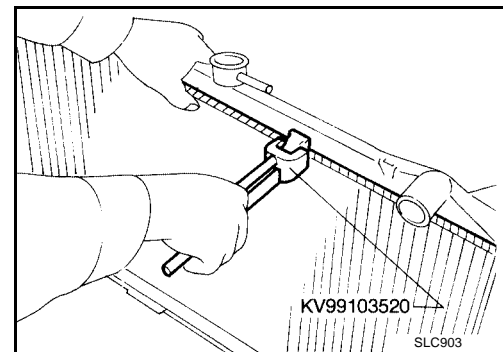
### PREPARATION

1. Attach the spacer to the tip of the radiator plate pliers A. Spacer specification: 1.5 mm (0.059 in) thick x 18 mm (0.71 in) wide x 8.5 mm (0.335 in) long.
2. Make sure that when radiator plate pliers A are closed dimension H'' is approx. 7.6 mm (0.299 in).
3. Adjust dimension H'' with the spacer, if necessary.



### DISASSEMBLY

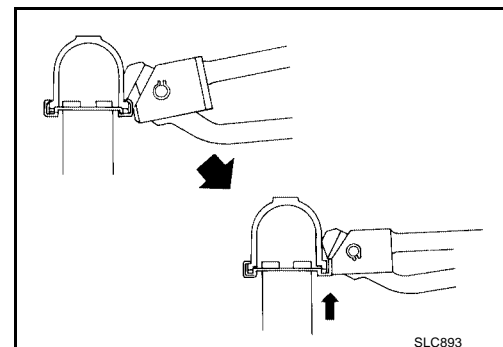
1. Remove tank with Tool.



- Grip the crimped edge and bend it upwards so that the Tool slips off.

**CAUTION:**

Do not bend excessively.



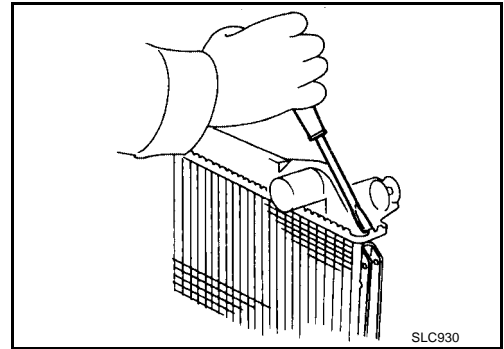
# RADIATOR

[QR25DE]

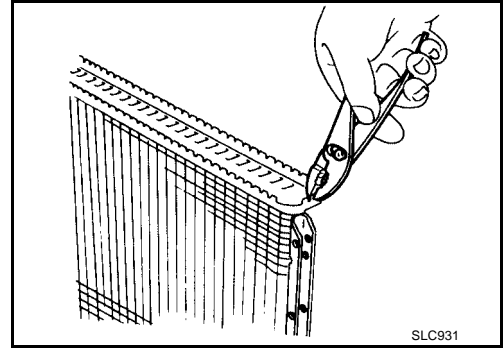
- In areas where Tool cannot be used, use a screwdriver to bend the edge up.

**CAUTION:**

**Be careful not to damage tank.**

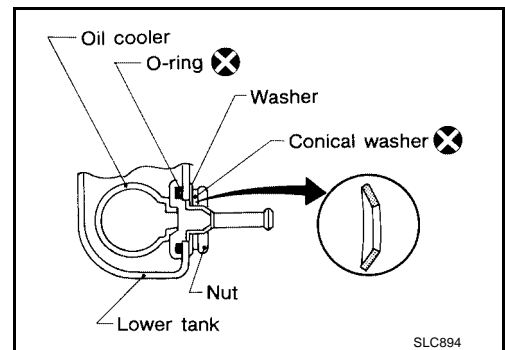


2. Make sure the edge stands straight up.
3. Remove oil cooler from tank (A/T model only).

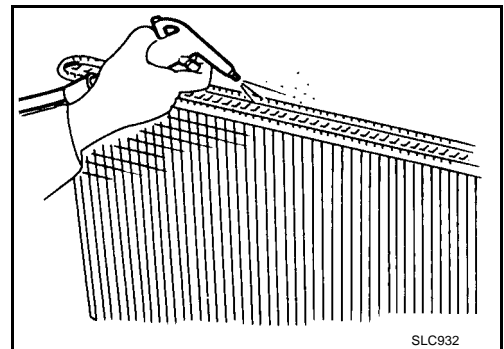


## ASSEMBLY

1. Install oil cooler (A/T model only).
  - Pay attention to direction of conical washer.



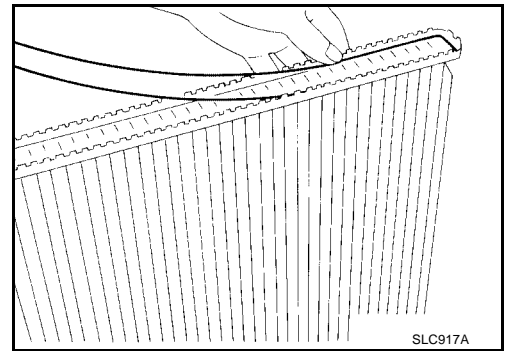
2. Clean contact portion of tank.



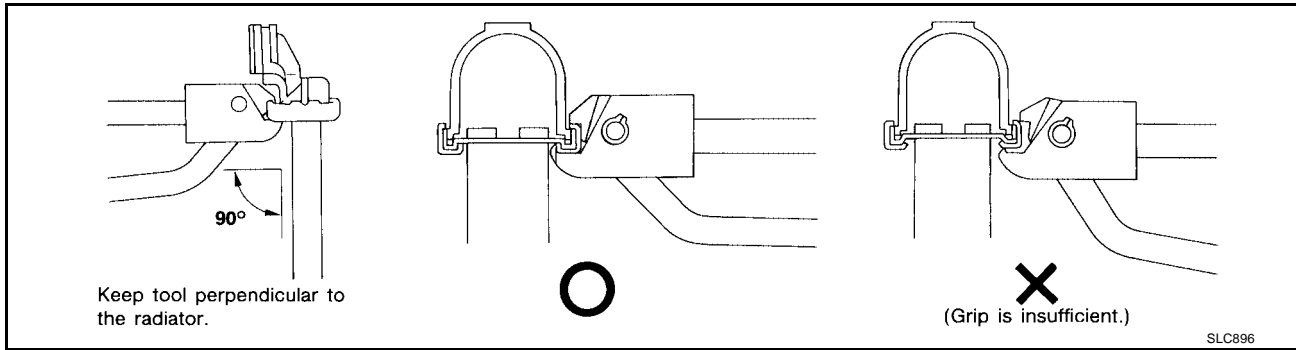
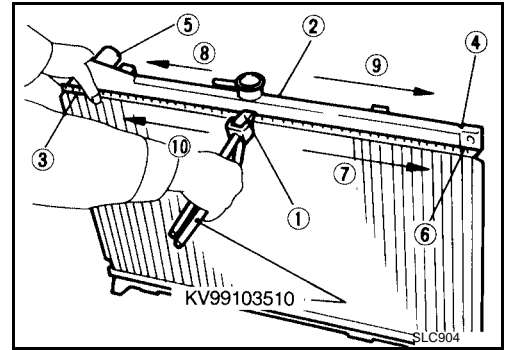
# RADIATOR

[QR25DE]

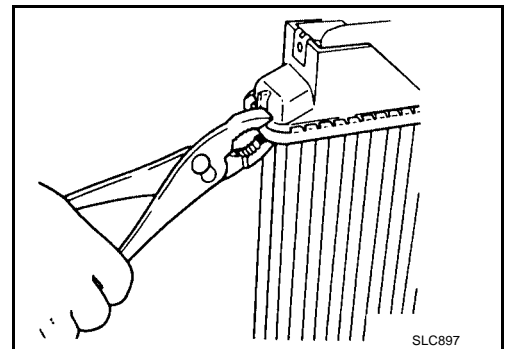
3. Install sealing rubber.
  - Push it in with fingers.
  - Be careful not to twist sealing rubber.



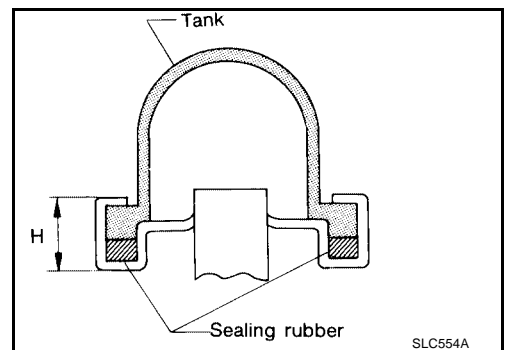
4. Crimp tank in specified sequence with Tool.



- Use pliers in the locations where Tool cannot be used.



5. Make sure that the rim is completely crimped down.
  - Standard height "H" : 8.0 - 8.4 mm (0.315 - 0.331 in)
6. Confirm that there is no leakage.
  - Refer to [CO-34, "Inspection"](#) .



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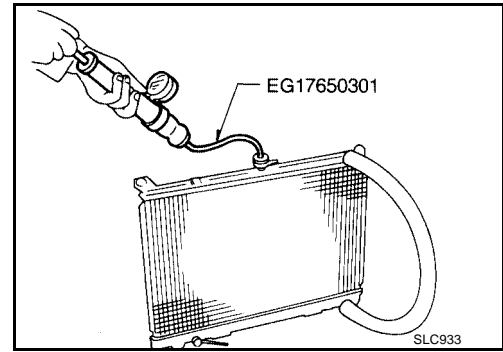
## INSPECTION

1. Apply pressure with Tool.

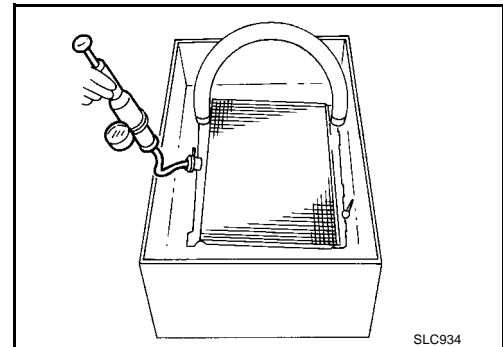
**Specified pressure value** : 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)

**WARNING:**

To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp. Attach a hose to the oil cooler as well (A/T model only).



2. Check for leaks in dip tank.

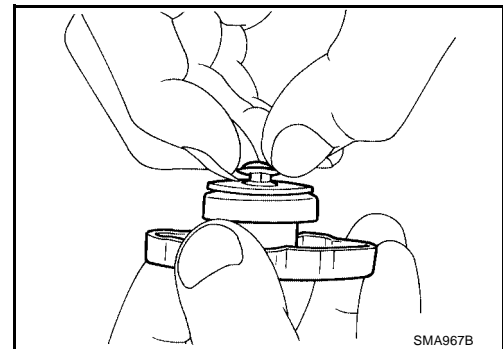


EBS00CHR

## Inspection

### CHECKING RADIATOR CAP

- Check that there is no dirt or damage on the valve seat of the radiator cap negative-pressure valve.
- Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.
- Pull the negative pressure valve to open it.
- Check that it closes completely when released.

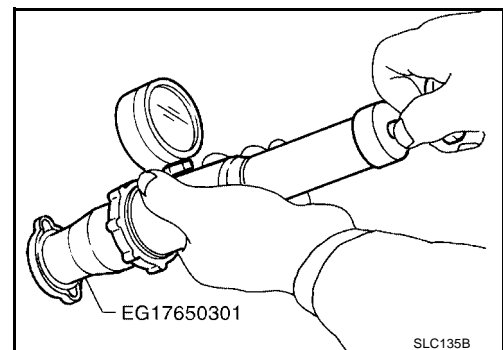


- Check radiator cap relief pressure.

**Standard** : 78 - 98 kPa (0.8 - 1.0 kg/cm<sup>2</sup> , 11 - 14 psi)

**Limit** : 59 kPa (0.6 kg/cm<sup>2</sup> , 9 psi)

- When connecting the radiator cap to the tester, apply water to the cap seal surface.
- Replace the radiator cap if there is an abnormality in the negative-pressure valve, or if the open-valve pressure is outside of the standard values.



### CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows:

- Be careful not to bend or damage the radiator fins.

# RADIATOR

[QR25DE]

- When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and connectors to prevent water from entering.
- 1. Apply water by hose to the back side of the radiator core vertically downward.
- 2. Apply water again to all radiator core surfaces once per minute.
- 3. Stop washing when clear water is flowing off the radiator.
- 4. Blow air into the back side of radiator core vertically downward.
- Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup> , 71psi) and keep distance more than 30 cm (11.8 in).
- 5. Blow air again into all the radiator core surfaces once per minute until no water sprays out.
- 6. Check for leakage.

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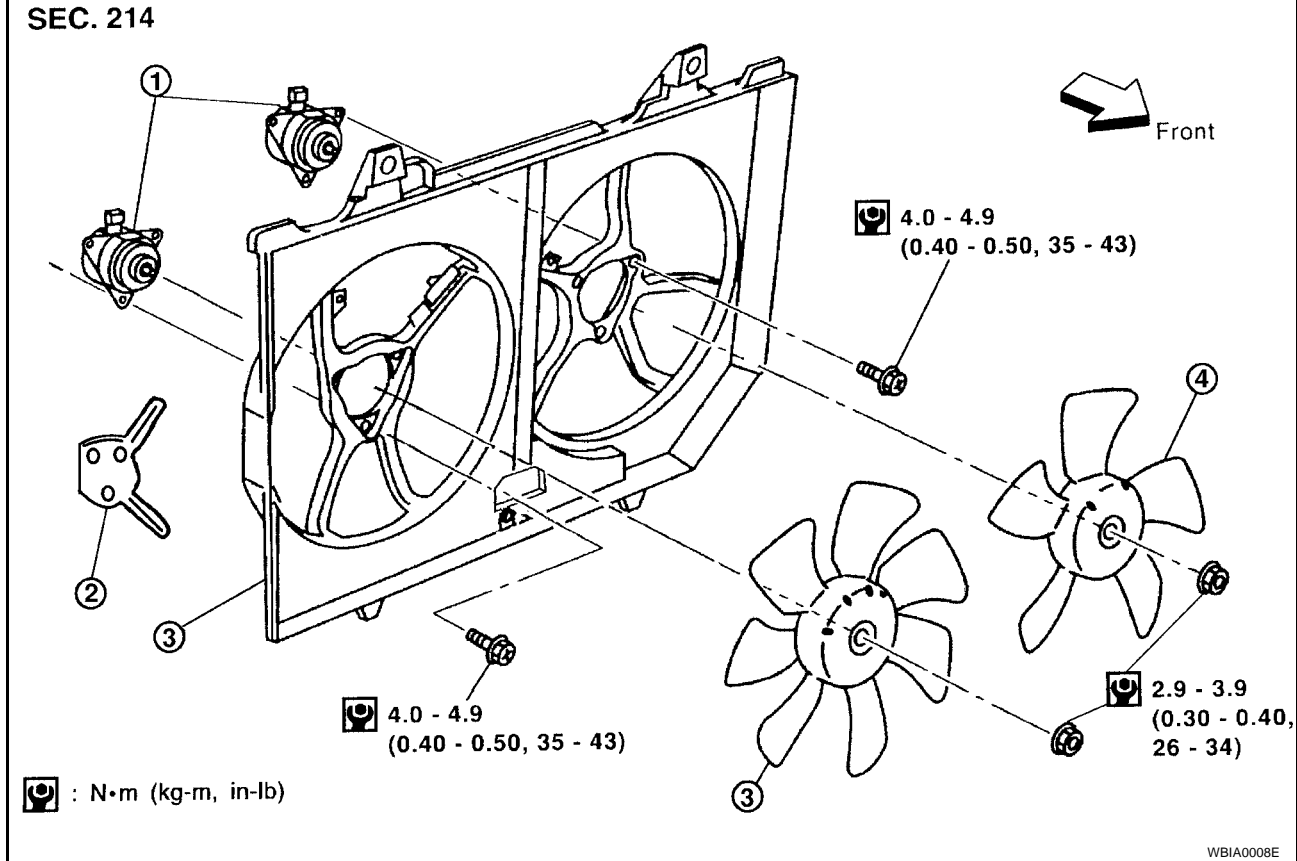
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COOLING FAN

Disassembly and Assembly



- 1. Cooling fan motor
- 2. Insulator
- 3. Cooling fan shroud
- 4. Cooling fan blade

**DISASSEMBLY**

1. Remove the radiator and cooling fan assembly. Refer to [CO-30, "REMOVAL"](#).
2. Remove the cooling fan shroud from the radiator.
3. Remove the cooling fan blades from the cooling fan motors.
4. Remove the insulator.
5. Remove the cooling fan motors from the fan shroud.

**ASSEMBLY**

- Assembly is in the reverse order of disassembly.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Capacity

EBS00CHT

Coolant capacity with reservoir tank (MAX level)	Approximately 6.3 ℓ (6 qt.)
--	-----------------------------

### Thermostat

EBS00CHU

Valve opening temperature	80.5 - 83.5°C (177 - 182°F)
Valve lift	More than 8 mm / 95°C (0.315 in / 203°F)

### Water Control Valve

EBS00CHV

Valve opening temperature	93.5 - 96.5°C (200 - 206°F)
Valve lift	More than 8 mm / 108°C (0.315 in / 226°F)

### Radiator

EBS00CHW

Unit: kPa (kg/cm<sup>2</sup> , psi)

Cap relief pressure	Standard	78- 98 (0.8 -1.0, 11-14)
	Limit	59 (0.6, 9)
Leakage test pressure		157 (1.6, 23)

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SECTION **DI**

DRIVER INFORMATION SYSTEM

CONTENTS

<b>METERS AND GAUGES</b> .....	<b>3</b>	(QR25DE) .....	<b>22</b>	A
Component Parts and Harness Connector Location...	3	INSPECTION/FUEL LEVEL SENSOR UNIT		B
System Description .....	4	AND FUEL PUMP .....	23	C
UNIFIED CONTROL METER .....	4	INSPECTION/WATER TEMPERATURE		D
HOW TO CHANGE THE DISPLAY FOR ODO/		GAUGE (QG18DE MODELS) .....	24	E
TRIP METER .....	4	INSPECTION/WATER TEMPERATURE		F
POWER SUPPLY AND GROUND CIRCUIT .....	4	GAUGE (QR25DE MODELS) .....	25	G
WATER TEMPERATURE GAUGE .....	4	Electrical Components Inspection .....	26	H
TACHOMETER .....	5	FUEL LEVEL SENSOR UNIT CHECK .....	26	I
FUEL GAUGE .....	5	VEHICLE SPEED SENSOR SIGNAL CHECK ...	26	J
SPEEDOMETER .....	5	<b>WARNING LAMPS</b> .....	<b>27</b>	<b>DI</b>
CAN Communication .....	5	Schematic .....	27	L
CAN COMMUNICATION UNIT .....	5	WITHOUT TACHOMETER .....	27	M
TYPE 1 .....	6	WITH TACHOMETER .....	28	
TYPE 2 .....	6	Wiring Diagram — WARN — .....	29	
TYPE 3 .....	7	WITHOUT TACHOMETER .....	29	
Combination Meter .....	8	WITH TACHOMETER .....	32	
WITHOUT TACHOMETER .....	8	Electrical Components Inspection .....	36	
WITH TACHOMETER (QG18DE MODELS) .....	9	FUEL WARNING LAMP OPERATION CHECK... 36		
WITH TACHOMETER (QR25DE MODELS) .....	10	OIL PRESSURE SWITCH CHECK .....	36	
Schematic .....	11	DIODE CHECK .....	36	
WITHOUT TACHOMETER .....	11	<b>WARNING CHIME</b> .....	<b>37</b>	
WITH TACHOMETER .....	12	Component Parts and Harness Connector Location..	37	
Wiring Diagram — METER — .....	13	System Description .....	38	
WITHOUT TACHOMETER .....	13	WITHOUT POWER DOOR LOCKS .....	38	
WITH TACHOMETER (QG18DE MODELS) .....	14	WITH POWER DOOR LOCKS .....	38	
WITH TACHOMETER (QR25DE MODELS) .....	15	Wiring Diagram — CHIME — .....	40	
Meter/Gauge Operation and Odo/Trip Meter Seg-		WITHOUT POWER DOOR LOCKS .....	40	
ment Check in Diagnosis Mode .....	16	WITH POWER DOOR LOCKS .....	41	
DIAGNOSIS FUNCTION .....	16	CONSULT-II Inspection Procedure (With Power		
HOW TO ALTERNATE DIAGNOSIS MODE .....	16	Door Locks) .....	42	
Trouble Diagnoses .....	17	“KEY WARN ALM”/“LIGHT WARN ALM”/“SEAT		
PRELIMINARY CHECK .....	17	BELT ALM” .....	42	
SYMPTOM CHART .....	18	CONSULT-II Application Items (With Power Door		
POWER SUPPLY AND GROUND CIRCUIT		Locks) .....	43	
CHECK .....	19	“KEY WARN ALARM” .....	43	
INSPECTION/VEHICLE SPEED SENSOR .....	21	“LIGHT WARN ALM” .....	43	
INSPECTION/ENGINE REVOLUTION SIGNAL		“SEAT BELT ALM” .....	43	
(QG18DE) .....	21	Trouble Diagnoses (Without Power Door Locks) ...	44	
INSPECTION/ENGINE REVOLUTION SIGNAL		SYMPTOM CHART .....	44	

---

POWER SUPPLY AND GROUND CIRCUIT	CHECK .....	49
CHECK .....	DIAGNOSTIC PROCEDURE 1 (LIGHTING	
DIAGNOSTIC PROCEDURE 1 (LIGHTING	SWITCH INPUT SIGNAL CHECK) .....	50
SWITCH INPUT SIGNAL CHECK) .....	DIAGNOSTIC PROCEDURE 2 (KEY SWITCH	
DIAGNOSTIC PROCEDURE 2 (KEY SWITCH	INSERT SIGNAL CHECK) .....	51
INSERT SIGNAL CHECK) .....	DIAGNOSTIC PROCEDURE 3 (SEAT BELT	
DIAGNOSTIC PROCEDURE 3 (SEAT BELT	BUCKLE SWITCH LH CHECK) .....	52
BUCKLE SWITCH LH CHECK) .....	DIAGNOSTIC PROCEDURE 4 .....	53
DIAGNOSTIC PROCEDURE 4 .....		
Trouble Diagnoses (With Power Door Locks) .....		49
SYMPTOM CHART .....		49
POWER SUPPLY AND GROUND CIRCUIT		

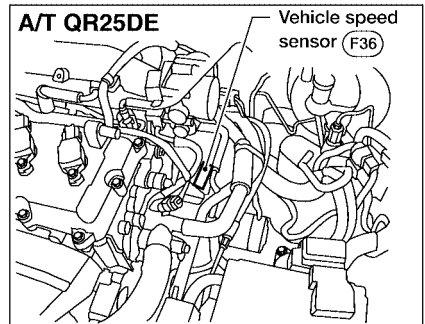
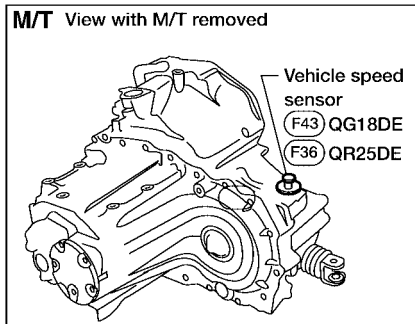
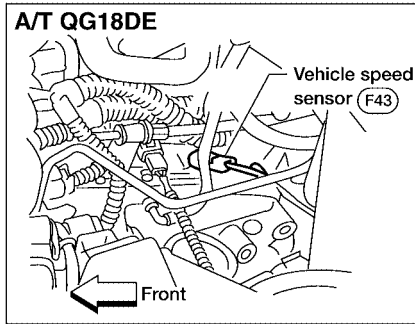
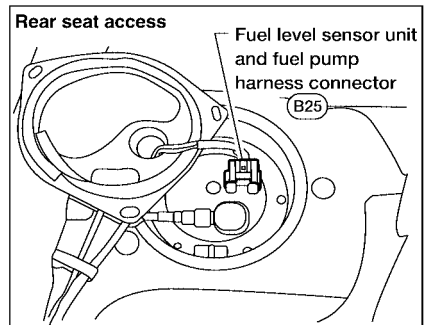
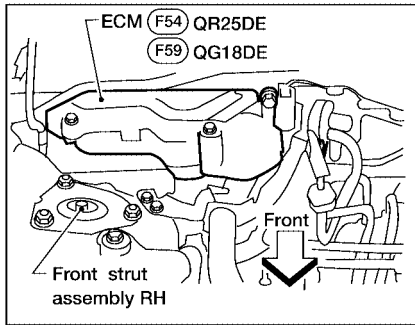
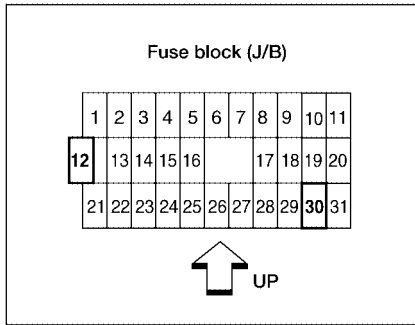
# METERS AND GAUGES

## METERS AND GAUGES

PF24814

### Component Parts and Harness Connector Location

EKS00399



WKIA1045E

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# METERS AND GAUGES

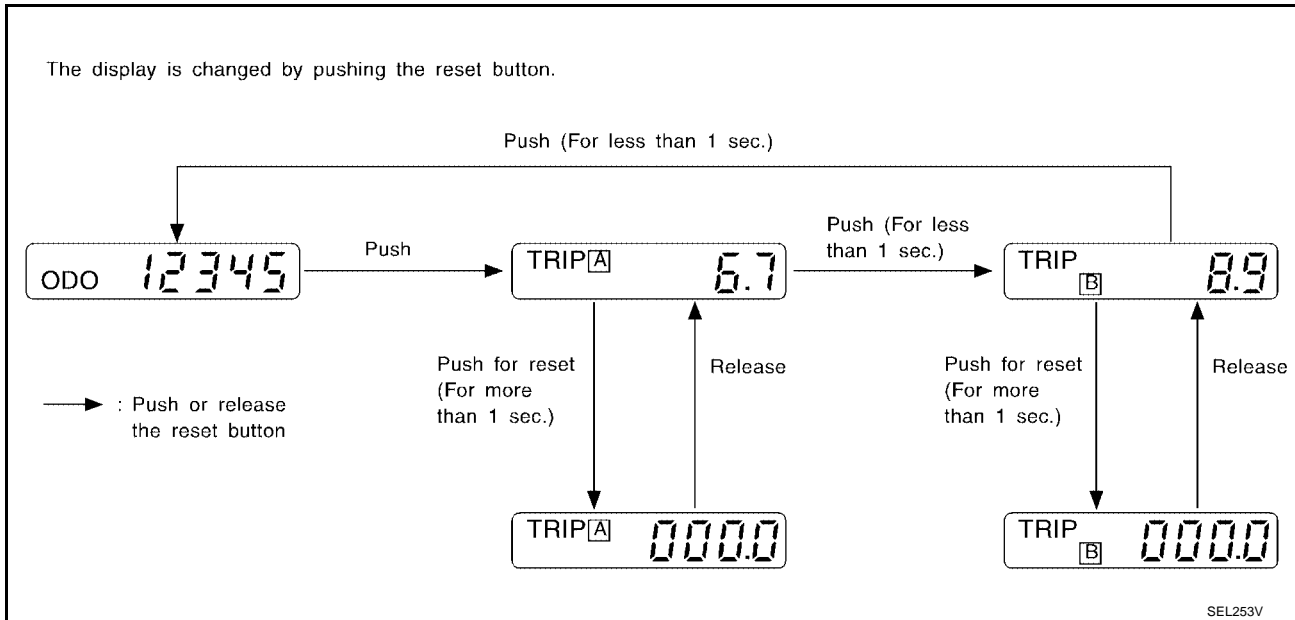
EKS0039A

## System Description

### UNIFIED CONTROL METER

- Speedometer, odo/trip meter, tachometer (if equipped), fuel gauge and water temperature gauge are controlled totally by control unit built-in combination meter.
- Digital meter is adopted for odo/trip meter.\*  
\*The record of the odometer is kept even if the battery cable is disconnected. The record of the trip meter is erased when the battery cable is disconnected.
- Odo/trip meter segment can be checked in diagnosis mode.
- Meter/gauge can be checked in diagnosis mode.

### HOW TO CHANGE THE DISPLAY FOR ODO/TRIP METER



#### NOTE:

Turn ignition switch to the ON position to operate odo/trip meter.

### POWER SUPPLY AND GROUND CIRCUIT

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to combination meter terminal 25 (without tachometer) or 42 (with tachometer).

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 30, located in the fuse block (J/B)]
- to combination meter terminal 26 (without tachometer), or
- to combination meter terminals 41 and 6 (with tachometer).

Ground is supplied:

- to combination meter terminal 27 (without tachometer) or 48 (with tachometer)
- through body grounds M28 and M54.

### WATER TEMPERATURE GAUGE

#### QG18DE

The water temperature gauge indicates the engine coolant temperature.

ECM provides a water temperature signal to combination meter for water temperature gauge with CAN communication line.

#### QR25DE

The water temperature gauge indicates the engine coolant temperature. The reading on the gauge is based on the signal from the ECM.

The water temperature gauge is regulated by a signal:

- from terminal 32 of the ECM

# METERS AND GAUGES

- to combination meter terminal 43 for the water temperature gauge.

## TACHOMETER

### QG18DE Models

The tachometer indicates engine speed in revolutions per minute (rpm).

ECM provides an engine speed signal to combination meter for tachometer with CAN communication line.

### QR25DE Models

The tachometer indicates engine speed in revolutions per minute (rpm).

The tachometer is regulated by a signal:

- from terminal 36 of the ECM
- to combination meter terminal 45 for the tachometer.

## FUEL GAUGE

The fuel gauge indicates the approximate fuel level in the fuel tank.

The fuel gauge is regulated by a variable ground signal supplied:

- to combination meter terminal 30 (without tachometer) or 44 (with tachometer) for the fuel gauge
- from terminal 2 of the fuel level sensor unit and fuel pump
- through terminal 5 of the fuel level sensor unit and fuel pump, and
- through body grounds B13 and B19.

## SPEEDOMETER

The combination meter receives a voltage signal from the vehicle speed sensor for the speedometer.

The voltage is supplied:

- to combination meter terminal 29 (without tachometer) or 47 (with tachometer) for the speedometer
- from terminal 1 (with QG18DE), or terminal + (with QR25DE) of the vehicle speed sensor.

The speedometer converts the voltage into the vehicle speed displayed.

## CAN Communication

EKS003LD

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## CAN COMMUNICATION UNIT

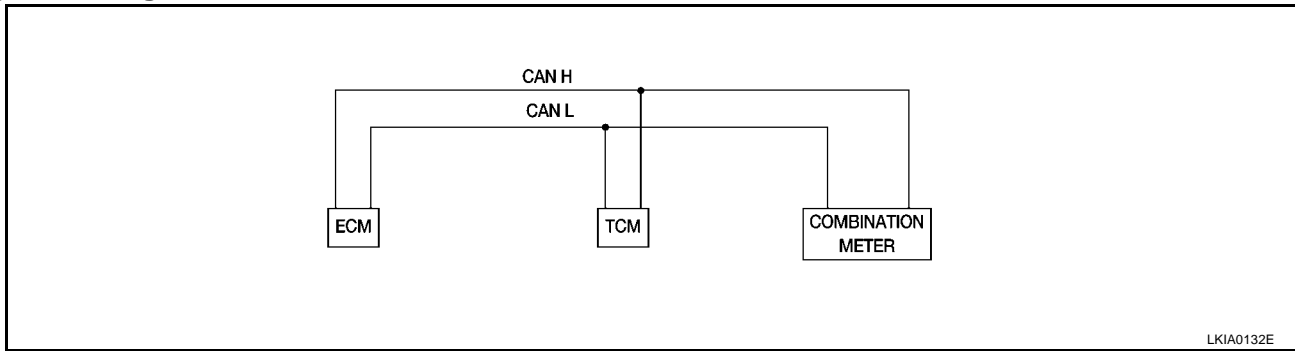
Body type	Sedan		
Axle	2WD		
Engine	QG18DE		QR25DE
Transmission	A/T	M/T	A/T
CAN communication unit			
ECM	×	×	×
TCM	×		×
Combination meter	×	×	
CAN communication type	DI-6. "TYPE 1"	DI-6. "TYPE 2"	DI-7. "TYPE 3"

x: Applicable

# METERS AND GAUGES

## TYPE 1

### System Diagram



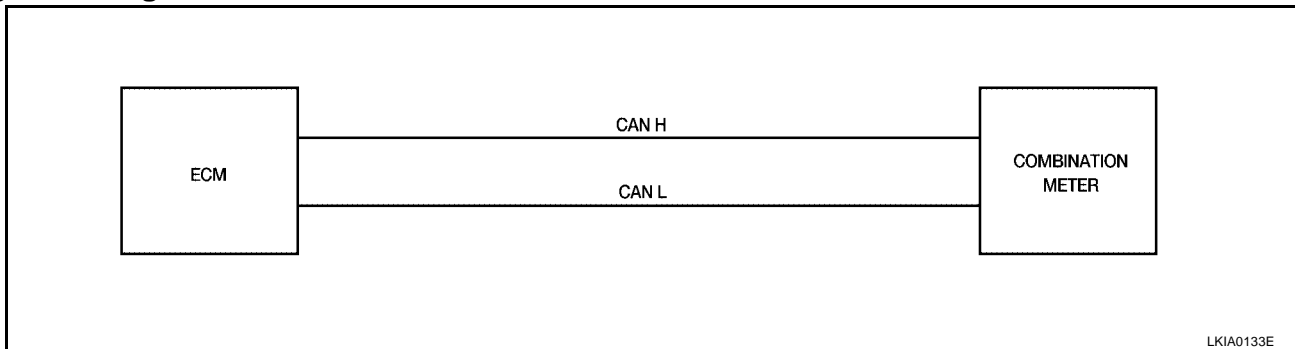
### Input/Output Signal Chart

T: Transmit R: Receive

Signals	ECM	TCM	Combination Meter
Accelerator pedal position signal	T	R	
Output shaft revolution signal	R	T	
A/T self-diagnosis signal	R	T	
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Overdrive control switch signal		R	T
O/D OFF indicator signal		T	R
Engine speed signal	T		R
Engine coolant temperature signal	T		R
Vehicle speed signal	R		T
Fuel level sensor signal	R		T
Malfunction indicator lamp signal	T		R
ASCD SET lamp signal	T		R
ASCD CRUISE lamp signal	T		R

## TYPE 2

### System Diagram



### Input/Output Signal Chart

T: Transmit R: Receive

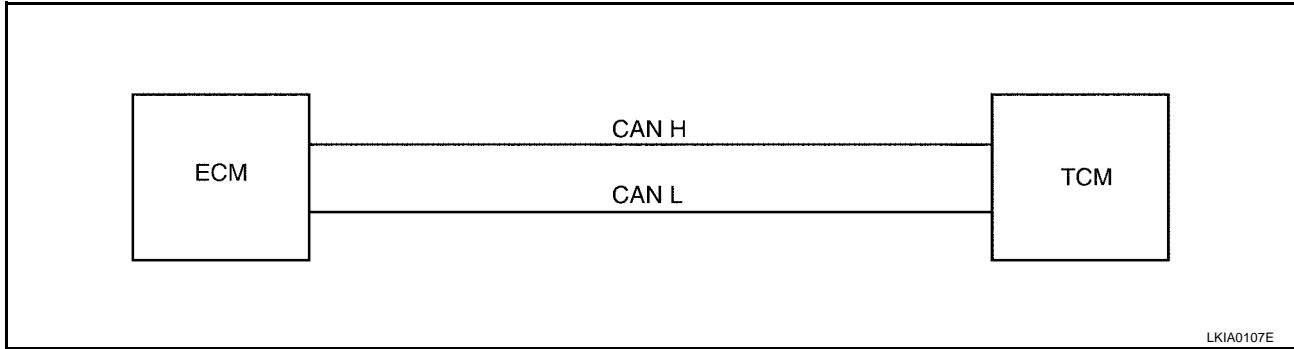
Signals	ECM	Combination Meter
Engine speed signal	T	R
Engine coolant temperature signal	T	R
Vehicle speed signal	R	T

# METERS AND GAUGES

Signals	ECM	Combination Meter
Fuel level sensor signal	R	T
Malfunction indicator lamp signal	T	R
ASCD SET lamp signal	T	R
ASCD CRUISE lamp signal	T	R

## TYPE 3

### System Diagram



### Input/Output Signal Chart

Signals	ECM	TCM
Accelerator pedal position signal	T	R
Output shaft revolution signal	R	T
A/T self-diagnosis signal	R	T
Wide open throttle position signal	T	R
Overdrive cancel signal	T	R

T: Transmit R: Receive

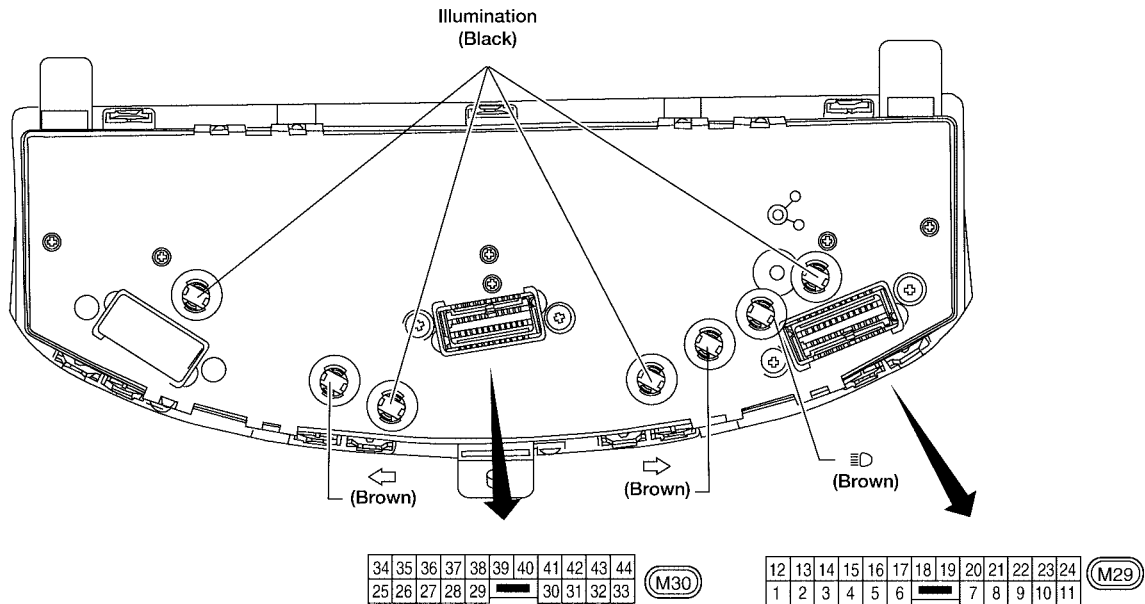
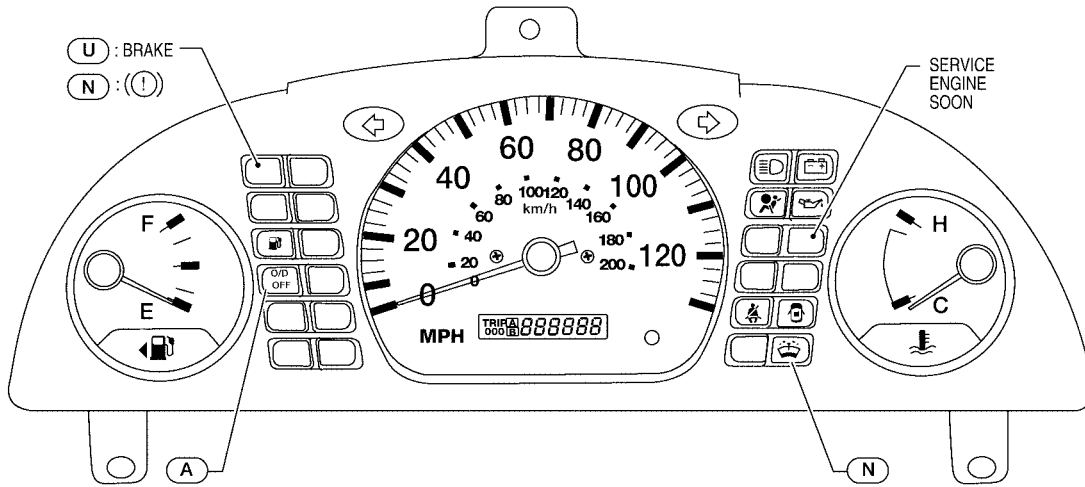
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DI

# METERS AND GAUGES

## Combination Meter WITHOUT TACHOMETER

EKS0039B



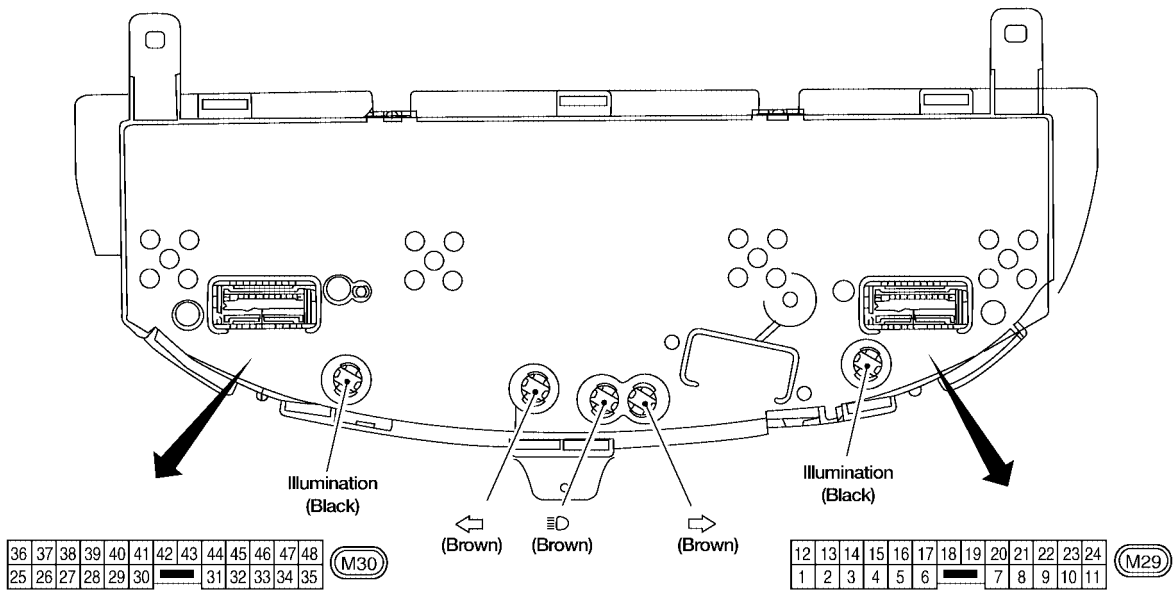
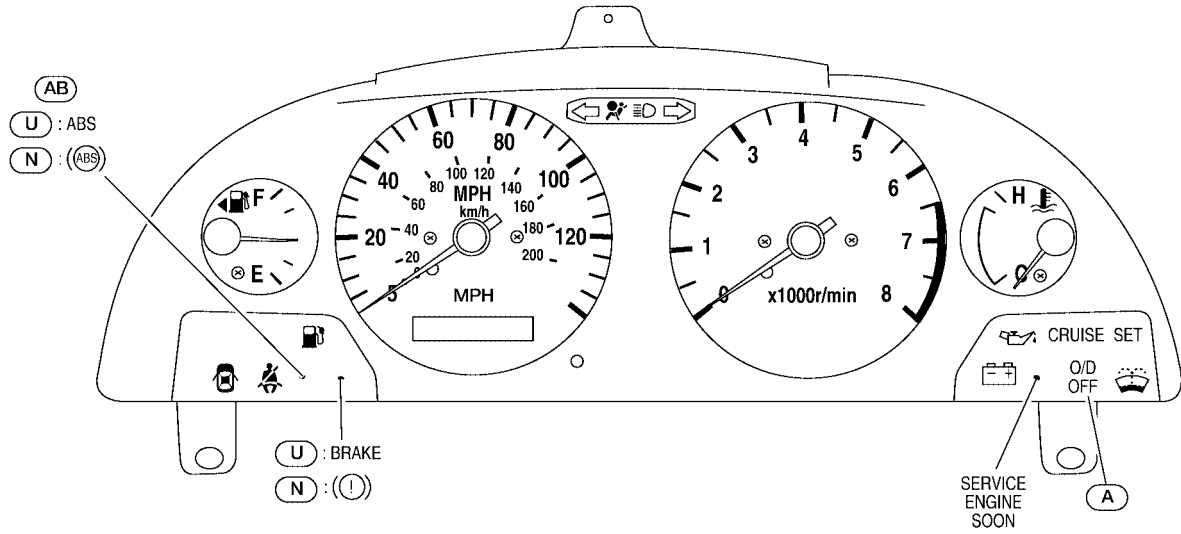
- (U) : For U.S.A
- (N) : For Canada
- (A) : With A/T

Bulb socket color	Bulb wattage
Brown	1.4W
Black	3.0W

( ) : Bulb socket color

# METERS AND GAUGES

## WITH TACHOMETER (QG18DE MODELS)



- (U) : For USA
- (N) : For Canada
- (A) : With A/T
- (AB) : With ABS

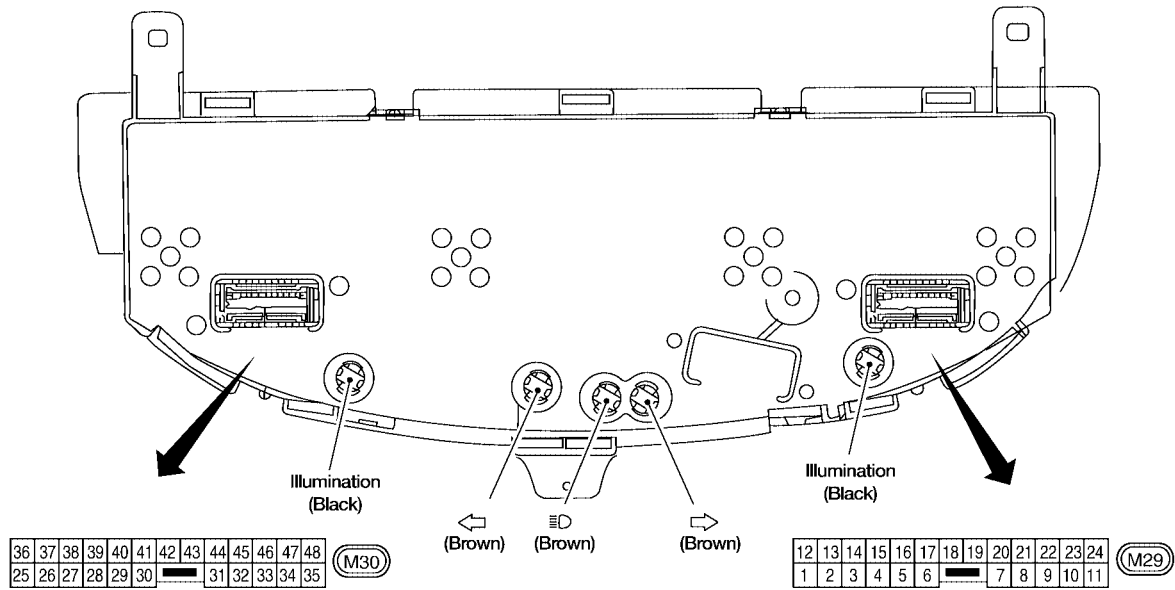
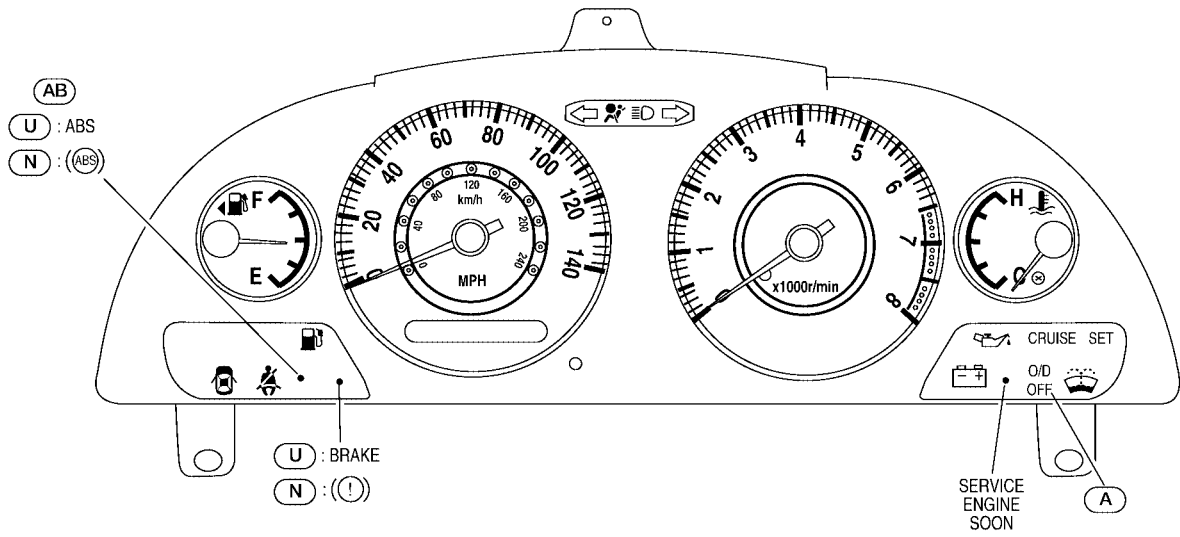
Bulb socket color	Bulb wattage
Brown	1.4W
Black	3.0W

( ) : Bulb socket color

WKIA0006E

# METERS AND GAUGES

## WITH TACHOMETER (QR25DE MODELS)



- U** : For USA
- N** : For Canada
- A** : With A/T
- AB** : With ABS

Bulb socket color	Bulb wattage
Brown	1.4W
Black	3.0W

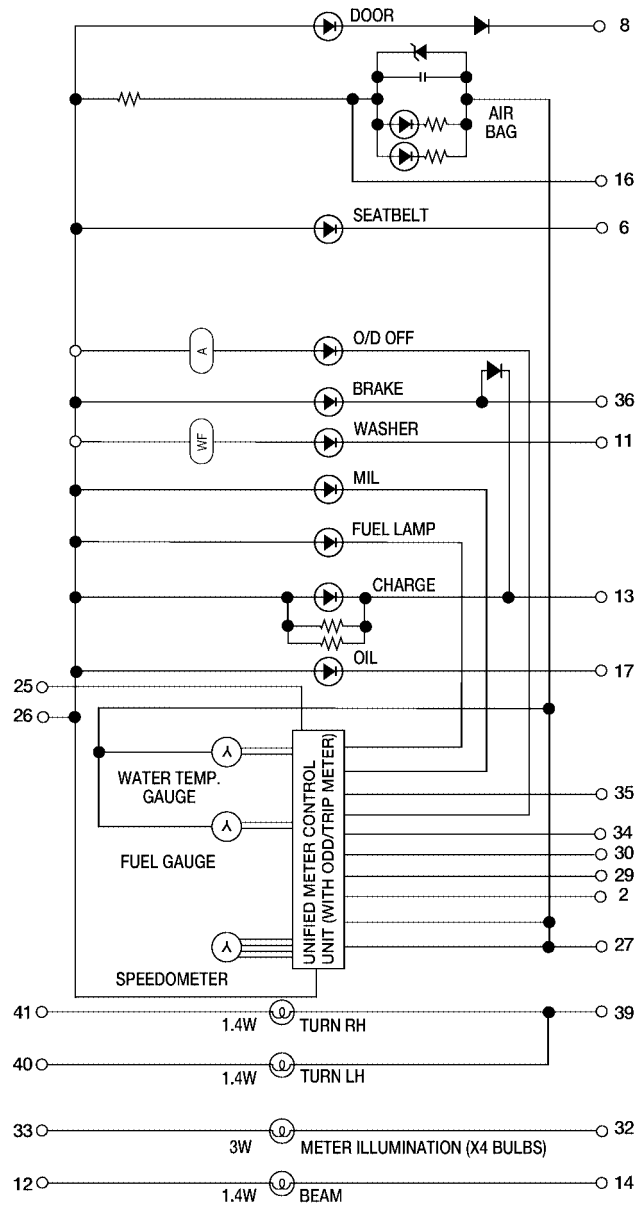
( ): Bulb socket color

WKIA0007E

# METERS AND GAUGES

## Schematic WITHOUT TACHOMETER

EKS0039C



(A) : With A/T

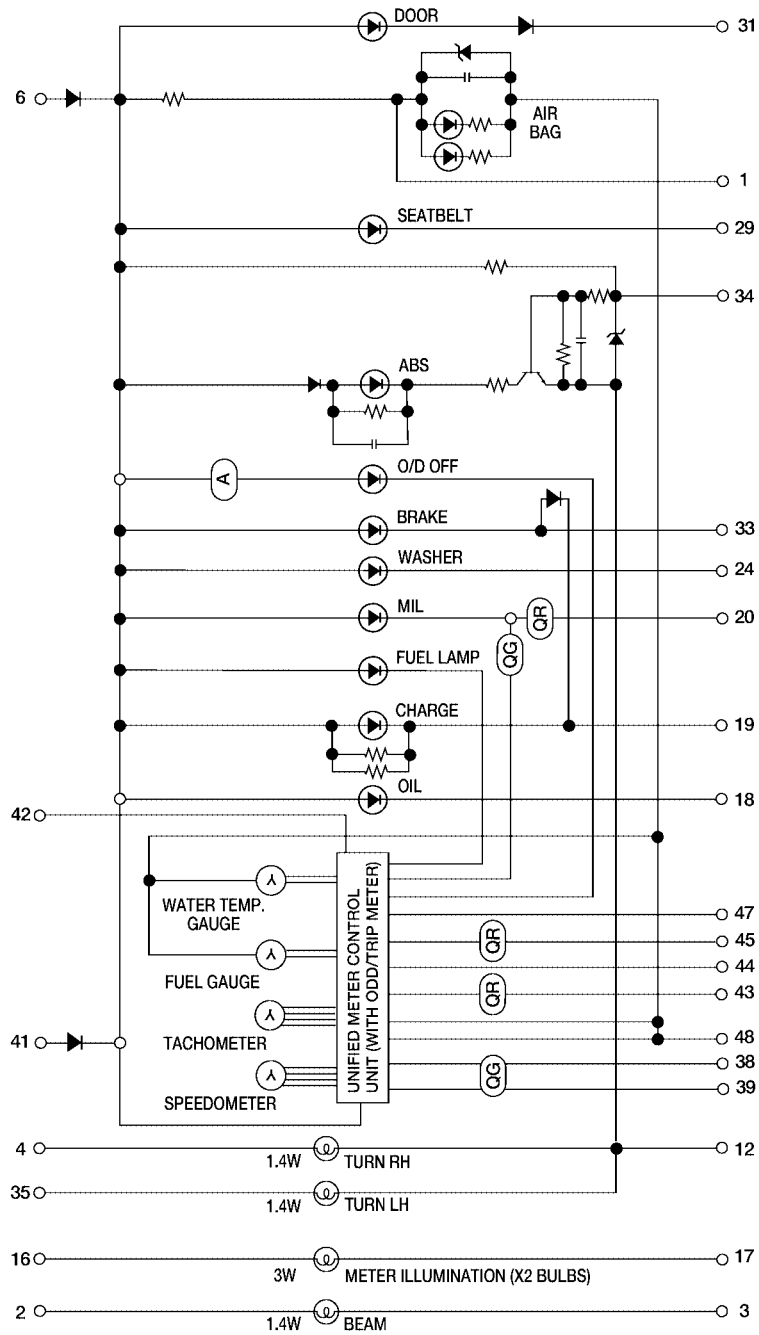
(WF) : With washer fluid lever switch

WKWA0513E



# METERS AND GAUGES

## WITH TACHOMETER



(A) : With A/T

(QG) : With QG18DE

(QR) : With QR25DE

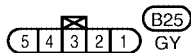
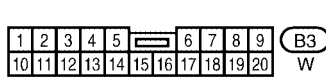
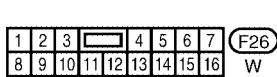
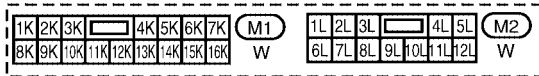
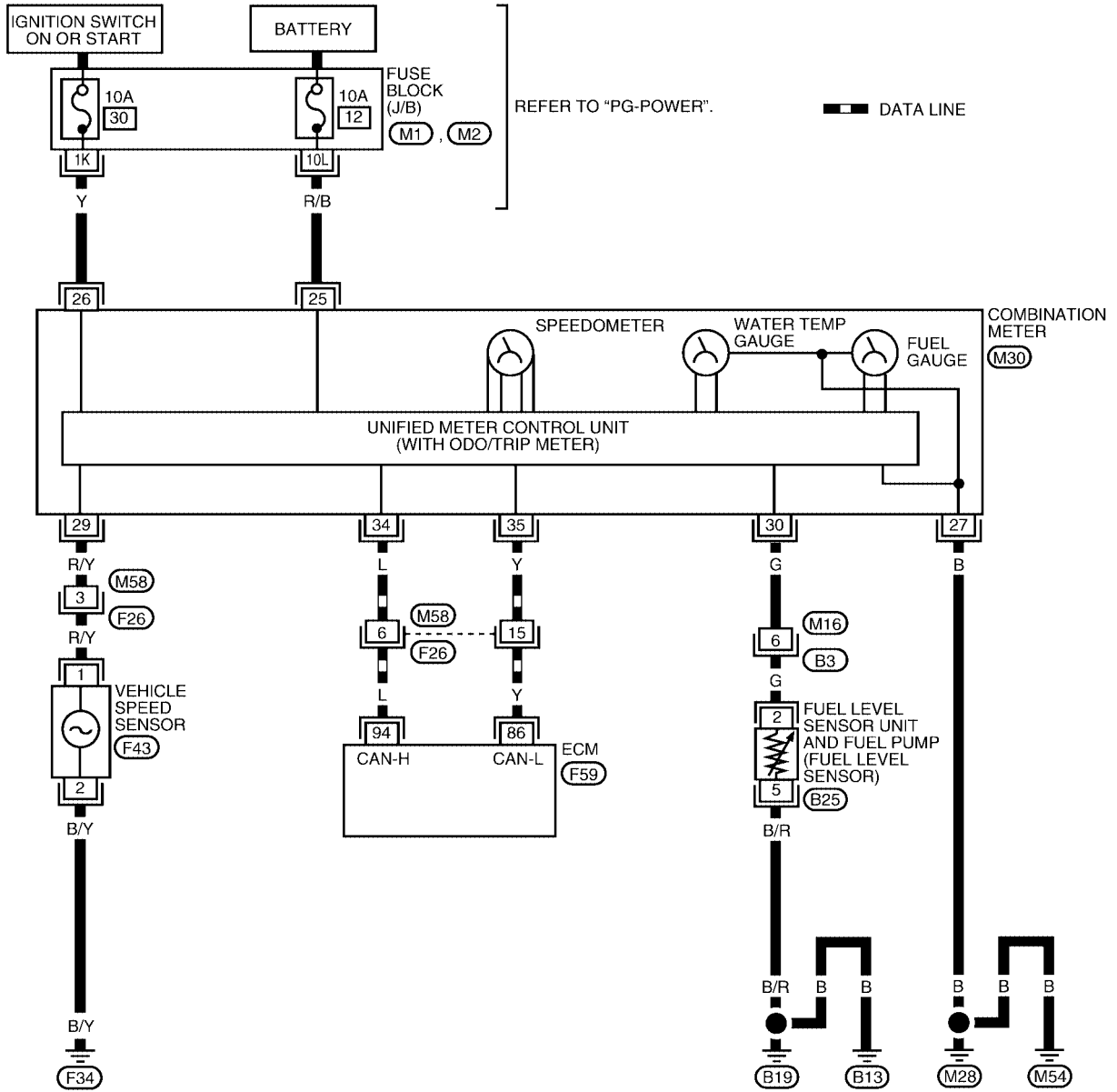
WKWA0506E

# METERS AND GAUGES

## Wiring Diagram — METER — WITHOUT TACHOMETER

EKS0039D

### DI-METER-01

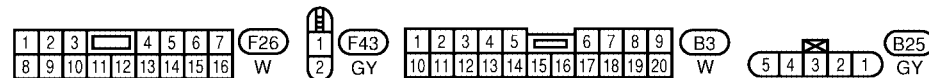
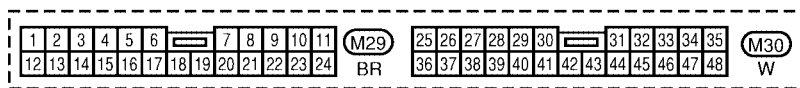
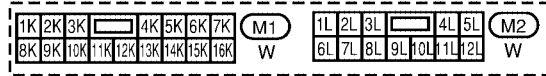
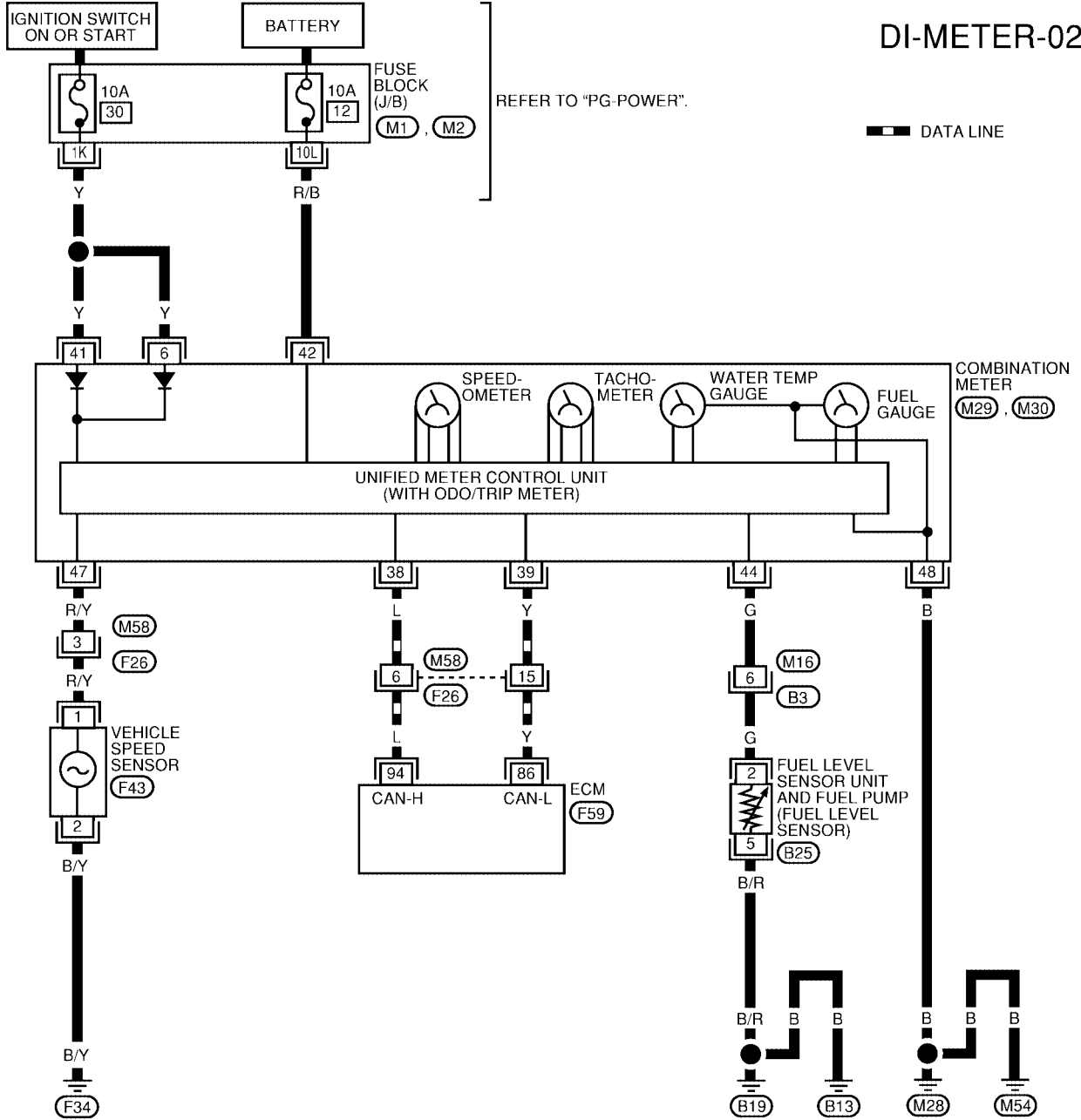


REFER TO THE FOLLOWING.  
F59 - ELECTRICAL UNITS

# METERS AND GAUGES

## WITH TACHOMETER (QG18DE MODELS)

DI-METER-02



REFER TO THE FOLLOWING.  
(F59) - ELECTRICAL UNITS

WKWA0508E



# METERS AND GAUGES

## Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode

EKS0039E

### DIAGNOSIS FUNCTION

- Odo/trip meter segment can be checked in diagnosis mode.
- Meters/gauges can be checked in diagnosis mode.

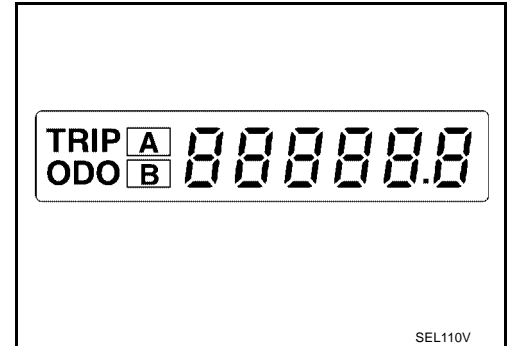
### HOW TO ALTERNATE DIAGNOSIS MODE

1. Turn ignition switch to ON and change odo/trip meter to "TRIP A" or "TRIP B".
2. Turn ignition switch to OFF.
3. Turn ignition switch to ON when pushing odo/trip meter switch.
4. Release odo/trip meter switch 1 second after ignition switch is turned ON.
5. Push odo/trip meter switch three times within 7 seconds.
6. All odo/trip meter segments should be turned on.

#### NOTE:

If some segments are not turned on, combination meter should be replaced.

At this point, the unified control meter is turned to diagnosis mode.

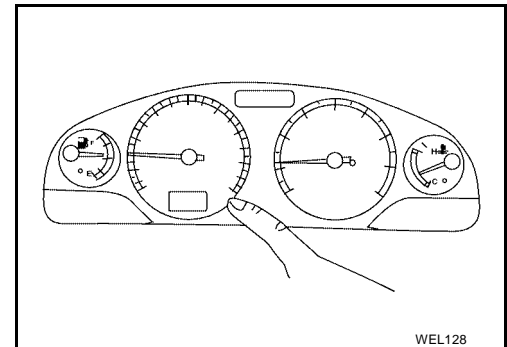


7. Push odo/trip meter switch. Indication of each meter/gauge should be as shown in figure during pushing odo/trip meter switch.

#### NOTE:

It takes a few seconds for indication of fuel gauge and water temperature gauge to become stable.

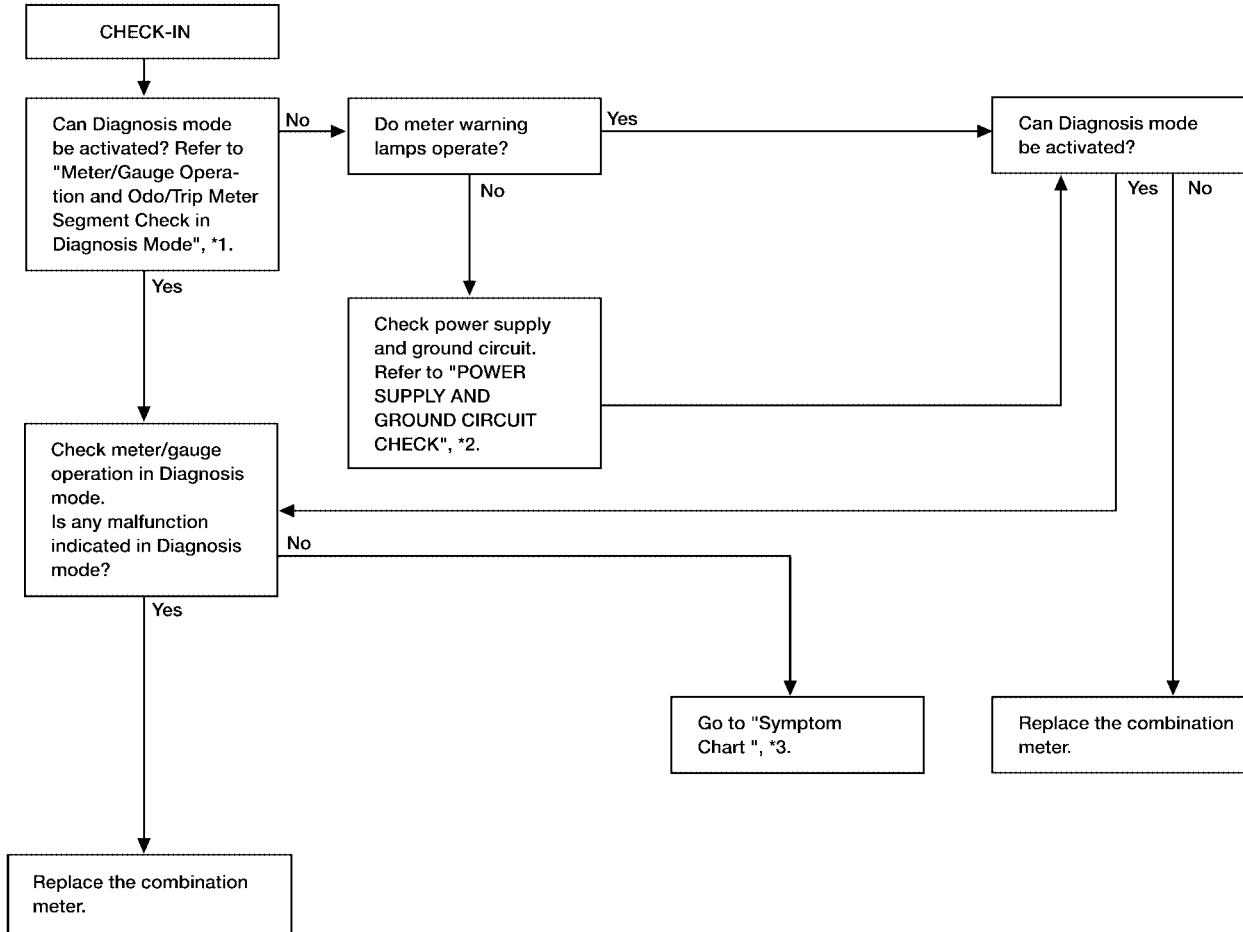
8. Turn ignition switch to OFF or start engine to cancel diagnosis mode.



# METERS AND GAUGES

## Trouble Diagnoses PRELIMINARY CHECK

EKS0039F



\*1: [DI-16](#)

\*2: [DI-19](#)

\*3: [DI-18](#)

WKIA0159E

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# METERS AND GAUGES

## SYMPTOM CHART

Symptom	Possible causes	Repair order
One meter/gauge (speedometer/tachometer/fuel gauge/water temp. gauge) is malfunctioning.	1. Sensor signal <ul style="list-style-type: none"> <li>- Vehicle speed signal</li> <li>- Engine revolution signal</li> <li>- Fuel gauge</li> <li>- Water temp. gauge</li> </ul> 2. Unified meter control unit	1. Check the sensor for malfunctioning meter/gauge. <a href="#">DI-21. "INSPECTION/VEHICLE SPEED SENSOR"</a> <a href="#">DI-22. "INSPECTION/ENGINE REVOLUTION SIGNAL (QR25DE)"</a> <a href="#">DI-23. "INSPECTION/FUEL LEVEL SENSOR UNIT AND FUEL PUMP"</a> <a href="#">DI-24. "INSPECTION/WATER TEMPERATURE GAUGE (QG18DE MODELS)"</a> <a href="#">DI-25. "INSPECTION/WATER TEMPERATURE GAUGE (QR25DE MODELS)"</a>
Multiple meters/gauges (except odo/trip meter) are malfunctioning.		2. Replace combination meter assembly.

Before starting trouble diagnoses below, perform "PRELIMINARY CHECK", [DI-17. "PRELIMINARY CHECK"](#).

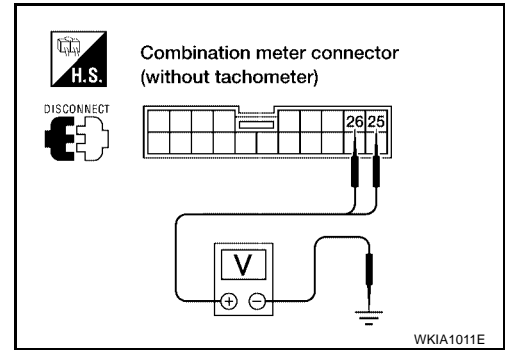
# METERS AND GAUGES

## POWER SUPPLY AND GROUND CIRCUIT CHECK

### Power Supply Circuit Check

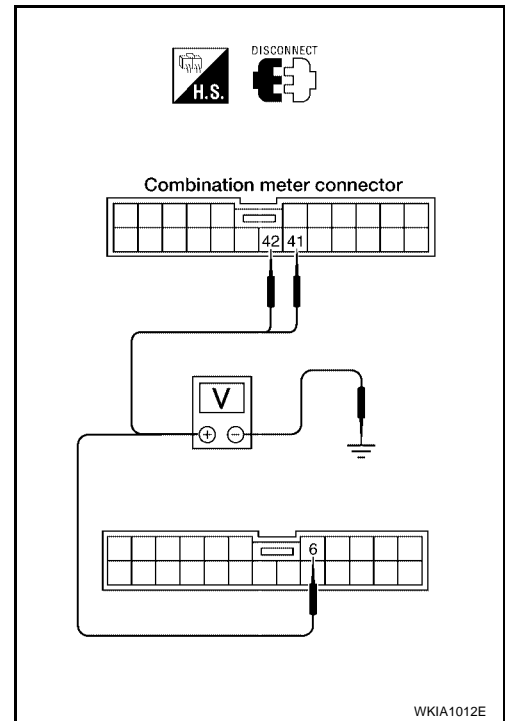
#### WITHOUT TACHOMETER

Terminals			Ignition switch position		
(+)		(-)	OFF	ACC	ON
Connector	Terminal (Wire color)				
M30	25 (R/B)	Ground	Battery voltage	Battery voltage	Battery voltage
M30	26 (Y)	Ground	0V	0V	Battery voltage



#### WITH TACHOMETER

Terminals			Ignition switch position		
(+)		(-)	OFF	ACC	ON
Connector	Terminal (Wire color)				
M29	6 (Y)	Ground	0V	0V	Battery voltage
M30	41 (Y)	Ground	0V	0V	Battery voltage
M30	42 (R/B)	Ground	Battery voltage	Battery voltage	Battery voltage



If NG, check the following.

- 10A fuse [No. 12, located in fuse block (J/B)]
- 10A fuse [No. 30, located in fuse block (J/B)]
- Harness for open or short between fuse and combination meter

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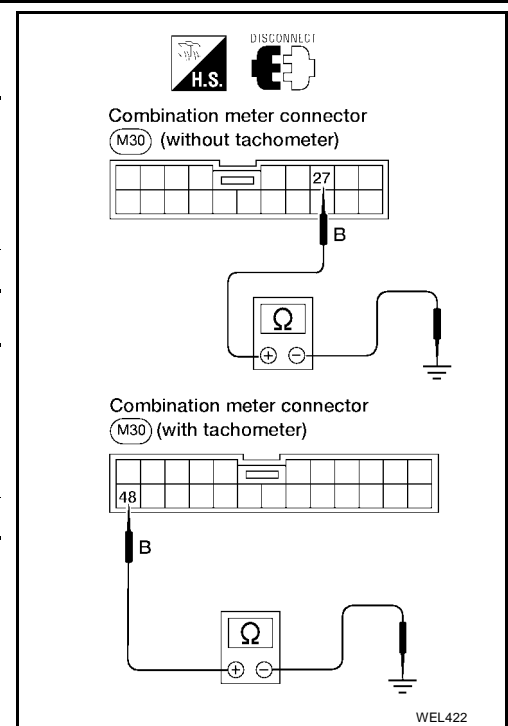
# METERS AND GAUGES

## Ground Circuit Check WITHOUT TACHOMETER

Terminals			Continuity
(+)		(-)	
Connector	Terminal (Wire color)		
M30	27 (B)	Ground	Yes

## WITH TACHOMETER

Terminals			Continuity
(+)		(-)	
Connector	Terminal (Wire color)		
M30	48 (B)	Ground	Yes



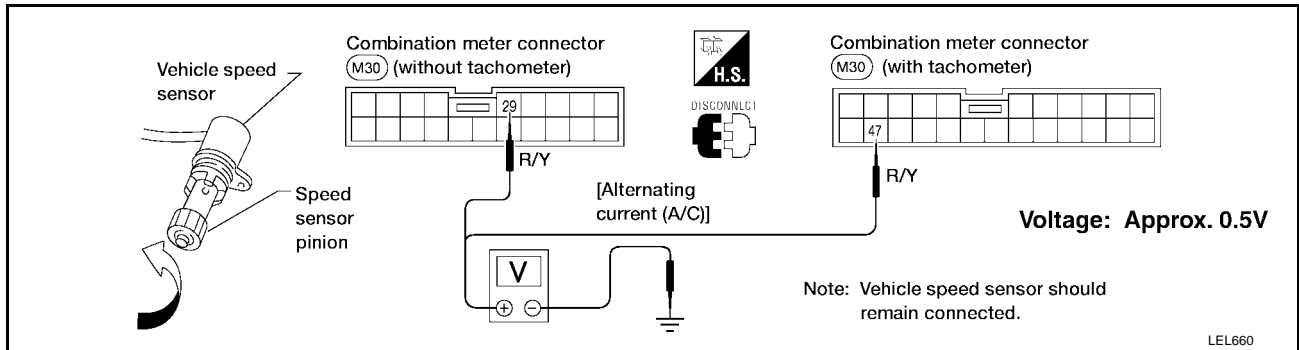
WEL422

# METERS AND GAUGES

## INSPECTION/VEHICLE SPEED SENSOR

### 1. CHECK VEHICLE SPEED SENSOR OUTPUT

1. Remove vehicle speed sensor from transmission.
2. Check voltage between combination meter terminal 29 (without tachometer) or 47 (with tachometer) and ground while quickly turning speed sensor pinion.



OK or NG

- OK >> Vehicle speed sensor is OK.  
NG >> GO TO 2.

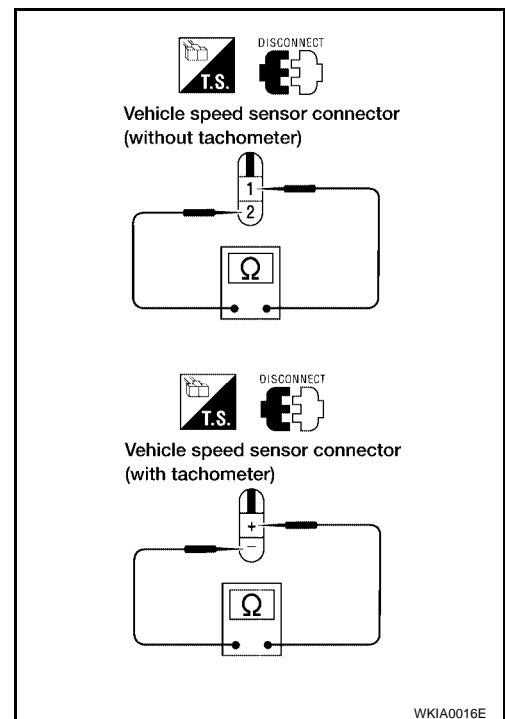
### 2. CHECK VEHICLE SPEED SENSOR

Check resistance between vehicle speed sensor connector F43 terminals 1 and 2 (with QG18DE), or connector F36 terminals + and - (with QR25DE).

**Resistance**      **Approx. 250Ω**

OK or NG

- OK >> Check the following.
- Harness between combination meter and vehicle speed sensor.
  - Vehicle speed sensor ground circuit.
- NG >> Replace vehicle speed sensor.



## INSPECTION/ENGINE REVOLUTION SIGNAL (QG18DE)

### 1. CHECK ECM SELF-DIAGNOSIS

Perform ECM self diagnosis. Refer to [EC-113](#) (ULEV Models), [EC-694](#) (SULEV Models).

OK or NG

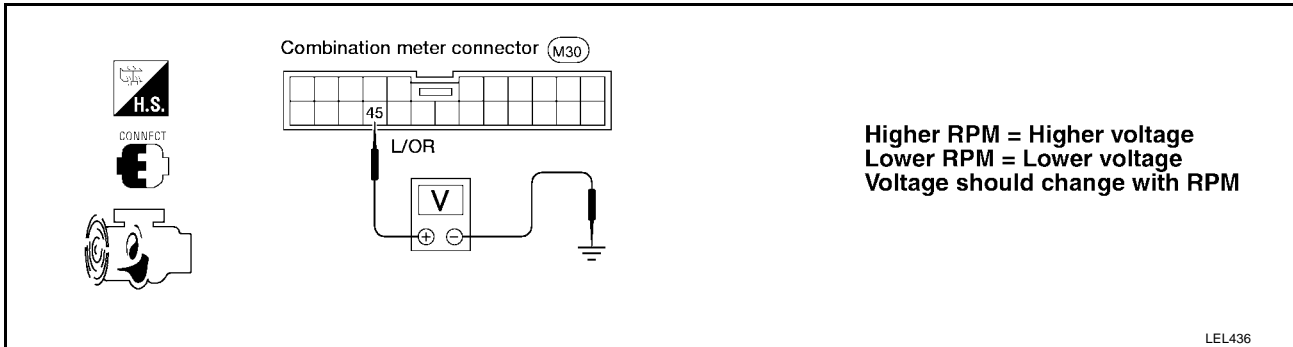
- OK >> Replace combination meter.  
NG >> Go to ECM trouble diagnosis. Refer to [EC-113](#) (ULEV Models), [EC-694](#) (SULEV Models).

# METERS AND GAUGES

## INSPECTION/ENGINE REVOLUTION SIGNAL (QR25DE)

### 1. CHECK ECM OUTPUT

1. Start engine.
2. Check voltage between combination meter terminal 45 and ground at idle and 2,000 rpm.



#### OK or NG

- OK >> Engine revolution signal is OK.  
NG >> Harness for open or short between ECM and combination meter.

# METERS AND GAUGES

## INSPECTION/FUEL LEVEL SENSOR UNIT AND FUEL PUMP

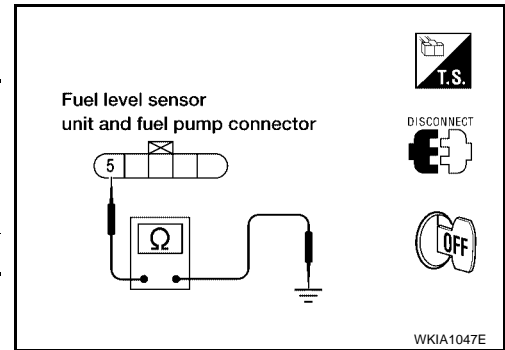
### 1. CHECK GROUND CIRCUIT FOR FUEL LEVEL SENSOR UNIT

Check harness continuity between fuel level sensor unit and fuel pump connector terminal 5 and ground.

Terminals (+)		(-)	Continuity
Connector	Terminal (Wire color)		
MB25	5 (B/R)	Ground	Yes

OK or NG

- OK >> GO TO 2.
- NG >> Repair harness or connector.



### 2. CHECK FUEL LEVEL SENSOR UNIT

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#).

OK or NG

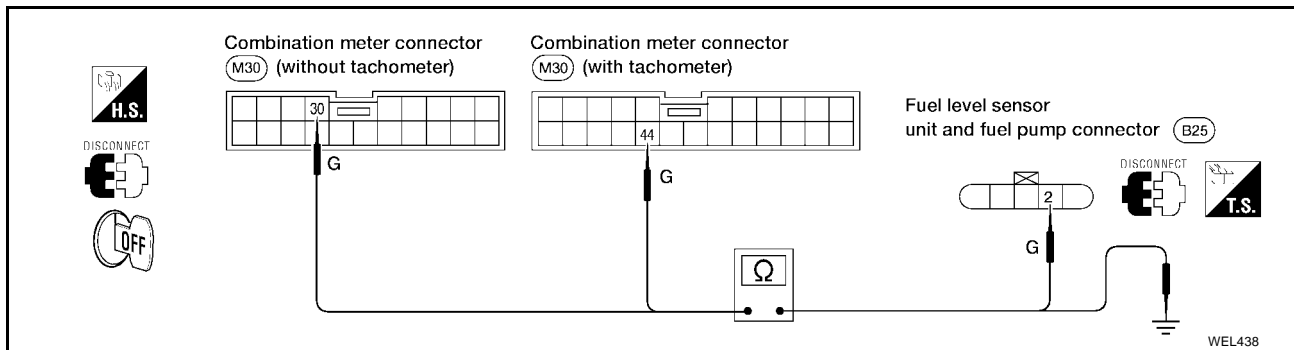
- OK >> GO TO 3.
- NG >> Replace fuel level sensor unit.

### 3. CHECK HARNESS FOR OPEN OR SHORT

1. Disconnect combination meter connector and fuel level sensor unit and fuel pump connector.
2. Check continuity between combination meter terminal 30 (without tachometer) or terminal 44 (with tachometer) and fuel level sensor unit and fuel pump connector terminal 2.

**Continuity should exist.**

3. Check continuity between combination meter terminal 30 (without tachometer) or terminal 44 (with tachometer) and ground.



**Continuity should not exist.**

OK or NG

- OK >> Fuel level sensor unit is OK.
- NG >> Repair harness or connector.

## METERS AND GAUGES

---

### INSPECTION/WATER TEMPERATURE GAUGE (QG18DE MODELS)

---

#### 1. CHECK ECM SELF-DIAGNOSIS

---

Perform ECM self diagnosis. Refer to [EC-113](#) (ULEV Models), [EC-694](#) (SULEV Models).

OK or NG

OK >> Replace combination meter.

NG >> Go to ECM trouble diagnosis. Refer to [EC-113](#) (ULEV Models), [EC-694](#) (SULEV Models).

# METERS AND GAUGES

## INSPECTION/WATER TEMPERATURE GAUGE (QR25DE MODELS)

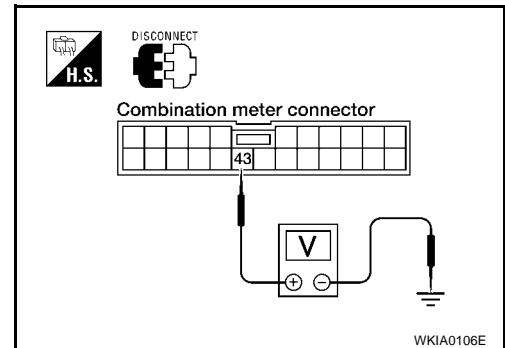
### 1. CHECK ECM OUTPUT

1. Disconnect combination meter.
2. Check voltage between combination meter harness connector M30 terminal 43 (PU/W) and ground.

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. CHECK HARNESS FOR OPEN OR SHORT

1. Disconnect ECM connector.
2. Check continuity between combination meter harness connector M30 terminal 43 (PU/W) and ECM harness connector F54 terminal 32 (PU).

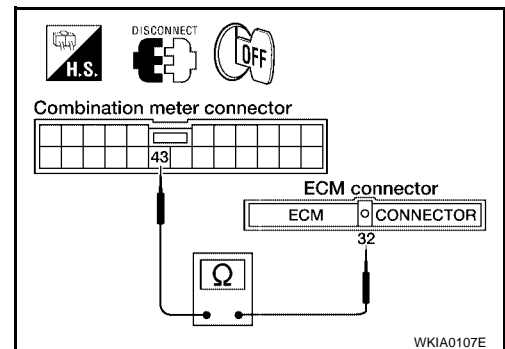
**Continuity should exist.**

3. Check continuity between combination meter harness connector M30 terminal 43 (PU/W) and ground.

**Continuity should not exist.**

OK or NG

- OK >> GO TO 3.  
NG >> Repair harness or connector.



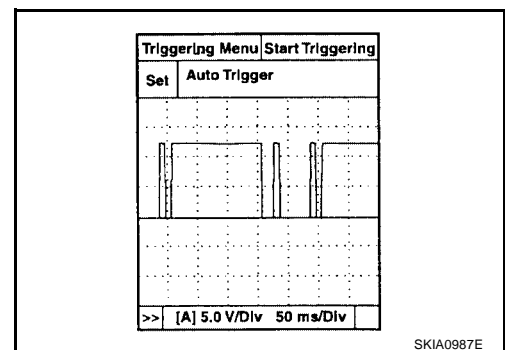
### 3. CHECK WATER TEMPERATURE OUTPUT SIGNAL

1. Connect combination meter connector and ECM connector.
2. Start engine.
3. Check output signal between combination meter harness connector M30 terminal 43 (PU/W) and ground. (Use "SIMPLE OSCILLOSCOPE" in "SUB MODE" with CONSULT-II.)

**Reading should be as shown.**

OK or NG

- OK >> Replace combination meter.  
NG >> Check ECM.



# METERS AND GAUGES

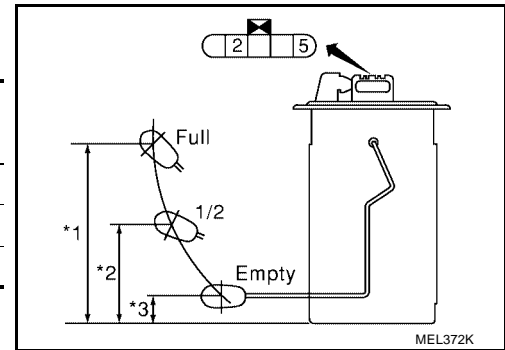
EKS0039G

## Electrical Components Inspection FUEL LEVEL SENSOR UNIT CHECK

- For removal, refer to [FL-3, "Removal and Installation"](#) .  
Check the resistance between terminals 2 and 5.

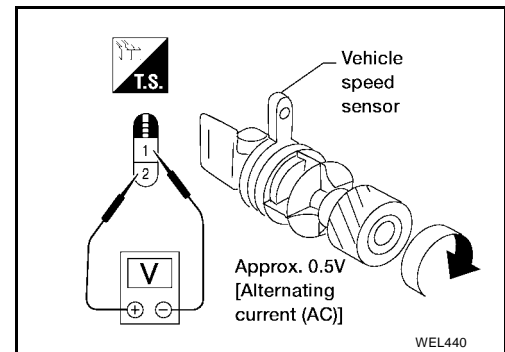
Ohmmeter		Float position		mm (in)	Resistance (Approximate)
(+)	(-)				
2	5	*1	Full	136.1 (5.358)	4.5 - 5.5 Ω
		*2	1/2	89.8 (3.535)	31.5 - 33.5 Ω
		*3	Empty	31.3 (1.232)	80 - 83 Ω

\*1 and \*3: When float rod is in contact with stopper.



## VEHICLE SPEED SENSOR SIGNAL CHECK

- Remove vehicle speed sensor from transmission.
- Turn vehicle speed sensor pinion quickly and measure voltage across terminals 1 and 2 (with QG18DE), or terminals + and - (with QR25DE).



# WARNING LAMPS

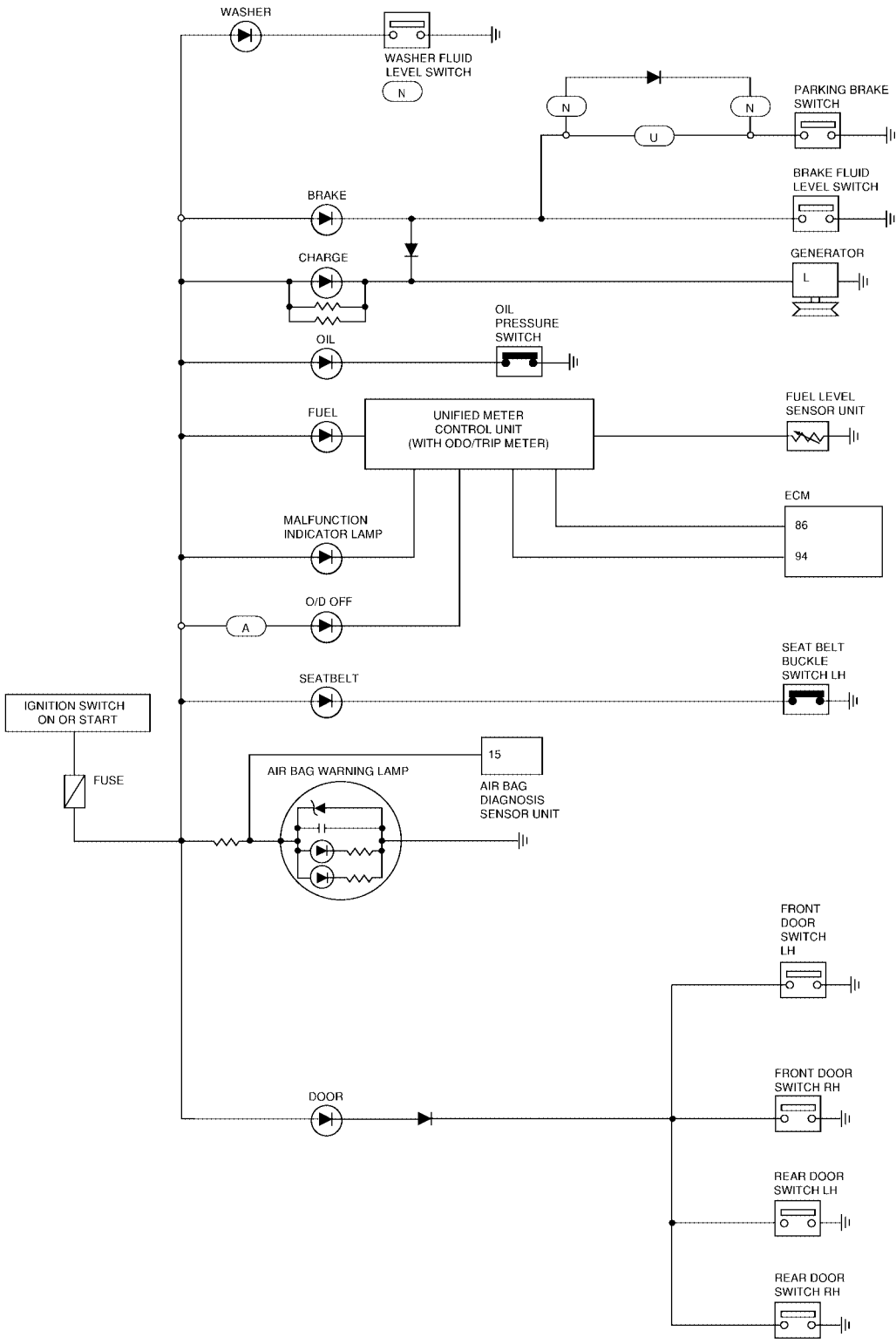
## WARNING LAMPS

### Schematic WITHOUT TACHOMETER

PDF:24814

EKS0039H

(A) : WITH A/T  
(U) : USA  
(N) : CANADA



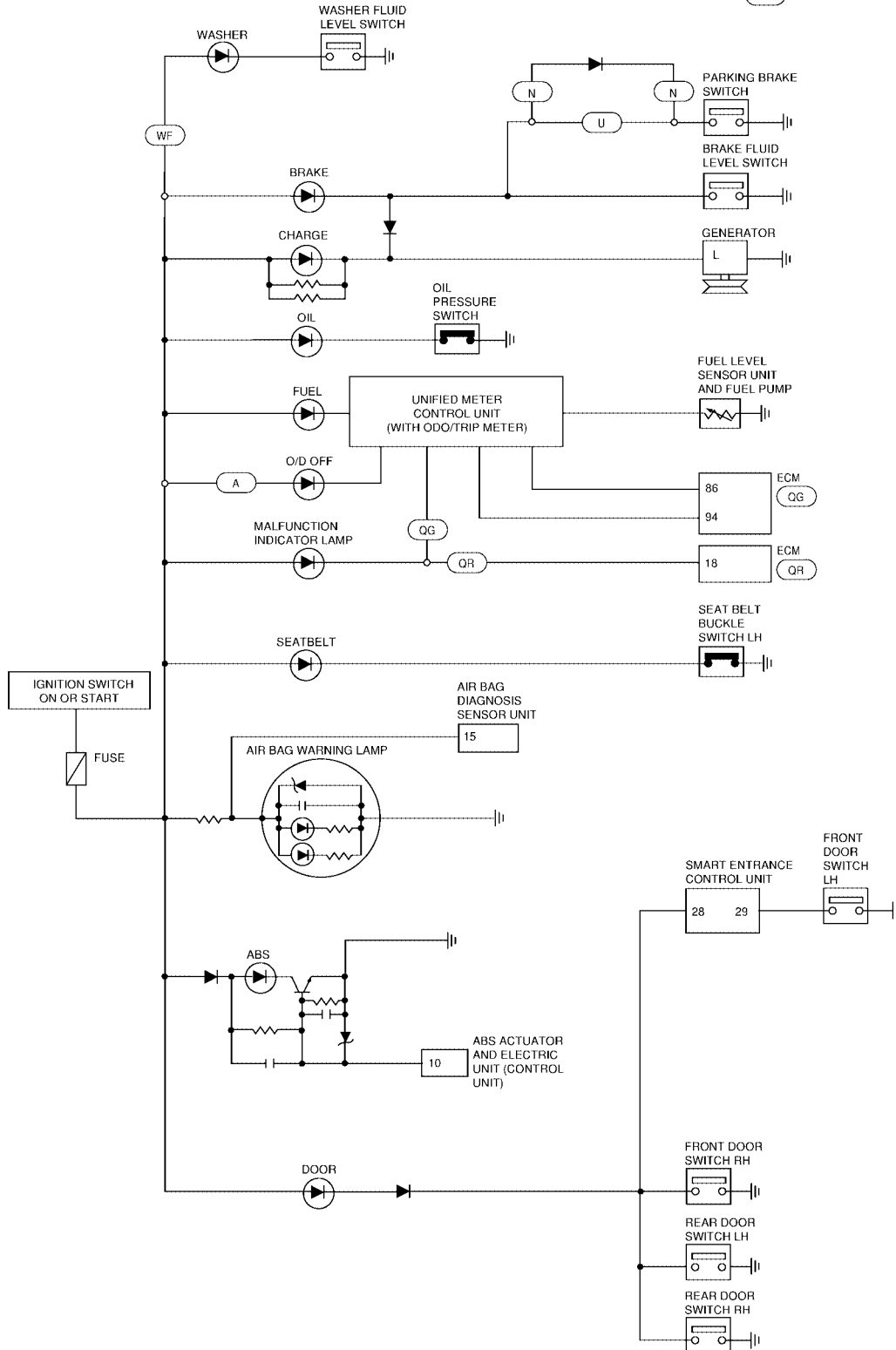
A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
DI  
L  
M



# WARNING LAMPS

## WITH TACHOMETER

- (A) : WITH A/T
- (U) : USA
- (N) : CANADA
- (QR) : WITH QR25DE
- (QG) : WITH QG18DE
- (WF) : WITH WASHER FLUID LEVEL SWITCH



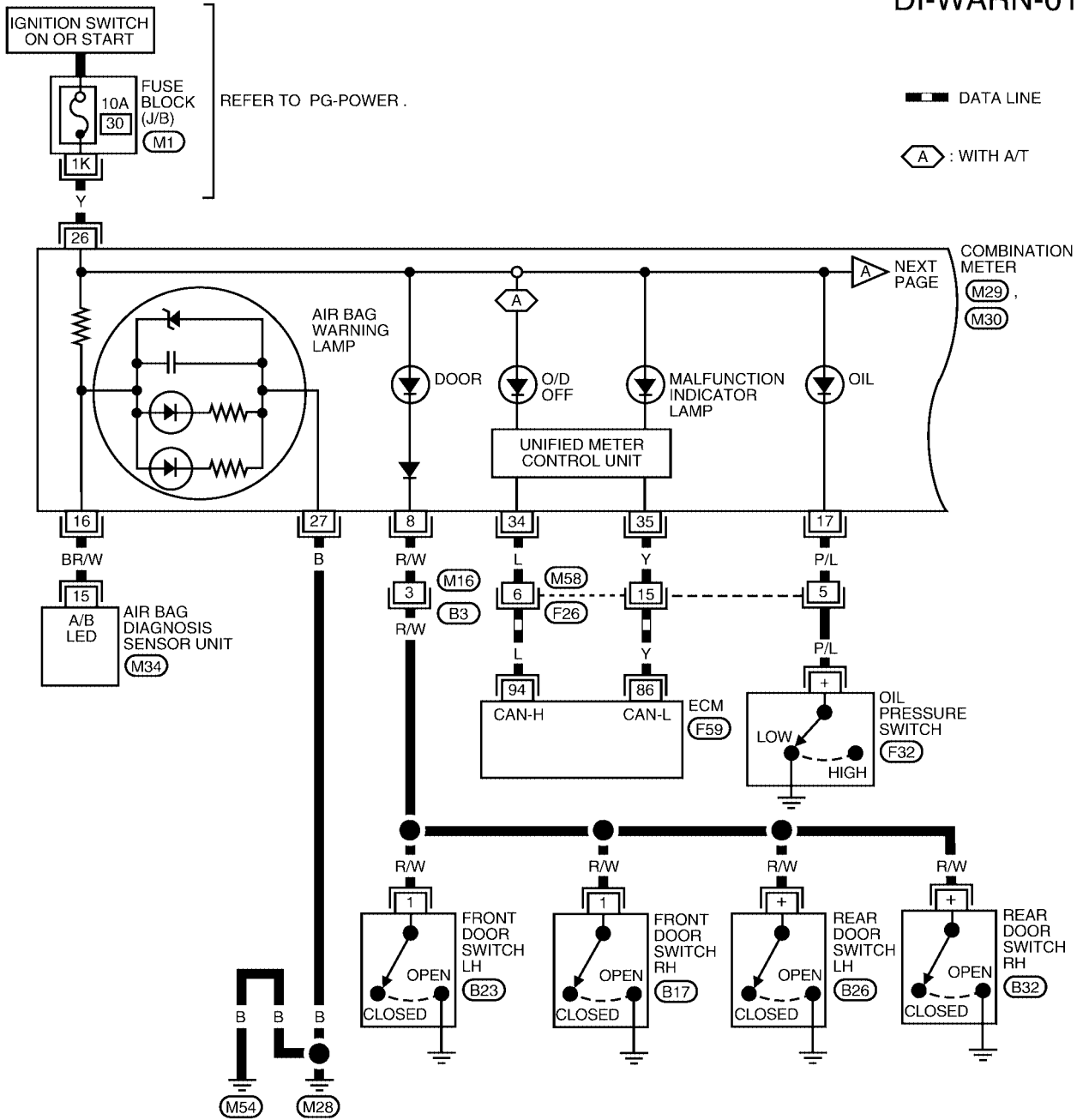
WKWA0510E

# WARNING LAMPS

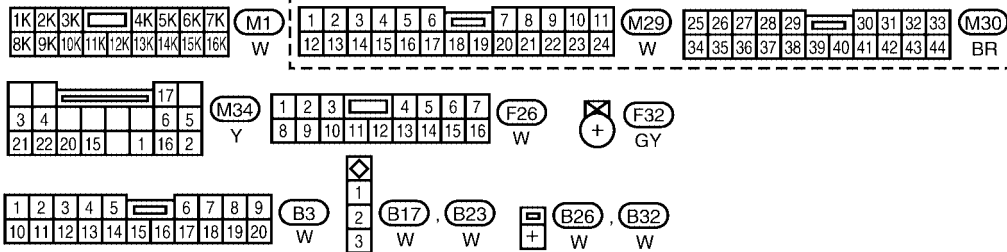
## Wiring Diagram — WARN — WITHOUT TACHOMETER

EKS0039I

DI-WARN-01



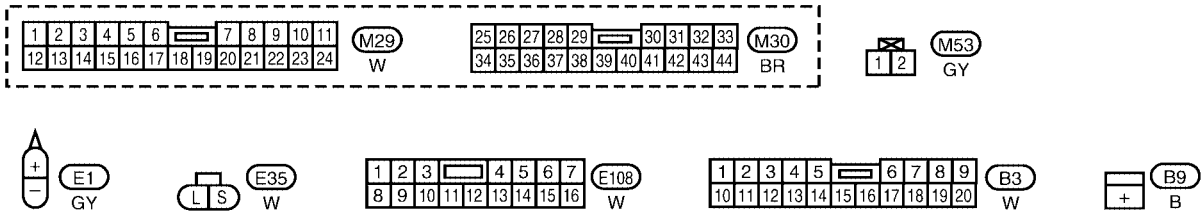
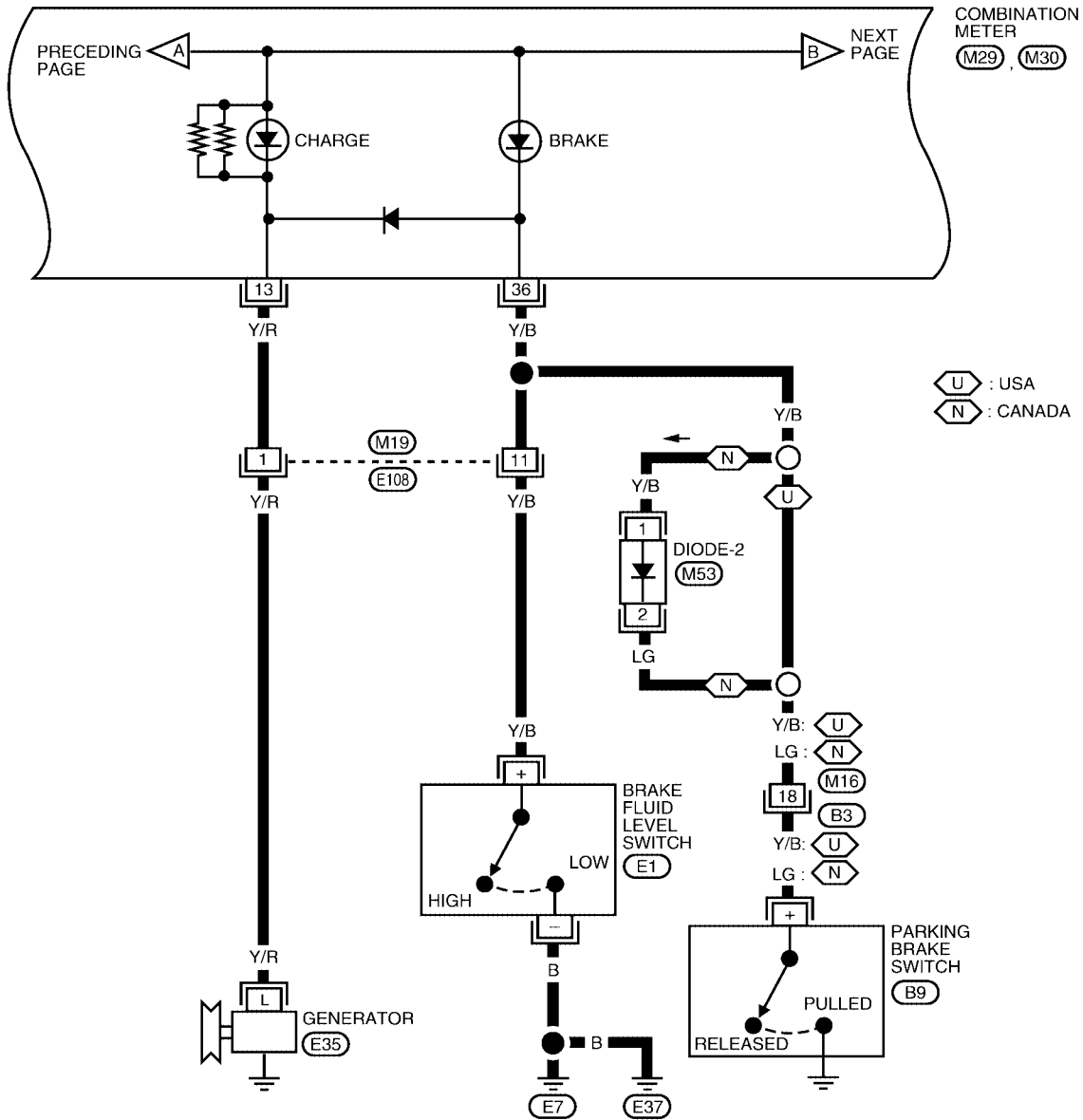
REFER TO THE FOLLOWING.  
(F59) - ELECTRICAL UNITS



WKWA0511E

# WARNING LAMPS

DI-WARN-02

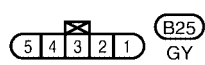
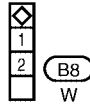
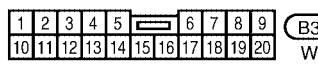
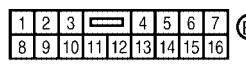
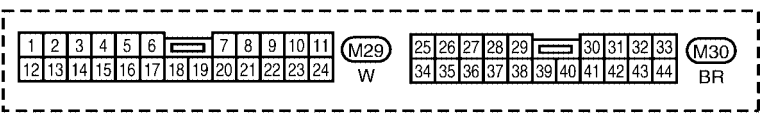
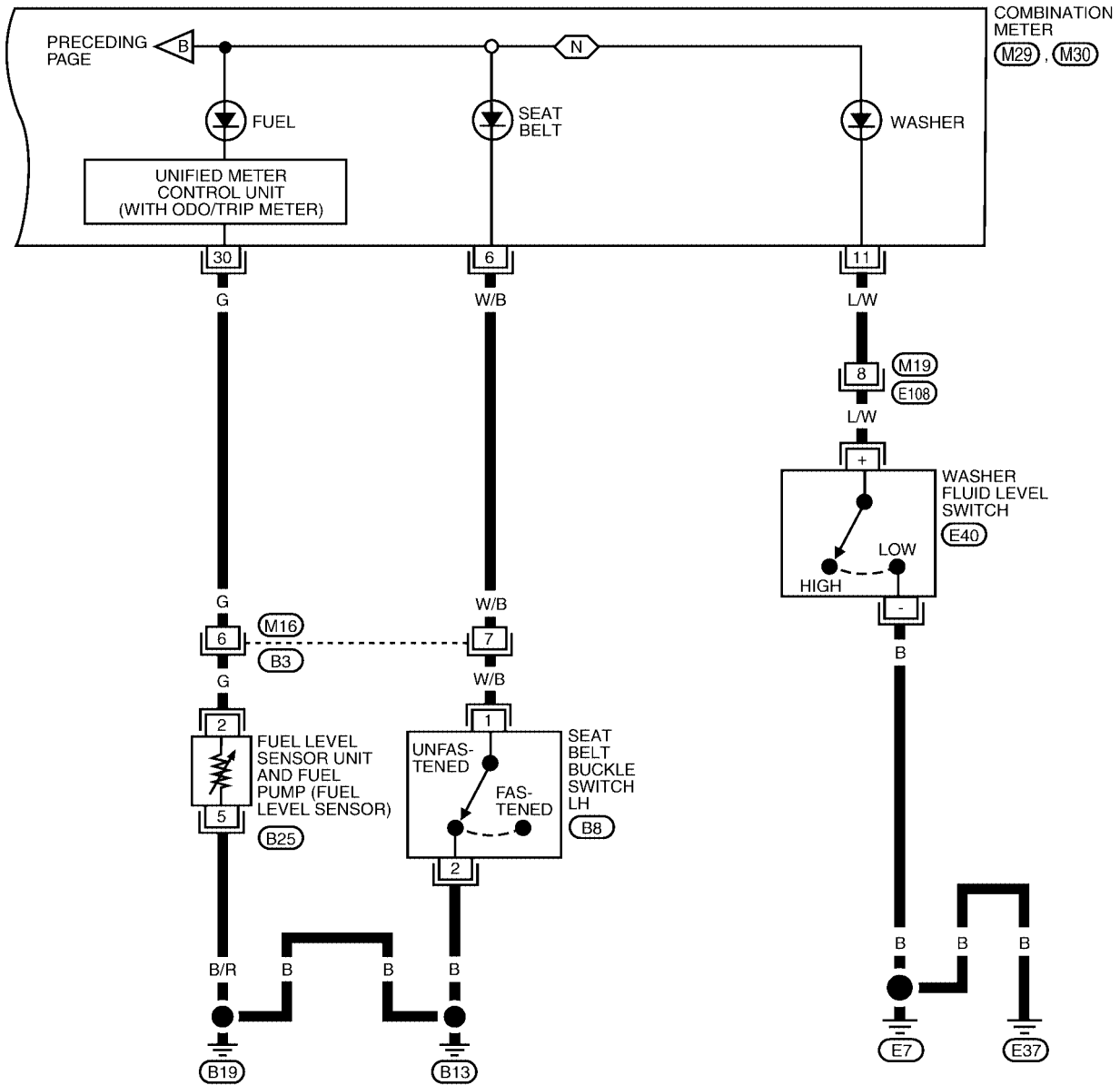


WKWA0238E

# WARNING LAMPS

DI-WARN-03

CANADA

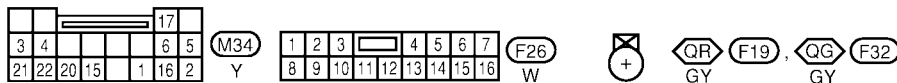
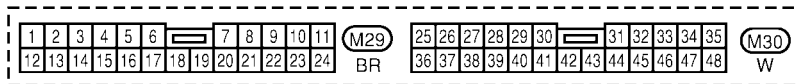
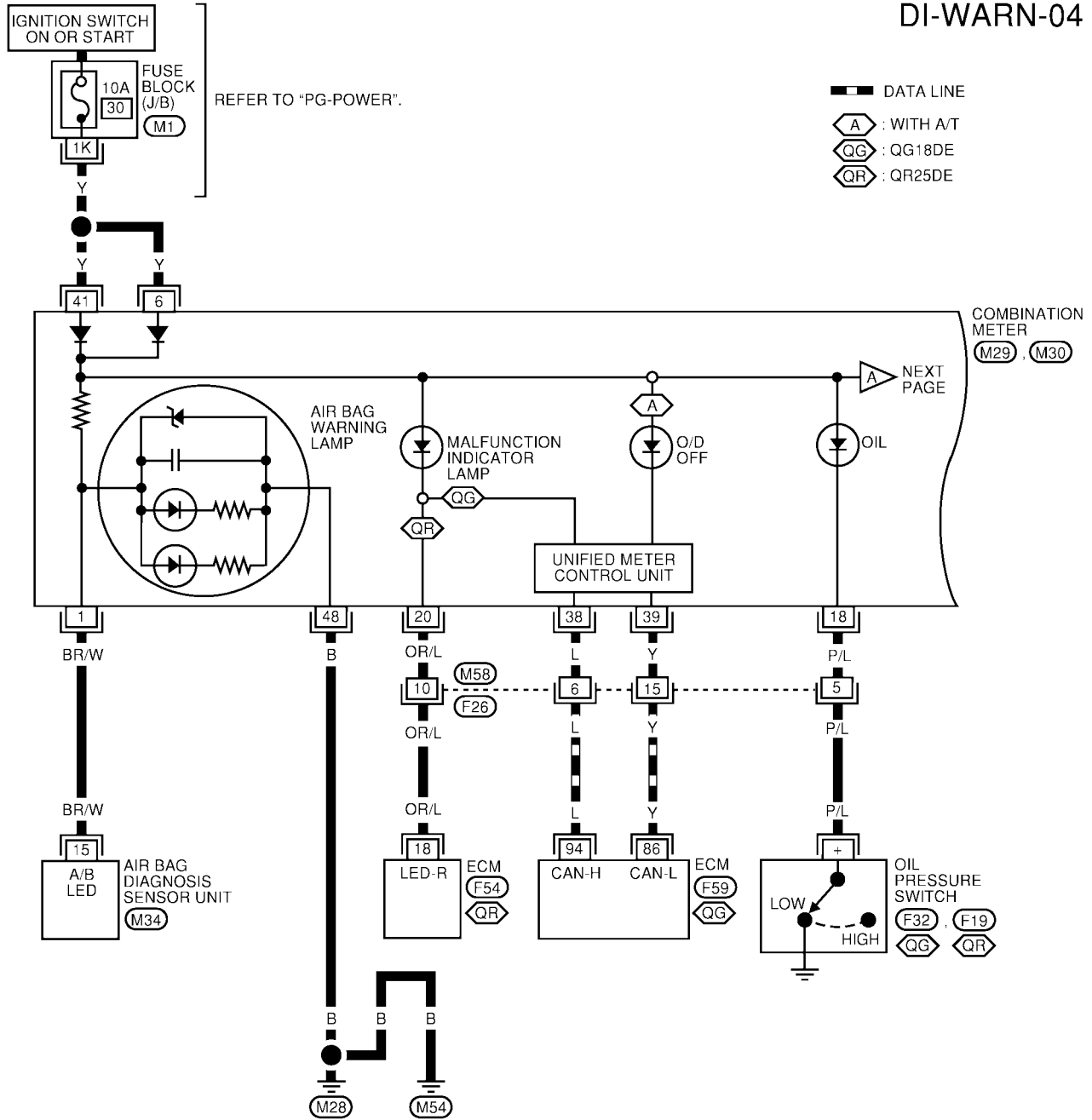


WKWA0239E

# WARNING LAMPS

## WITH TACHOMETER

DI-WARN-04



REFER TO THE FOLLOWING.

(F54) - ELECTRICAL UNITS

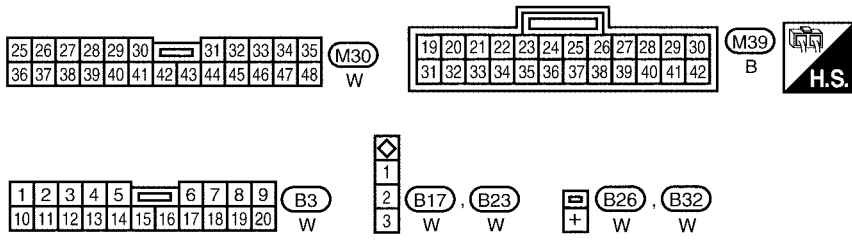
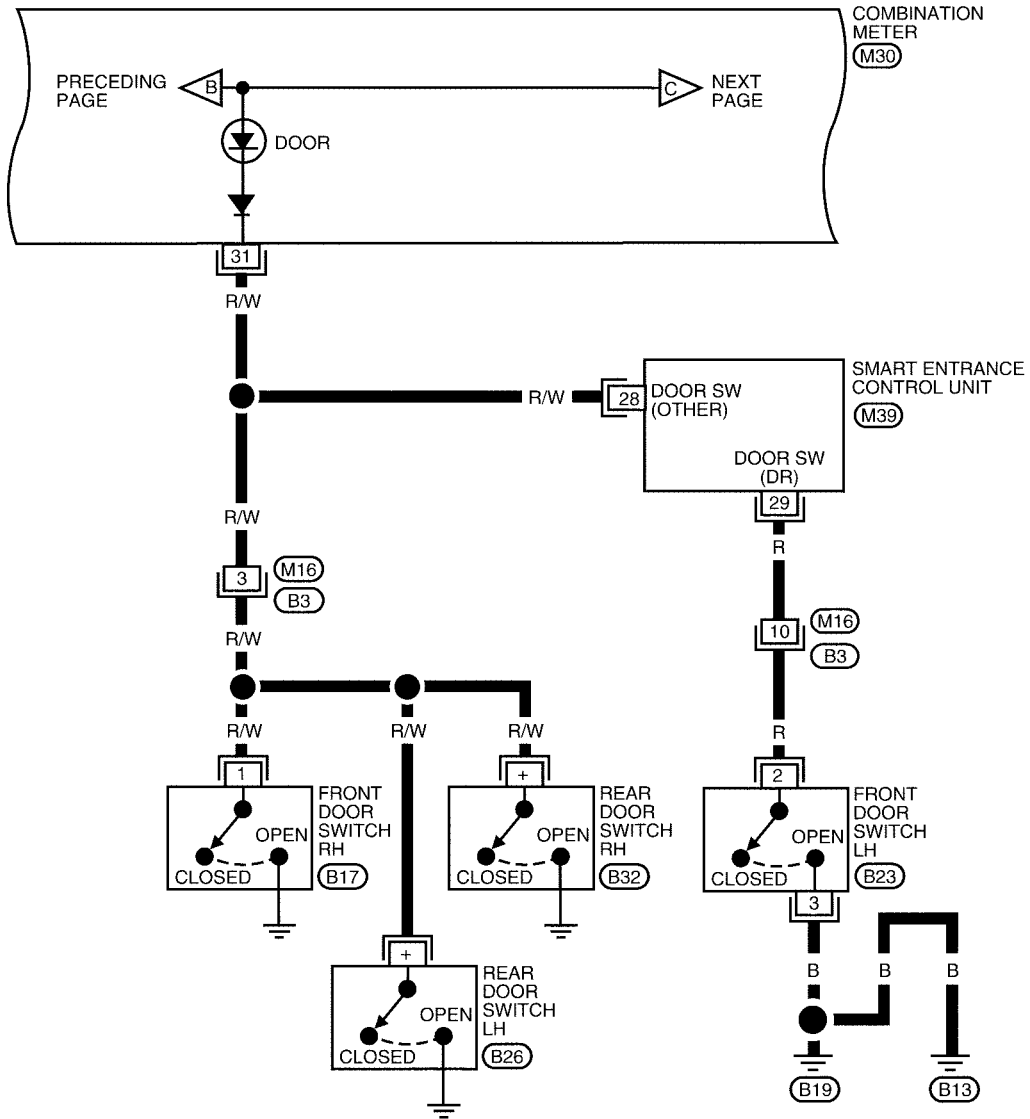
(F59) - ELECTRICAL UNITS

WKWA0512E



# WARNING LAMPS

DI-WARN-06

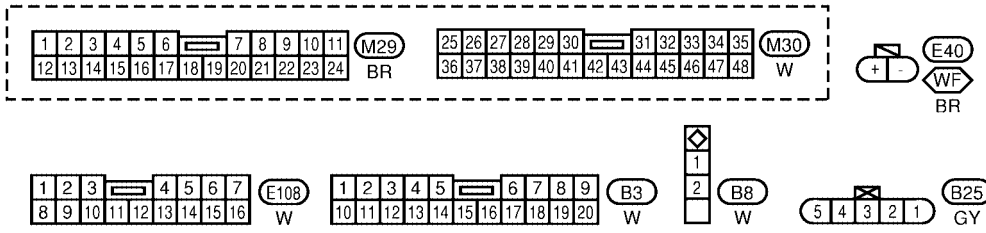
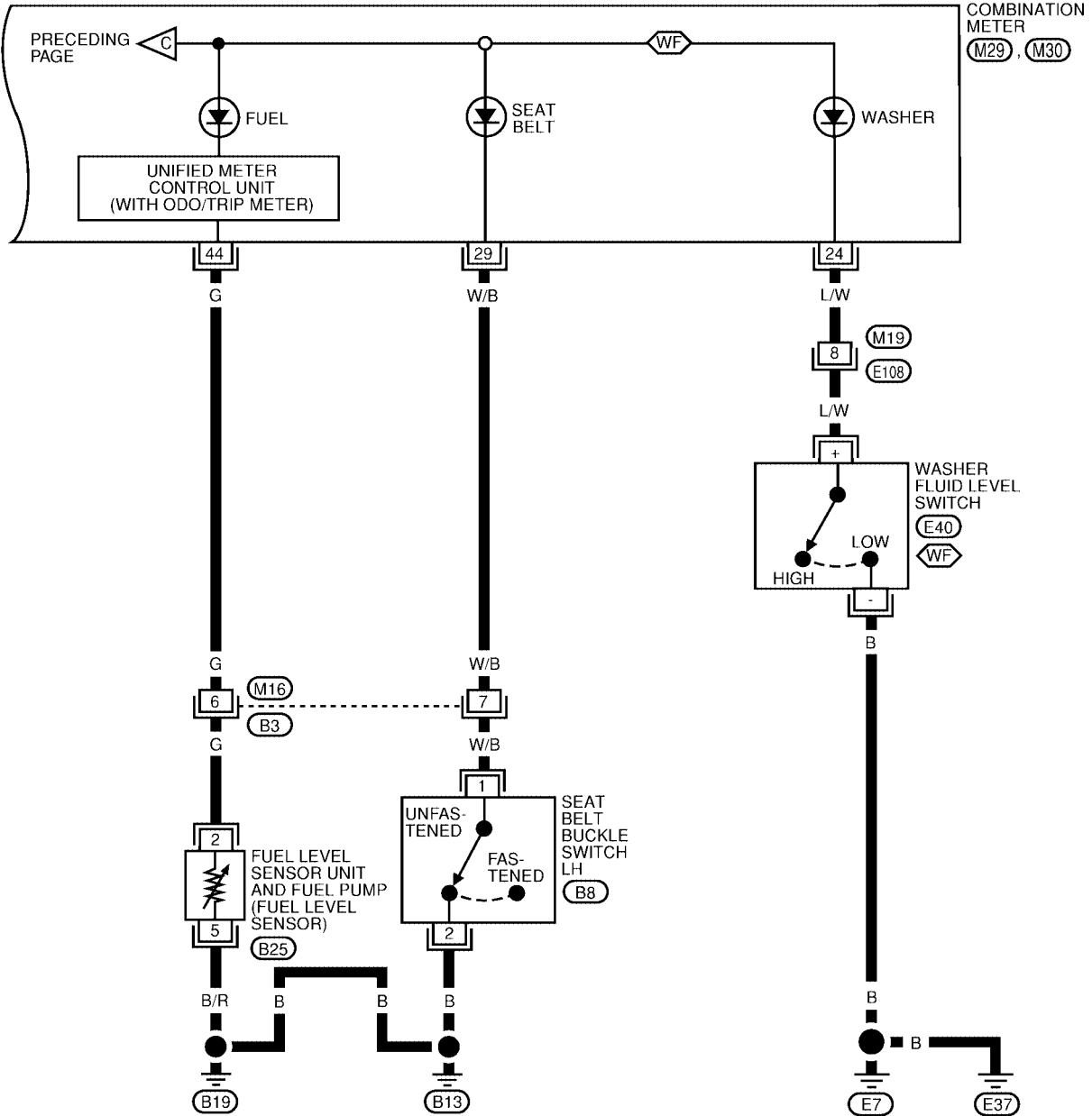


WKWA0242E

# WARNING LAMPS

DI-WARN-07

WF : With washer fluid level switch



WKWA0585E



# WARNING LAMPS

EKS0039J

## Electrical Components Inspection FUEL WARNING LAMP OPERATION CHECK

1. Turn ignition switch OFF.
2. Disconnect fuel level sensor unit and fuel pump harness connector B25.
3. Connect a resistor (80Ω) between fuel level sensor unit and fuel pump harness connector terminal 2 (G) and 5 (B/R).
4. Turn ignition switch ON.

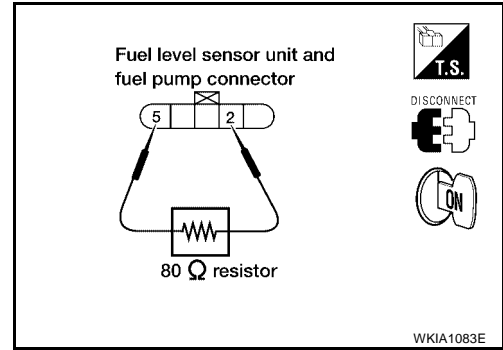
The fuel warning lamp should come on.

### NOTE:

ECM might store the 1st trip DTC P0180 and the 1st trip DTC P0464 during this inspection.

If the DTC is stored in ECM memory, erase the DTC after reconnecting fuel level sensor unit and fuel pump harness connector.

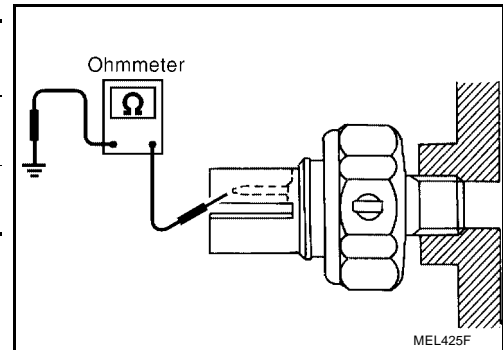
Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (ULEV Model)], [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (SULEV Model)], or [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) (QR25DE).



## OIL PRESSURE SWITCH CHECK

	Oil pressure kPa (kg/cm <sup>2</sup> , psi)	Continuity
Engine running	More than 10 - 20 (0.1 - 0.2, 1 - 3)	No
Engine not running	Less than 10 - 20 (0.1 - 0.2, 1 - 3)	Yes

Check the continuity between the terminals of oil pressure switch and body ground.

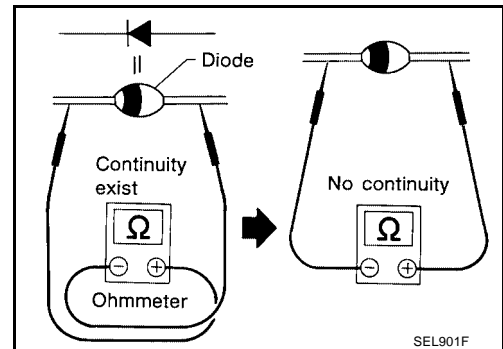


## DIODE CHECK

- Check continuity using an ohmmeter.
- Diode is functioning properly if test results are as shown in the figure.
- Check diodes at the combination meter harness connector instead of on the combination meter assembly. Refer to [DI-29, "Wiring Diagram — WARN —"](#).

### NOTE:

Specification may vary depending on the type of tester. Before performing this inspection, be sure to refer to the instruction manual for the tester to be used.



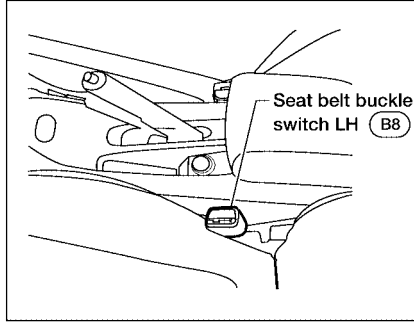
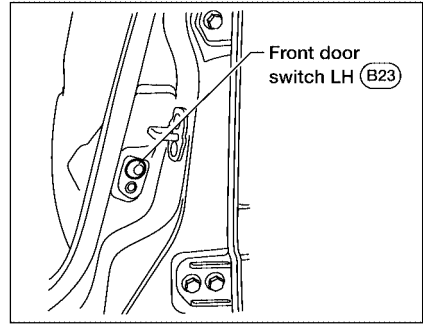
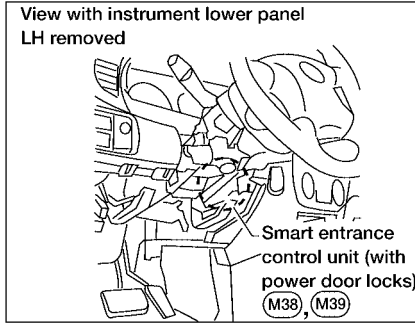
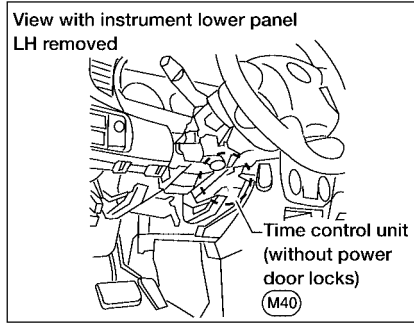
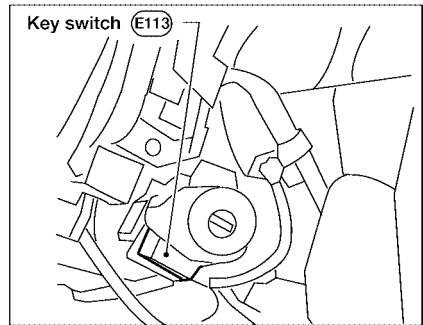
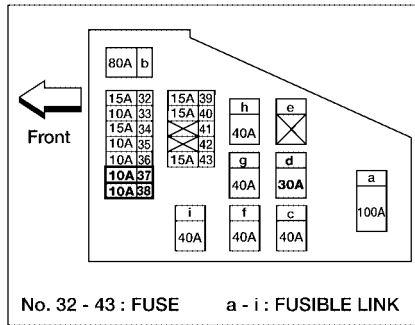
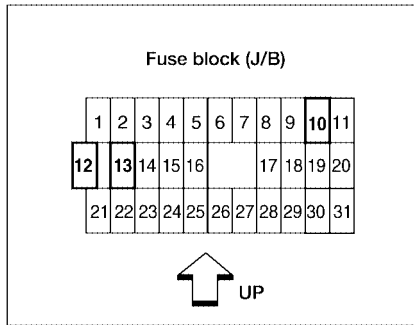
# WARNING CHIME

## WARNING CHIME

PF:24814

### Component Parts and Harness Connector Location

EKS0039K



WKIA0160E

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
DI  
L  
M

# WARNING CHIME

EKS0039L

## System Description WITHOUT POWER DOOR LOCKS

The warning chime is controlled by the time control unit.

The warning chime is located in the time control unit.

Power is supplied at all times:

- through 10A fuse [No. 13, located in fuse block (J/B)]
- to time control unit terminal 7
- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2, and
- through 10A fuse (No. 38, located in the fuse and fusible link box)
- to lighting switch terminal 11.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to time control unit terminal 9.

Ground is supplied to time control unit terminal 8 through body grounds M28 and M54.

When a signal, or combination of signals, is received by the time control unit, the warning chime will sound.

## Ignition Key Warning Chime

With the key in the ignition switch, the ignition switch in the OFF position, and the driver door open, the warning chime will sound.

Power is supplied:

- from key switch terminal 1
- to time control unit terminal 4.

Ground is supplied:

- from front door switch LH terminal 2
- to time control unit terminal 2.

Front door switch LH terminal 3 is grounded through body grounds B13 and B19.

## Light Warning Chime

With ignition switch OFF, driver door open, and lighting switch in parking lamp (1ST) or ON (2ND) position, warning chime will sound.

Power is supplied:

- from lighting switch terminal 12
- to time control unit terminal 5.

Ground is supplied:

- from front door switch LH terminal 2
- to time control unit terminal 2.

Front door switch LH terminal 3 is grounded through body grounds B13 and B19.

## Seat Belt Warning Chime

With ignition switch turned ON and seat belt unfastened (seat belt buckle switch LH ON), warning chime will sound for approximately 6 seconds.

Ground is supplied:

- from seat belt buckle switch LH terminal 1
- to time control unit terminal 1.

Seat belt buckle switch LH terminal 2 is grounded through body grounds B13 and B19.

## WITH POWER DOOR LOCKS

The warning chime is controlled by the smart entrance control unit.

The warning chime is located in the smart entrance control unit.

Power is supplied at all times:

- through 10A fuse (No. 37, located in fuse and fusible link box)
- to smart entrance control unit terminal 10,
- through 10A fuse [No. 12, located in the fuse block (J/B)]

# WARNING CHIME

- to key switch terminal 2, and
- through 10A fuse (No. 38, located in the fuse and fusible link box)
- to lighting switch terminal 11.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to smart entrance control unit terminal 33.

Ground is supplied to smart entrance control unit terminal 16 through body grounds M28 and M54.

When a signal, or combination of signals, is received by the smart entrance control unit, the warning chime will sound.

## Ignition Key Warning Chime

With the key in the ignition switch, the ignition switch in the OFF position, and the driver door open, the warning chime will sound.

Power is supplied:

- from key switch terminal 1
- to smart entrance control unit terminal 32.

Ground is supplied:

- from front door switch LH terminal 2
- to smart entrance control unit terminal 29.

Front door switch LH terminal 3 is grounded through body grounds B13 and B19.

## Light Warning Chime

With ignition switch OFF, driver door open, and lighting switch in parking lamp (1ST) or ON (2ND) position, warning chime will sound.

Power is supplied:

- from lighting switch terminal 12
- to smart entrance control unit terminal 34.

Ground is supplied:

- from front door switch LH terminal 2
- to smart entrance control unit terminal 29.

Front door switch LH terminal 3 is grounded through body grounds B13 and B19.

## Seat Belt Warning Chime

With ignition switch turned ON and seat belt unfastened (seat belt switch ON), warning chime will sound for approximately 6 seconds.

Ground is supplied:

- from seat belt buckle switch LH terminal 1
- to smart entrance control unit terminal 22.

Seat belt buckle switch LH terminal 2 is grounded through body grounds B13 and B19.

A

B

C

D

E

F

G

H

I

J

DI

L

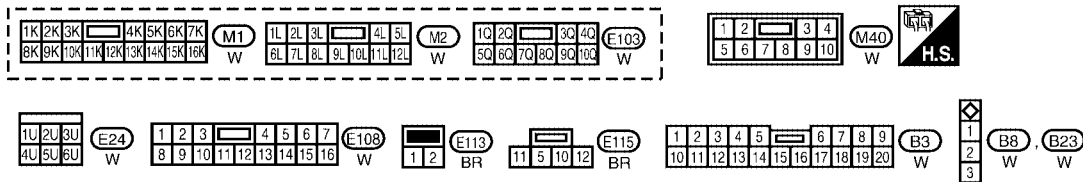
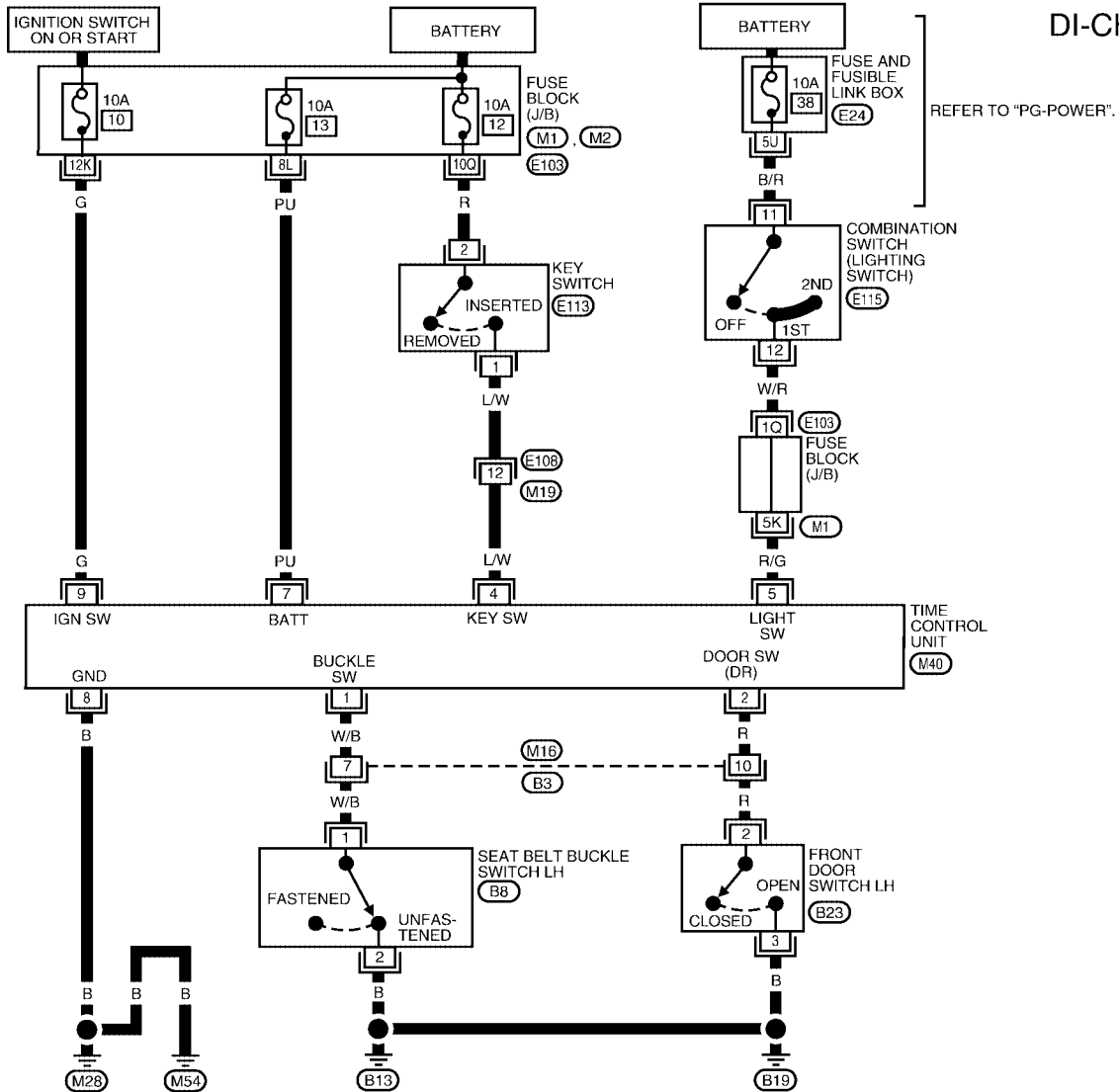
M

# WARNING CHIME

EKS0039M

## Wiring Diagram — CHIME — WITHOUT POWER DOOR LOCKS

DI-CHIME-01



WKWA0244E

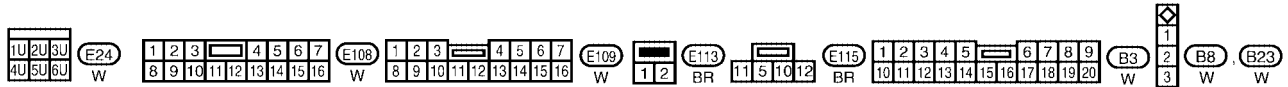
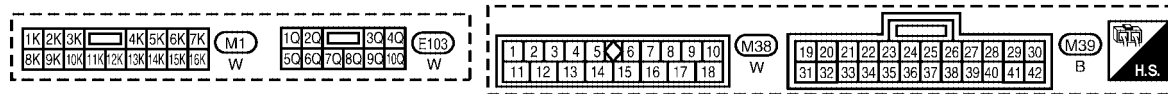
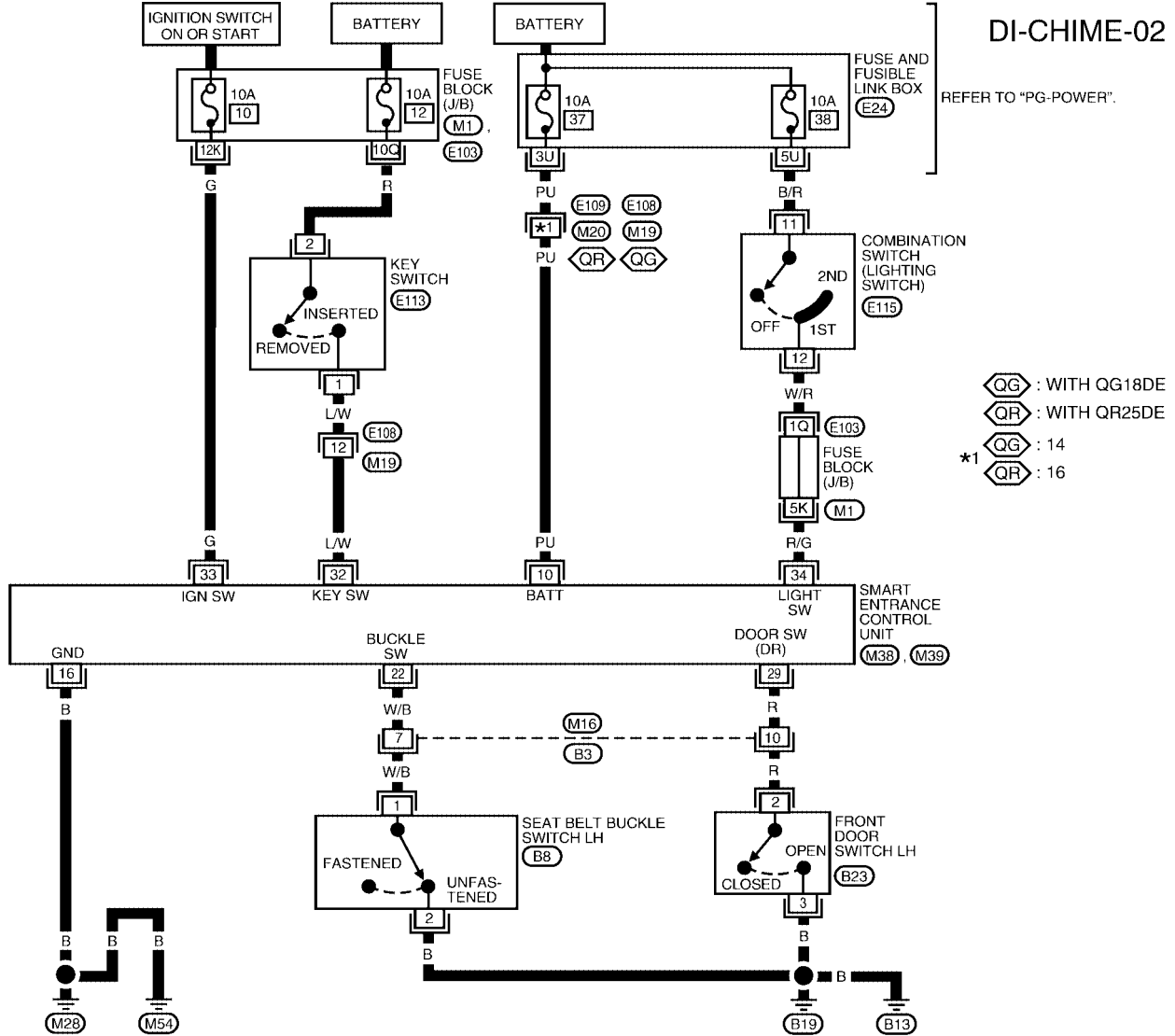
TIME CONT. UNIT (WITHOUT POWER DOOR LOCKS) TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	W/B	SEAT BELT BUCKLE SWITCH LH	UNFASTEN (IGNITION KEY IN ON POSITION)	0V
			FASTEN (IGNITION SWITCH IN ON POSITION)	5V
2	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
4	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
5	R/G	COMBINATION SWITCH (LIGHTING SWITCH)	1ST, 2ND POSITIONS: ON	12V
			OFF	0V
7	PU	POWER SOURCE (FUSE)	—	12V
8	B	GROUND	—	—
9	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
			IGNITION SWITCH (START)	12V

LEL597

# WARNING CHIME

## WITH POWER DOOR LOCKS



WKWA0245E

SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
10	PU	POWER SOURCE (FUSE)	—	12V
16	B	GROUND	—	—
22	W/B	SEAT BELT BUCKLE SWITCH LH	UNFASTEN (IGNITION KEY IN ON POSITION)	0V
			FASTEN (IGNITION KEY IN ON POSITION)	5V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
33	G	IGNITION SWITCH (START)	IGNITION KEY IS IN ON POSITION	12V
			IGNITION KEY IS IN START POSITION	12V
34	R/G	COMBINATION SWITCH (LIGHTING SWITCH)	1ST, 2ND POSITIONS: ON	12V
			OFF	0V

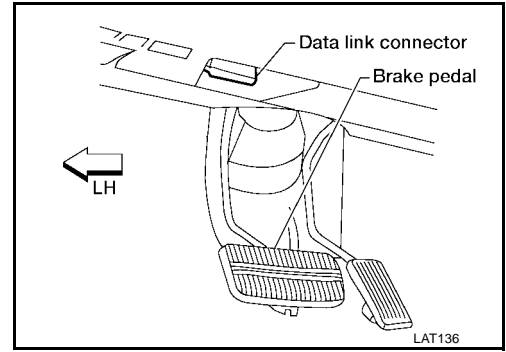
LEL599

# WARNING CHIME

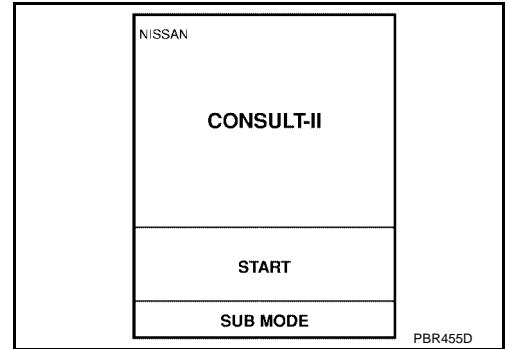
EKS0039N

## CONSULT-II Inspection Procedure (With Power Door Locks) “KEY WARN ALM”/“LIGHT WARN ALM”/“SEAT BELT ALM”

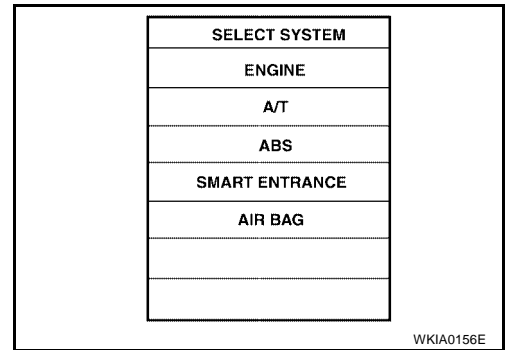
1. Turn ignition switch OFF.
2. Connect “CONSULT-II” to the data link connector.



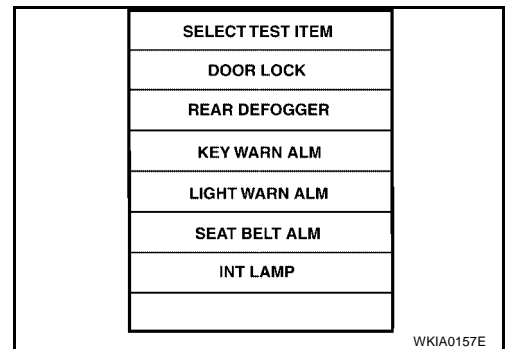
3. Turn ignition switch ON.
4. Touch “START”.



5. Touch “SMART ENTRANCE”.

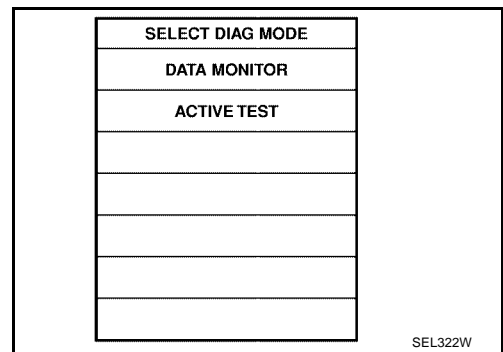


6. Touch “KEY WARN ALM”, “LIGHT WARN ALM” or “SEAT BELT ALM”.



# WARNING CHIME

7. Select diagnosis mode. "DATA MONITOR" and "ACTIVE TEST" are available for the warning chime.



## CONSULT-II Application Items (With Power Door Locks) "KEY WARN ALARM"

EKS00390

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW-DR	Indicates [ON/OFF] condition of front door switch LH.

### Active Test

Test Item	Description
CHIME	This test is able to check key warning chime operation. Key warning chime sounds after touching "ON" on CONSULT-II screen.

## "LIGHT WARN ALM"

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
HD/LMP 1ST SW	Indicates [ON/OFF] condition of lighting switch.
DOOR SW-DR	Indicates [ON/OFF] condition of front door switch LH.

### Active Test

Test Item	Description
CHIME	This test is able to check light warning chime operation. Light warning chime sounds after touching "ON" on CONSULT-II screen.

## "SEAT BELT ALM"

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
SEAT BELT SW	Indicates [ON/OFF] condition of seat belt buckle switch LH.

### Active Test

Test Item	Description
CHIME	This test is able to check seat belt warning chime operation. Seat belt warning chime sounds after touching "ON" on CONSULT-II screen.



# WARNING CHIME

## Trouble Diagnoses (Without Power Door Locks) SYMPTOM CHART

EKS0039P

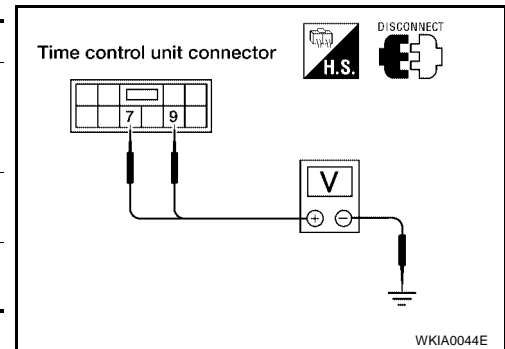
REFERENCE PAGE	DI-44	DI-45	DI-45	DI-46	DI-47
SYMPTOM	POWER SUPPLY AND GROUND CIRCUIT CHECK	DIAGNOSTIC PROCEDURE 1 (LIGHTING SWITCH INPUT SIGNAL CHECK)	DIAGNOSTIC PROCEDURE 2 (KEY SWITCH INSERT SIGNAL CHECK)	DIAGNOSTIC PROCEDURE 3 (SEAT BELT BUCKLE SWITCH LH CHECK)	DIAGNOSTIC PROCEDURE 4
Light warning chime does not activate.	X	X			X
Ignition key warning chime does not activate.	X		X		X
Seat belt warning chime does not activate.	X			X	X
All warning chimes do not activate.	X				X

X: Applicable

### POWER SUPPLY AND GROUND CIRCUIT CHECK

#### Power Supply Circuit Check

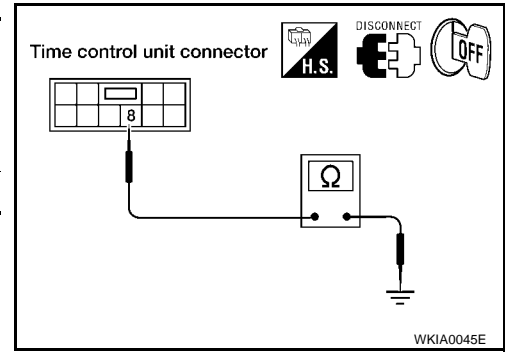
Terminals		(-)	Ignition switch position		
(+)	OFF		ACC	ON	
Connector	Terminal (Wire color)				
M40	7 (PU)	Ground	Battery voltage	Battery voltage	Battery voltage
M40	9 (G)	Ground	0V	0V	Battery voltage



# WARNING CHIME

## Ground Circuit Check

Terminals		(-)	Continuity
(+) Terminal (Wire color)			
Connector	Terminal (Wire color)		
M40	8 (B)	Ground	Yes

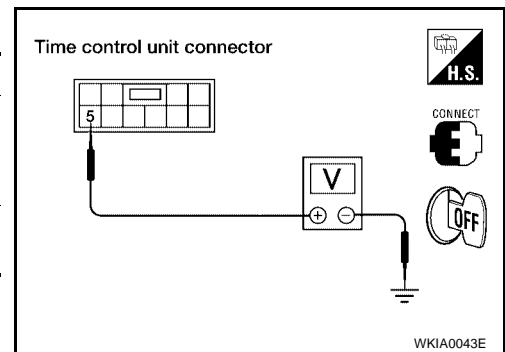


## DIAGNOSTIC PROCEDURE 1 (LIGHTING SWITCH INPUT SIGNAL CHECK)

### 1. CHECK LIGHTING SWITCH INPUT SIGNAL

Check voltage between time control unit terminal 5 and ground.

Terminals		(-)	Condition of lighting switch		
(+) Terminal (Wire color)			1st position	2nd position	OFF
Connector	Terminal (Wire color)				
M40	5 (R/G)	Ground	Battery voltage	Battery voltage	0V



OK or NG

OK >> Lighting switch is OK.

NG >> Check the following.

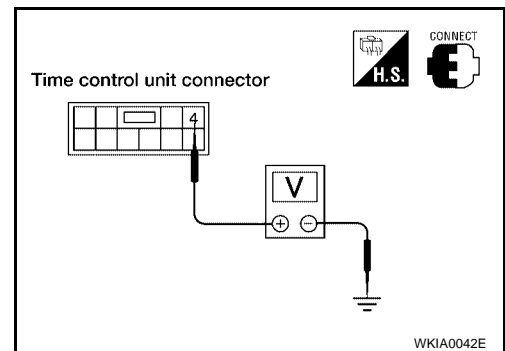
- 10A fuse (No. 38, located in the fuse and fusible link box)
- Harness for open or short between control unit and lighting switch

## DIAGNOSTIC PROCEDURE 2 (KEY SWITCH INSERT SIGNAL CHECK)

### 1. CHECK KEY SWITCH INPUT SIGNAL

Check voltage between time control unit terminal 4 and ground.

Terminals		(-)	Condition of key switch	
(+) Terminal (Wire color)			Key inserted	Key removed
Connector	Terminal (Wire color)			
M40	4 (L/W)	Ground	Battery voltage	0V



OK or NG

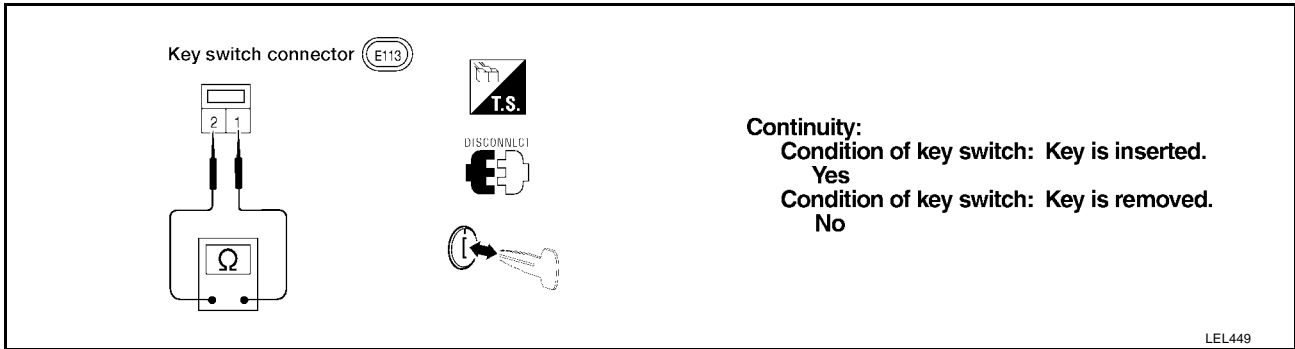
OK >> Key switch is OK.

NG >> GO TO 2.

# WARNING CHIME

## 2. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.



OK or NG

OK >> Check the following.

- 10A fuse [No. 12, located in fuse block (J/B)]
- Harness for open or short between key switch and fuse
- Harness for open or short between time control unit and key switch

NG >> Replace key switch.

## DIAGNOSTIC PROCEDURE 3 (SEAT BELT BUCKLE SWITCH LH CHECK)

### 1. CHECK SEAT BELT BUCKLE SWITCH LH INPUT SIGNAL

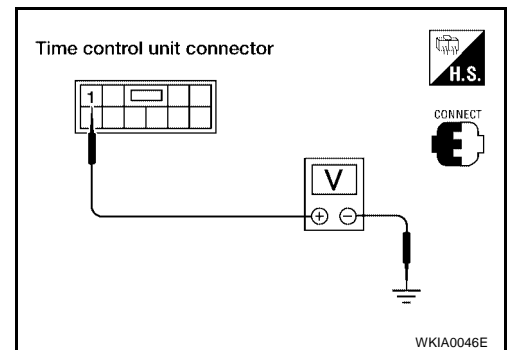
1. Turn ignition switch ON.
2. Check voltage between time control unit terminal 1 and ground.

Terminals		Condition of seat belt buckle switch LH		
(+)		(-)	Fastened	Unfastened
Connector	Terminal (Wire color)			
M40	1 (W/B)	Ground	Approx. 5V	0V

OK or NG

OK >> Seat belt buckle switch LH is OK.

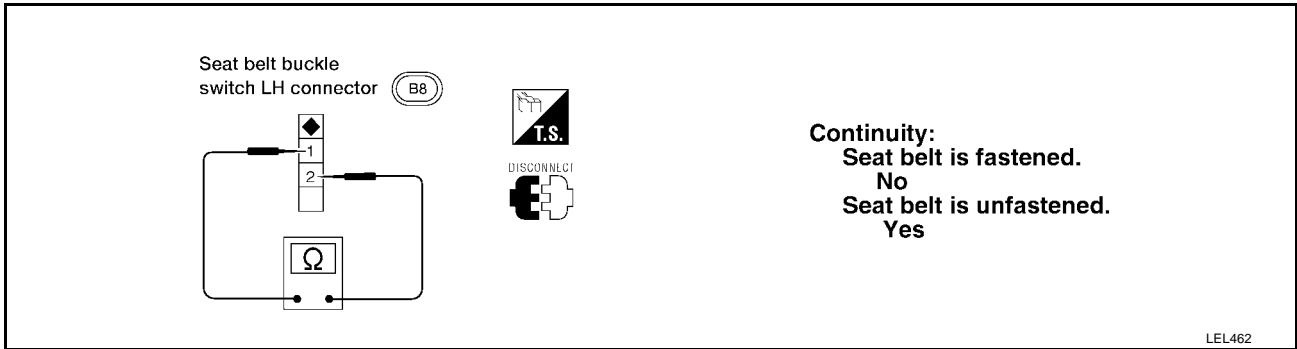
NG >> GO TO 2.



# WARNING CHIME

## 2. CHECK SEAT BELT BUCKLE SWITCH LH

Check continuity between terminals 1 and 2 when seat belt is fastened and unfastened.



OK or NG

OK >> Check the following.

- Seat belt buckle switch LH ground circuit
- Harness for open or short between time control unit and seat belt buckle switch LH

NG >> Replace seat belt buckle switch LH.

## DIAGNOSTIC PROCEDURE 4

### 1. CHECK IGNITION ON SIGNAL

Check voltage between time control unit terminal 9 and ground.

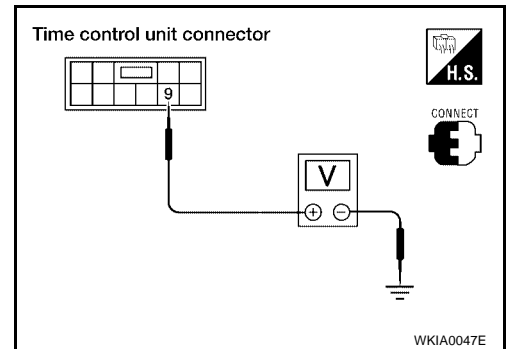
Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
9 (G)	Ground	0V	0V	Battery voltage

OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between time control unit and fuse



### 2. CHECK FRONT DOOR SWITCH LH INPUT SIGNAL

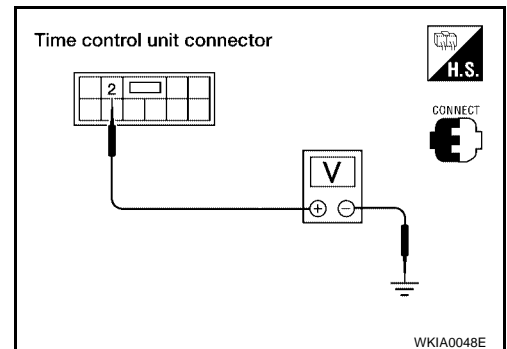
With ignition switch OFF, check voltage between time control unit terminal 2 and ground.

Terminals		Condition of driver's door		
(+) Connector		(-)	Closed	Open
M40	Terminal (Wire color) 2 (R)	Ground	Approx. 5V	0V

OK or NG

OK >> System is OK.

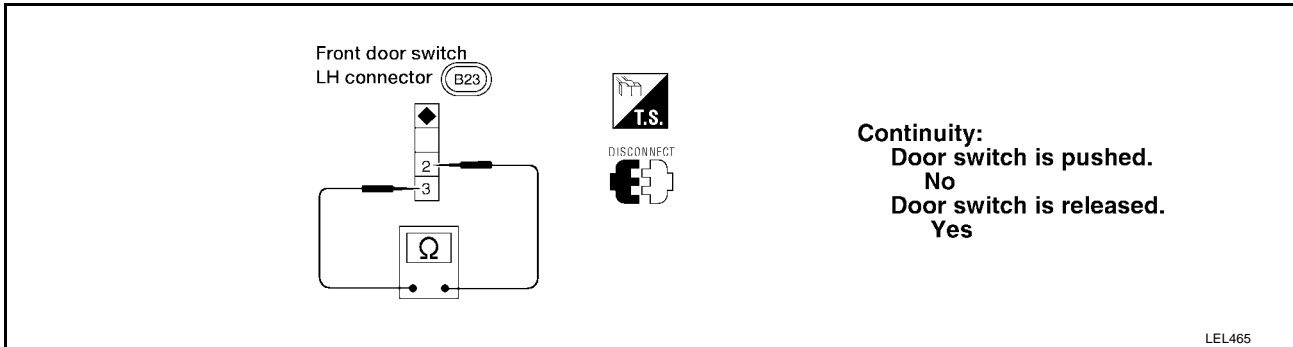
NG >> GO TO 3.



## WARNING CHIME

### 3. CHECK FRONT DOOR SWITCH LH

Check continuity between terminals 2 and 3.



#### OK or NG

OK >> Check the following.

- Front door switch LH ground circuit and condition
- Harness for open or short between time control unit and front door switch LH

NG >> Replace front door switch LH.

# WARNING CHIME

## Trouble Diagnoses (With Power Door Locks) SYMPTOM CHART

EKS0039Q

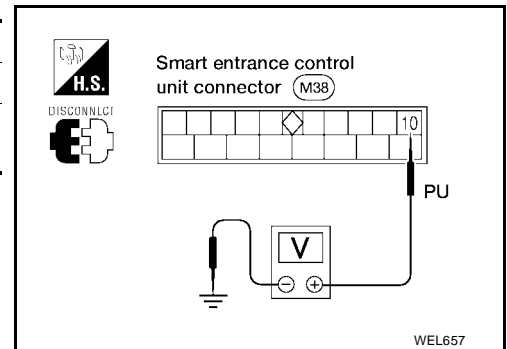
REFERENCE PAGE	<a href="#">DI-49</a>	<a href="#">DI-50</a>	<a href="#">DI-51</a>	<a href="#">DI-52</a>	<a href="#">DI-53</a>
SYMPTOM	POWER SUPPLY AND GROUND CIRCUIT CHECK	DIAGNOSTIC PROCEDURE 1 (LIGHTING SWITCH INPUT SIGNAL CHECK)	DIAGNOSTIC PROCEDURE 2 (KEY SWITCH INSERT SIGNAL CHECK)	DIAGNOSTIC PROCEDURE 3 (SEAT BELT BUCKLE SWITCH LH CHECK)	DIAGNOSTIC PROCEDURE 4
Light warning chime does not activate.	X	X			X
Ignition key warning chime does not activate.	X		X		X
Seat belt warning chime does not activate.	X			X	X
All warning chimes do not activate.	X				X

X: Applicable

### POWER SUPPLY AND GROUND CIRCUIT CHECK

#### Power Supply Circuit Check

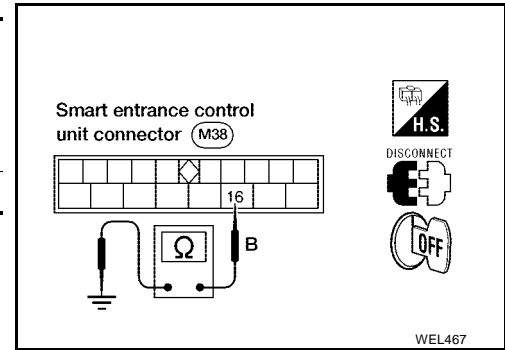
Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
10	Ground	Battery voltage	Battery voltage	Battery voltage



# WARNING CHIME

## Ground Circuit Check

Terminals		(-)	Continuity
(+) Connector			
Terminal (Wire color)			
M38	16 (B)	Ground	Yes



## DIAGNOSTIC PROCEDURE 1 (LIGHTING SWITCH INPUT SIGNAL CHECK)

### 1. CHECK LIGHTING SWITCH INPUT SIGNAL

#### With CONSULT-II

Check lighting switch ("HD/LMP 1ST SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
HD/LMP 1ST SW	OFF

When lighting switch is in 1st or 2nd position:  
**HD/LMP 1ST SW ON**

When lighting switch is in OFF position:  
**HD/LMP 1ST SW OFF**

SEL316W

#### Without CONSULT-II

Check voltage between smart entrance control unit terminal 34 and ground.

Smart entrance control unit connector (M39)

34 (R/G)

V

H.S.

CONNECT

OFF

Voltage [V]:  
Condition of lighting switch:  
Parking lamp (1ST) or ON (2ND)  
Approx. 12  
Condition of lighting switch: OFF  
0

WEL468

#### OK or NG

OK >> Lighting switch is OK.

NG >> Check the following.

- 10A fuse (No. 38, located in the fuse and fusible link box)
- Harness for open or short between smart entrance control unit and lighting switch

# WARNING CHIME

## DIAGNOSTIC PROCEDURE 2 (KEY SWITCH INSERT SIGNAL CHECK)

### 1. CHECK KEY SWITCH INPUT SIGNAL

#### With CONSULT-II

Check key switch ("KEY ON SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY ON SW	ON

When key is inserted to ignition key cylinder:  
**KEY ON SW ON**

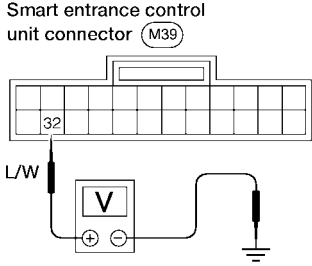
When key is removed from ignition key cylinder:  
**KEY ON SW OFF**

SEL315W


#### Without CONSULT-II

Check voltage between smart entrance control unit terminal 32 and ground.

Smart entrance control unit connector (M39)



L/W

**H.S.** 

**Voltage [V]:**  
Condition of key switch: Key is inserted.  
Approx. 12  
Condition of key switch: Key is removed.  
0

: Approx. 12V  
: 0V

WEL469

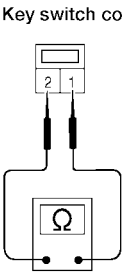
OK or NG


- OK >> Key switch is OK.  
NG >> GO TO 2.

### 2. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.

Key switch connector (E113)



**T.S.** 

**Continuity:**  
Condition of key switch: Key is inserted.  
Yes  
Condition of key switch: Key is removed.  
No

LEL449

OK or NG

- OK >> Check the following.
- 10A fuse [No. 12, located in fuse block (J/B)]
  - Harness for open or short between key switch and fuse
  - Harness for open or short between smart entrance control unit and key switch
- NG >> Replace key switch.



# WARNING CHIME

## DIAGNOSTIC PROCEDURE 3 (SEAT BELT BUCKLE SWITCH LH CHECK)

### 1. CHECK SEAT BELT BUCKLE SWITCH LH INPUT SIGNAL

#### ④ With CONSULT-II

Check seat belt buckle switch LH ("SEAT BELT SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
SEAT BELT SW	ON

When seat belt is fastened:  
SEAT BELT SW OFF

When seat belt is released:  
SEAT BELT SW ON

LEL658

#### ⊗ Without CONSULT-II

1. Turn ignition switch ON.
2. Check voltage between smart entrance control unit terminal 22 and ground.

Smart entrance control unit connector (M39)

22

W/B

V

H.S.

CONNECT

ON

Voltage [V]:  
Condition of seat belt buckle switch LH: Fastened  
Approx. 5  
Condition of seat belt buckle switch LH: Unfastened  
0

WEL470

#### OK or NG

- OK >> Seat belt buckle switch LH is OK.  
NG >> GO TO 2.

### 2. CHECK SEAT BELT BUCKLE SWITCH LH

Check continuity between terminals 1 and 2 when seat belt is fastened and unfastened.

Seat belt buckle switch LH connector (B8)

1

2

Ω

I.S.

DISCONNECT

Continuity:  
Seat belt is fastened.  
No  
Seat belt is unfastened.  
Yes

LEL462

#### OK or NG

- OK >> Check the following.
- Seat belt buckle switch LH ground circuit
  - Harness for open or short between smart entrance control unit and seat belt buckle switch LH
- NG >> Replace seat belt buckle switch LH.

# WARNING CHIME

## DIAGNOSTIC PROCEDURE 4

### 1. CHECK IGNITION ON SIGNAL

#### With CONSULT-II

Check ignition switch ON signal ("IGN ON SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
IGN ON SW	ON

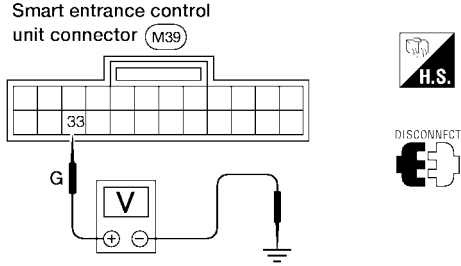
When ignition switch is ON:  
**IGN ON SW ON**

When ignition switch is OFF:  
**IGN ON SW OFF**

SEL318W

#### Without CONSULT-II

Check voltage between smart entrance control unit terminal 33 and ground.



Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
33	Ground	0V	0V	Battery voltage

WEL471

#### OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

# WARNING CHIME

## 2. CHECK FRONT DOOR SWITCH LH INPUT SIGNAL

### With CONSULT-II

Check front door switch LH signal ("DOOR SW-DR") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-DR	OFF

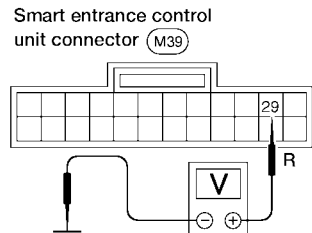
When driver's door is open:  
**DOOR SW-DR ON**

When driver's door is closed:  
**DOOR SW-DR OFF**

SEL319W

### Without CONSULT-II

Check voltage between smart entrance control unit terminal 29 and ground.



Smart entrance control unit connector (M39)

**H.S.**  
CONNECT

Voltage [V]:  
Condition of driver's door: **CLOSED**  
Approx. 5  
Condition of driver's door: **OPENED**  
0

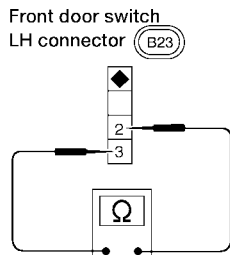
WEL472

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.

## 3. CHECK FRONT DOOR SWITCH LH

Check continuity between terminals 2 and 3.



Front door switch LH connector (B23)

**T.S.**  
DISCONNECT

Continuity:  
Door switch is pushed.  
No  
Door switch is released.  
Yes

LEL465

OK or NG

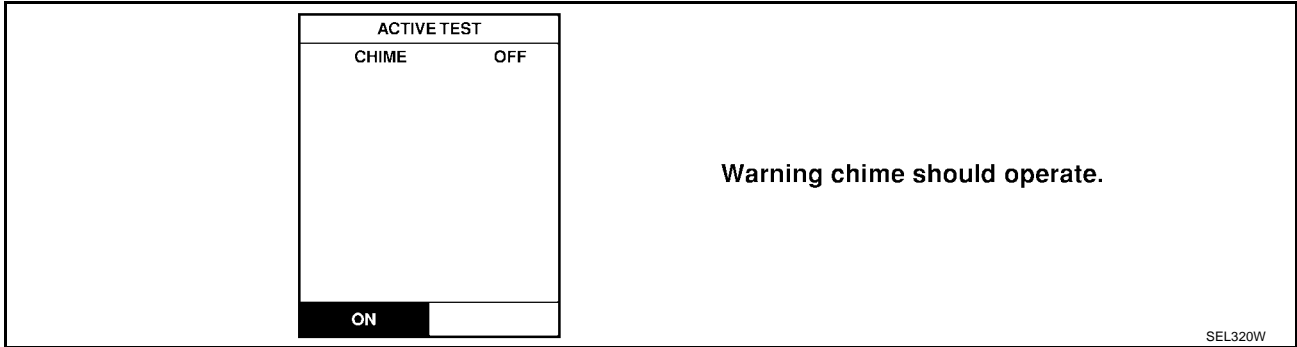
- OK >> Check the following.
- Front door switch LH ground circuit and condition
  - Harness for open or short between smart entrance control unit and front door switch LH
- NG >> Replace front door switch LH.

# WARNING CHIME

## 4. CHECK WARNING CHIME

### With CONSULT-II

Perform "CHIME" in "ACTIVE TEST" mode with CONSULT-II.



### OK or NG

- OK >> System is OK.
- NG >> Replace smart entrance control unit.

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
DI  
L  
M

# WARNING CHIME

---

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# SECTION EC

## ENGINE CONTROL SYSTEM

### CONTENTS

<b>QG18DE (ULEV)</b>	
<p><b>INDEX FOR DTC</b> ..... 21</p> <p>    Alphabetical Index ..... 21</p> <p>    DTC No. Index ..... 23</p> <p><b>PRECAUTIONS</b> ..... 27</p> <p>    Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 27</p> <p>    On Board Diagnostic (OBD) System of Engine and A/T ..... 27</p> <p>    Precautions ..... 27</p> <p>    Wiring Diagrams and Trouble Diagnosis ..... 30</p> <p><b>PREPARATION</b> ..... 31</p> <p>    Special Service Tools ..... 31</p> <p>    Commercial Service Tools ..... 32</p> <p><b>ENGINE CONTROL SYSTEM</b> ..... 33</p> <p>    System Diagram ..... 33</p> <p>    Vacuum Hose Drawing ..... 34</p> <p>    System Chart ..... 35</p> <p>    Multiport Fuel Injection (MFI) System ..... 36</p> <p>    Electronic Ignition (EI) System ..... 38</p> <p>    Air Conditioning Cut Control ..... 39</p> <p>    Fuel Cut Control (at No Load and High Engine Speed) ..... 39</p> <p>    CAN communication ..... 40</p> <p><b>BASIC SERVICE PROCEDURE</b> ..... 42</p> <p>    Idle Speed and Ignition Timing Check ..... 42</p> <p>    Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment ..... 43</p> <p>    Accelerator Pedal Released Position Learning ..... 52</p> <p>    Throttle Valve Closed Position Learning ..... 53</p> <p>    Idle Air Volume Learning ..... 53</p> <p>    Fuel Pressure Check ..... 56</p> <p><b>ON BOARD DIAGNOSTIC (OBD) SYSTEM</b> ..... 58</p> <p>    Introduction ..... 58</p> <p>    Two Trip Detection Logic ..... 58</p> <p>    Emission-related Diagnostic Information ..... 59</p> <p>    Malfunction Indicator Lamp (MIL) ..... 72</p> <p>    OBD System Operation Chart ..... 76</p>	<p><b>TROUBLE DIAGNOSIS</b> ..... 81</p> <p>    Trouble Diagnosis Introduction ..... 81</p> <p>    DTC Inspection Priority Chart ..... 86</p> <p>    Fail-safe Chart ..... 87</p> <p>    Basic Inspection ..... 88</p> <p>    Symptom Matrix Chart ..... 93</p> <p>    Engine Control Component Parts Location ..... 97</p> <p>    Circuit Diagram ..... 103</p> <p>    ECM Harness Connector Terminal Layout ..... 105</p> <p>    ECM Terminals and Reference Value ..... 105</p> <p>    CONSULT-II Function ..... 113</p> <p>    Generic Scan Tool (GST) Function ..... 125</p> <p>    CONSULT-II Reference Value in Data Monitor Mode ..... 126</p> <p>    Major Sensor Reference Graph in Data Monitor Mode ..... 131</p> <p><b>TROUBLE DIAGNOSIS - SPECIFICATION VALUE</b> 133</p> <p>    Description ..... 133</p> <p>    Testing Condition ..... 133</p> <p>    Inspection Procedure ..... 133</p> <p>    Diagnostic Procedure ..... 134</p> <p><b>TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT</b> ..... 137</p> <p>    Description ..... 137</p> <p>    Diagnostic Procedure ..... 137</p> <p><b>POWER SUPPLY CIRCUIT FOR ECM</b> ..... 138</p> <p>    Wiring Diagram ..... 138</p> <p>    Diagnostic Procedure ..... 139</p> <p>    Component Inspection ..... 144</p> <p><b>DTC U1000, U1001 CAN COMMUNICATION LINE</b> 145</p> <p>    Description ..... 145</p> <p>    On Board Diagnosis Logic ..... 145</p> <p>    DTC Confirmation Procedure ..... 145</p> <p>    Wiring Diagram ..... 146</p> <p>    Diagnostic Procedure ..... 147</p> <p><b>DTC P0011 IVT CONTROL</b> ..... 148</p> <p>    Description ..... 148</p> <p>    CONSULT-II Reference Value in Data Monitor Mode ..... 148</p> <p>    On Board Diagnosis Logic ..... 149</p>

DTC Confirmation Procedure .....	149	On Board Diagnosis Logic .....	186
Diagnostic Procedure .....	150	DTC Confirmation Procedure .....	186
<b>DTC P0031, P0032 HO2S1 HEATER .....</b>	<b>151</b>	Wiring Diagram .....	188
Description .....	151	Diagnostic Procedure .....	189
CONSULT-II Reference Value in Data Monitor Mode .....	151	Component Inspection .....	192
On Board Diagnosis Logic .....	151	Removal and Installation .....	192
DTC Confirmation Procedure .....	151	<b>DTC P0125 ECT SENSOR .....</b>	<b>193</b>
Wiring Diagram .....	153	Component Description .....	193
Diagnostic Procedure .....	154	On Board Diagnosis Logic .....	193
Component Inspection .....	156	DTC Confirmation Procedure .....	193
Removal and Installation .....	156	Diagnostic Procedure .....	194
<b>DTC P0037, P0038 HO2S2 HEATER .....</b>	<b>157</b>	Component Inspection .....	194
Description .....	157	Removal and Installation .....	195
CONSULT-II Reference Value in Data Monitor Mode .....	157	<b>DTC P0127 IAT SENSOR .....</b>	<b>196</b>
On Board Diagnosis Logic .....	157	Component Description .....	196
DTC Confirmation Procedure .....	157	On Board Diagnosis Logic .....	196
Wiring Diagram .....	159	DTC Confirmation Procedure .....	196
Diagnostic Procedure .....	160	Diagnostic Procedure .....	197
Component Inspection .....	162	Component Inspection .....	197
Removal and Installation .....	162	<b>DTC P0128 THERMOSTAT FUNCTION .....</b>	<b>199</b>
<b>DTC P0101 MAF SENSOR .....</b>	<b>163</b>	On Board Diagnosis Logic .....	199
Component Description .....	163	DTC Confirmation Procedure .....	199
CONSULT-II Reference Value in Data Monitor Mode .....	163	Diagnostic Procedure .....	199
On Board Diagnosis Logic .....	163	Component Inspection .....	200
DTC Confirmation Procedure .....	163	Removal and Installation .....	200
Overall Function Check .....	165	<b>DTC P0132 HO2S1 .....</b>	<b>201</b>
Wiring Diagram .....	166	Component Description .....	201
Diagnostic Procedure .....	167	CONSULT-II Reference Value in Data Monitor Mode .....	201
Component Inspection .....	170	On Board Diagnosis Logic .....	201
<b>DTC P0102, P0103 MAF SENSOR .....</b>	<b>171</b>	DTC Confirmation Procedure .....	202
Component Description .....	171	Wiring Diagram .....	203
CONSULT-II Reference Value in Data Monitor Mode .....	171	Diagnostic Procedure .....	204
On Board Diagnosis Logic .....	171	Component Inspection .....	205
DTC Confirmation Procedure .....	172	Removal and Installation .....	206
Wiring Diagram .....	173	<b>DTC P0133 HO2S1 .....</b>	<b>207</b>
Diagnostic Procedure .....	174	Component Description .....	207
Component Inspection .....	176	CONSULT-II Reference Value in Data Monitor Mode .....	207
<b>DTC P0112, P0113 IAT SENSOR .....</b>	<b>177</b>	On Board Diagnosis Logic .....	207
Component Description .....	177	DTC Confirmation Procedure .....	208
On Board Diagnosis Logic .....	177	Overall Function Check .....	209
DTC Confirmation Procedure .....	177	Wiring Diagram .....	210
Wiring Diagram .....	178	Diagnostic Procedure .....	211
Diagnostic Procedure .....	179	Component Inspection .....	214
Component Inspection .....	180	Removal and Installation .....	215
<b>DTC P0117, P0118 ECT SENSOR .....</b>	<b>181</b>	<b>DTC P0134 HO2S1 .....</b>	<b>216</b>
Component Description .....	181	Component Description .....	216
On Board Diagnosis Logic .....	181	CONSULT-II Reference Value in Data Monitor Mode .....	216
DTC Confirmation Procedure .....	182	On Board Diagnosis Logic .....	216
Wiring Diagram .....	183	DTC Confirmation Procedure .....	217
Diagnostic Procedure .....	184	Overall Function Check .....	217
Component Inspection .....	185	Wiring Diagram .....	219
Removal and Installation .....	185	Diagnostic Procedure .....	220
<b>DTC P0122, P0123 TP SENSOR .....</b>	<b>186</b>	Component Inspection .....	221
Component Description .....	186	Removal and Installation .....	222
CONSULT-II Reference Value in Data Monitor Mode .....	186		

<b>DTC P0138 HO2S2</b> .....	<b>223</b>	<b>FIRE, NO. 1 - 4 CYLINDER MISFIRE</b> .....	<b>267</b>	
Component Description .....	223	On Board Diagnosis Logic .....	267	A
CONSULT-II Reference Value in Data Monitor Mode .....	223	On Board Diagnosis Logic .....	267	
On Board Diagnosis Logic .....	223	DTC Confirmation Procedure .....	267	
DTC Confirmation Procedure .....	224	Diagnostic Procedure .....	268	EC
Wiring Diagram .....	225	<b>DTC P0327, P0328 KS</b> .....	<b>273</b>	
Diagnostic Procedure .....	226	Component Description .....	273	C
Component Inspection .....	228	On Board Diagnosis Logic .....	273	
Removal and Installation .....	229	DTC Confirmation Procedure .....	273	
<b>DTC P0139 HO2S2</b> .....	<b>230</b>	Wiring Diagram .....	274	
Component Description .....	230	Diagnostic Procedure .....	275	D
CONSULT-II Reference Value in Data Monitor Mode .....	230	Component Inspection .....	276	
On Board Diagnosis Logic .....	230	Removal and Installation .....	276	
DTC Confirmation Procedure .....	230	<b>DTC P0335 CKP SENSOR (POS)</b> .....	<b>277</b>	E
Overall Function Check .....	231	Component Description .....	277	
Wiring Diagram .....	233	CONSULT-II Reference Value in Data Monitor Mode .....	277	
Diagnostic Procedure .....	234	On Board Diagnosis Logic .....	277	F
Component Inspection .....	236	DTC Confirmation Procedure .....	277	
Removal and Installation .....	237	Wiring Diagram .....	279	
<b>DTC P0171 FUEL INJECTION SYSTEM FUNCTION</b> <b>238</b>		Diagnostic Procedure .....	280	G
On Board Diagnosis Logic .....	238	Component Inspection .....	282	
DTC Confirmation Procedure .....	238	Removal and Installation .....	282	
Wiring Diagram .....	240	<b>DTC P0340 CMP SENSOR (PHASE)</b> .....	<b>283</b>	H
Diagnostic Procedure .....	241	Component Description .....	283	
<b>DTC P0172 FUEL INJECTION SYSTEM FUNCTION</b> <b>245</b>		On Board Diagnosis Logic .....	283	
On Board Diagnosis Logic .....	245	DTC Confirmation Procedure .....	283	
DTC Confirmation Procedure .....	245	Wiring Diagram .....	284	I
Wiring Diagram .....	247	Diagnostic Procedure .....	285	
Diagnostic Procedure .....	248	Component Inspection .....	287	
<b>DTC P0181 FTT SENSOR</b> .....	<b>251</b>	Removal and Installation .....	288	J
Component Description .....	251	<b>DTC P0420 THREE WAY CATALYST FUNCTION</b> <b>289</b>		
On Board Diagnosis Logic .....	251	On Board Diagnosis Logic .....	289	
DTC Confirmation Procedure .....	251	DTC Confirmation Procedure .....	289	
Wiring Diagram .....	253	Overall Function Check .....	290	K
Diagnostic Procedure .....	254	Diagnostic Procedure .....	291	
Component Inspection .....	255	<b>DTC P0441 EVAP CONTROL SYSTEM</b> .....	<b>294</b>	L
Removal and Installation .....	255	System Description .....	294	
<b>DTC P0182, P0183 FTT SENSOR</b> .....	<b>256</b>	On Board Diagnosis Logic .....	294	
Component Description .....	256	DTC Confirmation Procedure .....	294	
On Board Diagnosis Logic .....	256	Overall Function Check .....	295	
DTC Confirmation Procedure .....	256	Diagnostic Procedure .....	297	M
Wiring Diagram .....	257	<b>DTC P0442 EVAP CONTROL SYSTEM</b> .....	<b>301</b>	
Diagnostic Procedure .....	258	On Board Diagnosis Logic .....	301	
Component Inspection .....	259	DTC Confirmation Procedure .....	302	
Removal and Installation .....	259	Diagnostic Procedure .....	304	
<b>DTC P0222, P0223 TP SENSOR</b> .....	<b>260</b>	<b>DTC P0444, P0445 EVAP CANISTER PURGE VOL- UME CONTROL SOLENOID VALVE</b> .....	<b>311</b>	
Component Description .....	260	Description .....	311	
CONSULT-II Reference Value in Data Monitor Mode .....	260	CONSULT-II Reference Value in Data Monitor Mode .....	311	
On Board Diagnosis Logic .....	260	On Board Diagnosis Logic .....	312	
DTC Confirmation Procedure .....	260	DTC Confirmation Procedure .....	312	
Wiring Diagram .....	262	Wiring Diagram .....	313	
Diagnostic Procedure .....	263	Diagnostic Procedure .....	314	
Component Inspection .....	266	Component Inspection .....	316	
Remove and Installation .....	266	<b>DTC P0447 EVAP CANISTER VENT CONTROL VALVE</b> .....	<b>317</b>	
<b>DTC P0300 - P0304 MULTIPLE CYLINDER MIS-</b>		Component Description .....	317	



CONSULT-II Reference Value in Data Monitor Mode	317	Overall Function Check	361
On Board Diagnosis Logic	317	Diagnostic Procedure	362
DTC Confirmation Procedure	317	<b>DTC P0506 ISC SYSTEM</b>	<b>363</b>
Wiring Diagram	319	Description	363
Diagnostic Procedure	320	On Board Diagnosis Logic	363
Component Inspection	322	DTC Confirmation Procedure	363
<b>DTC P0452 EVAP CONTROL SYSTEM PRESSURE</b>		Diagnostic Procedure	364
<b>SENSOR</b>	<b>324</b>	<b>DTC P0507 ISC SYSTEM</b>	<b>365</b>
Component Description	324	Description	365
CONSULT-II Reference Value in Data Monitor Mode	324	On Board Diagnosis Logic	365
On Board Diagnosis Logic	324	DTC Confirmation Procedure	365
DTC Confirmation Procedure	324	Diagnostic Procedure	366
Wiring Diagram	326	<b>DTC P0550 PSP SENSOR</b>	<b>367</b>
Diagnostic Procedure	327	Component Description	367
Component Inspection	329	CONSULT-II Reference Value in Data Monitor Mode	367
<b>DTC P0453 EVAP CONTROL SYSTEM PRESSURE</b>		On Board Diagnosis Logic	367
<b>SENSOR</b>	<b>330</b>	DTC Confirmation Procedure	367
Component Description	330	Wiring Diagram	368
CONSULT-II Reference Value in Data Monitor Mode	330	Diagnostic Procedure	369
On Board Diagnosis Logic	330	Component Inspection	371
DTC Confirmation Procedure	330	<b>DTC P0605 ECM</b>	<b>372</b>
Wiring Diagram	332	Component Description	372
Diagnostic Procedure	333	On Board Diagnosis Logic	372
Component Inspection	337	DTC Confirmation Procedure	372
<b>DTC P0455 EVAP CONTROL SYSTEM</b>	<b>338</b>	Diagnostic Procedure	373
On Board Diagnosis Logic	338	<b>DTC P1065 ECM POWER SUPPLY</b>	<b>375</b>
DTC Confirmation Procedure	339	Component Description	375
Diagnostic Procedure	340	On Board Diagnosis Logic	375
<b>DTC P0456 EVAP CONTROL SYSTEM</b>	<b>346</b>	DTC Confirmation Procedure	375
On Board Diagnosis Logic	346	Wiring Diagram	376
DTC Confirmation Procedure	347	Diagnostic Procedure	377
Overall Function Check	348	<b>DTC P1102 MAF SENSOR</b>	<b>379</b>
Diagnostic Procedure	348	Component Description	379
<b>DTC P0460 FUEL LEVEL SENSOR</b>	<b>354</b>	CONSULT-II Reference Value in Data Monitor Mode	379
Component Description	354	On Board Diagnosis Logic	379
On Board Diagnosis Logic	354	DTC Confirmation Procedure	380
DTC Confirmation Procedure	354	Wiring Diagram	381
Diagnostic Procedure	355	Diagnostic Procedure	382
Removal and Installation	355	Component Inspection	384
<b>DTC P0461 FUEL LEVEL SENSOR</b>	<b>356</b>	<b>DTC P1111 IVT CONTROL SOLENOID VALVE</b>	<b>385</b>
Component Description	356	Description	385
On Board Diagnosis Logic	356	CONSULT-II Reference Value in Data Monitor Mode	385
Overall Function Check	356	On Board Diagnosis Logic	386
Diagnostic Procedure	358	DTC Confirmation Procedure	386
Removal and Installation	358	Wiring Diagram	387
<b>DTC P0462, P0463 FUEL LEVEL SENSOR</b>	<b>359</b>	Diagnostic Procedure	388
Component Description	359	Component Inspection	389
On Board Diagnosis Logic	359	Removal and Installation	389
DTC Confirmation Procedure	359	<b>DTC P1121 ELECTRIC THROTTLE CONTROL</b>	
Diagnostic Procedure	360	<b>ACTUATOR</b>	<b>390</b>
Removal and Installation	360	Component Description	390
<b>DTC P0500 VSS</b>	<b>361</b>	On Board Diagnosis Logic	390
Description	361	DTC Confirmation Procedure	390
On Board Diagnosis Logic	361	Diagnostic Procedure	391
DTC Confirmation Procedure	361	<b>DTC P1122 ELECTRIC THROTTLE CONTROL</b>	

<b>FUNCTION</b> .....	<b>392</b>	<b>DTC P1147 HO2S2</b> .....	<b>428</b>	
Description .....	392	Component Description .....	428	A
On Board Diagnosis Logic .....	392	CONSULT-II Reference Value in Data Monitor Mode .....	428	
DTC Confirmation Procedure .....	392	On Board Diagnosis Logic .....	428	EC
Wiring Diagram .....	393	DTC Confirmation Procedure .....	429	
Diagnostic Procedure .....	394	Overall Function Check .....	429	
Component Inspection .....	397	Wiring Diagram .....	431	
Removal and Installation .....	398	Diagnostic Procedure .....	432	C
<b>DTCP1124, P1126 THROTTLE CONTROL MOTOR RELAY</b> .....	<b>399</b>	Component Inspection .....	434	
Component Description .....	399	Removal and Installation .....	435	
CONSULT-II Reference Value in Data Monitor Mode .....	399	<b>DTC P1148 CLOSED LOOP CONTROL</b> .....	<b>436</b>	D
On Board Diagnosis Logic .....	399	On Board Diagnosis Logic .....	436	
DTC Confirmation Procedure .....	399	DTC Confirmation Procedure .....	436	
Wiring Diagram .....	401	Overall Function Check .....	436	E
Diagnostic Procedure .....	402	Diagnostic Procedure .....	437	
Component Inspection .....	403	<b>DTC P1217 ENGINE OVER TEMPERATURE</b> .....	<b>438</b>	
Removal and Installation .....	403	System Description .....	438	F
<b>DTC P1128 THROTTLE CONTROL MOTOR</b> .....	<b>404</b>	CONSULT-II Reference Value in Data Monitor Mode .....	438	
Component Description .....	404	On Board Diagnosis Logic .....	439	
On Board Diagnosis Logic .....	404	Overall Function Check .....	439	G
DTC Confirmation Procedure .....	404	Wiring Diagram .....	441	
Wiring Diagram .....	405	Diagnostic Procedure .....	442	
Diagnostic Procedure .....	406	Main 12 Causes of Overheating .....	449	H
Component Inspection .....	407	Component Inspection .....	450	
Removal and Installation .....	408	<b>DTC P1225 TP SENSOR</b> .....	<b>451</b>	
<b>DTC P1143 HO2S1</b> .....	<b>409</b>	Component Description .....	451	I
Component Description .....	409	On Board Diagnosis Logic .....	451	
CONSULT-II Reference Value in Data Monitor Mode .....	409	DTC Confirmation Procedure .....	451	
On Board Diagnosis Logic .....	409	Diagnostic Procedure .....	452	J
DTC Confirmation Procedure .....	410	Removal and Installation .....	452	
Overall Function Check .....	410	<b>DTC P1226 TP SENSOR</b> .....	<b>453</b>	
Diagnostic Procedure .....	411	Component Description .....	453	K
Component Inspection .....	413	On Board Diagnosis Logic .....	453	
Removal and Installation .....	414	DTC Confirmation Procedure .....	453	
<b>DTC P1144 HO2S1</b> .....	<b>415</b>	Diagnostic Procedure .....	454	L
Component Description .....	415	Removal and Installation .....	454	
CONSULT-II Reference Value in Data Monitor Mode .....	415	<b>DTC P1229 SENSOR POWER SUPPLY</b> .....	<b>455</b>	
On Board Diagnosis Logic .....	415	On Board Diagnosis Logic .....	455	M
DTC Confirmation Procedure .....	416	DTC Confirmation Procedure .....	455	
Overall Function Check .....	416	Wiring Diagram .....	456	
Diagnostic Procedure .....	417	Diagnostic Procedure .....	457	
Component Inspection .....	419	<b>DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE</b> .....	<b>460</b>	
Removal and Installation .....	420	Description .....	460	
<b>DTC P1146 HO2S2</b> .....	<b>421</b>	CONSULT-II Reference Value in Data Monitor Mode .....	460	
Component Description .....	421	On Board Diagnosis Logic .....	461	
CONSULT-II Reference Value in Data Monitor Mode .....	421	DTC Confirmation Procedure .....	461	
On Board Diagnosis Logic .....	421	Wiring Diagram .....	462	
DTC Confirmation Procedure .....	421	Diagnostic Procedure .....	464	
Overall Function Check .....	422	Component Inspection .....	466	
Wiring Diagram .....	423	<b>DTC P1446 EVAP CANISTER VENT CONTROL VALVE</b> .....	<b>468</b>	
Diagnostic Procedure .....	424	Component Description .....	468	
Component Inspection .....	426	CONSULT-II Reference Value in Data Monitor Mode .....	468	
Removal and Installation .....	427	On Board Diagnosis Logic .....	468	

DTC Confirmation Procedure .....	468	On Board Diagnosis Logic .....	511
Wiring Diagram .....	470	DTC Confirmation Procedure .....	511
Diagnostic Procedure .....	471	Wiring Diagram .....	513
Component Inspection .....	472	Diagnostic Procedure .....	514
<b>DTC P1564 ASCD STEERING SWITCH .....</b>	<b>474</b>	Component Inspection .....	517
Component Description .....	474	Removal and Installation .....	517
CONSULT-II Reference Value in Data Monitor Mode		<b>DTC P2135 TP SENSOR .....</b>	<b>518</b>
	.474	Component Description .....	518
On Board Diagnosis Logic .....	474	CONSULT-II Reference Value in Data Monitor Mode	
DTC Confirmation Procedure .....	474		.518
Wiring Diagram .....	476	On Board Diagnosis Logic .....	518
Diagnostic Procedure .....	478	DTC Confirmation Procedure .....	518
Component Inspection .....	480	Wiring Diagram .....	520
<b>DTC P1572 ASCD BRAKE SWITCH .....</b>	<b>481</b>	Diagnostic Procedure .....	521
Component Description .....	481	Component Inspection .....	524
CONSULT-II Reference Value in Data Monitor Mode		Remove and Installation .....	524
	.481	<b>DTC P2138 APP SENSOR .....</b>	<b>525</b>
On Board Diagnosis Logic .....	481	Component Description .....	525
DTC Confirmation Procedure .....	481	CONSULT-II Reference Value in Data Monitor Mode	
Wiring Diagram .....	483		.525
Diagnostic Procedure .....	484	On Board Diagnosis Logic .....	525
Component Inspection .....	489	DTC Confirmation Procedure .....	526
<b>DTC P1574 ASCD VEHICLE SPEED SENSOR ....</b>	<b>491</b>	Wiring Diagram .....	528
Component Description .....	491	Diagnostic Procedure .....	529
On Board Diagnosis Logic .....	491	Component Inspection .....	534
DTC Confirmation Procedure .....	491	Removal and Installation .....	534
Diagnostic Procedure .....	492	<b>IGNITION SIGNAL .....</b>	<b>535</b>
<b>DTC P1706 PNP SWITCH .....</b>	<b>493</b>	Component Description .....	535
Component Description .....	493	Wiring Diagram .....	536
CONSULT-II Reference Value in Data Monitor Mode		Diagnostic Procedure .....	541
	.493	Component Inspection .....	545
On Board Diagnosis Logic .....	493	Removal and Installation .....	546
DTC Confirmation Procedure .....	493	<b>INJECTOR .....</b>	<b>547</b>
Overall Function Check .....	494	Component Description .....	547
Wiring Diagram .....	495	CONSULT-II Reference Value in Data Monitor Mode	
Diagnostic Procedure .....	496		.547
<b>DTC P1805 BRAKE SWITCH .....</b>	<b>497</b>	Wiring Diagram .....	548
Description .....	497	Diagnostic Procedure .....	550
CONSULT-II Reference Value in Data Monitor Mode		Component Inspection .....	552
	.497	Removal and Installation .....	552
On Board Diagnosis Logic .....	497	<b>FUEL PUMP .....</b>	<b>553</b>
DTC Confirmation Procedure .....	497	Description .....	553
Wiring Diagram .....	498	CONSULT-II Reference Value in Data Monitor Mode	
Diagnostic Procedure .....	499		.553
Component Inspection .....	501	Wiring Diagram .....	554
<b>DTC P2122, P2123 APP SENSOR .....</b>	<b>503</b>	Diagnostic Procedure .....	555
Component Description .....	503	Component Inspection .....	557
CONSULT-II Reference Value in Data Monitor Mode		Removal and Installation .....	558
	.503	<b>REFRIGERANT PRESSURE SENSOR .....</b>	<b>559</b>
On Board Diagnosis Logic .....	503	Description .....	559
DTC Confirmation Procedure .....	503	Wiring Diagram .....	560
Wiring Diagram .....	506	Diagnostic Procedure .....	561
Diagnostic Procedure .....	507	<b>ELECTRICAL LOAD SIGNAL .....</b>	<b>564</b>
Component Inspection .....	509	CONSULT-II Reference Value in Data Monitor Mode	
Removal and Installation .....	510		.564
<b>DTC P2127, P2128 APP SENSOR .....</b>	<b>511</b>	Wiring Diagram .....	565
Component Description .....	511	Diagnostic Procedure .....	566
CONSULT-II Reference Value in Data Monitor Mode		<b>ASCD BRAKE SWITCH .....</b>	<b>570</b>
	.511	Component Description .....	570



Wiring Diagram .....	729	Wiring Diagram .....	767
Diagnostic Procedure .....	730	Diagnostic Procedure .....	768
<b>DTC P0011 IVT CONTROL .....</b>	<b>731</b>	Component Inspection .....	771
Description .....	731	Remove and Installation .....	771
CONSULT-II Reference Value in Data Monitor Mode .....	731	<b>DTC P0125 ECT SENSOR .....</b>	<b>772</b>
On Board Diagnosis Logic .....	732	Component Description .....	772
DTC Confirmation Procedure .....	732	On Board Diagnosis Logic .....	772
Diagnostic Procedure .....	733	DTC Confirmation Procedure .....	773
<b>DTC P0037, P0038 HO2S2 HEATER .....</b>	<b>734</b>	Diagnostic Procedure .....	773
Description .....	734	Component Inspection .....	773
CONSULT-II Reference Value in Data Monitor Mode .....	734	Removal and Installation .....	774
On Board Diagnosis Logic .....	734	<b>DTC P0127 IAT SENSOR .....</b>	<b>775</b>
DTC Confirmation Procedure .....	734	Component Description .....	775
Wiring Diagram .....	736	On Board Diagnosis Logic .....	775
Diagnostic Procedure .....	737	DTC Confirmation Procedure .....	775
Component Inspection .....	739	Diagnostic Procedure .....	776
Removal and Installation .....	739	Component Inspection .....	777
<b>DTC P0101 MAF SENSOR .....</b>	<b>740</b>	<b>DTC P0128 THERMOSTAT FUNCTION .....</b>	<b>778</b>
Component Description .....	740	On Board Diagnosis Logic .....	778
CONSULT-II Reference Value in Data Monitor Mode .....	740	DTC Confirmation Procedure .....	778
On Board Diagnosis Logic .....	740	Diagnostic Procedure .....	778
DTC Confirmation Procedure .....	740	Component Inspection .....	779
Overall Function Check .....	742	Removal and Installation .....	779
Wiring Diagram .....	743	<b>DTC P0138 HO2S2 .....</b>	<b>780</b>
Diagnostic Procedure .....	744	Component Description .....	780
Component Inspection .....	747	CONSULT-II Reference Value in Data Monitor Mode .....	780
<b>DTC P0102, P0103 MAF SENSOR .....</b>	<b>748</b>	On Board Diagnosis Logic .....	780
Component Description .....	748	DTC Confirmation Procedure .....	781
CONSULT-II Reference Value in Data Monitor Mode .....	748	Wiring Diagram .....	782
On Board Diagnosis Logic .....	748	Diagnostic Procedure .....	783
DTC Confirmation Procedure .....	749	Component Inspection .....	785
Wiring Diagram .....	750	Removal and Installation .....	786
Diagnostic Procedure .....	751	<b>DTC P0139 HO2S2 .....</b>	<b>787</b>
Component Inspection .....	754	Component Description .....	787
<b>DTC P0112, P0113 IAT SENSOR .....</b>	<b>755</b>	CONSULT-II Reference Value in Data Monitor Mode .....	787
Component Description .....	755	On Board Diagnosis Logic .....	787
On Board Diagnosis Logic .....	755	DTC Confirmation Procedure .....	788
DTC Confirmation Procedure .....	755	Overall Function Check .....	788
Wiring Diagram .....	757	Wiring Diagram .....	790
Diagnostic Procedure .....	758	Diagnostic Procedure .....	791
Component Inspection .....	759	Component Inspection .....	793
<b>DTC P0117, P0118 ECT SENSOR .....</b>	<b>760</b>	Removal and Installation .....	794
Component Description .....	760	<b>DTC P0171 FUEL INJECTION SYSTEM FUNCTION .....</b>	<b>795</b>
On Board Diagnosis Logic .....	760	On Board Diagnosis Logic .....	795
DTC Confirmation Procedure .....	761	DTC Confirmation Procedure .....	795
Wiring Diagram .....	762	Wiring Diagram .....	797
Diagnostic Procedure .....	763	Diagnostic Procedure .....	798
Component Inspection .....	764	<b>DTC P0172 FUEL INJECTION SYSTEM FUNCTION .....</b>	<b>802</b>
Removal and Installation .....	764	On Board Diagnosis Logic .....	802
<b>DTC P0122, P0123 TP SENSOR .....</b>	<b>765</b>	DTC Confirmation Procedure .....	802
Component Description .....	765	Wiring Diagram .....	804
CONSULT-II Reference Value in Data Monitor Mode .....	765	Diagnostic Procedure .....	805
On Board Diagnosis Logic .....	765	<b>DTC P0181 FTT SENSOR .....</b>	<b>809</b>
DTC Confirmation Procedure .....	766	Component Description .....	809
		On Board Diagnosis Logic .....	809
		DTC Confirmation Procedure .....	809
		Wiring Diagram .....	811

Diagnostic Procedure .....	812	On Board Diagnosis Logic .....	852	
Component Inspection .....	813	DTC Confirmation Procedure .....	853	A
Removal and Installation .....	813	Overall Function Check .....	853	
<b>DTC P0182, P0183 FTT SENSOR .....</b>	<b>814</b>	Diagnostic Procedure .....	854	
Component Description .....	814	<b>DTC P0442 EVAP CONTROL SYSTEM .....</b>	<b>858</b>	EC
On Board Diagnosis Logic .....	814	On Board Diagnosis Logic .....	858	
DTC Confirmation Procedure .....	814	DTC Confirmation Procedure .....	859	
Wiring Diagram .....	815	Diagnostic Procedure .....	860	
Diagnostic Procedure .....	816	<b>DTC P0444, P0445 EVAP CANISTER PURGE VOL-</b>		C
Component Inspection .....	817	<b>UME CONTROL SOLENOID VALVE .....</b>	<b>867</b>	
Removal and Installation .....	817	Description .....	867	
<b>DTC P0222, P0223 TP SENSOR .....</b>	<b>818</b>	CONSULT-II Reference Value in Data Monitor Mode		D
Component Description .....	818	On Board Diagnosis Logic .....	867	
CONSULT-II Reference Value in Data Monitor Mode	818	DTC Confirmation Procedure .....	868	E
On Board Diagnosis Logic .....	818	Wiring Diagram .....	869	
DTC Confirmation Procedure .....	819	Diagnostic Procedure .....	870	
Wiring Diagram .....	820	Component Inspection .....	872	F
Diagnostic Procedure .....	821	Removal and Installation .....	872	
Component Inspection .....	824	<b>DTC P0447 EVAP CANISTER VENT CONTROL</b>		
Removal and Installation .....	824	<b>VALVE .....</b>	<b>873</b>	G
<b>DTC P0300 - P0304 NO. 4 - 1 CYLINDER MISFIRE,</b>		Component Description .....	873	
<b>MULTIPLE CYLINDER MISFIRE .....</b>	<b>825</b>	CONSULT-II Reference Value in Data Monitor Mode		
On Board Diagnosis Logic .....	825	On Board Diagnosis Logic .....	873	H
DTC Confirmation Procedure .....	826	DTC Confirmation Procedure .....	873	
Diagnostic Procedure .....	826	Wiring Diagram .....	875	
<b>DTC P0327, P0328 KS .....</b>	<b>832</b>	Diagnostic Procedure .....	876	I
Component Description .....	832	Component Inspection .....	878	
On Board Diagnosis Logic .....	832	<b>DTC P0452 EVAP CONTROL SYSTEM PRESSURE</b>		
DTC Confirmation Procedure .....	832	<b>SENSOR .....</b>	<b>880</b>	J
Wiring Diagram .....	833	Component Description .....	880	
Diagnostic Procedure .....	834	CONSULT-II Reference Value in Data Monitor Mode		
Component Inspection .....	835	On Board Diagnosis Logic .....	880	K
Removal and Installation .....	835	DTC Confirmation Procedure .....	881	
<b>DTC P0335 CKP SENSOR (POS) .....</b>	<b>836</b>	Wiring Diagram .....	882	
Component Description .....	836	Diagnostic Procedure .....	883	L
CONSULT-II Reference Value in Data Monitor Mode	836	Component Inspection .....	885	
On Board Diagnosis Logic .....	836	<b>DTC P0453 EVAP CONTROL SYSTEM PRESSURE</b>		
DTC Confirmation Procedure .....	836	<b>SENSOR .....</b>	<b>886</b>	M
Wiring Diagram .....	838	Component Description .....	886	
Diagnostic Procedure .....	839	CONSULT-II Reference Value in Data Monitor Mode		
Component Inspection .....	841	On Board Diagnosis Logic .....	886	
Removal and Installation .....	841	DTC Confirmation Procedure .....	887	
<b>DTC P0340 CMP SENSOR (PHASE) .....</b>	<b>842</b>	Wiring Diagram .....	888	
Component Description .....	842	Diagnostic Procedure .....	889	
On Board Diagnosis Logic .....	842	Component Inspection .....	892	
DTC Confirmation Procedure .....	842	<b>DTC P0455 EVAP CONTROL SYSTEM .....</b>	<b>893</b>	
Wiring Diagram .....	843	On Board Diagnosis Logic .....	893	
Diagnostic Procedure .....	844	DTC Confirmation Procedure .....	894	
Component Inspection .....	847	Diagnostic Procedure .....	895	
Removal and Installation .....	847	<b>DTC P0456 EVAP CONTROL SYSTEM .....</b>	<b>901</b>	
<b>DTC P0420 THREE WAY CATALYST FUNCTION.</b>	<b>848</b>	On Board Diagnosis Logic .....	901	
On Board Diagnosis Logic .....	848	DTC Confirmation Procedure .....	902	
DTC Confirmation Procedure .....	848	Overall Function Check .....	903	
Overall Function Check .....	849	Diagnostic Procedure .....	904	
Diagnostic Procedure .....	850			
<b>DTC P0441 EVAP CONTROL SYSTEM .....</b>	<b>852</b>			
System Description .....	852			

<b>DTC P0460 FUEL LEVEL SENSOR</b> .....	<b>910</b>	<b>DTC P1065 ECM POWER SUPPLY</b> .....	<b>936</b>
Component Description .....	910	Component Description .....	936
On Board Diagnostic Logic .....	910	On Board Diagnosis Logic .....	936
DTC Confirmation Procedure .....	910	DTC Confirmation Procedure .....	936
Diagnostic Procedure .....	911	Wiring Diagram .....	937
Removal and Installation .....	911	Diagnostic Procedure .....	938
<b>DTC P0461 FUEL LEVEL SENSOR</b> .....	<b>912</b>	<b>DTC P1102 MAF SENSOR</b> .....	<b>940</b>
Component Description .....	912	Component Description .....	940
On Board Diagnostic Logic .....	912	CONSULT-II Reference Value in Data Monitor Mode	940
Overall Function Check .....	912	On Board Diagnosis Logic .....	940
Diagnostic Procedure .....	913	DTC Confirmation Procedure .....	941
Removal and Installation .....	913	Wiring Diagram .....	942
<b>DTC P0462, P0463 FUEL LEVEL SENSOR</b> .....	<b>914</b>	Diagnostic Procedure .....	943
Component Description .....	914	Component Inspection .....	946
On Board Diagnostic Logic .....	914	<b>DTC P1111 IVT CONTROL SOLENOID VALVE</b> ....	<b>947</b>
DTC Confirmation Procedure .....	914	Description .....	947
Diagnostic Procedure .....	915	CONSULT-II Reference Value in Data Monitor Mode	948
Removal and Installation .....	915	On Board Diagnosis Logic .....	948
<b>DTC P0500 VSS</b> .....	<b>916</b>	DTC Confirmation Procedure .....	948
Component Description .....	916	Wiring Diagram .....	949
On Board Diagnosis Logic .....	916	Diagnostic Procedure .....	950
DTC Confirmation Procedure .....	916	Component Inspection .....	951
Overall Function Check .....	916	Removal and Installation .....	951
Diagnostic Procedure .....	917	<b>DTC P1121 ELECTRIC THROTTLE CONTROL</b>	
<b>DTC P0506 ISC SYSTEM</b> .....	<b>918</b>	<b>ACTUATOR</b> .....	<b>952</b>
Description .....	918	Component Description .....	952
On Board Diagnosis Logic .....	918	On Board Diagnosis Logic .....	952
DTC Confirmation Procedure .....	918	DTC Confirmation Procedure .....	952
Diagnostic Procedure .....	919	Diagnostic Procedure .....	953
<b>DTC P0507 ISC SYSTEM</b> .....	<b>920</b>	<b>DTC P1122 ELECTRIC THROTTLE CONTROL</b>	
Description .....	920	<b>FUNCTION</b> .....	<b>954</b>
On Board Diagnosis Logic .....	920	Description .....	954
DTC Confirmation Procedure .....	920	On Board Diagnosis Logic .....	954
Diagnostic Procedure .....	921	DTC Confirmation Procedure .....	954
<b>DTC P0550 PSP SENSOR</b> .....	<b>922</b>	Wiring Diagram .....	955
Component Description .....	922	Diagnostic Procedure .....	956
CONSULT-II Reference Value in Data Monitor Mode	922	Component Inspection .....	959
On Board Diagnosis Logic .....	922	Removal and Installation .....	960
DTC Confirmation Procedure .....	922	<b>DTC P1124, P1126 THROTTLE CONTROL MOTOR</b>	
Wiring Diagram .....	923	<b>RELAY</b> .....	<b>961</b>
Diagnostic Procedure .....	924	Component Description .....	961
Component Inspection .....	926	CONSULT-II Reference Value in Data Monitor Mode	961
<b>DTC P0605 ECM</b> .....	<b>927</b>	On Board Diagnosis Logic .....	961
Component Description .....	927	DTC Confirmation Procedure .....	961
On Board Diagnosis Logic .....	927	Wiring Diagram .....	963
DTC Confirmation Procedure .....	927	Diagnostic Procedure .....	964
Diagnostic Procedure .....	928	Component Inspection .....	965
<b>DTC P1031, P1032 A/F SENSOR HEATER</b> .....	<b>930</b>	<b>DTC P1128 THROTTLE CONTROL MOTOR</b> .....	<b>966</b>
Description .....	930	Component Description .....	966
CONSULT-II Reference Value in Data Monitor Mode	930	On Board Diagnosis Logic .....	966
On Board Diagnosis Logic .....	930	DTC Confirmation Procedure .....	966
DTC Confirmation Procedure .....	930	Wiring Diagram .....	967
Wiring Diagram .....	932	Diagnostic Procedure .....	968
Diagnostic Procedure .....	933	Component Inspection .....	969
Component Inspection .....	935	Removal and Installation .....	970
Removal and Installation .....	935		

<b>DTC P1132 SWIRL CONTROL VALVE</b> .....	<b>971</b>	Diagnostic Procedure .....	1013	
Component Description .....	971	Main 12 Causes of Overheating .....	1021	A
CONSULT-II Reference Value in Data Monitor Mode .....	971	Component Inspection .....	1022	
On Board Diagnosis Logic .....	971	<b>DTC P1225 TP SENSOR</b> .....	<b>1024</b>	EC
DTC Confirmation Procedure .....	971	Component Description .....	1024	
Wiring Diagram .....	973	On Board Diagnosis Logic .....	1024	
Diagnostic Procedure .....	974	DTC Confirmation Procedure .....	1024	C
Removal and Installation .....	975	Diagnostic Procedure .....	1025	
<b>DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR</b> .....	<b>976</b>	Removal and Installation .....	1025	
Component Description .....	976	<b>DTC P1226 TP SENSOR</b> .....	<b>1026</b>	D
CONSULT-II Reference Value in Data Monitor Mode .....	976	Component Description .....	1026	
On Board Diagnosis Logic .....	976	On Board Diagnosis Logic .....	1026	
DTC Confirmation Procedure .....	977	DTC Confirmation Procedure .....	1026	
Wiring Diagram .....	978	Diagnostic Procedure .....	1027	E
Diagnostic Procedure .....	980	Removal and Installation .....	1027	
Removal and Installation .....	983	<b>DTC P1229 SENSOR POWER SUPPLY</b> .....	<b>1028</b>	F
<b>DTC P1138 SWIRL CONTROL VALVE</b> .....	<b>984</b>	On Board Diagnosis Logic .....	1028	
Description .....	984	DTC Confirmation Procedure .....	1028	
CONSULT-II Reference Value in Data Monitor Mode .....	985	Wiring Diagram .....	1029	
On Board Diagnosis Logic .....	985	Diagnostic Procedure .....	1030	G
DTC Confirmation Procedure .....	985	<b>DTC P1271 A/F SENSOR</b> .....	<b>1033</b>	
Wiring Diagram .....	986	Component Description .....	1033	
Diagnostic Procedure .....	988	CONSULT-II Reference Value in Data Monitor Mode .....	1033	H
Removal and Installation .....	991	On Board Diagnosis Logic .....	1033	
<b>DTC P1146 HO2S2</b> .....	<b>992</b>	DTC Confirmation Procedure .....	1033	
Component Description .....	992	Overall Function Check .....	1034	
CONSULT-II Reference Value in Data Monitor Mode .....	992	Wiring Diagram .....	1036	I
On Board Diagnosis Logic .....	992	Diagnostic Procedure .....	1037	
DTC Confirmation Procedure .....	993	Removal and Installation .....	1038	
Overall Function Check .....	993	<b>DTC P1272 A/F SENSOR</b> .....	<b>1039</b>	J
Wiring Diagram .....	995	Component Description .....	1039	
Diagnostic Procedure .....	996	CONSULT-II Reference Value in Data Monitor Mode .....	1039	
Component Inspection .....	998	On Board Diagnosis Logic .....	1039	K
Removal and Installation .....	999	DTC Confirmation Procedure .....	1039	
<b>DTC P1147 HO2S2</b> .....	<b>1000</b>	Overall Function Check .....	1040	
Component Description .....	1000	Wiring Diagram .....	1042	L
CONSULT-II Reference Value in Data Monitor Mode .....	1000	Diagnostic Procedure .....	1043	
On Board Diagnosis Logic .....	1000	Removal and Installation .....	1044	
DTC Confirmation Procedure .....	1001	<b>DTC P1273 A/F SENSOR</b> .....	<b>1045</b>	M
Overall Function Check .....	1001	Component Description .....	1045	
Wiring Diagram .....	1003	CONSULT-II Reference Value in Data Monitor Mode .....	1045	
Diagnostic Procedure .....	1004	On Board Diagnosis Logic .....	1045	
Component Inspection .....	1006	DTC Confirmation Procedure .....	1045	
Removal and Installation .....	1007	Overall Function Check .....	1046	
<b>DTC P1148 CLOSED LOOP CONTROL</b> .....	<b>1008</b>	Wiring Diagram .....	1048	
On Board Diagnosis Logic .....	1008	Diagnostic Procedure .....	1049	
<b>DTC P1217 ENGINE OVER TEMPERATURE</b> .....	<b>1009</b>	Removal and Installation .....	1051	
System Description .....	1009	<b>DTC P1274 A/F SENSOR</b> .....	<b>1052</b>	
CONSULT-II Reference Value in Data Monitor Mode .....	1009	Component Description .....	1052	
On Board Diagnosis Logic .....	1010	CONSULT-II Reference Value in Data Monitor Mode .....	1052	
Overall Function Check .....	1010	On Board Diagnosis Logic .....	1052	
Wiring Diagram .....	1012	DTC Confirmation Procedure .....	1052	
		Overall Function Check .....	1053	
		Wiring Diagram .....	1055	



Diagnostic Procedure .....	1056	Diagnostic Procedure .....	1099
Removal and Installation .....	1058	Component Inspection .....	1101
<b>DTC P1276 A/F SENSOR .....</b>	<b>1059</b>	<b>DTC P1572 ASCD BRAKE SWITCH .....</b>	<b>1102</b>
Component Description .....	1059	Component Description .....	1102
CONSULT-II Reference Value in Data Monitor Mode		CONSULT-II Reference Value in Data Monitor Mode	
	1059		1102
On Board Diagnosis Logic .....	1059	On Board Diagnosis Logic .....	1102
DTC Confirmation Procedure .....	1059	DTC Confirmation Procedure .....	1103
Overall Function Check .....	1060	Wiring Diagram .....	1104
Wiring Diagram .....	1062	Diagnostic Procedure .....	1106
Diagnostic Procedure .....	1063	Component Inspection .....	1111
Removal and Installation .....	1064	<b>DTC P1574 ASCD VEHICLE SPEED SENSOR .....</b>	<b>1113</b>
<b>DTC P1278 A/F SENSOR .....</b>	<b>1065</b>	Component Description .....	1113
Component Description .....	1065	On Board Diagnosis Logic .....	1113
CONSULT-II Reference Value in Data Monitor Mode		DTC Confirmation Procedure .....	1113
	1065	Diagnostic Procedure .....	1114
On Board Diagnosis Logic .....	1065	<b>DTC P1706 PNP SWITCH .....</b>	<b>1115</b>
DTC Confirmation Procedure .....	1066	Component Description .....	1115
Overall Function Check .....	1067	CONSULT-II Reference Value in Data Monitor Mode	
Wiring Diagram .....	1068		1115
Diagnostic Procedure .....	1069	On Board Diagnosis Logic .....	1115
Removal and Installation .....	1072	DTC Confirmation Procedure .....	1115
<b>DTC P1279 A/F SENSOR .....</b>	<b>1073</b>	Overall Function Check .....	1116
Component Description .....	1073	Wiring Diagram .....	1117
CONSULT-II Reference Value in Data Monitor Mode		Diagnostic Procedure .....	1118
	1073	<b>DTC P1805 BRAKE SWITCH .....</b>	<b>1119</b>
On Board Diagnosis Logic .....	1073	Description .....	1119
DTC Confirmation Procedure .....	1073	CONSULT-II Reference Value in Data Monitor Mode	
Overall Function Check .....	1074		1119
Wiring Diagram .....	1076	On Board Diagnosis Logic .....	1119
Diagnostic Procedure .....	1077	DTC Confirmation Procedure .....	1119
Removal and Installation .....	1080	Wiring Diagram .....	1120
<b>DTC P1444 EVAP CANISTER PURGE VOLUME</b>		Diagnostic Procedure .....	1121
<b>CONTROL SOLENOID VALVE .....</b>	<b>1081</b>	Component Inspection .....	1123
Description .....	1081	<b>DTC P2122, P2123 APP SENSOR .....</b>	<b>1125</b>
CONSULT-II Reference Value in Data Monitor Mode		Component Description .....	1125
	1081	CONSULT-II Reference Value in Data Monitor Mode	
On Board Diagnosis Logic .....	1082		1125
DTC Confirmation Procedure .....	1082	On Board Diagnosis Logic .....	1125
Wiring Diagram .....	1083	DTC Confirmation Procedure .....	1126
Diagnostic Procedure .....	1085	Wiring Diagram .....	1127
Component Inspection .....	1087	Diagnostic Procedure .....	1129
<b>DTC P1446 EVAP CANISTER VENT CONTROL</b>		Component Inspection .....	1131
<b>VALVE .....</b>	<b>1089</b>	Removal and Installation .....	1131
Component Description .....	1089	<b>DTC P2127, P2128 APP SENSOR .....</b>	<b>1132</b>
CONSULT-II Reference Value in Data Monitor Mode		Component Description .....	1132
	1089	CONSULT-II Reference Value in Data Monitor Mode	
On Board Diagnosis Logic .....	1089		1132
DTC Confirmation Procedure .....	1089	On Board Diagnosis Logic .....	1132
Wiring Diagram .....	1091	DTC Confirmation Procedure .....	1133
Diagnostic Procedure .....	1092	Wiring Diagram .....	1134
Component Inspection .....	1093	Diagnostic Procedure .....	1136
<b>DTC P1564 ASCD STEERING SWITCH .....</b>	<b>1095</b>	Component Inspection .....	1139
Component Description .....	1095	Removal and Installation .....	1139
CONSULT-II Reference Value in Data Monitor Mode		<b>DTC P2135 TP SENSOR .....</b>	<b>1140</b>
	1095	Component Description .....	1140
On Board Diagnosis Logic .....	1095	CONSULT-II Reference Value in Data Monitor Mode	
DTC Confirmation Procedure .....	1095		1140
Wiring Diagram .....	1097	On Board Diagnosis Logic .....	1140



Fuel Cut Control (at No Load and High Engine Speed) .....	1242	DTC Confirmation Procedure .....	1354
CAN communication .....	1243	Diagnostic Procedure .....	1354
<b>BASIC SERVICE PROCEDURE .....</b>	<b>1244</b>	<b>DTC P0031, P0032 HO2S1 HEATER .....</b>	<b>1356</b>
Idle Speed and Ignition Timing Check .....	1244	Description .....	1356
Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment .....	1245	CONSULT-II Reference Value in Data Monitor Mode .....	1356
Accelerator Pedal Released Position Learning .....	1255	On Board Diagnosis Logic .....	1356
Throttle Valve Closed Position Learning .....	1255	DTC Confirmation Procedure .....	1356
Idle Air Volume Learning .....	1255	Wiring Diagram .....	1358
Fuel Pressure Check .....	1257	Diagnostic Procedure .....	1359
<b>ON BOARD DIAGNOSTIC (OBD) SYSTEM .....</b>	<b>1260</b>	Component Inspection .....	1361
Introduction .....	1260	Removal and Installation .....	1361
Two Trip Detection Logic .....	1260	<b>DTC P0037, P0038 HO2S2 HEATER .....</b>	<b>1362</b>
Emission-related Diagnostic Information .....	1261	Description .....	1362
NVIS (Nissan Vehicle Immobilizer System—NATS) .....	1275	CONSULT-II Reference Value in Data Monitor Mode .....	1362
Malfunction Indicator Lamp (MIL) .....	1275	On Board Diagnosis Logic .....	1362
OBD System Operation Chart .....	1278	DTC Confirmation Procedure .....	1362
<b>TROUBLE DIAGNOSIS .....</b>	<b>1284</b>	Wiring Diagram .....	1364
Trouble Diagnosis Introduction .....	1284	Diagnostic Procedure .....	1365
DTC Inspection Priority Chart .....	1288	Component Inspection .....	1367
Fail-safe Chart .....	1290	Removal and Installation .....	1367
Basic Inspection .....	1291	<b>DTC P0101 MAF SENSOR .....</b>	<b>1368</b>
Symptom Matrix Chart .....	1295	Component Description .....	1368
Engine Control Component Parts Location .....	1300	CONSULT-II Reference Value in Data Monitor Mode .....	1368
Circuit Diagram .....	1305	On Board Diagnosis Logic .....	1368
ECM Harness Connector Terminal Layout .....	1307	DTC Confirmation Procedure .....	1368
ECM Terminals and Reference Value .....	1307	Overall Function Check .....	1370
CONSULT-II Function .....	1316	Wiring Diagram .....	1371
Generic Scan Tool (GST) Function .....	1329	Diagnostic Procedure .....	1372
CONSULT-II Reference Value in Data Monitor Mode .....	1331	Component Inspection .....	1374
Major Sensor Reference Graph in Data Monitor Mode .....	1334	Removal and Installation .....	1374
<b>TROUBLE DIAGNOSIS - SPECIFICATION VALUE .....</b>	<b>1337</b>	<b>DTC P0102, P0103 MAF SENSOR .....</b>	<b>1375</b>
Description .....	1337	Component Description .....	1375
Testing Condition .....	1337	CONSULT-II Reference Value in Data Monitor Mode .....	1375
Inspection Procedure .....	1337	On Board Diagnosis Logic .....	1375
Diagnostic Procedure .....	1338	DTC Confirmation Procedure .....	1375
<b>TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT .....</b>	<b>1341</b>	Wiring Diagram .....	1377
Description .....	1341	Diagnostic Procedure .....	1378
Diagnostic Procedure .....	1341	Component Inspection .....	1380
<b>POWER SUPPLY CIRCUIT FOR ECM .....</b>	<b>1342</b>	Removal and Installation .....	1380
Wiring Diagram .....	1342	<b>DTC P0112, P0113 IAT SENSOR .....</b>	<b>1381</b>
Diagnostic Procedure .....	1345	Component Description .....	1381
Component Inspection .....	1349	On Board Diagnosis Logic .....	1381
<b>DTC U1000, U1001 CAN COMMUNICATION LINE .....</b>	<b>1350</b>	DTC Confirmation Procedure .....	1381
Description .....	1350	Wiring Diagram .....	1383
On Board Diagnosis Logic .....	1350	Diagnostic Procedure .....	1384
DTC Confirmation Procedure .....	1350	Component Inspection .....	1385
Wiring Diagram .....	1351	Removal and Installation .....	1385
Diagnostic Procedure .....	1352	<b>DTC P0117, P0118 ECT SENSOR .....</b>	<b>1386</b>
<b>DTC P0011 IVT CONTROL .....</b>	<b>1353</b>	Component Description .....	1386
Description .....	1353	On Board Diagnosis Logic .....	1386
CONSULT-II Reference Value in Data Monitor Mode .....	1353	DTC Confirmation Procedure .....	1387
On Board Diagnosis Logic .....	1354	Wiring Diagram .....	1388
		Diagnostic Procedure .....	1389
		Component Inspection .....	1390
		Removal and Installation .....	1390

<b>DTC P0122, P0123 TP SENSOR</b> .....	<b>1391</b>	Diagnostic Procedure .....	1425	A
Component Description .....	1391	Component Inspection .....	1426	
CONSULT-II Reference Value in Data Monitor Mode		Removal and Installation .....	1427	
	1391	<b>DTC P0138 HO2S2</b> .....	<b>1428</b>	<b>EC</b>
On Board Diagnosis Logic .....	1391	Component Description .....	1428	
DTC Confirmation Procedure .....	1391	CONSULT-II Reference Value in Data Monitor Mode	1428	
Wiring Diagram .....	1393		1428	
Diagnostic Procedure .....	1394	On Board Diagnosis Logic .....	1428	C
Component Inspection .....	1396	DTC Confirmation Procedure .....	1428	
Removal and Installation .....	1397	Overall Function Check .....	1429	
<b>DTC P0125 ECT SENSOR</b> .....	<b>1398</b>	Wiring Diagram .....	1430	D
Description .....	1398	Diagnostic Procedure .....	1431	
On Board Diagnosis Logic .....	1398	Component Inspection .....	1432	
DTC Confirmation Procedure .....	1398	Removal and Installation .....	1434	
Diagnostic Procedure .....	1399	<b>DTC P0139 HO2S2</b> .....	<b>1435</b>	E
Component Inspection .....	1399	Component Description .....	1435	
Removal and Installation .....	1400	CONSULT-II Reference Value in Data Monitor Mode	1435	
<b>DTC P0127 IAT SENSOR</b> .....	<b>1401</b>		1435	F
Component Description .....	1401	On Board Diagnosis Logic .....	1435	
On Board Diagnosis Logic .....	1401	DTC Confirmation Procedure .....	1435	
DTC Confirmation Procedure .....	1401	Overall Function Check .....	1436	
Diagnostic Procedure .....	1402	Wiring Diagram .....	1437	G
Component Inspection .....	1402	Diagnostic Procedure .....	1438	
Removal and Installation .....	1403	Component Inspection .....	1440	
<b>DTC P0128 THERMOSTAT FUNCTION</b> .....	<b>1404</b>	Removal and Installation .....	1441	H
On Board Diagnosis Logic .....	1404	<b>DTC P0171 FUEL INJECTION SYSTEM FUNCTION</b> <b>442</b>		
DTC Confirmation Procedure .....	1404	On Board Diagnosis Logic .....	1442	
Diagnostic Procedure .....	1404	DTC Confirmation Procedure .....	1442	I
Component Inspection .....	1405	Wiring Diagram .....	1444	
Removal and Installation .....	1405	Diagnostic Procedure .....	1445	
<b>DTC P0132 HO2S1</b> .....	<b>1406</b>	<b>DTC P0172 FUEL INJECTION SYSTEM FUNCTION</b> <b>449</b>		J
Component Description .....	1406	On Board Diagnosis Logic .....	1449	
CONSULT-II Reference Value in Data Monitor Mode	1406	DTC Confirmation Procedure .....	1449	
	1406	Wiring Diagram .....	1451	
On Board Diagnosis Logic .....	1406	Diagnostic Procedure .....	1452	K
DTC Confirmation Procedure .....	1407	<b>DTC P0181 FTT SENSOR</b> .....	<b>1455</b>	
Wiring Diagram .....	1408	Component Description .....	1455	L
Diagnostic Procedure .....	1409	On Board Diagnosis Logic .....	1455	
Component Inspection .....	1410	DTC Confirmation Procedure .....	1455	
Removal and Installation .....	1411	Diagnostic Procedure .....	1456	
<b>DTC P0133 HO2S1</b> .....	<b>1412</b>	Component Inspection .....	1456	M
Component Description .....	1412	Removal and Installation .....	1456	
CONSULT-II Reference Value in Data Monitor Mode	1412	<b>DTC P0182, P0183 FTT SENSOR</b> .....	<b>1457</b>	
	1412	Component Description .....	1457	
On Board Diagnosis Logic .....	1412	On Board Diagnosis Logic .....	1457	
DTC Confirmation Procedure .....	1413	DTC Confirmation Procedure .....	1457	
Overall Function Check .....	1414	Wiring Diagram .....	1458	
Wiring Diagram .....	1415	Diagnostic Procedure .....	1459	
Diagnostic Procedure .....	1416	Component Inspection .....	1460	
Component Inspection .....	1418	Removal and Installation .....	1460	
Removal and Installation .....	1420	<b>DTC P0217 COOLANT OVERTEMPERATURE</b>		
<b>DTC P0134 HO2S1</b> .....	<b>1421</b>	<b>ENRICHMENT PROTECTION</b> .....	<b>1461</b>	
Component Description .....	1421	System Description .....	1461	
CONSULT-II Reference Value in Data Monitor Mode	1421	CONSULT-II Reference Value in Data Monitor Mode	1461	
	1421		1461	
On Board Diagnosis Logic .....	1421	On Board Diagnosis Logic .....	1462	
DTC Confirmation Procedure .....	1422	Overall Function Check .....	1462	
Overall Function Check .....	1422	Wiring Diagram .....	1465	
Wiring Diagram .....	1424	Diagnostic Procedure .....	1466	

Main 12 Causes of Overheating .....	1473	<b>UME CONTROL SOLENOID VALVE .....</b>	<b>1521</b>
Component Inspection .....	1474	Description .....	1521
<b>DTC P0222, P0223 TP SENSOR .....</b>	<b>1475</b>	CONSULT-II Reference Value in Data Monitor Mode .....	1521
Component Description .....	1475	On Board Diagnosis Logic .....	1522
CONSULT-II Reference Value in Data Monitor Mode .....	1475	DTC Confirmation Procedure .....	1522
On Board Diagnosis Logic .....	1475	Wiring Diagram .....	1523
DTC Confirmation Procedure .....	1475	Diagnostic Procedure .....	1524
Wiring Diagram .....	1477	Component Inspection .....	1526
Diagnostic Procedure .....	1478	Removal and Installation .....	1526
Component Inspection .....	1480	<b>DTC P0447 EVAP CANISTER VENT CONTROL VALVE .....</b>	<b>1527</b>
Removal and Installation .....	1480	Component Description .....	1527
<b>DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE .....</b>	<b>1481</b>	CONSULT-II Reference Value in Data Monitor Mode .....	1527
On Board Diagnosis Logic .....	1481	On Board Diagnosis Logic .....	1527
DTC Confirmation Procedure .....	1481	DTC Confirmation Procedure .....	1527
Diagnostic Procedure .....	1482	Wiring Diagram .....	1529
<b>DTC P0327, P0328 KS .....</b>	<b>1486</b>	Diagnostic Procedure .....	1530
Component Description .....	1486	Component Inspection .....	1532
On Board Diagnosis Logic .....	1486	<b>DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR .....</b>	<b>1534</b>
DTC Confirmation Procedure .....	1486	Component Description .....	1534
Wiring Diagram .....	1487	CONSULT-II Reference Value in Data Monitor Mode .....	1534
Diagnostic Procedure .....	1488	On Board Diagnosis Logic .....	1534
Component Inspection .....	1489	DTC Confirmation Procedure .....	1534
Removal and Installation .....	1489	Wiring Diagram .....	1536
<b>DTC P0335 CKP SENSOR (POS) .....</b>	<b>1490</b>	Diagnostic Procedure .....	1537
Component Description .....	1490	Component Inspection .....	1539
CONSULT-II Reference Value in Data Monitor Mode .....	1490	<b>DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR .....</b>	<b>1540</b>
On Board Diagnosis Logic .....	1490	Component Description .....	1540
DTC Confirmation Procedure .....	1490	CONSULT-II Reference Value in Data Monitor Mode .....	1540
Wiring Diagram .....	1491	On Board Diagnosis Logic .....	1540
Diagnostic Procedure .....	1492	DTC Confirmation Procedure .....	1540
Component Inspection .....	1494	Wiring Diagram .....	1542
Removal and Installation .....	1495	Diagnostic Procedure .....	1543
<b>DTC P0340 CMP SENSOR (PHASE) .....</b>	<b>1496</b>	Component Inspection .....	1546
Component Description .....	1496	<b>DTC P0455 EVAP CONTROL SYSTEM .....</b>	<b>1547</b>
On Board Diagnosis Logic .....	1496	On Board Diagnosis Logic .....	1547
DTC Confirmation Procedure .....	1496	DTC Confirmation Procedure .....	1547
Wiring Diagram .....	1497	Diagnostic Procedure .....	1549
Diagnostic Procedure .....	1498	<b>DTC P0456 EVAP CONTROL SYSTEM .....</b>	<b>1555</b>
Component Inspection .....	1500	On Board Diagnosis Logic .....	1555
Removal and Installation .....	1501	DTC Confirmation Procedure .....	1556
<b>DTC P0420 THREE WAY CATALYST FUNCTION .....</b>	<b>1502</b>	Overall Function Check .....	1557
On Board Diagnosis Logic .....	1502	Diagnostic Procedure .....	1558
DTC Confirmation Procedure .....	1502	<b>DTC P0460 FUEL LEVEL SENSOR .....</b>	<b>1564</b>
Overall Function Check .....	1503	Component Description .....	1564
Diagnostic Procedure .....	1504	On Board Diagnosis Logic .....	1564
<b>DTC P0441 EVAP CONTROL SYSTEM .....</b>	<b>1507</b>	DTC Confirmation Procedure .....	1564
System Description .....	1507	Wiring Diagram .....	1565
On Board Diagnosis Logic .....	1507	Diagnostic Procedure .....	1566
DTC Confirmation Procedure .....	1507	Remove and Installation .....	1568
Overall Function Check .....	1508	<b>DTC P0461 FUEL LEVEL SENSOR .....</b>	<b>1569</b>
Diagnostic Procedure .....	1509	Component Description .....	1569
<b>DTC P0442 EVAP CONTROL SYSTEM .....</b>	<b>1513</b>		
On Board Diagnosis Logic .....	1513		
DTC Confirmation Procedure .....	1514		
Diagnostic Procedure .....	1515		
<b>DTC P0444, P0445 EVAP CANISTER PURGE VOL-</b>			

On Board Diagnosis Logic .....	1569	Wiring Diagram .....	1601	
Overall Function Check .....	1569	Diagnostic Procedure .....	1602	A
<b>DTC P0462, P0463 FUEL LEVEL SENSOR .....</b>	<b>1571</b>	Component Inspection .....	1603	
Component Description .....	1571	Removal and Installation .....	1603	
On Board Diagnosis Logic .....	1571	<b>DTC P1121 ELECTRIC THROTTLE CONTROL</b>		<b>EC</b>
DTC Confirmation Procedure .....	1571	<b>ACTUATOR .....</b>	<b>1604</b>	
Wiring Diagram .....	1572	Component Description .....	1604	
Diagnostic Procedure .....	1573	On Board Diagnosis Logic .....	1604	C
Removal and Installation .....	1574	DTC Confirmation Procedure .....	1604	
<b>DTC P0500 VSS .....</b>	<b>1575</b>	Diagnostic Procedure .....	1605	
Description .....	1575	<b>DTC P1122 ELECTRIC THROTTLE CONTROL</b>		
On Board Diagnosis Logic .....	1575	<b>FUNCTION .....</b>	<b>1606</b>	D
DTC Confirmation Procedure .....	1575	Description .....	1606	
Overall Function Check .....	1575	On Board Diagnosis Logic .....	1606	
Wiring Diagram .....	1576	DTC Confirmation Procedure .....	1606	E
Diagnostic Procedure .....	1577	Wiring Diagram .....	1607	
<b>DTC P0506 ISC SYSTEM .....</b>	<b>1579</b>	Diagnostic Procedure .....	1608	
Description .....	1579	Component Inspection .....	1612	F
On Board Diagnosis Logic .....	1579	Remove and Installation .....	1612	
DTC Confirmation Procedure .....	1579	<b>DTC P1124, P1126 THROTTLE CONTROL MOTOR</b>		
Diagnostic Procedure .....	1580	<b>RELAY .....</b>	<b>1613</b>	G
<b>DTC P0507 ISC SYSTEM .....</b>	<b>1581</b>	Component Description .....	1613	
Description .....	1581	CONSULT-II Reference Value in Data Monitor Mode		
On Board Diagnosis Logic .....	1581		1613	
DTC Confirmation Procedure .....	1581	On Board Diagnosis Logic .....	1613	H
Diagnostic Procedure .....	1582	DTC Confirmation Procedure .....	1613	
<b>DTC P0605 ECM .....</b>	<b>1583</b>	Wiring Diagram .....	1615	
Component Description .....	1583	Diagnostic Procedure .....	1616	I
On Board Diagnosis Logic .....	1583	Component Inspection .....	1617	
DTC Confirmation Procedure .....	1583	<b>DTC P1128 THROTTLE CONTROL MOTOR .....</b>	<b>1618</b>	J
Diagnostic Procedure .....	1584	Component Description .....	1618	
<b>DTC P0650 MIL .....</b>	<b>1586</b>	On Board Diagnosis Logic .....	1618	
Component Description .....	1586	DTC Confirmation Procedure .....	1618	
On Board Diagnosis Logic .....	1586	Wiring Diagram .....	1619	K
DTC Confirmation Procedure .....	1586	Diagnostic Procedure .....	1620	
Wiring Diagram .....	1587	Component Inspection .....	1621	
Diagnostic Procedure .....	1588	Remove and Installation .....	1622	
<b>DTC P1065 ECM POWER SUPPLY .....</b>	<b>1590</b>	<b>DTC P1143 HO2S1 .....</b>	<b>1623</b>	L
Component Description .....	1590	Component Description .....	1623	
On Board Diagnosis Logic .....	1590	CONSULT-II Reference Value in Data Monitor Mode		
DTC Confirmation Procedure .....	1590		1623	
Wiring Diagram .....	1591	On Board Diagnosis Logic .....	1623	M
Diagnostic Procedure .....	1592	DTC Confirmation Procedure .....	1624	
<b>DTC P1102 MAF SENSOR .....</b>	<b>1594</b>	Overall Function Check .....	1624	
Component Description .....	1594	Diagnostic Procedure .....	1625	
CONSULT-II Reference Value in Data Monitor Mode		Component Inspection .....	1627	
	1594	Removal and Installation .....	1628	
On Board Diagnosis Logic .....	1594	<b>DTC P1144 HO2S1 .....</b>	<b>1629</b>	
DTC Confirmation Procedure .....	1594	Component Description .....	1629	
Wiring Diagram .....	1596	CONSULT-II Reference Value in Data Monitor Mode		
Diagnostic Procedure .....	1597		1629	
Component Inspection .....	1599	On Board Diagnosis Logic .....	1629	
Removal and Installation .....	1599	DTC Confirmation Procedure .....	1630	
<b>DTC P1111 IVT CONTROL SOLENOID VALVE ..</b>	<b>1600</b>	Overall Function Check .....	1630	
Component Description .....	1600	Diagnostic Procedure .....	1631	
CONSULT-II Reference Value in Data Monitor Mode		Component Inspection .....	1633	
	1600	Removal and Installation .....	1634	
On Board Diagnosis Logic .....	1600	<b>DTC P1146 HO2S2 .....</b>	<b>1635</b>	
DTC Confirmation Procedure .....	1600	Component Description .....	1635	

CONSULT-II Reference Value in Data Monitor Mode	1635	Wiring Diagram	1674
On Board Diagnosis Logic	1635	Diagnostic Procedure	1675
DTC Confirmation Procedure	1635	Component Inspection	1678
Overall Function Check	1636	Removal and Installation	1679
Wiring Diagram	1637	<b>DTC P1446 EVAP CANISTER VENT CONTROL VALVE</b>	<b>1680</b>
Diagnostic Procedure	1638	Component Description	1680
Component Inspection	1640	CONSULT-II Reference Value in Data Monitor Mode	1680
Removal and Installation	1641	On Board Diagnosis Logic	1680
<b>DTC P1147 HO2S2</b>	<b>1642</b>	DTC Confirmation Procedure	1680
Component Description	1642	Wiring Diagram	1682
CONSULT-II Reference Value in Data Monitor Mode	1642	Diagnostic Procedure	1683
On Board Diagnosis Logic	1642	Component Inspection	1685
DTC Confirmation Procedure	1642	<b>DTC P1448 EVAP CANISTER VENT CONTROL VALVE</b>	<b>1687</b>
Overall Function Check	1643	Component Description	1687
Wiring Diagram	1644	CONSULT-II Reference Value in Data Monitor Mode	1687
Diagnostic Procedure	1645	On Board Diagnosis Logic	1687
Component Inspection	1647	DTC Confirmation Procedure	1687
Removal and Installation	1648	Overall Function Check	1689
<b>DTC P1148 CLOSED LOOP CONTROL</b>	<b>1649</b>	Wiring Diagram	1690
On Board Diagnosis Logic	1649	Diagnostic Procedure	1691
DTC Confirmation Procedure	1649	Component Inspection	1693
Overall Function Check	1649	<b>DTC P1456 EVAP CONTROL SYSTEM</b>	<b>1695</b>
Diagnostic Procedure	1650	On Board Diagnosis Logic	1695
<b>DTC P1217 ENGINE OVER TEMPERATURE</b>	<b>1651</b>	DTC Confirmation Procedure	1696
System Description	1651	Overall Function Check	1697
CONSULT-II Reference Value in Data Monitor Mode	1651	Diagnostic Procedure	1698
On Board Diagnosis Logic	1652	<b>DTC P1464 FUEL LEVEL SENSOR</b>	<b>1704</b>
Overall Function Check	1652	Component Description	1704
Wiring Diagram	1654	On Board Diagnosis Logic	1704
Diagnostic Procedure	1655	DTC Confirmation Procedure	1704
Main 12 Causes of Overheating	1662	Wiring Diagram	1705
Component Inspection	1663	Diagnostic Procedure	1706
<b>DTC P1225 TP SENSOR</b>	<b>1664</b>	Removal and Installation	1706
Component Description	1664	<b>DTC P1490 VACUUM CUT VALVE BYPASS VALVE</b>	<b>707</b>
On Board Diagnosis Logic	1664	Description	1707
DTC Confirmation Procedure	1664	CONSULT-II Reference Value in Data Monitor Mode	1707
Diagnostic Procedure	1665	On Board Diagnosis Logic	1707
Remove and Installation	1665	DTC Confirmation Procedure	1707
<b>DTC P1226 TP SENSOR</b>	<b>1666</b>	Wiring Diagram	1709
Component Description	1666	Diagnostic Procedure	1710
On Board Diagnosis Logic	1666	Component Inspection	1712
DTC Confirmation Procedure	1666	<b>DTC P1491 VACUUM CUT VALVE BYPASS VALVE</b>	<b>714</b>
Diagnostic Procedure	1667	Description	1714
Remove and Installation	1667	CONSULT-II Reference Value in Data Monitor Mode	1714
<b>DTC P1229 SENSOR POWER SUPPLY</b>	<b>1668</b>	On Board Diagnosis Logic	1714
On Board Diagnosis Logic	1668	DTC Confirmation Procedure	1715
DTC Confirmation Procedure	1668	Overall Function Check	1715
Wiring Diagram	1669	Wiring Diagram	1717
Diagnostic Procedure	1670	Diagnostic Procedure	1718
<b>DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE</b>	<b>1672</b>	Component Inspection	1721
Description	1672	<b>DTC P1564 ASCD STEERING SWITCH</b>	<b>1723</b>
CONSULT-II Reference Value in Data Monitor Mode	1672	Component Description	1723
On Board Diagnosis Logic	1673	CONSULT-II Reference Value in Data Monitor Mode	1723
DTC Confirmation Procedure	1673		

On Board Diagnosis Logic .....	1723	<b>DTC P2135 TP SENSOR .....</b>	<b>1763</b>	A
DTC Confirmation Procedure .....	1723	Component Description .....	1763	
Wiring Diagram .....	1725	CONSULT-II Reference Value in Data Monitor Mode .....	1763	
Diagnostic Procedure .....	1727	On Board Diagnosis Logic .....	1763	EC
Component Inspection .....	1728	DTC Confirmation Procedure .....	1763	
<b>DTC P1572 ASCD BRAKE SWITCH .....</b>	<b>1730</b>	Wiring Diagram .....	1765	
Component Description .....	1730	Diagnostic Procedure .....	1766	C
CONSULT-II Reference Value in Data Monitor Mode .....	1730	Component Inspection .....	1768	
On Board Diagnosis Logic .....	1730	Remove and Installation .....	1769	
DTC Confirmation Procedure .....	1730	<b>DTC P2138 APP SENSOR .....</b>	<b>1770</b>	D
Wiring Diagram .....	1732	Component Description .....	1770	
Diagnostic Procedure .....	1733	CONSULT-II Reference Value in Data Monitor Mode .....	1770	
Component Inspection .....	1738	On Board Diagnosis Logic .....	1770	E
<b>DTC P1574 ASCD VEHICLE SPEED SENSOR .....</b>	<b>1740</b>	DTC Confirmation Procedure .....	1770	
Component Description .....	1740	Wiring Diagram .....	1772	
On Board Diagnosis Logic .....	1740	Diagnostic Procedure .....	1773	F
DTC Confirmation Procedure .....	1740	Component Inspection .....	1775	
Diagnostic Procedure .....	1741	Remove and Installation .....	1776	
<b>DTC P1706 PNP SWITCH .....</b>	<b>1742</b>	<b>IGNITION SIGNAL .....</b>	<b>1777</b>	G
Component Description .....	1742	Component Description .....	1777	
CONSULT-II Reference Value in Data Monitor Mode .....	1742	Wiring Diagram .....	1778	
On Board Diagnosis Logic .....	1742	Diagnostic Procedure .....	1783	H
DTC Confirmation Procedure .....	1742	Component Inspection .....	1786	
Overall Function Check .....	1743	Remove and Installation .....	1787	
Wiring Diagram .....	1744	<b>VIAS .....</b>	<b>1788</b>	I
Diagnostic Procedure .....	1745	Description .....	1788	
<b>DTC P1805 BRAKE SWITCH .....</b>	<b>1746</b>	CONSULT-II Reference Value in Data Monitor Mode .....	1789	J
Description .....	1746	Wiring Diagram .....	1790	
CONSULT-II Reference Value in Data Monitor Mode .....	1746	Diagnostic Procedure .....	1792	
On Board Diagnosis Logic .....	1746	Component Inspection .....	1795	
DTC Confirmation Procedure .....	1746	Remove and Installation .....	1795	
Wiring Diagram .....	1747	<b>INJECTOR CIRCUIT .....</b>	<b>1796</b>	K
Diagnostic Procedure .....	1748	Component Description .....	1796	
Component Inspection .....	1750	CONSULT-II Reference Value in Data Monitor Mode .....	1796	L
<b>DTC P2122, P2123 APP SENSOR .....</b>	<b>1751</b>	Wiring Diagram .....	1797	
Component Description .....	1751	Diagnostic Procedure .....	1798	
CONSULT-II Reference Value in Data Monitor Mode .....	1751	Component Inspection .....	1801	M
On Board Diagnosis Logic .....	1751	Remove and Installation .....	1801	
DTC Confirmation Procedure .....	1751	<b>START SIGNAL .....</b>	<b>1802</b>	
Wiring Diagram .....	1753	CONSULT-II Reference Value in Data Monitor Mode .....	1802	
Diagnostic Procedure .....	1754	Wiring Diagram .....	1803	
Component Inspection .....	1756	Diagnostic Procedure .....	1804	
Remove and Installation .....	1756	<b>FUEL PUMP CIRCUIT .....</b>	<b>1806</b>	
<b>DTC P2127, P2128 APP SENSOR .....</b>	<b>1757</b>	Description .....	1806	
Component Description .....	1757	CONSULT-II Reference Value in Data Monitor Mode .....	1806	
CONSULT-II Reference Value in Data Monitor Mode .....	1757	Wiring Diagram .....	1807	
On Board Diagnosis Logic .....	1757	Diagnostic Procedure .....	1808	
DTC Confirmation Procedure .....	1757	Component Inspection .....	1810	
Wiring Diagram .....	1759	Remove and Installation .....	1810	
Diagnostic Procedure .....	1760	<b>POWER STEERING OIL PRESSURE SWITCH .....</b>	<b>1811</b>	
Component Inspection .....	1762	Component Description .....	1811	
Remove and Installation .....	1762	CONSULT-II Reference Value in Data Monitor Mode .....	1811	



Wiring Diagram .....	1812	<b>EVAPORATIVE EMISSION SYSTEM .....</b>	<b>1846</b>
Diagnostic Procedure .....	1814	Description .....	1846
Component Inspection .....	1815	Component Inspection .....	1849
Removal and Installation .....	1815	How to Detect Fuel Vapor Leakage .....	1850
<b>REFRIGERANT PRESSURE SENSOR .....</b>	<b>1816</b>	<b>ON BOARD REFUELING VAPOR RECOVERY</b>	
Component Description .....	1816	<b>(ORVR) .....</b>	<b>1852</b>
Wiring Diagram .....	1817	System Description .....	1852
Diagnostic Procedure .....	1818	Diagnostic Procedure .....	1853
Removal and Installation .....	1820	Component Inspection .....	1855
<b>ELECTRICAL LOAD SIGNAL .....</b>	<b>1821</b>	<b>POSITIVE CRANKCASE VENTILATION .....</b>	<b>1858</b>
CONSULT-II Reference Value in Data Monitor Mode		Description .....	1858
	1821	Component Inspection .....	1858
Wiring Diagram .....	1822	<b>AUTOMATIC SPEED CONTROL DEVICE (ASCD) .....</b>	<b>1860</b>
Diagnostic Procedure .....	1827	System Description .....	1860
<b>ASCD BRAKE SWITCH .....</b>	<b>1833</b>	Component Description .....	1861
Component Description .....	1833	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>1862</b>
CONSULT-II Reference Value in Data Monitor Mode		Fuel Pressure .....	1862
	1833	Idle Speed and Ignition Timing .....	1862
Wiring Diagram .....	1834	Calculated Load Value .....	1862
Diagnostic Procedure .....	1835	Mass Air Flow Sensor .....	1862
<b>ASCD INDICATOR .....</b>	<b>1841</b>	Intake Air Temperature Sensor .....	1862
Component Description .....	1841	Engine Coolant Temperature Sensor .....	1862
CONSULT-II Reference Value in Data Monitor Mode		Heated Oxygen Sensor 1 Heater .....	1862
	1841	Heated Oxygen Sensor 2 Heater .....	1862
Wiring Diagram .....	1842	Crankshaft Position Sensor (POS) .....	1862
Diagnostic Procedure .....	1843	Camshaft Position Sensor (PHASE) .....	1862
<b>DATA LINK CONNECTOR .....</b>	<b>1845</b>	Throttle Control Motor .....	1862
Wiring Diagram .....	1845	Injector .....	1863
		Fuel Pump .....	1863

# INDEX FOR DTC

[QG18DE (ULEV)]

## INDEX FOR DTC

PFP:00024

### Alphabetical Index

UBS001C1

**NOTE:**

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145. "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

x: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
A/T 1ST GR FNCTN	P0731	0731	2	x	<a href="#">AT-136</a>
A/T 2ND GR FNCTN	P0732	0732	2	x	<a href="#">AT-141</a>
A/T 3RD GR FNCTN	P0733	0733	2	x	<a href="#">AT-146</a>
A/T 4TH GR FNCTN	P0734	0734	2	x	<a href="#">AT-151</a>
A/T TCC S/V FNCTN	P0744	0744	2	x	<a href="#">AT-164</a>
APP SEN 1/CIRC	P2122	2122	1	x	<a href="#">EC-503</a>
APP SEN 1/CIRC	P2123	2123	1	x	<a href="#">EC-503</a>
APP SEN 2/CIRC	P2127	2127	1	x	<a href="#">EC-511</a>
APP SEN 2/CIRC	P2128	2128	1	x	<a href="#">EC-511</a>
APP SENSOR	P2138	2138	1	x	<a href="#">EC-525</a>
ASCD BRAKE SW	P1572	1572	1	—	<a href="#">EC-481</a>
ASCD SW	P1564	1564	1	—	<a href="#">EC-474</a>
ASCD VHL SPD SEN	P1574	1574	1	—	<a href="#">EC-491</a>
ATF TEMP SEN/CIRC	P0710	0710	2	x	<a href="#">AT-121</a>
BRAKE SW/CIRCUIT	P1805	1805	2	—	<a href="#">EC-497</a>
CAN COMM CIRCUIT	U1000	1000	1	x	<a href="#">EC-145</a>
CAN COMM CIRCUIT	U1001	1001	2	—	<a href="#">EC-145</a>
CKP SEN/CIRCUIT	P0335	0335	2	x	<a href="#">EC-277</a>
CLOSED LOOP-B1	P1148	1148	1	x	<a href="#">EC-436</a>
CMP SEN/CIRCUIT	P0340	0340	2	x	<a href="#">EC-283</a>
CTP LEARNING	P1225	1225	2	—	<a href="#">EC-451</a>
CTP LEARNING	P1226	1226	2	—	<a href="#">EC-453</a>
CYL1 MISFIRE	P0301	0301	2	x	<a href="#">EC-267</a>
CYL2 MISFIRE	P0302	0302	2	x	<a href="#">EC-267</a>
CYL3 MISFIRE	P0303	0303	2	x	<a href="#">EC-267</a>
CYL4 MISFIRE	P0304	0304	2	x	<a href="#">EC-267</a>
ECM	P0605	0605	1 or 2	x or —	<a href="#">EC-372</a>
ECM BACK UP/CIRC	P1065	1065	2	x	<a href="#">EC-375</a>
ECT SEN/CIRCUIT	P0117	0117	1	x	<a href="#">EC-181</a>
ECT SEN/CIRCUIT	P0118	0118	1	x	<a href="#">EC-181</a>
ECT SENSOR	P0125	0125	1	x	<a href="#">EC-193</a>
ENG OVER TEMP	P1217	1217	1	x	<a href="#">EC-438</a>
ENGINE SPEED SIG	P0725	0725	2	x	<a href="#">AT-132</a>
ETC ACTR	P1121	1121	1 or 2	x	<a href="#">EC-390</a>
ETC FUNCTION/CIRC	P1122	1122	1	x	<a href="#">EC-392</a>
ETC MOT	P1128	1128	1	x	<a href="#">EC-404</a>
ETC MOT PWR	P1124	1124	1	x	<a href="#">EC-399</a>

# INDEX FOR DTC

[QG18DE (ULEV)]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
ETC MOT PWR	P1126	1126	1	×	<a href="#">EC-399</a>
EVAP GROSS LEAK	P0455	0455	2	×	<a href="#">EC-338</a>
EVAP PURG FLOW/MON	P0441	0441	2	×	<a href="#">EC-294</a>
EVAP SMALL LEAK	P0442	0442	2	×	<a href="#">EC-301</a>
EVAP SYS PRES SEN	P0452	0452	2	×	<a href="#">EC-324</a>
EVAP SYS PRES SEN	P0453	0453	2	×	<a href="#">EC-330</a>
EVAP VERY SML LEAK	P0456	0456	2	×	<a href="#">EC-346</a>
FTT SEN/CIRCUIT	P0182	0182	2	×	<a href="#">EC-256</a>
FTT SEN/CIRCUIT	P0183	0183	2	×	<a href="#">EC-256</a>
FTT SENSOR	P0181	0181	2	×	<a href="#">EC-251</a>
FUEL LEV SEN SLOSH	P0460	0460	2	×	<a href="#">EC-354</a>
FUEL LEVEL SENSOR	P0461	0461	2	×	<a href="#">EC-356</a>
FUEL LEVL SEN/CIRC	P0462	0462	2	×	<a href="#">EC-359</a>
FUEL LEVL SEN/CIRC	P0463	0463	2	×	<a href="#">EC-359</a>
FUEL SYS-LEAN-B1	P0171	0171	2	×	<a href="#">EC-238</a>
FUEL SYS-RICH-B1	P0172	0172	2	×	<a href="#">EC-245</a>
HO2S1 (B1)	P0132	0132	2	×	<a href="#">EC-201</a>
HO2S1 (B1)	P0133	0133	2	×	<a href="#">EC-207</a>
HO2S1 (B1)	P0134	0134	2	×	<a href="#">EC-216</a>
HO2S1 (B1)	P1143	1143	2	×	<a href="#">EC-409</a>
HO2S1 (B1)	P1144	1144	2	×	<a href="#">EC-415</a>
HO2S1 HTR (B1)	P0031	0031	2	×	<a href="#">EC-151</a>
HO2S1 HTR (B1)	P0032	0032	2	×	<a href="#">EC-151</a>
HO2S2 (B1)	P0138	0138	2	×	<a href="#">EC-223</a>
HO2S2 (B1)	P0139	0139	2	×	<a href="#">EC-230</a>
HO2S2 (B1)	P1146	1146	2	×	<a href="#">EC-421</a>
HO2S2 (B1)	P1147	1147	2	×	<a href="#">EC-428</a>
HO2S2 HTR (B1)	P0037	0037	2	×	<a href="#">EC-157</a>
HO2S2 HTR (B1)	P0038	0038	2	×	<a href="#">EC-157</a>
IAT SEN/CIRCUIT	P0112	0112	2	×	<a href="#">EC-177</a>
IAT SEN/CIRCUIT	P0113	0113	2	×	<a href="#">EC-177</a>
IAT SENSOR	P0127	0127	2	×	<a href="#">EC-196</a>
INT/V TIM CONT-B1	P0011	0011	2	×	<a href="#">EC-148</a>
INT/V TIM V/CIR-B1	P1111	1111	2	×	<a href="#">EC-385</a>
ISC SYSTEM	P0506	0506	2	×	<a href="#">EC-363</a>
ISC SYSTEM	P0507	0507	2	×	<a href="#">EC-365</a>
KNOCK SEN/CIRC-B1	P0327	0327	2	—	<a href="#">EC-273</a>
KNOCK SEN/CIRC-B1	P0328	0328	2	—	<a href="#">EC-273</a>
L/PRESS SOL/CIRC	P0745	0745	2	×	<a href="#">AT-174</a>
MAF SEN/CIRCUIT	P0101	0101	1	×	<a href="#">EC-163</a>
MAF SEN/CIRCUIT	P0102	0102	1	×	<a href="#">EC-171</a>
MAF SEN/CIRCUIT	P0103	0103	1	×	<a href="#">EC-171</a>

# INDEX FOR DTC

[QG18DE (ULEV)]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
MAF SENSOR	P1102	1102	1	×	<a href="#">EC-379</a>
MULTI CYL MISFIRE	P0300	0300	2	×	<a href="#">EC-267</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	No DTC	Flashing*6	—	Flashing*6	<a href="#">EC-73</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	0000	—	—	—
O/R CLTCH SOL/CIRC	P1760	1760	2	×	<a href="#">AT-194</a>
P-N POS SW/CIRCUIT	P1706	1706	2	×	<a href="#">EC-493</a>
PNP SW/CIRC	P0705	0705	2	×	<a href="#">AT-116</a>
PURG VOLUME CONT/V	P0444	0444	2	×	<a href="#">EC-311</a>
PURG VOLUME CONT/V	P0445	0445	2	×	<a href="#">EC-311</a>
PURG VOLUME CONT/V	P1444	1444	2	×	<a href="#">EC-460</a>
PW ST P SEN/CIRC	P0550	0550	2	—	<a href="#">EC-367</a>
SENSOR POWER/CIRC	P1229	1229	1	×	<a href="#">EC-455</a>
SFT SOL A/CIRC	P0750	0750	1	×	<a href="#">AT-180</a>
SFT SOL B/CIRC	P0755	0755	1	×	<a href="#">AT-184</a>
TCC SOLENOID/CIRC	P0740	0740	2	×	<a href="#">AT-160</a>
THERMSTAT FNCTN	P0128	0128	2	×	<a href="#">EC-199</a>
TP SEN/CIRC A/T	P1705	1705	1	×	<a href="#">AT-188</a>
TP SEN 1/CIRC	P0222	0222	1	×	<a href="#">EC-260</a>
TP SEN 1/CIRC	P0223	0223	1	×	<a href="#">EC-260</a>
TP SEN 2/CIRC	P0122	0122	1	×	<a href="#">EC-186</a>
TP SEN 2/CIRC	P0123	0123	1	×	<a href="#">EC-186</a>
PT SENSOR	P2135	2135	1	×	<a href="#">EC-518</a>
TW CATALYST SYS-B1	P0420	0420	2	×	<a href="#">EC-289</a>
VEH SPD SEN/CIR AT	P0720*5	0720	2	×	<a href="#">AT-127</a>
VEH SPEED SEN/CIRC	P0500*5	0500	2	×	<a href="#">EC-361</a>
VENT CONTROL VALVE	P0447	0447	2	×	<a href="#">EC-317</a>
VENT CONTROL VALVE	P1446	1446	2	×	<a href="#">EC-468</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: Is Diagnostic Test Mode-II (self-diagnostic results), there numbers are controlled by NISSAN.

\*4: These DTCs are displayed with CONSULT-II only.

\*5: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

\*6: When engine is running.

## DTC No. Index

UBS001C2

### NOTE:

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

# INDEX FOR DTC

[QG18DE (ULEV)]

×: Applicable —: Not applicable

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
No DTC	Flashing*6	<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	—	Flashing*6	<a href="#">EC-73</a>
U1000	1000	CAN COMM CIRCUIT	1	×	<a href="#">EC-145</a>
U1001	1001	CAN COMM CIRCUIT	2	—	<a href="#">EC-145</a>
<b>P0000</b>	<b>0000</b>	<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	—	—	—
P0011	0011	INT/V TIM CONT-B1	2	×	<a href="#">EC-148</a>
P0031	0031	HO2S1 HTR (B1)	2	×	<a href="#">EC-151</a>
P0032	0032	HO2S1 HTR (B1)	2	×	<a href="#">EC-151</a>
P0037	0037	HO2S2 HTR (B1)	2	×	<a href="#">EC-157</a>
P0038	0038	HO2S2 HTR (B1)	2	×	<a href="#">EC-157</a>
P0101	0101	MAF SEN/CIRCUIT	1	×	<a href="#">EC-163</a>
P0102	0102	MAF SEN/CIRCUIT	1	×	<a href="#">EC-171</a>
P0103	0103	MAF SEN/CIRCUIT	1	×	<a href="#">EC-171</a>
P0112	0112	IAT SEN/CIRCUIT	2	×	<a href="#">EC-177</a>
P0113	0113	IAT SEN/CIRCUIT	2	×	<a href="#">EC-177</a>
P0117	0117	ECT SEN/CIRCUIT	1	×	<a href="#">EC-181</a>
P0118	0118	ECT SEN/CIRCUIT	1	×	<a href="#">EC-181</a>
P0122	0122	TP SEN 2/CIRC	1	×	<a href="#">EC-186</a>
P0123	0123	TP SEN 2/CIRC	1	×	<a href="#">EC-186</a>
P0125	0125	ECT SENSOR	1	×	<a href="#">EC-193</a>
P0127	0127	IAT SENSOR	2	×	<a href="#">EC-196</a>
P0128	0128	THERMSTAT FNCTN	2	×	<a href="#">EC-199</a>
P0132	0132	HO2S1 (B1)	2	×	<a href="#">EC-201</a>
P0133	0133	HO2S1 (B1)	2	×	<a href="#">EC-207</a>
P0134	0134	HO2S1 (B1)	2	×	<a href="#">EC-216</a>
P0138	0138	HO2S2 (B1)	2	×	<a href="#">EC-223</a>
P0139	0139	HO2S2 (B1)	2	×	<a href="#">EC-230</a>
P0171	0171	FUEL SYS-LEAN-B1	2	×	<a href="#">EC-238</a>
P0172	0172	FUEL SYS-RICH-B1	2	×	<a href="#">EC-245</a>
P0181	0181	FTT SENSOR	2	×	<a href="#">EC-251</a>
P0182	0182	FTT SEN/CIRCUIT	2	×	<a href="#">EC-256</a>
P0183	0183	FTT SEN/CIRCUIT	2	×	<a href="#">EC-256</a>
P0222	0222	TP SEN 1/CIRC	1	×	<a href="#">EC-260</a>
P0223	0223	TP SEN 1/CIRC	1	×	<a href="#">EC-260</a>
P0300	0300	MULTI CYL MISFIRE	2	×	<a href="#">EC-267</a>
P0301	0301	CYL1 MISFIRE	2	×	<a href="#">EC-267</a>
P0302	0302	CYL2 MISFIRE	2	×	<a href="#">EC-267</a>
P0303	0303	CYL3 MISFIRE	2	×	<a href="#">EC-267</a>
P0304	0304	CYL4 MISFIRE	2	×	<a href="#">EC-267</a>
P0327	0327	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-273</a>
P0328	0328	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-273</a>

# INDEX FOR DTC

[QG18DE (ULEV)]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P0335	0335	CKP SEN/CIRCUIT	2	×	<a href="#">EC-277</a>
P0340	0340	CMP SEN/CIRCUIT	2	×	<a href="#">EC-283</a>
P0420	0420	TW CATALYST SYS-B1	2	×	<a href="#">EC-289</a>
P0441	0441	EVAP PURG FLOW/MON	2	×	<a href="#">EC-294</a>
P0442	0442	EVAP SMALL LEAK	2	×	<a href="#">EC-301</a>
P0444	0444	PURG VOLUME CONT/V	2	×	<a href="#">EC-311</a>
P0445	0445	PURG VOLUME CONT/V	2	×	<a href="#">EC-311</a>
P0447	0447	VENT CONTROL VALVE	2	×	<a href="#">EC-317</a>
P0452	0452	EVAP SYS PRES SEN	2	×	<a href="#">EC-324</a>
P0453	0453	EVAP SYS PRES SEN	2	×	<a href="#">EC-330</a>
P0455	0455	EVAP GROSS LEAK	2	×	<a href="#">EC-338</a>
P0456	0456	EVAP VERY SML LEAK	2	×	<a href="#">EC-346</a>
P0460	0460	FUEL LEV SEN SLOSH	2	×	<a href="#">EC-354</a>
P0461	0461	FUEL LEVEL SENSOR	2	×	<a href="#">EC-356</a>
P0462	0462	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-359</a>
P0463	0463	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-359</a>
P0500*5	0500	VEH SPEED SEN/CIRC	2	×	<a href="#">EC-361</a>
P0506	0506	ISC SYSTEM	2	×	<a href="#">EC-363</a>
P0507	0507	ISC SYSTEM	2	×	<a href="#">EC-365</a>
P0550	0550	PW ST P SEN/CIRC	2	—	<a href="#">EC-367</a>
P0605	0605	ECM	1 or 2	× or —	<a href="#">EC-372</a>
P0705	0705	PNP SW/CIRC	2	×	<a href="#">AT-116</a>
P0710	0710	ATF TEMP SEN/CIRC	2	×	<a href="#">AT-121</a>
P0720*5	0720	VEH SPD SEN/CIR AT	2	×	<a href="#">AT-127</a>
P0725	0725	ENGINE SPEED SIG	2	×	<a href="#">AT-132</a>
P0731	0731	A/T 1ST GR FNCTN	2	×	<a href="#">AT-136</a>
P0732	0732	A/T 2ND GR FNCTN	2	×	<a href="#">AT-141</a>
P0733	0733	A/T 3RD GR FNCTN	2	×	<a href="#">AT-146</a>
P0734	0734	A/T 4TH GR FNCTN	2	×	<a href="#">AT-151</a>
P0740	0740	TCC SOLENOID/CIRC	2	×	<a href="#">AT-160</a>
P0744	0744	A/T TCC S/V FNCTN	2	×	<a href="#">AT-164</a>
P0745	0745	L/PRESS SOL/CIRC	2	×	<a href="#">AT-174</a>
P0750	0750	SFT SOL A/CIRC	1	×	<a href="#">AT-180</a>
P0755	0755	SFT SOL B/CIRC	1	×	<a href="#">AT-184</a>
P1065	1065	ECM BACK UP/CIRC	2	×	<a href="#">EC-375</a>
P1102	1102	MAF SENSOR	1	×	<a href="#">EC-379</a>
P1111	1111	INT/V TIM V/CIR-B1	2	×	<a href="#">EC-385</a>
P1121	1121	ETC ACTR	1 or 2	×	<a href="#">EC-390</a>
P1122	1122	ETC FUNCTION/CIRC	1	×	<a href="#">EC-392</a>
P1124	1124	ETC MOT PWR	1	×	<a href="#">EC-399</a>
P1126	1126	ETC MOT PWR	1	×	<a href="#">EC-399</a>
P1128	1128	ETC MOT	1	×	<a href="#">EC-404</a>

A  
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C  
D  
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F  
G  
H  
I  
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# INDEX FOR DTC

[QG18DE (ULEV)]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P1143	1143	HO2S1 (B1)	2	×	<a href="#">EC-409</a>
P1144	1144	HO2S1 (B1)	2	×	<a href="#">EC-415</a>
P1146	1146	HO2S2 (B1)	2	×	<a href="#">EC-421</a>
P1147	1147	HO2S2 (B1)	2	×	<a href="#">EC-428</a>
P1148	1148	CLOSED LOOP-B1	1	×	<a href="#">EC-436</a>
P1217	1217	ENG OVER TEMP	1	×	<a href="#">EC-438</a>
P1225	1225	CTP LEARNING	2	—	<a href="#">EC-451</a>
P1226	1226	CTP LEARNING	2	—	<a href="#">EC-453</a>
P1229	1229	SENSOR POWER/CIRC	1	×	<a href="#">EC-455</a>
P1444	1444	PURG VOLUME CONT/V	2	×	<a href="#">EC-460</a>
P1446	1446	VENT CONTROL VALVE	2	×	<a href="#">EC-468</a>
P1564	1564	ASCD SW	1	—	<a href="#">EC-474</a>
P1572	1572	ASCD BRAKE SW	1	—	<a href="#">EC-481</a>
P1574	1574	ASCD VHL SPD SEN	1	—	<a href="#">EC-491</a>
P1705	1705	TP SEN/CIRC A/T	1	×	<a href="#">AT-188</a>
P1706	1706	P-N POS SW/CIRCUIT	2	×	<a href="#">EC-493</a>
P1760	1760	O/R CLTCH SOL/CIRC	2	×	<a href="#">AT-194</a>
P1805	1805	BRAKE SW/CIRCUIT	2	—	<a href="#">EC-497</a>
P2122	2122	APP SEN 1/CIRC	1	×	<a href="#">EC-503</a>
P2123	2123	APP SEN 1/CIRC	1	×	<a href="#">EC-503</a>
P2127	2127	APP SEN 2/CIRC	1	×	<a href="#">EC-511</a>
P2128	2128	APP SEN 2/CIRC	1	×	<a href="#">EC-511</a>
P2135	2135	TP SENSOR	1	×	<a href="#">EC-518</a>
P2138	2138	APP SENSOR	1	×	<a href="#">EC-525</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: Is Diagnostic Test Mode-II (self-diagnostic results), there numbers are controlled by NISSAN.

\*4: These DTCs are displayed with CONSULT-II only.

\*5: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

\*6: When engine is running.

PRECAUTIONS

PF0:00001

**Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”**

UBS001C3

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

**On Board Diagnostic (OBD) System of Engine and A/T**

UBS001C4

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

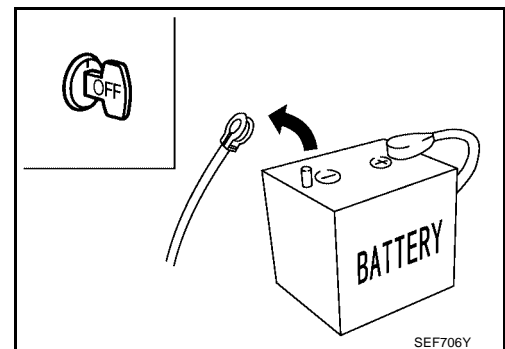
**CAUTION:**

- Be sure to turn the ignition switch “OFF” and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to the open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-46, "HARNES CONNECTOR"](#) .
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to light up due to the short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to the malfunction of the EVAP system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission control module) before returning the vehicle to the customer.

**Precautions**

UBS001C5

- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned off.
- Before removing parts, turn off ignition switch and then disconnect battery ground cable.

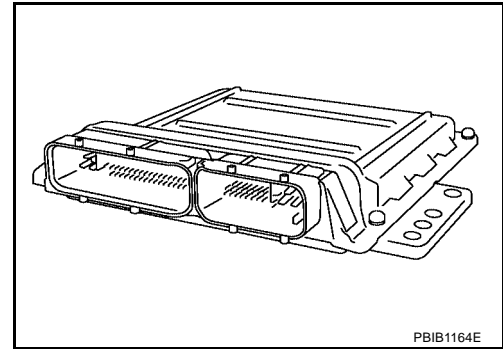




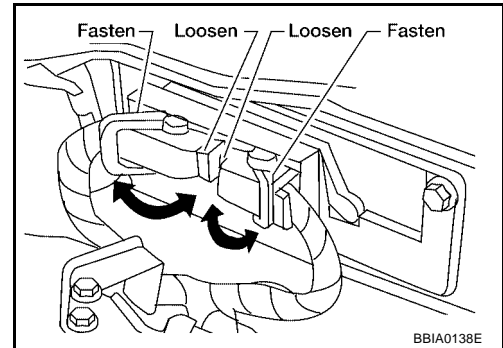
# PRECAUTIONS

[QG18DE (ULEV)]

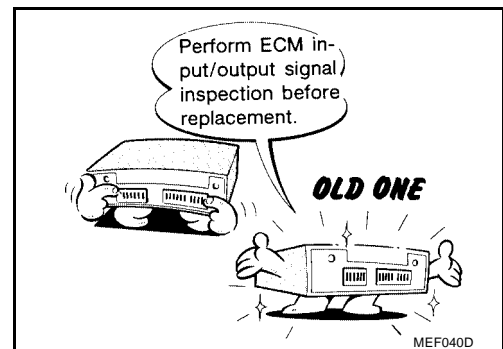
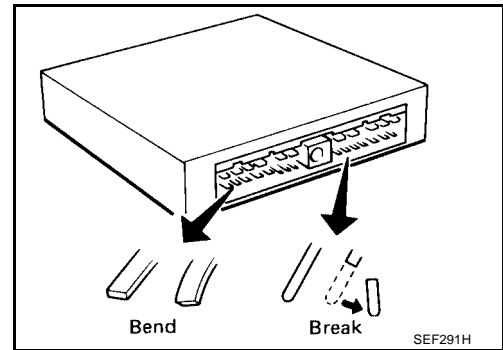
- Do not disassemble ECM.
- If a battery terminal is disconnected, the memory will return to the ECM value.  
The ECM will now start to self-control at its initial value. Engine operation can vary slightly when the terminal is disconnected. However, this is not an indication of a problem. Do not replace parts because of a slight variation.



- When connecting ECM harness connector, fasten it securely with a lever as far as it will go, as shown at left.



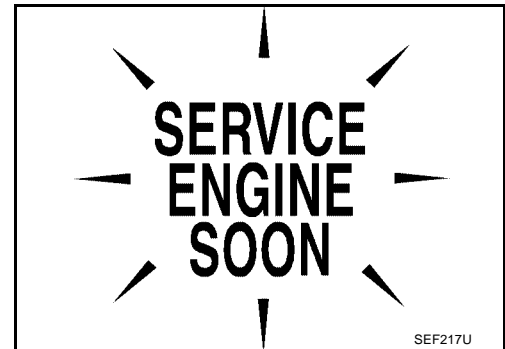
- When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on ECM pin terminals when connecting pin connectors.
- Securely connect ECM harness connectors.  
A Poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.
- Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent a engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.
- Keep engine control system parts and harness dry.
- Before replacing ECM, perform Terminals and Reference Value inspection and make sure ECM functions properly. Refer to [EC-105. "ECM Terminals and Reference Value"](#).



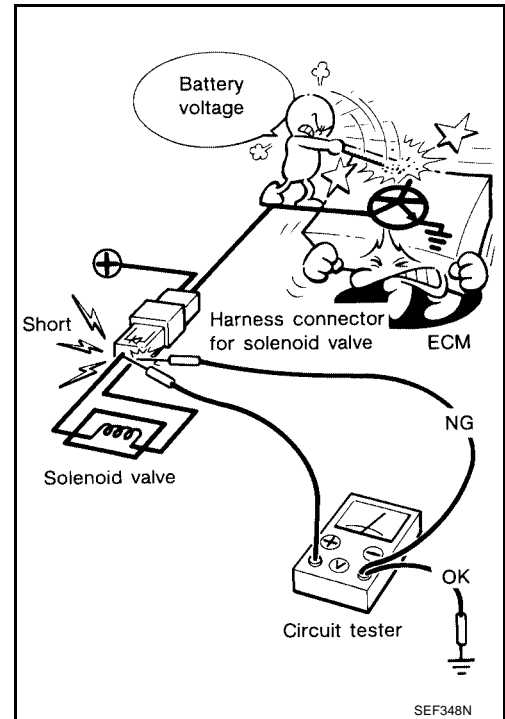
# PRECAUTIONS

[QG18DE (ULEV)]

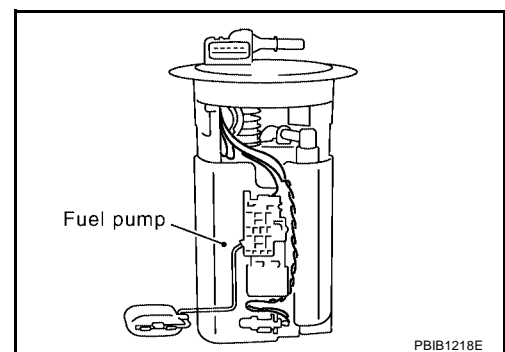
- After performing each TROUBLE DIAGNOSIS, perform “Overall Function Check” or “DTC Confirmation Procedure”.  
The DTC should not be displayed in the “DTC Confirmation Procedure” if the repair is completed. The “Overall Function Check” should be a good result if the repair is completed.



- When measuring ECM signals with a circuit tester, never allow the two tester probes to contact. Accidental contact of probes will cause a short circuit and damage the ECM power transistor.
- Handle mass air flow sensor carefully to avoid damage.
- Do not disassemble mass air flow sensor.
- Do not clean mass air flow sensor with any type of detergent.
- Even a slight leak in the air intake system can cause serious problems.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).



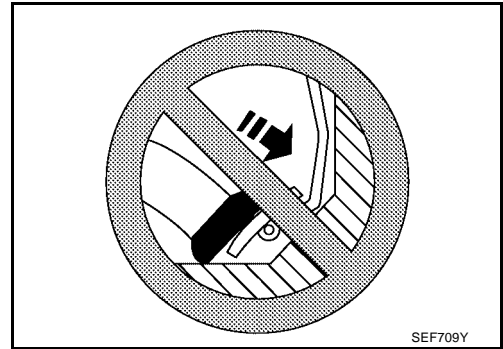
- Do not operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



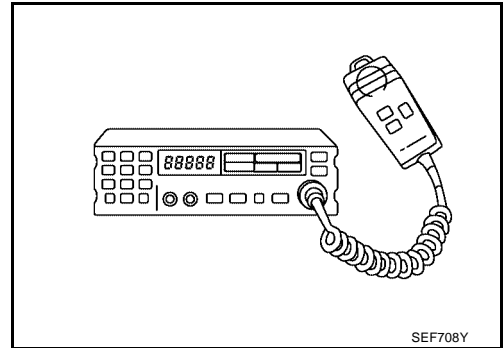
# PRECAUTIONS

[QG18DE (ULEV)]

- Do not depress accelerator pedal when starting.
- Immediately after starting, do not rev up engine unnecessarily.
- Do not rev up engine just prior to shutdown.



- When installing C.B., ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.
  - Keep the antenna as far as possible from the electronic control units.
  - Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls. Do not let them run parallel for a long distance.
  - Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.
  - Be sure to ground the radio to vehicle body.



## Wiring Diagrams and Trouble Diagnosis

UBS001C6

When you read Wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

# PREPARATION

[QG18DE (ULEV)]

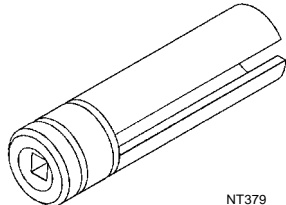
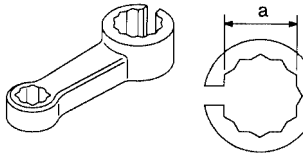

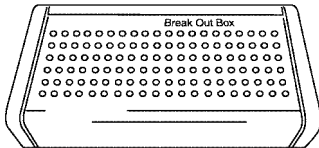
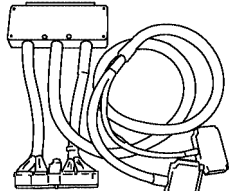
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UBS001C7

## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
KV10117100 (J36471-A) Heated oxygen sensor wrench	 <p style="text-align: center;">NT379</p>	Loosening or tightening heated oxygen sensor 1 with 22 mm (0.87 in) hexagon nut
KV10114400 (J-38365) Heated oxygen sensor wrench	 <p style="text-align: center;">NT636</p>	Loosening or tightening heated oxygen sensor 2 <b>a: 22 mm (0.87 in)</b>
Fuel filler cap adapter (J-45356)	 <p style="text-align: center;">NT815</p>	Checking fuel tank vacuum relief valve opening pressure
KV109E0010 (J-46209) Break-out box	 <p style="text-align: center;">S-NT825</p>	Measuring the ECM signals with a circuit tester
KV109E0080 (J-45819) Y-cable adapter	 <p style="text-align: center;">S-NT826</p>	Measuring the ECM signals with a circuit tester

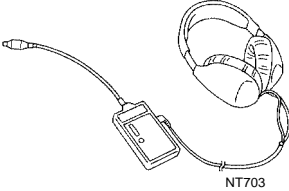
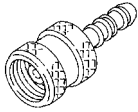
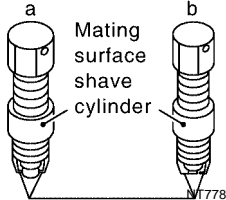
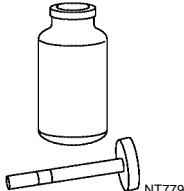
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# PREPARATION

[QG18DE (ULEV)]

UBS001C8

## Commercial Service Tools

Tool name	Description
Leak detector i.e.: (J41416)	 <p style="text-align: center;">NT703</p> Locating the EVAP leak
EVAP service port adapter i.e.: (J41413-OBDD)	 <p style="text-align: center;">NT704</p> Applying positive pressure through EVAP service port
Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)	 <p style="text-align: center;">NT778</p> Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below. <b>a: J-43897-18 18 mm with 1.5 mm pitch dia., for Zirconia Oxygen Sensor</b> <b>b: J-43897-12 12 mm with 1.25 mm pitch dia., for Titania Oxygen Sensor</b>
Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)	 <p style="text-align: center;">NT779</p> Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

ENGINE CONTROL SYSTEM

System Diagram

PFP:23710

UBS001C9

A

EC

C

D

E

F

G

H

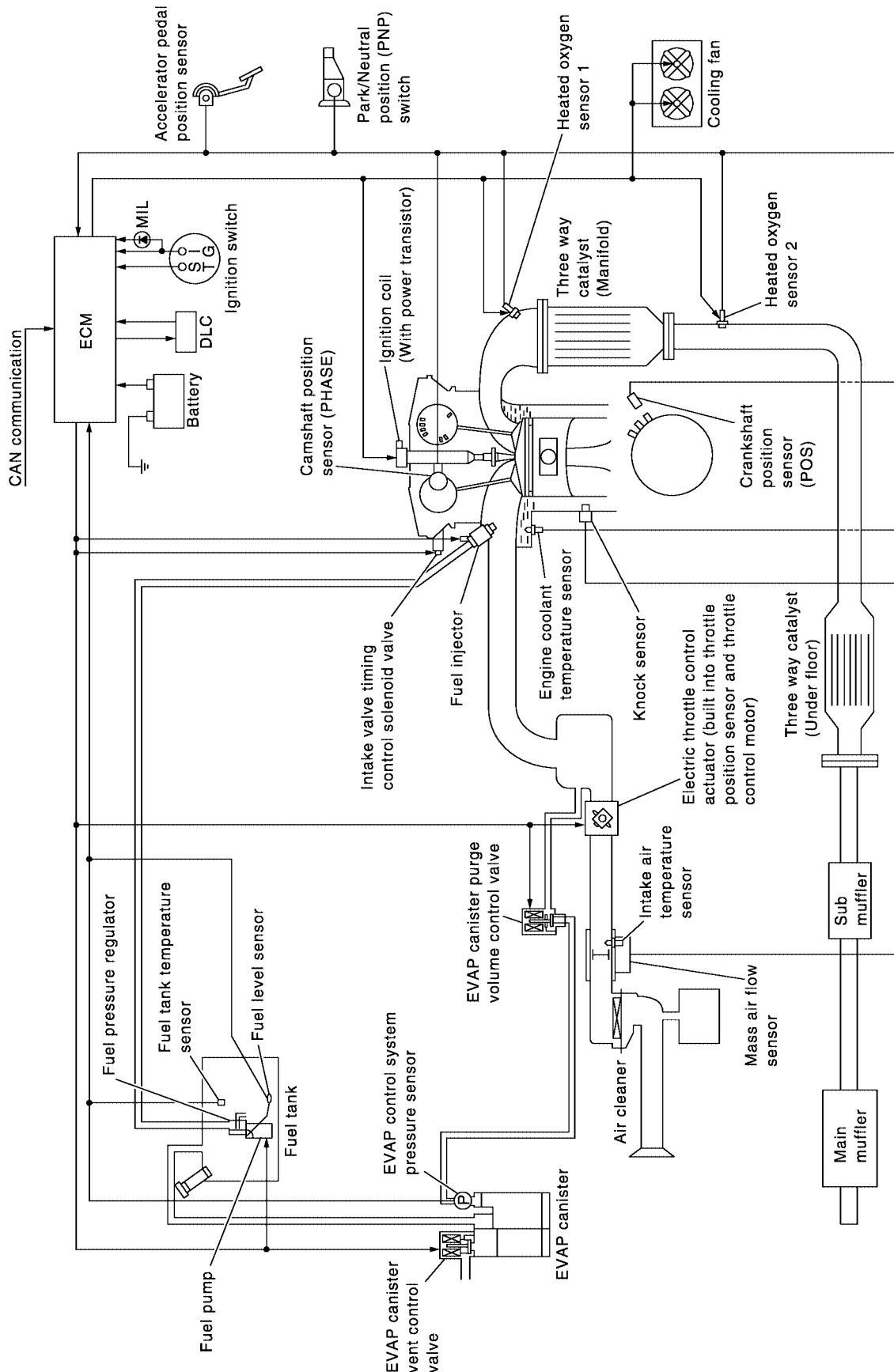
I

J

K

L

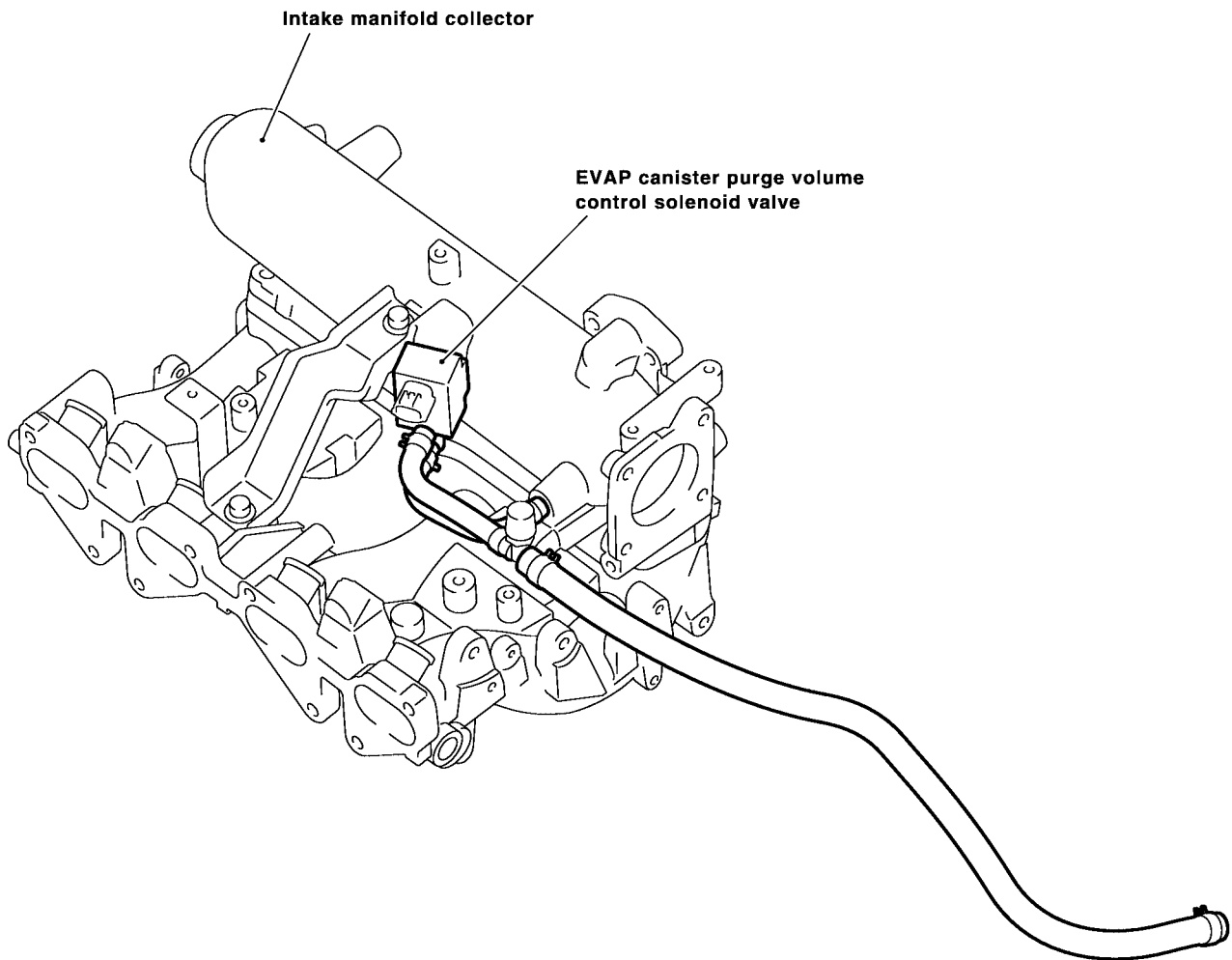
M



PBIB1055E

### Vacuum Hose Drawing

UBS001CA



**NOTE :** Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

Refer to [EC-33, "System Diagram"](#) for Vacuum Control System.

PBIB1056E

## System Chart

Input (Sensor)	ECM Function	Output (Actuator)	
<ul style="list-style-type: none"> <li>● Camshaft position sensor (PHASE)</li> <li>● Crankshaft position sensor (POS)</li> <li>● Mass air flow sensor</li> <li>● Engine coolant temperature sensor</li> <li>● Heated oxygen sensor 1</li> <li>● Ignition switch</li> <li>● Throttle position sensor</li> <li>● PNP switch</li> <li>● Air conditioner switch</li> <li>● Knock sensor</li> <li>● EVAP control system pressure sensor</li> <li>● Fuel tank temperature sensor*<sup>1</sup></li> <li>● Battery voltage</li> <li>● Power steering pressure sensor</li> <li>● Vehicle speed signal*<sup>2</sup></li> <li>● Intake air temperature sensor</li> <li>● Heated oxygen sensor 2*<sup>3</sup></li> <li>● TCM (Transmission control module)*<sup>2</sup></li> <li>● Electrical load</li> <li>● Fuel level sensor*<sup>1</sup> *<sup>2</sup></li> <li>● Refrigerant pressure sensor</li> <li>● ASCD steering switch</li> <li>● ASCD brake switch</li> <li>● ASCD clutch switch</li> <li>● Accelerator pedal position sensor</li> <li>● Stop lamp switch</li> </ul>	Fuel injection & mixture ratio control	Injectors	
	Distributor ignition system	Power transistor	
	Intake valve timing control	Intake valve timing control solenoid valve	
	Fuel pump control	Fuel pump relay* <sup>4</sup>	
	On board diagnostic system	Malfunction indicator lamp (On the instrument panel)	
	Heated oxygen sensor 1 and 2 heater control	Heated oxygen sensor heater	
	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve	
	Cooling fan control	Cooling fan relays	
	Air conditioning cut control	Air conditioner relay	
	ASCD vehicle speed control	Electric throttle control actuator	
		ON BOARD DIAGNOSIS for EVAP system	● EVAP canister vent control valve

\*1: These sensors are not used to control the engine system. They are used only for the on board diagnosis.

\*2: These input signals are sent to the ECM through CAN communication line.

\*3: This sensor is not used to control the engine system under normal conditions.

\*4: These output signals are sent form the ECM through CAN communication line.



## Multipoint Fuel Injection (MFI) System INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed* <sup>3</sup> and piston position	Fuel injection & mixture ratio control	Injector
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Heated oxygen sensor 1	Density of oxygen in exhaust gas		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
PNP switch	Gear position		
Vehicle speed signal* <sup>2</sup>	Vehicle speed		
Air conditioner switch	Air conditioner operation		
Knock sensor	Engine knocking condition		
Electrical load	Electrical load signal		
Battery	Battery voltage* <sup>3</sup>		
Power steering pressure sensor	Power steering operation		
Heated oxygen sensor 2* <sup>1</sup>	Density of oxygen in exhaust gas		

\*1: Under normal conditions, this sensor is not for engine control operation.

\*2: This signal is sent to the ECM through CAN communication line.

\*3: ECM determines the start signal status by the signals of engine speed and battery voltage.

### SYSTEM DESCRIPTION

The amount of fuel injected from the fuel injector is determined by the ECM. The ECM controls the length of time the valve remains open (injection pulse duration). The amount of fuel injected is a program value in the ECM memory. The program value is preset by engine operating conditions. These conditions are determined by input signals (for engine speed and intake air) from both the camshaft position sensor and the mass air flow sensor.

### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

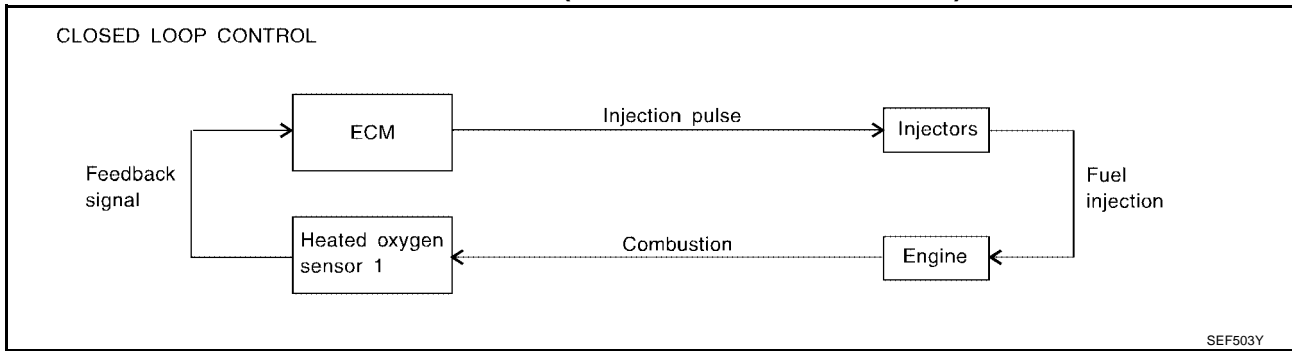
In addition, the amount of fuel injected is compensated to improve engine performance under various operating conditions as listed below.

<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from "N" to "D" (A/T models only)
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation
- During high vehicle speed operation
- Extremely high engine coolant temperature

**MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)**

The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst can then better reduce CO, HC and NOx emissions. This system uses a heated oxygen sensor 1 in the exhaust manifold to monitor if the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about the heated oxygen sensor 1, refer to [EC-201](#). This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).

This stage is referred to as the closed loop control condition.

Heated oxygen sensor 2 is located downstream of the three way catalyst. Even if the switching characteristics of the heated oxygen sensor 1 shift, the air-fuel ratio is controlled to stoichiometric by the signal from the heated oxygen sensor 2.

**Open Loop Control**

The open loop system condition refers to when the ECM detects any of the following conditions. Feedback control stops in order to maintain stabilized fuel combustion.

- Deceleration and acceleration
- High-load, high-speed operation
- Malfunction of heated oxygen sensor 1 or its circuit
- Insufficient activation of heated oxygen sensor 1 at low engine coolant temperature
- High engine coolant temperature
- During warm-up
- When starting the engine

**MIXTURE RATIO SELF-LEARNING CONTROL**

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from the heated oxygen sensor 1. This feedback signal is then sent to the ECM. The ECM controls the basic mixture ratio as close to the theoretical mixture ratio as possible. However, the basic mixture ratio is not necessarily controlled as originally designed. Both manufacturing differences (i.e., mass air flow sensor hot film) and characteristic changes during operation (i.e., injector clogging) directly affect mixture ratio.

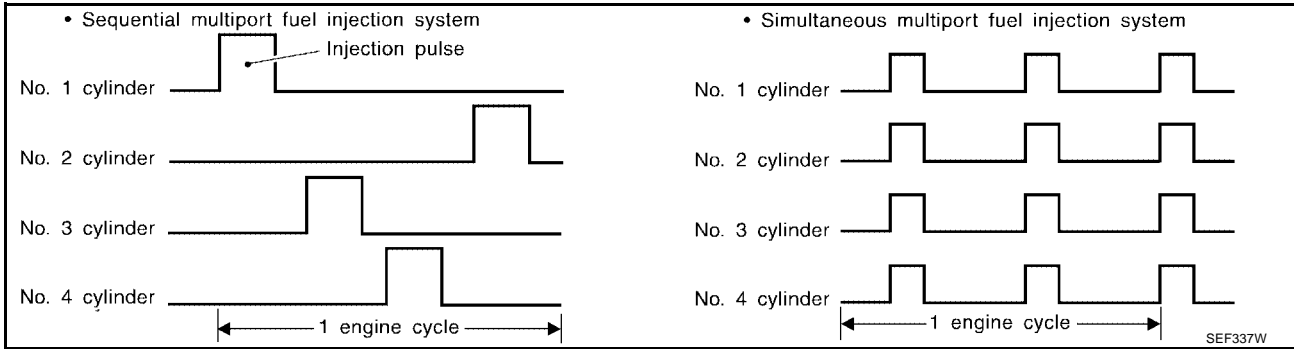
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of "injection pulse duration" to automatically compensate for the difference between the two ratios.

"Fuel trim" refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short term fuel trim and long term fuel trim.

"Short term fuel trim" is the short-term fuel compensation used to maintain the mixture ratio at its theoretical value. The signal from the heated oxygen sensor 1 indicates whether the mixture ratio is RICH or LEAN compared to the theoretical value. The signal then triggers a reduction in fuel volume if the mixture ratio is rich, and an increase in fuel volume if it is lean.

"Long term fuel trim" is overall fuel compensation carried out long-term to compensate for continual deviation of the short term fuel trim from the central value. Such deviation will occur due to individual engine differences, wear over time and changes in the usage environment.

**FUEL INJECTION TIMING**



Two types of systems are used.

**Sequential Multiport Fuel Injection System**

Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.

**Simultaneous Multiport Fuel Injection System**

Fuel is injected simultaneously into all four cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.

The four injectors will then receive the signals two times for each engine cycle.

This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

**FUEL SHUT-OFF**

Fuel to each cylinder is cut off during deceleration or operation of the engine at excessively high speeds.

**Electronic Ignition (EI) System  
INPUT/OUTPUT SIGNAL CHART**

UBS001CD

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed*2 and piston position	Ignition timing control	Power transistor
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Vehicle speed signal*1	Vehicle speed		
Knock sensor	Engine knocking		
PNP switch	Gear position		
Battery	Battery voltage*2		

\*1: This signal is sent to the ECM through CAN communication line.

\*2: ECM determines the start signal status by the signals of engine speed and battery voltage.

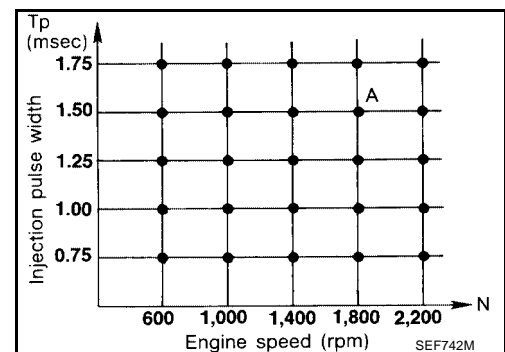
**SYSTEM DESCRIPTION**

The ignition timing is controlled by the ECM to maintain the best air-fuel ratio for every running condition of the engine. The ignition timing data is stored in the ECM. This data forms the map shown above.

The ECM receives information such as the injection pulse width and camshaft position sensor (PHASE) signal. Computing this information, ignition signals are transmitted to the power transistor.

e.g., N: 1,800 rpm, Tp: 1.50 msec  
A°BTDC

During the following conditions, the ignition timing is revised by the ECM according to the other data stored in the ECM.



- At starting
- During warm-up
- At idle
- At low battery voltage
- During acceleration

The knock sensor retard system is designed only for emergencies. The basic ignition timing is programmed within the anti-knocking zone, if recommended fuel is used under dry conditions. The retard system does not operate under normal driving conditions.

If engine knocking occurs, the knock sensor monitors the condition. The signal is transmitted to the ECM. The ECM retards the ignition timing to eliminate the knocking condition.

## Air Conditioning Cut Control INPUT/OUTPUT SIGNAL CHART

UBS001CE

Sensor	Input Signal to ECM	ECM function	Actuator
Power steering pressure sensor	Power steering operation	Air conditioner cut control	Air conditioner relay
Vehicle speed signal*2	Vehicle speed		
Air conditioner switch	Air conditioner "ON" signal		
PNP switch	Neutral position		
Throttle position sensor	Throttle position		
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed*1		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage*1		
Refrigerant pressure sensor	Refrigerant pressure		

\*1: ECM determines the start signal status by the signals of engine speed and battery voltage.

\*2: Signal is sent to the ECM through CAN communication line.

## SYSTEM DESCRIPTION

This system improves engine operation when the air conditioner is used. Under the following conditions, the air conditioner is turned off.

- When the accelerator pedal is fully depressed.
- When cranking the engine.
- At high engine speeds.
- When the engine coolant temperature becomes excessively high.
- When operating power steering during low engine speed or low vehicle speed.
- When engine speed is excessively low.
- When the refrigerant pressure is excessively high or low.

## Fuel Cut Control (at No Load and High Engine Speed) INPUT/OUTPUT SIGNAL CHART

UBS001CF

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed signal*1	Vehicle speed	Fuel cut control	Injectors
PNP switch	Neutral position		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Engine coolant temperature sensor	Engine coolant temperature		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed		

\*1: This signal is sent to the ECM through CAN communication line.

## SYSTEM DESCRIPTION

If the engine speed is above 2,500 rpm with no load, (for example, in Neutral and engine speed over 2,500 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed. Fuel cut will operate until the engine speed reaches 2,000 rpm, then fuel cut is cancelled.

**NOTE:**

This function is different from deceleration control listed under [EC-36, "Multiport Fuel Injection \(MFI\) System"](#) .

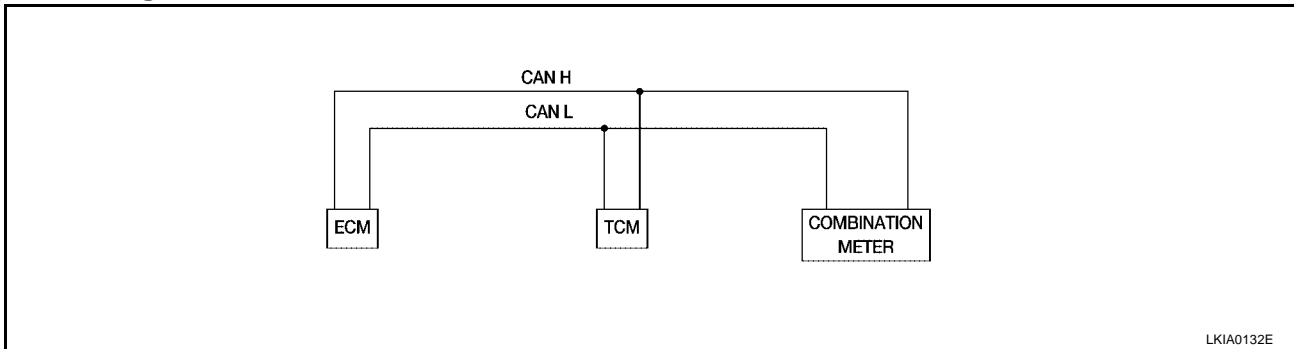
## CAN communication SYSTEM DESCRIPTION

UBS003PF

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## A/T MODELS

### System Diagram



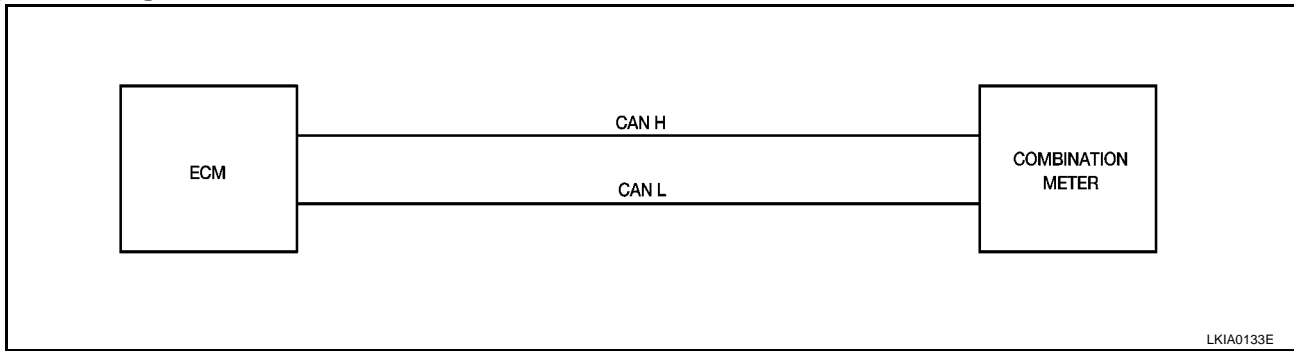
### Input/Output Signal Chart

T: Transmit R: Receive

Signals	ECM	TCM	Combination meter
Accelerator pedal position signal	T	R	
Output shaft revolution signal	R	T	
A/T self-diagnosis signal	R	T	
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Overdrive control switch signal		R	T
O/D OFF indicator signal		T	R
Engine speed signal	T		R
Engine coolant temperature signal	T		R
Vehicle speed signal	R		T
Fuel level sensor signal	R		T
Malfunction indicator lamp signal	T		R
ADCD SET lamp signal	T		R
ASCD CRUISE lamp signal	T		R

**M/T MODELS**

**System Diagram**



**Input/Output Signal Chart**

T: Transmit R: Receive

Signals	ECM	Combination meter
Engine speed signal	T	R
Engine coolant temperature signal	T	R
Vehicle speed signal	R	T
Fuel level sensor signal	R	T
Malfunction indicator lamp signal	T	R
ASCD SET lamp signal	T	R
ASCD CRUISE lamp signal	T	R

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## BASIC SERVICE PROCEDURE

PFP:00018

### Idle Speed and Ignition Timing Check IDLE SPEED

UBS001CG

#### Using CONSULT-II

Check idle speed in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

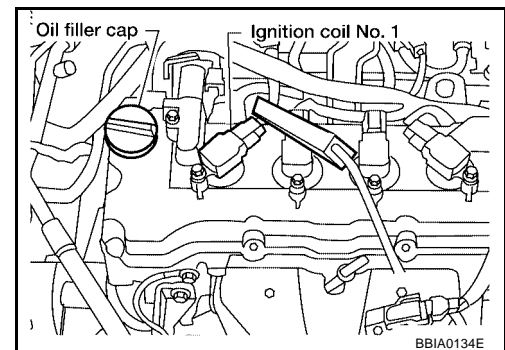
SEF058Y

### IGNITION TIMING

Any of following two methods may be used.

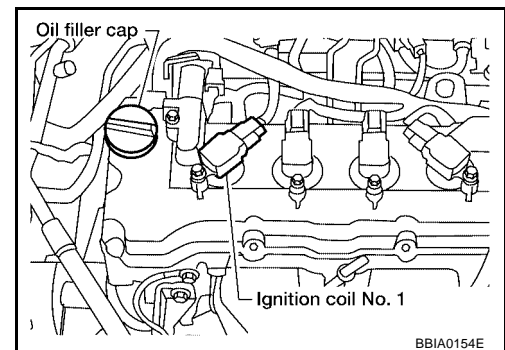
#### Method A

1. Slide the harness protector off ignition coil No.1 to clear the wires.
2. Attach timing light to the wires as shown in the figure.
3. Check ignition timing.

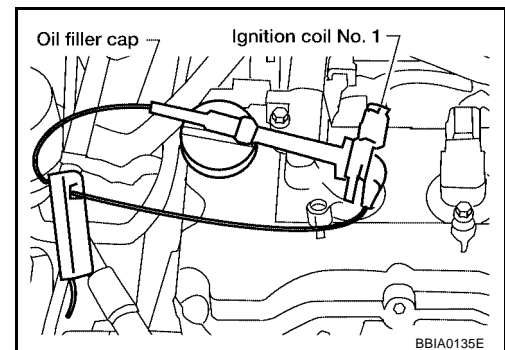


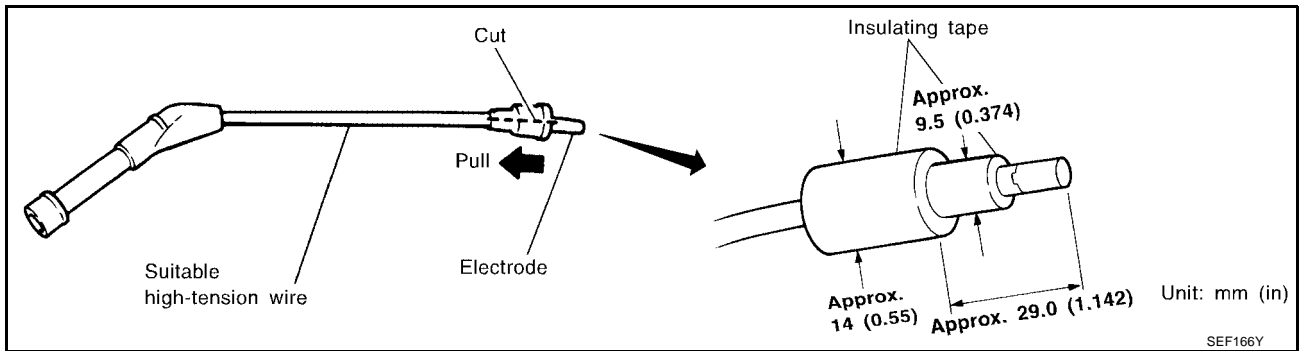
#### Method B

1. Remove No. 1 ignition coil.

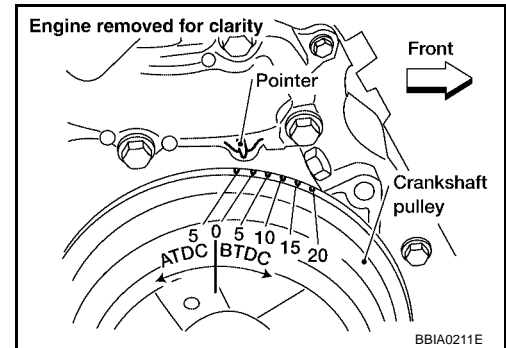


2. Connect No. 1 ignition coil and No. 1 spark plug with suitable high-tension wire as shown, and attach timing light clamp to this wire.





3. Check ignition timing.



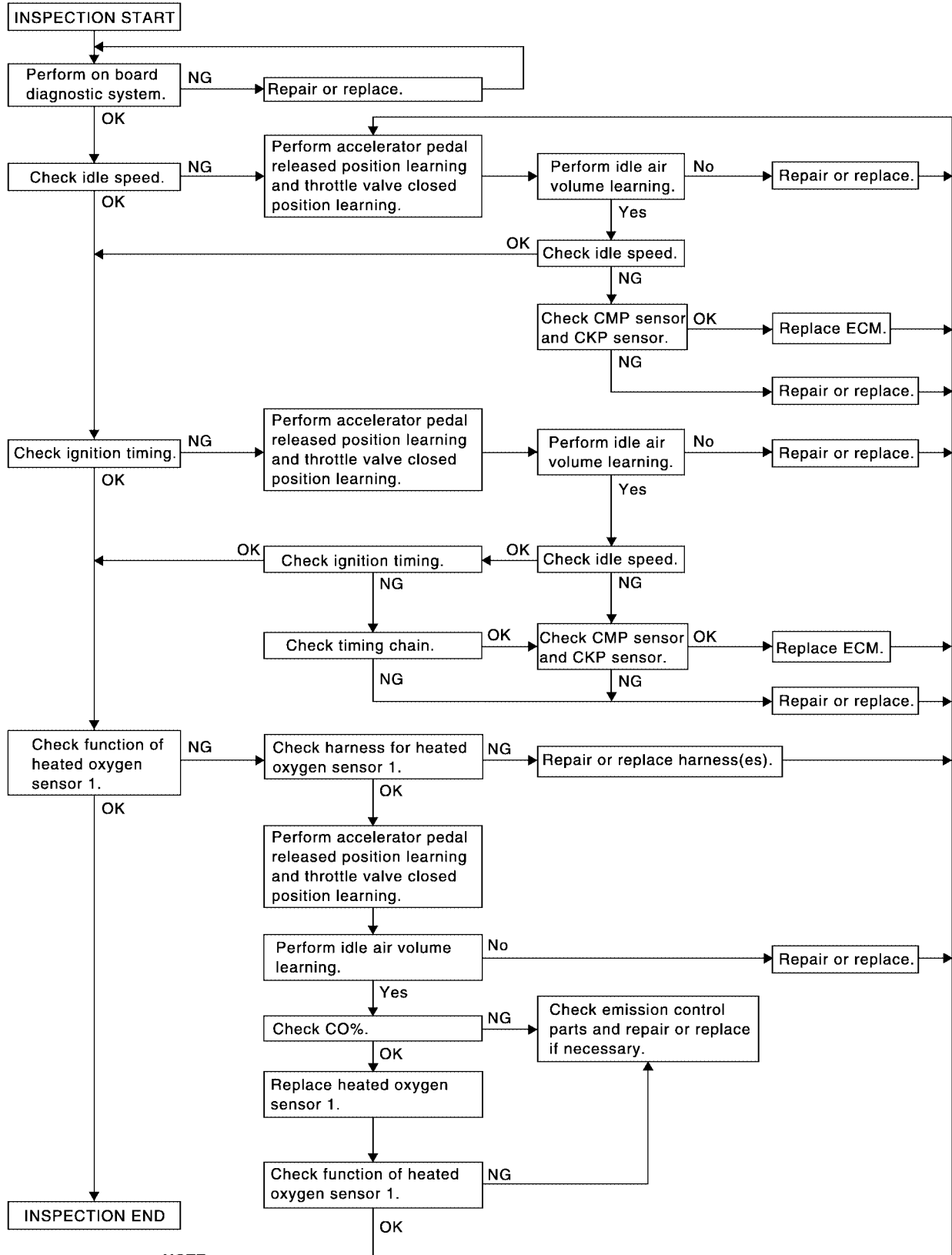
### Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment PREPARATION

UBS006DO

1. Make sure that the following parts are in good order.
  - Battery
  - Ignition system
  - Engine oil and coolant levels
  - Fuses
  - ECM harness connector
  - Vacuum hoses
  - Air intake system  
(Oil filler cap, oil level gauge, etc.)
  - Fuel pressure
  - Engine compression
  - Throttle valve
  - Evaporative emission system
2. On air conditioner equipped models, checks should be carried out while the air conditioner is "OFF".
3. On automatic transmission equipped models, when checking idle rpm, ignition timing and mixture ratio, checks should be carried out while shift lever is in "N" position.
4. When measuring "CO" percentage, insert probe more than 40 cm (15.7 in) into tail pipe.
5. Turn off headlamp, heater blower, rear window defogger.
6. Keep front wheels pointed straight ahead.



## OVERALL INSPECTION SEQUENCE



**NOTE:**

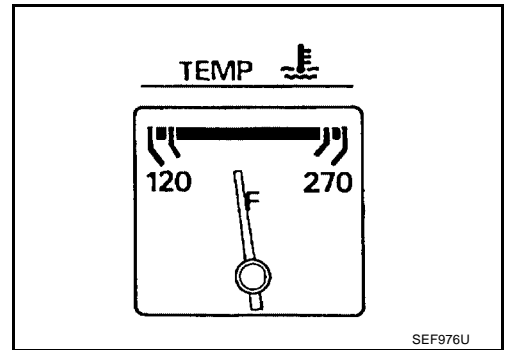
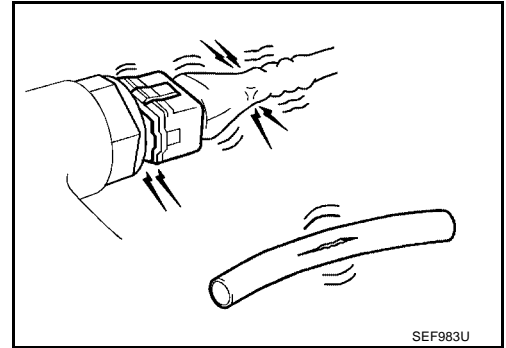
If a vehicle contains a part which is operating outside of design specifications with no MIL illumination, the part shall not be replaced prior to emission testing unless it is determined that the part has been tampered with or abused in such a way that the diagnostic system cannot reasonably be expected to detect the resulting malfunction.

PBIB1054E

## INSPECTION PROCEDURE

### 1. INSPECTION START

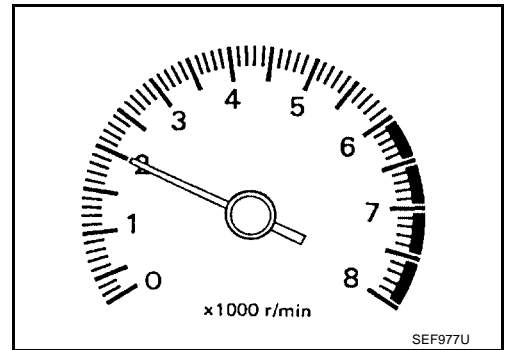
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
6. Make sure that no DTC is displayed with CONSULT-II or GST.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. REPAIR OR REPLACE

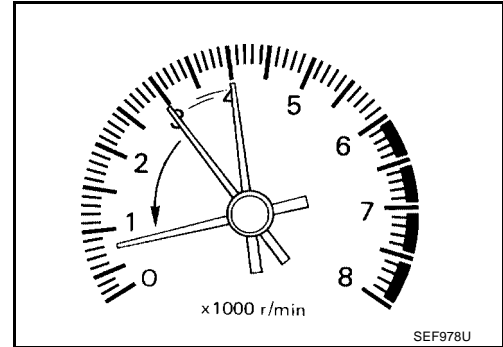
Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

>> GO TO 3.

**3. CHECK TARGET IDLE SPEED**

**With CONSULT-II**

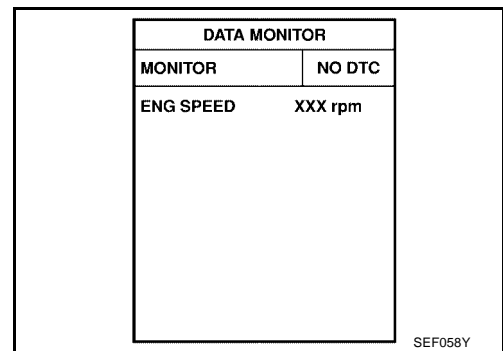
1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**



**Without CONSULT-II**

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.

**4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Stop engine.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 5.

**5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 6.

## 6. PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-53, "Idle Air Volume Learning"](#).

Is "Idle Air Volume Learning" carried out successfully?

Yes or No

- Yes >> GO TO 7.
- No >> 1. Follow the instruction of "Idle Air Volume Learning".  
2. GO TO 4.

## 7. CHECK TARGET IDLE SPEED AGAIN

### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

### Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-283](#).
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-277](#).

OK or NG

- OK >> GO TO 9.
- NG >> 1. Repair or replace.  
2. GO TO 4.

## 9. CHECK ECM FUNCTION

Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

## 10. CHECK IGNITION TIMING

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

- OK (With CONSULT-II)>>GO TO 19.
- OK (Without CONSULT-II)>>GO TO 20.
- NG >> GO TO 11.

**11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

---

1. Stop engine.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

**12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

---

Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

**13. PERFORM IDLE AIR VOLUME LEARNING**

---

Perform [EC-53, "Idle Air Volume Learning"](#) .

Is "Idle Air Volume Learning" carried out successfully?

Yes or No

- Yes >> GO TO 14.  
 No >> 1. Follow the instruction of "Idle Air Volume Learning".  
 2. GO TO 4.

**14. CHECK TARGET IDLE SPEED AGAIN**

---

** With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

** Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 17.

**15. CHECK IGNITION TIMING AGAIN**

---

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

- OK (With CONSULT-II)>>GO TO 19.  
 OK (Without CONSULT-II)>>GO TO 20.  
 NG >> GO TO 16.

## 16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to [EM-39, "TIMING CHAIN"](#) .

OK or NG

- OK >> GO TO 17.
- NG >> 1. Repair the timing chain installation.
- 2. GO TO 4.

## 17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-283](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-277](#) .

OK or NG

- OK >> GO TO 18.
- NG >> 1. Repair or replace.
- 2. GO TO 4.

## 18. CHECK ECM FUNCTION

Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

## 19. CHECK HEATED OXYGEN SENSOR 1 SIGNAL

 With CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the monitor fluctuates between LEAN and RICH more than 5 times during 10 seconds.

- 1 time: **RICH → LEAN → RICH**
- 2 times: **RICH → LEAN → RICH → LEAN → RICH**

OK or NG

- OK >> INSPECTION END
- NG (Monitor does not fluctuate.)>>GO TO 21.
- NG (Monitor fluctuates less than 5 times.)>>GO TO 28.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
HO2S1 MNTR (B1)	RICH

SEF820Y

## 20. CHECK HEATED OXYGEN SENSOR 1 (BANK 1) SIGNAL

 Without CONSULT-II

1. Stop engine and set ECM to Self-diagnostic mode II (Heated oxygen sensor 1 monitor). Refer to [EC-73, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
2. Start engine and run it at about 2,000 rpm for about 2 minutes under no-load.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the MIL comes on more than 5 times during 10 seconds.

OK or NG

- OK >> INSPECTION END
- NG (MIL does not come on)>>GO TO 21.
- NG (MIL comes on less than 5 times)>>GO TO 28.

## 21. CHECK HEATED OXYGEN SENSOR 1 HARNESS

1. Turn ignition switch "OFF" and disconnect battery ground cable.
2. Disconnect ECM harness connector.
3. Disconnect heated oxygen sensor 1 harness connector.
4. Check harness continuity between ECM terminal 35 and heated oxygen sensor 1 terminal 1. Refer to Wiring Diagram, [EC-201](#).

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 22.

NG >> 1. Repair or replace harness between ECM and heated oxygen sensor 1.  
2. GO TO 4.

## 22. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Reconnect ECM harness connector.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 23.

## 23. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-53, "Throttle Valve Closed Position Learning"](#).

>> GO TO 24.

## 24. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-53, "Idle Air Volume Learning"](#).

**Is "Idle Air Volume Learning" carried out successfully?**

Yes or No

Yes (With CONSULT-II)>>GO TO 25.

Yes (Without CONSULT-II)>>GO TO 26.

No >> 1. Follow the instruction of "Idle Air Volume Learning".  
2. GO TO 4.

## 25. CHECK "CO"%

 **With CONSULT-II**

1. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
2. Turn ignition switch "OFF", wait at least 10 seconds and then turn "ON".
3. Select "ENG COOLANT TEMP" in "ACTIVE TEST" mode.
4. Set "ENG COOLANT TEMP" to 5°C (41°F) by touching "DWN" and "Qd".
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 3 – 11% and engine runs smoothly.**

OK or NG

OK >> GO TO 28.

NG >> GO TO 27.

ACTIVE TEST	
ENG COOLANT TEMP	XXX °C
MONITOR	
ENG SPEED	XXX rpm
INJ PULSE-B1	XXX msec
IGN TIMING	XXX BTDC

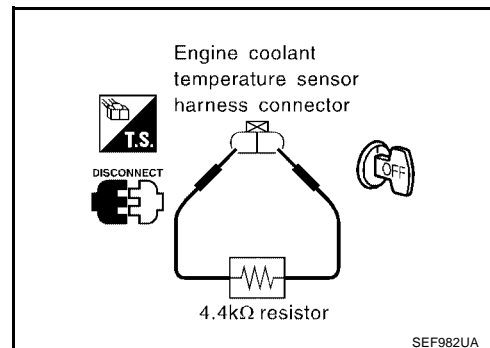
SEF172Y

**26. CHECK "CO"%****⊗ Without CONSULT-II**

1. Start engine and warm it up until engine coolant temperature indicator points to the middle of gauge.
2. Turn ignition switch "OFF".
3. Disconnect engine coolant temperature sensor harness connector.
4. Connect a resistor (4.4 kΩ) between terminals of engine coolant temperature sensor harness connector.
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 3 – 11% and engine runs smoothly.**

7. After checking "CO"%, turn ignition switch "OFF", disconnect the resistor from the terminals of engine coolant temperature sensor harness connector, and then connect engine coolant temperature sensor harness connector to engine coolant temperature sensor.

**OK or NG**

- OK >> GO TO 28.  
NG >> GO TO 27.

**27. RECONNECT HEATED OXYGEN SENSOR 1 HARNESS CONNECTOR**

1. Turn ignition switch "OFF".
2. Reconnect heated oxygen sensor 1 harness connector.

>> GO TO 31.

**28. REPLACE HEATED OXYGEN SENSOR 1**

1. Stop engine.
2. Replace heated oxygen sensor 1 on the malfunctioning bank.

With CONSULT-II>>GO TO 29.  
Without CONSULT-II>>GO TO 30.

**29. CHECK HEATED OXYGEN SENSOR 1 SIGNAL****Ⓜ With CONSULT-II**

1. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
2. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the monitor fluctuates between LEAN and RICH more than 5 times during 10 seconds.

**1 time: RICH → LEAN → RICH**

**2 times: RICH → LEAN → RICH → LEAN → RICH**

**OK or NG**

- OK >> GO TO 4.  
NG >> GO TO 31.



## 30. CHECK HEATED OXYGEN SENSOR 1 SIGNAL

### ⊗ Without CONSULT-II

1. Set ECM to Self-diagnostic mode II (Heated oxygen sensor 1 monitor). Refer to [EC-73, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
2. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the MIL comes on more than 5 times during 10 seconds.

#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 31.

## 31. DETECT MALFUNCTIONING PART

Check the following.

- Check fuel pressure regulator and repair or replace if necessary. Refer to [EC-56, "Fuel Pressure Check"](#) .
- Check mass air flow sensor and its circuit, and repair or replace if necessary. Refer to [EC-163](#) , [EC-171](#) and [EC-379](#) .
- Check injector and its circuit, and repair or replace if necessary. Refer to [EC-547](#) .
- Check engine coolant temperature sensor and its circuit, and repair or replace if necessary. Refer to [EC-181](#) and [EC-193](#) .

#### OK or NG

- OK >> GO TO 33.  
 NG >> 1. Repair or replace.  
 2. GO TO 32.

## 32. ERASE UNNECESSARY DTC

After this inspection, unnecessary DTC might be displayed.

Erase the stored memory in ECM and TCM. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) and [AT-40, "HOW TO ERASE DTC"](#) .

>> GO TO 4.

## 33. CHECK ECM FUNCTION

Substitute another known-good ECM to check ECM function. (ECM may be the cause of a problem, but this is the rarely the case.)

>> GO TO 4.

## Accelerator Pedal Released Position Learning DESCRIPTION

UBS006E7

“Accelerator Pedal Released Position Learning” is an operation to learn the fully released position of the accelerator pedal by monitoring the accelerator pedal position sensor output signal. It must be performed each time harness connector of accelerator pedal position sensor or ECM is disconnected.

### OPERATION PROCEDURE

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch “ON” and wait at least 2 seconds.
3. Turn ignition switch “OFF” wait at least 10 seconds.
4. Turn ignition switch “ON” and wait at least 2 seconds.
5. Turn ignition switch “OFF” wait at least 10 seconds.

## Throttle Valve Closed Position Learning

UBS006E8

### DESCRIPTION

“Throttle Valve Closed Position Learning” is an operation to learn the fully closed position of the throttle valve by monitoring the throttle position sensor output signal. It must be performed each time harness connector of electric throttle control actuator or ECM is disconnected.

### OPERATION PROCEDURE

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch “ON”.
3. Turn ignition switch “OFF” wait at least 10 seconds.  
Make sure that throttle valve moves during above 10 seconds by confirming the operating sound.

## Idle Air Volume Learning

UBS006E9

### DESCRIPTION

“Idle Air Volume Learning” is an operation to learn the idle air volume that keeps each engine within the specific range. It must be performed under any of the following conditions:

- Each time electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of specification.

### PREPARATION

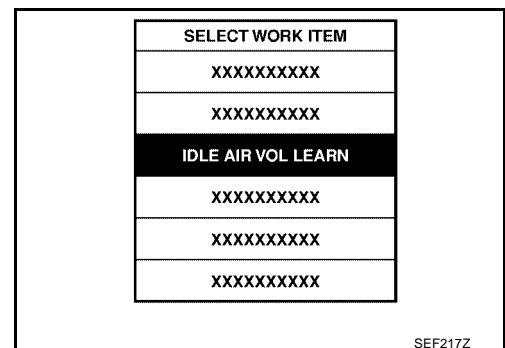
Before performing “Idle Air Volume Learning”, make sure that all of the following conditions are satisfied. Learning will be cancelled if any of the following conditions are missed for even a moment.

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 - 100°C (158 - 212°F)
- PNP switch: ON
- Electric load switch: OFF  
(Air conditioner, headlamp, rear window defogger)  
**On models with daytime light systems, set lighting switch to the 1st position to light only small lamps.**
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up  
For models with CONSULT-II, drive vehicle until “FLUID TEMP SE” in “DATA MONITOR” mode of “A/T” system indicates less than 0.9V.  
For models without CONSULT-II, drive vehicle for 10 minutes.

### OPERATION PROCEDURE

#### Ⓟ With CONSULT-II

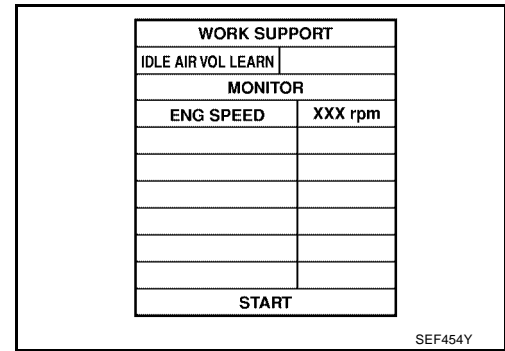
1. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic “PREPARATION” (previously mentioned) are in good order.
5. Select “IDLE AIR VOL LEARN” in “WORK SUPPORT” mode.



# BASIC SERVICE PROCEDURE

[QG18DE (ULEV)]

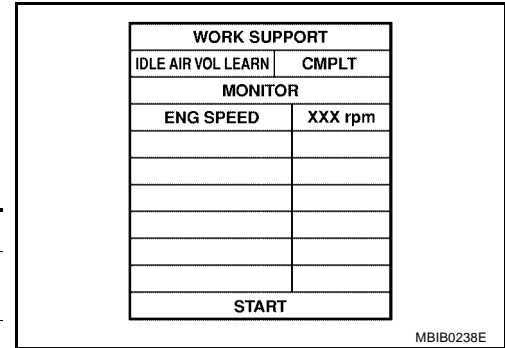
6. Touch "START" and wait 20 seconds.



7. Make sure that "CMPLT" is displayed on CONSULT-II screen. If "CMPLT" is not displayed, "Idle Air Volume Learning" will not be carried out successfully. In this case, find the cause of the incident by referring to the "Diagnostic Procedure" below.

8. Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications.

ITEM	SPECIFICATION
Idle speed	MT: 650±50 rpm AT: 800±50 rpm (in "P" or "N" position)
Ignition timing	MT: 7±5° BTDC AT: 18±5° BTDC (in "P" or "N" position)

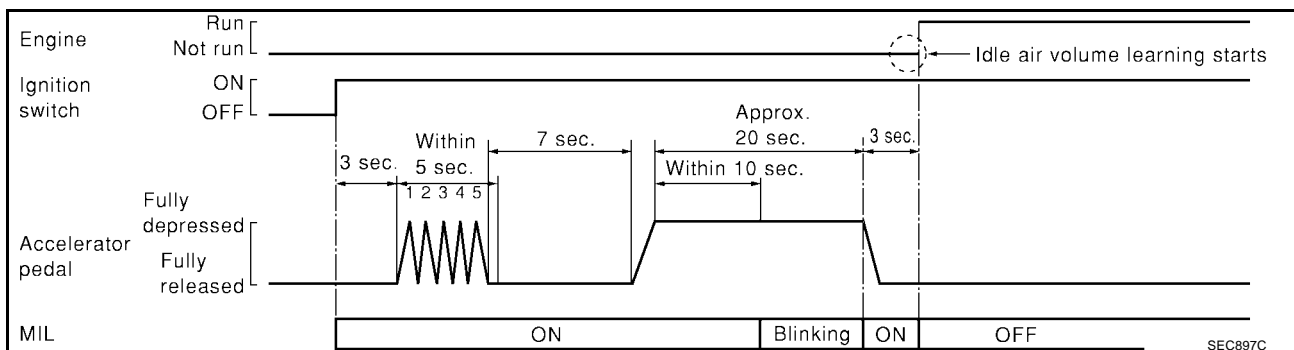


## ⊗ Without CONSULT-II

### NOTE:

- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.

1. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic "PREPARATION" (previously mentioned) are in good order.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Confirm that accelerator pedal is fully released, turn ignition switch "ON" and wait 3 seconds.
7. Repeat the following procedure quickly five times within 5 seconds.
  - a. Fully depress the accelerator pedal.
  - b. Fully release the accelerator pedal.
8. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 20 seconds until the MIL stops blinking and turned ON.
9. Fully release the accelerator pedal within 3 seconds after the MIL goes off.
10. Start engine and let it idle.
11. Wait 20 seconds.



12. Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications.

ITEM	SPECIFICATION
Idle speed	MT: 650±50 rpm AT: 800±50 rpm (in "P" or "N" position)
Ignition timing	MT: 7±5° BTDC AT: 18±5° BTDC (in "P" or "N" position)

13. If idle speed and ignition timing are not within the specification, the result will be incomplete. In this case, find the cause of the incident by referring to the "DIAGNOSTIC PROCEDURE" below.

## DIAGNOSTIC PROCEDURE

If idle air volume learning cannot be performed successfully, proceed as follows:

1. Check that throttle valve is fully closed.
2. Check PCV valve operation.
3. Check that downstream of throttle valve is free from air leakage.
4. When the above three items check out OK, engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.  
It is useful to perform [EC-133. "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"](#) .
5. If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform "Idle air volume learning" all over again:
  - Engine stalls.
  - Erroneous idle.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## Fuel Pressure Check FUEL PRESSURE RELEASE

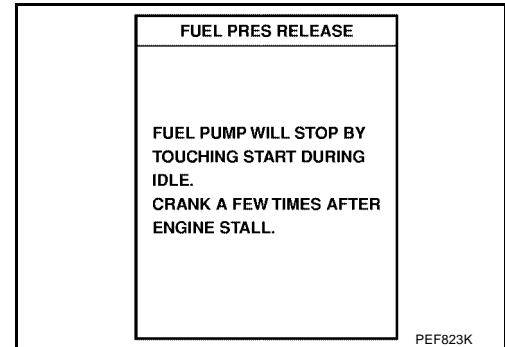
Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.

### NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because B15 models do not have fuel return system.

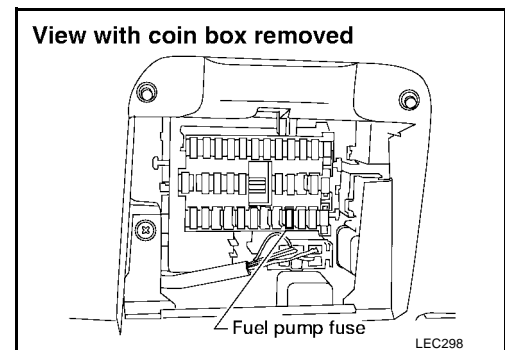
#### ④ With CONSULT-II

1. Turn ignition switch "ON".
2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-II.
3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.



#### ⊗ Without CONSULT-II

1. Remove fuel pump fuse.
2. Start engine.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch OFF.



## FUEL PRESSURE CHECK

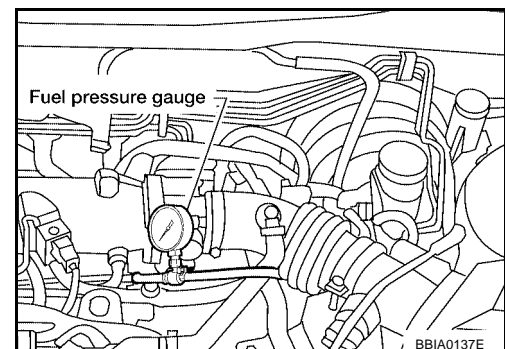
### NOTE:

- When reconnecting fuel line, always use new clamps.
- Make sure that clamp screw does not contact adjacent parts.
- Use a torque driver to tighten clamps.
- Use Pressure Gauge to check fuel pressure.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C switch, etc.). Fuel pressure gauge may indicate false readings due to varying engine loads and changes in manifold vacuum.

1. Release fuel pressure to zero. Refer to [EC-56](#).
2. Install the fuel pressure gauge into the fuel line as shown in the figure.
3. Turn ignition switch "ON", and check for fuel leakage.
4. Start engine and check for fuel leakage.
5. Read the indication of fuel pressure gauge.

**At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

6. If result is unsatisfactory, go to next step.
7. Check the following.
  - Fuel hoses and fuel tubes for clogging
  - Fuel filter for clogging



- 
- Fuel pump
  - Fuel pressure regulator for clogging
- If OK, replace fuel pressure regulator.  
If NG, repair or replace.

A

**EC**

C

D

E

F

G

H

I

J

K

L

M

## ON BOARD DIAGNOSTIC (OBD) SYSTEM

PFP:00028

### Introduction

UBS001CK

The ECM has an on board diagnostic system, which detects malfunctions related to engine sensors or actuators. The ECM also records various emission-related diagnostic information including:

Emission-related diagnostic information	SAE Mode
Diagnostic Trouble Code (DTC)	Mode 3 of SAE J1979
Freeze Frame data	Mode 2 of SAE J1979
System Readiness Test (SRT) code	Mode 1 of SAE J1979
1st Trip Diagnostic Trouble Code (1st Trip DTC)	Mode 7 of SAE J1979
1st Trip Freeze Frame data	
Test values and Test limits	Mode 6 of SAE J1979
Calibration ID	Mode 9 of SAE J1979

The above information can be checked using procedures listed in the table below.

X: Applicable —: Not applicable

	DTC	1st trip DTC	Freeze Frame data	1st trip Freeze Frame data	SRT code	Test value
CONSULT-II	X	X	X	X	X	—
GST	X	X*1	X	—	X	X
ECM	X	X*2	—	—	—	—

\*1: 1st trip DTCs for self-diagnoses concerning SRT items cannot be shown on the GST display.

\*2: When DTC and 1st trip DTC simultaneously appear on the display, they cannot be clearly distinguished from each other.

The malfunction indicator lamp (MIL) on the instrument panel lights up when the same malfunction is detected in two consecutive trips (Two trip detection logic), or when the ECM enters fail-safe mode. (Refer to [EC-87](#).)

### Two Trip Detection Logic

UBS001CL

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MIL will not light up at this stage. <1st trip>

If the same malfunction is detected again during the next drive, the DTC and Freeze Frame data are stored in the ECM memory, and the MIL lights up. The MIL lights up at the same time when the DTC is stored. <2nd trip> The “trip” in the “Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation. Specific on board diagnostic items will cause the ECM to light up or blink the MIL, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

X: Applicable —: Not applicable

Items	MIL				DTC		1st trip DTC	
	1st trip		2nd trip		1st trip displaying	2nd trip displaying	1st trip displaying	2nd trip displaying
	Blinking	Lighting up	Blinking	Lighting up				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	X	—	—	—	X	—	X	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 has been detected	—	—	X	—	—	X	—	—
One trip detection diagnoses (Refer to <a href="#">EC-21</a> .)	—	X	—	—	X	—	—	—
Except above	—	—	—	X	—	X	X	—

When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is NG on engine control system.

Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5-trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

The fail-safe function also operates when above diagnoses except MIL circuit and demands the driver to repair the trouble.

Engine operating in fail-safe mode

Engine speed will not rise more than 2,500 rpm due to the fuel cut.

## Emission-related Diagnostic Information EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS

UBS001CM

X: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
CAN COMM CIRCUIT	U1000	1000*4	—	—	—	<a href="#">EC-145</a>
CAN COMM CIRCUIT	U1001	1001*4	—	—	X	<a href="#">EC-145</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	0000	—	—	—	—
INT/V TIM CONT-B1	P0011	0011	—	—	X	<a href="#">EC-148</a>
HO2S1 HTR (B1)	P0031	0031	X	X	X*2	<a href="#">EC-151</a>
HO2S1 HTR (B1)	P0032	0032	X	X	X*2	<a href="#">EC-151</a>
HO2S2 HTR (B1)	P0037	0037	X	X	X*2	<a href="#">EC-157</a>
HO2S2 HTR (B1)	P0038	0038	X	X	X*2	<a href="#">EC-157</a>
MAF SEN/CIRCUIT	P0101	0101	—	—	—	<a href="#">EC-163</a>
MAF SEN/CIRCUIT	P0102	0102	—	—	—	<a href="#">EC-171</a>
MAF SEN/CIRCUIT	P0103	0103	—	—	—	<a href="#">EC-171</a>
IAT SEN/CIRCUIT	P0112	0112	—	—	X	<a href="#">EC-177</a>
IAT SEN/CIRCUIT	P0113	0113	—	—	X	<a href="#">EC-177</a>
ECT SEN/CIRCUIT	P0117	0117	—	—	—	<a href="#">EC-181</a>
ECT SEN/CIRCUIT	P0118	0118	—	—	—	<a href="#">EC-181</a>
TP SEN 2/CIRC	P0122	0122	—	—	—	<a href="#">EC-186</a>
TP SEN 2/CIRC	P0123	0123	—	—	—	<a href="#">EC-186</a>
ECT SENSOR	P0125	0125	—	—	—	<a href="#">EC-193</a>
IAT SENSOR	P0127	0127	—	—	X	<a href="#">EC-196</a>
THERMSTAT FNCTN	P0128	0128	—	—	X	<a href="#">EC-199</a>
HO2S1 (B1)	P0132	0132	X	X	X*3	<a href="#">EC-201</a>
HO2S1 (B1)	P0133	0133	X	X	X*3	<a href="#">EC-207</a>
HO2S1 (B1)	P0134	0134	X	X	X*3	<a href="#">EC-216</a>
HO2S2 (B1)	P0138	0138	X	X	X*3	<a href="#">EC-223</a>
HO2S2 (B1)	P0139	0139	X	X	X*3	<a href="#">EC-230</a>
FUEL SYS-LEAN-B1	P0171	0171	—	—	X	<a href="#">EC-238</a>
FUEL SYS-RICH-B1	P0172	0172	—	—	X	<a href="#">EC-245</a>
FTT SENSOR	P0181	0181	—	—	X	<a href="#">EC-251</a>
FTT SEN/CIRCUIT	P0182	0182	—	—	X	<a href="#">EC-256</a>
FTT SEN/CIRCUIT	P0183	0183	—	—	X	<a href="#">EC-256</a>
TP SEN 1/CIRC	P0222	0222	—	—	—	<a href="#">EC-260</a>
TP SEN 1/CIRC	P0223	0223	—	—	—	<a href="#">EC-260</a>
MULTI CYL MISFIRE	P0300	0300	—	—	X	<a href="#">EC-267</a>
CYL1 MISFIRE	P0301	0301	—	—	X	<a href="#">EC-267</a>
CYL2 MISFIRE	P0302	0302	—	—	X	<a href="#">EC-267</a>



# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
CYL3 MISFIRE	P0303	0303	—	—	X	<a href="#">EC-267</a>
CYL4 MISFIRE	P0304	0304	—	—	X	<a href="#">EC-267</a>
KNOCK SEN/CIRC-B1	P0327	0327	—	—	X	<a href="#">EC-273</a>
KNOCK SEN/CIRC-B1	P0328	0328	—	—	X	<a href="#">EC-273</a>
CKP SEN/CIRCUIT	P0335	0335	—	—	X	<a href="#">EC-277</a>
CMP SEN/CIRCUIT	P0340	0340	—	—	X	<a href="#">EC-283</a>
TW CATALYST SYS-B1	P0420	0420	X	X	X*3	<a href="#">EC-289</a>
EVAP PURG FLOW/MON	P0441	0441	X	X	X*3	<a href="#">EC-294</a>
EVAP SMALL LEAK	P0442	0442	X	X	X*3	<a href="#">EC-301</a>
PURG VOLUME CONT/V	P0444	0444	—	—	X	<a href="#">EC-311</a>
PURG VOLUME CONT/V	P0445	0445	—	—	X	<a href="#">EC-311</a>
VENT CONTROL VALVE	P0447	0447	—	—	X	<a href="#">EC-317</a>
EVAP SYS PRES SEN	P0452	0452	—	—	X	<a href="#">EC-324</a>
EVAP SYS PRES SEN	P0453	0453	—	—	X	<a href="#">EC-330</a>
EVAP GROSS LEAK	P0455	0455	—	X	X*3	<a href="#">EC-338</a>
EVAP VERY SML LEAK	P0456	0456	X*4	X	X*3	<a href="#">EC-346</a>
FUEL LEV SEN SLOSH	P0460	0460	—	—	X	<a href="#">EC-354</a>
FUEL LEVEL SENSOR	P0461	0461	—	—	X	<a href="#">EC-356</a>
FUEL LEVL SEN/CIRC	P0462	0462	—	—	X	<a href="#">EC-359</a>
FUEL LEVL SEN/CIRC	P0463	0463	—	—	X	<a href="#">EC-359</a>
VEH SPEED SEN/CIRC	P0500	0500	—	—	X	<a href="#">EC-361</a>
ISC SYSTEM	P0506	0506	—	—	X	<a href="#">EC-363</a>
ISC SYSTEM	P0507	0507	—	—	X	<a href="#">EC-365</a>
PW ST P SEN/CIRC	P0550	0550	—	—	X	<a href="#">EC-367</a>
ECM	P0605	0605	—	—	X	<a href="#">EC-372</a>
PNP SW/CIRC	P0705	0705	—	—	X	<a href="#">AT-116</a>
ATF TEMP SEN/CIRC	P0710	0710	—	—	X	<a href="#">AT-121</a>
VEH SPD SEN/CIR AT	P0720	0720	—	—	X	<a href="#">AT-127</a>
ENGINE SPEED SIG	P0725	0725	—	—	X	<a href="#">AT-132</a>
A/T 1ST GR FNCTN	P0731	0731	—	—	X	<a href="#">AT-136</a>
A/T 2ND GR FNCTN	P0732	0732	—	—	X	<a href="#">AT-141</a>
A/T 3RD GR FNCTN	P0733	0733	—	—	X	<a href="#">AT-146</a>
A/T 4TH GR FNCTN	P0734	0734	—	—	X	<a href="#">AT-151</a>
TCC SOLENOID/CIRC	P0740	0740	—	—	X	<a href="#">AT-160</a>
A/T TCC S/V FNCTN	P0744	0744	—	—	X	<a href="#">AT-164</a>
L/PRESS SOL/CIRC	P0745	0745	—	—	X	<a href="#">AT-174</a>
SFT SOL A/CIRC	P0750	0750	—	—	—	<a href="#">AT-180</a>
SFT SOL B/CIRC	P0755	0755	—	—	—	<a href="#">AT-184</a>
ECM BACK UP/CIRC	P1065	1065	—	—	X	<a href="#">EC-375</a>
MAF SENSOR	P1102	1102	—	—	—	<a href="#">EC-379</a>
INT/V TIM V/CIR-B1	P1111	1111	—	—	X	<a href="#">EC-385</a>
ETC ACTR	P1121	1121	—	—	X	<a href="#">EC-390</a>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
ETC FUNCTION/CIRC	P1122	1122	—	—	—	<a href="#">EC-392</a>
ETC MOT PWR	P1124	1124	—	—	—	<a href="#">EC-399</a>
ETC MOT PWR	P1126	1126	—	—	—	<a href="#">EC-399</a>
ETC MOT	P1128	1128	—	—	—	<a href="#">EC-404</a>
HO2S1 (B1)	P1143	1143	X	X	X*3	<a href="#">EC-409</a>
HO2S1 (B1)	P1144	1144	X	X	X*3	<a href="#">EC-415</a>
HO2S2 (B1)	P1146	1146	X	X	X*3	<a href="#">EC-421</a>
HO2S2 (B1)	P1147	1147	X	X	X*3	<a href="#">EC-428</a>
CLOSED LOOP-B1	P1148	1148	—	—	—	<a href="#">EC-436</a>
ENG OVER TEMP	P1217	1217	—	—	—	<a href="#">EC-438</a>
CTP LEARNING	P1225	1225	—	—	X	<a href="#">EC-451</a>
CTP LEARNING	P1226	1226	—	—	X	<a href="#">EC-453</a>
PURG VOLUME CONT/V	P1444	1444	—	—	X	<a href="#">EC-460</a>
VENT CONTROL VALVE	P1446	1446	—	—	X	<a href="#">EC-468</a>
ASCD SW	P1564	1564	—	—	—	<a href="#">EC-474</a>
ASCD BRAKE SW	P1572	1572	—	—	—	<a href="#">EC-481</a>
ASCD VHL SPD SEN	P1574	1574	—	—	—	<a href="#">EC-491</a>
TP SEN/CIRC A/T	P1705	1705	—	—	—	<a href="#">AT-188</a>
P-N POS SW/CIRCUIT	P1706	1706	—	—	X	<a href="#">EC-493</a>
O/R CLTCH SOL/CIRC	P1760	1760	—	—	X	<a href="#">AT-194</a>
BRAKE SW/CIRCUIT	P1805	1805	—	—	X	<a href="#">EC-497</a>
APP SEN 1/CIRC	P2122	2122	—	—	—	<a href="#">EC-503</a>
APP SEN 1/CIRC	P2123	2123	—	—	—	<a href="#">EC-503</a>
APP SEN 2/CIRC	P2127	2127	—	—	—	<a href="#">EC-511</a>
APP SEN 2/CIRC	P2128	2128	—	—	—	<a href="#">EC-511</a>
TP SENSOR	P2135	2135	—	—	—	<a href="#">EC-518</a>
APP SENSOR	P2138	2138	—	—	—	<a href="#">EC-525</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012

\*3: These are not displayed with GST.

\*4: SRT code will not be set if the self-diagnostic result is NG.

## DTC AND 1ST TRIP DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not reoccur, the 1st trip DTC will not be displayed.

If a malfunction is detected during the 1st trip, the 1st trip DTC is stored in the ECM memory. The MIL will not light up (two trip detection logic). If the same malfunction is not detected in the 2nd trip (meeting the required driving pattern), the 1st trip DTC is cleared from the ECM memory. If the same malfunction is detected in the 2nd trip, both the 1st trip DTC and DTC are stored in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored and a non-diagnostic operation is performed between the 1st and 2nd trips, only the 1st trip DTC will continue to be stored. For malfunctions that blink or light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

Procedures for clearing the DTC and the 1st trip DTC from the ECM memory are described in [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-59](#) . These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-II.

1st trip DTC is specified in Mode 7 of SAE J1979. 1st trip DTC detection occurs without lighting up the MIL and therefore does not warn the driver of a malfunction. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.

When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in “Work Flow” procedure Step II, refer to [EC-82](#) . Then perform “DTC Confirmation Procedure” or “Overall Function Check” to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

## How to Read DTC and 1st Trip DTC

DTC and 1st trip DTC can be read by the following methods.

 **With CONSULT-II**

 **With GST**

CONSULT-II or GST (Generic Scan Tool) Examples: P0340, P1148, P1706, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

- **1st trip DTC No. is the same as DTC No.**
- **Output of a DTC indicates a malfunction. However, GST does not indicate whether the malfunction is still occurring or has occurred in the past and has returned to normal. CONSULT-II can identify malfunction status as shown below. Therefore, using CONSULT-II (if available) is recommended.**

A sample of CONSULT-II display for DTC and 1st trip DTC is shown below. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

If the DTC is being detected currently, the time data will be “0”.

If a 1st trip DTC is stored in the ECM, the time data will be “[1t]”.

DTC display	SELF DIAG RESULTS		1st trip DTC display	SELF DIAG RESULTS	
	DTC RESULTS			DTC RESULTS	
	MAF SEN/CIRCUIT [P0101]	0		MAF SEN/CIRCUIT [P0101]	1t

SEC745C

## FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

The ECM records the driving conditions such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed, vehicle speed, throttle valve operating angle, base fuel schedule and intake air temperature at the moment a malfunction is detected.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For details, see [EC-117](#) .

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

For example, the EGR malfunction (Priority: 2) was detected and the freeze frame data was stored in the 2nd trip. After that when the misfire (Priority: 1) is detected in another trip, the freeze frame data will be updated from the EGR malfunction to the misfire. The 1st trip freeze frame data is updated each time a different malfunction is detected. There is no priority for 1st trip freeze frame data. However, once freeze frame data is stored in the ECM memory, 1st trip freeze data is no longer stored (because only one freeze frame data or 1st trip freeze frame data can be stored in the ECM). If freeze frame data is stored in the ECM memory and freeze frame data with the same priority occurs later, the first (original) freeze frame data remains unchanged in the ECM memory.

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased. Procedures for clearing the ECM memory are described in [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

### SYSTEM READINESS TEST (SRT) CODE

System Readiness Test (SRT) code is specified in Mode 1 of SAE J1979.

As part of an enhanced emissions test for Inspection & Maintenance (I/M), certain states require the status of SRT be used to indicate whether the ECM has completed self-diagnosis of major emission systems and components. Completion must be verified in order for the emissions inspection to proceed.

If a vehicle is rejected for a State emissions inspection due to one or more SRT items indicating "INCMP", use the information in this Service Manual to set the SRT to "CMPLT".

In most cases the ECM will automatically complete its self-diagnosis cycle during normal usage, and the SRT status will indicate "CMPLT" for each application system. Once set as "CMPLT", the SRT status remains "CMPLT" until the self-diagnosis memory is erased.

Occasionally, certain portions of the self-diagnostic test may not be completed as a result of the customer's normal driving pattern; the SRT will indicate "INCMP" for these items.

#### NOTE:

The SRT will also indicate "INCMP" if the self-diagnosis memory is erased for any reason or if the ECM memory power supply is interrupted for several hours.

If, during the state emissions inspection, the SRT indicates "CMPLT" for all test items, the inspector will continue with the emissions test. However, if the SRT indicates "INCMP" for one or more of the SRT items the vehicle is returned to the customer untested.

#### NOTE:

If MIL is "ON" during the state emissions inspection, the vehicle is also returned to the customer untested even though the SRT indicates "CMPLT" for all test items. Therefore, it is important to check SRT ("CMPLT") and DTC (No DTCs) before the inspection.

A

EC

C

D

E

F

G

H

I

J

K

L

M

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

## SRT Item

The table below shows required self-diagnostic items to set the SRT to "CMPLT".

SRT item (CONSULT-II indication)	Performance Priority*	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	2	Three way catalyst function	P0420
EVAPORATIVE SYSTEM	1	EVAP control system	P0442
	2	EVAP control system	P0456
		EVAP control system purge flow monitoring	P0441
HO2S	2	Heated oxygen sensor 1	P0132
		Heated oxygen sensor 1	P0133
		Heated oxygen sensor 1	P0134
		Heated oxygen sensor 1	P1143
		Heated oxygen sensor 1	P1144
		Heated oxygen sensor 2	P0138
		Heated oxygen sensor 2	P0139
		Heated oxygen sensor 2	P1146
		Heated oxygen sensor 2	P1147
HO2S HTR	2	Heated oxygen sensor 1 heater	P0031, P0032
		Heated oxygen sensor 2 heater	P0037, P0038

\*: If completion of several SRTs is required, perform driving patterns (DTC confirmation procedure), one by one based on the priority for models with CONSULT-II.

## SRT Set Timing

SRT is set as "CMPLT" after self-diagnosis has been performed one or more times. Completion of SRT is done regardless of whether the result is OK or NG. The set timing is different between OK and NG results and is shown in the table below.

Self-diagnosis result		Example						
		Diagnosis	Ignition cycle					
			← ON →	OFF	← ON →	OFF	← ON →	OFF
All OK	Case 1	P0400	OK (1)	— (1)	OK (2)	— (2)		
		P0402	OK (1)	— (1)	— (1)	OK (2)		
		P1402	OK (1)	OK (2)	— (2)	— (2)		
		SRT of EGR	"CMPLT"	"CMPLT"	"CMPLT"	"CMPLT"		
	Case 2	P0400	OK (1)	— (1)	— (1)	— (1)		
		P0402	— (0)	— (0)	OK (1)	— (1)		
		P1402	OK (1)	OK (2)	— (2)	— (2)		
		SRT of EGR	"INCMP"	"INCMP"	"CMPLT"	"CMPLT"		
NG exists	Case 3	P0400	OK	OK	—	—		
		P0402	—	—	—	—		
		P1402	NG	—	NG	NG (Consecutive NG)		
		(1st trip) DTC	1st trip DTC	—	1st trip DTC	DTC (= MIL "ON")		
		SRT of EGR	"INCMP"	"INCMP"	"INCMP"	"CMPLT"		

OK: Self-diagnosis is carried out and the result is OK.

NG: Self-diagnosis is carried out and the result is NG.

—: Self-diagnosis is not carried out.

When all SRT related self-diagnoses showed OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate "CMPLT". → Case 1 above

When all SRT related self-diagnoses showed OK results through several different cycles, the SRT will indicate "CMPLT" at the time the respective self-diagnoses have at least one OK result. → Case 2 above

If one or more SRT related self-diagnoses showed NG results in 2 consecutive cycles, the SRT will also indicate "CMPLT". → Case 3 above

The table above shows that the minimum number of cycles for setting SRT as "INCMP" is one (1) for each self-diagnosis (Case 1 & 2) or two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary of each self-diagnosis to be executed twice (Case 3) for the following reasons:

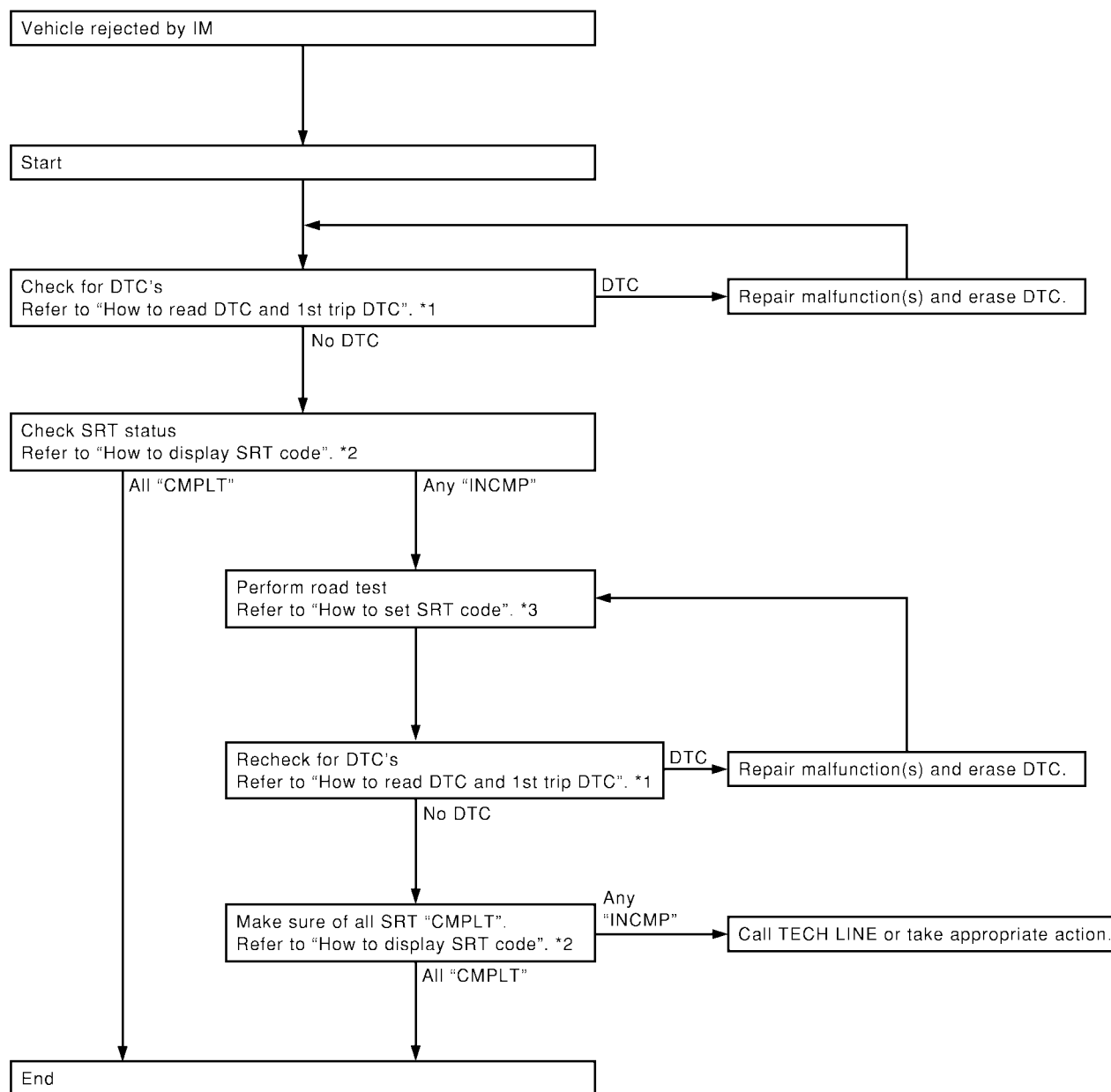
- The SRT will indicate "CMPLT" at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires "CMPLT" of the SRT only with OK self-diagnosis results.
- When, during SRT driving pattern, 1st trip DTC (NG) is detected prior to "CMPLT" of SRT, the self-diagnosis memory must be erased from ECM after repair.
- If the 1st trip DTC is erased, all the SRT will indicate "INCMP".

**NOTE:**

SRT can be set as "CMPLT" together with the DTC (s). Therefore, DTC check must always be carried out prior to the state emission inspection even though the SRT indicates "CMPLT".

## SRT Service Procedure

If a vehicle has failed the state emissions inspection due to one or more SRT items indicating "INCMP", review the flowchart diagnostic sequence on the next page.



\*1 [EC-62](#)

\*2 [EC-66](#)

\*3 [EC-67](#)

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## How to Display SRT Code

### With CONSULT-II

Selecting "SRT STATUS" in "DTC CONFIRMATION" mode with CONSULT-II.

For items whose SRT codes are set, a "CMPLT" is displayed on the CONSULT-II screen; for items whose SRT codes are not set, "INCMP" is displayed.

SRT STATUS	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	CMPLT

SEF935Z

 **With GST**

Selecting Mode 1 with GST (Generic Scan Tool)

A sample of CONSULT-II display for SRT code is shown below.

“INCMP” means the self-diagnosis is incomplete and SRT is not set. “CMPLT” means the self-diagnosis is complete and SRT is set.

**How to Set SRT Code**

To set all SRT codes, self-diagnosis for the items indicated above must be performed one or more times. Each diagnosis may require a long period of actual driving under various conditions.

 **With CONSULT-II**

Perform corresponding DTC Confirmation Procedure one by one based on “Performance Priority” in the table on [EC-64](#).

 **Without CONSULT-II**

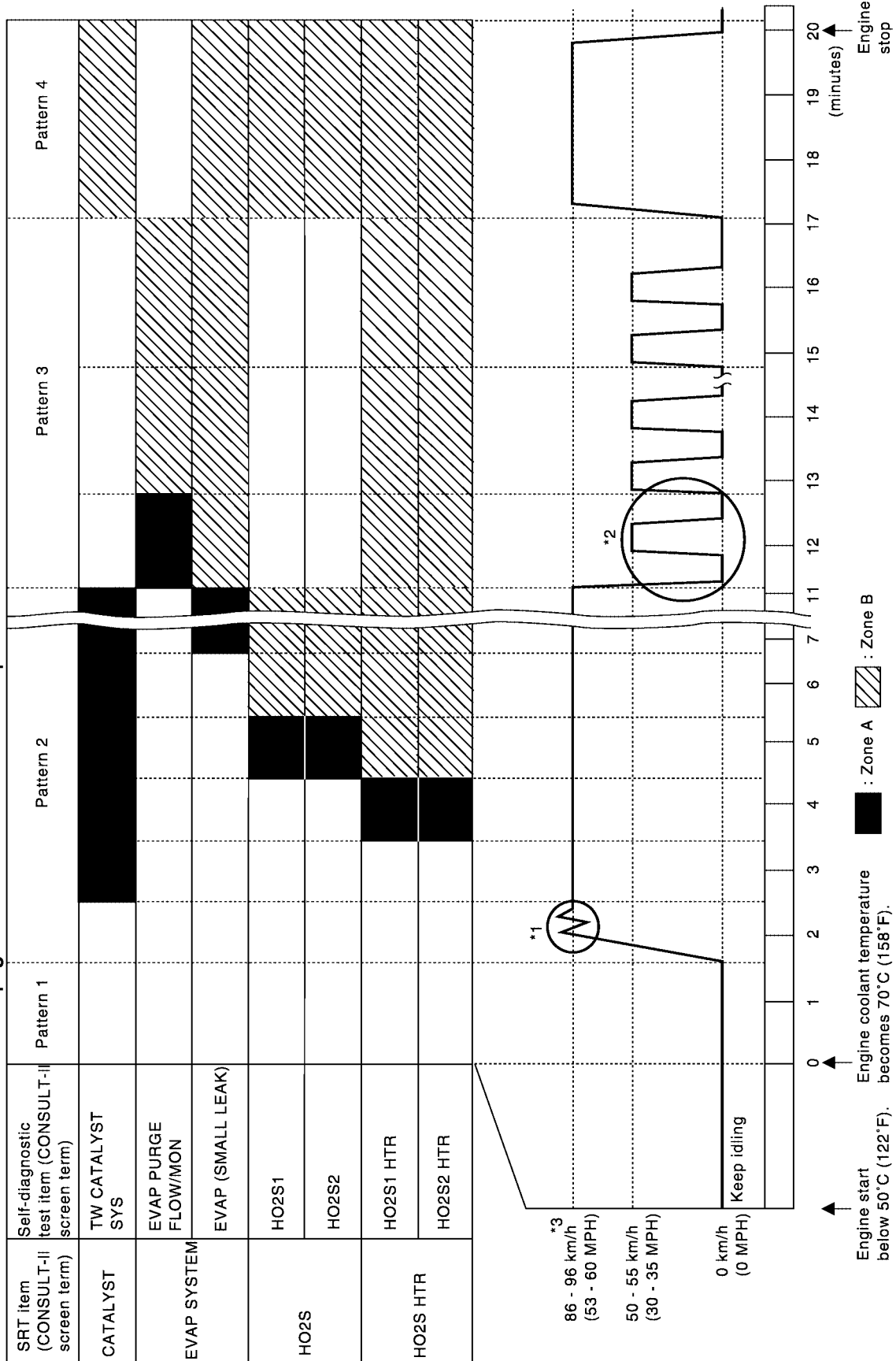
The most efficient driving pattern in which SRT codes can be properly set is explained on the next page. The driving pattern should be performed one or more times to set all SRT codes.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



## Driving Pattern

**Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.**



PBIB1053E

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

- The time required for each diagnosis varies with road surface conditions, weather, altitude, individual driving habits, etc.  
Zone A refers to the range where the time required, for the diagnosis under normal conditions\*, is the shortest.  
Zone B refers to the range where the diagnosis can still be performed if the diagnosis is not completed within zone A.

\*: Normal conditions refer to the following:

- Sea level
- Flat road
- Ambient air temperature: 20 - 30°C (68 - 86°F)
- Diagnosis is performed as quickly as possible under normal conditions.  
Under different conditions [For example: ambient air temperature other than 20 - 30°C (68 - 86°F)], diagnosis may also be performed.

Pattern 1:

- **The engine is started at the engine coolant temperature of -10 to 35°C (14 to 95°F) (where the voltage between the ECM terminals 73 and ground is 3.0 - 4.3V).**
- **The engine must be operated at idle speed until the engine coolant temperature is greater than 70°C (158°F) (where the voltage between the ECM terminals 73 and ground is lower than 1.4V).**
- **The engine is started at the fuel tank temperature of warmer than 0°C (32°F) (where the voltage between the ECM terminal 107 and ground is less than 4.1V).**

Pattern 2:

- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

Pattern 3:

- The driving pattern outlined in \*2 must be repeated at least 3 times.

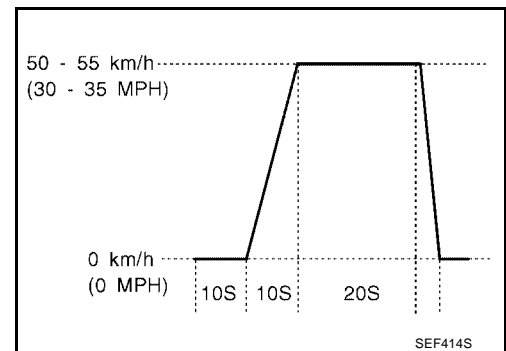
Pattern 4:

- Tests are performed after the engine has been operated for at least 17 minutes.
- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted all over again.

\*1: Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH), then release the accelerator pedal and keep it released for more than 10 seconds. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again.

\*2: Operate the vehicle in the following driving pattern.

1. Decelerate vehicle to 0 km/h (0 MPH) and let engine idle.
2. Repeat driving pattern shown below at least 10 times.  
- **During acceleration, hold the accelerator pedal as steady as possible.**



\*3: Checking the vehicle speed with GST is advised.

## Suggested Transmission Gear Position for A/T Models

Set the selector lever in the "D" position with the overdrive switch turned ON.

## Suggested upshift speeds for M/T models

Shown below are suggested vehicle speeds for shifting into a higher gear. These suggestions relate to fuel economy and vehicle performance. Actual upshift speeds will vary according to road conditions, the weather and individual driving habits.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

	For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)]:	For quick acceleration in low altitude areas and high altitude areas [over 1,219 m (4,000 ft)]:
Gear change	ACCEL shift point km/h (MPH)	km/h (MPH)
1st to 2nd	24 (15)	25 (15)
2nd to 3rd	40 (25)	40 (25)
3rd to 4th	65 (40)	65 (40)
4th to 5th	75 (45)	75 (45)

### Suggested Maximum Speed in Each Gear

Downshift to a lower gear if the engine is not running smoothly, or if you need to accelerate.

Do not exceed the maximum suggested speed (shown below) in any gear. For level road driving, use the highest gear suggested for that speed. Always observe posted speed limits and drive according to the road conditions to ensure safe operation. Do not over-rev the engine when shifting to a lower gear as it may cause engine damage or loss of vehicle control.

Gear	km/h (MPH)
1st	48 (30)
2nd	84 (52)
3rd	128 (80)
4th	—
5th	—

### TEST VALUE AND TEST LIMIT (GST ONLY — NOT APPLICABLE TO CONSULT-II)

The following is the information specified in Mode 6 of SAE J1979.

The test value is a parameter used to determine whether a system/circuit diagnostic test is “OK” or “NG” while being monitored by the ECM during self-diagnosis. The test limit is a reference value which is specified as the maximum or minimum value and is compared with the test value being monitored.

Items for which these data (test value and test limit) are displayed are the same as SRT code items (13 test items).

These data (test value and test limit) are specified by Test ID (TID) and Component ID (CID) and can be displayed on the GST screen.

X: Applicable —: Not applicable

SRT item	Self-diagnostic test item	Test value (GST display)		Test limit	Application
		TID	CID		
CATALYST	Three way catalyst function	02H	81H	Min.	X
EVAP SYSTEM	EVAP control system (Small leak)	05H	03H	Max.	X
	EVAP control system purge flow monitoring	06H	83H	Min.	X
HO2S	Heated oxygen sensor 1	09H	04H	Max.	X
		0AH	84H	Min.	X
		0BH	04H	Max.	X
		0CH	04H	Max.	X
	Heated oxygen sensor 2	0DH	04H	Max.	X
		19H	86H	Min.	X
		1AH	86H	Min.	X
		1BH	06H	Max.	X
HO2S HTR	Heated oxygen sensor 1 heater	1CH	06H	Max.	X
		29H	08H	Max.	X
	Heated oxygen sensor 2 heater	2AH	88H	Min.	X
		2DH	0AH	Max.	X
		2EH	8AH	Min.	X

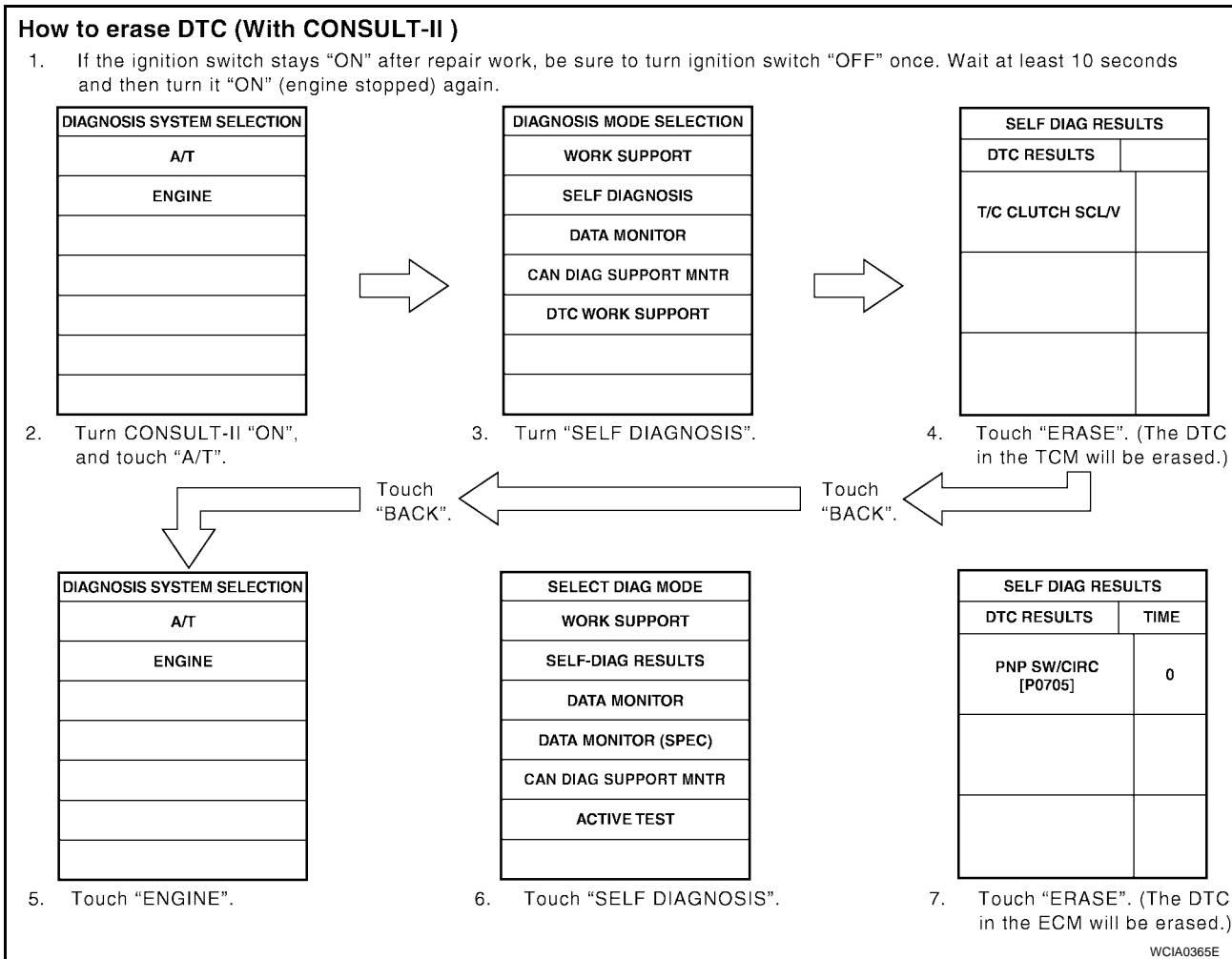
## HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION

### How to Erase DTC ( With CONSULT-II)

**NOTE:**

If the DTC is not for A/T related items (see [EC-21](#) ), skip steps 2 through 4.

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  2. Turn CONSULT-II "ON" and touch "A/T".
  3. Touch "SELF-DIAG RESULTS".
  4. Touch "ERASE". [The DTC in the TCM (Transmission control module) will be erased.] Then touch "BACK" twice.
  5. Touch "ENGINE".
  6. Touch "SELF-DIAG RESULTS".
  7. Touch "ERASE". (The DTC in the ECM will be erased.)
- If DTCs are displayed for both ECM and TCM (Transmission control module), they need to be erased individually from the ECM and TCM (Transmission control module).



### How to Erase DTC ( With GST)

**NOTE:**

If the DTC is not for A/T related items (see [EC-21](#) ), skip step 2.

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)" in AT section titled "TROUBLE DIAGNOSIS", "Self-diagnosis". (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)

3. Select Mode 4 with GST (Generic Scan Tool).

**NO TOOLS** **How to Erase DTC ( No Tools)**

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once.
  2. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  3. Change the diagnostic test mode from Mode II to Mode I by depressing the accelerator pedal. Refer to [EC-73. "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
- **If the battery is disconnected, the emission-related diagnostic information will be lost after approx. 24 hours.**
  - **The following data are cleared when the ECM memory is erased.**
    - Diagnostic trouble codes
    - 1st trip diagnostic trouble codes
    - Freeze frame data
    - 1st trip freeze frame data
    - System readiness test (SRT) codes
    - Test values
    - Others

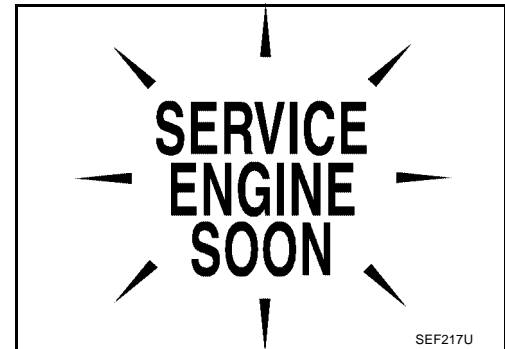
Actual work procedures are explained using a DTC as an example. Be careful so that not only the DTC, but all of the data listed above, are cleared from the ECM memory during work procedures.

**Malfunction Indicator Lamp (MIL)**  
**DESCRIPTION**

UBS006C3




The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
- If the MIL does not light up, refer to [DI-27. "WARNING LAMPS"](#) .
2. When the engine is started, the MIL should go off.  
If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.






**ON BOARD DIAGNOSTIC SYSTEM FUNCTION**

The on board diagnostic system has the following four functions.

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode I	Ignition switch in "ON" position  Engine stopped 	BULB CHECK	This function checks the MIL bulb for damage (blown, open circuit, etc.). If the MIL does not come on, check MIL circuit.
	Engine running 	MALFUNCTION WARNING	This is a usual driving condition. When a malfunction is detected twice in two consecutive driving cycles (two trip detection logic), the MIL will light up to inform the driver that a malfunction has been detected. The following malfunctions will light up or blink the MIL in the 1st trip. <ul style="list-style-type: none"> <li>● "Misfire (Possible three way catalyst damage)"</li> <li>● "One trip detection diagnoses"</li> </ul>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (ULEV)]

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode II	Ignition switch in "ON" position  Engine stopped 	SELF-DIAGNOSTIC RESULTS	This function allows DTCs and 1st trip DTCs to be read.
	Engine running 	HEATED OXYGEN SENSOR 1 MONITOR	This function allows the fuel mixture condition (lean or rich), monitored by heated oxygen sensor 1, to be read.

When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is NG on engine control system.

Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.

The fail-safe function also operates when above diagnoses except MIL circuit and demands the driver to repair the trouble.

Engine operating condition in fail-safe mode	Engine speed will not rise more than 2,500 rpm due to the fuel cut
--	--

## MIL Flashing without DTC

If the ECM is in Diagnostic Test Mode II, MIL may flash when engine is running. In this case, check ECM diagnostic test mode, [EC-73, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#).

How to switch the diagnostic test (function) modes, and details of the above functions are described later, [EC-73, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#).

The following emission-related diagnostic information is cleared when the ECM memory is erased.

1. Diagnostic trouble codes
2. 1st trip diagnostic trouble codes
3. Freeze frame data
4. 1st trip freeze frame data
5. System readiness test (SRT) codes
6. Test values
7. Others

## HOW TO SWITCH DIAGNOSTIC TEST MODE

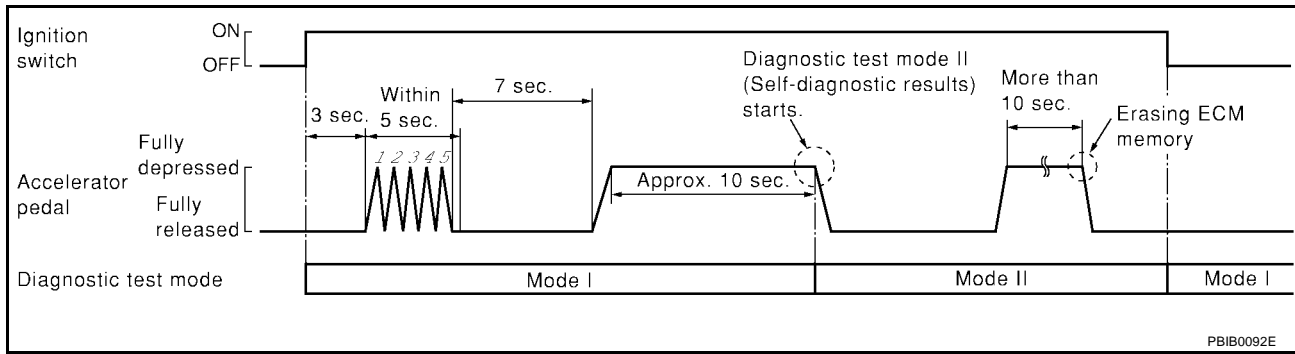
### NOTE:

- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- Always ECM returns to Diagnostic Test Mode I after ignition switch is turned "OFF".

### How to Set Diagnostic Test Mode II (Self-diagnostic Results)

1. Confirm that accelerator pedal is fully released, turn ignition switch "ON" and wait 3 seconds.
2. Repeat the following procedure quickly five times within 5 seconds.
  - a. Fully depress the accelerator pedal.
  - b. Fully release the accelerator pedal.
3. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 10 seconds until the MIL starts blinking.
4. Fully release the accelerator pedal.

ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).



### How to Set Diagnostic Test Mode II (Heated Oxygen Sensor 1 Monitor)

1. Set the ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to [EC-73, "How to Set Diagnostic Test Mode II \(Self-diagnostic Results\)"](#) .
2. Start Engine.  
ECM has entered to Diagnostic Test Mode II (Heated oxygen sensor 1 monitor).

### How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

1. Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to [EC-73, "How to Set Diagnostic Test Mode II \(Self-diagnostic Results\)"](#) .
2. Fully depress the accelerator pedal and keep it for more than 10 seconds.  
The emission-related diagnostic information has been erased from the backup memory in the ECM.
3. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

### DIAGNOSTIC TEST MODE I — BULB CHECK

In this mode, the MIL on the instrument panel should stay ON. If it remains OFF, check the bulb. Refer to [DI-27, "WARNING LAMPS"](#) .

### DIAGNOSTIC TEST MODE I — MALFUNCTION WARNING

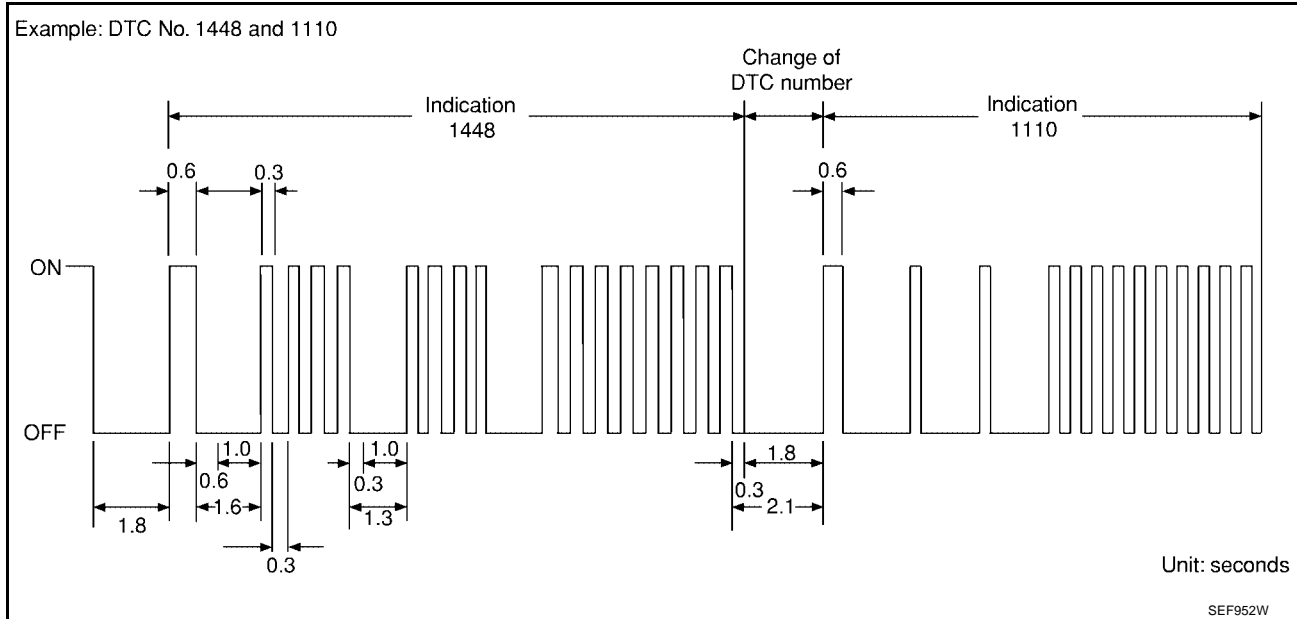
MIL	Condition
ON	When the malfunction is detected.
OFF	No malfunction.

- These DTC numbers are clarified in Diagnostic Test Mode II (SELF-DIAGNOSTIC RESULTS)

### DIAGNOSTIC TEST MODE II — SELF-DIAGNOSTIC RESULTS

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MIL as shown below. The DTC and 1st trip DTC are displayed at the same time. If the MIL does not illuminate in diagnostic test mode I (Malfunction warning), all displayed items are 1st trip DTCs. If only one code is displayed when the MIL illuminates in diagnostic test mode II (SELF-DIAGNOSTIC RESULTS), it is a DTC; if two or more codes are displayed, they may be either DTCs or 1st trip DTCs. DTC No. is same as that of 1st trip DTC. These uniden-

tified codes can be identified by using the CONSULT-II or GST. A DTC will be used as an example for how to read a code.



A particular trouble code can be identified by the number of four-digit numeral flashes. The “zero” is indicated by the number of ten flashes. The length of time the 1,000th-digit numeral flashes on and off is 1.2 seconds consisting of an ON (0.6-second) - OFF (0.6-second) cycle.

The 100th-digit numeral and lower digit numerals consist of a 0.3-second ON and 0.3-second OFF cycle.

A change from one digit numeral to another occurs at an interval of 1.0-second OFF. In other words, the later numeral appears on the display 1.3 seconds after the former numeral has disappeared.

A change from one trouble code to another occurs at an interval of 1.8-second OFF.

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC “0000” refers to no malfunction. (See [EC-21, "INDEX FOR DTC"](#) )

### How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to [EC-73, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .

- If the battery is disconnected, the DTC will be lost from the backup memory after approx 24 hours.
- Be careful not to erase the stored memory before starting trouble diagnoses.

### DIAGNOSTIC TEST MODE II — HEATED OXYGEN SENSOR 1 MONITOR

In this mode, the MIL displays the condition of the fuel mixture (lean or rich) which is monitored by the heated oxygen sensor 1.

MIL	Fuel mixture condition in the exhaust gas	Air fuel ratio feedback control condition
ON	Lean	Closed loop system
OFF	Rich	
*Remains ON or OFF	Any condition	Open loop system

\*: Maintains conditions just before switching to open loop.

To check the heated oxygen sensor 1 function, start engine in the Diagnostic Test Mode II and warm it up until engine coolant temperature indicator points to the middle of the gauge.

Next run engine at about 2,000 rpm for about 2 minutes under no-load conditions. Then make sure that the MIL comes ON more than 5 times within 10 seconds with engine running at 2,000 rpm under no-load.



## OBD System Operation Chart

UBS001CO

### RELATIONSHIP BETWEEN MIL, 1ST TRIP DTC, DTC, AND DETECTABLE ITEMS

- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MIL will come on. For details, refer to [EC-58, "Two Trip Detection Logic"](#).
- The MIL will go off after the vehicle is driven 3 times with no malfunction. The drive is counted only when the recorded driving pattern is met (as stored in the ECM). If another malfunction occurs while counting, the counter will reset.
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring (except for Misfire and Fuel Injection System). For Misfire and Fuel Injection System, the DTC and freeze frame data will be stored until the vehicle is driven 80 times (driving pattern C) without the same malfunction recurring. The "TIME" in "SELF-DIAGNOSTIC RESULTS" mode of CONSULT-II will count the number of times the vehicle is driven.
- The 1st trip DTC is not displayed when the self-diagnosis results in "OK" for the 2nd trip.

### SUMMARY CHART

Items	Fuel Injection System	Misfire	Other
MIL (goes off)	3 (pattern B)	3 (pattern B)	3 (pattern B)
DTC, Freeze Frame Data (no display)	80 (pattern C)	80 (pattern C)	40 (pattern A)
1st Trip DTC (clear)	1 (pattern C), *1	1 (pattern C), *1	1 (pattern B)
1st Trip Freeze Frame Data (clear)	*1, *2	*1, *2	1 (pattern B)

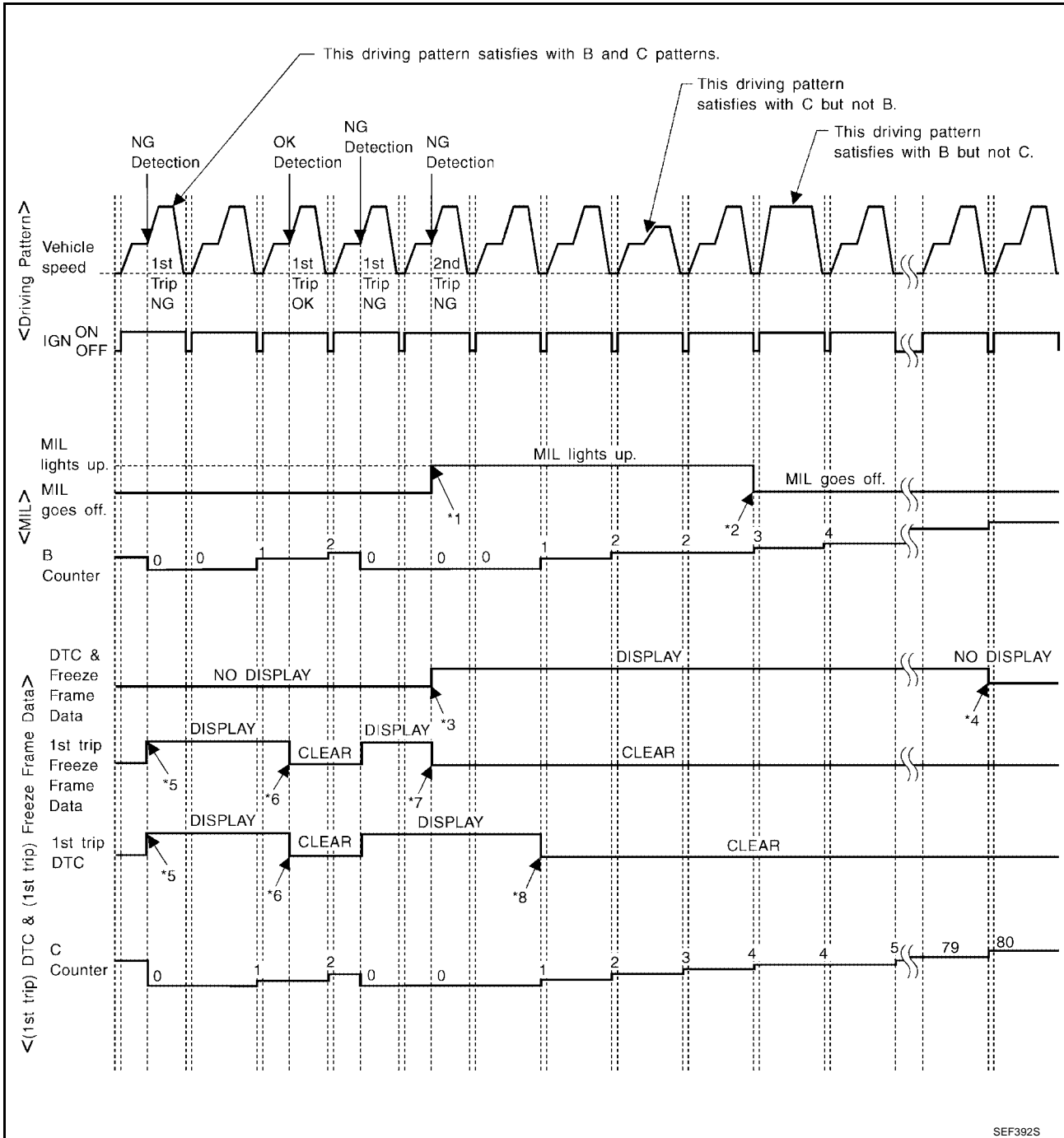
For details about patterns "B" and "C" under "Fuel Injection System" and "Misfire", see [EC-78](#).

For details about patterns "A" and "B" under "Other", see [EC-80](#).

\*1: Clear timing is at the moment OK is detected.

\*2: Clear timing is when the same malfunction is detected in the 2nd trip.

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS FOR "MIS-FIRE" <EXHAUST QUALITY DETERIORATION>, "FUEL INJECTION SYSTEM"



\*1: When the same malfunction is detected in two consecutive trips, MIL will light up.

\*2: MIL will go off after vehicle is driven 3 times (pattern B) without any malfunctions.

\*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

\*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 80 times (pattern C) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

\*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

\*6: The 1st trip DTC and the 1st trip freeze frame data will be cleared at the moment OK is detected.

\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

\*8: 1st trip DTC will be cleared when vehicle is driven once (pattern C) without the same malfunction after DTC is stored in ECM.

## EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”

### <Driving Pattern B>

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunction.
- The MIL will go off when the B counter reaches 3. (\*2 in “OBD SYSTEM OPERATION CHART”)

### <Driving Pattern C>

Driving pattern C means the vehicle operation as follows:

The following conditions should be satisfied at the same time:

Engine speed: (Engine speed in the freeze frame data)  $\pm 375$  rpm

Calculated load value: (Calculated load value in the freeze frame data)  $\times (1 \pm 0.1)$  [%]

Engine coolant temperature (T) condition:

- When the freeze frame data shows lower than 70°C (158°F), “T” should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), “T” should be higher than or equal to 70°C (158°F).

Example:

If the stored freeze frame data is as follows:

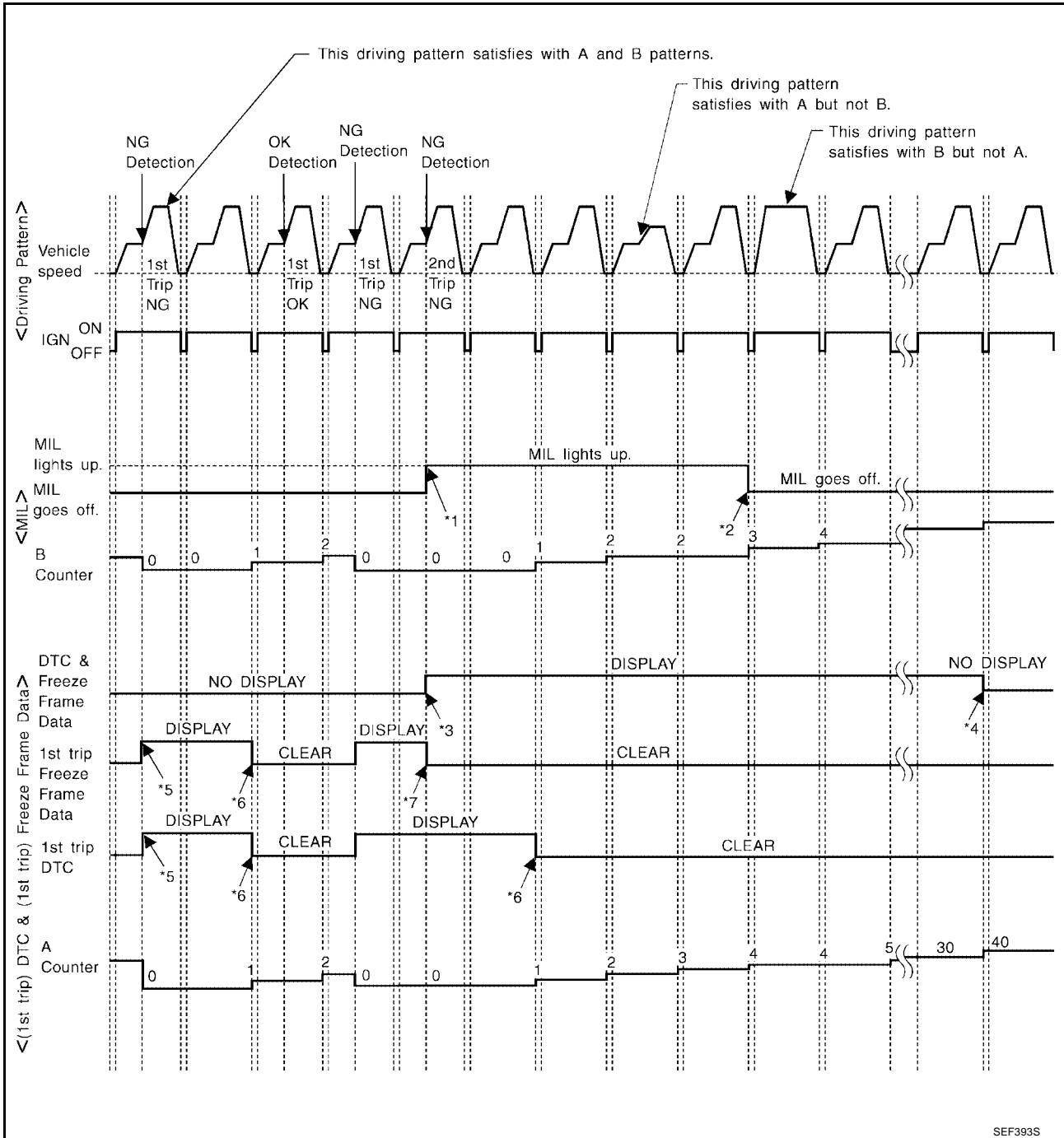
Engine speed: 850 rpm, Calculated load value: 30%, Engine coolant temperature: 80°C (176°F)

To be satisfied with driving pattern C, the vehicle should run under the following conditions:

Engine speed: 475 - 1,225 rpm, Calculated load value: 27 - 33%, Engine coolant temperature: more than 70°C (158°F)

- The C counter will be cleared when the malfunction is detected regardless of vehicle conditions above.
- The C counter will be counted up when vehicle conditions above is satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"



\*1: When the same malfunction is detected in two consecutive trips, MIL will light up.

\*2: MIL will go off after vehicle is driven 3 times (pattern B) without any malfunctions.

\*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

\*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 40 times (pattern A) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

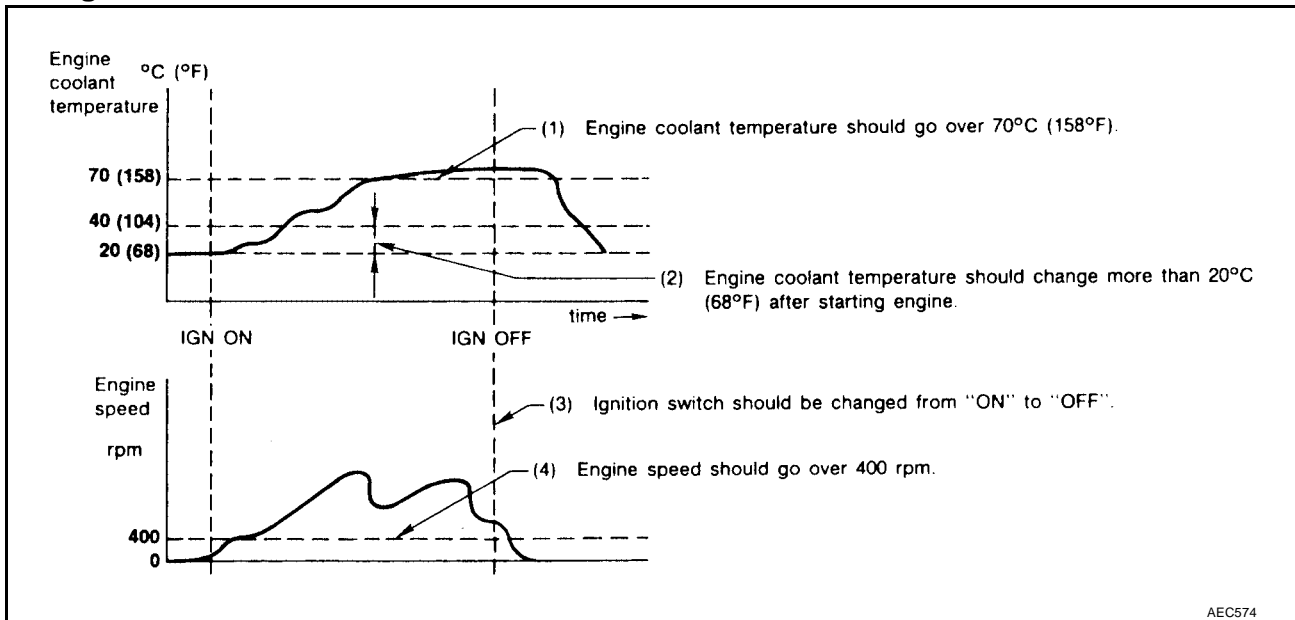
\*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

\*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.

\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

## EXPLANATION FOR DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"

### <Driving Pattern A>



- The A counter will be cleared when the malfunction is detected regardless of (1) - (4).
- The A counter will be counted up when (1) - (4) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40.

### <Driving Pattern B>

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunctions.
- The MIL will go off when the B counter reaches 3 (\*2 in "OBD SYSTEM OPERATION CHART").

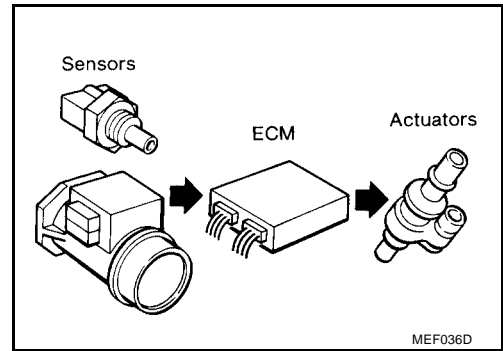
**TROUBLE DIAGNOSIS**

PFP:00004

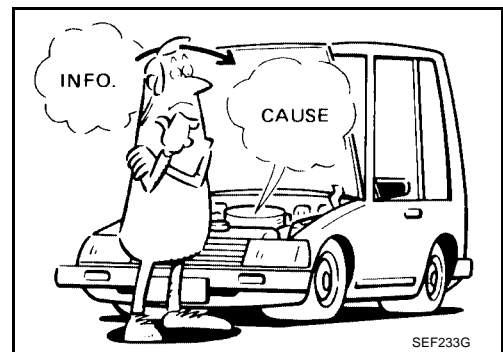
UBS001CP

**Trouble Diagnosis Introduction**  
**INTRODUCTION**

The engine has an ECM to control major systems such as fuel control, ignition control, idle air control system, etc. The ECM accepts input signals from sensors and instantly drives actuators. It is essential that both input and output signals are proper and stable. At the same time, it is important that there are no malfunctions such as vacuum leaks, fouled spark plugs, or other malfunctions with the engine.



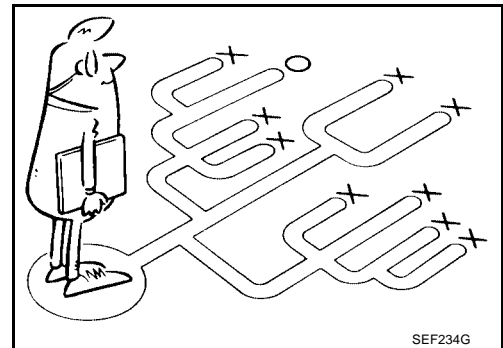
It is much more difficult to diagnose a incident that occurs intermittently rather than continuously. Most intermittent incidents are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.



A visual check only may not find the cause of the incidents. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow" on [EC-82](#).

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such incidents, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example on next page should be used.

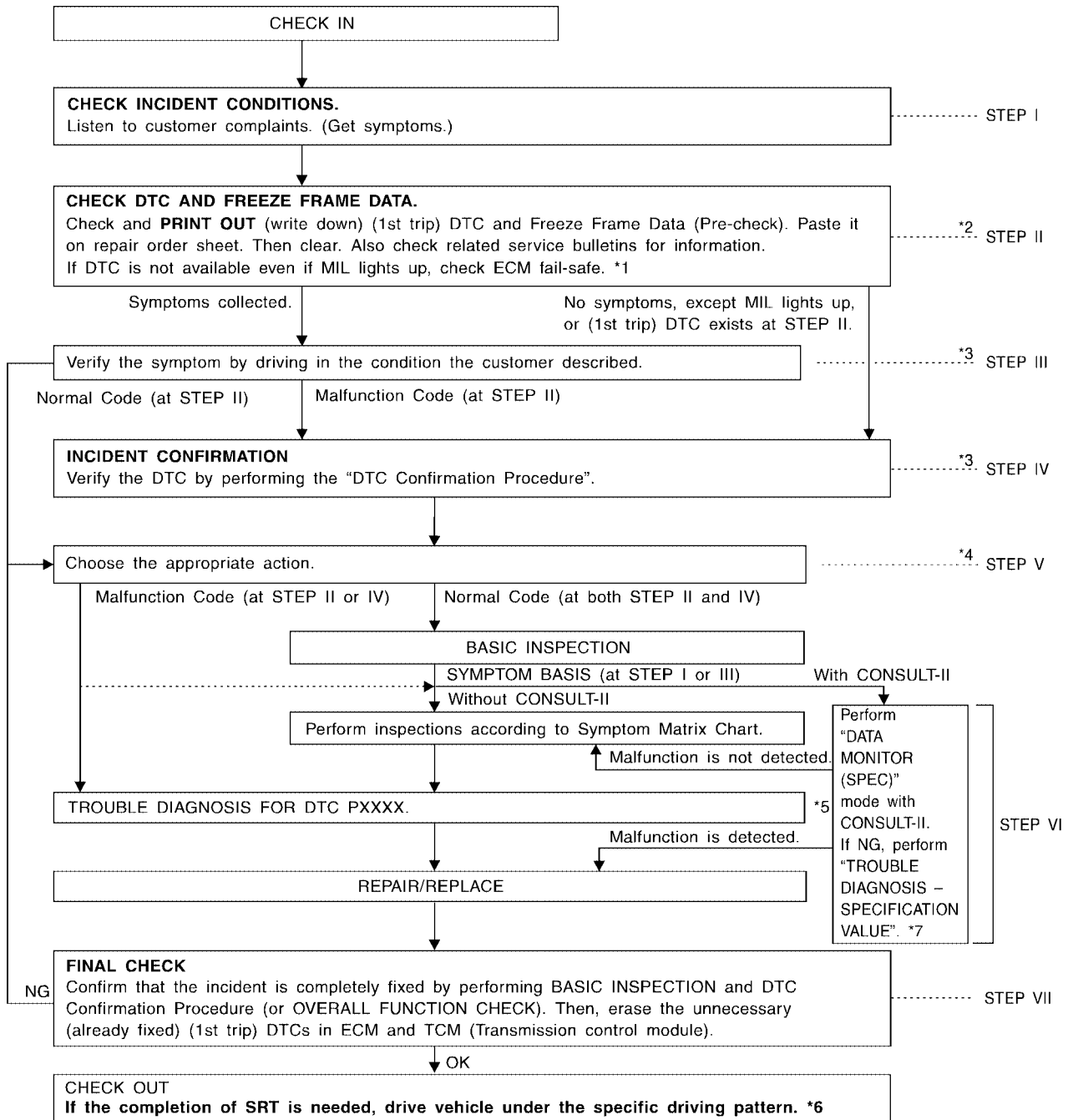
Start your diagnosis by looking for "conventional" malfunctions first. This will help troubleshoot driveability malfunctions on an electronically controlled engine vehicle.



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## WORK FLOW

### Flow Chart



SEF510ZE

\*1: [EC-87](#)

\*2: If time data of "SELF-DIAG RESULTS" is other than "0" or "1", refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*3: If the incident cannot be duplicated, refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*4: If the on board diagnostic system cannot be performed, check main power supply and ground circuit. Refer to [EC-138, "POWER SUPPLY CIRCUIT FOR ECM"](#).

\*5: If the malfunctioning part cannot be found, refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*6: [EC-68](#)

\*7: [EC-133](#)

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

## Description for Work Flow

STEP	DESCRIPTION	A
STEP I	Get detailed information about the conditions and the environment when the incident/symptom occurred using the <a href="#">EC-84. "DIAGNOSTIC WORKSHEET"</a> .	EC
STEP II	Before confirming the concern, check and write down (print out using CONSULT-II or Generic Scan Tool) the (1st trip) Diagnostic Trouble Code (DTC) and the (1st trip) freeze frame data, then erase the code and the data. (Refer to <a href="#">EC-71</a> .) The (1st trip) DTC and the (1st trip) freeze frame data can be used when duplicating the incident at STEP III & IV. If the incident cannot verified, perform <a href="#">EC-137. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . Study the relationship between the cause, specified by (1st trip) DTC, and the symptom described by the customer. (The "Symptom Matrix Chart" will be useful. See <a href="#">EC-93</a> .) Also check related service bulletins for information.	C
STEP III	Try to confirm the symptom and under what conditions the incident occurs. The "DIAGNOSTIC WORK SHEET" and the freeze frame data are useful to verify the incident. Connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot verified, perform <a href="#">EC-137. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . If the malfunction code is detected, skip STEP IV and perform STEP V.	D
STEP IV	Try to detect the (1st trip) Diagnostic Trouble Code by driving in (or performing) the "DTC Confirmation Procedure". Check and read the (1st trip) DTC and (1st trip) freeze frame data by using CONSULT-II or GST. During the (1st trip) DTC verification, be sure to connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot verified, perform <a href="#">EC-137. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . In case the "DTC Confirmation Procedure" is not available, perform the "Overall Function Check" instead. The (1st trip) DTC cannot be displayed by this check, however, this simplified "check" is an effective alternative. The "NG" result of the "Overall function check" is the same as the (1st trip) DTC detection.	E
STEP V	Take the appropriate action based on the results of STEP I through IV. If the malfunction code is indicated, proceed to trouble diagnosis for DTC PXXXX. If the normal code is indicated, proceed to the BASIC INSPECTION. (Refer to <a href="#">EC-88</a> .) If CONSULT-II is available, perform "DATA MONITOR (SPEC)" mode with CONSULT-II and proceed to the "TROUBLE DIAGNOSIS — SPECIFICATION VALUE". (If malfunction is detected, proceed to "REPAIR/REPLACE".) Then perform inspections according to the Symptom Matrix Chart. (Refer to <a href="#">EC-93</a> .)	F
STEP VI	Identify where to begin diagnosis based on the relationship study between symptom and possible causes. Inspect the system for mechanical binding, loose connectors or wiring damage using (tracing) "Harness Layouts". Gently shake the related connectors, components or wiring harness with CONSULT-II set in "DATA MONITOR (AUTO TRIG)" mode. Check the voltage of the related ECM terminals or monitor the output data from the related sensors with CONSULT-II. Refer to <a href="#">EC-105</a> , <a href="#">EC-126</a> . The "Diagnostic Procedure" in EC section contains a description based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure. For details, refer to <a href="#">GI-26. "How to Perform Efficient Diagnosis for an Electrical Incident"</a> . Repair or replace the malfunction parts. If malfunctioning part cannot be detected, perform <a href="#">EC-137. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> .	G
STEP VII	Once you have repaired the circuit or replaced a component, you need to run the engine in the same conditions and circumstances which resulted in the customer's initial complaint. Perform the "DTC Confirmation Procedure" and confirm the normal code [DTC No. P0000] is detected. If the incident is still detected in the final check, perform STEP VI by using a different method from the previous one. Before returning the vehicle to the customer, be sure to erase the unnecessary (already fixed) (1st trip) DTC in ECM and TCM (Transmission control module). (Refer to <a href="#">EC-71. "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"</a> and <a href="#">AT-40. "HOW TO ERASE DTC"</a> .)	H



**DIAGNOSTIC WORKSHEET****Description**

There are many operating conditions that lead to the malfunction of engine components. A good grasp of such conditions can make troubleshooting faster and more accurate.

In general, each customer feels differently about a incident. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

Some conditions may cause the malfunction indicator lamp to come on steady or blink and DTC to be detected. Examples:

- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

**KEY POINTS**

**WHAT** ..... Vehicle & engine model  
**WHEN** ..... Date, Frequencies  
**WHERE**..... Road conditions  
**HOW** ..... Operating conditions,  
Weather conditions,  
Symptoms

SEF907L



## DTC Inspection Priority Chart

**NOTE:**

If DTC U1000 and/or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	Detected items (DTC)
1	<ul style="list-style-type: none"> <li>● U1000, U1001 CAN communication</li> <li>● P0101, P0102, P0103, P1102 Mass air flow sensor</li> <li>● P0112, P0113, P0127 Intake air temperature sensor</li> <li>● P0117, P0118, P0125 Engine coolant temperature sensor</li> <li>● P0122, P0123, P0222, P0223, P1225, P1226, P2135 Throttle position sensor</li> <li>● P0128 Thermostat function</li> <li>● P0181, P0182, P0183 Fuel tank temperature sensor</li> <li>● P0327, P0328 Knock sensor</li> <li>● P0335 Crankshaft position sensor (POS)</li> <li>● P0340 Camshaft position sensor (PHASE)</li> <li>● P0460, P0461, P0462, P0463 Fuel level sensor</li> <li>● P0500 Vehicle speed sensor</li> <li>● P0605 ECM</li> <li>● P0705 Park/Neutral position (PNP) switch</li> <li>● P1229 Sensor power supply</li> <li>● P1706 Park/Neutral position (PNP) switch</li> <li>● P2122, P2123, P2127, P2128, P2138 Accelerator pedal position sensor</li> </ul>
2	<ul style="list-style-type: none"> <li>● P0031, P0032 Heated oxygen sensor 1 heater</li> <li>● P0037, P0038 Heated oxygen sensor 2 heater</li> <li>● P0132, P0133, P0134, P1143, P1144 Heated oxygen sensor 1</li> <li>● P0138, P0139, P1146, P1147 Heated oxygen sensor 2</li> <li>● P0441 EVAP control system purge flow monitoring</li> <li>● P0444, P0445, P1444 EVAP canister purge volume control solenoid valve</li> <li>● P0447, P1446, P1448 EVAP canister vent control valve</li> <li>● P0452, P0453 EVAP system pressure sensor</li> <li>● P0550 Power steering pressure sensor</li> <li>● P0710-P0725, P0740-P0755, P1705, P1760 A/T related sensors and solenoid valves</li> <li>● P1065 ECM power supply</li> <li>● P112 Electric throttle control function</li> <li>● P1124, P1126, P1128 Electric throttle control actuator</li> <li>● P1805 Brake switch</li> </ul>
3	<ul style="list-style-type: none"> <li>● P0011 Intake valve timing control</li> <li>● P0171, P0172 Fuel injection system function</li> <li>● P0300-P0304 Misfire</li> <li>● P0420 Three way catalyst function</li> <li>● P0442, P0455, P0456 EVAP control system</li> <li>● P0506, P0507 Idle speed control system</li> <li>● P0731-P0734 A/T function</li> <li>● P1111 Intake valve timing control solenoid valve</li> <li>● P1121 Electric throttle control</li> <li>● P1148 Closed loop control</li> <li>● P1217 Engine over temperature</li> <li>● P1564 ASCD steering switch</li> <li>● P1572 ASCD brake switch</li> <li>● P1574 ASCD vehicle speed sensor</li> </ul>

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

UBS006C4

## Fail-safe Chart

- When the DTC listed below is detected, the ECM enters fail-safe mode and the MIL lights up.

DTC No.	Detected items	Engine operating condition in fail-safe mode								
P0102 P0103 P1102	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.								
P0117 P0118	Engine coolant temperature sensor circuit	<p>Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Engine coolant temperature decided (CONSULT-II display)</th> </tr> </thead> <tbody> <tr> <td>Just as ignition switch is turned ON or Start</td> <td style="text-align: center;">40°C (104°F)</td> </tr> <tr> <td>More than approx. 4 minutes after ignition ON or Start</td> <td style="text-align: center;">80°C (176°F)</td> </tr> <tr> <td>Except as shown above</td> <td style="text-align: center;">40 - 80°C (104 - 176°F) (Depends on the time)</td> </tr> </tbody> </table> <p>When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.</p>	Condition	Engine coolant temperature decided (CONSULT-II display)	Just as ignition switch is turned ON or Start	40°C (104°F)	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
Condition	Engine coolant temperature decided (CONSULT-II display)									
Just as ignition switch is turned ON or Start	40°C (104°F)									
More than approx. 4 minutes after ignition ON or Start	80°C (176°F)									
Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)									
P0122 P0123 P0222 P0223 P2135	Throttle position sensor	<p>The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.</p>								
P1121	Electric throttle control actuator (ECM detect the throttle valve is stuck open.)	<p>While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.</p>								
P1122	Electric throttle control function	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1124 P1126	Throttle control motor relay	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1128	Throttle control motor	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring								
P1229	Sensor power supply	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	<p>The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.</p>								

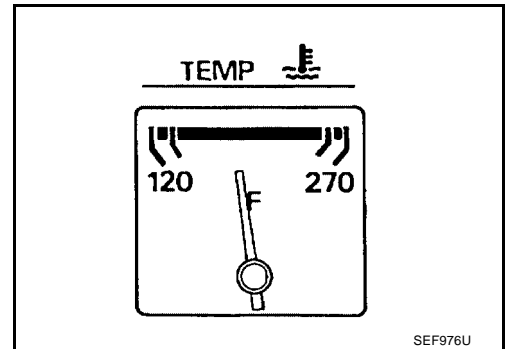
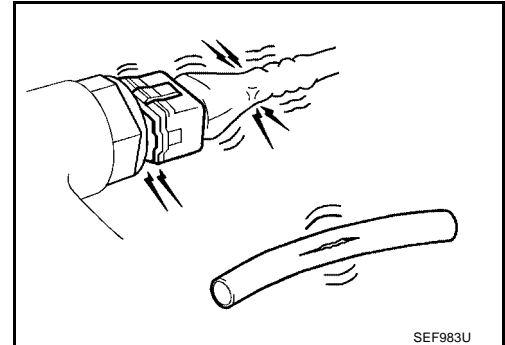
- When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is NG on engine control system.  
Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.  
The fail-safe function also operates when above diagnoses except MIL circuit and demands the driver to repair the trouble.

Engine operating condition in fail-safe mode	Engine speed will not rise more than 2,500 rpm due to the fuel cut
--	--

## Basic Inspection

### 1. INSPECTION START

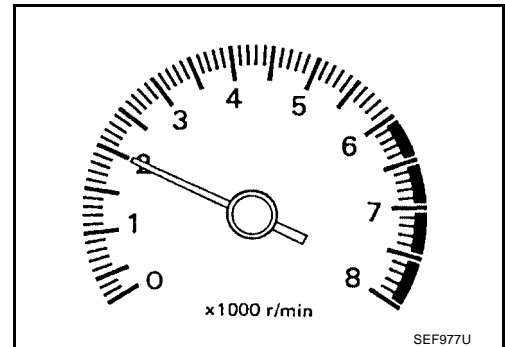
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
6. Make sure that no DTC is displayed with CONSULT-II or GST.

**OK or NG**

- OK >> GO TO 3.
- NG >> GO TO 2.



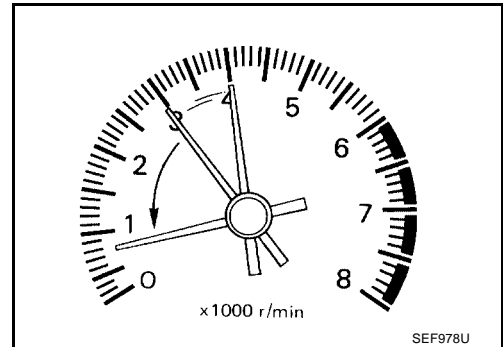
### 2. REPAIR OR REPLACE

Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

>> GO TO 3.

**3. CHECK TARGET IDLE SPEED****Ⓟ With CONSULT-II**

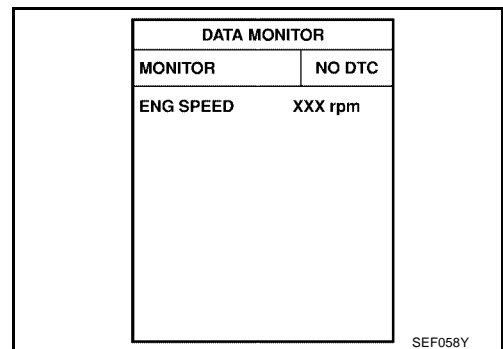
1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 10.

NG >> GO TO 4.

**4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Stop engine.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 5.

**5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-53, "Throttle Valve Closed Position Learning"](#).

>> GO TO 6.

## 6. PERFORM IDLE AIR VOLUME LEARNING

---

Refer to [EC-53, "Idle Air Volume Learning"](#) .

**Is "Idle Air Volume Learning" carried out successfully?**

Yes or No

- Yes >> GO TO 7.  
 No >> 1. Follow the instruction of "Idle Air Volume Learning".  
 2. GO TO 4.

## 7. CHECK TARGET IDLE SPEED AGAIN

---

 **With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

---

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-283](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-277](#) .

OK or NG

- OK >> GO TO 9.  
 NG >> 1. Repair or replace.  
 2. GO TO 4.

## 9. CHECK ECM FUNCTION

---

Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

## 10. CHECK IGNITION TIMING

---

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 11.

**11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Stop engine.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

**12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

**13. PERFORM IDLE AIR VOLUME LEARNING**

Refer to [EC-53, "Idle Air Volume Learning"](#) .

**Is "Idle Air Volume Learning" carried out successfully?**

Yes or No

- Yes >> GO TO 14.  
 No >> 1. Follow the instruction of "Idle Air Volume Learning".  
 2. GO TO 4.

**14. CHECK TARGET IDLE SPEED AGAIN**

 **With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 17.

**15. CHECK IGNITION TIMING AGAIN**

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 16.



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## 16. CHECK TIMING CHAIN INSTALLATION

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Check timing chain installation. Refer to [EM-39, "TIMING CHAIN"](#) .

OK or NG

- OK >> GO TO 17.  
NG >> 1. Repair the timing chain installation.  
2. GO TO 4.

---

## 17. DETECT MALFUNCTIONING PART

---

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-283](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-277](#) .

OK or NG

- OK >> GO TO 18.  
NG >> 1. Repair or replace.  
2. GO TO 4.

---

## 18. CHECK ECM FUNCTION

---

Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

- >> GO TO 4.

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

UBS001CT

## Symptom Matrix Chart SYSTEM — ENGINE CONTROL SYSTEM

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	A C	A D	AE	AF	A G	A H	AJ	AK	AL	A M	H A	
Fuel	Fuel pump circuit	1	1	2	3	2		2	2			3			<a href="#">EC-553</a>
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			<a href="#">EC-56</a>
	Injector circuit	1	1	2	3	2		2	2			2			<a href="#">EC-547</a>
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			<a href="#">EC-583</a>
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		<a href="#">EC-596</a>
	Incorrect idle speed adjustment	3	3				1	1	1	1		1			<a href="#">EC-88</a>
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	<a href="#">EC-390</a> , <a href="#">EC-392</a>
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			<a href="#">EC-88</a>
	Ignition circuit	1	1	2	2	2		2	2			2			<a href="#">EC-535</a>
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3		2	<a href="#">EC-138</a>
Air conditioner circuit		2	2	3	3	3	3	3	3	3		3		2	<a href="#">MTC-19</a>

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)

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D  
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F  
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# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

	SYMPTOM													Reference page
	HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATSWATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Crankshaft position sensor (POS) circuit	2	2	3	3	3		3	3			3			<a href="#">EC-277</a>
Camshaft position sensor (PHASE) circuit	2	2	3	3	3		3	3			3			<a href="#">EC-283</a>
Mass air flow sensor circuit	1	1	2	2	2		2	2			2			<a href="#">EC-163,EC-171,EC-379</a>
Heated oxygen sensor 1 circuit		1	2	3	2		2	2			2			<a href="#">EC-201,EC-207,EC-216,EC-409,EC-415</a>
Engine coolant temperature sensor circuit	1	1	2	3	2	3	2	2	3		2			<a href="#">EC-181,EC-193</a>
Throttle position sensor circuit		1	2		2	2	2	2	2		2			<a href="#">EC-186,EC-260,EC-451,EC-453,EC-518</a>
Accelerator pedal position sensor circuit			3	2	1	2			2					<a href="#">EC-455,EC-503,EC-511,EC-525</a>
Intake valve timing control system		3	3		3		3				3			<a href="#">EC-385</a>
Vehicle speed signal circuit		2	3		3						3			<a href="#">EC-361</a>
Knock sensor circuit			2								3			<a href="#">EC-273</a>
ECM	2	2	3	3	3	3	3	3	3	3	3			<a href="#">EC-372</a>
PNP switch circuit			3		3		3	3			3			<a href="#">EC-493</a>
Power steering pressure sensor circuit		2				3	3	3	3					<a href="#">EC-367</a>
Electrical load signal circuit							3	3						<a href="#">EC-564</a>

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

## SYSTEM — ENGINE MECHANICAL & OTHER

		SYMPTOM											Reference page			
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION		EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code		AA	AB	A C	A D	AE	AF	A G	A H	AJ	AK	AL	A M	H A		
Fuel	Fuel tank	5	5												<a href="#">FL-7,EM-19</a>	
	Fuel piping			5	5	5		5	5			5				
	Vapor lock	5														—
	Valve deposit															
	Poor fuel (Heavy weight gasoline, Low octane)			5	5	5	5		5	5			5			
Air	Air duct	5	5	5	5	5	5	5	5	5	5	5	5	5	—	
	Air cleaner															
	Air leakage from air duct (Mass air flow sensor — throttle body)															
	Electric throttle control actuator															
	Air leakage from intake manifold/Collector/Gasket															
Cranking	Battery	1	1	1		1		1	1					1	<a href="#">SC-4</a>	
	Generator circuit														<a href="#">SC-22</a>	
	Starter circuit	3										1			<a href="#">SC-9</a>	
	Flywheel/Drive plate/Signal plate	6													<a href="#">EM-67</a>	
	PNP switch	4													<a href="#">MT-13</a> or <a href="#">AT-116</a>	

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)

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# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	A C	A D	AE	AF	A G	A H	AJ	AK	AL	A M	H A	
Engine	Cylinder head	5	5	5	5	5		5	5			5			<a href="#">EM-52</a>
	Cylinder head gasket										4	3			
	Cylinder block												4		<a href="#">EM-67</a>
	Piston														
	Piston ring	6	6	6	6	6		6	6			6			
	Connecting rod														
	Bearing														
	Crankshaft														
Valve mechanism	Timing chain														<a href="#">EM-39</a>
	Camshaft														<a href="#">EM-26</a>
	Intake valve	5	5	5	5	5		5	5			5			<a href="#">EM-52</a>
	Exhaust valve												3		
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			<a href="#">EM-12,EX-3</a>
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5			<a href="#">EM-16,LU-8,LU-7,LU-4</a>
	Oil level (Low)/Filthy oil														<a href="#">LU-5</a>
Cooling	Radiator/Hose/Radiator filler cap														<a href="#">CO-13</a>
	Thermostat									5					<a href="#">CO-11</a>
	Water pump														<a href="#">CO-9</a>
	Water gallery	5	5	5	5	5		5	5		4	5			<a href="#">CO-6</a>
	Cooling fan									5					<a href="#">EC-438</a>
	Coolant level (low)/Contaminated coolant														<a href="#">CO-7</a>

1 - 6: The numbers refer to the order of inspection.

### Engine Control Component Parts Location

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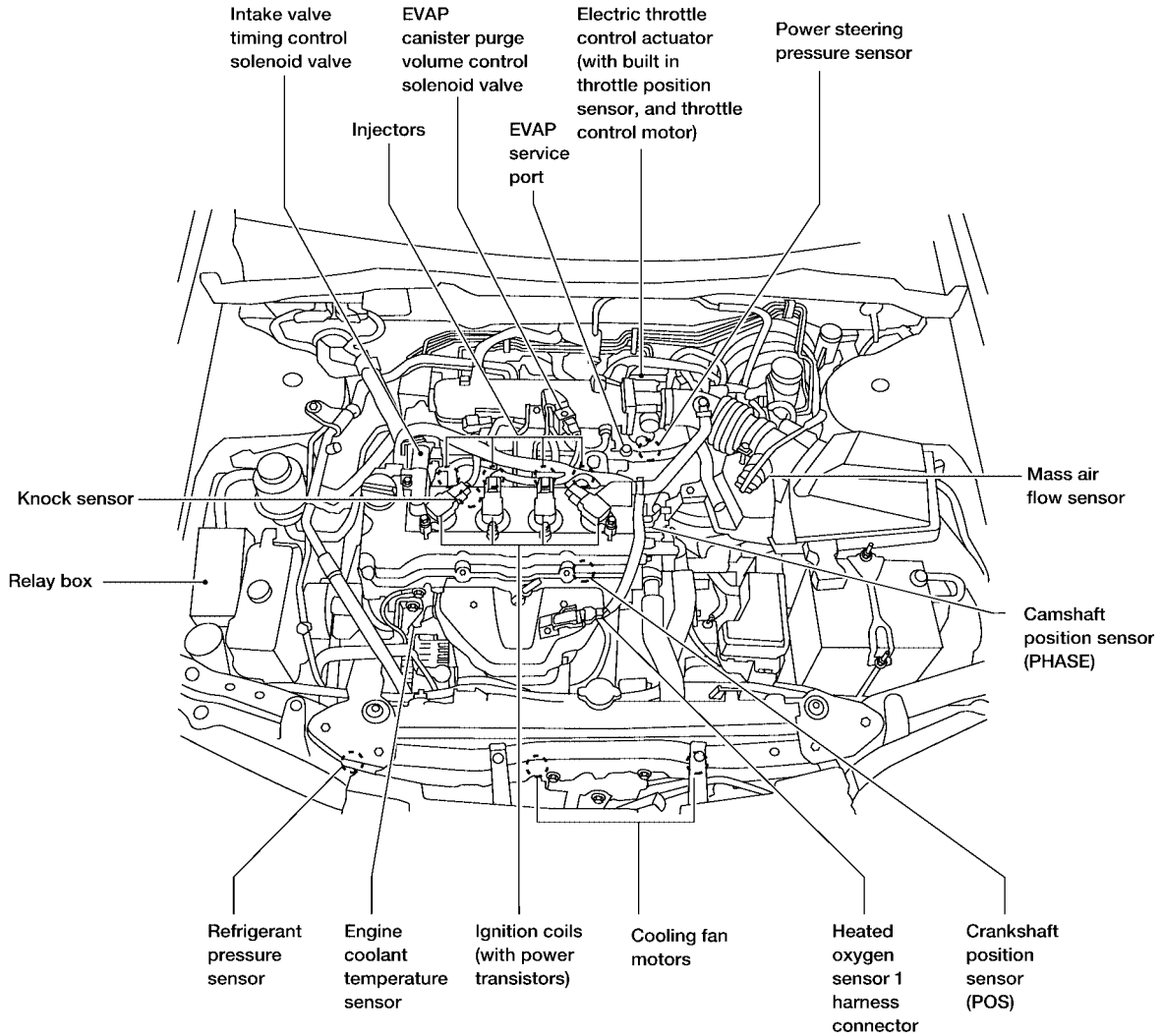
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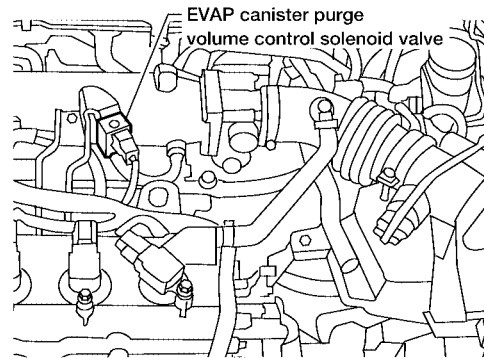
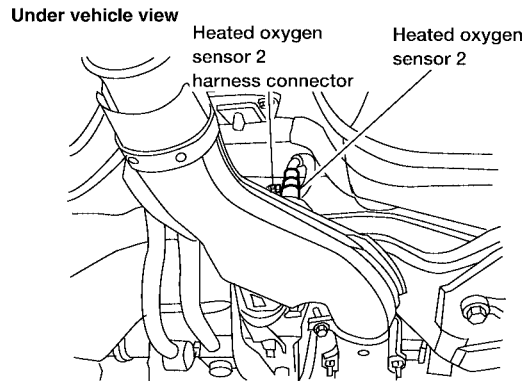
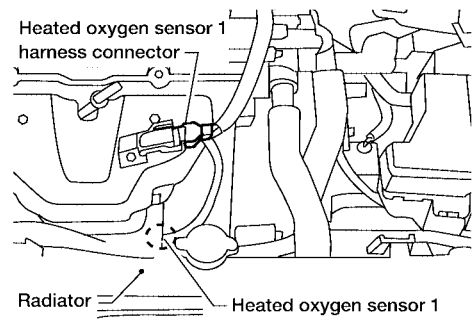
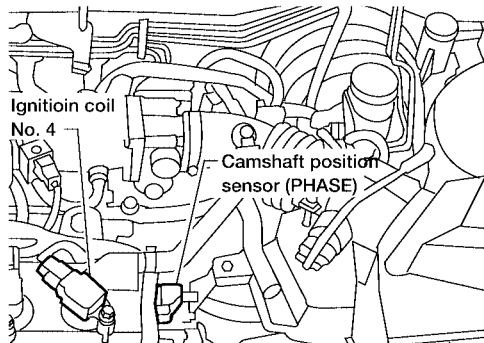
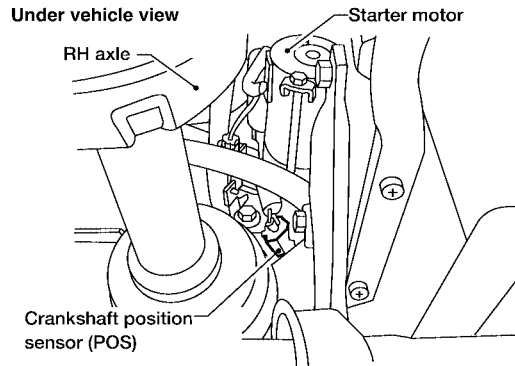
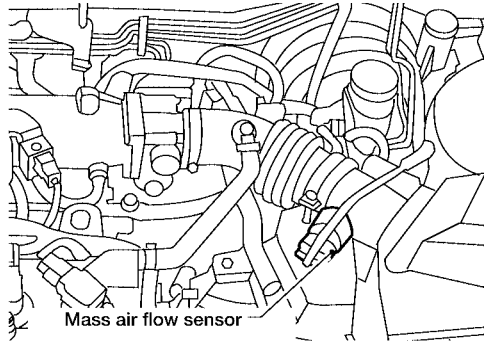
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BBIA0146E

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]



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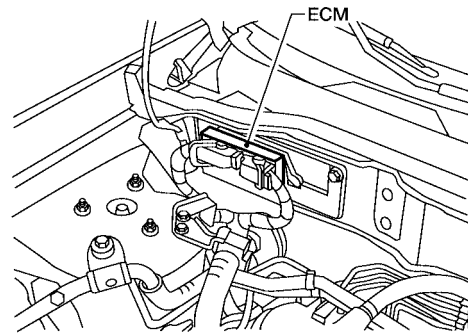
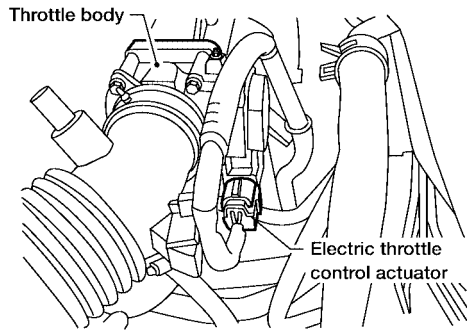
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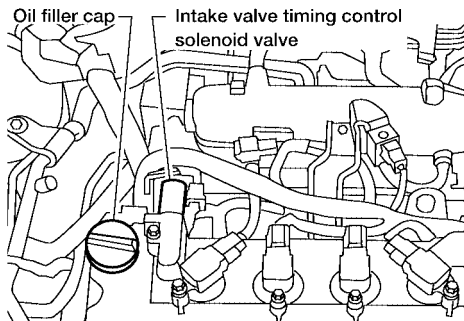
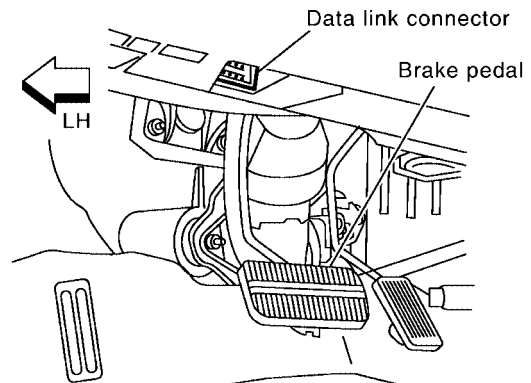
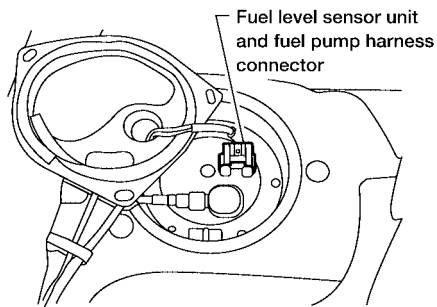
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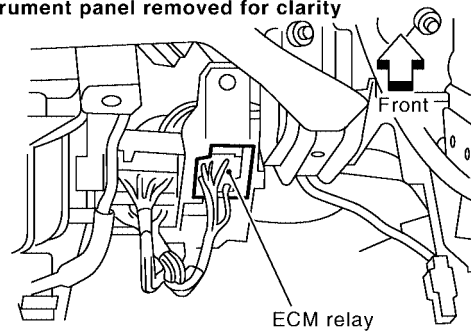
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Rear seat access

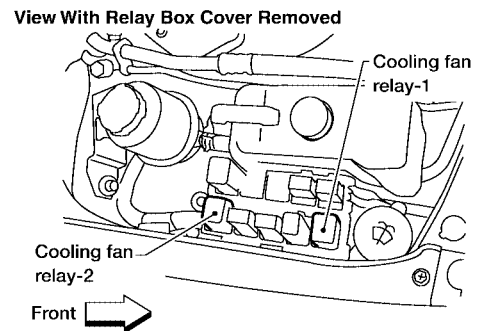
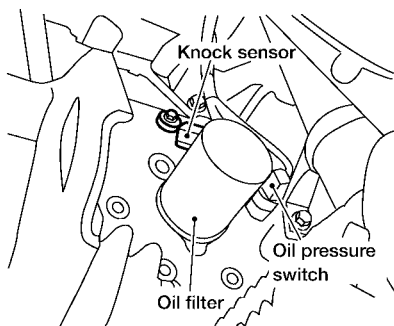
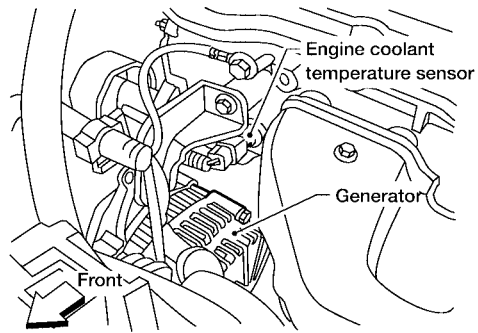
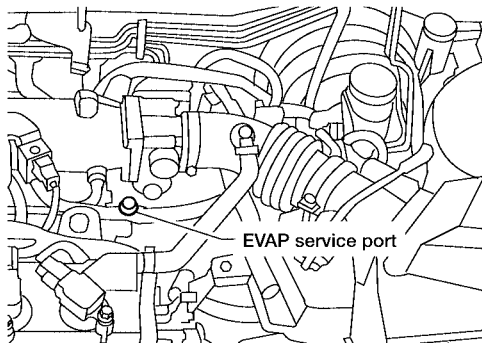
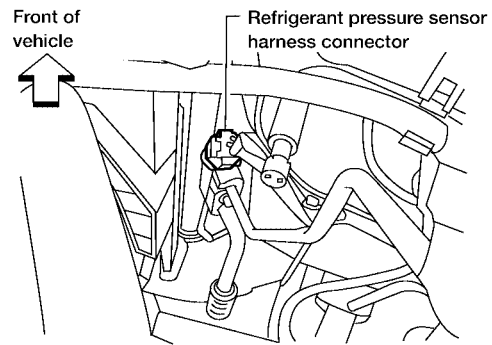
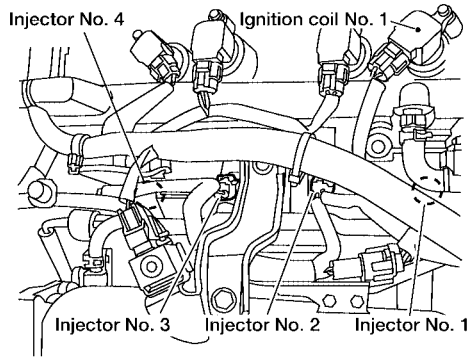


Instrument panel removed for clarity



B8IA0143E





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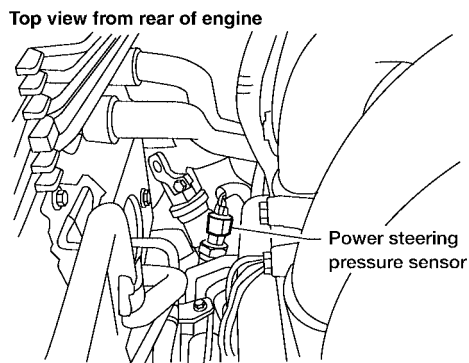
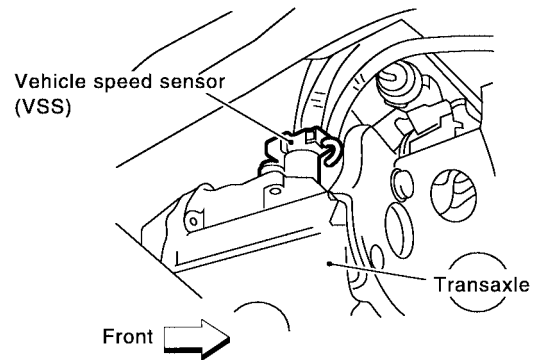
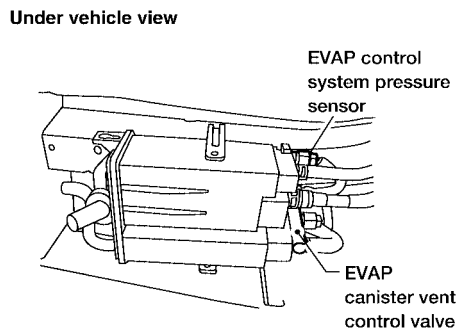
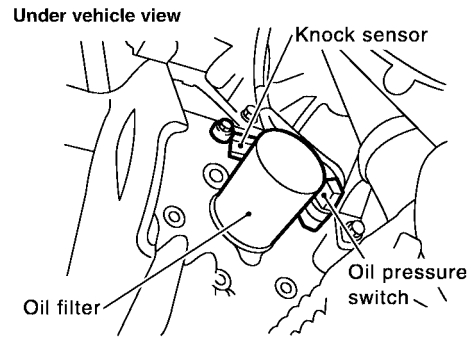
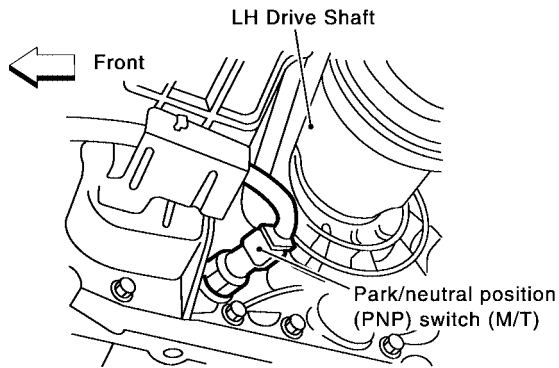
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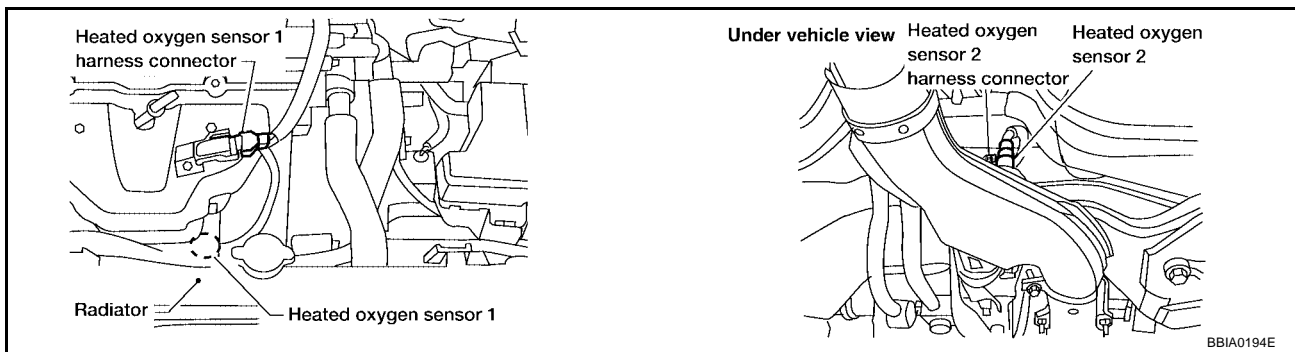
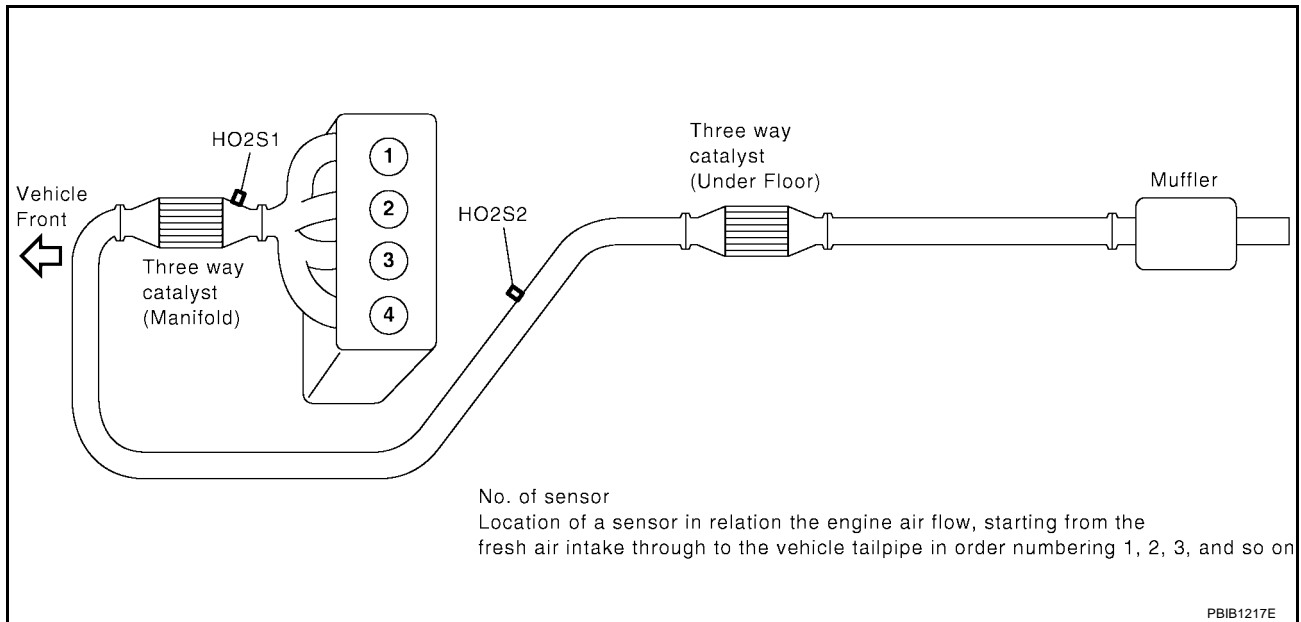
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BBIA0145E

# TROUBLE DIAGNOSIS

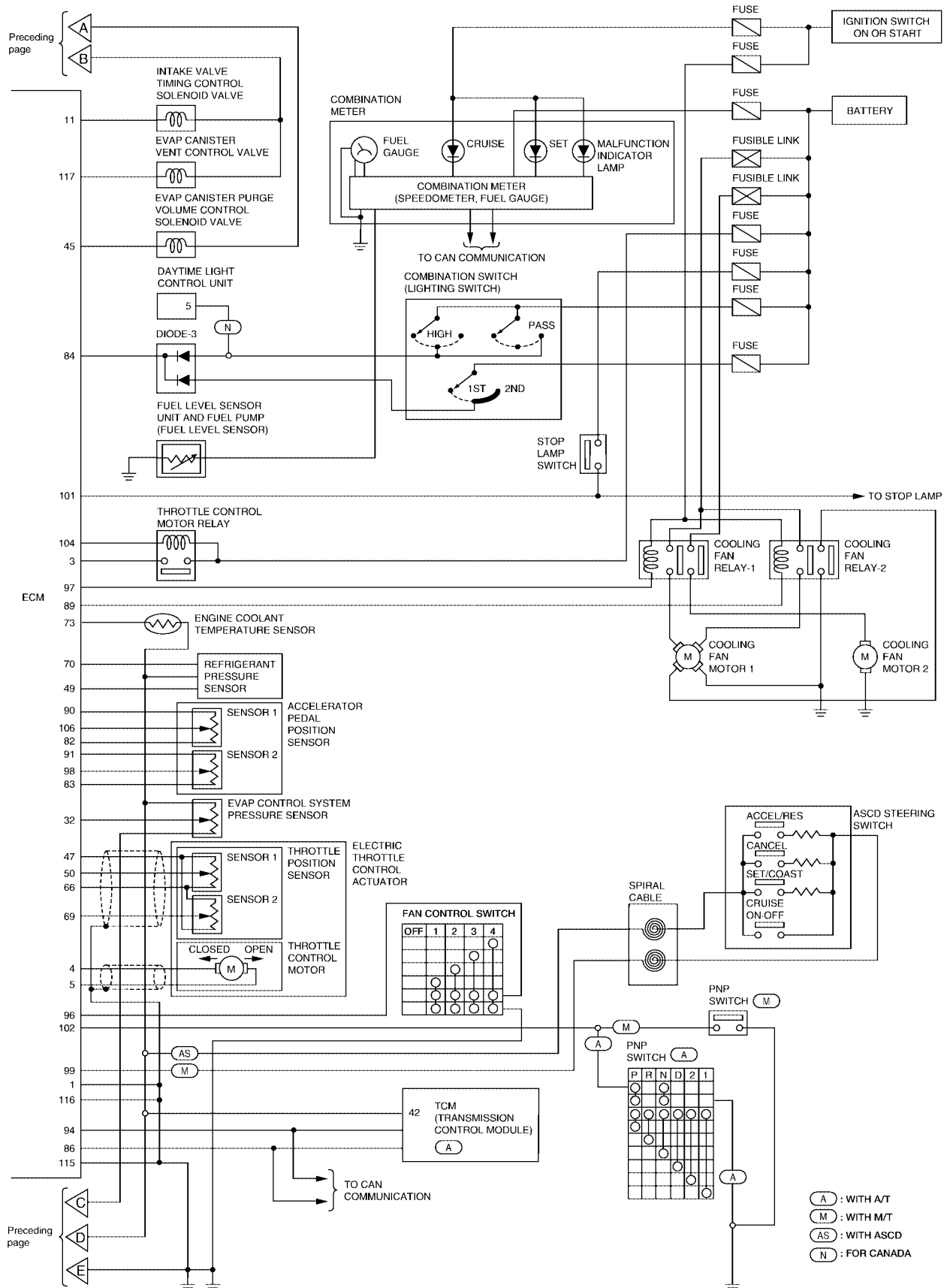
[QG18DE (ULEV)]





# TROUBLE DIAGNOSIS

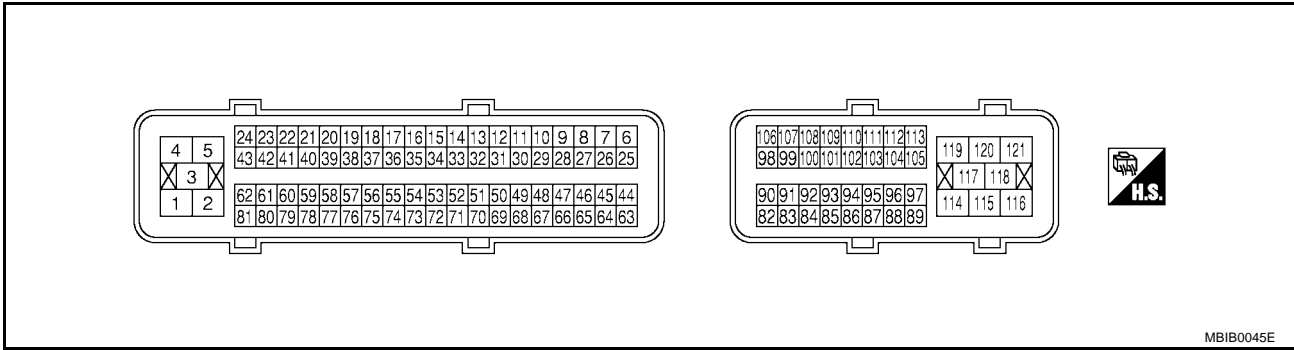
[QG18DE (ULEV)]



BBWA0272E

ECM Harness Connector Terminal Layout

UBS001CW

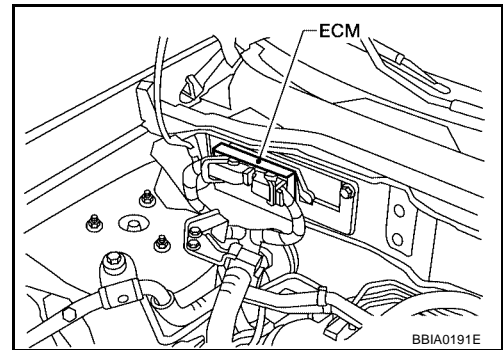


MBIB0045E

ECM Terminals and Reference Value  
PREPARATION

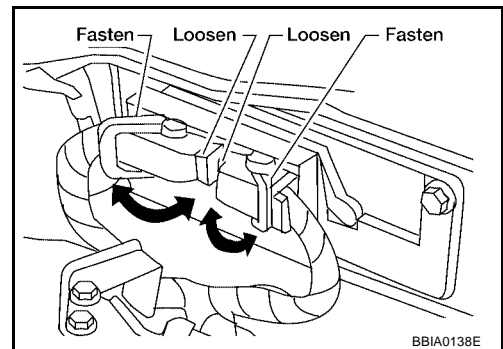
UBS001CX

1. ECM is located in the right side of the cowl top (behind the strut tower).
2. Remove ECM harness connector.



BBAI0191E

3. When disconnecting ECM harness connector, loosen it with levers as far as they will go as shown at right.
4. Connect a bread-out box (SST) and Y-cable adapter (SST) between the ECM and ECM harness connector.
  - Use extreme care not to touch 2 pins at one time.
  - Data is for comparison and may not be exact.



BBAI0138E

ECM INSPECTION TABLE

Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

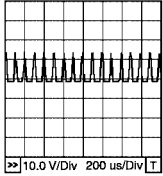
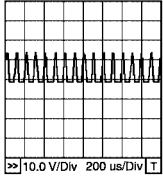
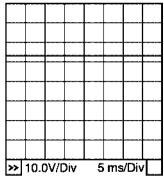
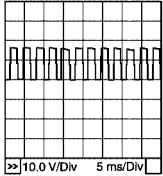
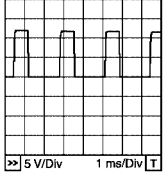
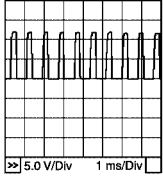
**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	<b>[Engine is running]</b> ● Idle speed	Engine ground
3	R/W	Throttle control motor power supply	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

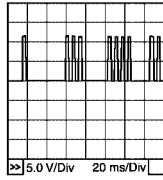
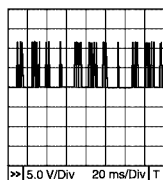
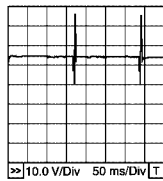
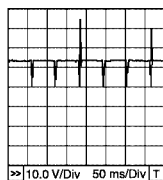
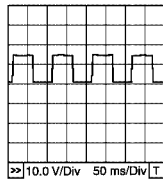
# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
4	P	Throttle control motor (Close)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	<p>0 - 14V★</p>  <p style="text-align: right; font-size: small;">PBIB0534E</p>
5	L	Throttle control motor (Open)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	<p>0 - 14V★</p>  <p style="text-align: right; font-size: small;">PBIB0533E</p>
11	G/Y	Intake valve timing control solenoid valve	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p><b>BATTERY VOLTAGE</b> (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">MBIB0052E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed 2,500 rpm</li> </ul>	<p>7 - 10V★</p>  <p style="text-align: right; font-size: small;">PBIB0532E</p>
12	P	Power steering pressure sensor	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Steering wheel is being turned</li> </ul>	0.5 - 4.0V
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Steering wheel is not being turned</li> </ul>	0.4 - 0.8V
13	Y	Crankshaft position sensor (POS)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>Approximately 3.0V★</p>  <p style="text-align: right; font-size: small;">PBIB0527E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>Approximately 3.0V★</p>  <p style="text-align: right; font-size: small;">PBIB0528E</p>

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

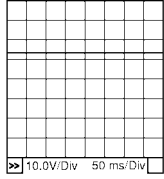
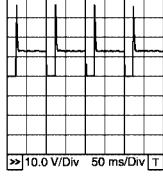
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	W/R	Camshaft position sensor (PHASE)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>1.0 - 4.0V★</p>  <p style="text-align: right; font-size: small;">PBI0525E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>1.0 - 4.0V★</p>  <p style="text-align: right; font-size: small;">PBI0526E</p>
15	W	Knock sensor	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	<p>Approximately 2.5V</p>
22 23 41 42	G/B R/B L/B Y/B	Injector No. 3 Injector No. 1 Injector No. 4 Injector No. 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">PBI0529E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">PBI0530E</p>
24	G/W	Heated oxygen sensor 1 heater	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is below 3,600 rpm</li> </ul>	<p>Approximately 7.0V★</p>  <p style="text-align: right; font-size: small;">PBI0519E</p>
			<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Engine stopped</li> </ul> <p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)</p>

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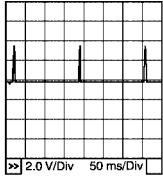
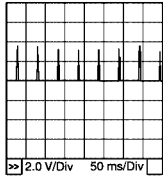
# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	W/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	0 - 1.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm</li> </ul>	BATTERY VOLTAGE (11 - 14V)
32	L	EVAP control system pressure sensor	<b>[Ignition switch "ON"]</b>	Approximately 1.8 - 4.8V
34	Y/G	Intake air temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with intake air temperature.
35	G	Heated oxygen sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)
45	GY/L	EVAP canister purge volume control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★  <small>10.0V/Div 50 ms/Div</small> PBIB0050E
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	Approximately 10V★  <small>10.0 V/Div 50 ms/Div</small> PBIB0520E
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
48	R/W	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
50	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
51	L/R	Mass air flow sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	1.0 - 1.7V	EC
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,500 rpm</li> </ul>	1.5 - 2.1V	C
61 62 80 81	L/W BR GY/R PU	Ignition signal No. 3 Ignition signal No. 1 Ignition signal No. 4 Ignition signal No. 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	0 - 0.1V★  <small>PBIB0521E</small>	D
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	0 - 0.2V★  <small>PBIB0522E</small>	E
66	R	Sensor ground (Throttle position sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V	F
67	B/W	Sensor ground (Mass air flow sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V	G
68	G/R	Sensor power supply (Power steering pressure sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V	H
69	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V	I
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V	J
70	L	Refrigerant pressure sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Both A/C switch and blower switch are "ON" (Compressor operates.)</li> </ul>	1.0 - 4.0V	K
73	BR/W	Engine coolant temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with engine coolant temperature.	L

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V
84	PU	Electrical load signal (Headlamp signal)	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Lighting switch is "2ND" position</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Lighting switch is "OFF"</li> </ul>	Approximately 0V
85	LG	DATA link connector	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CONSULT-II or GST is disconnected.</li> </ul>	BATTERY VOLTAGE (11 - 14V)
86	Y	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 2.3V
89	LG/B	Cooling fan relay (High)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is not operating</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is high speed operating</li> </ul>	0 - 1.0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
94	L	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 2.8V
96	Y/G	Electrical load signal (Heater fan signal)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Heater fan switch "ON"</li> </ul>	Approximately 0V
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Heater fan switch "OFF"</li> </ul>	Approximately 5V
97	LG/R	Cooling fan relay (Low)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is not operating.</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is operating.</li> </ul>	0 - 1.0V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully released</li> </ul>	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 2.0V

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
99	W/R	ASCD steering switch	[Ignition switch "ON"] ● ASCD steering switch is "OFF".	Approximately 4.0V	EC
			[Ignition switch "ON"] ● CRUISE switch is "ON".	Approximately 0V	
			[Ignition switch "ON"] ● CANCEL switch is "ON".	Approximately 1V	C
			[Ignition switch "ON"] ● COAST/SET switch is "ON".	Approximately 2V	D
			[Ignition switch "ON"] ● ACCEL/RESUME switch is "ON".	Approximately 3V	E
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal fully released	Approximately 0V	
			[Ignition switch "ON"] ● Brake pedal fully depressed	BATTERY VOLTAGE (11 - 14V)	F
102	G/OR	PNP switch	[Ignition switch "ON"] ● Gear position is "P" or "N"	Approximately 0V	G
			[Ignition switch "ON"] ● Except the above gear position	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V	H
104	P	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)	I
			[Ignition switch "ON"]	0 - 1.0V	
106	W	Accelerator pedal position sensor 1	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.65 - 0.87V	J
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 4.3V	K
107	OR	Fuel tank temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with fuel tank temperature.	L
108	P/L	ASCD brake switch	[Ignition switch "ON"] ● Brake pedal is depressed	Approximately 0V	M
			[Ignition switch "ON"] ● Brake pedal is fully released	BATTERY VOLTAGE (11 - 14V)	
109	B/R	Ignition switch	[Ignition switch "OFF"]	0V	
			[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)	
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V	
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)	

# TROUBLE DIAGNOSIS

**[QG18DE (ULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
113	B/P	Fuel pump relay	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● For 1 second after turning ignition switch "ON"</li> </ul>	0 - 1.0V
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● More than 1 second after turning ignition switch "ON".</li> </ul>	BATTERY VOLTAGE (11 - 14V)
115 116	B B	ECM ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Engine ground
117	L/Y	EVAP canister vent control valve	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)
121	W/L	Power supply for ECM (Buck-up)	<b>[Ignition switch "OFF"]</b>	BATTERY VOLTAGE (11 - 14V)

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

UBS001CY

## CONSULT-II Function FUNCTION

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-II unit.
Self-diagnostic results	Self-diagnostic results such as 1st trip DTC, DTCs and 1st trip freeze frame data or freeze frame data can be read and erased quickly.*1
Data monitor	Input/Output data in the ECM can be read.
Data monitor (SPEC)	Input/Output specification of the Basic fuel schedule, AFM, A/F feedback control value and the other data monitor items can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
DTC & SRT confirmation	The status of system monitoring tests and the self-diagnosis status/result can be confirmed.
Function test	This mode is used to inform customers of their vehicle condition of periodic maintenance.
ECM part number	ECM part number can be read.

\*1 The following emission-related diagnostic information is cleared when the ECM memory is erased.

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values
- Others

A

EC

C

D

E

F

G

H

I

J

K

L

M

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

## ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOS-TIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CON-FIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STA-TUS	DTC WORK SUP-PORT
<b>ENGINE CONTROL COMPONENT PARTS</b>	<b>INPUT</b>	Camshaft position sensor (PHASE)		X	X				
	Crankshaft position sensor (POS)		X			X			
	Mass air flow sensor		X		X	X			
	Engine coolant temperature sensor		X	X	X	X	X		
	Heated oxygen sensor 1		X		X	X		X	
	Heated oxygen sensor 2		X		X	X		X	
	Vehicle speed sensor		X	X	X	X			
	Throttle position sensor		X		X	X			
	Fuel tank temperature sensor		X		X	X	X		
	EVAP control system pressure sensor		X		X	X			
	Intake air temperature sensor		X	X	X	X			
	Knock sensor		X						
	Air conditioner switch				X	X			
	Park/neutral position (PNP) switch		X		X	X			
	Power steering pressure sensor		X		X	X			
	Battery voltage				X	X			
	Load signal				X	X			
	Fuel level sensor		X		X	X			
	Stop lamp switch		X		X	X			
	ASCD steering switch		X		X	X			
ASCD brake switch		X		X	X				
Accelerator pedal position sensor		X		X	X				
Refrigerant pressure sensor									
<b>ENGINE CONTROL COMPONENT PARTS</b>	<b>OUTPUT</b>	Injectors				X	X	X	
	Power transistor (Ignition timing)	X				X	X	X	
	Throttle control motor relay		X			X	X		
	Throttle control motor		X						
	EVAP canister purge volume control solenoid valve		X			X	X	X	X
	Air conditioner relay					X	X		
	Fuel pump relay	X				X	X	X	
	Cooling fan relay		X			X	X	X	
	Heated oxygen sensor 1 heater		X			X	X		X
	Heated oxygen sensor 2 heater		X			X	X		X
	EVAP canister vent control valve		X			X	X	X	
	Intake valve timing control solenoid valve		X			X	X	X	
	Calculated load value				X	X	X		

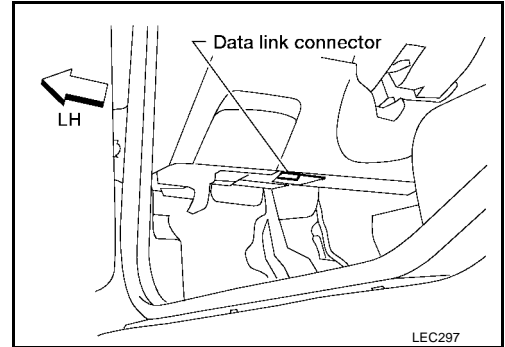
X: Applicable

\*1: This item includes 1st trip DTCs.

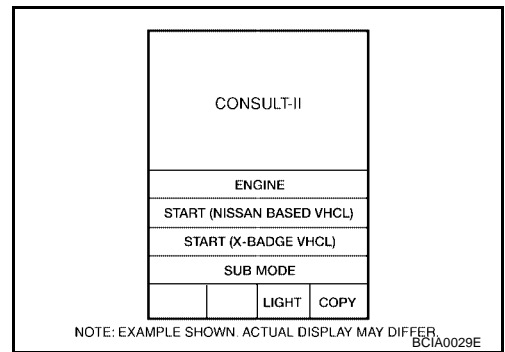
\*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-II screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to [EC-62. "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"](#).

### CONSULT-II INSPECTION PROCEDURE

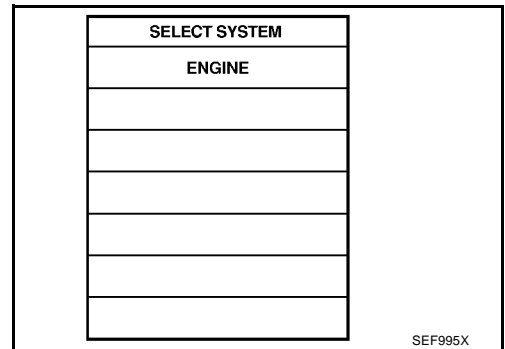
1. Turn ignition switch OFF.
2. Connect "CONSULT-II" to data link connector, which is located under LH dash panel near the fuse box cover.
3. Turn ignition switch ON.



4. Touch "START (NISSAN BASED VHCL)".

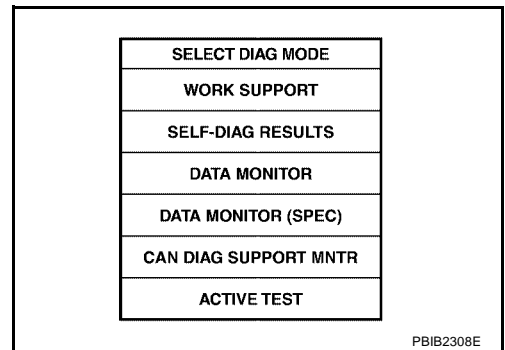


5. Touch "ENGINE".



6. Perform each diagnostic test mode according to each service procedure.

**For further information, see the CONSULT-II Operation Manual.**





# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

## WORK SUPPORT MODE

### Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> <li>● FUEL PUMP WILL STOP BY TOUCHING "START" DURING IDLING. CRANK A FEW TIMES AFTER ENGINE STALLS.</li> </ul>	When releasing fuel pressure from fuel line
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> <li>● THE IDLE AIR VOLUME THAT KEEPS THE ENGINE WITHIN THE SPECIFIED RANGE IS MEMORIZED IN ECM.</li> </ul>	When learning the idle air volume
SELF-LEARNING CONT	<ul style="list-style-type: none"> <li>● THE COEFFICIENT OF SELF-LEARNING CONTROL MIXTURE RATIO RETURNS TO THE ORIGINAL COEFFICIENT.</li> </ul>	When clearing the coefficient of self-learning control value
EVAP SYSTEM CLOSE	<p>CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS.</p> <ul style="list-style-type: none"> <li>● IGN SW "ON"</li> <li>● ENGINE NOT RUNNING</li> <li>● AMBIENT TEMPERATURE IS ABOVE 0°C (32°F).</li> <li>● NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM</li> <li>● TANK FUEL TEMP. IS MORE THAN 0°C (32°F).</li> <li>● WITHIN 10 MINUTES AFTER STARTING "EVAP SYSTEM CLOSE"</li> <li>● WHEN TRYING TO EXECUTE "EVAP SYSTEM CLOSE" UNDER THE CONDITION EXCEPT ABOVE, CONSULT-II WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTION.</li> </ul> <p><b>NOTE:</b> <b>WHEN STARTING ENGINE, CONSULT-II MAY DISPLAY "BATTERY VOLTAGE IS LOW. CHARGE BATTERY", EVEN IN USING CHARGED BATTERY.</b></p>	When detecting EVAP vapor leak point of EVAP system
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> <li>● IDLE CONDITION</li> </ul>	When setting target idle speed
TARGET IGNITION TIMING ADJ*	<ul style="list-style-type: none"> <li>● IDLE CONDITION</li> </ul>	<ul style="list-style-type: none"> <li>● When adjusting target ignition timing After adjustment, confirm target ignition timing with a timing light.</li> <li>● If once the "TARGET IDLE RPM ADJ" has been done, the Idle Air Volume Learning procedure will not be completed.</li> </ul>

\*: This function is not necessary in the usual service procedure.

## SELF-DIAG RESULTS MODE

### Self Diagnostic Item

Regarding items of “DTC and 1st trip DTC”, refer to “TROUBLE DIAGNOSIS — INDEX” (See [EC-21](#) .)

### Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*1	Description
DIAG TROUBLE CODE [PXXXX]	<ul style="list-style-type: none"> <li>The engine control component part/control system has a trouble code, it is displayed as “PXXXX”. (Refer to “TROUBLE DIAGNOSIS — INDEX”, <a href="#">EC-21</a> .)</li> </ul>
FUEL SYS-B1	<ul style="list-style-type: none"> <li>“Fuel injection system status” at the moment a malfunction is detected is displayed.</li> <li>One mode in the following is displayed.                             <ul style="list-style-type: none"> <li>“MODE 2”: Open loop due to detected system malfunction</li> <li>“MODE 3”: Open loop due to driving conditions (power enrichment, deceleration enrichment)</li> <li>“MODE 4”: Closed loop - using oxygen sensor(s) as feedback for fuel control</li> <li>“MODE 5”: Open loop - has not yet satisfied condition to go to closed loop</li> </ul> </li> </ul>
CAL/LD VALUE [%]	<ul style="list-style-type: none"> <li>The calculated load value at the moment a malfunction is detected is displayed.</li> </ul>
COOLANT TEMP [°C] or [°F]	<ul style="list-style-type: none"> <li>The engine coolant temperature at the moment a malfunction is detected is displayed.</li> </ul>
S-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> <li>“Short-term fuel trim” at the moment a malfunction is detected is displayed.</li> <li>The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.</li> </ul>
L-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> <li>“Long-term fuel trim” at the moment a malfunction is detected is displayed.</li> <li>The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.</li> </ul>
ENGINE SPEED [rpm]	<ul style="list-style-type: none"> <li>The engine speed at the moment a malfunction is detected is displayed.</li> </ul>
VEHICLE SPEED [km/h] or [mph]	<ul style="list-style-type: none"> <li>The vehicle speed at the moment a malfunction is detected is displayed.</li> </ul>
B/FUEL SCHDL [msec]	<ul style="list-style-type: none"> <li>The base fuel schedule at the moment a malfunction is detected is displayed.</li> </ul>
INT/A TEMP SE [°C] or [°F]	<ul style="list-style-type: none"> <li>The intake air temperature at the moment a malfunction is detected is displayed.</li> </ul>

\*1: The items are the same as those of 1st trip freeze frame data.

## DATA MONITOR MODE

### Monitored Item

×: Applicable

Monitored item [Unit]	ECM INPUT SIGNALS	MAIN SIGNALS	Description	Remarks
ENG SPEED [rpm]	×	×	<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the signals of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).</li> </ul>	<ul style="list-style-type: none"> <li>Accuracy becomes poor if engine speed drops below the idle rpm.</li> <li>If the signal is interrupted while the engine is running, an abnormal value may be indicated.</li> </ul>
MAS A/F SE-B1 [V]	×	×	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
B/FUEL SCHDL [msec]		×	<ul style="list-style-type: none"> <li>“Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
A/F ALPHA-B1 [%]		×	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>
COOLAN TEMP/S [°C] or [°F]	×	×	<ul style="list-style-type: none"> <li>The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed.</li> </ul>
HO2S1 (B1) [V]	×	×	<ul style="list-style-type: none"> <li>The signal voltage of the heated oxygen sensor 1 is displayed.</li> </ul>	
HO2S2 (B1) [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of the heated oxygen sensor 2 is displayed.</li> </ul>	
HO2S1 MNTR (B1) [RICH/LEAN]	×	×	<ul style="list-style-type: none"> <li>Display of heated oxygen sensor 1 signal during air-fuel ratio feedback control: RICH ... means the mixture became "rich", and control is being affected toward a leaner mixture. LEAN ... means the mixture became "lean", and control is being affected toward a rich mixture.</li> </ul>	<ul style="list-style-type: none"> <li>After turning ON the ignition switch, "RICH" is displayed until air-fuel mixture ratio feedback control begins.</li> <li>When the air-fuel ratio feedback is clamped, the value just before the clamping is displayed continuously.</li> </ul>
HO2S2 MNTR (B1) [RICH/LEAN]	×		<ul style="list-style-type: none"> <li>Display of heated oxygen sensor 2 signal: RICH ... means the amount of oxygen after three way catalyst is relatively small. LEAN ... means the amount of oxygen after three way catalyst is relatively large.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
VHCL SPEED SE [km/h] or [mph]	×	×	<ul style="list-style-type: none"> <li>The vehicle speed computed from the vehicle speed signal is displayed.</li> </ul>	
BATTERY VOLT [V]	×	×	<ul style="list-style-type: none"> <li>The power supply voltage of ECM is displayed.</li> </ul>	
ACCEL SEN 1 [V]	×	×	<ul style="list-style-type: none"> <li>The accelerator pedal position sensor signal voltage is displayed.</li> </ul>	
ACCEL SEN 2 [V]	×			
THRTL SEN 1 [V]	×	×	<ul style="list-style-type: none"> <li>The throttle position sensor signal voltage is displayed.</li> </ul>	
THRTL SEN 2 [V]	×			
FUEL T/TEMP SE [°C] or [°F]	×		<ul style="list-style-type: none"> <li>The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed.</li> </ul>	
INT/A TEMP SE [°C] or [°F]	×	×	<ul style="list-style-type: none"> <li>The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated.</li> </ul>	
EVAP SYS PRES [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of EVAP control system pressure sensor is displayed.</li> </ul>	
FUEL LEVEL SE [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of the fuel level sensor is displayed.</li> </ul>	
START SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the starter signal.</li> </ul>	<ul style="list-style-type: none"> <li>After starting the engine, [OFF] is displayed regardless of the starter signal.</li> </ul>

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
CLSD THL POS [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.</li> </ul>	
AIR COND SIG [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal.</li> </ul>	
P/N POSI SW [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the park/neutral position (PNP) switch signal.</li> </ul>	
PW/ST SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>[ON/OFF] condition of the power steering oil pressure switch as determined by the power steering oil pressure signal is indicated.</li> </ul>	
LOAD SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the electrical load signal.</li> <li>ON ... Rear window defogger switch is ON and/or lighting switch is in 2nd position.</li> <li>OFF ... Both rear window defogger switch and lighting switch are OFF.</li> </ul>	
IGNITION SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from ignition switch.</li> </ul>	
HEATER FAN SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the heater fan switch signal.</li> </ul>	
BRAKE SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the stop lamp switch signal.</li> </ul>	
INJ PULSE-B1 [msec]		×	<ul style="list-style-type: none"> <li>Indicates the actual fuel injection pulse width compensated by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain computed value is indicated.</li> </ul>
IGN TIMING [BTDC]		×	<ul style="list-style-type: none"> <li>Indicates the ignition timing computed by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
CAL/LD VALUE [%]			<ul style="list-style-type: none"> <li>"Calculated load value" indicates the value of the current airflow divided by peak airflow.</li> </ul>	
MASS AIRFLOW [g·m/s]			<ul style="list-style-type: none"> <li>Indicates the mass airflow computed by ECM according to the signal voltage of the mass air flow sensor.</li> </ul>	
PURG VOL C/V [%]			<ul style="list-style-type: none"> <li>Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.</li> <li>The opening becomes larger as the value increases.</li> </ul>	
INT/V TIM (B1) [°CA]			<ul style="list-style-type: none"> <li>Indicates [°CA] of intake camshaft advanced angle.</li> </ul>	
INT/V SOL (B1) [%]			<ul style="list-style-type: none"> <li>The control condition of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated.</li> <li>ON ... intake valve timing control is operating.</li> <li>OFF ... Intake valve timing control is not operating.</li> </ul>	

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# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
AIR COND RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.</li> </ul>	
FUEL PUMP RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>Indicates the fuel pump relay control condition determined by ECM according to the input signals.</li> </ul>	
VENT CONT/V [ON/OFF]			<ul style="list-style-type: none"> <li>The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. ON ... Closed OFF ... Open</li> </ul>	
THRTL RELAY [ON/OFF]		×	<ul style="list-style-type: none"> <li>Indicates the throttle control motor relay control condition determined by the ECM according to the input signals.</li> </ul>	
COOLING FAN [HI/LOW/OFF]			<ul style="list-style-type: none"> <li>Indicates the condition of the cooling fan (determined by ECM according to the input signals). HI ... High speed operation LOW ... Low speed operation OFF ... Stop</li> </ul>	
HO2S1 HTR (B1) [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of heated oxygen sensor 1 heater determined by ECM according to the input signals.</li> </ul>	
HO2S2 HTR (B1) [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals.</li> </ul>	
IDL A/V LEARN [YET/CMPLT/ INCMP]			<ul style="list-style-type: none"> <li>Display the condition of idle air volume learning YET ... Idle air volume learning has not been performed yet. CMPLT ... Idle air volume learning has already been performed successfully. INCMP ... Idle air volume learning has not been performed successfully.</li> </ul>	
TRVL AFTER MIL [km] or [mile]			<ul style="list-style-type: none"> <li>Distance traveled while MIL is activated.</li> </ul>	
O2SEN HTR DTY [%]			<ul style="list-style-type: none"> <li>Indicates the heated oxygen sensor 1 heater control value computed by the ECM according to the input signals.</li> </ul>	
AC PRESS SEN [V]			<ul style="list-style-type: none"> <li>The signal voltage from the refrigerant pressure sensor is displayed.</li> </ul>	
VHCL SPEED SE [km/h] or [mph]			<ul style="list-style-type: none"> <li>The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.</li> </ul>	
SET VHCL SPD [km/h] or [mph]			<ul style="list-style-type: none"> <li>The preset vehicle speed is displayed.</li> </ul>	
MAIN SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from CRUISE switch signal.</li> </ul>	
CANCEL SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from CANCEL switch signal.</li> </ul>	
RESUME/ACC SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from ACCEL/RES switch signal.</li> </ul>	
SET SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from COAST/SET switch signal.</li> </ul>	

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks	
BRAKE SW1 SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from ASCD brake switch signal, and ASCD clutch switch signal (M/T models).</li> </ul>		A  EC
BRAKE SW2 SW [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of stop lamp switch signal.</li> </ul>		C
VHCL SPD CUT [NON/CUT]			<ul style="list-style-type: none"> <li>Indicates the vehicle cruise condition. NON ... Vehicle speed is maintained at the ASCD set speed. CUT ... Vehicle speed increased to excessively high compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>		D
LO SPEED CUT [NON/CUT]			<ul style="list-style-type: none"> <li>Indicates the vehicle cruise condition. NON ... Vehicle speed is maintained at the ASCD set speed. CUT ... Vehicle speed decreased to excessively low compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>		E  F  G
AT OD MONITOR [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.</li> </ul>		H
AT OD CANCEL [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of A/T O/D cancel signal sent from the TCM.</li> </ul>		I
CRUISE LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.</li> </ul>		J
SET LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.</li> </ul>		K
Voltage [V]			<ul style="list-style-type: none"> <li>Voltage, frequency, duty cycle or pulse width measured by the probe.</li> </ul>	<ul style="list-style-type: none"> <li>Only “#” is displayed if item is unable to be measured.</li> <li>Figures with “#”s are temporary ones. They are the same figures as an actual piece of data which was just previously measured.</li> </ul>	L
Frequency [msec], [Hz] or [%]					M
DUTY-HI					
DUTY-LOW					
PLS WIDTH-HI					
PLS WIDTH-LOW					

**NOTE:**

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

## DATA MONITOR (SPEC) MODE

### Monitored Item

X: Applicable

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks
ENG SPEED [rpm]	×	×	<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the signal of the camshaft position sensor (PHASE).</li> </ul>	
MAS A/F SE-B1 [V]	×	×	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor specification is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> </ul>
B/FUEL SCHDL [msec]			<ul style="list-style-type: none"> <li>"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> </ul>
A/F ALPHA-B1 [%]		×	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>

## ACTIVE TEST MODE

### Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Change the amount of fuel injection using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Fuel injectors</li> <li>Heated oxygen sensor 1</li> </ul>
IGNITION TIMING	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Timing light: Set</li> <li>Retard the ignition timing using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Adjust initial ignition timing</li> </ul>
POWER BALANCE	<ul style="list-style-type: none"> <li>Engine: After warming up, idle the engine.</li> <li>A/C switch "OFF"</li> <li>Shift lever: N (A/T models) Neutral (M/T models)</li> <li>Cut off each injector signal one at a time using CONSULT-II.</li> </ul>	Engine runs rough or dies.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Compression</li> <li>Injectors</li> <li>Power transistor</li> <li>Spark plugs</li> <li>Ignition coils</li> </ul>
COOLING FAN*	<ul style="list-style-type: none"> <li>Ignition switch: ON</li> <li>Turn the cooling fan "ON" and "OFF" using CONSULT-II.</li> </ul>	Cooling fan moves and stops.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Cooling fan motor</li> <li>Cooling fan relay</li> </ul>
ENG COOLANT TEMP	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Change the engine coolant temperature using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Engine coolant temperature sensor</li> <li>Fuel injectors</li> </ul>
FUEL PUMP RELAY	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Turn the fuel pump relay "ON" and "OFF" using CONSULT-II and listen to operating sound.</li> </ul>	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Fuel pump relay</li> </ul>

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
PURG VOL CONT/V	<ul style="list-style-type: none"> <li>● Engine: After warming up, run engine at 1,500 rpm.</li> <li>● Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-II.</li> </ul>	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Solenoid valve</li> </ul>
FUEL/T TEMP SEN	<ul style="list-style-type: none"> <li>● Change the fuel tank temperature using CONSULT-II.</li> </ul>		
VENT CONTROL/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound.</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Solenoid valve</li> </ul>
V/T ASSIGN ANGLE	<ul style="list-style-type: none"> <li>● Engine: Return to the original trouble condition</li> <li>● Change intake valve timing using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Intake valve timing control solenoid valve</li> </ul>

\*: Leaving cooling fan "OFF" with CONSULT-II while engine is running may cause the engine to overheat.

## DTC & SRT CONFIRMATION MODE

### SRT Status Mode

For details, refer to [EC-63, "SYSTEM READINESS TEST \(SRT\) CODE"](#) .

### SRT Work Support Mode

This mode enables a technician to drive a vehicle to set the SRT while monitoring the SRT status.

### DTC Work Support Mode

Test mode	Test item	Condition	Reference page
EVAPORATIVE SYSTEM	PURG FLOW P0441	Refer to corresponding trouble diagnosis for DTC.	<a href="#">EC-294</a>
	EVAP SML LEAK P0442		<a href="#">EC-301</a>
	EVAP V/S LEAK P0456		<a href="#">EC-346</a>
	PURG VOL CN/V P1444		<a href="#">EC-460</a>
HO2S1	HO2S1 (B1) P0133		<a href="#">EC-207</a>
	HO2S1 (B1) P0134		<a href="#">EC-216</a>
	HO2S1 (B1) P1143		<a href="#">EC-409</a>
	HO2S1 (B1) P1144		<a href="#">EC-415</a>
HO2S2	HO2S2 (B1) P0139		<a href="#">EC-230</a>
	HO2S2 (B1) P1146		<a href="#">EC-421</a>
	HO2S2 (B1) P1147		<a href="#">EC-428</a>

## REAL TIME DIAGNOSIS IN DATA MONITOR MODE (RECORDING VEHICLE DATA)

### Description

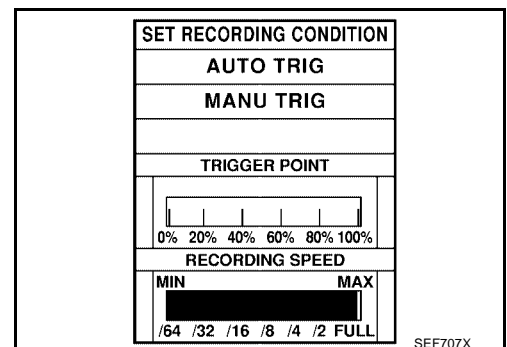
CONSULT-II has two kinds of triggers and they can be selected by touching "SETTING" in "DATA MONITOR" mode.

#### 1. "AUTO TRIG" (Automatic trigger):

- The malfunction will be identified on the CONSULT-II screen in real time.

In other words, DTC/1st trip DTC and malfunction item will be displayed if the malfunction is detected by ECM.

At the moment a malfunction is detected by ECM, "MONITOR" in "DATA MONITOR" screen is changed to "Recording Data ... xx%" as shown at left, and the data after the malfunction detection is recorded. Then when the percentage reached 100%,





# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

“REAL-TIME DIAG” screen is displayed. If “STOP” is touched on the screen during “Recording Data ... xx%”, “REAL-TIME DIAG” screen is also displayed.

The recording time after the malfunction detection and the recording speed can be changed by “TRIGGER POINT” and “Recording Speed”. Refer to CONSULT-II OPERATION MANUAL.

## 2. “MANU TRIG” (Manual trigger):

- DTC/1st trip DTC and malfunction item will not be displayed automatically on CONSULT-II screen even though a malfunction is detected by ECM.  
DATA MONITOR can be performed continuously even though a malfunction is detected.

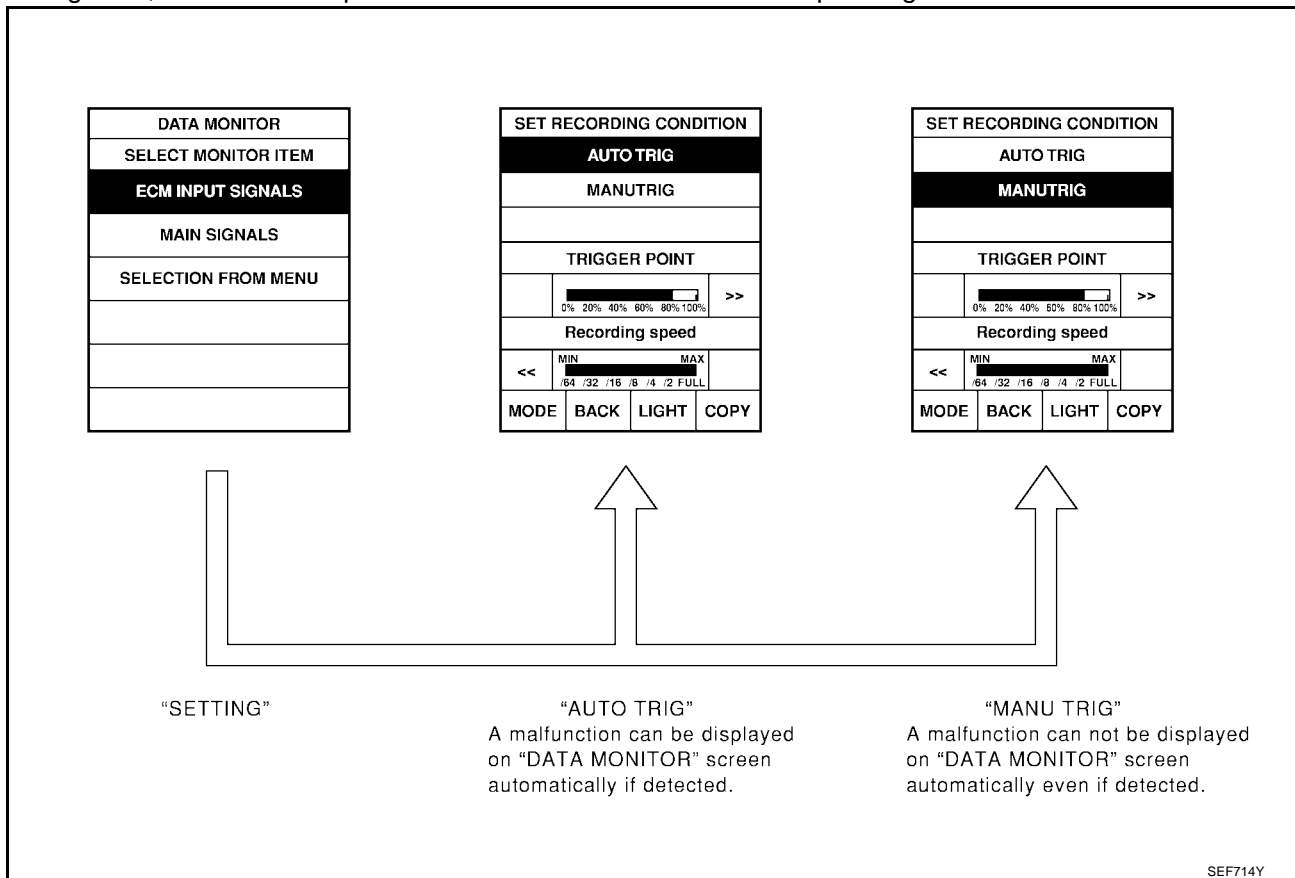
## Operation

### 1. “AUTO TRIG”

- While trying to detect the DTC/1st trip DTC by performing the “DTC Confirmation Procedure”, be sure to select “DATA MONITOR (AUTO TRIG)” mode. You can confirm the malfunction at the moment it is detected.
- While narrowing down the possible causes, CONSULT-II should be set in “DATA MONITOR (AUTO TRIG)” mode, especially in case the incident is intermittent.  
When you are inspecting the circuit by gently shaking (or twisting) the suspicious connectors, components and harness in the “DTC Confirmation Procedure”, the moment a malfunction is found the DTC/1st trip DTC will be displayed. (Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), “Incident Simulation Tests”.)

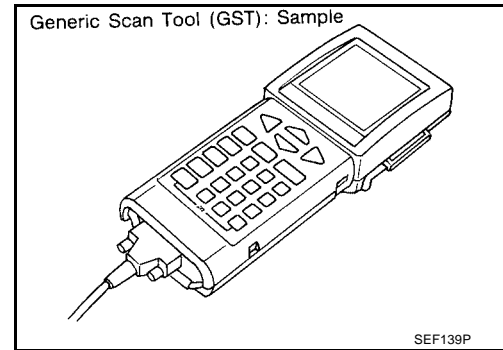
### 2. “MANU TRIG”

- If the malfunction is displayed as soon as “DATA MONITOR” is selected, reset CONSULT-II to “MANU TRIG”. By selecting “MANU TRIG” you can monitor and store the data. The data can be utilized for further diagnosis, such as a comparison with the value for the normal operating condition.



## Generic Scan Tool (GST) Function DESCRIPTION

Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has 8 different functions explained on the next page. ISO9141 is used as the protocol. The name "GST" or "Generic Scan Tool" is used in this service manual.



## FUNCTION

Diagnostic test mode		Function
MODE 1	READINESS TESTS	This mode gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
MODE 2	(FREEZE DATA)	This mode gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to <a href="#">EC-62, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"</a> .
MODE 3	DTCs	This mode gains access to emission-related power train trouble codes which were stored by ECM.
MODE 4	CLEAR DIAG INFO	This mode can clear all emission-related diagnostic information. This includes: <ul style="list-style-type: none"> <li>● Clear number of diagnostic trouble codes (MODE 1)</li> <li>● Clear diagnostic trouble codes (MODE 3)</li> <li>● Clear trouble code for freeze frame data (MODE 1)</li> <li>● Clear freeze frame data (MODE 2)</li> <li>● Reset status of system monitoring test (MODE 1)</li> <li>● Clear on board monitoring test results (MODE 6 and 7)</li> </ul>
MODE 6	(ON BOARD TESTS)	This mode accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored.
MODE 7	(ON BOARD TESTS)	This mode enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
MODE 8	—	This mode can close EVAP system in ignition switch "ON" position (Engine stopped). When this mode is performed, following parts can be opened or closed. <ul style="list-style-type: none"> <li>● EVAP canister vent control valve open</li> </ul> In the following conditions, this mode cannot function. <ul style="list-style-type: none"> <li>● Low ambient temperature</li> <li>● Low battery voltage</li> <li>● Engine running</li> <li>● Ignition switch "OFF"</li> <li>● Low fuel temperature</li> <li>● Too much pressure is applied to EVAP system</li> </ul>
MODE 9	(CALIBRATION ID)	This mode enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs.

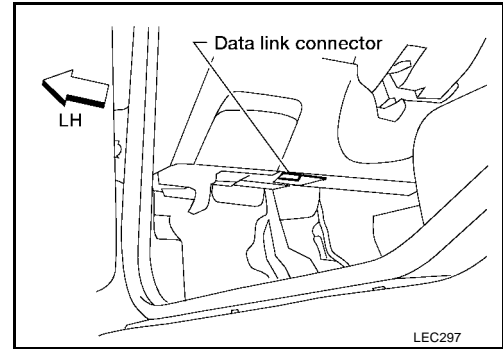
## GST INSPECTION PROCEDURE

1. Turn ignition switch OFF.

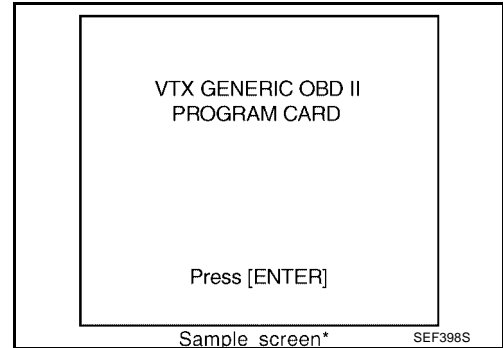
# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

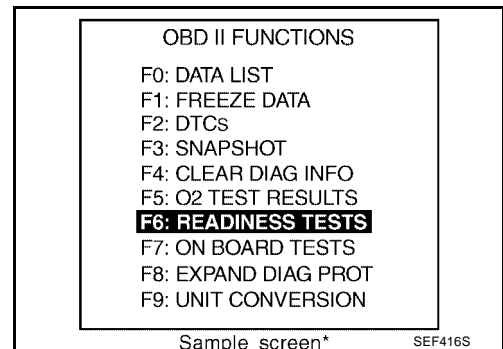
- Connect "GST" to data link connector. (Data link connector is located under LH dash panel near the fuse box cover.)



- Turn ignition switch ON.
  - Enter the program according to instruction on the screen or in the operation manual.
- (\*: Regarding GST screens in this section, sample screens are shown.)



- Perform each diagnostic mode according to each service procedure.
- For further information, see the GST Operation Manual of the tool maker.**



## CONSULT-II Reference Value in Data Monitor Mode

UBS001D0

Remarks:

- Specification data are reference values.
- Specification data are output/input values which are detected or supplied by the ECM at the connector.
- \* Specification data may not be directly related to their components signals/values/operations. (i.e., Adjust ignition timing with a timing light before monitoring IGN TIMING. Specification data might be displayed even when ignition timing is not adjusted to specification. This IGN TIMING monitors the data calculated by the ECM according to the input signals from the camshaft position sensor and other ignition timing related sensors.)
- If the real-time diagnosis results are NG, and the on board diagnostic system results are OK, when diagnosing the mass air flow sensor, first check to see if the fuel pump control circuit is normal.

MONITOR ITEM	CONDITION		SPECIFICATION
ENG SPEED	<ul style="list-style-type: none"> <li>● Tachometer: Connect</li> <li>● Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>		Almost the same speed as the CONSULT-II value.
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> </ul>	Idle	1.0 - 1.7V
	<ul style="list-style-type: none"> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	2,500 rpm	1.5 - 2.4V

# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

MONITOR ITEM	CONDITION	SPECIFICATION
B/FUEL SCHDL	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> </ul>	Idle 1.0 - 1.6 msec
	<ul style="list-style-type: none"> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	2,000 rpm 0.7 - 1.3 msec
A/F ALPHA-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm 53 - 155%
COOLAN TEMP/S	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	More than 70°C (158°F)
HO2S1 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm 0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly 0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm LEAN ↔ RICH Changes more than 5 times during 10 seconds.
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly LEAN ↔ RICH
VHCL SPEED SE	<ul style="list-style-type: none"> <li>● Turn drive wheels and compare speedometer indication with the CONSULT-II value</li> </ul>	Almost the same speed as the CONSULT-II value
BATTERY VOLT	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> </ul>	11 - 14V
ACCEL SEN1	<ul style="list-style-type: none"> <li>● Ignition switch: ON (engine stopped)</li> </ul>	Accelerator pedal: Fully released 0.65 - 0.87V
		Accelerator pedal: Fully depressed More than 4.3V
ACCEL SEN2*	<ul style="list-style-type: none"> <li>● Ignition switch: ON (engine stopped)</li> </ul>	Accelerator pedal: Fully released 0.56 - 0.96V
		Accelerator pedal: Fully depressed More than 4.0V
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Shift lever: D (A/T), 1st (M/T)</li> </ul>	Accelerator pedal: Fully released More than 0.36V
		Accelerator pedal: Fully depressed Less than 4.75V
EVAP SYS PRES	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Approx. 1.8 - 4.8V
START SIGNAL	<ul style="list-style-type: none"> <li>● Ignition switch: ON → START → ON</li> </ul>	OFF → ON → OFF
CLSD THL POS	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Accelerator pedal: Fully released ON
		Accelerator pedal: Slightly depressed OFF
AIR COND SIG	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> </ul>	A/C switch "OFF" OFF
		A/C switch "ON" (Compressor operates) ON
P/N POSI SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Shift lever "P" or "N" ON
		Except above OFF

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# TROUBLE DIAGNOSIS

[QG18DE (ULEV)]

MONITOR ITEM	CONDITION	SPECIFICATION
PW/ST SIGNAL	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> </ul>	Steering wheel in neutral position (forward direction)
		The steering wheel is turned
LOAD SIGNAL	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Rear window defogger switch is ON and/or lighting switch is in 2nd.
		Rear window defogger switch is OFF and lighting switch is OFF.
IGNITION SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON → OFF</li> </ul>	ON → OFF
HEATER FAN SW	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> </ul>	Heater fan is operating.
		Heater fan is not operating
BRAKE SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Brake pedal: Fully released
		Brake pedal: Slightly depressed
INJ PULSE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	Idle
		2,000 rpm
IGN TIMING	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	Idle
		2,000 rpm
CAL/LD VALUE	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	Idle
		2,500 rpm
MASS AIRFLOW	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	Idle
		2,500 rpm
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	Idle
		2,000 rpm
AIR COND RLY	<ul style="list-style-type: none"> <li>● Air conditioner switch: OFF → ON</li> </ul>	OFF → ON
FUEL PUMP RLY	<ul style="list-style-type: none"> <li>● Ignition switch is turned to ON (Operates for 5 seconds)</li> <li>● Engine running and cranking</li> <li>● When engine is stopped (stops in 1.0 seconds)</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Except as shown above</li> </ul>	OFF
THRTL RELAY	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	ON

# TROUBLE DIAGNOSIS

**[QG18DE (ULEV)]**

MONITOR ITEM	CONDITION	SPECIFICATION
INT/V TIM (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle -5° - 5°C
		When revving engine up to 2,000 rpm quickly Approx. 0° - 30°C
INT/V SOL (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle 0% - 2%
		When revving engine up to 2,000 rpm quickly Approx. 0% - 50%
VENT CONT/V	● Ignition switch: ON	OFF
COOLING FAN	<ul style="list-style-type: none"> <li>● After warming up engine, idle the engine.</li> <li>● Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is 94°C (201°F) or less OFF
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F) LOW
		Engine coolant temperature is 105°C (221°F) or more HIGH
HO2S1 HTR (B1) HO2S1 HTR (B2)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	ON
	● Engine speed: Above 3,600 rpm	OFF
HO2S2 HTR (B1) HO2S2 HTR (B2)	<ul style="list-style-type: none"> <li>● Engine speed is below 3,600 rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine: After warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul> </li> </ul>	ON
	● Engine speed: Above 3,600 rpm	OFF
VEHICLE SPEED	● Turn drive wheels and compare speedometer indication with the CONSULT-II value.	Almost the same speed as the CONSULT-II value
TRVL AFTER MIL	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Vehicle has traveled after MIL has turned ON. 0 - 65,535 km (0 - 40,723 mile)
O2SEN HTR DTY	<ul style="list-style-type: none"> <li>● Engine coolant temperature when engine started: More than 80°C (176°F)</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	Approx. 40%
AC PRESS SEN	● Ignition switch: ON (Engine stopped)	Approx. 0V
	<ul style="list-style-type: none"> <li>● Engine: Idle</li> <li>● Air conditioner switch: OFF</li> </ul>	1.0 - 4.0V
VEH SPEED SE	● Turn drive wheels and compare speedometer indication with the CONSULT-II value.	Almost the same speed as the CONSULT-II value
SET VHCL SPD	● Engine: Running	ASCD: Operating. The preset vehicle speed is displayed.
MAIN SW	● Ignition switch: ON	CRUISE switch: Depressed ON
		CRUISE switch: Released OFF
CANCEL SW	● Ignition switch: ON	CANCEL switch: Depressed ON
		CANCEL switch: Released OFF
RESUME/ACC SW	● Ignition switch: ON	ACCEL/RES switch: Depressed ON
		ACCEL/RES switch: Released OFF

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# TROUBLE DIAGNOSIS

**[QG18DE (ULEV)]**

MONITOR ITEM	CONDITION		SPECIFICATION
SET SW	● Ignition switch: ON	COAST/SET switch: Depressed	ON
		COAST/SET switch: Released	OFF
BRAKE SW1	● Ignition switch: ON	Brake pedal and clutch pedal (M/T): Fully released	ON
		Brake pedal and/or clutch pedal (M/T): Slightly depressed	OFF
BRAKE SW2	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
CRUISE LAMP	● Ignition switch: ON	CRUISE lamp: Illuminated	ON
		CRUISE lamp: Not illuminated	OFF
SET LAMP	● Ignition switch: ON	SET lamp: Illuminated	ON
		SET lamp: Not illuminated	OFF

\*: Accelerator pedal position sensor 2 signal and throttle position sensor 2 signal are converted by ECM internally. Thus, they differ from ECM terminals voltage signal.

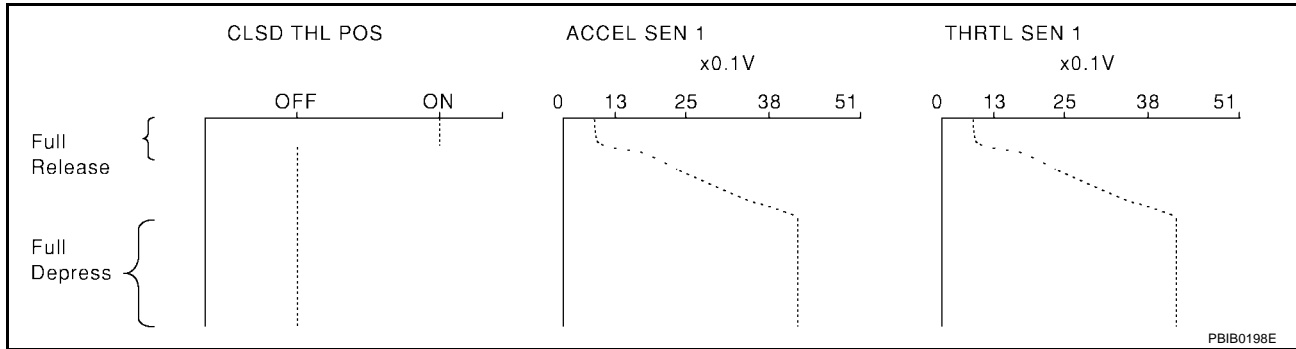
**Major Sensor Reference Graph in Data Monitor Mode**

The following are the major sensor reference graphs in "DATA MONITOR" mode.

**CLSD THL POS, ACCEL SEN1, THRTL SEN1-**

Below is the data for "CLSD THL POS", "ACCEL SEN1", and "THRTL SEN1" when depressing the accelerator pedal with the ignition switch "ON" and with selector lever in "D" position (A/T models) or with shift lever in "1st" position (M/T models).

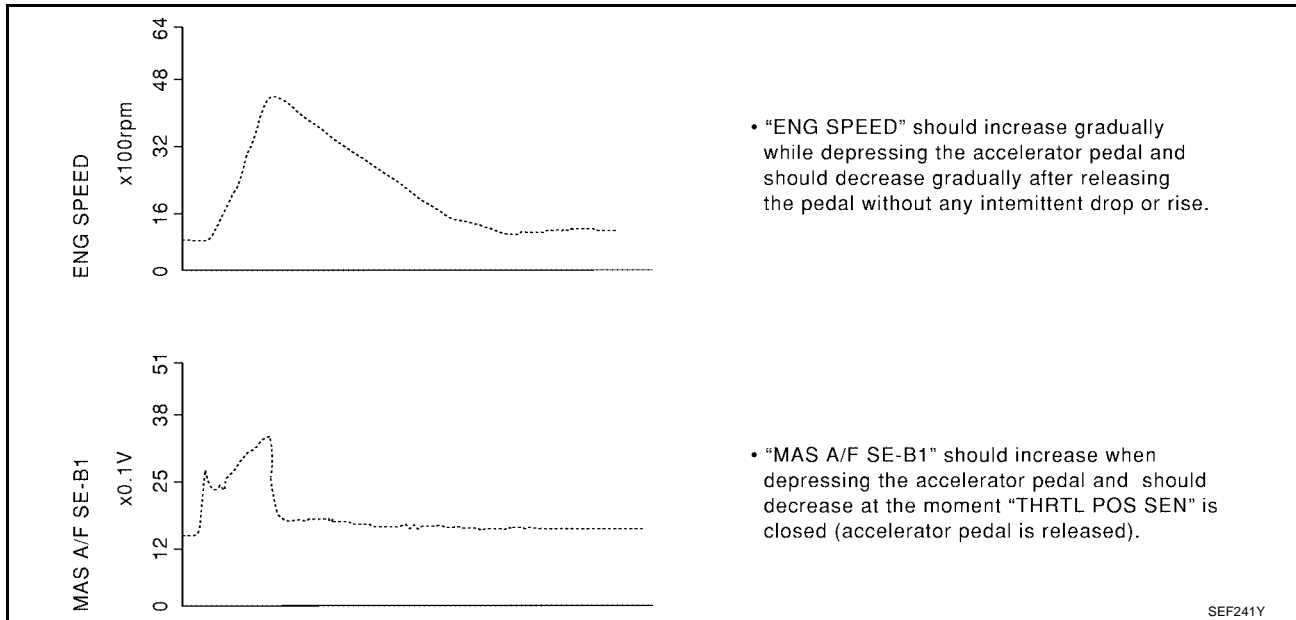
The signal of "ACCEL SEN1" and "THRTL SEN1" should rise gradually without any intermittent drop or rise after "CLSD THL/P SW" is changed from "ON" to "OFF".



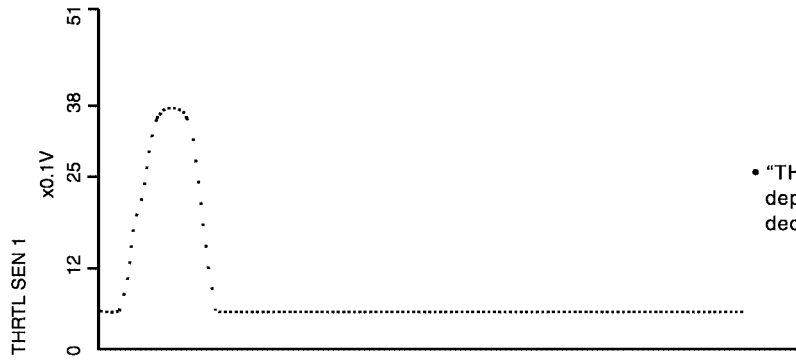
**ENG SPEED, MAS A/F SE-B1, THRTL POS SEN, HO2S2 (B1), HO2S1 (B1), INJ PULSE-B1**

Below is the data for "ENG SPEED", "MAS A/F SE-B1", "THRTL POS SEN", "HO2S2 (B1)", "HO2S1 (B1)" and "INJ PULSE-B1" when revving engine quickly up to 4,800 rpm under no load after warming up engine to normal operating temperature.

Each value is for reference, the exact value may vary.



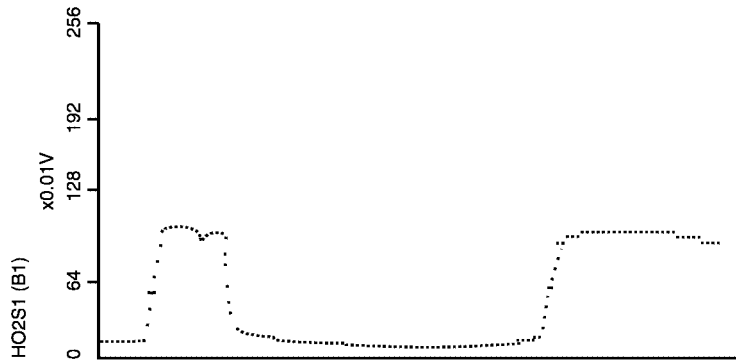




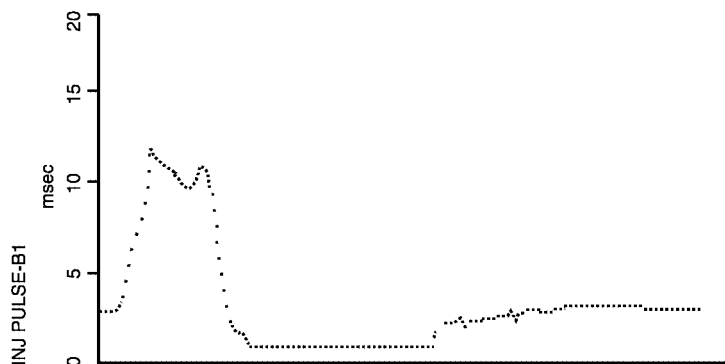
- "THRTL SEN 1" should increase while depressing the accelerator pedal and should decrease while releasing it.



- "HO2S2 (B1)" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.



- "HO2S1 (B1)" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.



- "INJ PULSE-B1" should increase when depressing the accelerator pedal and should decrease when the pedal is released.

TRUBLE DIAGNOSIS - SPECIFICATION VALUE

PFP:00031

Description

UBS001D2

The specification (SP) value indicates the tolerance of the value that is displayed in "DATA MONITOR (SPEC)" mode of CONSULT-II during normal operation of engine control system. When the value in "DATA MONITOR (SPEC)" mode is within the SP value, the engine control system is confirmed OK. When the value in "DATA MONITOR (SPEC)" mode is NOT within the SP value, the engine control system may have one or more malfunctions.

The SP value is used to detect malfunctions that may affect the engine control system, but will not light the MIL.

The SP value will be displayed for the following three items:

- B/FUEL SCHDL (The fuel injection pulse width programmed into ECM prior to any learned on board correction.)
- A/F ALPHA-B1 (The mean value of air/fuel ratio feedback correction factor per cycle.)
- MAS A/F SE-B1 (The signal voltage of the mass air flow sensor.)

Testing Condition

UBS001D3

- Vehicle driven distance: More than 5,000 km (3,107 miles)
- Barometric pressure: 98.3 - 104.3 kPa (1.003 - 1.064 kg/cm<sup>2</sup> , 14.25 - 15.12 psi)
- Atmosphere temperature: 20 - 30°C (68 - 86°F)
- Engine coolant temperature: 75 - 95°C (167 - 203°F)
- Transmission: Warmed-up \*1
- Electrical load: Not applied \*2
- Engine speed: Idle

\*1: For A/T models, after the engine is warmed-up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (A/T fluid temperature sensor signal) indicates less than 0.9V. For M/T models, drive vehicle for 5 minutes after the engine is warmed-up to normal operating temperature.

\*2: Rear window defogger switch, air conditioner switch, and lighting switch are "OFF". Cooling fans are not operating. Steering wheel straight ahead.

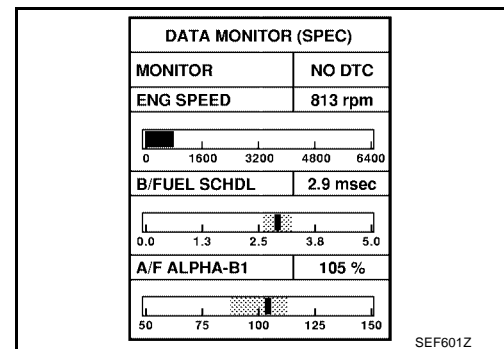
Inspection Procedure

UBS001D4

NOTE:

Perform "DATA MONITOR (SPEC)" mode in maximum scale display.

1. Perform "Basic Inspection". Refer to [EC-88](#) .
2. Confirm that the testing conditions indicated above are met.
3. Select "B/FUEL SCHDL", "A/F ALPHA-B1", and "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode with CONSULT-II.
4. Make sure that monitor items are within the SP value.
5. If NG, go to [EC-134, "Diagnostic Procedure"](#) .

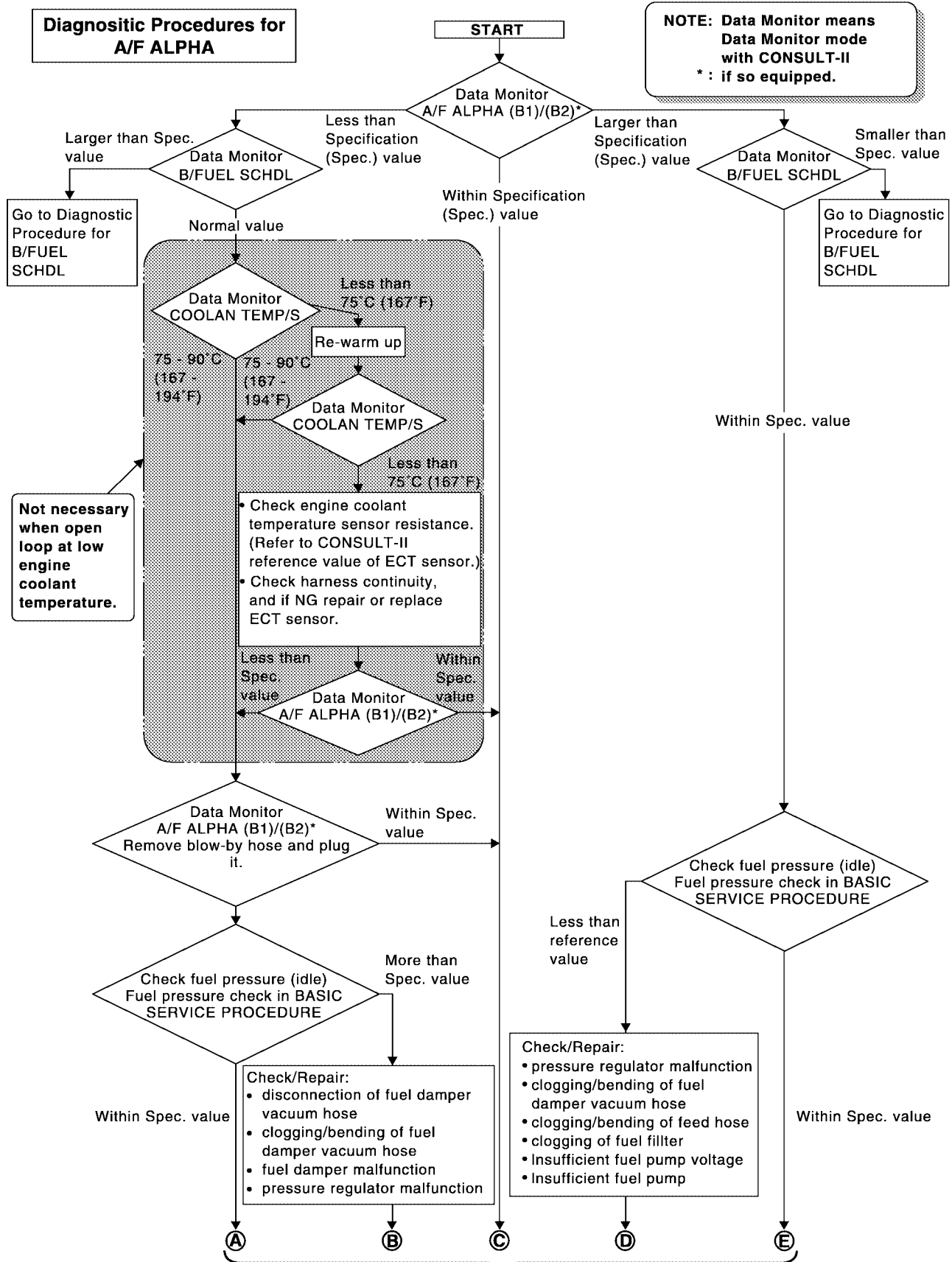


# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QG18DE (ULEV)]

## Diagnostic Procedure

UBS001D5

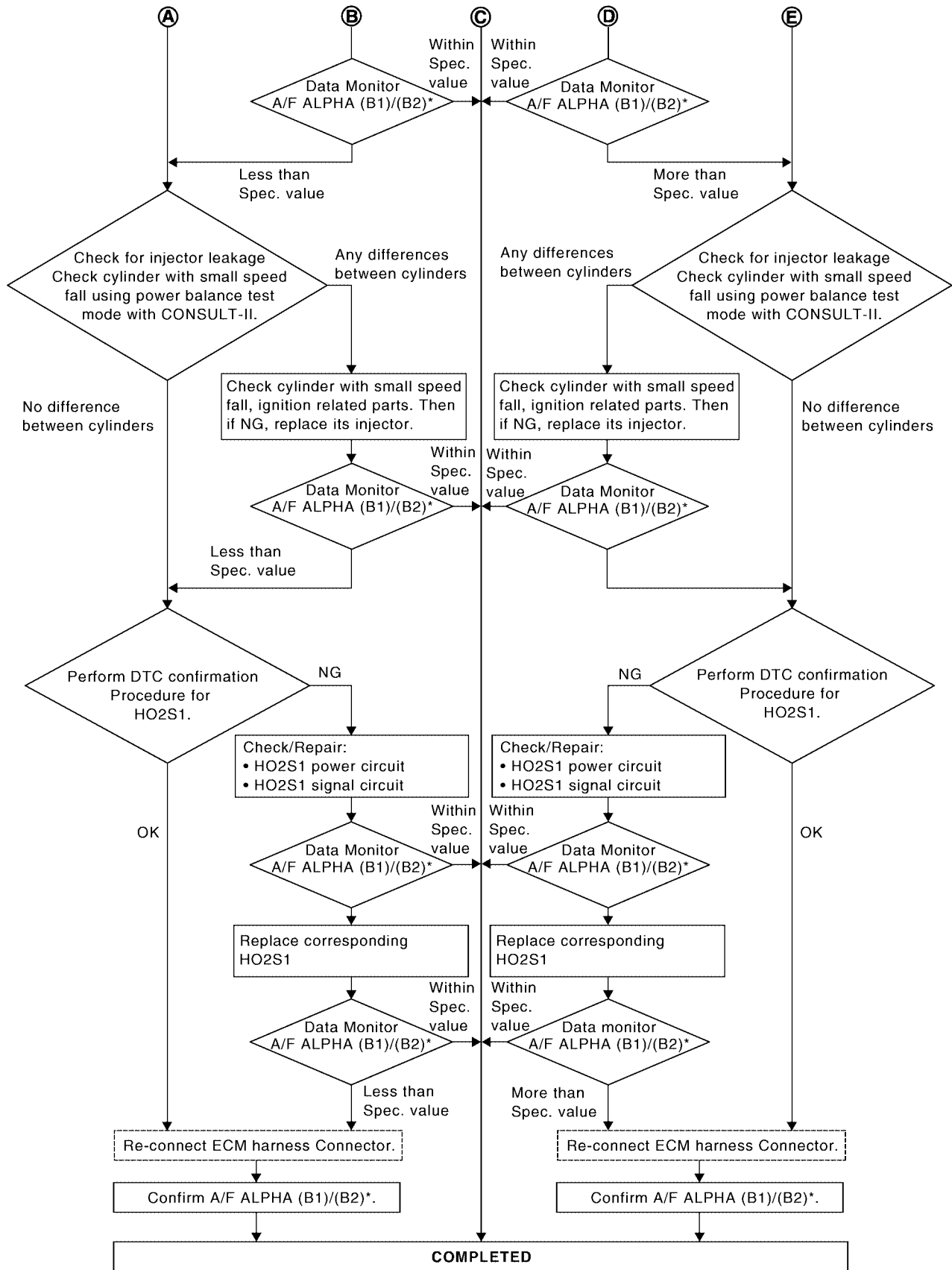


(Go to next page.)

SEF613ZD

# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QG18DE (ULEV)]



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SEF768Z



# TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

[QG18DE (ULEV)]

## TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

PFP:00006

### Description

UBS001D6

Intermittent incidents (I/I) may occur. In many cases, the malfunction resolves itself (the part or circuit function returns to normal without intervention). It is important to realize that the symptoms described in the customer's complaint often do not recur on DTC (1st trip) visits. Realize also that the most frequent cause of I/I occurrences is poor electrical connections. Because of this, the conditions under which the incident occurred may not be clear. Therefore, circuit checks made as part of the standard diagnostic procedure may not indicate the specific malfunctioning area.

#### COMMON I/I REPORT SITUATIONS

STEP in Work Flow	Situation
II	The CONSULT-II is used. The SELF-DIAG RESULTS screen shows time data other than "0" or "1t".
III	The symptom described by the customer does not recur.
IV	(1st trip) DTC data does not appear during the DTC CONFIRMATION PROCEDURE.
VI	The TROUBLE DIAGNOSIS for PXXXX does not indicate the malfunctioning area.

### Diagnostic Procedure

UBS001D7

#### 1. INSPECTION START

Erase (1st trip) DTCs. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

>> GO TO 2.

#### 2. CHECK GROUND TERMINALS

Check ground terminals for corroding or loose connection. Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "CIRCUIT INSPECTION", "Ground Inspection".

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

#### 3. SEARCH FOR ELECTRICAL INCIDENT

Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "INCIDENT SIMULATION TEST".

OK or NG

OK >> GO TO 4.

NG >> Repair or replace.

#### 4. CHECK CONNECTOR TERMINALS

Refer to [GI-23, "How to Check Terminal"](#), "HOW TO PROBE CONNECTORS", "How to Check Enlarged Contact Spring of Terminal".

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace connector.



# POWER SUPPLY CIRCUIT FOR ECM

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	[Engine is running] ● Idle speed	Engine ground
109	B/R	Ignition switch	[Ignition switch "OFF"]	0V
			[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
115 116	B B	ECM ground	[Engine is running] ● Idle speed	Engine ground
119 120	W W	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
121	W/L	Power supply for ECM (Back-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS006GB

### 1. INSPECTION START

Start engine.

**Is engine running?**

Yes or No

Yes >> GO TO 9.

No >> GO TO 2.

### 2. CHECK ECM POWER SUPPLY CIRCUIT-I

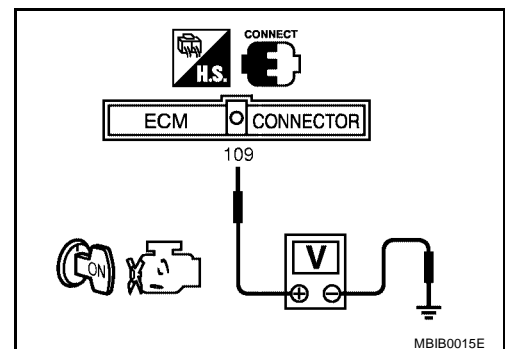
1. Turn ignition switch "OFF" and then "ON".
2. Check voltage between ECM terminal 109 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 4.

NG >> GO TO 3.





---

## 3. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ECM and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 1, 115, 116 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

---

## 5. DETECT MALFUNCTIONING PART

---

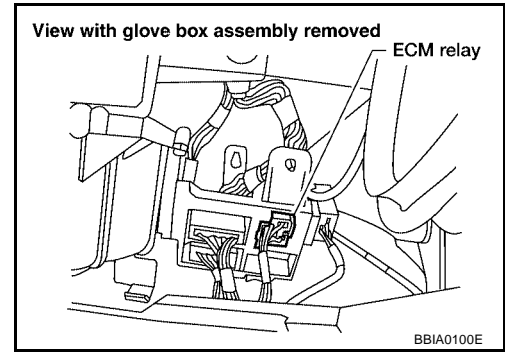
Check the following.

- Harness connectors F26, M58
- Joint connector-1
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

**6. CHECK ECM POWER SUPPLY CIRCUIT-II**

1. Disconnect ECM relay.

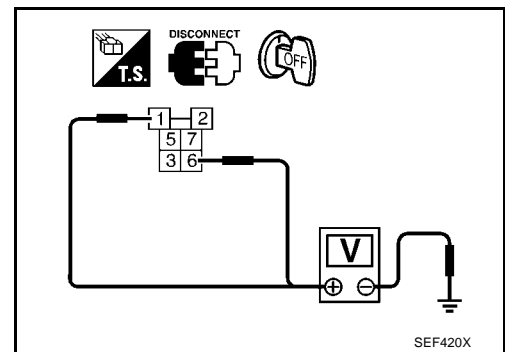


2. Check voltage between ECM relay terminals 1 and 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.



**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- 10A fuse
- 15A fuse
- Harness for open or short between ECM relay and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 111 and ECM relay terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

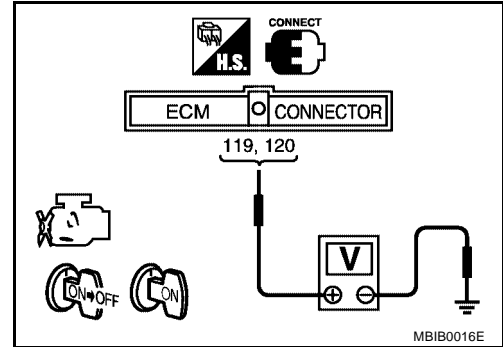
- OK >> Go to [EC-535, "IGNITION SIGNAL"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

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**9. CHECK ECM POWER SUPPLY CIRCUIT-III**

1. Stop engine and wait at least 10 seconds.
2. Turn ignition switch "ON" and then "OFF".
3. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

**Voltage:** After turning ignition switch "OFF", battery voltage will exist for a few seconds, then drop approximately 0V.



OK or NG

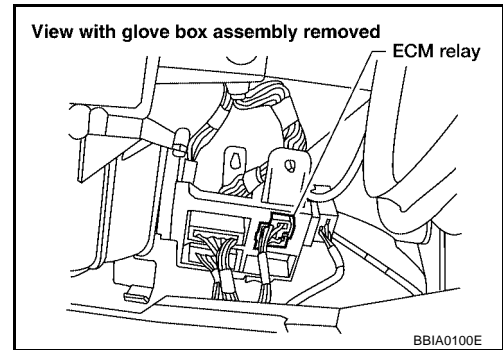
OK >> GO TO 14.

NG (Battery voltage does not exist.)>>GO TO 10.

NG (Battery voltage exists for more than a few seconds.)>>GO TO 12.

**10. CHECK ECM POWER SUPPLY CIRCUIT-IV**

1. Disconnect ECM relay.



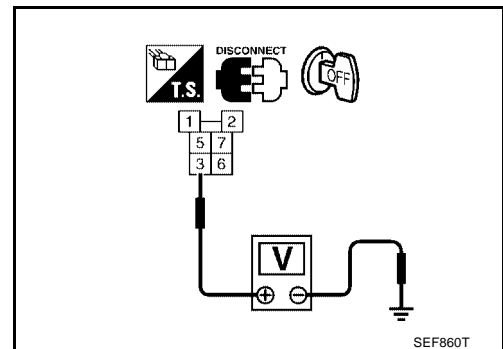
2. Check voltage between ECM relay terminal 3 and ground with CONSULT-II or tester.

**Voltage:** Battery voltage

OK or NG

OK >> GO TO 12.

NG >> GO TO 11.



**11. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- Harness for open or short between ECM relay and

>> Repair open circuit or short to ground or short to power in harness or connectors.

**12. CHECK ECM POWER SUPPLY CIRCUIT-V**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 119, 120 and ECM relay terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 13.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**13. CHECK ECM RELAY**

Refer to [EC-144, "Component Inspection"](#) .

OK or NG

OK >> GO TO 14.

NG >> Replace ECM relay.

**14. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 1, 115, 116 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

**15. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors F26, M58
- Joint connector-1
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

**16. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

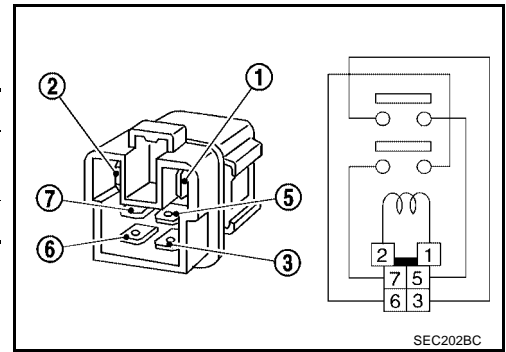
OK or NG

OK >> **INSPECTION END**

**Component Inspection**  
**ECM RELAY**

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between ECM relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No



# DTC U1000, U1001 CAN COMMUNICATION LINE

[QG18DE (ULEV)]

## DTC U1000, U1001 CAN COMMUNICATION LINE

PF:23710

### Description

UBS003PG

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### On Board Diagnosis Logic

UBS003PH

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1000*1 1000*1	CAN communication line	<ul style="list-style-type: none"><li>● ECM can not communicate to other control units.</li><li>● ECM can not communicate for more than the specified time.</li></ul>	<ul style="list-style-type: none"><li>● Harness or connectors (CAN communication line is open or shorted).</li></ul>
U1001*2 1001*2			

\*1: This self-diagnosis has the one trip detection logic.

\*2: The MIL will not light up for this diagnosis.

### DTC Confirmation Procedure

UBS003PI

1. Turn ignition switch "ON" and wait at least 3 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-147, "Diagnostic Procedure"](#).




# DTC U1000, U1001 CAN COMMUNICATION LINE

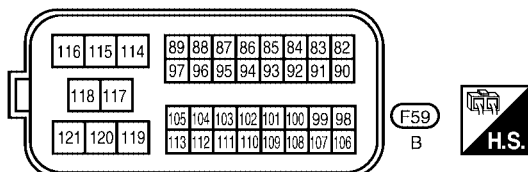
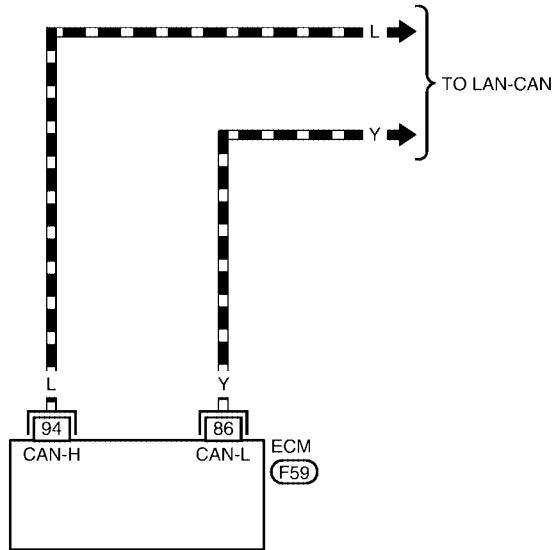
[QG18DE (ULEV)]

## Wiring Diagram

UBS003PJ

EC-CAN-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



BBWA0274E

**Diagnostic Procedure**

UBS003PK

Go to [LAN-3, "CAN COMMUNICATION"](#) .

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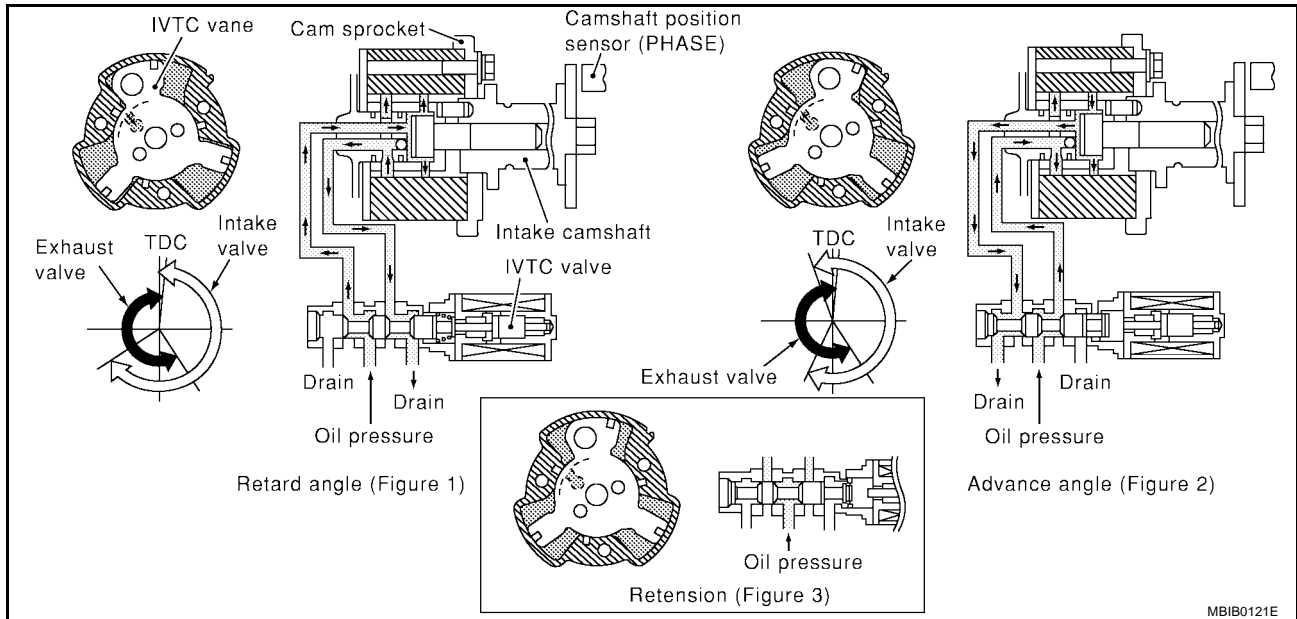


DTC P0011 IVT CONTROL

Description  
SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS)	Engine speed	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Vehicle speed signal*	Vehicle speed		

\*: This signal is sent to the ECM through CAN communication line.



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION	
INT/V TIM (B1)	● Engine: After warming up ● Shift lever: N (A/T models) Neutral (M/T models) ● Air conditioner switch: OFF ● No-load	Idle When revving engine up to 2,000 rpm quickly	-5° - 5°CA Approx. 0° - 30°CA
	INT/V SOL (B1)	● Engine: After warming up ● Shift lever: N (A/T models) Neutral (M/T models) ● Air conditioner switch: OFF ● No-load	Idle When revving engine up to 2,000 rpm quickly

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011 0011	Intake valve timing control performance	There is a gap between angle of target and phase-control angle.	<ul style="list-style-type: none"> <li>● Crankshaft position sensor (POS)</li> <li>● Camshaft position sensor (PHASE)</li> <li>● Accumulation of debris to the signal pick-up portion of the camshaft</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode.

Detected items	Engine operating condition in fail-safe mode
Intake valve timing control	The signal is not energized to the solenoid valve and the valve control does not function

### DTC Confirmation Procedure

**CAUTION:**

Always drive at a safe speed.

**NOTE:**

- If DTC P0011 is displayed with DTC P1111, first perform trouble diagnosis for "DTC P1111". See [EC-385, "DTC P1111 IVT CONTROL SOLENOID VALVE"](#) .
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is between 10V and 16V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Maintain the following conditions for at least 6 consecutive seconds.  
Hold the accelerator pedal as steady as possible.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

VHCL SPEED SE	100 - 120 km/h (63 - 75 MPH)
ENG SPEED	2,000 - 4,000 rpm
COOLAN TEMP/S	60 - 120°C (140 - 248°F)
B/FUEL SCHDL	More than 3.38 msec
Selector lever	A/T models: D position M/T models: 5th position

4. Stop vehicle with engine running and let engine idle for 10 seconds.
5. If 1st trip DTC is detected, go to [EC-150, "Diagnostic Procedure"](#) .  
If 1st trip DTC is not detected, go to next step.
6. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	1,700 - 3,175 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	70 - 105°C (176 - 194°F)
Selector lever	1st or 2nd position
Driving location uphill	Driving vehicle uphill (Increased engine load will help maintain the driving conditions required for this test.)

7. If 1st trip DTC is detected, go to [EC-150, "Diagnostic Procedure"](#) .

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

## Diagnostic Procedure

### 1. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-282, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace crankshaft position sensor (POS).

### 2. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-287, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Replace camshaft position sensor (PHASE).

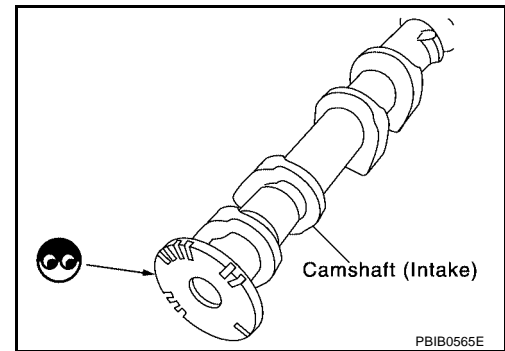
### 3. CHECK CAMSHAFT (INTAKE)

Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

- OK >> GO TO 4.
- NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

For wiring diagram refer to [EC-279, "Wiring Diagram"](#) for CKP sensor (POS) and [EC-284, "Wiring Diagram"](#) for CMP sensor (PHASE).

>> INSPECTION END

DTC P0031, P0032 HO2S1 HEATER

PF2:22690

Description  
SYSTEM DESCRIPTION

UBS0037A

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	Heated oxygen sensor 1 heater control	Heated oxygen sensor 1 heater
Engine coolant temperature sensor	Engine coolant temperature		

The ECM performs ON/OFF duty control of the heated oxygen sensor 1 heater corresponding to the engine speed and engine coolant temperature. The duty percent varies with engine coolant temperature when engine is started.

OPERATION

Engine speed rpm	Heated oxygen sensor 1 heater
Above 3,600	OFF
Below 3,600	ON

CONSULT-II Reference Value in Data Monitor Mode

UBS0037B

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S1 HTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Engine speed: Above 3,600 rpm</li> </ul>	OFF
O2SEN HTR DTY	<ul style="list-style-type: none"> <li>● Engine coolant temperature when engine started: More than 80°C (176°F)</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	Approx. 40%

On Board Diagnosis Logic

UBS0037C

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0031 0031	Heated oxygen sensor 1 heater control circuit low	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 1 heater circuit is open or shorted.)</li> <li>● Heater oxygen sensor 1 heater</li> </ul>
P0032 0032	Heated oxygen sensor 1 heater control circuit high	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 1 heater circuit is shorted.)</li> <li>● Heater oxygen sensor 1 heater</li> </ul>

DTC Confirmation Procedure

UBS0037D

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.

Ⓟ WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0031, P0032 HO2S1 HEATER

[QG18DE (ULEV)]

3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and run it for at least 6 seconds at idle speed.
5. If 1st trip DTC is detected, go to [EC-154, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

1. Start engine and warm it up to normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and run it for at least 6 seconds at idle speed.
  4. Turn ignition switch "OFF" and wait at least 10 seconds.
  5. Start engine and run it for at least 6 seconds at idle speed.
  6. Select "MODE 3" with GST.
  7. If DTC is detected, go to [EC-154, "Diagnostic Procedure"](#).
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

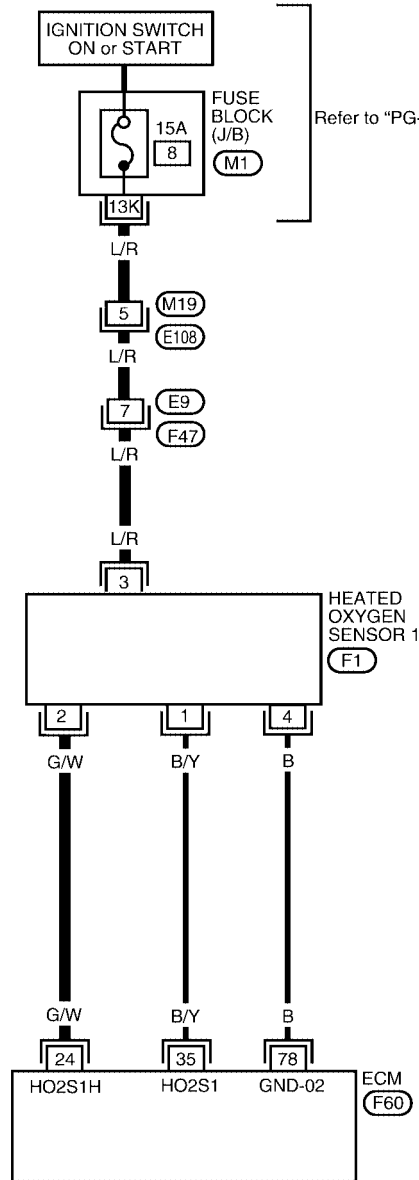
# DTC P0031, P0032 HO2S1 HEATER

[QG18DE (ULEV)]

UBS003TE

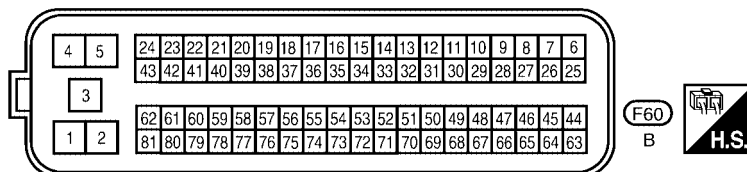
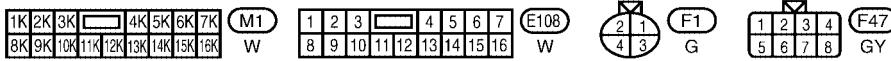
## Wiring Diagram

EC-HO2S1H-01



— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0772E

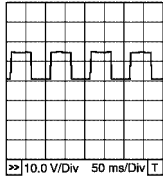
# DTC P0031, P0032 HO2S1 HEATER

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
24	G/W	Heated oxygen sensor 1 heater	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition.</li> <li>● Engine speed is below 3,600 rpm.</li> </ul>	<p>Approximately 7.0V</p>  <p>PBIB0519E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)</p>

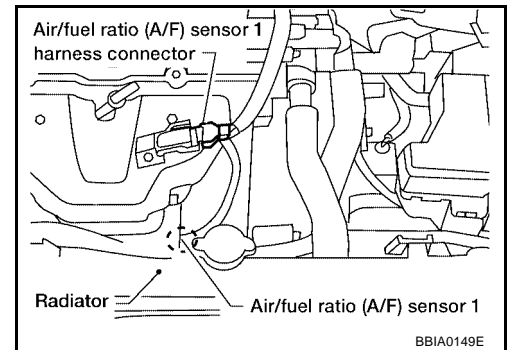
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS003TF

### 1. CHECK HO2S1 POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 harness connector.
3. Turn ignition switch "ON".

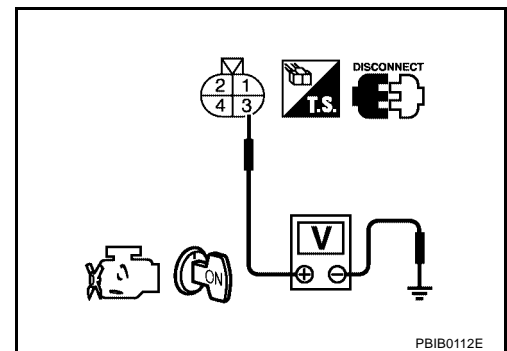


4. Check voltage between HO2S1 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



---

## 2. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between heated oxygen sensor 1 and fuse

>> Repair harness or connectors.

---

## 3. CHECK HO2S1 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 24 and HO2S1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK HEATED OXYGEN SENSOR 1 HEATER

---

Refer to [EC-156, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 1.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

A

EC

C

D

E

F

G

H

I

J

K

L

M



## Component Inspection

### HEATED OXYGEN SENSOR 1 HEATER

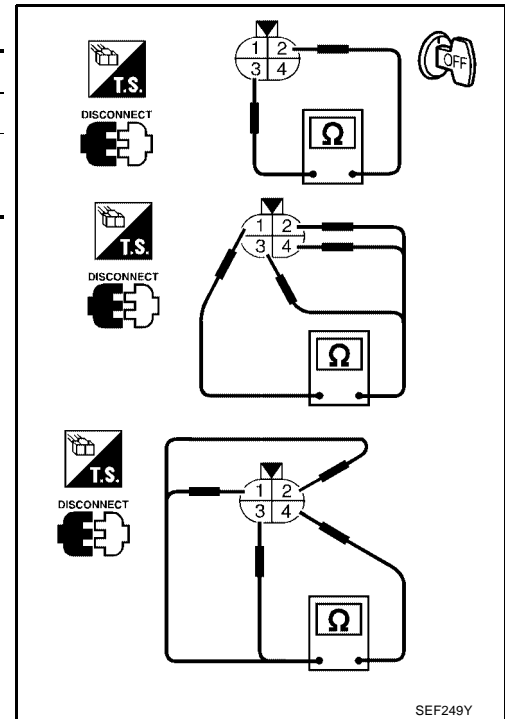
1. Check resistance between HO2S1 terminals as follows.

Terminal No.	Resistance
2 and 3	2.3 - 4.3 $\Omega$ at 25°C (77°F)
1 and 2, 3, 4	$\infty \Omega$
4 and 1, 2, 3	(Continuity should not exist)

2. If NG, replace heated oxygen sensor 1.

#### CAUTION:

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



## Removal and Installation

### HEATED OXYGEN SENSOR 1

Refer to [EM-12, "Removal and Installation"](#).

**DTC P0037, P0038 HO2S2 HEATER**

PF:226A0

**Description  
SYSTEM DESCRIPTION**

UBS006C5

Sensor	Input Signal to ECM	ECM Function	Actuator
Camshaft position sensor (PHASE)	Engine speed	Heated oxygen sensor 2 heater control	Heated oxygen sensor 2 heater
Crankshaft position sensor (POS)			
Engine coolant temperature sensor	Engine coolant temperature		
Mass air flow sensor	Amount of intake air		

The ECM performs ON/OFF control of the heated oxygen sensor 2 heater corresponding to the engine speed, amount of intake air and engine coolant temperature.

**OPERATION**

Engine speed rpm	Heated oxygen sensor 2 heater
Above 3,600	OFF
<ul style="list-style-type: none"> <li>Below 3,600 rpm after the following conditions are met.</li> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	ON

**CONSULT-II Reference Value in Data Monitor Mode**

UBS006C6

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 HTR (B1)	<ul style="list-style-type: none"> <li>Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	ON
	<ul style="list-style-type: none"> <li>Engine speed: Above 3,600 rpm</li> </ul>	OFF

**On Board Diagnosis Logic**

UBS006C7

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0037 0037 (Bank 1)	Heated oxygen sensor 2 heater control circuit low	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)</li> <li>Heater oxygen sensor 2 heater</li> </ul>
P0038 0038 (Bank 1)	Heated oxygen sensor 2 heater control circuit high	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)</li> <li>Heater oxygen sensor 2 heater</li> </ul>

**DTC Confirmation Procedure**

UBS006C8

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.

**WITH CONSULT-II**

- Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- Start engine and warm it up to the normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0037, P0038 HO2S2 HEATER

[QG18DE (ULEV)]

4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minute.
6. If 1st trip DTC is detected, go to [EC-160, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEP174Y

### WITH GST

1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for one minute.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  7. Let engine idle for one minute.
  8. Select "MODE 3" with GST.
  9. If DTC is detected, go to [EC-160, "Diagnostic Procedure"](#).
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

# DTC P0037, P0038 HO2S2 HEATER

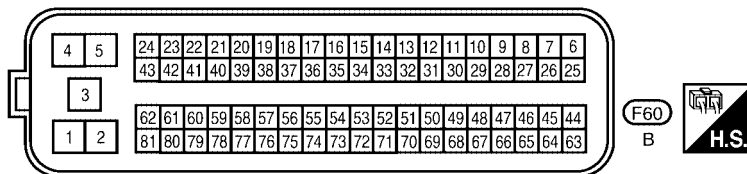
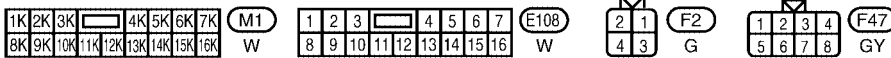
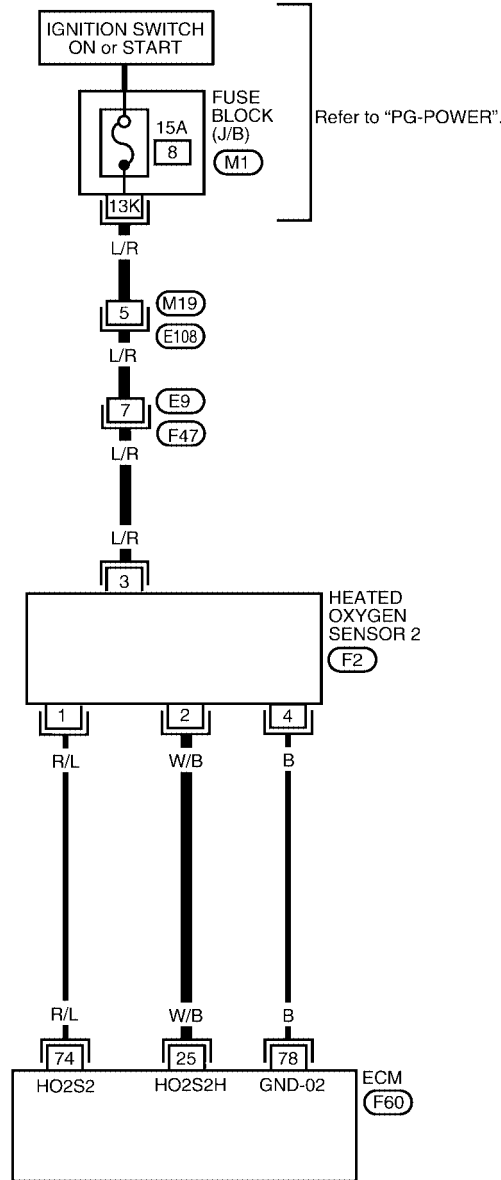
[QG18DE (ULEV)]

UBS006C9

## Wiring Diagram

EC-HO2S2H-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0773E

# DTC P0037, P0038 HO2S2 HEATER

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

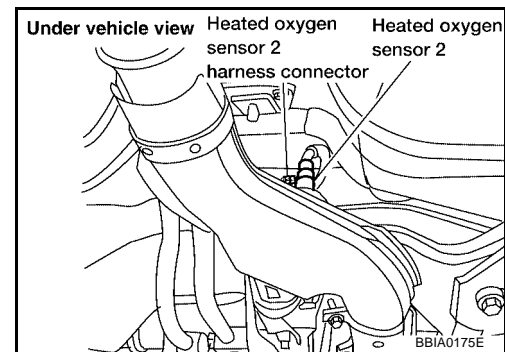
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	W/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	0 - 1.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS006CA

### 1. CHECK HO2S2 POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Turn ignition switch "ON".

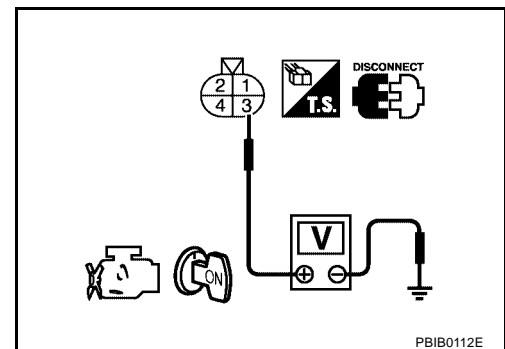


4. Check voltage between HO2S2 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



---

## 2. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between heated oxygen sensor 2 and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 3. CHECK HO2S2 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 25 and HO2S2 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK HEATED OXYGEN SENSOR 2 HEATER

---

Refer to [EC-162, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace malfunctioning heated oxygen sensor 2.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## Component Inspection

### HEATED OXYGEN SENSOR 2 HEATER

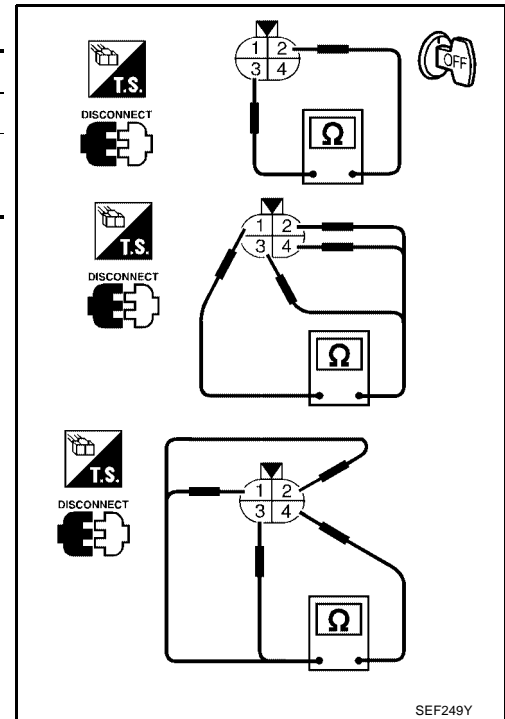
1. Check resistance between HO2S2 terminals as follows.

Terminal No.	Resistance
2 and 3	2.3 - 4.3 $\Omega$ at 25°C (77°F)
1 and 2, 3, 4	$\infty \Omega$
4 and 1, 2, 3	(Continuity should not exist)

2. If NG, replace heated oxygen sensor 2.

#### CAUTION:

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



## Removal and Installation

### HEATED OXYGEN SENSOR 2

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

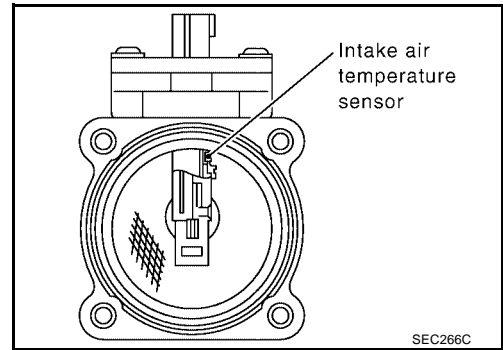
DTC P0101 MAF SENSOR

PFP:22680

Component Description

UBS003PL

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



SEC266C

CONSULT-II Reference Value in Data Monitor Mode

UBS003PM

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.0 - 1.7V
		2,500 rpm 1.5 - 2.4V
CAL/LD VALUE	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 20.0 - 35.5%
		2,500 rpm 12.0 - 27.0%
MASS AIRFLOW	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.4 - 4.0 g-m/s
		2,500 rpm 5.0 - 10.0 g-m/s

On Board Diagnosis Logic

UBS003PN

This self-diagnosis has the one trip detection logic.

NOTE:

If DTC P0101 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455, "DTC P1229 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0101 0101	Mass air flow sensor circuit range/performance problem	A) A high voltage from the sensor is sent to ECM under light load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>
		B) A low voltage from the sensor is sent to ECM under heavy load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>

DTC Confirmation Procedure

UBS003PO

Perform "PROCEDURE FOR MALFUNCTION A" first.



If the 1st trip DTC cannot be confirmed, perform “PROCEDURE FOR MALFUNCTION B”.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**PROCEDURE FOR MALFUNCTION A**

**NOTE:**

If engine will not start or stops soon, wait at least 10 seconds with engine stopped (Ignition switch “ON”) instead of running engine at idle speed.

**With CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and warm it up to normal operating temperature.
4. Run engine for at least 10 seconds at idle speed.
5. If 1st trip DTC is detected, go to [EC-167, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C

SEF174Y

**With GST**

Follow the procedure “With CONSULT-II” above.

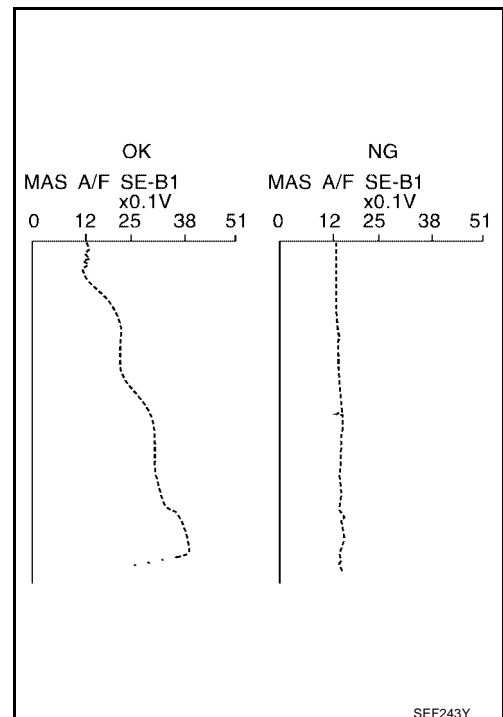
**PROCEDURE FOR MALFUNCTION B**

**CAUTION:**

**Always drive vehicle at a safe speed.**

**With CONSULT-II**

1. Turn ignition switch “ON”.
2. Start engine and warm it up to normal operating temperature.  
**If engine cannot be started, go to [EC-167, "Diagnostic Procedure"](#) .**
3. Select “DATA MONITOR” mode with CONSULT-II.
4. Check the voltage of “MAS A/F SE-B1” with “DATA MONITOR”.
5. Increases engine speed to about 4,000 rpm.
6. Monitor the linear voltage rise in response to engine speed increases.  
If NG, go to [EC-167, "Diagnostic Procedure"](#) .  
If OK, go to following step.



# DTC P0101 MAF SENSOR

[QG18DE (ULEV)]

7. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
THRTL SEN 1	More than 3V
THRTL SEN 2	More than 3V
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
THRTL SEN 1	XXX V
THRTL SEN 2	XXX V

PBIB0199E

8. If 1st trip DTC is detected, go to [EC-167, "Diagnostic Procedure"](#)

## Overall Function Check PROCEDURE FOR MALFUNCTION B

UBS003PP

Use this procedure to check the overall function of the mass air flow sensor circuit. During this check, a 1st trip DTC might not be confirmed.

### With GST

1. Start engine and warm it up to normal operating temperature.
2. Select "MODE 1" with GST.
3. Check the mass air flow sensor signal with "MODE 1".
4. Check for linear mass air flow sensor signal value rise in response to increases to about 4,000 rpm in engine speed.
5. If NG, go to [EC-167, "Diagnostic Procedure"](#) .

CALC LOAD	20%
COOLANT TEMP	95°C
SHORT FT #1	2%
LONG FT #1	0%
SHORT FT #2	4%
LONG FT #2	0%
ENGINE SPD	2637RPM
VEHICLE SPD	0MPH
IGN ADVANCE	41.0°
INTAKE AIR	41°C
<b>MAF</b>	<b>14.1gm/sec</b>
THROTTLE POS	3%

SEF534P

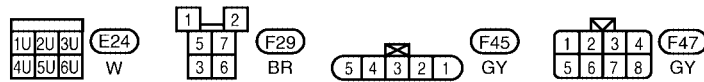
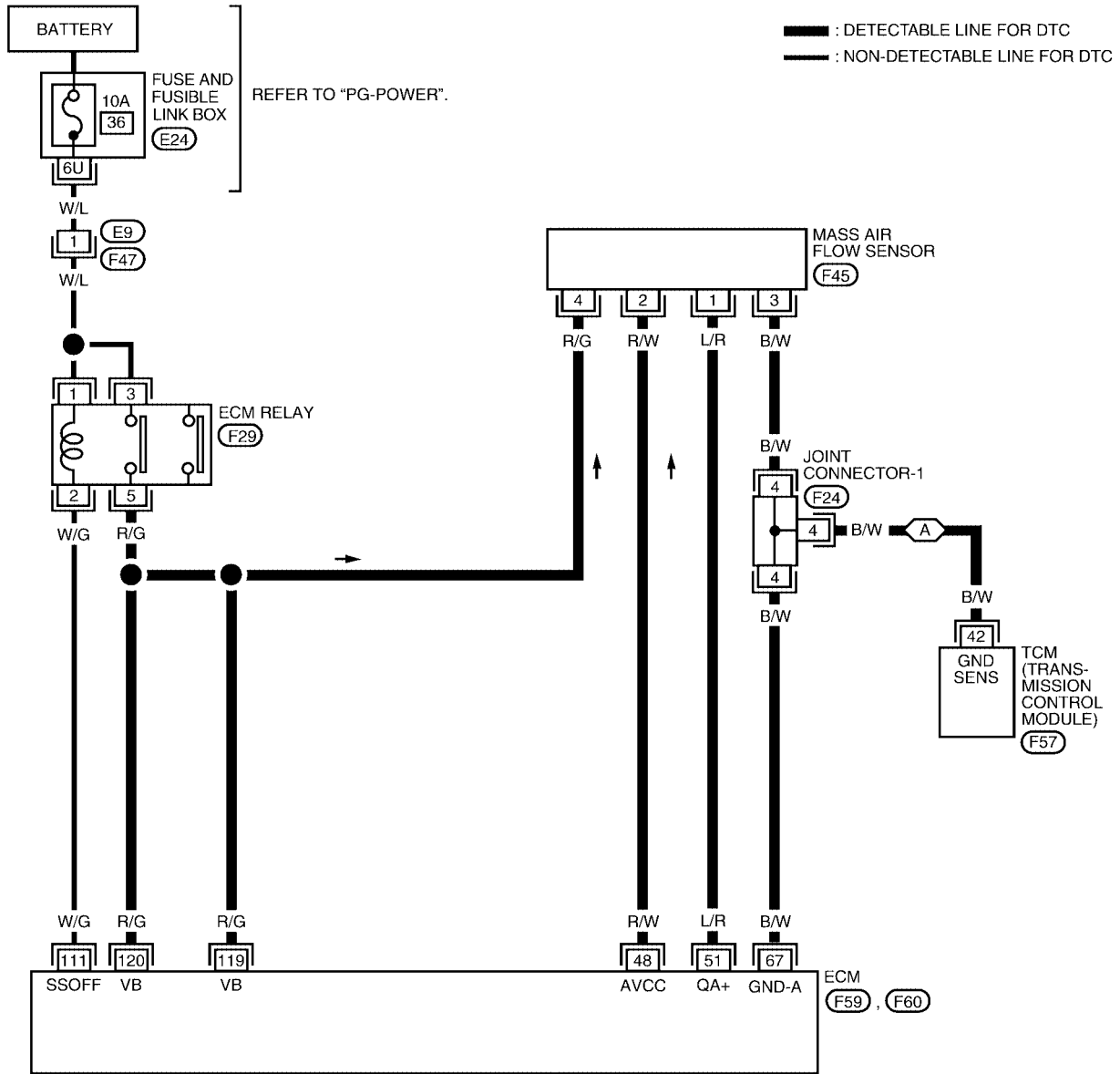
# DTC P0101 MAF SENSOR

[QG18DE (ULEV)]

UBS003PQ

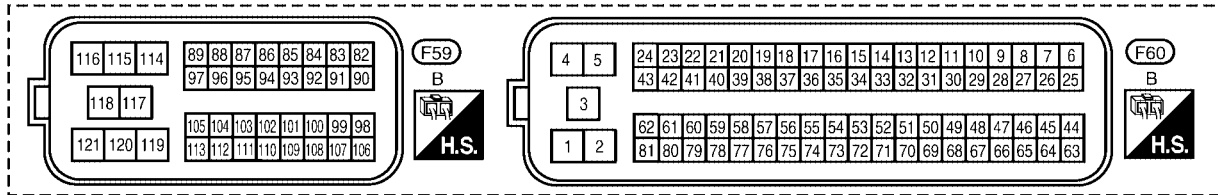
## Wiring Diagram

### EC-MAFS-01



Refer to the following.

- F24** - JOINT CONNECTOR
- F57** - ELECTRICAL UNITS



BBWA0774E

# DTC P0101 MAF SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.0 - 1.7V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm	1.5 - 2.1V
67	B/W	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003PR

### 1. INSPECTION START

Which malfunction (A or B) is duplicated?

A or B

- A >> GO TO 3.
- B >> GO TO 2.

### 2. CHECK INTAKE SYSTEM

Check the following for connection.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

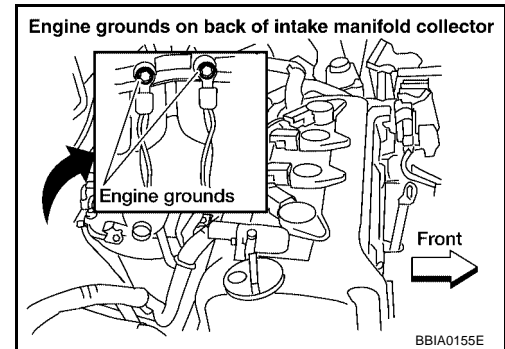
OK or NG

- OK >> GO TO 3.
- NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

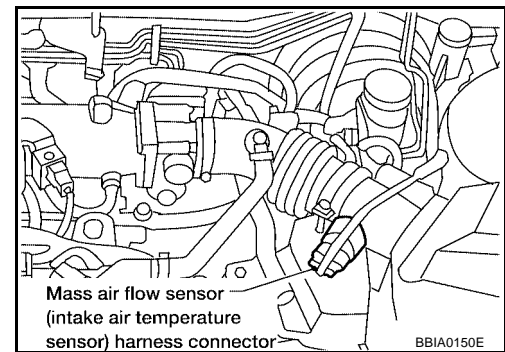
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



### 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor harness connector.
2. Turn ignition switch "ON".

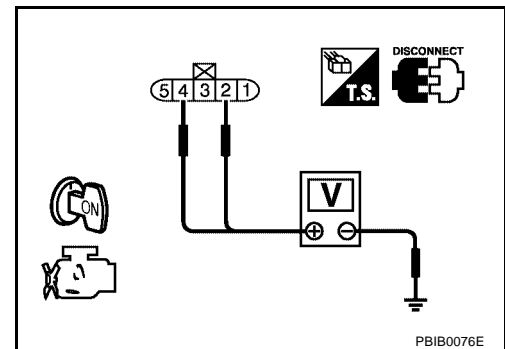


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and ECM relay

>> Repair harness or connectors.

**6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-1
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 51.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-170, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> Replace mass air flow sensor.

**10. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

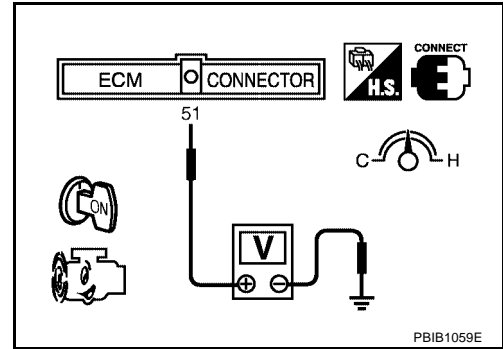
## Component Inspection MASS AIR FLOW SENSOR

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.1
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
  - Turn ignition switch "OFF".
  - Disconnect mass air flow sensor harness connector and reconnect it again.
  - Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



PBIB1059E

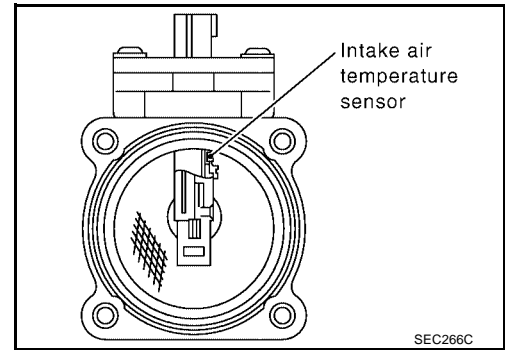
DTC P0102, P0103 MAF SENSOR

PF2:22680

Component Description

UBS003PU

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



CONSULT-II Reference Value in Data Monitor Mode

UBS003PV

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.0 - 1.7V
		2,500 rpm 1.5 - 2.4V
CAL/LD VALUE	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 20.0 - 35.5%
		2,500 rpm 12.0 - 27.0%
MASS AIRFLOW	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.4 - 4.0 g-m/s
		2,500 rpm 5.0 - 10.0 g-m/s

On Board Diagnosis Logic

UBS003PW

These self-diagnoses have the one trip detection logic.

NOTE:

If DTC P0101 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455, "DTC P1229 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0102 0102	Mass air flow sensor circuit low input	An excessively low voltage from the sensor is sent to ECM when engine is running.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>
P0103 0103	Mass air flow sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.



# DTC P0102, P0103 MAF SENSOR

[QG18DE (ULEV)]

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

## DTC Confirmation Procedure

UBS003PX

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### PROCEDURE FOR DTC P0102

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-174, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

Follow the procedure "With CONSULT-II" above.

### PROCEDURE FOR DTC P0103

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-174, "Diagnostic Procedure"](#).  
If DTC is not detected, go to next step.
5. Start engine and wait at least 5 seconds.
6. If DTC is detected, go to [EC-174, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

Follow the procedure "With CONSULT-II" above.

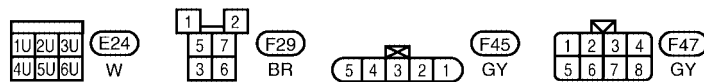
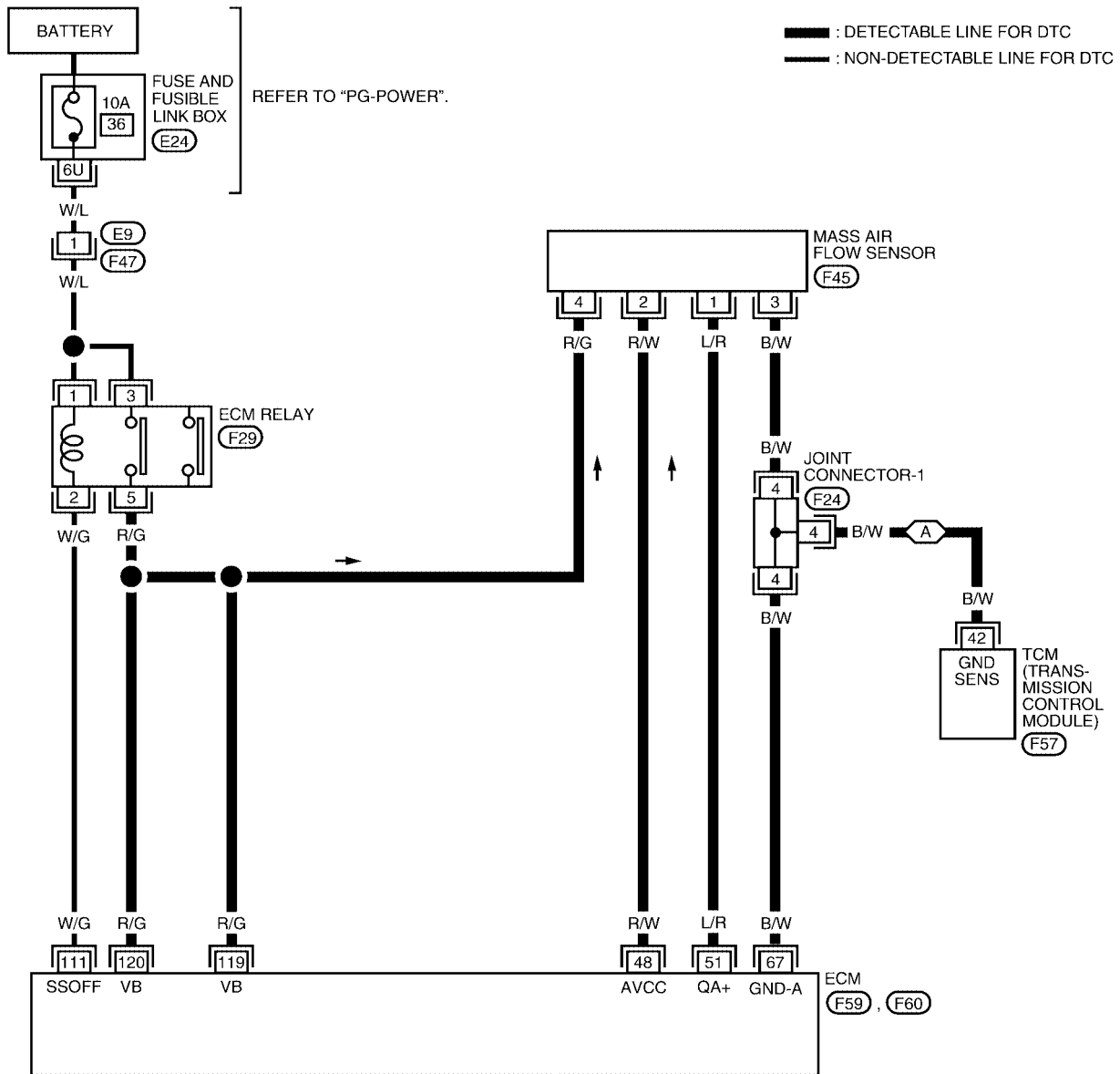
# DTC P0102, P0103 MAF SENSOR

[QG18DE (ULEV)]

UBS003PY

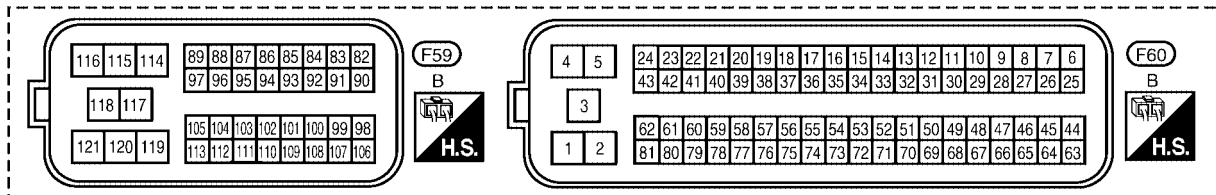
## Wiring Diagram

### EC-MAFS-01



Refer to the following.

(F24) - JOINT CONNECTOR  
 (F57) - ELECTRICAL UNITS



BBWA0774E

# DTC P0102, P0103 MAF SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensor power supply (Mass air flow sensor)	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.0 - 1.7V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.5 - 2.1V
67	B/W	Sensor ground (Mass air flow sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

## Diagnostic Procedure

UBS003PZ

### 1. INSPECTION START

Which malfunction (P0102 or P0103) is duplicated?

P0102 or P0103

P0102 >> GO TO 2.

P0103 >> GO TO 3.

### 2. CHECK INTAKE SYSTEM

Check the following for connection.

- Air duct
- Vacuum hoses
- Intake air passage between air duct to intake manifold

OK or NG

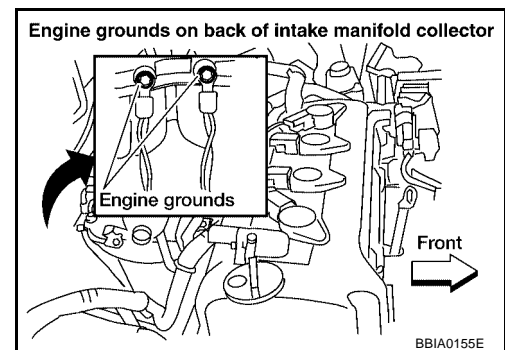
OK >> GO TO 3.

NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

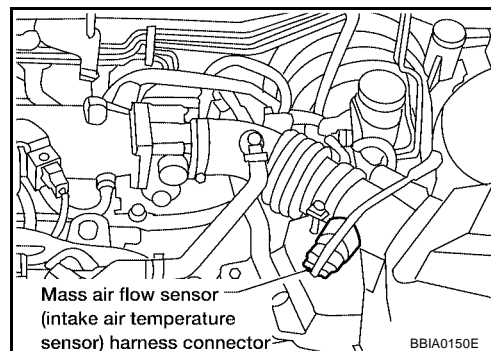
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



#### 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

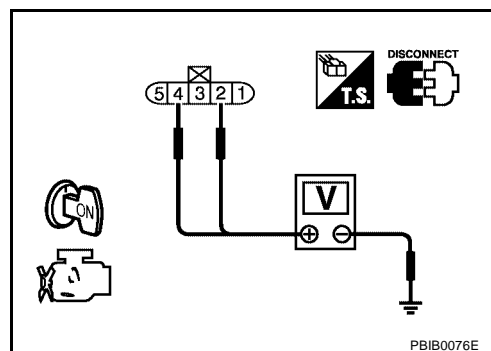


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

**OK or NG**

- OK >> GO TO 6.
- NG >> GO TO 5.



#### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

#### 6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 8.
- NG >> GO TO 7.

#### 7. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 51.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-176, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace mass air flow sensor.

**10. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection  
MASS AIR FLOW SENSOR**

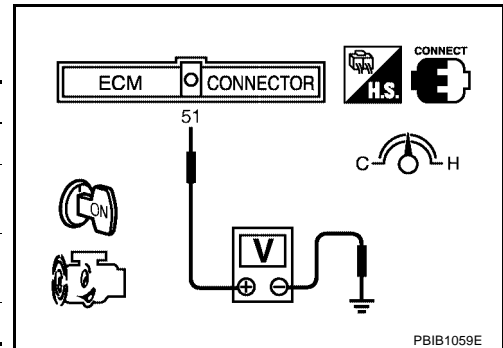
UBS003Q0

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.1
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for liner voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
  - a. Turn ignition switch "OFF".
  - b. Disconnect mass air flow sensor harness connector and reconnect it again.
  - c. Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



DTC P0112, P0113 IAT SENSOR

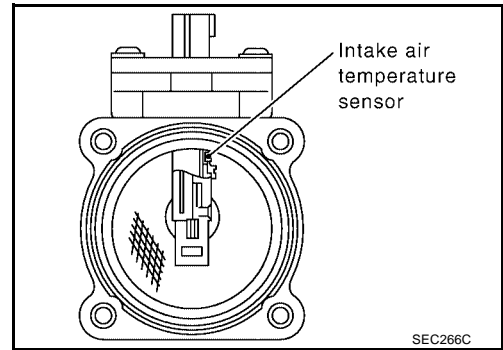
PF2:22630

Component Description

UBS003Q2

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

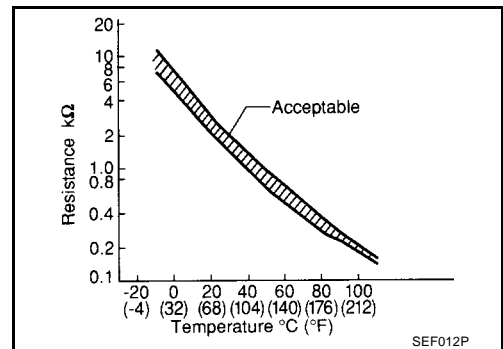
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.43	7.9 - 9.3
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37

\*: These data are reference values and are measured between ECM terminal 34 (Intake air temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

UBS003Q3

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0112 0112	Intake air temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air temperature sensor</li> </ul>
P0113 0113	Intake air temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

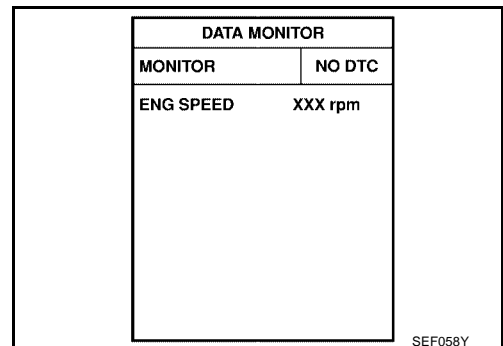
UBS003Q4

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-179, "Diagnostic Procedure"](#)



**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

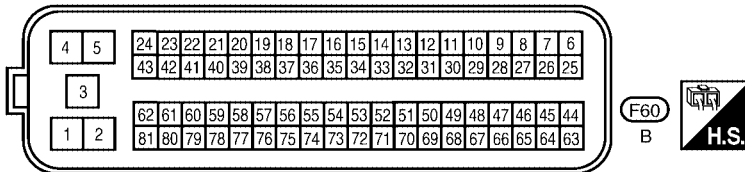
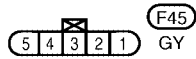
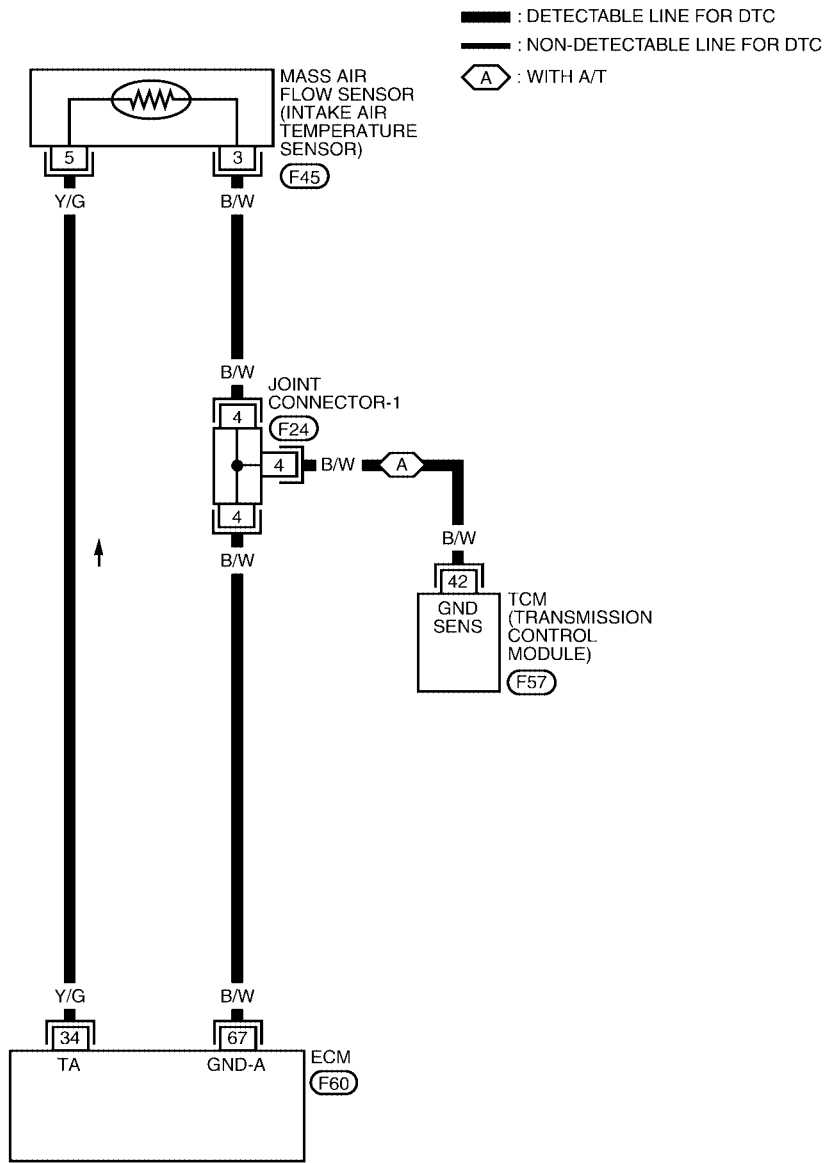
# DTC P0112, P0113 IAT SENSOR

[QG18DE (ULEV)]

UBS003Q5

## Wiring Diagram

EC-IATS-01



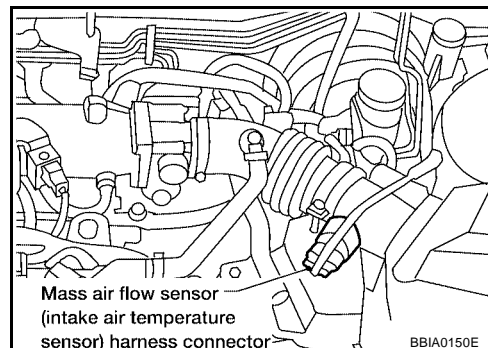
Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0775E

**Diagnostic Procedure****1. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect mass air flow sensor (intake air temperature sensor is built-into) harness connector.
3. Turn ignition switch "ON".



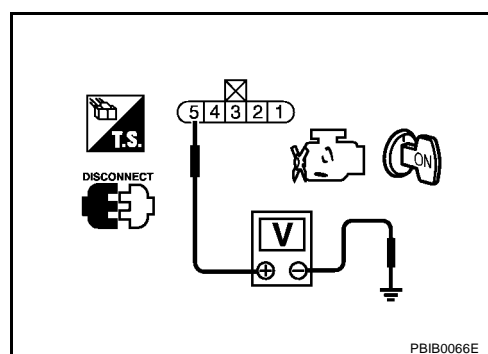
4. Check voltage between MAF sensor terminal 5 and ground.

**Voltage: Approximately 5V**

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**2. CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> GO TO 3.

**3. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-1
- Harness for open or short between TCM and intake air temperature sensor
- Harness for open or short between ECM and intake air temperature sensor

>> Repair open circuit or short to power in harness or connectors.

**4. CHECK INTAKE AIR TEMPERATURE SENSOR**

Refer to [EC-180, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace mass air flow sensor (with intake air temperature sensor).



**5. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

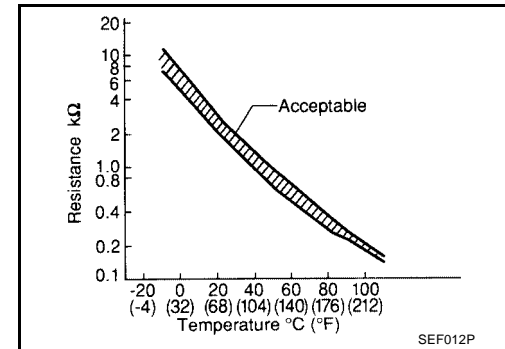
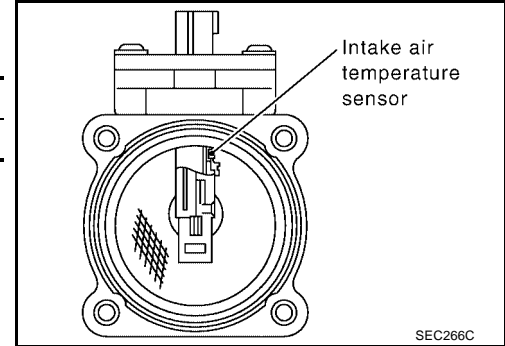
**Component Inspection  
INTAKE AIR TEMPERATURE SENSOR**

UBS003Q7

1. Check resistance between mass air flow sensor terminals 3 and 5 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



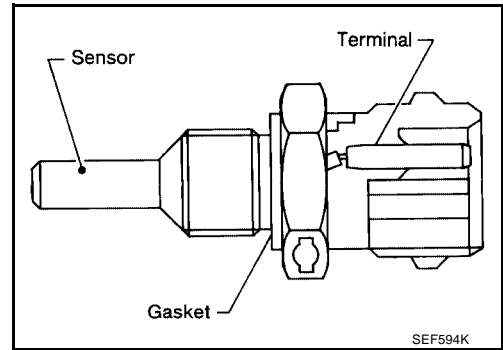
DTC P0117, P0118 ECT SENSOR

PF2:22630

UBS001EF

Component Description

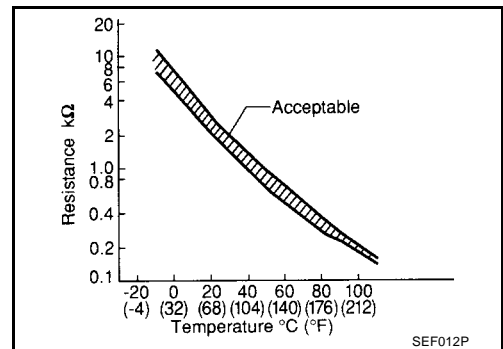
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



<Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 73 (Engine coolant temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may lead to ECM's transistor damage. Use ground other than ECM, such as engine ground.

On Board Diagnosis Logic

UBS006GC

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117 0117	Engine coolant temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Engine coolant temperature sensor</li> </ul>
P0118 0118	Engine coolant temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

# DTC P0117, P0118 ECT SENSOR

[QG18DE (ULEV)]

## FAIL-SAFE MODE

When this malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode	
Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.	
	Condition	Engine coolant temperature decided (CONSULT-II display)
	Just as ignition switch is turned ON or Start	40°C (104°F)
	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)
	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.		

## DTC Confirmation Procedure

UBS001E1

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-184, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "With CONSULT-II" above.

# DTC P0117, P0118 ECT SENSOR

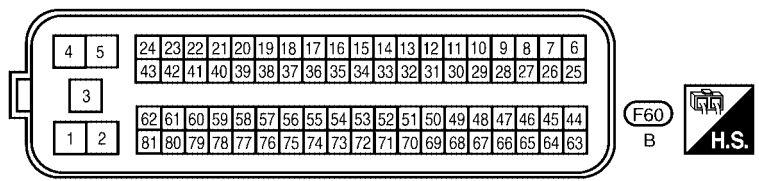
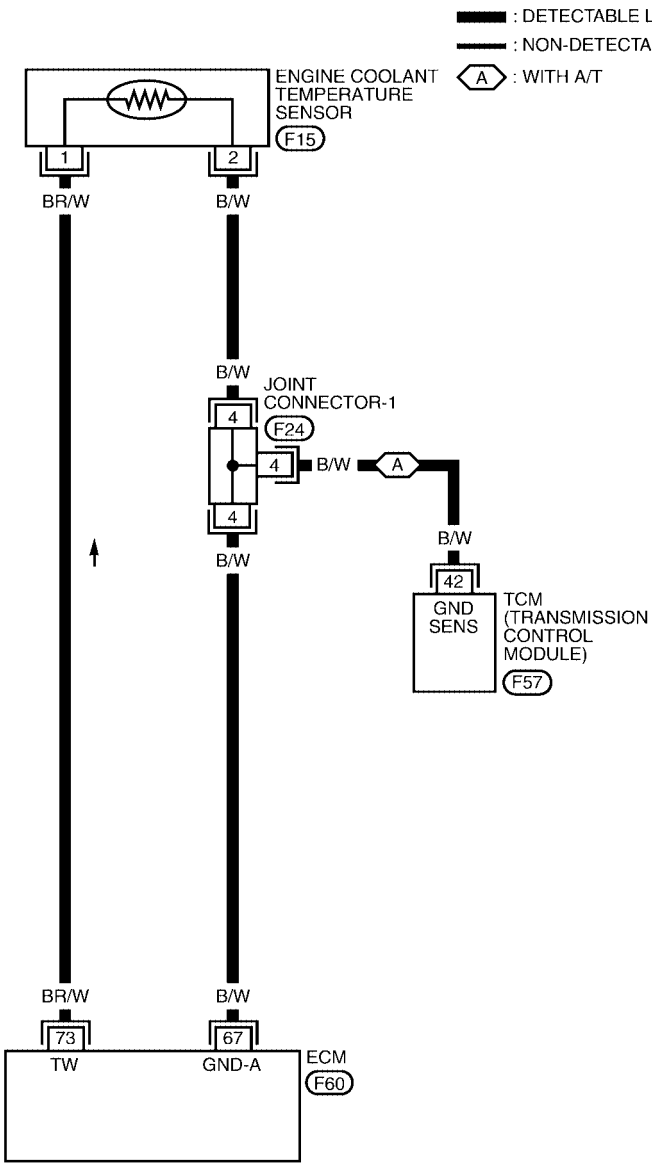
[QG18DE (ULEV)]

UBS001EJ

## Wiring Diagram

EC-ECTS-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



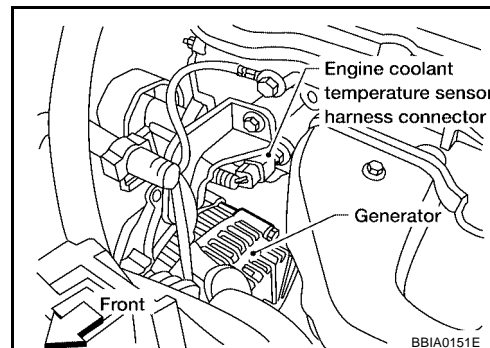
Refer to the following.  
 (F24) - JOINT CONNECTOR  
 (F57) - ELECTRICAL UNITS

BBWA0776E

## Diagnostic Procedure

### 1. CHECK POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect engine coolant temperature sensor (ECTS) harness connector.
3. Turn ignition switch "ON".

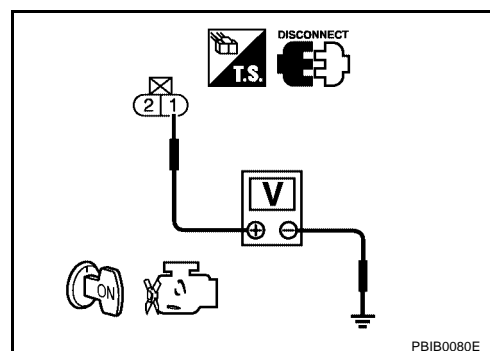


4. Check voltage between ECTS terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 2.  
 NG >> Repair harness or connectors.



### 2. CHECK GROUND CIRCUIT

1. Turn ignition switch "OFF".
2. Check harness continuity between ECTS terminal 2 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

### 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and engine coolant temperature sensor
- Harness for open or short between TCM (Transmission control module) and engine coolant temperature sensor.
- Joint connector-1

>> Repair open circuit or short to power in harness or connectors.

### 4. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-185, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.  
 NG >> Replace engine coolant temperature sensor.

**5. CHECK INTERMITTENT INCIDENT**

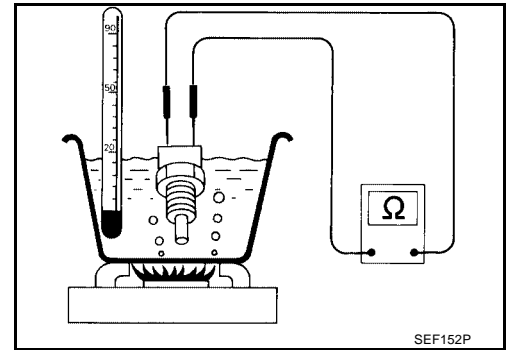
Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
ENGINE COOLANT TEMPERATURE SENSOR**

Check resistance as shown in the figure.

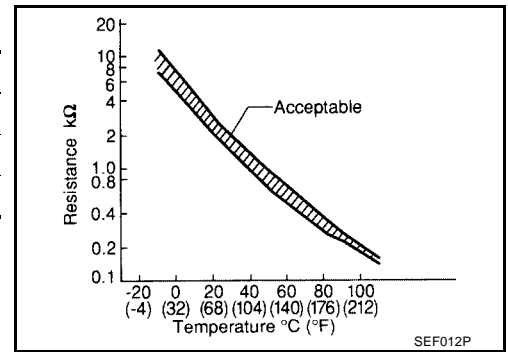
UBS001EL



**<Reference data>**

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260

If NG, replace engine coolant temperature sensor.



UBS001EM

**Removal and Installation  
ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

DTC P0122, P0123 TP SENSOR

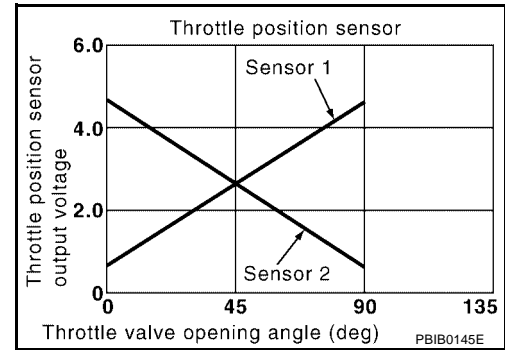
PF16119

Component Description

UBS003ZS

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



CONSULT-II Reference Value in Data Monitor Mode

UBS003ZT

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever: D (A/T), 1st (M/T)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS003ZU

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122 0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The TP sensor 2 circuit is open or shorted.) (APP sensor 2 circuit is shorted.)</li> <li>Electric throttle control actuator (TP sensor 2)</li> <li>Accelerator pedal position sensor (APP sensor)</li> </ul>
P0123 0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

UBS003ZV

NOTE:

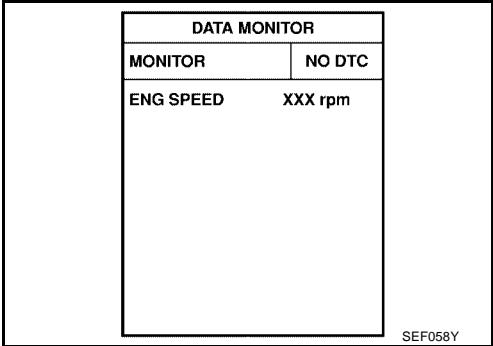
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-189, "Diagnostic Procedure"](#) .



DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "WITH CONSULT-II" above.

A

EC

C

D

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I

J

K

L

M



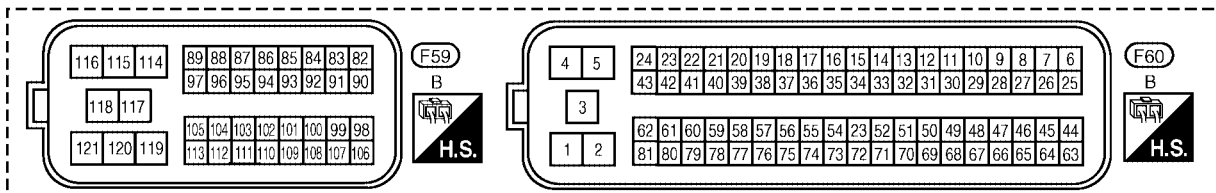
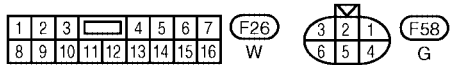
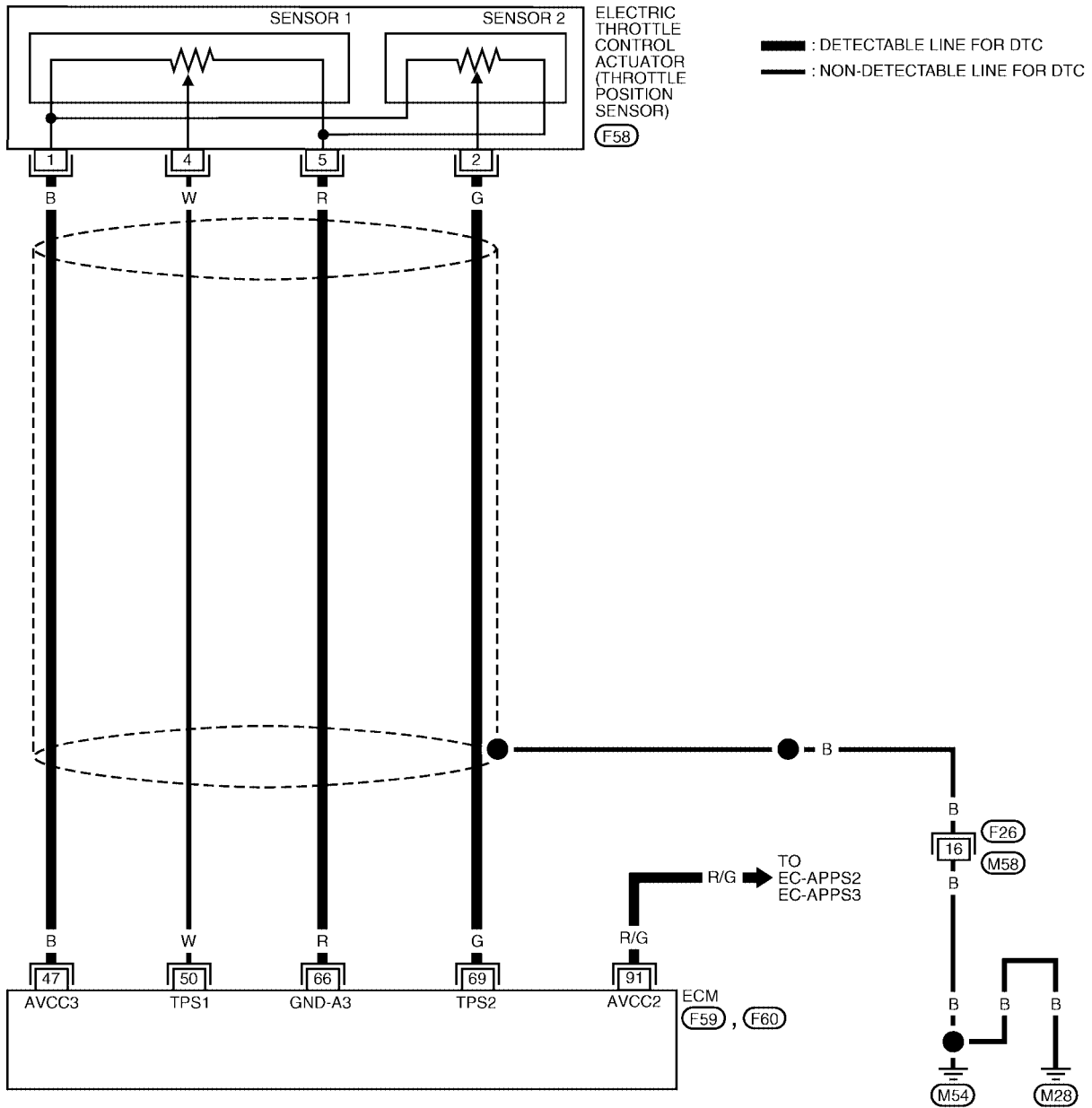
# DTC P0122, P0123 TP SENSOR

[QG18DE (ULEV)]

## Wiring Diagram

UBS003ZW

### EC-TPS2-01



BBWA1380E

# DTC P0122, P0123 TP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
50	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
69	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V

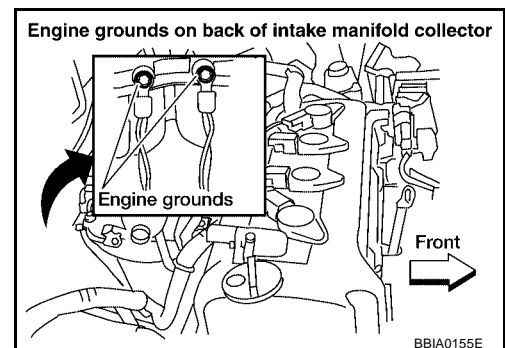
## Diagnostic Procedure

UBS003ZX

### 1. RETIGHTEN GROUND SCREWS

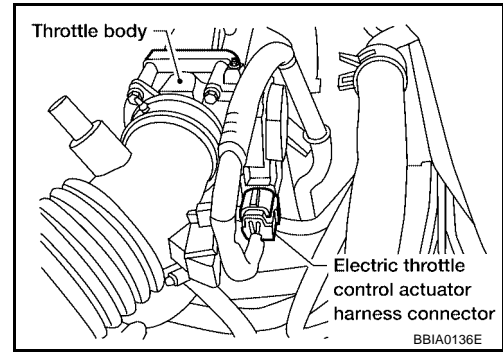
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

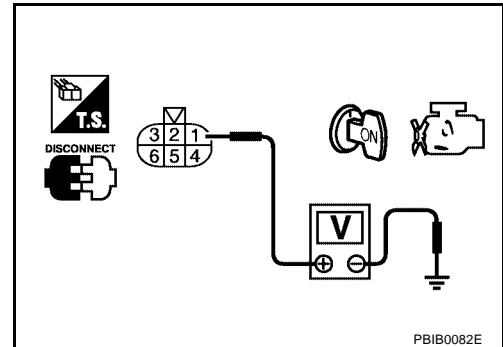


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



## 3. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace open circuit.

## 4. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-186</a>
91	APP sensor terminal 1	<a href="#">EC-511</a>

OK or NG

- OK >> GO TO 5.  
 NG >> Repair short to ground or short to power in harness or connectors.

## 5. CHECK APP SENSOR

Refer to [EC-511, "DTC P2127, P2128 APP SENSOR"](#) .

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 6.

---

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

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1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

**>> INSPECTION END**

---

**7. CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**8. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 69 and electric throttle control actuator terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**9. CHECK THROTTLE POSITION SENSOR**

---

Refer to [EC-192, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

---

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

---

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

**>> INSPECTION END**

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**11. CHECK INTERMITTENT INCIDENT**

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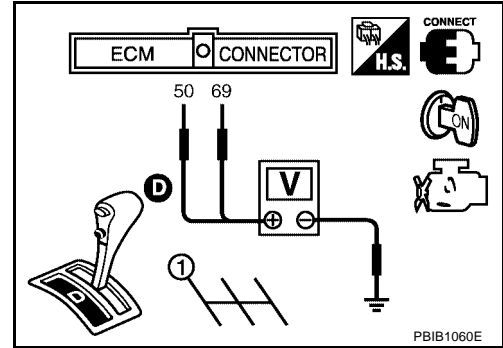
Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

**Component Inspection**  
**THROTTLE POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1signal), 69 (TP sensor 2signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-53, "Idle Air Volume Learning"](#) .

**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .

DTC P0125 ECT SENSOR

PF2:22630

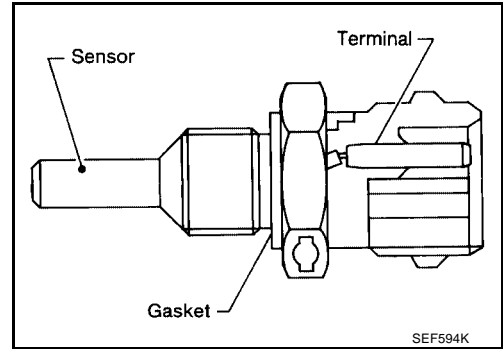
Component Description

UBS001EV

NOTE:

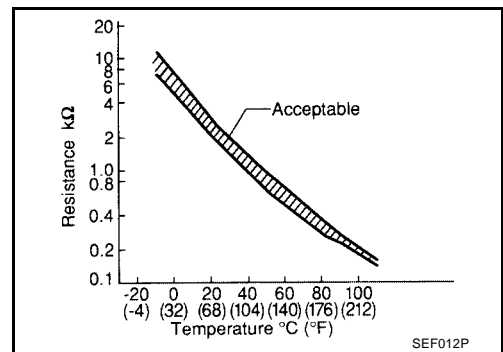
If DTC P0125 is displayed with P0117 or P0118, first perform trouble diagnosis for DTC P0117 or P0118, [EC-181](#).

The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



<Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260



\*: These data are reference values and are measured between ECM terminal 73 (Engine coolant temperature sensor) and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may lead to ECM's transistor damage. Use ground other than ECM, such as engine ground.

On Board Diagnosis Logic

UBS001EX

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0125 0125	Insufficient engine coolant temperature for closed loop fuel control	<ul style="list-style-type: none"> <li>● Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.</li> <li>● Engine coolant temperature is insufficient for closed loop fuel control.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (High resistance in the circuit)</li> <li>● Engine coolant temperature sensor</li> <li>● Thermostat</li> </ul>

DTC Confirmation Procedure

UBS001EY

**CAUTION:**

Be careful not to overheat engine.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Check that "COOLAN TEMP/S" is above 10°C (50°F).  
**If it is above 10°C (50°F), the test result will be OK. If it is below 10°C (50°F), go to following step.**
4. Start engine and run it for 65 minutes at idle speed.  
**If "COOLAN TEMP/S" increases to more than 10°C (50°F) within 65 minutes, stop engine because the test result will be OK.**
5. If 1st trip DTC is detected, go to [EC-194, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

### WITH GST

Follow the procedure "With CONSULT-II" above.

## Diagnostic Procedure

UBS001F0

### 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-194, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace engine coolant temperature sensor.

### 2. CHECK THERMOSTAT OPERATION

When the engine is cooled [lower than 82°C (180°F)], grasp lower radiator hose and confirm the engine coolant does not flow.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace thermostat. Refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

### 3. CHECK INTERMITTENT INCIDENT

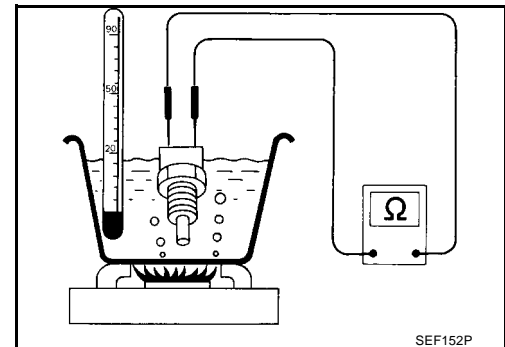
Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Component Inspection ENGINE COOLANT TEMPERATURE SENSOR

UBS001F1

Check resistance as shown in the figure.



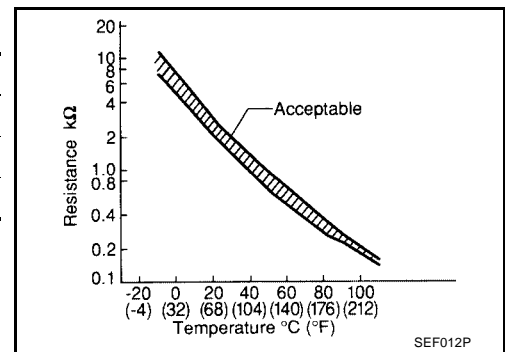
# DTC P0125 ECT SENSOR

[QG18DE (ULEV)]

## <Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.0
90 (194)	0.236 - 0.260

If NG, replace engine coolant temperature sensor.



UBS001F2

## Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

A  
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M



DTC P0127 IAT SENSOR

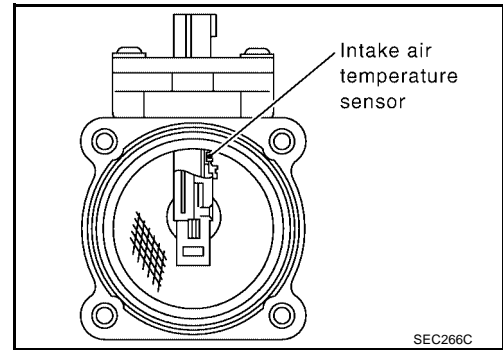
PF:P:22630

Component Description

UBS003QI

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

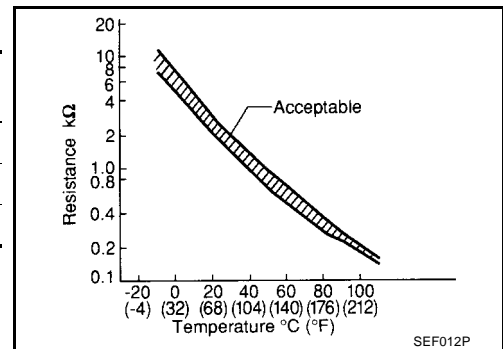
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.43	7.9 - 9.3
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37

\*: These data are reference values and are measured between ECM terminal 34 (Intake air temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

UBS003QJ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0127 0127	Intake air temperature too high	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Intake air temperature sensor</li> </ul>

DTC Confirmation Procedure

UBS003QK

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**CAUTION:**

Always drive vehicle at a safe speed.

**TESTING CONDITION:**

This test may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

**WITH CONSULT-II**

1. Wait until engine coolant temperature is less than 90°C (194°F)
  - a. Turn ignition switch "ON".
  - b. Select "DATA MONITOR" mode with CONSULT-II.
  - c. Check the engine coolant temperature.
  - d. If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
    - Perform the following steps before engine coolant temperature is above 90°C (194°F).
2. Turn ignition switch "ON".
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Start engine.
5. Hold vehicle speed at more than 70 km/h (43 MPH) for 100 consecutive seconds.
6. If 1st trip DTC is detected, go to [EC-197, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure**

**1. CHECK INTAKE AIR TEMPERATURE SENSOR**

Refer to [EC-197, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace mass air flow sensor (with intake air temperature sensor).

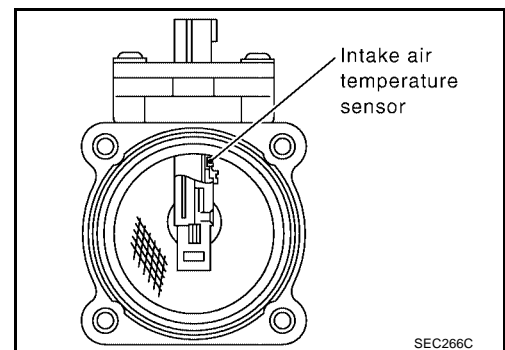
**2. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**INTAKE AIR TEMPERATURE SENSOR**

1. Check resistance between intake air temperature sensor terminals 3 and 5 under the following conditions.

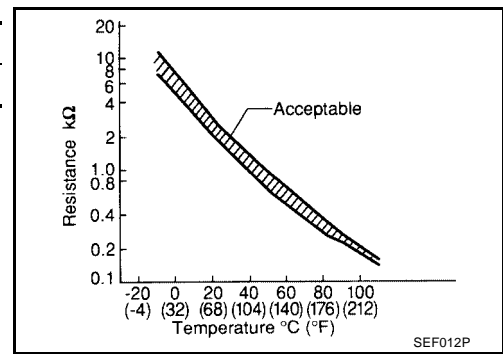


# DTC P0127 IAT SENSOR

[QG18DE (ULEV)]

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

- If NG, replace mass air flow sensor (with intake air temperature sensor).



**DTC P0128 THERMOSTAT FUNCTION**

PF2:21200

**On Board Diagnosis Logic**

UBS006GD

Engine coolant temperature has not risen enough to open the thermostat even though the engine has run long enough.

This is due to a leak in the seal or the thermostat stuck open.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0128 0128	Thermostat function	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	<ul style="list-style-type: none"> <li>● Thermostat</li> <li>● Leakage from sealing portion of thermostat</li> <li>● Engine coolant temperature sensor</li> </ul>

**DTC Confirmation Procedure**

UBS001F5

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- For best results, perform at ambient temperature of  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) or higher.
- For best results, perform at engine coolant temperature of  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) to  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ ).

 **WITH CONSULT-II**

1. Replace thermostat with new one. Refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#). Use only a genuine NISSAN thermostat as a replacement. If an incorrect thermostat is used, the MIL may come on.
2. Turn ignition switch "ON".
3. Select "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-II.
4. Check that the "COOLAN TEMP/S" is above  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ ).  
If it is below  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ ), go to following step.  
If it is above  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ ), stop engine and cool down the engine to less than  $60^{\circ}\text{C}$  ( $140^{\circ}\text{F}$ ), then retry from step 1.
5. Drive vehicle for 10 consecutive minutes under the following conditions.

VHCL SPEED SE	80 - 120 km/h (50 - 75 MPH)
---------------	-----------------------------

If 1st trip DTC is detected, go to [EC-199, "Diagnostic Procedure"](#).

 **WITH GST**

1. Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure**

UBS001F6

**1. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-200, "Component Inspection"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> Replace engine coolant temperature sensor.

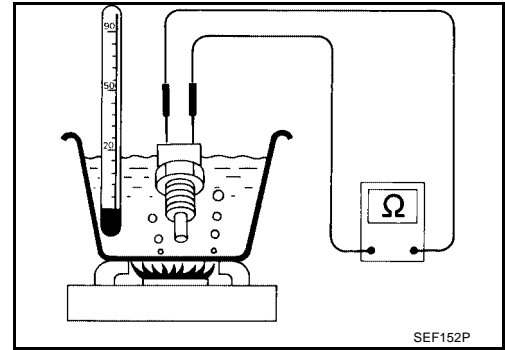
# DTC P0128 THERMOSTAT FUNCTION

[QG18DE (ULEV)]

UBS001F7

## Component Inspection ENGINE COOLANT TEMPERATURE SENSOR

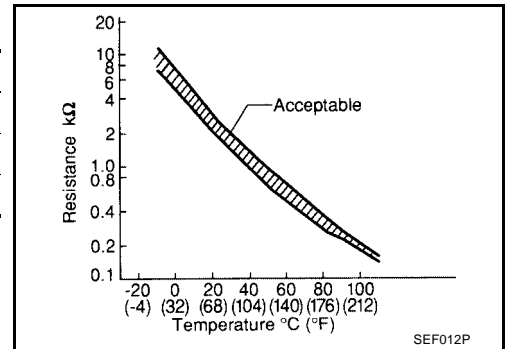
Check resistance as shown in the figure.



### <Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.0
90 (194)	0.236 - 0.260

If NG, replace engine coolant temperature sensor.



UBS001F8

## Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EM-12, "OUTER COMPONENT PARTS"](#).

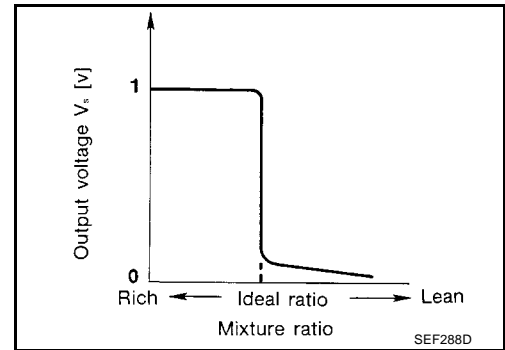
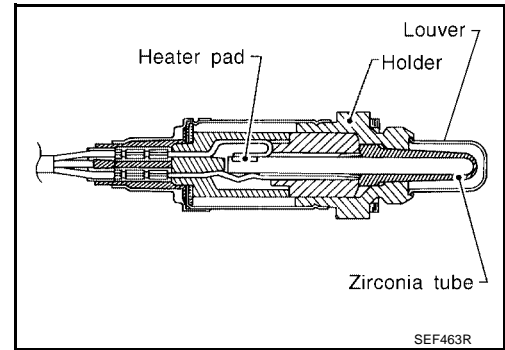
**DTC P0132 HO2S1**

PFP:22690

**Component Description**

UBS003TQ

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003TR

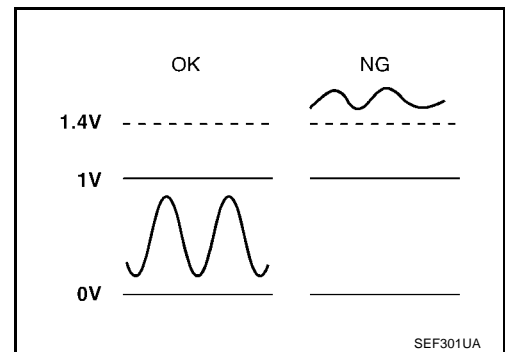
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS003TS

To judge the malfunction, the diagnosis checks that the heated oxygen sensor 1 output is not inordinately high.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0132 0132	Heated oxygen sensor 1 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> </ul>

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Restart engine and let it idle for 2 minutes.
6. If 1st trip DTC is detected, go to [EC-204, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C

SEF174Y

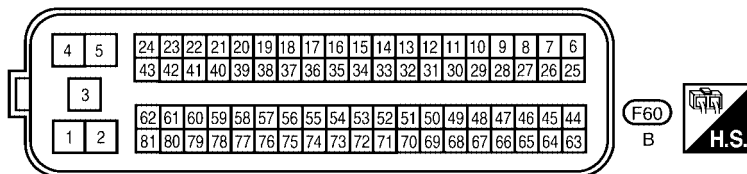
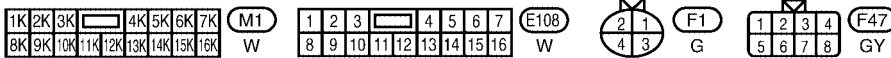
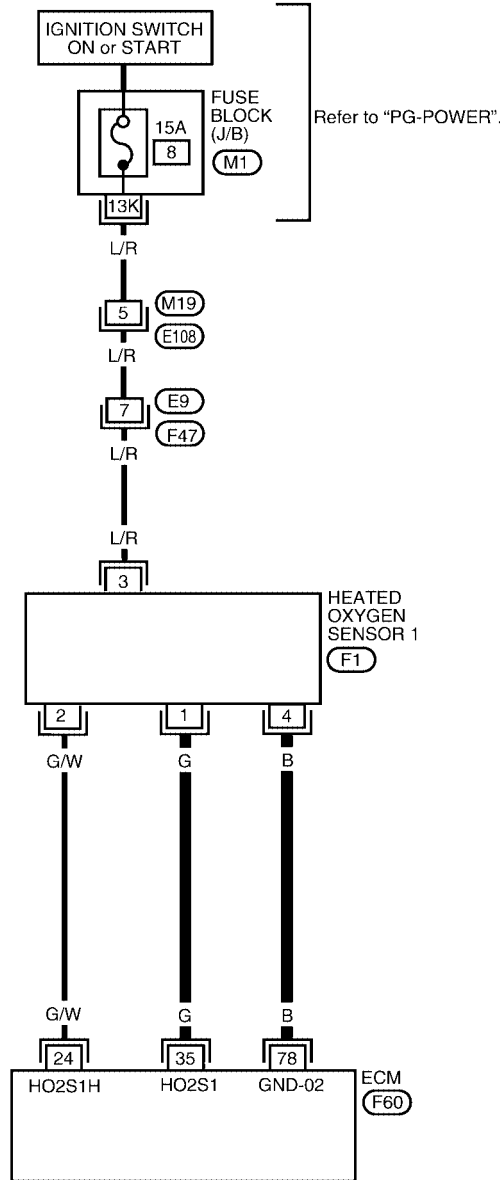
**WITH GST**

1. Start engine and warm it up to normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Restart engine and let it idle for 2 minutes.
  4. Turn ignition switch "OFF" and wait at least 10 seconds.
  5. Restart engine and let it idle for 2 minutes.
  6. Select "MODE 3" with GST.
  7. If DTC is detected, go to [EC-204, "Diagnostic Procedure"](#) .
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

Wiring Diagram

EC-HO2S1-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC





Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
35	G	Heated oxygen sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)
78	B	Heated oxygen sensor ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V

**Diagnostic Procedure**

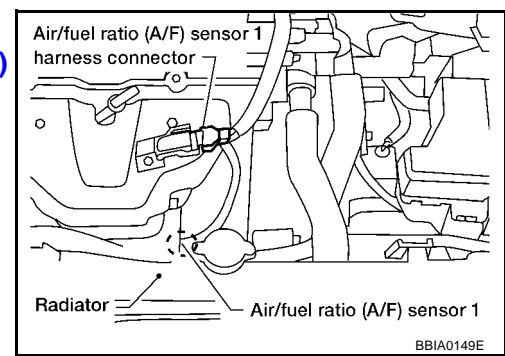
UBS003TV

**1. RETIGHTEN HEATED OXYGEN SENSOR 1**

1. Turn ignition switch "OFF".
2. Loosen and retighten heated oxygen sensor 1.

**Tightening torque: 40 - 60 N·m (4.1 - 6.1 kg·m, 30 - 44 ft·lb)**

>> GO TO 2.

**2. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Disconnect heated oxygen sensor 1 harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 78 HO2S1 terminal 4.  
Refer to Wiring Diagram.

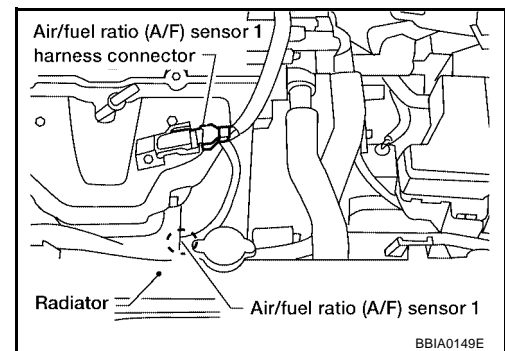
**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

**3. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 35 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK HO2S1 CONNECTOR FOR WATER**

Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.

**5. CHECK HEATED OXYGEN SENSOR 1**

Refer to [EC-205, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
HEATED OXYGEN SENSOR 1**

UBS003TW

**With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

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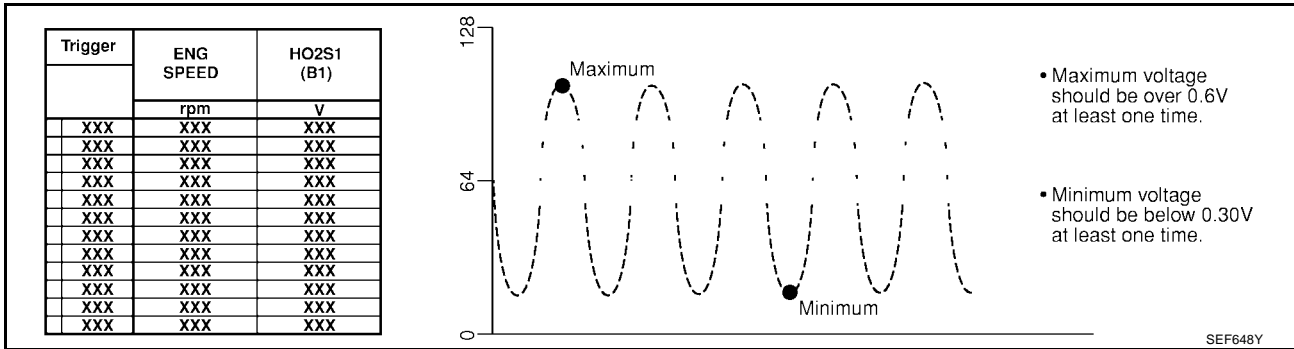
6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle    | 1 | 2 | 3 | 4 | 5 |  
 HO2S1 MNTR (B1) R-L-R-L-R-L-R-L-R-L-R

R means HO2S1 MNTR (B1) indicates RICH  
 L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA

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**CAUTION:**

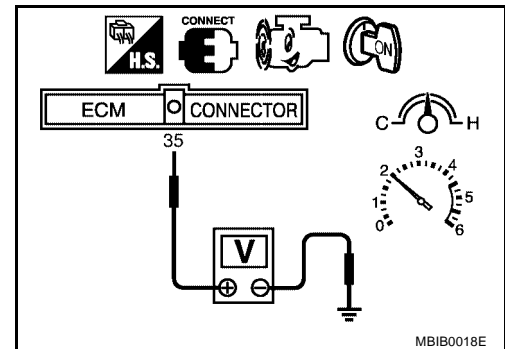
- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**⊗ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.

- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least one time.
- The minimum voltage is below 0.3V at least one time.
- The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  
 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 1**

UBS003TX

Refer to [EM-12, "Removal and Installation"](#).

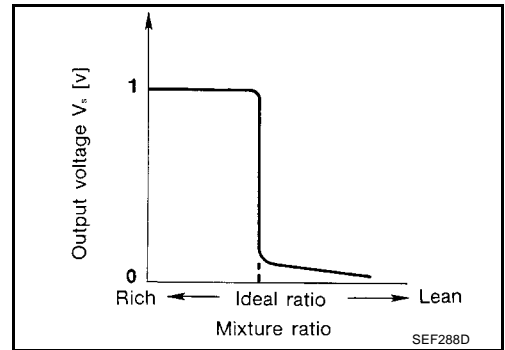
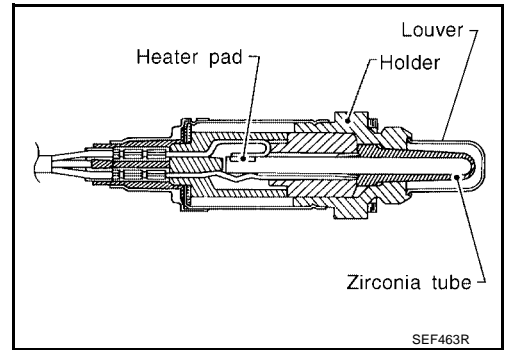
**DTC P0133 HO2S1**

PFP:22690

**Component Description**

UBS003TY

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003TZ

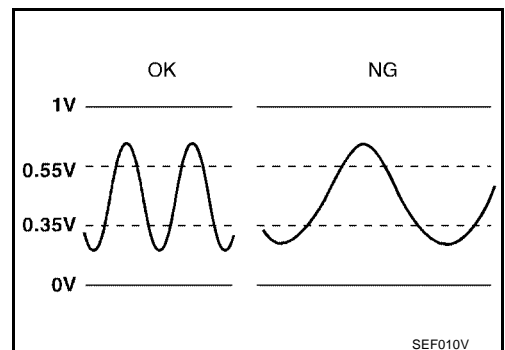
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS003U0

To judge the malfunction of heated oxygen sensor 1, this diagnosis measures response time of heated oxygen sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and heated oxygen sensor 1 temperature index. Judgment is based on whether the compensated time (heated oxygen sensor 1 cycling time index) is inordinately long or not.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0133 0133	Heated oxygen sensor 1 circuit slow response	The response of the voltage signal from the sensor takes more than the specified time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> <li>● Exhaust gas leaks</li> <li>● PCV valve</li> <li>● Mass air flow sensor</li> </ul>

**DTC Confirmation Procedure**

UBS003U1

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Always perform at a temperature above **-10°C (14°F)**.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P0133” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

HO2S1 (B1) P0133	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF338Z

6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 20 to 50 seconds.)

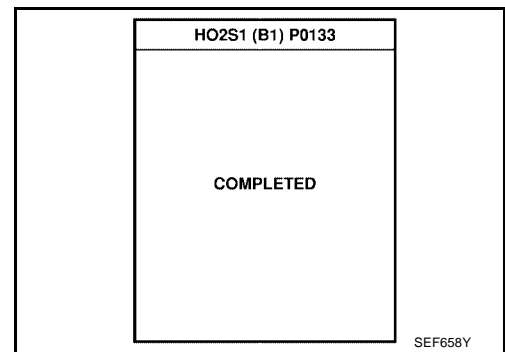
ENG SPEED	1,950 - 3,200 rpm (A/T models) 2,300 - 3,750 rpm (M/T models)
Vehicle speed	More than 80 km/h (50 MPH)
B/FUEL SCHDL	3.5 - 12.5 msec (A/T models) 3.0 - 10.0 msec (M/T models)
Selector lever	Suitable position

HO2S1 (B1) P0133	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF339Z

If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-211, "Diagnostic Procedure"](#).



UBS003U2

## Overall Function Check

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

### WITH GST

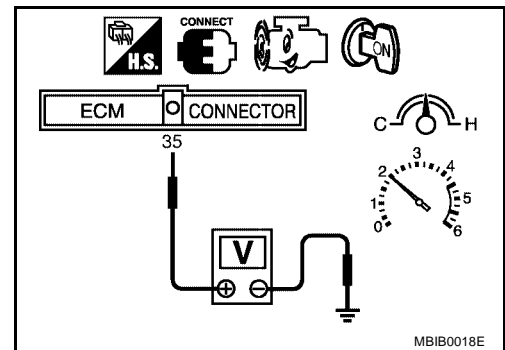
1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.

**1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V**

**2 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V**

**times: → 0 - 0.3V**

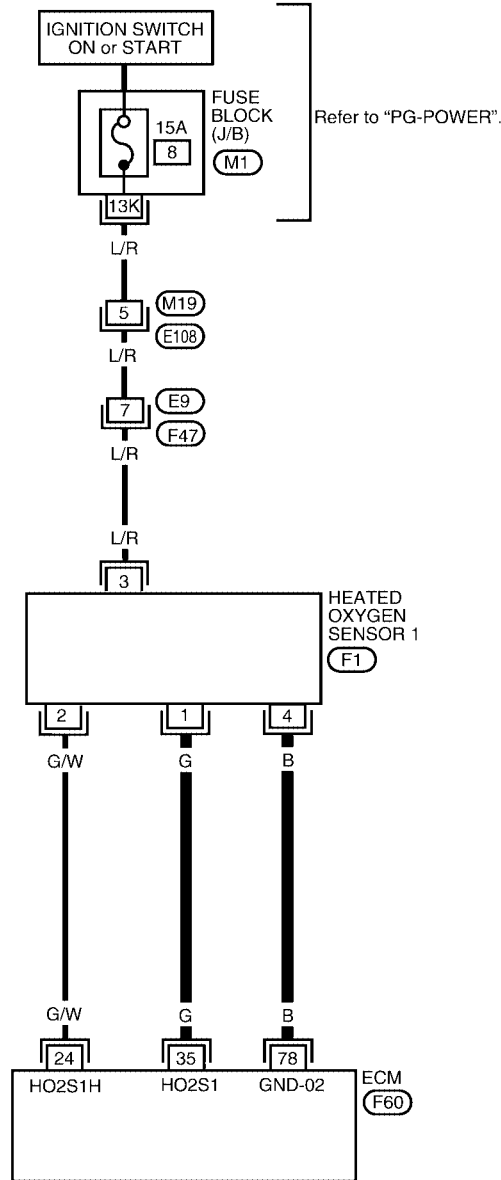
4. If NG, go to [EC-211, "Diagnostic Procedure"](#).



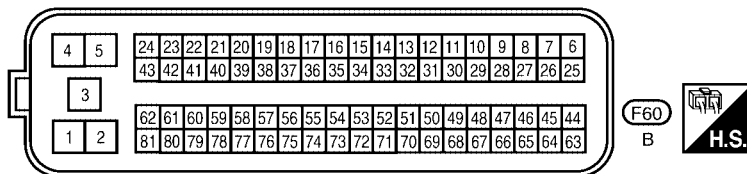
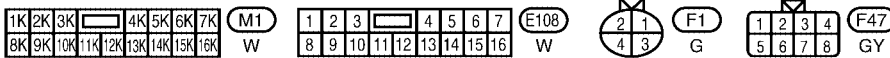
MBIB0018E

Wiring Diagram

EC-HO2S1-01



— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
35	G	Heated oxygen sensor 1	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)

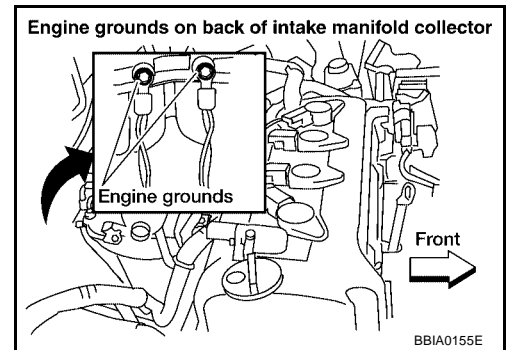
**Diagnostic Procedure**

UBS003U4

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

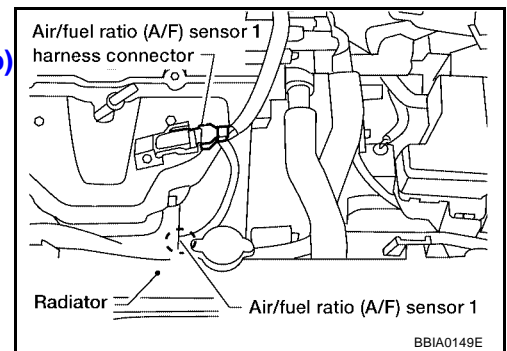


**2. RETIGHTEN HEATED OXYGEN SENSOR 1**

Loosen and retighten heated oxygen sensor 1.

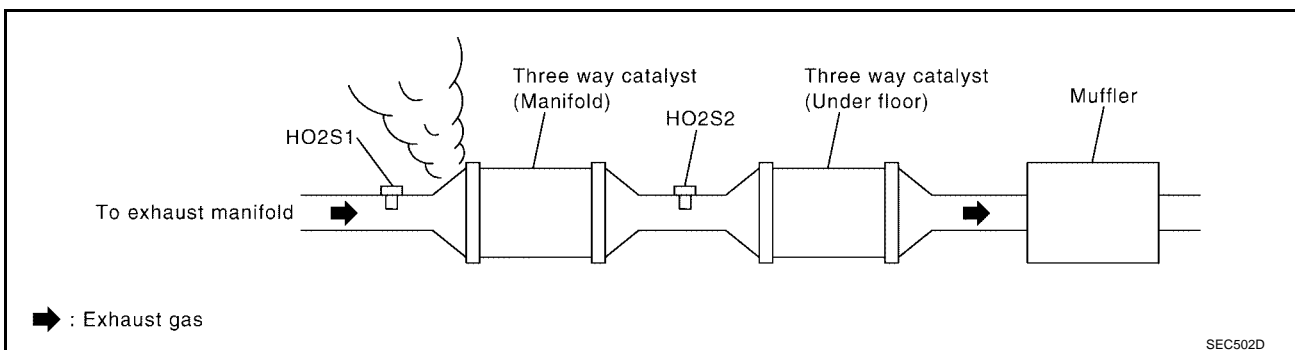
**Tightening torque: 40 - 60 N·m (4.1 - 6.1 kg·m, 30 - 44 ft·lb)**

>> GO TO 3.



**3. CHECK FOR EXHAUST GAS LEAK**

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (Manifold).



OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace.



## 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

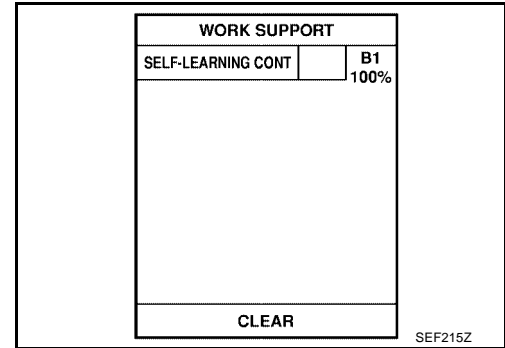
OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace.

## 5. CLEAR THE SELF-LEARNING DATA

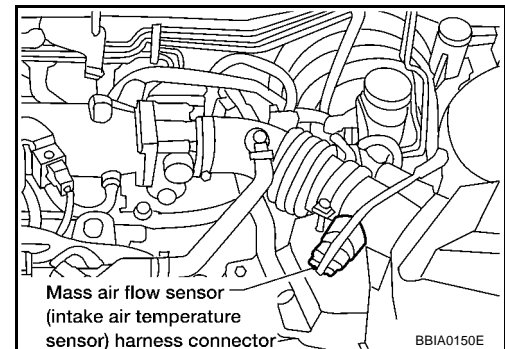
### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?**  
**Is it difficult to start engine?**



### Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?**  
**Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or DTC P0172 (Refer to [EC-238](#) or [EC-245](#)).
- No >> GO TO 6.

## 6. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect heated oxygen sensor 1 harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 78 HO2S1 terminal 4.  
Refer to Wiring Diagram.

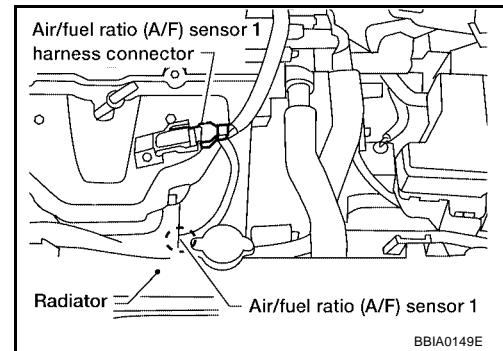
**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to power in harness or connectors.



## 7. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 35 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-156, "Component Inspection"](#).

OK or NG

OK >> GO TO 9.

NG >> Replace malfunctioning heated oxygen sensor 1.

## 9. CHECK MASS AIR FLOW SENSOR

Refer to [EC-170, "Component Inspection"](#).

OK or NG

OK >> GO TO 10.

NG >> Replace mass air flow sensor.

## 10. CHECK PCV VALVE

Refer to [EC-596, "Inspection"](#).

OK or NG

OK >> GO TO 11.

NG >> Replace PCV valve.

## 11. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-214, "Component Inspection"](#).

OK or NG

OK >> GO TO 12.

NG >> Replace heated oxygen sensor 1.

## 12. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 1

UBS003U5

#### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLANT TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

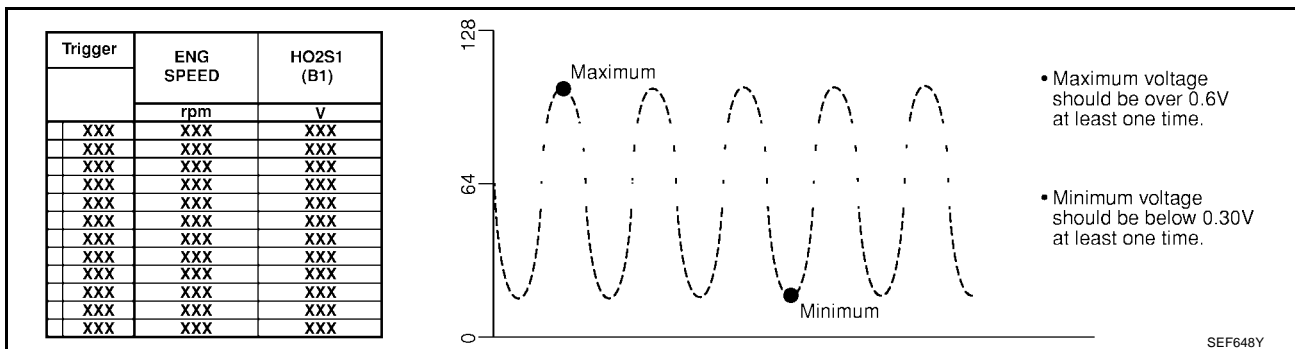
SEF646Y

6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1	2	3	4	5
HO2S1 MNTR (B1)	R	L	R	L	R

R means HO2S1 MNTR (B1) indicates RICH  
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

#### Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.

3. Check the following with engine speed held at 2,000 rpm constant under no load.

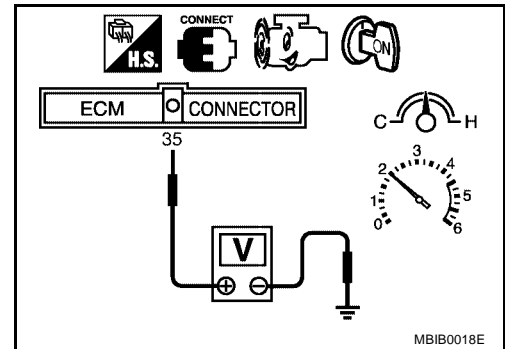
- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least one time.
- The minimum voltage is below 0.3V at least one time.
- The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V

2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



**Removal and Installation  
HEATED OXYGEN SENSOR 1**

UBS003U6

Refer to [EM-12, "Removal and Installation"](#).

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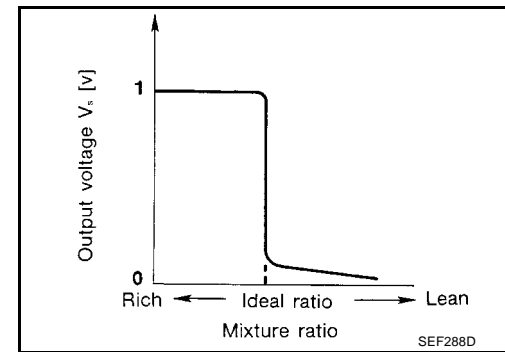
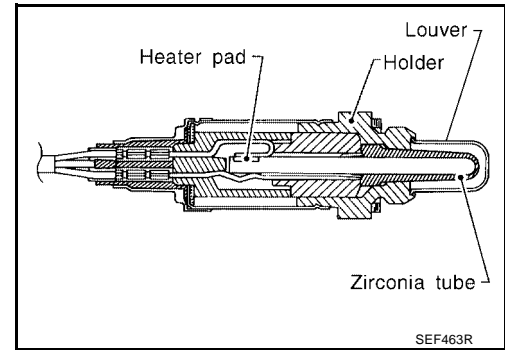
**DTC P0134 HO2S1**

PFP:22690

**Component Description**

UBS003U7

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003U8

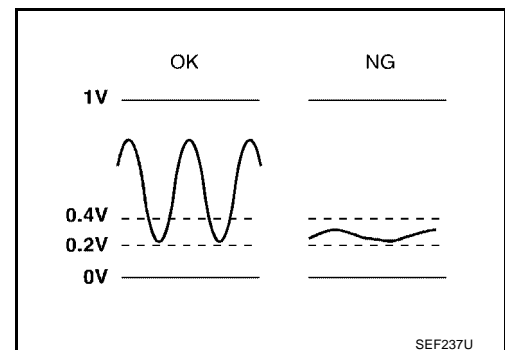
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS003U9

Under the condition in which the heated oxygen sensor 1 signal is not input, the ECM circuits will read a continuous approximately 0.3V. Therefore, for this diagnosis, the time that output voltage is within 200 to 400 mV range is monitored, and the diagnosis checks that this time is not inordinately long.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0134 0134	Heated oxygen sensor 1 circuit no activity detected	The voltage from the sensor is constantly approx. 0.3V.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select “HO2S1 (B1) P0134” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
3. Touch “START”.
4. Let it idle for at least 3 minutes.

**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 4.

HO2S1 (B1) P0134	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0544E

5. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 10 to 60 seconds.)

ENG SPEED	1,550 - 3,450 rpm (A/T models) 1,850 - 4,100 rpm (M/T models)
Vehicle speed	More than 64 km/h (40 MPH)
B/FUEL SCHDL	2.4 - 12.5 msec (A/T models) 2 - 10 msec (M/T models)
Selector lever	Suitable position

HO2S1 (B1) P0134	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0545E

If “TESTING” is not displayed after 5 minutes, retry from step 2.

6. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-220, "Diagnostic Procedure"](#).

HO2S1 (B1) P0134	
COMPLETED	

SEC750C

**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

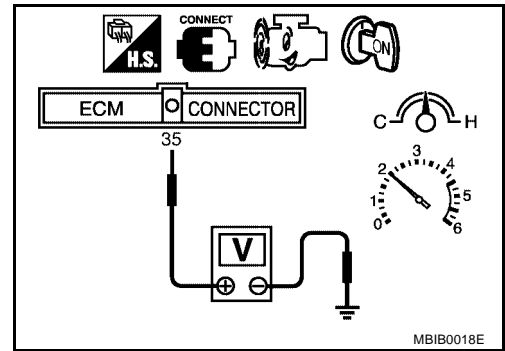
**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.

## DTC P0134 HO2S1

[QG18DE (ULEV)]

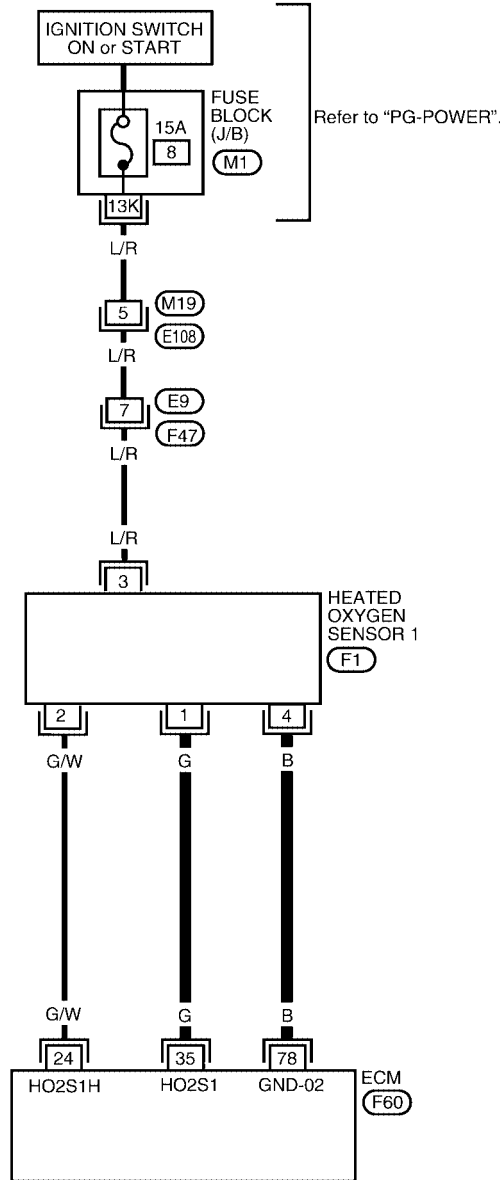
3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage does not remain in the range of 0.2 to 0.4V.
4. If NG, go to [EC-220, "Diagnostic Procedure"](#) .



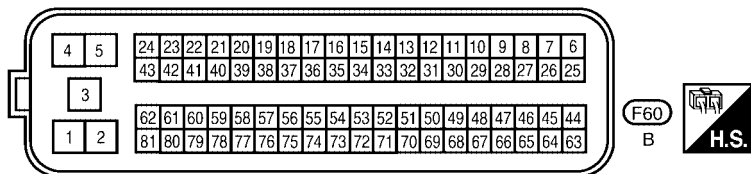
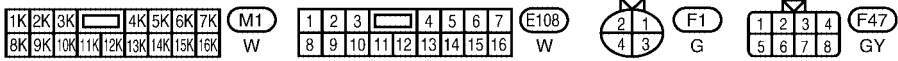
Wiring Diagram

EC-HO2S1-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC





Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
35	G	Heated oxygen sensor 1	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)

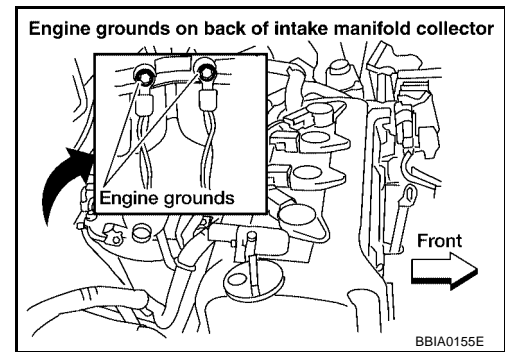
**Diagnostic Procedure**

UBS003UD

**1. INSPECTION START**

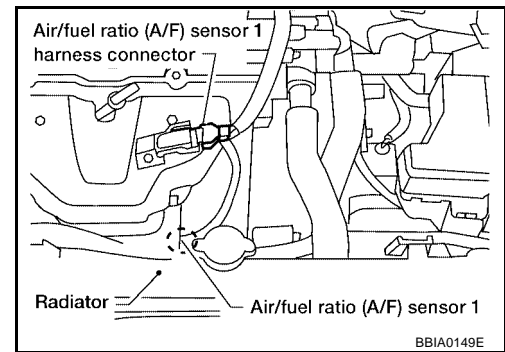
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Disconnect heated oxygen sensor 1 harness connector.



2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 78 HO2S1 terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

### 3. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 35 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-221, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 1.

### 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 1

UBS003UE

#### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

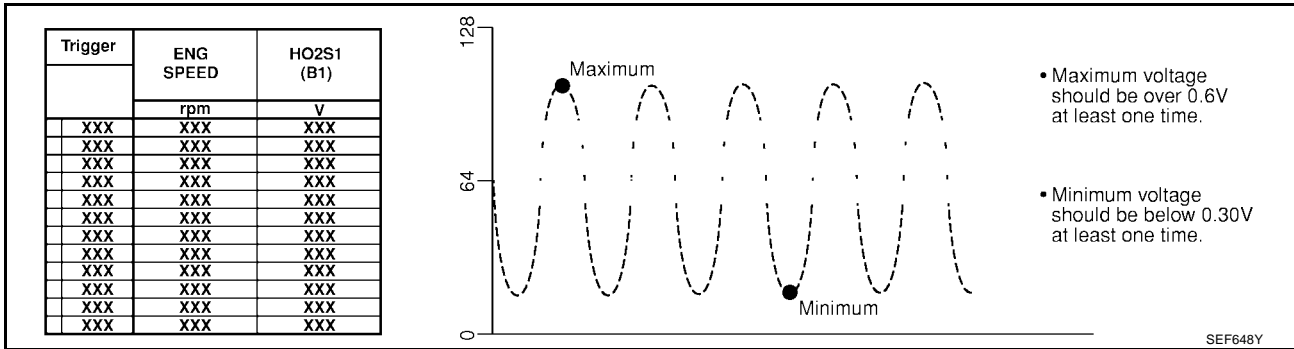
DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y

6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds.  
5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1   2   3   4   5
HO2S1 MNTR (B1)	R-L-R-L-R-L-R-L-R-L-R
R means HO2S1 MNTR (B1) indicates RICH	
L means HO2S1 MNTR (B1) indicates LEAN	

SEF217YA



**CAUTION:**

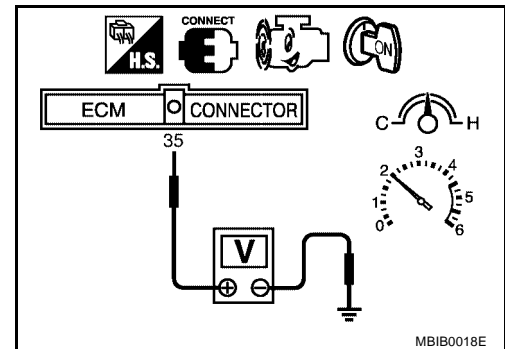
- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.

- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least one time.
- The minimum voltage is below 0.3V at least one time.
- The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  
 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 1**

UBS003UF

Refer to [EM-12, "Removal and Installation"](#).

**DTC P0138 HO2S2**

PF2:226A0

**Component Description**

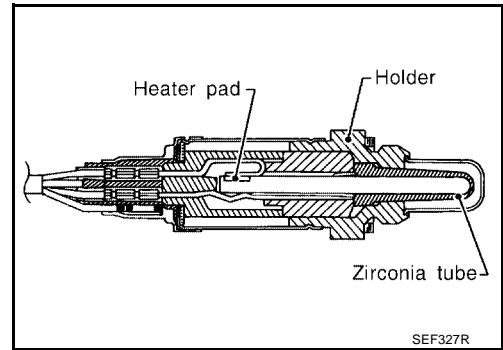
UBS006CD

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



SEF327R

**CONSULT-II Reference Value in Data Monitor Mode**

UBS006CE

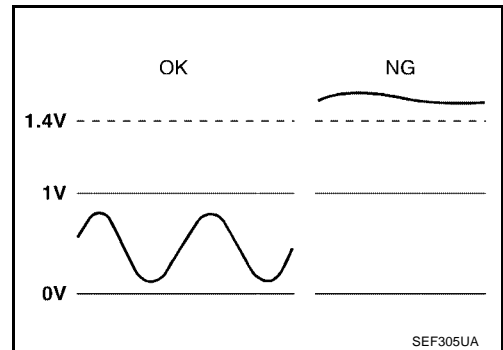
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly.	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS006CF

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.



SEF305UA

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0138 0138	Heated oxygen sensor 2 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> </ul>

## DTC Confirmation Procedure

### CAUTION:

Always drive vehicle at a safe speed.

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for two minutes.
6. If 1st trip DTC is detected, go to [EC-226, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

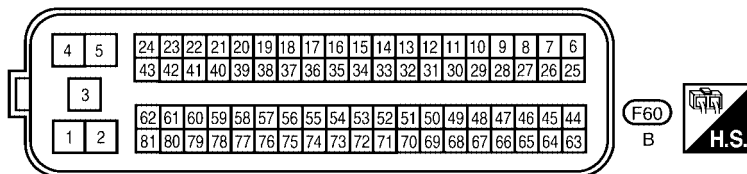
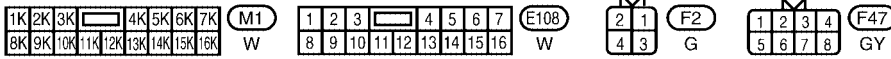
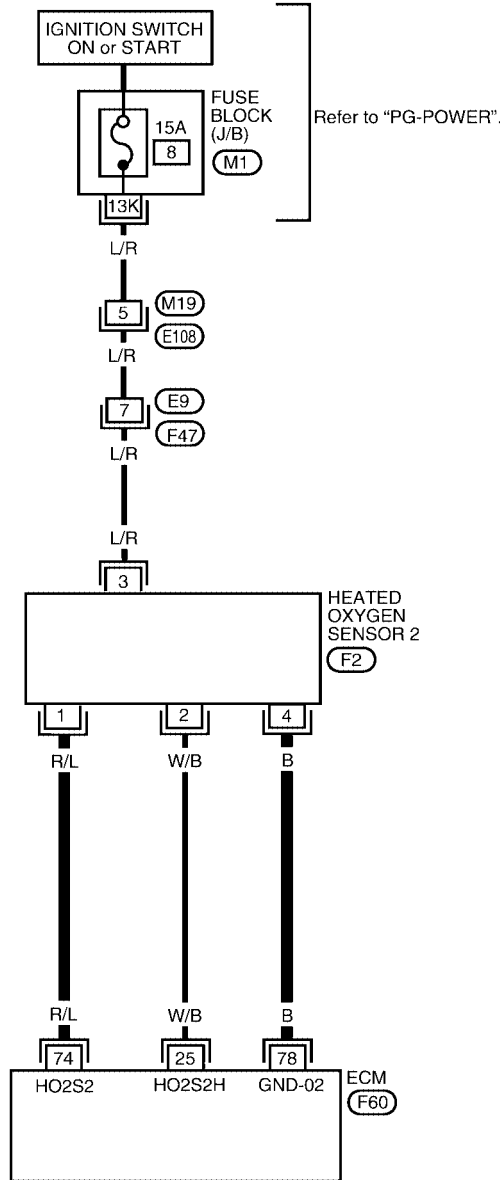
### WITH GST

1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for two minutes.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  7. Let engine idle for two minutes.
  8. Select "Mode 3" with GST.
  9. If NG, go to [EC-226, "Diagnostic Procedure"](#) .
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Heated oxygen sensor ground	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V

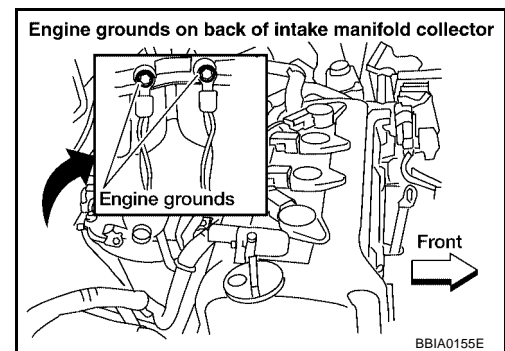
## Diagnostic Procedure

UBS006CI

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

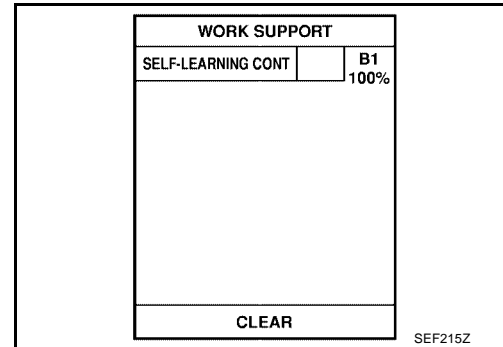
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

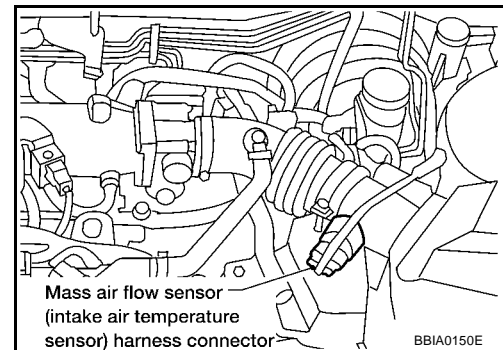
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-245](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

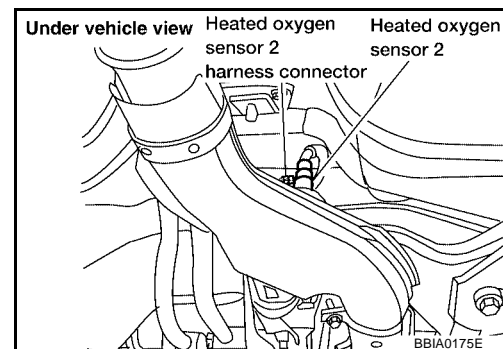
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.





**4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**5. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-228, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS006CJ

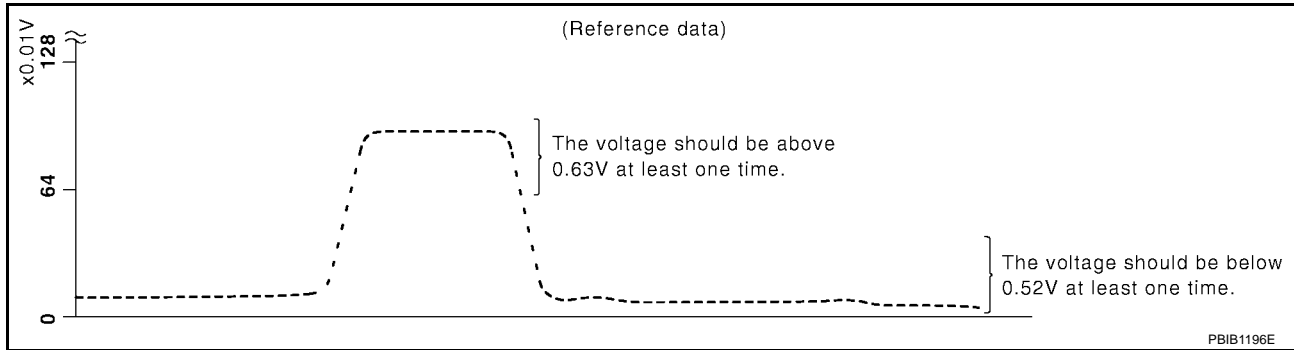
**With CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



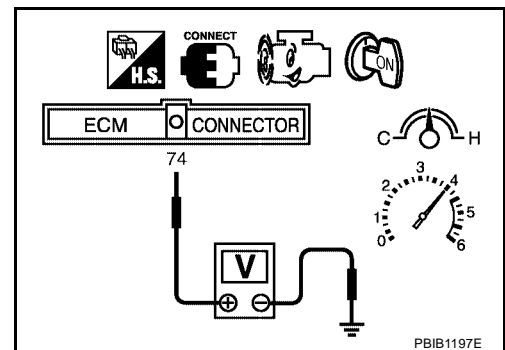
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.52V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.52V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

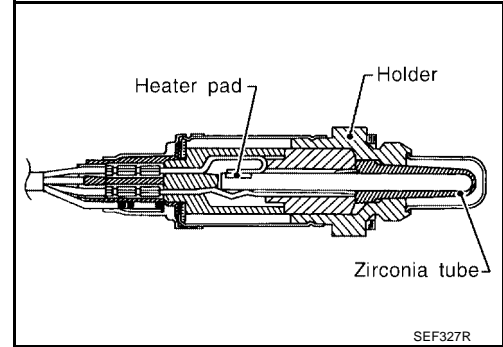
UBS006CK

**DTC P0139 HO2S2**

**Component Description**

UBS006CL

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas. Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2. This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS006CM

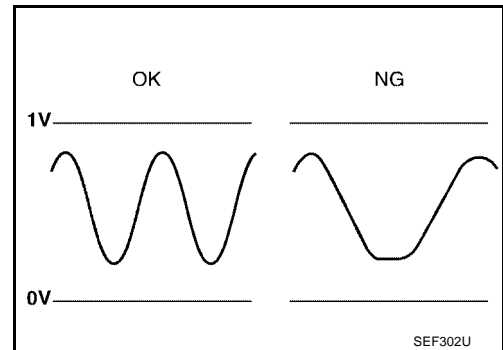
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Reving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Reving engine from idle to 3,000 rpm quickly.	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS006CN

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0139 0139	Heated oxygen sensor 2 circuit slow response	It takes more time for the sensor to respond between rich and lean than the specified time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

UBS006FL

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

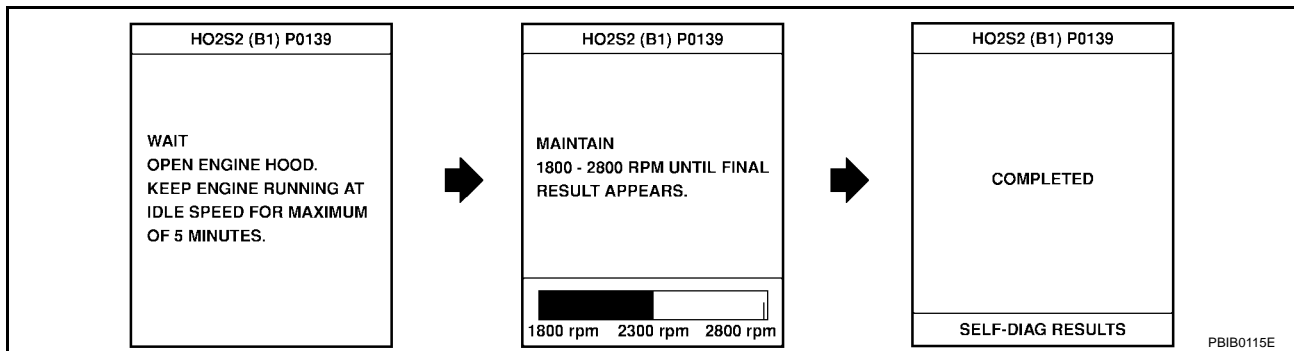
**TESTING CONDITION:**

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30 °C (32 to 86 °F).

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minutes.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).  
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
7. Select "HO2S2 (B1) P0139" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II.
8. Start engine and following the instruction of CONSULT-II.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y



9. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
If "NG" is displayed, refer to [EC-234, "Diagnostic Procedure"](#).  
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Return to step 1.

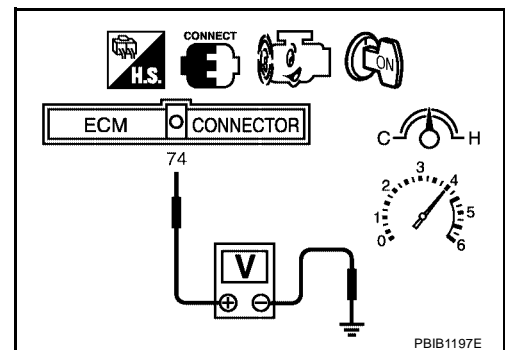
**Overall Function Check**

UBS006FM

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

1. Start engine and warm it up to the normal operating.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Set voltmeter probes between ECM terminal 74 and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**A change of voltage should be more than 0.06V for 1 second during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).



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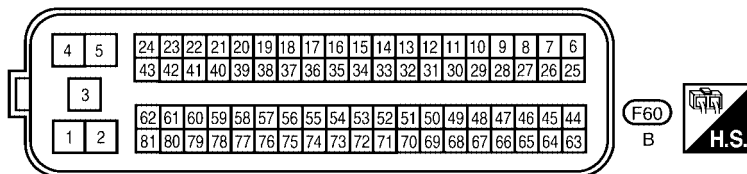
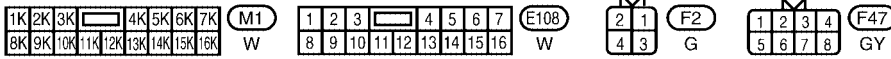
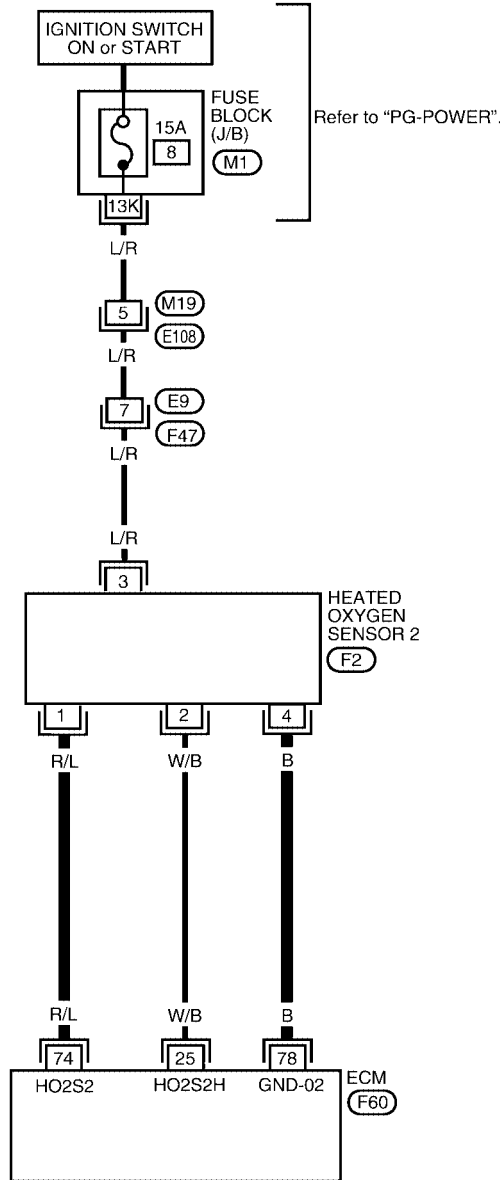
A change of voltage should be more than 0.06V for 1 second during this procedure.

8. If NG, go to [EC-234, "Diagnostic Procedure"](#) .

Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Heated oxygen sensor ground	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V

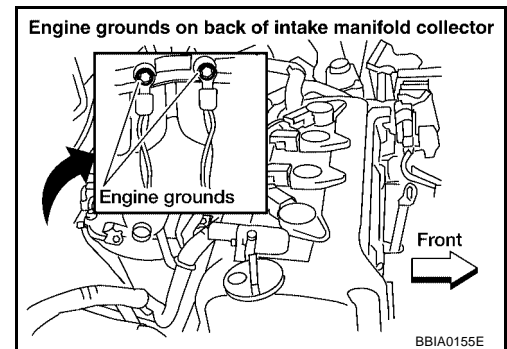
**Diagnostic Procedure**

UBS006CR

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

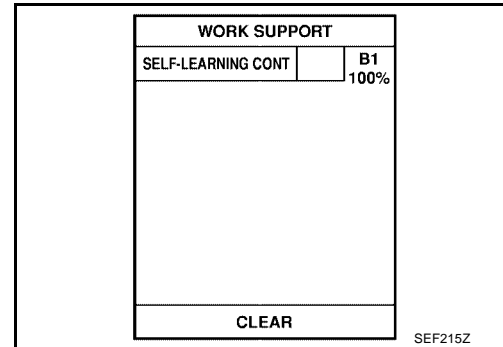
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

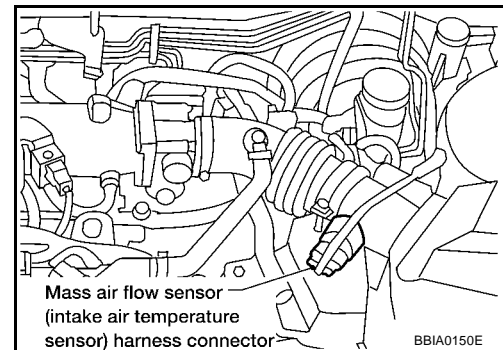
### Ⓟ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to [EC-238](#) or [EC-245](#).
- No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

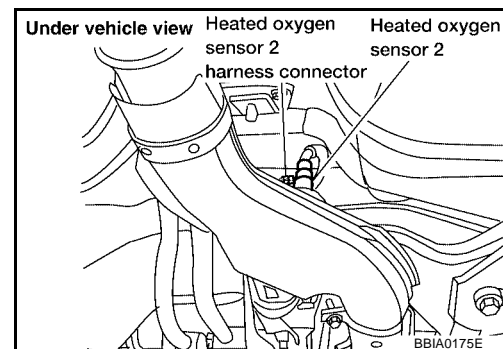
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.





#### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-236, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 2

UBS006CS

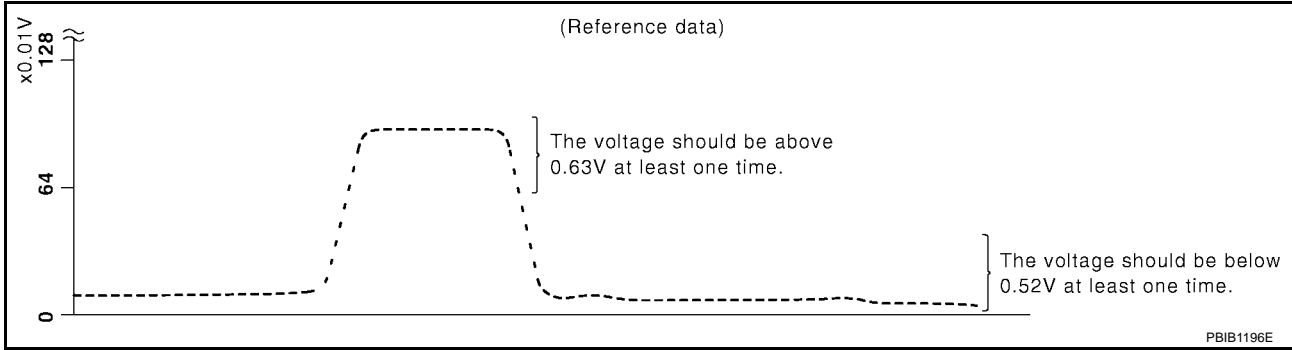
#### With CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



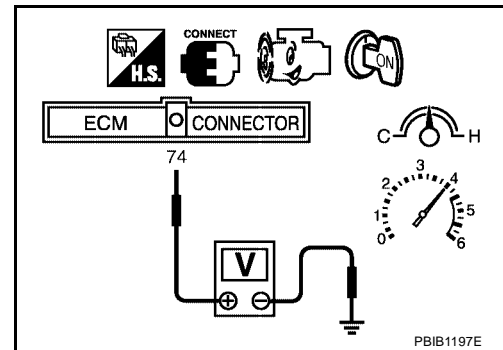
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.52V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.52V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

UBS006CT

# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

PF1:16600

### On Board Diagnosis Logic

UBS003UY

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too lean.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0171 0171	Fuel injection system too lean	<ul style="list-style-type: none"> <li>Fuel injection system does not operate properly.</li> <li>The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)</li> </ul>	<ul style="list-style-type: none"> <li>Intake air leaks</li> <li>Heated oxygen sensor 1</li> <li>Injectors</li> <li>Exhaust gas leaks</li> <li>Incorrect fuel pressure</li> <li>Lack of fuel</li> <li>Mass air flow sensor</li> <li>Incorrect PCV hose connection</li> </ul>

### DTC Confirmation Procedure

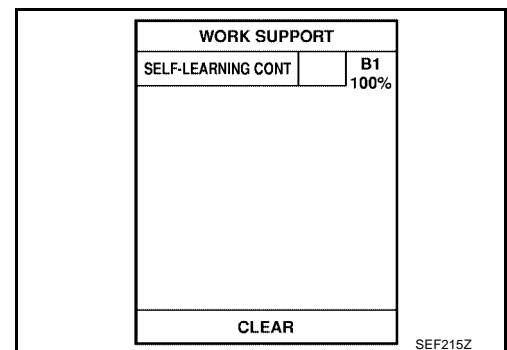
UBS003UZ

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-241, "Diagnostic Procedure"](#).
- If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
- Crank engine while depressing accelerator pedal. If engine starts, go to [EC-241, "Diagnostic Procedure"](#). If engine does not start, check exhaust and intake air leak visually.



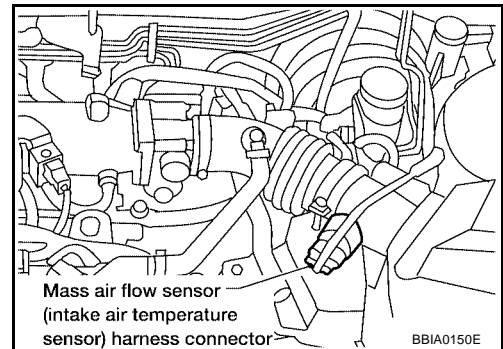
#### WITH GST

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 3" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and let it idle for at least 10 minutes.
8. Select "MODE 7" with GST. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-241, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-241, "Diagnostic Procedure"](#). If engine does not start, check exhaust and intake air leak visually.



A

EC

C

D

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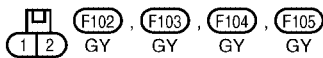
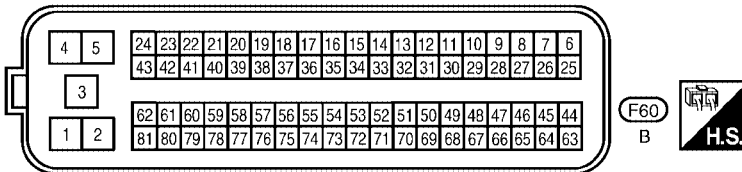
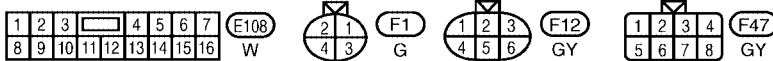
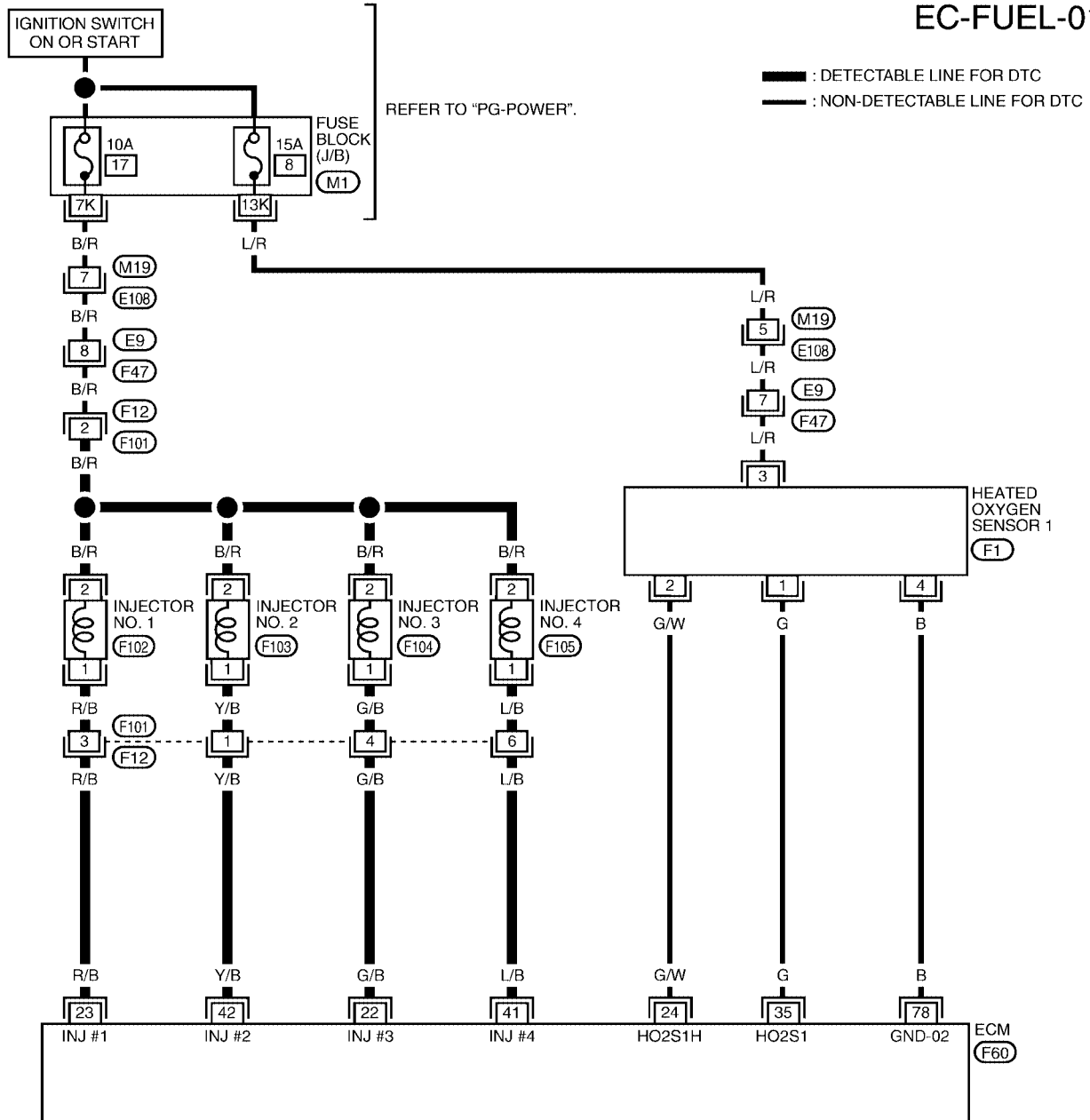
# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

UBS003V0

## Wiring Diagram

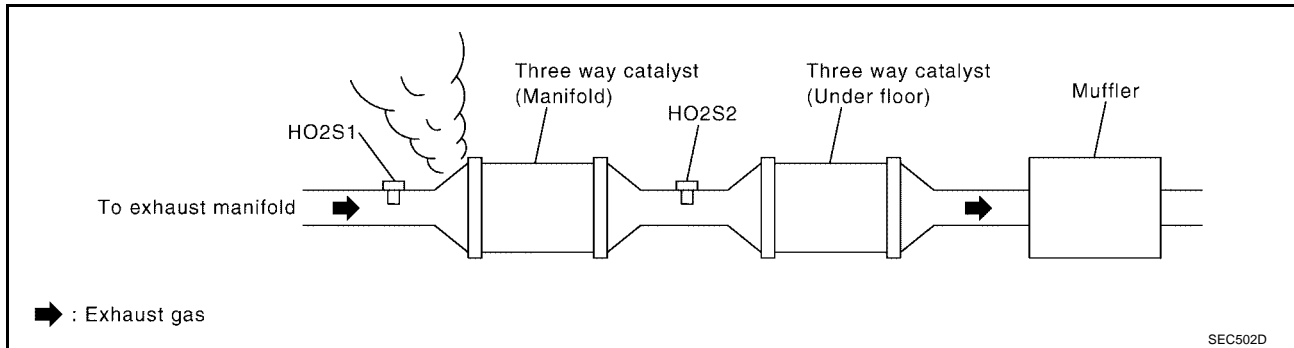
EC-FUEL-01



### Diagnostic Procedure

#### 1. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



#### OK or NG

- OK    >> GO TO 2.
- NG    >> Repair or replace.

#### 2. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Listen for an intake air leak after the mass air flow sensor.
2. Check PCV hose connection.

#### OK or NG

- OK    >> GO TO 3.
- NG    >> Repair or replace.

#### 3. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 35 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

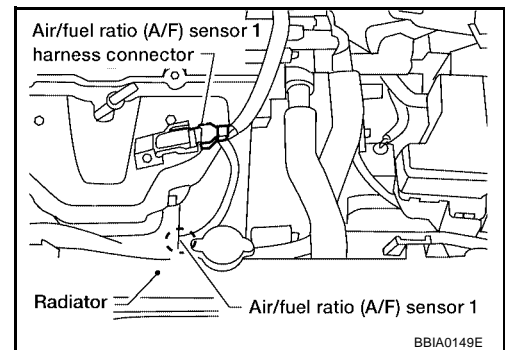
5. Check harness continuity between ECM terminal 35 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

#### OK or NG

- OK    >> GO TO 4.
- NG    >> Repair open circuit or short to ground or short to power in harness or connectors.



---

## 4. CHECK FUEL PRESSURE

---

1. Release fuel pressure to zero. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) .
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-56, "Fuel Pressure Check"](#) .

**At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK >> GO TO 5.  
NG >> Follow the construction of "FUEL PRESSURE CHECK".

---

## 5. CHECK MASS AIR FLOW SENSOR

---

 **With CONSULT-II**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**1.4 - 4.0 g-m/sec: at idling**

**5.0 - 10 g-m/sec: at 2,500 rpm**

 **With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**1.4 - 4.0 g-m/sec: at idling**

**5.0 - 10 g-m/sec: at 2,500 rpm**

OK or NG

- OK >> GO TO 6.  
NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-163, "DTC P0101 MAF SENSOR"](#) .

**6. CHECK FUNCTION OF INJECTORS**

**Ⓟ With CONSULT-II**

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

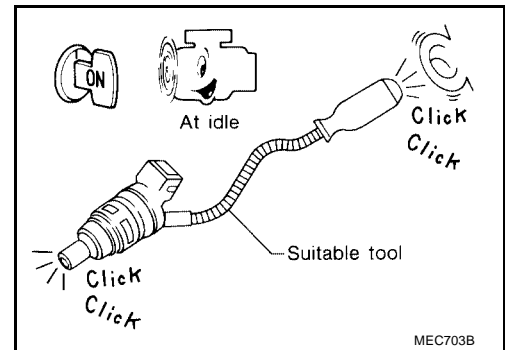
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

**ⓧ Without CONSULT-II**

1. Start engine.
2. Listen to each injector operating sound.

**Clicking noise should be heard.**



**OK or NG**

- OK >> GO TO 7.
- NG >> Perform trouble diagnosis for [EC-547, "INJECTOR"](#).

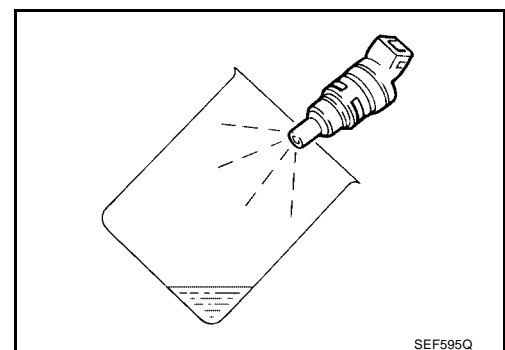
**7. CHECK INJECTOR**

1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
2. Turn ignition switch "OFF".
3. Disconnect injector harness connectors.
4. Remove injector gallery assembly. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#). Keep fuel hose and all injectors connected to injector gallery. The injector harness connectors should remain connected.
5. Disconnect all ignition coil harness connectors.
6. Prepare pans or saucers under each injector.
7. Crank engine for about 3 seconds. Make sure that fuel sprays out from injectors.

**Fuel should be sprayed evenly for each injector.**

**OK or NG**

- OK >> GO TO 8.
- NG >> Replace injectors from which fuel does not spray out. Always replace O-ring with new ones.





**8. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

PF16600

### On Board Diagnosis Logic

UBS003V2

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensors 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too rich.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0172 0172	Fuel injection system too rich	<ul style="list-style-type: none"> <li>Fuel injection system does not operate properly.</li> <li>The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)</li> </ul>	<ul style="list-style-type: none"> <li>Heated oxygen sensor 1</li> <li>Injectors</li> <li>Exhaust gas leaks</li> <li>Incorrect fuel pressure</li> <li>Mass air flow sensor</li> </ul>

### DTC Confirmation Procedure

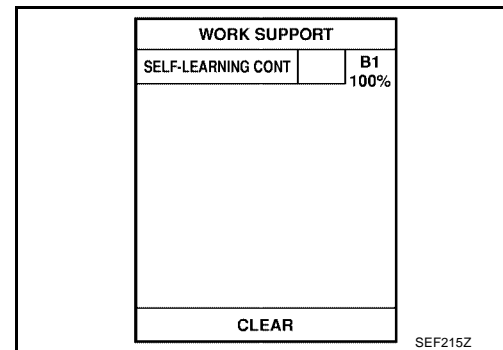
UBS003V3

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-248, "Diagnostic Procedure"](#).
- If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
- Crank engine while depressing accelerator pedal. If engine starts, go to [EC-248, "Diagnostic Procedure"](#). If engine does not start, remove ignition plugs and check for fouling, etc.



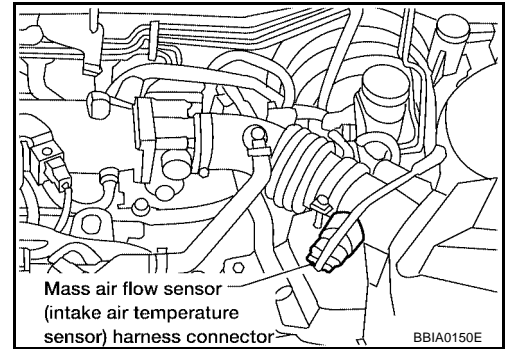
#### WITH GST

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 3" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and let it idle for at least 10 minutes.
8. Select "MODE 7" with GST. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-248, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-248, "Diagnostic Procedure"](#). If engine does not start, check exhaust and intake air leak visually.



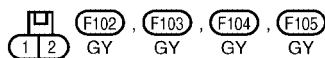
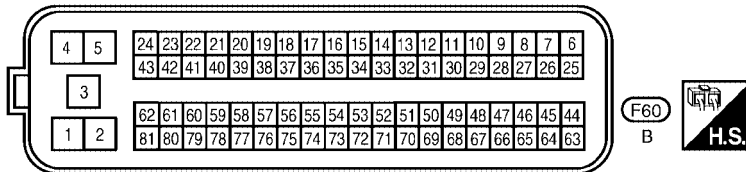
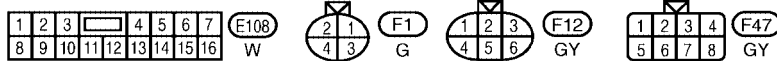
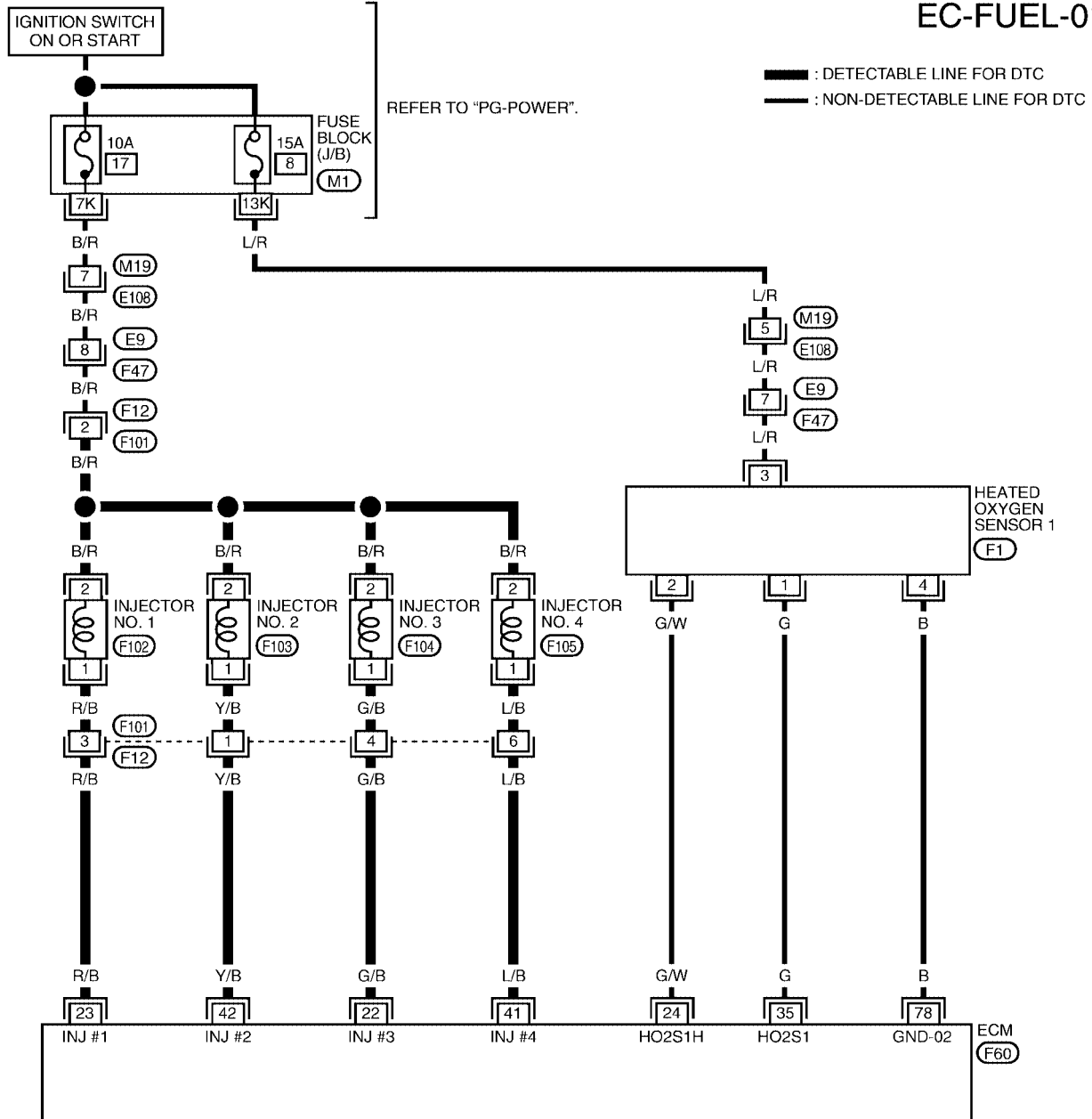
# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (ULEV)]

UBS003V4

## Wiring Diagram

EC-FUEL-01



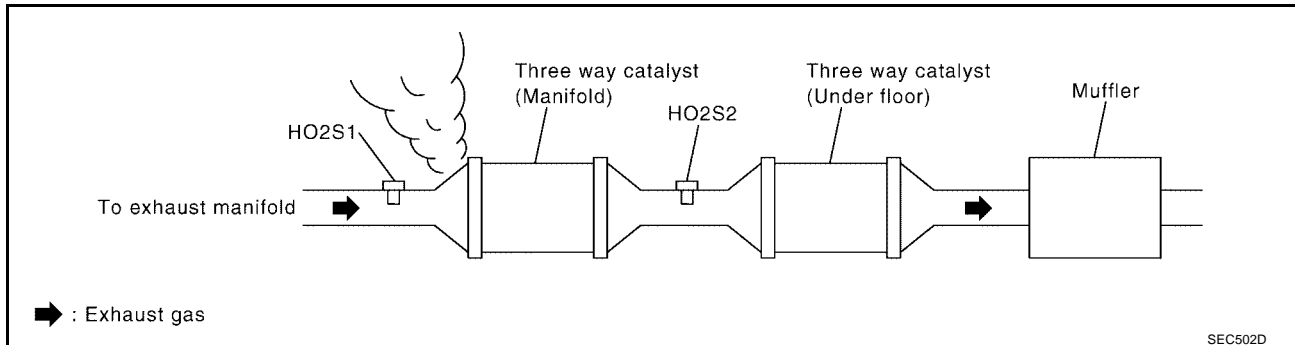
Refer to the following.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)

BBWA0780E

## Diagnostic Procedure

### 1. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



OK or NG

- OK    >> GO TO 2.
- NG    >> Repair or replace.

### 2. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

- OK    >> GO TO 3.
- NG    >> Repair or replace.

### 3. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 35 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

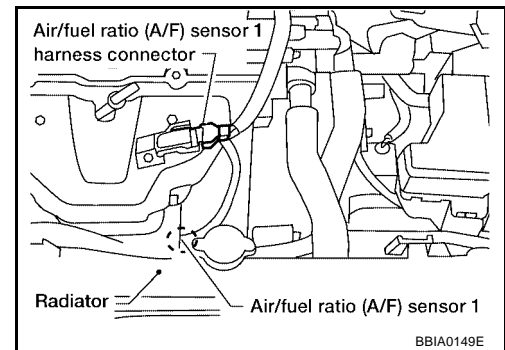
5. Check harness continuity between ECM terminal 35 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

OK or NG

- OK    >> GO TO 4.
- NG    >> Repair open circuit or short to ground or short to power in harness or connectors.



### 4. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#).
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-56, "Fuel Pressure Check"](#).

**At idling: 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK    >> GO TO 5.
- NG    >> Follow the construction of "FUEL PRESSURE CHECK".

## 5. CHECK MASS AIR FLOW SENSOR

### With CONSULT-II

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**1.4 - 4.0 g-m/sec:    at idling**  
**5.0 - 10 g-m/sec:    at 2,500 rpm**

### With GST

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**1.4 - 4.0 g-m/sec:    at idling**  
**5.0 - 10 g-m/sec:    at 2,500 rpm**

OK or NG

OK    >> GO TO 6.

NG    >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-163, "DTC P0101 MAF SENSOR"](#) .

## 6. CHECK FUNCTION OF INJECTORS

### With CONSULT-II

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

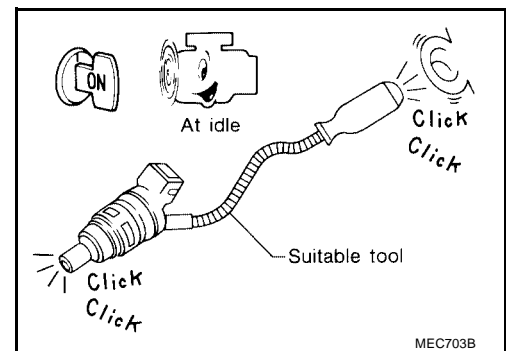
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

### Without CONSULT-II

1. Start engine.
2. Listen to each injector operating sound.

**Clicking noise should be heard.**



OK or NG

OK    >> GO TO 7.

NG    >> Perform trouble diagnosis for [EC-547, "INJECTOR"](#) .

## 7. CHECK INJECTOR

---

1. Remove injector assembly. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#) .  
Keep fuel hose and all injectors connected to injector gallery.  
The injector harness connectors should remain connected.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect all ignition coil harness connectors.
4. Prepare pans or saucers under each injectors.
5. Crank engine for about 3 seconds.  
Make sure fuel does not drip from injector.

### OK or NG

OK (Does not drip.)>>GO TO 8.

NG (Drips.)>>Replace the injectors from which fuel is dripping. Always replace O-ring with new one.

## 8. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

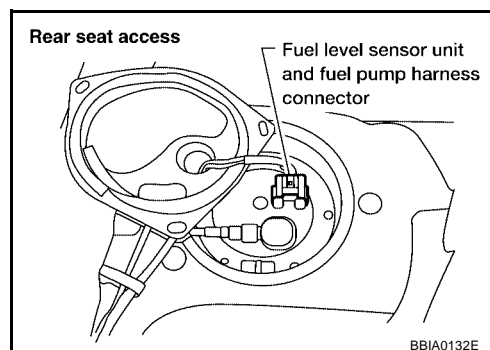
### DTC P0181 FTT SENSOR

PF2:22630

#### Component Description

UBS003QP

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



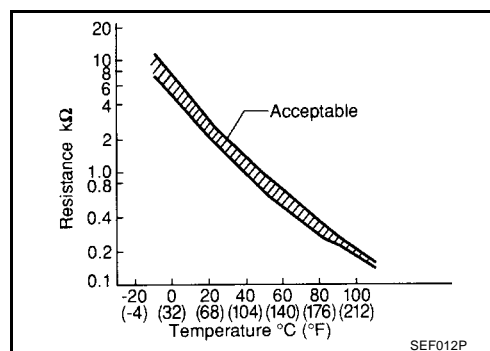
#### <Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

#### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**



#### On Board Diagnosis Logic

UBS003QQ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0181 0181	Fuel tank temperature sensor circuit range/performance	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel tank temperature sensor</li> </ul>

#### DTC Confirmation Procedure

UBS003QR

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 10 seconds.  
If the result is NG, go to [EC-254, "Diagnostic Procedure"](#).  
If the result is OK, go to following step.
4. Check "COOLAN TEMP/S" value.  
If "COOLAN TEMP/S" is less than 60°C (140°F), the result will be OK.  
If "COOLAN TEMP/S" is above 60°C (140°F), go to the following step.
5. Cool engine down until "COOLAN TEMP/S" is less than 60°C (140°F).
6. Wait at least 10 seconds.
7. If 1st trip DTC is detected, go to [EC-254, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y



 **WITH GST**

Follow the procedure "WITH CONSULT-II" above.

# DTC P0181 FTT SENSOR

[QG18DE (ULEV)]

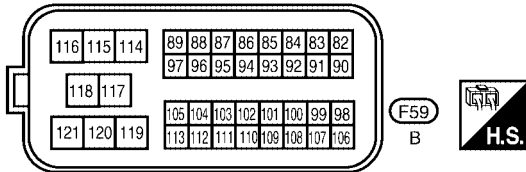
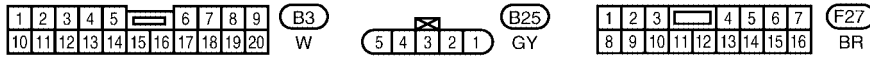
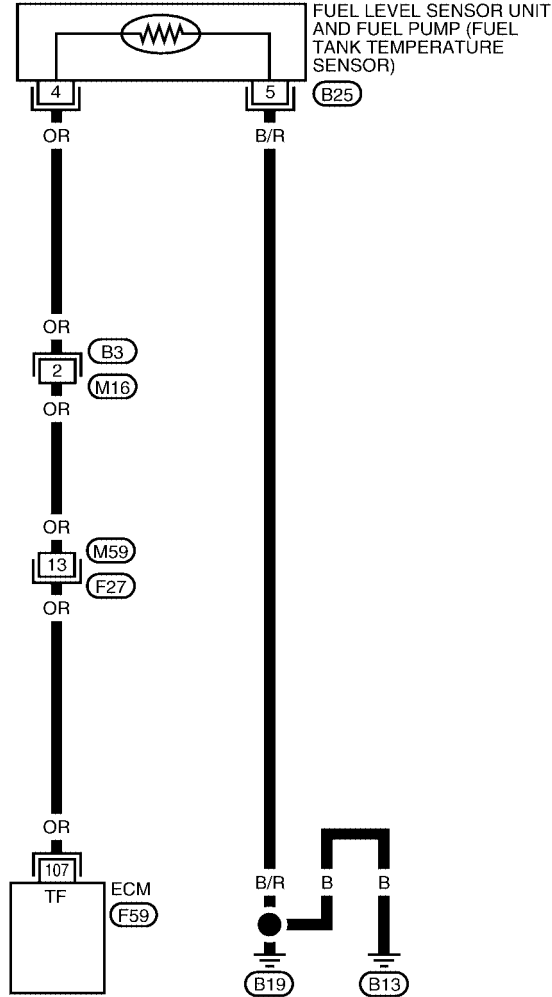
UBS003QS

## Wiring Diagram

EC-FTTS-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

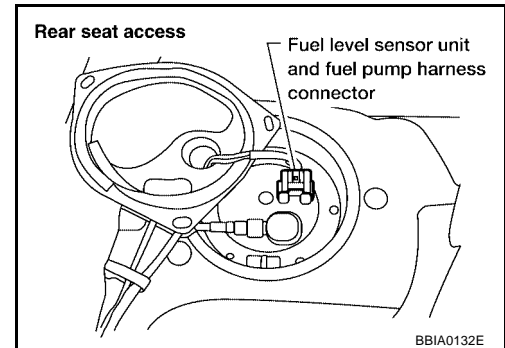


BBWA0285E

## Diagnostic Procedure

### 1. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

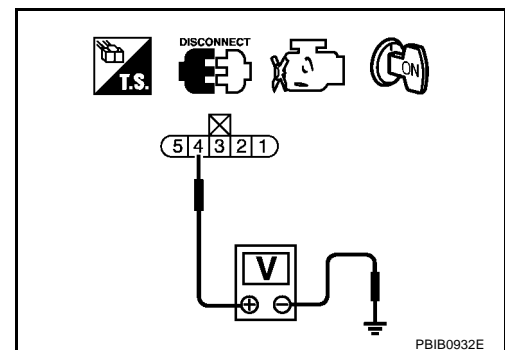


4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair harness or connector.

### 3. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
 NG >> Repair open circuit or short to power in harness or connector.

### 4. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-255, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.  
 NG >> Replace fuel level sensor unit.

**5. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

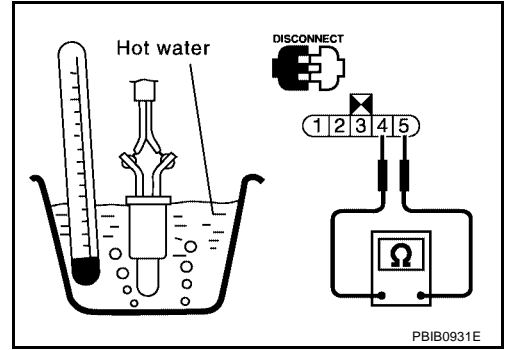
>> INSPECTION END

**Component Inspection**  
**FUEL TANK TEMPERATURE SENSOR**

UBS003QU

1. Remove fuel level sensor unit.
2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90



UBS003QV

**Removal and Installation**  
**FUEL TANK TEMPERATURE SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

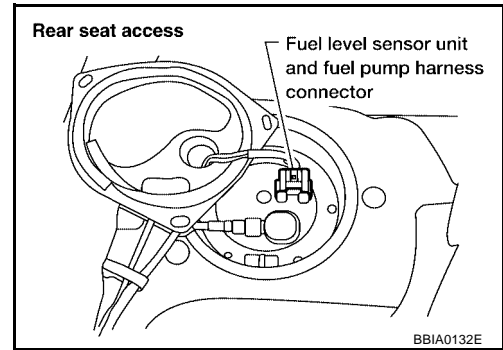
DTC P0182, P0183 FTT SENSOR

PF2:22630

Component Description

UBS003QW

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



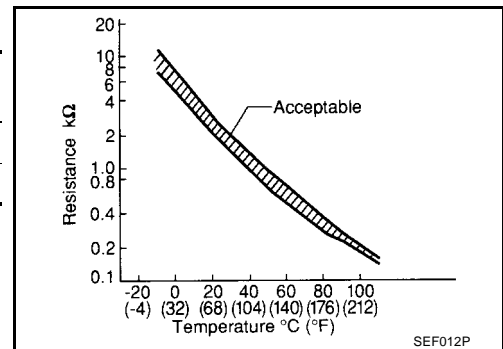
<Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.



On Board Diagnosis Logic

UBS003QX

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0182 0182	Fuel tank temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.)
P0183 0183	Fuel tank temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	● Fuel tank temperature sensor

DTC Confirmation Procedure

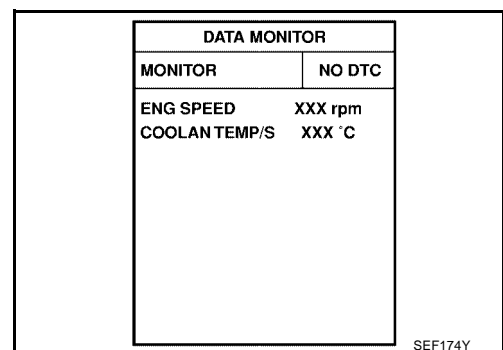
UBS003QY

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-258, "Diagnostic Procedure"](#)



**WITH GST**

Follow the procedure "With CONSULT-II" above.

# DTC P0182, P0183 FTT SENSOR

[QG18DE (ULEV)]

## Wiring Diagram

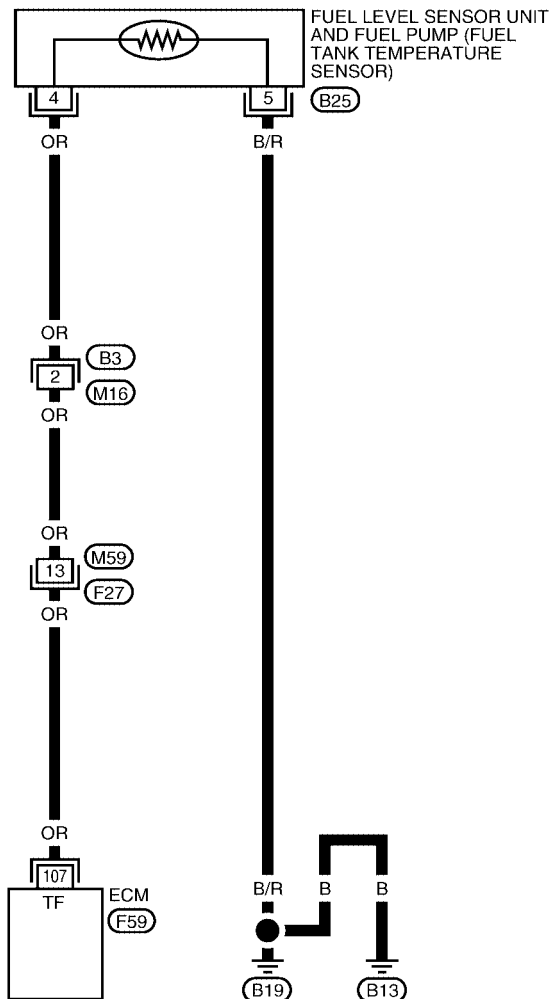
UBS003QZ

EC-FTTS-01

A

EC

— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC



C

D

E

F

G

H

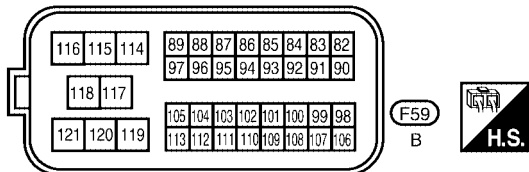
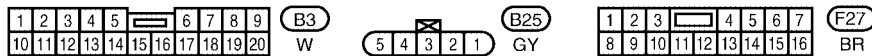
I

J

K

L

M

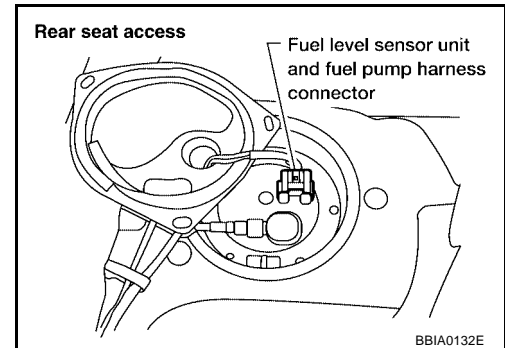


BBWA0285E

## Diagnostic Procedure

### 1. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

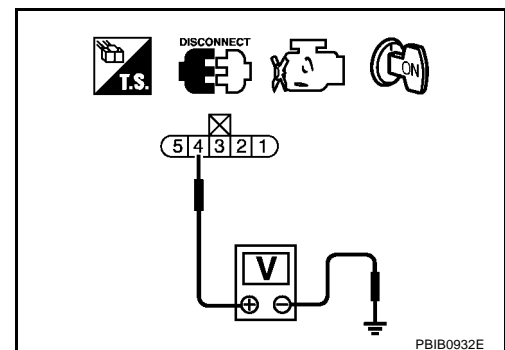


4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair harness or connector.

### 3. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
 NG >> Repair open circuit or short to power in harness or connector.

### 4. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-259, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
 NG >> Replace fuel level sensor unit.

**5. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

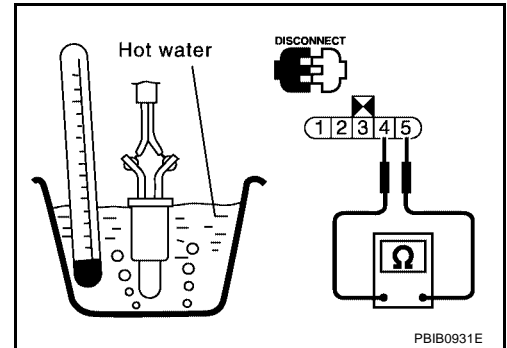
### Component Inspection

#### FUEL TANK TEMPERATURE SENSOR

UBS003R1

1. Remove fuel level sensor unit.
2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90



UBS003R2

### Removal and Installation

#### FUEL TANK TEMPERATURE SENSOR

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .



**DTC P0222, P0223 TP SENSOR**

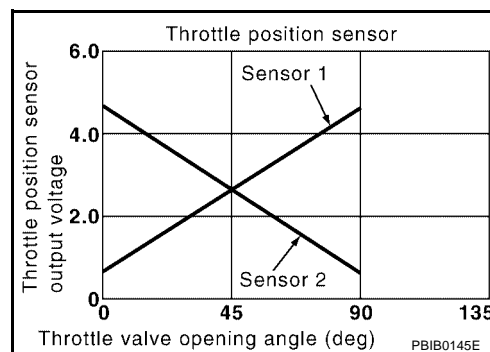
PF16119

**Component Description**

UBS003RB

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003RC

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever: D (A/T model) 1st (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

**On Board Diagnosis Logic**

UBS003RD

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222 0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The TP sensor 1 circuit is open or shorted.) (APP sensor 2 circuit is shorted.)</li> <li>Electric throttle control actuator (TP sensor 1)</li> <li>Accelerator pedal position sensor (APP sensor 2)</li> </ul>
P0223 0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sensor 1 is sent to ECM.	

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure**

UBS003RE

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P0222, P0223 TP SENSOR

[QG18DE (ULEV)]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-263, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

A

EC

C

D

E

F

G

H

I

J

K

L

M

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

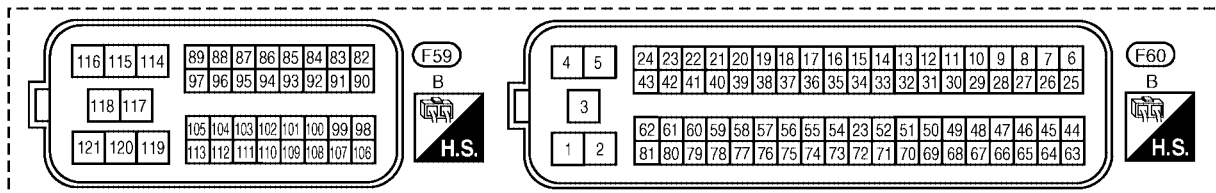
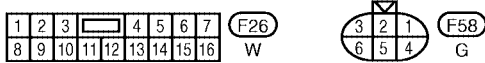
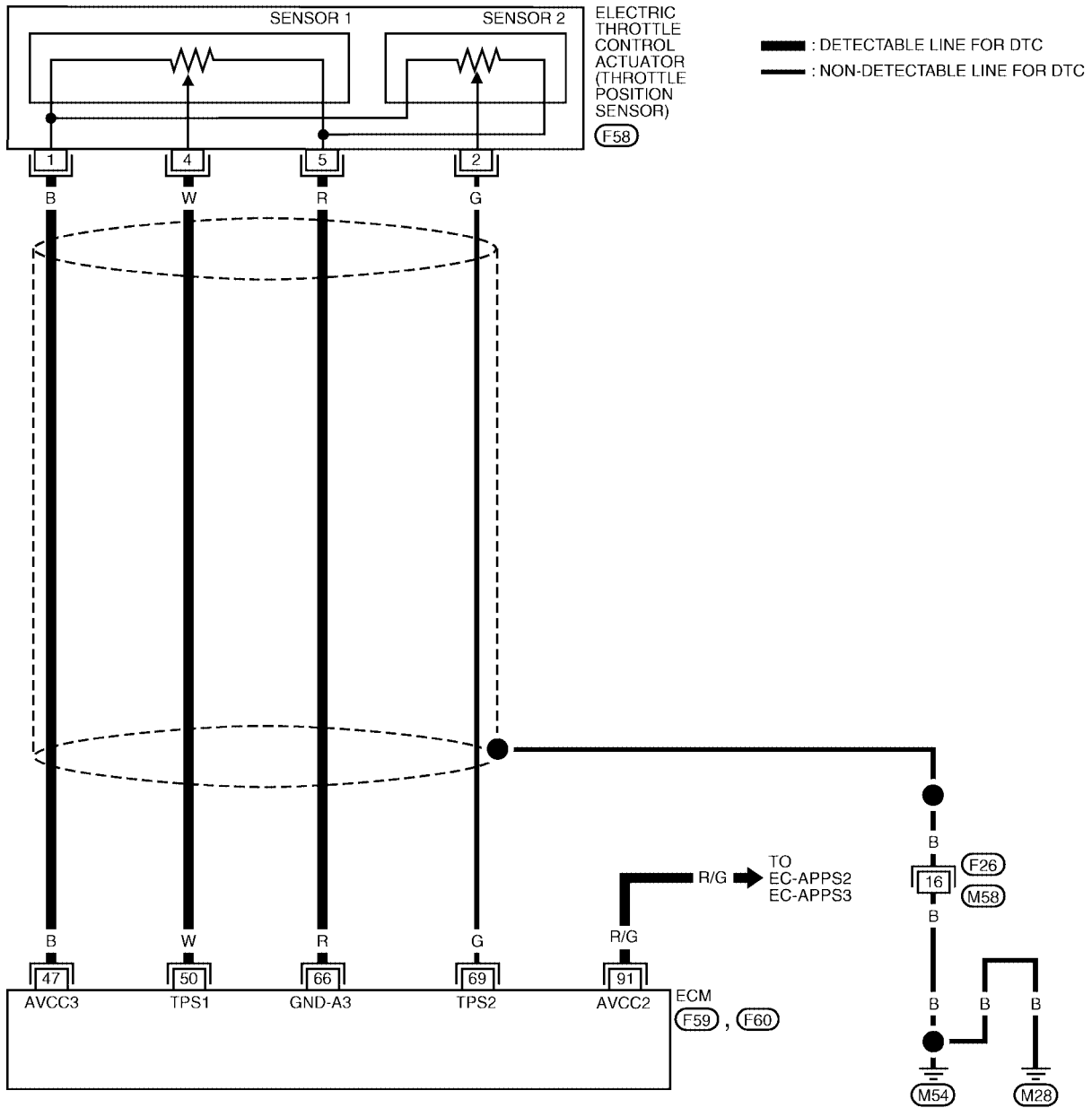
# DTC P0222, P0223 TP SENSOR

[QG18DE (ULEV)]

UBS003RF

## Wiring Diagram

EC-TPS1-01



BBWA1381E

# DTC P0222, P0223 TP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	More than 0.36V
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
69	G	Throttle position sensor 2	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	Less than 4.75V
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	More than 0.36V
91	R/G	Sensor power supply (Accelerator pedal posi- tion sensor)	[Ignition switch "ON"]	Approximately 5V

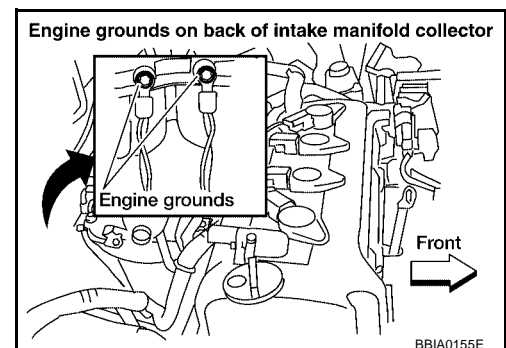
## Diagnostic Procedure

### 1. RETIGHTEN GROUND SCREWS

UBS003RG

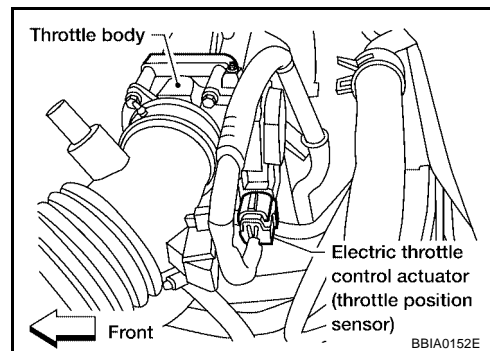
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

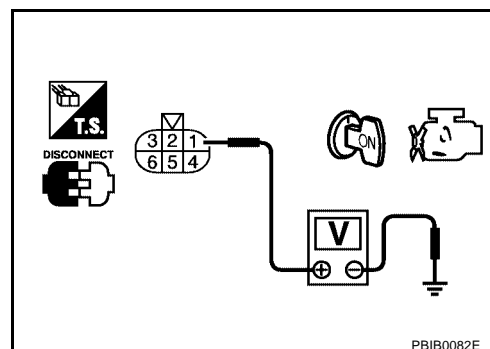


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



## 3. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace open circuit.

## 4. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-262</a>
91	APP sensor terminal 1	<a href="#">EC-513</a>

OK or NG

- OK >> GO TO 5.  
 NG >> Repair short to ground or short to power in harness or connectors.

## 5. CHECK APP SENSOR

Refer to [EC-517](#).

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 6.

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**7. CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 50 and electric throttle control actuator terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-266, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**11. CHECK INTERMITTENT INCIDENT**

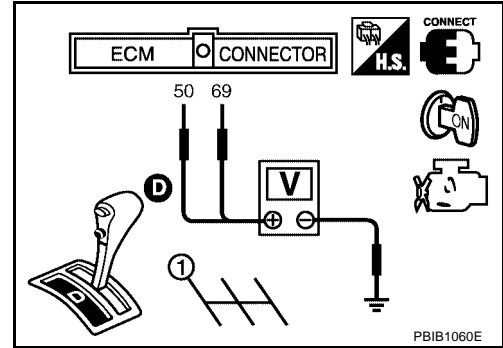
Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**THROTTLE POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-53, "Idle Air Volume Learning"](#) .

**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .

# DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

[QG18DE (ULEV)]

## DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

PFP:00000

### On Board Diagnosis Logic

UBS001H5

When a misfire occurs, engine speed will fluctuate (vary). If the engine speed fluctuates enough to cause the crankshaft position sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input Signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**  
 On the first trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.  
 When a misfire condition occurs, the ECM monitors the crankshaft position sensor (POS) signal every 200 engine revolutions for a change.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.  
 If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.  
 If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- Two Trip Detection Logic (Exhaust quality deterioration)**  
 For misfire conditions that will not cause damage to the TWC (but will affect vehicle emissions), the MIL will only light when the misfire is detected on a second trip. During this condition, the ECM monitors the crankshaft position sensor (POS) signal every 1,000 engine revolutions.  
 A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300 0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	<ul style="list-style-type: none"> <li>● Improper spark plug</li> <li>● Insufficient compression</li> </ul>
P0301 0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	<ul style="list-style-type: none"> <li>● Incorrect fuel pressure</li> <li>● The injector circuit is open or shorted</li> </ul>
P0302 0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	<ul style="list-style-type: none"> <li>● Fuel injectors</li> <li>● Intake air leak</li> </ul>
P0303 0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	<ul style="list-style-type: none"> <li>● The ignition signal circuit is open or shorted</li> </ul>
P0304 0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	<ul style="list-style-type: none"> <li>● Lack of fuel</li> <li>● Drive plate or flywheel</li> <li>● Heated oxygen sensor 1</li> <li>● Incorrect PCV hose connection</li> </ul>

### On Board Diagnosis Logic

UBS001H6

### DTC Confirmation Procedure

UBS001H7

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.



## WITH CONSULT-II

1. Turn ignition switch "ON", and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine again and drive at 1,500 to 3,000 rpm for at least 3 minutes.  
Hold the accelerator pedal as steady as possible.

### NOTE:

Refer to the freeze frame data for the test driving conditions.

5. If 1st trip DTC is detected, go to [EC-268, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

Follow the procedure "With CONSULT-II" above.

## Diagnostic Procedure

UBS001H8

### 1. CHECK FOR INTAKE AIR LEAK

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leak.
3. Check PCV hose connection.

#### OK or NG

OK >> GO TO 2.

NG >> Discover air leak location and repair.

### 2. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

#### OK or NG

OK >> GO TO 3.

NG >> Repair or replace it.

### 3. PERFORM POWER BALANCE TEST

 **With CONSULT-II**

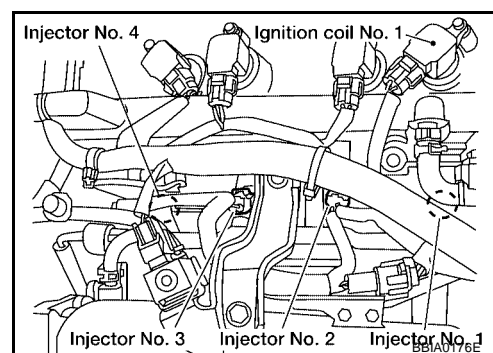
1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.
2. Is there any cylinder which does not produce a momentary engine speed drop?

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

 **Without CONSULT-II**

When disconnecting each injector harness connector one at a time, is there any cylinder which does not produce a momentary engine speed drop?



Yes or No

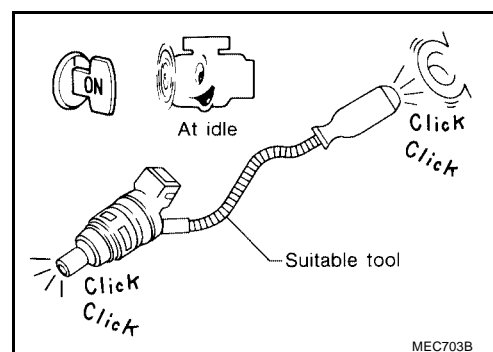
- Yes >> GO TO 4.  
 No >> GO TO 7.

### 4. CHECK INJECTOR

Does each injector make an operating sound at idle?

Yes or No

- Yes >> GO TO 5.  
 No >> Check injector(s) and circuit(s). Refer to [EC-547](#).

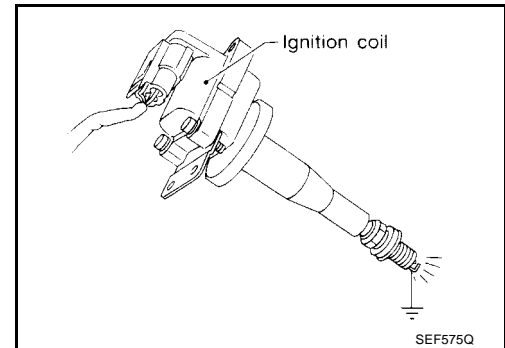


## 5. CHECK IGNITION SPARK

1. Turn Ignition switch "OFF".
2. Disconnect ignition wire from spark plug.
3. Connect a known-good spark plug to the ignition wire.
4. Place end of spark plug against a suitable ground and crank engine.
5. Check for spark.

### OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 6.

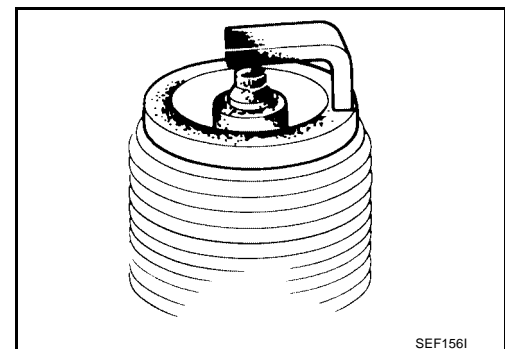


## 6. CHECK SPARK PLUGS

Remove the spark plugs and check for fouling, etc.

### OK or NG

- OK >> GO TO 7.  
 NG >> Repair or replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-16, "ENGINE MAINTENANCE \(QG18DE ENGINE\)"](#).



## 7. CHECK COMPRESSION PRESSURE

Refer to [EM-52, "CHECKING COMPRESSION PRESSURE"](#).

Check compression pressure.

**Standard:** 1,324 kPa (13.5 kg/cm<sup>2</sup>, 192 psi)/300 rpm

**Minimum:** 1,157 kPa (11.8 kg/cm<sup>2</sup>, 168 psi)/300 rpm

**Difference between each cylinder:** 98 kPa (1.0 kg/cm<sup>2</sup>, 14 psi)/300 rpm

### OK or NG

- OK >> GO TO 8.  
 NG >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

## 8. CHECK FUEL PRESSURE

1. Install any parts removed.
2. Release fuel pressure to zero. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#).
3. Install fuel pressure gauge and check fuel pressure.

**At idle:** Approx. 350 kPa (3.57 kg/cm<sup>2</sup>, 51 psi)

### OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 9.

## 9. DETECT MALFUNCTIONING PART

Check the following.

- Fuel pump and circuit Refer to [EC-553, "FUEL PUMP"](#) .
- Fuel pressure regulator Refer to [EC-56, "Fuel Pressure Check"](#) .
- Fuel lines.
- Fuel filter for clogging

>> Repair or replace.

## 10. CHECK IGNITION TIMING

Check the following items. Refer to [EC-88, "Basic Inspection"](#) .

Items	Specifications
Target idle speed	M/T: 650 ± 50 rpm
	A/T: 800 ± 50 rpm (in "P" or "N" position)
Ignition timing	M/T: 7 ± 5° BTDC
	A/T: 18 ± 5° BTDC (in "P" or "N" position)

OK or NG

OK >> GO TO 11.

NG >> Adjust ignition timing.

## 11. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-205, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace heated oxygen sensor 1.

## 12. CHECK MASS AIR FLOW SENSOR

 **With CONSULT-II**

Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**at idling: 1.4 - 4.0 g-m/sec**

**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

 **With GST**

Check mass air flow sensor signal in MODE 1 with GST.

**at idling: 1.4 - 4.0 g-m/sec**

**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

**rpm:**

OK or NG

OK >> GO TO 13.

NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-163, "DTC P0101 MAF SENSOR"](#) .

## 13. CHECK SYMPTOM MATRIX CHART

Check items on the rough idle symptom in [EC-93, "Symptom Matrix Chart"](#) .

OK or NG

OK >> GO TO 14.

NG >> Repair or replace.

---

**14. ERASE THE 1ST TRIP DTC**

---

Some tests may cause a 1st trip DTC to be set.

Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

>> GO TO 15.

---

**15. CHECK INTERMITTENT INCIDENT**

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Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

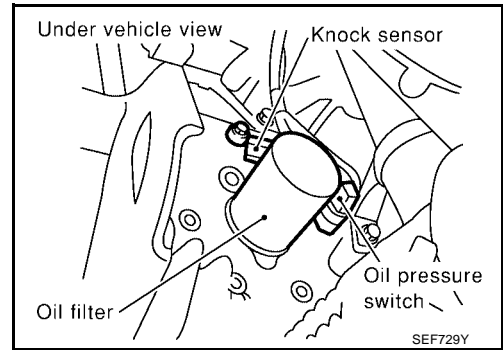
**DTC P0327, P0328 KS**

PF2:22060

**Component Description**

UBS001H9

The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.



**On Board Diagnosis Logic**

UBS006GE

The MIL will not light up for these diagnosis.

DTC No.	Trouble Diagnosis Name	DTC Detected Condition	Possible Cause
P0327 0327	Knock sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Knock sensor</li> </ul>
P0328 0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

**DTC Confirmation Procedure**

UBS001HB

**NOTE:**

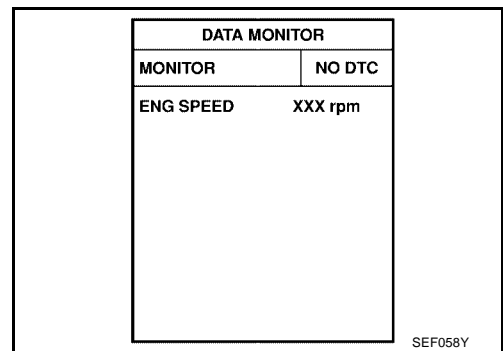
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and run it for at least 5 seconds at idle speed.
3. If DTC is detected, go to [EC-275, "Diagnostic Procedure"](#).

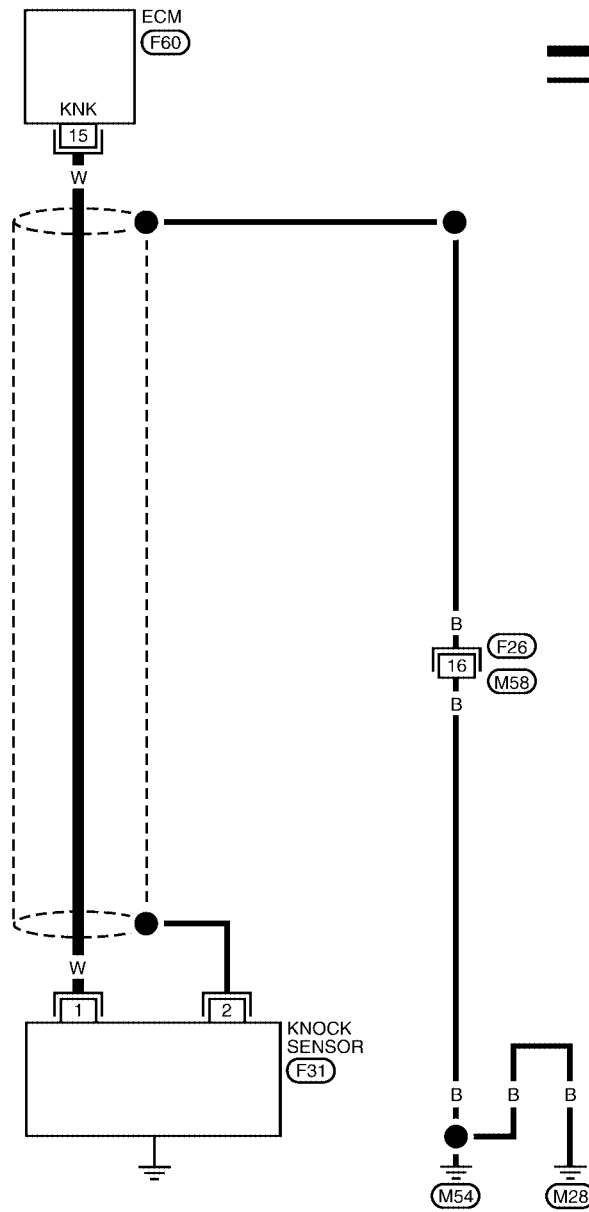


**WITH GST**

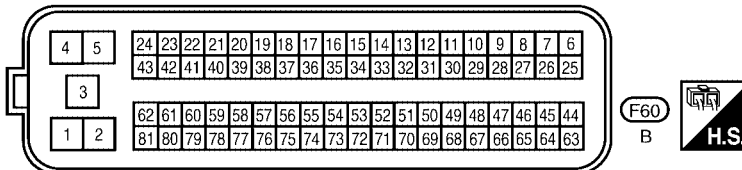
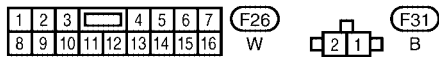
Follow the procedure "With CONSULT-II" above.

Wiring Diagram

EC-KS-01



: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
15	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V

**Diagnostic Procedure**

UBS001HD

**1. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-I**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check resistance between ECM terminal 15 and engine ground. Refer to Wiring Diagram.

**NOTE:**

It is necessary to use an ohmmeter which can measure more than 10 MΩ.

**Resistance: Approximately 530 - 590kΩ [at 20°C (68°F)]**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

**2. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-II**

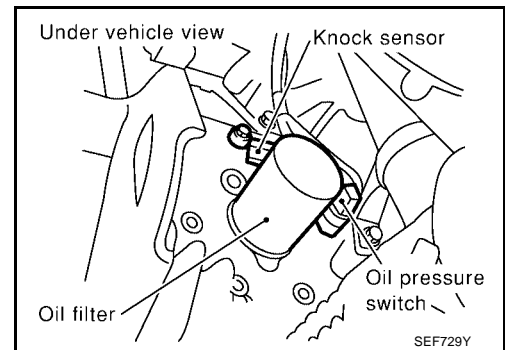
1. Disconnect knock sensor harness connector.
2. Check harness continuity between ECM terminal 15 and knock sensor terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



**3. CHECK KNOCK SENSOR**

Refer to [EC-276, "Component Inspection"](#) .

OK or NG

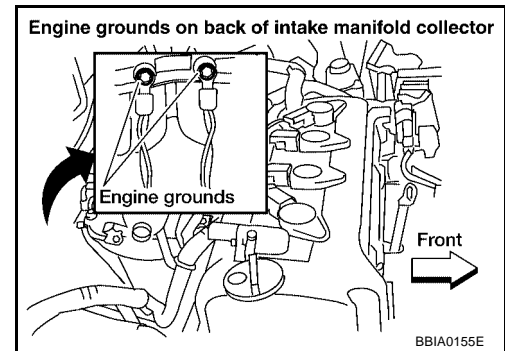
- OK >> GO TO 5.
- NG >> Replace knock sensor.



#### 4. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 5.



#### 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

#### Component Inspection KNOCK SENSOR

UBS001HE

1. Disconnect knock sensor harness connector.
2. Check resistance between terminal 1 and ground.

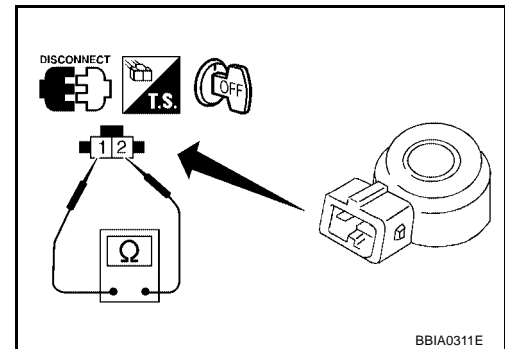
**NOTE:**

Use an ohmmeter which can measure more than 10 MΩ.

**Resistance:** 530 - 590 kΩ [at 20°C (68°F)]

**CAUTION:**

Discard any knock sensors that have been dropped or physically damaged. Use only new ones.



BBI A0311E

UBS001HF

#### Removal and Installation KNOCK SENSOR

Refer to [EM-67, "CYLINDER BLOCK"](#) .

**DTC P0335 CKP SENSOR (POS)**

PF:23731

**Component Description**

UBS001HG

The crankshaft position sensor (POS) is located on the cylinder block rear housing facing the gear teeth (cogs) of the signal plate at the end of the crankshaft. It detects the fluctuation of the engine revolution.

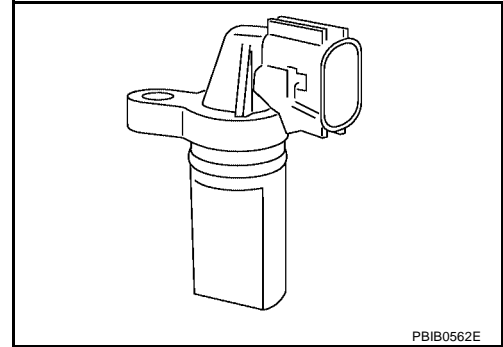
The sensor consists of a permanent magnet and Hall IC.

When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

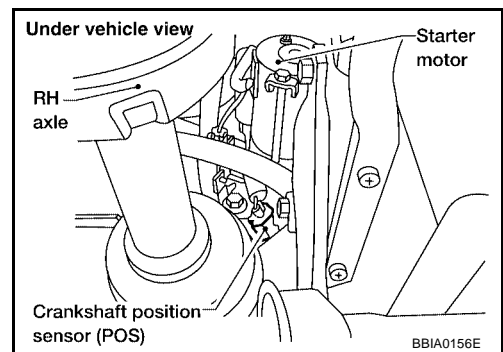
The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.



PBIB0562E



BBA10156E

**CONSULT-II Reference Value in Data Monitor Mode**

UBS006GF

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED	<ul style="list-style-type: none"> <li>Tachometer: Connect</li> <li>Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value.

**On Board Diagnosis Logic**

UBS006GG

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335 0335	Crankshaft position sensor (POS) circuit	<ul style="list-style-type: none"> <li>The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.</li> <li>The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.</li> <li>The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Crankshaft position sensor (POS)</li> <li>Signal plate</li> </ul>

**DTC Confirmation Procedure**

UBS001HI

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that the battery voltage is more than 10.5V and the ignition switch is "ON".

### WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-280. "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "With CONSULT-II" above.

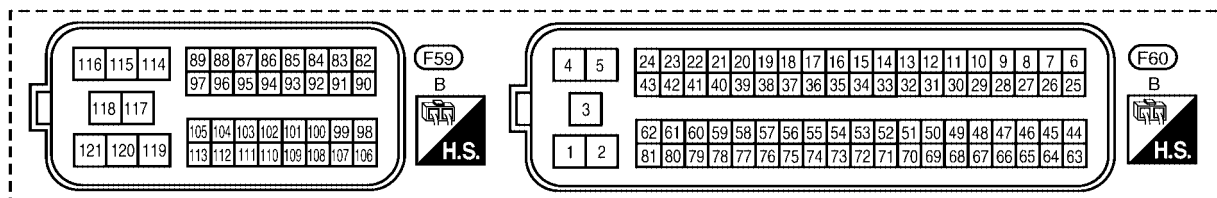
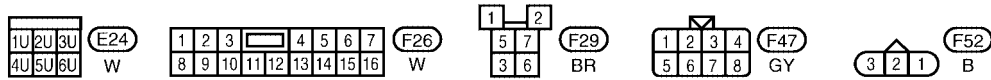
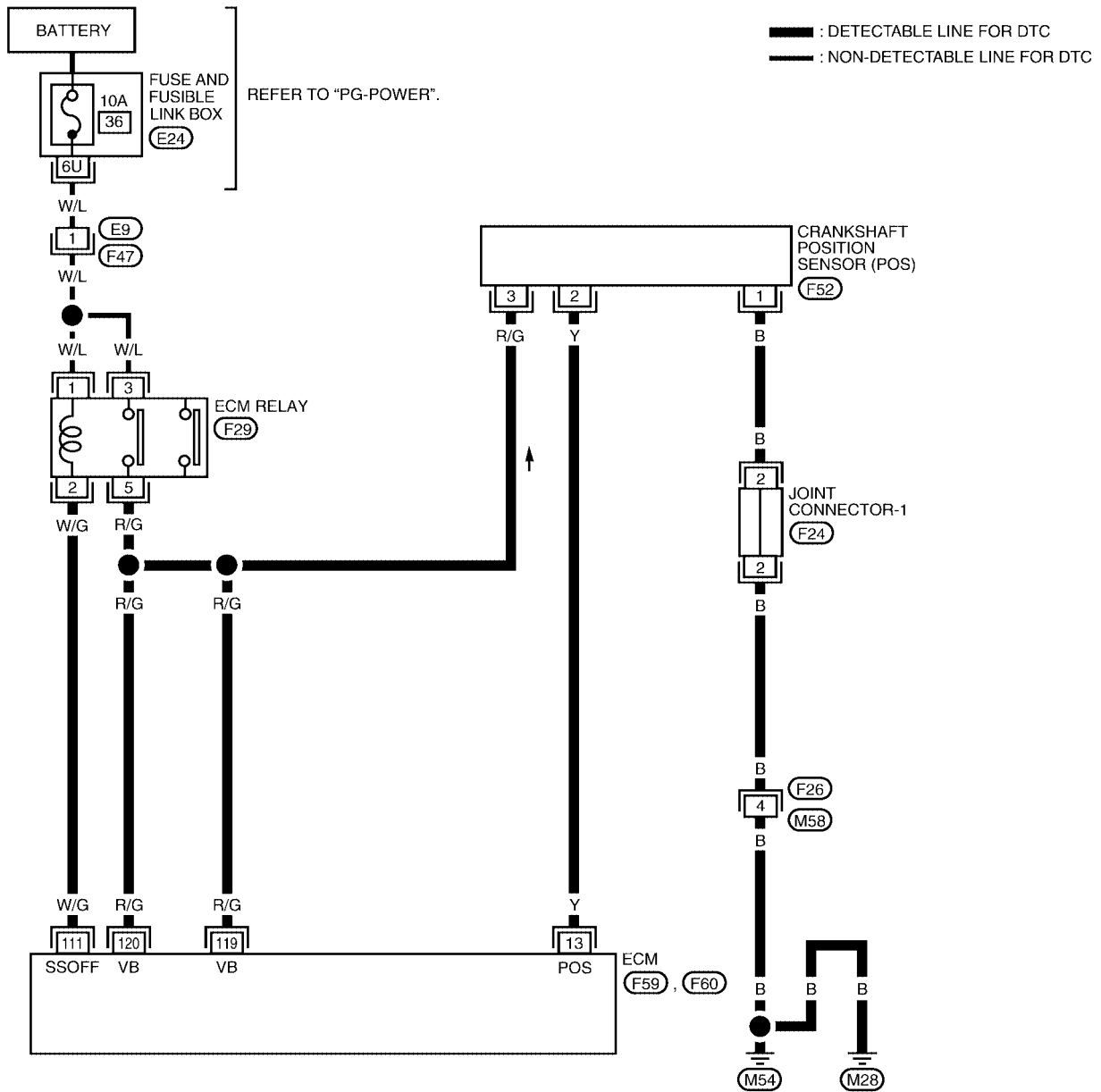
# DTC P0335 CKP SENSOR (POS)

[QG18DE (ULEV)]

UBS001HJ

## Wiring Diagram

EC-POS-01



BBWA0783E

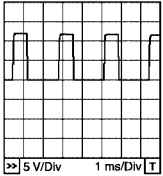
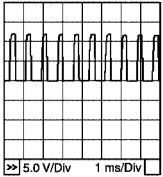
# DTC P0335 CKP SENSOR (POS)

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
13	Y	Crankshaft position sensor (POS)	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>Approximately 3V★</p>  <p>PBIB0527E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>Approximately 3V★</p>  <p>PBIB0528E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

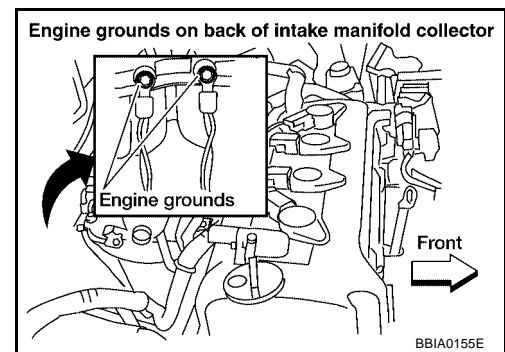
## Diagnostic Procedure

UBS006FQ

### 1. RETIGHTEN GROUND SCREWS

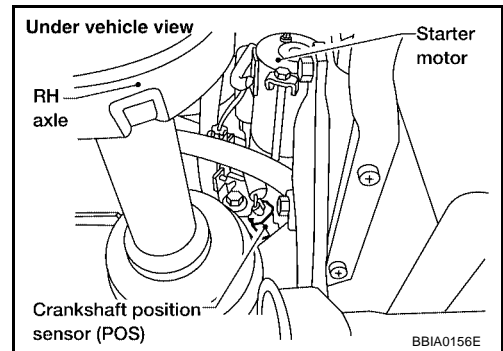
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK POWER SUPPLY

1. Disconnect crankshaft position sensor (POS) harness connector.
2. Turn ignition switch "ON".



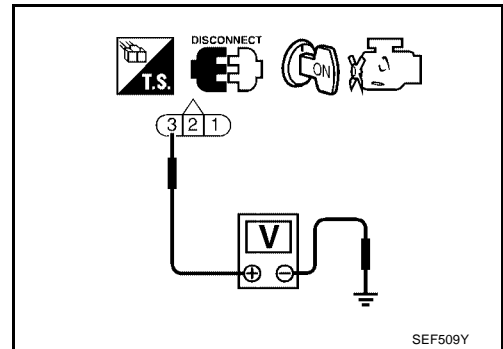
3. Check voltage between crankshaft position sensor (POS) terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between crankshaft position sensor (POS) and ECM
- Harness for open or short between crankshaft position sensor (POS) and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between crankshaft position sensor (POS) terminal and ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for and short to ground and short to power.

OK or NG

- OK >> GO TO 5.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 5. CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 13 and crankshaft position sensor (POS) terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK CRANKSHAFT POSITION SENSOR (POS)**

Refer to [EC-282, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace crankshaft position sensor (POS).

**7. CHECK GEAR TOOTH**

Visually check for chipping signal plate gear tooth.

OK or NG

- OK >> GO TO 8.
- NG >> Replace the signal plate.

**8. CHECK INTERMITTENT INCIDENT**

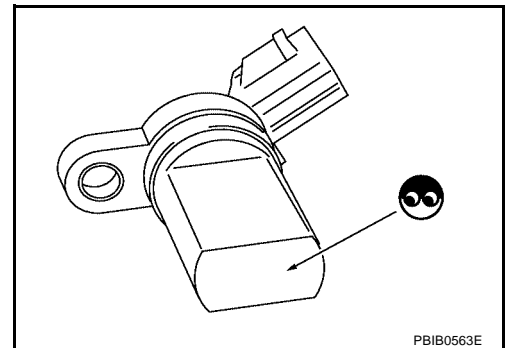
Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
CRANKSHAFT POSITION SENSOR (POS)**

UBS006FR

1. Loosen the fixing bolt of the sensor.
2. Disconnect crankshaft position sensor (POS) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.

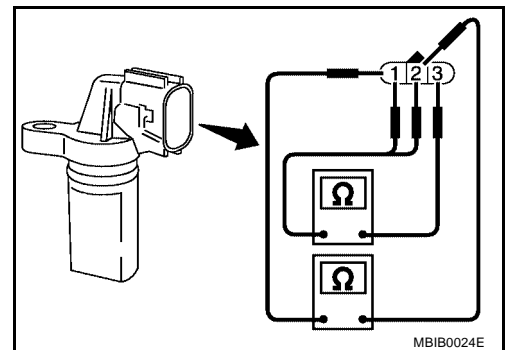


PBIB0563E

5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
3 (+) - 1 (-)	Except 0 or $\infty$
3 (+) - 2 (-)	
2 (+) - 1 (-)	

6. If NG, replace crankshaft position sensor (POS).



MBIB0024E

**Removal and Installation  
CRANKSHAFT POSITION SENSOR (POS)**

UBS006FS

Refer to [EM-67, "CYLINDER BLOCK"](#) .

DTC P0340 CMP SENSOR (PHASE)

PF2:23731

Component Description

UBS001HN

The camshaft position sensor (PHASE) senses the retraction with intake valve camshaft to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position.

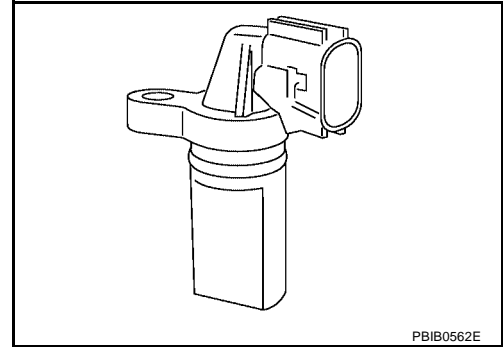
When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

The sensor consists of a permanent magnet and Hall IC.

When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.



PBIB0562E

On Board Diagnosis Logic

UBS006GH

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340 0340	Camshaft position sensor (PHASE) circuit	<ul style="list-style-type: none"> <li>The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.</li> <li>The cylinder No. signal is not set to ECM during engine running.</li> <li>The cylinder No. signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Camshaft position sensor (PHASE)</li> <li>Camshaft (Intake)</li> <li>Starter motor (Refer to <a href="#">SC-9</a>.)</li> <li>Starting system circuit (Refer to <a href="#">SC-9</a>.)</li> <li>Dead (Weak) battery</li> </ul>

DTC Confirmation Procedure

UBS001HP

NOTE:

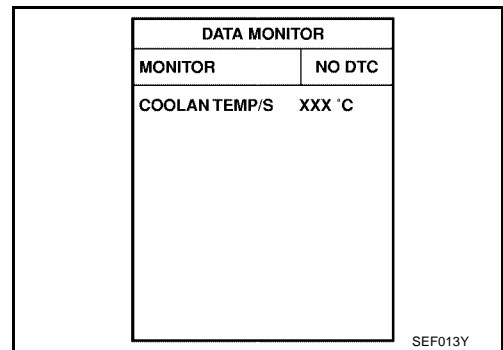
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10.5V.

WITH CONSULT-II

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
- If 1st trip DTC is detected, go to [EC-285, "Diagnostic Procedure"](#).  
If 1st trip DTC is not detected, go to next step.
- Maintain engine speed at more than 800 rpm for at least 5 seconds.
- If 1st trip DTC is detected, go to [EC-285, "Diagnostic Procedure"](#).



SEF013Y

WITH GST

Follow the procedure "With CONSULT-II" above.



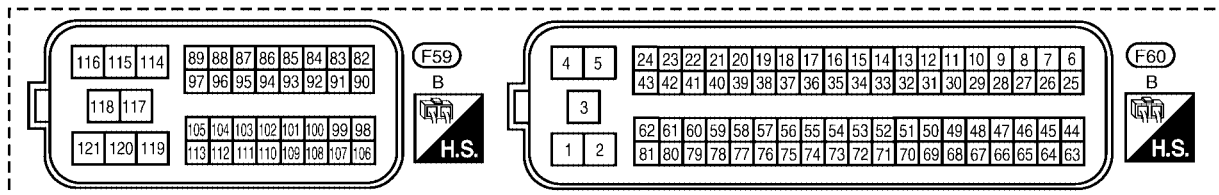
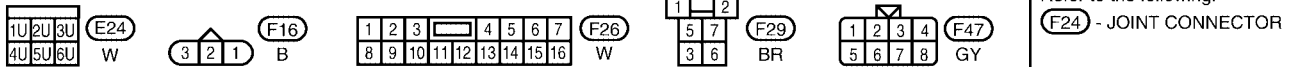
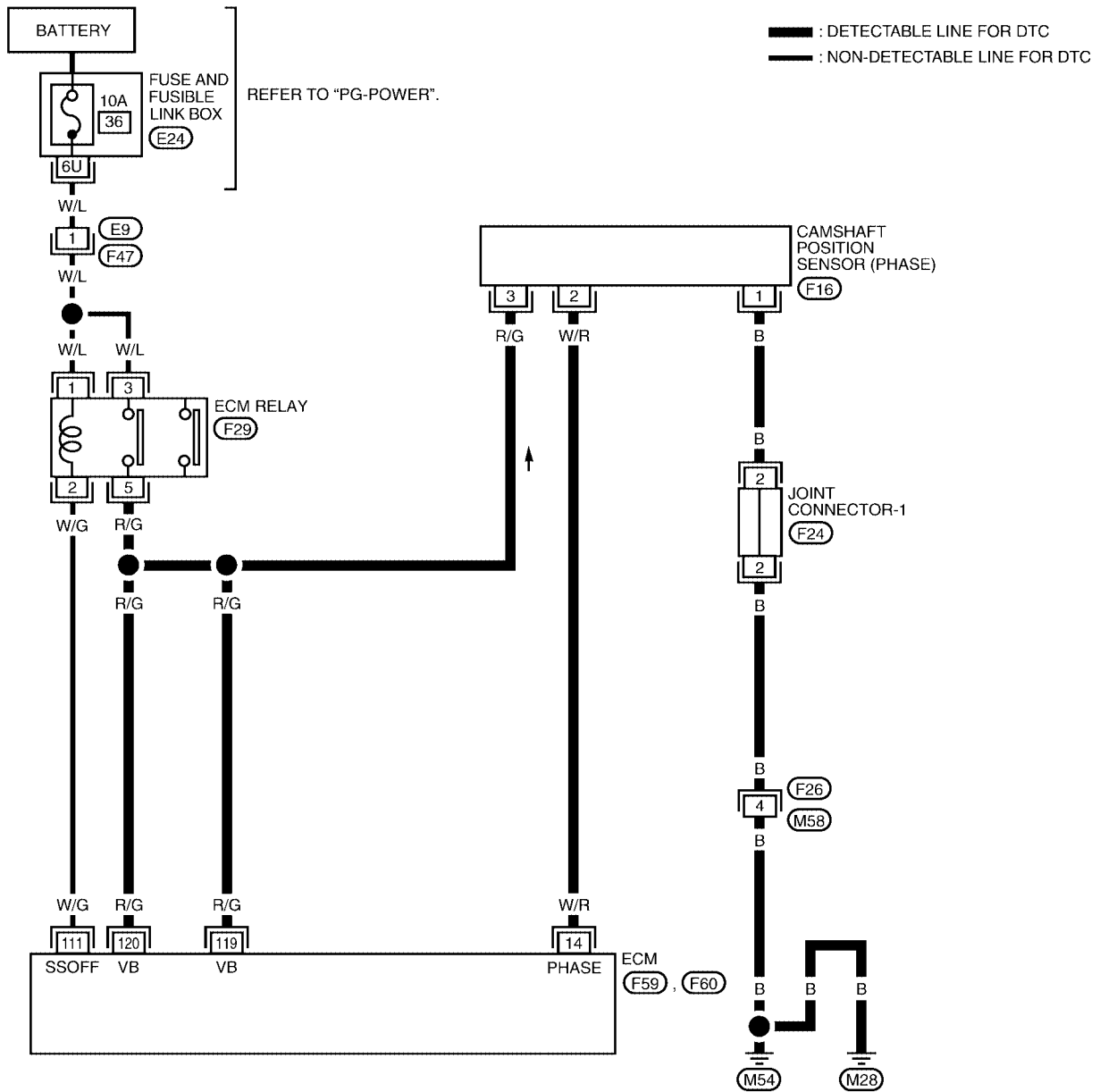
# DTC P0340 CMP SENSOR (PHASE)

[QG18DE (ULEV)]

UBS001HQ

## Wiring Diagram

### EC-PHASE-01



BBWA0784E

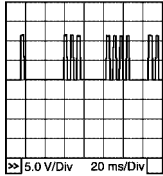
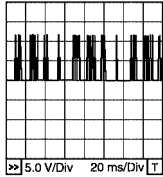
# DTC P0340 CMP SENSOR (PHASE)

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	W/R	Camshaft position sensor (PHASE)	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>1.0 - 4.0V★</p>  <p>PBIB0525E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>1.0 - 4.0V★</p>  <p>PBIB0526E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS001HR

### 1. CHECK STARTING SYSTEM

Does the engine turn over?  
(Does the starter motor operate?)

Yes or No

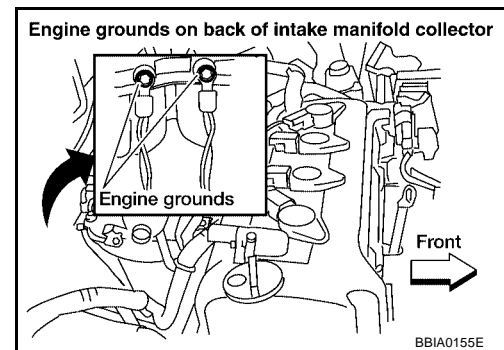
Yes >> GO TO 2.

No >> Check starting system. (Refer to [SC-9, "STARTING SYSTEM"](#) .)

### 2. RETIGHTEN GROUND SCREWS

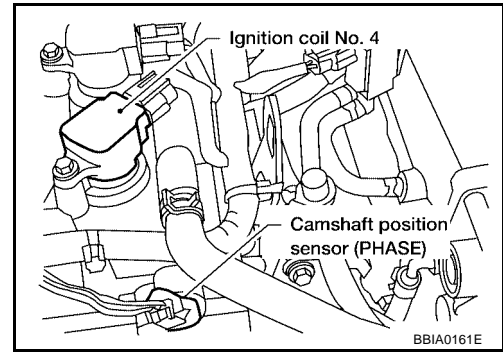
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 3.



### 3. CHECK POWER SUPPLY

1. Disconnect camshaft position sensor (PHASE) harness connector.
2. Turn ignition switch "ON".

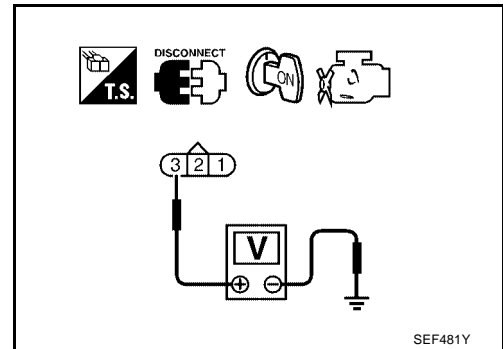


3. Check voltage between camshaft position sensor (PHASE) terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



### 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between camshaft position sensor (PHASE) and ECM relay
- Harness for open or short between camshaft position sensor (PHASE) and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 5. CHECK INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between camshaft position sensor (PHASE) terminal 2 and ECM terminal 14. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK GROUND CIRCUIT**

1. Turn ignition switch "OFF".
2. Check harness continuity between camshaft position sensor (PHASE) terminal 1 and engine ground. Refer to the Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to power in harness or connectors.

**7. CHECK CAMSHAFT POSITION SENSOR (PHASE)**

Refer to [EC-287, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace camshaft position sensor (PHASE).

**8. CHECK CAMSHAFT (INTAKE)**

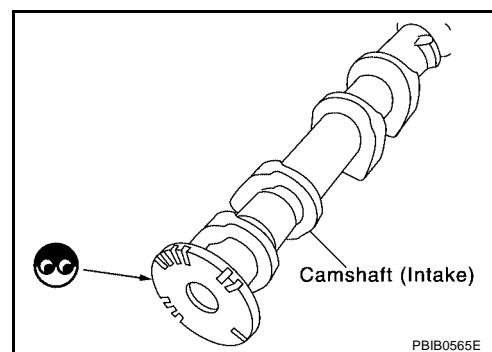
Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

OK >> GO TO 9.

NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.

**9. CHECK INTERMITTENT INCIDENT**

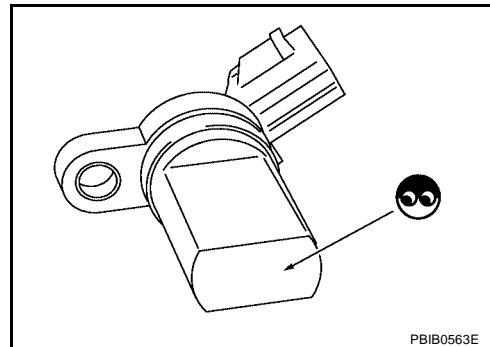
Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
CAMSHAFT POSITION SENSOR (PHASE)**

UBS006FT

1. Loosen the fixing bolt of the sensor.
2. Disconnect camshaft position sensor (PHASE) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.

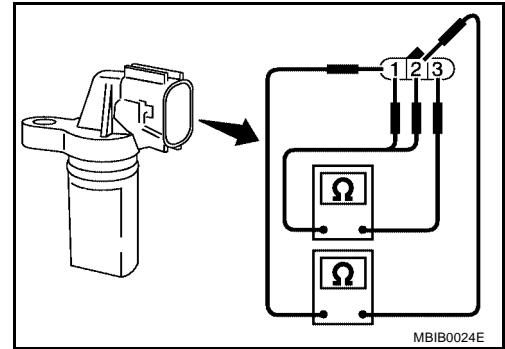


## DTC P0340 CMP SENSOR (PHASE)

[QG18DE (ULEV)]

5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
3 (+) - 1 (-)	Except 0 or $\infty$
3 (+) - 2 (-)	
2 (+) - 1 (-)	



UBS001HT

### Removal and Installation CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EM-39, "TIMING CHAIN"](#) .

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (ULEV)]

## DTC P0420 THREE WAY CATALYST FUNCTION

PFP:20905

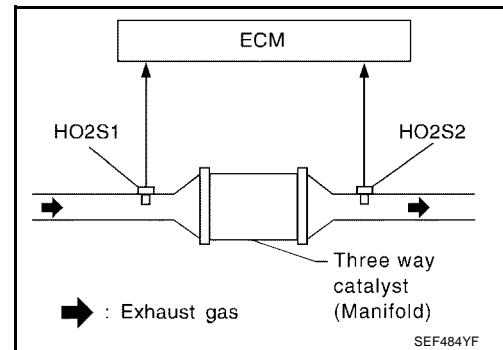
### On Board Diagnosis Logic

UBS006CU

The ECM monitors the switching frequency ratio of heated oxygen sensors 1 and 2.

A three way catalyst (manifold) with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of heated oxygen sensors 1 and 2 approaches a specified limit value, the three way catalyst (manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0420 0420	Catalyst system efficiency below threshold	<ul style="list-style-type: none"> <li>● Three way catalyst (manifold) does not operate properly.</li> <li>● Three way catalyst (manifold) does not have enough oxygen storage capacity.</li> </ul>	<ul style="list-style-type: none"> <li>● Three way catalyst (Manifold)</li> <li>● Exhaust tube</li> <li>● Intake air leaks</li> <li>● Fuel injectors</li> <li>● Fuel injector leaks</li> <li>● Spark plug</li> <li>● Improper ignition timing</li> </ul>

### DTC Confirmation Procedure

UBS006CV

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

#### TESTING CONDITION:

- Open engine hood before conducting the following procedure.
  - Do not hold engine speed for more than the specified minutes below.
1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for one minute.
  5. Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
  6. Start engine.
  7. Rev engine up to 2,000 to 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely. If "INCMP" of "CATALYST" changed to "COMPLT", go to step 7.
  8. Wait 5 seconds at idle.

SRT WORK SUPPORT	
CATALYST	INCMP
HO2S HTR	COMPLT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec

PBIB0566E

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (ULEV)]

9. Rev engine up to 2,000 to 3,000 rpm and maintain it until "INCMP" of "CATALYST" changes to "CMPLT" (It will take approximately 5 minutes).  
If not "CMPLT", stop engine and cool it down to less than 70°C (158°F) and then retest from step 1.

SRT WORK SUPPORT	
CATALYST	CMPLT
HO2S HTR	CMPLT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec

PBIB0567E

- a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle)  
b. Turn ignition switch "ON" and select "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-II.  
c. Start engine and warm it up while monitoring "COOLAN TEMP/S" indication on CONSULT-II.  
d. When "COOLAN TEMP/S" indication reaches to 70°C(158°F), go to step 3.

DATA MONITOR	
MONITOR	NO DTC
COOLAN TEMP/S	XXX °C

SEF013Y

10. Select "SELF-DIAG RESULTS" mode with CONSULT-II.  
11. Confirm that the 1st trip DTC is not detected.  
If the 1st trip DTC is detected, go to [EC-291, "Diagnostic Procedure"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF535Z

## Overall Function Check

UBS006CW

Use this procedure to check the overall function of the three way catalyst (Manifold). During this check, a DTC might not be confirmed.

### CAUTION:

Always drive vehicle at a safe speed.

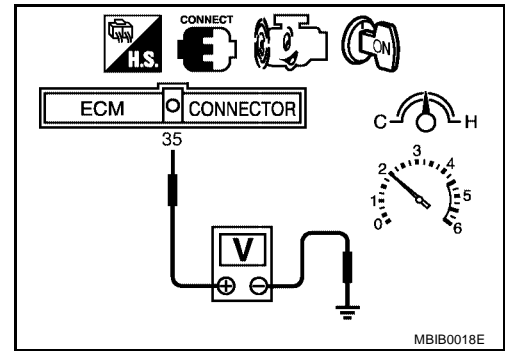
### WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (ULEV)]

- Set voltmeters probes between ECM terminal 35 (HO2S1 signal) and engine ground, and ECM terminal 74 (HO2S2 signal) and engine ground.
- Keep engine speed at 2,000 rpm constant under no load.



- Make sure that the voltage switching frequency (high & low) between ECM terminal 74 and engine ground is very less than that of ECM terminal 35 and engine ground.

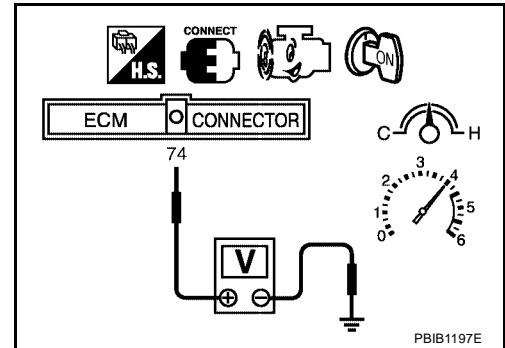
**Switching frequency ratio = A/B**

**A: Heated oxygen sensor 2 voltage switching frequency**

**B: Heated oxygen sensor 1 voltage switching frequency**

**This ratio should be less than 0.75.**

If the ratio is greater than above, it means three way catalyst does not operate properly. Go to [EC-291, "Diagnostic Procedure"](#).



**NOTE:**

If the voltage at terminal 35 does not switch periodically more than 5 times within 10 seconds at step 7, perform trouble diagnosis for "DTC P0133" first. (See [EC-211](#).)

## Diagnostic Procedure

### 1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dent.

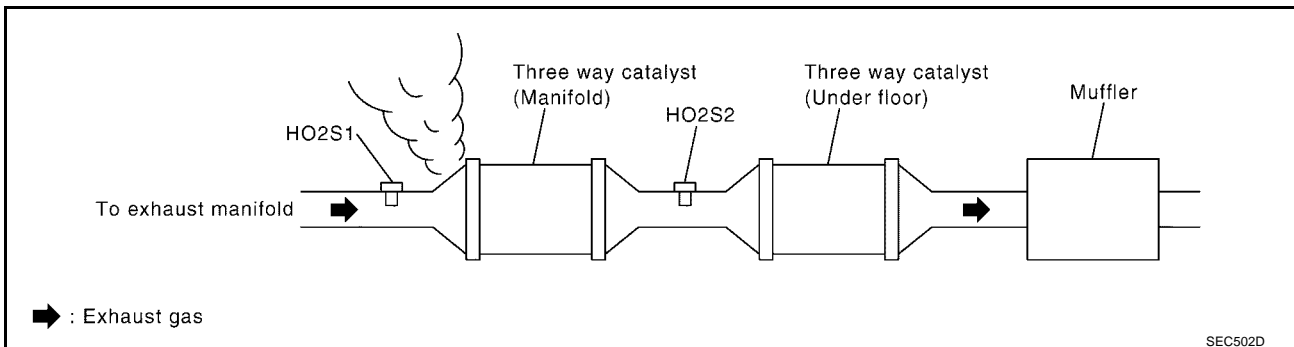
OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

### 2. CHECK EXHAUST GAS LEAK

- Start engine and run it at idle.
- Listen for an exhaust gas leak before the three way catalyst (manifold).



OK or NG

OK >> GO TO 3.

NG >> Repair or replace.



## 3. CHECK INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace.

## 4. CHECK IGNITION TIMING

Check the following items. Refer to [EC-88, "Basic Inspection"](#) .

Items	Specifications	
Ignition timing	A/T	18° ± 5° BTDC (in "P" or "N" position)
	M/T	7° ± 5° BTDC
Target idle speed	A/T	800 ± 50 rpm (in "P" or "N" position)
	M/T	650 ± 50 rpm

OK or NG

- OK >> GO TO 5.
- NG >> Follow the "Basic Inspection".

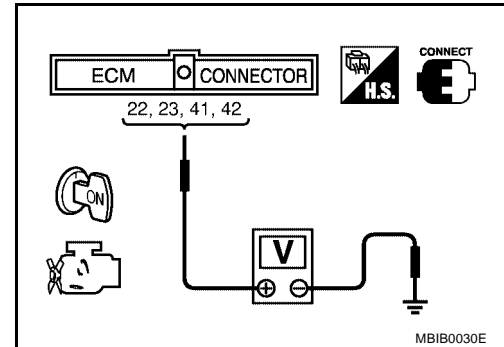
## 5. CHECK INJECTORS

1. Refer to Wiring Diagram for Injectors, [EC-548](#) .
2. Stop engine and then turn ignition switch "ON".
3. Check voltage between ECM terminals 22, 23, 41, 42 and ground with CONSULT-II or tester.

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 6.
- NG >> Perform [EC-550, "Diagnostic Procedure"](#) .

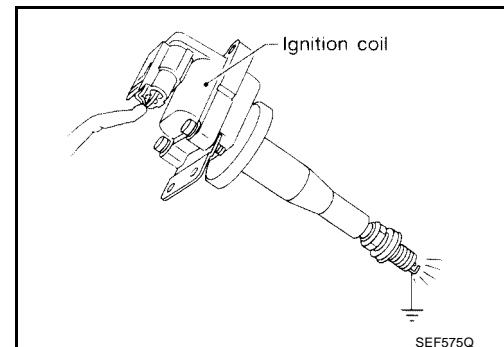


## 6. CHECK IGNITION SPARK

1. Turn ignition switch "OFF".
2. Disconnect ignition coil assembly from rocker cover.
3. Connect a known-good spark plug to the ignition coil assembly.
4. Place end of spark plug against a suitable ground and crank engine.
5. Check for spark.

OK or NG

- OK >> GO TO 7.
- NG >> Check ignition coil with power transistor and their circuit. Refer to [EC-535, "IGNITION SIGNAL"](#) .



# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (ULEV)]

## 7. CHECK INJECTOR

1. Turn ignition switch "OFF".
2. Remove injector assembly.  
Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#) .  
Keep fuel hose and all injectors connected to injector gallery.
3. Disconnect all ignition coil harness connectors.
4. Turn ignition switch "ON".  
Make sure fuel does not drip from injector.

### OK or NG

OK (Does not drip.)>>GO TO 8.

NG (Drips.)>>Replace the injector(s) from which fuel is dripping.

## 8. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

Trouble is fixed.>>**INSPECTION END**

Trouble is not fixed.>>Replace three way catalyst (manifold).

A

EC

C

D

E

F

G

H

I

J

K

L

M

DTC P0441 EVAP CONTROL SYSTEM

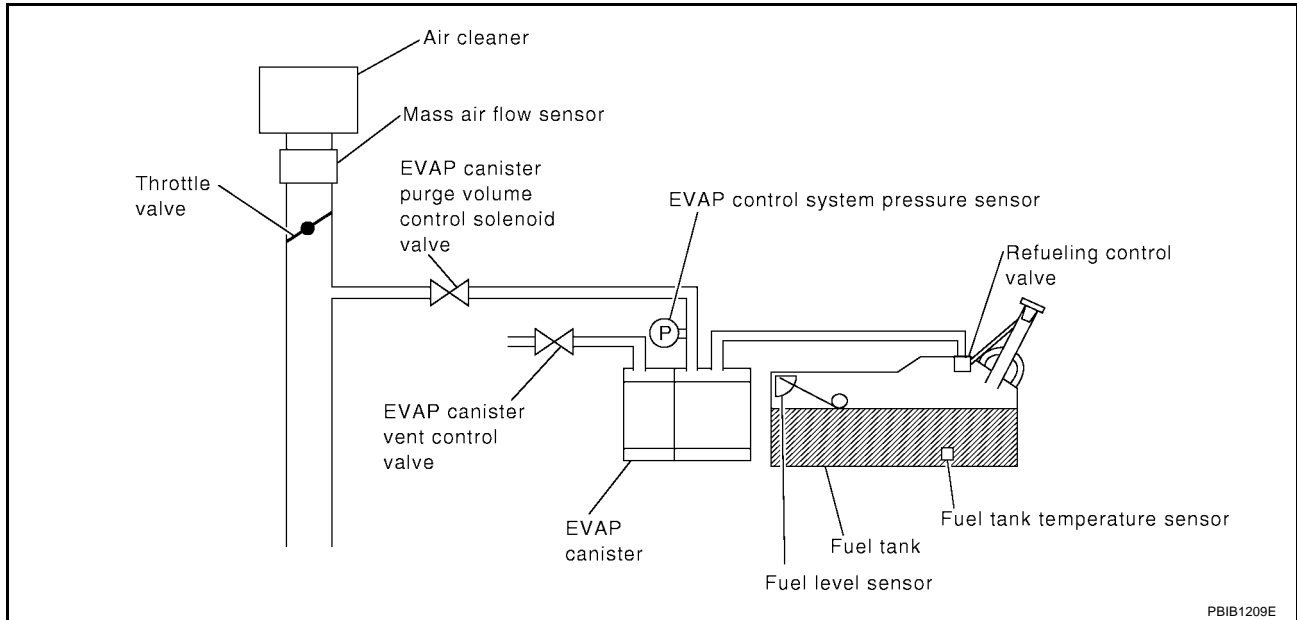
PF1:14950

System Description

UBS001IU

NOTE:

If DTC P0441 is displayed with other DTC such as P2122, P2123, P2127, P2128, P2138 first perform trouble diagnosis for other DTC.



PBIB1209E

In this evaporative emission (EVAP) control system, purge flow occurs during non-closed throttle conditions. Purge volume is related to air intake volume. Under normal purge conditions (non-closed throttle), the EVAP canister purge volume control solenoid valve is open to admit purge flow. Purge flow exposes the EVAP control system pressure sensor to intake manifold vacuum.

On Board Diagnosis Logic

UBS006GI

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, malfunction is determined.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0441 0441	EVAP control system incorrect purge flow	EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.	<ul style="list-style-type: none"> <li>● EVAP canister purge volume control solenoid valve stuck closed</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Loose, disconnected or improper connection of rubber tube</li> <li>● Blocked rubber tube</li> <li>● Cracked EVAP canister</li> <li>● EVAP canister purge volume control solenoid valve circuit</li> <li>● Accelerator pedal position sensor</li> <li>● Blocked purge port</li> <li>● EVAP canister vent control valve</li> </ul>

DTC Confirmation Procedure

UBS001IX

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

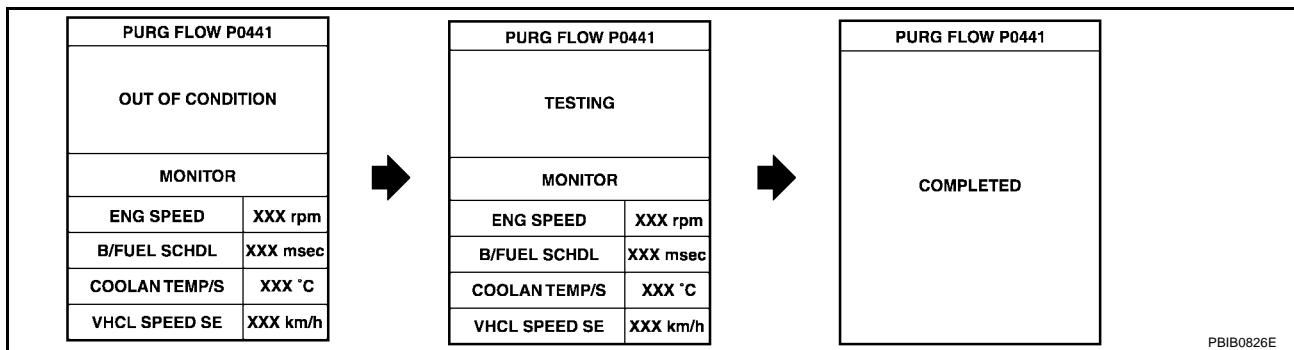
**TESTING CONDITION:**

For best results, perform test at a temperature of 0°C (32°F) or more.

**Ⓟ WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and let it idle for at least 70 seconds.
4. Select "PURG FLOW P0441" of "EVAPORATIVE SYSTEM" in "DTC CONFIRMATION" mode with CONSULT-II.
5. Touch "START".  
If "COMPLETED" is displayed, go to step 7.
6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take at least 35 seconds.)

Selector lever	Suitable position
Vehicle speed	32 - 120 km/h (20 - 75 MPH)
ENG SPEED	500 - 3,800 rpm
B/FUEL SCHDL	1.0 - 8.2 msec
Engine coolant temperature	More than 70°C (158°F)



If "TESTING" is not changed for a long time, retry from step 2.

7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-297, "Diagnostic Procedure"](#).

**Overall Function Check**

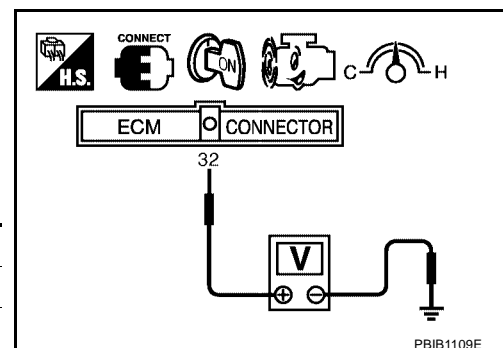
UBS0011Y

Use this procedure to check the overall monitoring function of the EVAP control system purge flow monitoring. During this check, a DTC might not be confirmed.

**Ⓟ WITH GST**

1. Lift up drive wheels.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Start engine and wait at least 70 seconds.
5. Set voltmeter probes to ECM terminals 32 (EVAP control system pressure sensor signal) and ground.
6. Check EVAP control system pressure sensor value at idle speed and note it.
7. Establish and maintain the following conditions for at least 1 minute.

Air conditioner switch	ON
Headlamp switch	ON
Rear window defogger switch	ON
Engine speed	Approx. 3,000 rpm
Gear position	Any position other than "P", "N" or "R"



## DTC P0441 EVAP CONTROL SYSTEM

[QG18DE (ULEV)]

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8. Verify that EVAP control system pressure sensor value stays 0.1V less than the value at idle speed (measured at step 6) for at least 1 second.
9. If NG, go to [EC-297, "Diagnostic Procedure"](#) .

**Diagnostic Procedure**

**1. CHECK EVAP CANISTER**

1. Turn ignition switch "OFF".
2. Check EVAP canister for cracks.

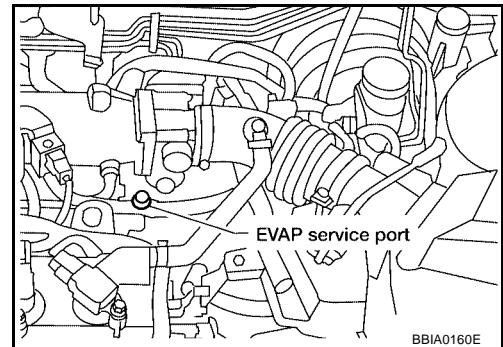
**OK or NG**

- OK (With CONSULT-II)>>GO TO 2.
- OK (Without CONSULT-II)>>GO TO 3.
- NG >> Replace EVAP canister.

**2. CHECK PURGE FLOW**

**Ⓜ With CONSULT-II**

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
2. Start engine and let it idle.



3. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II.
4. Rev engine up to 2,000 rpm.
5. Touch "Qd" and "Qu" on CONSULT-II screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.

PURG VOL CONT/V	VACUUM
100.0%	Should exist
0.0%	Should not exist

**OK or NG**

- OK >> GO TO 7.
- NG >> GO TO 4.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

### 3. CHECK PURGE FLOW

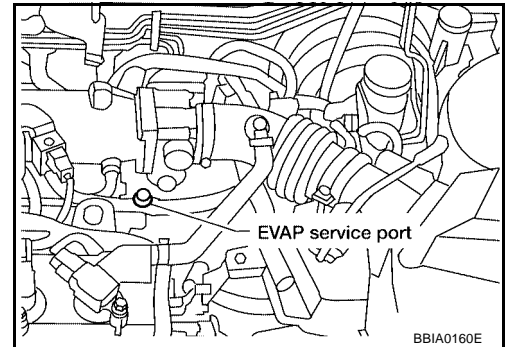
⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum gauge indication when revving engine up to 2,000 rpm.

Vacuum should exist.

6. Release the accelerator pedal fully and let idle.

Vacuum should not exist.



OK or NG

- OK >> GO TO 7.
- NG >> GO TO 4.

### 4. CHECK EVAP PURGE LINE

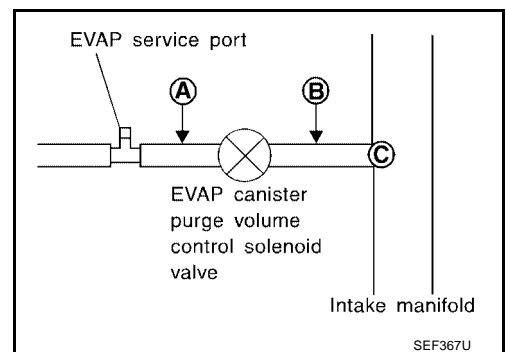
1. Turn ignition switch "OFF".
2. Check EVAP purge line for improper connection or disconnection. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair it.

### 5. CHECK EVAP PURGE HOSE AND PURGE PORT

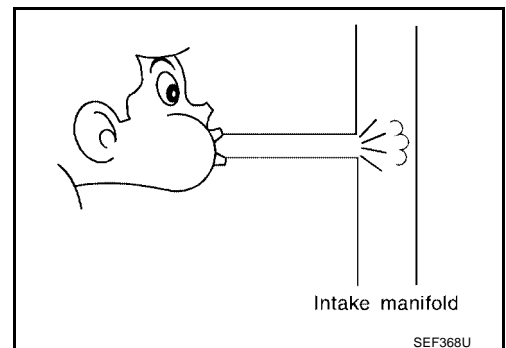
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B** .
2. Blow air into each hose and EVAP purge port **C** .



3. Check that air flows freely.

OK or NG

- OK (With CONSULT-II)>>GO TO 6.
- OK (Without CONSULT-II)>>GO TO 7.
- NG >> Repair or clean hoses and/or purge port.



**6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

**With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

**7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-316, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace EVAP canister purge volume control solenoid valve.

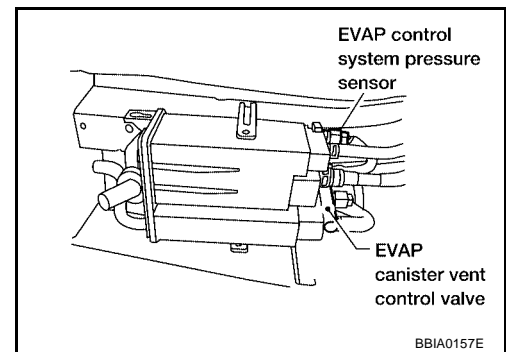
**8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR**

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 9.
- NG >> Replace EVAP control system pressure sensor.



**9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION**

Refer to "DTC Confirmation Procedure" for DTC P0452 [EC-324](#) , P0453 [EC-330](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace EVAP control system pressure sensor.

**10. CHECK RUBBER TUBE FOR CLOGGING**

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 11.
- NG >> Clean the rubber tube using an air blower.

**11. CHECK EVAP CANISTER VENT CONTROL VALVE**

Refer to [EC-322, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace EVAP canister vent control valve.



## 12. CHECK EVAP PURGE LINE

---

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.  
Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Replace it.

## 13. CLEAN EVAP PURGE LINE

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 14.

## 14. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

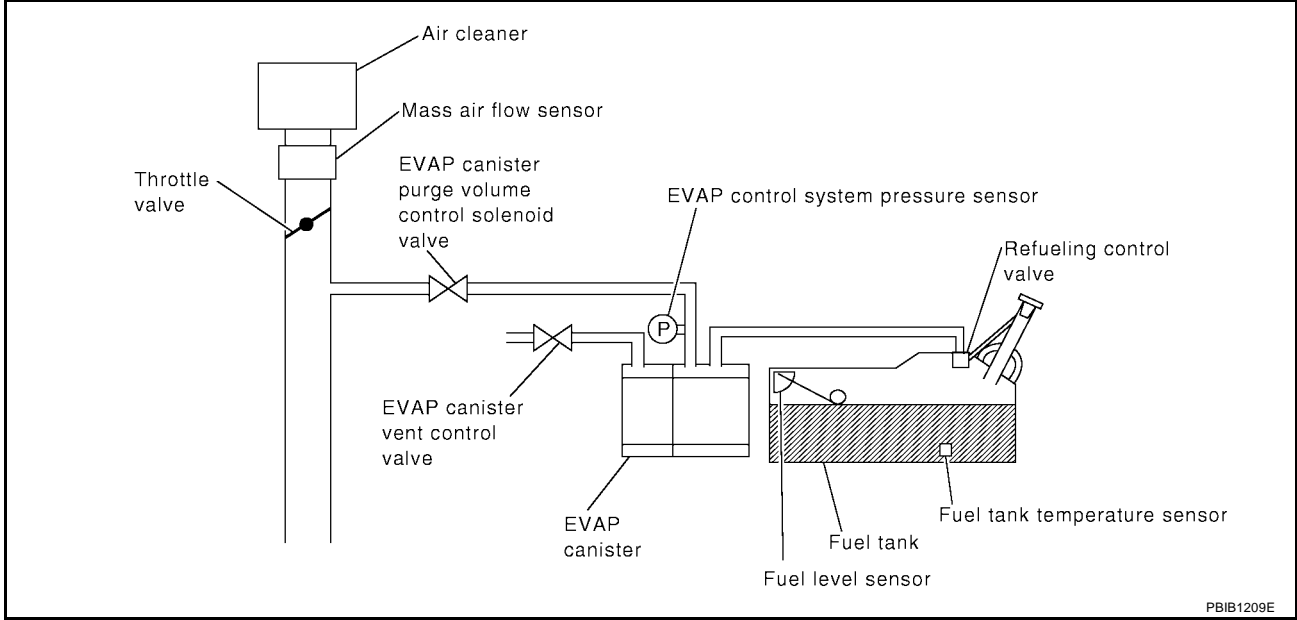
DTC P0442 EVAP CONTROL SYSTEM

PF14950

On Board Diagnosis Logic

UBS001J0

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum. If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following "Vacuum test" conditions. The EVAP canister vent control valve is closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve will then be opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.



A  
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# DTC P0442 EVAP CONTROL SYSTEM

[QG18DE (ULEV)]

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0442 0442	EVAP control system small leak detected (negative pressure)	EVAP control system has a leak, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Fuel level sensor and the circuit</li> <li>● Refueling control valve</li> <li>● ORVR system leaks</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS001J2

**CAUTION:**

Never remove fuel filler cap during the DTC confirmation procedure.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Open engine hood before conducting following procedure.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).

 **WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Check the following conditions are met.

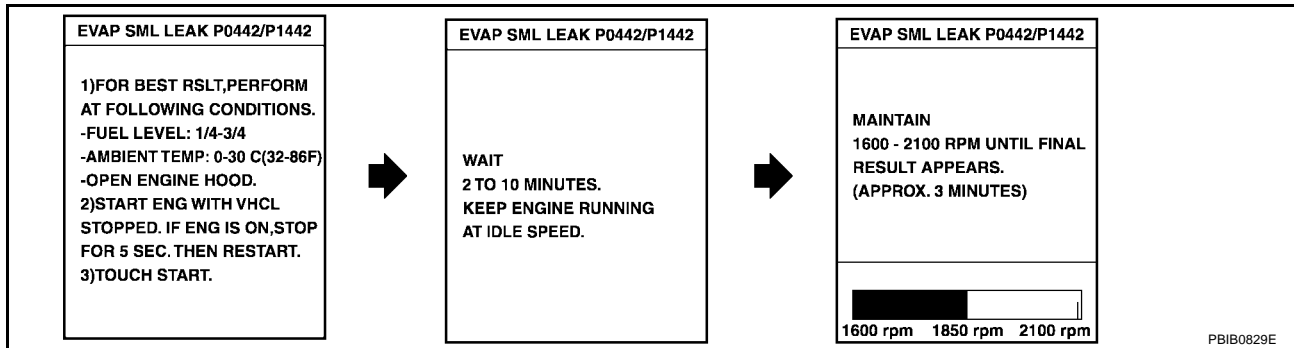
**COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**

**INT/A TEMP SE: More than -20°C (-4°F)**

# DTC P0442 EVAP CONTROL SYSTEM

[QG18DE (ULEV)]

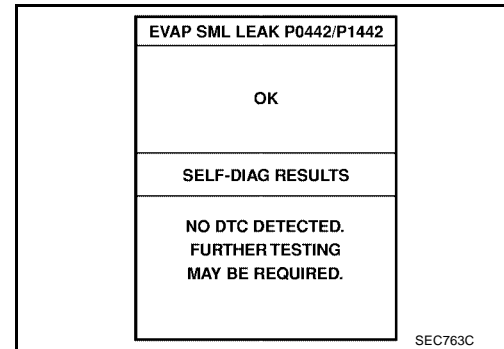
5. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
Follow the instruction displayed.



## NOTE:

- If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-88, "Basic Inspection"](#).
- Make sure that EVAP hoses are connected to the EVAP canister purge volume control solenoid valve properly.

6. Make sure that "OK" is displayed.  
If "NG" is displayed, refer to [EC-304, "Diagnostic Procedure"](#).



## WITH GST

### NOTE:

Be sure to read the explanation of "Driving Pattern" on [EC-68](#) before driving vehicle.

1. Start engine.
2. Drive vehicle according to [EC-68, "Driving Pattern"](#).
3. Stop vehicle.
4. Select "MODE 1" with GST.
  - If SRT of EVAP system is not set yet, go to the following step.
  - If SRT of EVAP system is set, the result will be OK.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Start engine.  
**It is not necessary to cool engine down before driving.**
7. Drive vehicle again according to the [EC-68, "Driving Pattern"](#).
8. Stop vehicle.
9. Select "MODE 3" with GST.
  - If P0442 is displayed on the screen, go to [EC-304, "Diagnostic Procedure"](#).
  - If P0441 is displayed on the screen, go to "Diagnostic Procedure" for DTC P0441, [EC-297](#).
  - If P0441, P0442 are not displayed on the screen, go to the following step.
10. Select "MODE 1" with GST.
  - If SRT of EVAP system is set, the result will be OK.
  - If SRT of EVAP system is not set, go to step 6.

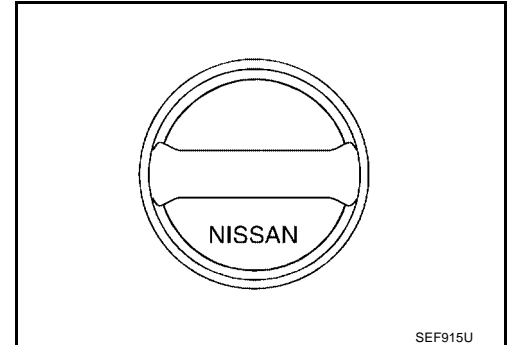
## Diagnostic Procedure

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

#### OK or NG

- OK >> GO TO 2.  
NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

#### OK or NG

- OK >> GO TO 3.  
NG >> ● Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
● Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

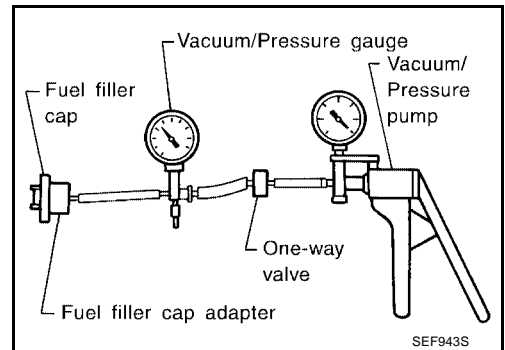
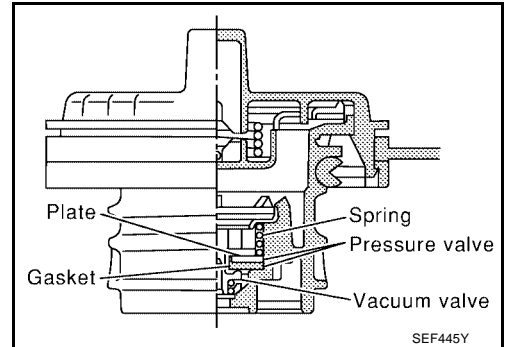
Check for air releasing sound while opening the fuel filler cap.

#### OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

**4. CHECK FUEL TANK VACUUM RELIEF VALVE**

1. Wipe valve housing clean.
2. Check valve opening pressure and vacuum.



**Pressure:** 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)

**Vacuum:** -6.0 to -3.4 kPa (-0.061 to -0.035 kg/cm<sup>2</sup> , -0.87 to -0.48 psi)

**CAUTION:**

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.

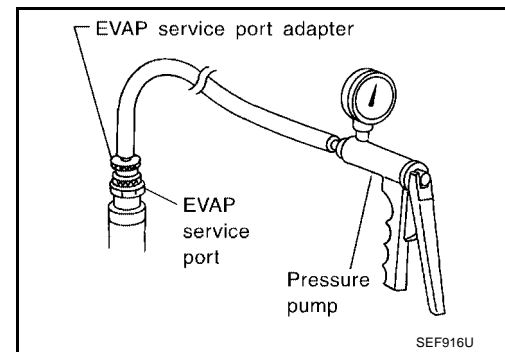
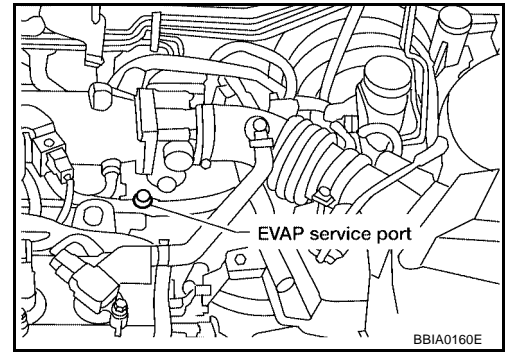
OK or NG

OK >> GO TO 5.

NG >> Replace fuel filler cap with a genuine one.

## 5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.



**NOTE:**

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.

Models with CONSULT-II>>>GO TO 6.

Models without CONSULT-II>>>GO TO 7.

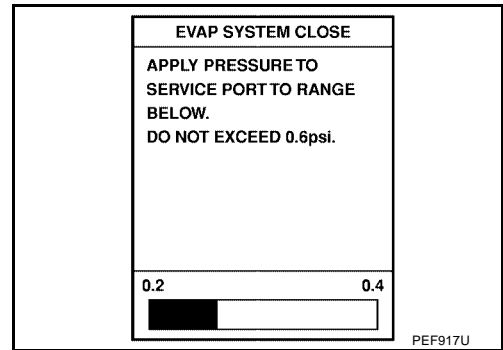
**6. CHECK FOR EVAP LEAK**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

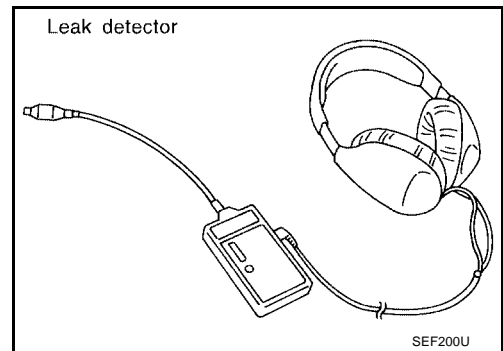
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#)

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.



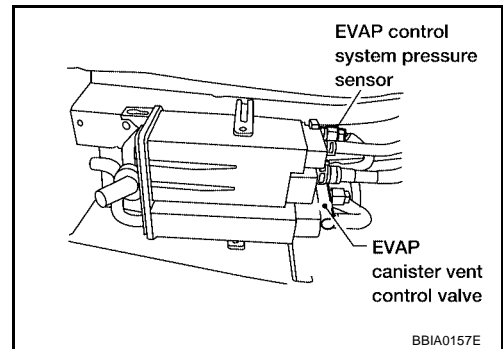
**7. CHECK FOR EVAP LEAK**

**Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

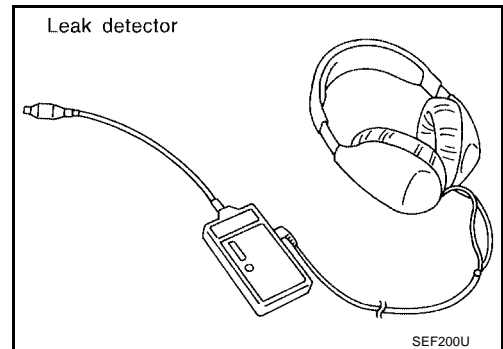
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.





**8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT**

Refer to [EC-312, "DTC Confirmation Procedure"](#) .

OK or NG

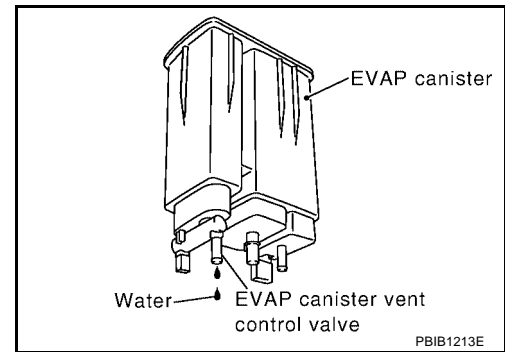
- OK >> GO TO 9.
- NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

**9. CHECK IF EVAP CANISTER SATURATED WITH WATER**

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 10.
- No (With CONSULT-II)>>GO TO 12.
- No (Without CONSULT-II)>>GO TO 13.



**10. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- >> Repair hose or replace EVAP canister.

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

Ⓟ **With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
H02S1 MNTR (B1)	LEAN

PBIB0828E

**13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**⊗ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 14.

**14. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-34, "Vacuum Hose Drawing"](#).

OK or NG

- OK (With CONSULT-II)>>GO TO 15.
- OK (Without CONSULT-II)>>GO TO 16.
- NG >> Repair or reconnect the hose.

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

**Ⓜ With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBI0828E

**16. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-316, "Component Inspection"](#).

OK or NG

- OK >> GO TO 17.
- NG >> Replace EVAP canister purge volume control solenoid valve.

**17. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-255, "Component Inspection"](#).

OK or NG

- OK >> GO TO 18.
- NG >> Replace fuel level sensor unit.

---

**18. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

---

Refer to [EC-329, "Component Inspection"](#) .

**OK or NG**

- OK >> GO TO 19.
- NG >> Replace EVAP control system pressure sensor.

---

**19. CHECK EVAP PURGE LINE**

---

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [EC-583, "EVAPORATIVE EMISSION SYSTEM"](#) .

**OK or NG**

- OK >> GO TO 20.
- NG >> Repair or reconnect the hose.

---

**20. CLEAN EVAP PURGE LINE**

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 21.

---

**21. CHECK EVAP/ORVR VAPOR LINE**

---

Check EVAP/ORVR vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-590, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

**OK or NG**

- OK >> GO TO 22.
- NG >> Repair or replace hoses and tubes.

---

**22. CHECK SIGNAL LINE AND RECIRCULATION LINE**

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

**OK or NG**

- OK >> GO TO 23.
- NG >> Repair or replace hoses, tubes or filler neck tube.

---

**23. CHECK REFUELING EVAP VAPOR CUT VALVE**

---

Refer to [EC-593, "Component Inspection"](#) .

**OK or NG**

- OK >> GO TO 24.
- NG >> Replace refueling EVAP vapor cut valve with fuel tank.

---

**24. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

**OK or NG**

- OK >> GO TO 25.
- NG >> Replace fuel level sensor unit.

---

**25. CHECK INTERMITTENT INCIDENT**

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Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

## DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PF1:14920

### Description SYSTEM DESCRIPTION

UBS001J5

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage*2		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Closed throttle position		
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Vehicle speed signal*1	Vehicle speed		

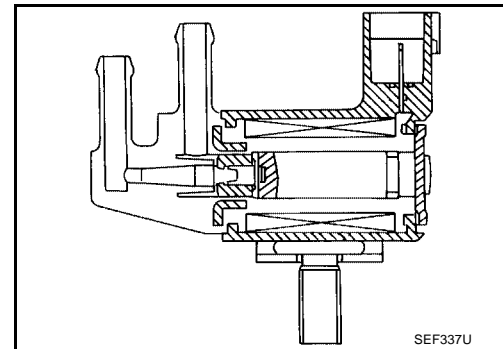
\*1: This signal is sent to the ECM through CAN communication line.

\*2: The ECM determines the start signal status by the signals of engine speed and battery voltage.

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001J6

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> </ul>	Idle
	<ul style="list-style-type: none"> <li>● Shift lever: N (A/T models) Neutral (M/T models)</li> <li>● No-load</li> </ul>	2,000 rpm
		0%
		—

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

## On Board Diagnosis Logic

*UBS006GJ*

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0444 0444	EVAP canister purge volume control solenoid valve circuit open	An excessively low voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>
P0445 0445	EVAP canister purge volume control solenoid valve circuit shorted	An excessively high voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>

## DTC Confirmation Procedure

*UBS001J9*

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**Before performing the following procedure, confirm battery voltage is more than 11V at idle.**

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for at least 13 seconds.
4. If 1st trip DTC is detected, go to [EC-314, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "WITH CONSULT-II" above.

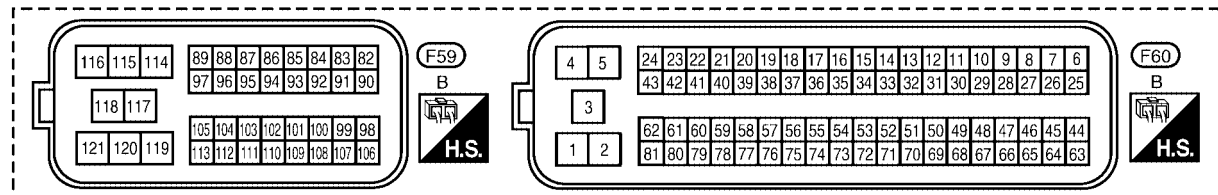
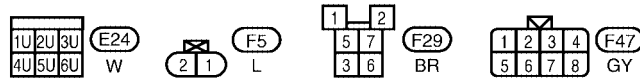
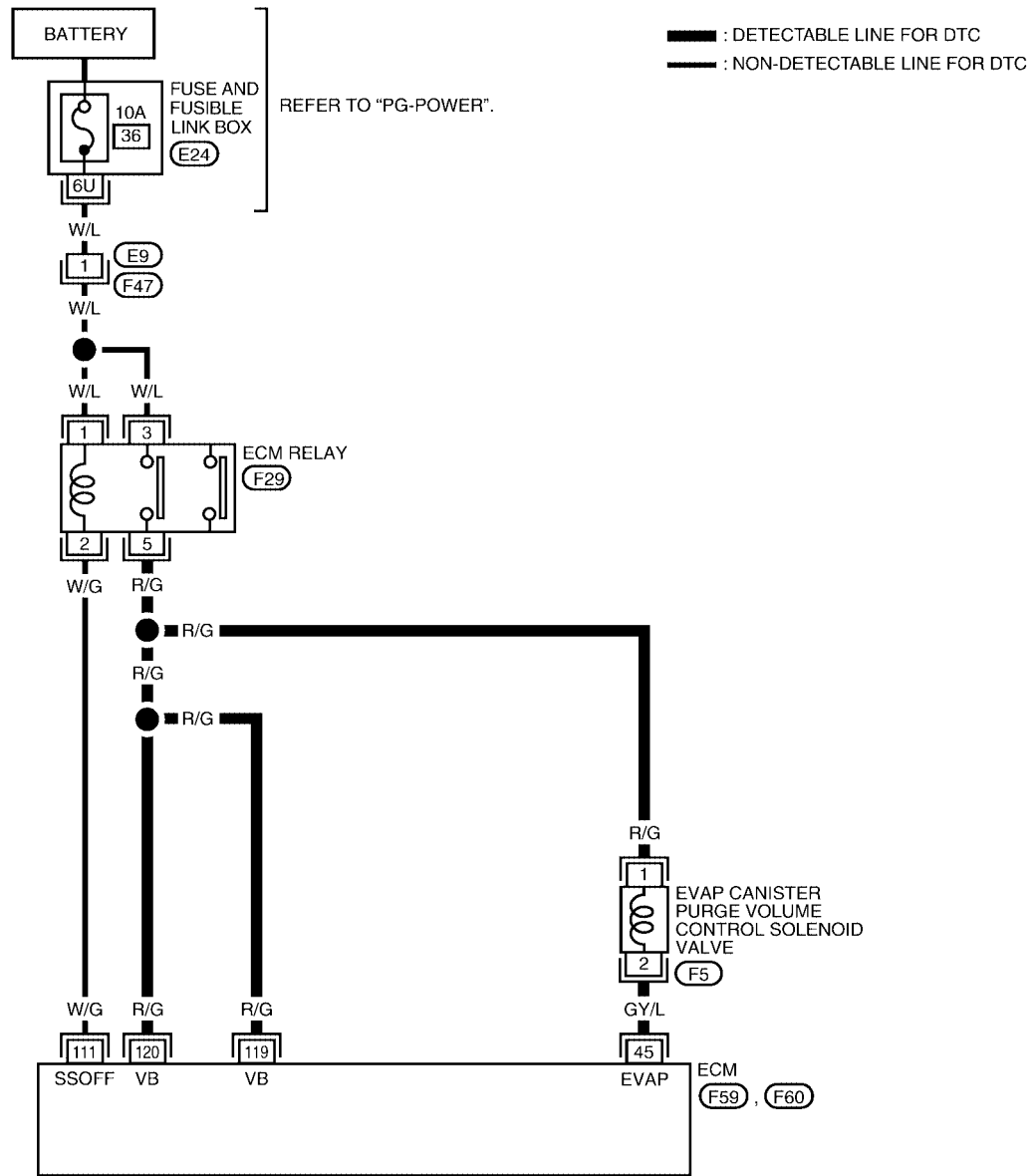
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

UBS001JA

## Wiring Diagram

EC-PGC/V-01



BBWA0785E

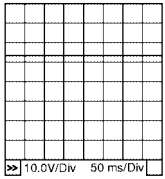
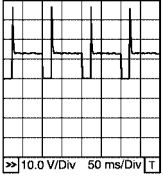
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	GY/L	EVAP canister purge volume control solenoid valve	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>10.0V/Div 50 ms/Div</p> <p>PBIB0050E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	<p>Approximately 10V★</p>  <p>10.0 V/Div 50 ms/Div</p> <p>PBIB0520E</p>

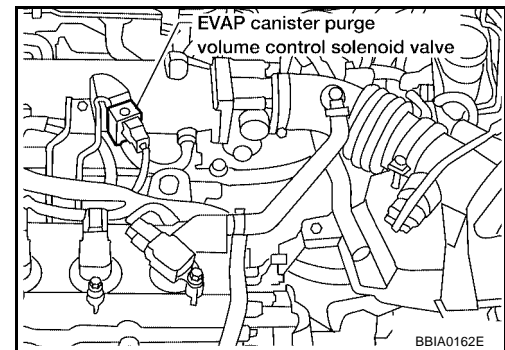
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS001JB

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch "ON".

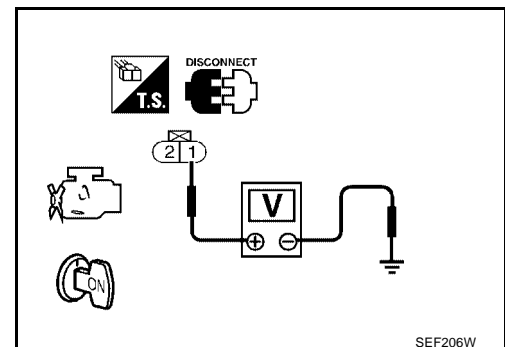


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



## 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM relay

>> Repair harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 45 and EVAP canister purge volume control solenoid valve terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK (With CONSULT-II)>>GO TO 4.

OK (Without CONSULT-II)>>GO TO 5.

NG >> Repair open circuit or short to ground and short to power in harness or connectors.

## 4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

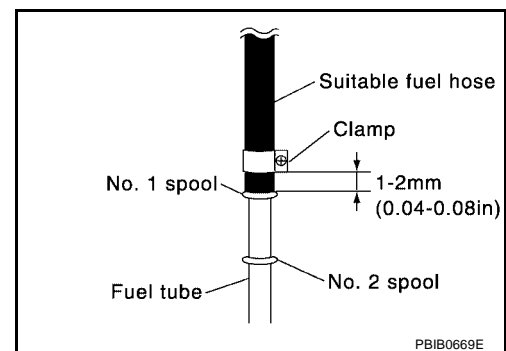
 **With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.



## 5. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-316, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace EVAP canister purge volume control solenoid valve.

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**



# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

UBS001JC

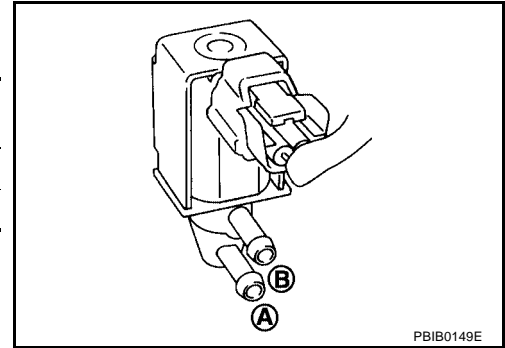
## Component Inspection

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

#### ④ With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100.0%	Yes
0.0%	No

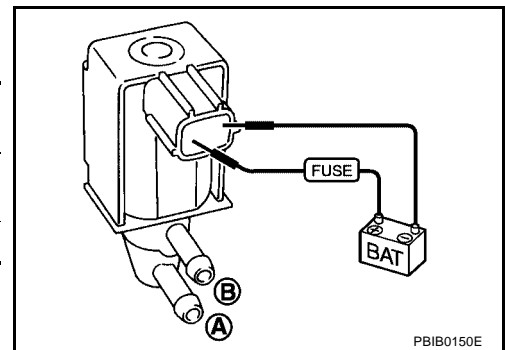


PBIB0149E

#### ⊗ Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



PBIB0150E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

## DTC P0447 EVAP CANISTER VENT CONTROL VALVE

PF14935

### Component Description

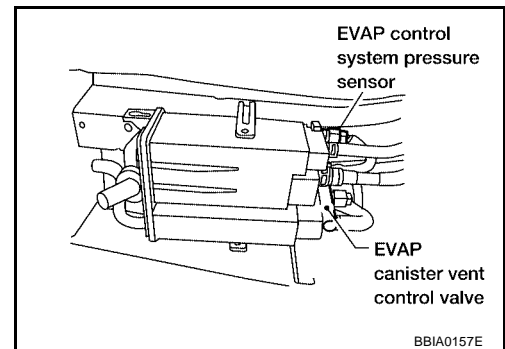
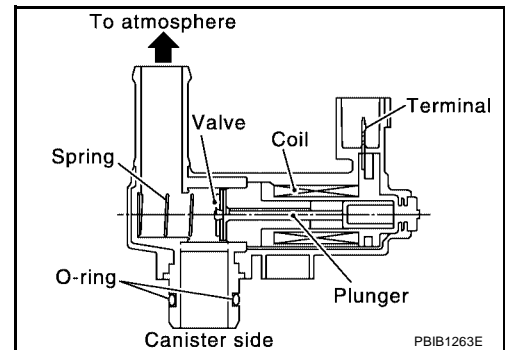
UBS001JD

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System" diagnoses.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001JE

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS006GK

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0447 0447	EVAP canister vent control valve circuit open	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The valve circuit is open or shorted.)</li> <li>● EVAP canister vent control valve</li> </ul>

### DTC Confirmation Procedure

UBS001JH

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm battery voltage is more than 11V at idle.

#### Ⓟ WITH CONSULT-II

1. Turn ignition switch "ON".

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 8 seconds.
4. If 1st trip DTC is detected, go to [EC-320, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

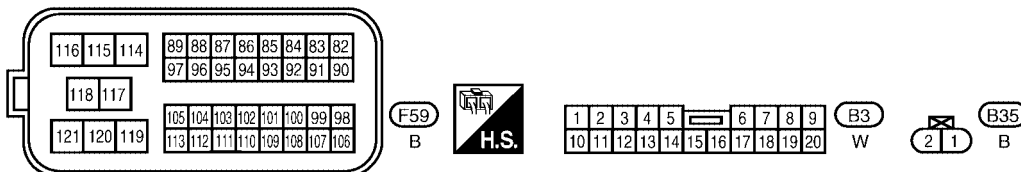
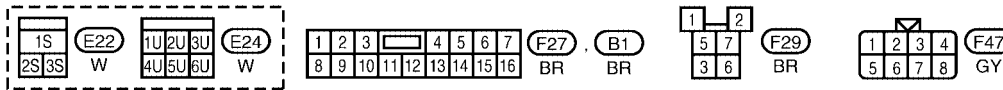
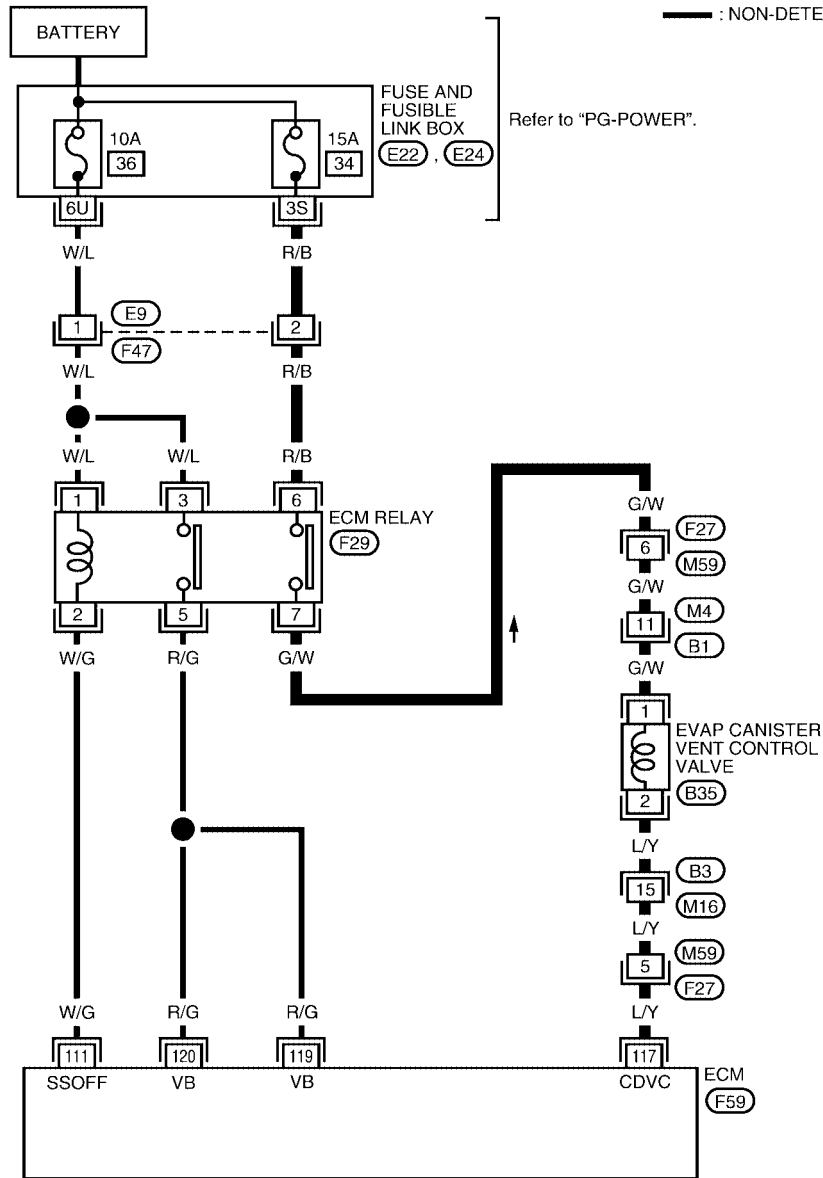
[QG18DE (ULEV)]

## Wiring Diagram

UBS001J1

### EC-VENT/V-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0291E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
117	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS001JJ

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

Yes >> GO TO 2.

No >> GO TO 3.

### 2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

Ⓢ **With CONSULT-II**

- Turn ignition switch "OFF" and then turn "ON".
- Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT-II.
- Touch "ON/OFF" on CONSULT-II screen.
- Check for operating sound of the valve.  
**Clicking noise should be heard.**

OK or NG

OK >> GO TO 7.

NG >> GO TO 3.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

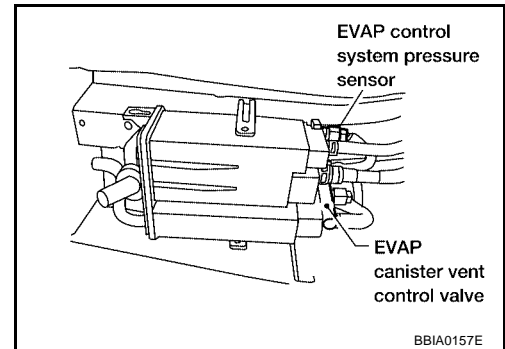
PBIB0834E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister vent control valve harness connector.
3. Turn ignition switch "ON".

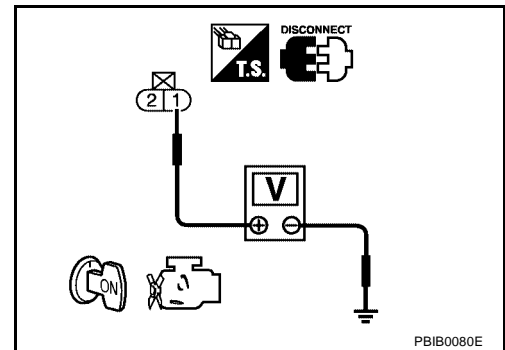


4. Check voltage between EVAP canister vent control valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness connectors M14, B1
- Fuse block (J/B) connector E22
- 15A fuse
- Harness for open or short between EVAP canister vent control valve and fuse

>> Repair harness or connectors.

## 5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 117 and EVAP canister vent control valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between EVAP canister vent control valve and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

OK >> GO TO 8.

NG >> Clean the rubber tube using an air blower.

## 8. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-322, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace EVAP canister vent control valve.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

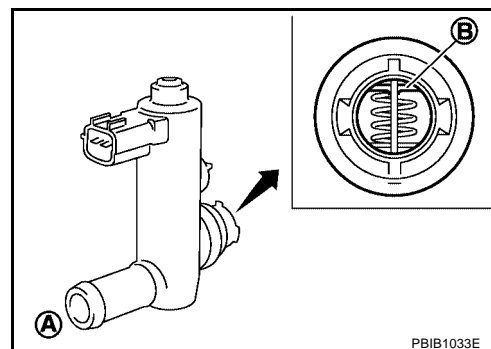
>> INSPECTION END

### Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS001JK

#### Ⓟ With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".
5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.



PBIB1033E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE [QG18DE (ULEV)]

6. Check air passage continuity and operation delay time.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
ON	No
OFF	Yes

7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.

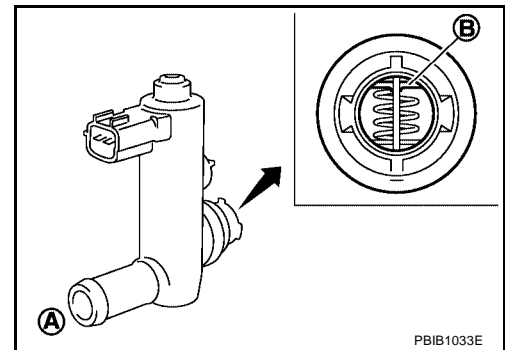
8. Perform Test No. 5 again.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
H02S1 (B1)	XXX V

PBIB0834E

**⊗ Without CONSULT-II**

- Remove EVAP canister vent control valve from EVAP canister.
- Check portion **B** of EVAP canister vent control valve for being rusted.

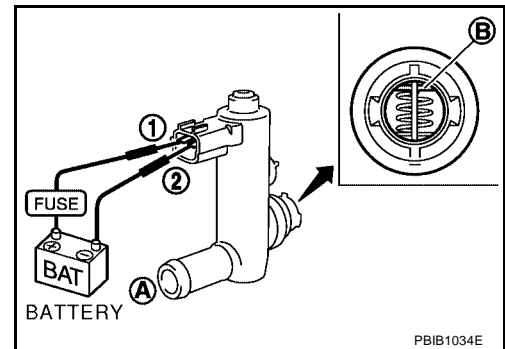


3. Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	No
OFF	Yes

4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.

5. Perform Test No. 3 again.





# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

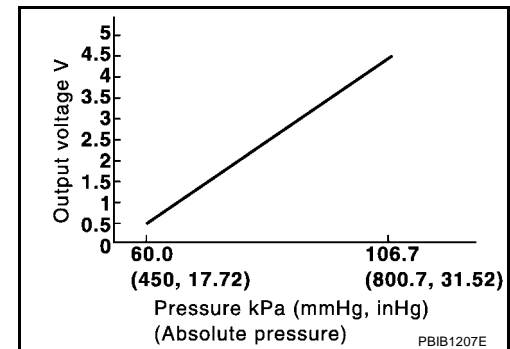
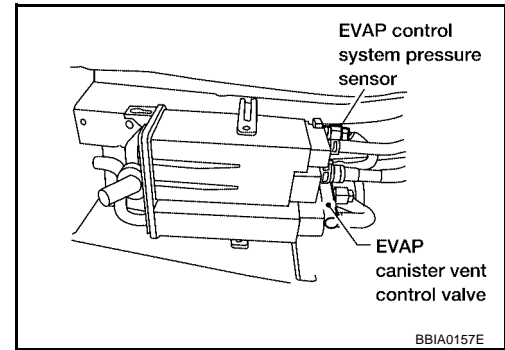
## DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

PFV:25085

### Component Description

UBS003RJ

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



### CONSULT-II Reference Value in Data Monitor Mode

UBS003RK

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

### On Board Diagnosis Logic

UBS003RL

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0452 0452	EVAP control system pressure sensor low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> </ul>

#### NOTE:

If DTC P0452 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455](#).

### DTC Confirmation Procedure

UBS003RM

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

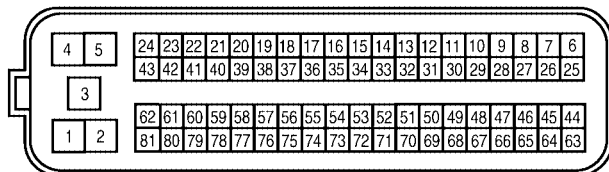
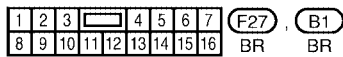
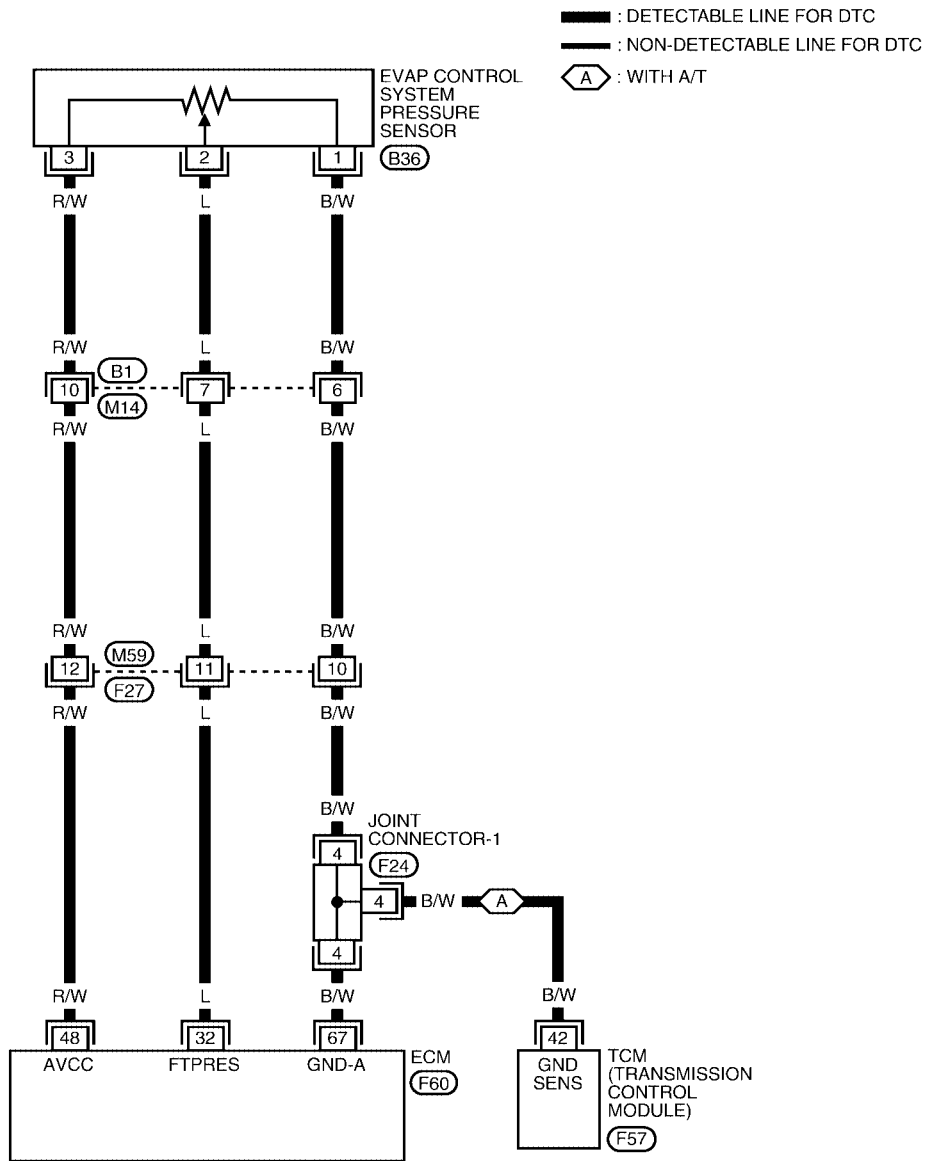


# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

UBS003RN

## Wiring Diagram

EC-PRE/SE-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0786E

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L	EVAP control system pressure sensor	[Ignition switch "ON"]	Approximately 4.4V
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

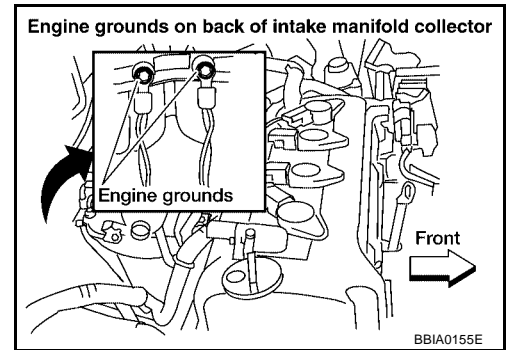
## Diagnostic Procedure

UBS003RO

### 1. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 2.



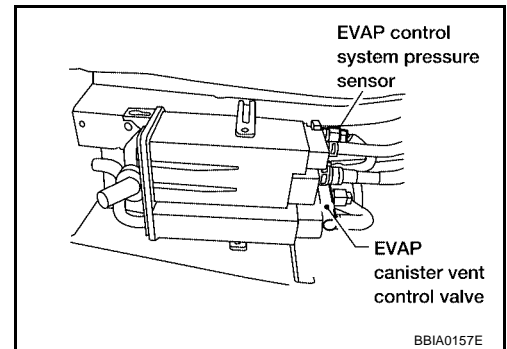
### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness connector.



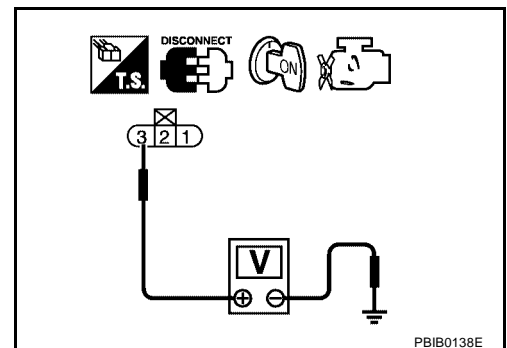
### 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.



# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

## [QG18DE (ULEV)]

---

### 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

### 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and ECM
- Harness for open or short between EVAP control system pressure sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

### 8. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

## 9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-329, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace EVAP control system pressure sensor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection EVAP CONTROL SYSTEM PRESSURE SENSOR

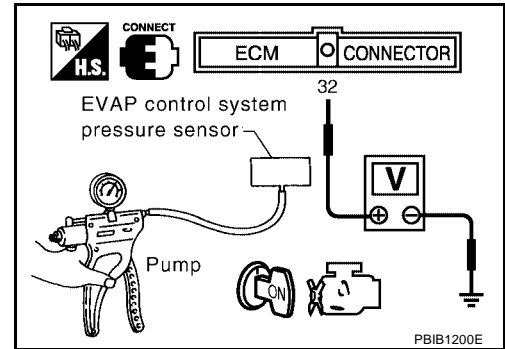
UBS003RP

1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove EVAP control system pressure sensor from EVAP canister.  
**Do not reuse the O-ring, replace it with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

**CAUTION:**

- Always calibrate the vacuum pump gauge when using it.
  - Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).
5. If NG, replace EVAP control system pressure sensor.



# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

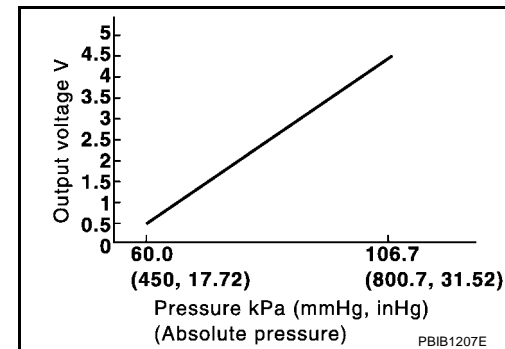
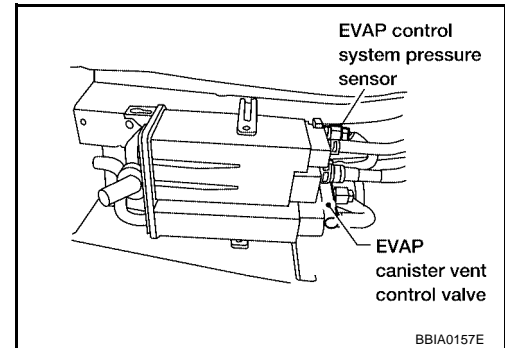
## DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

PF2:25085

### Component Description

UBS003RQ

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



### CONSULT-II Reference Value in Data Monitor Mode

UBS003RR

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

### On Board Diagnosis Logic

UBS003RS

#### NOTE:

If DTC P0453 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0453 0453	EVAP control system pressure sensor high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> </ul>

### DTC Confirmation Procedure

UBS003RT

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

## WITH CONSULT-II

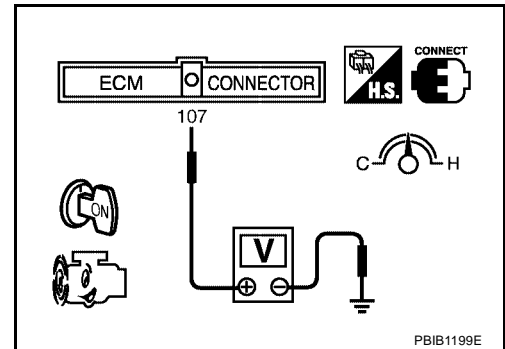
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
7. If 1st trip DTC is detected, go to [EC-333, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

## WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 107 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and wait at least 20 seconds.
5. Select "MODE 7" with GST.  
If 1st trip DTC is detected, go to [EC-333, "Diagnostic Procedure"](#)



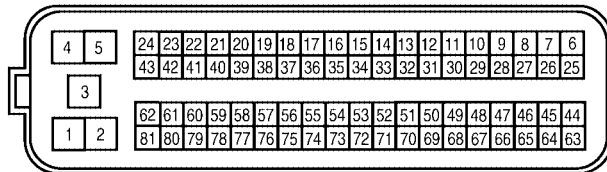
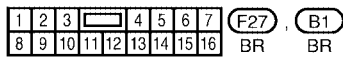
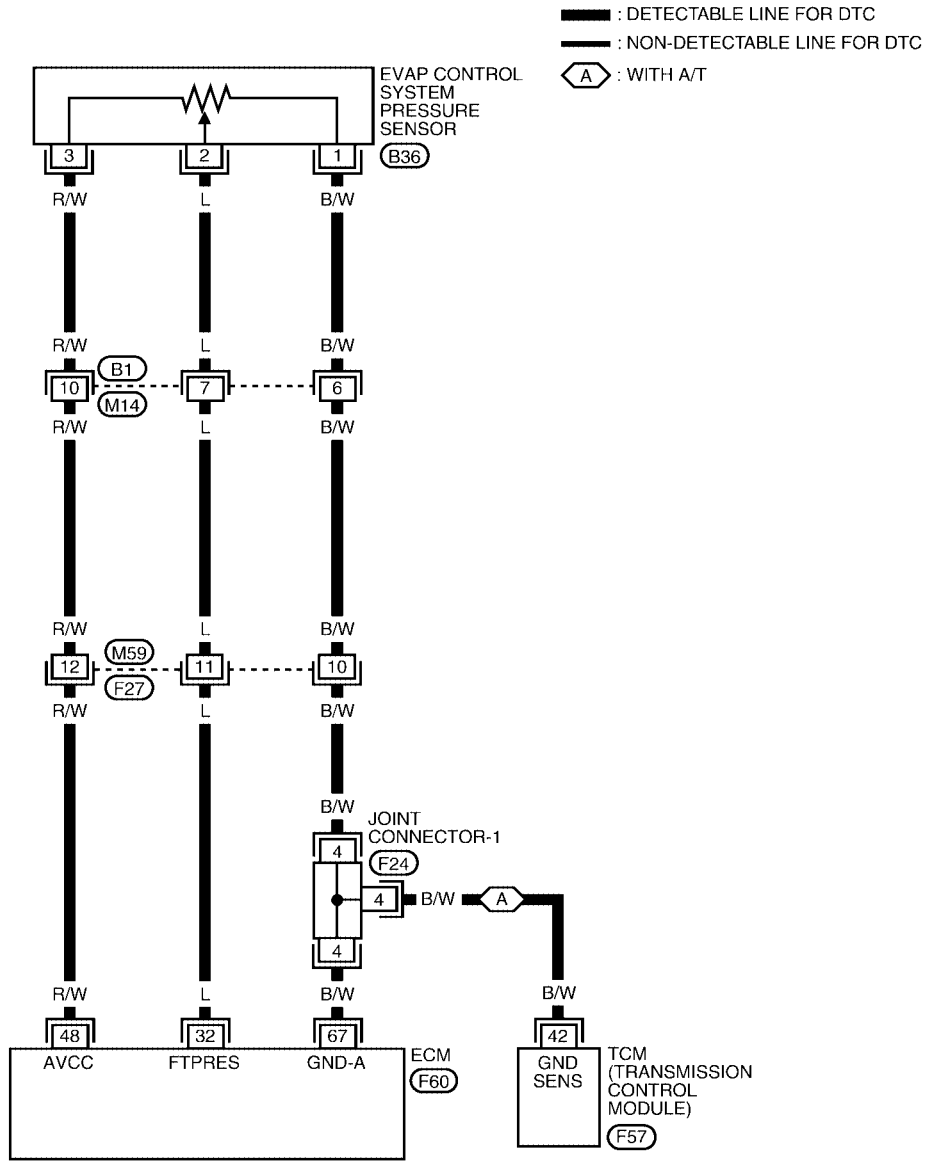


# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

## Wiring Diagram

UBS003RU

### EC-PRE/SE-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0786E

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L	EVAP control system pressure sensor	[Ignition switch "ON"]	Approximately 1.8 - 4.8V
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

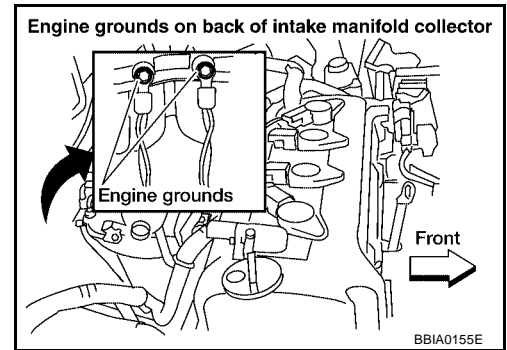
## Diagnostic Procedure

UBS003RV

### 1. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 2.



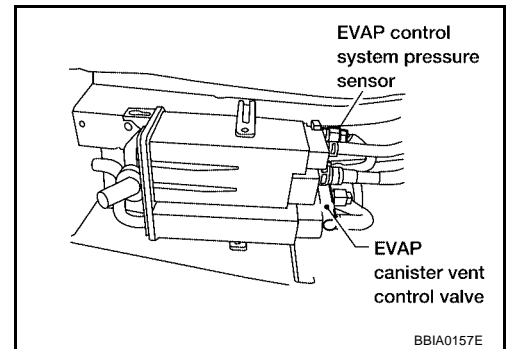
### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness connector.



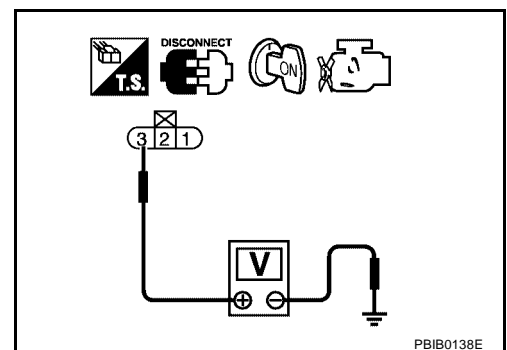
### 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.



# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

## [QG18DE (ULEV)]

---

### 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

### 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and ECM
- Harness for open or short between EVAP control system pressure sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

### 8. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

## [QG18DE (ULEV)]

### 9. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

OK >> GO TO 10.

NG >> Clean the rubber tube using an air blower.

### 10. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-322, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace EVAP canister vent control valve.

### 11. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-337, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace EVAP control system pressure sensor.

### 12. CHECK RUBBER TUBE

Check obstructed rubber tube connected to EVAP canister vent control valve.

OK or NG

OK >> GO TO 13.

NG >> Clean rubber tube using an air blower, repair or replace rubber tube.

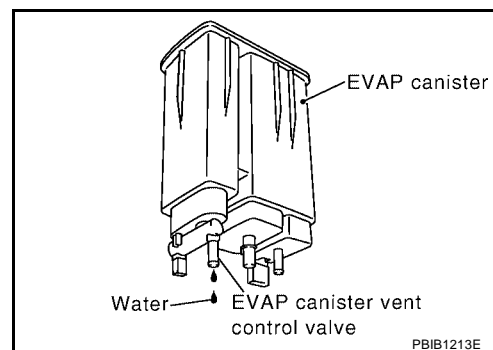
### 13. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

OK or NG

OK >> GO TO 14.

NG >> GO TO 16.



### 14. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

## 15. DETECT MALFUNCTIONING PART

---

Check the following.

- EVAP canister for damage

>> Repair hose or replace EVAP canister.

## 16. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (ULEV)]

UBS003RW

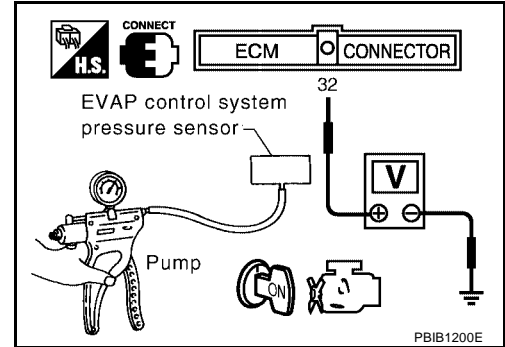
## Component Inspection EVAP CONTROL PRESSURE SENSOR

1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove EVAP control system pressure sensor from EVAP canister.  
**Do not reuse the O-ring, replace it with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

**CAUTION:**

- Always calibrate the vacuum pump gauge when using it.
  - Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).
5. If NG, replace EVAP control system pressure sensor.



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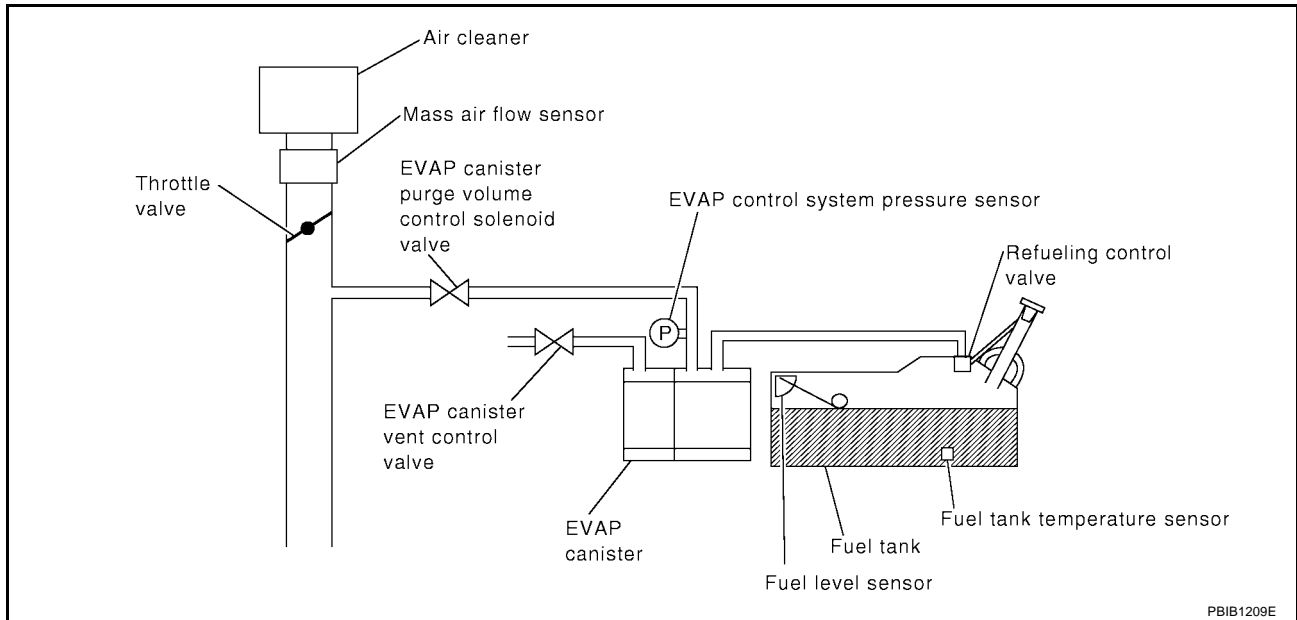
DTC P0455 EVAP CONTROL SYSTEM

PF1:14950

On Board Diagnosis Logic

UBS001JT

This diagnosis detects a very large leak (fuel filler cap fell off, etc.) in the EVAP system between the fuel tank and the EVAP canister purge volume control solenoid valve.



PBIB1209E

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0455 0455	EVAP control system gross leak detected	EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent.</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged.</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling EVAP vapor cut valve</li> <li>● ORVR system leaks</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

**CAUTION:**

Never remove fuel filler cap during the DTC Confirmation Procedure.

**NOTE:**

- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

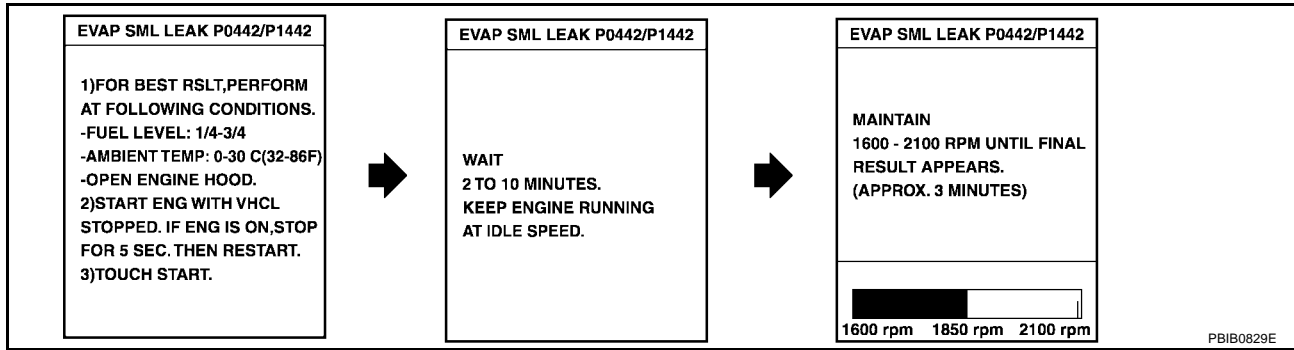
- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Open engine hood before conducting the following procedure.

**WITH CONSULT-II**

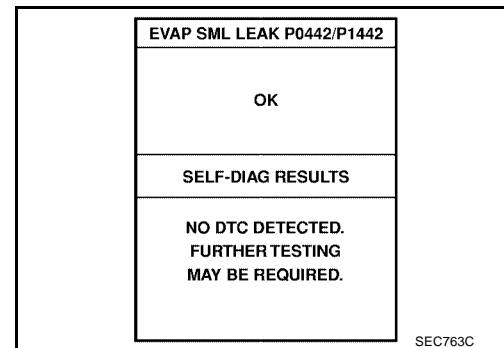
1. Tighten fuel filler cap securely until ratcheting sound is heard.
2. Turn ignition switch "ON".
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that the following conditions are met.  
**COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**  
**INT/A TEMP SE: 0 - 60°C (32 - 140°F)**
6. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
 Follow the instruction displayed.

**NOTE:**

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-88, "Basic Inspection"](#).



7. Make sure that "OK" is displayed.  
 If "NG" is displayed, select "SELF-DIAG RESULTS" mode with CONSULT-II and make sure that "EVAP GROSS LEAK [P0455]" is displayed. If it is displayed, refer to [EC-340, "Diagnostic Procedure"](#).  
 If P0442 is displayed, perform "Diagnostic Procedure" for DTC P0442, [EC-304](#).



**WITH GST**

**NOTE:**

Be sure to read the explanation of "Driving Pattern" on [EC-68](#) before driving vehicle.

1. Start engine.



2. Drive vehicle according to [EC-68, "Driving Pattern"](#) .
3. Stop vehicle.
4. Select "MODE 1" with GST.
  - If SRT of EVAP system is not set yet, go to the following step.
  - If SRT of EVAP system is set, the result will be OK.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Start engine.  
**It is not necessary to cool engine down before driving.**
7. Drive vehicle again according to the [EC-68, "Driving Pattern"](#) .
8. Stop vehicle.
9. Select "MODE 3" with GST.
  - If P0455 is displayed on the screen, go to [EC-340, "Diagnostic Procedure"](#) .
  - If P0442 is displayed on the screen, go to "Diagnostic Procedure", for DTC P0442, [EC-304](#) .
  - If P0441 is displayed on the screen, go to "Diagnostic Procedure" for DTC P0441, [EC-297](#) .
  - If P0441, P0442 and P0455 are not displayed on the screen, go to the following step.
10. Select "MODE 1" with GST.
  - If SRT of EVAP system is set, the result will be OK.
  - If SRT of EVAP system is not set, go to step 6.

## Diagnostic Procedure

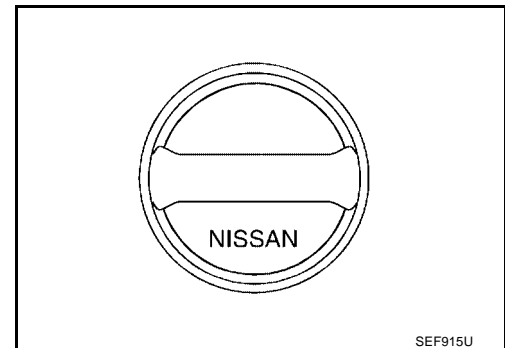
UBS001JW

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

#### OK or NG

- OK >> GO TO 2.  
 NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

#### OK or NG

- OK >> GO TO 3.  
 NG >> ● Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
 ● Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

#### OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.

**4. CHECK FUEL TANK VACUUM RELIEF VALVE**

1. Wipe clean valve housing.
2. Check valve opening pressure and vacuum.

**Pressure:**

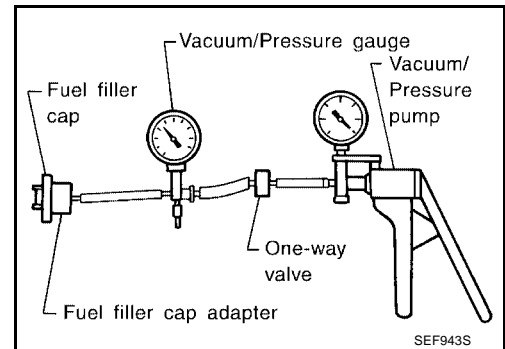
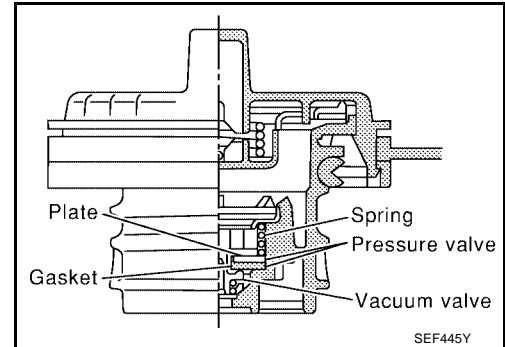
**15.3 - 20.0 kPa**

**(0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)**

**Vacuum:**

**-6.0 to -3.4 kPa**

**(-0.061 to -0.035 kg/cm<sup>2</sup> , -0.87 to -0.48 psi)**



**CAUTION:**

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.

OK or NG

- OK >> GO TO 5.
- NG >> Replace fuel filler cap with a genuine one.

**5. CHECK EVAP PURGE LINE**

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection.

Refer to [EC-583, "EVAPORATIVE EMISSION SYSTEM"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Repair or reconnect the hose.

**6. CLEAN EVAP PURGE LINE**

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 7.

**7. CHECK EVAP CANISTER VENT CONTROL VALVE**

Check the following.

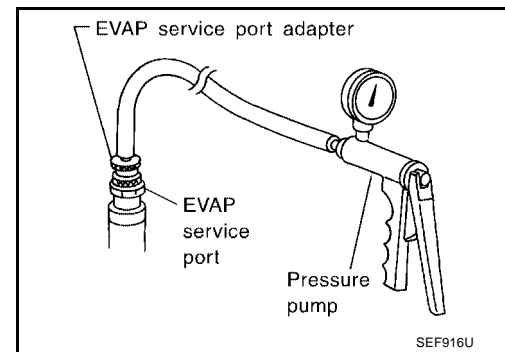
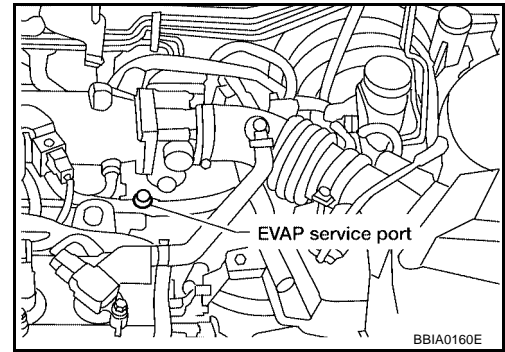
- EVAP canister vent control is installed properly.  
Refer to [EC-587, "Removal and Installation"](#) .
- EVAP canister vent control valve.  
Refer to [EC-322, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace EVAP canister vent control valve and O-ring.

### 8. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.



#### NOTE:

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.

Models with CONSULT-II>>>GO TO 9.

Models without CONSULT-II>>>GO TO 10.

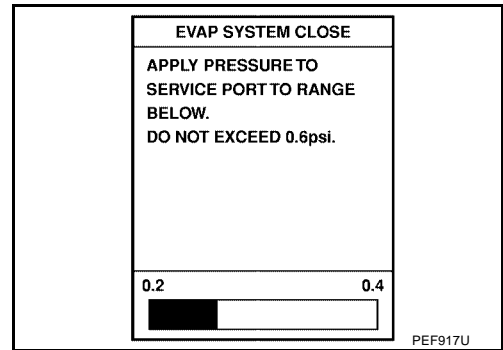
9. CHECK FOR EVAP LEAK

 With CONSULT-II

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

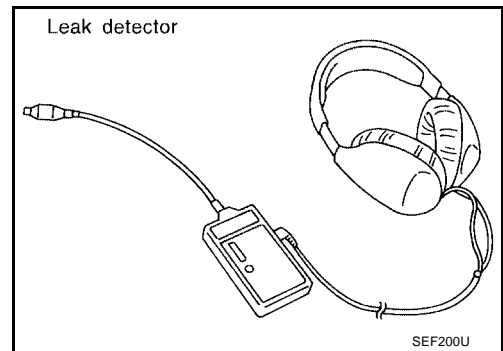
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#)

OK or NG

- OK >> GO TO 11.
- NG >> Repair or replace.



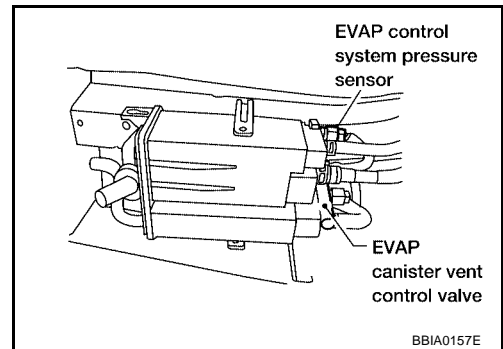
10. CHECK FOR EVAP LEAK

 Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

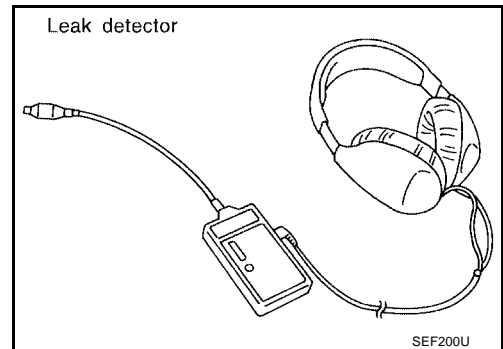
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 12.
- NG >> Repair or replace.



## 11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 14.  
 NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

## 12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 13.

## 13. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-34, "Vacuum Hose Drawing"](#) .

OK or NG

- OK (With CONSULT-II)>>GO TO 14.  
 OK (Without CONSULT-II)>>GO TO 15.  
 NG >> Repair or reconnect the hose.

## 14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 **With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 16.  
 NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-316, "Component Inspection"](#) .

OK or NG

OK >> GO TO 16.

NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-255, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace fuel level sensor unit.

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

Refer to [EC-337, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

**18. CHECK EVAP/ORVR LINE.**

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-590, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 19.

NG >> Repair or replace hoses and tubes.

**19. CHECK SIGNAL LINE AND RECIRCULATION LINE**

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 20.

NG >> Repair or replace hoses, tubes or filler neck tube.

**20. CHECK REFUELING EVAP VAPOR CUT VALVE**

Refer to [EC-593, "Component Inspection"](#) .

OK or NG

OK >> GO TO 21.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

**21. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P0456 EVAP CONTROL SYSTEM

PF14950

On Board Diagnosis Logic

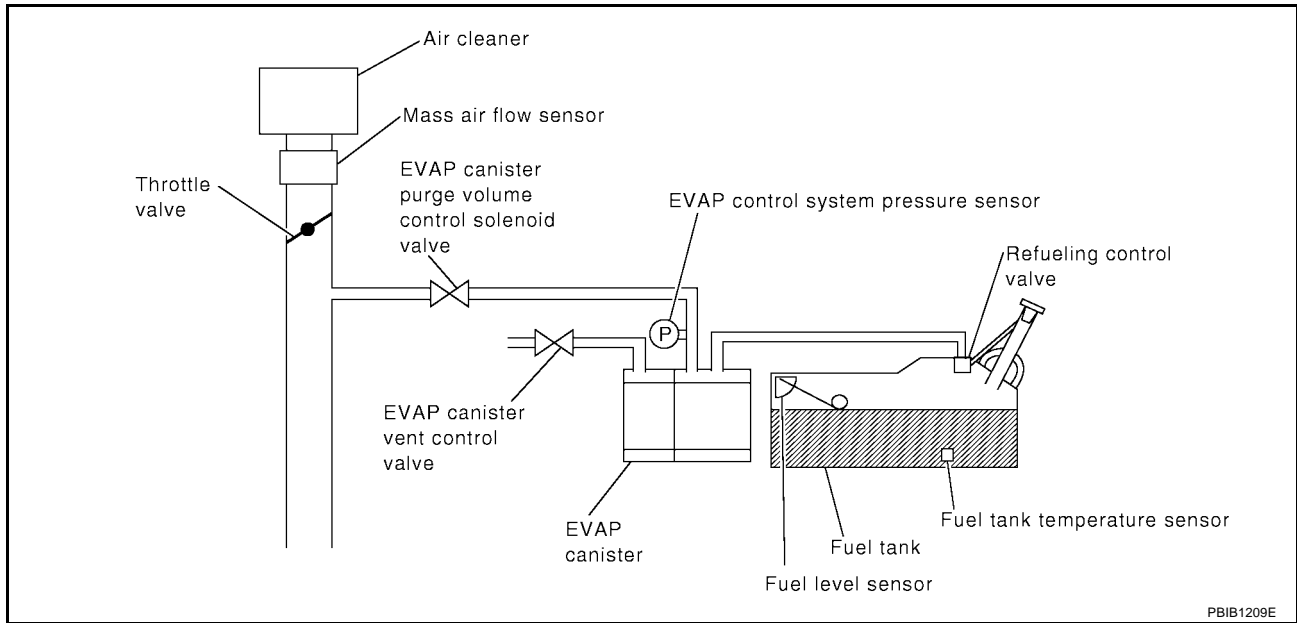
UBS003V6

This diagnosis detects very small leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the intake manifold vacuum in the same way as conventional EVAP small leak diagnosis.

If ECM judges a leak which corresponds to a very small leak, the very small leak P0456 will be detected.

If ECM judges a leak equivalent to a small leak, EVAP small leak P0442 will be detected.

If ECM judges there are no leaks, the diagnosis will be OK.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0456 0456	Evaporative emission control system very small leak (negative pressure check)	<ul style="list-style-type: none"> <li>● EVAP system has a very small leak.</li> <li>● EVAP system does not operate properly.</li> </ul>	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling EVAP vapor cut valve</li> <li>● ORVR system leaks</li> <li>● Fuel level sensor and the circuit</li> <li>● Foreign matter caught in EVAP canister purge volume control solenoid valve</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS003V7

**NOTE:**

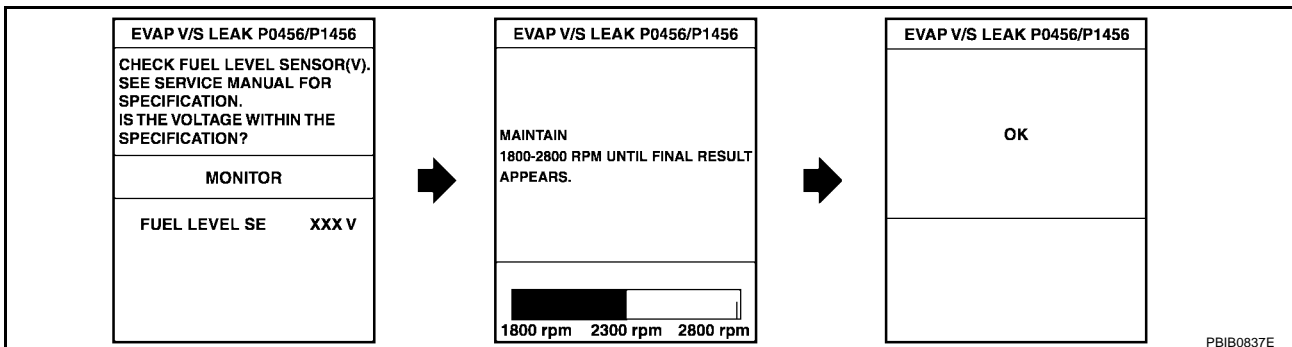
- If DTC P0456 is displayed with P0442, first perform trouble diagnosis for DTC P0456.
- After repair, make sure that the hoses and clips are installed properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Open engine hood before conducting following procedure.
- If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.
  - Fuel filler cap is removed.
  - Refilled or drained the fuel.
  - EVAP component parts is/are removed.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Make sure the following conditions are met.
  - FUEL LEVEL SE: 0.25 - 1.15V**
  - COOLAN TEMP/S: 0 - 32°C (32 - 90°F)**
  - FUEL T/TMP SE: 0 - 35°C (32 - 95°F)**
  - INT A/TEMP SE: More than 0°C (32°F)**
 If NG, turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle) or refilling/draining fuel until the output voltage condition of the "FUEL LEVEL SE" meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1).
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Select "EVAP V/S LEAK P0456/P1456" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
Follow the instruction displayed.



6. Make sure that "OK" is displayed. If "NG" is displayed, refer to [EC-348, "Diagnostic Procedure"](#).

**NOTE:**

- If the engine speed cannot be maintained within the range displayed on CONSULT-II screen, go to [EC-88, "Basic Inspection"](#).
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.



## Overall Function Check

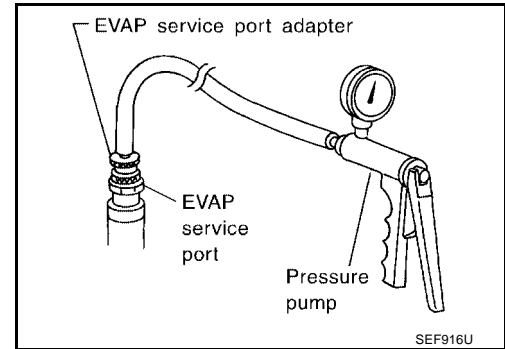
### WITH GST

Use this procedure to check the overall function of the EVAP very small leak function. During this check, a DTC might not be confirmed.

**CAUTION:**

- Never use compressed air, doing so may damage the EVAP system.
- Do not start engine.
- Do not exceeded 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi).

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch "ON".
5. Connect GST and select MODE 8.
6. Using MODE 8 control the EVAP canister vent control valve (close) and vacuum cut valve bypass valve (open).
7. Apply pressure and make sure the following conditions are satisfied.



**Pressure to be applied: 2.7 kPa (20 mmHg, 0.79 inHg)**

**Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (3 mmHg, 0.12 inHg).**

If NG, go to [EC-348, "Diagnostic Procedure"](#) .

If OK, go to next step.

8. Disconnect GST.
9. Start engine and warm it up to normal operating temperature.
10. Turn ignition switch "OFF" and wait at least 10 seconds.
11. Restart engine and let it idle for 90 seconds.
12. Keep engine speed at 2,000 rpm for 30 seconds.
13. Turn ignition switch "OFF".

**NOTE:**

For more information, refer to GST instruction manual.

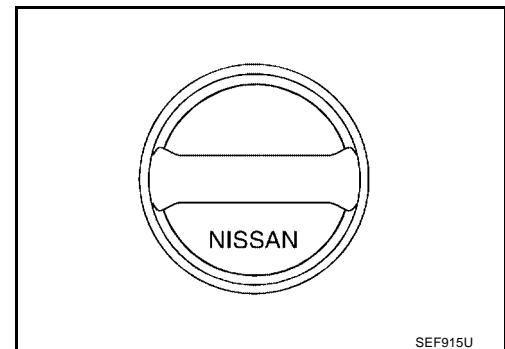
## Diagnostic Procedure

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK >> GO TO 2.
- NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK >> GO TO 3.
- NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.
- 2. Retighten until ratcheting sound is heard.

**3. CHECK FUEL FILLER CAP FUNCTION**

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

**4. CHECK FUEL TANK VACUUM RELIEF VALVE**

Refer to [EC-1849, "Component Inspection"](#).

OK or NG

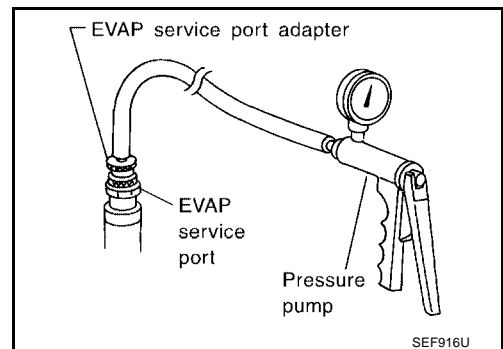
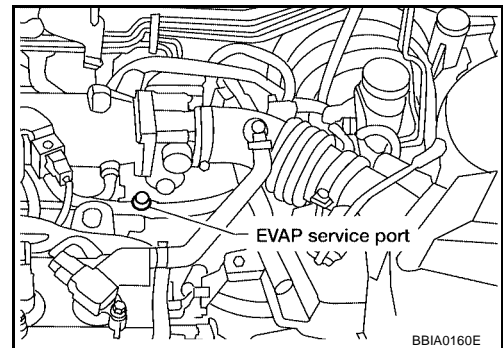
- OK >> GO TO 5.
- NG >> Replace fuel filler cap with a genuine one.

**5. INSTALL THE PRESSURE PUMP**

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II >> GO TO 6.  
Models without CONSULT-II >> GO TO 7.

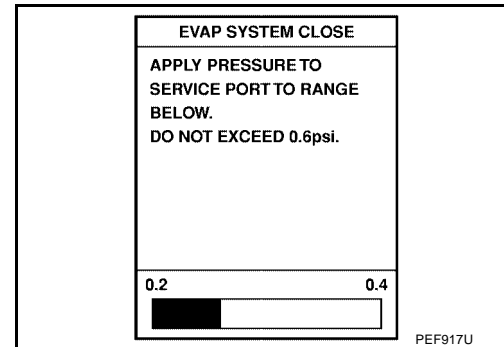
## 6. CHECK FOR EVAP LEAK

### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

#### NOTE:

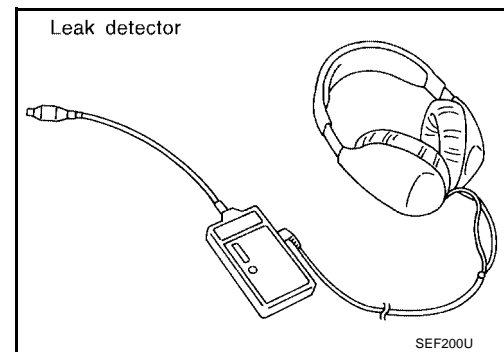
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

#### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace.



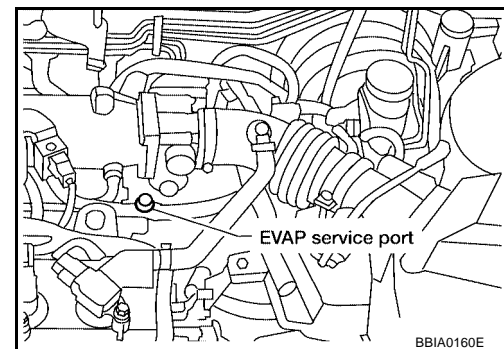
## 7. CHECK FOR EVAP LEAK

### Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

#### NOTE:

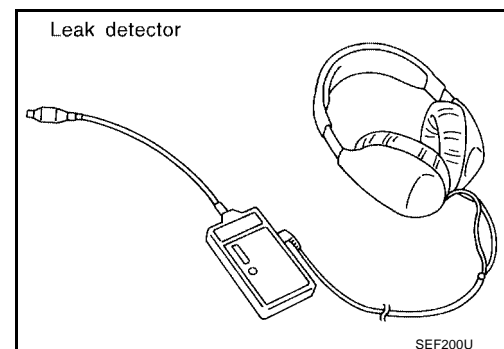
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

#### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace.



**8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT**

Refer to [EC-1693, "Component Inspection"](#) .

OK or NG

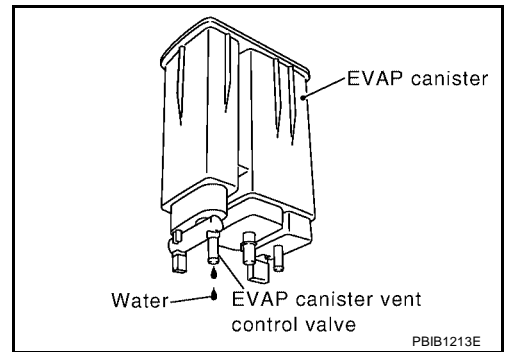
- OK >> GO TO 9.
- NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

**9. CHECK IF EVAP CANISTER SATURATED WITH WATER**

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 10.
- No (With CONSULT-II)>>GO TO 12.
- No (Without CONSULT-II)>>GO TO 13.



**10. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- >> Repair hose or replace EVAP canister.

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**Ⓟ With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

**13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION****⊗ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 16.  
 NG >> GO TO 14.

**14. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#) .

OK or NG

- OK >> GO TO 15.  
 NG >> Repair or reconnect the hose.

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-316, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.  
 NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-255, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 17.  
 NG >> Replace fuel level sensor unit.

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

Refer to [EC-329, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.  
 NG >> Replace EVAP control system pressure sensor.

**18. CHECK EVAP PURGE LINE**

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [EC-583, "EVAPORATIVE EMISSION SYSTEM"](#) .

OK or NG

- OK >> GO TO 19.  
 NG >> Repair or reconnect the hose.

**19. CLEAN EVAP PURGE LINE**

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

---

**20. CHECK EVAP/ORVR LINE**

---

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-590, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 21.

NG >> Repair or replace hoses and tubes.

---

**21. CHECK SIGNAL LINE AND RECIRCULATION LINE**

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses, tubes or filler neck tube.

---

**22. CHECK REFUELING EVAP VAPOR CUT VALVE**

---

Refer to [EC-593, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

---

**23. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

---

**24. CHECK INTERMITTENT INCIDENT**

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Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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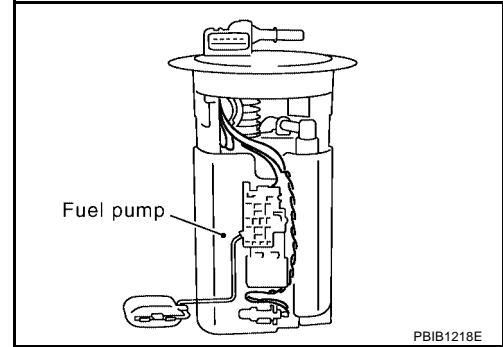
**DTC P0460 FUEL LEVEL SENSOR**

**Component Description**

UBS001K1

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal according to the ECM through CAN communication line.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



**On Board Diagnosis Logic**

UBS006GL

**NOTE:**

If DTC P0460 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

When the vehicle is parked, naturally the fuel level in the fuel tank is stable. It means that output signal of the fuel level sensor does not change. If ECM senses sloshing signal from the sensor, fuel level sensor malfunction is detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0460 0460	Fuel level sensor circuit noise	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

**DTC Confirmation Procedure**

UBS001K4

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait maximum of 2 consecutive minutes.
4. If 1st trip DTC is detected, go to [EC-355, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF563X

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure**

A

**1. CHECK FUEL GAUGE OPERATION**

Refer to [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

EC

C

**2. CHECK FUEL LEVEL SENSOR AND CIRCUIT**

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

D

E

**3. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

F

>> INSPECTION END

G

**Removal and Installation  
FUEL LEVEL SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

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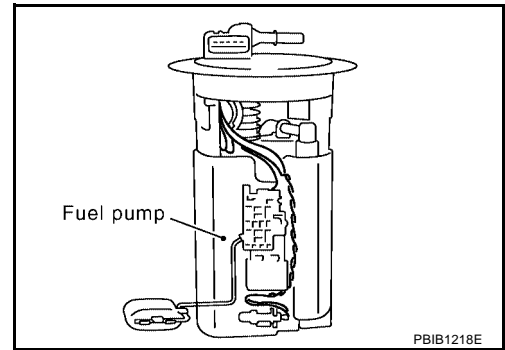
**DTC P0461 FUEL LEVEL SENSOR**

**Component Description**

UBS001K7

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal according to the ECM through CAN communication line.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



PBIB1218E

**On Board Diagnosis Logic**

UBS006GM

**NOTE:**

If DTC P0461 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

Driving long distances naturally affect fuel gauge level.

This diagnosis detects the fuel gauge malfunction of the gauge not moving even after a long distance has been driven.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0461 0461	Fuel level sensor circuit range/performance	The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

**Overall Function Check**

UBS001KA

Use this procedure to check the overall function of the fuel level sensor function. During this check, a 1st trip DTC might not be confirmed.

**WARNING:**

When performing following procedure, be sure to observe the handling of the fuel. Refer to [FL-2, "FUEL SYSTEM"](#).

**TESTING CONDITION:**

Before starting overall function check, preparation of draining fuel and refilling fuel is required.

**WITH CONSULT-II**

**NOTE:**

Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-56, "FUEL PRESSURE RELEASE"](#).
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "OFF" and wait at least 10 seconds then turn "ON".
6. Select "FUEL LEVEL SE" in "DATA MONITOR" mode with CONSULT-II.
7. Check "FUEL LEVEL SE" output voltage and note it.
8. Select "FUEL PUMP" in "ACTIVE TEST" mode with CONSULT-II.
9. Touch "ON" and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
11. Check "FUEL LEVEL SE" output voltage and note it.

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

# DTC P0461 FUEL LEVEL SENSOR

[QG18DE (ULEV)]

12. Check "FUEL LEVEL SE" output voltage and confirm whether the voltage changes more than 0.03V during step 7 to 11.  
If NG, go to [EC-358, "Diagnostic Procedure"](#) .

 **WITH GST**

**NOTE:**

Start from step 8, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-56, "FUEL PRESSURE RELEASE"](#) .
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "ON".
6. Drain fuel by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
7. Confirm that the fuel gauge indication varies.
8. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
9. Confirm that the fuel gauge indication varies.
10. If NG, go to [EC-358, "Diagnostic Procedure"](#) .

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**Diagnostic Procedure****1. CHECK FUEL GAUGE OPERATION**

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Refer to [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

**2. CHECK FUEL LEVEL SENSOR AND CIRCUIT**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

**3. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Removal and Installation  
FUEL LEVEL SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

DTC P0462, P0463 FUEL LEVEL SENSOR

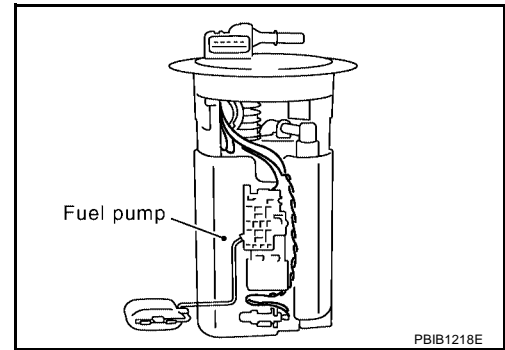
PFP:25060

Component Description

UBS001KB

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal according to the ECM through CAN communication line.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



On Board Diagnosis Logic

UBS006GN

NOTE:

If DTC P0462, P0463 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

ECM receives two signals from the fuel level sensor circuit.

One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the former, to detect open or short circuit malfunction.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0462 0462	Fuel level sensor circuit low input	An excessively low voltage is sent from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>
P0463 0463	Fuel level sensor circuit high input	An excessively high voltage is sent from the sensor is sent to ECM.	

DTC Confirmation Procedure

UBS001KE

NOTE:

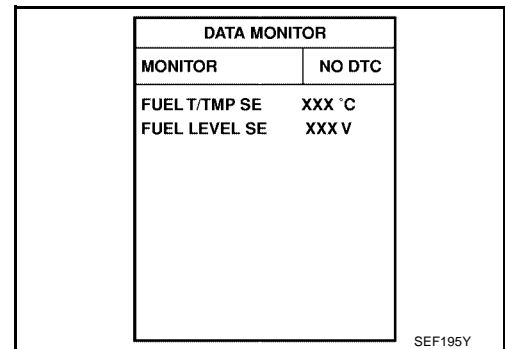
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 11V at ignition switch "ON".

WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-360, "Diagnostic Procedure"](#)



WITH GST

Follow the procedure "WITH CONSULT-II" above.

## Diagnostic Procedure

UBS001KG

### 1. CHECK FUEL GAUGE OPERATION

---

Refer to [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

### 2. CHECK FUEL LEVEL SENSOR AND CIRCUIT

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

### 3. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Removal and Installation FUEL LEVEL SENSOR

UBS006IT

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

DTC P0500 VSS

PF0:32702

Description

UBS001KH

NOTE:

If DTC P0500 is displayed with DTC U1000 or U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

The vehicle speed sensor is installed in the transaxle. It contains a pulse generator which provides a vehicle speed signal to the combination meter. The combination meter then sends a signal to the ECM through CAN communication line.

On Board Diagnosis Logic

UBS006GO

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0500 0500	Vehicle speed sensor	The almost 0 km/h (0 MPH) signal from vehicle speed sensor is sent to ECM even when vehicle is being driven.	<ul style="list-style-type: none"> <li>● Harness or connectors (The vehicle speed sensor circuit is open or shorted)</li> <li>● Harness or connectors (The CAN communication line is open or shorted.)</li> <li>● Vehicle speed sensor</li> </ul>

DTC Confirmation Procedure

UBS001KJ

**CAUTION:**

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

This procedure may be conducted in the shop with the drive wheels lifted or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

**WITH CONSULT-II**

1. Start engine
2. Read "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-II. The vehicle speed on CONSULT-II should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.
3. If NG, go to [EC-362, "Diagnostic Procedure"](#). If OK, go to following step.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Warm engine up to normal operating temperature.
6. Maintain the following conditions for at least 60 consecutive seconds.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
B/FUEL SCHDL	XXX msec
PW/ST SIGNAL	OFF
VHCL SPEED SE	XXX km/h

SEF196Y

ENG SPEED	1,800 rpm (A/T models) 2,200 rpm (M/T models)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	More than 4.8 msec
Selector lever	Suitable position
PW/ST SIGNAL	OFF

7. If 1st trip DTC is detected, go to [EC-362, "Diagnostic Procedure"](#).

Overall Function Check

UBS001KK

Use this procedure to check the overall function of the vehicle speed signal circuit. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

1. Lift up drive wheels.

- 
2. Start engine.
  3. Read vehicle speed sensor signal in "MODE 1" with GST.  
The vehicle speed sensor on GST should be able to exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.
  4. If NG, go to [EC-362, "Diagnostic Procedure"](#) .

## **Diagnostic Procedure**

UBS001KM

### **1. CHECK VEHICLE SPEED SENSOR CIRCUIT**

---

Refer to [DI-3, "METERS AND GAUGES"](#) .

#### OK or NG

- OK >> GO TO 2.  
NG >> Repair or replace.

### **2. CHECK COMBINATION METER**

---

Check combination meter function.  
Refer to [DI-8, "Combination Meter"](#) .

>> **INSPECTION END**

DTC P0506 ISC SYSTEM

Description

UBS006CY

NOTE:

If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

On Board Diagnosis Logic

UBS006CZ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0506 0506	Idle speed control system RPM lower than expected	The idle speed is less than the target idle speed by 100 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> </ul>

DTC Confirmation Procedure

UBS006D0

NOTE:

- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.
- If the target idle speed is out of the specified value, perform “Idle Air Volume Learning”, [EC-53](#), before conducting “DTC Confirmation Procedure”. For the target idle speed, refer to the “Service Data and Specifications (SDS)”, [EC-600](#).

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

 WITH CONSULT-II

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch “OFF” and wait at least 10 seconds.
4. Turn ignition switch “ON” again and select “DATA MONITOR” mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-364, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

 WITH GST

Follow the procedure “WITH CONSULT-II” above.



---

**Diagnostic Procedure****1. CHECK INTAKE AIR LEAK**

---

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

**OK or NG**

- OK >> GO TO 2.  
NG >> Discover air leak location and repair.

**2. REPLACE ECM**

---

1. Stop engine.
2. Replace ECM.
3. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
4. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

**DTC P0507 ISC SYSTEM**

PFP:23781

**Description**

UBS006D2

**NOTE:**

**If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.**

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

**On Board Diagnosis Logic**

UBS006D3

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0507 0507	Idle speed control system RPM higher than expected	The idle speed is more than the target idle speed by 200 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> <li>● PCV system</li> </ul>

**DTC Confirmation Procedure**

UBS006D4

**NOTE:**

- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.
- **If the target idle speed is out of the specified value, perform “Idle Air Volume Learning”, [EC-53](#), before conducting “DTC Confirmation Procedure”. For the target idle speed, refer to the “Service Data and Specifications (SDS)”, [EC-600](#).**

**TESTING CONDITION:**

- **Before performing the following procedure, confirm that battery voltage is more than 11V at idle.**
- **Always perform the test at a temperature above -10°C (14°F).**

**WITH CONSULT-II**

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch “OFF” and wait at least 10 seconds.
4. Turn ignition switch “ON” again and select “DATA MONITOR” mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-366, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

---

**Diagnostic Procedure****1. CHECK PCV HOSE CONNECTION**

---

Confirm that PCV hose is connected correctly.

OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

**2. CHECK INTAKE AIR LEAK**

---

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 3.

NG >> Discover air leak location and repair.

**3. REPLACE ECM**

---

1. Stop engine.
2. Replace ECM.
3. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
4. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

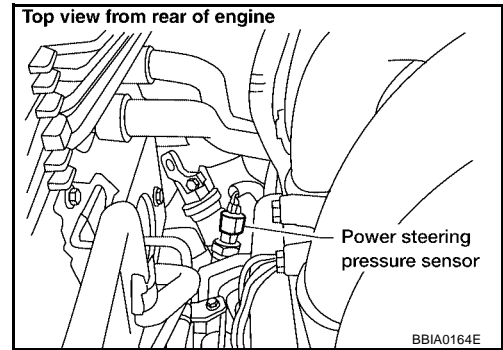
**DTC P0550 PSP SENSOR**

PFP:49763

**Component Description**

UBS003RX

Power steering pressure (PSP) sensor is installed to the power steering high-pressure tube and detects a power steering load. This sensor is a potentiometer which transforms the power steering load into output voltage, and emits the voltage signal to the ECM. The ECM controls the electric throttle control actuator and adjusts the throttle valve opening angle to increase the engine speed and adjusts the idle speed for the increased load.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003RY

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PW/ST SIGNAL	<ul style="list-style-type: none"> <li>Engine: After warming up, idle the engine</li> </ul>	Steering wheel is in neutral position. (Forward direction)	OFF
		Steering wheel is turned.	ON

**On Board Diagnosis Logic**

UBS003RZ

The MIL will not light up for this diagnosis.

**NOTE:**

If DTC P0550 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0550 0550	Power steering pressure sensor circuit	An excessively low or high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Power steering pressure sensor</li> </ul>

**DTC Confirmation Procedure**

UBS003S0

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-369, "Diagnostic Procedure"](#).

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.




# DTC P0550 PSP SENSOR

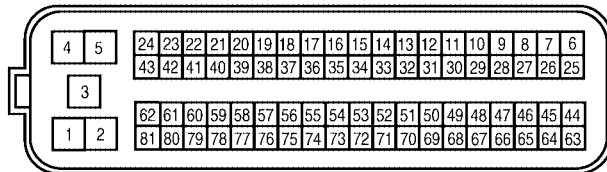
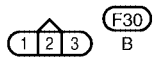
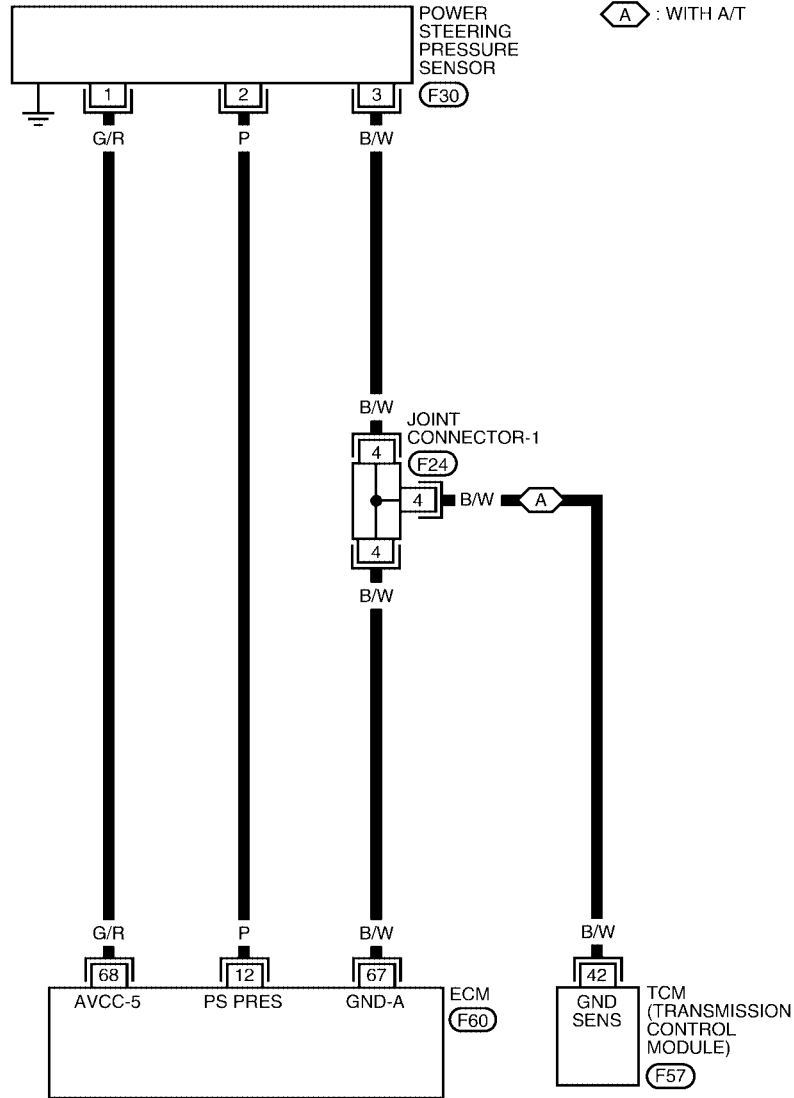
[QG18DE (ULEV)]

UBS003S1

## Wiring Diagram

EC-PS/SEN-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : WITH A/T



Refer to the following.

-  - JOINT CONNECTOR
-  - ELECTRICAL UNITS

BBWA0787E

# DTC P0550 PSP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
12	P	Power steering pressure sensor	[Engine is running] ● Steering wheel is being turned.	0.5 - 4.0V
			[Engine is running] ● Steering wheel is not being turned.	0.4 - 0.8V
67	B/W	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
68	G/R	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V

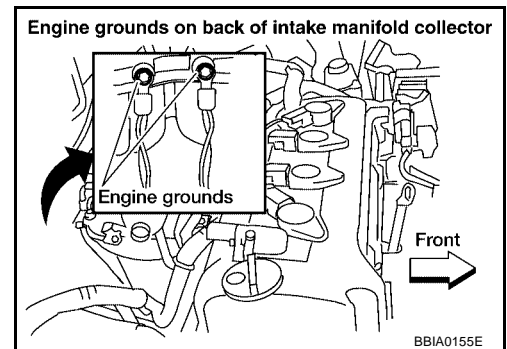
## Diagnostic Procedure

UBS003S2

### 1. RETIGHTEN GROUND SCREWS

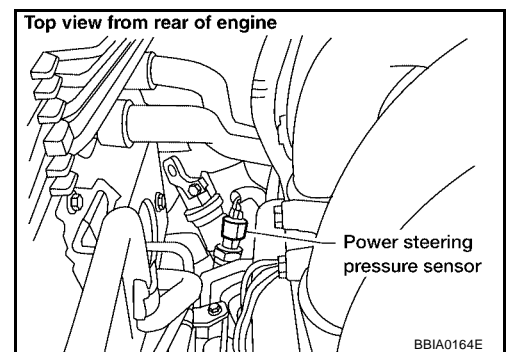
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. CHECK PSP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect PSP sensor harness connector.
2. Turn ignition switch "ON".



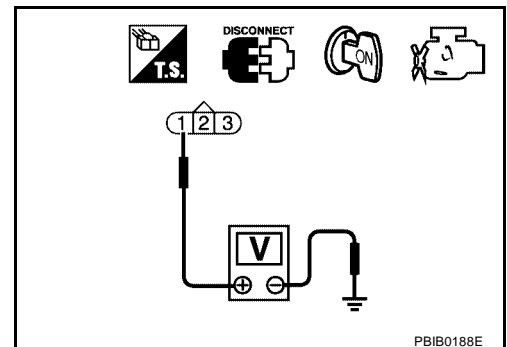
3. Check voltage between PSP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness connectors.



---

### 3. CHECK PSP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between PSP sensor terminal 3 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- |    |             |
|----|-------------|
| OK | >> GO TO 5. |
| NG | >> GO TO 4. |

---

### 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Joint connector-1
- Harness for open or short between power steering pressure sensor and ECM
- Harness for open or short between power steering pressure sensor and TCM

>> Repair open circuit or short to power in harness or connectors.

---

### 5. CHECK PSP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 12 and PSP sensor terminal 2.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- |    |   |
|----|---|
| OK | >> GO TO 6.   |
| NG | >> Repair open circuit or short to ground or short to power in harness or connectors. |

---

### 6. CHECK PSP SENSOR

---

Refer to [EC-371, "Component Inspection"](#) .

OK or NG

- |    |                        |
|----|------------------------|
| OK | >> GO TO 7.            |
| NG | >> Replace PSP sensor. |

---

### 7. CHECK INTERMITTENT INCIDENT

---

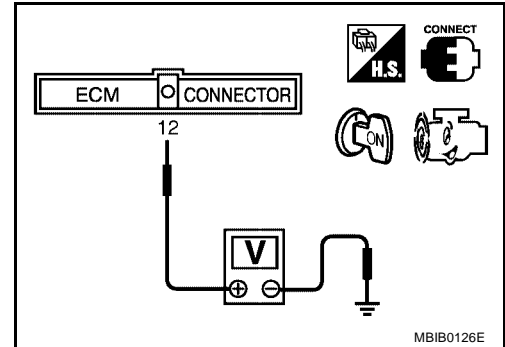
Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

### Component Inspection POWER STEERING PRESSURE SENSOR

1. Reconnect all harness connectors disconnected.
2. Start engine and let it idle.
3. Check voltage between ECM terminal 12 and ground under the following conditions.

Condition	Voltage
Steering wheel is being turned fully.	0.5 - 4.0V
Steering wheel is not being turned.	0.4 - 0.8V



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



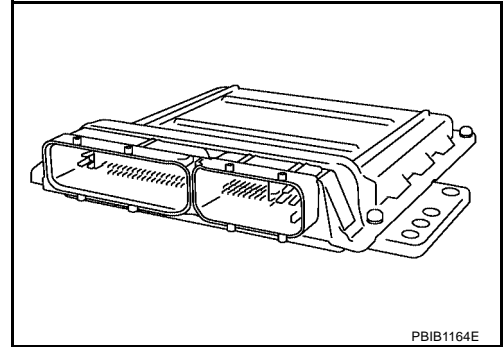
**DTC P0605 ECM**

PF2:23710

**Component Description**

UBS001L9

The ECM consists of a microcomputer and connector for signal input and output and for power supply. The ECM controls the engine.



**On Board Diagnosis Logic**

UBS006GP

This self-diagnosis has one or two trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605 0605	Engine control module	A)	ECM calculation function is malfunctioning.	● ECM
		B)	ECM EEP-ROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

**FAIL-SAFE MODE**

ECM enters fail-safe mode when malfunction A is detected.

Detected items	Engine operation condition in fail-safe mode
Malfunction A	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

**DTC Confirmation Procedure**

UBS006GQ

Perform "PROCEDURE FOR MALFUNCTION A" first. If the DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B". If there is no problem on "PROCEDURE FOR MALFUNCTION B", perform "PROCEDURE FOR MALFUNCTION C".

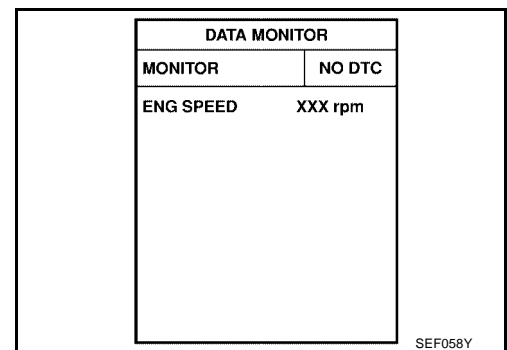
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**PROCEDURE FOR MALFUNCTION A**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If DTC is detected, go to [EC-373, "Diagnostic Procedure"](#).



**With GST**

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION B**

**With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. If 1st trip DTC is detected, go to [EC-373, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION C**

**With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. Repeat step 3 for, 32 times.
5. If 1st trip DTC is detected, go to [EC-373, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure**

**1. INSPECTION START**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. Perform "DTC Confirmation Procedure". See [EC-372](#).
5. Is the 1st trip DTC P0605 displayed again?

**With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. Perform "DTC Confirmation Procedure". See [EC-372](#).
5. Is the 1st trip DTC P0605 displayed again?

Yes or No

Yes >> GO TO 2.

No >> **INSPECTION END**

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

---

## 2. REPLACE ECM

---

1. Replace ECM.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

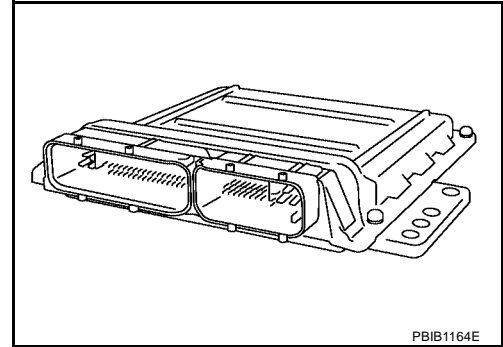
**DTC P1065 ECM POWER SUPPLY**

PF2:23710

**Component Description**

UBS003S4

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the idle air volume learning value memory, etc.



**On Board Diagnosis Logic**

UBS003S5

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1065 1065	ECM power supply circuit	ECM back-up RAM system does not function properly.	<ul style="list-style-type: none"> <li>● Harness or connectors [ECM power supply (back-up) circuit is open or shorted.]</li> <li>● ECM</li> </ul>

**DTC Confirmation Procedure**

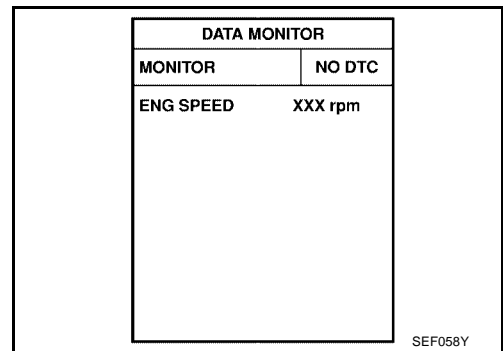
UBS003S6

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch “ON” and wait at least 1 second.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. Turn ignition switch “OFF”, wait at least 10 seconds, and then turn “ON”.
5. Repeat steps 3 and 4 four times.
6. If 1st trip DTC is detected, go to [EC-377, "Diagnostic Procedure"](#)



**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

# DTC P1065 ECM POWER SUPPLY

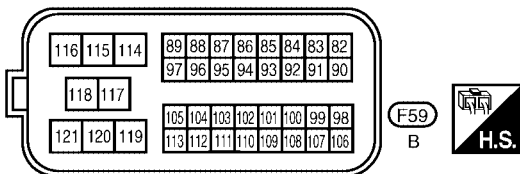
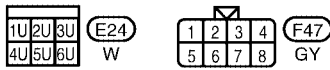
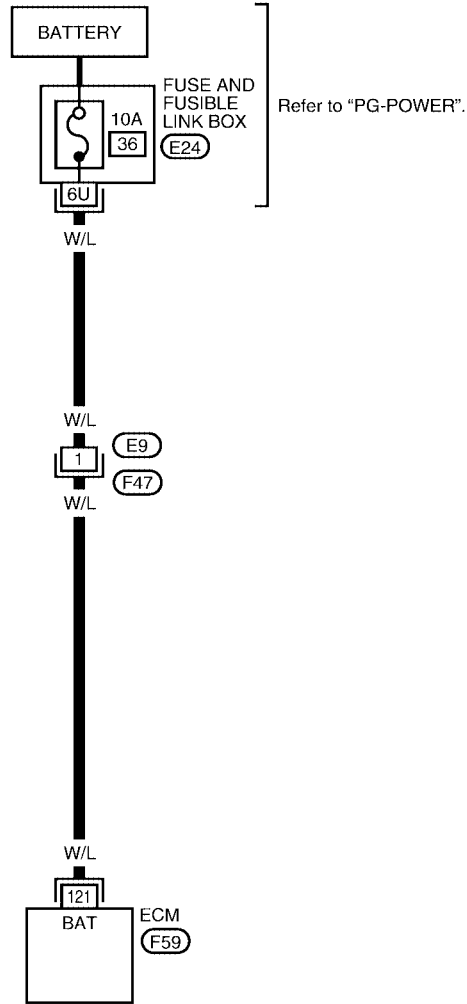
[QG18DE (ULEV)]

UBS003S7

## Wiring Diagram

### EC-ECM/PW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0294E

# DTC P1065 ECM POWER SUPPLY

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
121	W/L	Power supply for ECM (Buck-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003S8

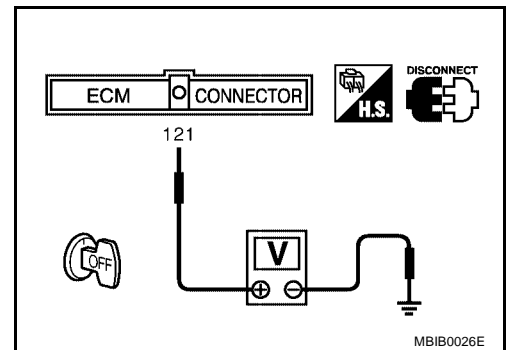
### 1. CHECK ECM POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check voltage between ECM terminal 121 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- 10A fuse
- Harness for open or short between ECM and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 4. PERFORM DTC CONFIRMATION PROCEDURE

---

 **With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure"**.  
See [EC-375](#) .
5. Is the 1st trip DTC P1065 displayed again?

 **With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure"**.  
See [EC-375](#) .
5. Is the 1st trip DTC P1065 displayed again?

Yes or No

Yes >> GO TO 5.

No >> **INSPECTION END**

---

#### 5. REPLACE ECM

---

1. Replace ECM.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

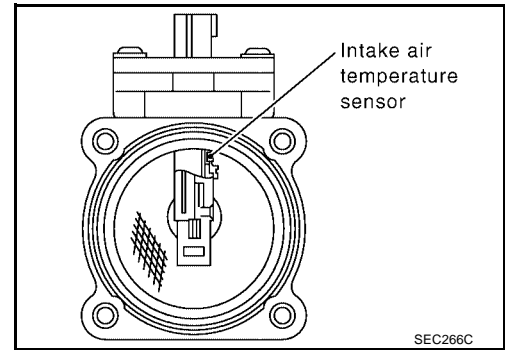
**DTC P1102 MAF SENSOR**

PF2:22680

**Component Description**

UBS003S9

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003SA

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.0 - 1.7V
		2,500 rpm 1.5 - 2.4V
CAL/LD VALUE	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 20.0 - 35.5%
		2,500 rpm 12.0 - 27.0%
MASS AIRFLOW	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N (A/T models) Neutral (M/T models) ● No-load	Idle 1.4 - 4.0 g-m/s
		2,500 rpm 5.0 - 10.0 g-m/s

**On Board Diagnosis Logic**

UBS003SB

This self-diagnosis has the one trip detection logic.

**NOTE:**

If DTC P1102 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1102 1102	Mass air flow sensor circuit range/performance problem	A voltage from the sensor is constantly approx.1.0V when engine is running.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.



**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**④ WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-382, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**④ WITH GST**

Follow the procedure "With CONSULT-II" above.

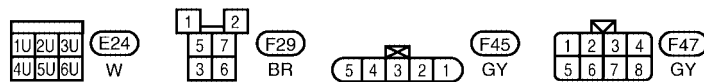
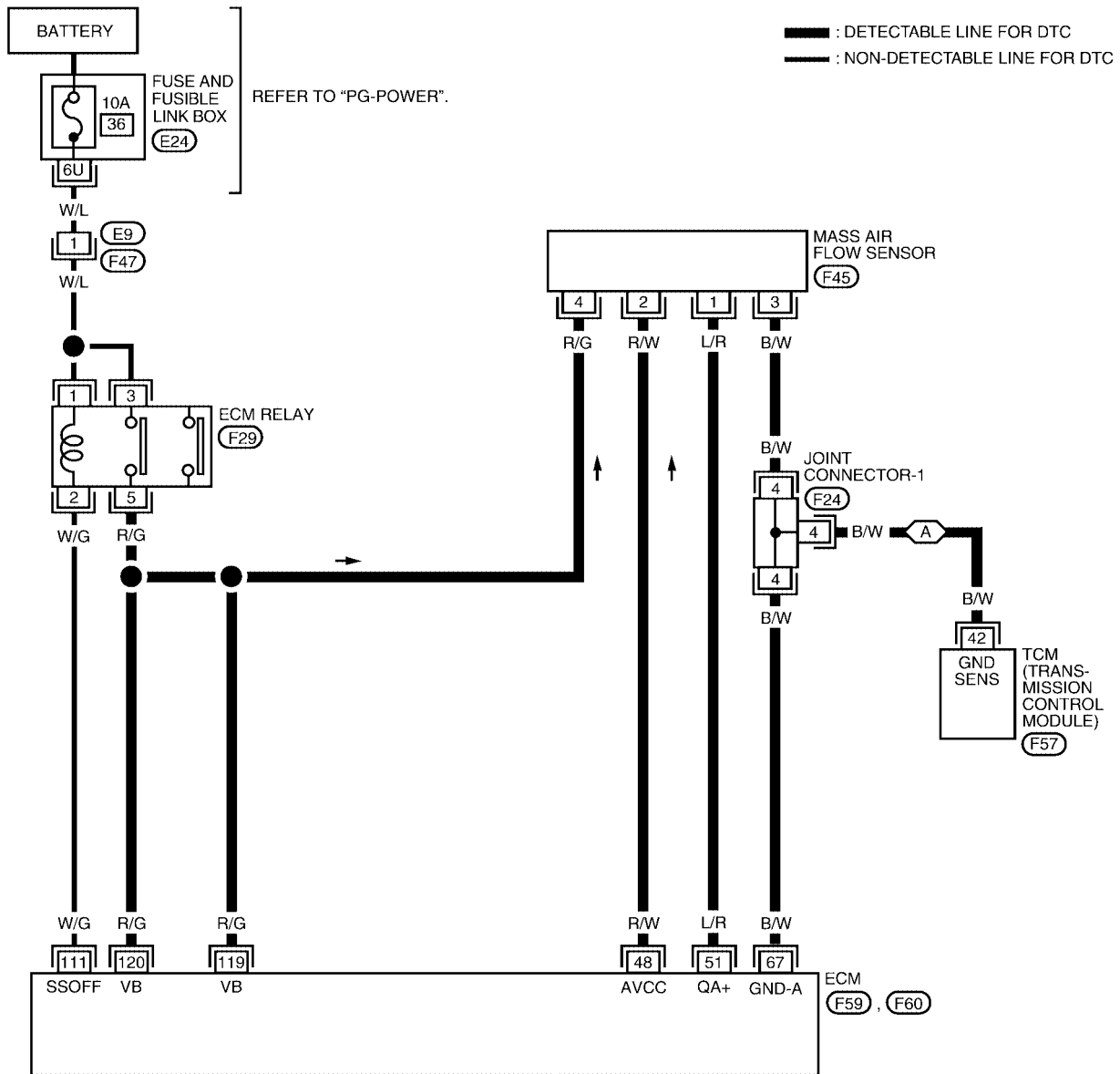
# DTC P1102 MAF SENSOR

[QG18DE (ULEV)]

UBS003SD

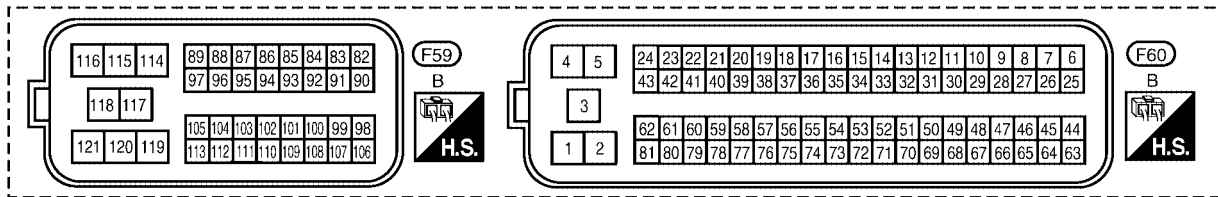
## Wiring Diagram

EC-MAFS-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS



BBWA0774E

# DTC P1102 MAF SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensor power supply (Mass air flow sensor)	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	1.0 - 1.7V
			[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Engine speed is 2,500 rpm.</li></ul>	1.5 - 2.1V
67	B/W	Sensor ground (Mass air flow sensor)	[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	Approximately 0V

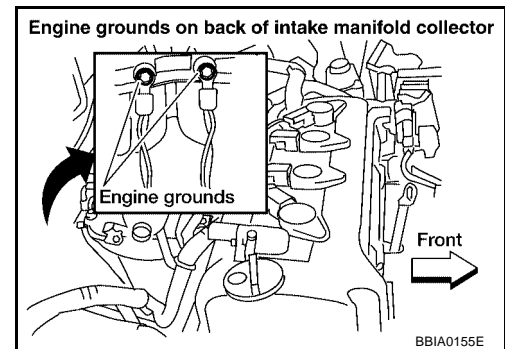
## Diagnostic Procedure

UBS003SE

### 1. RETIGHTEN GROUND SCREWS

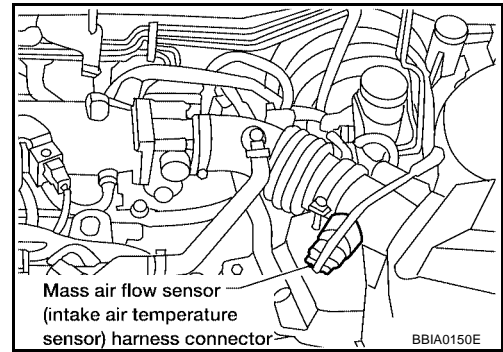
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK MAF SENSOR POWER SUPPLY CIRCUIT**

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

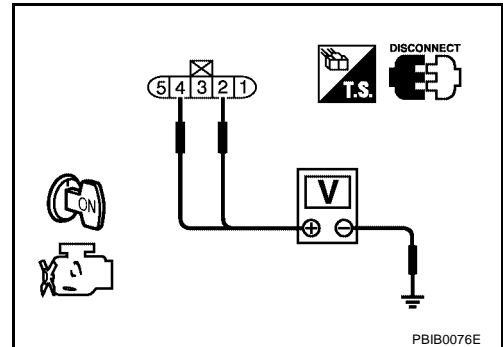


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



**3. DETECT MALFUNCTIONING PART**

Check the following.

- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-1.
- Harness for open or short between mass air flow sensor and ECM.
- Harness for open or short between mass air flow sensor and TCM.

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 51 and MAF sensor terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-384, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace mass air flow sensor.

**8. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection  
MASS AIR FLOW SENSOR**

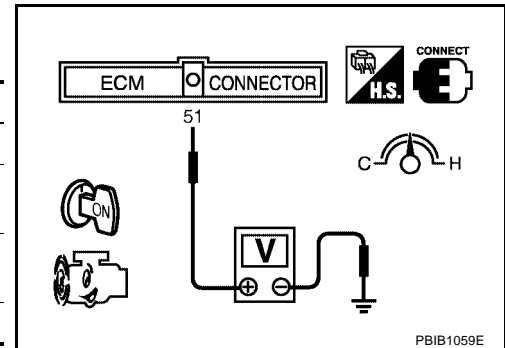
UBS003SF

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.1
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for liner voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
  - a. Turn ignition switch "OFF".
  - b. Disconnect mass air flow sensor harness connector and reconnect it again.
  - c. Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.

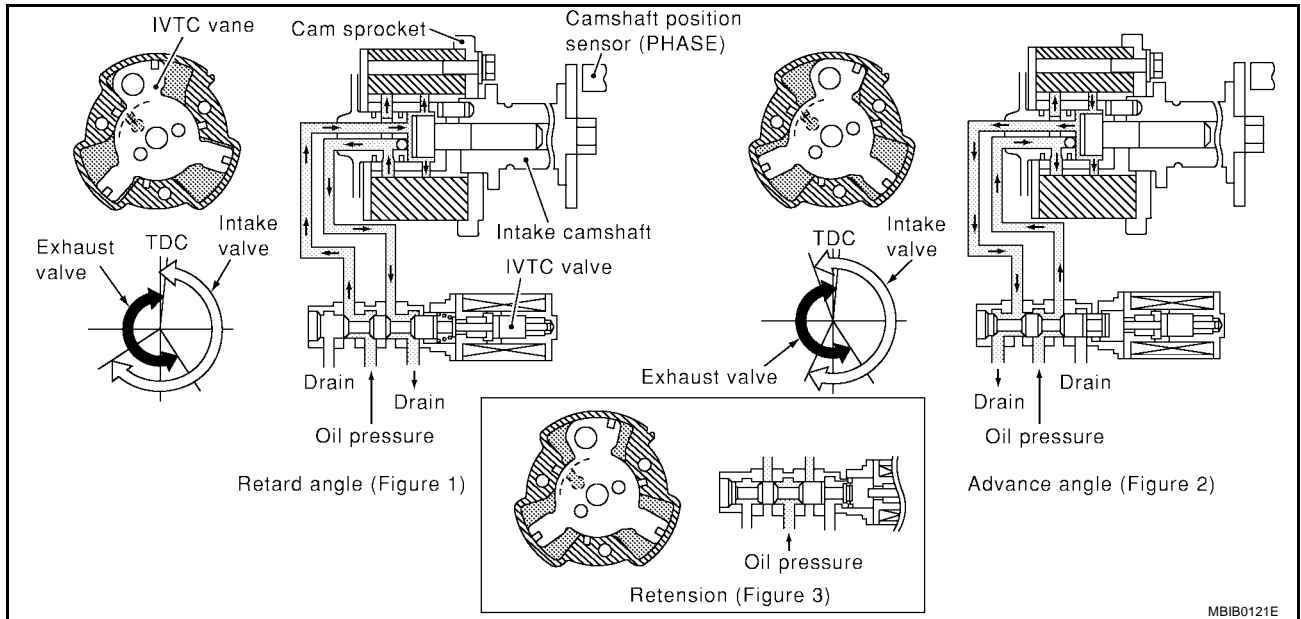


DTC P1111 IVT CONTROL SOLENOID VALVE

Description  
SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS)	Engine speed	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Vehicle speed signal*	Vehicle speed		

\*: This signal is sent to the ECM through CAN communication line.



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

COMPONENT DESCRIPTION

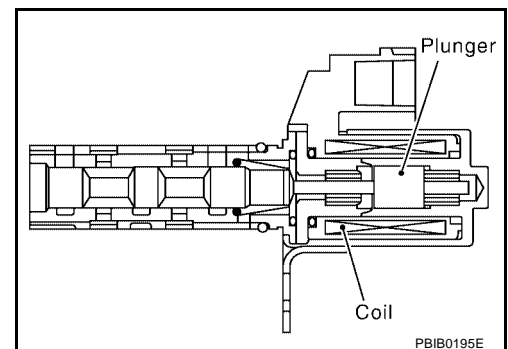
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.



CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

MONITOR ITEM	CONDITION		SPECIFICATION
INT/V SOL (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	0% - 2%
		2,000 rpm	Approx. 0% - 60%

## On Board Diagnosis Logic

UBS00570

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1111 1111	Intake valve timing control solenoid valve circuit	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (Solenoid valve circuit is open or shorted.)</li> <li>● Intake valve timing control solenoid valve</li> </ul>

## DTC Confirmation Procedure

UBS0057P

### NOTE:

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

### ④ WITH CONSULT-II

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If 1st trip DTC is detected, go to [EC-388, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### ④ WITH GST

Following the procedure “WITH CONSULT-II” above.

# DTC P1111 IVT CONTROL SOLENOID VALVE

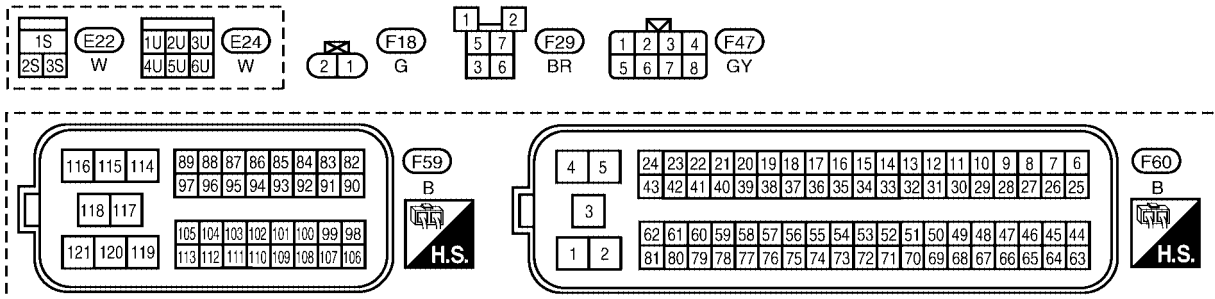
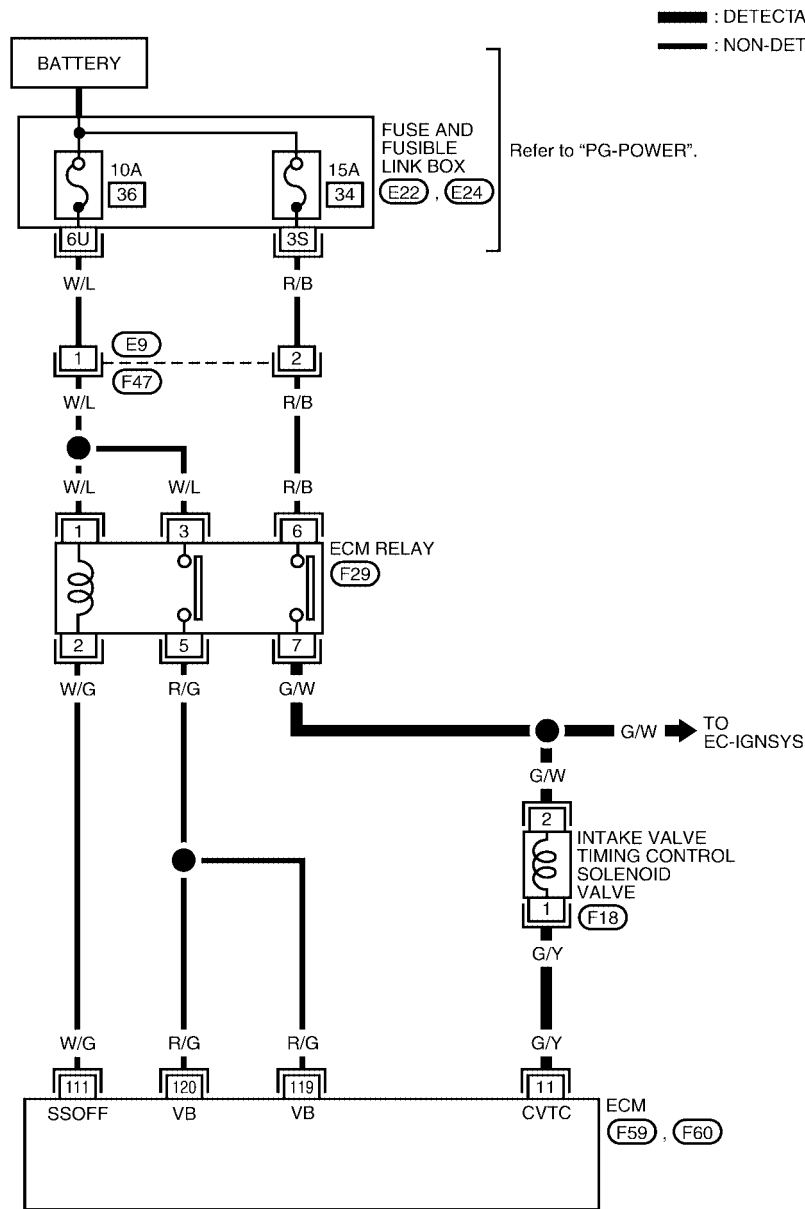
[QG18DE (ULEV)]

## Wiring Diagram

UBS0057Q

EC-IVC-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0788E



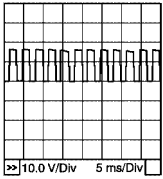
# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	Y/R	Intake valve timing control solenoid valve	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,500 rpm</li> </ul>	<p>Approximately 7 - 10V★</p>  <p>10.0 V/Div 5 ms/Div</p>

PBIB0532E

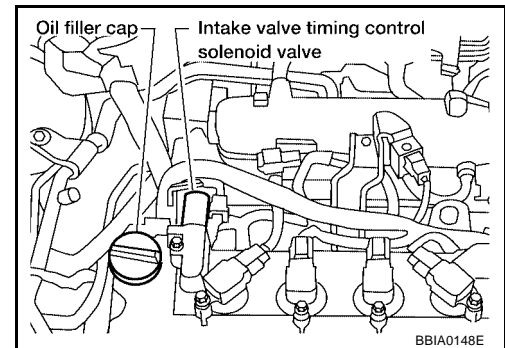
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS0057R

### 1. CHECK IVT CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Turn ignition switch "ON".

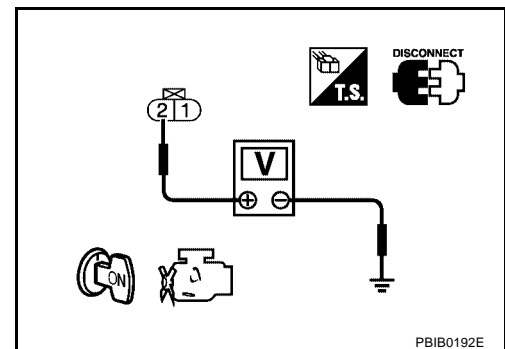


4. Check voltage between intake valve timing control solenoid valve terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTION PART

Check the following.

- Harness for open or short between intake valve timing control solenoid valve and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (ULEV)]

## 3. CHECK IVT CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 11 and intake valve timing control solenoid valve terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-389, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace intake valve timing control solenoid valve.

## 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

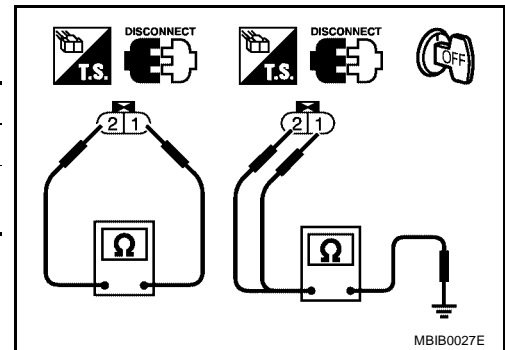
>> INSPECTION END

### Component Inspection INTAKE VALVE TIMING CONTROL SOLENOID VALVE

UBS0057S

1. Disconnect intake valve timing control solenoid valve harness connector.
2. Check resistance between intake valve timing control solenoid valve terminals 1 and 2 under the following conditions.

Terminals	Resistance
1 and 2	Approximately 8Ω at 20°C (68°F)
1 or 2 and ground	$\infty\Omega$ (Continuity should not exist)



MBIB0027E  
UBS0057T

### Removal and Installation INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EM-39, "TIMING CHAIN"](#) .

# DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

[QG18DE (ULEV)]

## DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

PF16119

### Component Description

UBS003SH

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The throttle position sensor detects the throttle valve position, and the opening and closing speed of the throttle valve and feeds the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS003SI

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P1121 1121	Electric throttle control actuator	A)	Electric throttle control actuator does not function properly due to the return spring malfunction.	● Electric throttle control actuator
		B)	Throttle valve opening angle in fail-safe mode is not in specified range.	
		C)	ECM detects the throttle valve is stuck open. <b>This self-diagnosis has the one trip detection logic.</b>	

### FAIL-SAFE MODE

When the malfunction A or B is detected in the two consecutive trips, the ECM enters fail-safe mode and MIL lights up.

When the malfunction C is detected even in the 1st trip, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Malfunction A	The ECM controls the electric throttle control actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm.
Malfunction B	ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less.
Malfunction C	While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.

### DTC Confirmation Procedure

UBS003SJ

#### NOTE:

- Perform "PROCEDURE FOR MALFUNCTION A AND B" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION C".
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR MALFUNCTION A AND B

##### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
5. If 1st trip DTC is detected, go to [EC-391, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

##### With GST

Follow the procedure "With CONSULT-II" above.

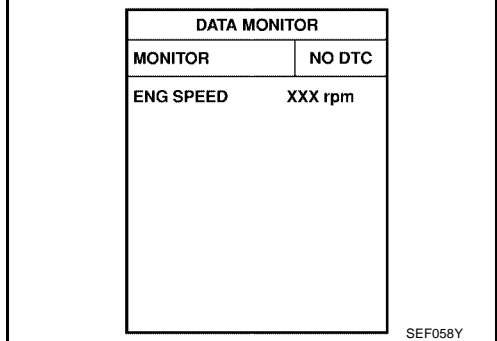
# DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

## [QG18DE (ULEV)]

### PROCEDURE FOR MALFUNCTION C

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Shift selector lever to "N" or "P" position (A/T), Neutral position (M/T).
5. Start engine and let it idle for 3 seconds.
6. If DTC is detected, go to [EC-391, "Diagnostic Procedure"](#) .



DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

Follow the procedure "With CONSULT-II" above.

### Diagnostic Procedure

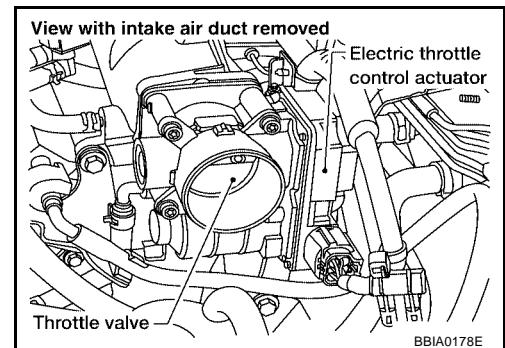
UBS003SK

#### 1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if a foreign matter is caught between the throttle valve and the housing.

#### OK or NG

- OK >> GO TO 2.  
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



#### 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (ULEV)]

## DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

PF16119

### Description

UBS003SM

#### NOTE:

If DTC P1122 is displayed with DTC P1121 or 1126, first perform the trouble diagnosis for DTC P1121 or P1126. Refer to [EC-390](#) or [EC-399](#).

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc.

The throttle control motor is operated by the ECM and it opens and closes the throttle valve.

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS003SN

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1122 1122	Electric throttle control performance problem	Electric throttle control function does not operate properly.	<ul style="list-style-type: none"><li>● Harness or connectors (Throttle control motor circuit is open or shorted.)</li><li>● Harness or connectors (Throttle control motor relay circuit is open or shorted.)</li><li>● Electric throttle control actuator</li><li>● Throttle control motor relay</li></ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS003SO

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-394, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

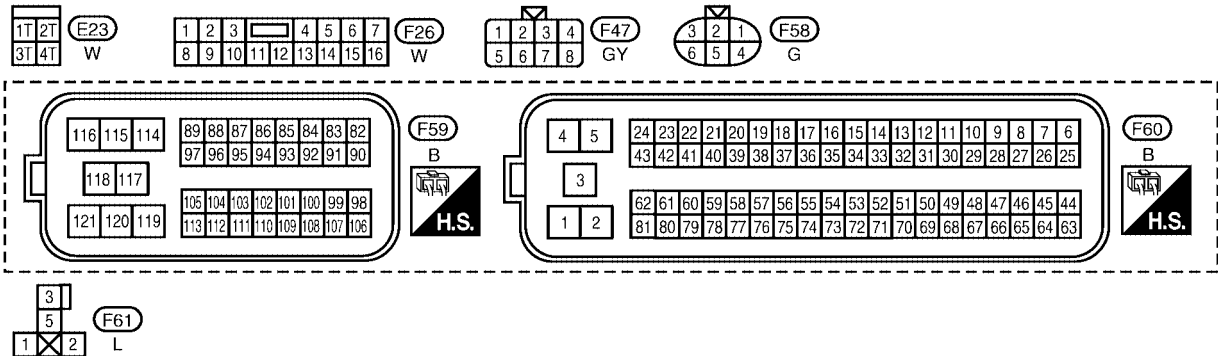
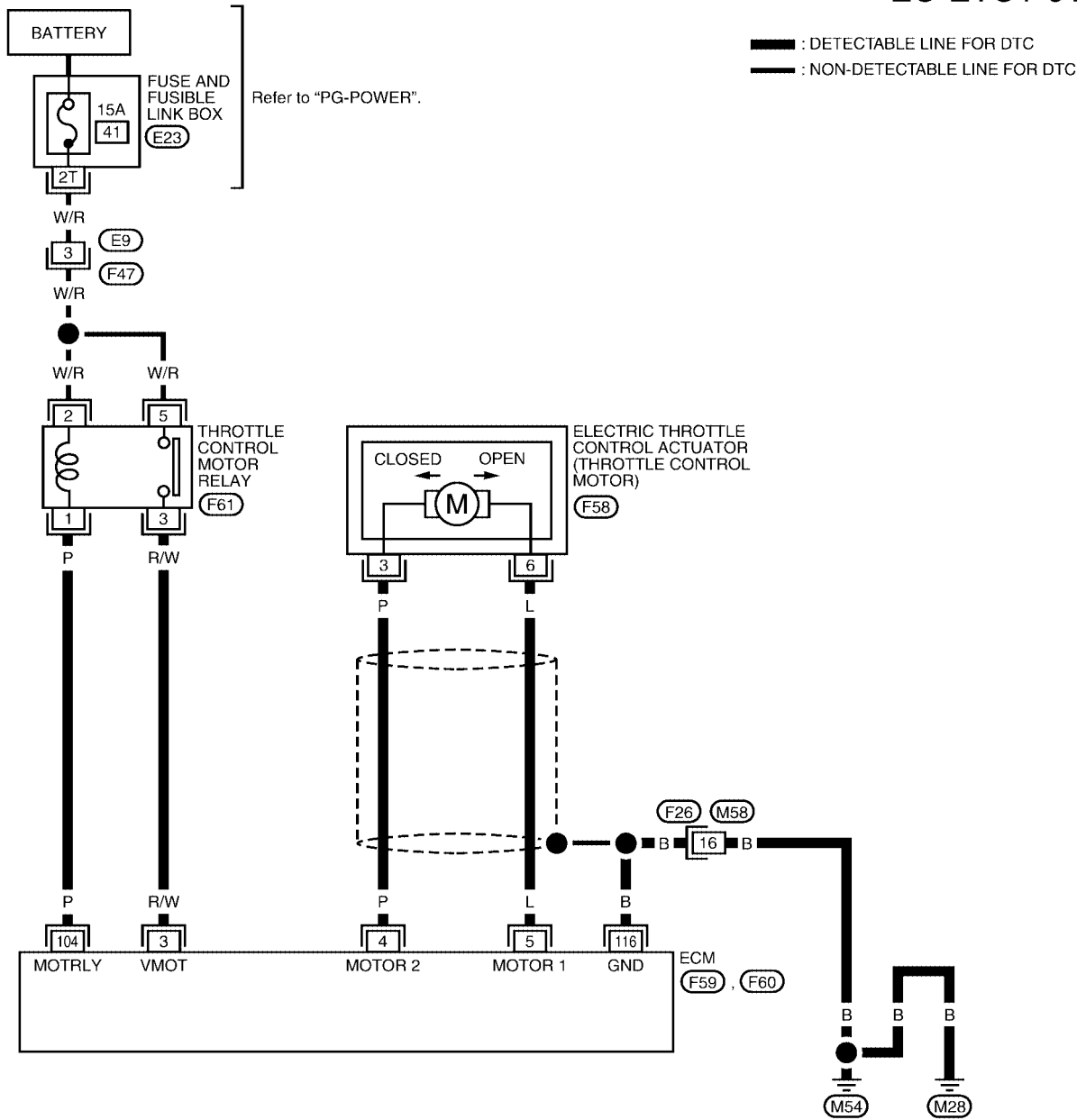
[QG18DE (ULEV)]

## Wiring Diagram

UBS003SP

EC-ETC1-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0789E

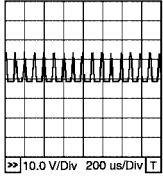
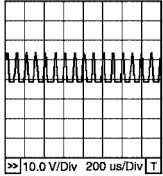
# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	R/W	Throttle control motor power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
4	P	Throttle control motor (Close)	[Ignition switch "ON"] <ul style="list-style-type: none"> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	0 - 14V★  PBIB0534E
5	L	Throttle control motor (Open)	[Ignition switch "ON"] <ul style="list-style-type: none"> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	0 - 14V★  PBIB0533E
104	P	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

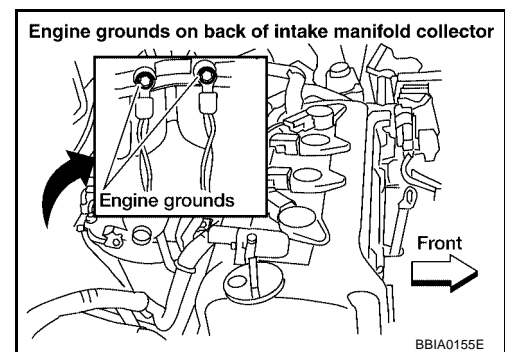
## Diagnostic Procedure

UBS003SQ

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (ULEV)]

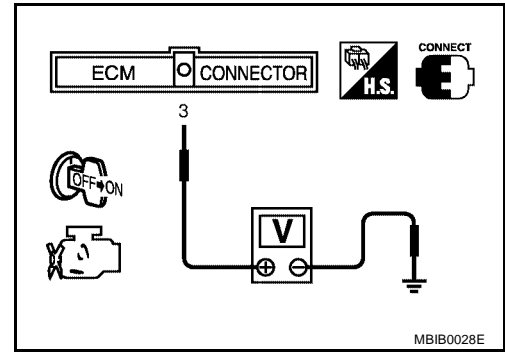
## 2. CHECK THROTTLE CONTROL MOTOR RELAY SIGNAL CIRCUIT

Check voltage between ECM terminal 3 and ground under the following conditions with CONSULT-II or tester.

Ignition switch	Voltage
OFF	Approximately 0V
ON	Battery voltage (11 - 14V)

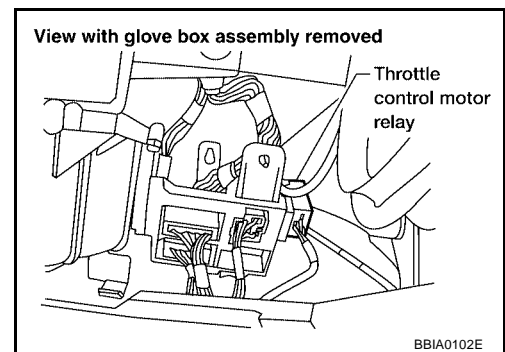
OK or NG

- OK >> GO TO 8.
- NG >> GO TO 3.



## 3. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect throttle control motor relay.

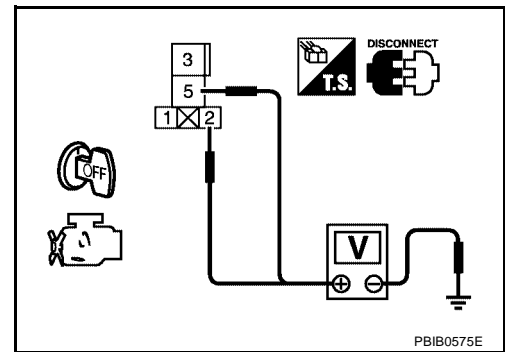


3. Check voltage between throttle control motor relay terminals 2, 5 and ground.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- 15A fuse
- Harness for open or short between throttle control motor relay and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.



## 5. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 3 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to power in harness or connectors.

## 6. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT

1. Check continuity between ECM terminal 104 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-397, "Component Inspection"](#) .

OK or NG

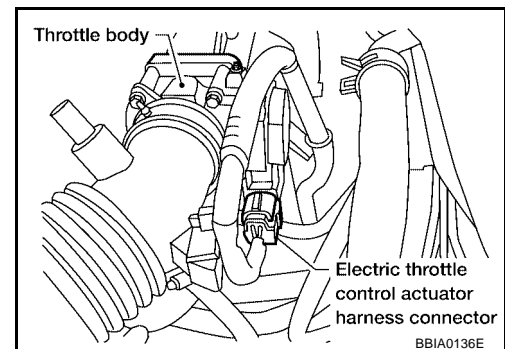
OK >> GO TO 8.

NG >> Replace throttle control motor relay.

## 8. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals.  
Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (ULEV)]

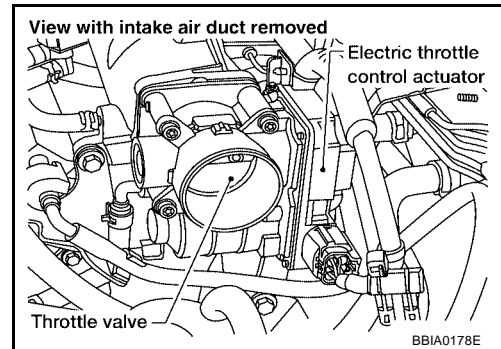
## 9. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

OK >> GO TO 10.

NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



## 10. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-397, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 12.

## 11. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> GO TO 12.

NG >> Repair or replace harness or connectors.

## 12. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

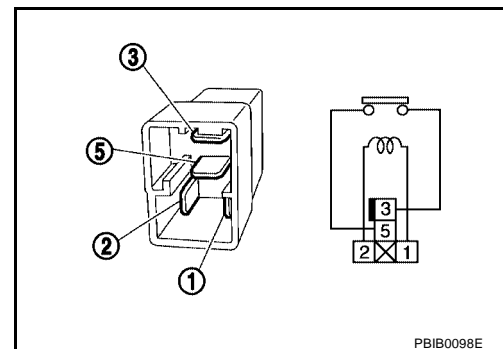
### Component Inspection THROTTLE CONTROL MOTOR RELAY

UBS003SR

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.



# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

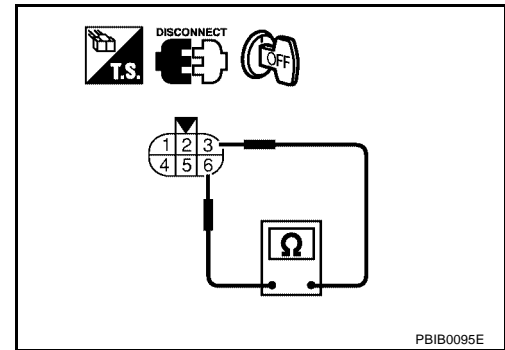
[QG18DE (ULEV)]

## THROTTLE CONTROL MOTOR

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15  $\Omega$  [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-53, "Idle Air Volume Learning"](#) .



UBS003SS

## Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EM-12, "Removal and Installation"](#) .

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (ULEV)]

## DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

PF16119

### Component Description

UBS003ST

Power supply for the Throttle Control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

### CONSULT-II Reference Value in Data Monitor Mode

UBS003SU

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
THRTL RELAY	● Ignition switch: ON	ON

### On Board Diagnosis Logic

UBS003SV

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1124 1124	Throttle control motor relay circuit short	ECM detects the throttle control motor relay is stuck ON.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor relay circuit is shorted.)</li> <li>● Throttle control motor relay</li> </ul>
P1126 1126	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor relay circuit is open.)</li> <li>● Throttle control motor relay</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode
ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS003SW

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR DTC P1124

##### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

##### Ⓟ With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-402, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

##### Ⓞ With GST

Follow the procedure "With CONSULT-II" above.

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

## [QG18DE (ULEV)]

### PROCEDURE FOR DTC P1126

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-402, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

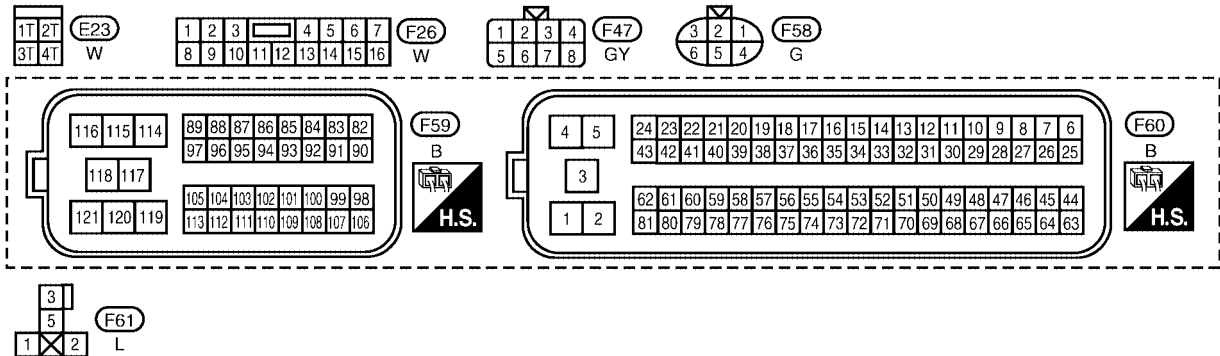
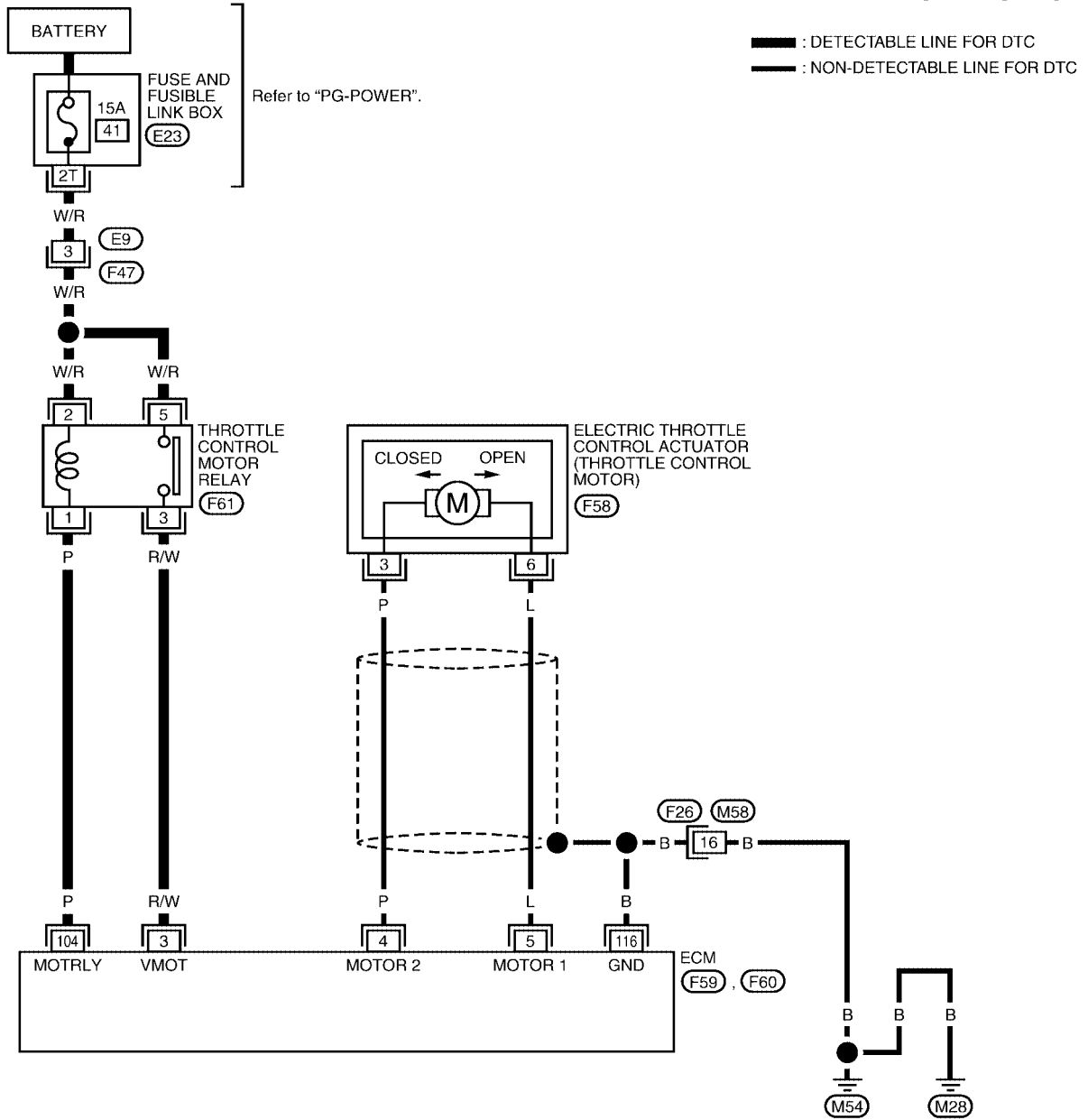
Follow the procedure "With CONSULT-II" above.

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (ULEV)]

UBS003SX

## Wiring Diagram

EC-ETC2-01



BBWA0790E

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

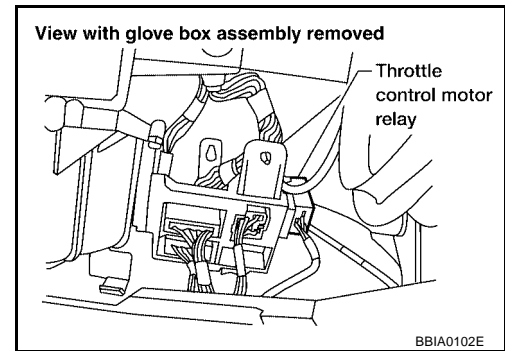
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	R/W	Throttle control motor power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
104	P	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V

## Diagnostic Procedure

UBS003SY

### 1. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect throttle control motor relay.

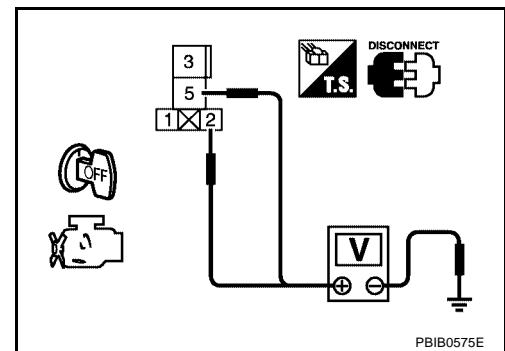


3. Check voltage between throttle control motor relay terminals 2, 5 and ground.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- 15A fuse
- Harness for open or short between throttle control motor relay and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (ULEV)]

## 3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 3 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT

1. Check continuity between ECM terminal 104 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 5. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-403, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace throttle control motor relay.

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

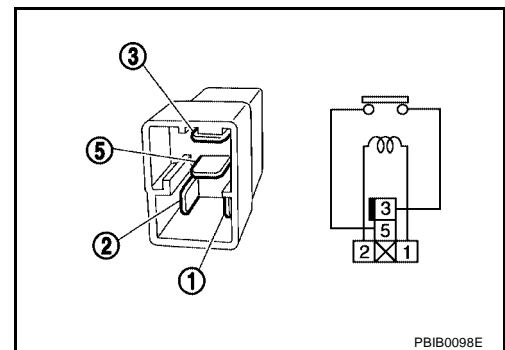
### Component Inspection THROTTLE CONTROL MOTOR RELAY

UBS003SZ

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.



PBIB0098E

### Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

UBS006IN

Refer to [EM-12, "Removal and Installation"](#) .



## DTC P1128 THROTTLE CONTROL MOTOR

PFP:16119

### Component Description

UBS003T0

The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS003T1

**This self-diagnosis has the one trip detection logic.**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1128 1128	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor circuit is shorted.)</li> <li>● Electric throttle control actuator (Throttle control motor)</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS003T2

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-406, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1128 THROTTLE CONTROL MOTOR

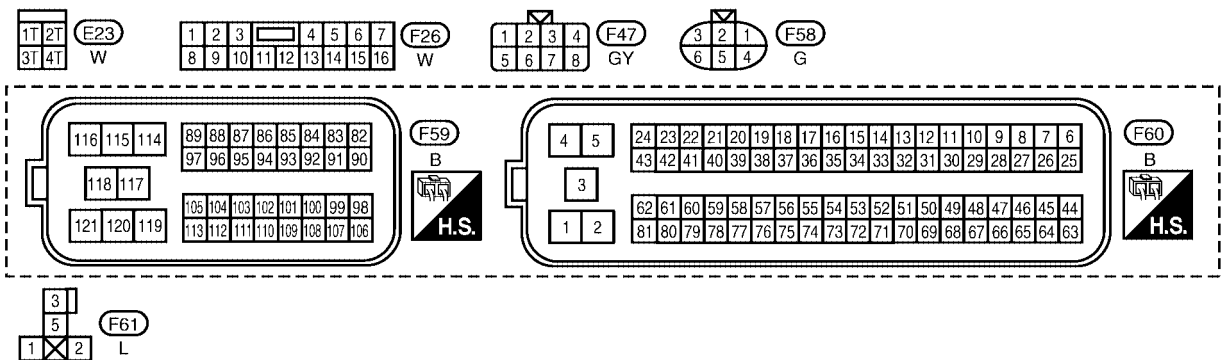
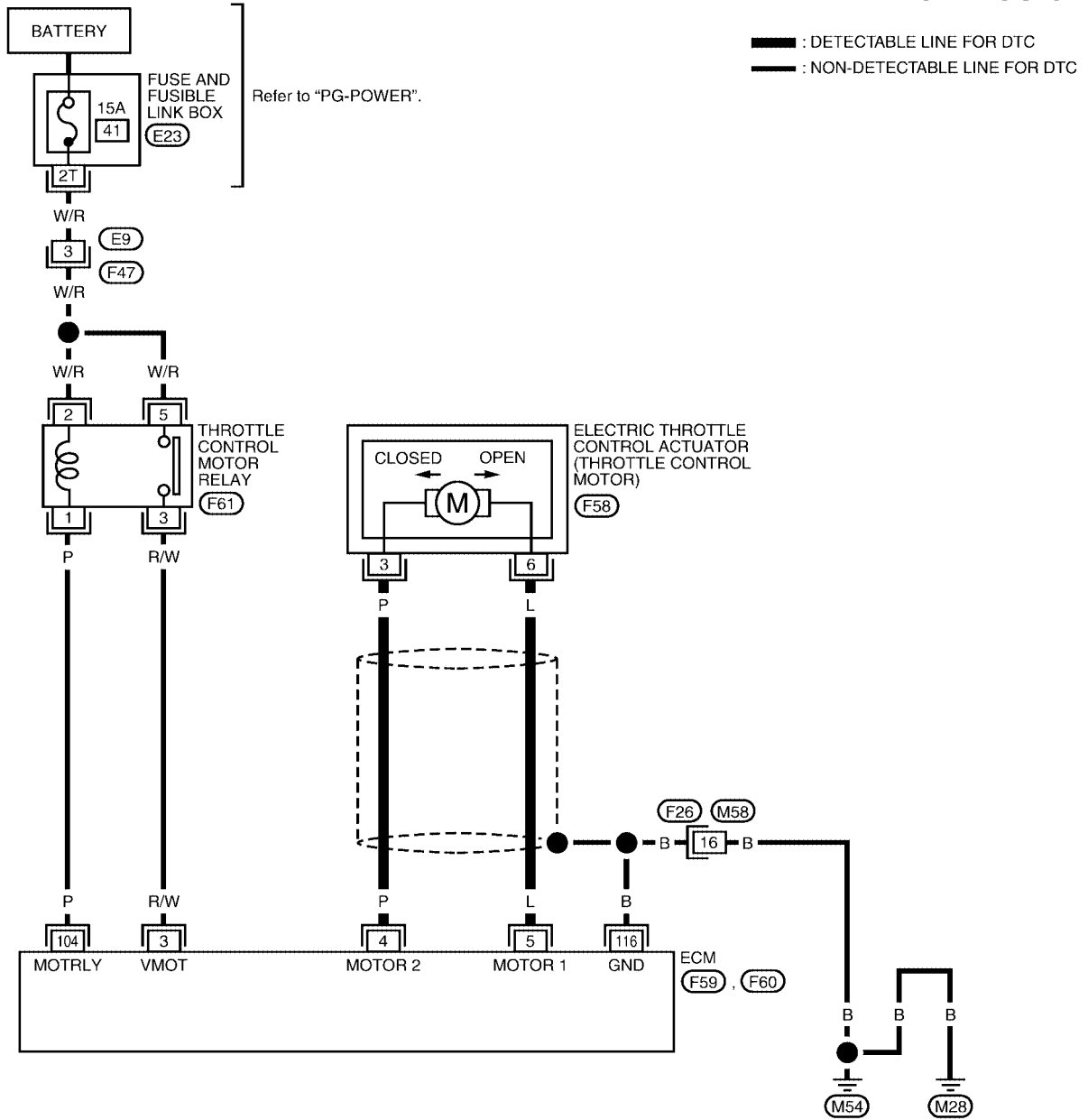
[QG18DE (ULEV)]

UBS00373

## Wiring Diagram

EC-ETC3-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0791E

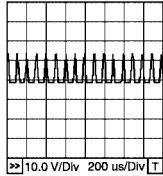
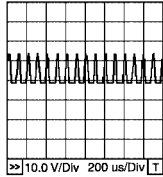
# DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
4	P	Throttle control motor (Close)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0534E</p>
5	L	Throttle control motor (Open)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0533E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

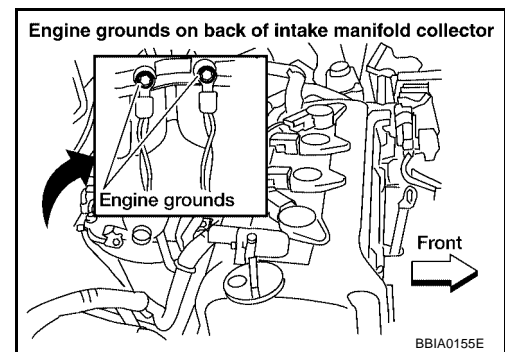
## Diagnostic Procedure

UBS00374

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



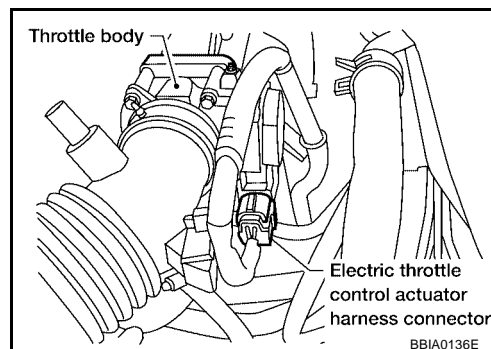
# DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (ULEV)]

## 2. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 3. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-407, "Component Inspection"](#).

OK or NG

OK >> GO TO 4.

NG >> GO TO 5.

## 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connectors.

## 5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#).
3. Perform [EC-53, "Idle Air Volume Learning"](#).

>> INSPECTION END

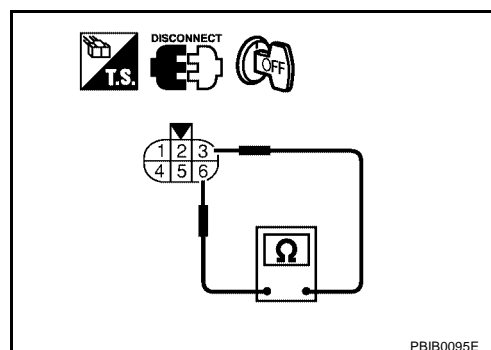
### Component Inspection THROTTLE CONTROL MOTOR

UBS00375

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15  $\Omega$  [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-53, "Throttle Valve Closed Position Learning"](#).
5. Perform [EC-53, "Idle Air Volume Learning"](#).



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**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

UBS003T6

Refer to [EM-12, "Removal and Installation"](#) .

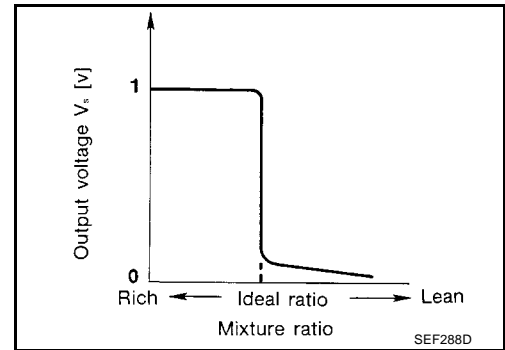
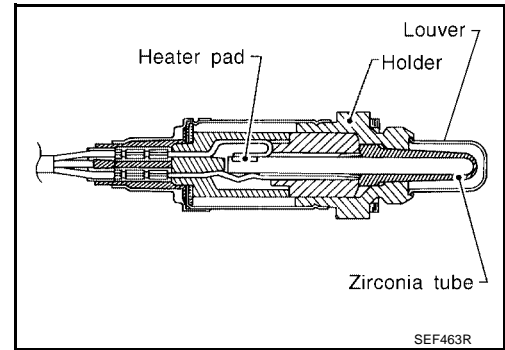
**DTC P1143 HO2S1**

PFP:22690

UBS003VB

**Component Description**

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003VC

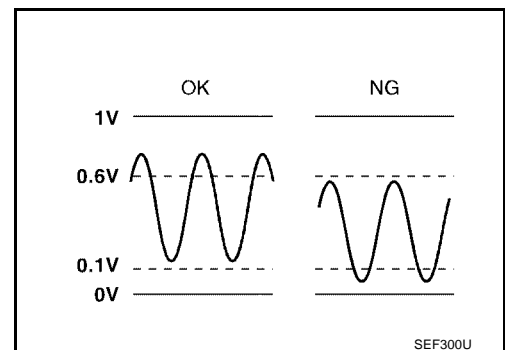
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS003VD

To judge the malfunction, the output from the heated oxygen sensor 1 is monitored to determine whether the “rich” output is sufficiently high and whether the “lean” output is sufficiently low. When both the outputs are shifting to the lean side, the malfunction will be detected.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1143 1143	Heated oxygen sensor 1 lean shift monitoring	The maximum and minimum voltage from the sensor are not reached to the specified voltages.	<ul style="list-style-type: none"> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

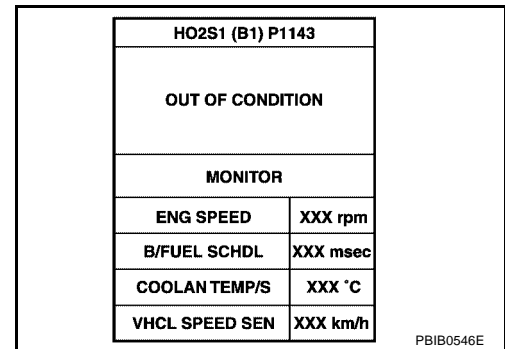
- Always perform at a temperature above –10°C (14°F).
- Before performing following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P1143” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

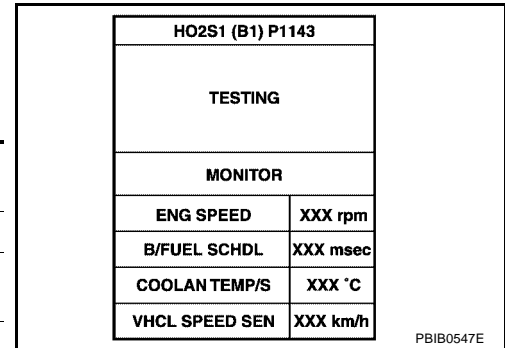
**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.



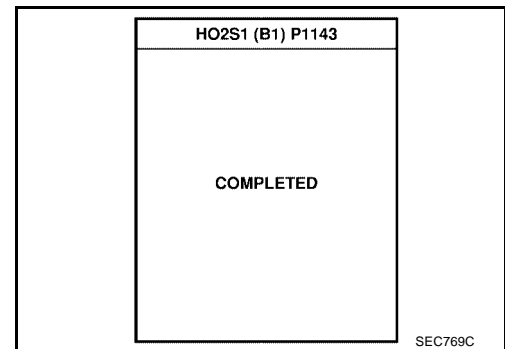
6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 50 seconds or more.)

ENG SPEED	1,350 - 2,700 rpm (A/T models) 1,450 - 3,200 rpm (M/T models)
Vehicle speed	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	2.4 - 12.5 msec (A/T models) 2.0 - 10.0 msec (M/T models)
Selector lever	Suitable position



If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-411, "Diagnostic Procedure"](#).

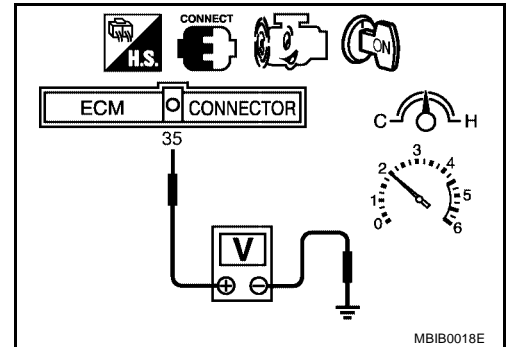


**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and engine ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
  - The maximum voltage is over 0.6V at least one time.
  - The minimum voltage is over 0.1V at least one time.
4. If NG, go to [EC-411, "Diagnostic Procedure"](#) .



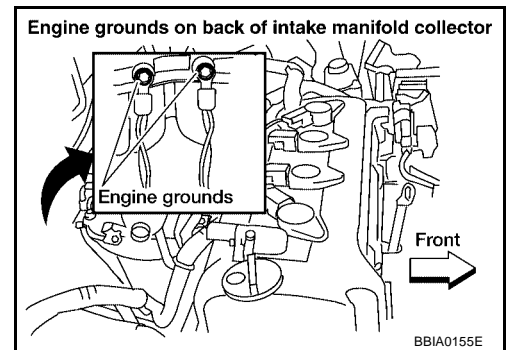
UBS003VG

**Diagnostic Procedure**

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



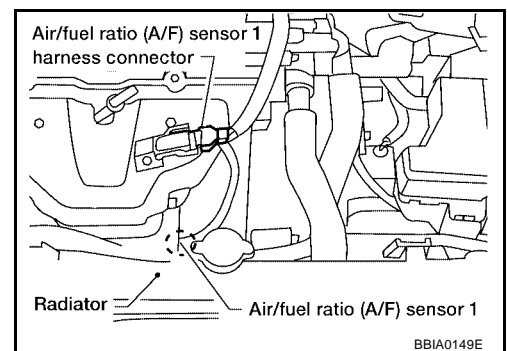
**2. RETIGHTEN HEATED OXYGEN SENSOR 1**

Loosen and retighten heated oxygen sensor 1.

**Tightening torque:**

**40 - 60 N·m (4.1 - 6.1 kg·m, 30 - 44 ft·lb)**

>> GO TO 3.

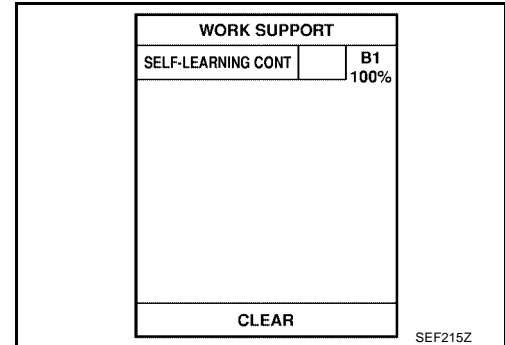




### 3. CLEAR THE SELF-LEARNING DATA

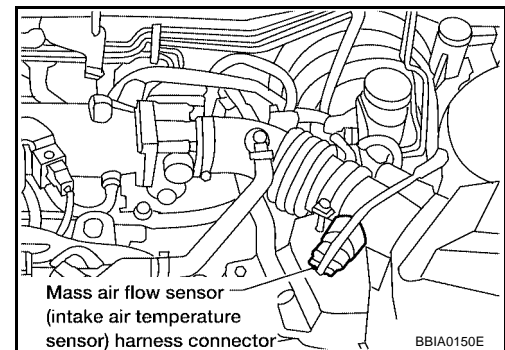
#### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



#### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-238](#).
- No >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-156, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.
- NG >> Replace heated oxygen sensor 1.

### 5. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-413, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.

### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

For circuit, refer to [EC-203, "Wiring Diagram"](#).

>> INSPECTION END

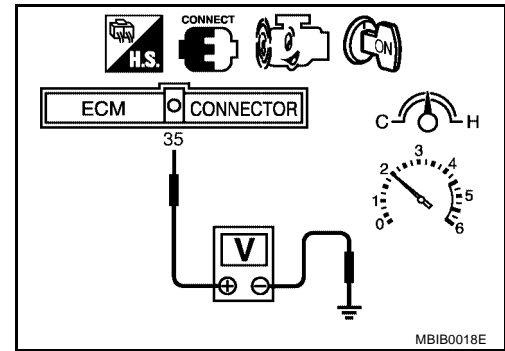


## DTC P1143 HO2S1

[QG18DE (ULEV)]

2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
  - The maximum voltage is over 0.6V at least one time.
  - The minimum voltage is below 0.3V at least one time.
  - The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  
2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V



### CAUTION:

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

### Removal and Installation HEATED OXYGEN SENSOR 1

UBS003VI

Refer to [EM-12, "Removal and Installation"](#) .

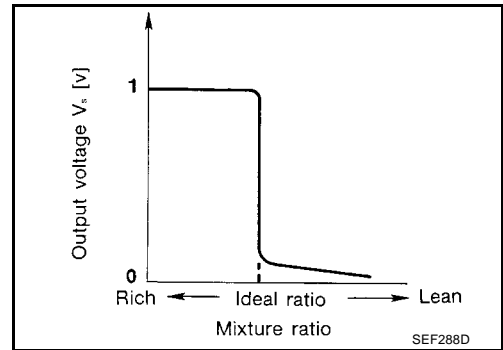
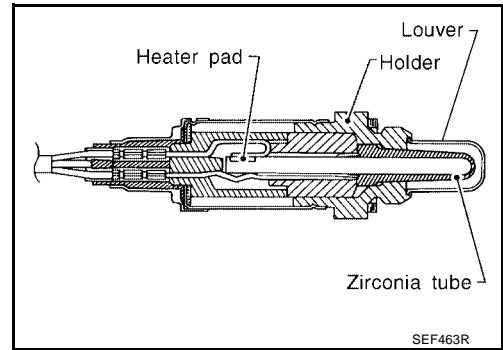
**DTC P1144 HO2S1**

PFP:22690

**Component Description**

UBS003VJ

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003VK

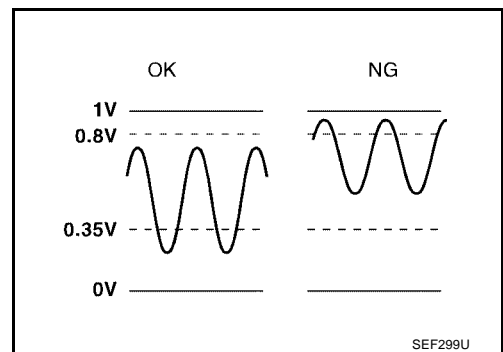
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS003VL

To judge the malfunction, the output from the heated oxygen sensor 1 is monitored to determine whether the “rich” output is sufficiently high. The “lean” output is sufficiently low. When both the outputs are shifting to the rich side, the malfunction will be detected.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1144 1144	Heated oxygen sensor 1 rich shift monitoring	The maximum and minimum voltages from the sensor are beyond the specified voltages.	<ul style="list-style-type: none"> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

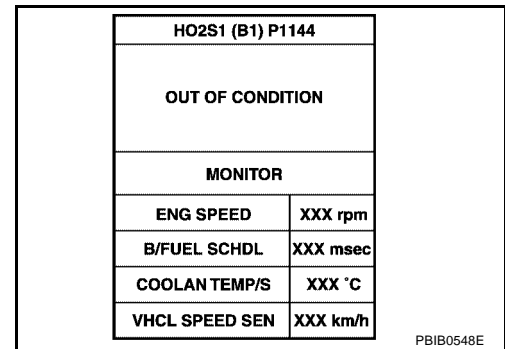
- Always perform at a temperature above –10°C (14°F).
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 5 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P1144” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

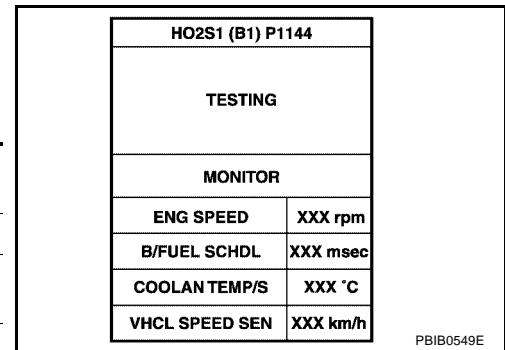
**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.



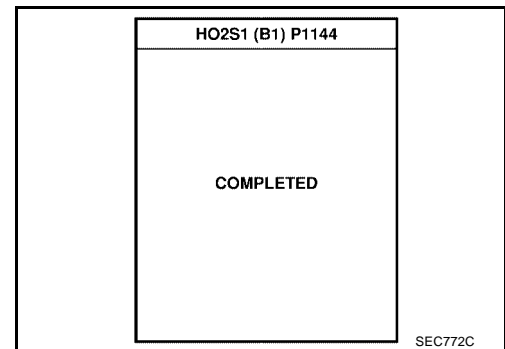
6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 50 seconds or more.)

ENG SPEED	1,350 - 2,700 rpm (A/T models) 1,450 - 3,200 rpm (M/T models)
Vehicle speed	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	2.4 - 12.5 msec (A/T models) 2.0 - 10.0 msec (M/T models)
Selector lever	Suitable position



If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-417, "Diagnostic Procedure"](#).

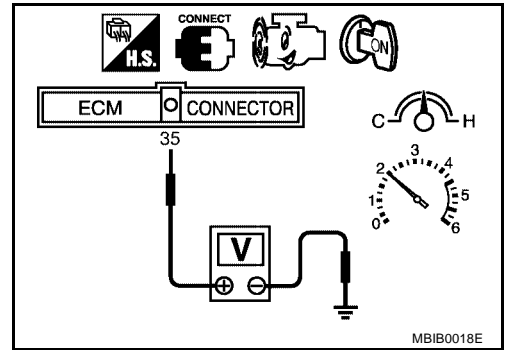


**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and engine ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
  - The maximum voltage is below 0.8V at least one time.
  - The minimum voltage is below 0.35V at least one time.
4. If NG, go to [EC-417, "Diagnostic Procedure"](#) .



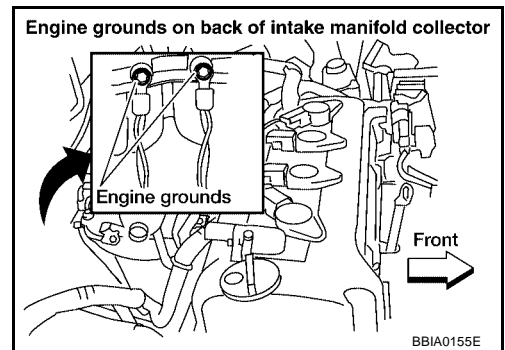
UBS003VO

**Diagnostic Procedure**

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

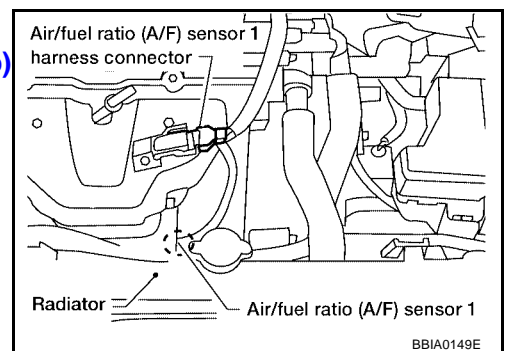


**2. RETIGHTEN HEATED OXYGEN SENSOR 1**

Loosen and retighten heated oxygen sensor 1.

**Tightening torque: 40 - 60 N·m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)**

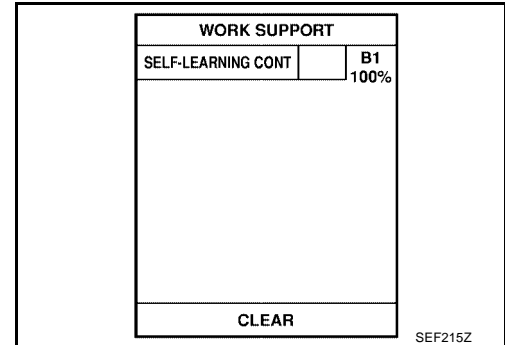
>> GO TO 3.



### 3. CLEAR THE SELF-LEARNING DATA

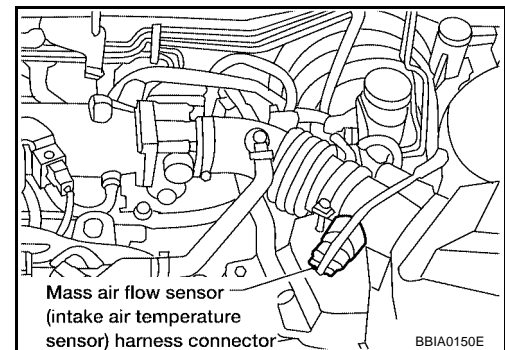
**With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



**Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-245](#).
- No >> GO TO 4.

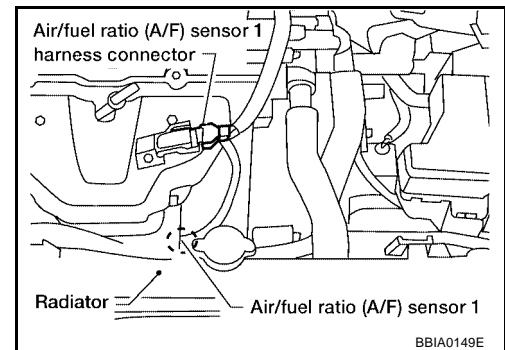
### 4. CHECK HO2S1 CONNECTOR FOR WATER

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 harness connector.
3. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.



### 5. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-156, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.



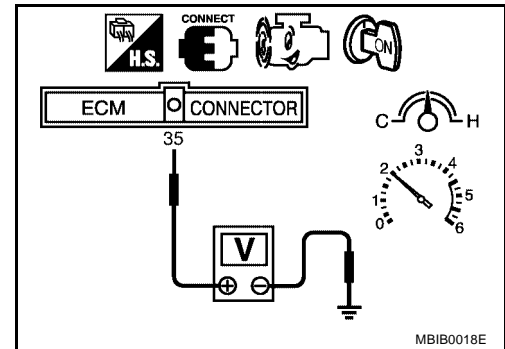


- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
  - The maximum voltage is over 0.6V at least one time.
  - The minimum voltage is below 0.3V at least one time.
  - The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  
 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
HEATED OXYGEN SENSOR 1**

Refer to [EM-12, "Removal and Installation"](#).

UBS003VQ

**DTC P1146 HO2S2**

PF2:226A0

**Component Description**

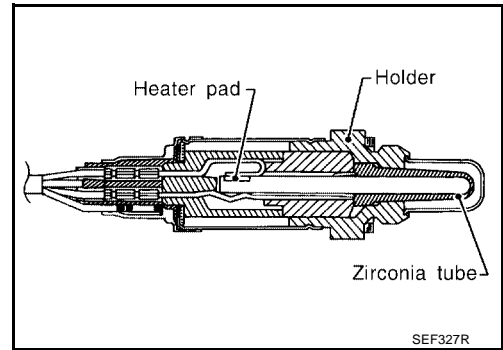
UBS006D6

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS006D7

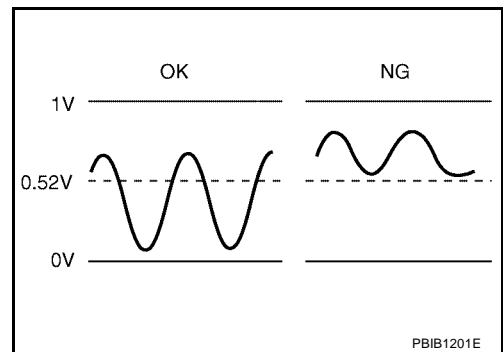
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS006D8

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1146 1146	Heated oxygen sensor 2 minimum voltage monitoring	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> </ul>

**DTC Confirmation Procedure**

UBS006D9

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

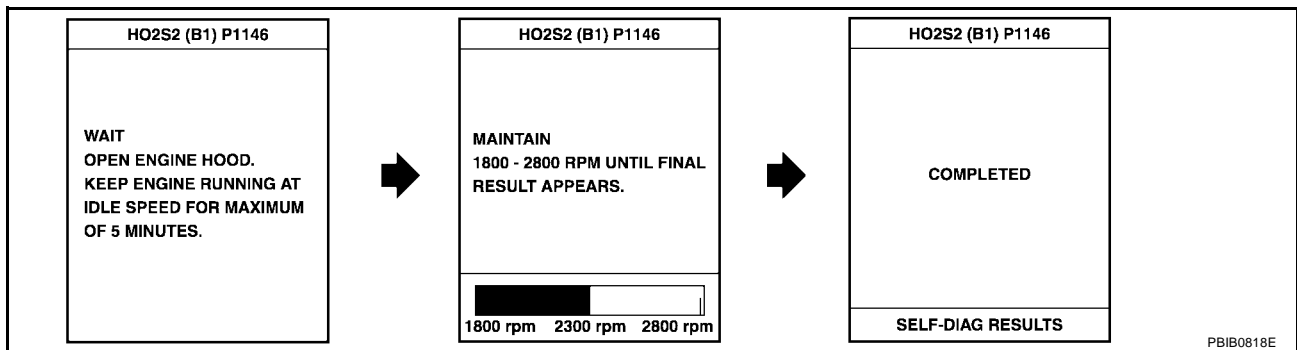
Open engine hood before conducting following procedure.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minutes.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).  
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
7. Open engine hood.
8. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II.
9. Start engine and following the instruction of CONSULT-II.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y



10. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
If "NG" is displayed, go to [EC-424, "Diagnostic Procedure"](#).  
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Return to step 1.

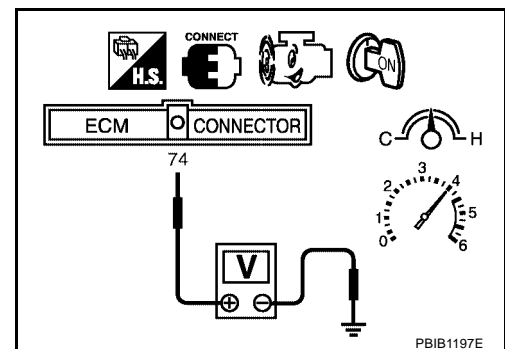
**Overall Function Check**

UBS006DA

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

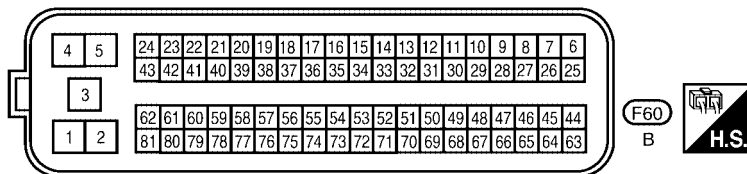
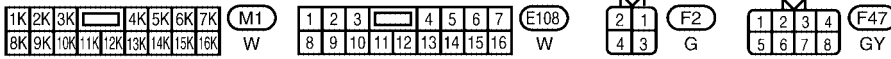
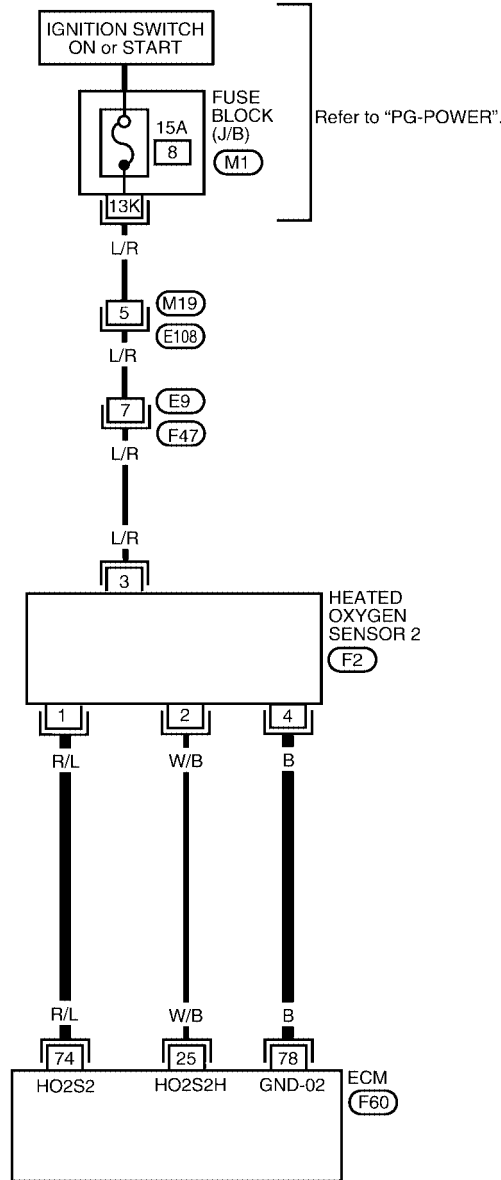
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be below 0.52V at least once during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.52V at least once during this procedure.**
8. If NG, go to [EC-424, "Diagnostic Procedure"](#).



Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	0 - Approximately 1.0V
78	B	Heated oxygen sensor ground	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V

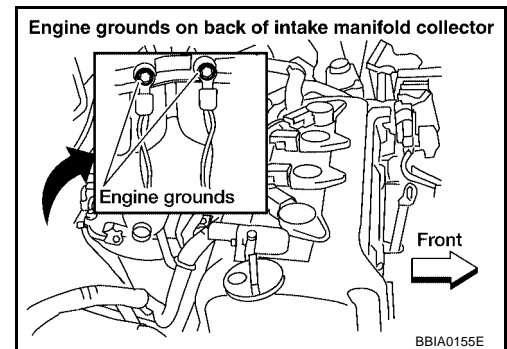
**Diagnostic Procedure**

UBS006DC

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

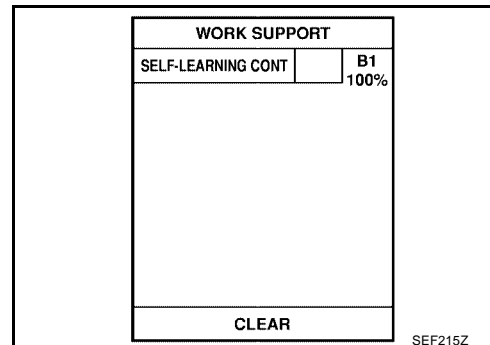
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

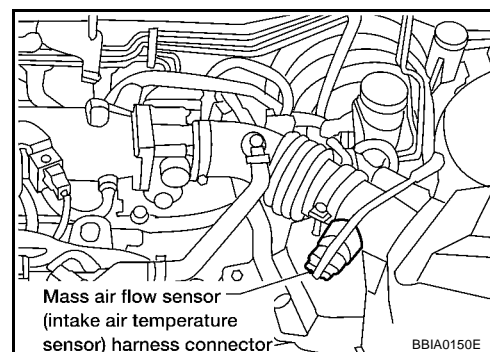
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-245](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

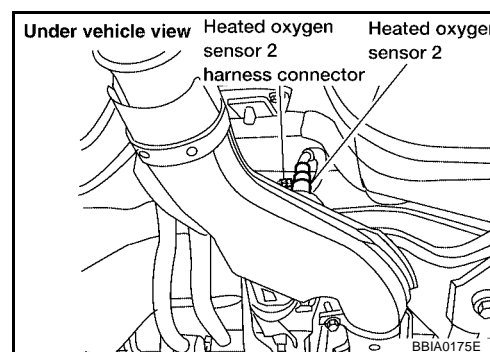
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



#### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-426, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 2

UBS006DD

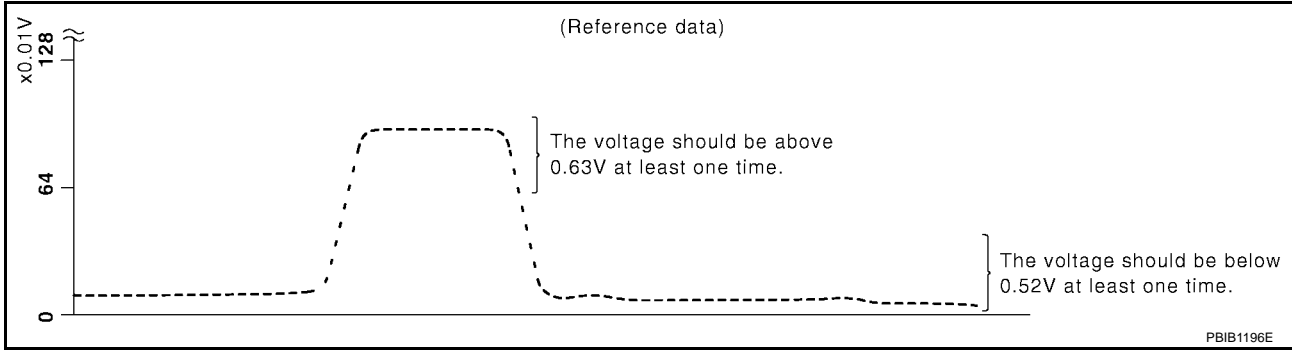
#### With CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle and wait until 2 minutes have passed from starting the engine.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



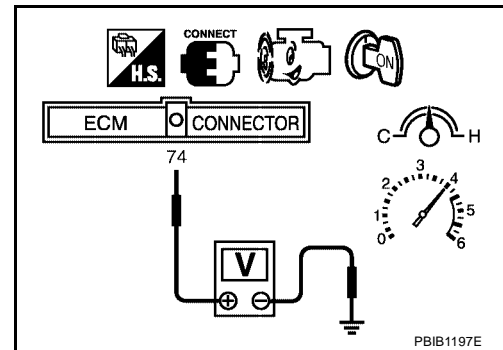
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.52V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.52V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

UBS006DE

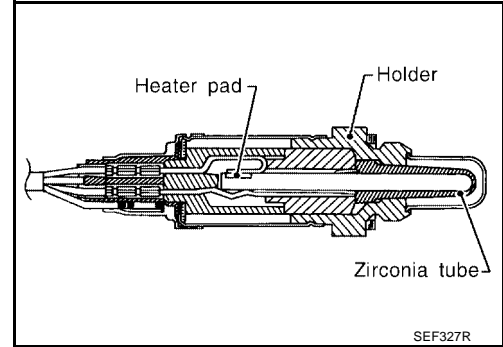


**DTC P1147 HO2S2**

**Component Description**

UBS006DF

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas. Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2. This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS006DG

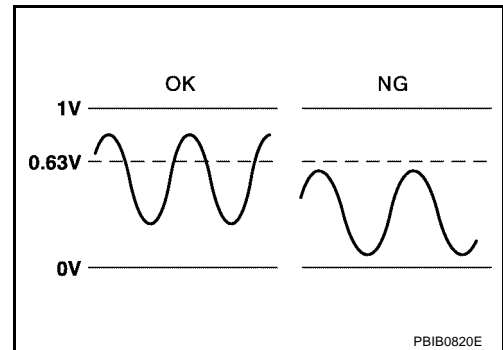
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS006DH

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1147 1147	Heated oxygen sensor 2 maximum voltage monitoring	The maximum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

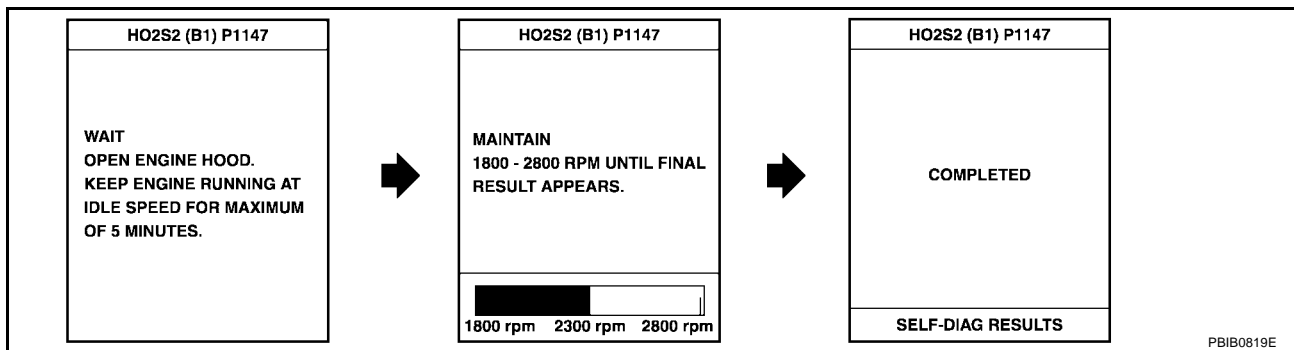
Open engine hood before conducting following procedure.

**WITH CONSULT-II**

1. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch “OFF” and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minute.
6. Make sure that “COOLAN TEMP/S” indicates more than 70°C (158°F).  
If not, warm up engine and go to next step when “COOLANT TEMP/S” indication reaches to 70°C (158°F)
7. Select “HO2S2 (B1) P1147” of “HO2S2” in “DTC WORK SUPPORT” mode with CONSULT-II.
8. Start engine and following the instruction of CONSULT-II.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y



9. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”.  
If “NG” is displayed, go to [EC-432, "Diagnostic Procedure"](#).  
If “CAN NOT BE DIAGNOSED” is displayed, perform the following.
  - a. Turn ignition switch “OFF” and leave the vehicle in a cool place (soak the vehicle).
  - b. Return to step 1.

**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

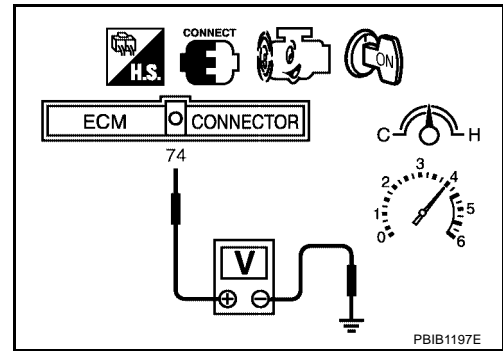
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and engine ground.

A  
EC  
C  
D  
E  
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G  
H  
I  
J  
K  
L  
M

## DTC P1147 HO2S2

[QG18DE (ULEV)]

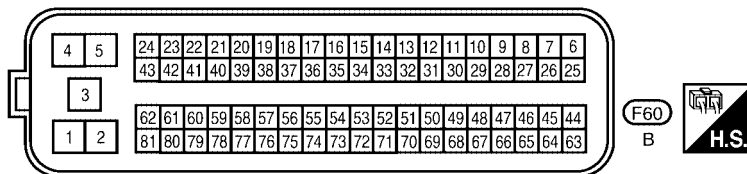
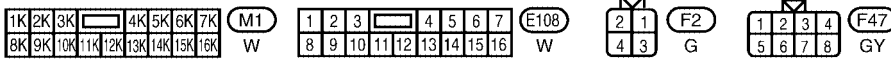
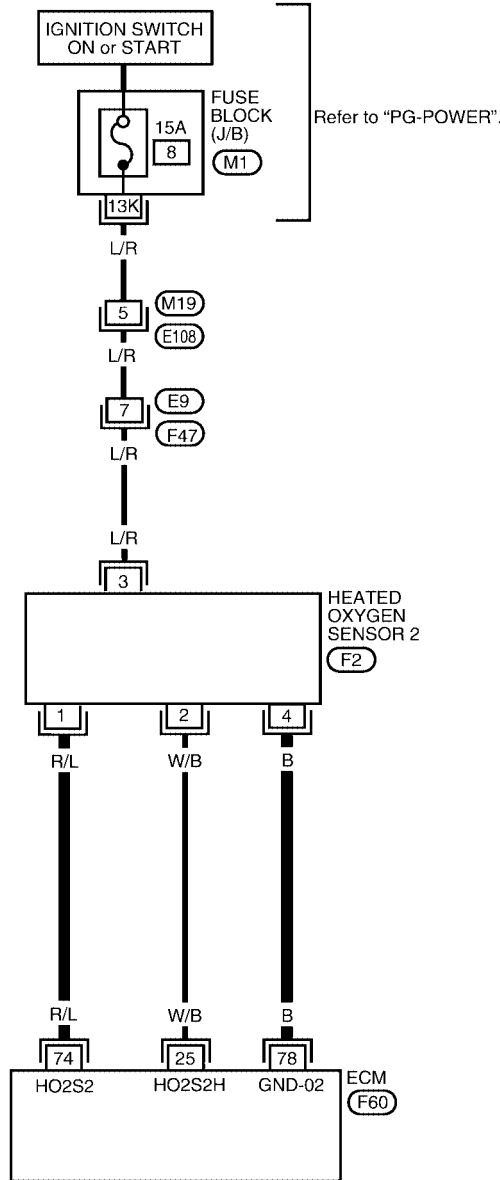
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be above 0.63V at least once during this procedure.**
8. If NG, go to [EC-432, "Diagnostic Procedure"](#).



Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed is 2,000 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	0 - Approximately 1.0V
78	B	Heated oxygen sensor ground	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V

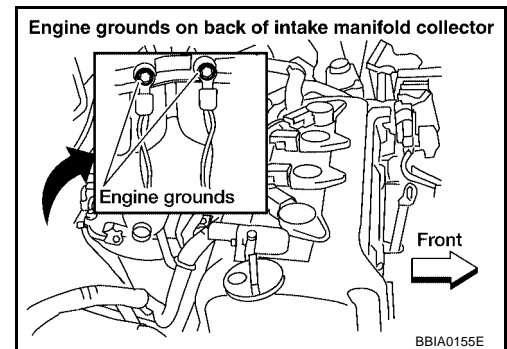
**Diagnostic Procedure**

UBS006DL

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

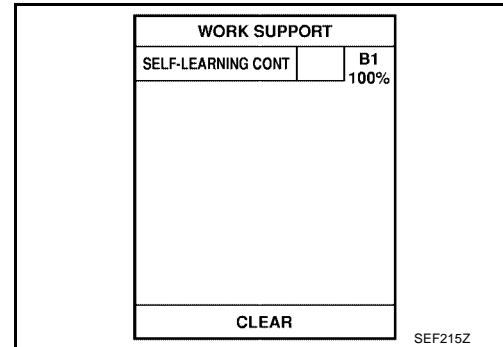
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

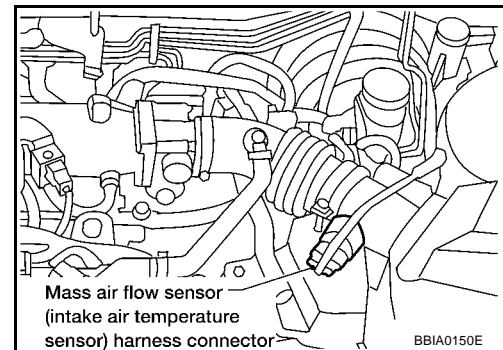
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-238](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

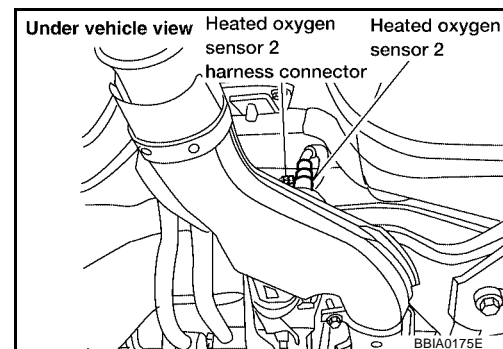
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



**4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**5. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-434, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS006DM

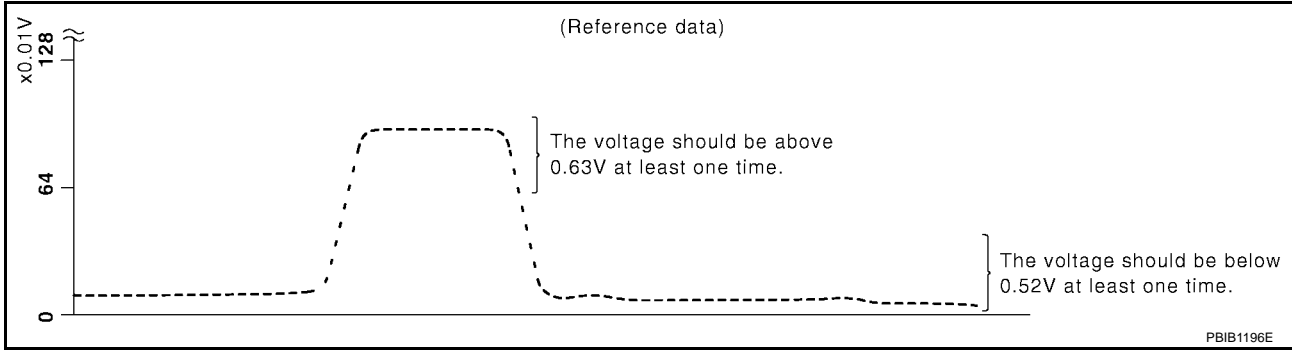
**With CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



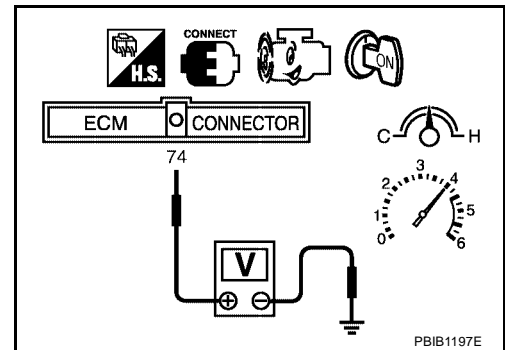
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.52V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.52V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

UBS006DN



## DTC P1148 CLOSED LOOP CONTROL

PFP:22690

### On Board Diagnosis Logic

UBS0057U

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1148 1148	Closed loop control function	The closed loop control function does not operate even when vehicle is driving in the specified condition.	<ul style="list-style-type: none"> <li>● The heated oxygen sensor 1 circuit is open or shorted.</li> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor heater</li> </ul>

### DTC Confirmation Procedure

UBS0057V

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Never raise engine speed above 3,600 rpm during the "DTC Confirmation Procedure". If the engine speed limit is exceeded, retry the procedure from step 2.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Hold engine speed at 2,000 rpm and check one of the following.
  - "HO2S1 (B1)" voltage should go above 0.70V at least once.
  - "HO2S1 (B1)" voltage should go below 0.21V at least once.
 If the check result is NG, perform [EC-437, "Diagnostic Procedure"](#).  
 If the check result is OK, perform the following step.
4. Let engine idle at least 5 minutes.
5. Maintain the following condition at least 50 consecutive seconds.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLANT TEMP/S	XXX °C
HO2S1 (B1)	XXX V
VHCL SPEED SE	XXX km/h

SEF682Y

B/FUEL SCHDL	2.4 msec or more (A/T models) 2.0 msec or more (M/T models)
ENG SPEED	More than 1,700 rpm (A/T models) More than 2,050 rpm (M/T models)
Selector lever	Suitable position
VHCL SPEED SE	More than 70 km/h (43 MPH)

During this test, P0134 may be displayed on CONSULT-II screen.

6. If DTC is detected, go to [EC-437, "Diagnostic Procedure"](#).

### Overall Function Check

UBS0057W

Use this procedure to check the overall function of the closed loop control. During this check, a DTC might not be confirmed.

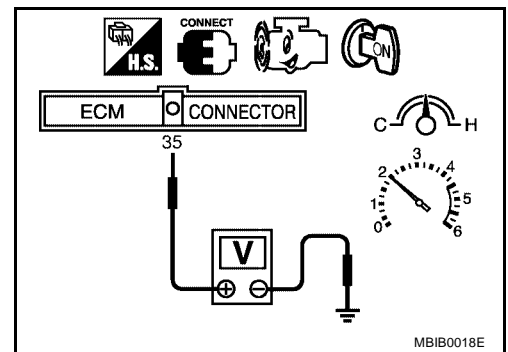
**WITH GST**

1. Start engine and warm it up to normal operating temperature.

# DTC P1148 CLOSED LOOP CONTROL

[QG18DE (ULEV)]

2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no-load.
  - The voltage should go above 0.70V at least once.
  - The voltage should go below 0.21V at least once.
4. If NG, go to [EC-437, "Diagnostic Procedure"](#) .



## Diagnostic Procedure

Perform trouble diagnosis for "DTC P0133", [EC-211](#) .

UBS0057X

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (ULEV)]

## DTC P1217 ENGINE OVER TEMPERATURE

PF0:00000

### System Description COOLING FAN CONTROL

UBS001MV

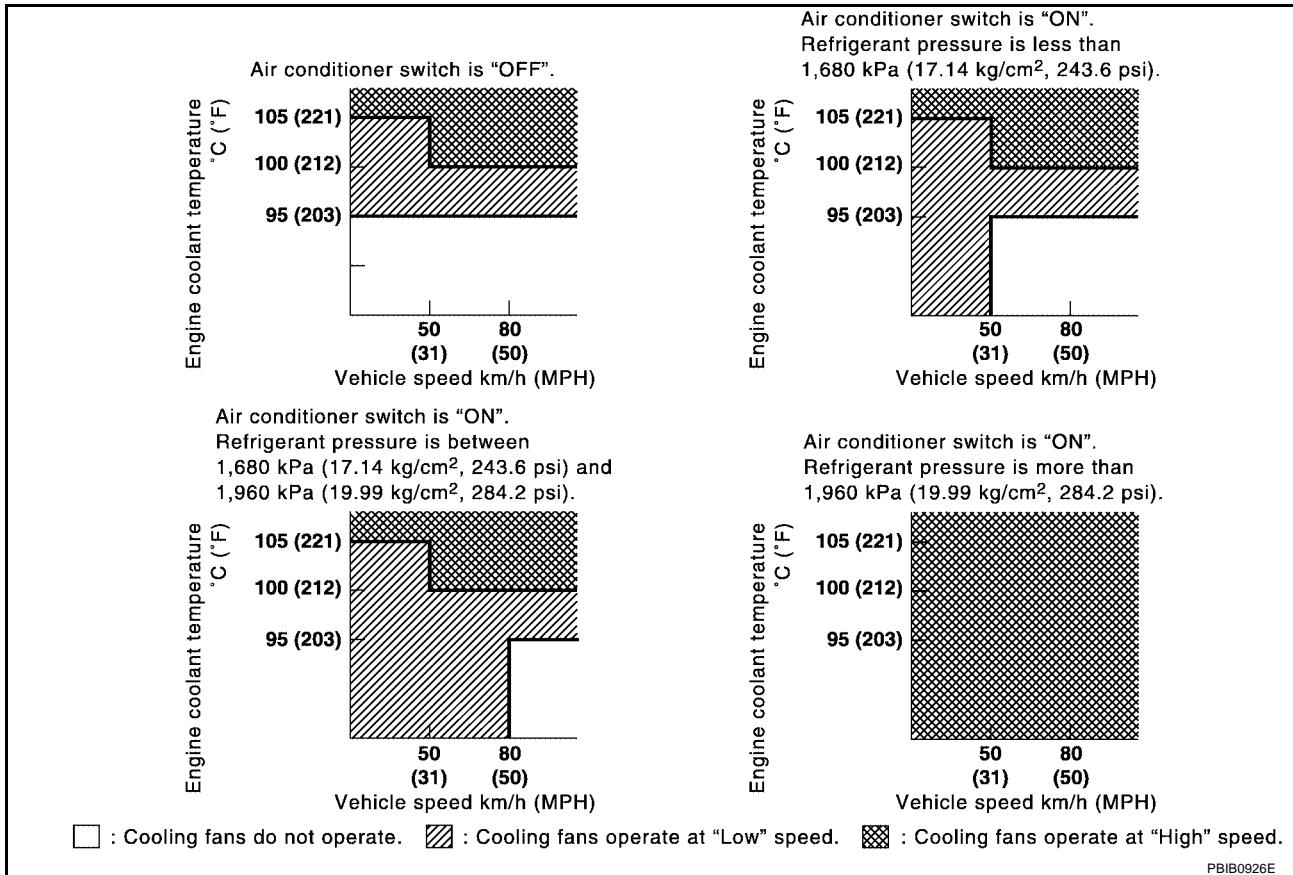
Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1		
Battery	Battery voltage*1		
Vehicle speed signal	Vehicle speed*2	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Refrigerant pressure sensor	Refrigerant pressure		

\*1: The ECM determines the start signal status by the signals of engine speed and battery voltage.

\*2: These signals are sent to the ECM through CAN communication line.

The ECM controls the cooling fan corresponding to the vehicle speed, engine coolant temperature, refrigerant pressure, and air conditioner ON signal. The control system has 3-step control [HIGH/LOW/OFF].

### OPERATION



### CONSULT-II Reference Value in Data Monitor Mode

UBS001MV

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF
		Air conditioner switch: ON (Compressor operates)
		OFF
		ON

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (ULEV)]

MONITOR ITEM	CONDITION		SPECIFICATION
COOLING FAN	<ul style="list-style-type: none"> <li>After warming up engine, idle the engine.</li> <li>Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	LOW
		Engine coolant temperature is 105°C (221°F) or more	HIGH

## On Board Diagnosis Logic

UBS006GS

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will rise. When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

**This self-diagnosis has the one trip detection logic.**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1217 1217	Engine over temperature (Overheat)	<ul style="list-style-type: none"> <li>Cooling fan does not operate properly (Overheat).</li> <li>Cooling fan system does not operate properly (Overheat).</li> <li>Engine coolant was not added to the system using the proper filling method.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The cooling fan circuit is open or shorted.)</li> <li>Cooling fan</li> <li>Radiator hose</li> <li>Radiator</li> <li>Radiator cap</li> <li>Water pump</li> <li>Thermostat</li> </ul> <p>For more information, refer to <a href="#">EC-1662</a>, "Main 12 Causes of Overheating".</p>

### CAUTION:

When a malfunction is indicated, be sure to replace the coolant. Refer to [MA-16](#), "Changing Engine Coolant". Also, replace the engine oil. Refer to [LU-17](#), "Changing Engine Oil".

- Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14](#), "Anti-freeze Coolant Mixture Ratio".
- After refilling coolant, run engine to ensure that no water-flow noise is emitted.

## Overall Function Check

UBS001MY

Use this procedure to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

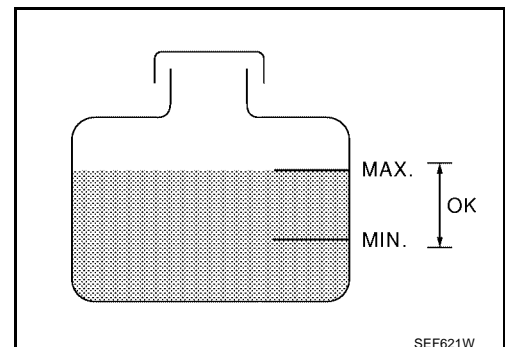
### WARNING:

Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

### WITH CONSULT-II

- Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-442](#), "Diagnostic Procedure".
- Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-442](#), "Diagnostic Procedure".
- Turn ignition switch "ON".



SEF621W

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (ULEV)]

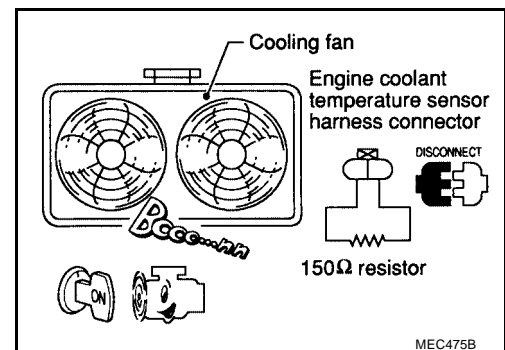
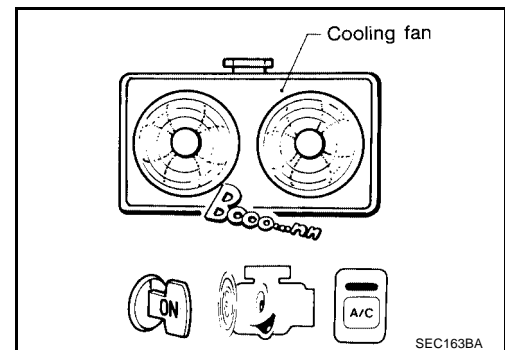
4. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
5. If the results are NG, go to [EC-442, "Diagnostic Procedure"](#).

ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLANT TEMP/S	XXX °C

SEF646X

## WITH GST

1. Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-442, "Diagnostic Procedure"](#).
2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-442, "Diagnostic Procedure"](#).
3. Start engine.  
**Be careful not to overheat engine.**
4. Set temperature control lever to full cold position.
5. Turn air conditioner switch "ON".
6. Turn blower fan switch "ON".
7. Run engine at idle for a few minutes with air conditioner operating.  
**Be careful not to overheat engine.**
8. Make sure that cooling fan operates at low speed.  
If NG, go to [EC-442, "Diagnostic Procedure"](#).  
If OK, go to the following step.
9. Turn ignition switch "OFF".
10. Turn air conditioner switch and blower fan switch "OFF".
11. Disconnect engine coolant temperature sensor harness connector.
12. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
13. Restart engine and make sure that cooling fan operates at higher speed than low speed.  
**Be careful not to overheat engine.**
14. If NG, go to [EC-442, "Diagnostic Procedure"](#).



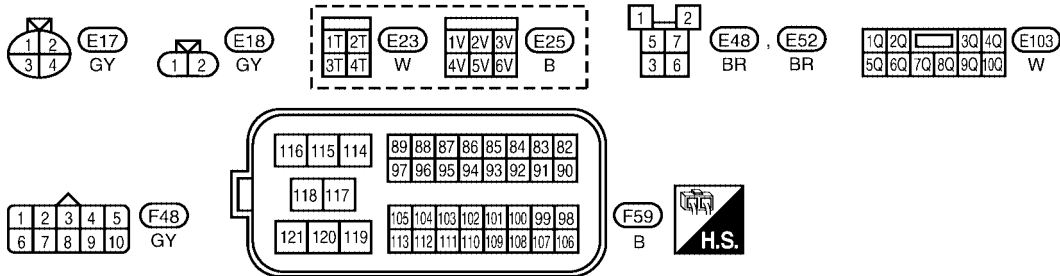
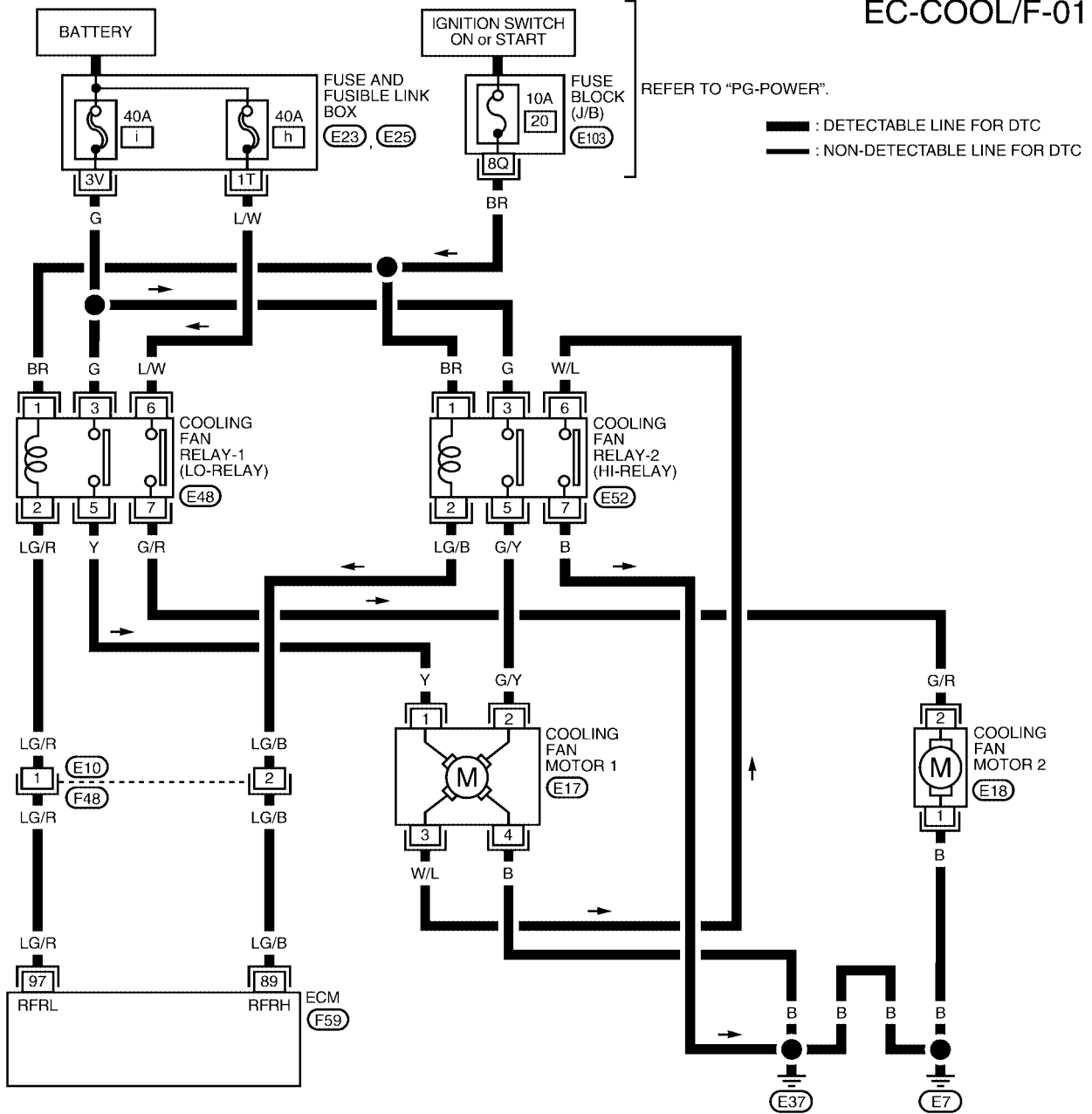
# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (ULEV)]

UBS001M2

## Wiring Diagram

EC-COOL/F-01



BBWA0300E

## Diagnostic Procedure

### 1. INSPECTION START

Do you have CONSULT-II?

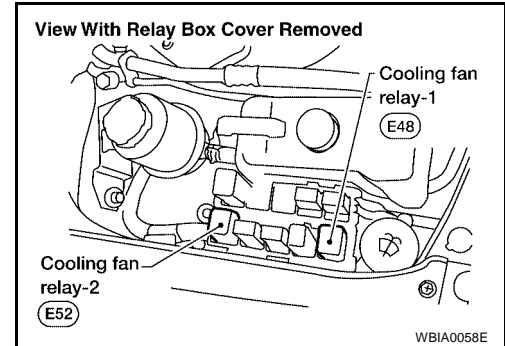
Yes or No

- Yes >> GO TO 2.
- No >> GO TO 4.

### 2. CHECK COOLING FAN LOW SPEED OPERATION

 **With CONSULT-II**

1. Disconnect cooling fan relay-2.
2. Turn ignition switch "ON".



3. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
4. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

- OK >> GO TO 3.
- NG >> Check cooling fan low speed control circuit. (Go to [EC-446, "PROCEDURE A"](#) .)

ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLAN TEMP/S	XXX °C

SEF646X

### 3. CHECK COOLING FAN HIGH SPEED OPERATION

 **With CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relay-2.
3. Disconnect cooling fan relay-1.
4. Turn ignition switch "ON".
5. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
6. Make sure that cooling fan-1 operates at higher speed than low speed.

OK or NG

- OK >> GO TO 6.
- NG >> Check cooling fan high speed control circuit. (Go to [EC-448, "PROCEDURE B"](#) .)

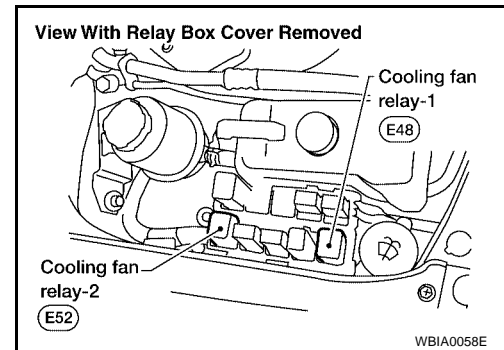
ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLAN TEMP/S	XXX °C

SEF646X

### 4. CHECK COOLING FAN LOW SPEED OPERATION

⊗ **Without CONSULT-II**

1. Disconnect cooling fan relay-2.
2. Start engine and let it idle.
3. Set temperature lever at full cold position.
4. Turn air conditioner switch "ON".
5. Turn blower fan switch "ON".

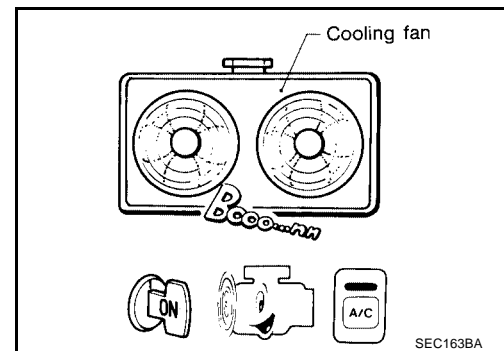


6. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

OK >> GO TO 5.

NG >> Check cooling fan low speed control circuit. (Go to [EC-446, "PROCEDURE A"](#) .)



### 5. CHECK COOLING FAN HIGH SPEED OPERATION

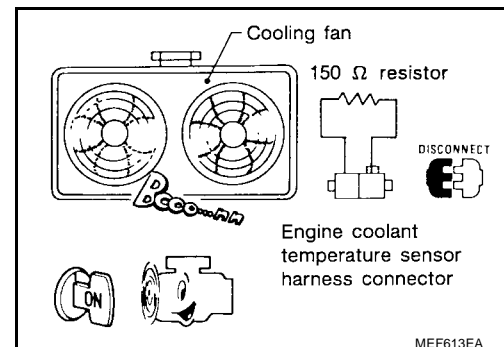
⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relay-2.
3. Disconnect cooling fan relay-1.
4. Turn air conditioner switch and blower fan switch "OFF".
5. Disconnect engine coolant temperature sensor harness connector.
6. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
7. Restart engine and make sure that cooling fan-1 operate at higher speed than low speed.

OK or NG

OK >> GO TO 6.

NG >> Check cooling fan high speed control circuit. (Go to [EC-448, "PROCEDURE B"](#) .)





## 6. CHECK COOLING SYSTEM FOR LEAK

Apply pressure to the cooling system with a tester, and check if the pressure drops.

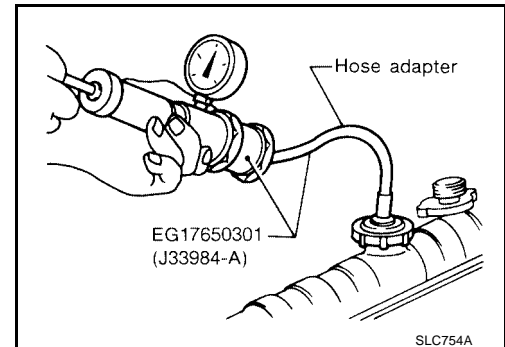
**Testing pressure:** 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)

### CAUTION:

Higher than the specified pressure may cause radiator damage.  
Pressure should not drop.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.



## 7. DETECT MALFUNCTIONING PART

Check the following for leaks.

- Hose
- Radiator
- Water pump (Refer to [CO-9, "WATER PUMP"](#) .)

>> Repair or replace.

## 8. CHECK RADIATOR CAP

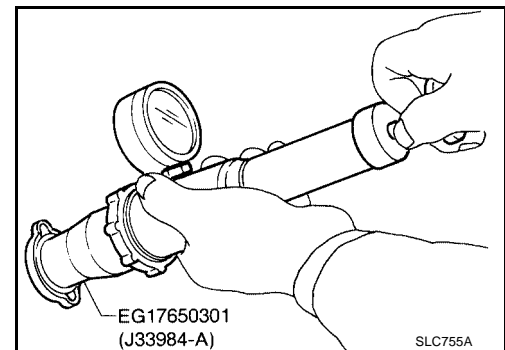
Apply pressure to cap with a tester and check radiator cap relief pressure.

**Radiator cap relief pressure:**

59 - 98 kPa (0.6 - 1.0 kg/cm<sup>2</sup> , 9 - 14 psi)

OK or NG

- OK >> GO TO 9.  
NG >> Replace radiator cap.



**9. CHECK THERMOSTAT**

1. Remove thermostat.
2. Check valve seating condition at normal room temperatures.  
**It should seat tightly.**
3. Check valve opening temperature and valve lift.

**Valve opening temperature:**

**76.5°C (170°F) [standard]**

**Valve lift:**

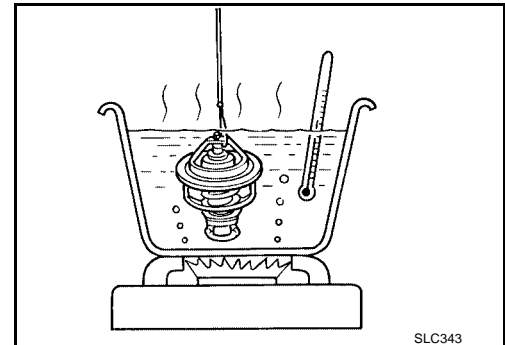
**More than 9 mm/90°C (0.35 in/194°F)**

4. Check if valve is closed at 5°C (9°F) below valve opening temperature. For details, refer to [CO-11. "THERMOSTAT AND THERMOSTAT HOUSING"](#).

OK or NG

OK >> GO TO 10.

NG >> Replace thermostat

**10. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-185. "Component Inspection"](#).

OK or NG

OK >> GO TO 11.

NG >> Replace engine coolant temperature sensor.

**11. CHECK MAIN 12 CAUSES**

If the cause cannot be isolated, go to [EC-449. "Main 12 Causes of Overheating"](#).

>> **INSPECTION END**

## PROCEDURE A

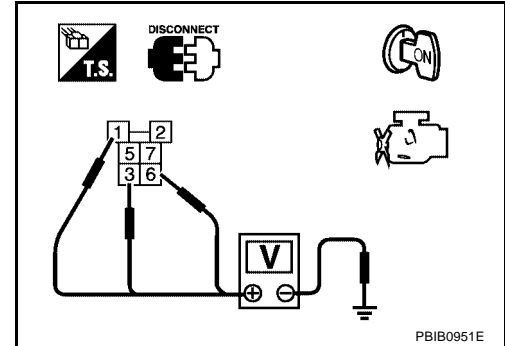
### 1. CHECK COOLING FAN POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-1.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- 40A fusible links
- Harness for open or short between cooling fan relay-1 and fuse
- Harness for open or short between cooling fan relay-1 and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 1, cooling fan motor-1 terminal 4 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

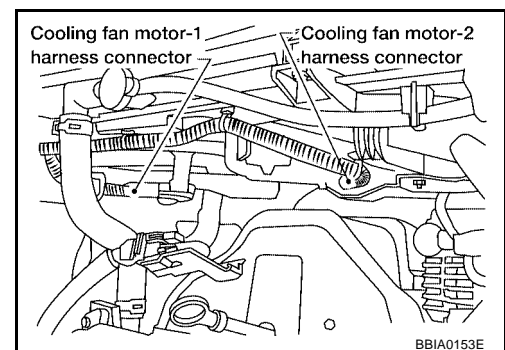
4. Also check harness for short to ground and short to power.
5. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 2, cooling fan motor-2 terminal 1 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



**4. CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 13 and cooling fan relay-1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-1 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK COOLING FAN RELAY-1**

Refer to [EC-450, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace cooling fan relay.

**7. CHECK COOLING FAN MOTORS-1 AND -2**

Refer to [EC-450, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace cooling fan motors.

**8. CHECK INTERMITTENT INCIDENT**

Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

A

EC

C

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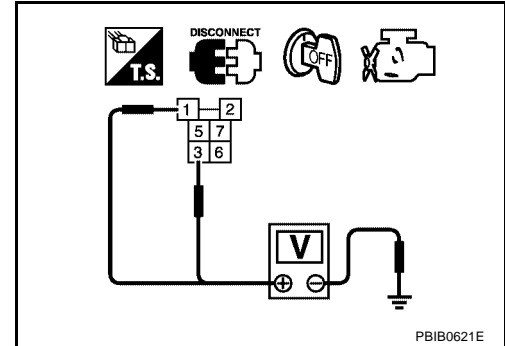
## PROCEDURE B

### 1. CHECK COOLING FAN POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-2.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-2 terminals 1, 3 and ground with CONSULT-II or tester.

OK or NG

- OK    >> GO TO 3.  
 NG    >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- 40A fusible link
- Harness for open or short between cooling fan relay-2 and fuse
- Harness for open or short between cooling fan relay-2 and fusible link

>> Repair harness or connectors.

### 3. CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 2, cooling fan relay-2 terminal 6 and cooling fan motor-1 terminal 3, cooling fan relay-2 terminal 7 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK    >> GO TO 4.  
 NG    >> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 12 and cooling fan relay-2 terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK    >> GO TO 6.  
 NG    >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-2 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK COOLING FAN RELAY-2**

Refer to [EC-450, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace cooling fan relays.

**7. CHECK COOLING FAN MOTORS-1 AND -2**

Refer to [EC-450, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace cooling fan motors.

**8. CHECK INTERMITTENT INCIDENT**

Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Main 12 Causes of Overheating**

UBS001N1

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> <li>● Blocked radiator</li> <li>● Blocked condenser</li> <li>● Blocked radiator grille</li> <li>● Blocked bumper</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	No blocking	—
	2	<ul style="list-style-type: none"> <li>● Coolant mixture</li> </ul>	<ul style="list-style-type: none"> <li>● Coolant tester</li> </ul>	50 - 50% coolant mixture	See <a href="#">MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"</a> .
	3	<ul style="list-style-type: none"> <li>● Coolant level</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	Coolant up to MAX level in reservoir tank and radiator filler neck	See <a href="#">MA-16, "Changing Engine Coolant"</a> .
	4	<ul style="list-style-type: none"> <li>● Radiator cap</li> </ul>	<ul style="list-style-type: none"> <li>● Pressure tester</li> </ul>	59 - 98 kPa (0.6 - 1.0 kg/cm <sup>2</sup> , 9 - 14 psi) (Limit)	See <a href="#">CO-7, "System Check"</a> .
ON*2	5	<ul style="list-style-type: none"> <li>● Coolant leaks</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	No leaks	See <a href="#">CO-7, "System Check"</a> .
ON*2	6	<ul style="list-style-type: none"> <li>● Thermostat</li> </ul>	<ul style="list-style-type: none"> <li>● Touch the upper and lower radiator hoses</li> </ul>	Both hoses should be hot	See <a href="#">CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"</a> , and <a href="#">CO-13, "RADIATOR"</a> .
ON*1	7	<ul style="list-style-type: none"> <li>● Cooling fan</li> </ul>	<ul style="list-style-type: none"> <li>● CONSULT-II</li> </ul>	Operating	See trouble diagnosis for <a href="#">EC-438, "DTC P1217 ENGINE OVER TEMPERATURE"</a>
OFF	8	<ul style="list-style-type: none"> <li>● Combustion gas leak</li> </ul>	<ul style="list-style-type: none"> <li>● Color checker chemical tester 4 Gas analyzer</li> </ul>	Negative	—

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (ULEV)]

Engine	Step	Inspection item	Equipment	Standard	Reference page
ON*3	9	● Coolant temperature gauge	● Visual	Gauge less than 3/4 when driving	—
		● Coolant overflow to reservoir tank	● Visual	No overflow during driving and idling	See <a href="#">MA-16, "Changing Engine Coolant"</a> .
OFF*4	10	● Coolant return from reservoir tank to radiator	● Visual	Should be initial level in reservoir tank	See <a href="#">CO-7, "System Check"</a> .
OFF	11	● Cylinder head	● Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	See <a href="#">EM-58, "Inspection after Disassembly"</a> .
	12	● Cylinder block and pistons	● Visual	No scuffing on cylinder walls or piston	See <a href="#">EM-69, "Inspection"</a> .

\*1: Turn the ignition switch ON.

\*2: Engine running at 3,000 rpm for 10 minutes.

\*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

\*4: After 60 minutes of cool down time.

For more information, refer to [CO-5, "OVERHEATING CAUSE ANALYSIS"](#) .

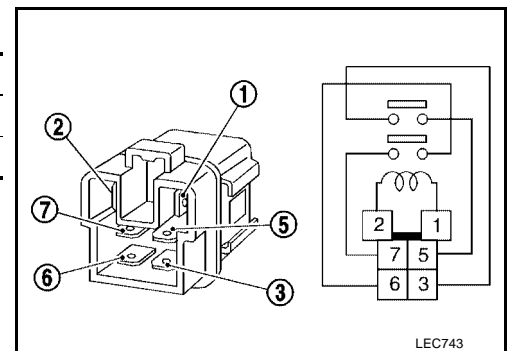
## Component Inspection COOLING FAN RELAYS-1 AND -2

UBS001N2

Check continuity between terminals 3 and 5, 6 and 7.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



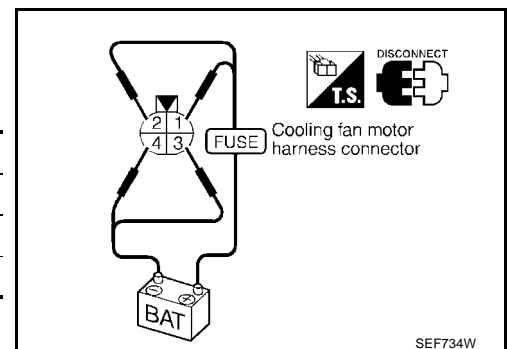
### COOLING FAN MOTOR-1

1. Disconnect cooling fan motor harness connectors.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor	Low	1	4
	High	1, 2	3, 4

Cooling fan motor should operate.

If NG, replace cooling fan motor.



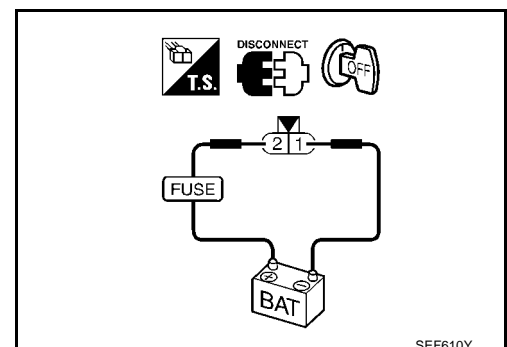
### COOLING FAN MOTOR-2

1. Disconnect cooling fan motor harness connectors.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Terminals	
	(+)	(-)
Cooling fan motor	2	1

Cooling fan motor should operate.

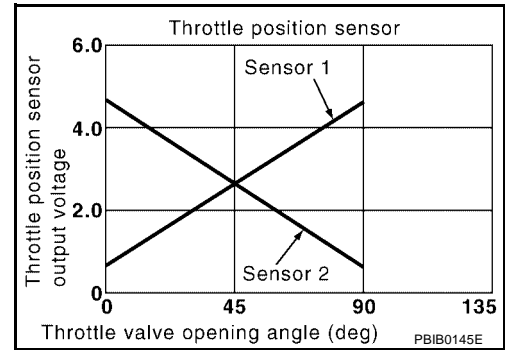
If NG, replace cooling fan motor.



**DTC P1225 TP SENSOR**

**Component Description**

Electric Throttle Control Actuator consists of throttle control motor, acceleration pedal position sensor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement. The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**On Board Diagnosis Logic**

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225 1225	Closed throttle position learning performance problem	Closed throttle position learning value is excessively low.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

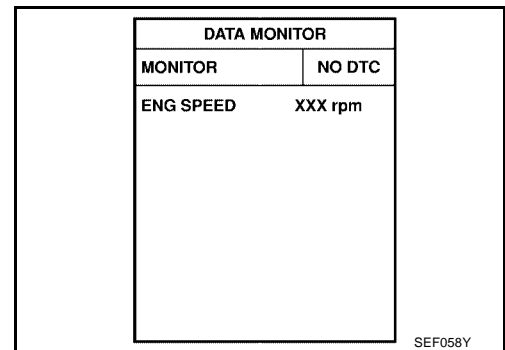
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. If 1st trip DTC is detected, go to [EC-452, "Diagnostic Procedure"](#)



**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

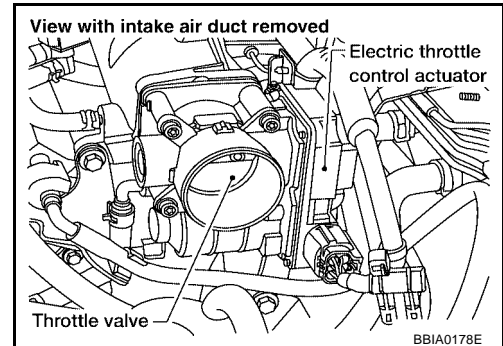


**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

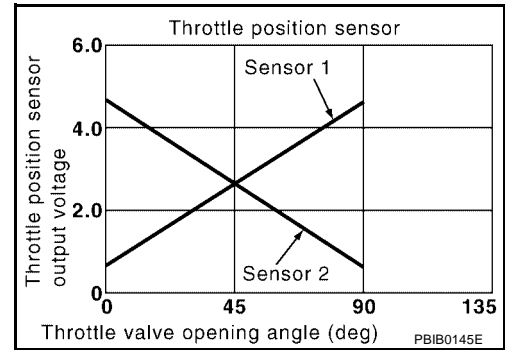
**Removal and Installation  
ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .

**DTC P1226 TP SENSOR**

**Component Description**

Electric Throttle Control Actuator consists of throttle control motor, acceleration pedal position sensor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement. The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**On Board Diagnosis Logic**

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226 1226	Closed throttle position learning performance problem	Closed throttle position learning is not performed successfully, repeatedly.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

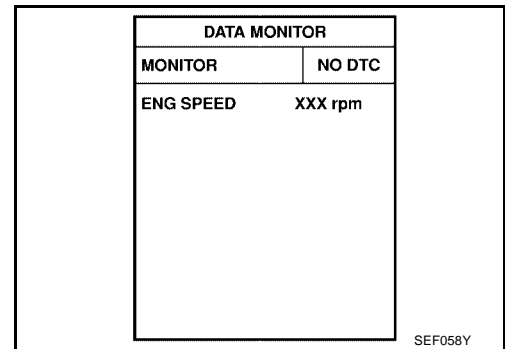
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Repeat steps 3 and 4, 32 times.
6. If 1st trip DTC is detected, go to [EC-454, "Diagnostic Procedure"](#)



**WITH GST**

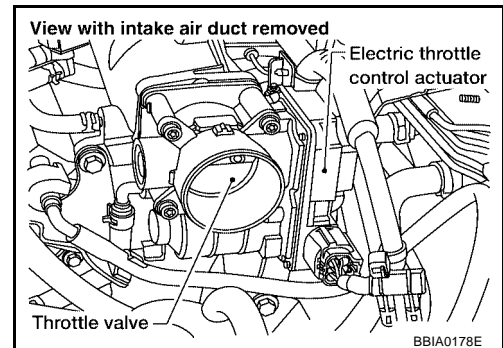
Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**Removal and Installation  
ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .

## DTC P1229 SENSOR POWER SUPPLY

PFP:16119

### On Board Diagnosis Logic

UBS0040I

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1229 1229	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none"> <li>● Harness or connectors (APP sensor 1 circuit is shorted.) (Mass air flow sensor is shorted.) (PSP sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.)</li> <li>● Accelerator pedal position sensor (APP sensor 1)</li> <li>● Power steering pressure sensor</li> <li>● Mass air flow sensor</li> <li>● Refrigerant pressure sensor</li> <li>● EVAP control system pressure sensor</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS0040J

#### NOTE:

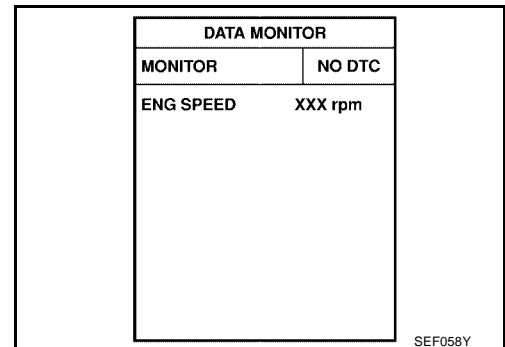
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-457, "Diagnostic Procedure"](#) .



#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1229 SENSOR POWER SUPPLY

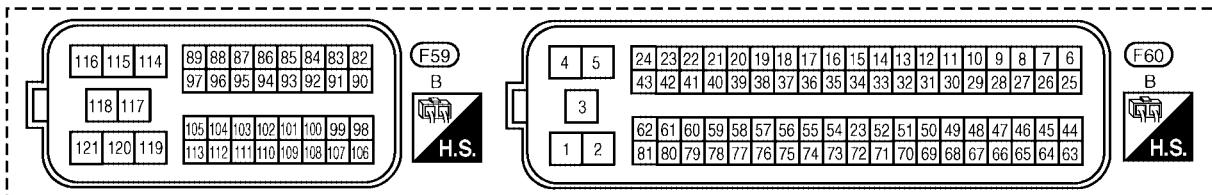
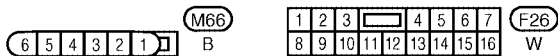
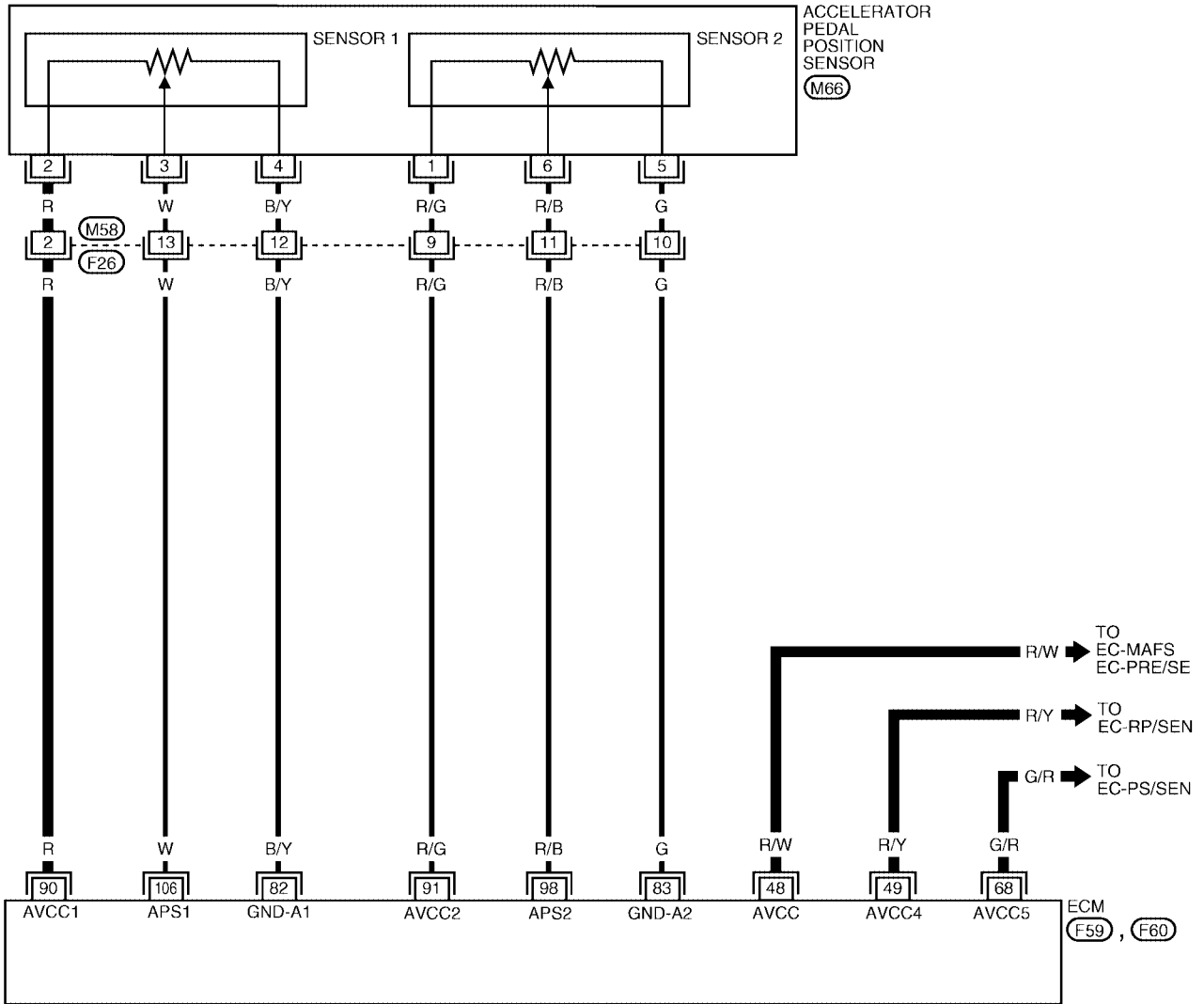
[QG18DE (ULEV)]

UBS0040K

## Wiring Diagram

EC-APPS1-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1385E

# DTC P1229 SENSOR POWER SUPPLY

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensor power supply	[Ignition switch "ON"]	Approximately 5V
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch "ON"]	Approximately 5V
68	G/R	Sensor power supply (Power steering pressure sensor)	[Ignition switch "ON"]	Approximately 5V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch "ON"]	Approximately 5V

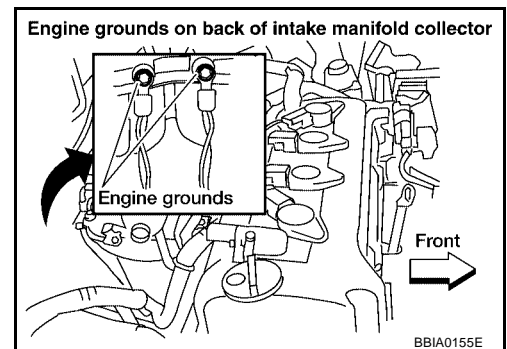
## Diagnostic Procedure

UBS0040L

### 1. RETIGHTEN GROUND SCREWS

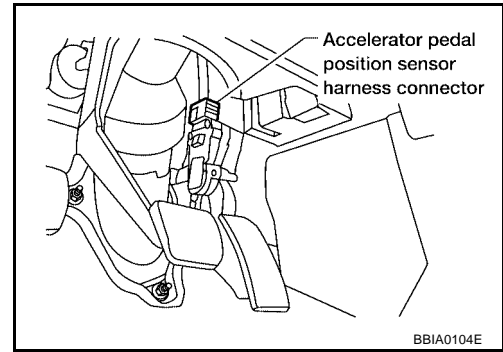
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

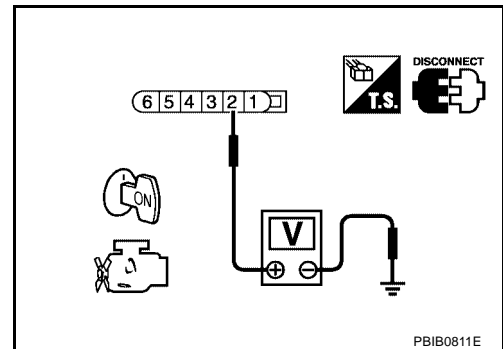


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 3.



## 3. CHECK SENSOR POWER SUPPLY CIRCUITS

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
90	APP sensor terminal 2	<a href="#">EC-506</a>
48	Mass air flow sensor terminal 2	<a href="#">EC-166</a>
48	EVAP control system pressure sensor terminal 3	<a href="#">EC-326</a>
49	Refrigerant pressure sensor terminal 1	<a href="#">EC-560</a>
68	PSP sensor terminal 1	<a href="#">EC-368</a>

OK or NG

- OK >> GO TO 4.
- NG >> Repair short to ground or short to power in harness or connectors.

## 4. CHECK COMPONENTS

Check the following.

- Refrigerant pressure sensor (Refer to [MTC-55, "Electrical Component Inspection"](#) .)
- Power steering pressure sensor (Refer to [EC-371, "Component Inspection"](#) .)
- EVAP control system pressure sensor (Refer to [EC-329, "Component Inspection"](#) .)
- Mass air flow sensor (Refer to [EC-170, "Component Inspection"](#) .)

OK or NG

- OK >> GO TO 7.
- NG >> Replace malfunctioning component.

---

**5. CHECK APP SENSOR**

---

Refer to [EC-509, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

---

**6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

---

1. Replace electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

---

**7. CHECK INTERMITTENT INCIDENT**

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Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

A

EC

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# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

## DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

### Description SYSTEM DESCRIPTION

UBS001NE

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage*1		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Vehicle speed signal*2	Vehicle speed		

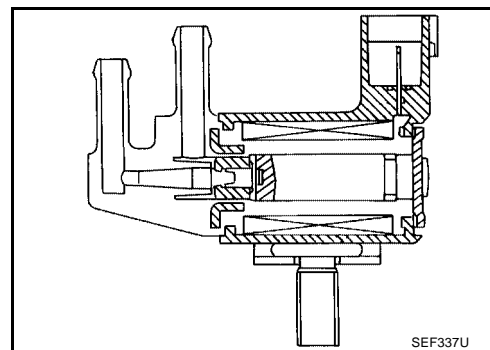
\*1: ECM determines the start signal status by the signals of engine speed and battery voltage.

\*2: This signal is sent to the ECM through CAN communication line.

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor bypass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001NF

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch "OFF"</li> <li>● Shift lever: "N"</li> <li>● No-load</li> </ul>	Idle (Vehicle stopped)	0%
		2,000 rpm	—

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

UBS006GT

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1444 1444	EVAP canister purge volume control solenoid valve	The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.	<ul style="list-style-type: none"> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister purge volume control solenoid valve (The valve is stuck open.)</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> <li>● Hoses (Hoses are connected incorrectly or clogged.)</li> </ul>

## DTC Confirmation Procedure

UBS001NI

### NOTE:

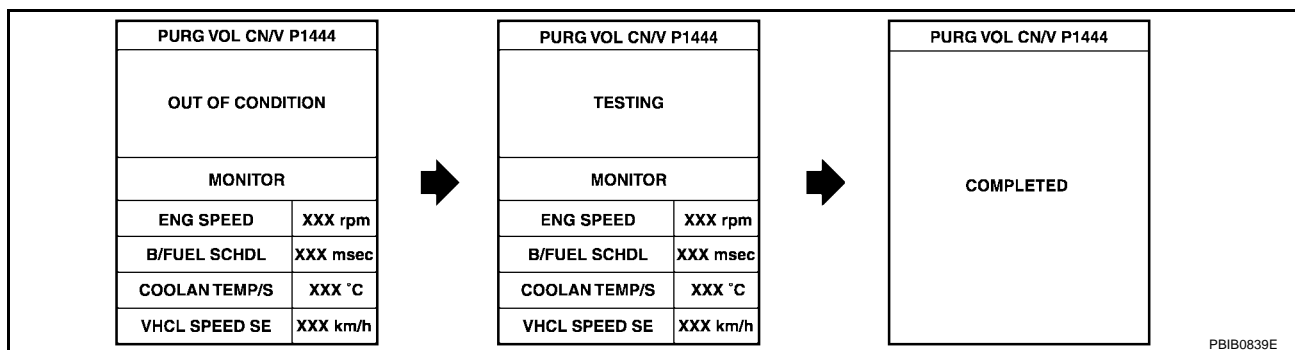
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**For best results, perform test at a temperature of 0°C (32°F) or more.**

#### WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "PURG VOL CN/V P1444" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.
5. Touch "START".



6. Start engine and let it idle until "TESTING" on CONSULT-II changes to "COMPLETED". (It will take for approximately 10 seconds.)

**If "TESTING" is not displayed after 5 minutes, retry from step 2.**

7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-464, "Diagnostic Procedure"](#).

#### WITH GST

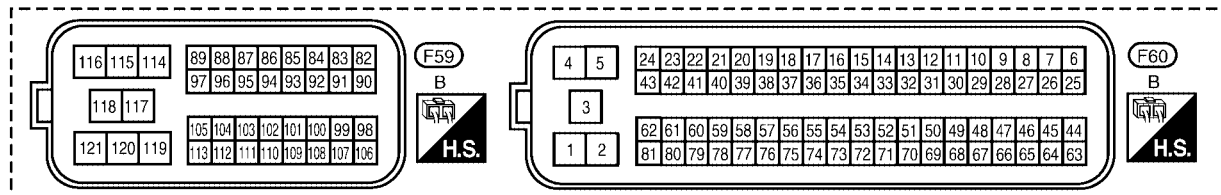
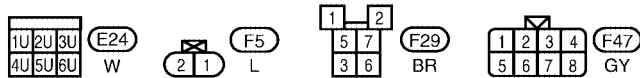
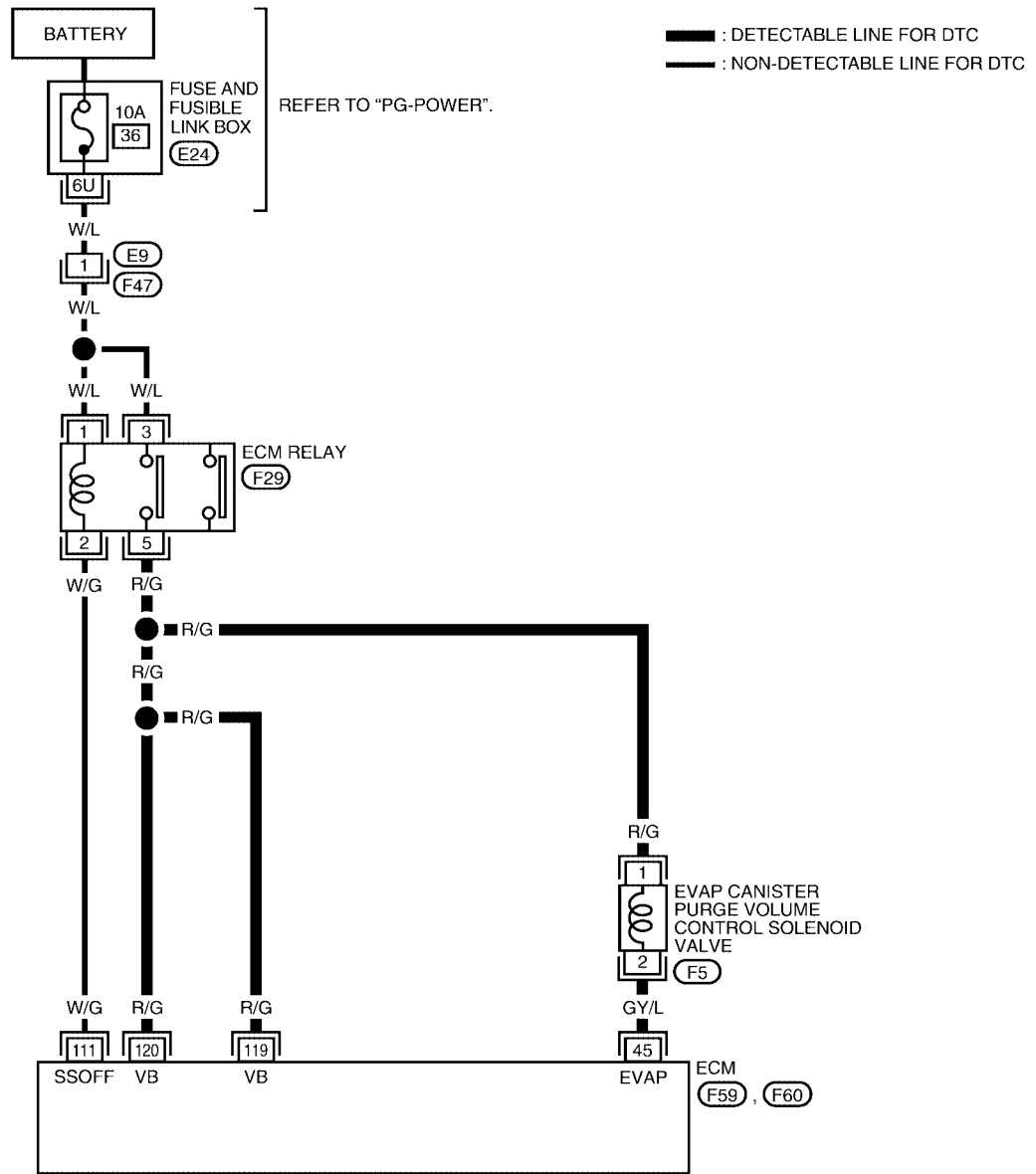
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and let it idle for at least 20 seconds.
4. Select "MODE 7" with GST.
5. If 1st trip DTC is detected, go to [EC-464, "Diagnostic Procedure"](#).

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

UBS001NJ

## Wiring Diagram

EC-PGC/V-01



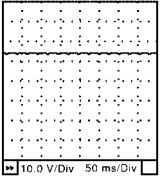
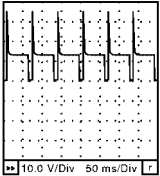
BBWA0785E

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	G/YL	EVAP canister purge volume control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine).</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● For 5 seconds after turning ignition switch "OFF"</li> </ul>	0 - 1.0V
			<b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● 5 seconds passed after turning ignition switch "OFF"</li> </ul>	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

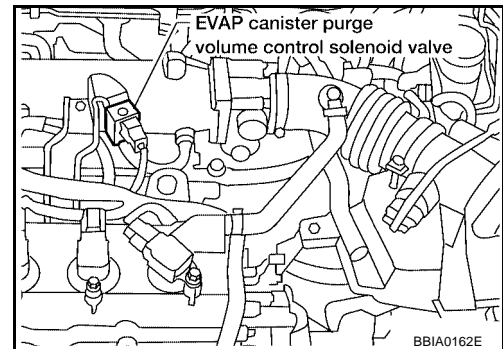
# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

UBS001NK

## Diagnostic Procedure

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch "ON".

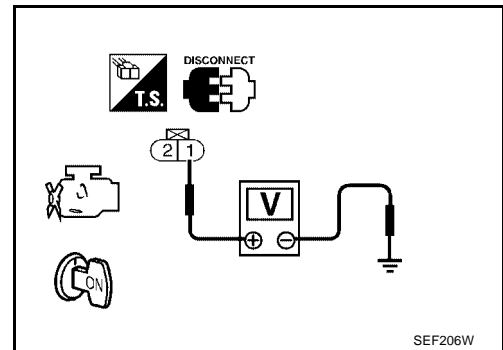


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and engine ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- 10A fuse
- Harness for open or short between EVAP canister purge volume control solenoid valve and fuse
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

>> Repair harness or connectors.

### 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 45 and EVAP canister purge volume control solenoid valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

## 4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.  
NG >> Replace EVAP control system pressure sensor.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-337, "Component Inspection"](#) .

OK or NG

- OK (With CONSULT-II)>>GO TO 6.  
OK (Without CONSULT-II)>>GO TO 7.  
NG >> Replace EVAP control system pressure sensor.

## 6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 **With CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect harness connectors disconnected.
3. Start engine.
4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

## 7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-466, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace EVAP canister purge volume control solenoid valve.

## 8. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 9.  
NG >> Clean the rubber tube using an air blower.

## 9. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-472, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> Replace EVAP canister vent control valve.

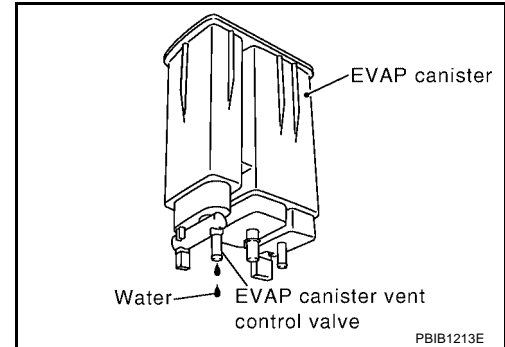
# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

## 10. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 14.



## 11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK >> GO TO 13.  
 NG >> GO TO 12.

## 12. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage

>> Repair hose or replace EVAP canister.

## 13. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

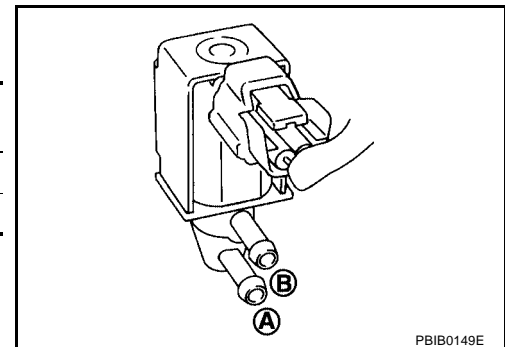
### Component Inspection EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

UBS001NL

Ⓟ With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100.0%	Yes
0.0%	No

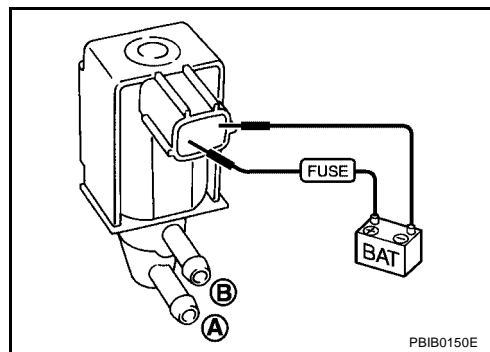


# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (ULEV)]

**⊗ Without CONSULT-II**

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



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# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

## DTC P1446 EVAP CANISTER VENT CONTROL VALVE

PF14935

### Component Description

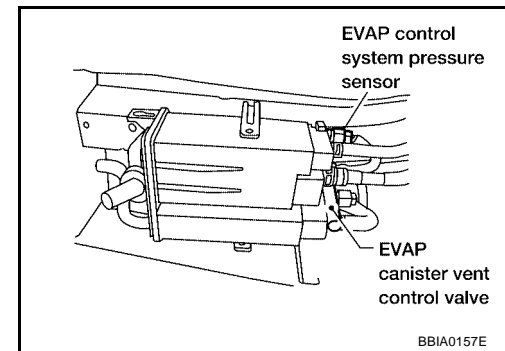
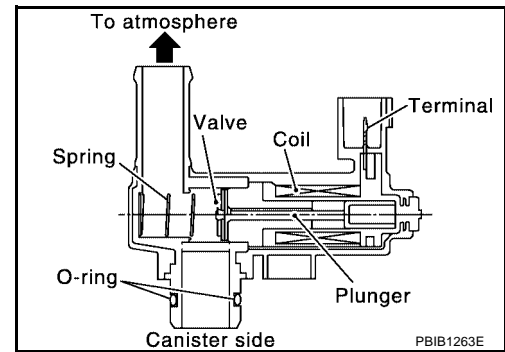
UBS001NM

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System" diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001NN

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS006GU

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1446 1446	EVAP canister vent control valve close	EVAP canister vent control valve remains closed under specified driving conditions.	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Blocked rubber tube to EVAP canister vent control valve</li> <li>● EVAP canister is saturated with water</li> </ul>

### DTC Confirmation Procedure

UBS001NQ

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### Ⓟ WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 5 seconds.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

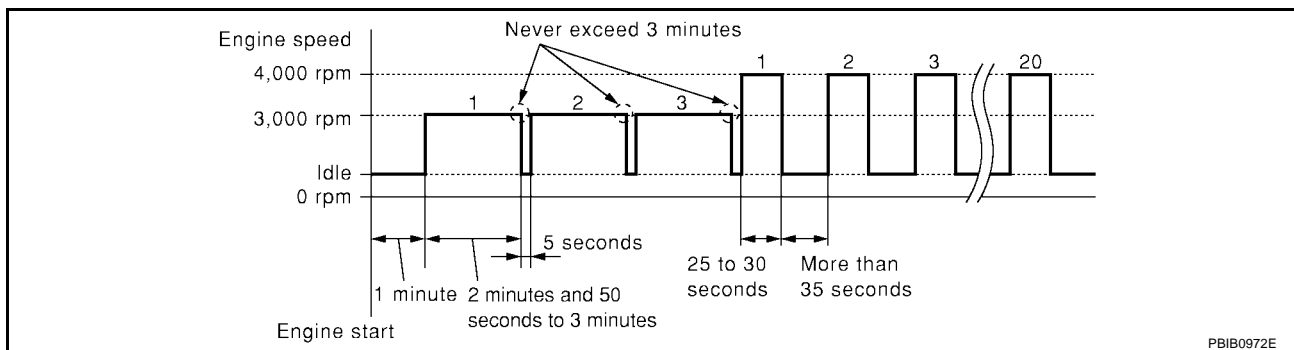
3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and let it idle for at least 1 minute.
5. Repeat next procedures 3 times.
  - a. Increase the engine speed up to 3,000 to 3,500 rpm and keep it for 2 minutes and 50 seconds to 3 minutes.  
**Never exceed 3 minutes.**
  - b. Fully released accelerator pedal and keep engine idle for about 5 seconds.
6. If 1st trip DTC is detected, go to [EC-471, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

If 1st trip DTC is not detected, go to the next step.

7. Repeat next procedure 20 times.
  - a. Quickly increase the engine speed up to 4,000 to 4,500 rpm or more and keep it for 25 to 30 seconds.
  - b. Fully released accelerator pedal and keep engine idle for at least 35 seconds.



8. If 1st trip DTC is detected, go to [EC-471, "Diagnostic Procedure"](#) .

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

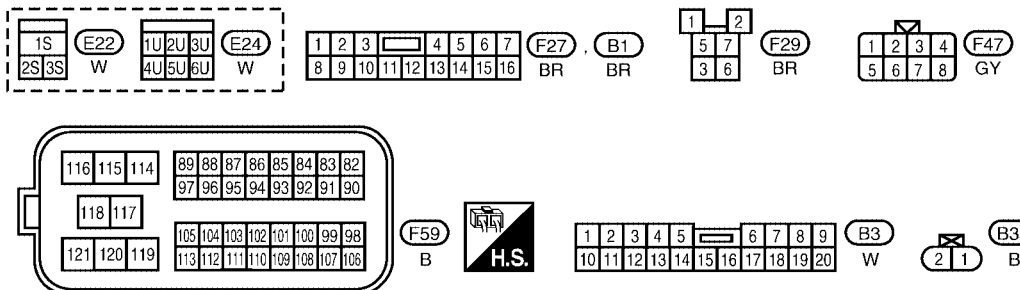
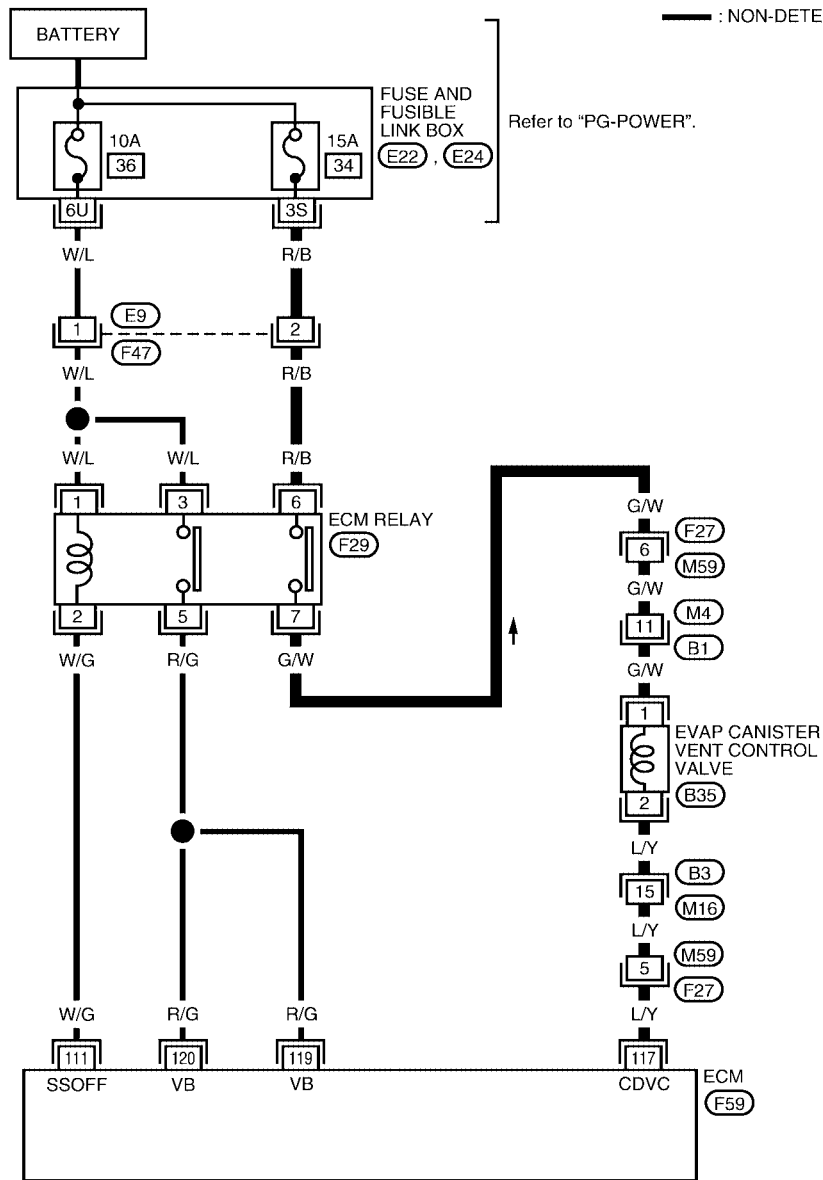
[QG18DE (ULEV)]

## Wiring Diagram

UBS001NR

### EC-VENT/V-01

**—** : DETECTABLE LINE FOR DTC  
**—** : NON-DETECTABLE LINE FOR DTC



BBWA0291E

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
117	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

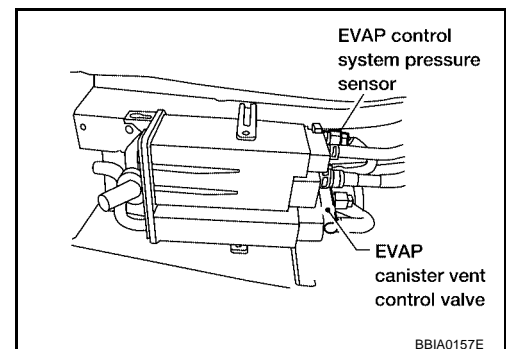
UBS001NS

### 1. CHECK RUBBER TUBE

1. Turn ignition switch "OFF".
2. Disconnect rubber tube connected to EVAP canister vent control valve.
3. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 2.  
NG >> Clean rubber tube using an air blower.



### 2. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-472, "Component Inspection"](#).

OK or NG

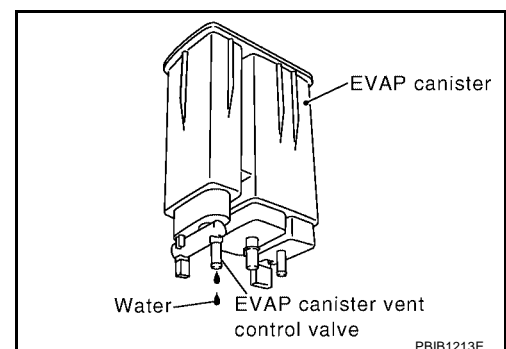
- OK >> GO TO 3.  
NG >> Replace EVAP canister vent control valve.

### 3. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 6.



# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

## 4. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage

>> Repair hose or replace EVAP canister.

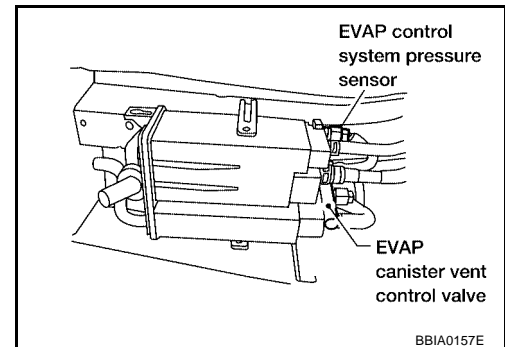
## 6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 7.
- NG >> Replace EVAP control system pressure sensor.



## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-337, "Component Inspection"](#).

OK or NG

- OK >> GO TO 8.
- NG >> Replace EVAP control system pressure sensor.

## 8. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

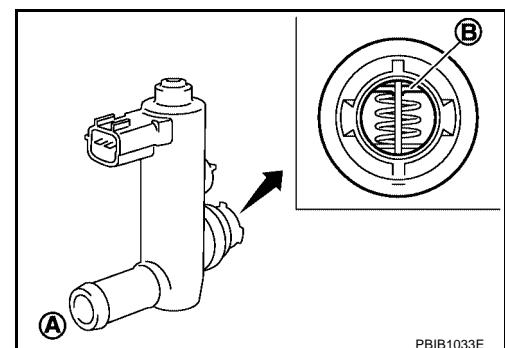
>> INSPECTION END

## Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS001NT

Ⓟ With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (ULEV)]

5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

**Operation takes less than 1 second.**

**Make sure new O-ring is installed properly.**

If NG, go to next step.

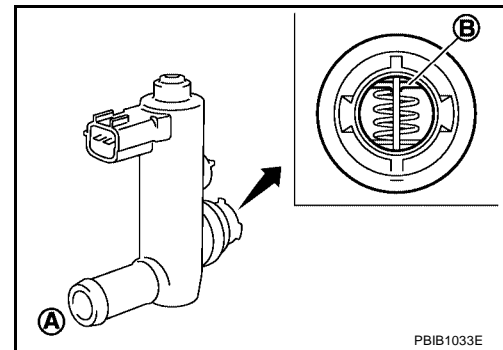
7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform step 5 again.

⊗ **Without CONSULT-II**

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

PBIB0834E



3. Check air passage continuity and operation delay time under the following conditions.

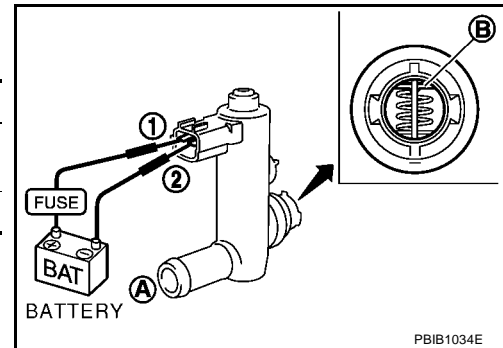
Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

**Operation takes less than 1 second.**

**Make sure new O-ring is installed properly.**

If NG, go to next step.

4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
5. Perform step 3 again.



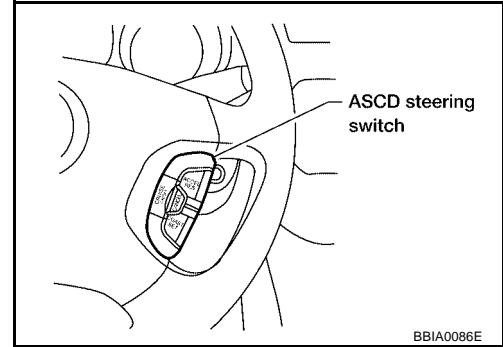
**DTC P1564 ASCD STEERING SWITCH**

**Component Description**

UBS0040M

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Refer to [EC-598, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS0040N

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAIN SW	● Ignition switch: ON	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF
CANCEL SW	● Ignition switch: ON	CANCEL switch: Depressed	ON
		CANCEL switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	ACCEL/RES switch: Depressed	ON
		ACCEL/RES switch: Released	OFF
SET SW	● Ignition switch: ON	COAST/SET switch: Depressed	ON
		COAST/SET switch: Released	OFF

**On Board Diagnosis Logic**

UBS0040O

This self-diagnoses has the one trip detection logic. The MIL will not light up for this diagnosis.

**NOTE:**

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-372](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1564 1564	ASCD steering switch	<ul style="list-style-type: none"> <li>● An excessively high voltage signal from the ASCD steering switch is sent to ECM.</li> <li>● ECM detects that input signal from the ASCD steering switch is out of the specified range.</li> <li>● ECM detects that the ASCD steering switch is stuck ON.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The switch circuit is open or shorted.)</li> <li>● ASCD steering switch</li> <li>● ECM</li> </ul>

**DTC Confirmation Procedure**

UBS0040P

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 10 seconds.
4. Press "CRUISE" switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press "ACCEL/RES" switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press "COAST/SET" switch for at least 10 seconds, then release it and wait at least 10 seconds.

# DTC P1564 ASCD STEERING SWITCH

[QG18DE (ULEV)]

7. Press "CANCEL" switch for at least 10 seconds, then release it and wait at least 10 seconds.
8. If DTC is detected, go to [EC-478, "Diagnostic Procedure"](#) .

 **WITH GST**

Follow the procedure "WITH CONSULT-II" above.

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M



# DTC P1564 ASCD STEERING SWITCH

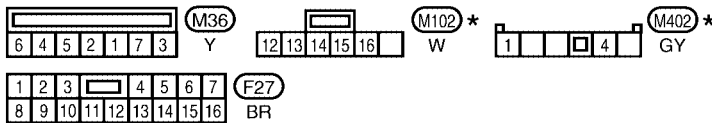
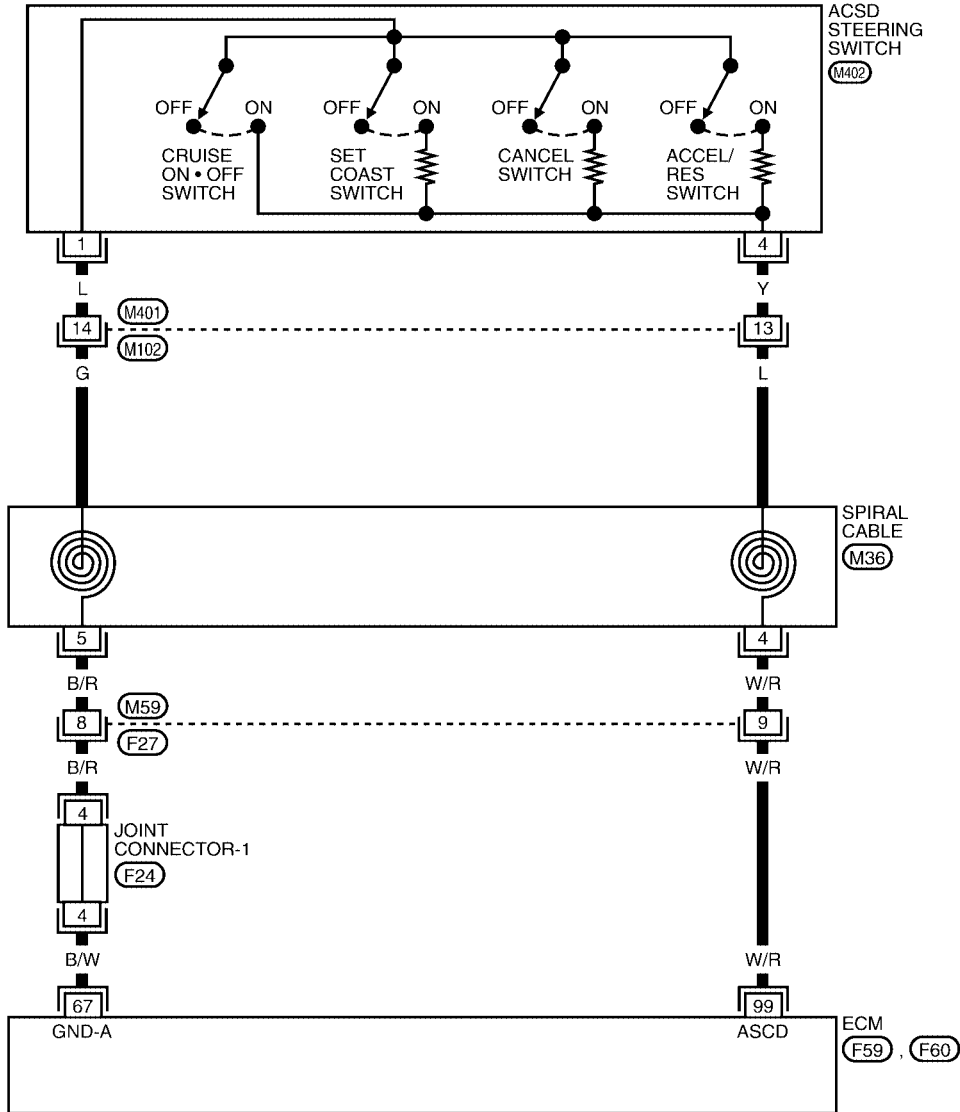
[QG18DE (ULEV)]

## Wiring Diagram

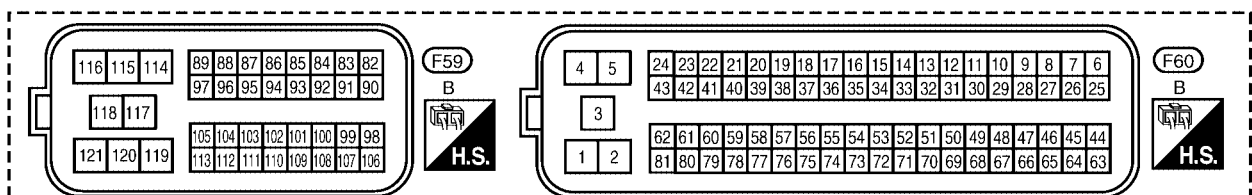
UBS0040Q

### EC-ASC/SW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.  
 F24 - JOINT CONNECTOR



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

BBWA0793E

# DTC P1564 ASCD STEERING SWITCH

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
67	B/W	Sensors' ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
99	W/R	ASCD steering switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ASCD steering switch is "OFF".</li> </ul>	Approximately 4V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CRUISE switch is "ON".</li> </ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CANCEL switch is "ON".</li> </ul>	Approximately 1V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● COAST/SET switch is "ON".</li> </ul>	Approximately 2V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ACCEL/RESUME switch is "ON".</li> </ul>	Approximately 3V

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## Diagnostic Procedure

### 1. CHECK ASCD STEERING SWITCH CIRCUIT

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "MAIN SW", "RESUME/ACC SW", "SET SW" and "CANCEL SW" in "DATA MONITOR" mode with CONSULT-II.
3. Check each item indication under the following conditions.

Switch	Monitor item	Condition	Indication
CRUISE	MAIN SW	Pressed	ON
		Released	OFF
COAST/SET	SET SW	Pressed	ON
		Released	OFF
ACCEL/RES	RESUME/ACC SW	Pressed	ON
		Released	OFF
CANCEL	CANCEL SW	Pressed	ON
		Released	OFF

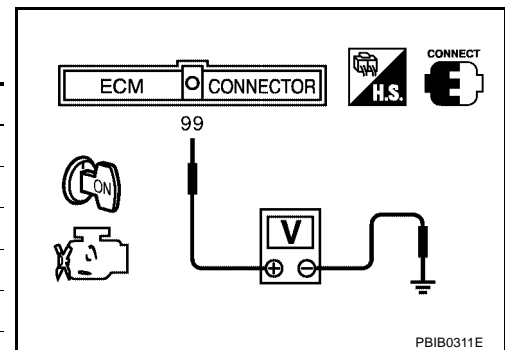
DATA MONITOR	
MONITOR	NO DTC
MAIN SW	OFF
CANCEL SW	OFF
RESUME/ACC SW	OFF
SET SW	OFF

SEC006D

#### Without CONSULT-II

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 99 and ground with pressing each button.

Switch	Condition	Voltage [V]
CRUISE SW	Pressed	Approx. 0
	Released	Approx. 4
COAST/SET SW	Pressed	Approx. 2
	Released	Approx. 4
ACCEL/RES SW	Pressed	Approx. 3
	Released	Approx. 4
CANCEL SW	Pressed	Approx. 1
	Released	Approx. 4



#### OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 2.

### 2. CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

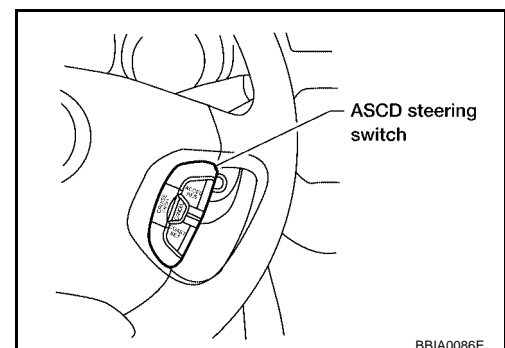
1. Turn ignition switch "OFF".
2. Disconnect ASCD steering switch harness connector.
3. Check harness continuity between ASCD steering switch terminal 1 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



### 3. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M59, F27
- Harness connectors M401, M102
- Joint connector-1
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to power in harness or connectors.

### 4. CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 99 and ASCD steering switch terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

### 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M59, F27
- Harness connectors M401, M102
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 6. CHECK ASCD STEERING SWITCH

---

Refer to [EC-480, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace steering wheel.

### 7. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P1564 ASCD STEERING SWITCH

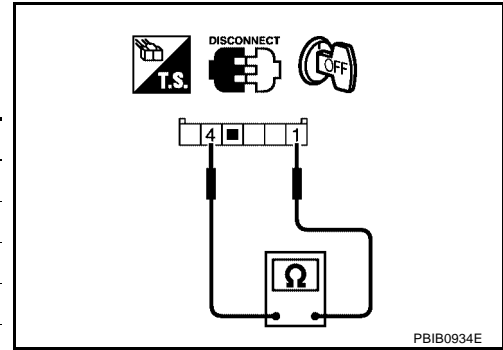
[QG18DE (ULEV)]

UBS0040S

## Component Inspection ASC D STEERING SWITCH

1. Disconnect ASCD steering switch.
2. Check continuity between ASCD steering switch terminals 1 and 4 with pushing each switch.

Switch	Condition	Resistance [kΩ]
CRUISE SW	Pressed	Approx. 0
	Released	Approx. 4.0
COAST/SET SW	Pressed	Approx. 0.7
	Released	Approx. 4.0
ACCEL/RES SW	Pressed	Approx. 1.5
	Released	Approx. 4.0
CANCEL SW	Pressed	Approx. 0.3
	Released	Approx. 4.0



DTC P1572 ASCD BRAKE SWITCH

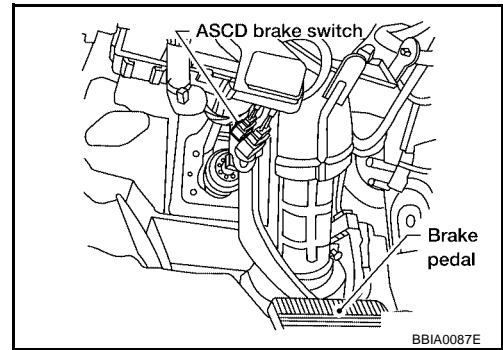
PFP:25320

Component Description

UBS0040T

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal).

Refer to [EC-598](#), "AUTOMATIC SPEED CONTROL DEVICE (ASCD)" for the ASCD function.



CONSULT-II Reference Value in Data Monitor Mode

UBS0040U

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW 1 (ASCD brake switch)	● Ignition switch: ON	● Brake pedal fully released	ON
		● Brake pedal depressed	OFF
BRAKE SW 2 (stop lamp switch)	● Ignition switch: ON	● Brake pedal fully released	OFF
		● Brake pedal depressed	ON

On Board Diagnosis Logic

UBS0040V

This self-diagnosis has the one trip detection logic.

The MIL will not light up for this diagnosis.

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-372](#)
- This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed. 1st trip DTC is erased when ignition switch OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition		Possible Cause
P1572 1572	ASCD brake switch	A)	● When the vehicle speed is above 30km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to ECM at the same time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The stop lamp switch circuit is shorted.)</li> <li>● Harness or connectors (The ASCD brake switch circuit is shorted.)</li> </ul>
		B)	● ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is driving	<ul style="list-style-type: none"> <li>● Harness or connectors (The ASCD clutch switch circuit is shorted.) (M/T models)</li> <li>● Stop lamp switch</li> <li>● ASCD brake switch</li> <li>● ASCD clutch switch (M/T models)</li> <li>● Incorrect stop lamp switch installation</li> <li>● Incorrect ASCD brake switch installation</li> <li>● Incorrect ASCD clutch switch installation (M/T models)</li> <li>● ECM</li> </ul>

DTC Confirmation Procedure

UBS0040W

**CAUTION:**

Always drive vehicle at a safe speed.

# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (ULEV)]

## NOTE:

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

## TESTING CONDITION:

Steps 4 and 5 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

### WITH CONSULT-II

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Press CRUISE switch and make sure that CRUISE indicator lights up.
4. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position

If 1st trip DTC is detected, go to [EC-484, "Diagnostic Procedure"](#)

If 1st trip DTC is not detected, go to the following step.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
CRUISE LAMP	ON
BRAKE SW 1	ON
BRAKE SW 2	OFF

PBIB2386E

5. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed.

6. If 1st trip DTC is detected, go to [EC-484, "Diagnostic Procedure"](#).

### WITH GST

Follow the procedure "WITH CONSULT-II" above.

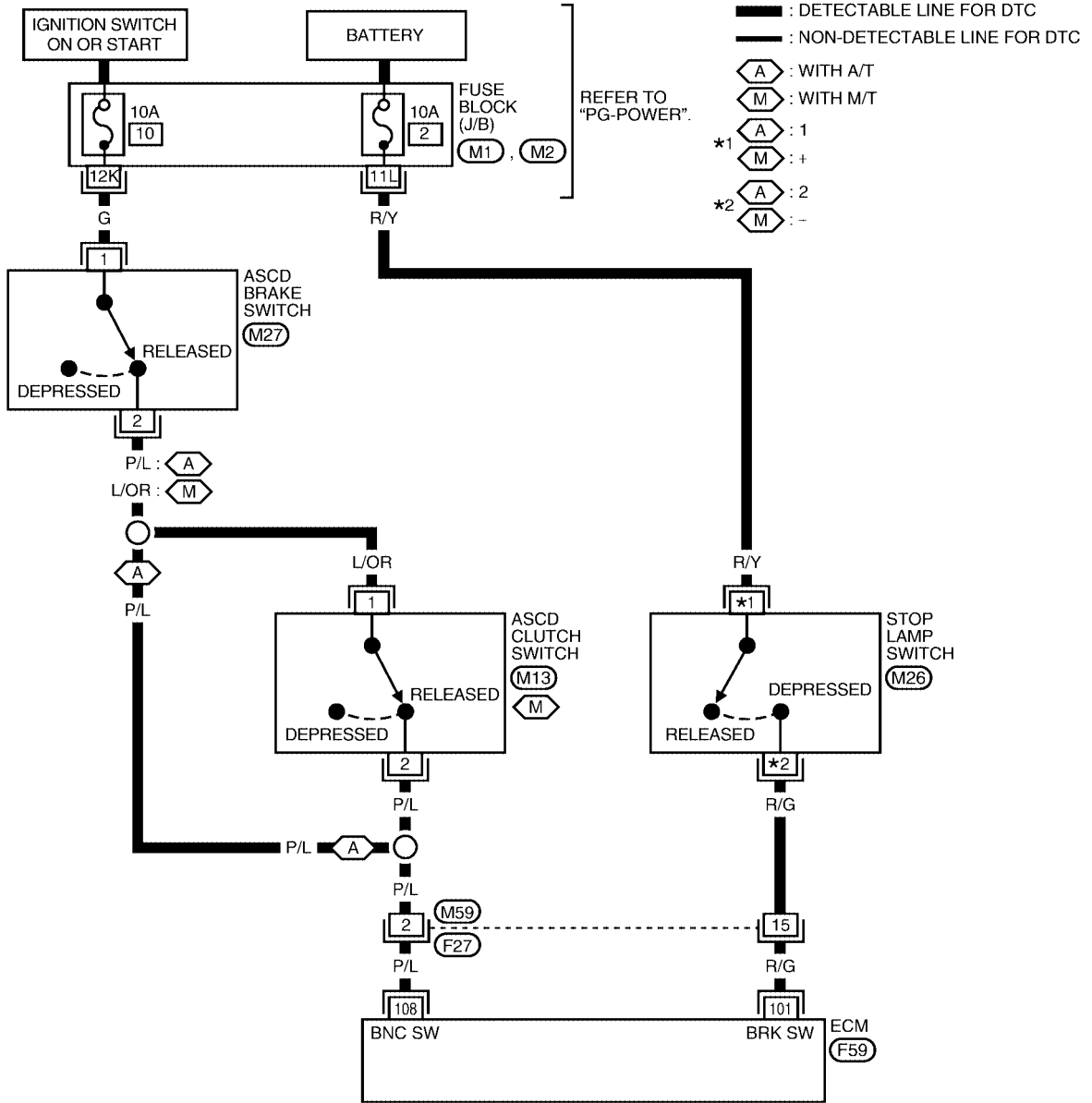
# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (ULEV)]

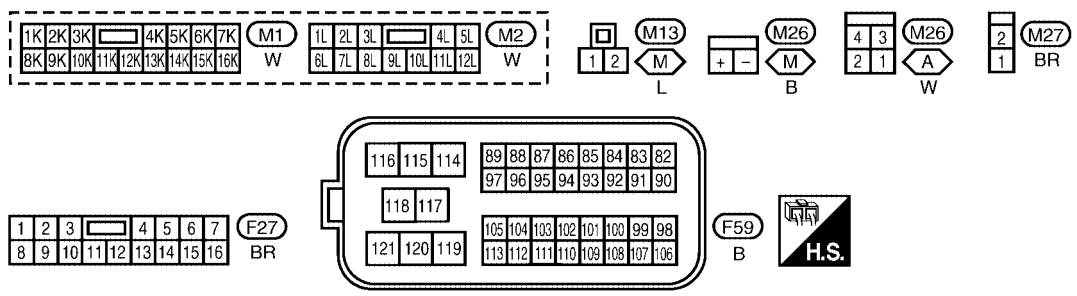
UBS0040X

## Wiring Diagram

EC-ASC/BS-01



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BBWA0303E



# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal is fully released	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is depressed	BATTERY VOLTAGE (11 - 14V)
108	P/L	ASCD brake switch	[Ignition switch "ON"] ● Brake pedal is depressed	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is fully released	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS0040Y

### 1. CHECK OVERALL FUNCTION-I

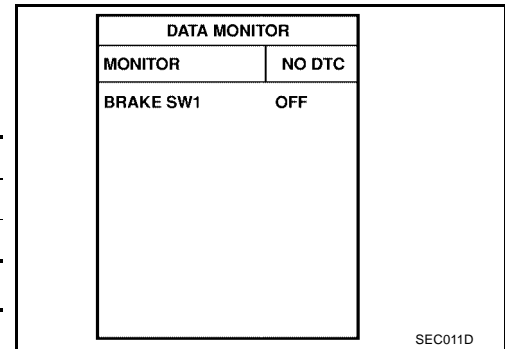
**With CONSULT-II**

- Turn ignition switch "ON".
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
- Check "BRAKE SW1" indication under the following conditions.  
**M/T models**

CONDITION	INDICATION
When clutch pedal or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON

**A/T models**

CONDITION	INDICATION
When brake pedal is depressed	OFF
When brake pedal is fully released	ON



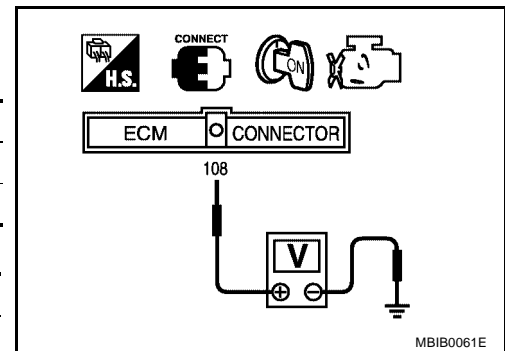
**Without CONSULT-II**

- Turn ignition switch "ON".
- Check voltage between ECM terminal 108 and ground under the following conditions.  
**M/T models**

CONDITION	VOLTAGE
When clutch pedal or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage

**A/T models**

CONDITION	VOLTAGE
When brake pedal is depressed	Approximately 0V
When brake pedal is fully released	Battery voltage



**OK or NG**

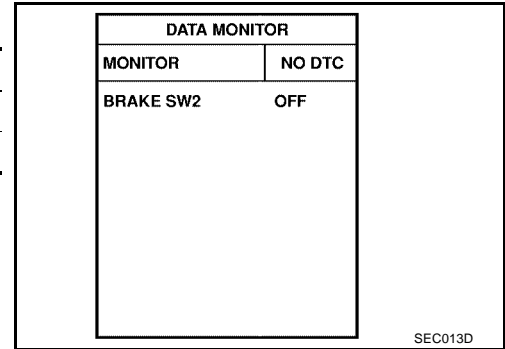
- OK >> GO TO 2.
- NG (M/T models) >>GO TO 3.
- NG (A/T models) >>GO TO 4.

## 2. CHECK OVERALL FUNCTION-II

**With CONSULT-II**

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

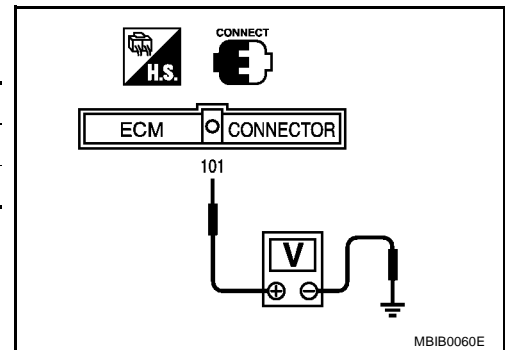
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



**Without CONSULT-II**

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

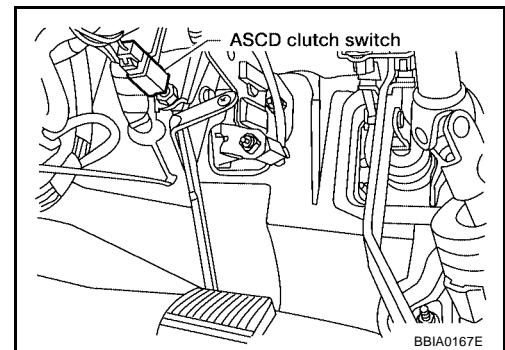


OK or NG

- OK >> GO TO 18.
- NG >> GO TO 13.

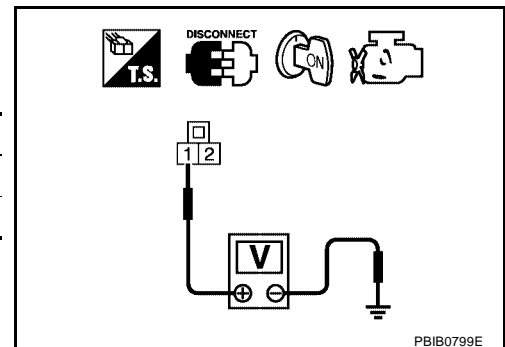
## 3. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V

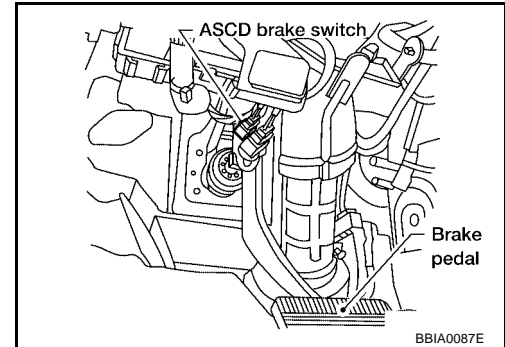


OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.

## 4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

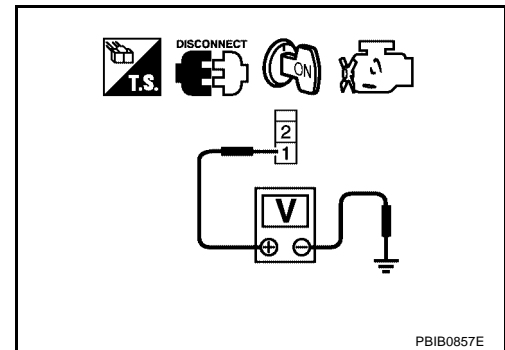


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models)>>GO TO 6.
- OK (A/T models)>>GO TO 7.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 8.

---

**8. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**9. CHECK ASCD BRAKE SWITCH**

---

Refer to [EC-489, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD brake switch.

---

**10. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

---

**11. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**12. CHECK ASCD CLUTCH SWITCH**

---

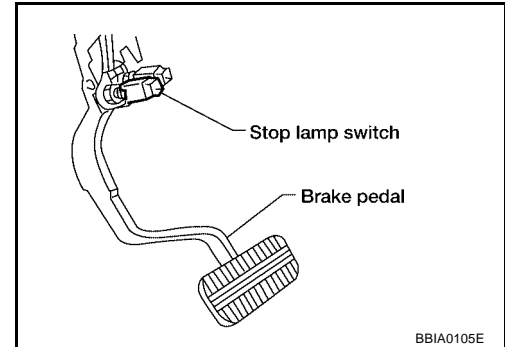
Refer to [EC-489, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD clutch switch.

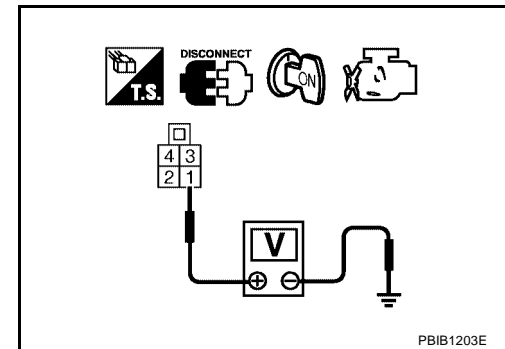
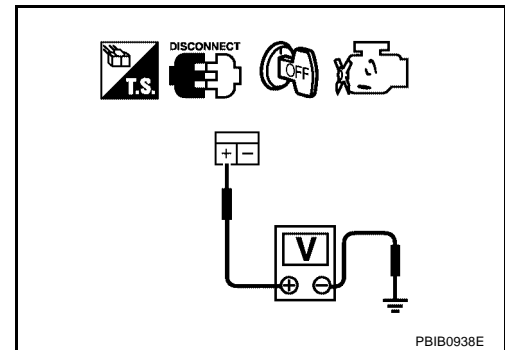
### 13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.



3. Check voltage between stop lamp switch terminal + (M/T models) or 1 (A/T models) and ground with CONSULT-II or tester.

**Voltage: Battery voltage**



OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

### 14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

**15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp switch terminal – (M/T models) or 2 (A/T models).  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

**16. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**17. CHECK STOP LAMP SWITCH**

Refer to [EC-489, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace stop lamp switch.

**18. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

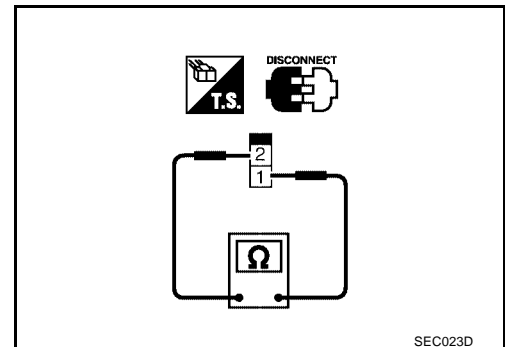
**Component Inspection  
ASC D BRAKE SWITCH**

UBS0040Z

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Check harness continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should exist.
When brake pedal is depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#) , and perform step 3 again.



**ASC D CLUTCH SWITCH (FOR M/T MODELS)**

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.

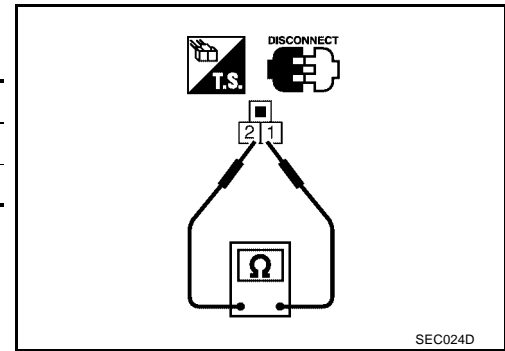
# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (ULEV)]

- Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When clutch pedal is fully released.	Should exist.
When clutch pedal is depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-6](#), "[CLUTCH SYSTEM](#)", and perform step 3 again.



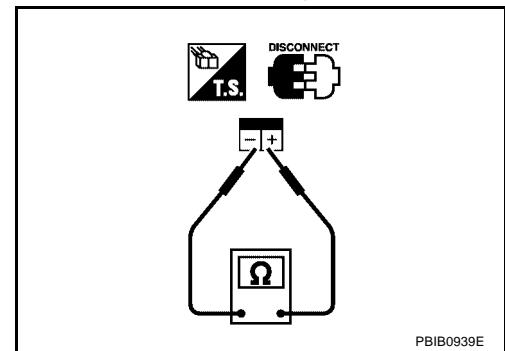
## STOP LAMP SWITCH

### M/T Models

- Turn ignition switch "OFF".
- Disconnect stop lamp switch harness connector.
- Check harness continuity between stop lamp switch terminals + and - under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.

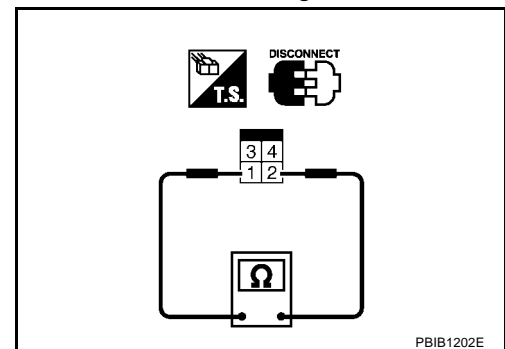


### A/T Models

- Turn ignition switch "OFF".
- Disconnect stop lamp switch harness connector.
- Check harness continuity between stop lamp switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.



## DTC P1574 ASCD VEHICLE SPEED SENSOR

PFP:31036

### Component Description

UBS00410

The ECM receives two vehicle speed sensor signals via CAN communication line. One is sent from combination meter, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-598, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for ASCD functions.

### On Board Diagnosis Logic

UBS00411

This self-diagnosis has the one trip detection logic.  
The MIL will not light up for this diagnosis.

**NOTE:**

- If DTC P1574 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#) .
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to [EC-361, "DTC P0500 VSS"](#)
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-372, "DTC P0605 ECM"](#)

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1574 1574	ASCD vehicle speed sensor	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none"> <li>● Harness or connectors (The CAN communication line is open or shorted.)</li> <li>● Combination meter</li> <li>● Wheel sensor</li> <li>● TCM</li> <li>● ECM</li> </ul>

### DTC Confirmation Procedure

UBS00412

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

**Step 3 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

**WITH CONSULT-II**

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Drive the vehicle at more than 40 km/h (25 MPH).
4. If DTC is detected, go to [EC-492, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.



---

### Diagnostic Procedure

#### 1. CHECK DTC WITH TCM

---

Check DTC with TCM. Refer to [AT-38](#) .

OK or NG

OK >> GO TO 2.

NG >> Perform trouble shooting relevant to DTC indicated.

#### 2. CHECK COMBINATION METER

---

Check combination meter function.

Refer to [DI-8, "Combination Meter"](#) .

>> **INSPECTION END**

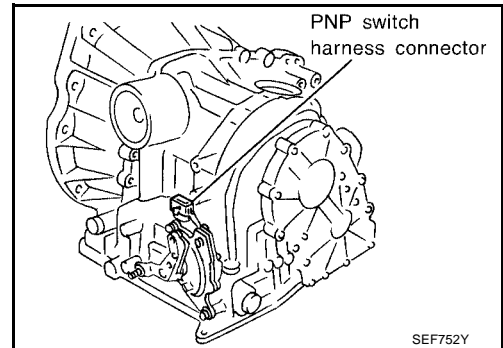
DTC P1706 PNP SWITCH

PFP:32006

Component Description

UBS0010U

When the gear position is “P” (A/T models only) or “N”, park/neutral position (PNP) switch is “ON”.  
ECM detects the park/neutral position when continuity with ground exists.



CONSULT-II Reference Value in Data Monitor Mode

UBS0010V

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
P/N POSI SW	● Ignition switch: ON	Shift lever: P or N (A/T model) Neutral (M/T model)	ON
		Shift lever: Except above	OFF

On Board Diagnosis Logic

UBS006HA

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1706 1706	Park/neutral position switch	The signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.	<ul style="list-style-type: none"> <li>● Harness or connectors [The park/neutral position (PNP) switch circuit is open or shorted.]</li> <li>● Park/neutral position (PNP) switch</li> </ul>

DTC Confirmation Procedure

UBS006IF

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

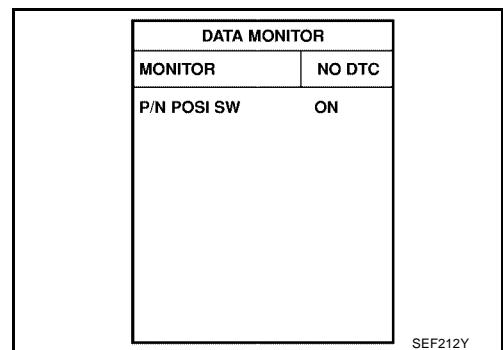
**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “P/N POSI SW” in “DATA MONITOR” mode with CONSULT-II. Then check the “P/N POSI SW” signal under the following conditions.

Position (Selector lever)	Known-good signal
“N” and “P” position	ON
Except the above position	OFF

If NG, go to [EC-496, "Diagnostic Procedure"](#) .  
If OK, go to following step.

3. Select “DATA MONITOR” mode with CONSULT-II.
4. Start engine and warm it up to normal operating temperature.



# DTC P1706 PNP SWITCH

[QG18DE (ULEV)]

5. Maintain the following conditions for at least 60 consecutive seconds.

ENG SPEED	More than 1,550 rpm (A/T models) More than 1,850 rpm (M/T models)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	More than 3.0 msec (A/T models) More than 2.2 msec (M/T models)
VHCL SPEED SE	More than 64 km/h (40 MPH)
Selector lever	Suitable position

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
P/N POSI SW	OFF
B/FUEL SCHDL	XXX msec

SEF213Y

6. If 1st trip DTC is detected, go to [EC-496, "Diagnostic Procedure"](#)

## Overall Function Check

UBS0061G

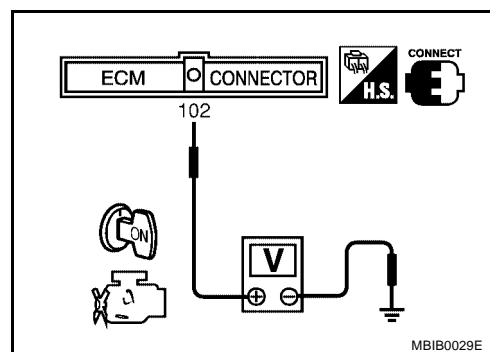
Use this procedure to check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

### WITH GST

- Turn ignition switch "ON".
- Check voltage between ECM terminal 102 (PNP switch signal) and ground under the following conditions.

Condition (Gear position)	Voltage V (Known-good data)
"P" (A/T models only) and "N" position	Approx. 0
Except the above position	A/T models: Battery voltage M/T models: Approximately 5V

3. If NG, go to [EC-496, "Diagnostic Procedure"](#) .



# DTC P1706 PNP SWITCH

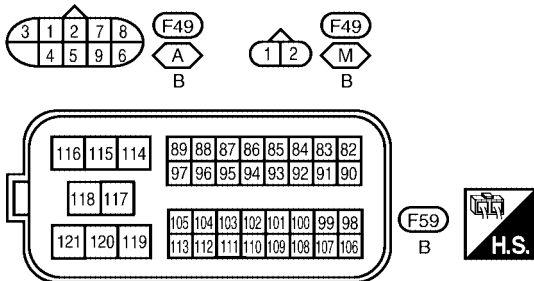
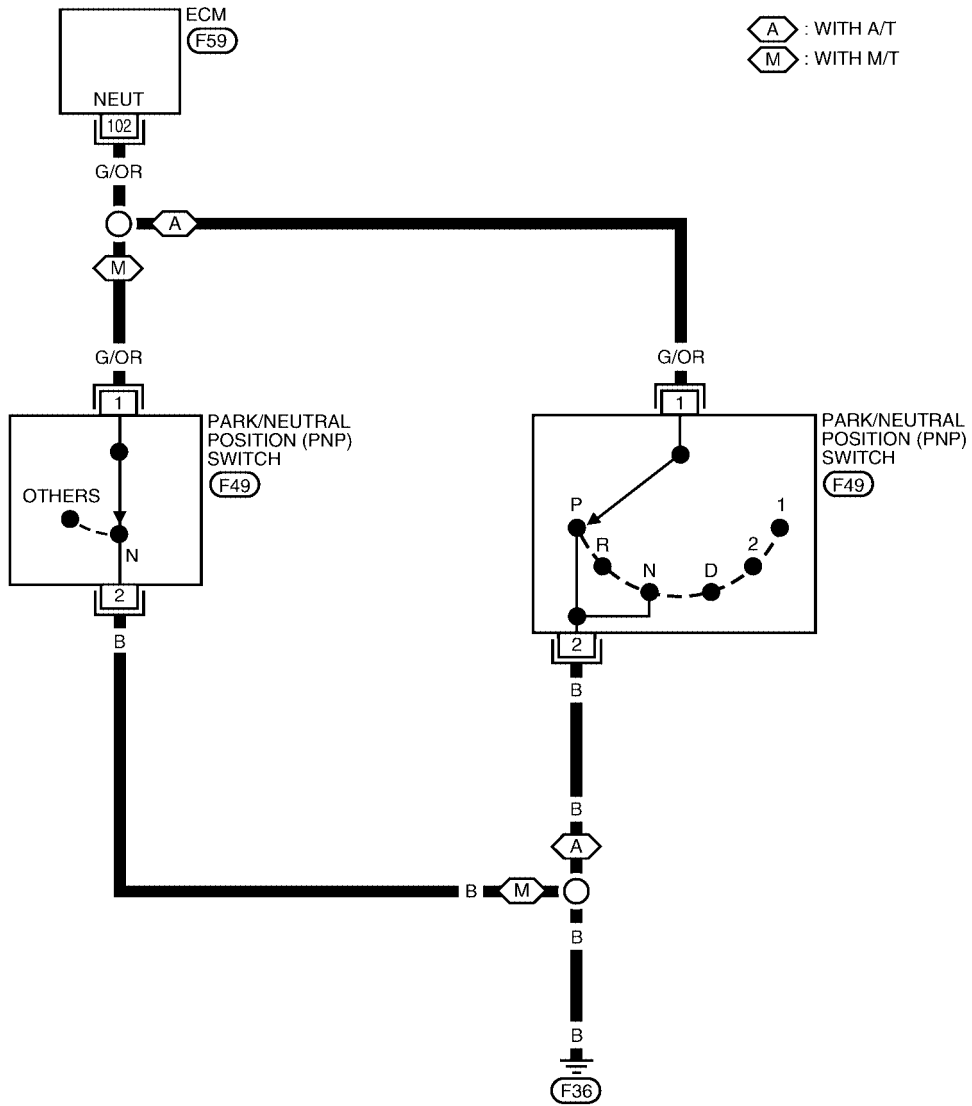
[QG18DE (ULEV)]

UBS0061H

## Wiring Diagram

EC-PNP/SW-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- A** : WITH A/T
- M** : WITH M/T



BBWA0304E

# DTC P1706 PNP SWITCH

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
102	G/OR	PNP switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>Shift lever position is "P" or "N" (A/T models), "Neutral" (M/T models).</li></ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>Except the above gear position</li></ul>	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V

## Diagnostic Procedure

UBS006II

### 1. CHECK GROUND CIRCUIT

- Turn ignition switch "OFF".
- Disconnect PNP switch harness connector.
- Check harness continuity between PNP switch terminal 2 and ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

- Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to power in harness or connectors.

### 2. CHECK INPUT SIGNAL CIRCUIT

- Disconnect ECM harness connector.
- Check harness continuity between ECM terminal 102 and PNP switch terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

- Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

### 3. CHECK PNP SWITCH

Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) (A/T models), [MT-13, "POSITION SWITCH"](#) (M/T models).

OK or NG

OK >> GO TO 4.

NG >> Replace PNP switch.

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**DTC P1805 BRAKE SWITCH**

PFP:25320

**Description**

UBS00414

Brake switch signal is applied to the ECM through the stop lamp switch when the brake pedal is depressed. This signal is used mainly to decrease the engine speed when the vehicle is driving.

**CONSULT-II Reference Value in Data Monitor Mode**

UBS00415

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

**On Board Diagnosis Logic**

UBS00416

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805 1805	Brake switch	A brake switch signal is not sent to ECM for an extremely long time while the vehicle is driving.	<ul style="list-style-type: none"> <li>● Harness or connectors (Stop lamp switch circuit is open or shorted.)</li> <li>● Stop lamp switch</li> </ul>

**FALI-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode.

Engine operating condition in fail-safe mode	
ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.	
	Driving condition
When engine is idling	Normal
When accelerating	Poor acceleration

**DTC Confirmation Procedure**

UBS00417

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Fully depress the brake pedal for at least 5 seconds.
3. Erase the DTC with CONSULT-II.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. If 1st trip DTC is detected, go to [EC-499, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

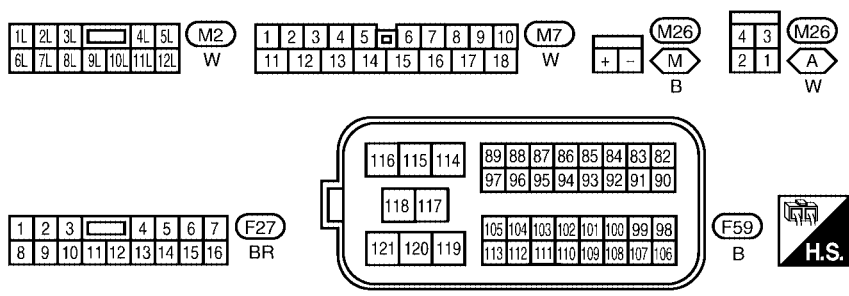
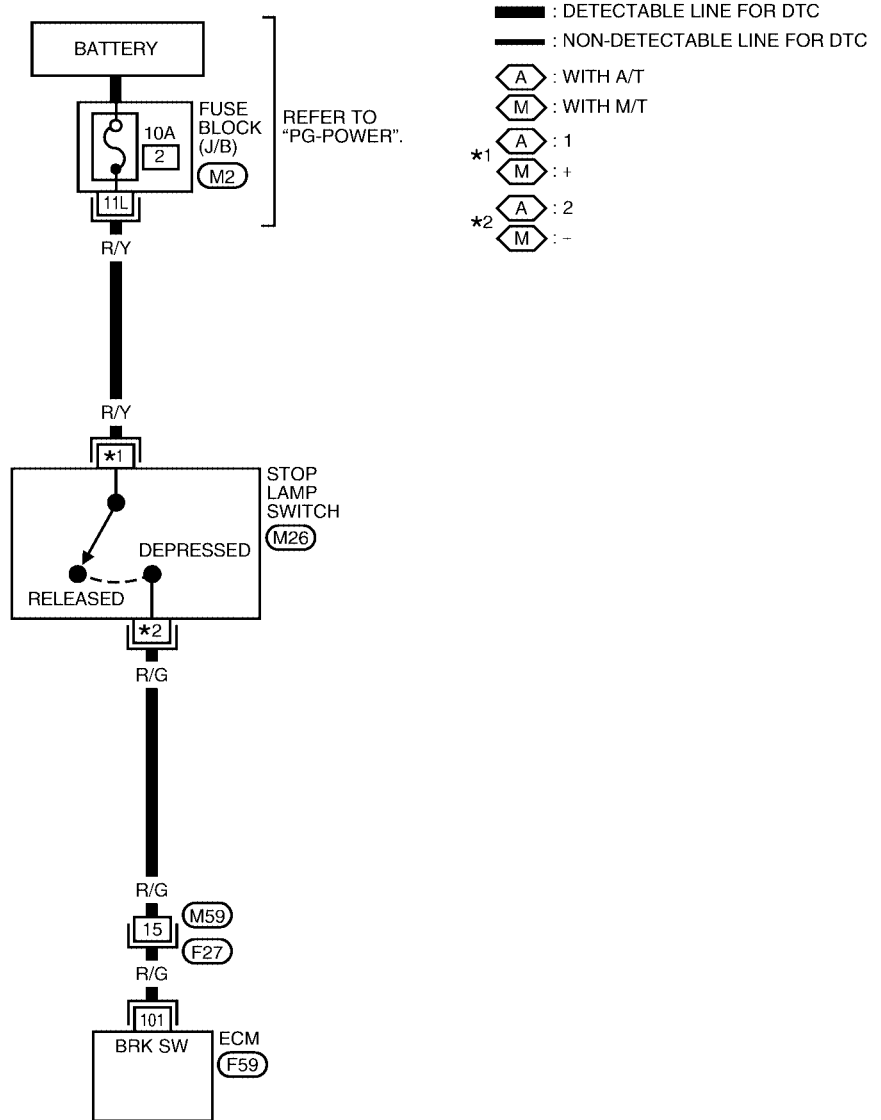
# DTC P1805 BRAKE SWITCH

[QG18DE (ULEV)]

UBS00418

## Wiring Diagram

### EC-BRK/SW-01



BBWA0305E

# DTC P1805 BRAKE SWITCH

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal is fully released	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is depressed	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS00419

### 1. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch "OFF".
2. Check the stop lamp when depressing and releasing the brake pedal.

Brake pedal	Stop lamp
Fully released	Not illuminated
Depressed	Illuminated

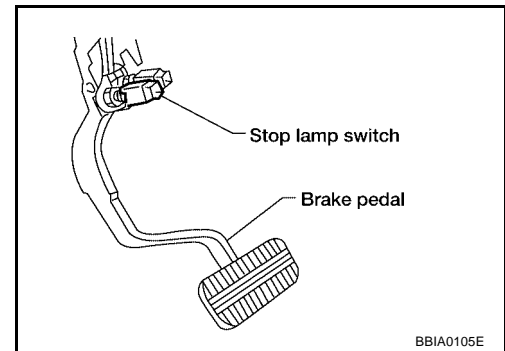
**OK or NG**

- OK >> GO TO 4.
- NG >> GO TO 2.



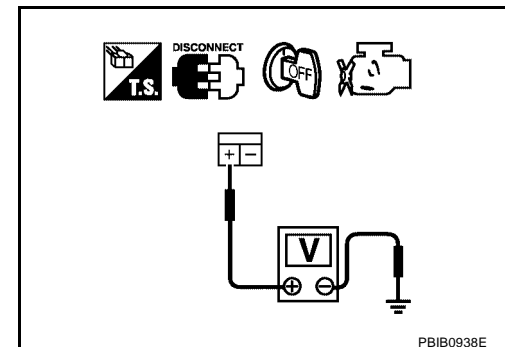
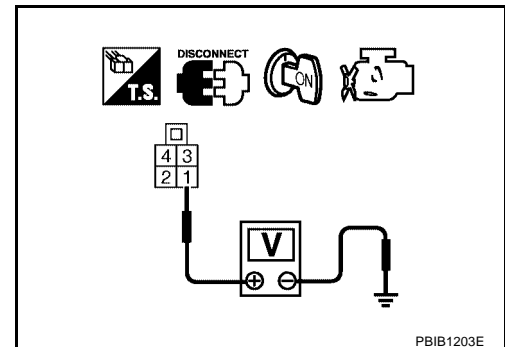
## 2. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.



2. Check voltage between stop lamp switch terminal 1 (A/T models) or + (M/T models) and ground with CONSULT-II or tester.

**Voltage: Battery voltage**



OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector M2
- Harness for open and short between stop lamp switch and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect stop lamp switch harness connector.
4. Check harness continuity between ECM terminal 101 and stop lamp switch terminal 2 (A/T models) or - (M/T models). Refer to Wiring Diagram.

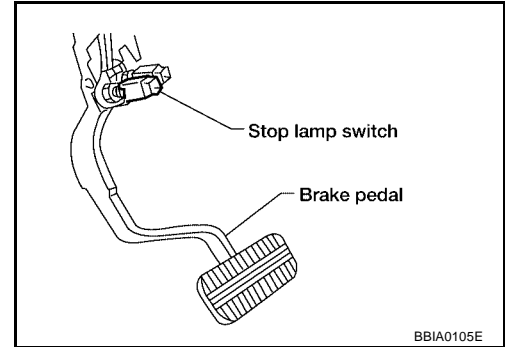
**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.



**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK STOP LAMP SWITCH**

Refer to [EC-501, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace stop lamp switch.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

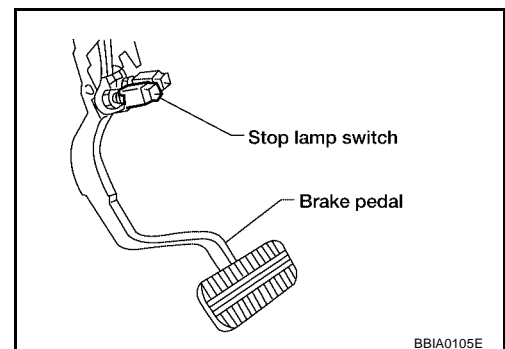
>> INSPECTION END

**Component Inspection  
STOP LAMP SWITCH**

UBS0041A

**A/T Models**

1. Disconnect stop lamp switch harness connector.



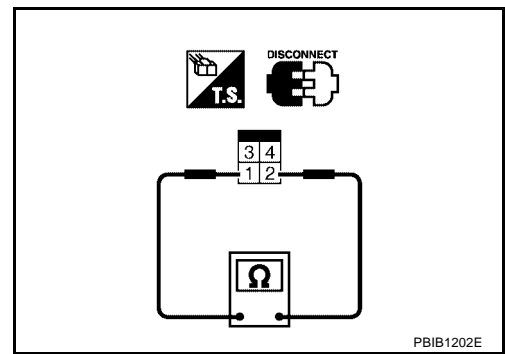
# DTC P1805 BRAKE SWITCH

[QG18DE (ULEV)]

2. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.

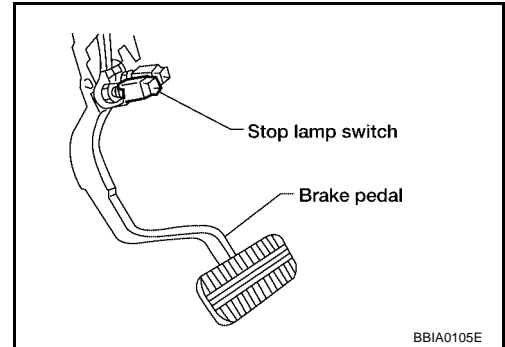
Conditions	Continuity
Brake pedal fully released	Should not exist.
Brake pedal depressed	Should exist.

3. If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 2 again.



## M/T Models

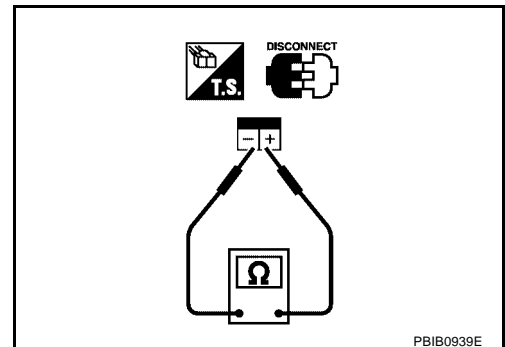
1. Disconnect stop lamp switch harness connector.



2. Check continuity between stop lamp switch terminals + and - under the following conditions.

Conditions	Continuity
Brake pedal fully released	Should not exist.
Brake pedal depressed	Should exist.

3. If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 2 again.



DTC P2122, P2123 APP SENSOR

PFP:18002

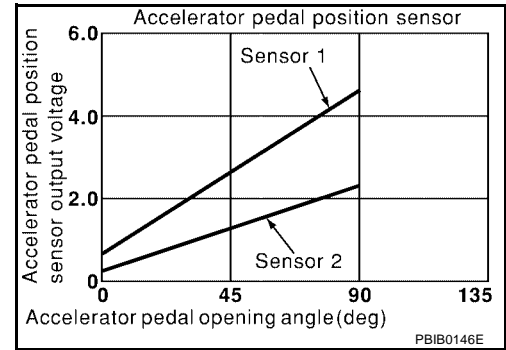
Component Description

UBS003ZC

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

UBS003ZD

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

\*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal

On Board Diagnosis Logic

UBS003ZE

These self-diagnoses have the one trip detection logic.

NOTE:

If DTC P2122 or P2123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455, "DTC P1229 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122 2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	● Harness or connectors (The APP sensor 1 circuit is open or shorted.) ● Accelerator pedal position sensor (Accelerator pedal position sensor 1)
P2123 2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

UBS003ZF

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

## DTC P2122, P2123 APP SENSOR

[QG18DE (ULEV)]

---

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-507, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "WITH CONSULT-II" above.

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# DTC P2122, P2123 APP SENSOR

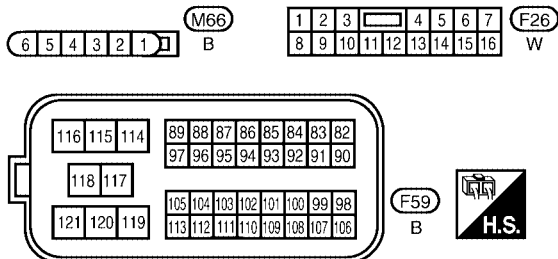
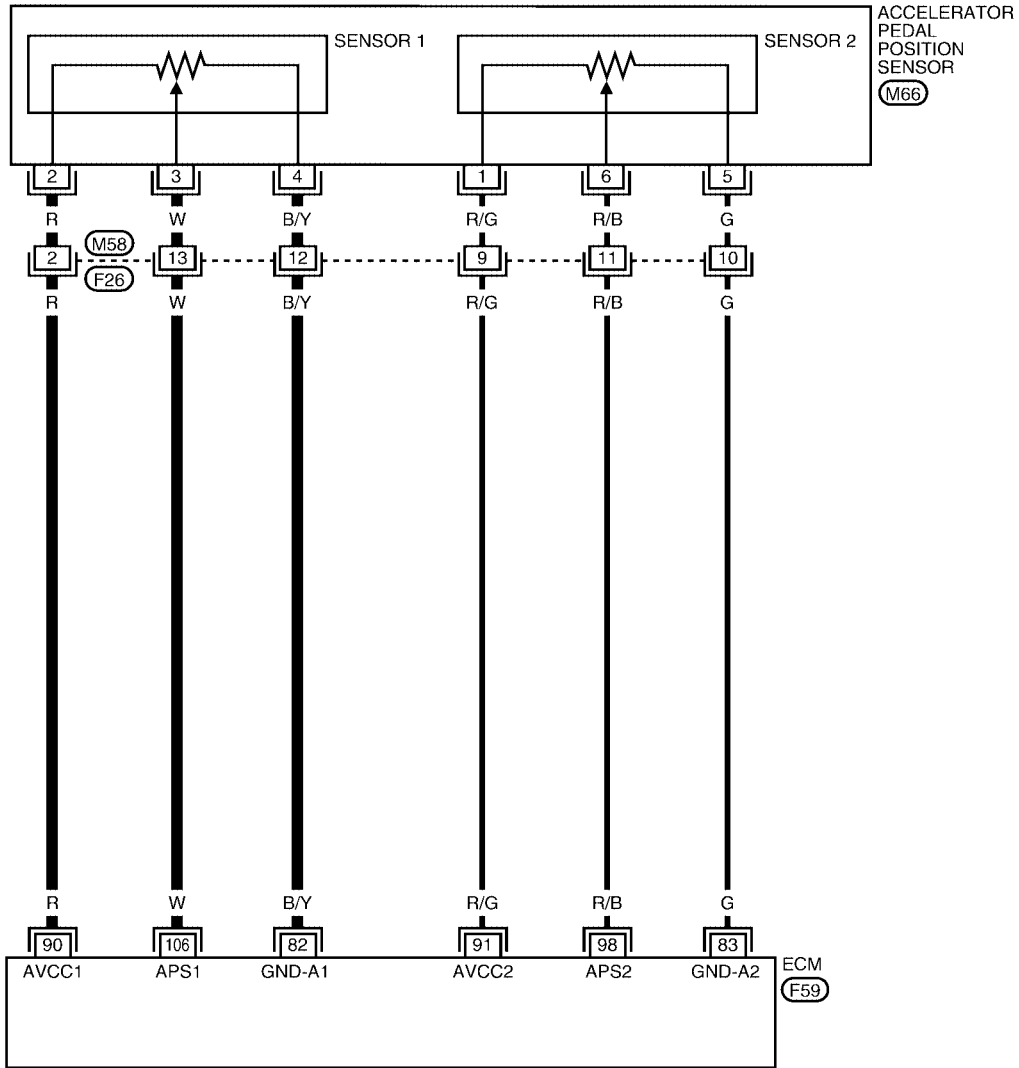
[QG18DE (ULEV)]

UBS003ZG

## Wiring Diagram

EC-APPS1-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0306E

# DTC P2122, P2123 APP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully released</li> </ul>	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 2.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully released</li> </ul>	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 4.3V

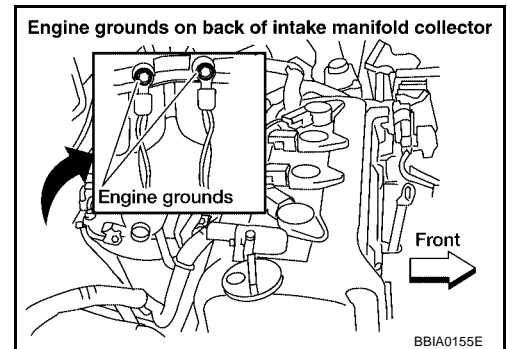
## Diagnostic Procedure

UBS003ZH

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

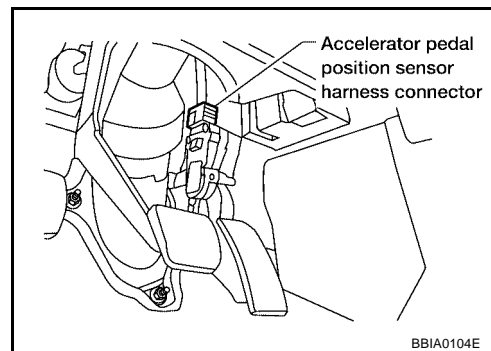
>> GO TO 2.





## 2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

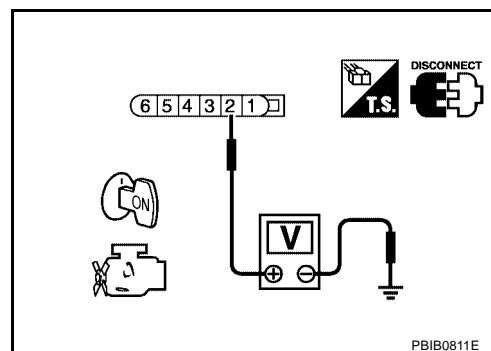


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between APP sensor terminal 4 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK APP SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 106 and APP sensor terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK APP SENSOR**

Refer to [EC-509, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> GO TO 9.

**9. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

**10. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

### Component Inspection

#### ACCELERATOR PEDAL POSITION SENSOR

UBS003Z1

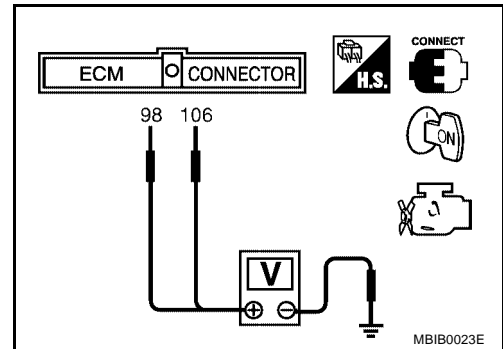
1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".

## DTC P2122, P2123 APP SENSOR

[QG18DE (ULEV)]

3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly.
5. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-53, "Idle Air Volume Learning"](#) .

### Removal and Installation ACCELERATOR PEDAL

UBS003ZJ

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

DTC P2127, P2128 APP SENSOR

PFP:18002

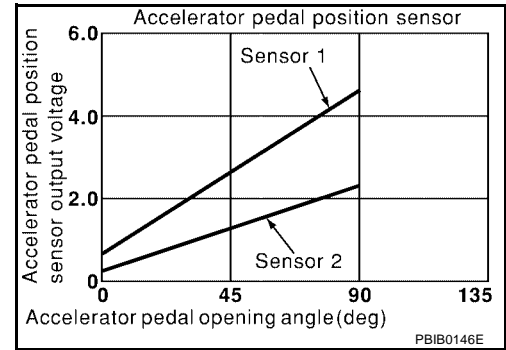
Component Description

UBS0040A

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

UBS0040B

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

\*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS0040C

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1227 1227	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The APP sensor 2 circuit is open or shorted.) (TP sensor circuit is shorted.)</li> <li>● Accelerator pedal position sensor (Accelerator pedal position sensor 2)</li> <li>● Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>
P1228 1228	Accelerator pedal position sensor 2 circuit high input	An excessively high voltage from the APP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.

DTC Confirmation Procedure

UBS0040D

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-514, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "With CONSULT-II" above.

# DTC P2127, P2128 APP SENSOR

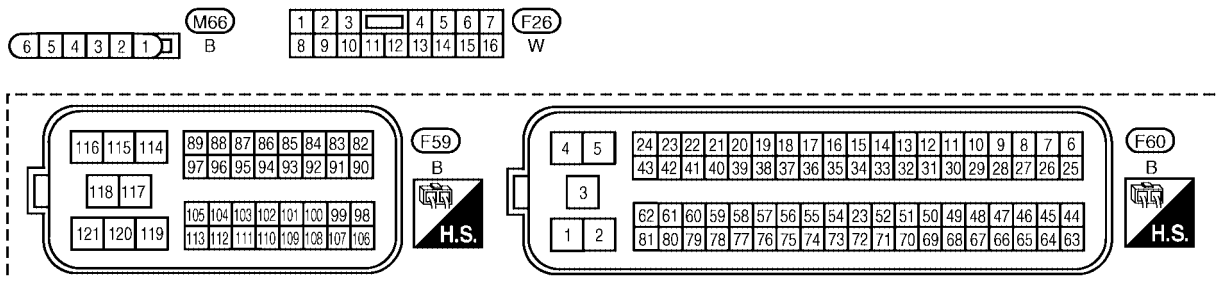
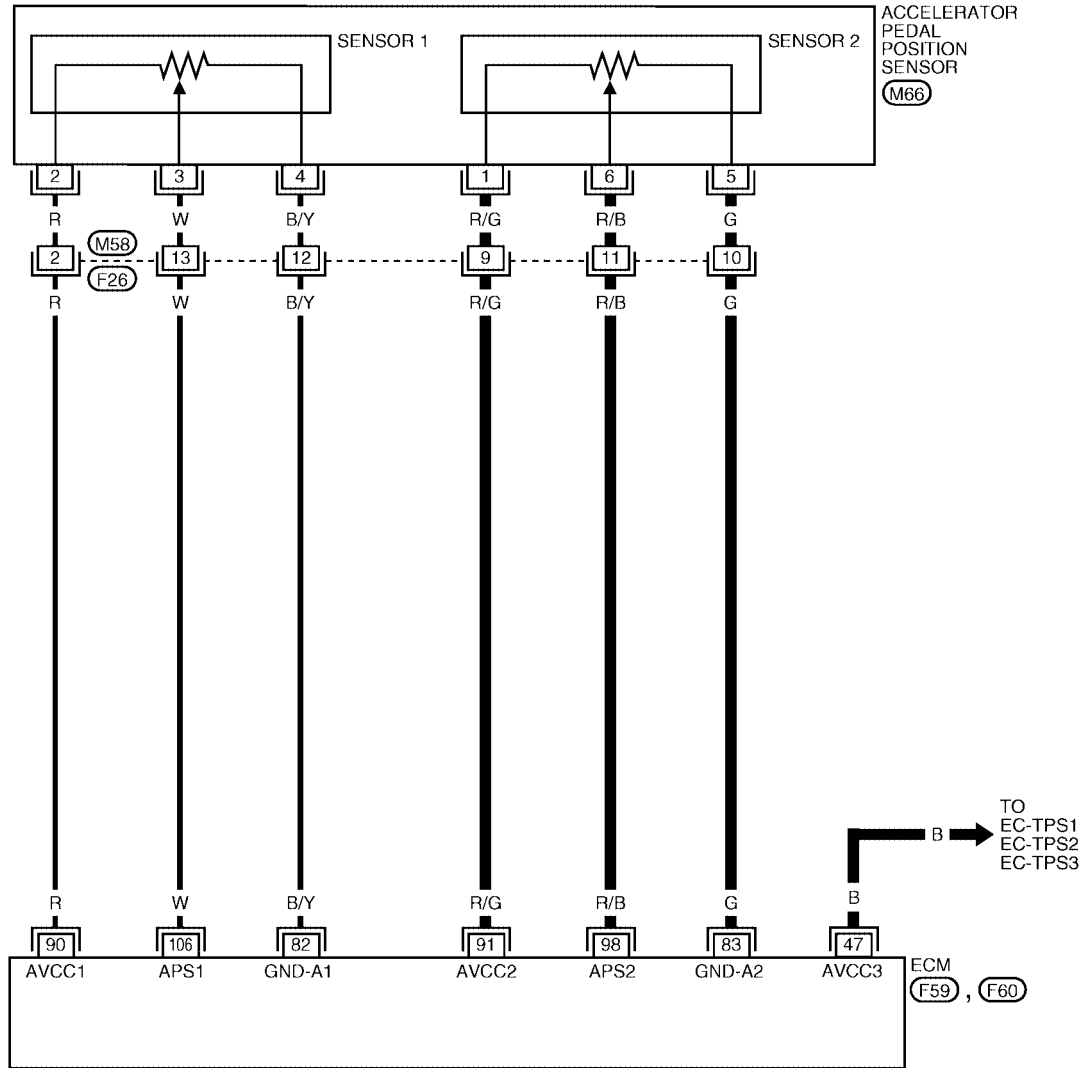
[QG18DE (ULEV)]

UBS0040E

## Wiring Diagram

EC-APPS2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1382E

# DTC P2127, P2128 APP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully released	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully depressed	More than 2.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully released	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully depressed	More than 4.3V

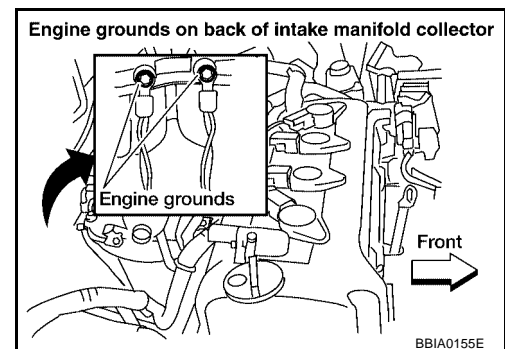
## Diagnostic Procedure

UBS0040F

### 1. RETIGHTEN GROUND SCREWS

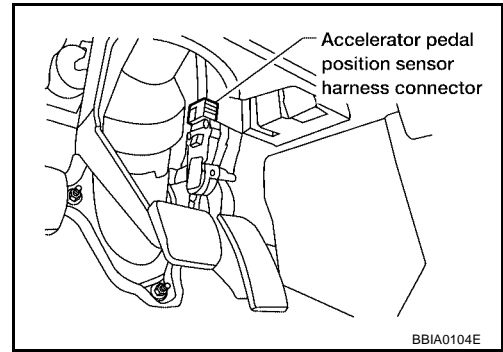
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I**

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

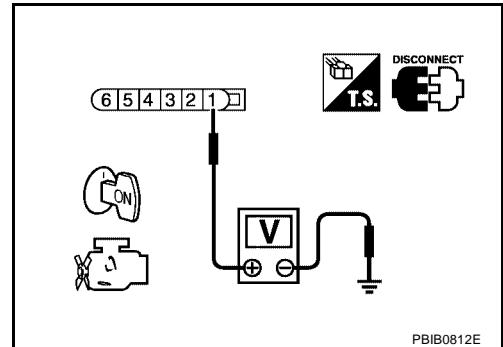


3. Check voltage between APP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 2.5V**

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 3.



**3. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II**

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 1 and ECM terminal 91. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

**4. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open between ECM and accelerator pedal position sensor

>> Repair or replace open circuit.

**5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III**

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
91	APP sensor terminal 1	<a href="#">EC-513</a>
47	Electric throttle control actuator terminal 1	<a href="#">EC-188</a>

OK or NG

- OK >> GO TO 6.
- NG >> Repair short to ground or short to power in harness or connectors.



---

## 6. CHECK THROTTLE POSITION SENSOR

---

Refer to [EC-192, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 14.  
NG >> GO TO 7.

---

## 7. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

---

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

---

## 8. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between ECM terminal 83 APP sensor terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 10.  
NG >> GO TO 9.

---

## 9. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 10. CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 98 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

---

## 11. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK APP SENSOR

Refer to [EC-517, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.

## 13. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

## 14. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

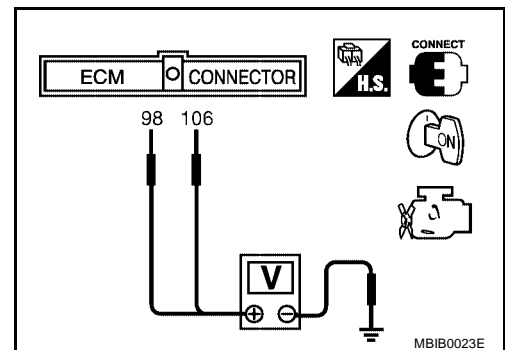
>> INSPECTION END

### Component Inspection ACCELERATOR PEDAL POSITION SENSOR

UBS0040G

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly.
5. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-53, "Idle Air Volume Learning"](#) .

### Removal and Installation ACCELERATOR PEDAL

UBS0040H

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

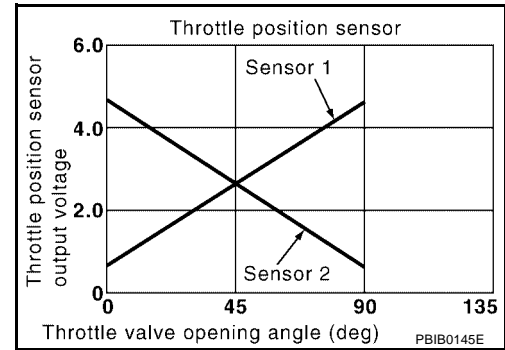
**DTC P2135 TP SENSOR**

**Component Description**

UBS003R3

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003R4

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever: D (A/T model) 1st (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

**On Board Diagnosis Logic**

UBS003R5

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0221 0221	Throttle position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	<ul style="list-style-type: none"> <li>Harness or connector (The TP sensor 1 and 2 circuit is open or shorted.) (APP sensor circuit is shorted.)</li> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> <li>Accelerator pedal position sensor (APP sensor 2)</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure**

UBS003R6

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P2135 TP SENSOR

[QG18DE (ULEV)]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-521, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

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## WITH GST

Follow the procedure "WITH CONSULT-II" above.

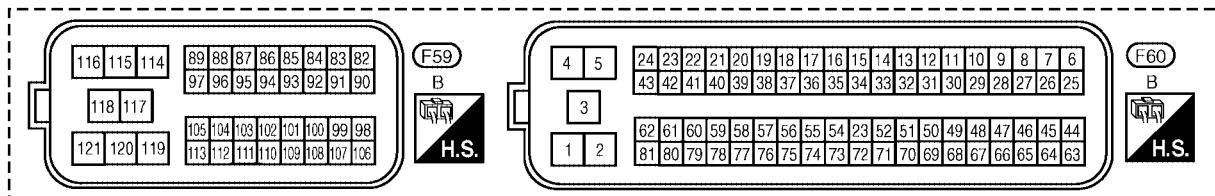
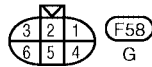
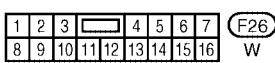
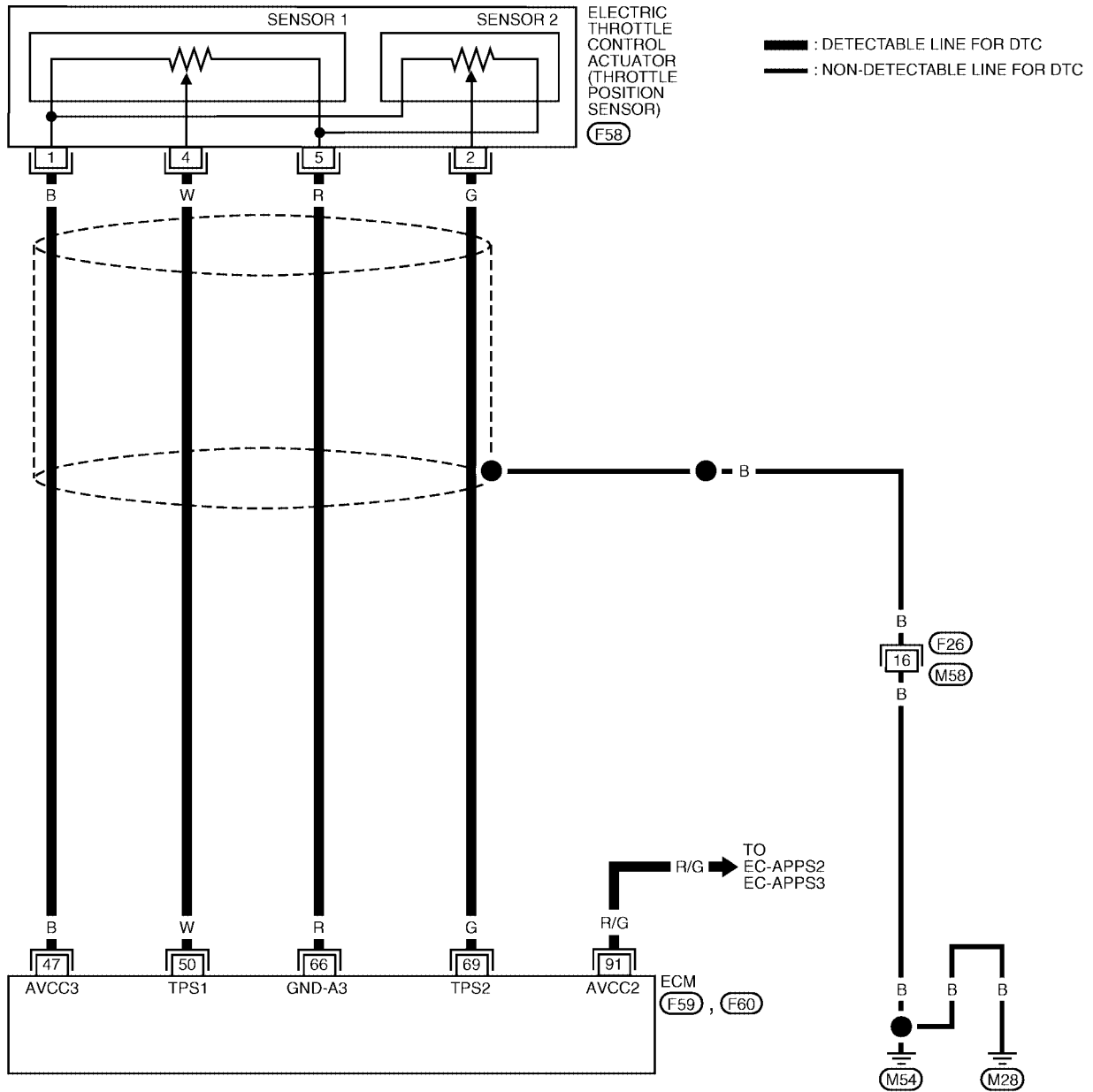
# DTC P2135 TP SENSOR

[QG18DE (ULEV)]

UBS003R7

## Wiring Diagram

EC-TPS3-01



BBWA1383E

# DTC P2135 TP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	More than 0.36V
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
69	G	Throttle position sensor 2	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	Less than 4.75V
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	More than 0.36V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch "ON"]	Approximately 5V

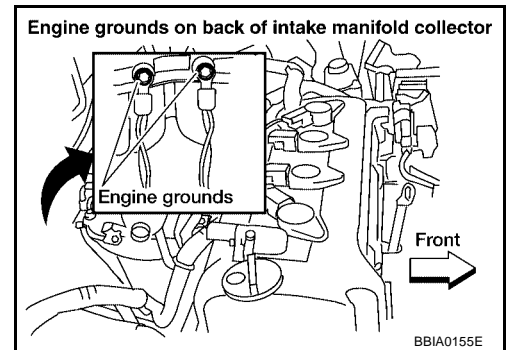
## Diagnostic Procedure

UBS003R8

### 1. RETIGHTEN GROUND SCREWS

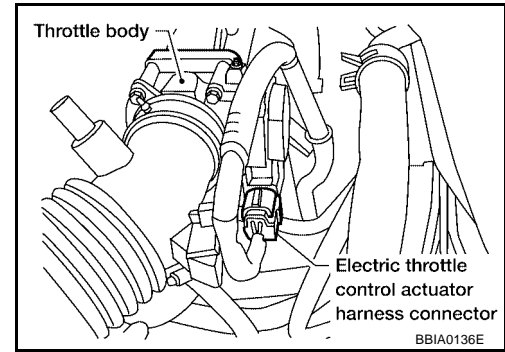
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

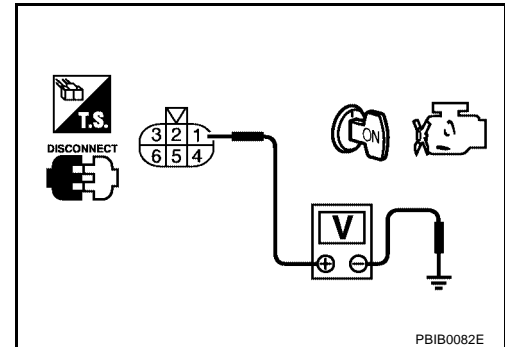


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



## 3. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace open circuit.

## 4. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-520</a>
91	APP sensor terminal 1	<a href="#">EC-513</a>

OK or NG

- OK >> GO TO 5.  
 NG >> Repair short to ground or short to power in harness or connectors.

## 5. CHECK APP SENSOR

Refer to [EC-517](#) .

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 6.

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**7. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 50 and electric throttle control actuator terminal 4, ECM terminal 69 and electric throttle control actuator terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-524, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**11. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

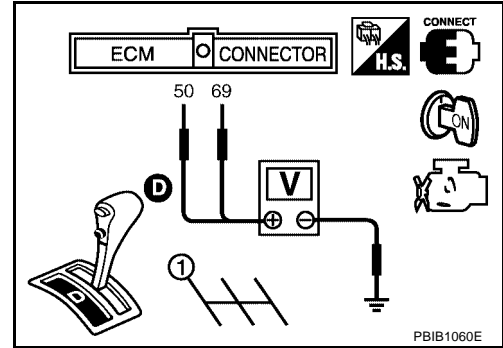
>> INSPECTION END



**Component Inspection**  
**THROTTLE POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-53, "Idle Air Volume Learning"](#) .

**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .

DTC P2138 APP SENSOR

PFP:18002

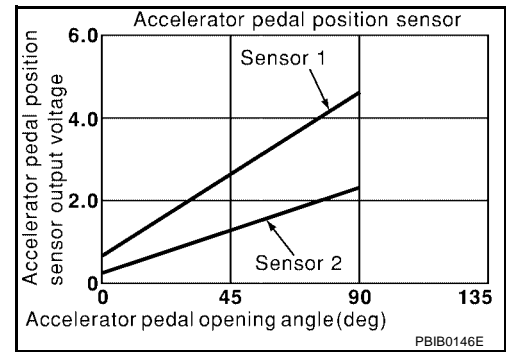
Component Description

UBS00324

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

UBS00325

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

\*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS00326

This self-diagnosis has the one trip detection logic.

NOTE:

If DTC P2138 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455](#)

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0226 0226	Accelerator pedal position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	<ul style="list-style-type: none"> <li>● Harness or connector (The APP sensor 1 and 2 circuit is open or shorted.) (TP sensor circuit is shorted)</li> <li>● Accelerator pedal position sensor 1 and 2</li> <li>● Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

---

## DTC Confirmation Procedure

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 10V at idle.**

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-529, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "WITH CONSULT-II" above.

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# DTC P2138 APP SENSOR

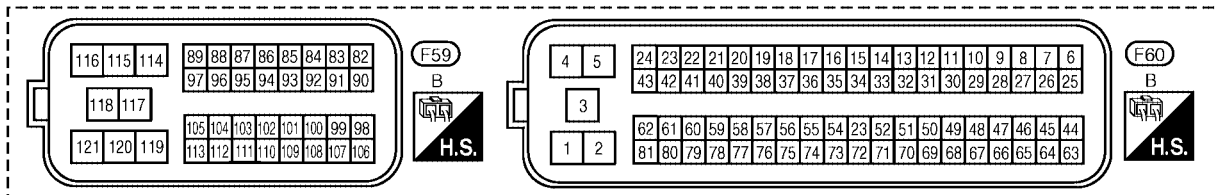
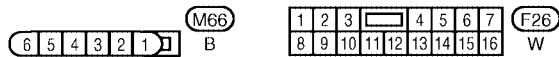
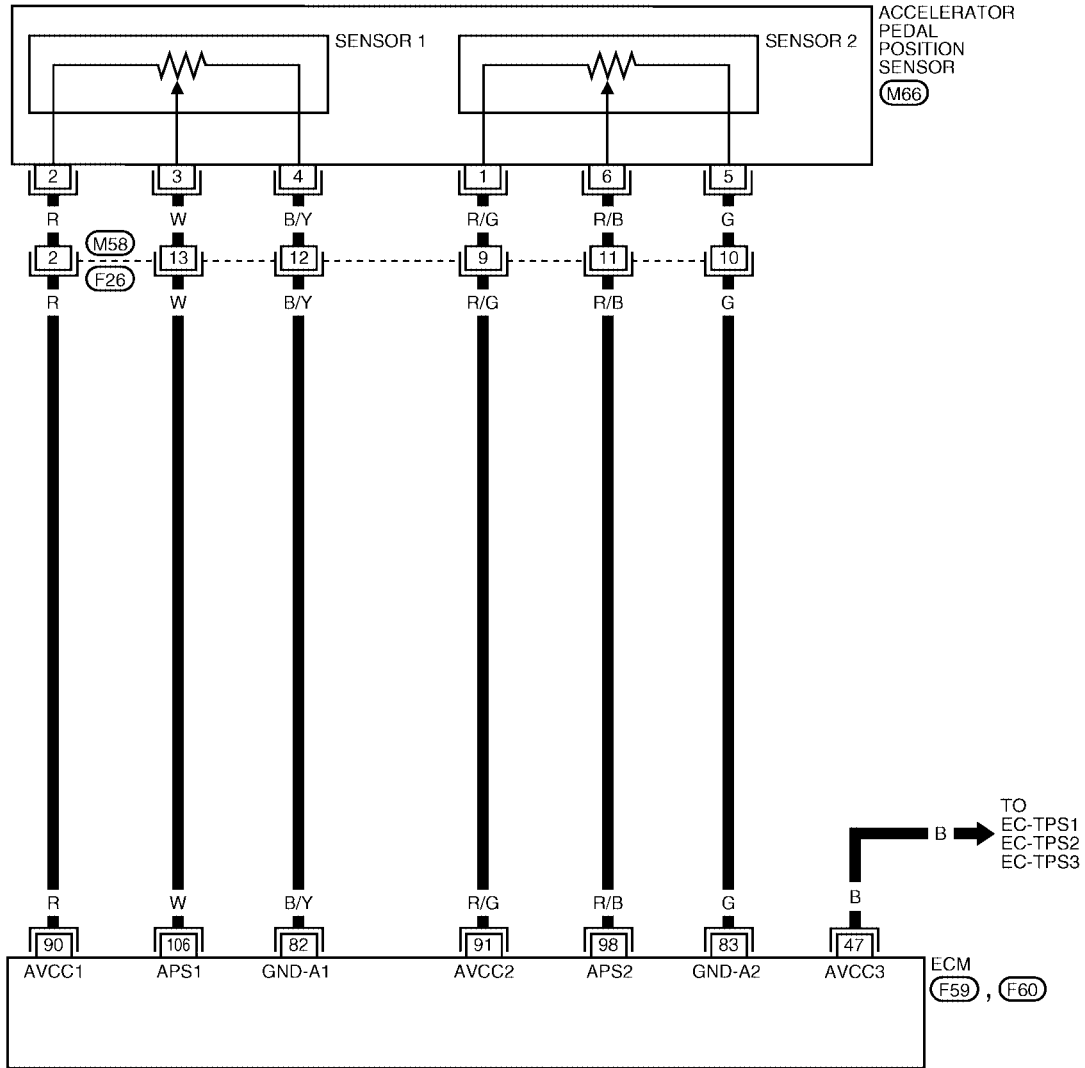
[QG18DE (ULEV)]

UBS003Z8

## Wiring Diagram

EC-APPS3-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1384E

# DTC P2138 APP SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
82	B/Y	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch "ON"]	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch "ON"]	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.28 - 0.48V
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 2.0V
106	W	Accelerator pedal position sensor 1	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.65 - 0.87V
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 4.3V

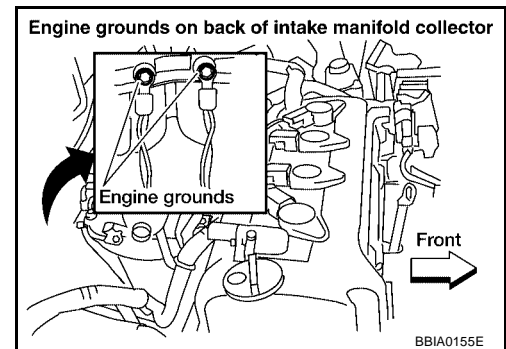
## Diagnostic Procedure

UBS00329

### 1. RETIGHTEN GROUND SCREWS

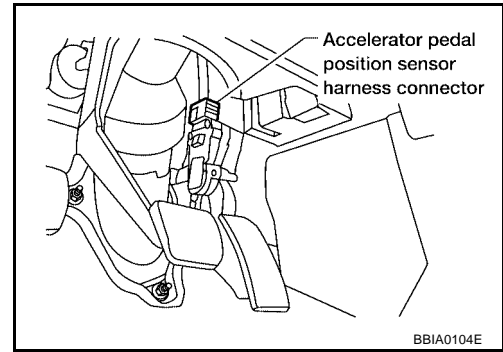
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

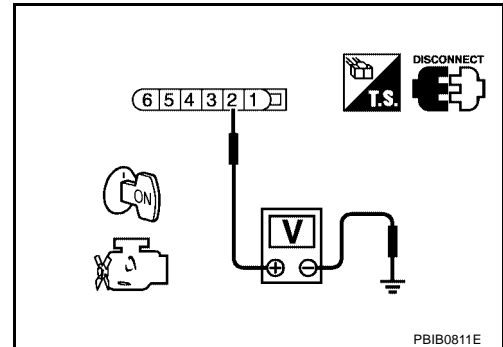


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

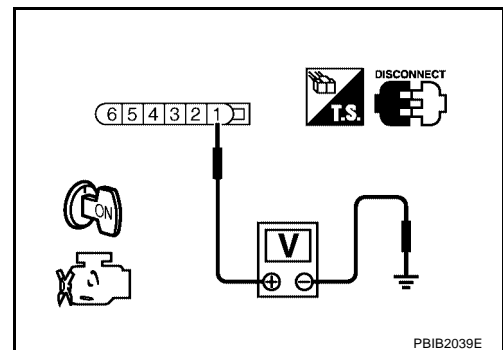
## 4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

Check voltage between APP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 5.



**5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 1 and ECM terminal 91.  
Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

**6. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open between ECM and accelerator pedal position sensor

>> Repair or replace open circuit.

**7. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III**

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
91	APP sensor terminal 1	<a href="#">EC-513</a>
47	Electric throttle control actuator terminal 1	<a href="#">EC-188</a>

OK or NG

- OK >> GO TO 8.
- NG >> Repair short to ground or short to power in harness or connectors.

**8. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-192, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 9.

**9. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**



---

## 10. CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between ECM terminal 82 and APP sensor terminals 4, ECM terminal 83 and APP sensor terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

---

## 11. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 12. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 106 and APP sensor terminal 3, ECM terminal 98 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 14.  
NG >> GO TO 13.

---

## 13. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors EM58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 14. CHECK APP SENSOR

---

Refer to [EC-534, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.  
NG >> GO TO 15.

---

**15. REPLACE ACCELERATOR PEDAL ASSEMBLY**

---

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**16. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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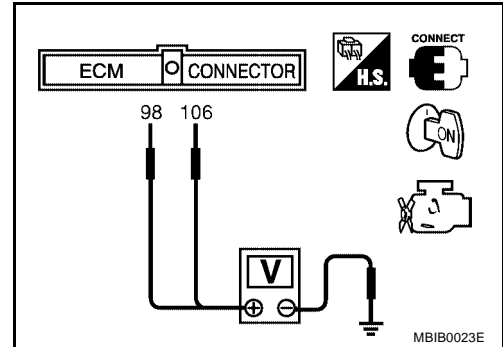
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**Component Inspection**

**ACCELERATOR PEDAL POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly and go to next step.
5. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-53, "Idle Air Volume Learning"](#) .

**Removal and Installation**

**ACCELERATOR PEDAL**

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

### IGNITION SIGNAL

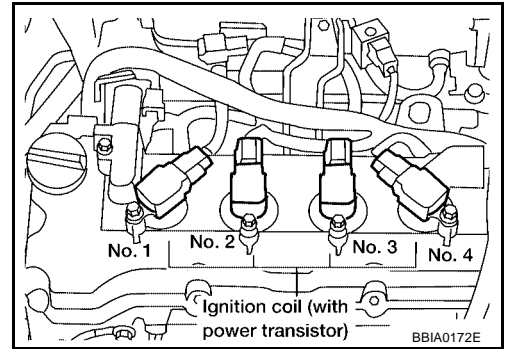
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UBS0057Y

#### Component Description

#### IGNITION COIL & POWER TRANSISTOR

The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns on and off the ignition coil primary circuit. This on-off operation induces the proper high voltage in the coil secondary circuit.



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# IGNITION SIGNAL

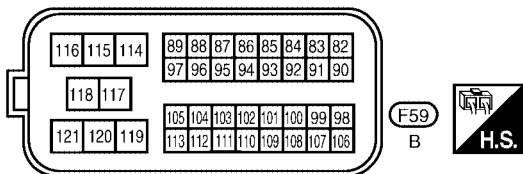
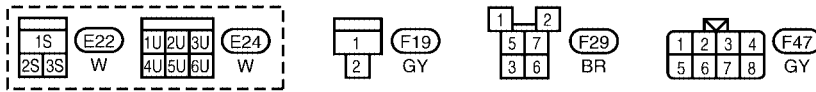
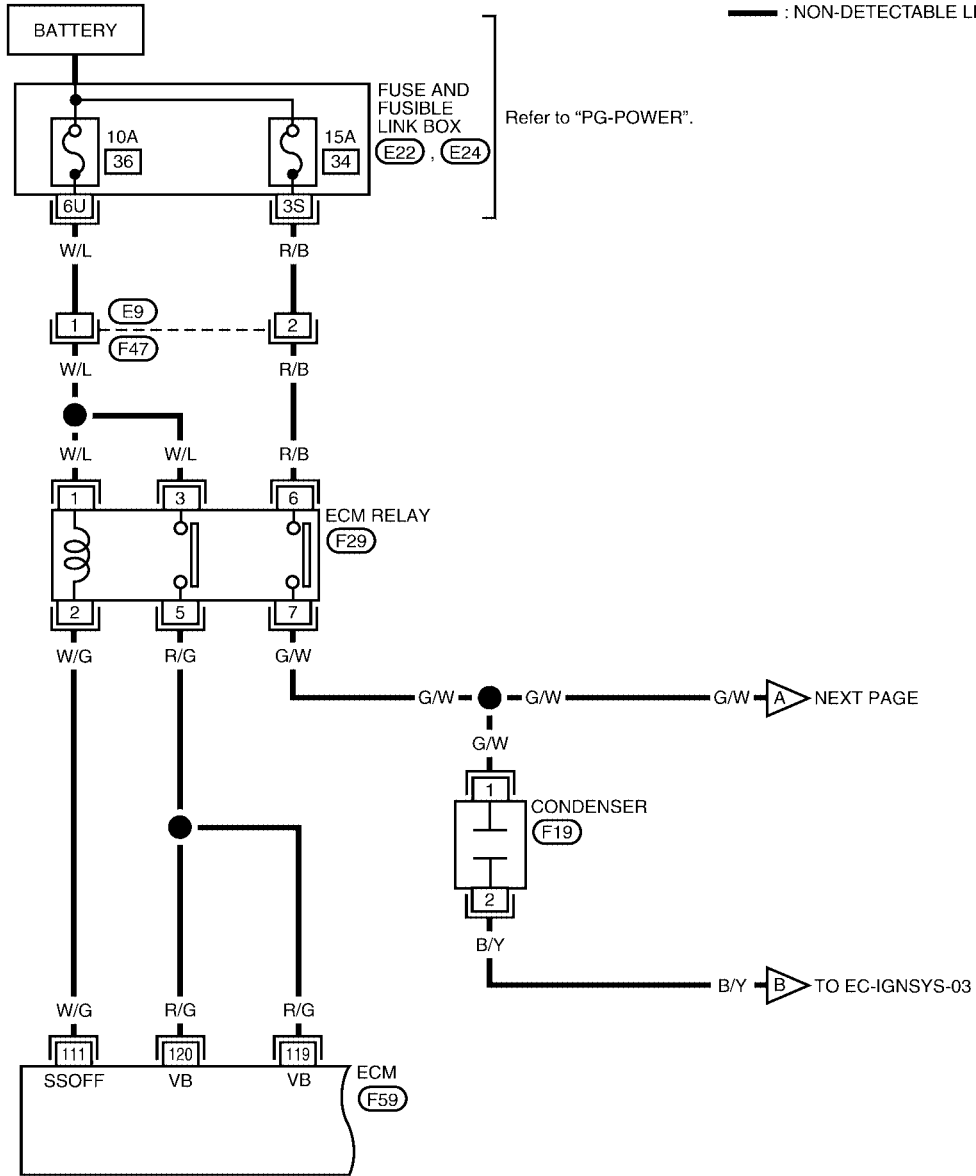
[QG18DE (ULEV)]

UBS0057Z

## Wiring Diagram

### EC-IGNSYS-01

— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC



BBWA0310E

# IGNITION SIGNAL

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

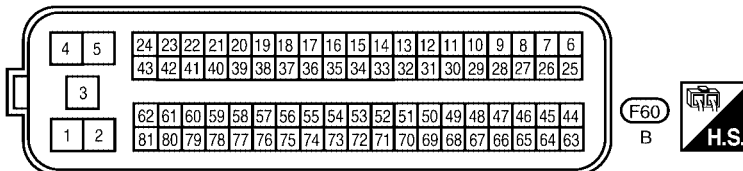
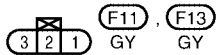
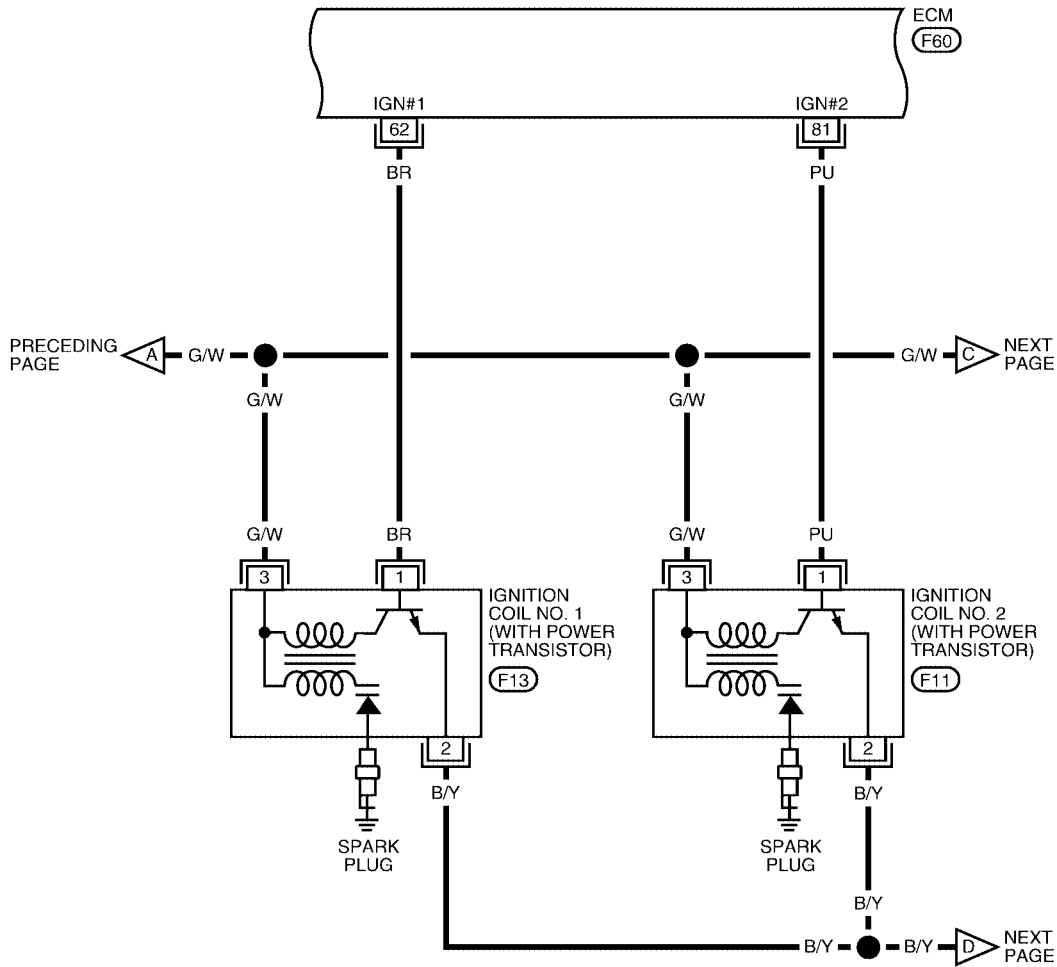
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# IGNITION SIGNAL

[QG18DE (ULEV)]

## EC-IGNSYS-02

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0795E


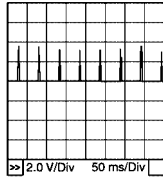
# IGNITION SIGNAL

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
62 81	BR PU	Ignition signal No. 1 Ignition signal No. 2	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

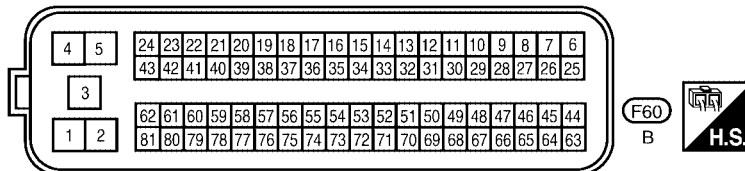
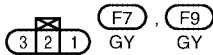
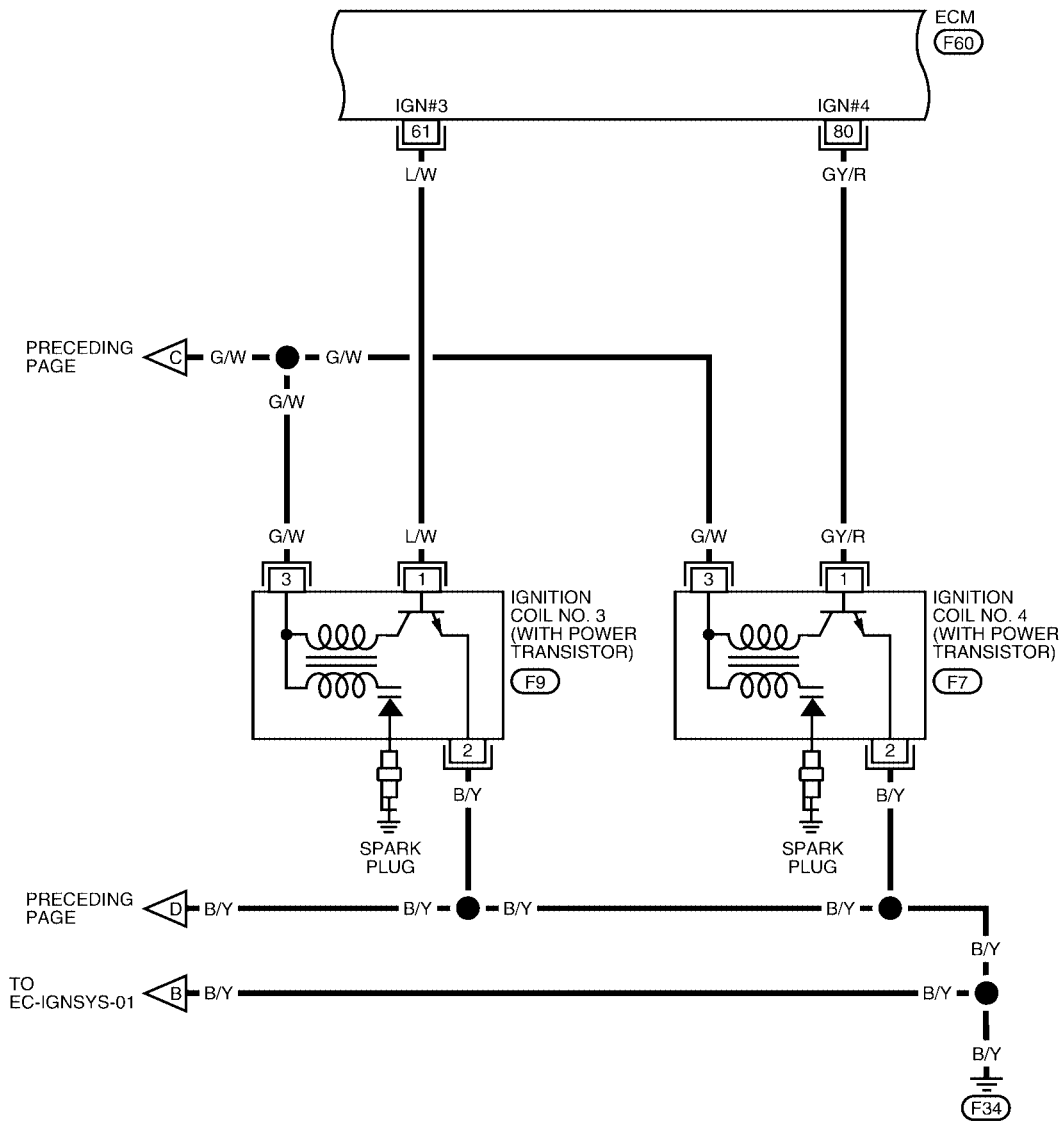


# IGNITION SIGNAL

[QG18DE (ULEV)]

## EC-IGNSYS-03

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0796E


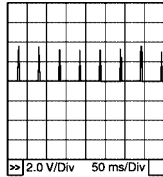
# IGNITION SIGNAL

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
61 80	L/W GY/R	Ignition signal No. 3 Ignition signal No. 4	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

### 1. CHECK ENGINE START

Turn ignition switch "OFF", and restart engine.

**Is engine running?**

Yes or No

- Yes (With CONSULT-II)>>GO TO 2.
- Yes (Without CONSULT-II)>>GO TO 3.
- No >> GO TO 4.

### 2. CHECK OVERALL FUNCTION

 With CONSULT-II

- Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
- Make sure that each circuit produces a momentary engine speed drop.

OK or NG

- OK >> INSPECTION END
- NG >> GO TO 10.

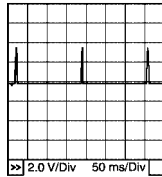
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

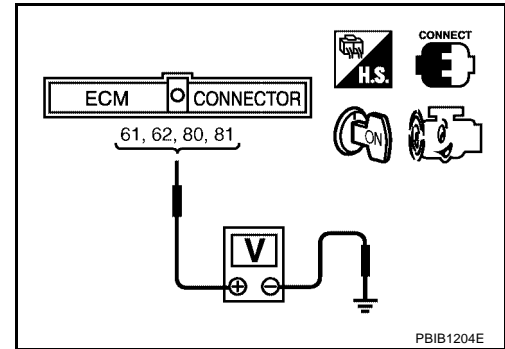
## 3. CHECK OVERALL FUNCTION

### ⊗ Without CONSULT-II

1. Let engine idle.
2. Read the voltage signal between ECM terminals 60, 61, 79, 80 and ground with an oscilloscope.
3. Verify that the oscilloscope screen shows the signal wave as shown below.



PBIB0521E



PBIB1204E

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 10.

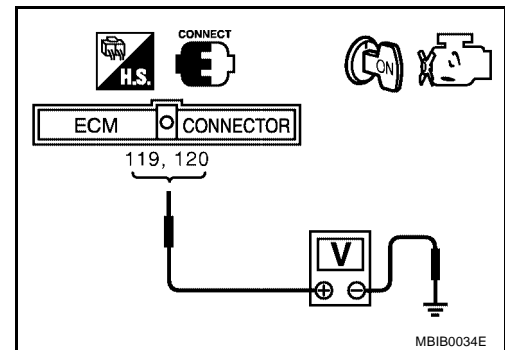
## 4. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

1. Turn ignition switch "ON".
2. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.  
 NG >> Go to [EC-138. "POWER SUPPLY CIRCUIT FOR ECM"](#)



MBIB0034E

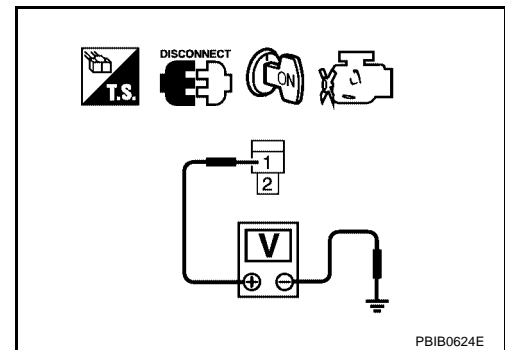
## 5. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Turn ignition switch "ON".
4. Check voltage between condenser terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 6.



PBIB0624E

**6. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III**

1. Turn ignition switch "OFF".
2. Disconnect ECM relay.
3. Check harness continuity between ECM relay terminal 7 and condenser terminal 1.  
Refer to Wiring Diagram.

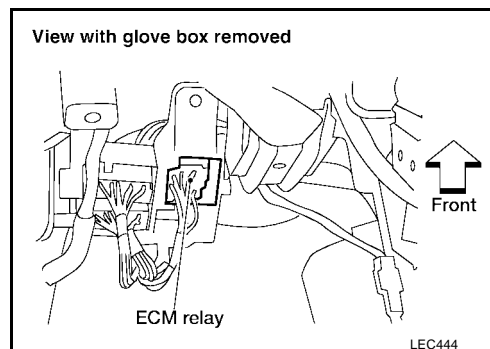
**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV**

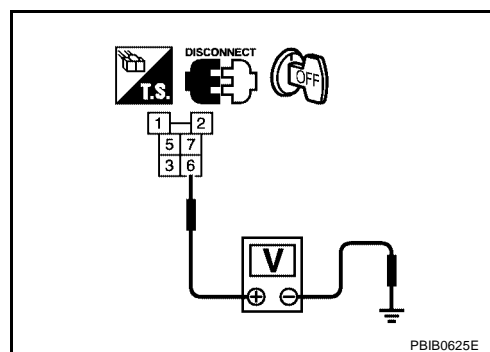
Check voltage between ECM relay terminal 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 9.

NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- 15A fuse
- Harness for open or short between ECM relay and battery

>> Repair or replace harness or connectors.

**9. CHECK ECM RELAY**

Refer to [EC-545, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace ECM relay.

**10. CHECK CONDENSER GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Check harness continuity between condenser terminal 2 and ground.  
Refer to Wiring diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 11.

NG >> Repair open circuit or short to power in harness or connector.

## 11. CHECK CONDENSER

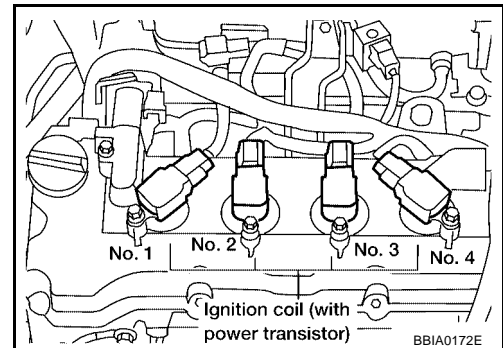
Refer to [EC-545, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace condenser.

## 12. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

1. Turn ignition switch "OFF".
2. Reconnect all harness connectors disconnected.
3. Disconnect ignition coil harness connector.
4. Turn ignition switch "ON".

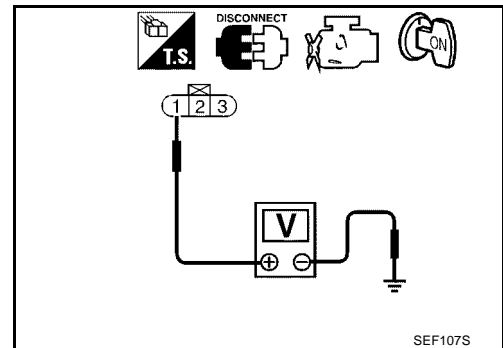


5. Check voltage between ignition coil terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.



## 13. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ignition coil and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 14. CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ignition coil terminal 2 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 15.
- NG >> Repair open circuit or short to power in harness or connectors.

## 15. CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 61, 62, 80, 81 and ignition coil terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 16.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 16. CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to [EC-545, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace ignition coil with power transistor.

## 17. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

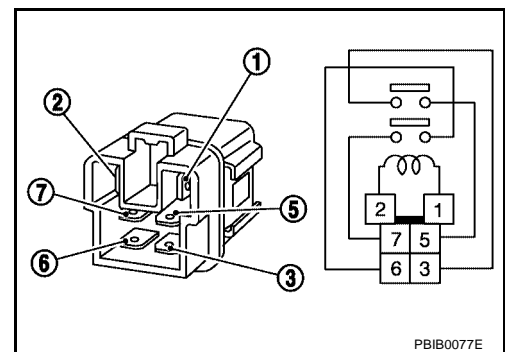
### Component Inspection ECM RELAY

UBS006GX

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

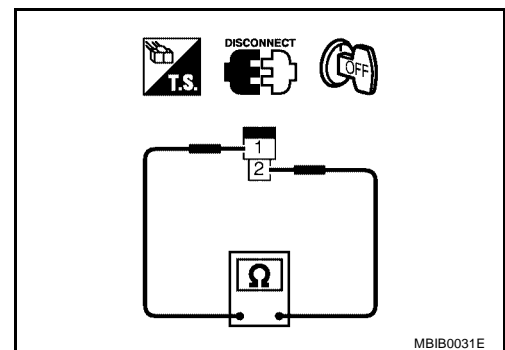
3. If NG, replace ECM relay.



### CONDENSER

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals 1 and 2.

**Resistance: Above 1 MΩ at 25°C (77°F)**



### IGNITION COIL WITH POWER TRANSISTOR

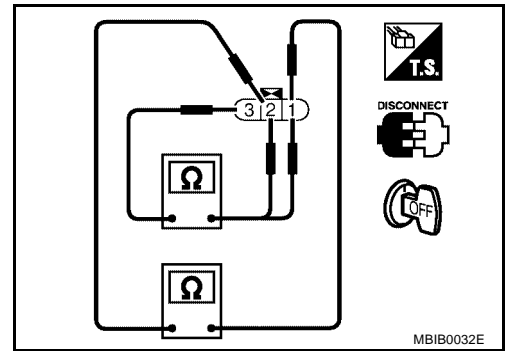
1. Turn ignition switch "OFF".
2. Disconnect ignition coil harness connector.

# IGNITION SIGNAL

[QG18DE (ULEV)]

3. Check resistance between ignition coil terminals as follows.

Terminal No.	Resistance $\Omega$ [at 25°C (77°F)]
3 and 1	Except 0 or $\infty$
3 and 2	Except 0
1 and 2	



UBS00582

## Removal and Installation IGNITION COIL WITH POWER TRANSISTOR

Refer to [EM-12, "Removal and Installation"](#) .

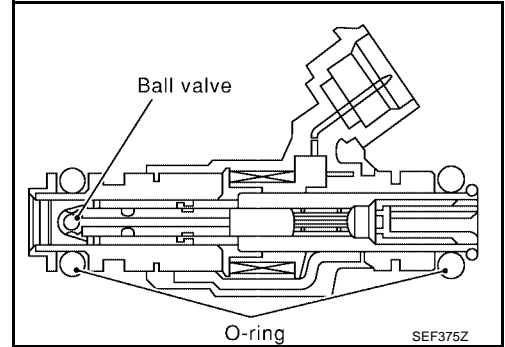
## INJECTOR

PFP:16600

UBS001P1

### Component Description

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the injector circuit, the coil in the injector is energized. The energized coil pulls the needle valve back and allows fuel to flow through the injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001P2

MONITOR ITEM	CONDITION		SPECIFICATION
INJ PULSE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle	2.4 - 3.2 msec
		2,000 rpm	1.9 - 3.2 msec
B/FUEL SCHDL	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle	1.0 - 1.6 msec
		2,000 rpm	0.7 - 1.3 msec



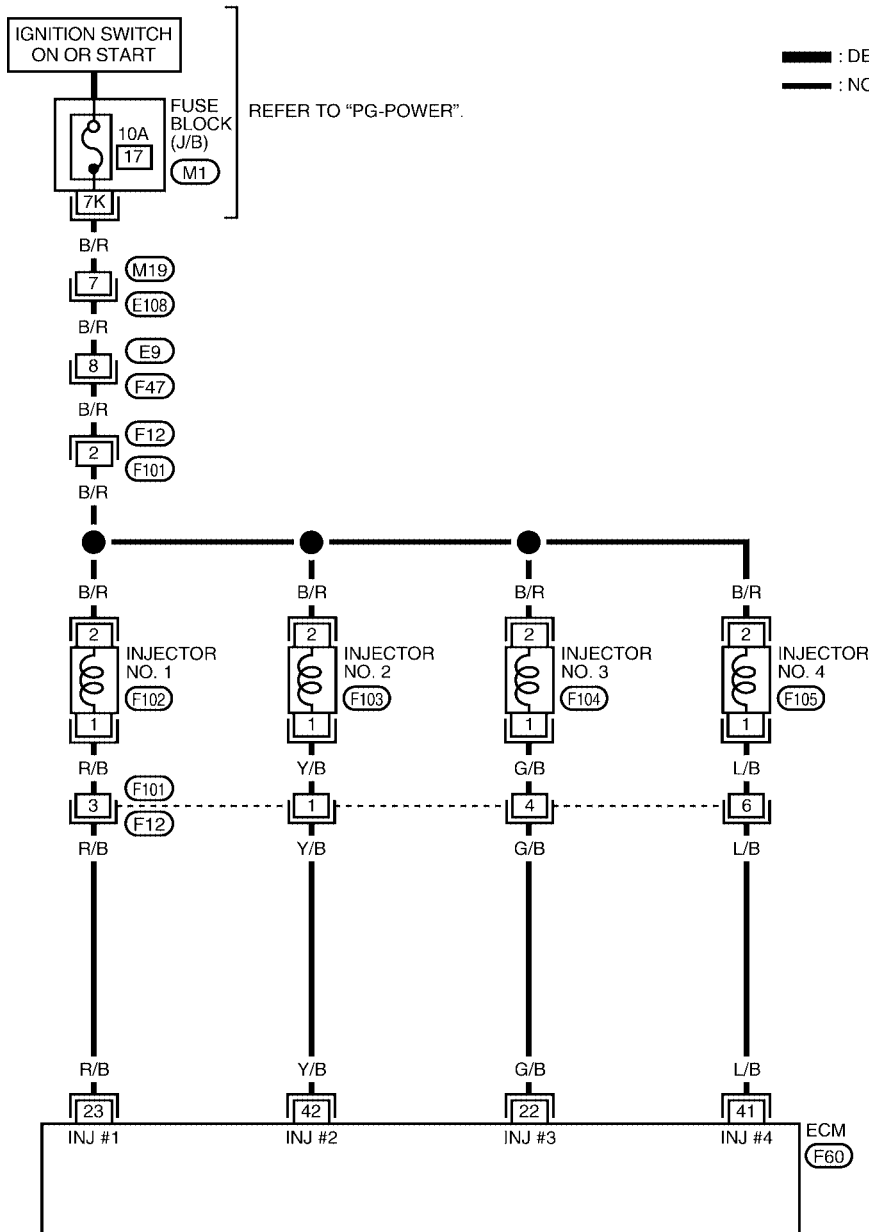
# INJECTOR

[QG18DE (ULEV)]

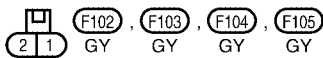
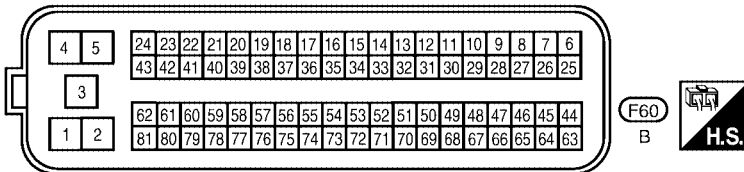
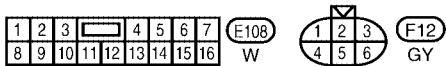
UBS001P3

## Wiring Diagram

### EC-INJECT-01



— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC



Refer to the following.  
 M1 - FUSE BLOCK - JUNCTION BOX (J/B)

BBWA0797E

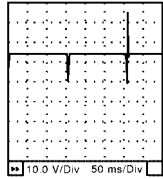
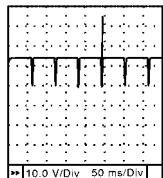
# INJECTOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
22 23 41 42	G/B R/B L/B Y/B	Injector No. 3 Injector No. 1 Injector No. 4 Injector No. 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">SEC984C</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">SEC985C</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## Diagnostic Procedure

### 1. CHECK OVERALL FUNCTION

 **With CONSULT-II**

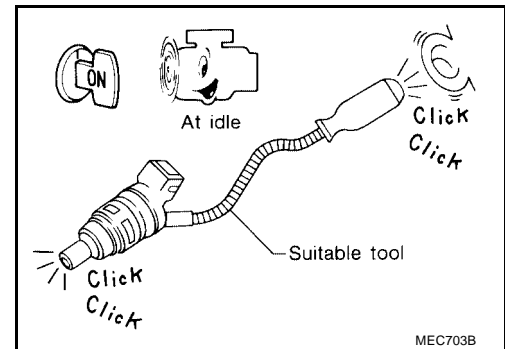
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

 **Without CONSULT-II**

1. Start engine.
2. Listen to each injector operating sound.  
**Clicking noise should be heard.**

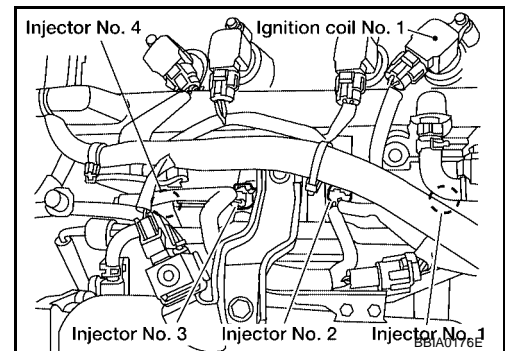


OK or NG

- OK    >> **INSPECTION END**  
 NG    >> **GO TO 2.**

### 2. CHECK POWER SUPPLY

1. Stop engine.
2. Disconnect injector harness connector.
3. Turn ignition switch "ON".

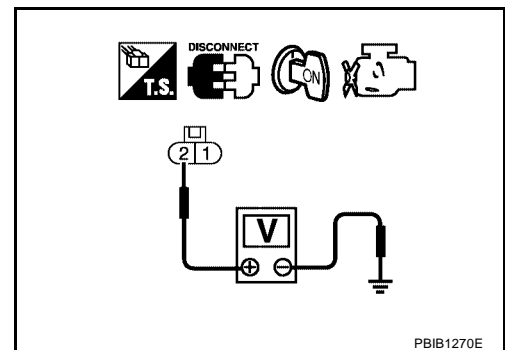


4. Check voltage between injector terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



### 3. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness connectors M19, E108
- Harness connectors E9, F47
- Harness connectors F12, F101
- Harness for open or short between injector and fuse

>> Repair harness or connectors.

### 4. CHECK OUTPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between injector harness connector terminal 1 and ECM terminals 22, 23, 41, 42.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F12, F101
- Harness for open or short between injector and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK INJECTOR

Refer to [EC-552, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace injector.

## 7. CHECK INTERMITTENT INCIDENT

Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

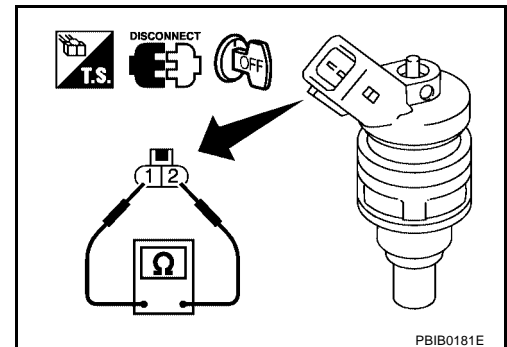
>> INSPECTION END

### Component Inspection INJECTOR

UBS001P5

1. Disconnect injector harness connector.
2. Check resistance between terminals as shown in the figure.

**Resistance: 13.5 - 17.5Ω [at 20°C (68°F)]**



UBS001P6

### Removal and Installation INJECTOR

Refer to [EM-12, "Removal and Installation"](#) .

# FUEL PUMP

[QG18DE (ULEV)]

## FUEL PUMP

PF1:17042

### Description SYSTEM DESCRIPTION

UBS006IU

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*	Fuel pump control	Fuel pump relay
Battery	Battery voltage*		

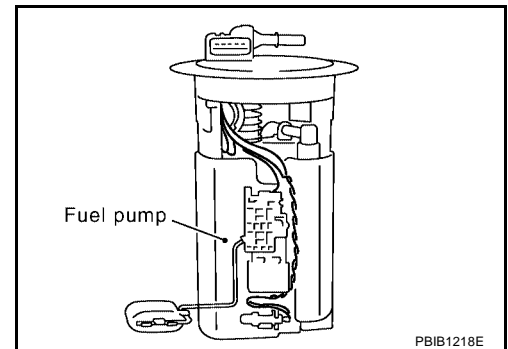
\*: ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for several seconds after the ignition switch is turned on to improve engine startability. If the ECM receives a 180° signal from the camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to perform. If the 180° signal is not received when the ignition switch is on, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 5 seconds
Engine running and cranking	Operates
When engine is stopped	Stops in 1 second
Except as shown above	Stops

### COMPONENT DESCRIPTION

A turbine type design fuel pump is used in the fuel tank.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001PC

MONITOR ITEM	CONDITION	SPECIFICATION
FUEL PUMP RLY	<ul style="list-style-type: none"> <li>● Ignition switch is turned to ON (Operates for 5 seconds)</li> <li>● Engine running and cranking</li> <li>● When engine is stopped (stops in 1.0 seconds)</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Except as shown above</li> </ul>	OFF

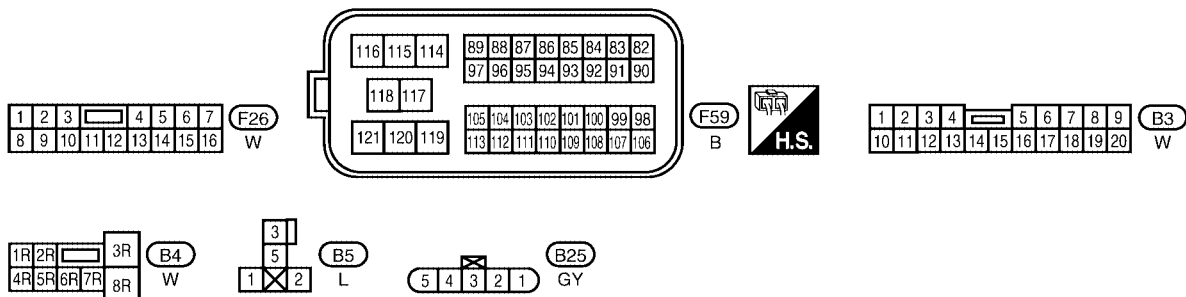
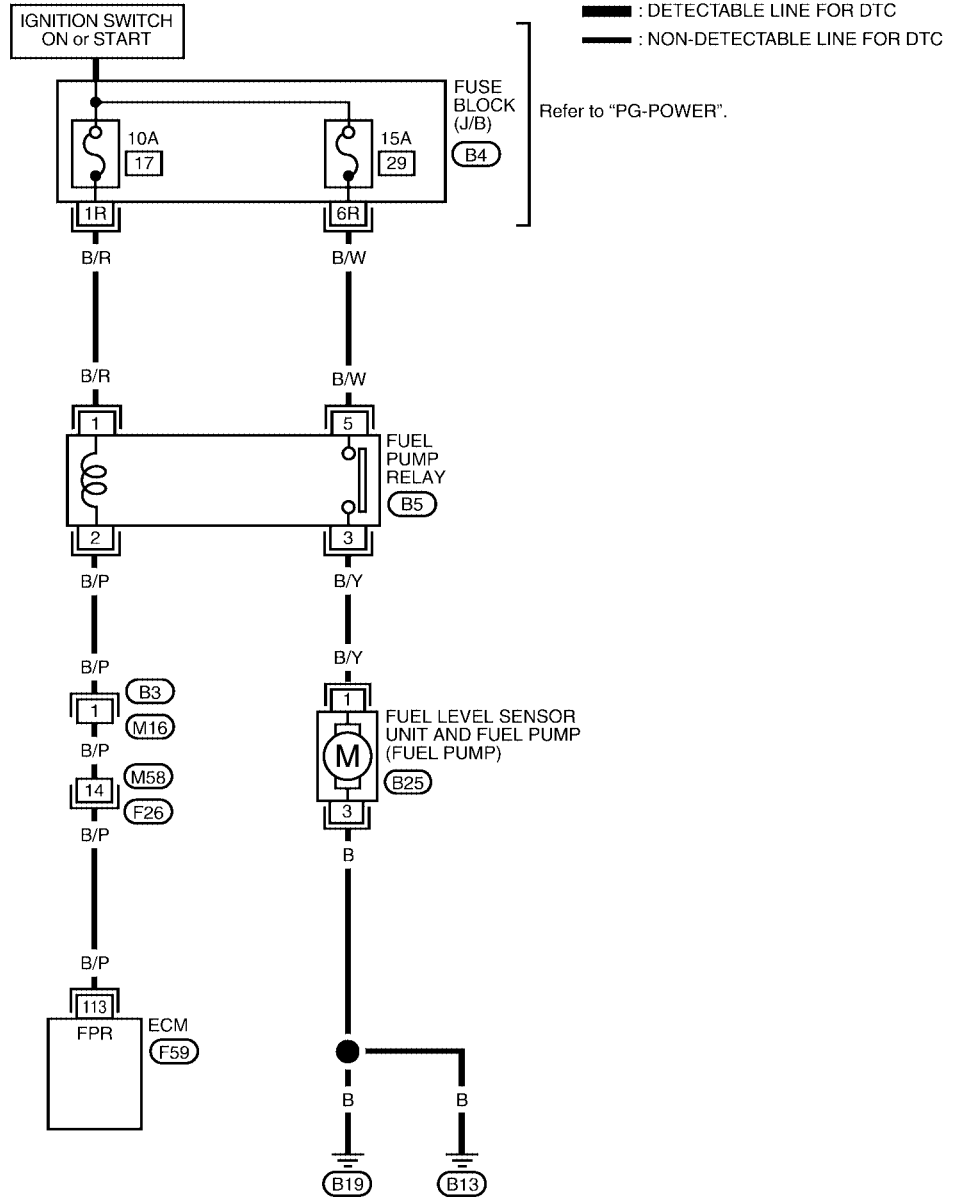
# FUEL PUMP

[QG18DE (ULEV)]

UBS001PD

## Wiring Diagram

### EC-F/PUMP-01



BBWA0314E

# FUEL PUMP

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

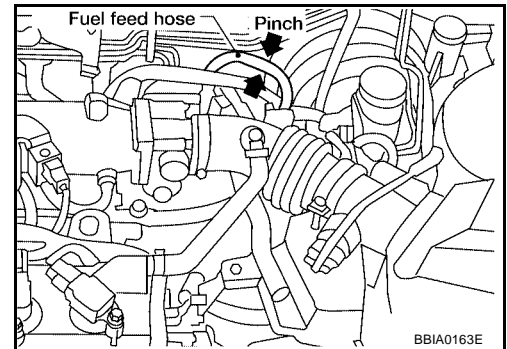
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
113	B/P	Fuel pump relay	[Ignition switch "ON"] ● For 1 second after turning ignition switch "ON"	0 - 1.0V
			[Engine is running] [Ignition switch "ON"] ● More than 1 second after turning ignition switch "ON".	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS001PE

### 1. CHECK OVERALL FUNCTION

- Turn ignition switch "ON".
- Pinch fuel feed hose with fingers.  
**Fuel pressure pulsation should be felt on the fuel feed hose for 5 seconds after ignition switch is turned "ON".**



OK or NG

- OK >> INSPECTION END
- NG >> GO TO 2.

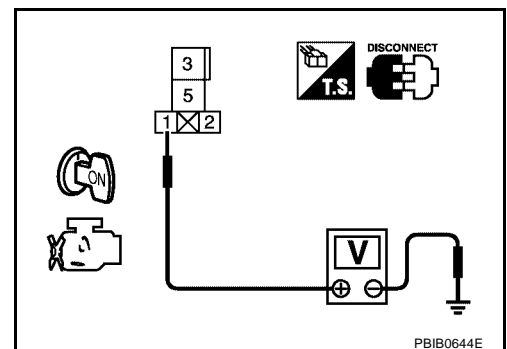
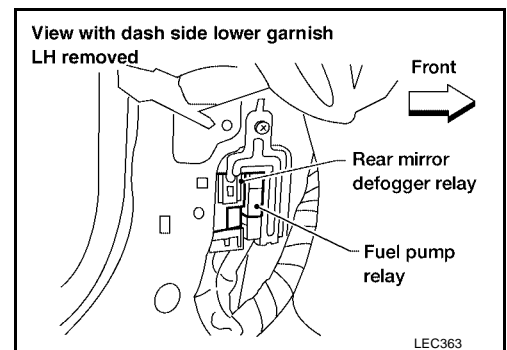
### 2. CHECK POWER SUPPLY-I

- Turn ignition switch "OFF".
- Disconnect fuel pump relay.
- Turn ignition switch "ON".
- Check voltage between fuel pump relay terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.





## 3. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector B4
- 10A fuse
- Harness for open or short between fuse and fuel pump relay

>> Repair harness or connectors.

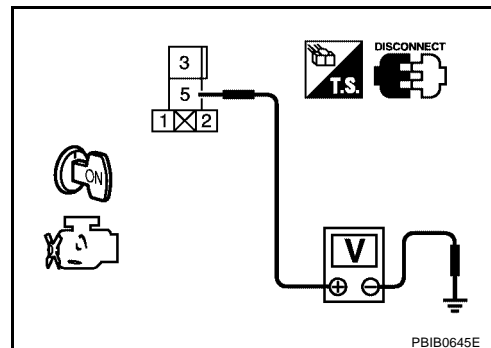
## 4. CHECK POWER SUPPLY-II

Check voltage between fuel pump relay terminal 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector B4
- 15A fuse
- Harness for open or short between fuse and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK FUEL PUMP POWER SUPPLY AND GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect fuel pump harness connector.
3. Check harness continuity between fuel pump terminal 3 and body ground, fuel pump terminal 1 and fuel pump relay terminal 3.

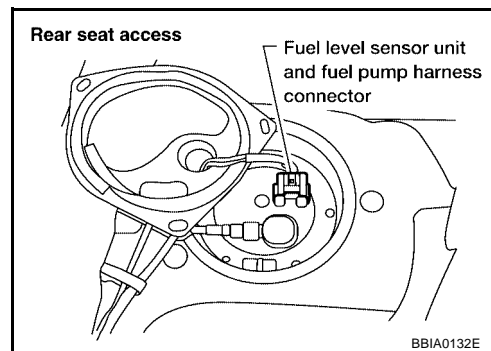
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
 NG >> GO TO 7.



## 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between fuel pump and body ground
- Harness for open or short between fuel pump and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK OUTPUT SIGNAL CIRCUIT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 113 and fuel pump relay connector terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.

**9. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors B3, M16
- Harness connector M58, F26
- Harness for open or short between ECM and fuel pump relay

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**10. CHECK FUEL PUMP RELAY**

Refer to [EC-557, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 11.
- NG >> Replace fuel pump relay.

**11. CHECK FUEL PUMP**

Refer to [EC-557, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace fuel pump.

**12. CHECK INTERMITTENT INCIDENT**

Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

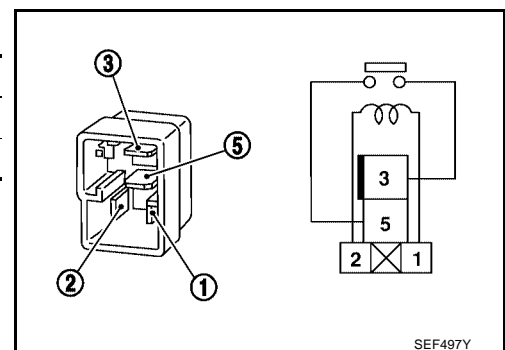
**Component Inspection  
FUEL PUMP RELAY**

UBS001PF

Check continuity between terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



SEF497Y

**FUEL PUMP**

1. Disconnect fuel pump harness connector.

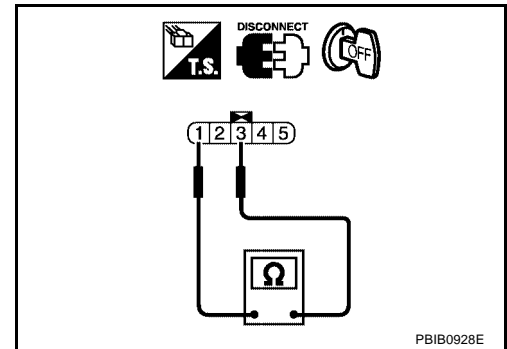
# FUEL PUMP

[QG18DE (ULEV)]

2. Check resistance between terminals 1 and 3.

**Resistance: 0.2 - 5.0Ω [at 25°C (77°F)]**

If NG, replace fuel pump.



## Removal and Installation FUEL PUMP

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#).

UBS001PG

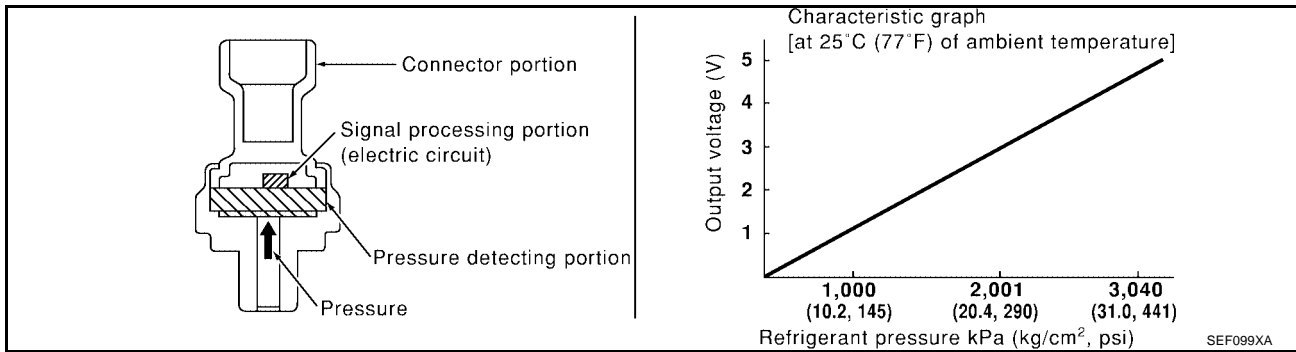
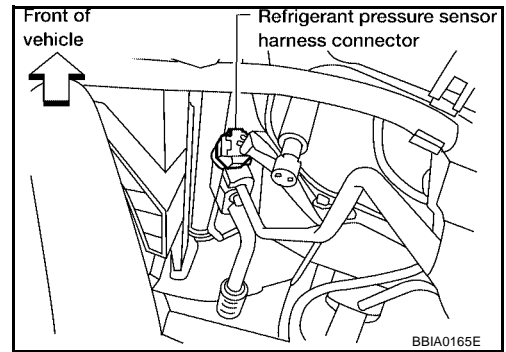
REFRIGERANT PRESSURE SENSOR

PFP:92136

UBS001PN

Description

The refrigerant pressure sensor is installed at the liquid tank of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.



A  
EC  
C  
D  
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I  
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K  
L  
M

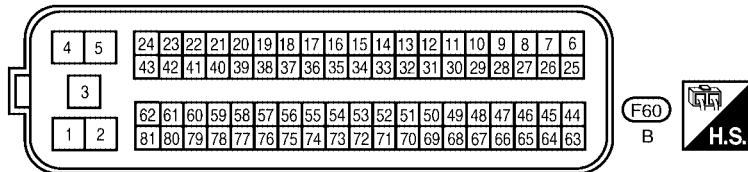
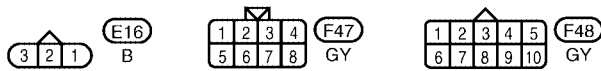
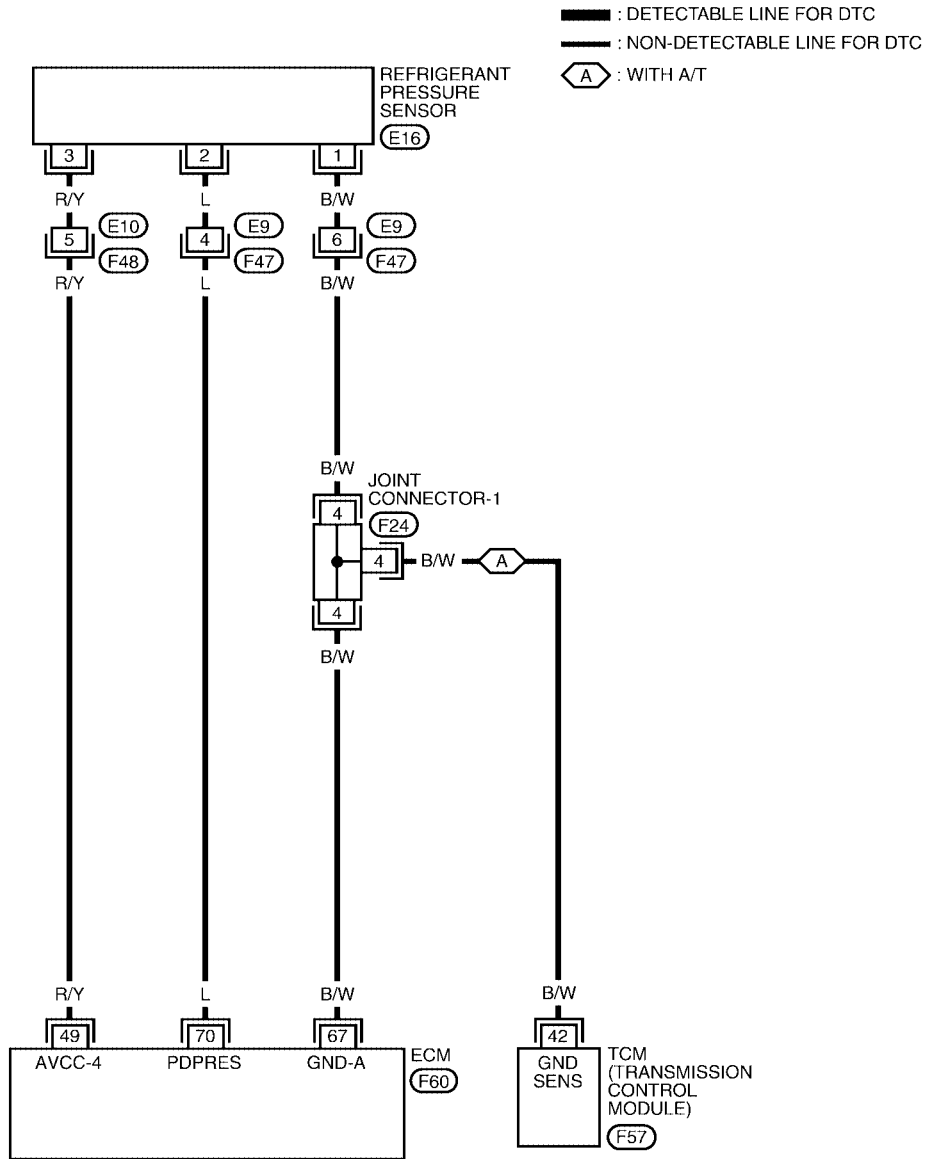
# REFRIGERANT PRESSURE SENSOR

[QG18DE (ULEV)]

## Wiring Diagram

UBS001PO

EC-RP/SEN-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0798E

# REFRIGERANT PRESSURE SENSOR

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensor ground (Refrigerant pressure sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
70	L	Refrigerant pressure sensor	[Engine is running] ● Warm-up condition ● Both A/C switch and blower switch are "ON". (Compressor operates.)	1.0 - 4.0V

## Diagnostic Procedure

UBS001PP

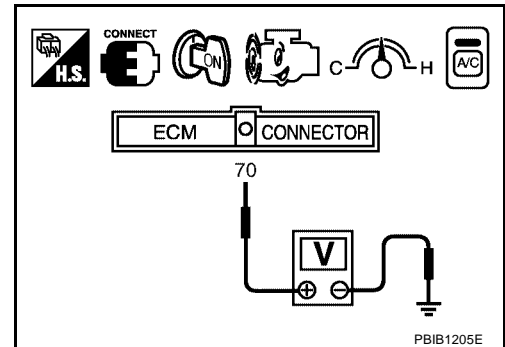
### 1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn A/C switch and blower switch "ON".
3. Check voltage between ECM terminal 70 and ground with CONSULT-II or tester.

**Voltage: 1.0 - 4.0V**

OK or NG

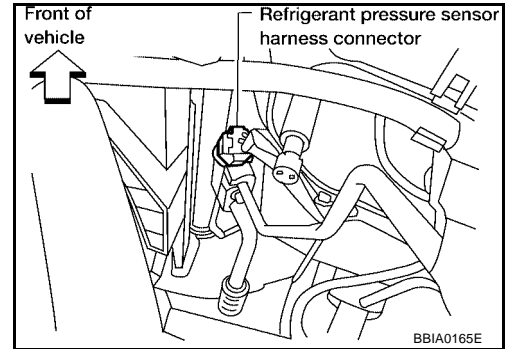
- OK >> **INSPECTION END**
- NG >> GO TO 2.



PBIB1205E

## 2. CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn A/C switch and blower switch "OFF".
2. Stop engine.
3. Disconnect refrigerant pressure sensor harness connector.
4. Turn ignition switch "ON".

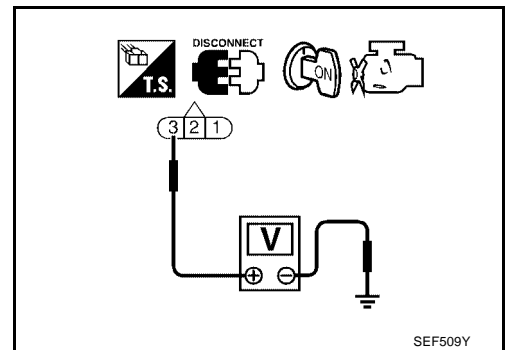


5. Check voltage between refrigerant pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair harness or connectors.

## 4. CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between refrigerant pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- Joint connector-1
- Harness for open or short between ECM and refrigerant pressure sensor
- Harness for open or short between TCM (Transmission control module) and refrigerant pressure sensor

>> Repair open circuit or short to power in harness or connectors.

**6. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 70 and refrigerant pressure sensor terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK REFRIGERANT PRESSURE SENSOR**

Refer to [MTC-15, "Refrigerant Pressure Sensor"](#) .

OK or NG

- OK >> GO TO 9.  
NG >> Replace refrigerant pressure sensor.

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**



# ELECTRICAL LOAD SIGNAL

[QG18DE (ULEV)]

## ELECTRICAL LOAD SIGNAL

PF2:25350

### CONSULT-II Reference Value in Data Monitor Mode

UBS001PQ

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
LOAD SIGNAL	● Ignition switch: ON	Lighting switch "ON"	ON
		Lighting switch "OFF"	OFF

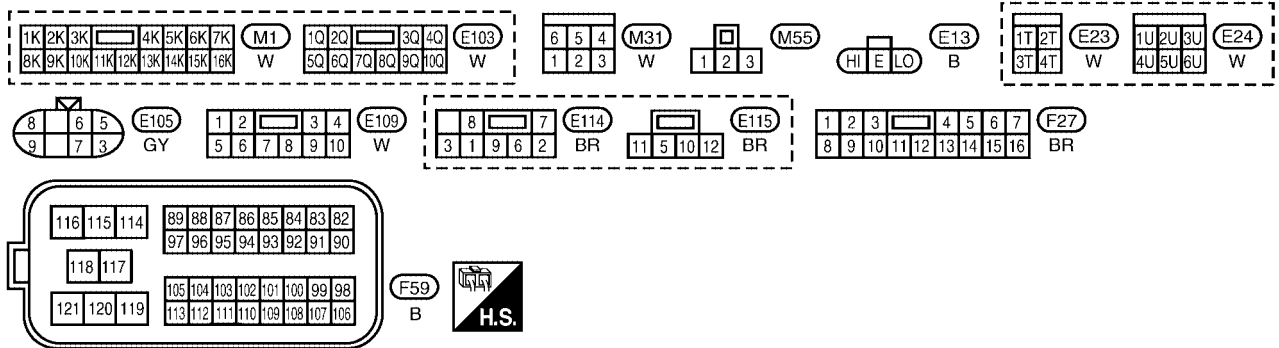
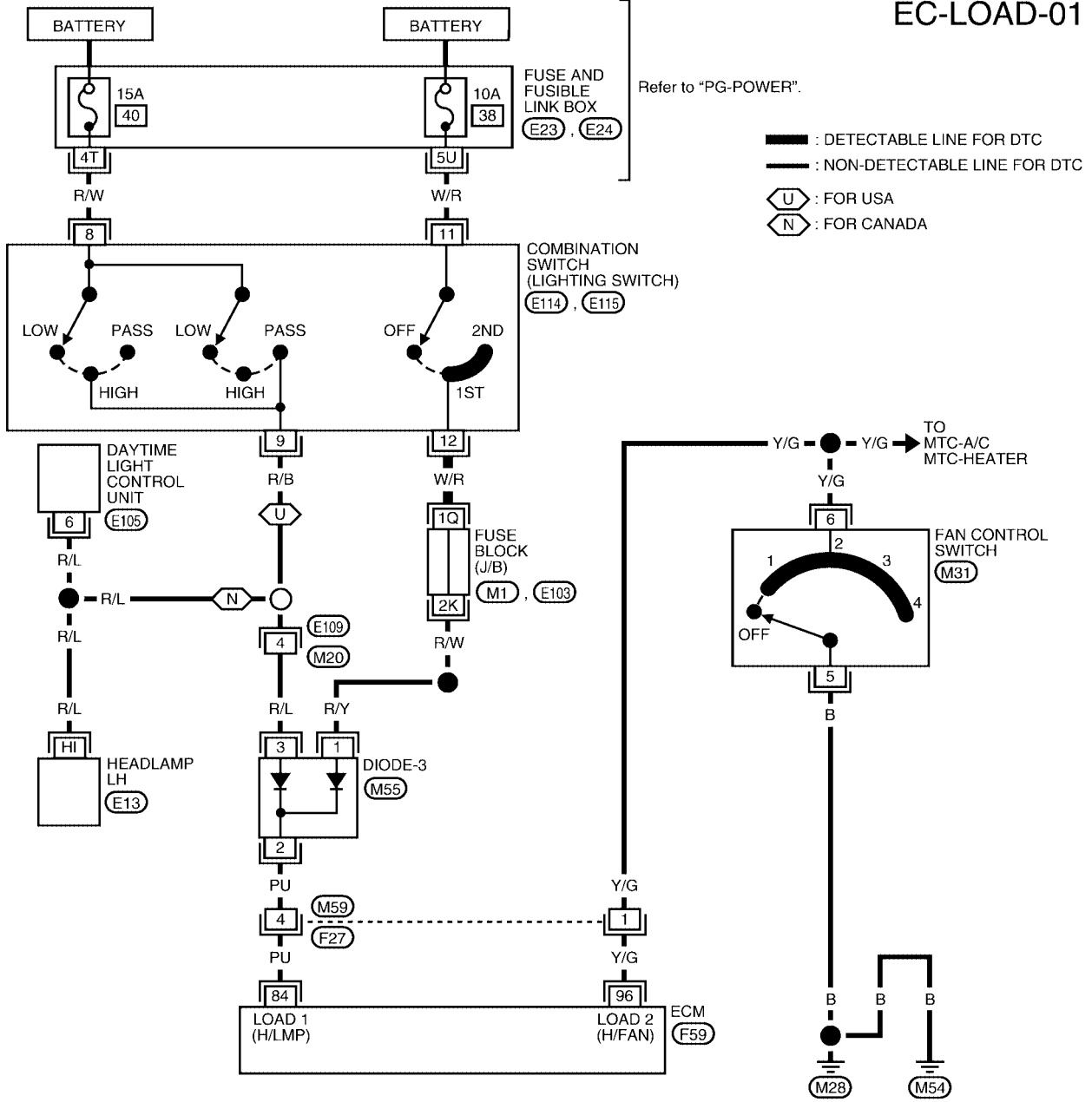
# ELECTRICAL LOAD SIGNAL

[QG18DE (ULEV)]

UBS001PR

## Wiring Diagram

### EC-LOAD-01



BBWA0317E

# ELECTRICAL LOAD SIGNAL

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
84	PU	Electrical load signal (Headlamp signal)	<b>[Ignition switch "ON"]</b> ● Lighting switch is "2ND" position	BATTERY VOLTAGE (11 - 14V)
			<b>[Ignition switch "ON"]</b> ● Lighting switch is "OFF"	Approximately 0V
96	Y/G	Electrical load signal (Heater fan signal)	<b>[Engine is running]</b> ● Heater fan switch "ON"	Approximately 0V
			<b>[Engine is running]</b> ● Heater fan switch "OFF"	Approximately 5V

## Diagnostic Procedure

UBS001PS

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 4.

### 2. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-II

 **With CONSULT-II**

1. Turn ignition switch "ON".
2. Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Lighting switch "ON" at 1st or 2nd position	ON
Lighting switch "OFF"	OFF

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 6.

DATA MONITOR	
MONITORING	NO DTC
LOAD SIGNAL	ON

PBIB0103E

**3. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-III**

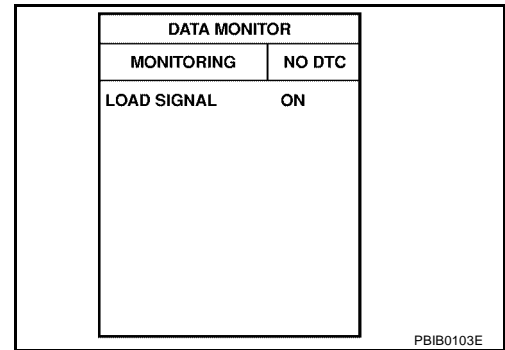
**With CONSULT-II**

1. Turn ignition switch "ON".
2. Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Fan control switch "ON"	ON
Fan control switch "OFF"	OFF

**OK or NG**

- OK >> **INSPECTION END**  
 NG >> GO TO 7.



**4. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-II**

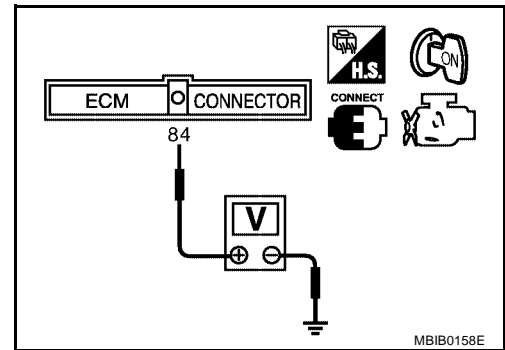
**Without CONSULT-II**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 84 and ground under the following conditions.

Condition	Voltage
Lighting switch "ON" at 2nd position	Battery voltage
Lighting switch "OFF"	0V

**OK or NG**

- OK >> GO TO 5.  
 NG >> GO TO 6.



**5. CHECK FAN CONTROL SWITCH CIRCUIT OVERALL FUNCTION-III**

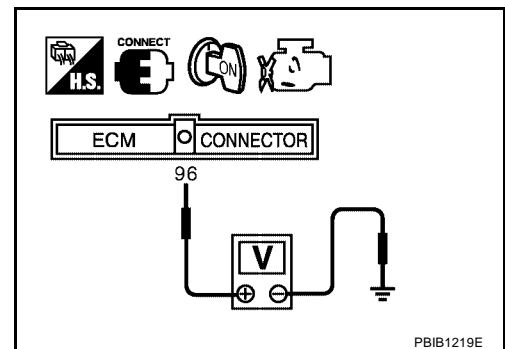
**Without CONSULT-II**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 96 and ground under the following conditions.

Condition	Voltage
Fan control switch "ON"	0V
Fan control switch "OFF"	5V

**OK or NG**

- OK >> **INSPECTION END**  
 NG >> GO TO 7.



## 6. CHECK HEADLAMP FUNCTION

1. Start engine.
2. Turn the lighting switch "ON" at 2nd position.
3. Check that headlamp are illuminated.

OK or NG

OK >> GO TO 8.

NG >> Refer to [LT-6, "HEADLAMP \(FOR USA\)"](#) or [LT-10, "HEADLAMP \(FOR CANADA\) — DAYTIME LIGHT SYSTEM —"](#).

## 7. CHECK FAN CONTROL FUNCTION

1. Start engine.
2. Turn "ON" the fan control switch.
3. Check the blower fan motor. Does the blower fan motor activate?

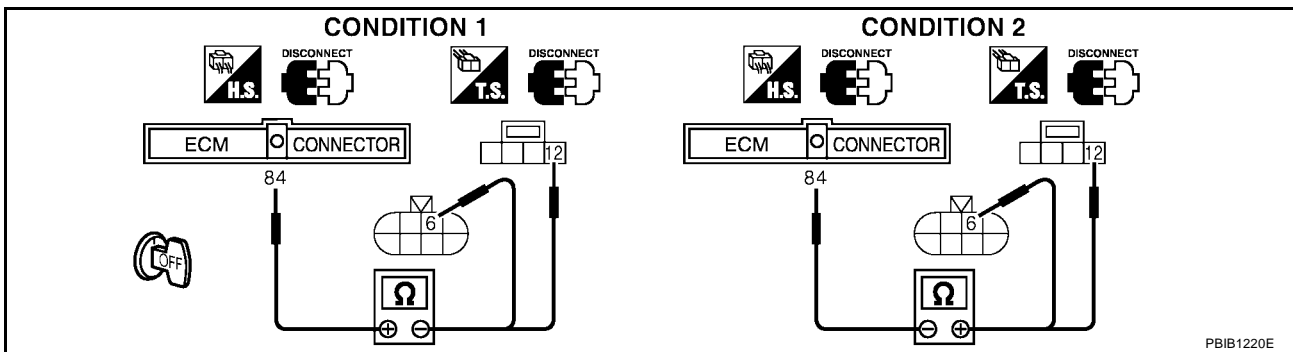
YES or NO

YES >> GO TO 10.

NO >> Refer to [MTC-46, "BLOWER MOTOR"](#).

## 8. CHECK HEADLAMP INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect combination switch harness connectors (Models for USA), daytime light control unit harness connector (Models for Canada).
4. Check harness continuity between ECM terminal 84 and combination switch terminal 12 or daytime light control unit terminal 6 under the following conditions.



Condition	Continuity
1	Should not exist.
2	Should exist.

5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 12.

NG >> GO TO 9.

---

## 9. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M20, E109 (Models for Canada)
- Harness connectors M59, F27
- Harness connectors E108, M19 (Models for USA)
- Fuse block M1, E103
- Diode M52
- Diode M55
- Harness for open and short between ECM and combination switch or daytime light control unit

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 10. CHECK FAN CONTROL CIRCUIT FOR OPEN OR SHORT

---

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect fan control switch harness connector.
4. Check harness continuity between ECM terminal 96 and fan control switch terminal 6.

**Continuity should exist.**

5. Check harness continuity between fan control switch terminal 5 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 12.

NG >> GO TO 11.

---

## 11. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M59, F27
- Harness for open and short between ECM and fan control switch
- Harness for open or short between fan control switch and body ground

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 12. CHECK INTERMITTENT INCIDENT

---

Perform [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

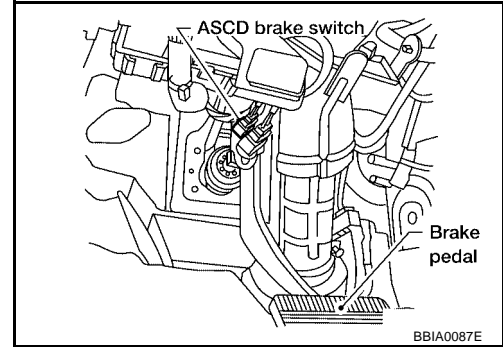
## ASC D BRAKE SWITCH

UBS0041B

### Component Description

When depress on the brake pedal, ASC D brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal)

Refer to [EC-598, "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\)"](#) for the ASC D function.



### CONSULT-II Reference Value in Data Monitor Mode

UBS0041C

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW 1 (ASC D brake switch)	● Ignition switch: ON	● Brake pedal fully released	ON
		● Brake pedal depressed	OFF
BRAKE SW 2 (stop lamp switch)	● Ignition switch: ON	● Brake pedal fully released	OFF
		● Brake pedal depressed	ON

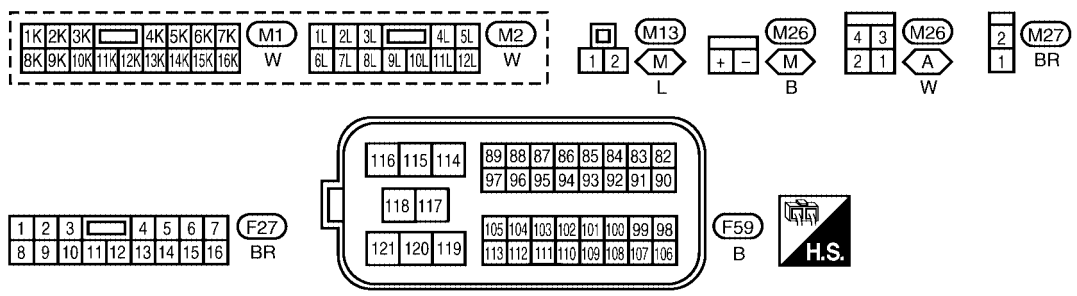
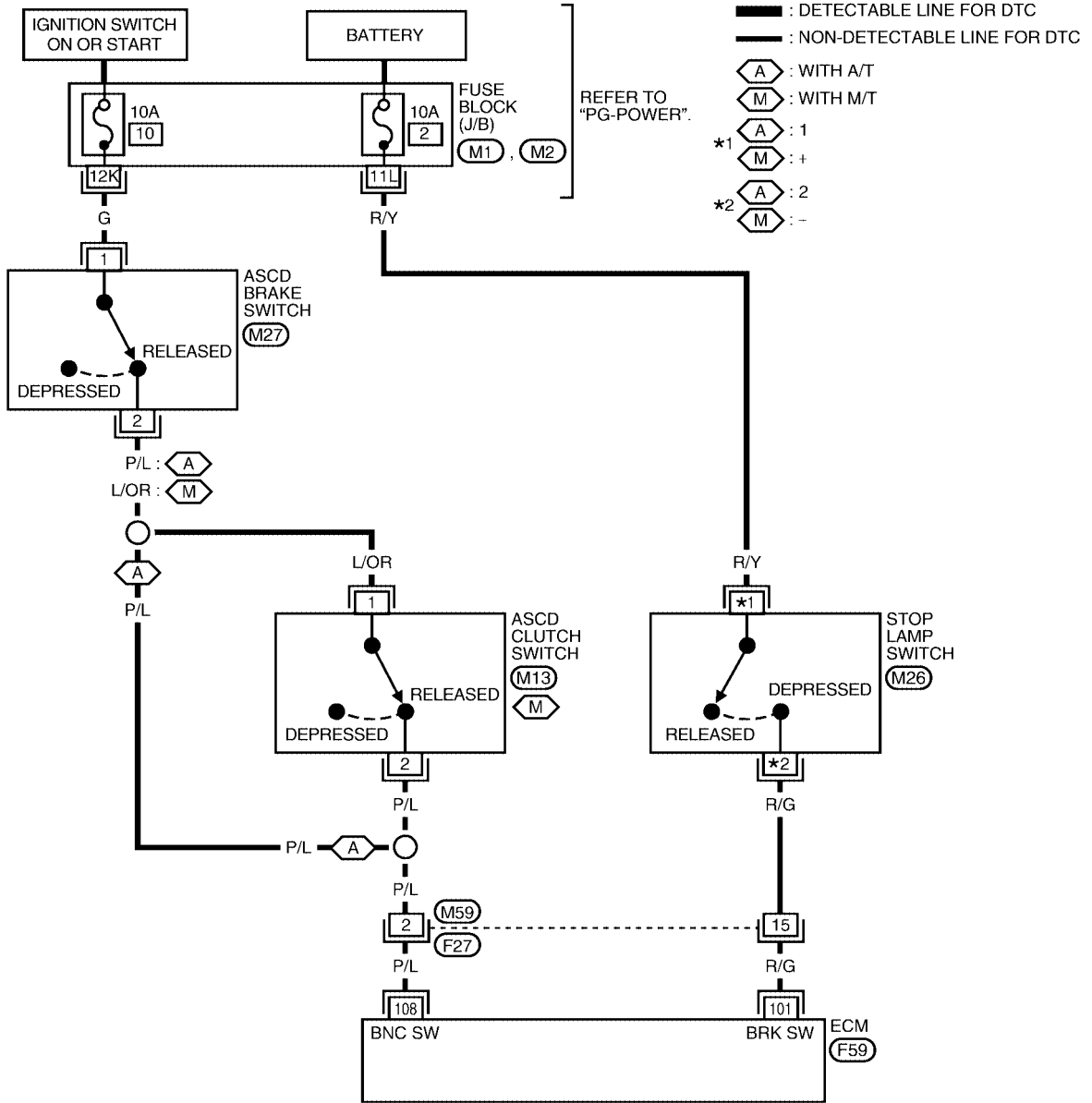
# ASC D BRAKE SWITCH

[QG18DE (ULEV)]

UBS0041D

## Wiring Diagram

EC-ASCBOF-01



BBWA0316E



# ASCD BRAKE SWITCH

[QG18DE (ULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal is fully released	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is depressed	BATTERY VOLTAGE (11 - 14V)
108	P/L	ASCD brake switch	[Ignition switch "ON"] ● Brake pedal is depressed	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is fully released	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS006GY

### 1. CHECK OVERALL FUNCTION-I

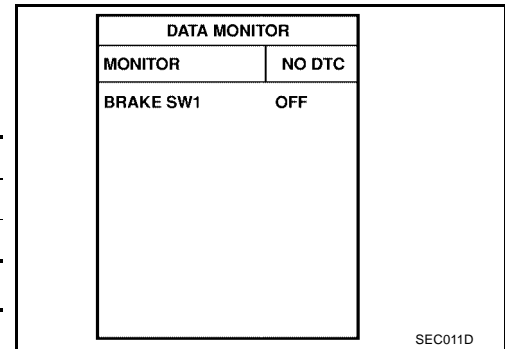
**With CONSULT-II**

- Turn ignition switch "ON".
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
- Check "BRAKE SW1" indication under the following conditions.  
**M/T models**

CONDITION	INDICATION
When clutch pedal or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON

**A/T models**

CONDITION	INDICATION
When brake pedal is depressed	OFF
When brake pedal is fully released	ON



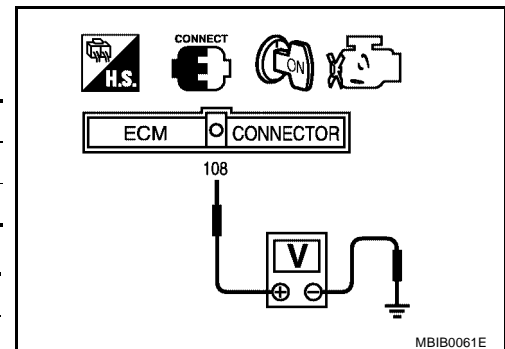
**Without CONSULT-II**

- Turn ignition switch "ON".
- Check voltage between ECM terminal 108 and ground under the following conditions.  
**M/T models**

CONDITION	VOLTAGE
When clutch pedal or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage

**A/T models**

CONDITION	VOLTAGE
When brake pedal is depressed	Approximately 0V
When brake pedal is fully released	Battery voltage



**OK or NG**

- OK >> GO TO 2.
- NG (M/T models) >>GO TO 3.
- NG (A/T models) >>GO TO 4.

# ASCD BRAKE SWITCH

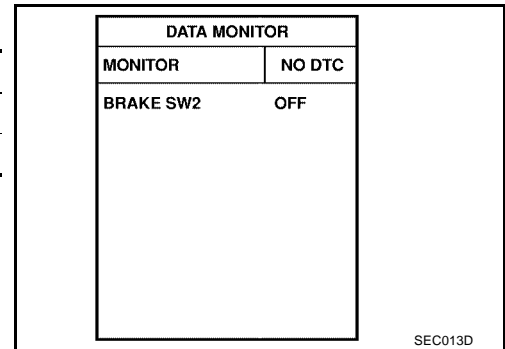
[QG18DE (ULEV)]

## 2. CHECK OVERALL FUNCTION-II

### With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

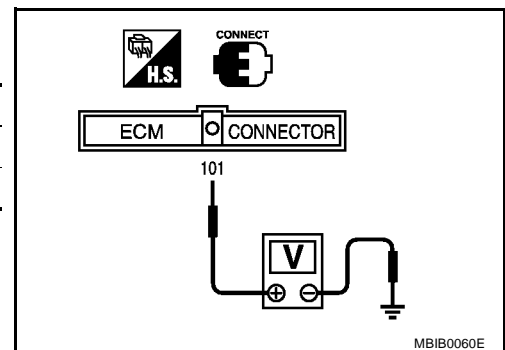
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



### Without CONSULT-II

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

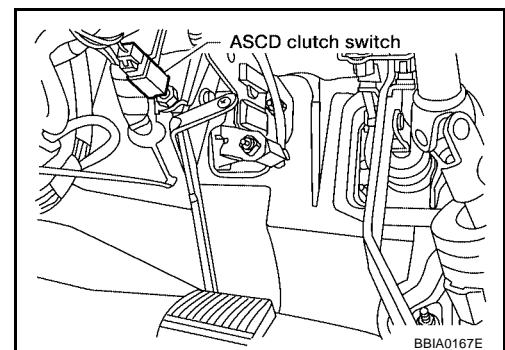


OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 13.

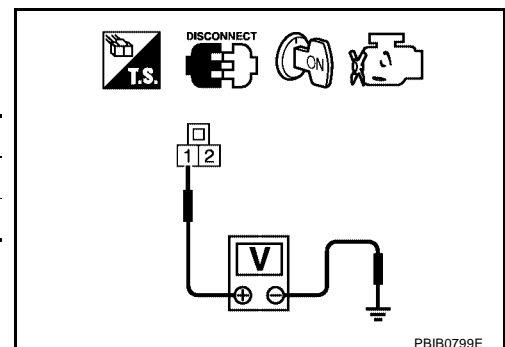
## 3. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V

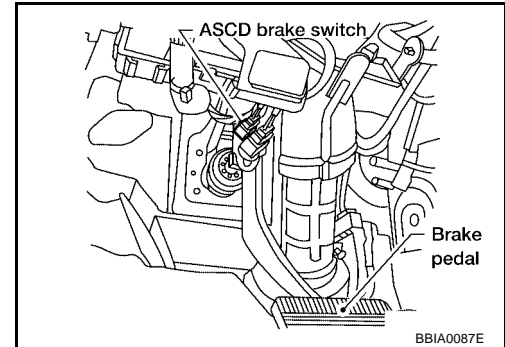


OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.

## 4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

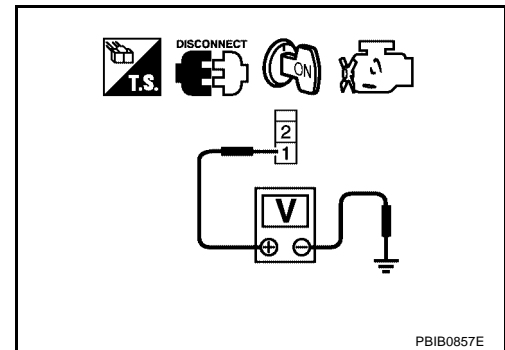


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models) >> GO TO 6.
- OK (A/T models) >> GO TO 7.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK ASCD BRAKE SWITCH**

Refer to [EC-577, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD brake switch.

**10. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**12. CHECK ASCD CLUTCH SWITCH**

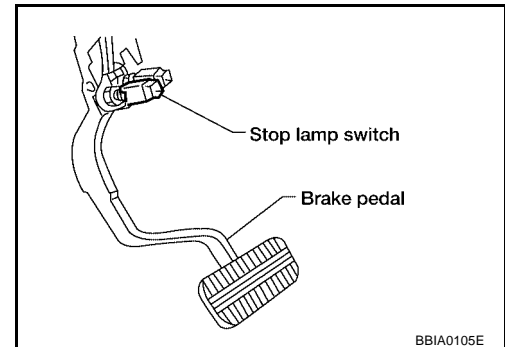
Refer to [EC-577, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD clutch switch.

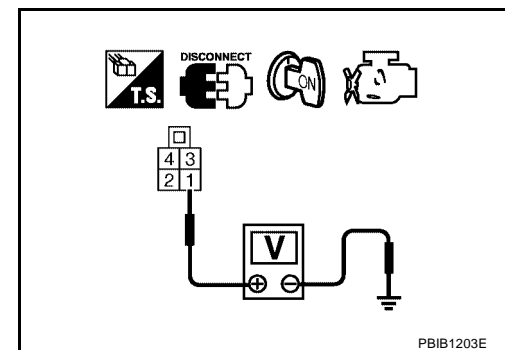
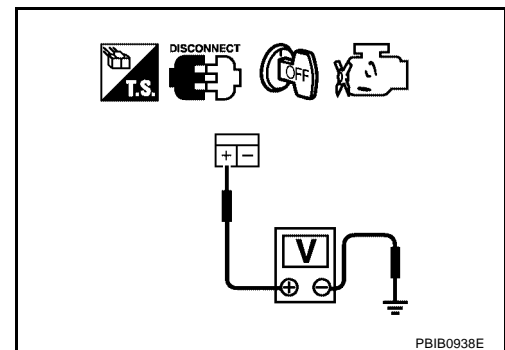
## 13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.



3. Check voltage between stop lamp switch terminal + (M/T models) or 1 (A/T models) and ground with CONSULT -II or tester.

**Voltage: Battery voltage**



### OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

## 14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

**15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp switch terminal – (M/T models) or 2 (A/T models).  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

**16. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**17. CHECK STOP LAMP SWITCH**

Refer to [EC-577, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace stop lamp switch.

**18. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

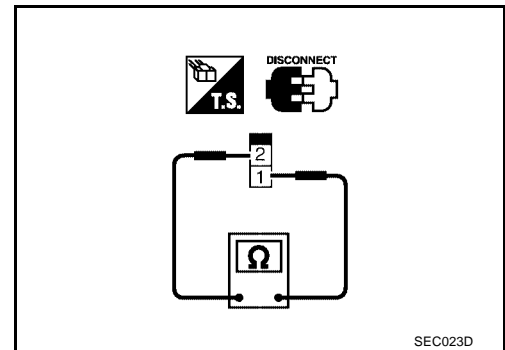
**Component Inspection  
ASCD BRAKE SWITCH**

UBS0061P

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Check harness continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should exist.
When brake pedal is depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#) , and perform step 3 again.



**ASCD CLUTCH SWITCH (FOR M/T MODELS)**

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.

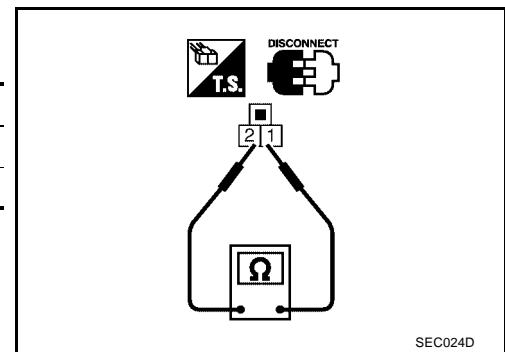
# ASCD BRAKE SWITCH

[QG18DE (ULEV)]

3. Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When clutch pedal is fully released.	Should exist.
When clutch pedal is depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-6](#), "[CLUTCH SYSTEM](#)", and perform step 3 again.



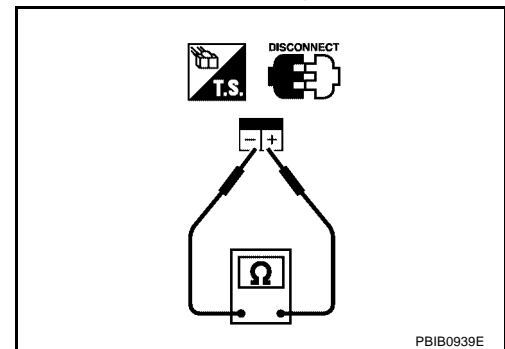
## STOP LAMP SWITCH

### M/T Models

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check harness continuity between stop lamp switch terminals + and - under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.

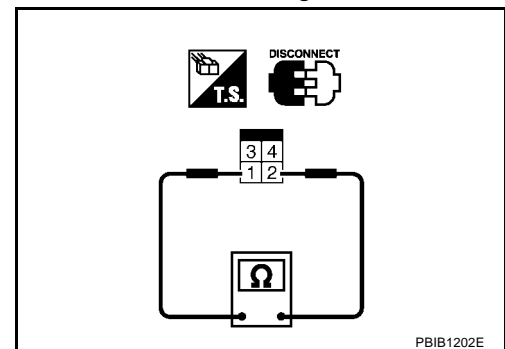


### A/T Models

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check harness continuity between stop lamp switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.



**ASCD INDICATOR**

PFP:24814

**Component Description**

UBS0041F

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE indicator illuminates when CRUISE switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET indicator illuminates when following conditions are met.

- CRUISE indicator is illuminated.
- SET switch on ASCD steering switch is turned ON while vehicle speed is within the range of ASCD setting.

SET indicator remains lit during ASCD control.

Refer to [EC-598, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.

**CONSULT-II Reference Value in Data Monitor Mode**

UBS0041G

Specification data are reference value.

MONITOR ITEM	CONDITION		SPECIFICATION
CRUISE LAMP	● Ignition switch: ON	● CRUISE switch pressed	ON
		● CRUISE switch released	OFF
SET LAMP	● CRUISE switch: ON ● When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	● COAST/SET switch pressed	ON
		● COAST/SET switch released	OFF






# ASC D INDICATOR

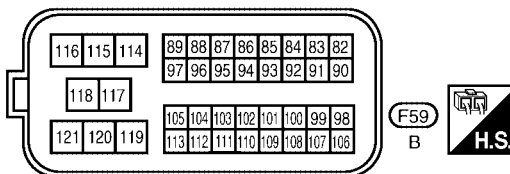
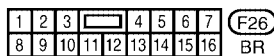
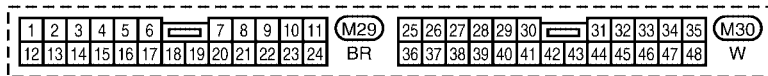
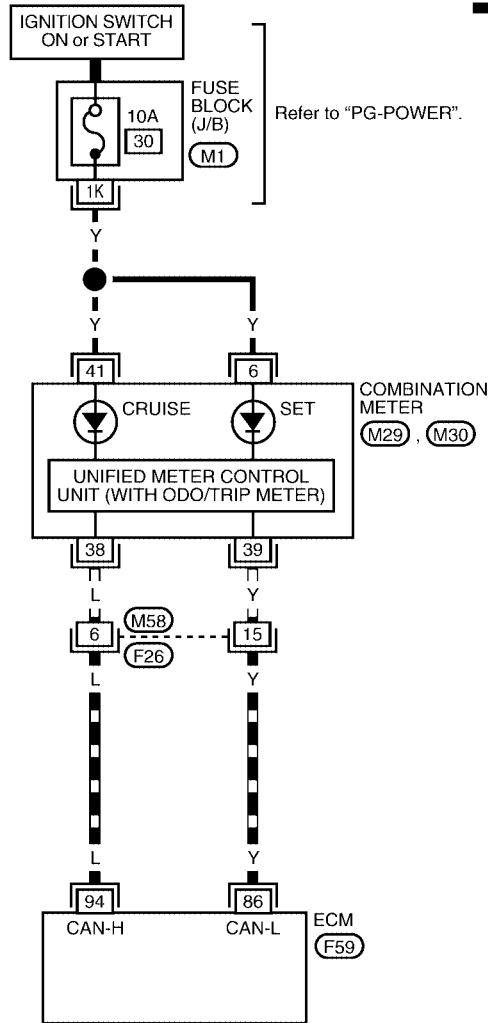
[QG18DE (ULEV)]

UBS0041H

## Wiring Diagram

### EC-ASCIND-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



BBWA0433E

## Diagnostic Procedure

### 1. CHECK OVERALL FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION	SPECIFICATION	
CRUISE LAMP	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	<ul style="list-style-type: none"> <li>● CRUISE switch pressed</li> </ul>	ON
		<ul style="list-style-type: none"> <li>● CRUISE switch released</li> </ul>	OFF
SET LAMP	<ul style="list-style-type: none"> <li>● CRUISE switch: ON</li> <li>● When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH)</li> </ul>	<ul style="list-style-type: none"> <li>● COAST/SET switch pressed</li> </ul>	ON
		<ul style="list-style-type: none"> <li>● COAST/SET switch released</li> </ul>	OFF

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

### 2. CHECK DTC

Check that DTC U1000 or U1001 is not displayed.

OK or NG

- OK >> Perform trouble diagnoses for DTC U1000, U1001, refer to [EC-145, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#) .
- NG >> GO TO 3.

### 3. CHECK COMBINATION METER OPERATION

Does combination meter operate normally?

Yes or No

- Yes >> GO TO 4.
- No >> Check combination meter circuit. Refer to [DI-8, "Combination Meter"](#) .

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

# DATA LINK CONNECTOR

[QG18DE (ULEV)]

## DATA LINK CONNECTOR

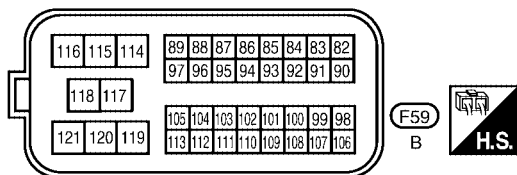
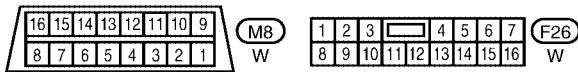
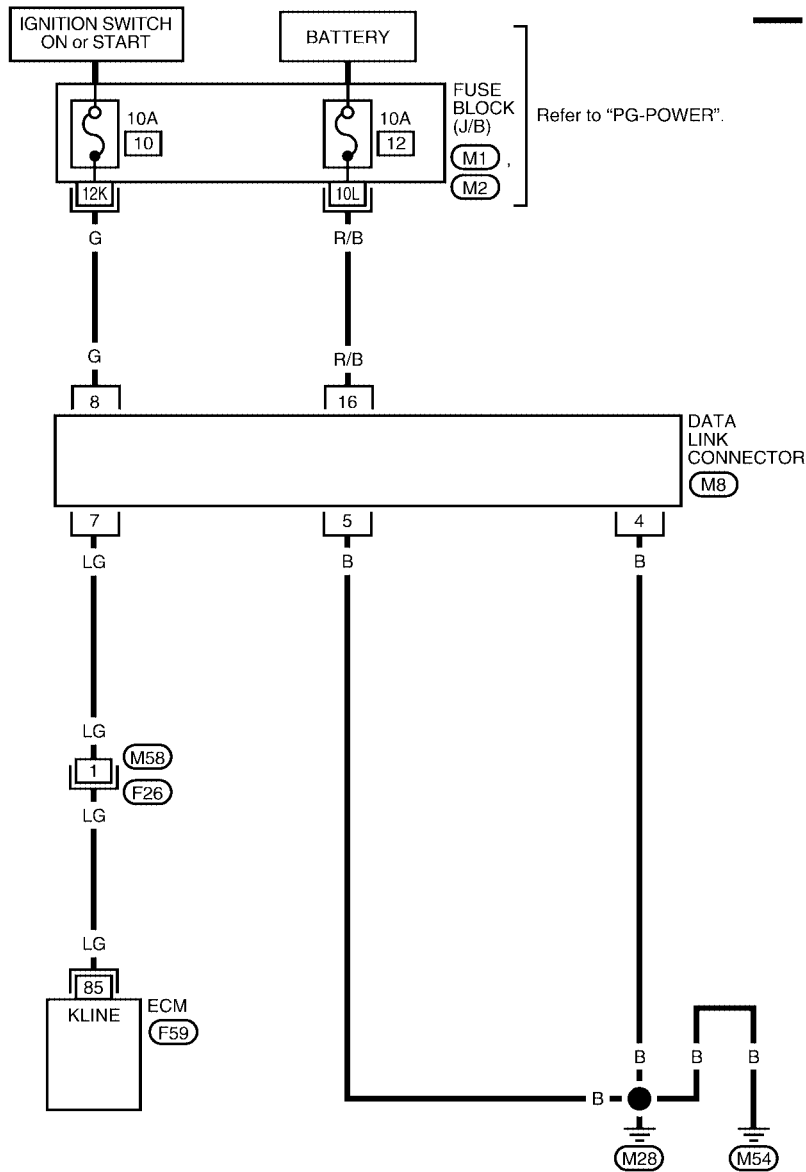
PF24814

### Wiring Diagram

UBS002N3

## EC-DLC-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.  
 (M1), (M2) - FUSE  
 BLOCK-JUNCTION BOX (J/B)

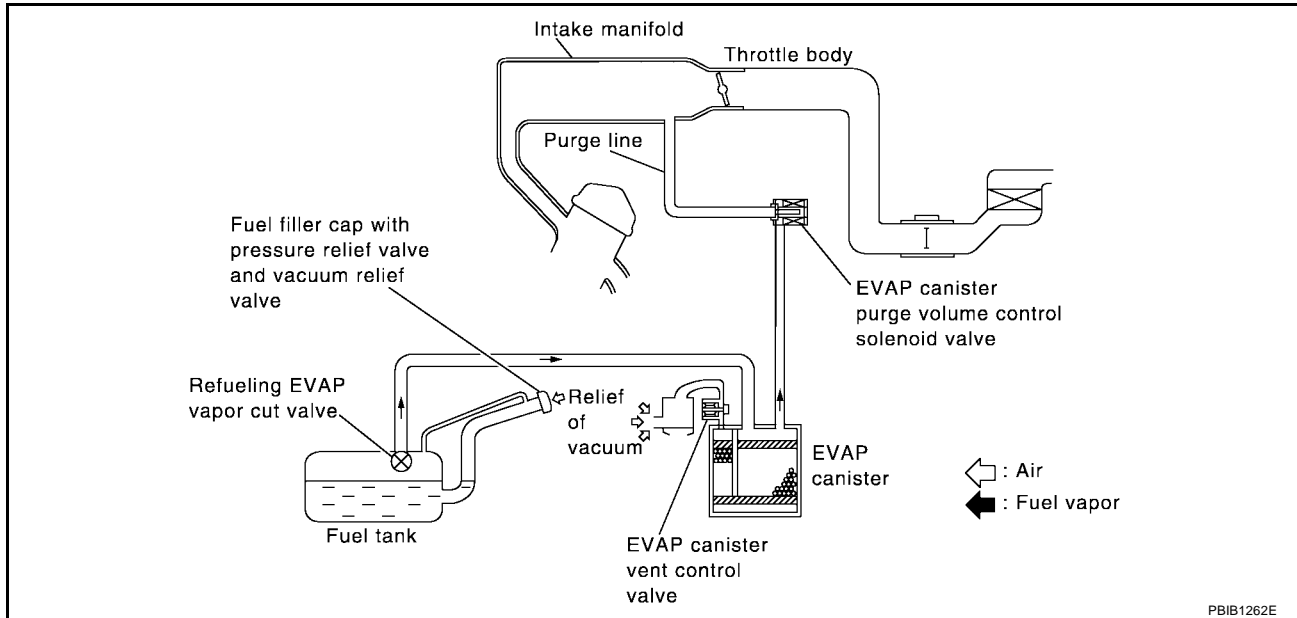
BBWA0318E

## EVAPORATIVE EMISSION SYSTEM

PFP:14950

### Description SYSTEM DESCRIPTION

UBS001PU



PBIB1262E

The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister.

The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon and the vapor is stored there when the engine is not operating or when refueling to the fuel tank.

The vapor in the EVAP canister is purged by the air through the purge line to the intake manifold when the engine is operating.

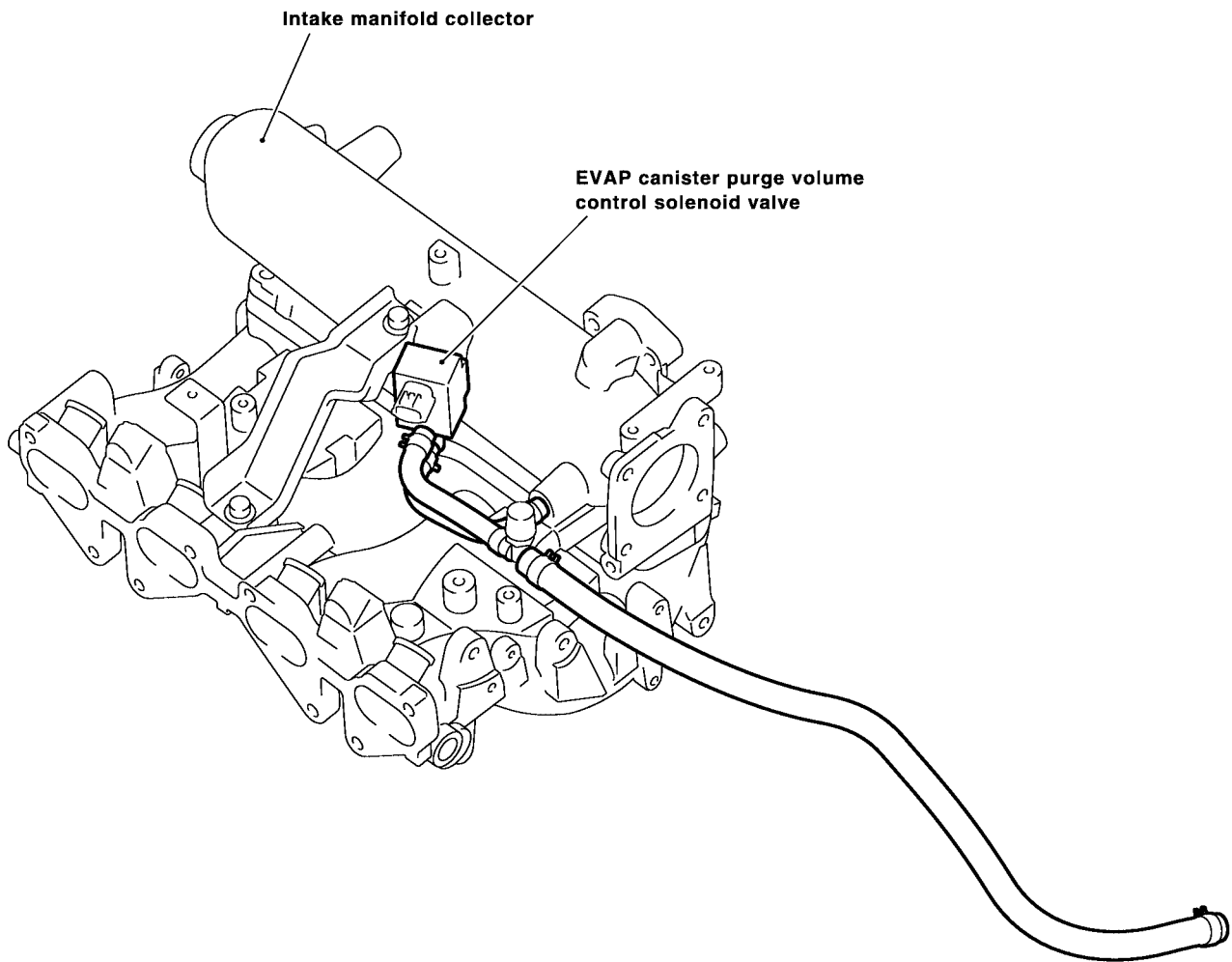
EVAP canister purge volume control solenoid valve is controlled by ECM. When the engine operates, the flow rate of vapor controlled by EVAP canister purge volume control solenoid valve is proportionally regulated as the air flow increases.

EVAP canister purge control solenoid valve also shuts off the vapor purge line during decelerating and idling.

# EVAPORATIVE EMISSION SYSTEM

[QG18DE (ULEV)]

## EVAPORATIVE EMISSION LINE DRAWING



**NOTE :** Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

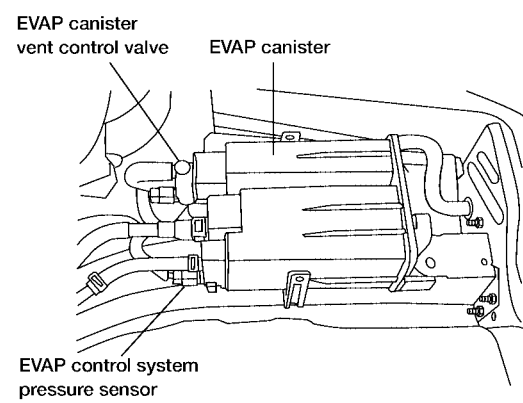
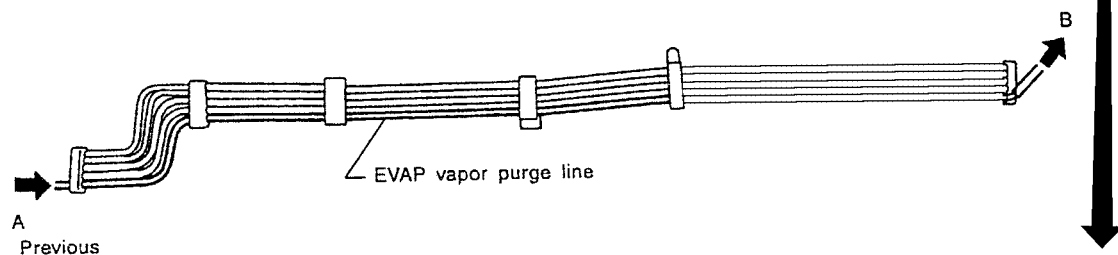
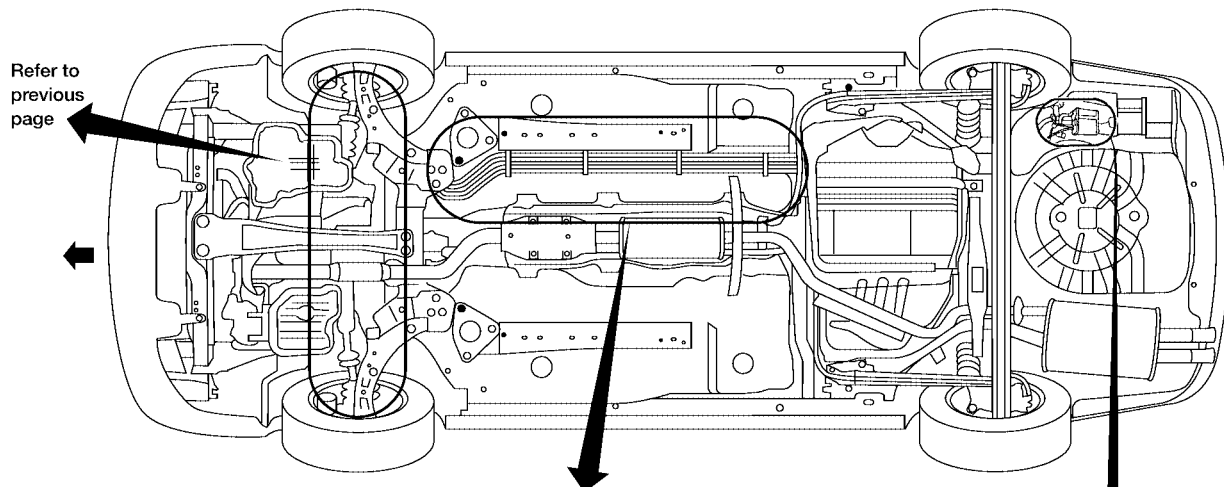
PBIB1056E

# EVAPORATIVE EMISSION SYSTEM

[QG18DE (ULEV)]

**NOTE:**

Do not use soapy water or any type of solvent while installing vacuum hoses or purge hoses.

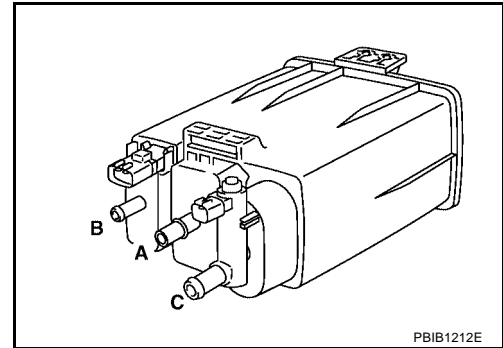


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### Component Inspection EVAP CANISTER

Check EVAP canister as follows:

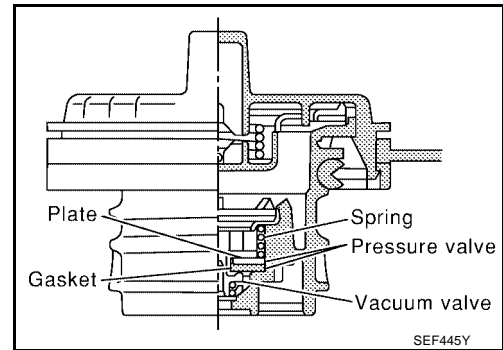
1. Block port **B** .
2. Blow air into port **A** and check that it flows freely out of port **C** .
3. Release blocked port **B** .
4. Apply vacuum pressure to port **B** and check that vacuum pressure exists at the ports **A** and **C** .
5. Block port **A** and **B** .
6. Apply pressure to port **C** and check that there is no leakage.



PBIB1212E

### FUEL TANK VACUUM RELIEF VALVE (BUILT INTO FUEL FILLER CAP)

1. Wipe clean valve housing.



SEF445Y

2. Check valve opening pressure and vacuum.

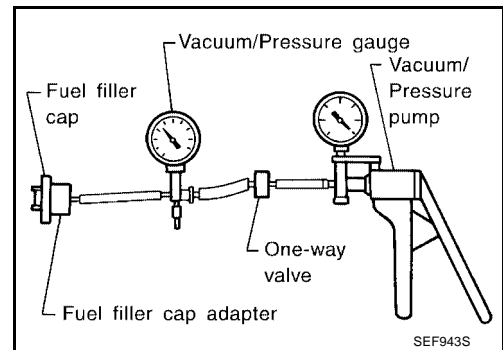
**Pressure:** 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)

**Vacuum:** -6.0 to -3.4 kPa (-0.061 to -0.035 kg/cm<sup>2</sup> , -0.87 to -0.48 psi)

3. If out of specification, replace fuel filler cap as an assembly.

**CAUTION:**

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.



SEF943S

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-316](#) .

### FUEL TANK TEMPERATURE SENSOR

Refer to [EC-255](#) .

### EVAP CANISTER VENT CONTROL VALVE

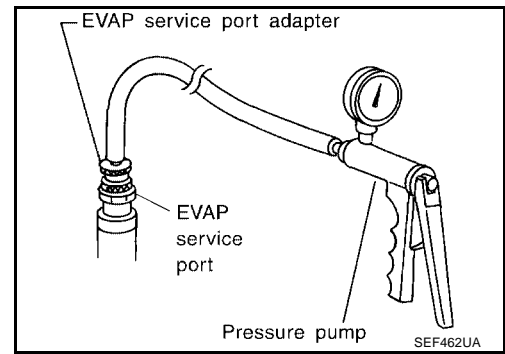
Refer to [EC-322](#) .

### EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-329](#) .

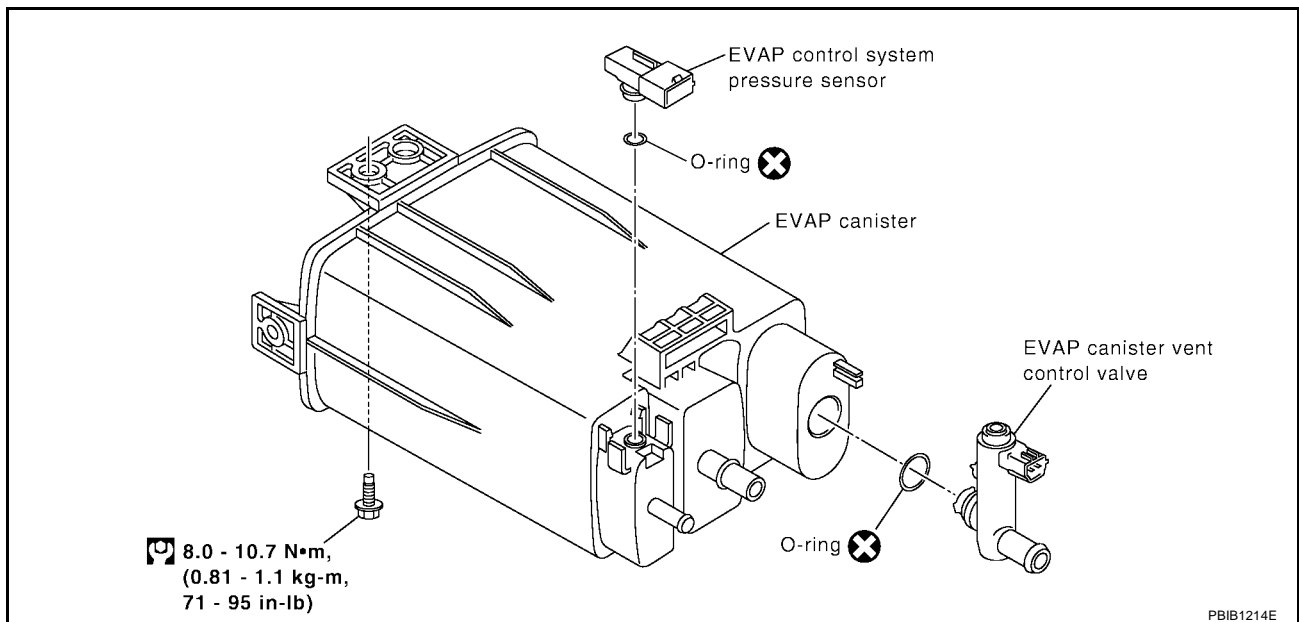
### EVAP SERVICE PORT

Positive pressure is delivered to the EVAP system through the EVAP service port. If fuel vapor leakage in the EVAP system occurs, use a leak detector to locate the leak.



### Removal and Installation EVAP CANISTER

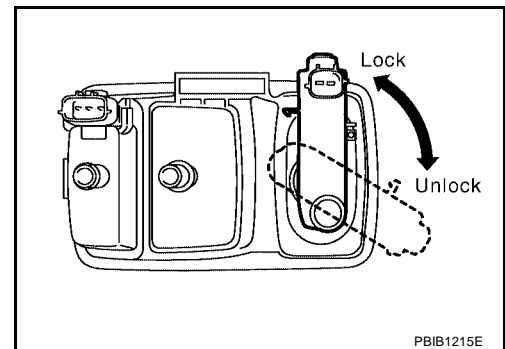
Tighten EVAP canister as shown in the figure.



### EVAP CANISTER VENT CONTROL VALVE

1. Turn EVAP canister vent control valve counterclockwise.
2. Remove the EVAP canister vent control valve.

**Do not reuse the O-ring, replace it with a new one.**



### How to Detect Fuel Vapor Leakage

#### CAUTION:

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in EVAP system.

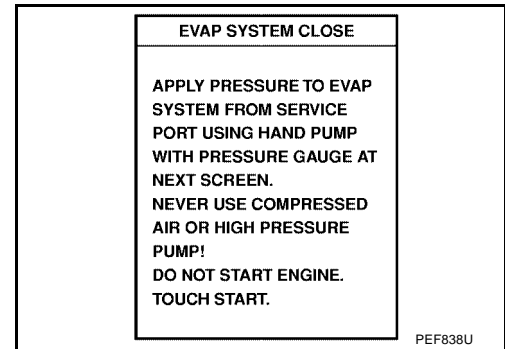
#### NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

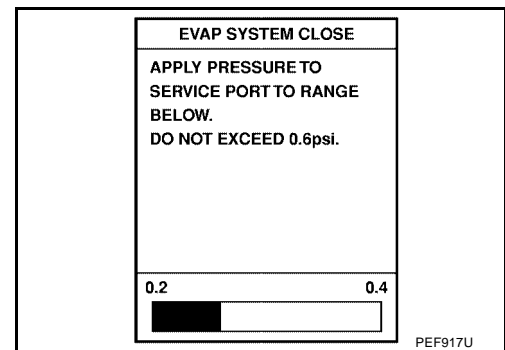


### Ⓟ WITH CONSULT-II

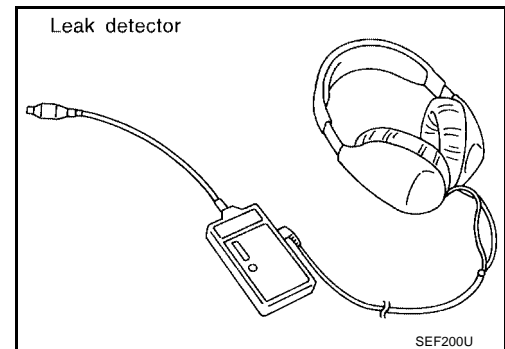
1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump and hose to the EVAP service port adapter.
3. Turn ignition switch "ON".
4. Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT MODE" with CONSULT-II.
5. Touch "START". A bar graph (Pressure indicating display) will appear on the screen.



6. Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
7. Remove EVAP service port adapter and hose with pressure pump.

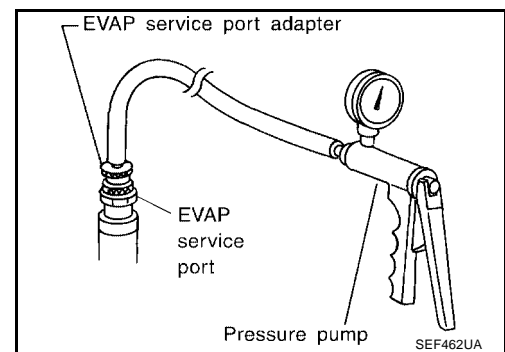


8. Locate the leak using a leak detector. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#).



### ⓧ WITHOUT CONSULT-II

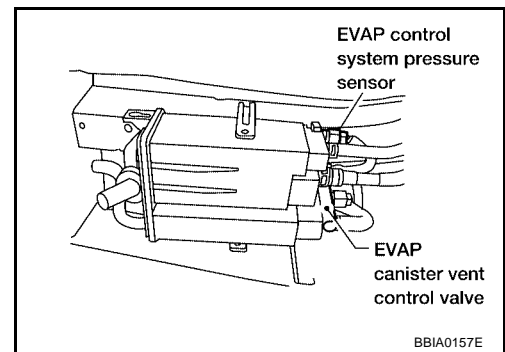
1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump with pressure gauge to the EVAP service port adapter.



# EVAPORATIVE EMISSION SYSTEM

[QG18DE (ULEV)]

3. Apply battery voltage to between the terminals of EVAP canister vent control valve to make a closed EVAP system.
4. To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm<sup>2</sup> , 0.2 to 0.4 psi).
5. Remove EVAP service port adapter and hose with pressure pump.
6. Locate the leak using a leak detector. Refer to [EC-584, "EVAPORATIVE EMISSION LINE DRAWING"](#) .



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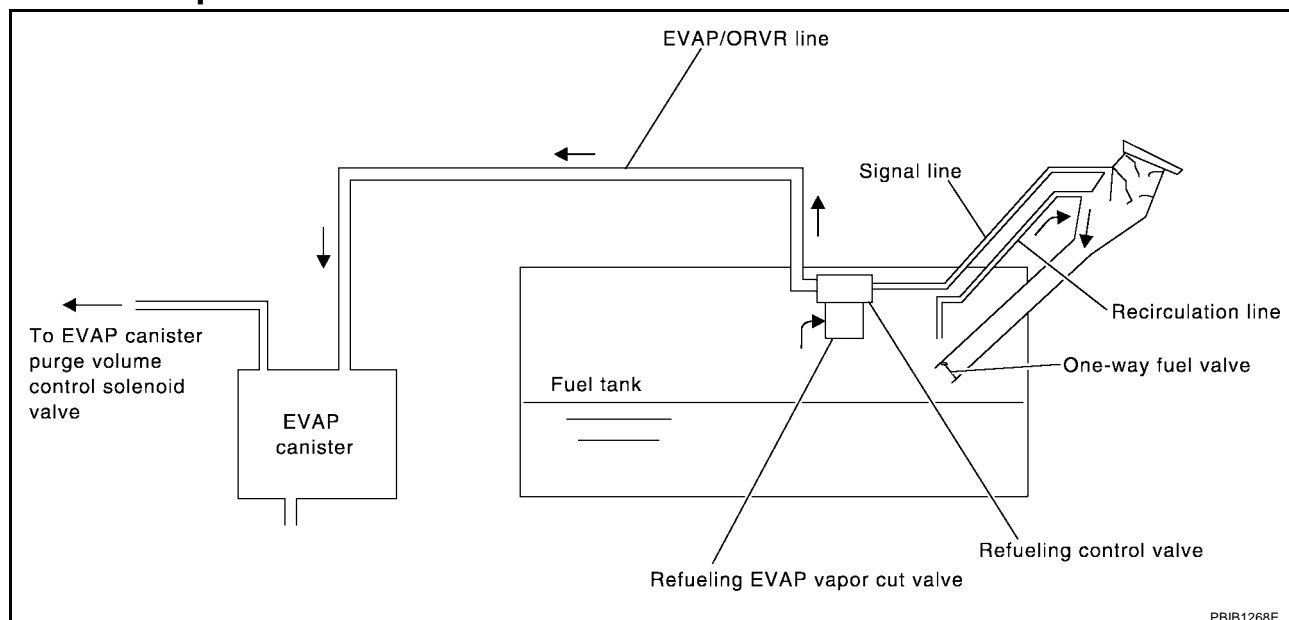
M

## ON BOARD REFUELING VAPOR RECOVERY (ORVR)

PFP:00032

## System Description

UBS00377



PBIB1268E

From the beginning of refueling, the fuel tank pressure goes up. When the pressure reaches the setting value of the refueling control valve (RCV) opening pressure, the RCV is opened. After RCV opens, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve, RCV and EVAP/ORVR line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.

When the refueling has reached the full level of the fuel tank, the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

The RCV is always closed during driving and the evaporative emission control system is operated the same as conventional system.

**WARNING:**

When conducting inspections below, be sure to observe the following:

- Put a “CAUTION: INFLAMMABLE” sign in workshop.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from work area.
- Be sure to furnish the workshop with a CO<sub>2</sub> fire extinguisher.

**CAUTION:**

- Before removing fuel line parts, carry out the following procedures:
  - Put drained fuel in an explosion-proof container and put lid on securely.
  - Release fuel pressure from fuel line. Refer to “Fuel Pressure Release”, [EC-56](#).
  - Disconnect battery ground cable.
- Always replace O-ring when the fuel gauge retainer is removed.
- Do not kink or twist hose and tube when they are installed.
- Do not tighten hose and clamps excessively to avoid damaging hoses.
- After installation, run engine and check for fuel leaks at connection.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically. Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (ULEV)]

UBS00378

## Diagnostic Procedure

**SYMPTOM: FUEL ODOR FROM EVAP CANISTER IS STRONG.**

### 1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.9 kg (4.2 lb).

OK or NG

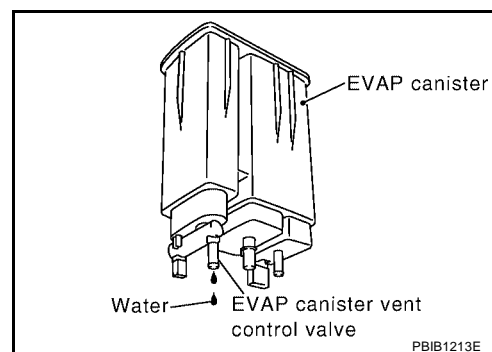
- OK >> GO TO 2.  
NG >> GO TO 3.

### 2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.  
No >> GO TO 6.



### 3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> Repair or replace EVAP hose.

### 4. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-593, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace refueling EVAP vapor cut valve with fuel tank.

### 5. CHECK REFUELING CONTROL VALVE

Refer to [EC-593, "Component Inspection"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> Replace refueling control valve with fuel tank.

**SYMPTOM: CANNOT REFUEL/FUEL ODOR FROM THE FUEL FILLER OPENING IS STRONG WHILE REFUELING.**

### 1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.9 kg (4.2 lb).

OK or NG

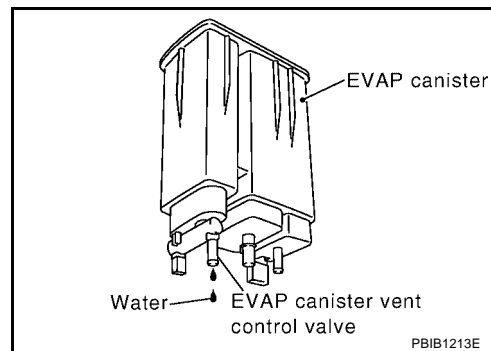
- OK >> GO TO 2.  
NG >> GO TO 3.

### 2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.
- No >> GO TO 6.



### 3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 4.

### 4. CHECK VENT HOSES AND VENT TUBES

Check hoses and tubes between EVAP canister and refueling control valve for clogging, kink, looseness and improper connection.

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace hoses and tubes.

### 5. CHECK FILLER NECK TUBE

Check recirculation line for clogging, dents and cracks.

OK or NG

- OK >> GO TO 6.
- NG >> Replace filler neck tube.

### 6. CHECK REFUELING CONTROL VALVE

Refer to [EC-593, "Component Inspection"](#).

OK or NG

- OK >> GO TO 7.
- NG >> Replace refueling control valve with fuel tank.

### 7. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-593, "Component Inspection"](#).

OK or NG

- OK >> GO TO 8.
- NG >> Replace refueling EVAP vapor cut valve with fuel tank.

### 8. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

OK or NG

- OK >> GO TO 9.
- NG >> Replace fuel filler tube.

**9. CHECK ONE-WAY FUEL VALVE-I**

Check one-way valve for clogging.

OK or NG

OK >> GO TO 10.

NG >> Repair or replace one-way fuel valve with fuel tank.

**10. CHECK ONE-WAY FUEL VALVE-II**

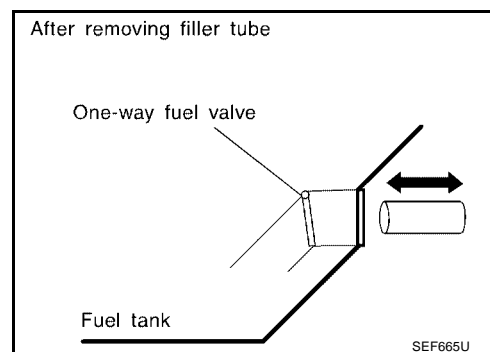
1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.
3. Check one-way fuel valve for operation as follows.  
When a stick is inserted, the valve should open, when removing stick it should close.

**Do not drop any material into the tank.**

OK or NG

OK >> **INSPECTION END**

NG >> Replace fuel filler tube or replace one-way fuel valve with fuel tank.



### Component Inspection

#### REFUELING EVAP VAPOR CUT VALVE

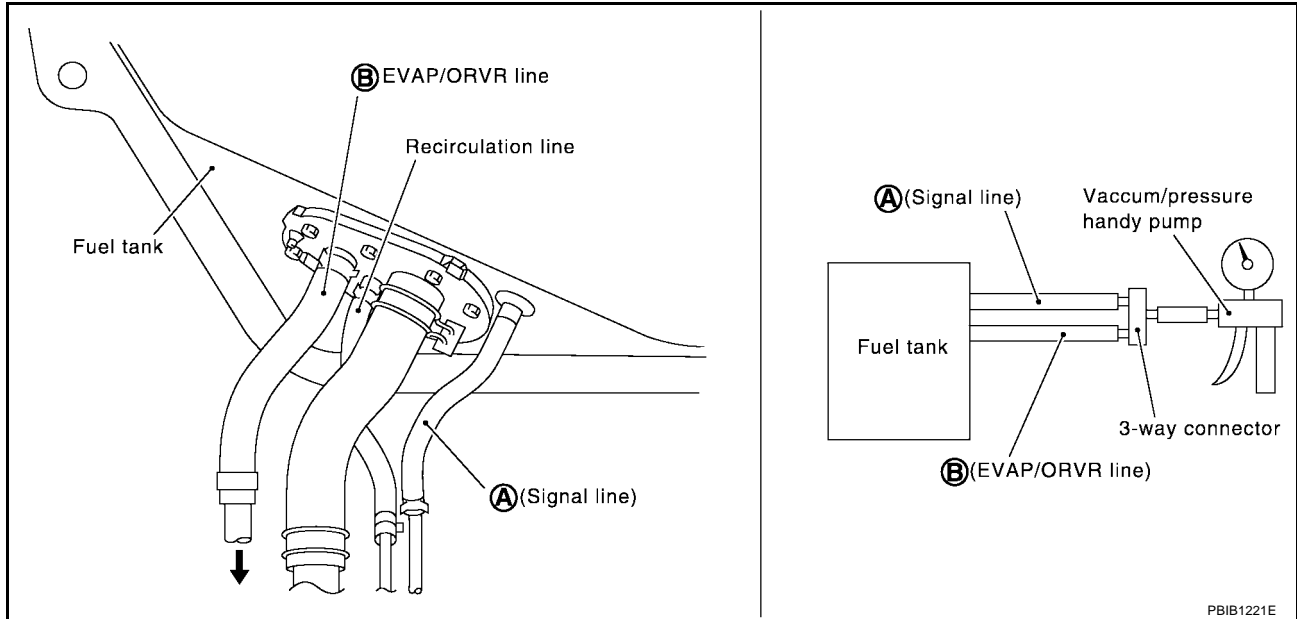
Ⓟ **With CONSULT-II**

1. Remove fuel tank. Refer to [FL-7, "FUEL TANK"](#).
2. Drain fuel from the tank as follows:
  - a. Remove fuel feed hose located on the fuel gauge retainer.
  - b. Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
  - c. Drain fuel using "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT-II.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.  
Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank.
4. Check refueling EVAP vapor cut valve for being stuck to open as follows.
  - a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector.
  - b. Remove fuel gauge retainer with fuel gauge unit.  
**Always replace O-ring with new one.**
  - c. Put fuel tank upside down.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (ULEV)]

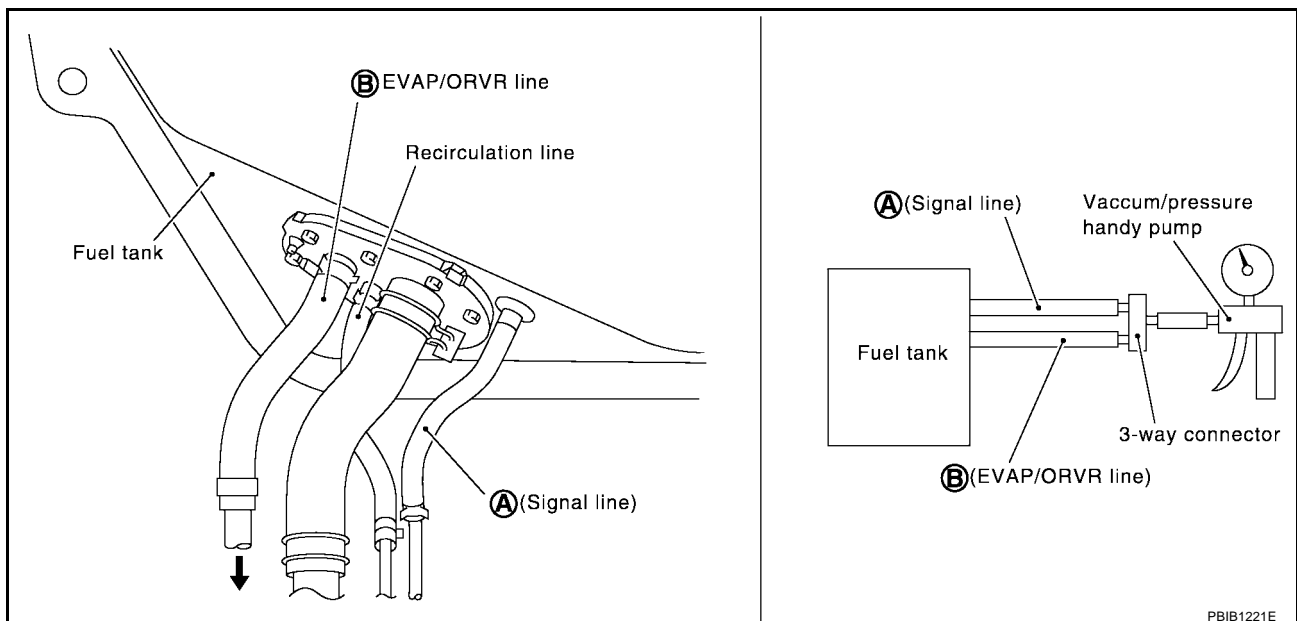
- d. Apply vacuum pressure to hose end [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



PBIB1221E

## ⊗ Without CONSULT-II

1. Remove fuel tank. Refer to [FL-7, "FUEL TANK"](#).
2. Drain fuel from the tank as follows:
  - a. Remove fuel gauge retainer.
  - b. Drain fuel from the tank using a handy pump into a fuel container.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.  
Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank.
4. Check refueling EVAP vapor cut valve for being stuck to open as follows.
  - a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector.
  - b. Remove fuel gauge retainer with fuel gauge unit.  
**Always replace O-ring with new one.**
  - c. Put fuel tank upside down.
  - d. Apply vacuum pressure to hose end [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



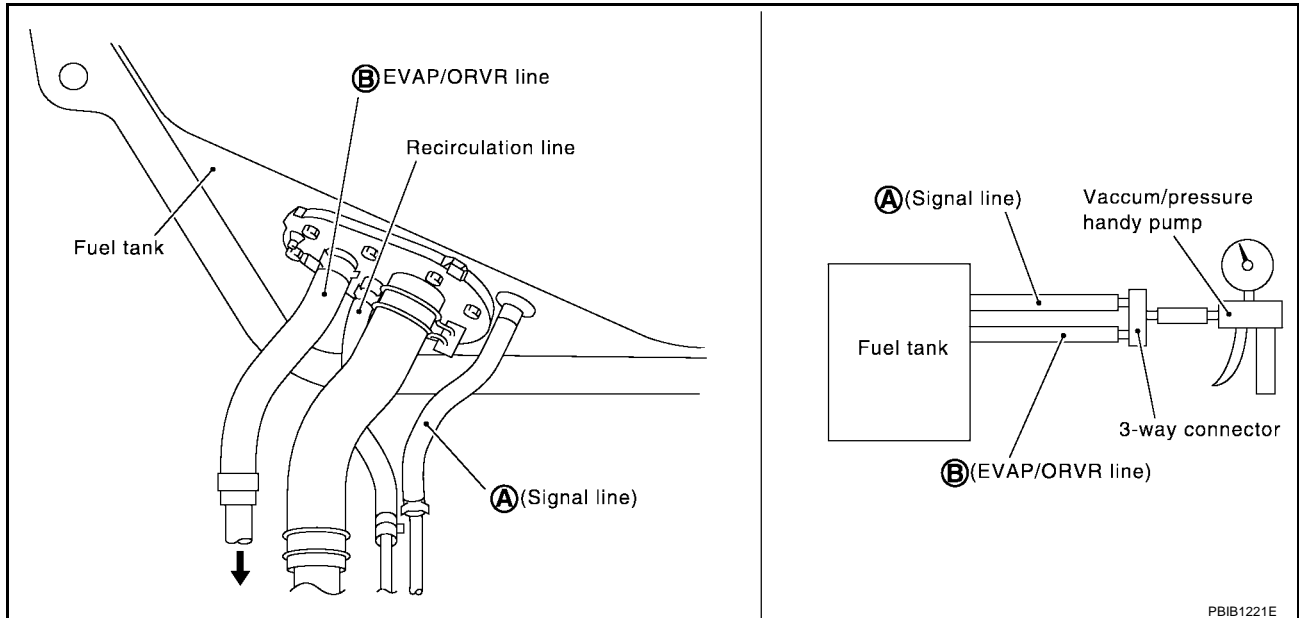
PBIB1221E

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (ULEV)]

## REFUELING CONTROL VALVE

1. Remove fuel filler cap.
2. Check air into continuity between hose ends A and B.  
Blow air into the hose end B. Air should flow freely into the fuel tank.
3. Blow air into hose end A and check there is no leakage.
4. Apply pressure to both hose ends A and B [20 kPa (150 mmHg, 5,91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage.



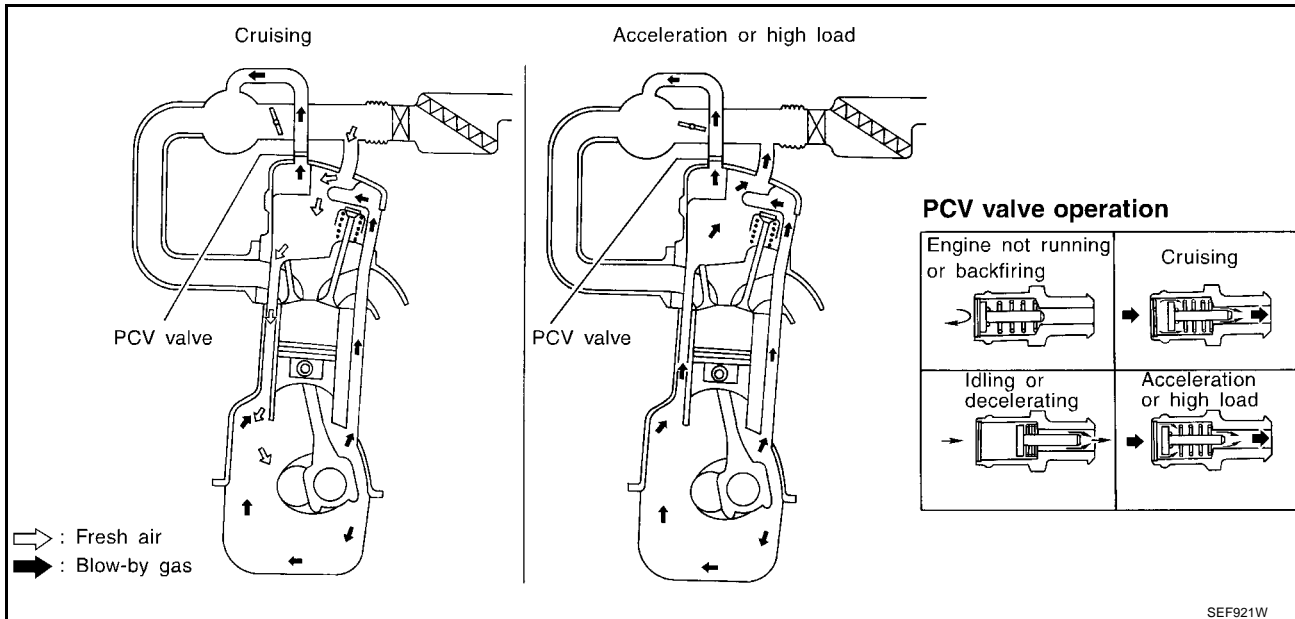


POSITIVE CRANKCASE VENTILATION

PF1:11810

Description

UBS001Q0



This system returns blow-by gas to the intake collector.

The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.

During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve.

Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.

The ventilating air is then drawn from the air duct into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover.

Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.

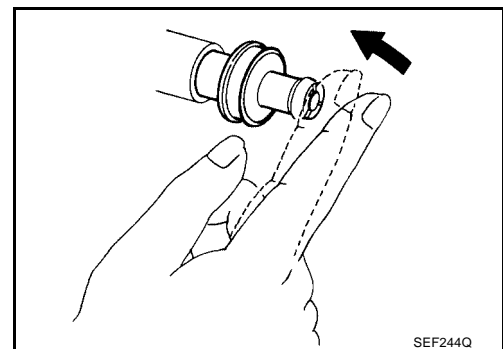
On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the intake collector under all conditions.

Inspection

PCV (POSITIVE CRANKCASE VENTILATION) VALVE

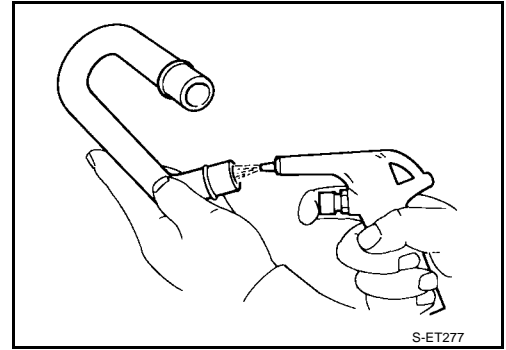
UBS001Q1

With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over the valve inlet.



### VENTILATION HOSE

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and clean with compressed air. If any hose cannot be freed of obstructions, replace.



A

EC

C

D

E

F

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# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

[QG18DE (ULEV)]

## AUTOMATIC SPEED CONTROL DEVICE (ASCD)

PF1:18930

### System Description INPUT/OUTPUT SIGNAL CHART

UBS0041J

Sensor	Input signal to ECM	ECM function	Actuator
ASCD brake switch	Brake pedal operation	ASCD vehicle speed control	Electric throttle control actuator
Stop lamp switch	Brake pedal operation		
ASCD steering switch	ASCD steering switch operation		
Park/Neutral position (PNP) switch	Gear position		
Combination meter	Vehicle speed		
TCM	Powertrain revolution		

### BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can set vehicle speed in advance between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH).

ECM controls throttle angle of electric throttle control actuator to regulate engine speed.

Operation status of ASCD is indicated by CRUISE indicator and SET indicator in combination meter. If any malfunction occurs in ASCD system, it automatically deactivates control.

### SET OPERATION

Press ASCD CRUISE switch (Main switch). (The CRUISE indicator in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET switch. (Then SET indicator in combination meter illuminates.)

### ACCEL OPERATION

If the RESUME/ACCEL switch is depressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system.

And then ASCD will keep the new set speed.

### CANCEL OPERATION

When any of following conditions exist, cruise operation will be canceled.

- CANCEL switch is depressed
- More than 2 switches at ASCD steering switch are depressed at the same time (Set speed will be cleared.).
- Brake pedal is depressed
- Clutch pedal is depressed or gear position is changed to the neutral position (M/T models)
- Selector lever is changed to "N", "P", "R" position (A/T models).
- Vehicle speed decreased to 13 km/h (8 MPH) lower than the set speed

When the ECM detects any of the following conditions, the ECM will cancel the cruise operation and inform the driver by blinking indicator lamp.

- Engine coolant temperature is slightly higher than the normal operating temperature: CRUISE lamp may blink slowly.

When the engine coolant temperature decreases to the normal operating temperature, CRUISE lamp will stop blinking and the cruise operation will be able to work by depressing SET switch or RESUME switch.

- Malfunction for some self-diagnoses regarding ASCD control: SET lamp will blink quickly.

If MAIN switch is turned to OFF during ASCD is activated, all of ASCD operations will be canceled and vehicle speed memory will be erased.

### COAST OPERATION

When the SET/COAST switch is depressed during cruise control driving, decrease vehicle set speed until the switch is released. And then ASCD will keep the new set speed.

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

[QG18DE (ULEV)]

## RESUME OPERATION

When the RESUME/ACCEL switch is depressed after cancel operation other than depressing MAIN switch is performed, vehicle speed will return to last set speed. To resume vehicle set speed, vehicle condition must meet following conditions.

- Brake pedal is released.
- A/T selector lever is in other than P and N positions (A/T models)
- Clutch pedal is released (M/T models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

## Component Description

### ASCD STEERING SWITCH

Refer to [EC-474](#) .

### ASCD BRAKE SWITCH

Refer to [EC-481](#) , and [EC-570](#) .

### ASCD CLUTCH SWITCH

Refer to [EC-481](#) , and [EC-570](#) .

### STOP LAMP SWITCH

Refer to [EC-481](#) , [EC-497](#) and [EC-570](#) .

### ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EC-390](#) , [EC-392](#) , [EC-399](#) and [EC-404](#) .

### ASCD INDICATOR

Refer to [EC-579](#) .

A

EC

C

UBS0041K

D

E

F

G

H

I

J

K

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M

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE (ULEV)]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Fuel Pressure

UBS006GZ

Fuel pressure at idle	Approximately 350 kPa (3.57kg/cm <sup>2</sup> , 51psi)
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### Idle Speed and Ignition Timing

UBS001Q3

Target idle speed*1 rpm	A/T	No-load*1 (in "P" or "N" position)	800±50 rpm
	M/T	No-load*1 (in "Neutral" position)	650±50 rpm
Air conditioner: ON rpm	A/T	In "P" or "N" position	850 or more
	M/T	In "Neutral" position	
Ignition timing	A/T	In "P" or "N" position	18°±5° BTDC
	M/T	In "Neutral" position	7°±5° BTDC

\*1: Under the following conditions:

- Air conditioner switch: OFF
- Electrical load: OFF (Lights & rear window defogger)
- Steering wheel: Kept in straight-ahead position

### Mass Air Flow Sensor

UBS001Q4

Supply voltage V	Battery voltage (11 - 14)
Output voltage V	1.0 - 1.7*
Mass air flow (Using CONSULT-II or GST) g-m/sec	1.4 - 4.0 at idle* 5.0 - 10.0 at 2,500 rpm*

\*: Engine is warmed up to normal operating temperature and idling under no-load.

### Engine Coolant Temperature Sensor

UBS001Q5

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260

### Fuel Pump

UBS001Q7

Resistance [at 25°C (77°F)] Ω	0.2 - 5.0
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### Injector

UBS001Q9

Resistance [at 20°C (68°F)] Ω	13.5 - 17.5
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### Resistor

UBS001QA

Resistance [at 25°C (77°F)] Ω	4 - 8
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### Throttle Control Motor

UBS006H0

Resistance [at 25°C (77°F)]	Approximately 1 - 15Ω
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### Heated Oxygen Sensor 1 Heater

UBS001QC

Resistance [at 25°C (77°F)] Ω	2.3 - 4.3
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### Calculated Load Value

UBS001QD

	Calculated load value % (Using CONSULT-II or GST)
At idle	20.0 - 35.5
At 2,500 rpm	12.0 - 27.0

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE (ULEV)]

## Intake Air Temperature Sensor

UBS001QE

Temperature °C (°F)	Resistance kΩ
20 (68)	1.9 - 2.1
80 (176)	0.31 - 0.37

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## EVAP Canister Purge Volume Control Valve

UBS001QF

Resistance [at 20°C (68°F)] Ω	22 - 26
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## Heated Oxygen Sensor 2 Heater

UBS001QG

Resistance [at 25°C (77°F)] Ω	2.3 - 4.3
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## Crankshaft Position Sensor (POS)

UBS001QH

Resistance [at 20°C (68°F)] Ω	166 - 204
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E

## Fuel Tank Temperature Sensor

UBS001QI

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

F

G

H

I

J

K

L

M

# INDEX FOR DTC

[QG18DE (SULEV)]

## INDEX FOR DTC

PFP:00024

### Alphabetical Index

UBS001QJ

**NOTE:**

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-728](#).

x: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC* <sup>1</sup>		Trip	MIL light- ing up	Reference page
	CONSULT-II GST* <sup>2</sup>	ECM* <sup>3</sup>			
A/F SENSOR1 (B1)	P1271	1271	2	x	<a href="#">EC-1033</a>
A/F SENSOR1 (B1)	P1272	1272	2	x	<a href="#">EC-1039</a>
A/F SENSOR1 (B1)	P1273	1273	2	x	<a href="#">EC-1045</a>
A/F SENSOR1 (B1)	P1274	1274	2	x	<a href="#">EC-1052</a>
A/F SENSOR1 (B1)	P1276	1276	2	x	<a href="#">EC-1059</a>
A/F SENSOR1 (B1)	P1278	1278	2	x	<a href="#">EC-1065</a>
A/F SENSOR1 (B1)	P1279	1279	2	x	<a href="#">EC-1073</a>
A/F SEN1 HTR (B1)	P1031	1031	2	x	<a href="#">EC-930</a>
A/F SEN1 HTR (B1)	P1032	1032	2	x	<a href="#">EC-930</a>
APP SEN 1/CIRC	P2122	2122	1	x	<a href="#">EC-1125</a>
APP SEN 1/CIRC	P2123	2123	1	x	<a href="#">EC-1125</a>
APP SEN 2/CIRC	P2127	2127	1	x	<a href="#">EC-1132</a>
APP SEN 2/CIRC	P2128	2128	1	x	<a href="#">EC-1132</a>
APP SENSOR	P2138	2138	1	x	<a href="#">EC-1147</a>
ASCD BRAKE SW	P1572	1572	1	—	<a href="#">EC-1102</a>
ASCD SW	P1564	1564	1	—	<a href="#">EC-1095</a>
ASCD VHL SPD SEN	P1574	1574	1	—	<a href="#">EC-1113</a>
A/T 1ST GR FNCTN	P0731	0731	2	x	<a href="#">AT-136</a>
A/T 2ND GR FNCTN	P0732	0732	2	x	<a href="#">AT-141</a>
A/T 3RD GR FNCTN	P0733	0733	2	x	<a href="#">AT-146</a>
A/T 4TH GR FNCTN	P0734	0734	2	x	<a href="#">AT-151</a>
A/T TCC S/V FNCTN	P0744	0744	2	x	<a href="#">AT-164</a>
ATF TEMP SEN/CIRC	P0710	0710	2	x	<a href="#">AT-121</a>
BRAKE SW/CIRCUIT	P1805	1805	2	—	<a href="#">EC-1119</a>
CMP SEN/CIRCUIT	P0340	0340	2	x	<a href="#">EC-842</a>
CLOSED LOOP-B1	P1148	1148	1	x	<a href="#">EC-1008</a>
CKP SEN/CIRCUIT	P0335	0335	2	x	<a href="#">EC-836</a>
CAN COMM CIRCUIT	U1000	1000* <sup>5</sup>	1	x	<a href="#">EC-728</a>
CAN COMM CIRCUIT	U1001	1001* <sup>5</sup>	2	—	<a href="#">EC-728</a>
CTP LEARING	P1225	1225	2	—	<a href="#">EC-1024</a>
CTP LEARING	P1226	1226	2	—	<a href="#">EC-1026</a>
CYL 1 MISFIRE	P0301	0301	2	x	<a href="#">EC-825</a>
CYL 2 MISFIRE	P0302	0302	2	x	<a href="#">EC-825</a>
CYL 3 MISFIRE	P0303	0303	2	x	<a href="#">EC-825</a>
CYL 4 MISFIRE	P0304	0304	2	x	<a href="#">EC-825</a>
ECM	P0605	0605	1 or 2	x or —	<a href="#">EC-927</a>
ECM BACK UP/CIRC	P1065	1065	2	x	<a href="#">EC-936</a>

# INDEX FOR DTC

[QG18DE (SULEV)]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
ECT SEN/CIRC	P0117	0117	1	×	<a href="#">EC-760</a>
ECT SEN/CIRC	P0118	0118	1	×	<a href="#">EC-760</a>
ECT SENSOR	P0125	0125	1	×	<a href="#">EC-772</a>
ENGINE SPEED SIG	P0725	0725	2	×	<a href="#">AT-132</a>
ENG OVER TEMP	P1217	1217	1	×	<a href="#">EC-1009</a>
ETC ACTR	P1121	1121	1	×	<a href="#">EC-952</a>
ETC FUNCTION/CIRC	P1122	1122	1	×	<a href="#">EC-954</a>
ETC MOT	P1128	1128	1	×	<a href="#">EC-966</a>
ETC MOT PWR	P1124	1124	1	×	<a href="#">EC-961</a>
ETC MOT PWR	P1126	1126	1	×	<a href="#">EC-961</a>
EVAP GROSS LEAK	P0455	0455	2	×	<a href="#">EC-893</a>
EVAP PURG FLOW/MON	P0441	0441	2	×	<a href="#">EC-852</a>
EVAP SYS PRES SEN	P0452	0452	2	×	<a href="#">EC-880</a>
EVAP SYS PRES SEN	P0453	0453	2	×	<a href="#">EC-886</a>
EVAP SMALL LEAK	P0442	0442	2	×	<a href="#">EC-858</a>
EVAP VERY SML LEAK	P0456	0456	2	×	<a href="#">EC-901</a>
FUEL LEVL SEN/CIRC	P0462	0462	2	×	<a href="#">EC-914</a>
FUEL LEVL SEN/CIRC	P0463	0463	2	×	<a href="#">EC-914</a>
FUEL LEVEL SENSOR	P0461	0461	2	×	<a href="#">EC-912</a>
FUEL LEV SEN SLOSH	P0460	0460	2	×	<a href="#">EC-910</a>
FUEL SYS-LEAN-B1	P0171	0171	2	×	<a href="#">EC-795</a>
FUEL SYS-RICH-B1	P0172	0172	2	×	<a href="#">EC-802</a>
FTT SENSOR	P0181	0181	2	×	<a href="#">EC-809</a>
FTT SEN/CIRCUIT	P0182	0182	2	×	<a href="#">EC-814</a>
FTT SEN/CIRCUIT	P0183	0183	2	×	<a href="#">EC-814</a>
HO2S2 (B1)	P1146	1146	2	×	<a href="#">EC-992</a>
HO2S2 (B1)	P1147	1147	2	×	<a href="#">EC-1000</a>
HO2S2 (B1)	P0138	0138	2	×	<a href="#">EC-780</a>
HO2S2 (B1)	P0139	0139	2	×	<a href="#">EC-787</a>
HO2S2 HTR (B1)	P0037	0037	2	×	<a href="#">EC-734</a>
HO2S2 HTR (B1)	P0038	0038	2	×	<a href="#">EC-734</a>
IAT SEN CIRCUIT	P0112	0112	2	×	<a href="#">EC-755</a>
IAT SEN CIRCUIT	P0113	0113	2	×	<a href="#">EC-755</a>
IAT SEN CIRCUIT	P0127	0127	2	×	<a href="#">EC-775</a>
INT/V TIM CONT-B1	P0011	0011	2	×	<a href="#">EC-731</a>
INT/V TIM V/CIR-B1	P1111	1111	2	×	<a href="#">EC-947</a>
ISC SYSTEM	P0506	0506	2	×	<a href="#">EC-918</a>
ISC SYSTEM	P0507	0507	2	×	<a href="#">EC-920</a>
KNOCK SEN/CIRC-B1	P0327	0327	2	—	<a href="#">EC-832</a>
KNOCK SEN/CIRC-B1	P0328	0328	2	—	<a href="#">EC-832</a>
L/PRES SOL/CIRC	P0745	0745	2	×	<a href="#">AT-174</a>
MAF SEN/CIRCUIT	P0101	0101	1	×	<a href="#">EC-740</a>

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



# INDEX FOR DTC

[QG18DE (SULEV)]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
MAF SEN/CIRCUIT	P0102	0102	1	×	<a href="#">EC-748</a>
MAF SEN/CIRCUIT	P0103	0103	1	×	<a href="#">EC-748</a>
MAF SEN/CIRCUIT	P1102	1102	1	×	<a href="#">EC-940</a>
MULTI CYL MISFIRE	P0300	0300	2	×	<a href="#">EC-825</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MY BE REQUIRED.</b>	No DTC	Flashing*4	—	Flashing*4	<a href="#">EC-654</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	0000	—	—	—
O/R CLTCH SOL/CIRC	P1760	1760	2	×	<a href="#">AT-194</a>
P-N POS SW/CIRCUIT	P1706	1706	2	×	<a href="#">EC-1115</a>
PW ST P SEN/CIRC	P0550	0550	2	—	<a href="#">EC-922</a>
PNP SW/CIRC	P0705	0705	2	×	<a href="#">AT-116</a>
PURG VOLUME CONT/V	P0444	0444	2	×	<a href="#">EC-867</a>
PURG VOLUME CONT/V	P0445	0445	2	×	<a href="#">EC-867</a>
PURG VOLUME CONT/V	P1444	1444	2	×	<a href="#">EC-1081</a>
SFT SOL A/CIRC	P0750	0750	1	×	<a href="#">AT-180</a>
SFT SOL B/CIRC	P0755	0755	1	×	<a href="#">AT-180</a>
SENSOR POWER/CIRC	P1229	1229	1	×	<a href="#">EC-1028</a>
SWIRL CONT VALVE	P1138	1138	2	×	<a href="#">EC-984</a>
SWL CON/V POSI SEN	P1137	1137	2	×	<a href="#">EC-976</a>
TCC SOLENOID/CIRC	P0740	0740	2	×	<a href="#">AT-160</a>
THERMSTAT FNCTN	P0128	0128	2	×	<a href="#">EC-814</a>
TP SEN/CIRC A/T	P1705	1705	1	×	<a href="#">AT-188</a>
TP SEN 1/CIRC	P0222	0222	1	×	<a href="#">EC-818</a>
TP SEN 1/CIRC	P0223	0223	1	×	<a href="#">EC-818</a>
TP SEN 2/CIRC	P0122	0122	1	×	<a href="#">EC-765</a>
TP SEN 2/CIRC	P0123	0123	1	×	<a href="#">EC-765</a>
TP SENSOR	P2135	2135	1	×	<a href="#">EC-1140</a>
TW CATALYST SYS-B1	P0420	0420	2	×	<a href="#">EC-848</a>
VARI SWL CON/SV-B1	P1132	1132	2	×	<a href="#">EC-971</a>
VEH SPEED SEN/CIRC*6	P0500	0500	2	×	<a href="#">EC-916</a>
VEH SPD SEN/CIR A/T*6	P0720	0720	2	×	<a href="#">AT-127</a>
VENT CONTROL VALVE	P0447	0447	2	×	<a href="#">EC-873</a>
VENT CONTROL VALVE	P1446	1446	2	×	<a href="#">EC-1089</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*4: When engine is running.

\*5: The troubleshooting for this DTC needs CONSULT-II.

\*6: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

## DTC No. Index

UBS001QK

### NOTE:

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-728](#).

# INDEX FOR DTC

**[QG18DE (SULEV)]**

×: Applicable —: Not Applicable

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
No DTC	Flashing*4	<b>NO DTC IS DETECTED. FURTHER TESTING MY BE REQUIRED.</b>	—	Flashing*4	<a href="#">EC-654</a>
U1000	1000*5	CAN COMM CIRCUIT	1	×	<a href="#">EC-728</a>
U1001	1001*5	CAN COMM CIRCUIT	2	—	<a href="#">EC-728</a>
<b>P0000</b>	0000	<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	—	—	—
P0011	0011	INT/V TIM CONT-B1	2	×	<a href="#">EC-731</a>
P0037	0037	HO2S2 HTR (B1)	2	×	<a href="#">EC-734</a>
P0038	0038	HO2S2 HTR (B1)	2	×	<a href="#">EC-734</a>
P0101	0101	MAF SEN/CIRCUIT	1	×	<a href="#">EC-740</a>
P0102	0102	MAF SEN/CIRCUIT	1	×	<a href="#">EC-748</a>
P0103	0103	MAF SEN/CIRCUIT	1	×	<a href="#">EC-748</a>
P0112	0112	IAT SEN/CIRCUIT	2	×	<a href="#">EC-755</a>
P0113	0113	IAT SEN/CIRCUIT	2	×	<a href="#">EC-755</a>
P0117	0117	ECT SEN/CIRC	1	×	<a href="#">EC-760</a>
P0118	0118	ECT SEN/CIRC	1	×	<a href="#">EC-760</a>
P0122	0122	TP SEN 2/CIRC	1	×	<a href="#">EC-765</a>
P0123	0123	TP SEN 2/CIRC	1	×	<a href="#">EC-765</a>
P0125	0125	ECT SENSOR	1	×	<a href="#">EC-772</a>
P0127	0127	IAT SEN/CIRCUIT	2	×	<a href="#">EC-775</a>
P0128	0128	THERMSTAT FNCTN	2	×	<a href="#">EC-778</a>
P0138	0138	HO2S2 (B1)	2	×	<a href="#">EC-780</a>
P0139	0139	HO2S2 (B1)	2	×	<a href="#">EC-787</a>
P0171	0171	FUEL SYS-LEAN-B1	2	×	<a href="#">EC-795</a>
P0172	0172	FUEL SYS-RICH-B1	2	×	<a href="#">EC-802</a>
P0181	0181	FTT SENSOR	2	×	<a href="#">EC-809</a>
P0182	0182	FTT SEN/CIRCUIT	2	×	<a href="#">EC-814</a>
P0183	0183	FTT SEN/CIRCUIT	2	×	<a href="#">EC-814</a>
P0222	0222	TP SEN 1/CIRC	1	×	<a href="#">EC-818</a>
P0223	0223	TP SEN 1/CIRC	1	×	<a href="#">EC-818</a>
P0300	0300	MULTI CYL MISFIRE	2	×	<a href="#">EC-825</a>
P0301	0301	CYL 1 MISFIRE	2	×	<a href="#">EC-825</a>
P0302	0302	CYL 2 MISFIRE	2	×	<a href="#">EC-825</a>
P0303	0303	CYL 3 MISFIRE	2	×	<a href="#">EC-825</a>
P0304	0304	CYL 4 MISFIRE	2	×	<a href="#">EC-825</a>
P0327	0327	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-832</a>
P0328	0328	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-832</a>
P0335	0335	CKP SEN/CIRCUIT	2	×	<a href="#">EC-836</a>
P0340	0340	CMP SEN/CIRCUIT	2	×	<a href="#">EC-842</a>
P0420	0420	TW CATALYST SYS-B1	2	×	<a href="#">EC-848</a>
P0441	0441	EVAP PURG FLOW/MON	2	×	<a href="#">EC-852</a>
P0442	0442	EVAP SMALL LEAK	2	×	<a href="#">EC-858</a>

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# INDEX FOR DTC

[QG18DE (SULEV)]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P0444	0444	PURG VOLUME CONT/V	2	×	<a href="#">EC-867</a>
P0445	0445	PURG VOLUME CONT/V	2	×	<a href="#">EC-867</a>
P0447	0447	VENT CONTROL VALVE	2	×	<a href="#">EC-873</a>
P0452	0452	EVAP SYS PRES SEN	2	×	<a href="#">EC-880</a>
P0453	0453	EVAP SYS PRES SEN	2	×	<a href="#">EC-886</a>
P0455	0455	EVAP GROSS LEAK	2	×	<a href="#">EC-893</a>
P0456	0456	EVAP VERY SML LEAK	2	×	<a href="#">EC-901</a>
P0460	0460	FUEL LEV SEN SLOSH	2	×	<a href="#">EC-910</a>
P0461	0461	FUEL LEVEL SENSOR	2	×	<a href="#">EC-912</a>
P0462	0462	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-914</a>
P0463	0463	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-914</a>
P0500	0500	VEH SPEED SEN/CIRC*6	2	×	<a href="#">EC-916</a>
P0506	0506	ISC SYSTEM/CIRC	2	×	<a href="#">EC-918</a>
P0507	0507	ISC SYSTEM/CIRC	2	×	<a href="#">EC-920</a>
P0550	0550	PW ST P SEN/CIRC	2	—	<a href="#">EC-922</a>
P0605	0605	ECM	1 or 2	× or —	<a href="#">EC-927</a>
P0705	0705	PNP SW/CIRC	2	×	<a href="#">AT-116</a>
P0710	0710	ATF TEMP SEN/CIRC	2	×	<a href="#">AT-121</a>
P0720	0720	VEH SPD SEN/CIR A/T*6	2	×	<a href="#">AT-127</a>
P0725	0725	ENGINE SPEED SIG	2	×	<a href="#">AT-132</a>
P0731	0731	A/T 1ST GR FNCTN	2	×	<a href="#">AT-136</a>
P0732	0732	A/T 2ND GR FNCTN	2	×	<a href="#">AT-141</a>
P0733	0733	A/T 3RD GR FNCTN	2	×	<a href="#">AT-146</a>
P0734	0734	A/T 4TH GR FNCTN	2	×	<a href="#">AT-151</a>
P0740	0740	TCC SOLENOID/CIRC	2	×	<a href="#">AT-160</a>
P0744	0744	A/T TCC S/V FNCTN	2	×	<a href="#">AT-164</a>
P0745	0745	L/PRESS SOL/CIRC	2	×	<a href="#">AT-174</a>
P0750	0750	SFT SOL A/CIRC	1	×	<a href="#">AT-180</a>
P0755	0755	SFT SOL B/CIRC	1	×	<a href="#">AT-184</a>
P1031	1031	A/F SEN1 HTR (B1)	2	×	<a href="#">EC-930</a>
P1032	1032	A/F SEN1 HTR (B1)	2	×	<a href="#">EC-930</a>
P1065	1065	ECM BACK UP/CIRC	2	×	<a href="#">EC-936</a>
P1102	1102	MAF SENSOR	1	×	<a href="#">EC-940</a>
P1111	1111	INT/V TIM V/CIR-B1	2	×	<a href="#">EC-947</a>
P1121	1121	ETC ACTR	1	×	<a href="#">EC-952</a>
P1122	1122	ETC FUNCTION/CIRC	1	×	<a href="#">EC-954</a>
P1124	1124	ETC MOT PWR	1	×	<a href="#">EC-961</a>
P1126	1126	ETC MOT PWR	1	×	<a href="#">EC-961</a>
P1128	1128	ETC MOT	1	×	<a href="#">EC-966</a>
P1132	1132	VARI SWL CON/SV-B1	2	×	<a href="#">EC-971</a>
P1137	1137	SWL CON/V POSI SEN	2	—	<a href="#">EC-976</a>
P1138	1138	SWIRL CONT VALVE	2	×	<a href="#">EC-984</a>

# INDEX FOR DTC

[QG18DE (SULEV)]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P1146	1146	HO2S2 (B1)	2	×	<a href="#">EC-992</a>
P1147	1147	HO2S2 (B1)	2	×	<a href="#">EC-1000</a>
P1148	1148	CLOSED LOOP-B1	1	×	<a href="#">EC-1008</a>
P1217	1217	ENG OVER TEMP	1	×	<a href="#">EC-1009</a>
P1225	1225	CTP LEARNING	2	—	<a href="#">EC-1024</a>
P1226	1226	CTP LEARNING	2	—	<a href="#">EC-1026</a>
P1229	1229	SENSOR POWER/CIRC	1	×	<a href="#">EC-1028</a>
P1271	1271	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1033</a>
P1272	1272	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1039</a>
P1273	1273	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1045</a>
P1274	1274	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1052</a>
P1276	1276	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1059</a>
P1278	1278	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1065</a>
P1279	1279	A/F SENSOR1 (B1)	2	×	<a href="#">EC-1073</a>
P1444	1444	PURG VOLUME CONT/V	2	×	<a href="#">EC-1081</a>
P1446	1446	VENT CONTROL VALVE	2	×	<a href="#">EC-1089</a>
P1564	1564	ASCD SW	1	—	<a href="#">EC-1095</a>
P1572	1572	ASCD BRAKE SW	1	—	<a href="#">EC-1102</a>
P1574	1574	ASCD VHL SPD SEN	1	—	<a href="#">EC-1113</a>
P1705	1705	TP SEN/CIRC A/T	1	×	<a href="#">AT-188</a>
P1706	1706	P-N POS SW/CIRCUIT	2	×	<a href="#">EC-1115</a>
P1760	1760	O/R CLTCH SOL/CIRC	2	×	<a href="#">AT-194</a>
P1805	1805	BRAKE SW/CIRCUIT	2	—	<a href="#">EC-1119</a>
P2122	2122	APP SEN 1/CIRC	1	×	<a href="#">EC-1125</a>
P2123	2123	APP SEN 1/CIRC	1	×	<a href="#">EC-1125</a>
P2127	2127	APP SEN 2/CIRC	1	×	<a href="#">EC-1132</a>
P2128	2128	APP SEN 2/CIRC	1	×	<a href="#">EC-1132</a>
P2135	2135	TP SENSOR	1	×	<a href="#">EC-1140</a>
P2138	2138	APP SENSOR	1	×	<a href="#">EC-1147</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SEA J2012.

\*3: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*4: When engine is running.

\*5: The troubleshooting for this DTC needs CONSULT-II.

\*6: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

**PRECAUTIONS**

PF0:00001

**Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”**

UBS001QL

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

**On Board Diagnostic (OBD) System of Engine and A/T**

UBS001QM

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

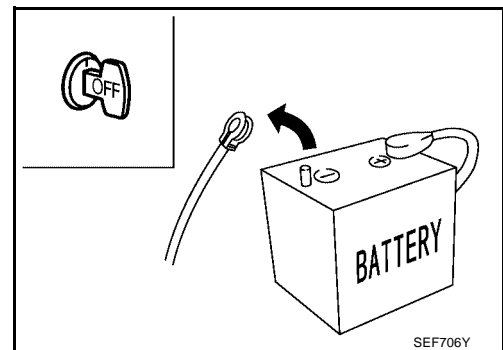
**CAUTION:**

- Be sure to turn the ignition switch “OFF” and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to the open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to EL section, “Description”, “HARNESS CONNECTOR”.
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to light up due to the short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to the malfunction of the EVAP system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission Control Module) before returning the vehicle to the customer.

**Precautions**

UBS001QN

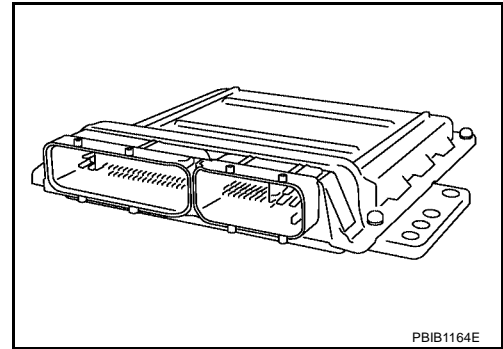
- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the engine control system harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned off.
- Before removing parts, turn off ignition switch and then disconnect battery ground cable.



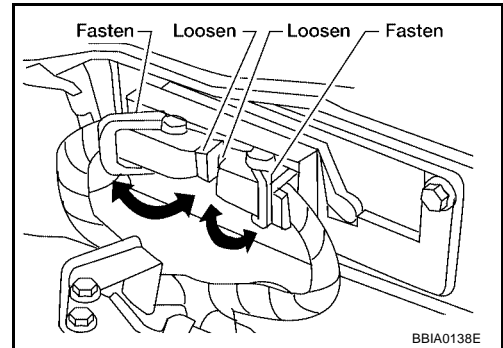
# PRECAUTIONS

[QG18DE (SULEV)]

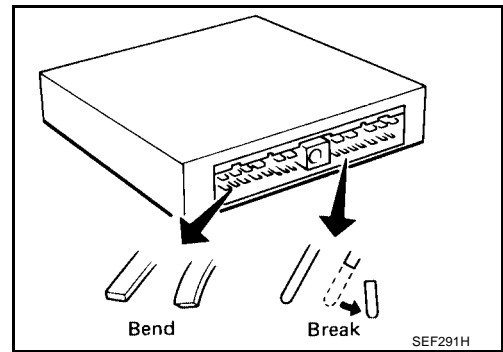
- Do not disassemble ECM.
- If a battery terminal is disconnected, the memory will return to the ECM value.  
The ECM will now start to self-control at its initial value. Engine operation can vary slightly when the terminal is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.



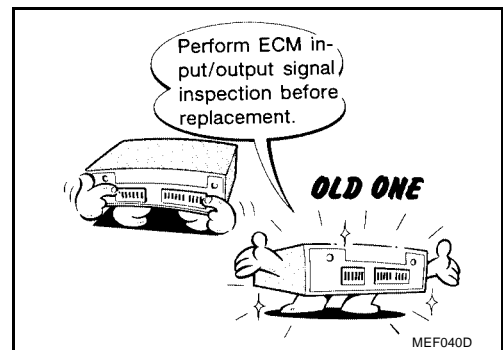
- When connecting engine control system harness connector, fasten it securely with a lever as far as it will go as shown at right.



- When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on ECM pin terminals when connecting pin connectors.



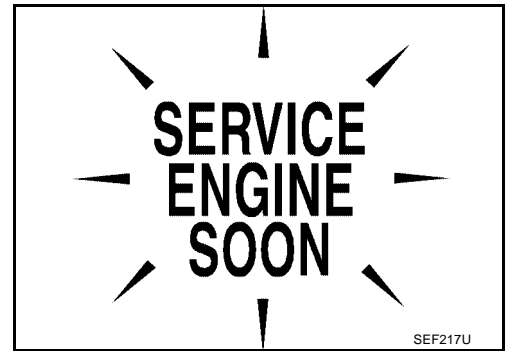
- Securely connect engine control system harness connectors.  
A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.
- Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.
- Keep engine control system parts and harness dry.
- Before replacing ECM, perform Terminals and Reference Value inspection and make sure ECM functions properly. Refer to [EC-686](#).



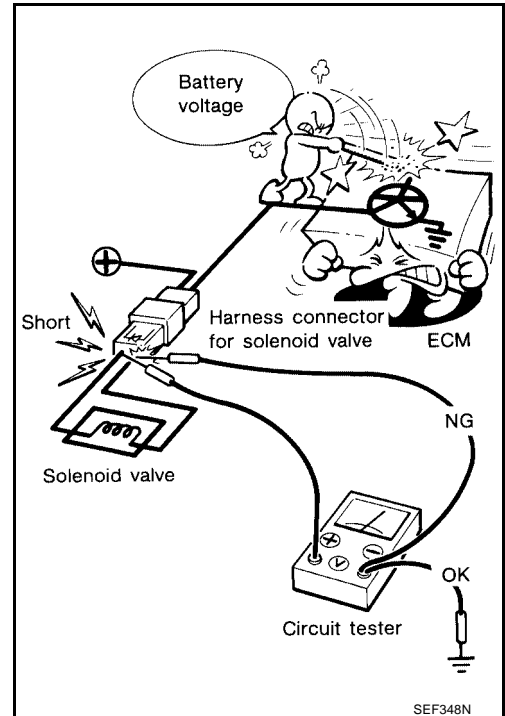
## PRECAUTIONS

[QG18DE (SULEV)]

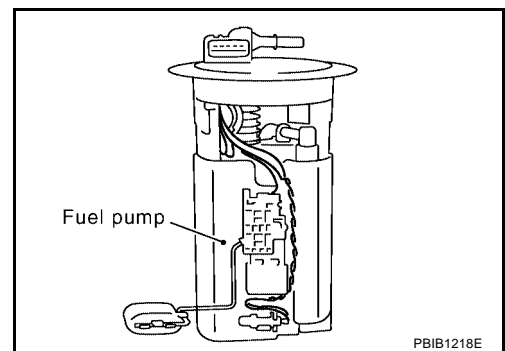
- After performing each TROUBLE DIAGNOSIS, perform “Overall Function Check” or “DTC Confirmation Procedure”.  
The DTC should not be displayed in the “DTC Confirmation Procedure” if the repair is completed. The “Overall Function Check” should be a good result if the repair is completed.



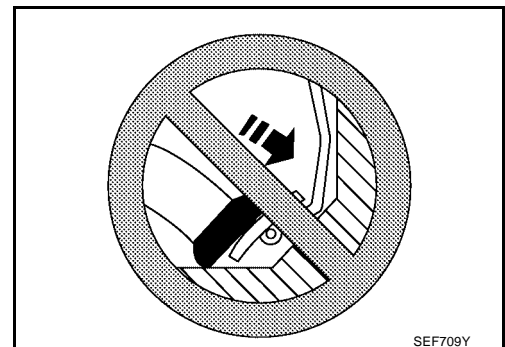
- When measuring ECM signals with a circuit tester, never allow the two tester probes to contact. Accidental contact of probes will cause a short circuit and damage the ECM power transistor.
- Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the body ground.
- Handle mass air flow sensor carefully to avoid damage.
- Do not disassemble mass air flow sensor.
- Do not clean mass air flow sensor with any type of detergent.
- Even a slight leak in the air intake system can cause serious problems.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).



- Do not operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



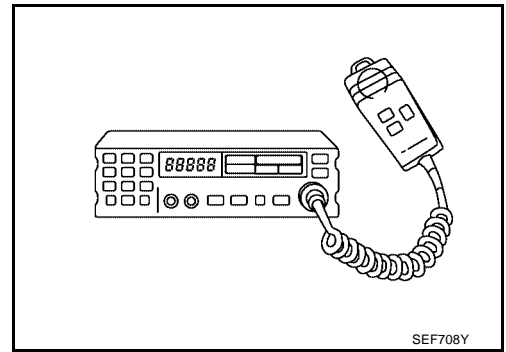
- Do not depress accelerator pedal when starting.
- Immediately after starting, do not rev up engine unnecessarily.
- Do not rev up engine just prior to shutdown.



## PRECAUTIONS

[QG18DE (SULEV)]

- When installing C.B. ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.
- Keep the antenna as far as possible from the electronic control units.
- Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls. Do not let them run parallel for a long distance.
- Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.
- Be sure to ground the radio to vehicle body.



### Wiring Diagrams and Trouble Diagnosis

When you read Wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#).
- [PG-2, "POWER SUPPLY ROUTING"](#). for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#).
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

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# PREPARATION

[QG18DE (SULEV)]

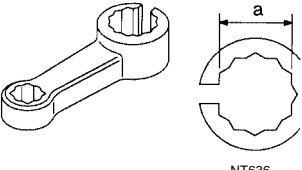
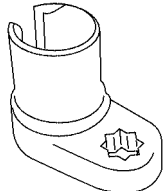
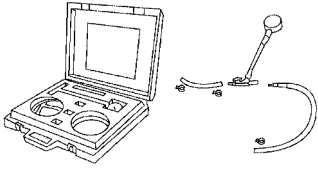

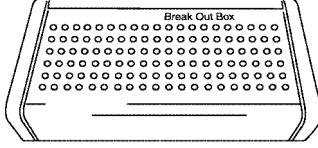
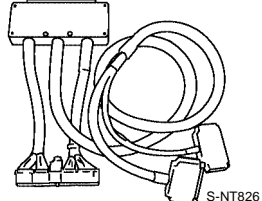
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## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

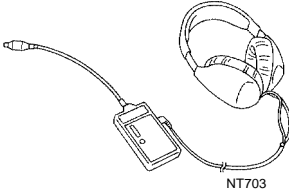
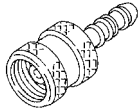
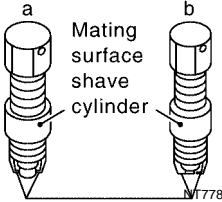
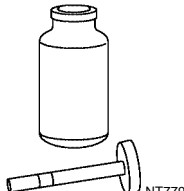

Tool number (Kent-Moore No.) Tool name	Description	
KV10114400 (J-38365) Heated oxygen sensor wrench	 <p style="text-align: center;">NT636</p>	Loosening or tightening heated oxygen sensor <b>a: 22 mm (0.87 in)</b>
(J-44626) Air fuel ratio (A/F) sensor wrench	 <p style="text-align: center;">LEM054</p>	Loosening or tightening air fuel ratio (A/F) sensor 1
(J-44321) Fuel pressure gauge kit	 <p style="text-align: center;">LEC642</p>	Checking fuel pressure
(J-45356) Fuel filler cap adapter	 <p style="text-align: center;">NT815</p>	Checking fuel tank vacuum relief valve opening pressure
KV109E0010 (J-46209) Break-out box	 <p style="text-align: center;">S-NT825</p>	Measuring the ECM signals with a circuit tester
KV109E0080 (J-45819) Y-cable adapter	 <p style="text-align: center;">S-NT826</p>	Measuring the ECM signals with a circuit tester

# PREPARATION

[QG18DE (SULEV)]

## Commercial Service Tools

UBS001QQ

Tool name	Description
Leak detector i.e.: (J41416)	Locating the EVAP leak  <p style="text-align: center;">NT703</p>
EVAP service port adapter i.e.: (J41413-OBD)	Applying positive pressure through EVAP service port  <p style="text-align: center;">NT704</p>
Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)	Reconditioning the exhaust system threads before installing a new oxygen sensor or A/F sensor. Use with anti-seize lubricant shown below. <b>a: J-43897-18 18 mm with 1.5 mm pitch dia., for Zirconia Oxygen Sensor or A/F sensor</b> <b>b: J-43897-12 12 mm with 1.25 mm pitch dia., for Titania Oxygen Sensor</b>  <p style="text-align: center;">NT778</p>
Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.  <p style="text-align: center;">NT779</p>
Fuel tube removal tool	For disconnecting fuel tube quick connectors <b>a: 7.9 mm (5/16 in)</b>  <p style="text-align: center;">LEC643</p>

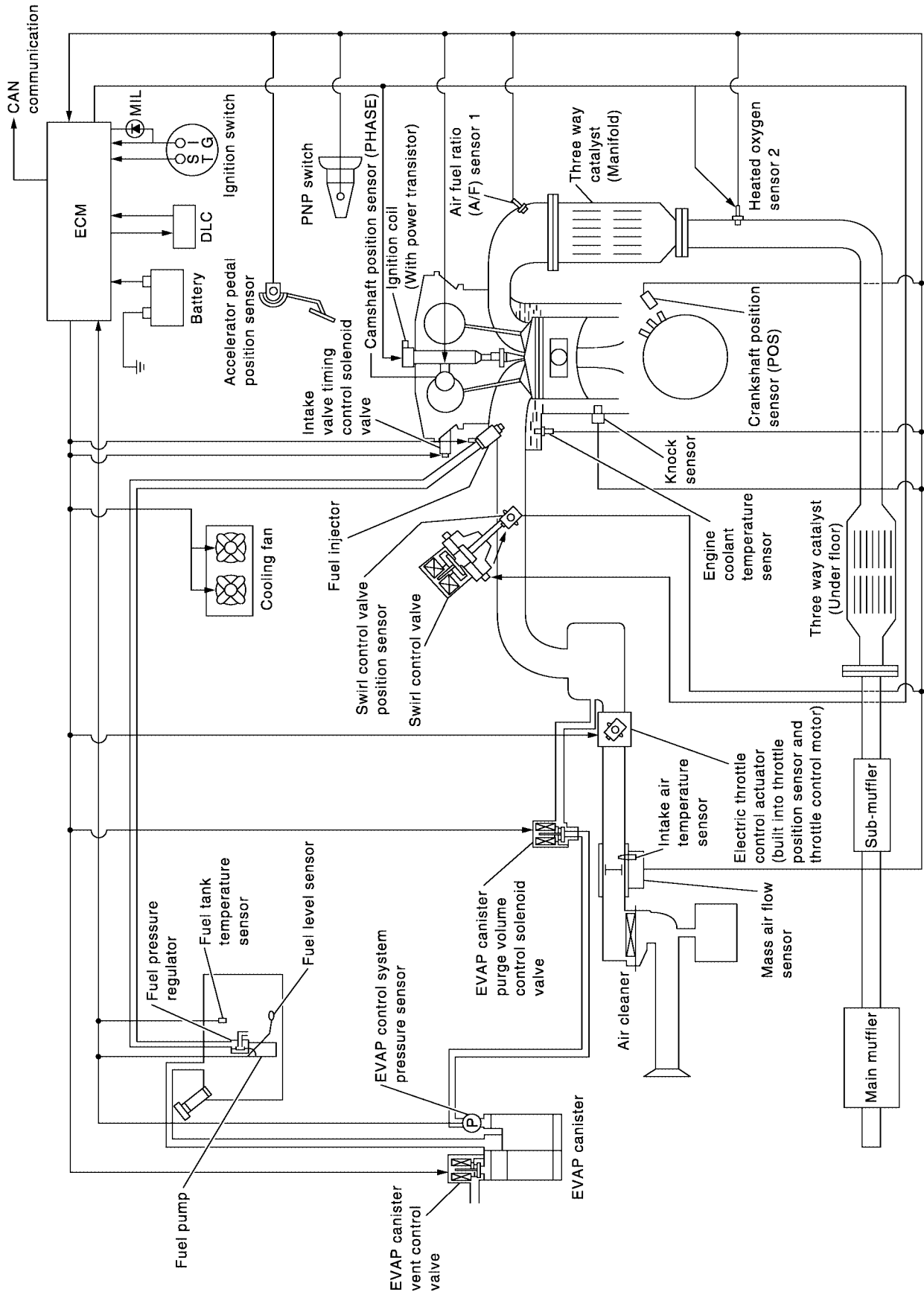
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ENGINE CONTROL SYSTEM

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System Diagram

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PBIB1264E

Vacuum Hose Drawing

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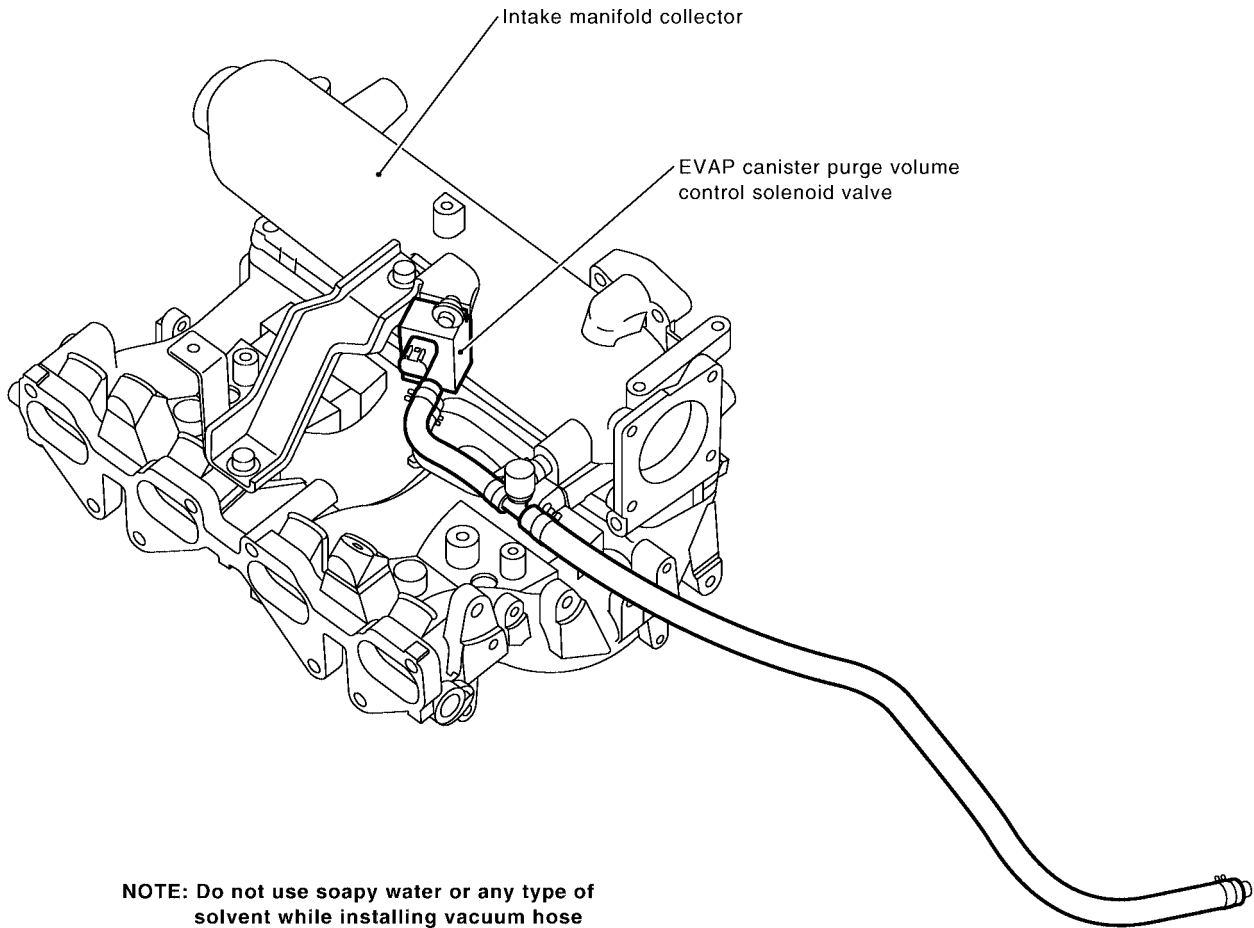
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**NOTE:** Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

PBIB1180E

# ENGINE CONTROL SYSTEM

[QG18DE (SULEV)]

UBS001QS

## System Chart

Input (Sensor)	ECM Function	Output (Actuator)	
<ul style="list-style-type: none"> <li>● Camshaft position sensor (PHASE)</li> <li>● Crankshaft position sensor (POS)</li> <li>● Mass air flow sensor</li> <li>● Engine coolant temperature sensor</li> <li>● Air fuel ratio (A/F) sensor 1</li> <li>● Ignition switch</li> <li>● Throttle position sensor</li> <li>● PNP switch</li> <li>● Air conditioner switch</li> <li>● Knock sensor</li> <li>● EVAP control system pressure sensor</li> <li>● Fuel tank temperature sensor*<sup>1</sup></li> <li>● Battery voltage</li> <li>● Power steering oil pressure switch</li> <li>● Vehicle speed signal*<sup>3</sup></li> <li>● Intake air temperature sensor</li> <li>● Heated oxygen sensor 2*<sup>2</sup></li> <li>● TCM (Transmission control module)*<sup>3</sup></li> <li>● Accelerator pedal position sensor</li> <li>● Electrical load</li> <li>● Swirl control valve position sensor*<sup>1</sup></li> <li>● Fuel level sensor*<sup>3</sup></li> <li>● Refrigerant pressure sensor</li> <li>● Stop lamp switch</li> <li>● ASCD steering switch</li> <li>● ASCD clutch switch</li> <li>● ASCD brake switch</li> </ul>	Fuel injection & mixture ratio control	Injectors	
	Distributor ignition system	Power transistor	
	Intake valve timing control	Intake valve timing control solenoid valve	
	Fuel pump control	Fuel pump relay	
	On board diagnostic system	Malfunction indicator lamp (On the instrument panel)	
	Swirl control valve control	Swirl control valve	
	A/F sensor 1 heater and heated oxygen sensor 2 heater control	A/F sensor 1 heater and heated oxygen sensor 2 heater	
	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve	
	Cooling fan control	Cooling fan relays	
	Air conditioning cut control	Air conditioner relay	
	ASCD vehicle speed control	Electric throttle control actuator	
		ON BOARD DIAGNOSIS for EVAP system	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> </ul>

\*1: These sensors are not used to control the engine system. They are used only for the on board diagnosis.

\*2: This sensor is not used to control the engine system under normal conditions.

\*3: These input signals are sent to the ECM through CAN communication line.

## Multiport Fuel Injection (MFI) System INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed* <sup>3</sup> and piston number	Fuel injection & mixture ratio control	Injector
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Air fuel ratio (A/F) sensor 1	Density of oxygen in exhaust gas		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
PNP switch	Gear position		
Vehicle speed signal* <sup>2</sup>	Vehicle speed		
Ignition switch	Start signal		
Air conditioner switch	Air conditioner operation		
Knock sensor	Engine knocking condition		
Electrical load	Electrical load signal		
Battery	Battery voltage* <sup>3</sup>		
Power steering pressure sensor	Power steering operation		
Heated oxygen sensor 2* <sup>1</sup>	Density of oxygen in exhaust gas		

\*1: Under normal conditions, this sensor is not for engine control operation.

\*2: This signal is sent to the ECM through CAN communication line.

\*3: ECM determines the start signal status by the signals of engine speed and battery voltage.

### SYSTEM DESCRIPTION

The amount of fuel injected from the fuel injector is determined by the ECM. The ECM controls the length of time the valve remains open (injection pulse duration). The amount of fuel injected is a program value in the ECM memory. The program value is preset by engine operating conditions. These conditions are determined by input signals (for engine speed and intake air) from both the camshaft position sensor and the mass air flow sensor.

### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

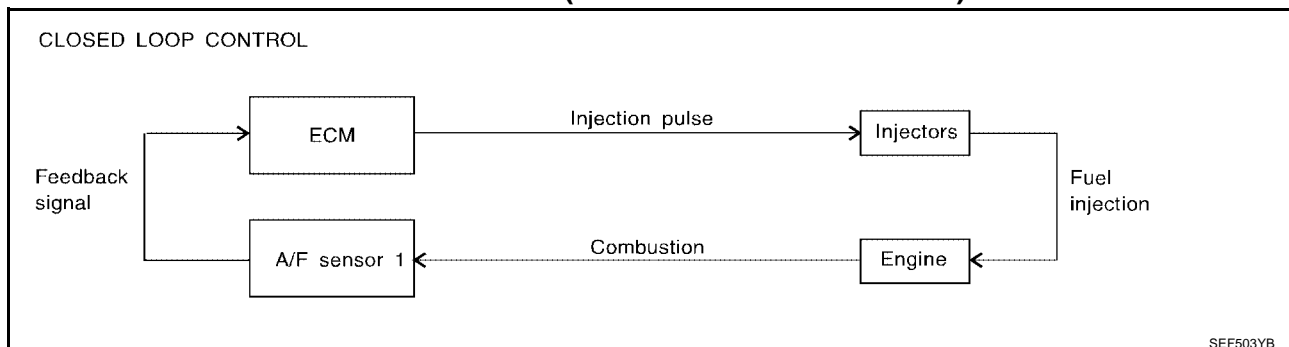
In addition, the amount of fuel injected is compensated to improve engine performance under various operating conditions as listed below.

<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from "N" to "D" (A/T models only)
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation
- During high vehicle speed operation
- Extremely high engine coolant temperature

**MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)**

The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst can then better reduce CO, HC and NO<sub>x</sub> emissions. This system uses an air fuel ratio (A/F) sensor 1 in the exhaust manifold to monitor if the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about the air fuel ratio (A/F) sensor 1, refer to [EC-1033](#). This maintains the mixture ratio within the stoichiometric range (ideal air-fuel mixture).

This stage is referred to as the closed loop control condition.

Heated oxygen sensor 2 is located downstream of the three way catalyst. Even if the switching characteristics of the A/F sensor 1 shift, the air-fuel ratio is controlled to stoichiometric by the signal from heated oxygen sensor 2.

**Open Loop Control**

The open loop system condition refers to when the ECM detects any of the following conditions. Feedback control stops in order to maintain stabilized fuel combustion.

- Deceleration and acceleration
- High-load, high-speed operation
- Malfunction of A/F sensor 1 or its circuit
- Insufficient activation of A/F sensor 1 at low engine coolant temperature
- High engine coolant temperature
- During warm-up
- After shifting from “N” to “D” (A/T models)
- When starting the engine

**MIXTURE RATIO SELF-LEARNING CONTROL**

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from A/F sensor 1. This feedback signal is then sent to the ECM. The ECM controls the basic mixture ratio as close to the theoretical mixture ratio as possible. However, the basic mixture ratio is not necessarily controlled as originally designed. Both manufacturing differences (i.e., mass air flow sensor hot film) and characteristic changes during operation (i.e., injector clogging) directly affect mixture ratio.

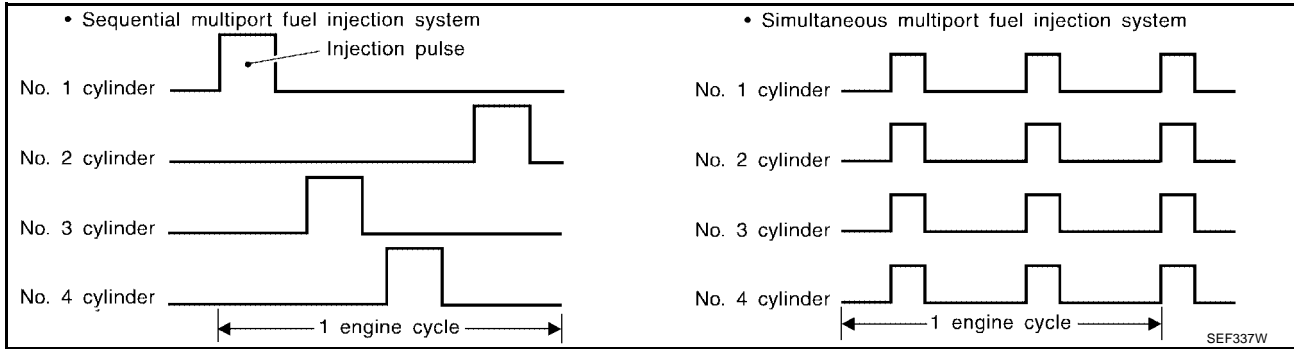
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of “injection pulse duration” to automatically compensate for the difference between the two ratios.

“Fuel trim” refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short term fuel trim and long term fuel trim.

“Short term fuel trim” is the short-term fuel compensation used to maintain the mixture ratio at its theoretical value. The signal from A/F sensor 1 indicates whether the mixture ratio is RICH or LEAN compared to the theoretical value. The signal then triggers a reduction in fuel volume if the mixture ratio is rich, and an increase in fuel volume if it is lean.

“Long term fuel trim” is overall fuel compensation carried out long-term to compensate for continual deviation of the short term fuel trim from the central value. Such deviation will occur due to individual engine differences, wear over time and changes in the usage environment.

**FUEL INJECTION TIMING**



Two types of systems are used.

**Sequential Multiport Fuel Injection System**

Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.

**Simultaneous Multiport Fuel Injection System**

Fuel is injected simultaneously into all four cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.

The four injectors will then receive the signals two times for each engine cycle.

This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

**FUEL SHUT-OFF**

Fuel to each cylinder is cut off during deceleration or operation of the engine at excessively high speeds.

**Electronic Ignition (EI) System INPUT/OUTPUT SIGNAL CHART**

UBS001QU

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed*2 and piston number	Ignition timing control	Power transistor
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Vehicle speed signal*1	Vehicle speed		
Knock sensor	Engine knocking		
PNP switch	Gear position		
Battery	Battery voltage*2		

\*1: This signal sent to the ECM through CAN communication line.

\*2: ECM determines the start signal status by the signals of engine speed and battery voltage.

**SYSTEM DESCRIPTION**

The ignition timing is controlled by the ECM to maintain the best air-fuel ratio for every running condition of the engine. The ignition timing data is stored in the ECM. This data forms the map shown above.

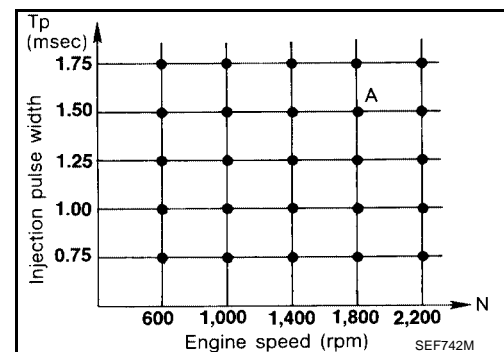
The ECM receives information such as the injection pulse width and camshaft position sensor signal. Computing this information, ignition signals are transmitted to the power transistor.

e.g., N: 1,800 rpm, Tp: 1.50 msec

A°BTDC

During the following conditions, the ignition timing is revised by the ECM according to the other data stored in the ECM.

- At starting





- During warm-up
- At idle
- At low battery voltage
- During acceleration

The knock sensor retard system is designed only for emergencies. The basic ignition timing is programmed within the anti-knocking zone, if recommended fuel is used under dry conditions. The retard system does not operate under normal driving conditions.

If engine knocking occurs, the knock sensor monitors the condition. The signal is transmitted to the ECM. The ECM retards the ignition timing to eliminate the knocking condition.

## Air Conditioning Cut Control INPUT/OUTPUT SIGNAL CHART

*UBS001QV*

Sensor	Input Signal to ECM	ECM function	Actuator
Air conditioner switch	Air conditioner "ON" signal	Air conditioner cut control	Air conditioner relay
PNP switch	Neutral position		
Throttle position sensor	Throttle valve opening angle		
Accelerator pedal position sensor	Accelerator pedal position		
Camshaft position sensor (PHASE)	Engine speed* <sup>1</sup>		
Crankshaft position sensor (POS)			
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage* <sup>1</sup>		
Refrigerant pressure sensor	Refrigerant pressure		
Power steering pressure sensor	Power steering operation		

\*1: ECM determines the start signal status by the signals of engine speed and battery voltage.

## SYSTEM DESCRIPTION

This system improves engine operation when the air conditioner is used. Under the following conditions, the air conditioner is turned off.

- When the accelerator pedal is fully depressed.
- When cranking the engine.
- At high engine speeds.
- When the engine coolant temperature becomes excessively high.
- When operating power steering during low engine speed or low vehicle speed.
- When engine speed is excessively low.
- When the refrigerant pressure is excessively high or low.

## Fuel Cut Control (at No Load & High Engine Speed) INPUT/OUTPUT SIGNAL CHART

*UBS001QW*

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed signal* <sup>1</sup>	Vehicle speed	Fuel cut control	Injectors
PNP switch	Neutral position		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Engine coolant temperature sensor	Engine coolant temperature		
Crankshaft position sensor (POS)	Engine speed		
Camshaft position sensor (PHASE)			

\*1: This signal is sent to the ECM through CAN communication line.

## SYSTEM DESCRIPTION

If the engine speed is above 2,500 rpm with no load, (for example, in Neutral and engine speed over 2,500 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed. Fuel cut will operate until the engine speed reaches 2,000 rpm, then fuel cut is cancelled.

**NOTE:**

This function is different from deceleration control listed under [EC-617, "Multiport Fuel Injection \(MFI\) System"](#).

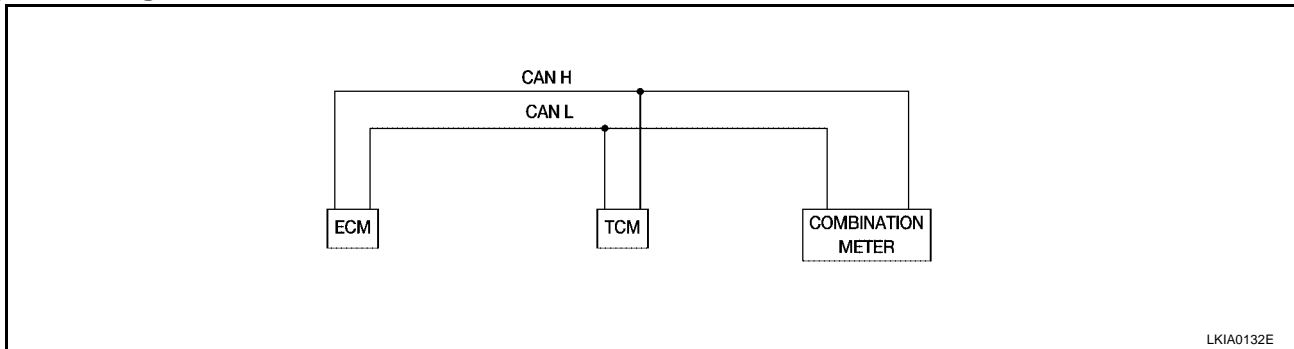
## CAN communication SYSTEM DESCRIPTION

UBS003W9

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## MODELS WITH A/T

### System Diagram



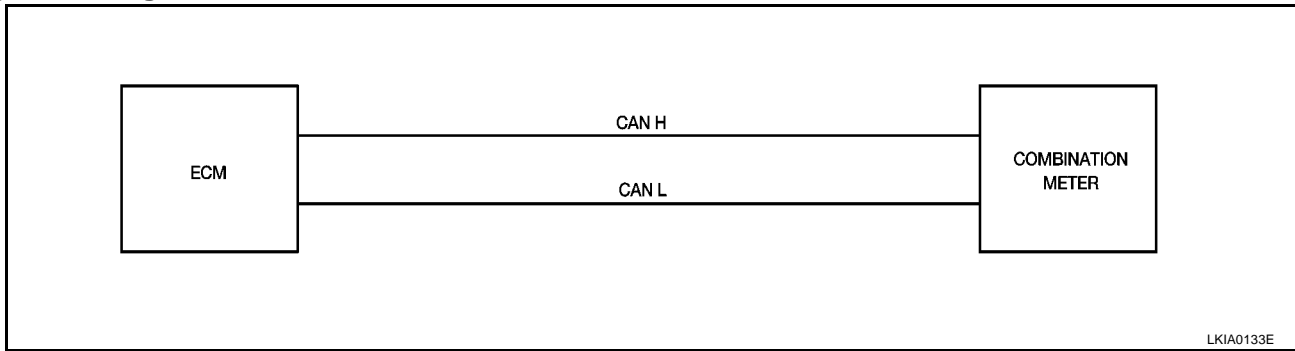
### Input/Output Signal Chart

T: Transmit R: Receive

Signals	ECM	TCM	Combination meter
Accelerator pedal position signal	T	R	
Output shaft revolution signal	R	T	
A/T self-diagnosis signal	R	T	
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Overdrive control switch signal		R	T
O/D OFF indicator signal		T	R
Engine speed signal	T		R
Engine coolant temperature signal	T		R
Vehicle speed signal	R		T
Fuel level sensor signal	R		T
Malfunction indicator lamp signal	T		R
ASCD SET lamp signal	T		R
ASCD CRUISE lamp signal	T		R

**MODELS WITH M/T**

**System Diagram**



**Input/Output Signal Chart**

T: Transmit R: Receive

Signals	ECM	Combination meter
Engine speed signal	T	R
Engine coolant temperature signal	T	R
Vehicle speed signal	R	T
Fuel level sensor signal	R	T
Malfunction indicator lamp signal	T	R
ASCD SET lamp signal	T	R
ASCD CRUISE lamp signal	T	R

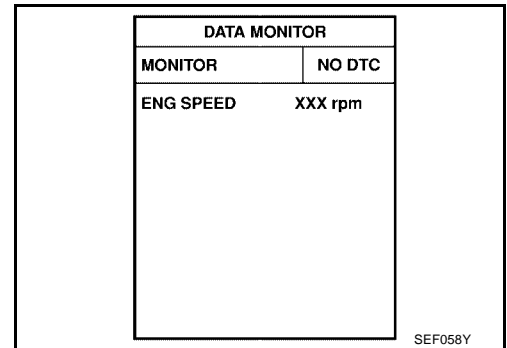
**BASIC SERVICE PROCEDURE**

**Idle Speed and Ignition Timing Check**  
**IDLE SPEED**

**Using CONSULT-II**

 **With CONSULT-II**

Check idle speed in "DATA MONITOR" mode with CONSULT-II.



 **With GST**

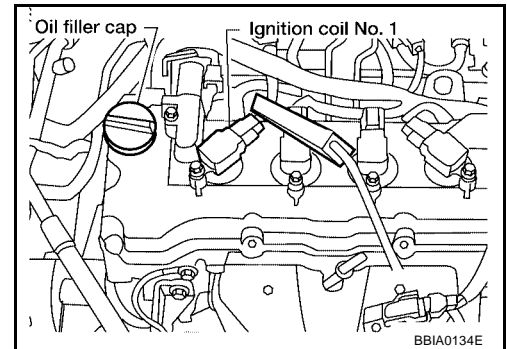
Check idle speed in "MODE 1" with GST.

**IGNITION TIMING**

Any of following two methods may be used.

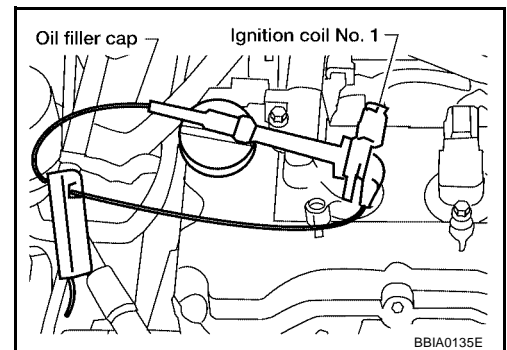
**Method A**

1. Slide the harness protector off ignition coil No. 1 to clear the wires.
2. Attach timing light to the wires as shown in the figure.
3. Check ignition timing.



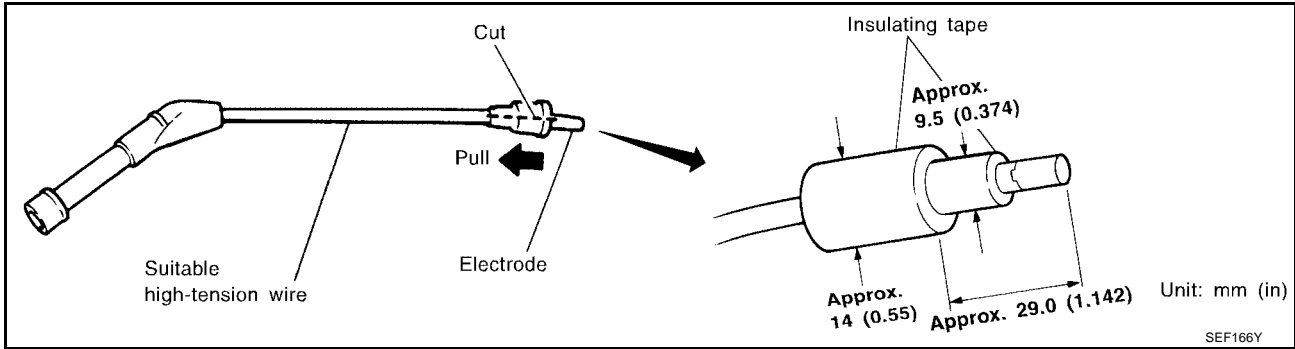
**Method B**

1. Remove No. 1 ignition coil.

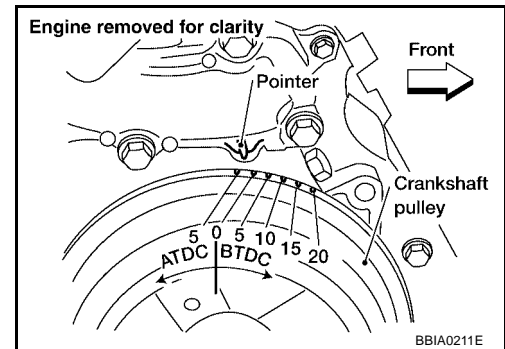


A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

- Connect No. 1 ignition coil and No. 1 spark plug with suitable high-tension wire as shown, and attach timing light clamp to this wire.



- Check ignition timing.



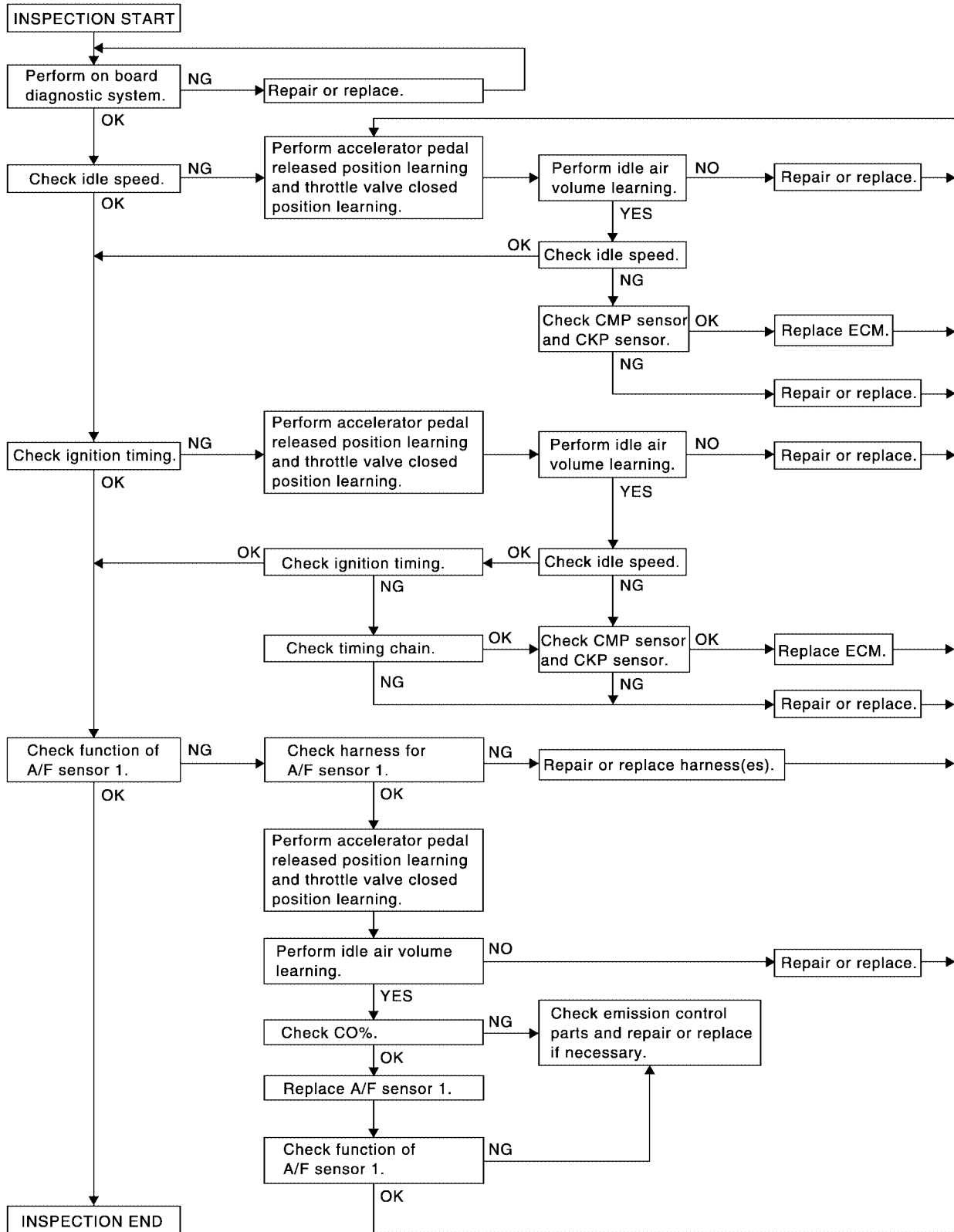
### Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment

UBS001QY

#### PREPARATION

- Make sure that the following parts are in good order.
  - Battery
  - Ignition system
  - Engine oil and coolant levels
  - Fuses
  - ECM harness connector
  - Vacuum hoses
  - Air intake system (Oil filler cap, oil level gauge, etc.)
  - Fuel pressure
  - Engine compression
  - Throttle valve
  - EVAP system
- On models equipped with air conditioner, checks should be carried out while the air conditioner is "OFF".
- On models equipped with automatic transaxle, when checking idle speed, ignition timing and mixture ratio, checks should be carried out while shift lever is in "P" or "N" position.
- When measuring "CO" percentage, insert probe more than 40 cm (15.7 in) into tail pipe.
- Turn off headlamps, heater blower, rear window defogger.
- Keep front wheels pointed straight ahead.
- Make the check after the cooling fan has stopped.

## OVERALL INSPECTION SEQUENCE



**NOTE:**

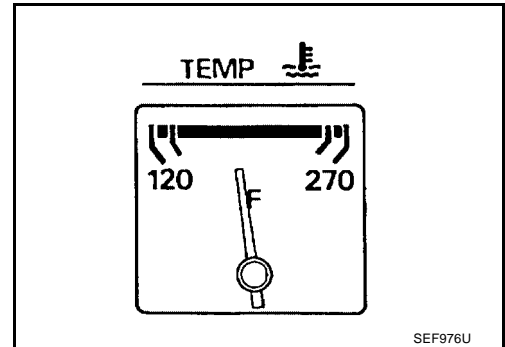
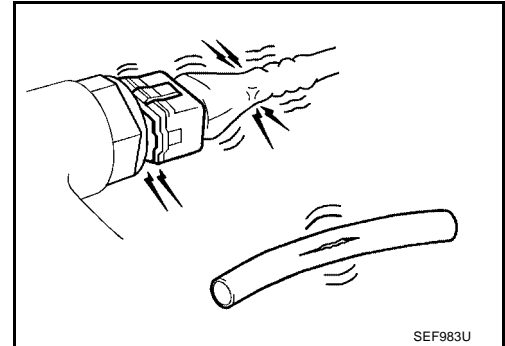
If a vehicle contains a part which is operating outside of design specifications with no MIL illumination, the part shall not be replaced prior to emission testing unless it is determined that the part has been tampered with or abused in such a way that the diagnostic system cannot reasonably be expected to detect the resulting malfunction.

PBIB1206E

## INSPECTION PROCEDURE

### 1. INSPECTION START

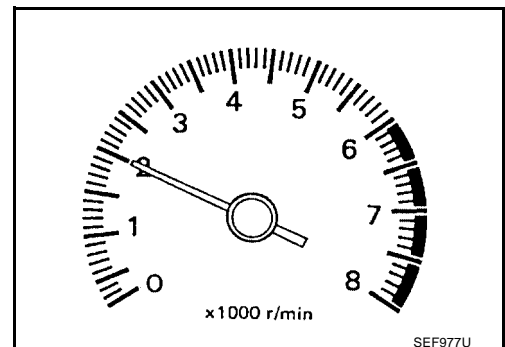
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
  - Throttle valve and throttle position sensor operation
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
6. Make sure that no DTC is displayed with CONSULT-II or GST.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. REPAIR OR REPLACE

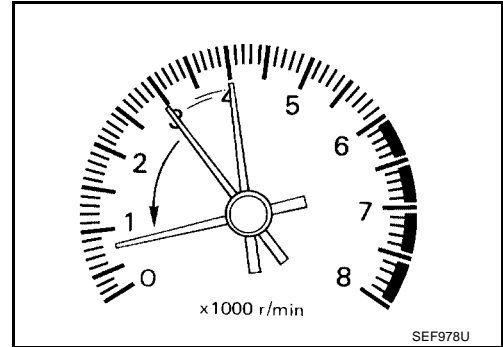
Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

>> GO TO 3.

**3. CHECK TARGET IDLE SPEED**

**With CONSULT-II**

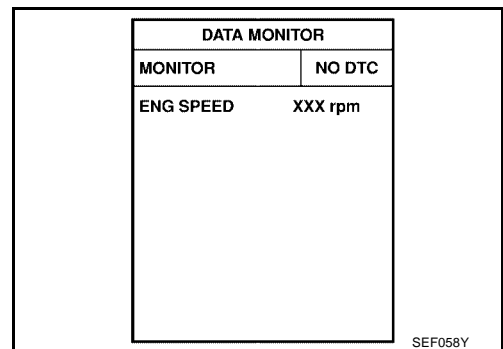
1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**



**Without CONSULT-II**

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

**OK or NG**

- OK >> GO TO 10.
- NG >> GO TO 4.

**4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Stop engine.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 5.

**5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-634, "Throttle Valve Closed Position Learning"](#).

>> GO TO 6.



**6. PERFORM IDLE AIR VOLUME LEARNING**

Perform [EC-635, "Idle Air Volume Learning"](#) .

**Is Idle Air Volume Learning carried out successfully?**

Yes or No

Yes >> GO TO 7.

No >> 1. Follow the construction of "Idle Air Volume Learning".  
2. GO TO 4.

**7. CHECK TARGET IDLE SPEED AGAIN****Ⓟ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 10.

NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-842](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-836](#) .

OK or NG

OK >> GO TO 9.

NG >> 1. Repair or replace.  
2. GO TO 4.

**9. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

**10. CHECK IGNITION TIMING**

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK (With CONSULT-II)>>GO TO 19.

OK (Without CONSULT-II)>>GO TO 20.

NG >> GO TO 11.

**11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Stop engine.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

**12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

**13. PERFORM IDLE AIR VOLUME LEARNING**

Perform [EC-635, "Idle Air Volume Learning"](#) .

**Is Idle Air Volume Learning carried out successfully?**

Yes or No

Yes >> GO TO 14.

No >> 1. Follow the construction of "Idle Air Volume Learning".

2. GO TO 4.

**14. CHECK TARGET IDLE SPEED AGAIN**

 **With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 15.

NG >> GO TO 17.

**15. CHECK IGNITION TIMING AGAIN**

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK (With CONSULT-II)>>GO TO 19.

NG >> GO TO 16.

---

## 16. CHECK TIMING CHAIN INSTALLATION

---

Check timing chain installation. Refer to [EM-45](#) .

OK or NG

- OK >> GO TO 17.  
NG >> 1. Repair the timing chain installation.  
2. GO TO 4.

---

## 17. DETECT MALFUNCTIONING PART

---

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-842](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-836](#) .

OK or NG

- OK >> GO TO 18.  
NG >> 1. Repair or replace.  
2. GO TO 4.

---

## 18. CHECK ECM FUNCTION

---

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

---

## 19. CHECK AIR FUEL RATIO (A/F) SENSOR 1 FUNCTION

---

 **With CONSULT-II**

1. Turn off the ignition key and keep the key off more than 10 seconds.
2. Start engine and warm it up to normal operating temperature.
3. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in “D” position with “OD” OFF (A/T) or 4th position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

4. Set “OD” ON, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

5. Repeat steps 2 to 3 five times.
6. Stop the vehicle and connect CONSULT-II to the vehicle.
7. Make sure that no 1st trip DTC is displayed in “SELF-DIAG RESULTS” mode.

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 21.

**20. CHECK AIR FUEL RATIO (A/F) SENSOR 1 FUNCTION**

⊗ **Without CONSULT-II**

1. Turn off the ignition key and keep the key off more than 10 seconds.
2. Start engine and warm it up to normal operating temperature.
3. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or 4th position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

4. Set "OD" ON, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

5. Repeat steps 2 to 3 five times.
6. Stop the vehicle and turn ignition switch "OFF".
7. Stop vehicle and connect GST to the vehicle.
8. Make sure that no DTC is displayed.

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 21.

**21. CHECK AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1) HARNESS**

1. Turn ignition switch "OFF" and disconnect battery ground cable.
2. Disconnect ECM harness connector.
3. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM Terminal	A/F sensor 1 terminal
16	1
35	5
56	6
75	2

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 22.
- NG >> 1. Repair or replace harness between ECM and A/F sensor 1.  
2. GO TO 4.

**22. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

1. Reconnect ECM harness connector.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 23.

**23. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 24.

## 24. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-635, "Idle Air Volume Learning"](#) .

Is Idle Air Volume Learning carried out successfully?

Yes or No

Yes (With CONSULT-II)>>GO TO 25.

Yes (Without CONSULT-II)>>GO TO 26.

No >> 1. Follow the construction of "Idle Air Volume Learning".  
2. GO TO 4.

## 25. CHECK "CO"%

### Ⓜ With CONSULT-II

1. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
2. Turn ignition switch "OFF", wait at least 10 seconds and then turn "ON".
3. Select "ENG COOLANT TEMP" in "ACTIVE TEST" mode.
4. Set "ENG COOLANT TEMP" to 5°C (41°F) by touching "DWN" and "Qd".
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 3 – 11% and engine runs smoothly.**

OK or NG

OK >> GO TO 28.

NG >> GO TO 27.

ACTIVE TEST	
ENG COOLANT TEMP	XXX °C
MONITOR	
ENG SPEED	XXX rpm
INJ PULSE-B1	XXX msec
IGN TIMING	XXX BTDC

SEF172Y

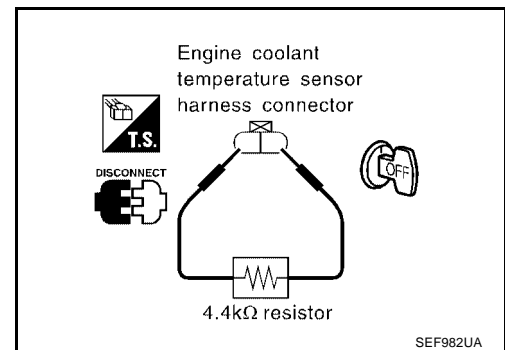
## 26. CHECK "CO"%

### ⊗ Without CONSULT-II

1. Start engine and warm it up until engine coolant temperature indicator points to the middle of gauge.
2. Turn ignition switch "OFF".
3. Disconnect engine coolant temperature sensor harness connector.
4. Connect a resistor (4.4 kΩ) between terminals of engine coolant temperature sensor harness connector.
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 3 – 11% and engine runs smoothly.**

7. After checking "CO"% , turn ignition switch "OFF", disconnect the resistor from the terminals of engine coolant temperature sensor harness connector, and then connect engine coolant temperature sensor harness connector to engine coolant temperature sensor.



OK or NG

OK >> GO TO 28.

NG >> GO TO 27.

## 27. RECONNECT AIR FUEL RATIO (A/F) SENSOR 1 HARNESS CONNECTOR

1. Turn ignition switch "OFF".
2. Reconnect A/F sensor 1 harness connector.

>> GO TO 31.

**28. REPLACE HEATED OXYGEN SENSOR 1**

1. Stop engine.
2. Replace A/F sensor 1.

With CONSULT-II>>GO TO 29.  
Without CONSULT-II>>GO TO 30.

**29. CHECK AIR FUEL RATIO (A/F) SENSOR 1 FUNCTION**

**Ⓜ With CONSULT-II**

1. Turn off the ignition key and keep the key off more than 10 seconds.
2. Start engine and warm it up to normal operating temperature.
3. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in “D” position with “OD” OFF (A/T) or 4th position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

4. Set “OD” ON, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

5. Repeat steps 2 to 3 five times.
6. Stop the vehicle and connect CONSULT-II to the vehicle.
7. Make sure that no 1st trip DTC is displayed in “SELF-DIAG RESULTS” mode.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 31.

**30. CHECK AIR FUEL RATIO (A/F) SENSOR 1 FUNCTION**

**Ⓧ Without CONSULT-II**

1. Turn off the ignition key and keep the key off more than 10 seconds.
2. Start engine and warm it up to normal operating temperature.
3. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in “D” position with “OD” OFF (A/T) or 4th position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

4. Set “OD” ON, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

5. Repeat steps 2 to 3 five times.
6. Stop the vehicle and turn ignition switch “OFF”.
7. Stop vehicle and connect GST to the vehicle.
8. Make sure that no DTC is displayed.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 31.

A

EC

C

D

E

F

G

H

I

J

K

L

M

## 31. DETECT MALFUNCTIONING PART

Check the following.

- Check fuel pressure regulator and repair or replace if necessary. Refer to [EC-637, "Fuel Pressure Check"](#).
- Check mass air flow sensor and its circuit, and repair or replace if necessary. Refer to [EC-740](#) , [EC-748](#) and [EC-940](#) .
- Check injector and its circuit, and repair or replace if necessary. Refer to [EC-1168](#) .
- Check engine coolant temperature sensor and its circuit, and repair or replace if necessary. Refer to [EC-760](#) and [EC-772](#) .

OK or NG

OK >> GO TO 33.

NG >> 1. Repair or replace.

2. GO TO 32.

## 32. ERASE UNNECESSARY DTC

After this inspection, unnecessary DTC might be displayed.

Erase the stored memory in ECM and TCM. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) and [AT-40](#) .

>> GO TO 4.

## 33. CHECK ECM FUNCTION

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

### Accelerator Pedal Released Position Learning DESCRIPTION

UBS006IE

"Accelerator Pedal Released Position Learning" is an operation to learn the fully released position of the accelerator pedal by monitoring the accelerator pedal position sensor output signal. It must be performed each time harness connector of accelerator pedal position sensor or ECM is disconnected.

#### OPERATION PROCEDURE

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch "ON" and wait at least 2 seconds.
3. Turn ignition switch "OFF" wait at least 10 seconds.
4. Turn ignition switch "ON" and wait at least 2 seconds.
5. Turn ignition switch "OFF" wait at least 10 seconds.

### Throttle Valve Closed Position Learning DESCRIPTION

UBS001QZ

"Throttle Valve Closed Position Learning" is an operation to learn the fully closed position of the throttle valve by monitoring the throttle position sensor output signal. It must be performed each time harness connector of electric throttle control actuator of ECM is disconnected.

#### OPERATION PROCEDURE

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch "ON".
3. Turn ignition switch "OFF" wait at least 10 seconds.  
Make sure that throttle valve moves during above 10 seconds by confirming the operating sound.

### Idle Air Volume Learning DESCRIPTION

"Idle Air Volume Learning" is an operation to learn the idle air volume that keeps each engine within the specific range. It must be performed under any of the following conditions:

- Each time electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of specification.

### PREPARATION

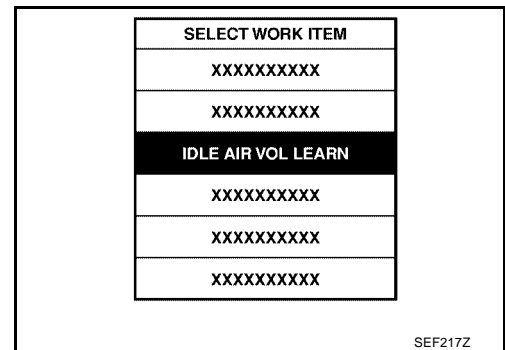
Before performing "Idle Air Volume Learning", make sure that all of the following conditions are satisfied. Learning will be cancelled if any of the following conditions are missed for even a moment.

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 - 95°C (158 - 203°F)
- PNP switch: ON
- Electric load switch: OFF  
(Air conditioner, headlamp, rear window defogger)  
**On vehicles equipped with daytime light systems, set lighting switch to the 1st position to light only small lamps.**
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up  
For models with CONSULT-II, drive vehicle until "FLUID TEMP SE" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V.  
For models without CONSULT-II, drive vehicle for 10 minutes.

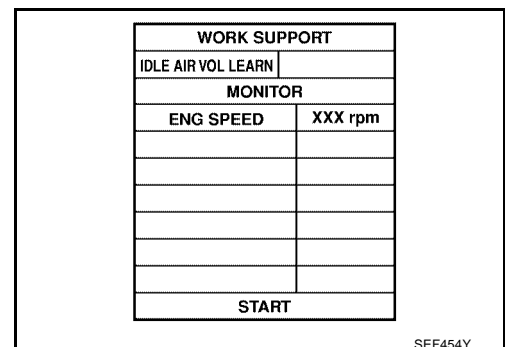
### OPERATION PROCEDURE

#### ④ With CONSULT-II

1. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic "PREPARATION" (previously mentioned) are in good order.
5. Select "IDLE AIR VOL LEARN" in "WORK SUPPORT" mode.



6. Touch "START" and wait 20 seconds.







## DIAGNOSTIC PROCEDURE

If idle air volume learning cannot be performed successfully, proceed as follows:

1. Check that throttle valve is fully closed.
2. Check PCV valve operation.
3. Check that downstream of throttle valve is free from air leakage.
4. When the above three items check out OK, engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.  
It is useful to perform [EC-716, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"](#).
5. If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform "Idle air volume learning" all over again:
  - Engine stalls.
  - Erroneous idle.

## Fuel Pressure Check

### FUEL PRESSURE RELEASE

UBS001R0

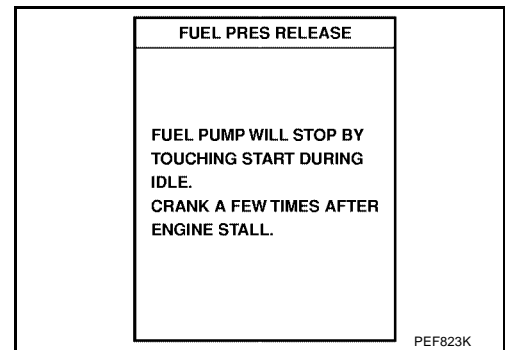
Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.

#### NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because B15 models do not have fuel return system.

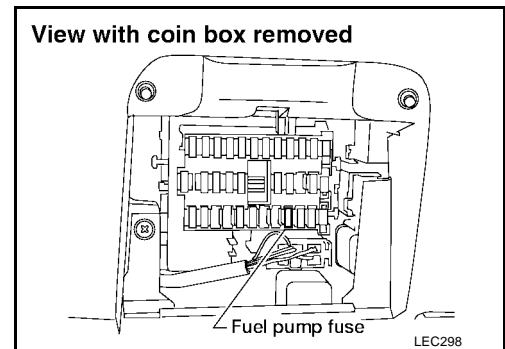
#### Ⓟ With CONSULT-II

1. Start engine.
2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-II.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch "OFF".



#### ⓧ Without CONSULT-II

1. Remove fuse for fuel pump.
2. Start engine.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch "OFF" and reconnect fuel pump fuse.



## FUEL PRESSURE CHECK

- When reconnecting fuel line, always use new clamps.
- Make sure that clamp screws do not contact adjacent parts.
- Use a torque driver to tighten clamps.
- Use Fuel Pressure Gauge Kit J-44321 to check fuel pressure.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C switch, etc.). Fuel pressure gauge may indicate false readings due to varying engine loads and changes in manifold vacuum.

1. Release fuel pressure to zero.
2. Disconnect fuel hose from fuel feed tube (engine side) using fuel tube quick connect removal tool.
3. Release quick connector and disconnect fuel hose from fuel feed tube (underbody side). Remove fuel hose assembly.

**CAUTION:**

**Do not install hose clamps over flared portions of fuel feed tubes or damage to fuel feed tubes may result.**

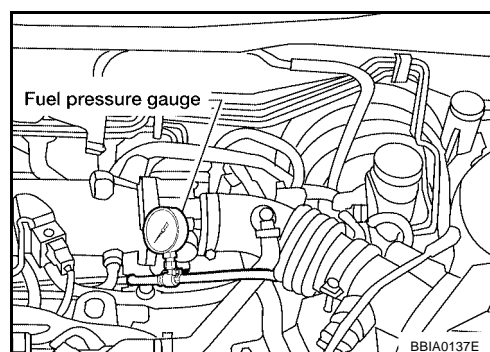
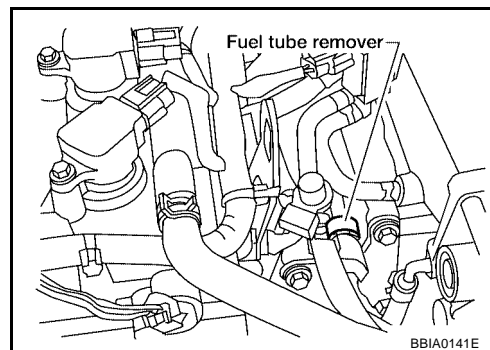
4. Install fuel pressure gauge from kit J-44321 between fuel tubes using hose and clamps from kit.
5. Turn ignition switch "ON" and check for fuel leakage.
6. Start engine and read the indication on fuel pressure gauge.

**At idle speed:**

**Approximately 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

If results are unsatisfactory, check for fuel leakage in fuel line between fuel tank and injector, and check fuel filter for clogging.

If fuel line and fuel filter are OK, replace fuel pressure regulator. Refer to [EC-1168](#) .



## ON BOARD DIAGNOSTIC (OBD) SYSTEM

PFP:00028

### Introduction

UBS001R1

The ECM has an on board diagnostic system, which detects malfunctions related to engine sensors or actuators. The ECM also records various emission-related diagnostic information including:

Emission-related diagnostic information	SAE Mode
Diagnostic Trouble Code (DTC)	Mode 3 of SAE J1979
Freeze Frame data	Mode 2 of SAE J1979
System Readiness Test (SRT) code	Mode 1 of SAE J1979
1st Trip Diagnostic Trouble Code (1st Trip DTC)	Mode 7 of SAE J1979
1st Trip Freeze Frame data	
Test values and Test limits	Mode 6 of SAE J1979
Carbration ID	Mode 9 of SAE J1979

The above information can be checked using procedures listed in the table below.

X: Applicable —: Not applicable

	DTC	1st trip DTC	Freeze Frame data	1st trip Freeze Frame data	SRT code	Test value
CONSULT-II	×	×	×	×	×	—
GST	×	×*1	×	—	×	×
ECM	×	×*2	—	—	—	—

\*1: 1st trip DTCs for self-diagnoses concerning SRT items cannot be shown on the GST display.

\*2: When DTC and 1st trip DTC simultaneously appear on the display, they cannot be clearly distinguished from each other.

The malfunction indicator lamp (MIL) on the instrument panel lights up when the same malfunction is detected in two consecutive trips (Two trip detection logic), or when the ECM enters fail-safe mode. (Refer to [EC-668](#) )

### Two Trip Detection Logic

UBS001R2

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MIL will not light up at this stage. <1st trip>

If the same malfunction is detected again during the next drive, the DTC and Freeze Frame data are stored in the ECM memory, and the MIL lights up. The MIL lights up at the same time as when the DTC is stored. <2nd trip> The “trip” in the “Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation. Specific on board diagnostic items will cause the ECM to light up or blink the MIL, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

X: Applicable —: Not applicable

Items	MIL				DTC		1st trip DTC	
	1st trip		2nd trip		1st trip display- ing	2nd trip display- ing	1st trip display- ing	2nd trip display- ing
	Blinking	Lighting up	Blinking	Lighting up				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to <a href="#">EC-1008</a> )	—	×	—	—	×	—	×	—
Except above	—	—	—	×	—	×	×	—

When there is an open circuit on MIL circuit, the ECM can not warn the driver by lighting MIL up when there is malfunction on engine control system.

Therefore, when electrical controlled throttle and part of ECM related diagnoses is continuously detected as NG for 5-trips, ECM warns the driver that engine control system has trouble and MIL circuit is open by means of operating fail-safe function.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

The fail-safe function also operate when above diagnoses except MIL circuit and demands the driver to repair the malfunction.

Engine operating condition in fail-safe mode

Engine speed will not rise more then 2,500 rpm due to the fuel cut.

## Emission-related Diagnostic Information EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS

UBS001R3

X: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST*2	ECM*3				
CAN COMM CIRCUIT	U1000	1000*7	—	—	—	<a href="#">EC-728</a>
CAN COMM CIRCUIT	U1001	1001*7	—	—	×	<a href="#">EC-728</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	0000	—	—	—	—
INT/V TIMING CONT	P0011	0011	—	—	×	<a href="#">EC-731</a>
HO2S2 HTR (B1)	P0037	0037	×	×	×*5	<a href="#">EC-734</a>
HO2S2 HTR (B1)	P0038	0038	×	×	×*5	<a href="#">EC-734</a>
MAF SEN/CIRCUIT	P0101	0101	—	—	—	<a href="#">EC-740</a>
MAF SEN/CIRCUIT	P0102	0102	—	—	—	<a href="#">EC-748</a>
MAF SEN/CIRCUIT	P0103	0103	—	—	—	<a href="#">EC-748</a>
IAT SEN/CIRCUIT	P0112	0112	—	—	×	<a href="#">EC-755</a>
IAT SEN/CIRCUIT	P0113	0113	—	—	×	<a href="#">EC-755</a>
ECT SEN/CIRC	P0117	0117	—	—	—	<a href="#">EC-760</a>
ECT SEN/CIRC	P0118	0118	—	—	—	<a href="#">EC-760</a>
TP SEN2/CIRC	P0122	0122	—	—	—	<a href="#">EC-765</a>
TP SEN2/CIRC	P0123	0123	—	—	—	<a href="#">EC-765</a>
ECT SEN/CIRC	P0125	0125	—	—	—	<a href="#">EC-772</a>
IAT SEN/CIRCUIT	P0127	0127	—	—	×	<a href="#">EC-775</a>
THERMSTAT FNCTN	P0128	0128	—	—	×	<a href="#">EC-778</a>
HO2S2 (B1)	P0138	0138	×	×	×*5	<a href="#">EC-780</a>
HO2S2 (B1)	P0139	0139	×	×	×*5	<a href="#">EC-787</a>
FUEL SYS-LEAN-B1	P0171	0171	—	—	×	<a href="#">EC-795</a>
FUEL SYS-RICH-B1	P0172	0172	—	—	×	<a href="#">EC-802</a>
FTT SENSOR	P0181	0181	—	—	×	<a href="#">EC-809</a>
FTT SEN/CIRCUIT	P0182	0182	—	—	×	<a href="#">EC-814</a>
FTT SEN/CIRCUIT	P0183	0183	—	—	×	<a href="#">EC-814</a>
TP SEN 1/CIRC	P0222	0222	—	—	—	<a href="#">EC-818</a>
TP SEN 1/CIRC	P0223	0223	—	—	—	<a href="#">EC-818</a>
MULTI CYL MISFIRE	P0300	0300	—	—	×	<a href="#">EC-825</a>
CYL 1 MISFIRE	P0301	0301	—	—	×	<a href="#">EC-825</a>
CYL 2 MISFIRE	P0302	0302	—	—	×	<a href="#">EC-825</a>
CYL 3 MISFIRE	P0303	0303	—	—	×	<a href="#">EC-825</a>
CYL 4 MISFIRE	P0304	0304	—	—	×	<a href="#">EC-825</a>
KNOCK SEN/CIRC-B1	P0327	0327	—	—	×	<a href="#">EC-832</a>
KNOCK SEN/CIRC-B1	P0328	0328	—	—	×	<a href="#">EC-832</a>
CKP SEN/CIRCUIT	P0335	0335	—	—	×	<a href="#">EC-836</a>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST*2	ECM*3				
CMP SEN/CIRCUIT	P0340	0340	—	—	×	<a href="#">EC-842</a>
TW CATALYST SYS-B1	P0420	0420	×	×	×*5	<a href="#">EC-848</a>
EVAP PURG FLOW/MON	P0441	0441	×	×	×*5	<a href="#">EC-852</a>
EVAP SMALL LEAK	P0442	0442	×	×	×*5	<a href="#">EC-858</a>
PURG VOLUME CONT/V	P0444	0444	—	—	×	<a href="#">EC-867</a>
PURG VOLUME CONT/V	P0445	0445	—	—	×	<a href="#">EC-867</a>
VENT CONTROL VALVE	P0447	0447	—	—	×	<a href="#">EC-873</a>
EVAPO SYS PRES SEN	P0452	0452	—	—	×	<a href="#">EC-880</a>
EVAPO SYS PRES SEN	P0453	0453	—	—	×	<a href="#">EC-886</a>
EVAP GROSS LEAK	P0455	0455	—	×	×*5	<a href="#">EC-893</a>
EVAP VERY SML LEAK	P0456	0456	×*4	—	×*5	<a href="#">EC-901</a>
FUEL LEV SEN SLOSH	P0460	0460	—	—	×	<a href="#">EC-910</a>
FUEL LEVEL SENSOR	P0461	0461	—	—	×	<a href="#">EC-912</a>
FUEL LEVEL SEN/CIRC	P0462	0462	—	—	×	<a href="#">EC-914</a>
FUEL LEVEL SEN/CIRC	P0463	0463	—	—	×	<a href="#">EC-914</a>
VEH SPEED SEN/CIRC*6	P0500	0500	—	—	×	<a href="#">EC-916</a>
ISC SYSTEM/CIRC	P0506	0506	—	—	×	<a href="#">EC-918</a>
ISC SYSTEM/CIRC	P0507	0507	—	—	×	<a href="#">EC-920</a>
PW ST P SEN/CIRC	P0550	0550	—	—	×	<a href="#">EC-922</a>
ECM	P0605	0605	—	—	×	<a href="#">EC-927</a>
PNP SW/CIRC	P0705	0705	—	—	×	<a href="#">AT-116</a>
ATF TEMP SEN/CIRC	P0710	0710	—	—	×	<a href="#">AT-121</a>
VEH SPD SEN/CIR AT*6	P0720	0720	—	—	×	<a href="#">AT-127</a>
ENGINE SPEED SIG	P0725	0725	—	—	×	<a href="#">AT-132</a>
A/T 1ST GR FNCTN	P0731	0731	—	—	×	<a href="#">AT-136</a>
A/T 2ND GR FNCTN	P0732	0732	—	—	×	<a href="#">AT-141</a>
A/T 3RD GR FNCTN	P0733	0733	—	—	×	<a href="#">AT-146</a>
A/T 4TH GR FNCTN	P0734	0734	—	—	×	<a href="#">AT-151</a>
TCC SOLENOID/CIRC	P0740	0740	—	—	×	<a href="#">AT-160</a>
A/T TCC S/V FNCTN	P0744	0744	—	—	×	<a href="#">AT-164</a>
L/PRESS SOL/CIRC	P0745	0745	—	—	×	<a href="#">AT-174</a>
SFT SOL A/CIRC	P0750	0750	—	—	—	<a href="#">AT-180</a>
SFT SOL B/CIRC	P0755	0755	—	—	—	<a href="#">AT-184</a>
A/F SEN1 HTR (B1)	P1031	1031	×	×	×*5	<a href="#">EC-930</a>
A/F SEN1 HTR (B1)	P1032	1032	×	×	×*5	<a href="#">EC-930</a>
ECM BACK UP/CIRC	P1065	1065	—	—	×	<a href="#">EC-936</a>
MAF SENSOR	P1102	1102	—	—	—	<a href="#">EC-940</a>
INT/V TIM V/CIR-B1	P1111	1111	—	—	×	<a href="#">EC-947</a>
ETC ACTR	P1121	1121	—	—	—	<a href="#">EC-952</a>
ETC FUNCTION/CIRC	P1122	1122	—	—	—	<a href="#">EC-954</a>
ETC MOT PWR	P1124	1124	—	—	—	<a href="#">EC-961</a>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST*2	ECM*3				
ETC MOT PWR	P1126	1126	—	—	—	<a href="#">EC-961</a>
ETC MOT PWR	P1128	1128	—	—	—	<a href="#">EC-966</a>
VARI SWL CON/SV-B1	P1132	1132	—	—	×	<a href="#">EC-971</a>
SWIRL CON/V POSI SEN	P1137	1137	—	—	×	<a href="#">EC-976</a>
SWIRL CONT VALVE	P1138	1138	—	—	×	<a href="#">EC-984</a>
HO2S2 (B1)	P1146	1146	×	×	×*5	<a href="#">EC-992</a>
HO2S2 (B1)	P1147	1147	×	×	×*5	<a href="#">EC-1000</a>
CLOSED LOOP-B1	P1148	1148	—	—	—	<a href="#">EC-1008</a>
ENG OVER TEMP	P1217	1217	—	—	—	<a href="#">EC-1009</a>
CTP LEARNING	P1225	1225	—	—	×	<a href="#">EC-1024</a>
CTP LEARNING	P1226	1226	—	—	×	<a href="#">EC-1026</a>
SENSOR POWER/CIRC	P1229	1229	—	—	—	<a href="#">EC-1028</a>
A/F SENSOR 1 (B1)	P1271	1271	×	×	×*5	<a href="#">EC-1033</a>
A/F SENSOR 1 (B1)	P1272	1272	×	×	×*5	<a href="#">EC-1039</a>
A/F SENSOR 1 (B1)	P1273	1273	×	×	×*5	<a href="#">EC-1045</a>
A/F SENSOR 1 (B1)	P1274	1274	×	×	×*5	<a href="#">EC-1052</a>
A/F SENSOR 1 (B1)	P1276	1276	×	×	×*5	<a href="#">EC-1059</a>
A/F SENSOR 1 (B1)	P1278	1278	×	×	×*5	<a href="#">EC-1065</a>
A/F SENSOR 1 (B1)	P1279	1279	×	×	×*5	<a href="#">EC-1073</a>
PURG VOLUME CONT/V	P1444	1444	—	—	×	<a href="#">EC-1081</a>
VENT CONTROL VALVE	P1446	1446	—	—	×	<a href="#">EC-1089</a>
ASCD SW	P1564	1564	—	—	—	<a href="#">EC-1095</a>
ASCD BRAKE SW	P1572	1572	—	—	—	<a href="#">EC-1102</a>
ASCD VHL SPD SEN	P1574	1574	—	—	—	<a href="#">EC-1113</a>
TP SEN/CIRC A/T	P1705	1705	—	—	—	<a href="#">AT-188</a>
P-N POS SW/CIRCUIT	P1706	1706	—	—	×	<a href="#">EC-1115</a>
O/R CLTCH SOL/CIRC	P1760	1760	—	—	×	<a href="#">AT-194</a>
BRAKE SW/CIRCUIT	P1805	1805	—	—	×	<a href="#">EC-1119</a>
APP SEN 1/CIRC	P2122	2122	—	—	—	<a href="#">EC-1125</a>
APP SEN 1/CIRC	P2123	2123	—	—	—	<a href="#">EC-1125</a>
APP SEN 2/CIRC	P2127	2127	—	—	—	<a href="#">EC-1132</a>
APP SEN 2/CIRC	P2128	2128	—	—	—	<a href="#">EC-1132</a>
TP SENSOR	P2135	2135	—	—	—	<a href="#">EC-1140</a>
APP SENSOR	P2138	2138	—	—	—	<a href="#">EC-1147</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*4: SRT code will not be set if the self-diagnostic result is NG.

\*5: These are not displayed with GST.

\*6: When the fail-safe operations for both self-diagnoses occur at the same time, the MIL illuminates.

\*7: The trouble shooting for these DTCs needs CONSULT-II.



## DTC AND 1ST TRIP DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not reoccur, the 1st trip DTC will not be displayed.

If a malfunction is detected during the 1st trip, the 1st trip DTC is stored in the ECM memory. The MIL will not light up (two trip detection logic). If the same malfunction is not detected in the 2nd trip (meeting the required driving pattern), the 1st trip DTC is cleared from the ECM memory. If the same malfunction is detected in the 2nd trip, both the 1st trip DTC and DTC are stored in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored and a non-diagnostic operation is performed between the 1st and 2nd trips, only the 1st trip DTC will continue to be stored. For malfunctions that blink or light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

Procedures for clearing the DTC and the 1st trip DTC from the ECM memory are described in "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", [EC-651](#).

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-643](#). These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-II.

1st trip DTC is specified in Mode 7 of SAE J1979. 1st trip DTC detection occurs without lighting up the MIL and therefore does not warn the driver of a malfunction. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.

When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in "Work Flow" procedure Step II, refer to [EC-662](#). Then perform "DTC Confirmation Procedure" or "Overall Function Check" to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

### How to Read DTC and 1st Trip DTC

DTC and 1st trip DTC can be read by the following methods.

 **With CONSULT-II**

 **With GST**

CONSULT-II or GST (Generic Scan Tool) Examples: P0340, P0350, P0705, P0750, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

- **1st trip DTC No. is the same as DTC No.**
- **Output of a DTC indicates a malfunction. However, GST does not indicate whether the malfunction is still occurring or has occurred in the past and has returned to normal. CONSULT-II can identify malfunction status as shown below. Therefore, using CONSULT-II (if available) is recommended.**

A sample of CONSULT-II display for DTC and 1st trip DTC is shown below. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

If the DTC is being detected currently, the time data will be "0".

If a 1st trip DTC is stored in the ECM, the time data will be "[1t]".

DTC display	SELF DIAG RESULTS		1st trip DTC display	SELF DIAG RESULTS	
	DTC RESULTS	TIME		DTC RESULTS	TIME
	CKP SEN/CIRCUIT [P0335]	0		CKP SEN/CIRCUIT [P0335]	1t

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### FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

The ECM records driving conditions such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed, vehicle speed and absolute pressure at the moment a malfunction is detected.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or



# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For details, see [EC-700](#).

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

For example, the EGR malfunction (Priority: 2) was detected and the freeze frame data was stored in the 2nd trip. After that when the misfire (Priority: 1) is detected in another trip, the freeze frame data will be updated from the EGR malfunction to the misfire. The 1st trip freeze frame data is updated each time a different malfunction is detected. There is no priority for 1st trip freeze frame data. However, once freeze frame data is stored in the ECM memory, 1st trip freeze data is no longer stored (because only one freeze frame data or 1st trip freeze frame data can be stored in the ECM). If freeze frame data is stored in the ECM memory and freeze frame data with the same priority occurs later, the first (original) freeze frame data remains unchanged in the ECM memory.

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased. Procedures for clearing the ECM memory are described in “HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION”, [EC-651](#).

## SYSTEM READINESS TEST (SRT) CODE

System Readiness Test (SRT) code is specified in Mode 1 of SAE J1979.

As part of an enhanced emissions test for Inspection & Maintenance (I/M), certain states require the status of SRT be used to indicate whether the ECM has completed self-diagnosis of major emission systems and components. Completion must be verified in order for the emissions inspection to proceed.

If a vehicle is rejected for a State emissions inspection due to one or more SRT items indicating “INCMP”, use the information in this Service Manual to set the SRT to “CMPLT”.

In most cases the ECM will automatically complete its self-diagnosis cycle during normal usage, and the SRT status will indicate “CMPLT” for each application system. Once set as “CMPLT”, the SRT status remains “CMPLT” until the self-diagnosis memory is erased.

Occasionally, certain portions of the self-diagnostic test may not be completed as a result of the customer's normal driving pattern; the SRT will indicate “INCMP” for these items.

### NOTE:

The SRT will also indicate “INCMP” if the self-diagnosis memory is erased for any reason or if the ECM memory power supply is interrupted for several hours.

If, during the state emissions inspection, the SRT indicates “CMPLT” for all test items, the inspector will continue with the emissions test. However, if the SRT indicates “INCMP” for one or more of the SRT items the vehicle is returned to the customer untested.

### NOTE:

If MIL is “ON” during the state emissions inspection, the vehicle is also returned to the customer untested even though the SRT indicates “CMPLT” for all test items. Therefore, it is important to check SRT (“CMPLT”) and DTC (No DTCs) before the inspection.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

## SRT Item

The table below shows required self-diagnostic items to set the SRT to "CMPLT".

SRT item (CONSULT-II indication)	Performance Priority*1	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	2	Three way catalyst function	P0420
EVAP SYSTEM	1	EVAP control system	P0442
	—	EVAP control system	P1442
	2	EVAP control system	P0441
HO2S	2	Air fuel ratio (A/F) sensor 1	P1271
		Air fuel ratio (A/F) sensor 1	P1272
		Air fuel ratio (A/F) sensor 1	P1273
		Air fuel ratio (A/F) sensor 1	P1274
		Air fuel ratio (A/F) sensor 1	P1276
		Air fuel ratio (A/F) sensor 1	P1278, P1279
		Heated oxygen sensor 2	P0138
		Heated oxygen sensor 2	P0139
		Heated oxygen sensor 2	P1146
HO2S HTR	2	Air fuel ratio (A/F) sensor heater	P1031, P1032
		Heated oxygen sensor 2 heater	P0037

\*1: If completion of several SRTs is required, perform driving patterns (DTC confirmation procedure), one by one based on the performance priority for models with CONSULT-II.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

## SRT Set Timing

SRT is set as "CMPLT" after self-diagnosis has been performed one or more times. Completion of SRT is done regardless of whether the result is OK or NG. The set timing is different between OK and NG results and is shown in the table below.

Self-diagnosis result		Example						
		Diagnosis	Ignition cycle					
			← ON →	OFF	← ON →	OFF	← ON →	OFF
All OK	Case 1	P0400	OK (1)	— (1)	OK (2)	— (2)		
		P0402	OK (1)	— (1)	— (1)	OK (2)		
		P1402	OK (1)	OK (2)	— (2)	— (2)		
		SRT of EGR	"CMPLT"	"CMPLT"	"CMPLT"	"CMPLT"		
	Case 2	P0400	OK (1)	— (1)	— (1)	— (1)		
		P0402	— (0)	— (0)	OK (1)	— (1)		
		P1402	OK (1)	OK (2)	— (2)	— (2)		
		SRT of EGR	"INCMP"	"INCMP"	"CMPLT"	"CMPLT"		
NG exists	Case 3	P0400	OK	OK	—	—		
		P0402	—	—	—	—		
		P1402	NG	—	NG	NG (Consecutive NG)		
		(1st trip) DTC	1st trip DTC	—	1st trip DTC	DTC (= MIL "ON")		
		SRT of EGR	"INCMP"	"INCMP"	"INCMP"	"CMPLT"		

OK: Self-diagnosis is carried out and the result is OK.

NG: Self-diagnosis is carried out and the result is NG.

—: Self-diagnosis is not carried out.

When all SRT related self-diagnoses show OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate "CMPLT". → Case 1 above

When all SRT related self-diagnoses show OK results through several different cycles, the SRT will indicate "CMPLT" at the time the respective self-diagnoses have at least one OK result. → Case 2 above

If one or more SRT related self-diagnoses show NG results in 2 consecutive cycles, the SRT will also indicate "CMPLT". → Case 3 above

The table above shows that the minimum number of cycles for setting SRT as "INCMP" is one (1) for each self-diagnosis (Case 1 & 2) or two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary for each self-diagnosis to be executed twice (Case 3) for the following reasons:

- The SRT will indicate "CMPLT" at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires "CMPLT" of the SRT only with OK self-diagnosis results.
- When, during SRT driving pattern, 1st trip DTC (NG) is detected prior to "CMPLT" of SRT, the self-diagnosis memory must be erased from ECM after repair.
- If the 1st trip DTC is erased, all the SRT will indicate "INCMP".

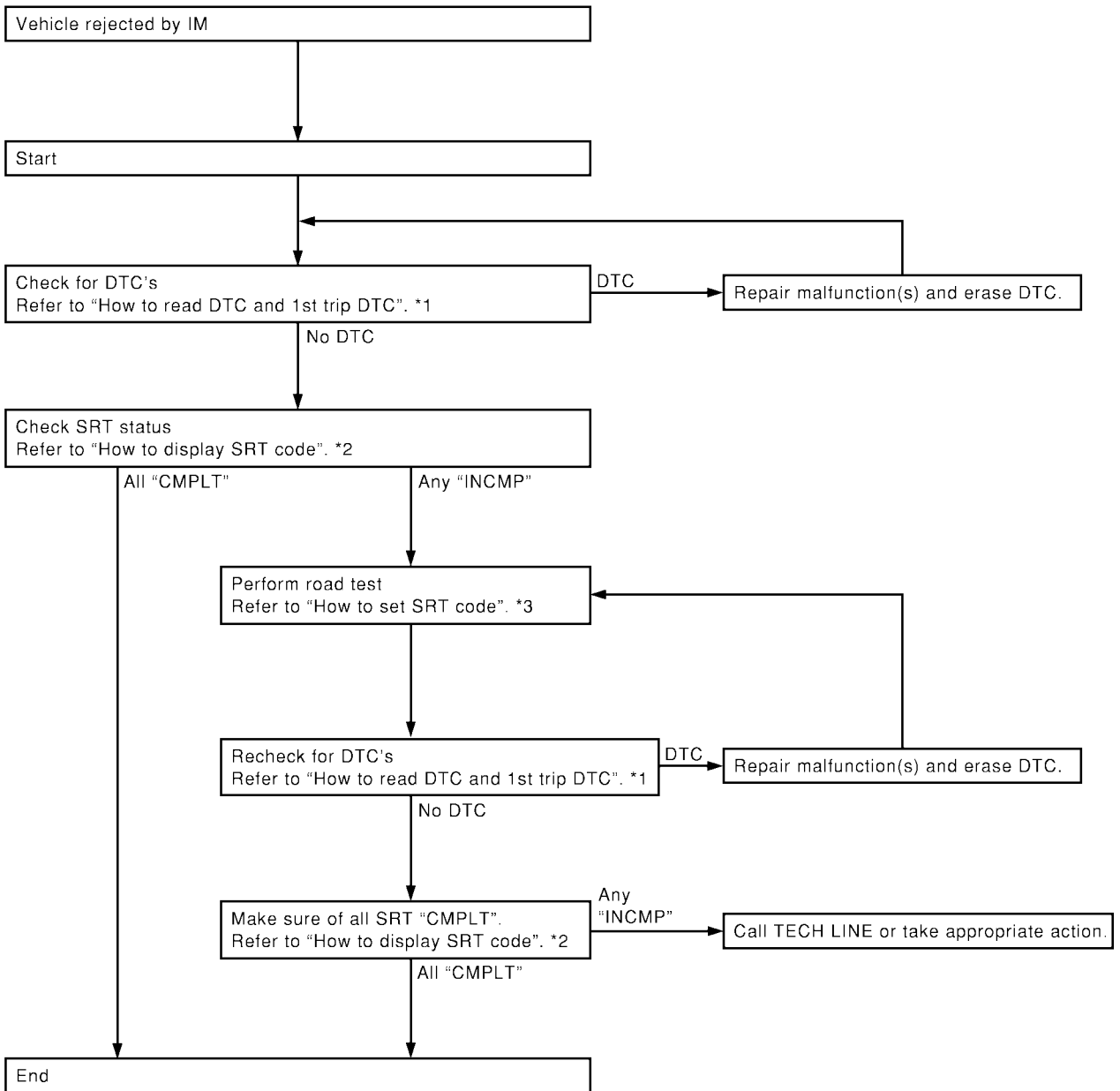
**NOTE:**

SRT can be set as "CMPLT" together with the DTC(s). Therefore, DTC check must always be carried out prior to the state emission inspection even though the SRT indicates "CMPLT".

## SRT Service Procedure

If a vehicle has failed the state emissions inspection due to one or more SRT items indicating "INCMP", review the flowchart diagnostic sequence on the next page.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



\*1 [EC-643](#)

\*2 [EC-647](#)

\*3 [EC-648](#)

SEP170Z

## How to Display SRT Code

### With CONSULT-II

Selecting "SRT STATUS" in "DTC CONFIRMATION" mode with CONSULT-II.

For items whose SRT codes are set, a "CMPLT" is displayed on the CONSULT-II screen; for items whose SRT codes are not set, "INCMP" is displayed.

### With GST

Selecting Mode 1 with GST (Generic Scan Tool)

A sample of CONSULT-II display for SRT code is shown below.

"INCMP" means the self-diagnosis is incomplete and SRT is not set. "CMPLT" means the self-diagnosis is complete and SRT is set.

SRT STATUS	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	CMPLT

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### How to Set SRT Code

To set all SRT codes, self-diagnosis for the items indicated above must be performed one or more times. Each diagnosis may require a long period of actual driving under various conditions.

#### **With CONSULT-II**

Perform corresponding DTC Confirmation Procedure one by one based on “Performance Priority” in the table on [EC-645](#).

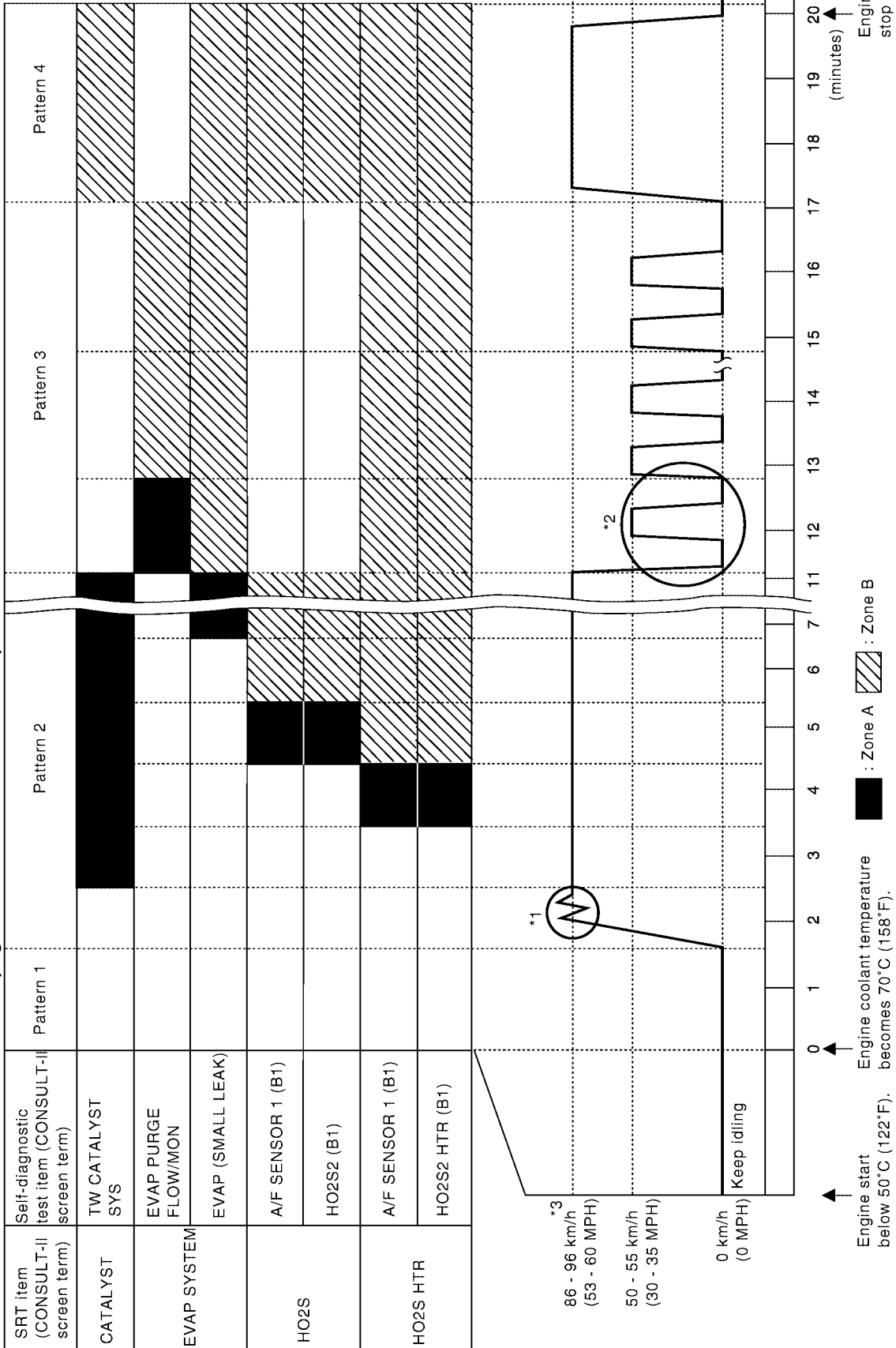
#### **Without CONSULT-II**

The most efficient driving pattern in which SRT codes can be properly set is explained on the next page. The driving pattern should be performed one or more times to set all SRT codes.

Driving Pattern

**Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.**

**Driving pattern**



PBIB1182E

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

- The time required for each diagnosis varies with road surface conditions, weather, altitude, individual driving habits, etc.  
Zone A refers to the range where the time required for the diagnosis under normal conditions\* is the shortest.  
Zone B refers to the range where the diagnosis can still be performed if the diagnosis is not completed within zone A.

\*: Normal conditions refer to the following:

- Sea level
- Flat road
- Ambient air temperature: 20 - 30°C (68 - 86°F)
- Diagnosis is performed as quickly as possible under normal conditions.  
Under different conditions [For example: ambient air temperature other than 20 - 30°C (68 - 86°F)], diagnosis may also be performed.

Pattern 1:

- The engine is started at the engine coolant temperature of -10 to 35°C (14 to 95°F) (where the voltage between the ECM terminal 73 and ground is 3.0 - 4.3V).**
- The engine must be operated at idle speed until the engine coolant temperature is greater than 70°C (158°F) (where the voltage between the ECM terminal 73 and ground is lower than 1.4V).**
- The engine is started at the fuel tank temperature of warmer than 0°C (32°F) (where the voltage between the ECM terminal 107 and ground is less than 4.1V).**

Pattern 2:

- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

Pattern 3:

- The driving pattern outlined in \*<sup>2</sup> must be repeated at least 3 times.

Pattern 4:

- Tests are performed after the engine has been operated for at least 17 minutes.
- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted all over again.

\*1: Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH), then release the accelerator pedal and keep it released for more than 10 seconds. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again.

\*2: Operate the vehicle in the following driving pattern.

- Decelerate vehicle to 0 km/h (0 MPH) and let engine idle.
- Repeat driving pattern shown below at least 10 times.  
- **During acceleration, hold the accelerator pedal as steady as possible.**

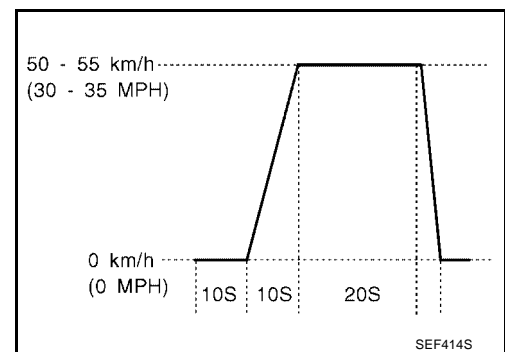
\*3: Checking the vehicle speed with GST is advised.

### Suggested Transmission Gear Position for A/T Models

Set the selector lever in the "D" position with the overdrive switch turned ON.

### Suggested Upshift Speeds for M/T Models

Shown below are suggested vehicle speeds for shifting into a higher gear. These suggestions relate to fuel economy and vehicle performance. Actual upshift speeds will vary according to road conditions, the weather and individual driving habits.



Gear change	For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)]:	For quick acceleration in low altitude areas and high altitude areas [over 1,219 m (4,000 ft)]:
	ACCEL shift point km/h (MPH)	km/h (MPH)
1st to 2nd	24 (15)	24 (15)
2nd to 3rd	40 (25)	40 (25)
3rd to 4th	65 (40)	65 (40)
4th to 5th	75 (45)	75 (45)

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QG18DE (SULEV)]

## Suggested Maximum Speed in Each Gear

Downshift to a lower gear if the engine is not running smoothly, or if you need to accelerate.

Do not exceed the maximum suggested speed (shown below) in any gear. For level road driving, use the highest gear suggested for that speed. Always observe posted speed limits and drive according to the road conditions to ensure safe operation. Do not over-rev the engine when shifting to a lower gear as it may cause engine damage or loss of vehicle control.

Gear	km/h (MPH)
1st	48 (30)
2nd	84 (52)
3rd	128 (80)
4th	—
5th	—

## TEST VALUE AND TEST LIMIT (GST ONLY — NOT APPLICABLE TO CONSULT-II)

The following is the information specified in Mode 6 of SAE J1979.

The test value is a parameter used to determine whether a system/circuit diagnostic test is “OK” or “NG” while being monitored by the ECM during self-diagnosis. The test limit is a reference value which is specified as the maximum or minimum value and is compared with the test value being monitored.

Items for which these data (test value and test limit) are displayed are the same as SRT code items (15 test items).

These data (test value and test limit) are specified by Test ID (TID) and Component ID (CID) and can be displayed on the GST screen.

X: Applicable —: Not applicable

SRT item	Self-diagnostic test item	Test value (GST display)		Test limit	Application
		TID	CID		
CATALYST	Three way catalyst function	01H	01H	Max.	×
		02H	81H	Min.	×
EVAP SYSTEM	EVAP control system (Small leak)	05H	03H	Max.	×
	EVAP control system purge flow monitoring	06H	83H	Min.	×
HO2S	A/F sensor 1	43H	0EH	Max.	×
		44H	8EH	Min.	×
		45H	8EH	Min.	×
	Heated oxygen sensor 2	19H	86H	Min.	×
		1AH	86H	Min.	×
		1BH	06H	Max.	×
		1CH	06H	Max.	×
HO2S HTR	A/F sensor 1 heater	57H	10H	Max.	×
		58H	90H	Min.	×
	Heated oxygen sensor 2 heater	2DH	0AH	Max.	×
		2EH	8AH	Min.	×

## HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION

### Ⓟ How to Erase DTC (With CONSULT-II)

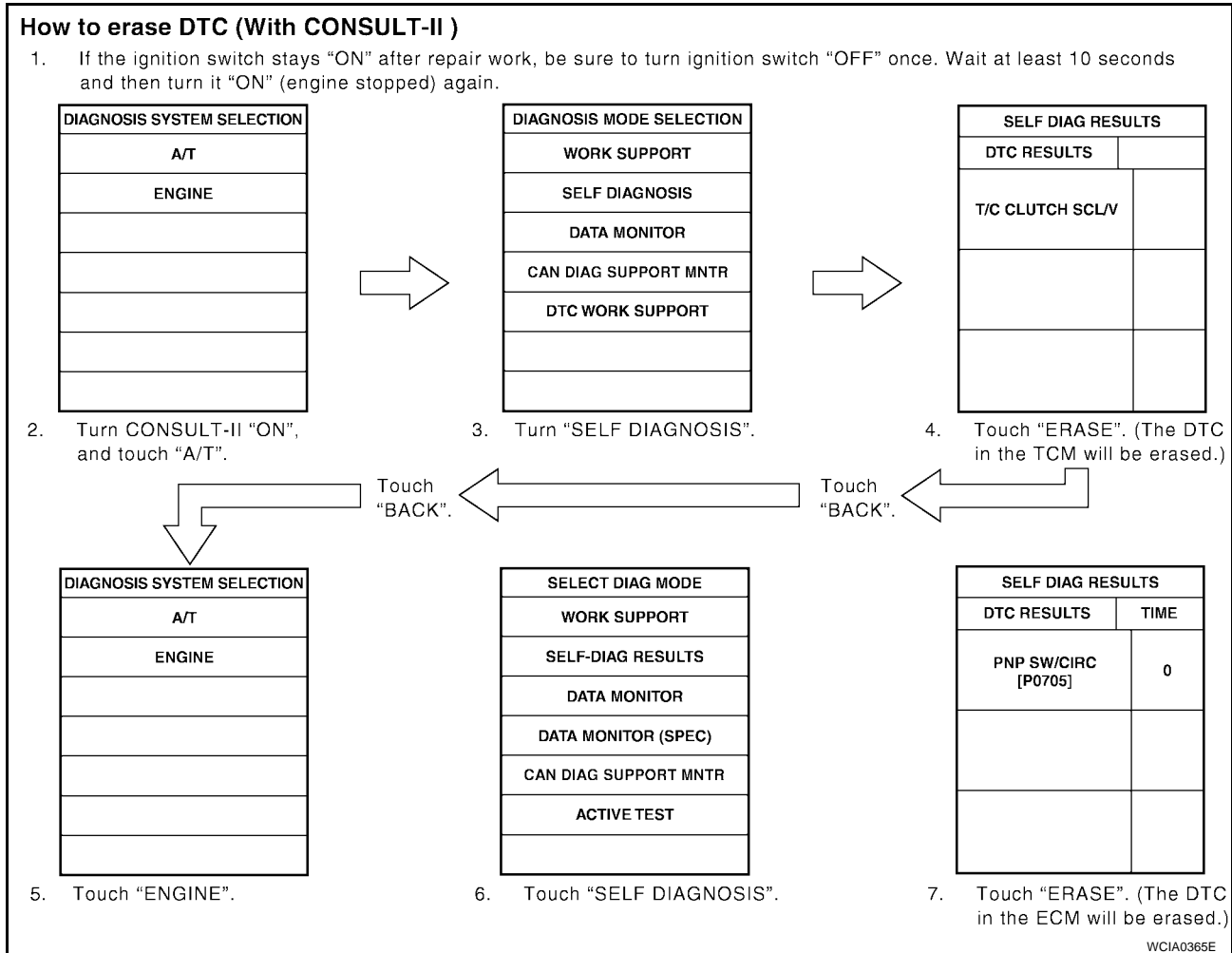
#### NOTE:

If the DTC is not for A/T related items (see [EC-602](#)), skip steps 2 through 4.

1. If the ignition switch stays “ON” after repair work, be sure to turn ignition switch “OFF” once. Wait at least 10 seconds and then turn it “ON” (engine stopped) again.
2. Turn CONSULT-II “ON” and touch “A/T”.
3. Touch “SELF-DIAG RESULTS”.
4. Touch “ERASE”. [The DTC in the TCM (Transmission control module) will be erased.] Then touch “BACK” twice.



5. Touch "ENGINE".
  6. Touch "SELF-DIAG RESULTS".
  7. Touch "ERASE". (The DTC in the ECM will be erased.)
- If DTCs are displayed for both ECM and TCM (Transmission control module), they need to be erased individually from the ECM and TCM (Transmission control module).



The emission related diagnostic information in the ECM can be erased by selecting "ERASE" in the "SELF-DIAG RESULTS" mode with CONSULT-II.

### **How to Erase DTC (With GST)**

The emission related diagnostic information in the ECM can be erased by selecting Mode 4 with GST.

**NOTE:**

**If the DTC is not for A/T related items (see EC-602 ), skip step 2.**

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  2. Perform "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)" in AT section titled "TROUBLE DIAGNOSIS", "Self-diagnosis". (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
  3. Select Mode 4 with GST (Generic Scan Tool).
- **If the battery is disconnected, the emission-related diagnostic information will be lost after approx. 24 hours.**
  - **The following data are cleared when the ECM memory is erased.**
    1. Diagnostic trouble codes
    2. 1st trip diagnostic trouble codes
    3. Freeze frame data

4. 1st trip freeze frame data
5. System readiness test (SRT) codes
6. Test values
7. Others

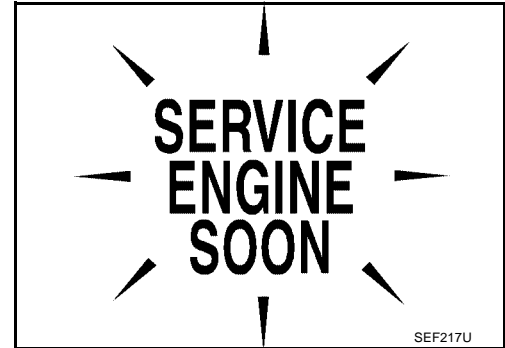
Actual work procedures are explained using a DTC as an example. Be careful so that not only the DTC, but all of the data listed above, are cleared from the ECM memory during work procedures.

## Malfunction Indicator Lamp (MIL) DESCRIPTION

UBS001R5






The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
  - If the MIL does not light up, refer to [DI-27, "WARNING LAMPS"](#).
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



## ON BOARD DIAGNOSTIC SYSTEM FUNCTION

The on board diagnostic system has the following three functions.

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode I	Ignition switch in "ON" position  Engine stopped 	BULB CHECK	This function checks the MIL bulb for damage (blown, open circuit, etc.). If the MIL does not come on, check MIL circuit.
	Engine running 	MALFUNCTION WARNING	This is a usual driving condition. When a malfunction is detected twice in two consecutive driving cycles (two trip detection logic), the MIL will light up to inform the driver that a malfunction has been detected. The following malfunctions will light up or blink the MIL in the 1st trip. <ul style="list-style-type: none"> <li>● "Misfire (Possible three way catalyst damage)"</li> <li>● "One trip detection diagnoses"</li> </ul>
Mode II	Ignition switch in "ON" position  Engine stopped 	SELF-DIAGNOSTIC RESULTS	This function allows DTCs and 1st trip DTCs to be read.

When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is malfunction on engine control system.

Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.

The fail-safe function also operates when above diagnoses except MIL circuit and demands the driver to repair the trouble.

Engine operating condition in fail-safe mode

Engine speed will not rise more than 2,500 rpm due to the fuel cut

## MIL Flashing Without DTC

If the ECM is in Diagnostic Test Mode II, MIL may flash when engine is running. In this case, check ECM diagnostic test mode. [EC-654, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .

How to switch the diagnostic test (function) modes, and details of the above functions are described later. [EC-654, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .

The following emission-related diagnostic information is cleared when the ECM memory is erased.

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values
- Others

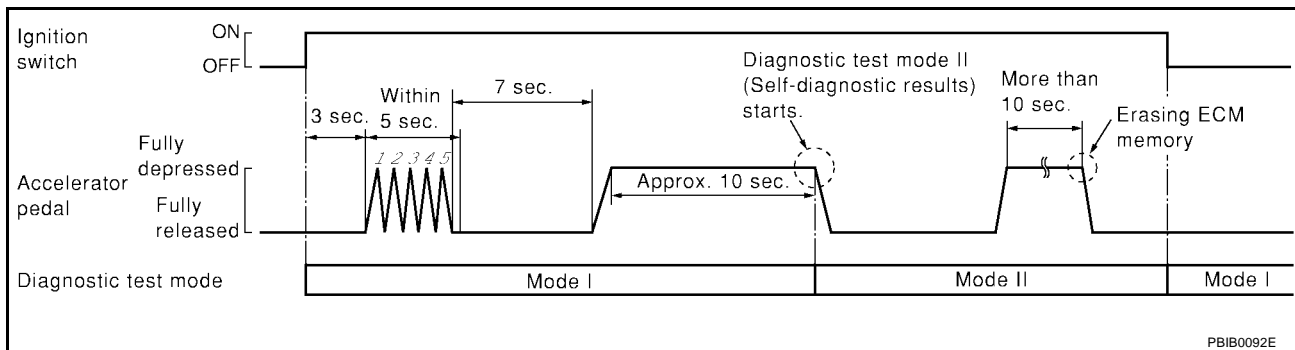
## HOW TO SWITCH DIAGNOSTIC TEST MODE

### NOTE:

- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- Always ECM returns to Diagnostic Test Mode I after ignition switch is turned "OFF".

### How to Set Diagnostic Test Mode II (Self-diagnostic Results)

1. Confirm that accelerator pedal is fully released, turn ignition switch "ON" and wait 3 seconds.
2. Repeat the following procedure quickly five times within 5 seconds.
  - a. Fully depress the accelerator pedal.
  - b. Fully release the accelerator pedal.
3. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 10 seconds until the MIL starts blinking.
4. Fully release the accelerator pedal.  
ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).



### How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

1. Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to [EC-655, "DIAGNOSTIC TEST MODE II — SELF-DIAGNOSTIC RESULTS"](#) .
2. Fully depress the accelerator pedal and keep it for more than 10 seconds.  
The emission-related diagnostic information has been erased from the backup memory in the ECM.
3. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

## DIAGNOSTIC TEST MODE I — BULB CHECK

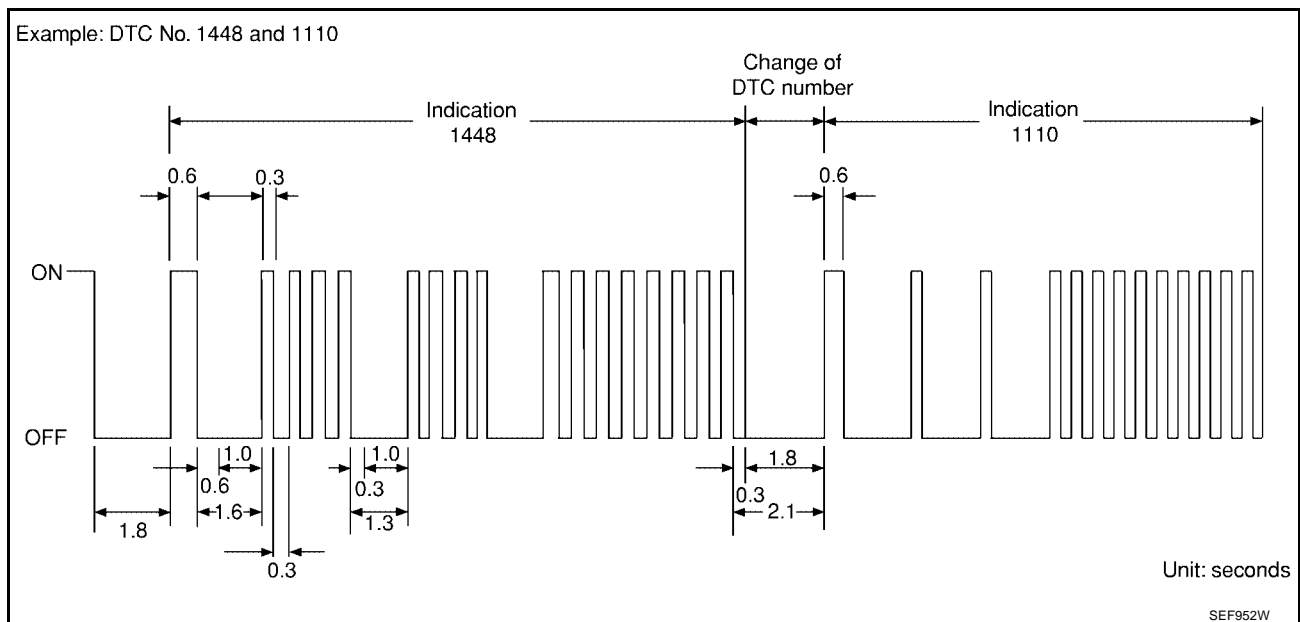
In this mode, the MIL on the instrument panel should stay ON. If it remains OFF, check the bulb. Refer to [DI-27, "WARNING LAMPS"](#) .

## DIAGNOSTIC TEST MODE I — MALFUNCTION WARNING

MIL	Condition
ON	When the malfunction is detected or the ECM's CPU is malfunctioning.
OFF	No malfunction.

## DIAGNOSTIC TEST MODE II — SELF-DIAGNOSTIC RESULTS

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MIL as shown below. The DTC and 1st trip DTC are displayed at the same time. If the MIL does not illuminate in diagnostic test mode I (Malfunction warning), all displayed items are 1st trip DTCs. If only one code is displayed when the MIL illuminates in diagnostic test mode II (SELF-DIAGNOSTIC RESULTS), it is a DTC; if two or more codes are displayed, they may be either DTCs or 1st trip DTCs. DTC No. is same as that of 1st trip DTC. These unidentified codes can be identified by using the CONSULT-II or GST. A DTC will be used as an example for how to read a code.



A particular trouble code can be identified by the number of four-digit numeral flashes. The “zero” is indicated by the number of ten flashes. The length of time the 1,000th-digit numeral flashes on and off is 1.2 seconds consisting of an ON (0.6-second) - OFF (0.6-second) cycle.

The 100th-digit numeral and lower digit numerals consist of a 0.3-second ON and 0.3-second OFF cycle.

A change from one digit numeral to another occurs at an interval of 1.0-second OFF. In other words, the later numeral appears on the display 1.3 seconds after the former numeral has disappeared.

A change from one trouble code to another occurs at an interval of 1.8-second OFF.

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC “0000” refers to no malfunction. (See [EC-602, "INDEX FOR DTC"](#) )

### How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

- If the battery is disconnected, the DTC will be lost from the backup memory after approx 24 hours.
- Be careful not to erase the stored memory before starting trouble diagnoses.

## OBD System Operation Chart

### RELATIONSHIP BETWEEN MIL, 1ST TRIP DTC, DTC, AND DETECTABLE ITEMS

- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MIL will come on. For details, refer to “Two Trip Detection Logic” on [EC-639](#).
- The MIL will go off after the vehicle is driven 3 times with no malfunction. The drive is counted only when the recorded driving pattern is met (as stored in the ECM). If another malfunction occurs while counting, the counter will reset.
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring (except for Misfire and Fuel Injection System). For Misfire and Fuel Injection System, the DTC and freeze frame data will be stored until the vehicle is driven 80 times (driving pattern C) without the same malfunction recurring. The “TIME” in “SELF-DIAGNOSTIC RESULTS” mode of CONSULT-II will count the number of times the vehicle is driven.
- The 1st trip DTC is not displayed when the self-diagnosis results in “OK” for the 2nd trip.

### SUMMARY CHART

Items	Fuel Injection System	Misfire	Other
MIL (goes off)	3 (pattern B)	3 (pattern B)	3 (pattern B)
DTC, Freeze Frame Data (no display)	80 (pattern C)	80 (pattern C)	40 (pattern A)
1st Trip DTC (clear)	1 (pattern C), *1	1 (pattern C), *1	1 (pattern B)
1st Trip Freeze Frame Data (clear)	*1, *2	*1, *2	1 (pattern B)

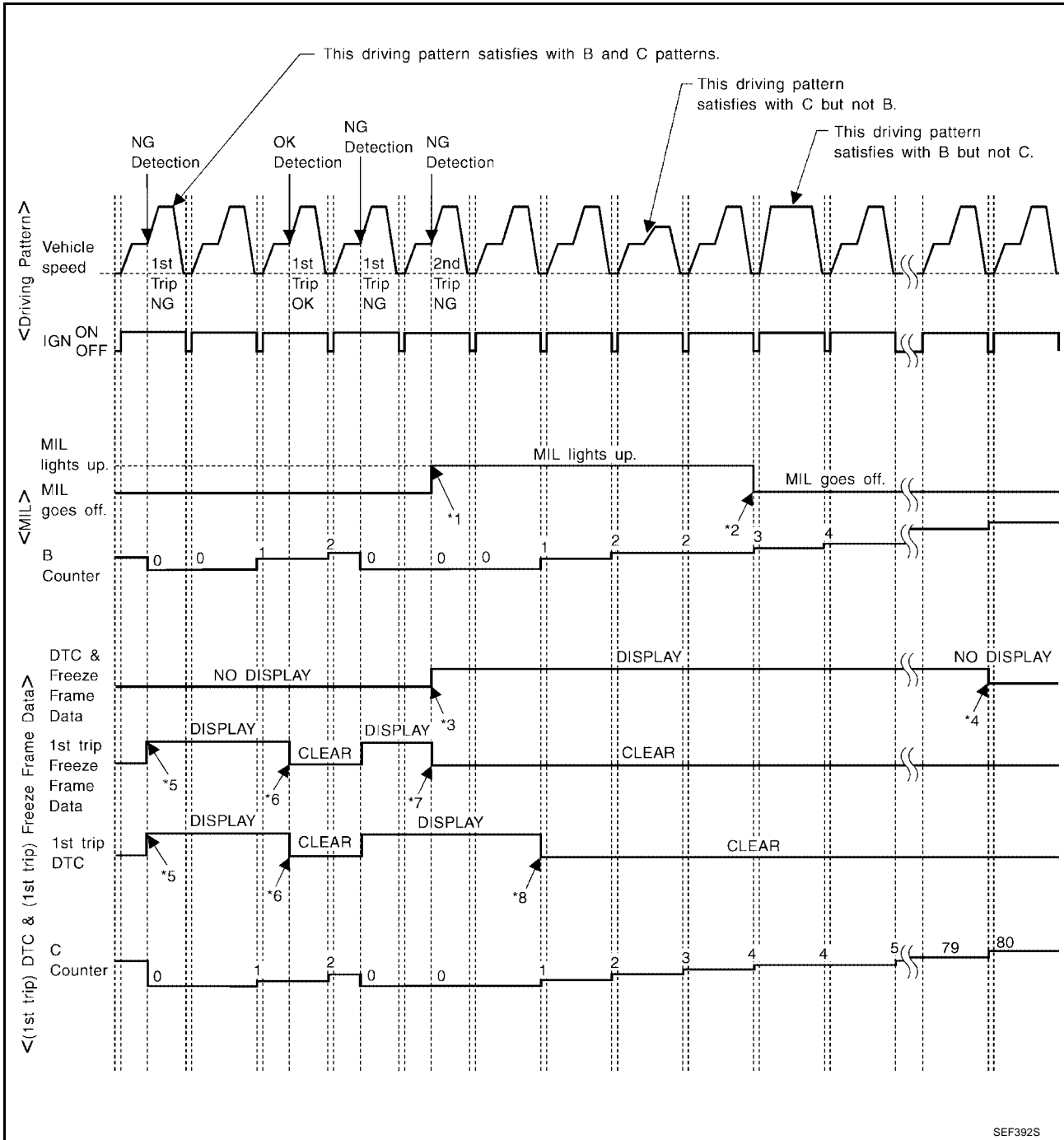
For details about patterns “B” and “C” under “Fuel Injection System” and “Misfire”, see [EC-649](#).

For details about patterns “A” and “B” under “Other”, see [EC-649](#).

\*1: Clear timing is at the moment OK is detected.

\*2: Clear timing is when the same malfunction is detected in the 2nd trip.

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS FOR "MIS-FIRE" <EXHAUST QUALITY DETERIORATION>, "FUEL INJECTION SYSTEM"



\*1: When the same malfunction is detected in two consecutive trips, MIL will light up.

\*2: MIL will go off after vehicle is driven 3 times (pattern B) without any malfunctions.

\*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

\*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 80 times (pattern C) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

\*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

\*6: The 1st trip DTC and the 1st trip freeze frame data will be cleared at the moment OK is detected.

\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

\*8: 1st trip DTC will be cleared when vehicle is driven once (pattern C) without the same malfunction after DTC is stored in ECM.

## EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”

### Driving Pattern B

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunction.
- The MIL will go off when the B counter reaches 3. (\*<sup>2</sup> in “OBD SYSTEM OPERATION CHART”)

### Driving Pattern C

Driving pattern C means the vehicle operation as follows:

1. The following conditions should be satisfied at the same time:

Engine speed: (Engine speed in the freeze frame data)  $\pm 375$  rpm

Calculated load value: (Calculated load value in the freeze frame data)  $\times (1 \pm 0.1)$  [%]

Engine coolant temperature (T) condition:

- When the freeze frame data shows lower than 70°C (158°F), “T” should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), “T” should be higher than or equal to 70°C (158°F).

Example:

If the stored freeze frame data is as follows:

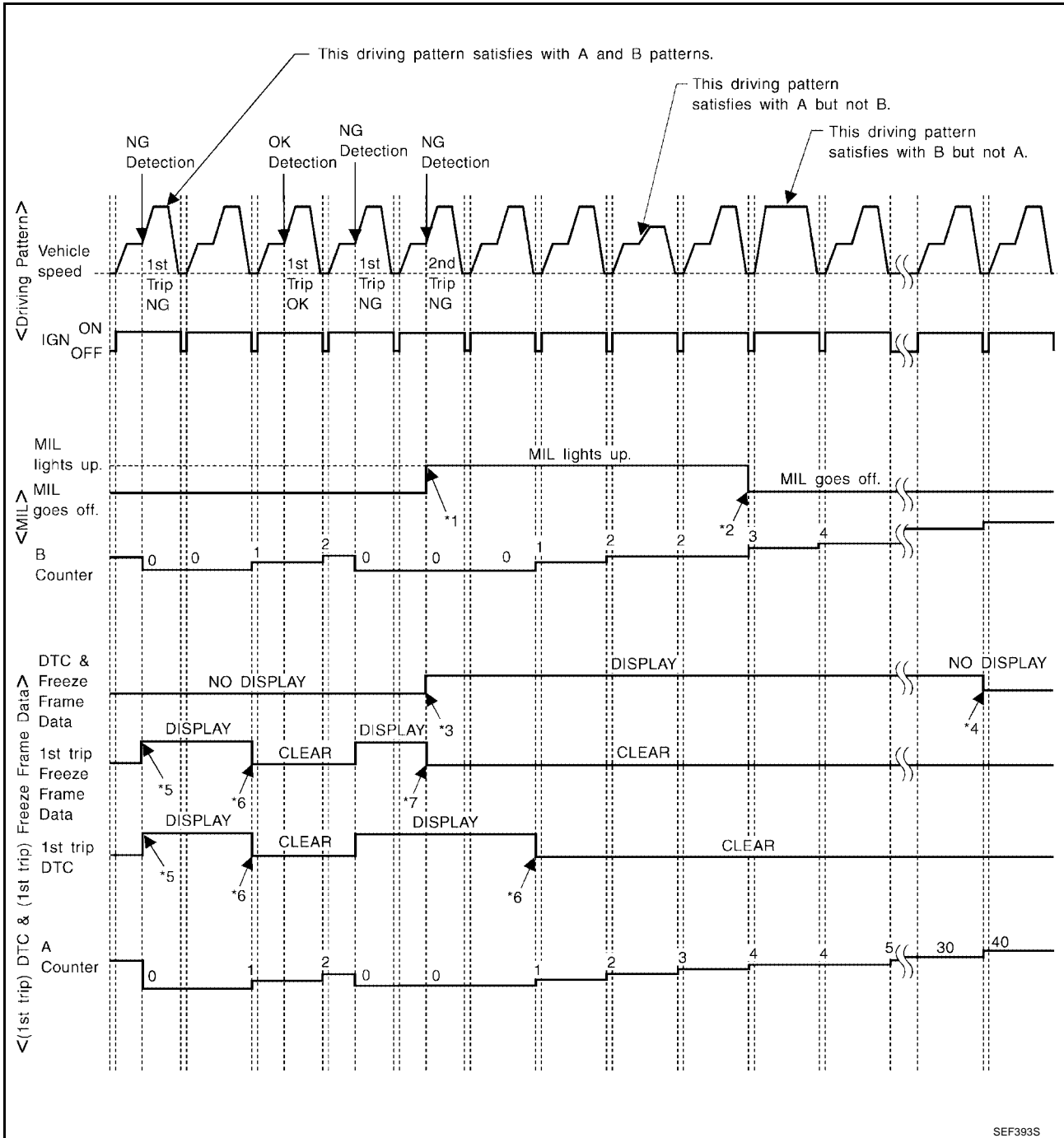
Engine speed: 850 rpm, Calculated load value: 30%, Engine coolant temperature: 80°C (176°F)

To be satisfied with driving pattern C, the vehicle should run under the following conditions:

Engine speed: 475 - 1,225 rpm, Calculated load value: 27 - 33%, Engine coolant temperature: more than 70°C (158°F)

- The C counter will be cleared when the malfunction is detected regardless of vehicle conditions above.
- The C counter will be counted up when vehicle conditions above is satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"



\*1: When the same malfunction is detected in two consecutive trips, MIL will light up.

\*2: MIL will go off after vehicle is driven 3 times (pattern B) without any malfunctions.

\*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

\*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 40 times (pattern A) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

\*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

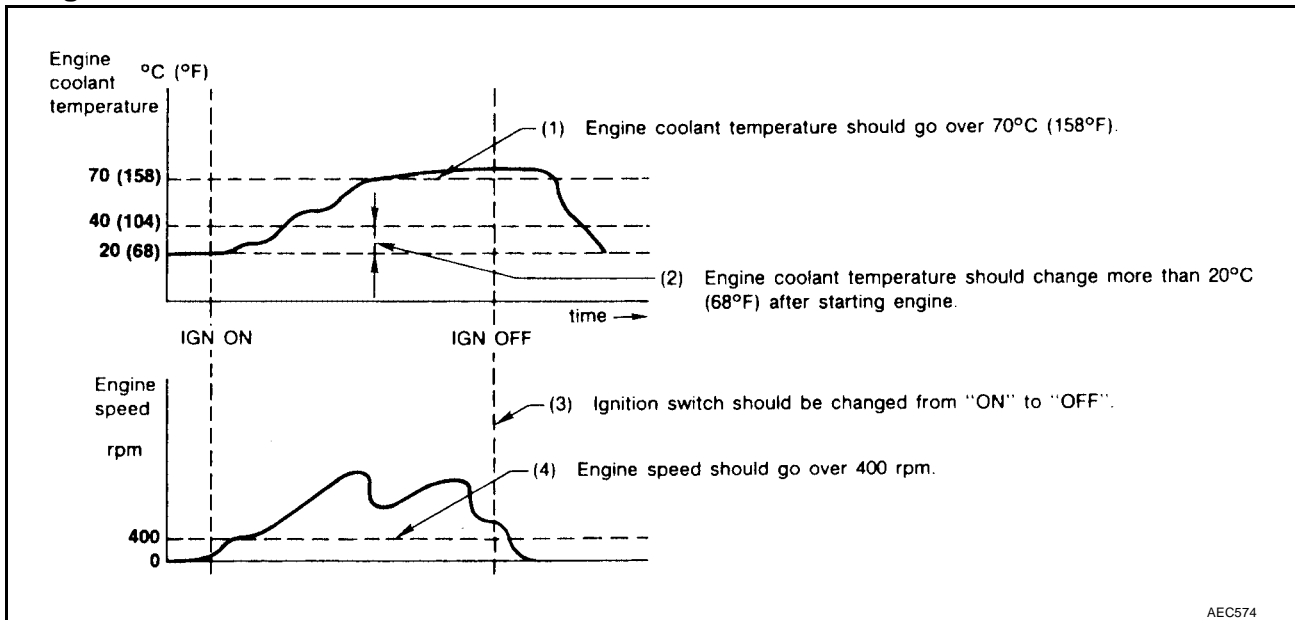
\*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.

\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.



## EXPLANATION FOR DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"

### Driving Pattern A



- The A counter will be cleared when the malfunction is detected regardless of (1) - (4).
- The A counter will be counted up when (1) - (4) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40.

### Driving Pattern B

Driving pattern B means the vehicle operation as follows:

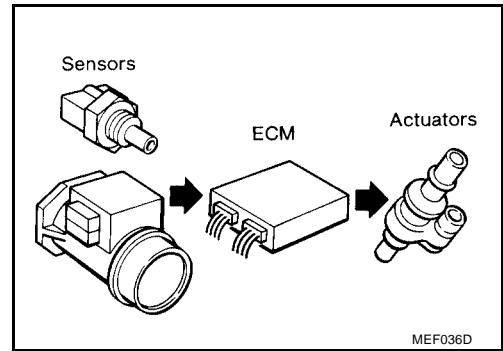
All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunctions.
- The MIL will go off when the B counter reaches 3 (\*2 in "OBD SYSTEM OPERATION CHART").

**TROUBLE DIAGNOSIS**

**Trouble Diagnosis Introduction**  
**INTRODUCTION**

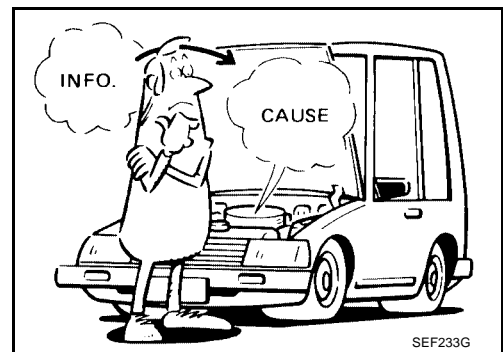
The engine has an ECM to control major systems such as fuel control, ignition control, idle air control system, etc. The ECM accepts input signals from sensors and instantly drives actuators. It is essential that both input and output signals are proper and stable. At the same time, it is important that there are no malfunctions such as vacuum leaks, fouled spark plugs, or other malfunctions with the engine.



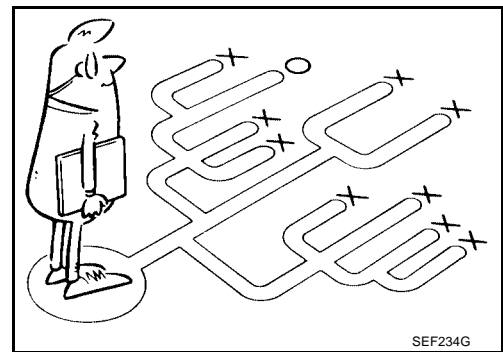
It is much more difficult to diagnose a incident that occurs intermittently rather than continuously. Most intermittent incidents are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only may not find the cause of the incidents. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the [EC-662](#).

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such incidents, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example on next page should be used.



Start your diagnosis by looking for "conventional" malfunctions first. This will help troubleshoot driveability malfunctions on an electronically controlled engine vehicle.

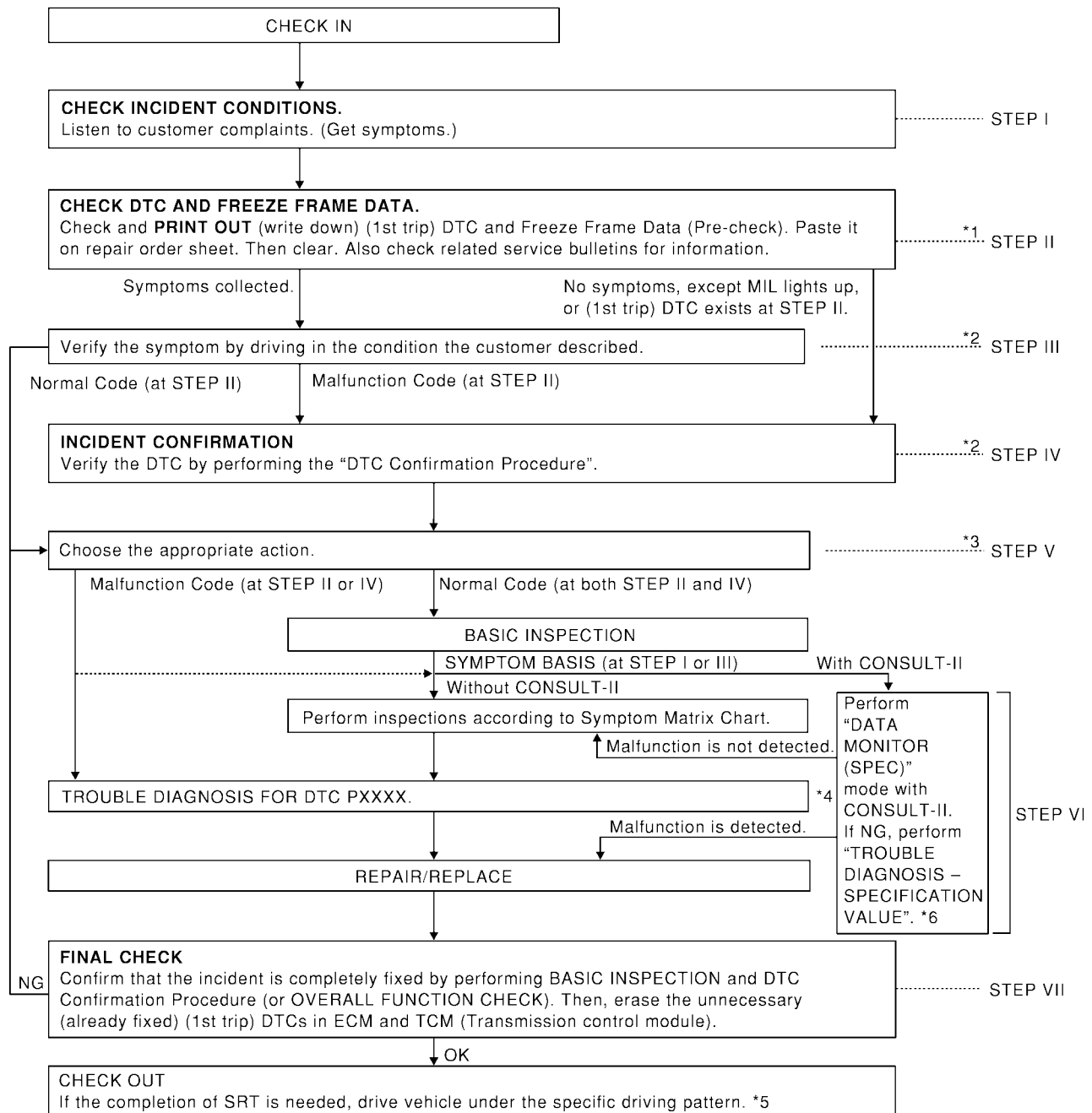


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# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## WORK FLOW



PBIB1043E

\*1: If time data of "SELF-DIAG RESULTS" is other than "0" or "1t", refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*2: If the incident cannot be duplicated, refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*3: If the on board diagnostic system cannot be performed, check main power supply and ground circuit. Refer to [EC-721, "POWER SUPPLY CIRCUIT FOR ECM"](#).

\*4: If the malfunctioning part cannot be found, refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

\*5: [EC-649](#)

\*6: [EC-716](#)

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## DESCRIPTION FOR WORK FLOW

STEP	DESCRIPTION FOR WORK FLOW	A
STEP I	Get detailed information about the conditions and the environment when the incident/symptom occurred using the <a href="#">EC-664. "DIAGNOSTIC WORKSHEET"</a> .	EC
STEP II	Before confirming the concern, check and write down (print out using CONSULT-II or Generic Scan Tool) the (1st trip) Diagnostic Trouble Code (DTC) and the (1st trip) freeze frame data, then erase the code and the data. (Refer to <a href="#">EC-639</a> .) The (1st trip) DTC and the (1st trip) freeze frame data can be used when duplicating the incident at STEP III & IV. Study the relationship between the cause, specified by (1st trip) DTC, and the symptom described by the customer. (The "Symptom Matrix Chart" will be useful. See <a href="#">EC-674</a> .) Also check related service bulletins for information.	C
STEP III	Try to confirm the symptom and under what conditions the incident occurs. The "DIAGNOSTIC WORK SHEET" and the freeze frame data are useful to verify the incident. Connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform INCIDENT SIMULATION TESTS. (Refer to <a href="#">GI-26. "How to Perform Efficient Diagnosis for an Electrical Incident"</a> .) If the malfunction code is detected, skip STEP IV and perform STEP V.	D E
STEP IV	Try to detect the (1st trip) Diagnostic Trouble Code by driving in (or performing) The "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE". Check and read the (1st trip) DTC and (1st trip) freeze frame data by using CONSULT-II or Generic Scan Tool. During the (1st trip) DTC verification, be sure to connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform INCIDENT SIMULATION TESTS. (Refer to <a href="#">GI-26. "How to Perform Efficient Diagnosis for an Electrical Incident"</a> .) In case the "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" is not available, perform the "OVERALL FUNCTION CHECK" instead. The (1st trip) DTC cannot be displayed by this check, however, this simplified "check" is an effective alternative. The "NG" result of the "OVERALL FUNCTION CHECK" is the same as the (1st trip) DTC detection.	F G H
STEP V	Take the appropriate action based on the results of STEP I through IV. If the malfunction code is indicated, proceed to TROUBLE DIAGNOSIS FOR DTC PXXXX. If the normal code is indicated, proceed to the BASIC INSPECTION. (Refer to <a href="#">EC-669</a> .) If CONSULT-II is available, perform "DATA MONITOR (SPEC)" mode with CONSULT-II and proceed to the <a href="#">EC-716. "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"</a> . If malfunction is detected, proceed to "REPAIR/REPLACE". Then perform inspections according to the Symptom Matrix Chart. (Refer to <a href="#">EC-674</a> .)	I J
STEP VI	Identify where to begin diagnosis based on the relationship study between symptom and possible causes. Inspect the system for mechanical binding, loose connectors or wiring damage using (tracing) "Harness Layouts". Gently shake the related connectors, components or wiring harness with CONSULT-II set in "DATA MONITOR (AUTO TRIG)" mode. Check the voltage of the related ECM terminals or monitor the output data from the related sensors with CONSULT-II. Refer to <a href="#">EC-686</a> . The "DIAGNOSTIC PROCEDURE" in EC section contains a description based on open circuit inspection. A short circuit inspection is also required for the circuit check in the DIAGNOSTIC PROCEDURE. For details, refer to GI section ("HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT", "Circuit Inspection"). Repair or replace the malfunction parts. If malfunctioning part cannot be detected, perform <a href="#">EC-720. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> .	K L M
STEP VII	Once you have repaired the circuit or replaced a component, you need to run the engine in the same conditions and circumstances which resulted in the customer's initial complaint. Perform the "DTC CONFIRMATION PROCEDURE" and confirm the normal code [DTC No. P0000 or 0505] is detected. If the incident is still detected in the final check, perform STEP VI by using a different method from the previous one. Before returning the vehicle to the customer, be sure to erase the unnecessary (already fixed) (1st trip) DTC in ECM and TCM (Transmission control module). (Refer to <a href="#">EC-640</a> .)	

**DIAGNOSTIC WORKSHEET****Description**

There are many operating conditions that lead to the malfunction of engine components. A good grasp of such conditions can make trouble-shooting faster and more accurate.

In general, each customer feels differently about a incident. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

Some conditions may cause the malfunction indicator lamp to come on steady or blink and DTC to be detected. Example:

- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

**KEY POINTS**

**WHAT** ..... Vehicle & engine model  
**WHEN** ..... Date, Frequencies  
**WHERE**..... Road conditions  
**HOW** ..... Operating conditions,  
Weather conditions,  
Symptoms

SEF907L



**DTC Inspection Priority Chart**

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

**NOTE:**

If DTC U1000 and/or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-728](#) .

Priority	Detected items (DTC)
1	<ul style="list-style-type: none"> <li>● U1000, U1001 CAN communication line</li> <li>● P0101, P0102, P0103, P1102 MAF sensor</li> <li>● P0112, P0113, P0127 IAT sensor</li> <li>● P0117, P0118, P0125 ECT sensor</li> <li>● P0122, P0123 TP sensor</li> <li>● P0128 Thermostat function</li> <li>● P0181, P0182, P0183 FTT sensor</li> <li>● P0327, P0328 Knock sensor</li> <li>● P0335 Crankshaft position sensor (POS)</li> <li>● P0340 Camshaft position sensor (PHASE)</li> <li>● P0460, P0461, P0462, P1463 Fuel level sensor</li> <li>● P0500 Vehicle speed sensor</li> <li>● P0605 ECM</li> <li>● P0705 Park/Neutral position (PNP) switch</li> <li>● P1229 Sensor power supply</li> <li>● P1706 Park/Neutral position (PNP) switch</li> <li>● P2122, P2123, P2127, P2128, P2138 Accelerator pedal position sensor</li> </ul>

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

Priority	Detected items (DTC)	
2	● P0037, P0038 HO2S2	A
	● P0138, P0139, P1146, P1148 HO2S2	
	● P0441 EVAP control system	<b>EC</b>
	● P0444, P0445, P1444 EVAP canister purge volume control solenoid valve	
	● P0447, P1446, P1448 EVAP canister vent control valve	
	● P0452, P0453 EVAP control system pressure sensor	C
	● P0550 Power steering pressure sensor	
	● P0705, P0710, P0720, P0725, P0740, P0745, P0750, P0755, P1705, P1706, P1760 A/T related sensors, solenoid valves and switches	
	● P1031, P1032 A/F sensor 1 heater	D
	● P1065 ECM power supply	
	● P1122 Electric throttle control function	
	● P1124, P1126, P1128 Electric throttle control actuator	E
	● P1137 Swirl control valve control position sensor	
	● P1138 Swirl control valve	F
	● P1217 Engine over temperature (OVER HEAT)	
	● P1271, P1272, P1273, P1274, P1276, P1278, P1279 A/F sensor 1	
● P1805 Brake switch	G	
3	● P0011 IVT control	
	● P0171, P0172 Fuel injection system function	
	● P0300-P0304 Cylinder misfire	H
	● P0420 Three way catalyst function	
	● P0442, P1442 P0456 EVAP control system	
	● P0455 EVAP control system	I
	● P0506, P0507 Idle speed control system	
	● P0731-P0734, P0744 A/T function	
	● P1111 IVT control solenoid valve	J
	● P1121 Electric throttle control actuator	
	● P1132 Swirl control valve	
	● P1148 Closed loop control	K
	● P1564 ASCD steering switch	
	● P1572 ASCD brake switch	
● P1574 ASCD vehicle speed sensor	L	

M



# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

UBS001R9

## Fail-safe Chart

- When the DTC listed below is detected, the ECM enters fail-safe mode and the MIL lights up.

DTC No.	Detected items	Engine operating condition in fail-safe mode								
P0102 P0103 P1102	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.								
P0117 P0118	Engine coolant temperature sensor circuit	<p>Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Engine coolant temperature decided (CONSULT-II display)</th> </tr> </thead> <tbody> <tr> <td>Just as ignition switch is turned ON or Start</td> <td style="text-align: center;">40°C (104°F)</td> </tr> <tr> <td>More than approx. 4 minutes after ignition ON or Start</td> <td style="text-align: center;">80°C (176°F)</td> </tr> <tr> <td>Except as shown above</td> <td style="text-align: center;">40 - 80°C (104 - 176°F) (Depends on the time)</td> </tr> </tbody> </table> <p>When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.</p>	Condition	Engine coolant temperature decided (CONSULT-II display)	Just as ignition switch is turned ON or Start	40°C (104°F)	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
Condition	Engine coolant temperature decided (CONSULT-II display)									
Just as ignition switch is turned ON or Start	40°C (104°F)									
More than approx. 4 minutes after ignition ON or Start	80°C (176°F)									
Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)									
P0122 P0123 P0222 P0223 P2135	Throttle position sensor	<p>The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.</p>								
P1121	Electric throttle control actuator (ECM detect the throttle valve is stuck open.)	<p>While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.</p>								
P1122	Electric throttle control function	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1124 P1126	Throttle control motor relay	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1128	Throttle control motor	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1129	Sensor power supply	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	<p>The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.</p>								

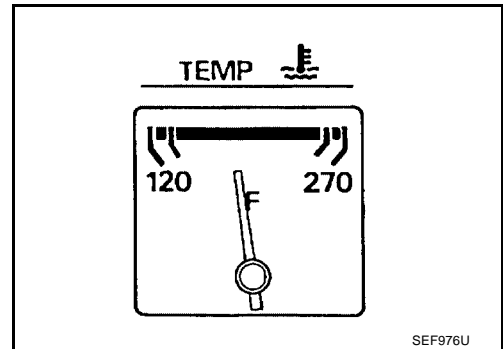
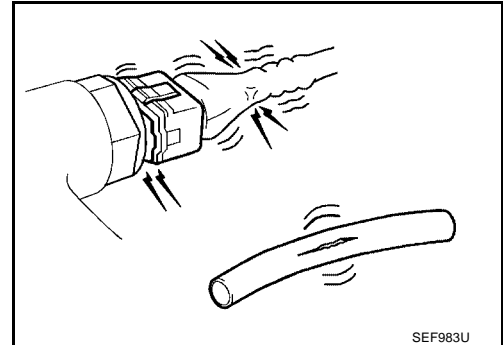
- When there is an open circuit on MIL circuit, the ECM can not warn the driver by lighting MIL up when there is malfunction on engine control system.  
Therefore, when Electrical controlled throttle and part of ECM related diagnoses is continuously detected as NG for 5-trips, ECM warns the driver that engine control system has malfunction and MIL circuit is open by means of operating fail-safe function.  
The fail-safe function also operates when above diagnoses except MIL circuit and demands the driver to repair the malfunction.

Engine operating condition in fail-safe mode	Engine speed will not rise more than 2,500 rpm due to the fuel cut.
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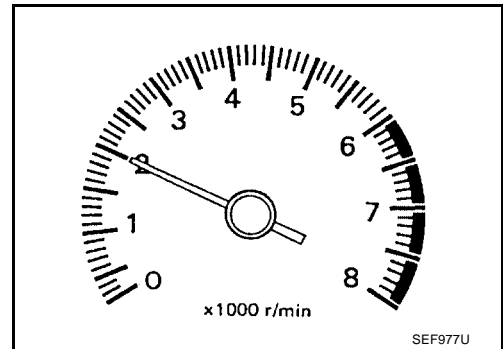
### Basic Inspection

#### 1. INSPECTION START

1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
  6. Make sure that no DTC is displayed with CONSULT-II or GST.
- OK or NG**
- OK    >> GO TO 3.  
 NG    >> GO TO 2.



#### 2. REPAIR OR REPLACE

Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

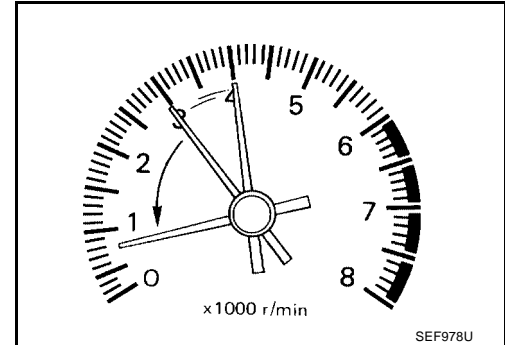
>> GO TO 3.

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### 3. CHECK TARGET IDLE SPEED

#### With CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### Without CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 4.

### 4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 5.

### 5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-634, "Throttle Valve Closed Position Learning"](#).

>> GO TO 6.

**6. PERFORM IDLE AIR VOLUME LEARNING**

Refer to [EC-635, "Idle Air Volume Learning"](#) .

Is "Idle Air Volume Learning" carried out successfully?

Yes or No

Yes >> GO TO 7.

No >> 1. Follow the construction of "Idle Air Volume Learning".  
2. GO TO 4.

**7. CHECK TARGET IDLE SPEED AGAIN**

**Ⓜ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 10.

NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-842](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-836](#) .

OK or NG

OK >> GO TO 9.

NG >> 1. Repair or replace.  
2. GO TO 4.

**9. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

**10. CHECK IGNITION TIMING**

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 11.

**11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

---

1. Stop engine.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

**12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

---

Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

**13. PERFORM IDLE AIR VOLUME LEARNING**

---

Refer to [EC-635, "Idle Air Volume Learning"](#) .

Is "Idle Air Volume Learning" carried out successfully?

Yes or No

Yes >> GO TO 14.

No >> 1. Follow the construction of "Idle Air Volume Learning".  
2. GO TO 4.

**14. CHECK TARGET IDLE SPEED AGAIN**

---

 **With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 650 ± 50 rpm**

**A/T: 800 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 15.

NG >> GO TO 17.

**15. CHECK IGNITION TIMING AGAIN**

---

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 7 ± 5° BTDC**

**A/T: 18 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 16.

---

**16. CHECK TIMING CHAIN INSTALLATION**

---

Check timing chain installation. Refer to [EM-45, "INSTALLATION"](#) .

**OK or NG**

- OK >> GO TO 17.  
NG >> 1. Repair the timing chain installation.  
2. GO TO 4.

---

**17. DETECT MALFUNCTIONING PART**

---

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-842](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-836](#) .

**OK or NG**

- OK >> GO TO 18.  
NG >> 1. Repair or replace.  
2. GO TO 4.

---

**18. CHECK ECM FUNCTION**

---

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)

>> GO TO 4.

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# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

UBS001RB

## Symptom Matrix Chart SYSTEM — ENGINE CONTROL SYSTEM

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Fuel	Fuel pump circuit	1	1	2	3	2		2	2			3		2	<a href="#">EC-1174</a>
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			<a href="#">EC-637</a>
	Injector circuit	1	1	2	3	2		2	2			2			<a href="#">EC-1168</a>
	Evaporative emission system	3	3	4	4	4	4	4	4	4	4	4			<a href="#">EC-1205</a>
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		<a href="#">EC-1218</a>
	Incorrect idle speed adjustment	3	3				1	1	1	1		1			<a href="#">EC-624</a>
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	<a href="#">EC-952</a> , <a href="#">EC-954</a>
Igni-tion	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			<a href="#">EC-669</a>
	Ignition circuit	1	1	2	2	2		2	2			2			<a href="#">EC-1156</a>
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3		2	<a href="#">EC-721</a>
Air conditioner circuit		2	2	3	3	3	3	3	3	3		3		2	<a href="#">MTC-19</a>

1 - 6: The numbers refer to the order of inspection.

(continued on next page)

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

	SYMPTOM													Reference page
	HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATSWATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Camshaft position sensor (PHASE) circuit	2	2	3	3	3		3	3			3			<a href="#">EC-825</a>
Mass air flow sensor circuit	1	1	2	2	2		2	2			2			<a href="#">EC-740</a> , <a href="#">EC-748</a>
A/F sensor 1		1	2	3	2		2	2			2			<a href="#">EC-1033</a>
Engine coolant temperature sensor circuit	1	1	2	3	2	3	2	2	3		2			<a href="#">EC-760</a> , <a href="#">EC-772</a>
Throttle position sensor circuit		1	2		2	2	2	2	2		2			<a href="#">EC-765</a> , <a href="#">EC-818</a> , <a href="#">EC-1024</a> , <a href="#">EC-1026</a> , <a href="#">EC-1140</a>
Accelerator pedal position sensor circuit			3	2	1	2			2					<a href="#">EC-1028</a> , <a href="#">EC-1125</a> , <a href="#">EC-1132</a> , <a href="#">EC-1147</a>
Incorrect throttle position sensor adjustment		3	1		1	1	1	1	1		1			<a href="#">EC-669</a>
Swirl control valve circuit	3	3						2						<a href="#">EC-984</a>
Intake valve timing control system		3	3		3		3				3			<a href="#">EC-947</a>
Vehicle speed sensor circuit		2	3		3						3			<a href="#">EC-916</a>
Knock sensor circuit			2								3			<a href="#">EC-832</a>
ECM	2	2	3	3	3	3	3	3	3	3	3			<a href="#">EC-927</a> , <a href="#">EC-668</a>
Start signal circuit	2													<a href="#">SC-10</a>
PNP switch circuit			3		3		3	3			3			<a href="#">EC-1115</a>
Power steering pressure sensor circuit		2					3	3						<a href="#">EC-922</a>
Electrical load signal circuit							3	3						<a href="#">EC-1185</a>

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)



# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## SYSTEM — ENGINE MECHANICAL & OTHER

		SYMPTOM											Reference page				
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION		EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)		
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA			
Fuel	Fuel tank	5	5												—		
	Fuel piping			5	5	5		5	5			5					
	Vapor lock																
	Valve deposit																
	Poor fuel (Heavy weight gasoline, Low octane)	5		5	5	5		5	5			5					
Air	Air duct		5												—		
	Air cleaner																
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)			5	5		5		5	5			5				
	Electric throttle control actuator, Throttle wire	5				5		5			5						EM-12
	Air leakage from intake manifold/Collector/Gasket																—
Cranking	Battery	1	1	1		1		1	1					1	SC-4		
	Generator circuit																
	Starter circuit	3										1			EM-67		
	Flywheel/Drive plate/Signal plate	6													EC-1115		
	PNP switch	4															

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)

# TROUBLE DIAGNOSIS

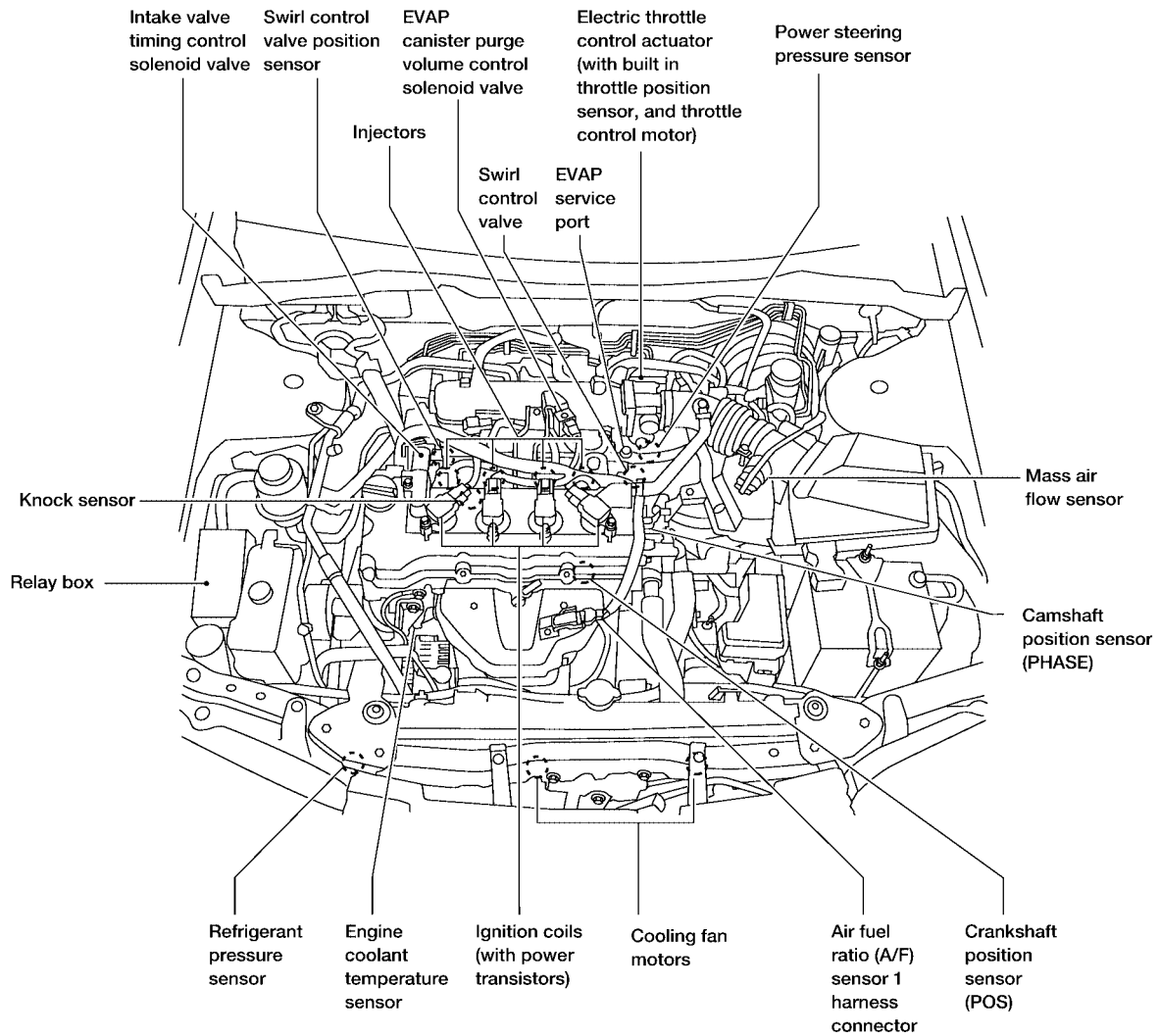
[QG18DE (SULEV)]

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATSWATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Engine	Cylinder head	5	5	5	5	5		5	5			5			<a href="#">EM-52, EM-67</a>
	Cylinder head gasket										4	3			
	Cylinder block												4		
	Piston														
	Piston ring	6	6	6	6	6		6	6			6			
	Connecting rod														
	Bearing														
	Crankshaft														
Valve mechanism	Timing chain														<a href="#">EM-52</a>
	Camshaft														
	Intake valve timing control	5	5	5	5	5		5	5			5			
	Intake valve												3		
	Exhaust valve														
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			<a href="#">EM-52</a>
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5			<a href="#">EM-16, LU-8, LU-7</a>
	Oil level (Low)/Filthy oil														
Cooling	Radiator/Hose/Radiator filler cap														<a href="#">CO-6, CO-7</a>
	Thermostat									5					
	Water pump	5	5	5	5	5		5	5		4	5			
	Water gallery														
	Cooling fan									5				<a href="#">EC-1009</a>	
	Coolant level (low)/Contaminated coolant													<a href="#">CO-7</a>	

1 - 6: The numbers refer to the order of inspection.

### Engine Control Component Parts Location

UBS001RC



BBIA0168E

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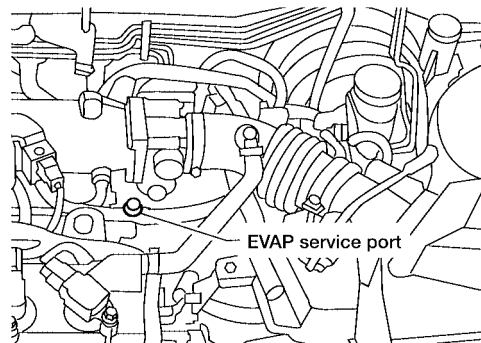
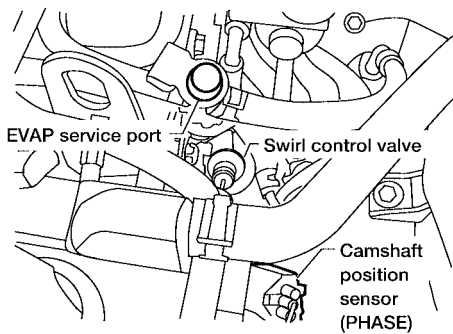
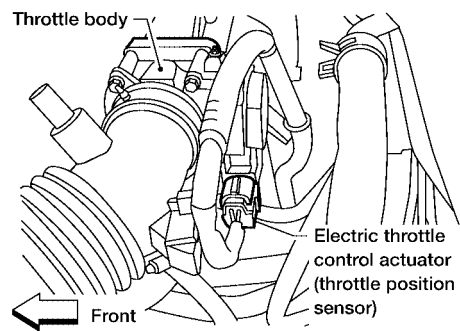
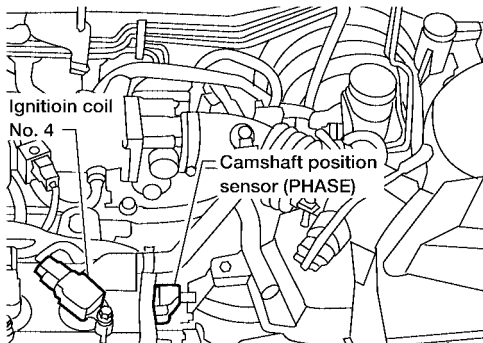
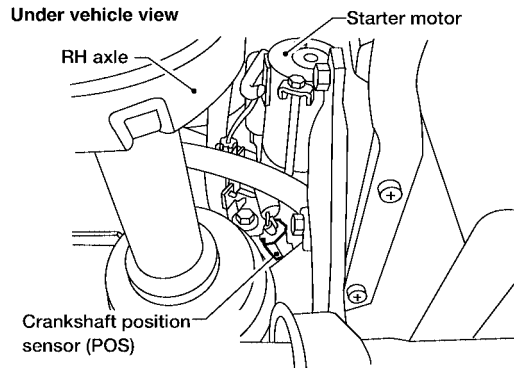
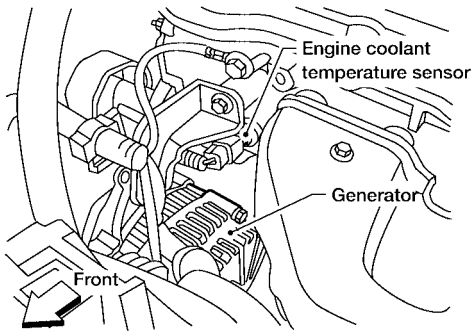
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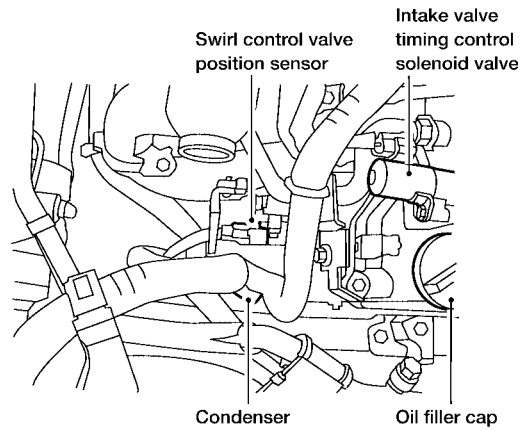
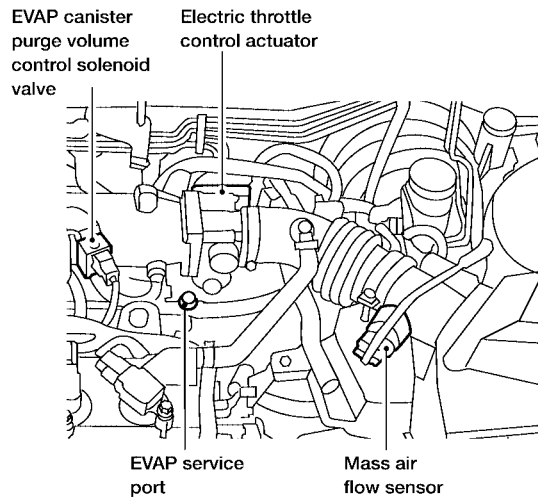
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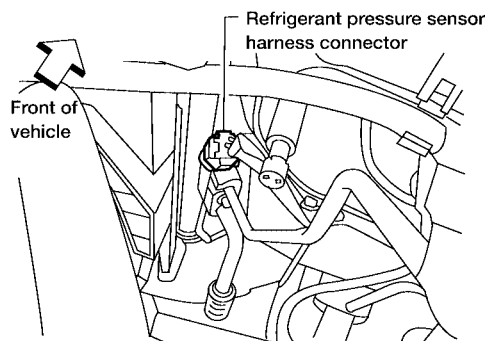
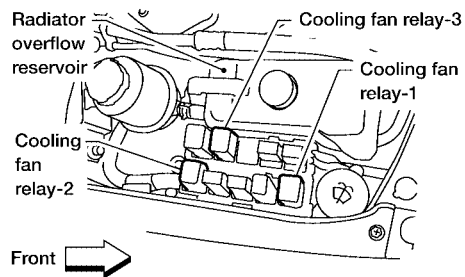
BBIA0169E

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]



View with relay box cover removed



BBIA0170E

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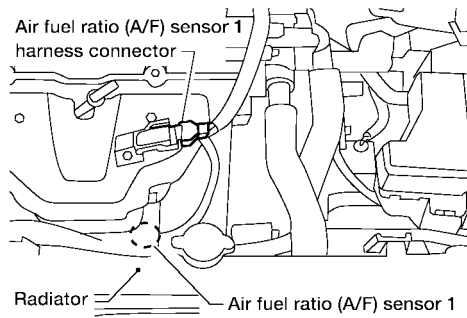
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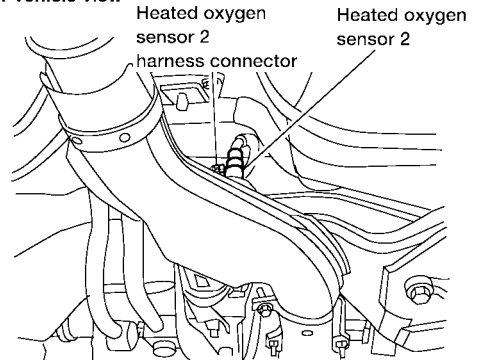
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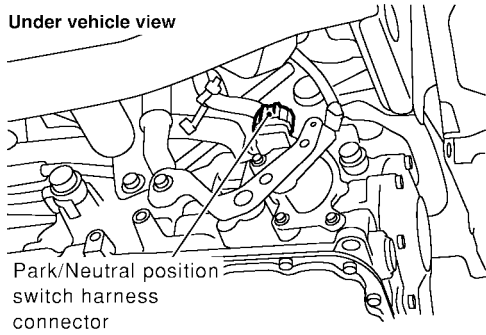
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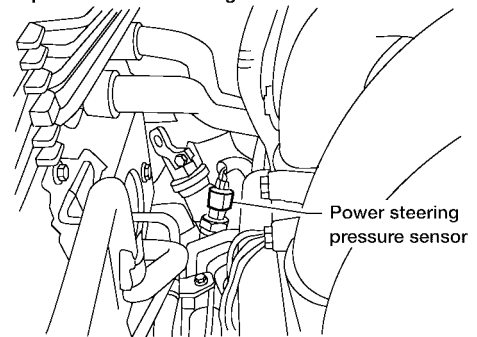
Under vehicle view



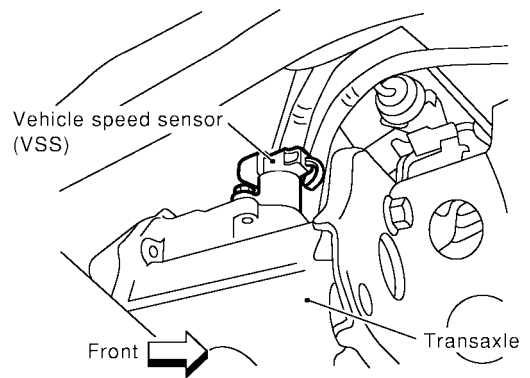
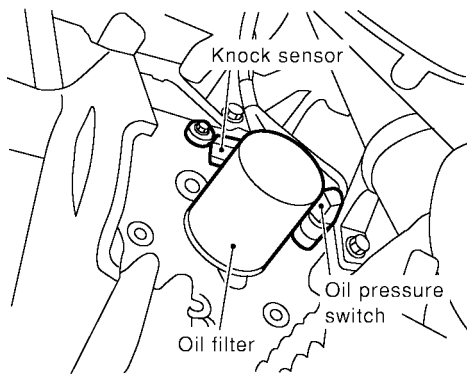
Under vehicle view



Top view from rear of engine

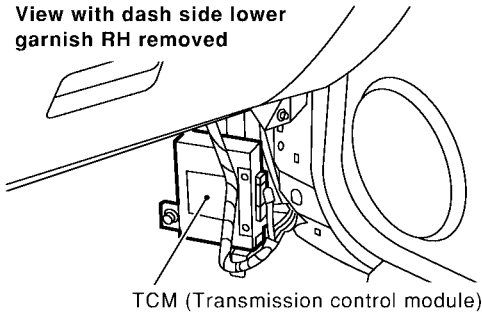


Under vehicle view

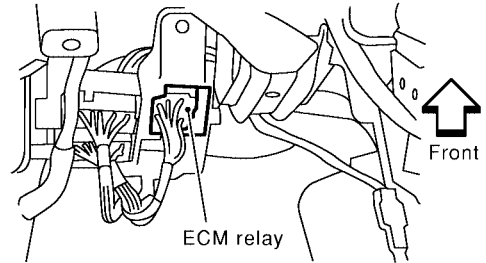


BBIA0139E

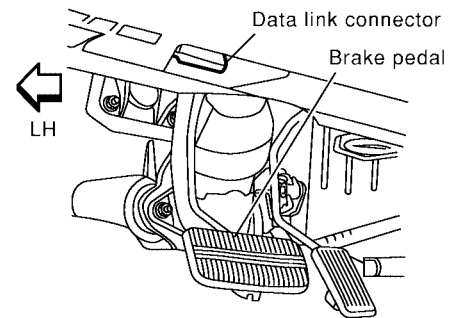
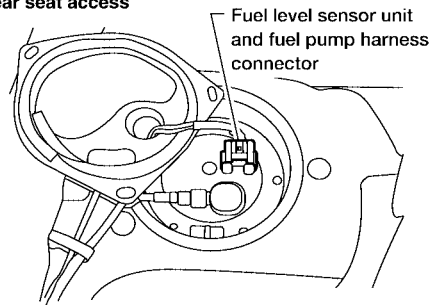
View with dash side lower garnish RH removed



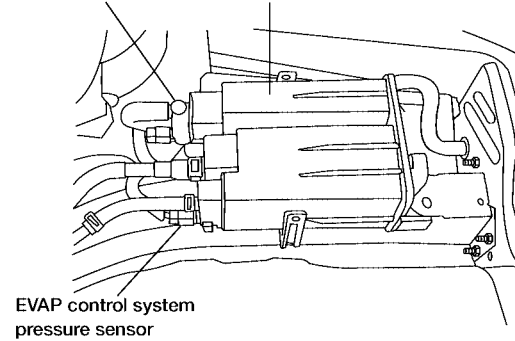
Passenger side view with instrument panel removed for clarity



Rear seat access



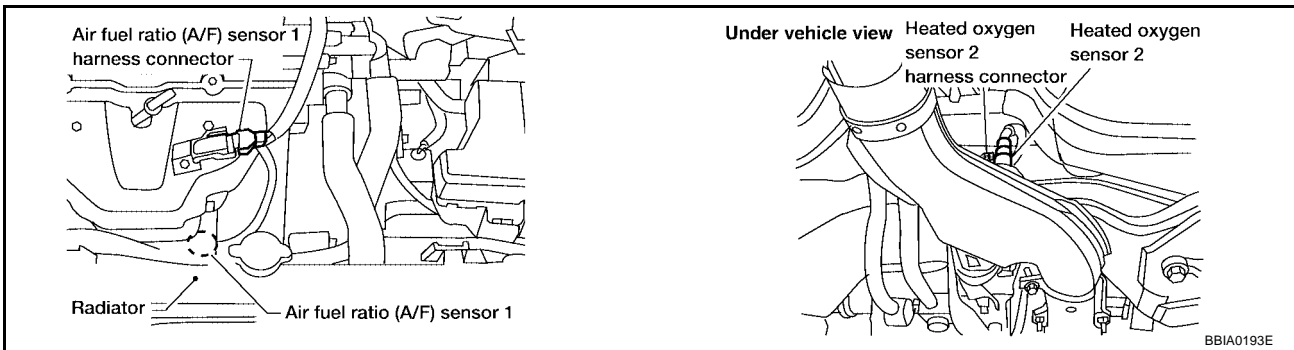
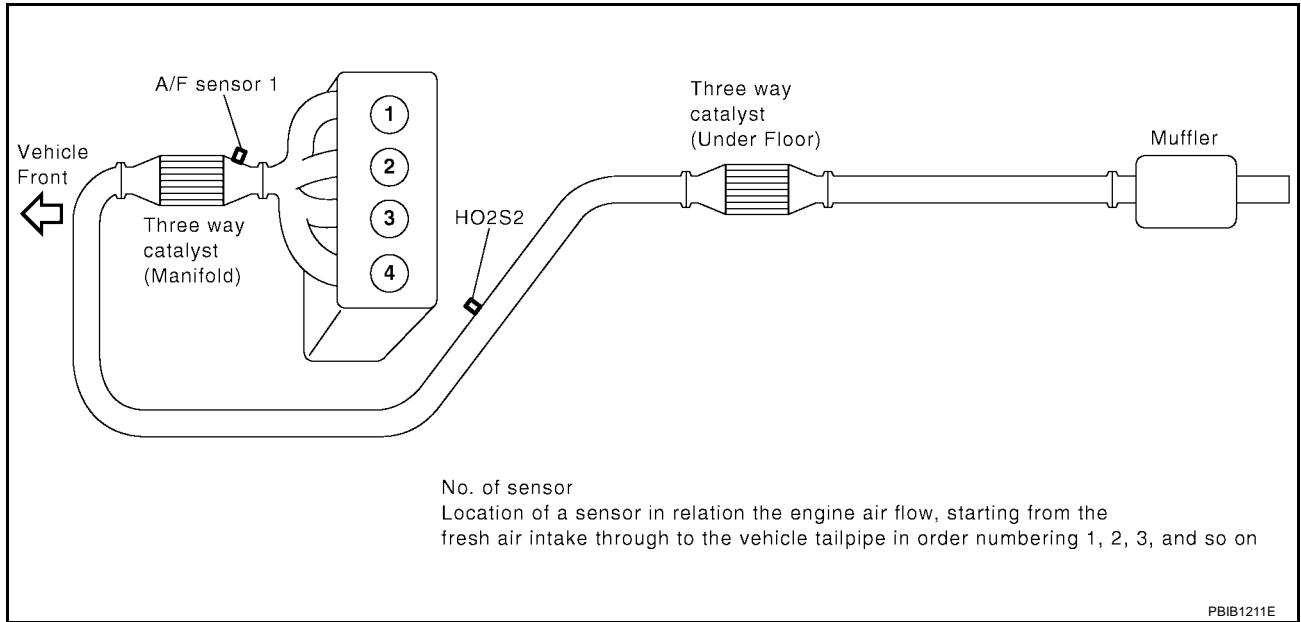
EVAP canister vent control valve EVAP canister



BBIA0171E

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]



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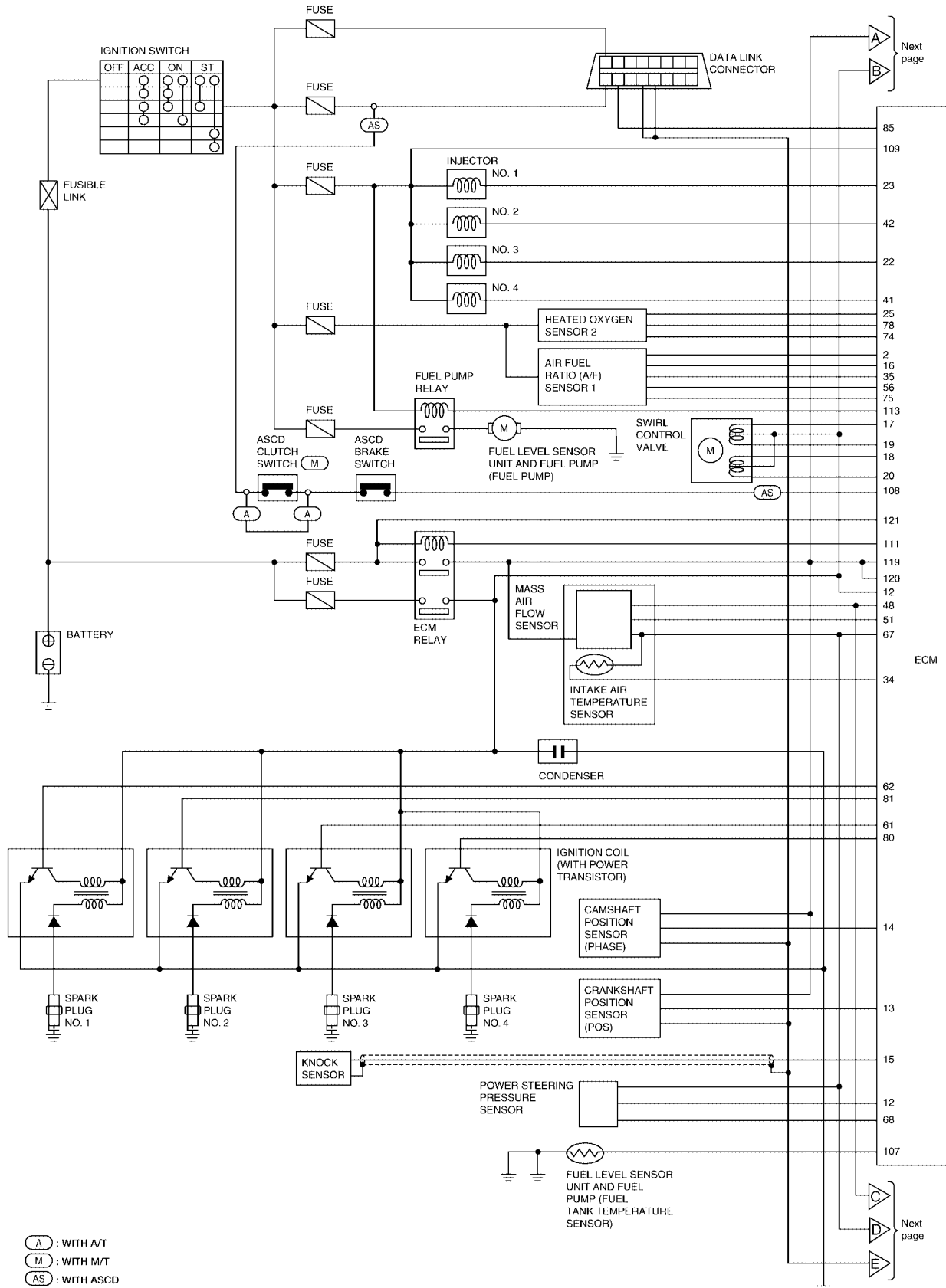


# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## Circuit Diagram

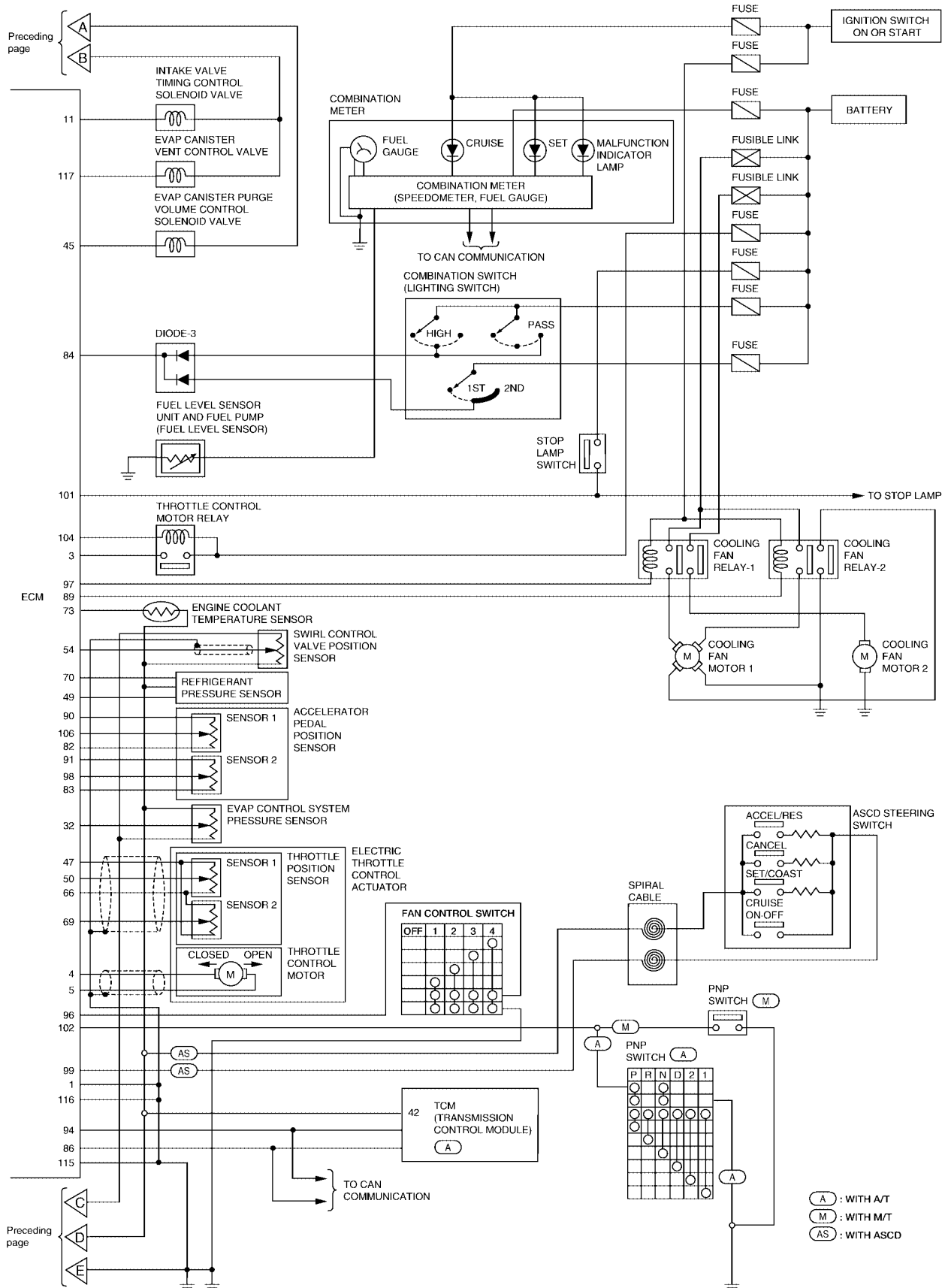
UBS001RD



BBWA0405E

# TROUBLE DIAGNOSIS

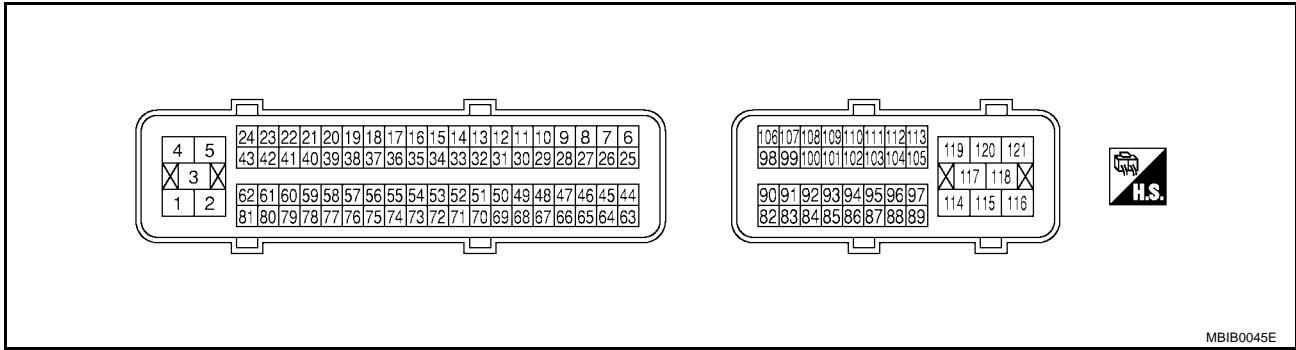
[QG18DE (SULEV)]



BBWA0406E

ECM Harness Connector Terminal Layout

UBS001RE

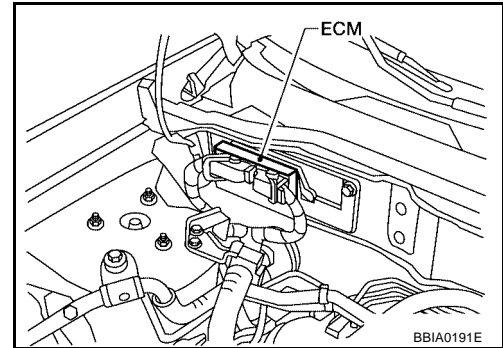


MBIB0045E

ECM Terminals and Reference Value  
PREPARATION

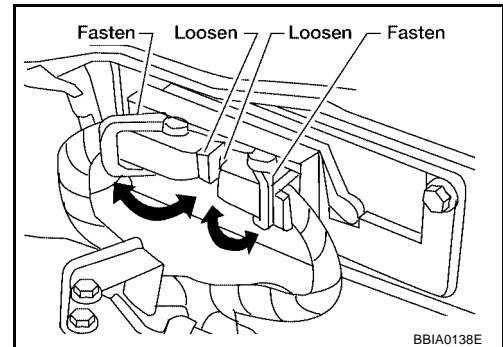
UBS0067T

1. ECM is located in the right side of the cowl top (behind the strut tower).  
For this inspection:
2. Remove ECM harness protector.



BBA0191E

3. When disconnecting ECM harness connector, loosen it with levers as far as they will go as show at right.
4. Connect a bread-out box (SST) and Y-cable adapter (SST) between the ECM and ECM harness connector.
  - Use extreme care not to touch 2 pins at one time.
  - Data is for comparison and may not be exact.



BBA0138E

ECM INSPECTION TABLE

Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

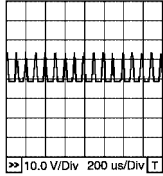
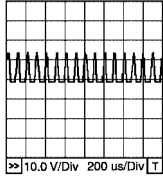
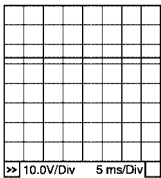
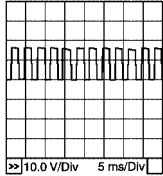
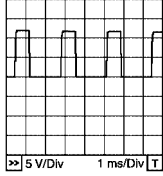
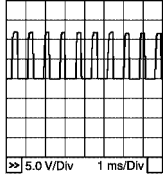
**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	<b>[Engine is running]</b> ● Idle speed	Engine ground
2	R	A/F sensor 1 heater	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 5V
3	R/W	Throttle control motor power supply	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

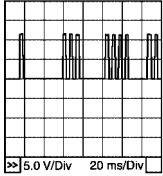
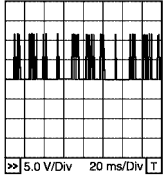
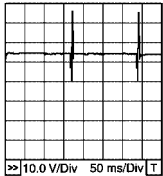
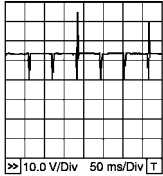
# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
4	P	Throttle control motor (Close)	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	0 - 14V★  <small>PBIB0534E</small>	EC
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T models)</li> <li>● Shift lever position is "1st" (M/T models)</li> <li>● Accelerator pedal is depressing</li> </ul>	0 - 14V★  <small>PBIB0533E</small>	C
11	G/Y	Intake valve timing control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★  <small>MBIB0052E</small>	D
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed 2,500 rpm</li> </ul>	7 - 10V★  <small>PBIB0532E</small>	E
12	P	Power steering pressure sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Steering wheel is being turned</li> </ul>	0.5 - 4.0V	F
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Steering wheel is not being turned</li> </ul>	0.4 - 0.8V	G
13	Y	Crankshaft position sensor (POS)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 3.0V★  <small>PBIB0527E</small>	H
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm</li> </ul>	Approximately 3.0V★  <small>PBIB0528E</small>	I

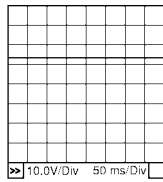
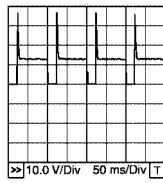
# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	W/R	Camshaft position sensor (PHASE)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	1.0 - 4.0V★  <small>PBIB0525E</small>
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	1.0 - 4.0V★  <small>PBIB0526E</small>
15	W	Knock sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 2.5V
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V
17 18 19 20	LG R/W PU/W L/Y	Swirl control valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	0.1 - 14V
22 23 41 42	G/B R/B L/B Y/B	Injector No. 3 Injector No. 1 Injector No. 4 Injector No. 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★  <small>PBIB0529E</small>
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	BATTERY VOLTAGE (11 - 14V)★  <small>PBIB0530E</small>


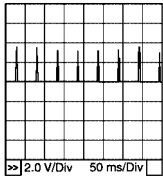
# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
25	W/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under on load</li> </ul>	0 - 1.0V	A
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped.</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)	EC
32	L	EVAP control system pressure sensor	<b>[Ignition switch "ON"]</b>	Approximately 1.8 - 4.8V	C
34	Y/G	Intake air temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with intake air temperature.	D
45	GY/L	EVAP canister purge volume control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 	E
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	Approximately 10V★ 	F
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V	G
48	R/W	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V	H
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V	I
50	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V	J
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V	K

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
51	L/R	Mass air flow sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	1.0 - 1.7V
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,500 rpm.</li> </ul>	1.5 - 2.1V
54	Y	Swirl control valve position sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> <li>● Engine coolant temperature is below 44°C (111°F).</li> </ul>	Approximately 5V
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> <li>● Engine coolant temperature is above 45°C (113°F).</li> </ul>	0 - 1.0V
61 62 80 81	L/W BR GY/R PU	Ignition signal No. 3 Ignition signal No. 1 Ignition signal No. 4 Ignition signal No. 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	0 - 0.1V★  <small>PBIB0521E</small>
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - 0.2V★  <small>PBIB0522E</small>
66	R	Sensor ground (Throttle position sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
67	B/W	Sensor ground (Mass air flow sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
68	G/R	Sensor power supply (Power steering pressure sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
69	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T models)</li> <li>● Shift lever position is "1st" (M/T models)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T models)</li> <li>● Shift lever position is "1st" (M/T models)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
70	L	Refrigerant pressure sensor	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Both A/C switch and blower switch are "ON" (Compressor operates.)</li> </ul>	1.0 - 4.0V	EC
73	BR/W	Engine coolant temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with engine coolant temperature.	C
74	R/L	Heated oxygen sensor 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V	D E F
78	B	Sensor ground (Heated oxygen sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V	G
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V	H
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V	I
84	PU	Electrical load signal (Headlamp signal)	<b>[Lighting switch "ON"]</b> <ul style="list-style-type: none"> <li>● Lighting switch is "2nd" position</li> </ul>	BATTERY VOLTAGE (11 - 14V)	J
			<b>[Lighting switch "ON"]</b> <ul style="list-style-type: none"> <li>● Lighting switch is "OFF"</li> </ul>	Approximately 0V	K
85	LG	DATA link connector	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CONSULT-II or GST is disconnected.</li> </ul>	BATTERY VOLTAGE (11 - 14V)	L
86	Y	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 2.3V	L
89	LG/B	Cooling fan relay (High)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is not operating</li> </ul>	BATTERY VOLTAGE (11 - 14V)	M
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is high speed operating</li> </ul>	0 - 1.0V	M
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V	
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V	
94	L	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 2.8V	
96	Y/G	Heater fan switch	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Heater fan switch "ON"</li> </ul>	Approximately 0V	
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Heater fan switch "OFF"</li> </ul>	Approximately 0V	



# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
97	LG/R	Cooling fan relay (Low)	<b>[Ignition switch "ON"]</b> ● Cooling fan is not operating	BATTERY VOLTAGE (11 - 14V)
			<b>[Ignition switch "ON"]</b> ● Cooling fan is operating	0 - 1.0V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully released	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully depressed	More than 2.0V
99	W/R	ASCD steering switch	<b>[Ignition switch "ON"]</b> ● ASCD steering switch is "OFF".	Approximately 4V
			<b>[Ignition switch "ON"]</b> ● CRUISE switch is "ON".	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● CANCEL switch is "ON".	Approximately 1V
			<b>[Ignition switch "ON"]</b> ● COAST/SET switch is "ON".	Approximately 2V
			<b>[Ignition switch "ON"]</b> ● ACCEL/RESUME switch is "ON".	Approximately 3V
101	R/G	Stop lamp switch	<b>[Ignition switch "ON"]</b> ● Brake pedal fully released	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)
102	G/OR	PNP switch	<b>[Ignition switch "ON"]</b> ● Gear position is "P" or "N"	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Except the above gear position	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V
104	P	Throttle control motor relay	<b>[Ignition switch "OFF"]</b>	BATTERY VOLTAGE (11 - 14V)
			<b>[Ignition switch "ON"]</b>	0 - 1.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully released	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Accelerator pedal fully depressed	More than 4.3V
107	OR	Fuel tank temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with fuel tank temperature.

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
108	P/L	ASCD brake switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Brake pedal is depressed</li> <li>● Clutch pedal is depressed (M/T models)</li> </ul>	Approximately 0V	EC
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Brake pedal is depressed</li> <li>● Clutch pedal is depressed (M/T models)</li> </ul>	BATTERY VOLTAGE (11 - 14V)	C
109	B/R	Ignition switch	<b>[Ignition switch "OFF"]</b>	0V	D
			<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	E
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● For 5 seconds after turning ignition switch "OFF"</li> </ul>	0 - 1.0V	F
			<b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● 5 seconds passed after turning ignition switch "OFF"</li> </ul>	BATTERY VOLTAGE (11 - 14V)	G
113	B/P	Fuel pump relay	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● For 1 second after turning ignition switch "ON"</li> </ul>	0 - 1.0V	H
			<b>[Engine is running]</b> <b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● More than 1 second after turning ignition switch "ON".</li> </ul>	BATTERY VOLTAGE (11 - 14V)	I
115 116	B B	ECM ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Engine ground	J
117	L/Y	EVAP canister vent control valve	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	K
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	L
121	W/L	Power supply for ECM (Buck-up)	<b>[Ignition switch "OFF"]</b>	BATTERY VOLTAGE (11 - 14V)	M

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

UBS001RG

## CONSULT-II Function FUNCTION

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-II unit.
Self-diagnostic results	Self-diagnostic results such as 1st trip DTC, DTCs and 1st trip freeze frame data or freeze frame data can be read and erased quickly.*1
Data monitor	Input/Output data in the ECM can be read.
Data monitor (SPEC)	Input/Output specification of the Basic fuel schedule, AFM, A/F feedback control value and the other data monitor items can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
DTC & SRT confirmation	The status of system monitoring tests and the self-diagnosis status/result can be confirmed.
Function test	Conducted by CONSULT-II instead of a technician to determine each system is "OK" or "NG".
ECM part number	ECM part number can be read.

\*1 The following emission-related diagnostic information is cleared when the ECM memory is erased.

1. Diagnostic trouble codes
2. 1st trip diagnostic trouble codes
3. Freeze frame data
4. 1st trip freeze frame data
5. System readiness test (SRT) codes
6. Test values
7. Others

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOS-TIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CON-FIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STATUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS INPUT	Camshaft position sensor (PHASE)		×	×					
	Crankshaft position sensor (POS)		×			×			
	Mass air flow sensor		×		×	×			
	Engine coolant temperature sensor		×	×	×	×	×		
	A/F sensor 1		×		×			×	×
	Heated oxygen sensor 2		×		×	×		×	×
	Vehicle speed sensor		×	×	×	×			
	Accelerator pedal position sensor		×		×	×			
	Throttle position sensor		×		×	×			
	Fuel tank temperature sensor		×		×	×	×		
	EVAP control system pressure sensor		×		×	×			
	Intake air temperature sensor		×	×	×	×			
	Knock sensor		×						
	Closed throttle position switch (Accelerator pedal position sensor signal)				×	×			
	Air conditioner switch				×	×			
	Park/neutral position (PNP) switch		×		×	×			
	Stop lamp switch		×		×	×			
	Power steering oil pressure switch				×	×			
	Battery voltage				×	×			
	Load signal				×	×			
Swirl control valve position sensor		×		×	×				
Fuel level sensor		×		×	×				
ASCD steering switch		×		×	×				
ASCD brake switch		×		×	×				

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOS-TIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CON-FIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STATUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS OUTPUT	Injectors				×	×	×		
	Power transistor (Ignition timing)	×			×	×	×		
	Throttle control motor relay		×		×	×			
	Throttle control motor		×						
	EVAP canister purge volume control solenoid valve		×		×	×	×		×
	Air conditioner relay				×	×			
	Fuel pump relay	×			×	×	×		
	Cooling fan		×		×	×	×		
	A/F sensor 1 heater		×		×	×		×	
	Heated oxygen sensor 2 heater		×		×	×		×	
	EVAP canister vent control valve		×		×	×	×		
	Swirl control valve		×		×	×	×		
	Intake valve timing control solenoid valve		×		×	×	×		
	Calculated load value			×	×	×			

X: Applicable

\*1: This item includes 1st trip DTCs.

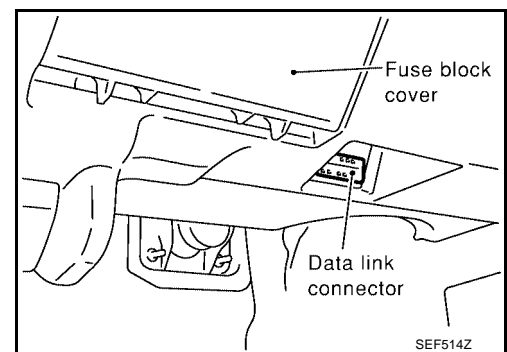
\*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-II screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to [EC-640](#).

## CONSULT-II INSPECTION PROCEDURE

### CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

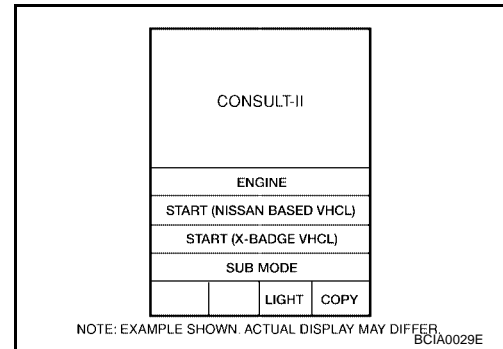
1. Turn ignition switch OFF.
2. Connect CONSULT-II and "CONSULT-II CONVERTER" to data link connector, which is located under LH dash panel near the fuse box cover.



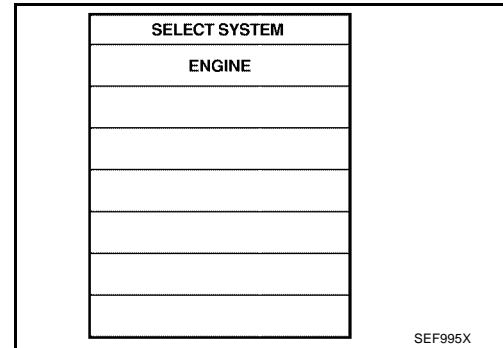
# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

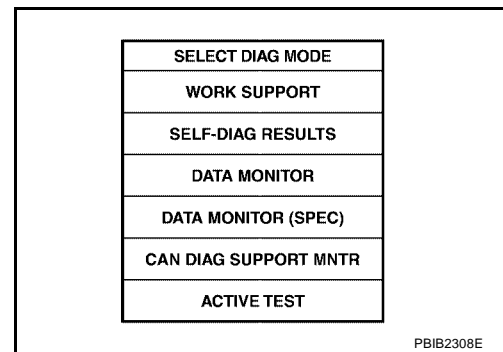
3. Turn ignition switch ON.
4. Touch "START".



5. Touch "ENGINE".



6. Perform each diagnostic test mode according to each service procedure.
- For further information, see the CONSULT-II Operation Manual.**



## WORK SUPPORT MODE

### Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> <li>● FUEL PUMP WILL STOP BY TOUCHING "START" DURING IDLING. CRANK A FEW TIMES AFTER ENGINE STALLS.</li> </ul>	When releasing fuel pressure from fuel line
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> <li>● THE IDLE AIR VOLUME THAT KEEPS THE ENGINE WITHIN THE SPECIFIED RANGE IS MEMORIZED IN ECM.</li> </ul>	When learning the idle air volume
SELF-LEARNING CONT	<ul style="list-style-type: none"> <li>● THE COEFFICIENT OF SELF-LEARNING CONTROL MIXTURE RATIO RETURNS TO THE ORIGINAL COEFFICIENT.</li> </ul>	When clearing the coefficient of self-learning control value

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

WORK ITEM	CONDITION	USAGE
EVAP SYSTEM CLOSE	<p>CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS.</p> <ul style="list-style-type: none"> <li>● IGN SW "ON"</li> <li>● ENGINE NOT RUNNING</li> <li>● AMBIENT TEMPERATURE IS ABOVE 0°C (32°F).</li> <li>● NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM</li> <li>● TANK FUEL TEMP. IS MORE THAN 0°C (32°F).</li> <li>● WITHIN 10 MINUTES AFTER STARTING "EVAP SYSTEM CLOSE"</li> <li>● WHEN TRYING TO EXECUTE "EVAP SYSTEM CLOSE" UNDER ANY CONDITION OTHER THAN THE ABOVE, CONSULT-II WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTIONS.</li> </ul> <p><b>NOTE:</b>  <b>WHEN STARTING ENGINE, CONSULT-II MAY DISPLAY "BATTERY VOLTAGE IS LOW. CHARGE BATTERY", EVEN IN USING CHARGED BATTERY.</b></p>	When detecting EVAP vapor leak point of EVAP system
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> <li>● IDLE CONDITION</li> </ul>	When setting target idle speed
TARGET IGNITION TIMING ADJ*	<ul style="list-style-type: none"> <li>● IDLE CONDITION</li> </ul>	<ul style="list-style-type: none"> <li>● When adjusting target ignition timing After adjustment, confirm target ignition timing with a timing light.</li> <li>● If the "TARGET IDLE RPM ADJ" has been done, the Idle Air Volume Learning procedure will not be completed.</li> </ul>

\*: This function is not necessary in the usual service procedure.

## SELF-DIAG RESULTS MODE

### Self Diagnostic Item

Regarding items of "DTC and 1st trip DTC", refer to "TROUBLE DIAGNOSIS — INDEX" (See [EC-602](#).)

### Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*1	Description
DIAG TROUBLE CODE [PXXXX]	<ul style="list-style-type: none"> <li>● The engine control component part/control system has a trouble code, it is displayed as "PXXXX". (Refer to "TROUBLE DIAGNOSIS — INDEX", <a href="#">EC-602</a>.)</li> </ul>
FUEL SYS-B1	<ul style="list-style-type: none"> <li>● "Fuel injection system status" at the moment a malfunction is detected is displayed.</li> <li>● One mode in the following is displayed.  "MODE 2": Open loop due to detected system malfunction  "MODE 3": Open loop due to driving conditions (power enrichment, deceleration enrichment)  "MODE 4": Closed loop - using oxygen sensor(s) as feedback for fuel control  "MODE 5": Open loop - has not yet satisfied condition to go to closed loop</li> </ul>
CAL/LD VALUE [%]	<ul style="list-style-type: none"> <li>● The calculated load value at the moment a malfunction is detected is displayed.</li> </ul>
COOLANT TEMP [°C] or [°F]	<ul style="list-style-type: none"> <li>● The engine coolant temperature at the moment a malfunction is detected is displayed.</li> </ul>
S-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> <li>● "Short-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>● The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.</li> </ul>
L-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> <li>● "Long-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>● The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.</li> </ul>

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

Freeze frame data item*1	Description	
ENGINE SPEED [rpm]	<ul style="list-style-type: none"> <li>The engine speed at the moment a malfunction is detected is displayed.</li> </ul>	A
VEHICLE SPEED [km/h] or [mph]	<ul style="list-style-type: none"> <li>The vehicle speed at the moment a malfunction is detected is displayed.</li> </ul>	EC
B/FUEL SCHDL [msec]	<ul style="list-style-type: none"> <li>The base fuel schedule at the moment a malfunction is detected is displayed.</li> </ul>	C
INT/A TEMP SE [°C] or [°F]	<ul style="list-style-type: none"> <li>The intake air temperature at the moment a malfunction is detected is displayed.</li> </ul>	D

\*1: The items are the same as those of 1st trip freeze frame data.

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# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## DATA MONITOR MODE

### Monitored Item

x: Applicable

Monitored item [Unit]	ECM INPUT SIGNALS	MAIN SIGNALS	Description	Remarks
ENG SPEED [rpm]	x	x	<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the signals of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).</li> </ul>	
MAS A/F SE-B1 [V]	x	x	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
B/FUEL SCHDL [msec]		x	<ul style="list-style-type: none"> <li>"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	
A/F ALPHA-B1 [%]		x	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>
COOLAN TEMP/S [°C] or [°F]	x	x	<ul style="list-style-type: none"> <li>The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed.</li> </ul>
A/F SEN1 (B1) [V]	x	x	<ul style="list-style-type: none"> <li>The A/F signal computed from the input signal of the A/F sensor 1 is displayed.</li> </ul>	
HO2S2 (B1) [V]	x	x	<ul style="list-style-type: none"> <li>The signal voltage of the heated oxygen sensor 2 is displayed.</li> </ul>	
HO2S2 MNTR (B1) [RICH/LEAN]	x		<ul style="list-style-type: none"> <li>Display of heated oxygen sensor 2 signal: RICH... means the amount of oxygen after three way catalyst is relatively small. LEAN... means the amount of oxygen after three way catalyst is relatively large.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
VHCL SPEED SE [km/h] or [mph]	x	x	<ul style="list-style-type: none"> <li>The vehicle speed computed from the vehicle speed sensor signal is displayed.</li> </ul>	
BATTERY VOLT [V]	x	x	<ul style="list-style-type: none"> <li>The power supply voltage of ECM is displayed.</li> </ul>	
ACCEL SEN 1 [V]	x	x	<ul style="list-style-type: none"> <li>The accelerator pedal position sensor signal voltage is displayed.</li> </ul>	
ACCEL SEN 2 [V]	x			
THRTL SEN 1 [V]	x	x	<ul style="list-style-type: none"> <li>The throttle position sensor signal voltage is displayed.</li> </ul>	
THRTL SEN 2 [V]	x			
FUEL T/TMP SE [°C] or [°F]	x		<ul style="list-style-type: none"> <li>The fuel temperature judged from the fuel tank temperature sensor signal voltage is displayed.</li> </ul>	
INT/A TEMP SE [°C] or [°F]	x	x	<ul style="list-style-type: none"> <li>The intake air temperature determined by the signal voltage of the intake air temperature sensor is indicated.</li> </ul>	

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

Monitored item [Unit]	ECM INPUT SIGNALS	MAIN SIGNALS	Description	Remarks
EVAP SYS PRES [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of EVAP control system pressure sensor is displayed.</li> </ul>	
FUEL LEVEL SE [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of the fuel level sensor is displayed.</li> </ul>	
START SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage.</li> </ul>	<ul style="list-style-type: none"> <li>After starting the engine, [OFF] is displayed regardless of the starter signal.</li> </ul>
CLSD THL POS [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.</li> </ul>	
AIR COND SIG [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal.</li> </ul>	
P/N POSI SW [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the park/neutral position (PNP) switch signal.</li> </ul>	
PW/ST SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>[ON/OFF] condition of the power steering system determined by the power steering pressure sensor signal is indicated.</li> </ul>	
LOAD SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the electrical load signal.</li> <li>ON... rear defogger is operating and/or lighting switch is on.</li> <li>OFF... rear defogger is not operating and lighting switch is not on.</li> </ul>	
IGNITION SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from ignition switch.</li> </ul>	
HEATER FAN SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the heater fan switch signal.</li> </ul>	
BRAKE SW [ON/OFF]		×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the stop lamp switch signal.</li> </ul>	
INJ PULSE-B1 [msec]		×	<ul style="list-style-type: none"> <li>Indicates the actual fuel injection pulse width compensated by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain computed value is indicated.</li> </ul>
IGN TIMING [BTDC]		×	<ul style="list-style-type: none"> <li>Indicates the ignition timing computed by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
CAL/LD VALUE [%]			<ul style="list-style-type: none"> <li>"Calculated load value" indicates the value of the current airflow divided by peak airflow.</li> </ul>	
MASS AIRFLOW [g·m/s]			<ul style="list-style-type: none"> <li>Indicates the mass airflow computed by ECM according to the signal voltage of the mass airflow sensor.</li> </ul>	
PURG VOL C/V [%]			<ul style="list-style-type: none"> <li>Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.</li> <li>The opening becomes larger as the value increases.</li> </ul>	

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# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
SWRL C/V (B1)[step]			<ul style="list-style-type: none"> <li>● Indicates the swirl control valve control value computed by the ECM according to the input signals.</li> <li>● The opening becomes larger as the value increases.</li> </ul>	
INT/V TIM (B1) [°CA]			<ul style="list-style-type: none"> <li>● Indicates [°CA] of intake camshaft advanced angle.</li> </ul>	
INT/V SOL-B1 [ON/OFF]			<ul style="list-style-type: none"> <li>● The control condition of the intake valve timing control solenoid valve is indicated.</li> <li>ON... Intake valve timing control solenoid is operating.</li> <li>OFF... Intake valve timing control solenoid is not operating.</li> </ul>	
AIR COND RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>● The air conditioner relay control condition (determined by ECM according to the input signal) is indicated.</li> </ul>	
FUEL PUMP RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>● Indicates the fuel pump relay control condition determined by ECM according to the input signals.</li> </ul>	
VENT CONT/V [ON/OFF]			<ul style="list-style-type: none"> <li>● The control condition of the EVAP canister vent control valve (determined by ECM according to the input signal) is indicated.</li> <li>● ON... Closed</li> <li>● OFF... Open</li> </ul>	
THRTL RELAY [ON/OFF]		×	<ul style="list-style-type: none"> <li>● Indicates the throttle control motor relay control condition determined by the ECM according to the input signals.</li> </ul>	
COOLING FAN [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates the control condition of the cooling fan (determined by ECM according to the input signal).</li> <li>HIGH... High speed operation</li> <li>LOW... Low speed operation</li> <li>OFF... Stop</li> </ul>	
HO2S2 HTR (B1) [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals.</li> </ul>	
IDL A/V LEARN [ON/OFF]			<ul style="list-style-type: none"> <li>● Display the condition of idle air volume learning</li> <li>YET... Idle air volume learning has not been performed yet.</li> <li>CMPLT... Idle air volume learning has already been performed successfully.</li> </ul>	
TRVL AFTER MIL [km] or [Mile]			<ul style="list-style-type: none"> <li>● Distance traveled while MIL is activated</li> </ul>	
AC PRESS SEN [V]			<ul style="list-style-type: none"> <li>● The signal voltage from the refrigerant pressure sensor is displayed.</li> </ul>	
VHCL SPEED SE [km/h] or [mph]			<ul style="list-style-type: none"> <li>● The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.</li> </ul>	

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
SET VHCL SPD [km/h] or [mph]			<ul style="list-style-type: none"> <li>● The preset vehicle speed is displayed.</li> </ul>	
MAIN SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from CRUISE switch signal.</li> </ul>	
CANSEL SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from CANCEL switch signal.</li> </ul>	
RESUME/ACC SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from ACCEL/RES switch signal.</li> </ul>	
SET SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from COAST/SET switch signal.</li> </ul>	
BRAKE SW1 SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from ASCD brake switch signal, and ASCD clutch switch signal (M/T models).</li> </ul>	
BRAKE SW2 SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of stop lamp switch signal.</li> </ul>	
VHCL SPD CUT [NON/CUT]			<ul style="list-style-type: none"> <li>● Indicates the vehicle cruise condition. NON... Vehicle speed is maintained at the ASCD set speed. CUT... Vehicle speed increased to excessively high compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>	
LO SPEED CUT [NON/CUT]			<ul style="list-style-type: none"> <li>● Indicates the vehicle cruise condition. NON... Vehicle speed is maintained at the ASCD set speed. CUT... Vehicle speed increased to excessively low compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>	
AT OD MONITOR [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.</li> </ul>	
AT OD CANCEL [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of A/T O/D cancel signal sent from the TCM.</li> </ul>	
CRUISE LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.</li> </ul>	
A/F S1 HTR (B1) [%]			<ul style="list-style-type: none"> <li>● Indicates A/F sensor 1 heater control value computed by ECM according to the input signal.</li> <li>● The current flow to the heater becomes larger as the value increases.</li> </ul>	
SWL/C POSI SE [degree]	×		<ul style="list-style-type: none"> <li>● Indicates the swirl control value opening angle computed by ECM according to signal voltage of the swirl control valve position sensor.</li> </ul>	
SET LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.</li> </ul>	

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# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

Monitored item [Unit]	ECM INPUT SIGNALS	MAIN SIGNALS	Description	Remarks
Voltage [V]			<ul style="list-style-type: none"> <li>● Voltage, frequency, duty cycle or pulse width measured by the probe.</li> </ul>	<ul style="list-style-type: none"> <li>● Only “#” is displayed if item is unable to be measured.</li> <li>● Figures with “#”s are temporary ones. They are the same figures as an actual piece of data which was just previously measured.</li> </ul>
Frequency [msec], [Hz] or [%]				
DUTY-HI				
SUTY-LOW				
PLS WIDTH-HI				
PLS WIDTH-LOW				

**NOTE:**

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

## DATA MONITOR (SPEC) MODE

### Monitored Item

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks
ENG SPEED [rpm]	×	×	<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the POS signal of the crankshaft position sensor.</li> </ul>	
MAS A/F SE-B1 [V]	×	×	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor specification is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> </ul>
B/FUEL SCHDL [msec]		×	<ul style="list-style-type: none"> <li>“Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> </ul>
A/F ALPHA-B1 [%]		×	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running, specification range is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>

**NOTE:**

Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

## ACTIVE TEST MODE

### Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Change the amount of fuel injection using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Fuel injectors</li> <li>A/F sensor 1</li> </ul>
IGNITION TIMING	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Timing light: Set</li> <li>Retard the ignition timing using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>“Idle Air Volume Learning” (Refer to <a href="#">EC-634</a>.)</li> <li>Crankshaft position sensor (POS)</li> <li>Crankshaft position sensor (PHASE)</li> <li>Engine component parts and installing conditions</li> </ul>
POWER BALANCE	<ul style="list-style-type: none"> <li>Engine: After warming up, idle the engine.</li> <li>A/C switch “OFF”</li> <li>Shift lever “N”</li> <li>Cut off each injector signal one at a time using CONSULT-II.</li> </ul>	Engine runs rough or dies.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Compression</li> <li>Injectors</li> <li>Power transistor</li> <li>Spark plugs</li> <li>Ignition coils</li> </ul>
COOLING FAN	<ul style="list-style-type: none"> <li>Ignition switch: ON</li> <li>Turn the cooling fan “ON” and “OFF” using CONSULT-II.</li> </ul>	Cooling fan moves and stops.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Cooling fan motor</li> <li>Cooling fan relay</li> </ul>
ENG COOLANT TEMP	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Change the engine coolant temperature using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Engine coolant temperature sensor</li> <li>Fuel injectors</li> </ul>
FUEL PUMP RELAY	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Turn the fuel pump relay “ON” and “OFF” using CONSULT-II and listen to operating sound.</li> </ul>	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> <li>Harness and connector</li> <li>Fuel pump relay</li> </ul>

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
VALVE TIMING SOL	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn solenoid valve "ON" and "OFF" with CONSULT-II and listen for operating sound</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Solenoid valve</li> </ul>
PURG VOL CONT/V	<ul style="list-style-type: none"> <li>● Engine: After warming up, run engine at 1,500 rpm.</li> <li>● Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-II.</li> </ul>	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Solenoid valve</li> </ul>
FUEL/T TEMP SEN	<ul style="list-style-type: none"> <li>● Change the fuel tank temperature using CONSULT-II.</li> </ul>		
VENT CONTROL/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound.</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Solenoid valve</li> </ul>
SWIRL CONTROL VALVE	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Change swirl control valve opening step using CONSULT-II.</li> </ul>	Swirl control valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connector</li> <li>● Swirl control valve</li> </ul>

## DTC & SRT CONFIRMATION MODE

### SRT STATUS Mode

For details, refer to [EC-644, "SYSTEM READINESS TEST \(SRT\) CODE"](#) .

### SRT Work Support Mode

This mode enables a technician to drive a vehicle to set the SRT while monitoring the SRT status.

### DTC Work Support Mode

Test mode	Test item	Condition	Reference page
EVAPORATIVE SYSTEM	EVAP SML LEAK P0442/P1442*	Refer to corresponding trouble diagnosis for DTC.	<a href="#">EC-858</a>
	EVAP V/S LEAK P0456/P1456*		<a href="#">EC-1081</a>
	PURG VOL CN/V P1444		<a href="#">EC-1081</a>
	PURGE FLOW P0441		<a href="#">EC-852</a>
A/F SEN1	A/F SEN1 (B1) P1273		<a href="#">EC-1045</a>
	A/F SEN1 (B1) P1274		<a href="#">EC-1052</a>
	A/F SEN1 (B1) P1278		<a href="#">EC-1065</a>
	A/F SEN1 (B1) P1279		<a href="#">EC-1073</a>
	A/F SEN1 (B1) P1276		<a href="#">EC-1059</a>
HO2S2	HO2S2 (B1) P1146		<a href="#">EC-992</a>
	HO2S2 (B1) P1147	<a href="#">EC-1000</a>	
	HO2S2 (B1) P0139	<a href="#">EC-787</a>	

\*: DTC P1442 and P1456 does not apply to B15 models but appears in DTC Work Support Mode screen.

## REAL TIME DIAGNOSIS IN DATA MONITOR MODE (RECORDING VEHICLE DATA)

### Description

CONSULT-II has two kinds of triggers and they can be selected by touching "SETTING" in "DATA MONITOR" mode.

1. "AUTO TRIG" (Automatic trigger):

- The malfunction will be identified on the CONSULT-II screen in real time.

In other words, DTC/1st trip DTC and malfunction item will be displayed if the malfunction is detected by ECM.

At the moment a malfunction is detected by ECM, "MONITOR" in "DATA MONITOR" screen is changed to "Recording Data... xx%" as shown at left, and the data after the malfunction detection is recorded. Then when the percentage reached 100%, "REAL-TIME DIAG" screen is displayed. If "STOP" is touched on the screen during "Recording Data... xx%", "REAL-TIME DIAG" screen is also displayed.

The recording time after the malfunction detection and the recording speed can be changed by "TRIGGER POINT" and "Recording Speed". Refer to CONSULT-II OPERATION MANUAL.

2. "MANU TRIG" (Manual trigger):

- DTC/1st trip DTC and malfunction item will not be displayed automatically on CONSULT-II screen even though a malfunction is detected by ECM.

DATA MONITOR can be performed continuously even though a malfunction is detected.

Use these triggers as follows:

DATA MONITOR	
Recording Data...11%	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
VHCL SPEED SE	XXX km/h

SEF705Y

SET RECORDING CONDITION	
AUTO TRIG	
MANU TRIG	
TRIGGER POINT	
RECORDING SPEED	
MIN	MAX
/64 /32 /16 /8 /4 /2 FULL	/64 /32 /16 /8 /4 /2 FULL

SEF707X

### Operation

1. "AUTO TRIG"

- While trying to detect the DTC/1st trip DTC by performing the "DTC Confirmation Procedure", be sure to select to "DATA MONITOR (AUTO TRIG)" mode. You can confirm the malfunction at the moment it is detected.
- While narrowing down the possible causes, CONSULT-II should be set in "DATA MONITOR (AUTO TRIG)" mode, especially in case the incident is intermittent.  
When you are inspecting the circuit by gently shaking (or twisting) the suspicious connectors, components and harness in the "DTC Confirmation Procedure", the moment a malfunction is found the DTC/1st trip DTC will be displayed. (Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "Incident Simulation Tests".)

2. "MANU TRIG"

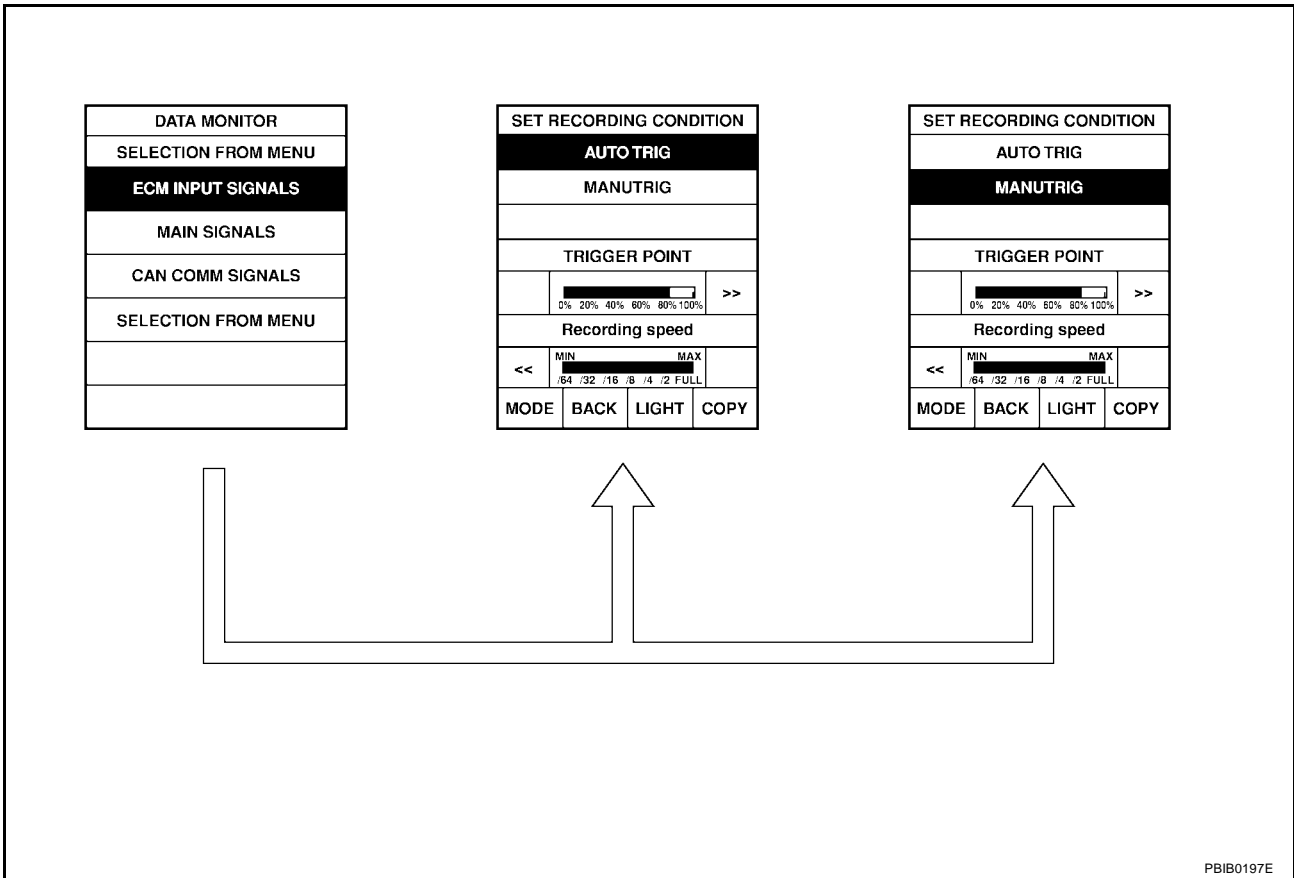
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# TROUBLE DIAGNOSIS

[QG18DE (SULEV)]

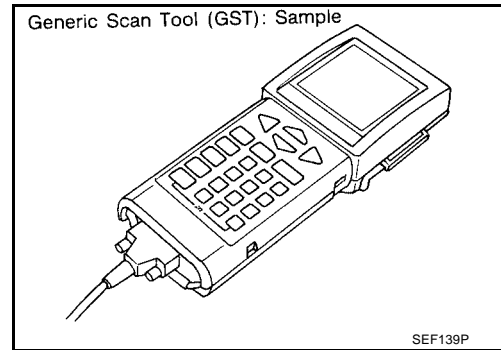
- If the malfunction is displayed as soon as “DATA MONITOR” is selected, reset CONSULT-II to “MANU TRIG”. By selecting “MANU TRIG” you can monitor and store the data. The data can be utilized for further diagnosis, such as a comparison with the value for the normal operating condition.



PBIB0197E

### Generic Scan Tool (GST) DESCRIPTION

Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has 8 different functions explained on the next page. ISO9141 is used as the protocol. The name "GST" or "Generic Scan Tool" is used in this service manual.

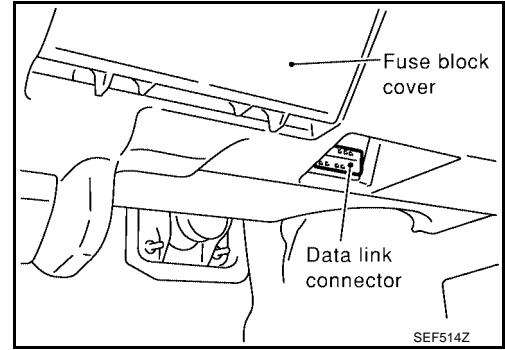


### FUNCTION

Diagnostic test mode		Function
MODE 1	READINESS TESTS	This mode gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
MODE 2	(FREEZE DATA)	This mode gains access to emission-related data value which were stored by ECM during the freeze frame. [For details, refer to "Freeze Frame Data" <a href="#">EC-643</a> .]
MODE 3	DTCs	This mode gains access to emission-related power train trouble codes which were stored by ECM.
MODE 4	CLEAR DIAG INFO	This mode can clear all emission-related diagnostic information. This includes: <ul style="list-style-type: none"> <li>● Clear number of diagnostic trouble codes (MODE 1)</li> <li>● Clear diagnostic trouble codes (MODE 3)</li> <li>● Clear trouble code for freeze frame data (MODE 1)</li> <li>● Clear freeze frame data (MODE 2)</li> <li>● Reset status of system monitoring test (MODE 1)</li> <li>● Clear on board monitoring test results (MODE 6 and 7)</li> </ul>
MODE 6	(ON BOARD TESTS)	This mode accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored.
MODE 7	(ON BOARD TESTS)	This mode enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
MODE 8	—	This mode can close EVAP system in ignition switch "ON" position (Engine stopped). When this mode is performed, following parts can be opened or closed. <ul style="list-style-type: none"> <li>● EVAP canister vent control valve open</li> <li>● Vacuum cut valve bypass valve closed</li> </ul> In the following conditions, this mode cannot function. <ul style="list-style-type: none"> <li>● Low ambient temperature</li> <li>● Low battery voltage</li> <li>● Engine running</li> <li>● Ignition switch "OFF"</li> <li>● Low fuel temperature</li> <li>● Too much pressure is applied to EVAP system</li> </ul>
MODE 9	(CALIBRATION ID)	This mode enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs.

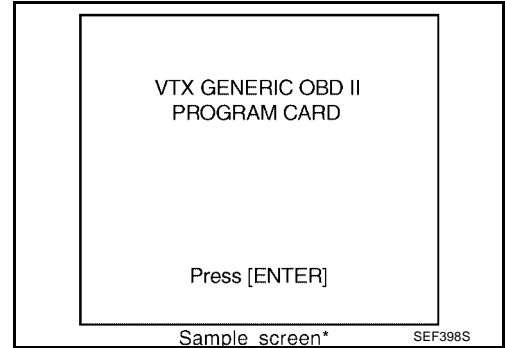
## GST INSPECTION PROCEDURE

1. Turn ignition switch OFF.
2. Connect GST to data link connector for GST which is located under LH dash panel near the fuse box cover.



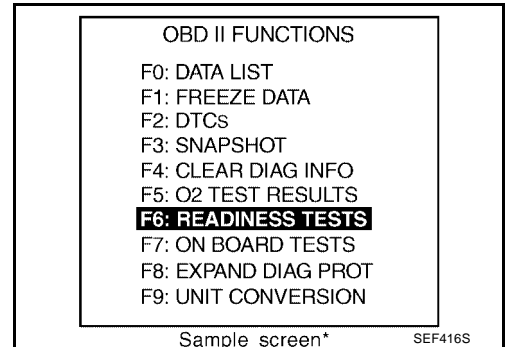
3. Turn ignition switch ON.
4. Enter the program according to instruction on the screen or in the operation manual.

(\*: Regarding GST screens in this section, sample screens are shown.)



5. Perform each diagnostic mode according to each service procedure.

**For further information, see the GST Operation Manual of the tool maker.**



## CONSULT-II Reference Value in Data Monitor Mode

UBS001R1

Remarks:

- Specification data are reference values.
- Specification data are output/input values which are detected or supplied by the ECM at the connector.

\* Specification data may not be directly related to their components signals/values/operations.

(i.e., Adjust ignition timing with a timing light before monitoring IGN TIMING. Specification data might be displayed even when ignition timing is not adjusted to specification. This IGN TIMING monitors the data calculated by the ECM according to the input signals from the camshaft position sensor and other ignition timing related sensors.)

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED	<ul style="list-style-type: none"> <li>● Tachometer: Connect</li> <li>● Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value.
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> </ul>	Idle 1.0 - 1.7V
	<ul style="list-style-type: none"> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	2,500 rpm 1.5 - 2.4V
B/FUEL SCHDL	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> </ul>	Idle 1.0 - 1.6 msec
	<ul style="list-style-type: none"> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	2,000 rpm 0.7 - 1.3 msec

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

MONITOR ITEM	CONDITION	SPECIFICATION
A/F ALPHA-B1	● Engine: After warming up	Maintaining engine speed at 2,000 rpm 53 - 155%
COOLAN TEMP/S	● Engine: After warming up	More than 70°C (158°F)
A/F SEN1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm Fluctuates around 1.5V
HO2S2 (B1)	● Engine: After warming up ● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load	Revving engine from idle to 3,000 rpm quickly 0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	● Engine: After warming up ● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load	Revving engine from idle to 3,000 rpm quickly LEAN ↔ RICH
VHCL SPEED SE	● Turn drive wheels and compare speedometer indication with the CONSULT-II value	Almost the same speed as the CONSULT-II value
BATTERY VOLT	● Ignition switch: ON (Engine stopped)	11 - 14V
ACCEL SEN1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released 0.65 - 0.87V
		Accelerator pedal: Fully depressed More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released 0.56 - 0.96V
		Accelerator pedal: Fully depressed More than 4.0V
THRTL SEN1 THRTL SEN2*	● Ignition switch: ON (Engine stopped) ● Shift lever D: (A/T model) 1st: (M/T model)	Accelerator pedal: Fully released More than 0.36V
		Accelerator pedal: Fully depressed Less than 4.75V
EVAP SYS PRES	● Ignition switch: ON	1.8 - 4.8V
START SIGNAL	● Ignition switch: ON → START → ON	OFF → ON → OFF
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Throttle valve: Idle position ON
		Throttle valve: Slightly open OFF
AIR COND SIG	● Engine: After warming up, idle the engine	A/C switch "OFF" OFF
		A/C switch "ON" (Compressor operates) ON
P/N POSI SW	● Ignition switch: ON	Shift lever "P" or "N" (A/T), Neutral (M/T) ON
		Except above OFF
PW/ST SIGNAL	● Engine: After warming up, idle the engine	Steering wheel in neutral position (Forward direction) OFF
		The steering wheel is turned ON
LOAD SIGNAL	● Ignition switch: ON	Rear window defogger switch and/or lighting switch is in 2nd ON
		Rear window defogger switch is OFF and lighting switch is OFF OFF
IGNITION SW	● Ignition switch: ON → OFF → ON	ON → OFF

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# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

MONITOR ITEM	CONDITION	SPECIFICATION
HEATER FAN SW	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> </ul>	Heater fan is operating ON
		Heater fan is not operating OFF
BRAKE SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Brake pedal: Fully released OFF
		Brake pedal: Slightly depressed ON
INJ PULSE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle 2.4 - 3.2 msec
		2,000 rpm 1.9 - 3.2 msec
IGN TIMING	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle A/T 18°±5° BTDC M/T 7°±5° BTDC
		2,000 rpm More than 25° BTDC
CAL/LD VALUE	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle 20.0 - 35.5%
		2,500 rpm 12.0 - 27.0%
MASS AIRFLOW	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle 1.4 - 4.0 g·m/s
		2,500 rpm 5.0 - 10.0 g·m/s
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle 0%
		2,000 rpm —
SWL C/V (B1)	<ul style="list-style-type: none"> <li>● Engine: Idle the engine</li> </ul>	Engine coolant temperature is below 44°C (111°F) 0 - 5 step
		Engine coolant temperature is above 45°C (113°F) 115 - 120 step
INT/V SOL (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N (A/T), Neutral (M/T)</li> <li>● Air conditioner switch: OFF</li> <li>● No - load</li> </ul>	Idle 0% - 2%
		When revving engine up to 2,000 rpm quickly Approx. 0% - 80%
AIR COND RLY	<ul style="list-style-type: none"> <li>● Air conditioner switch: OFF → ON</li> </ul>	OFF → ON
FUEL PUMP RLY	<ul style="list-style-type: none"> <li>● Ignition switch is turned to ON (Operates for 5 seconds)</li> <li>● Engine running and cranking</li> <li>● When engine is stopped (Stops in 1 seconds)</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Except as shown above</li> </ul>	OFF
VENT CONT/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	OFF
THRTL RELAY	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	ON
INT/V TIM (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N (A/T), Neutral (M/T)</li> <li>● Air conditioner switch: OFF</li> <li>● No - load</li> </ul>	Idle -5° - 5°CA
		When revving engine up to 2,000 rpm quickly Approx. 0° - 30°CA

# TROUBLE DIAGNOSIS

**[QG18DE (SULEV)]**

MONITOR ITEM	CONDITION	SPECIFICATION	
COOLING FAN	Engine coolant temperature is 94°C (201°F) or less	OFF	
	<ul style="list-style-type: none"> <li>● After warming up engine, idle the engine.</li> <li>● Air conditioner switch: OFF</li> </ul> Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	LOW	
	Engine coolant temperature is 105°C (221°F) or more	HIGH	
HO2S2 HTR (B1)	● Engine speed: Above 3,600 rpm	OFF	
	<ul style="list-style-type: none"> <li>● Engine speed is below 3,600 rpm after the following conditions are met.</li> <li>– Engine: After warming up</li> <li>– Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	ON	
TRVL AFTER MIL	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul> Vehicle has traveled after MIL has turned ON	0 - 65,535 km (0 - 40,723 mile)	
A/F S1 HTR (B1)	● Engine: After warming up, idle the engine	0 - 100%	
SWL/C POSI SE	● Engine: Idle the engine	Engine coolant temperature is below 44°C (111°F)	Approx. 0 deg.
		Engine coolant temperature is above 45°C (113°F)	Approx. 80 deg.
AC PRESS SEN	● Ignition switch: ON (Engine stopped)	Approx. 0V	
	<ul style="list-style-type: none"> <li>● Engine: Idle</li> <li>● Air conditioner switch: OFF</li> </ul>	1.0 - 4.0V	
VEH SPEED SE	● Turn drive wheels and compare speedometer indication with the CONSULT-II value.	Almost the same speed as the CONSULT-II valve	
SET VHCL SPD	● Engine: Running	ASCD: Operating	The preset vehicle speed is displayed.
MAIN SW	● Ignition switch: ON	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF
CANCEL SW	● Ignition switch: ON	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	ACCEL/RES switch: Depressed	ON
		ACCEL/RES switch: Released	OFF
SET SW	● Ignition switch: ON	COAST/SET switch: Depressed	ON
		COAST/SET switch: Released	OFF
BRAKE SW1	● Ignition switch: ON	Clutch pedal (M/T) and brake pedal: Fully released	ON
		Clutch pedal (M/T) and brake pedal: Fully released	OFF
BRAKE SW2	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
CRUISE LAMP	● Ignition switch: ON	CRUISE Lamp: Illuminated	ON
		CRUISE Lamp: Not illuminated	OFF
SET LAMP	● Ignition switch: ON	SET Lamp: Illuminated	ON
		SET Lamp: Not illuminated	OFF

\*: Accelerator pedal position sensor 2 signal and throttle position sensor 2 signal are converted by ECM internally. Thus, they differ from ECM terminals voltage signal.

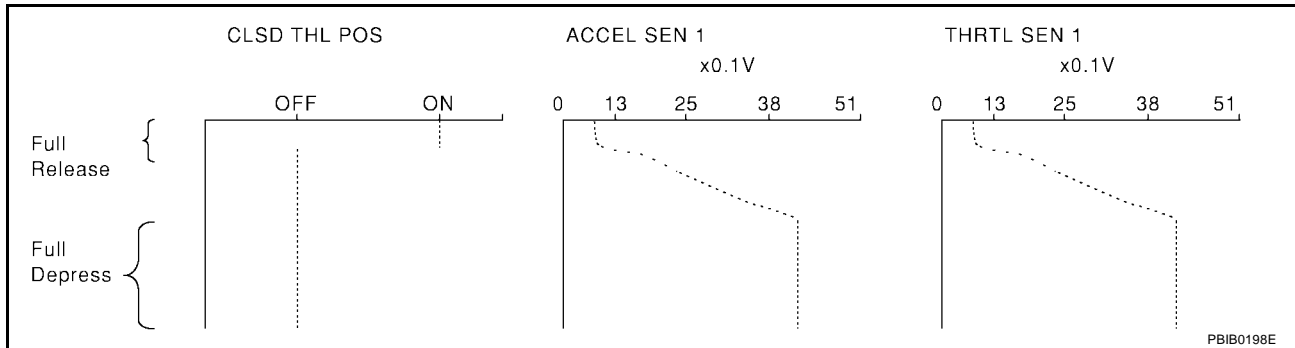
## Major Sensor Reference Graph in Data Monitor Mode

The following are the major sensor reference graphs in "DATA MONITOR" mode.

### CLSD THL POS, ACCEL SEN 1, THRTL SEN 1

Below is the data for "CLSD THL POS", "ACCEL SEN 1" and "THRTL SEN 1" when depressing the accelerator pedal with the ignition switch "ON" and with selector lever in "D" position.

The signal of "ACCEL SEN 1" and "THRTL SEN 1" should rise gradually without any intermittent drop or rise after "CLSD THL POS" is changed from "ON" to "OFF".

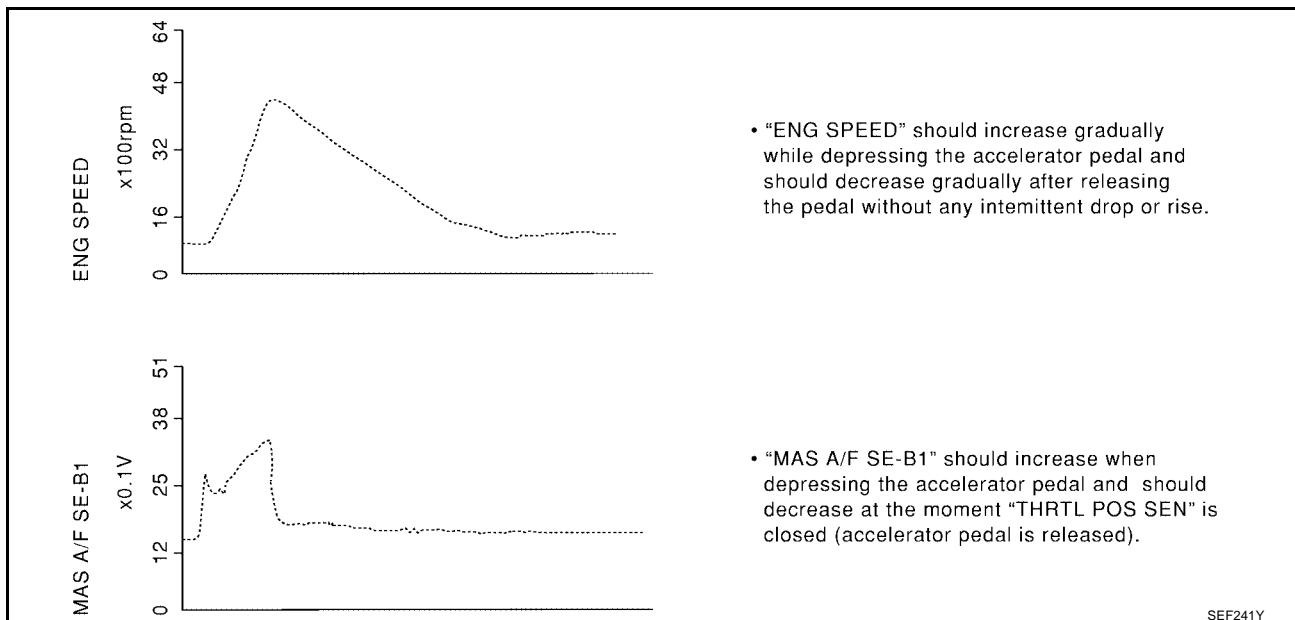


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### ENG SPEED, MAS A/F SE-B1, THRTL POS SEN, HO2S2 (B1), INJ PULSE-B1

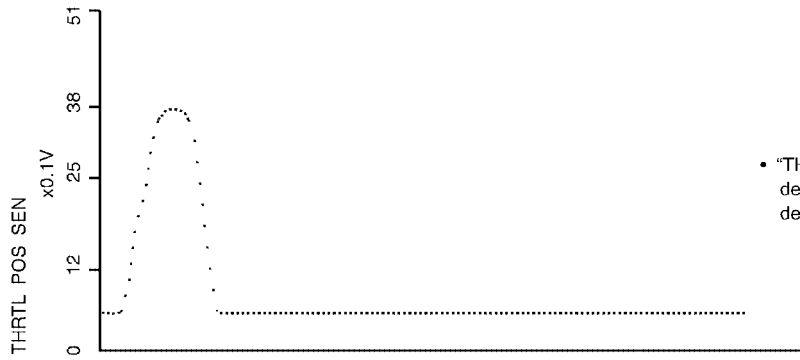
Below is the data for "ENG SPEED", "MAS A/F SE-B1", "THRTL POS SEN", "HO2S2 (B1/B2)" and "INJ PULSE" when revving engine quickly up to 4,800 rpm under no load after warming up engine to normal operating temperature.

Each value is for reference, the exact value may vary.

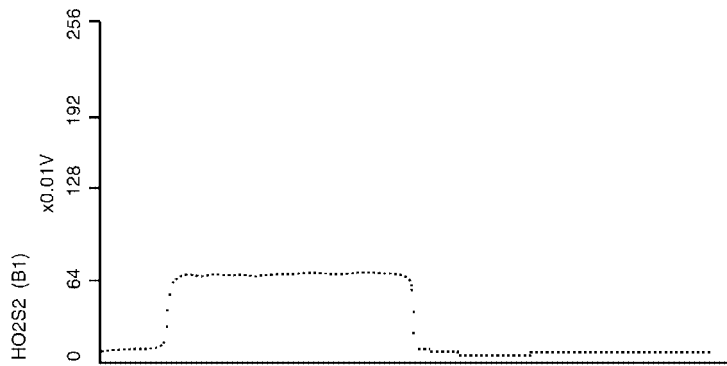


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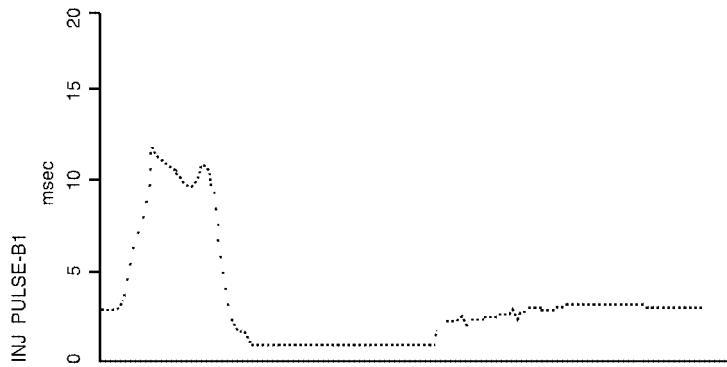
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- "THRTL POS SEN" should increase while depressing the accelerator pedal and should decrease while releasing it.



- "HO2S2 (B1)" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.



- "INJ PULSE-B1" should increase when depressing the accelerator pedal and should decrease when the pedal is released.



# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QG18DE (SULEV)]

## TROUBLE DIAGNOSIS - SPECIFICATION VALUE

PFP:00031

### Description

UBS001RK

The specification (SP) value indicates the tolerance of the value that is displayed in "DATA MONITOR (SPEC)" mode of CONSULT-II during normal operation of the Engine Control System. When the value in "DATA MONITOR (SPEC)" mode is within the SP value, the Engine Control System is confirmed OK. When the value in "DATA MONITOR (SPEC)" mode is NOT within the SP value, the Engine Control System may have one or more malfunctions.

The SP value is used to detect malfunctions that may affect the Engine Control System, but will not light the MIL.

The SP value will be displayed for the following three items:

- B/FUEL SCHDL (The fuel injection pulse width programmed into ECM prior to any learned on board correction)
- A/F ALPHA-B1 (The mean value of air-fuel ratio feedback correction factor per cycle)
- MAS A/F SE-B1 (The signal voltage of the mass air flow sensor)

### Testing Condition

UBS001RL

- Vehicle driven distance: More than 5,000 km (3,017 miles)
- Barometric pressure: 98.3 - 104.3 kPa (1.003 - 1.064 kg/cm<sup>2</sup> , 14.25 - 15.12 psi)
- Atmospheric temperature: 20 - 30°C (68 - 86°F)
- Engine coolant temperature: 75 - 95°C (167 - 203°F)
- Transmission: Warmed-up\*1
- Electrical load: Not applied\*2
- Engine speed: Idle

\*1: For A/T or CVT models, after the engine is warmed up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (A/T or CVT fluid temperature sensor signal) indicates more than 60°C (140°F). For MT models, drive vehicle for 5 minutes after the engine is warmed up to normal operating temperature.

\*2: Rear window defogger switch, air conditioner switch, lighting switch are "OFF". Cooling fans are not operating. Steering wheel is straight ahead.

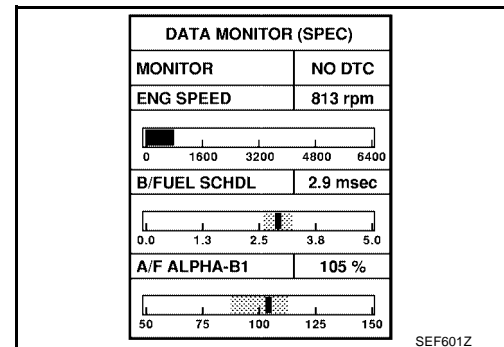
### Inspection Procedure

UBS001RM

#### NOTE:

Perform "DATA MONITOR (SPEC)" mode in maximum scale display.

1. Perform [EC-669, "Basic Inspection"](#) .
2. Confirm that the testing conditions indicated above are met.
3. Select "B/FUEL SCHDL", "A/F ALPHA-B1" and "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode with CONSULT-II.
4. Make sure that monitor items are within the SP value.
5. If NG, go to [EC-717, "Diagnostic Procedure"](#) .

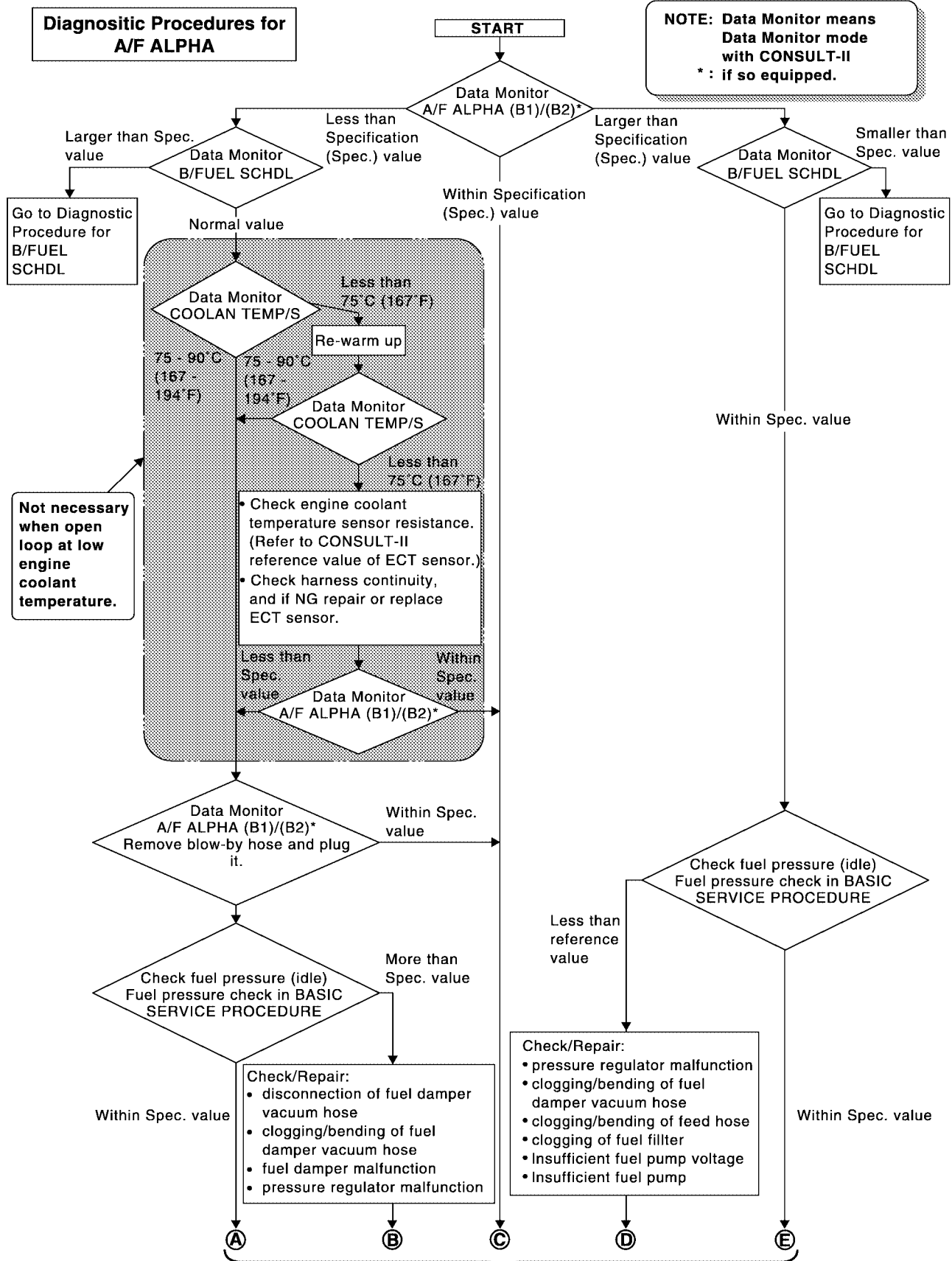


# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QG18DE (SULEV)]

## Diagnostic Procedure

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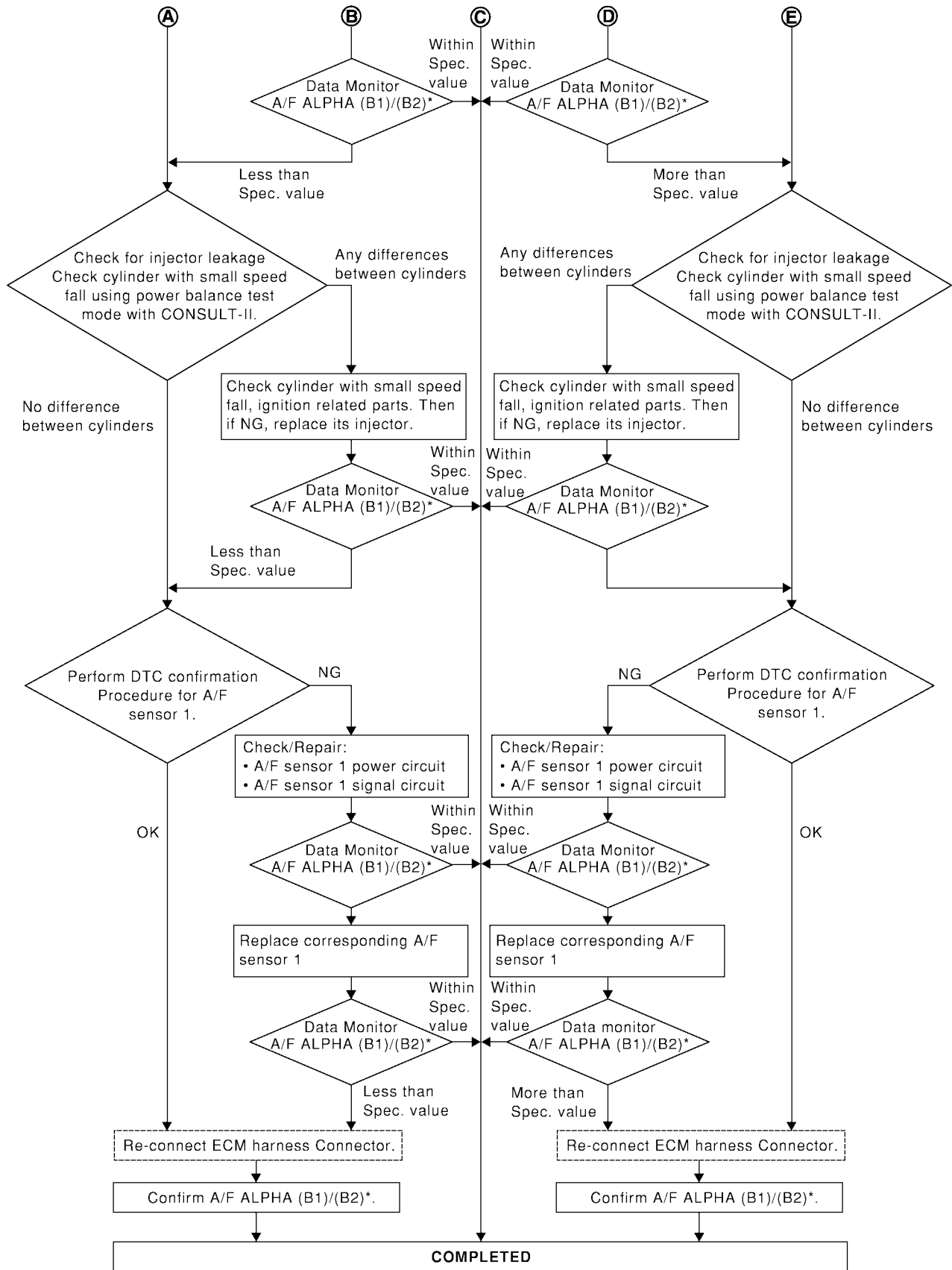


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# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

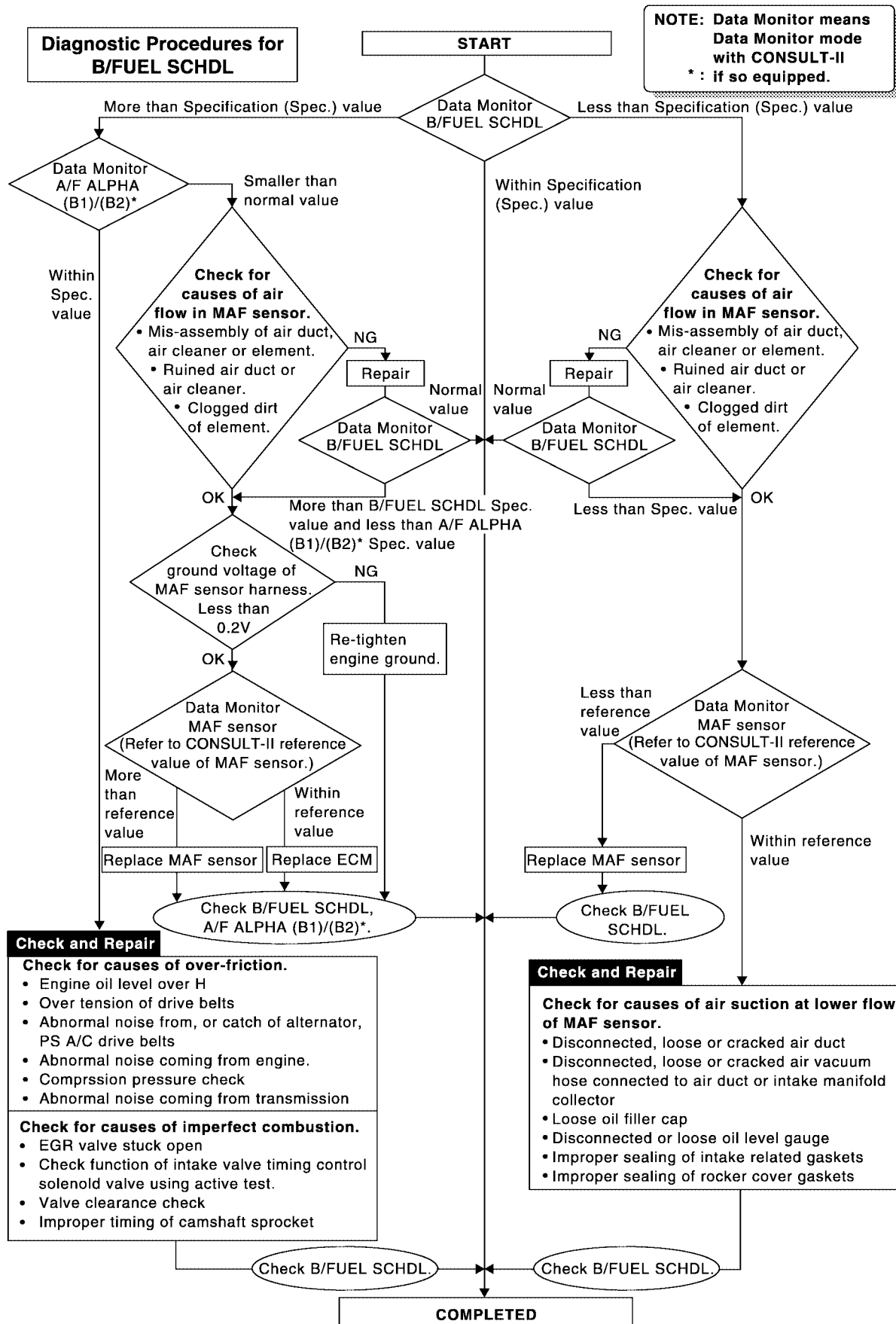
[QG18DE (SULEV)]



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# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QG18DE (SULEV)]



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# TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

[QG18DE (SULEV)]

## TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

PFP:00006

### Description

UBS001RO

Intermittent incidents (I/I) may occur. In many cases, the malfunction resolves itself (the part or circuit function returns to normal without intervention). It is important to realize that the symptoms described in the customer's complaint often do not recur on DTC (1st trip) visits. Realize also that the most frequent cause of I/I occurrences is poor electrical connections. Because of this, the conditions under which the incident occurred may not be clear. Therefore, circuit checks made as part of the standard diagnostic procedure may not indicate the specific malfunctioning area.

### Common I/I Report Situations

STEP in Work Flow	Situation
II	The CONSULT-II is used. The SELF-DIAG RESULTS screen shows time data other than "0" or "1t".
III	The symptom described by the customer does not recur.
IV	(1st trip) DTC data does not appear during the DTC CONFIRMATION PROCEDURE.
VI	The TROUBLE DIAGNOSIS for PXXXX does not indicate the malfunctioning area.

### Diagnostic Procedure

UBS001RP

#### 1. INSPECTION START

Erase (1st trip) DTCs. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

>> GO TO 2.

#### 2. CHECK GROUND TERMINALS

Check ground terminals for corroding or loose connection. Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "GROUND INSPECTION".

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

#### 3. SEARCH FOR ELECTRICAL INCIDENT

Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "Incident Simulation Tests".

OK or NG

OK >> GO TO 4.

NG >> Repair or replace.

#### 4. CHECK CONNECTOR TERMINALS

Refer to [GI-23, "How to Check Terminal"](#), "How to Check Enlarged Contact Spring of Terminal".

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace connector.

# POWER SUPPLY CIRCUIT FOR ECM

[QG18DE (SULEV)]

## POWER SUPPLY CIRCUIT FOR ECM

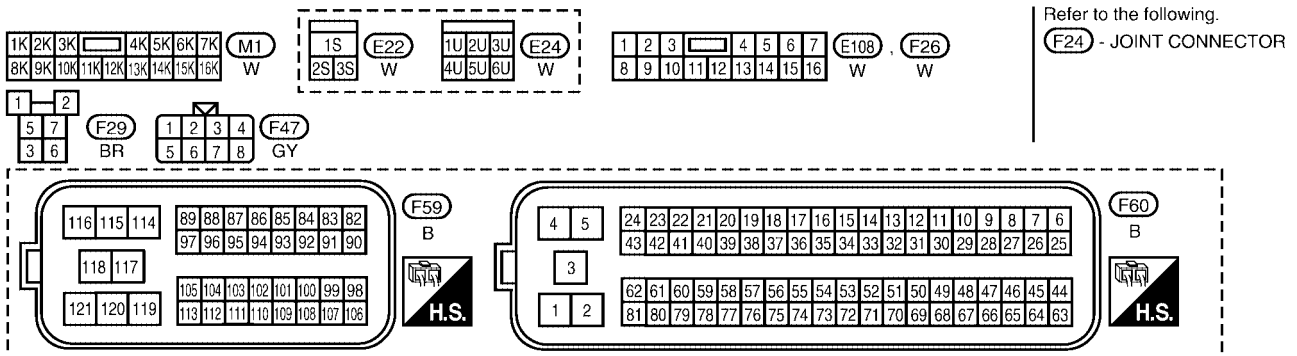
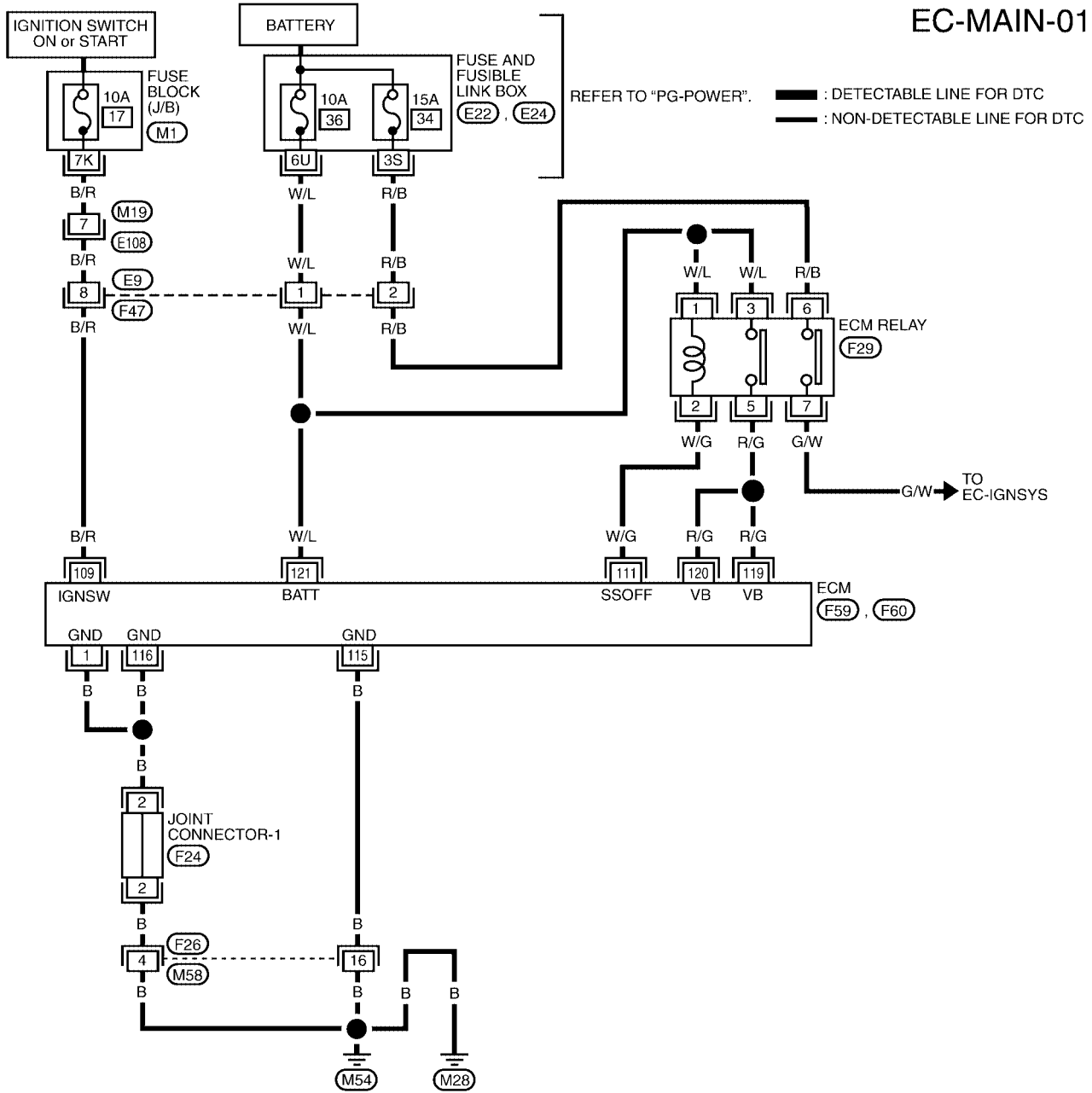
PF2:24110

### Wiring Diagram

UBS001RQ

EC-MAIN-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



# POWER SUPPLY CIRCUIT FOR ECM

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	<b>[Engine is running]</b> ● Idle speed	Engine ground
109	B/R	Ignition switch	<b>[Ignition switch "OFF"]</b>	0V
			<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			<b>[Ignition switch "OFF"]</b> ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
115 116	B B	ECM ground	<b>[Engine is running]</b> ● Idle speed	Engine ground
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS001RR

### 1. INSPECTION START

Start engine.

**Is engine running?**

Yes or No

- Yes >> GO TO 9.
- No >> GO TO 2.

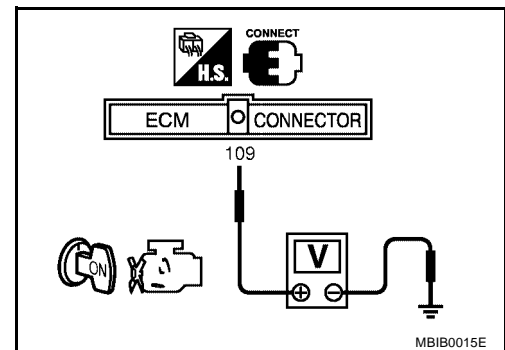
### 2. CHECK ECM POWER SUPPLY-I

1. Turn ignition switch "OFF" and then "ON".
2. Check voltage between ECM terminal 109 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



MBIB0015E

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### 3. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Harness connectors M19, E108
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ECM and 10A fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

### 4. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 1, 115, 116, and engine ground.  
Refer to WIRING DIAGRAM.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

---

### 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors F26, M58
- Joint connector-1
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

A

EC

C

D

E

F

G

H

I

J

K

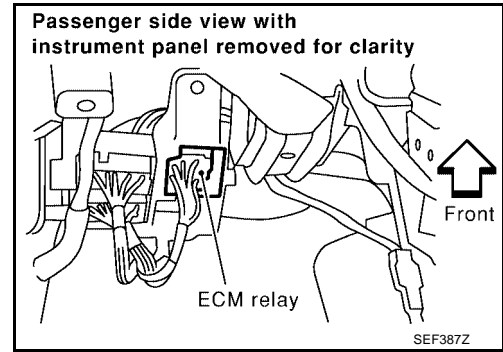
L

M



**6. CHECK ECM POWER SUPPLY-II**

1. Disconnect ECM relay.

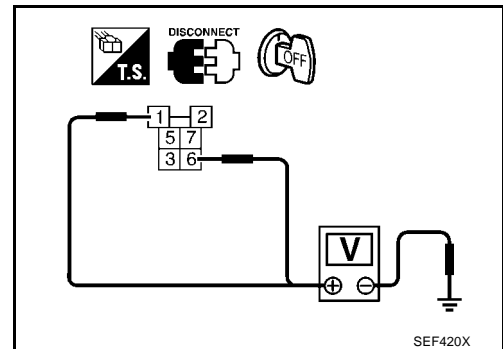


2. Check voltage between ECM relay terminals 1, 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.



**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- Fuse and fusible link box connectors E22, E24
- 10A fuse
- 15A fuse
- Harness for open or short between ECM relay and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK ECM OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 111 and ECM relay terminal 2.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> Go to [EC-1156, "IGNITION SIGNAL"](#).
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

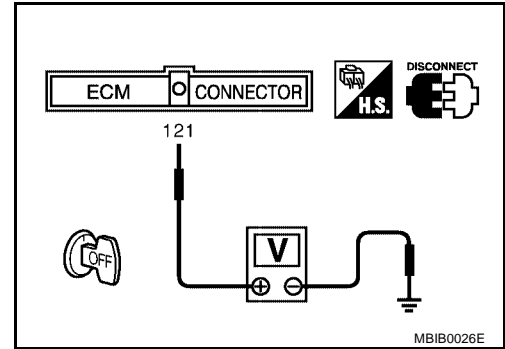
**9. CHECK ECM POWER SUPPLY-III**

1. Stop engine.
2. Check voltage between ECM terminal 121 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 11.
- NG >> GO TO 10.



**10. DETECT MALFUNCTIONING PART**

Check the harness for open or short between ECM and harness connector F47.

>> Repair harness or connectors.

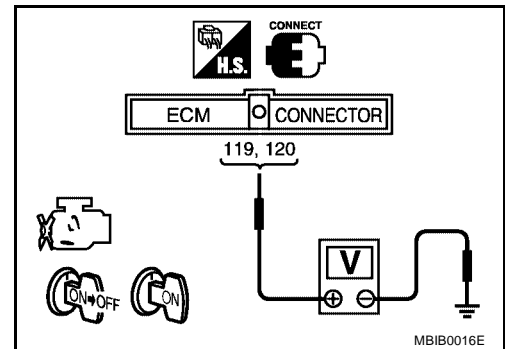
**11. CHECK POWER SUPPLY-III**

1. Turn ignition switch "ON" and then "OFF".
2. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

**Voltage: After turning ignition switch "OFF", battery voltage will exist for a few seconds, then drop to approximately 0V.**

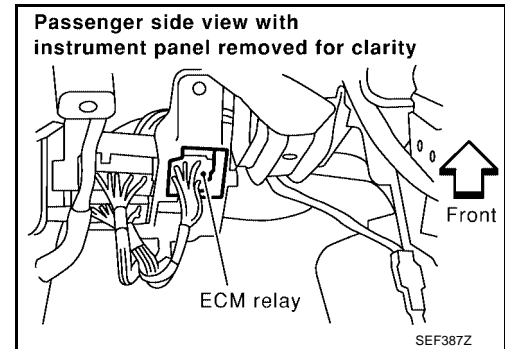
OK or NG

- OK >> GO TO 17.
- NG (Battery voltage does not exist.)>>GO TO 12.
- NG (Battery voltage exists for more than a few seconds.)>>GO TO 14.



## 12. CHECK VOLTAGE BETWEEN ECM RELAY AND GROUND

1. Disconnect ECM harness connector.
2. Disconnect ECM relay.

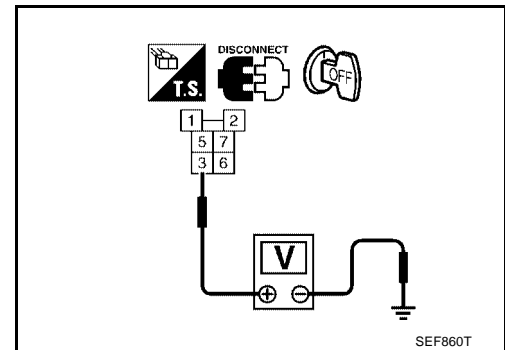


3. Check voltage between ECM relay terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 14.  
 NG >> GO TO 13.



## 13. DETECT MALFUNCTIONING PART

Check the harness for open or short between ECM relay and harness connector F47.

>> Repair harness or connectors.

## 14. CHECK HARNESS CONTINUITY BETWEEN ECM RELAY AND ECM

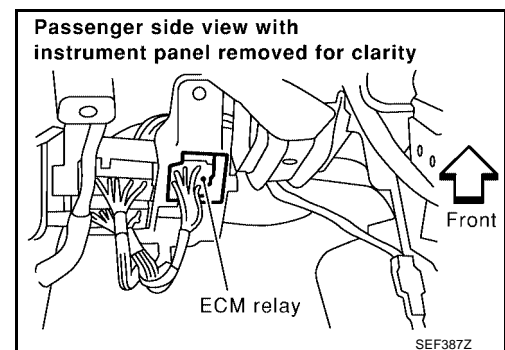
1. Check harness continuity between ECM terminals 119, 120 and ECM relay terminal 5.  
 Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 15.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 15. CHECK OUTPUT SIGNAL CIRCUIT

1. Check harness continuity between ECM terminal 111 and ECM relay terminal 2.  
 Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 16.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

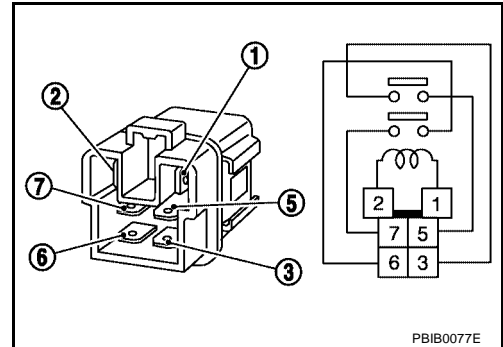
**16. CHECK ECM RELAY**

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between ECM relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

OK or NG

- OK >> GO TO 17.
- NG >> Replace ECM relay.



**17. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 1, 115, 116, and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 19.
- NG >> GO TO 18

**18. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors F26, M58
- Joint connector-1
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

**19. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC U1000, U1001 CAN COMMUNICATION LINE

[QG18DE (SULEV)]

## DTC U1000, U1001 CAN COMMUNICATION LINE

PF:23710

### Description

UBS003WA

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### On Board Diagnosis Logic

UBS003WB

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1000*2 1000*2	CAN communication line	<ul style="list-style-type: none"><li>● ECM cannot communicate to other control units.</li><li>● ECM cannot communicate for more than the specified time.</li></ul>	<ul style="list-style-type: none"><li>● Harness or connectors (CAN communication line is open or shorted)</li></ul>
U1001*1 1001*1			

\*1: The MIL will not light up for this diagnosis.

\*2: This self-diagnosis has the one trip detection logic.

### DTC Confirmation Procedure

UBS003WC

1. Turn ignition switch "ON" and wait at least 3 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-730, "Diagnostic Procedure"](#).

# DTC U1000, U1001 CAN COMMUNICATION LINE




[QG18DE (SULEV)]

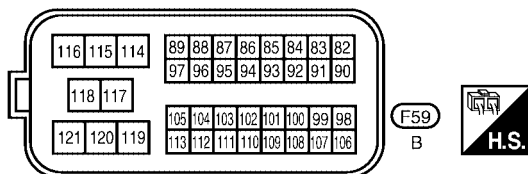
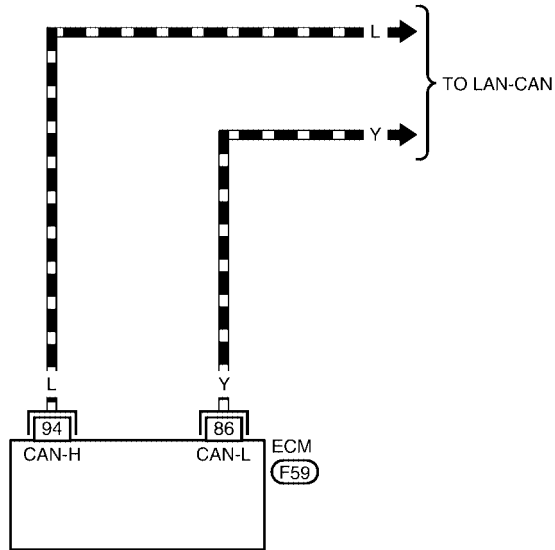
## Wiring Diagram

UBS003WD

EC-CAN-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



BBWA0274E

# DTC U1000, U1001 CAN COMMUNICATION LINE

[QG18DE (SULEV)]

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## Diagnostic Procedure

UBS003WE

Go to [LAN-3, "CAN COMMUNICATION"](#) .

DTC P0011 IVT CONTROL

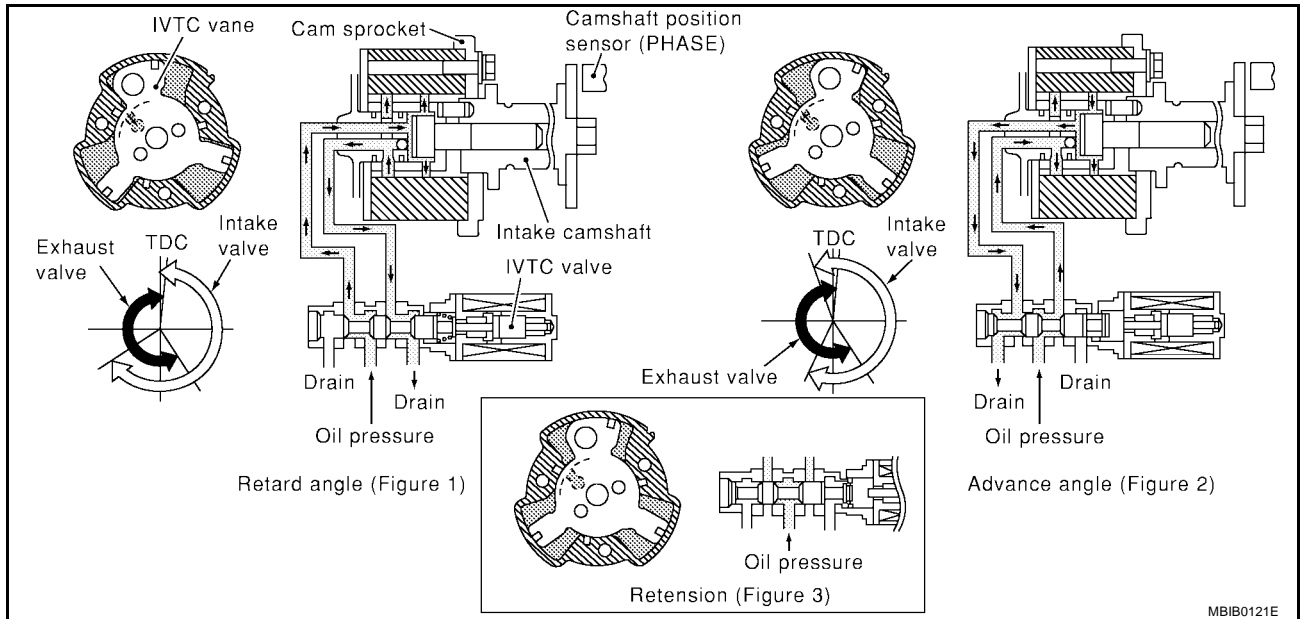
PFP:23796

Description  
SYSTEM DESCRIPTION

UBS0067U

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS)	Engine speed	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Vehicle speed signal*	Vehicle speed		

\*: This signal is sent to the ECM through CAN communication line.



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

CONSULT-II Reference Value in Data Monitor Mode

UBS0067V

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
INT/V TIM (B1)	● Engine: After warming up ● Shift lever: N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No-load	Idle -5° - 5°C
	When revving engine up to 2,000 rpm quickly	Approx. 0° - 30°C
INT/V SOL (B1)	● Engine: After warming up ● Shift lever: N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No-load	Idle 0% - 2%
	When revving engine up to 2,000 rpm quickly	Approx. 0% - 80%



## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011 0011	Intake valve timing control performance	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none"> <li>● Crankshaft position sensor (POS)</li> <li>● Camshaft position sensor (PHASE)</li> <li>● Accumulation of debris to the signal pick-up portion of the camshaft</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode.

Detected items	Engine operating condition in fail-safe mode
Intake valve timing control	The signal is not energized to the solenoid valve and the valve control does not function

### DTC Confirmation Procedure

#### CAUTION:

Always drive at a safe speed.

#### NOTE:

- If DTC P0011 is displayed with DTC P1111, first perform trouble diagnosis for “DTC P1111”. See [EC-947, "DTC P1111 IVT CONTROL SOLENOID VALVE"](#) .
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is between 10V and 16V at idle.

#### WITH CONSULT-II

1. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Maintain the following conditions for at least 6 consecutive seconds.  
Hold the accelerator pedal as steady as possible.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

VHCL SPEED SE	100 - 120 km/h (63 - 75 MPH)
ENG SPEED	2,000 - 4,000 rpm
COOLAN TEMP/S	60 - 120°C (140 - 248°F)
B/FUEL SCHDL	More than 3.38 msec
Selector lever	A/T models: “D” position M/T models: 5th position

4. Stop vehicle with engine running and let engine idle for 10 seconds.
5. If 1st trip DTC is detected, go to [EC-150, "Diagnostic Procedure"](#) .  
If 1st trip DTC is not detected, go to next step.
6. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	1,700 - 3,175 rpm (A constant rotation is maintained.)
COOLANT TEMPS	70 - 105°C (176 - 194°F)
Selector lever	1st or 2nd position
Driving location uphill	Driving vehicle uphill (Increased engine load will help maintain the driving conditions required for this test.)

7. If 1st trip DTC is detected, go to [EC-950, "Diagnostic Procedure"](#) .

#### WITH GST

Follow the procedure “WITH CONSULT-II” above.

**Diagnostic Procedure****1. CHECK CRANKSHAFT POSITION SENSOR (POS)**

Refer to [EC-841, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace crankshaft position sensor (POS).

**2. CHECK CAMSHAFT POSITION SENSOR (PHASE)**

Refer to [EC-847, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Replace camshaft position sensor (PHASE).

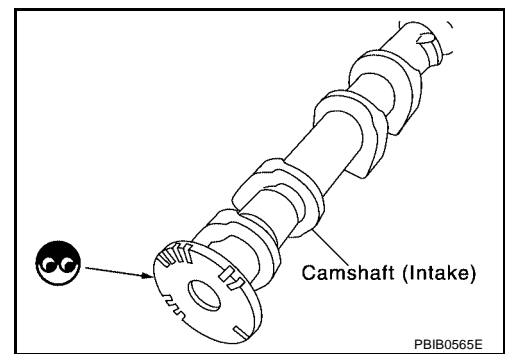
**3. CHECK CAMSHAFT (INTAKE)**

Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

- OK >> GO TO 4.
- NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.

**4. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

For wiring diagram refer to [EC-838, "Wiring Diagram"](#) for CKP sensor (POS) and [EC-843, "Wiring Diagram"](#) for CMP sensor (PHASE).

>> INSPECTION END

**DTC P0037, P0038 HO2S2 HEATER**

PF226A0

**Description  
SYSTEM DESCRIPTION**

UBS0067Z

Sensor	Input Signal to ECM	ECM Function	Actuator
Camshaft position sensor (PHASE)	Engine speed	Heated oxygen sensor 2 heater control	Heated oxygen sensor 2 heater
Crankshaft position sensor (POS)			
Engine coolant temperature sensor	Engine coolant temperature		
Mass air flow sensor	Amount of intake air		

The ECM performs ON/OFF control of the heated oxygen sensor 2 heater corresponding to the engine speed, amount of intake air and engine coolant temperature.

**OPERATION**

Engine speed rpm	Heated oxygen sensor 2 heater
Above 3,600	OFF
<ul style="list-style-type: none"> <li>Below 3,600 rpm after the following conditions are met.</li> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	ON

**CONSULT-II Reference Value in Data Monitor Mode**

UBS00680

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul> Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS00681

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0037 0037	Heated oxygen sensor 2 heater control circuit low	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)</li> <li>Heater oxygen sensor 2 heater</li> </ul>
P0038 0038	Heated oxygen sensor 2 heater control circuit high	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)</li> <li>Heater oxygen sensor 2 heater</li> </ul>

**DTC Confirmation Procedure**

UBS00682

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.**

**WITH CONSULT-II**

1. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch “OFF” and wait at least 10 seconds.

## DTC P0037, P0038 HO2S2 HEATER

[QG18DE (SULEV)]

4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minute.
6. If 1st trip DTC is detected, go to [EC-737, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

### WITH GST

1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for one minute.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  7. Let engine idle for one minute.
  8. Select "MODE 3" with GST.
  9. If DTC is detected, go to [EC-737, "Diagnostic Procedure"](#).
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

# DTC P0037, P0038 HO2S2 HEATER

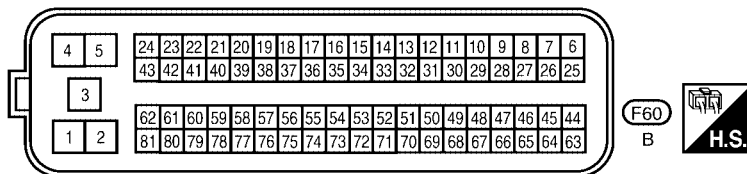
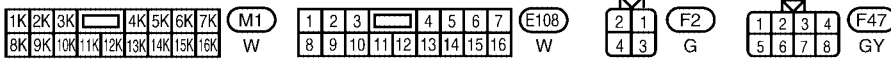
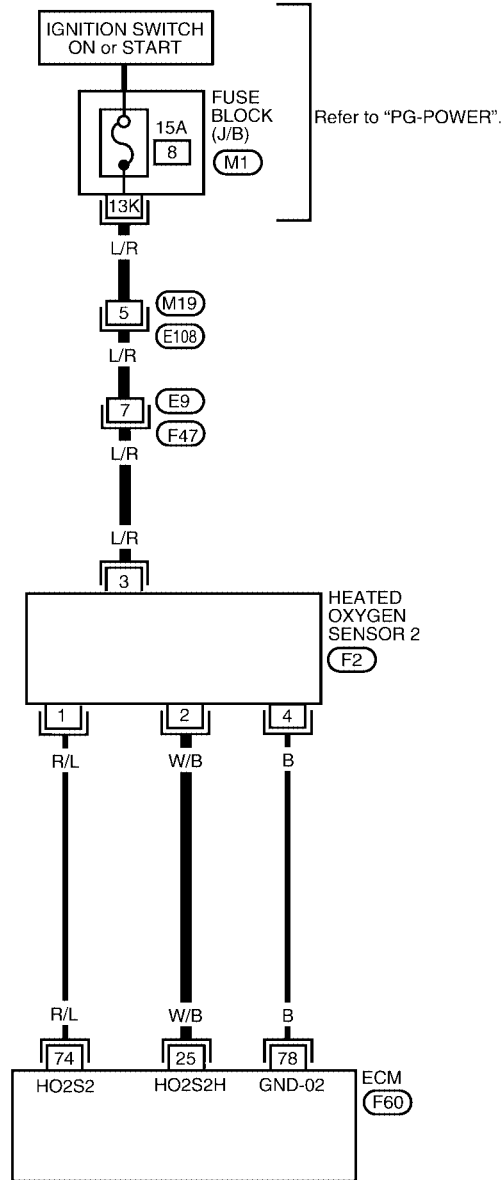
[QG18DE (SULEV)]

UBS00683

## Wiring Diagram

EC-HO2S2H-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0773E

# DTC P0037, P0038 HO2S2 HEATER

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

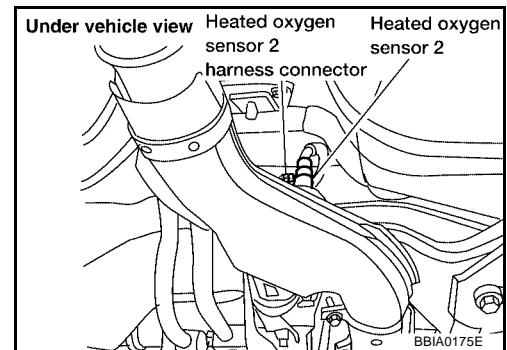
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	W/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under on load</li> </ul>	0 - 1.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped.</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS00684

### 1. CHECK HO2S2 POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Turn ignition switch "ON".

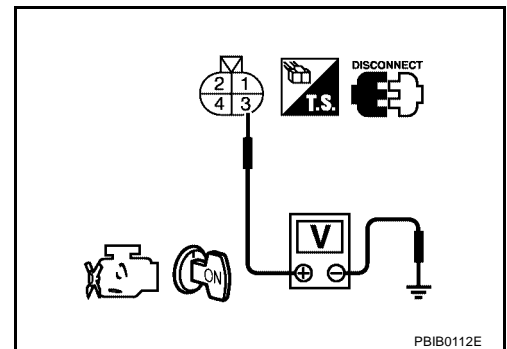


4. Check voltage between HO2S2 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.



---

## 2. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Harness connectors E108, M19
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between heated oxygen sensor 2 and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 3. CHECK HO2S2 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 25 and HO2S2 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK HEATED OXYGEN SENSOR 2 HEATER

---

Refer to [EC-739, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 2.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection**  
**HEATED OXYGEN SENSOR 2 HEATER**

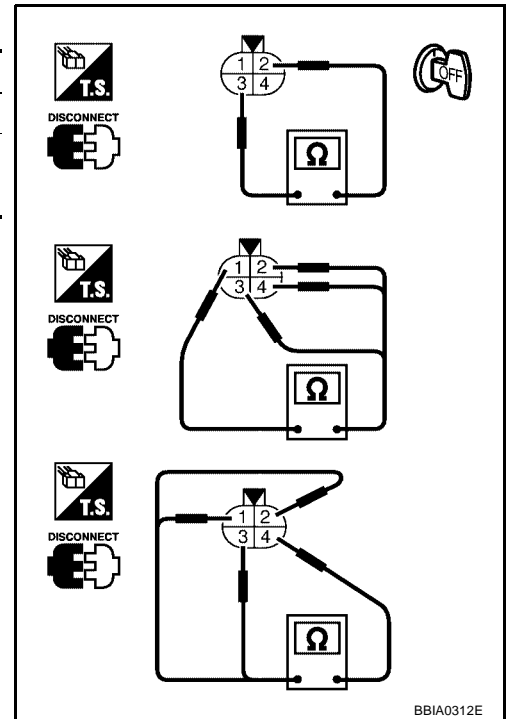
1. Check resistance between HO2S2 terminals as follows.

Terminal No.	Resistance
2 and 3	2.3 - 4.3 $\Omega$ at 25°C (77°F)
1 and 2, 3, 4	$\infty \Omega$
4 and 1, 2, 3	(Continuity should not exist)

2. If NG, replace heated oxygen sensor 2.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



BBIA0312E

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

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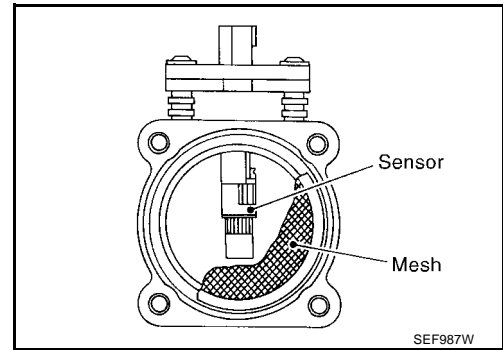
**DTC P0101 MAF SENSOR**

PF2:22680

**Component Description**

UBS003M1

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003M2

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	1.0 - 1.7V
	2,500 rpm	1.5 - 2.4V
CAL/LD VALUE	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	20.0 - 35.5%
	2,500 rpm	12.0 - 30.0%
MASS AIRFLOW	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	1.4 - 4.0 g·m/s
	2,500 rpm	5.0 - 10.0 g·m/s

**On Board Diagnosis Logic**

UBS003M3

This self-diagnosis has the one trip detection logic.

**NOTE:**

If DTC P0101 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-455, "DTC P1229 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0101 0101	Mass air flow sensor circuit range/performance problem	A) A high voltage from the sensor is sent to ECM under light load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>
		B) A low voltage from the sensor is sent to ECM under heavy load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>

**DTC Confirmation Procedure**

UBS003M4

Perform "PROCEDURE FOR MALFUNCTION A" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION "B".

### PROCEDURE FOR MALFUNCTION A

#### NOTE:

If engine will not start or stops soon, wait at least 10 seconds with engine stopped (Ignition switch "ON") instead of running engine at idle speed.

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and warm it up to normal operating temperature.
4. Run engine for at least 10 seconds at idle speed.
5. If DTC is detected, go to [EC-744, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C

SEF174Y

#### With GST

Follow the procedure "With CONSULT-II" above.

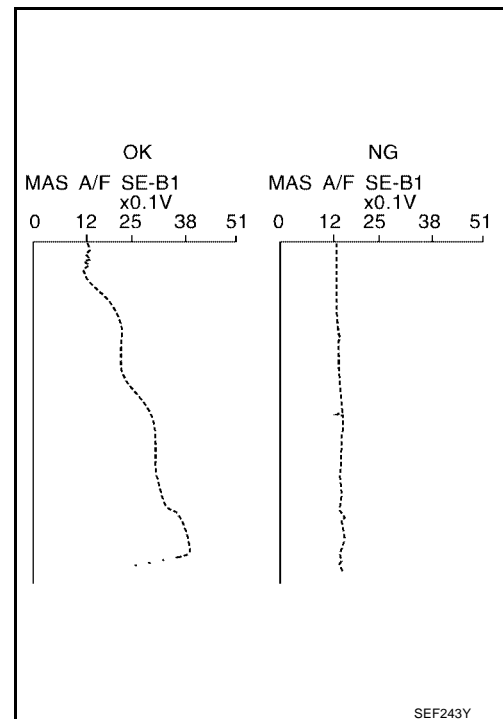
### PROCEDURE FOR MALFUNCTION B

#### CAUTION:

Always driver vehicle at a safe speed.

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Start engine and warm it up to normal operating temperature.  
**If engine cannot be started, go to [EC-744, "Diagnostic Procedure"](#) .**
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Check the voltage of "MAS A/F SE-B1" with "DATA MONITOR".
5. Increases engine speed to about 4,000 rpm.
6. Monitor the linear voltage rise in response to engine speed increases.  
If NG, go to [EC-744, "Diagnostic Procedure"](#) .  
If OK, go to following step.



# DTC P0101 MAF SENSOR

[QG18DE (SULEV)]

7. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
THRTL POS SEN	More than 3.0V
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
THRTL POS SEN	XXX V

SEF719Y

8. If DTC is detected, go to [EC-744, "Diagnostic Procedure"](#) .

## Overall Function Check

UBS003M5

Use this procedure to check the overall function of the mass air flow sensor circuit. During this check, a DTC might not be confirmed.

### PROCEDURE FOR MALFUNCTION B

#### With GST

1. Turn ignition switch "ON".
2. Start engine and warm it up to normal operating temperature.
3. Select "MODE 1" with GST.
4. Check the mass air flow sensor signal with "MODE 1".
5. Check for linear mass air flow rise in response to increases to about 4,000 rpm in engine speed.
6. If NG, go to [EC-744, "Diagnostic Procedure"](#) .

CALC LOAD	20%
COOLANT TEMP	95°C
SHORT FT #1	2%
LONG FT #1	0%
SHORT FT #2	4%
LONG FT #2	0%
ENGINE SPD	2637RPM
VEHICLE SPD	0MPH
IGN ADVANCE	41.0°
INTAKE AIR	41°C
<b>MAF</b>	<b>14.1gm/sec</b>
THROTTLE POS	3%

SEF534P

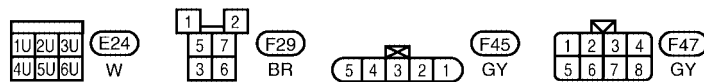
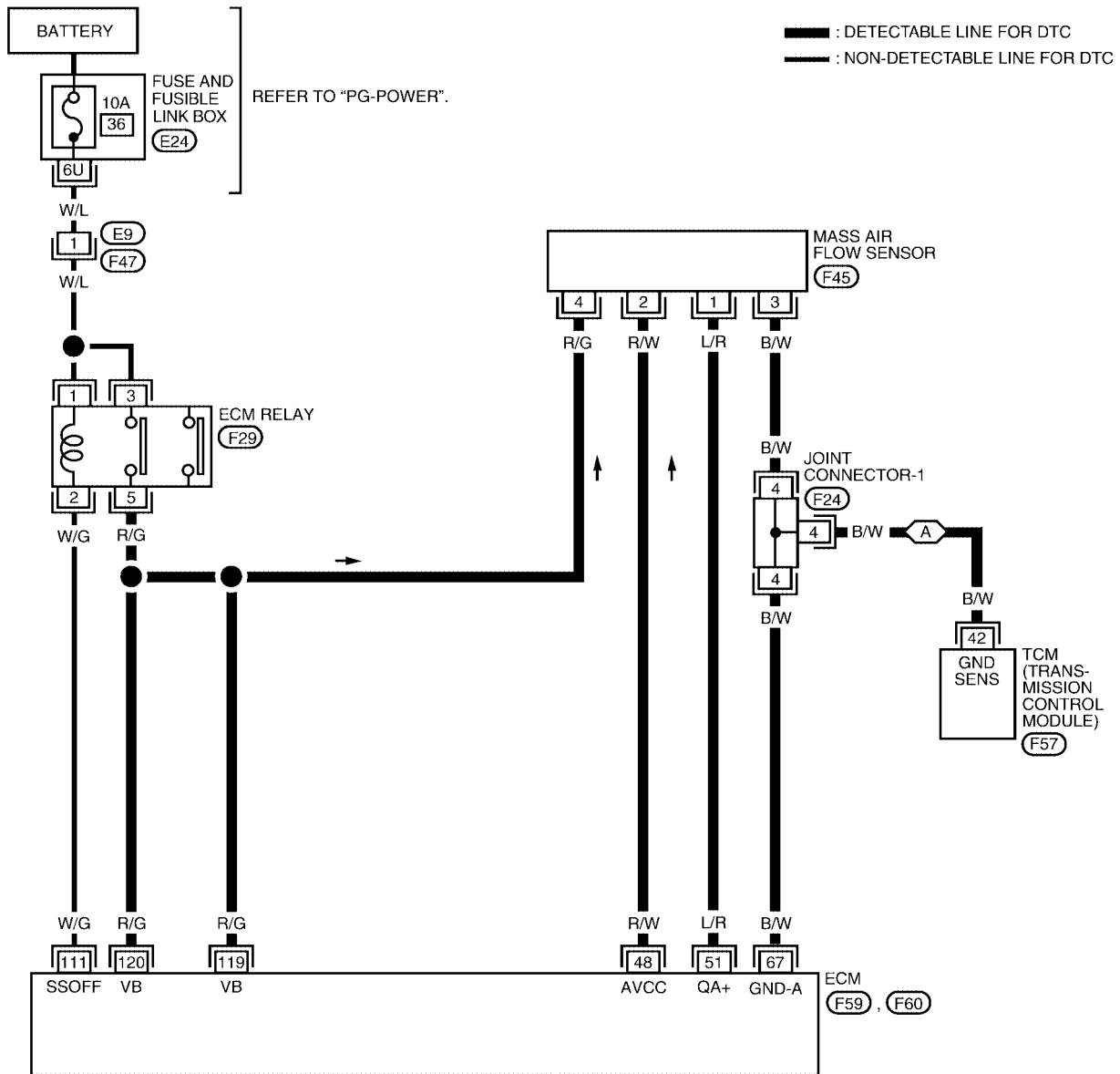
# DTC P0101 MAF SENSOR

[QG18DE (SULEV)]

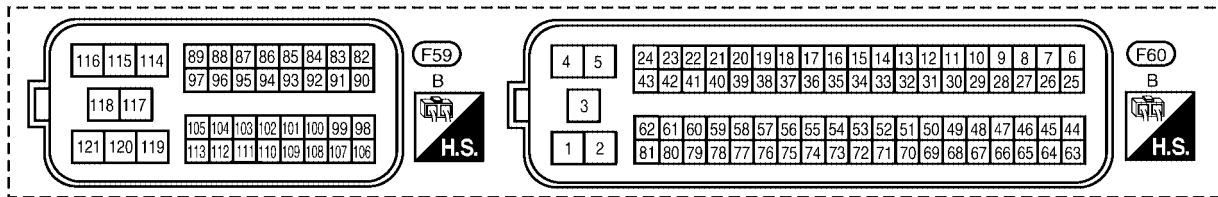
UBS003M6

## Wiring Diagram

EC-MAFS-01



Refer to the following.  
 (F24) - JOINT CONNECTOR  
 (F57) - ELECTRICAL UNITS



BBWA0774E

# DTC P0101 MAF SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.0 - 1.7V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.5 - 2.1V
67	B/W	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003M7

### 1. INSPECTION START

Which malfunction (A or B) is duplicated?

A or B

- A >> GO TO 3.
- B >> GO TO 2.

### 2. CHECK INTAKE SYSTEM

Check the following for connections.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and collector

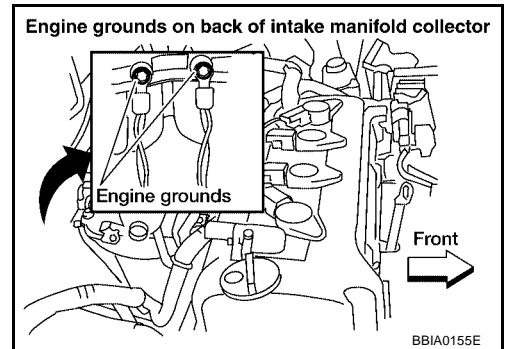
OK or NG

- OK >> GO TO 3.
- NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

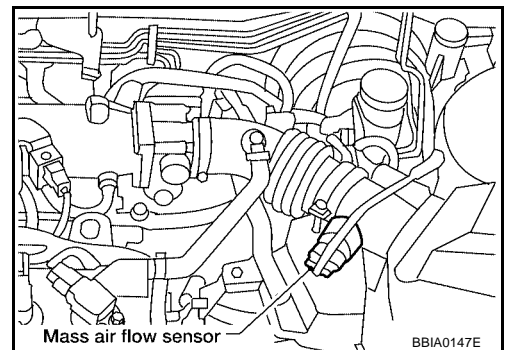
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



### 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow sensor harness connector.
2. Turn ignition switch "ON".

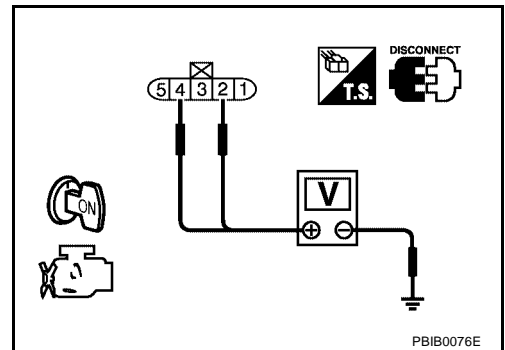


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM relay and mass air flow sensor
- Harness for open or short between mass air flow sensor and ECM

>> Repair harness or connectors.

---

**6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

---

**7. DETECT MALFUNCTIONING PART**

---

Check the following.

- Joint connector-1
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and TCM

>> Repair harness or connectors.

---

**8. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 51.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
NG >> Repair open circuit or short to ground or short or short to power in harness or connectors.

---

**9. CHECK MASS AIR FLOW SENSOR**

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Refer to [EC-747, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> Replace mass air flow sensor.

---

**10. CHECK INTERMITTENT INCIDENT**

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Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

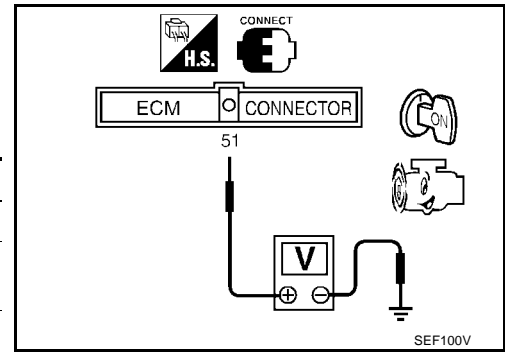
### Component Inspection MASS AIR FLOW SENSOR

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Conditions	Voltage V
Ignition switch "ON" (Engine stopped.)	Less than 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.1
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for linear voltage rise in response to increases to about 4,000 rpm in engine speed.

4. If the voltage is out of specification, proceed the following.
  - Turn ignition switch "OFF".
  - Disconnect mass air flow sensor harness connector and reconnect it again.
  - Perform step 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



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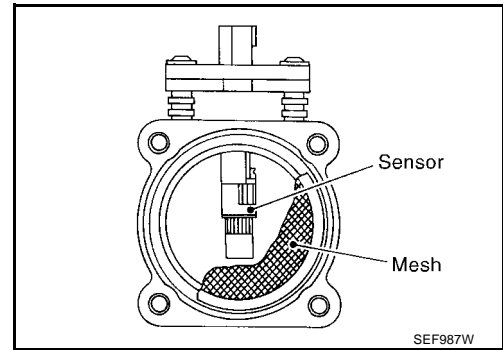
**DTC P0102, P0103 MAF SENSOR**

PF:22680

**Component Description**

UBS003MA

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003MB

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	1.0 - 1.7V
	2,500 rpm	1.5 - 2.1V
CAL/LD VALUE	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	20.0 - 35.5%
	2,500 rpm	12.0 - 30.0%
MASS AIRFLOW	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul> Idle	1.4 - 4.0 g·m/s
	2,500 rpm	5.0 - 10.0 g·m/s

**On Board Diagnosis Logic**

UBS003MC

These self-diagnoses have the one trip detection logic.

**NOTE:**

If DTC P0102 or P0103 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0102 0102	Mass air flow sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>
P0103 0103	Mass air flow sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

**DTC Confirmation Procedure**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**PROCEDURE FOR DTC P0102**

 **With CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-758, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

 **With GST**

Follow the procedure “With CONSULT-II” above.

**PROCEDURE FOR DTC P0103**

 **With CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and wait 5 seconds at most.
4. If DTC is detected, go to [EC-758, "Diagnostic Procedure"](#) .  
If DTC is not detected, go to next step.
5. Start engine and wait at least 5 seconds.
6. If DTC is detected, go to [EC-758, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

 **With GST**

Follow the procedure “With CONSULT-II” above.

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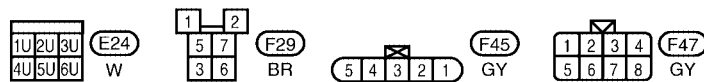
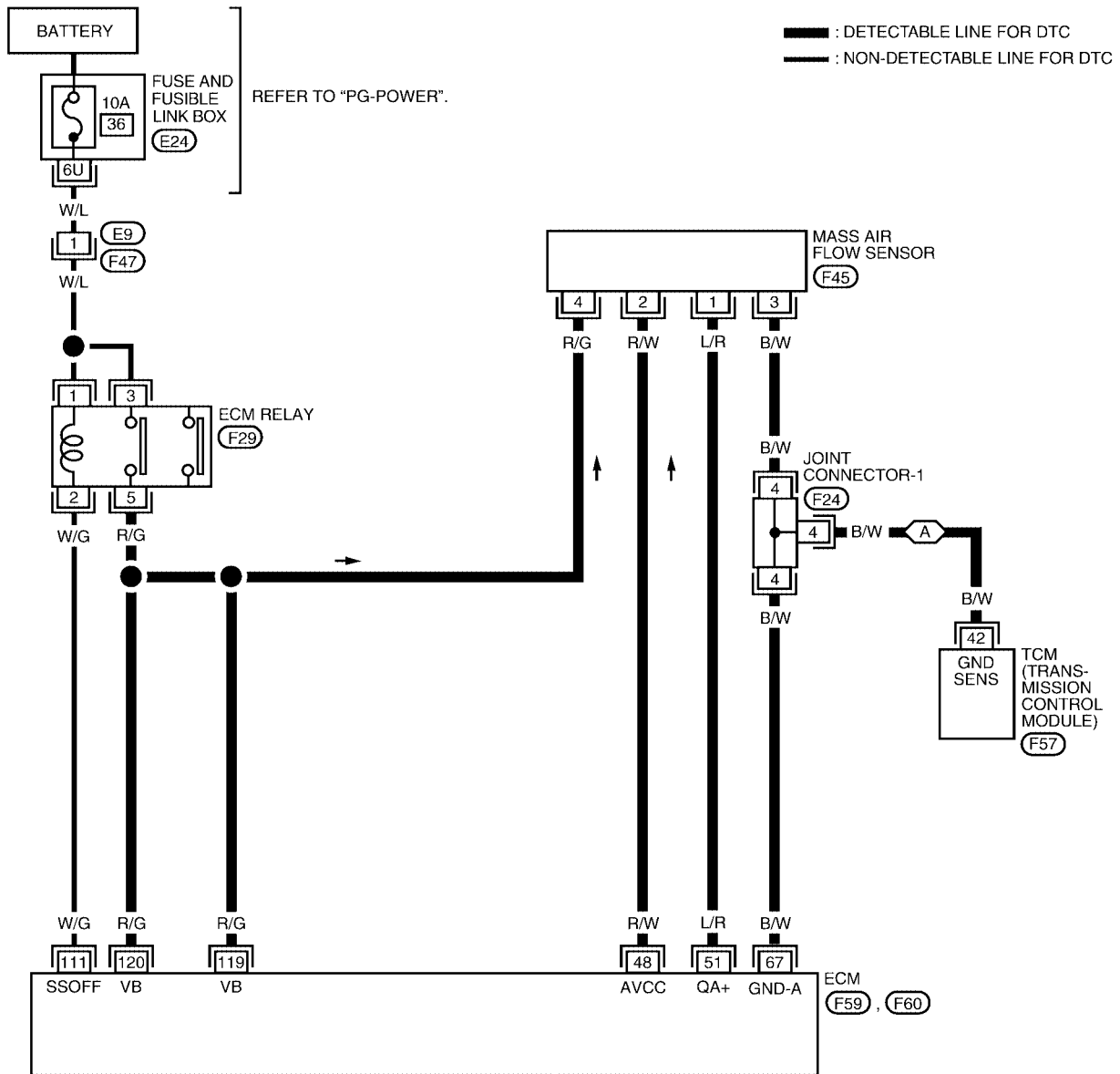
# DTC P0102, P0103 MAF SENSOR

[QG18DE (SULEV)]

UBS003MF

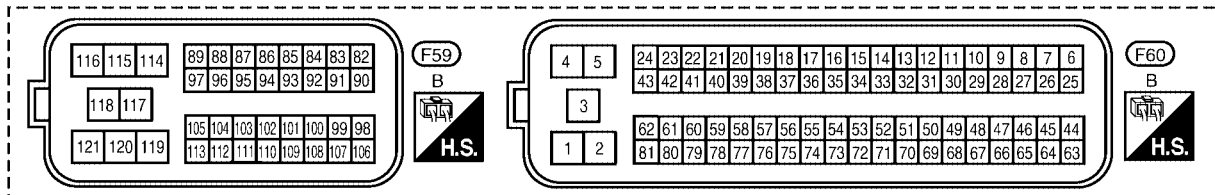
## Wiring Diagram

### EC-MAFS-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS



BBWA0774E

# DTC P0102, P0103 MAF SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.0 - 1.7V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.5 - 2.1V
67	B/W	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003MG

### 1. INSPECTION START

Which malfunction (P0102 or P0103) is duplicated?

P0102 or P0103

P0102 >> GO TO 2.

P0103 >> GO TO 3.

### 2. CHECK INTAKE SYSTEM

Check the following for connections.

- Air duct
- Vacuum hoses
- Intake air passage between air duct to manifold

OK or NG

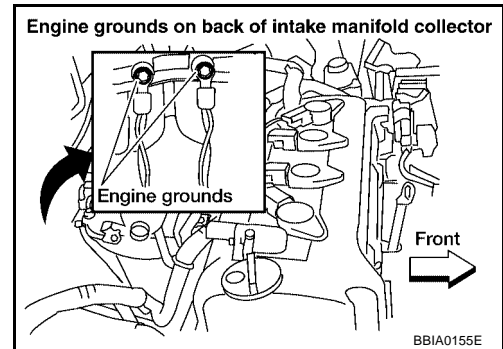
OK >> GO TO 3.

NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

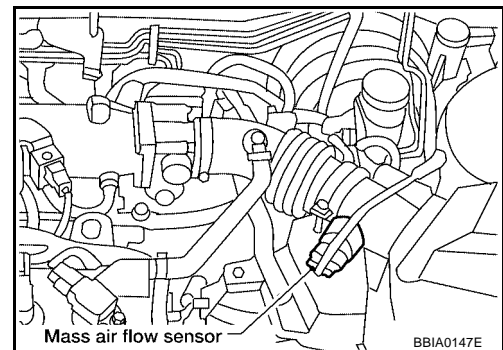
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



### 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow sensor harness connector.
2. Turn ignition switch "ON".

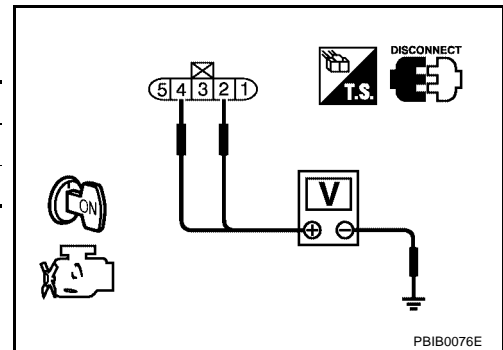


3. Check voltage between MAF terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM relay and mass air flow sensor
- Harness for open or short between mass air flow sensor and ECM

>> Repair harness or connectors.

**6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-1
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR POEN AND SHORT**

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 51.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-759, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> Replace mass air flow sensor.

**10. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

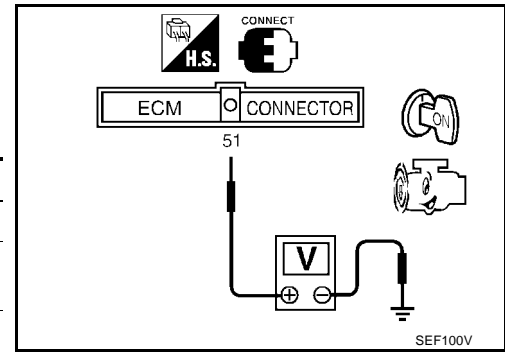
## Component Inspection MASS AIR FLOW SENSOR

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Conditions	Voltage V
Ignition switch "ON" (Engine stopped.)	Less than 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.4
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for linear voltage rise in response to increases to about 4,000 rpm in engine speed.

4. If the voltage is out of specification, proceed the following.
  - Turn ignition switch "OFF".
  - Disconnect mass air flow sensor harness connector and reconnect it again.
  - Perform step 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



DTC P0112, P0113 IAT SENSOR

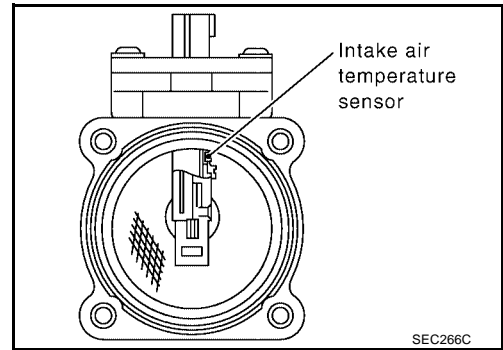
PF0:22630

Component Description

UBS003MJ

The intake air temperature sensor is built-into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

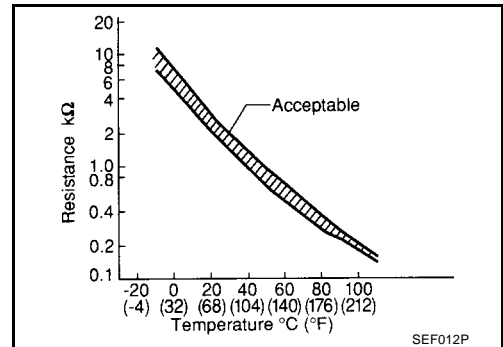
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37

\*: These data are reference values and are measured between ECM terminal 34 (Intake air temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

UBS003MK

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0112 0112	Intake air temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air temperature sensor</li> </ul>
P0113 0113	Intake air temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

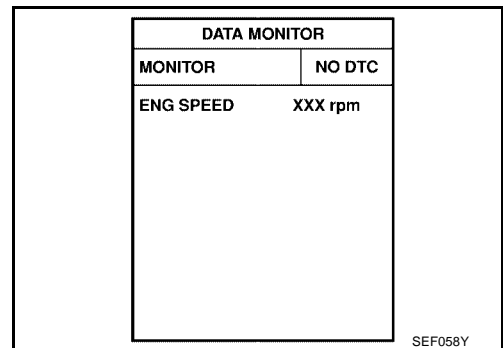
UBS003ML

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

Ⓜ WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-758, "Diagnostic Procedure"](#)







**WITH GST**

Follow the procedure "With CONSULT-II" above.

# DTC P0112, P0113 IAT SENSOR

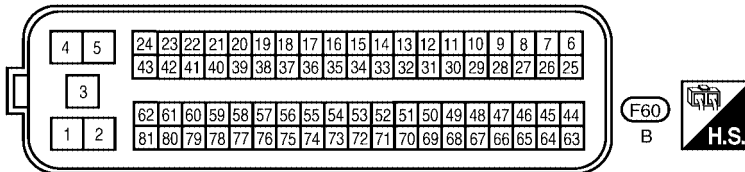
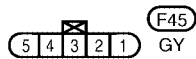
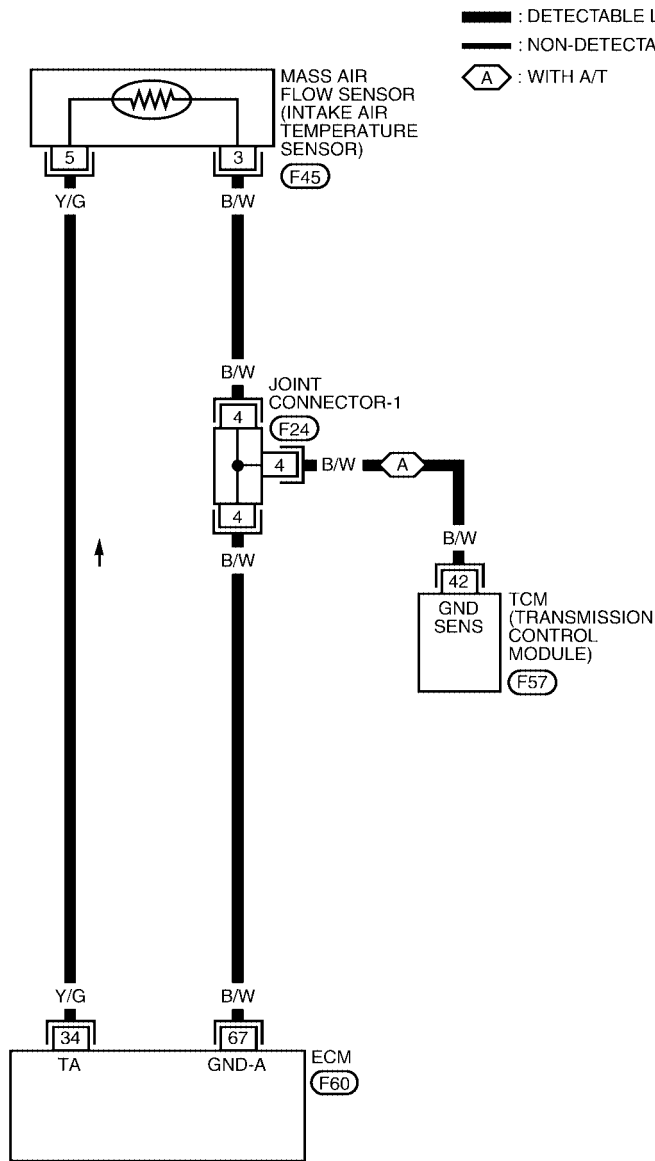
[QG18DE (SULEV)]

UBS003MM

## Wiring Diagram

EC-IATS-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



Refer to the following.

(F24) - JOINT CONNECTOR

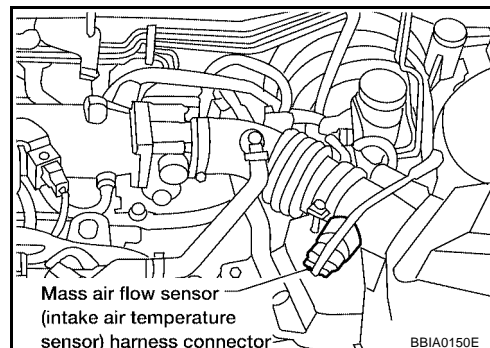
(F57) - ELECTRICAL UNITS

BBWA0775E

## Diagnostic Procedure

### 1. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect mass air flow sensor (intake air temperature sensor is built-into) sensor harness connector.
3. Turn ignition switch "ON".

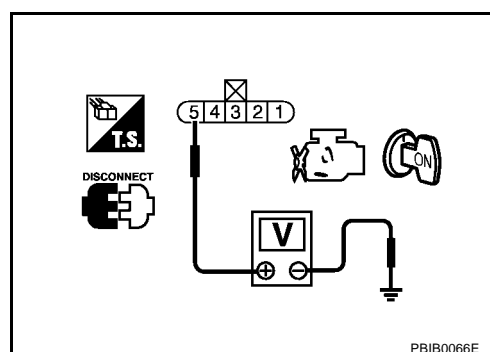


4. Check voltage between MAF sensor terminal 5 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

#### OK or NG

- OK >> GO TO 3.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



### 2. CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between terminal 3 and engine ground. Refer to wiring diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

### 3. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between TCM and intake air temperature sensor
- Harness for open or short between ECM and intake air temperature sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-759, "Component Inspection"](#) .

#### OK or NG

- OK >> GO TO 5.  
 NG >> Replace intake air temperature sensor.

**5. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

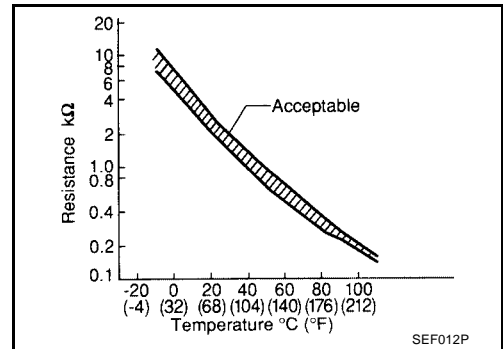
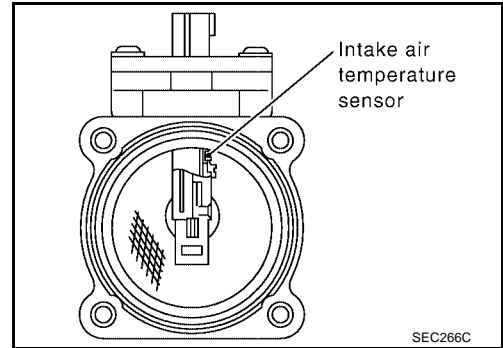
**Component Inspection  
INTAKE AIR TEMPERATURE SENSOR**

UBS003MO

1. Check resistance between intake air temperature sensor terminals 3 and 5 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

2. If NG, replace mass air flow sensor (with intake air temperature sensor).

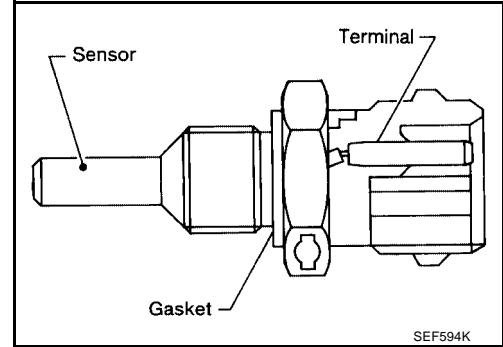


A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## DTC P0117, P0118 ECT SENSOR

### Component Description

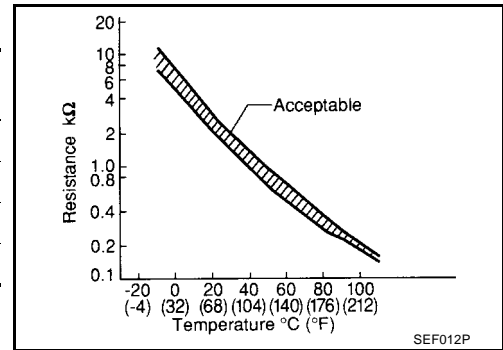
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



### <Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 73 (Engine coolant temperature sensor) and ground.



### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may damage the ECM's transistor. Use ground other than ECM, such as body ground.**

### On Board Diagnosis Logic

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117 0117	Engine coolant temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Engine coolant temperature sensor</li> </ul>
P0118 0118	Engine coolant temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

# DTC P0117, P0118 ECT SENSOR

[QG18DE (SULEV)]

## FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode	
Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.	
	Condition	Engine coolant temperature decided (CONSULT-II display)
	Just as ignition switch is turned ON or Start	40°C (104°F)
	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)
	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while the engine is running.		

## DTC Confirmation Procedure

UBS001T4

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-763, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "With CONSULT-II" above.

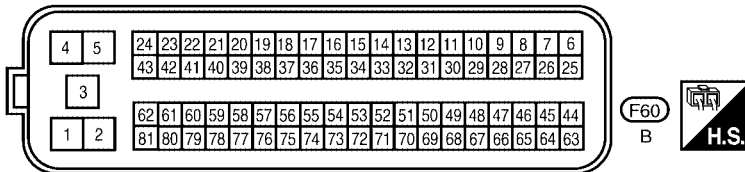
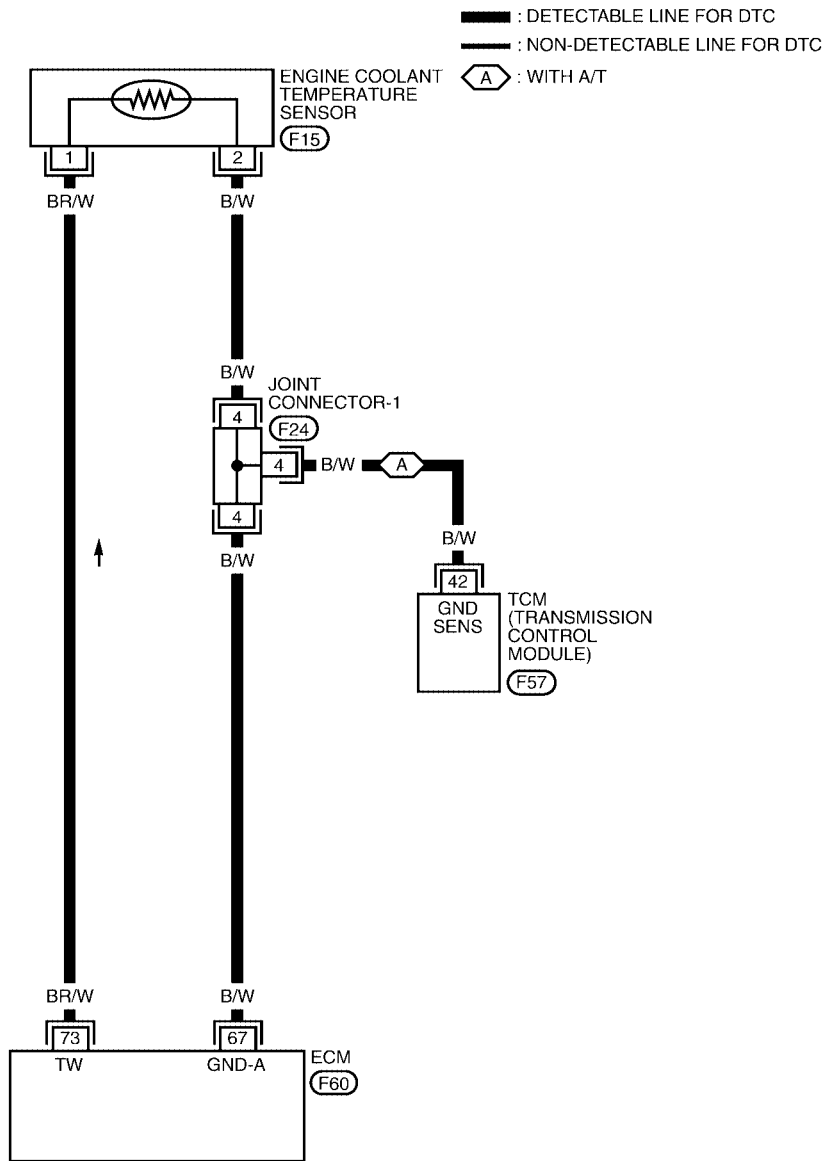
# DTC P0117, P0118 ECT SENSOR

[QG18DE (SULEV)]

UBS001T5

## Wiring Diagram

EC-ECTS-01



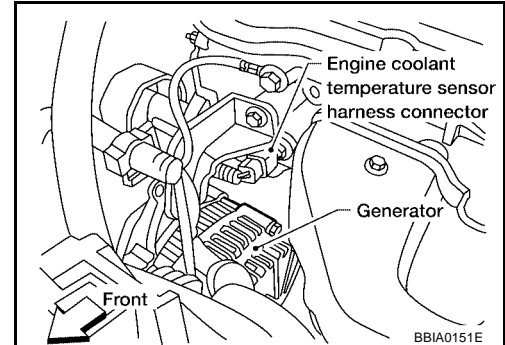
Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0776E

**Diagnostic Procedure****1. CHECK ETC SENSOR POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect engine coolant temperature (ECT) sensor harness connector.
3. Turn ignition switch "ON".

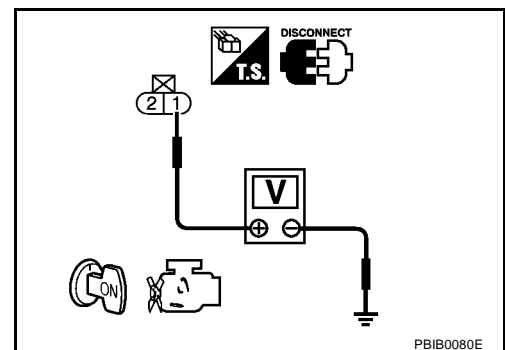


4. Check voltage between ECT terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 2.  
 NG >> Repair or replace harness or connectors.

**2. CHECK ETC SENSOR GROUND CIRCUIT FOR OPEN AND SHORRT**

1. Turn ignition switch "OFF".
2. Check harness continuity between ECT terminal 2 and engine ground. Refer to wiring diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

**3. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-1
- Harness for open or short between TCM and engine coolant temperature sensor
- Harness for open or short between ECM and engine coolant temperature sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-764, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
 NG >> Replace engine coolant temperature sensor.



**5. CHECK INTERMITTENT INCIDENT**

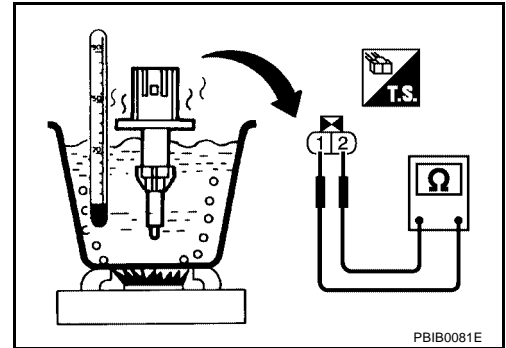
Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
ENGINE COOLANT TEMPERATURE SENSOR**

UBS001T7

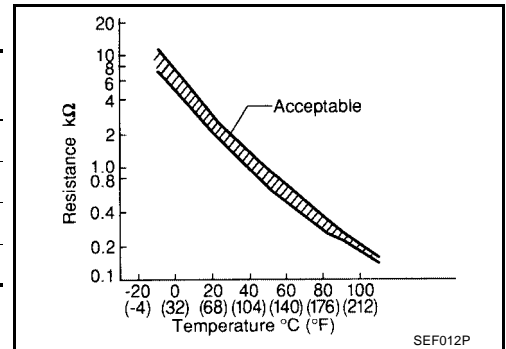
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



**<Reference data>**

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 73 (Engine coolant temperature sensor) and ground.



2. If NG, replace engine coolant temperature sensor.

**Removal and Installation  
ENGINE COOLANT TEMPERATURE SENSOR**

UBS001T8

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

DTC P0122, P0123 TP SENSOR

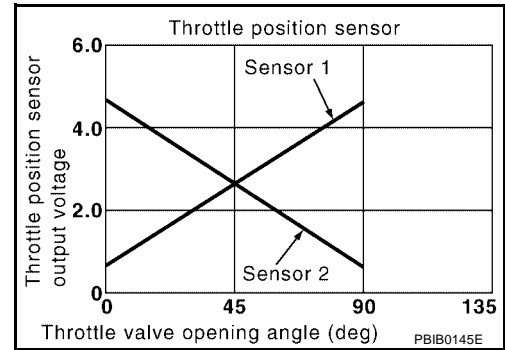
PF16119

Component Description

UBS00687

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



CONSULT-II Reference Value in Data Monitor Mode

UBS00688

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
	● Shift lever D: (A/T model) 1st: (M/T model)	Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS00689

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122 0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The TP sensor 2 circuit is open or shorted.) (APP sensor 2 circuit is shorted.)</li> <li>● Electric throttle control actuator (TP sensor 2)</li> <li>● Accelerator pedal position sensor (APP sensor)</li> </ul>
P0123 0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-768, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

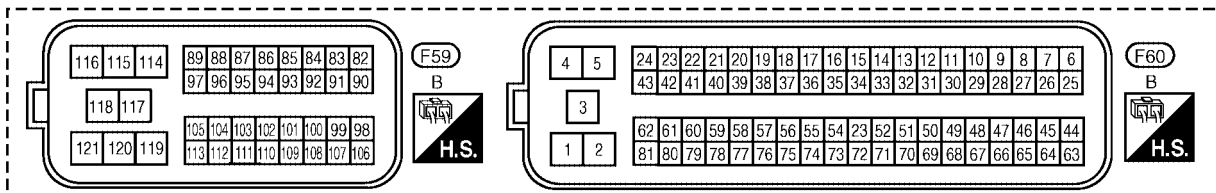
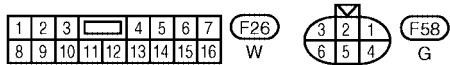
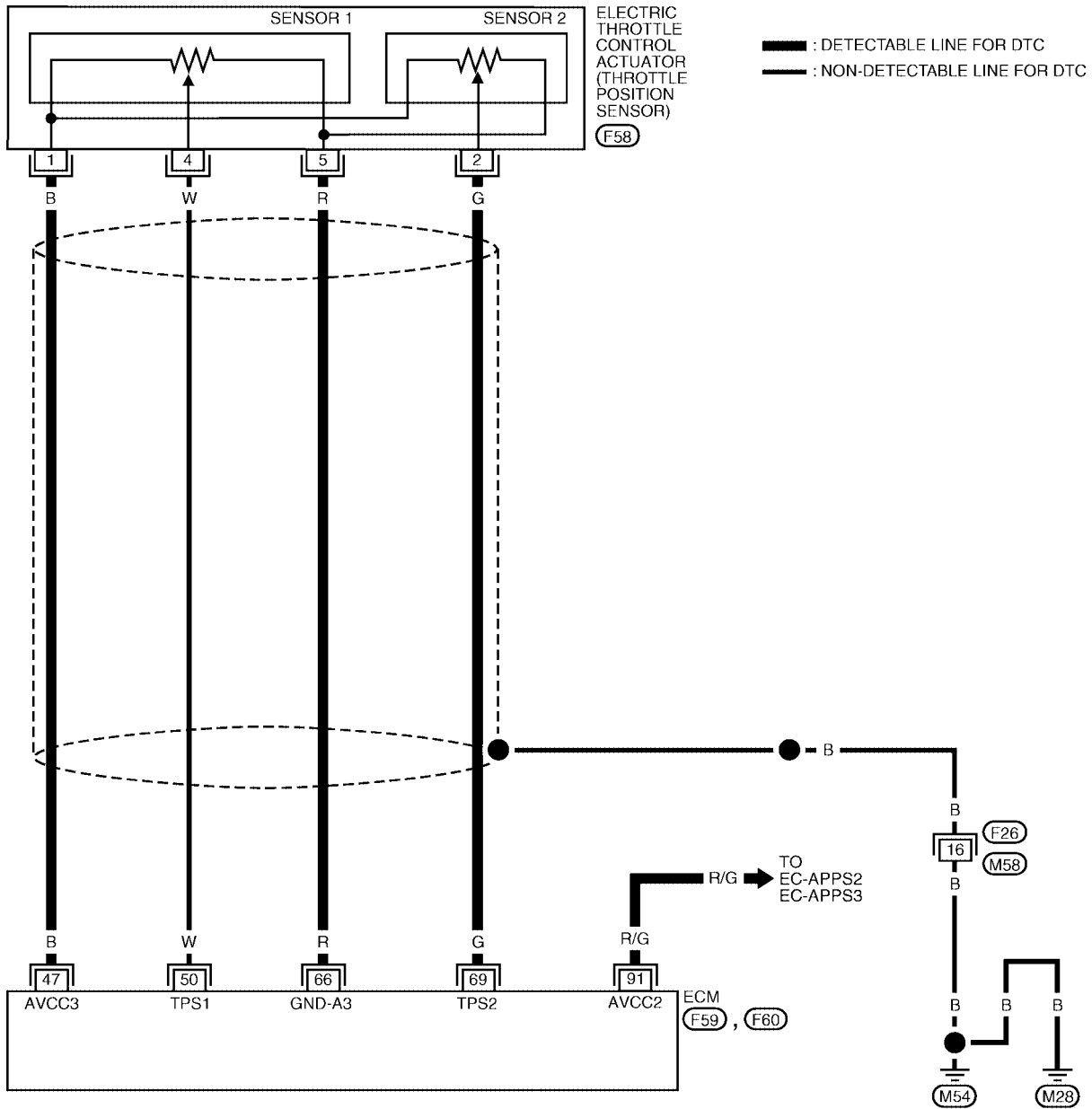
# DTC P0122, P0123 TP SENSOR

[QG18DE (SULEV)]

UBS0068B

## Wiring Diagram

EC-TPS2-01



BBWA1380E

# DTC P0122, P0123 TP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch "ON"]	More than 0.36V
			[Ignition switch "ON"]	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	[Engine is running]	Approximately 0V
69	G	Throttle position sensor 2	[Ignition switch "ON"]	Less than 4.75V
			[Ignition switch "ON"]	More than 0.36V
91	R/G	Sensors power supply (Accelerator pedal position sensor 2)	[Ignition switch "ON"]	Approximately 5V

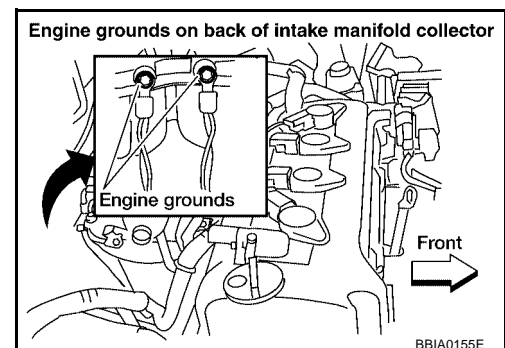
## Diagnostic Procedure

UBS0068C

### 1. RETIGHTEN GROUND SCREWS

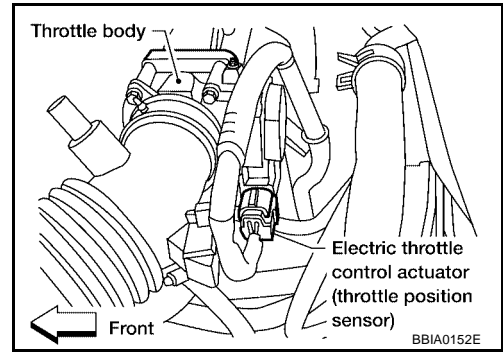
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-I**

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

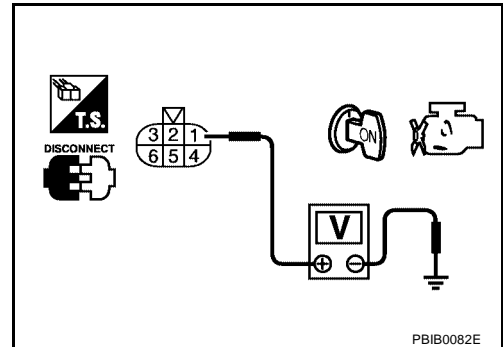


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 3.



**3. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-II**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace open circuit.

**4. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-III**

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-767</a>
91	APP sensor terminal 1	<a href="#">EC-1134</a>

OK or NG

- OK >> GO TO 5.
- NG >> Repair short to ground or short to power in harness or connectors.

**5. CHECK APP SENSOR**

Refer to [EC-1132, "DTC P2127, P2128 APP SENSOR"](#) .

OK or NG

- OK >> GO TO 11.
- NG >> GO TO 6.

---

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

---

1. Replace accelerator pedal assembly.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

---

**7. CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**8. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Check harness continuity between ECM terminal 69 and electric throttle control actuator terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**9. CHECK THROTTLE POSITION SENSOR**

---

Refer to [EC-771, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

---

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

---

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

---

**11. CHECK INTERMITTENT INCIDENT**

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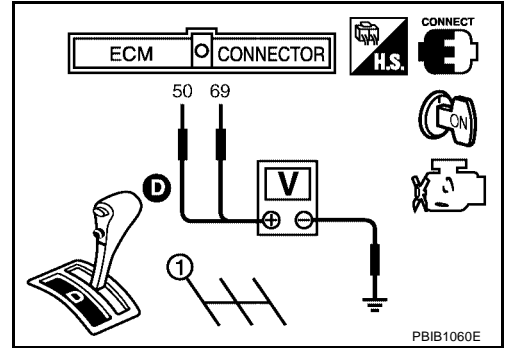
Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**THROTTLE POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-635, "Idle Air Volume Learning"](#) .

**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "Removal and Installation"](#) .



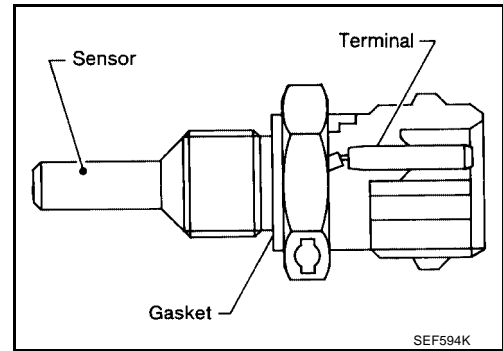
### DTC P0125 ECT SENSOR

#### Component Description

**NOTE:**

If DTC P0125 is displayed with P0117, P0118, first perform trouble diagnosis for DTC P0117, P0118, [EC-760](#).

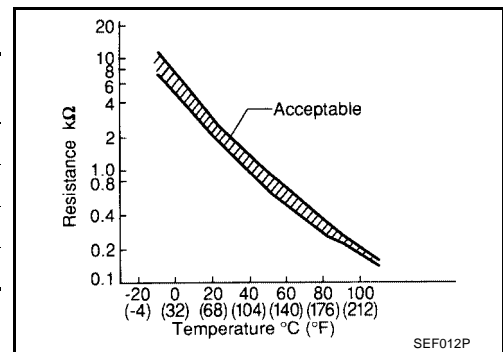
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



#### <Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 73 (Engine coolant temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may damage the ECM's transistor. Use ground other than ECM, such as body ground.

#### On Board Diagnosis Logic

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0125 0125	Insufficient engine coolant temperature for closed loop fuel control	<ul style="list-style-type: none"> <li>● Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.</li> <li>● Engine coolant temperature is insufficient for closed loop fuel control.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (High resistance in the circuit)</li> <li>● Engine coolant temperature sensor</li> <li>● Thermostat</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Be careful not to overheat engine.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Check that "COOLAN TEMP/S" is above 15°C (59°F).  
**If it is above 15°C (59°F), the test result will be OK. If it is below 15°C (59°F), go to following step.**
4. Start engine and run it for 65 minutes at idle speed.  
**If "COOLAN TEMP/S" increases to more than 15°C (59°F) within 65 minutes, stop engine because the test result will be OK.**
5. If DTC is detected, go to [EC-773, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**WITH GST**

Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure**

**1. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-773, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace engine coolant temperature sensor.

**2. CHECK THERMOSTAT OPERATION**

When the engine is cooled [lower than 75°C (167°F)], grasp lower radiator hose and confirm the engine coolant does not flow.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace thermostat. Refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

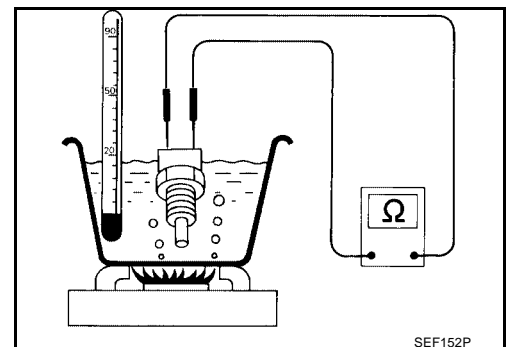
**3. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
ENGINE COOLANT TEMPERATURE SENSOR**

Check resistance as shown in the figure.



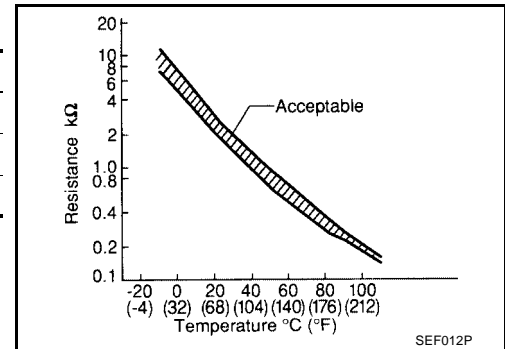
# DTC P0125 ECT SENSOR

[QG18DE (SULEV)]

## <Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.0
90 (194)	0.236 - 0.260

If NG, replace engine coolant temperature sensor.



UBS001TO

## Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EM-12, "OUTER COMPONENT PARTS"](#).

**DTC P0127 IAT SENSOR**

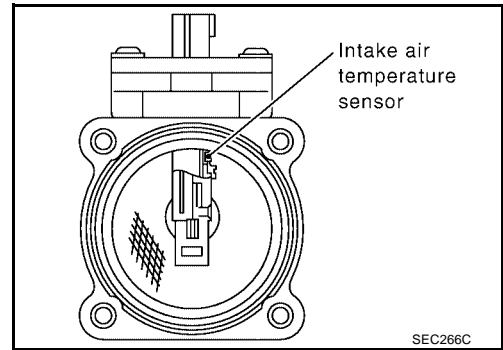
PF2:22630

**Component Description**

UBS003N6

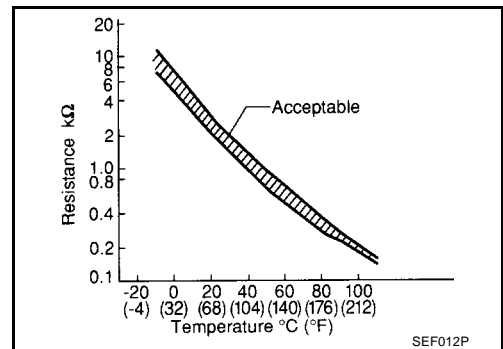
The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



**<Reference data>**

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.43	7.9 - 9.3
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37



\*: These data are reference values and are measured between ECM terminal 34 (Intake air temperature sensor) and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

**On Board Diagnosis Logic**

UBS003N7

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0127 0127	Intake air temperature too high	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Intake air temperature sensor</li> </ul>

**DTC Confirmation Procedure**

UBS003N8

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**CAUTION:**

Always drive vehicle at a safe speed.

**TESTING CONDITION:**

This test may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

**WITH CONSULT-II**

1. Wait until engine coolant temperature is less than 90°C (194°F)
  - a. Turn ignition switch "ON".
  - b. Select "DATA MONITOR" mode with CONSULT-II.
  - c. Check the engine coolant temperature.
  - d. If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
    - Perform the following steps before engine coolant temperature is above 90°C (194°F).
2. Turn ignition switch "ON".
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Start engine.
5. Hold vehicle speed at more than 70 km/h (43 MPH) for 100 consecutive seconds.
6. If 1st trip DTC is detected, go to [EC-776, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure**

UBS003NA

**1. CHECK INTAKE AIR TEMPERATURE SENSOR**

Refer to [EC-777, "Component Inspection"](#).

**OK or NG**

- OK >> GO TO 2.  
 NG >> Replace intake air temperature sensor.

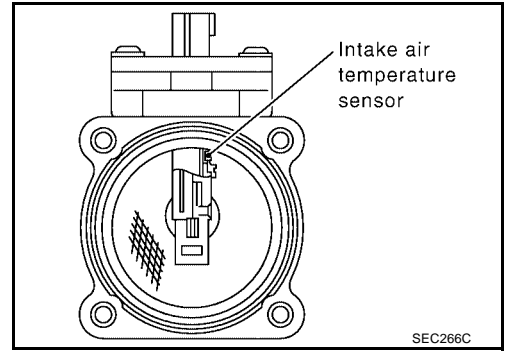
**2. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> **INSPECTION END**

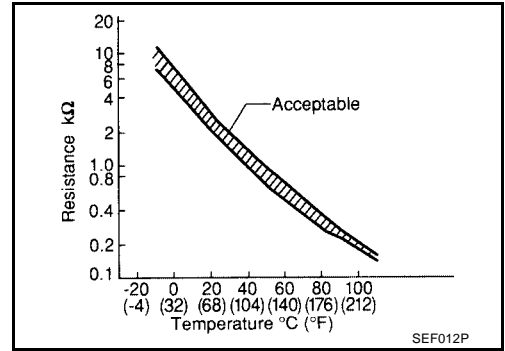
**Component Inspection**  
**INTAKE AIR TEMPERATURE SENSOR**

1. Check resistance between intake air temperature sensor terminals 3 and 5 under the following conditions.



Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



A  
 EC  
 C  
 D  
 E  
 F  
 G  
 H  
 I  
 J  
 K  
 L  
 M

**DTC P0128 THERMOSTAT FUNCTION**

**On Board Diagnosis Logic**

UBS001TP

Engine coolant temperature has not risen enough to open the thermostat even though the engine has run long enough.

This is due to a leak in the seal or the thermostat stuck open.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0128 0128	Thermostat function	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	<ul style="list-style-type: none"> <li>● Thermostat</li> <li>● Leakage from sealing portion of thermostat</li> <li>● Engine coolant temperature sensor</li> </ul>

**DTC Confirmation Procedure**

UBS001TR

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- For best results, perform at ambient temperature of **-10°C (14°F) or higher.**
- For best results, perform at engine coolant temperature of **-10°C (14°F) to 68°C (154°F).**

 **WITH CONSULT-II**

1. Replace thermostat with new one. Refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#) . Use only a genuine NISSAN thermostat as a replacement. If an incorrect thermostat is used, the MIL may come on.
2. Turn ignition switch “ON”.
3. Select “COOLAN TEMP/S” in “DATA MONITOR” mode with CONSULT-II.
4. Check that the “COOLAN TEMP/S” is above 68°C (154°F).  
If it is below 68°C (154°F), go to following step.  
If it is above 68°C (154°F), stop engine and cool down the engine to less than 60°C (140°F), then retry from step 1.
5. Drive vehicle for 10 consecutive minutes under the following conditions.

VHCL SPEED SE	80 - 120 km/h (50 - 75 MPH)
---------------	-----------------------------

If 1st trip DTC is detected, go to [EC-778, "Diagnostic Procedure"](#) .

 **WITH GST**

1. Follow the procedure “WITH CONSULT-II” above.

**Diagnostic Procedure**

UBS001TS

**1. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-779, "Component Inspection"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Replace engine coolant temperature sensor.

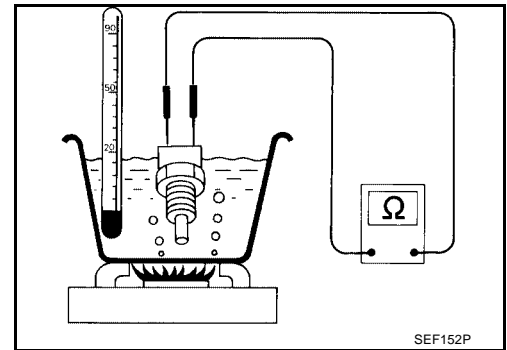
# DTC P0128 THERMOSTAT FUNCTION

[QG18DE (SULEV)]

UBS00611

## Component Inspection ENGINE COOLANT TEMPERATURE SENSOR

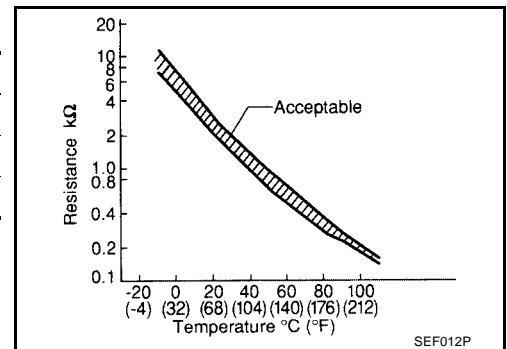
Check resistance as shown in the figure.



### <Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.0
90 (194)	0.236 - 0.260

If NG, replace engine coolant temperature sensor.



UBS001TT

## Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

Refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#).



**DTC P0138 HO2S2**

**Component Description**

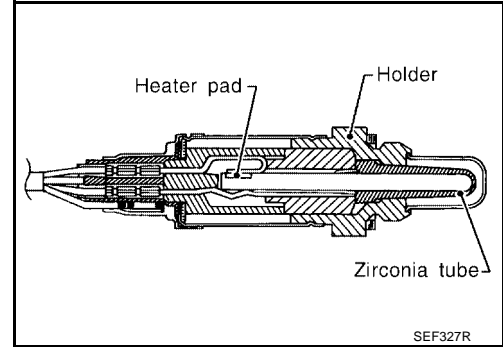
UBS0068F

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS0068G

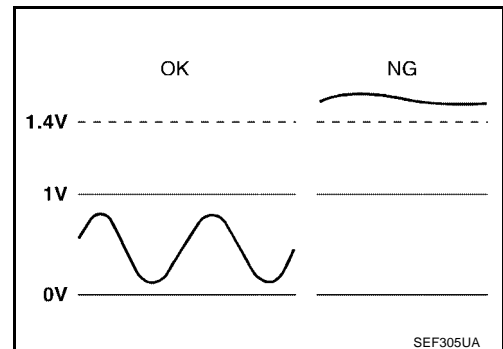
Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly 0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS0068H

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor 2, ECM monitors whether the or not the voltage is too high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0138 0138 (Bank 1)	Heated oxygen sensor 2 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> </ul>

**DTC Confirmation Procedure****CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for two minutes.
6. If 1st trip DTC is detected, go to [EC-783, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

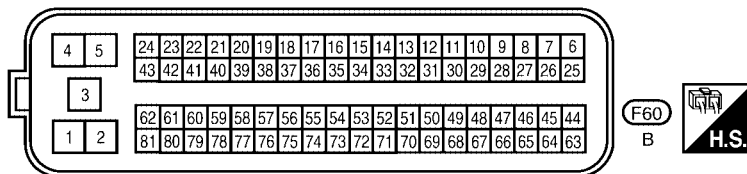
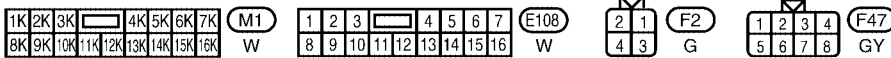
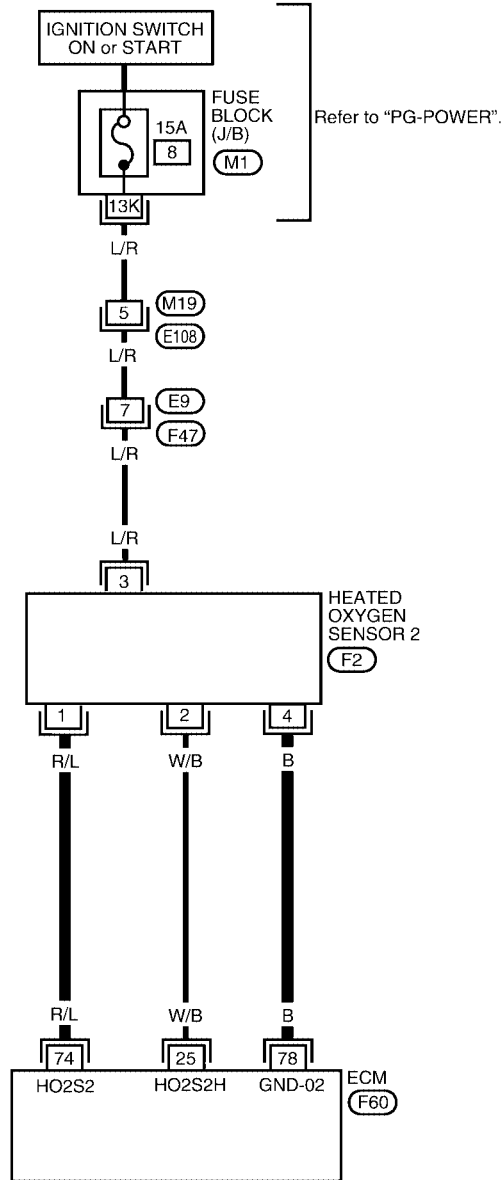
**WITH GST**

1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for two minutes.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  7. Let engine idle for two minutes.
  8. Select "Mode 3" with GST.
  9. If NG, go to [EC-783, "Diagnostic Procedure"](#) .
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V

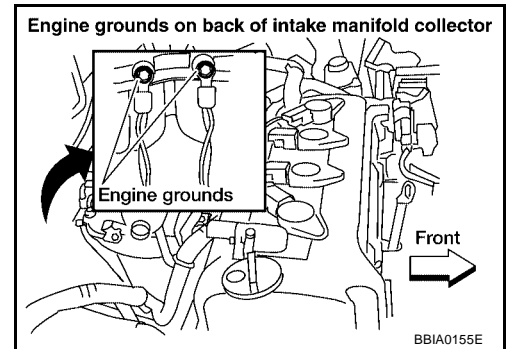
**Diagnostic Procedure**

UBS0068K

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

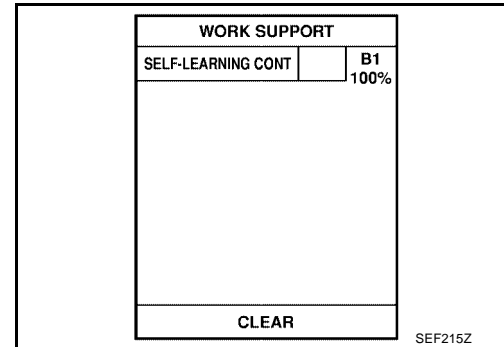
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

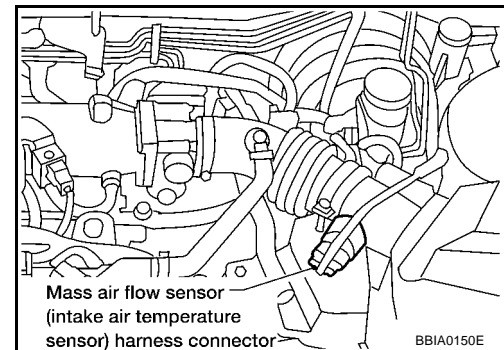
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-802](#).
- No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

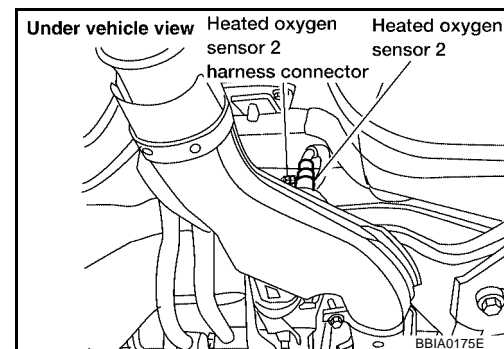
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



**4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**5. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-785, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS0068L

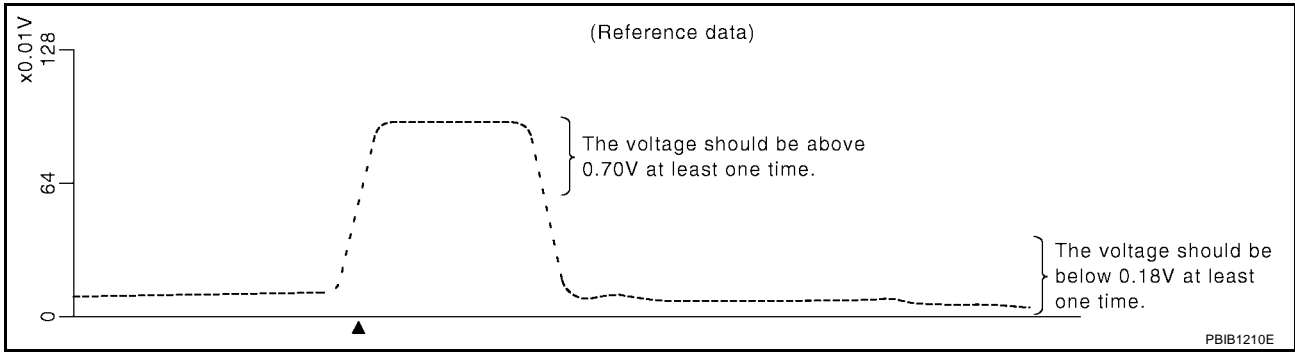
**With CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



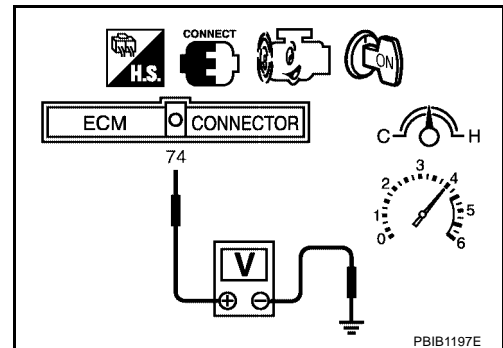
"HO2S2 (B1)" should be above 0.70V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.18V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed at between 3,500 to 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.70V at least once during this procedure.**  
**If the voltage is above 0.70V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd" gear position (M/T).  
**The voltage should be below 0.18V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

UBS0068M

**DTC P0139 HO2S2**

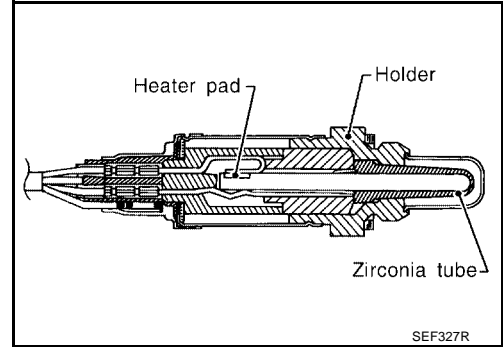
**Component Description**

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



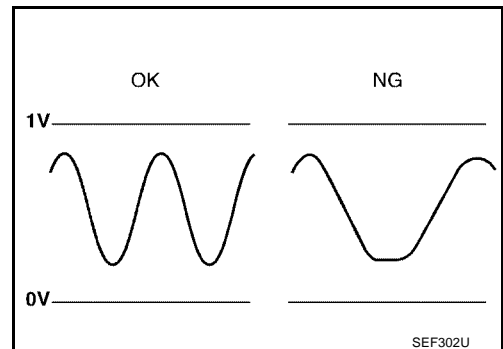
**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0139 0139	Heated oxygen sensor 2 circuit slow response	It takes more time for the sensor to respond between rich and lean than the specified time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>



**DTC Confirmation Procedure**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

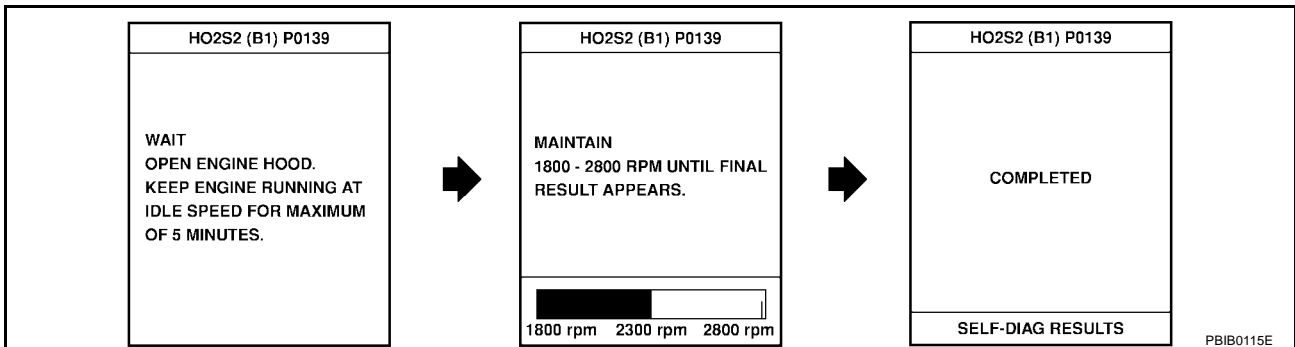
For the best results, perform “DTC WORK SUPPORT” at a temperature of 0 to 30°C (32 to 86°F)

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y

5. Select “HO2S2 (B1) P0139” of “HO2S2” in “DTC WORK SUPPORT” mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”.  
 If “NG” is displayed, refer to [EC-791](#).  
 If “CAN NOT BE DIAGNOSED” is displayed, perform the following.
  - a. Turn ignition switch “OFF” and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch “ON” and select “COOLANTEMP/S” in “DATA MONITOR” mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring “COOLANTEMP/S” indication on CONSULT-II.
  - d. When “COOLANTEMP/S” indication reaches to 70°C (158°F), go to step 3.

**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

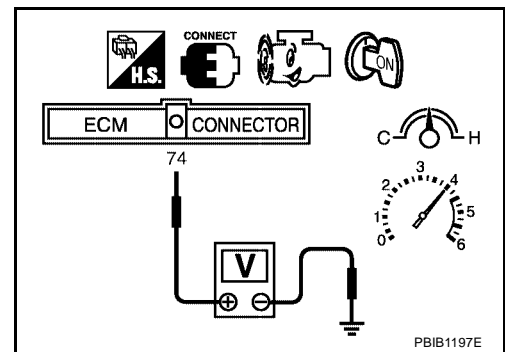
**WITH GST**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.

## DTC P0139 HO2S2

[QG18DE (SULEV)]

6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**A change of voltage should be more than 0.06V for 1 second during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd" gear position (M/T).  
**A change of voltage should be more than 0.06V for 1 second during this procedure.**
8. If NG, go to [EC-791, "Diagnostic Procedure"](#) .



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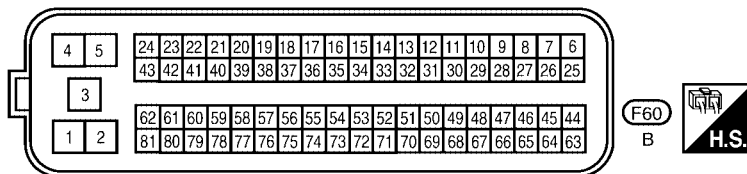
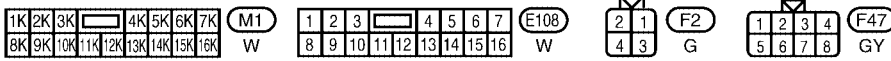
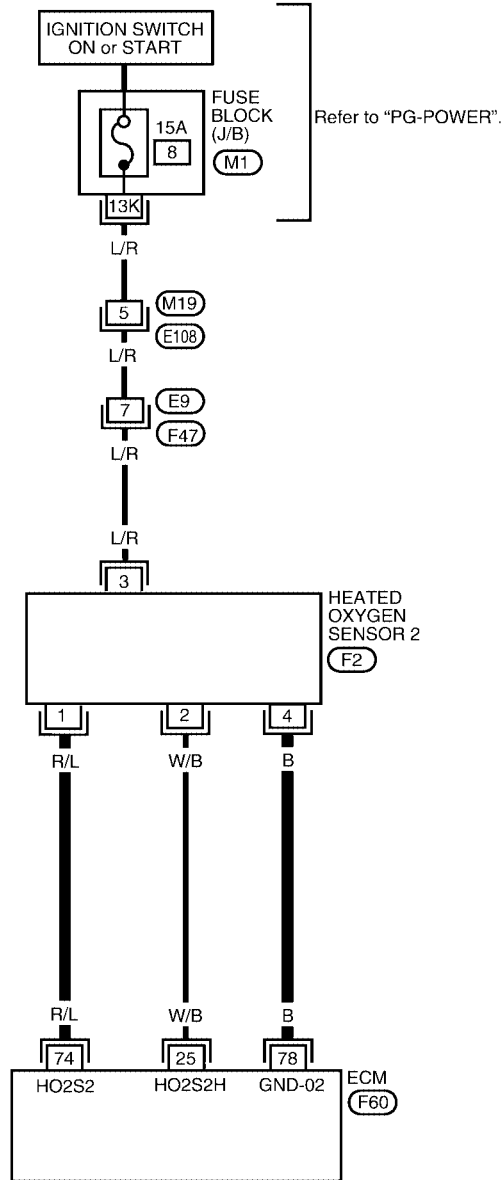
L

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Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V

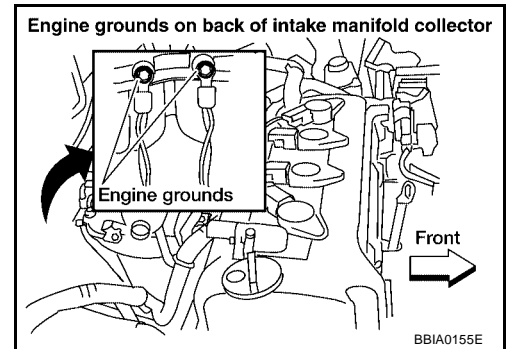
**Diagnostic Procedure**

UBS0068T

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

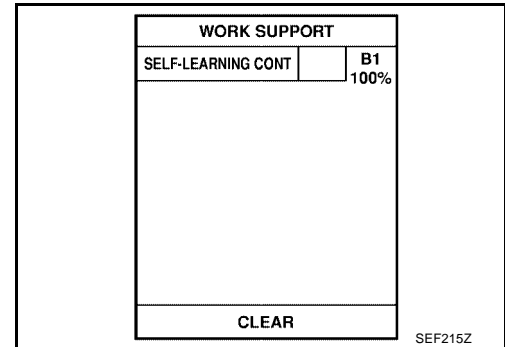
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

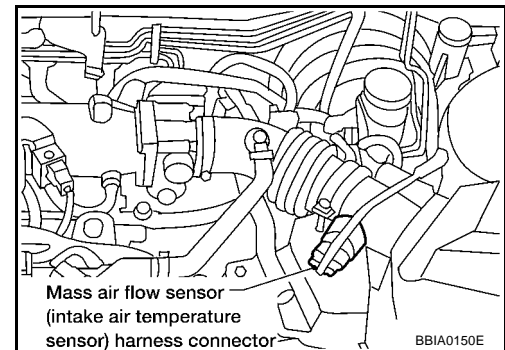
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to [EC-795](#) or [EC-802](#).
- No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

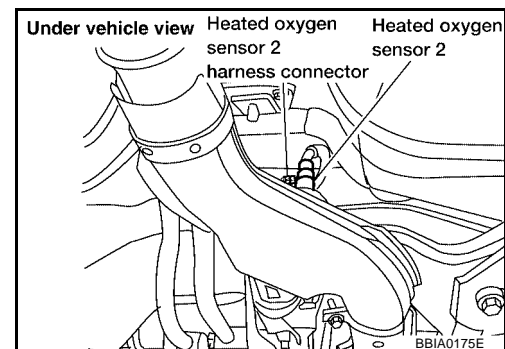
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



**4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**5. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-793, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS0068U

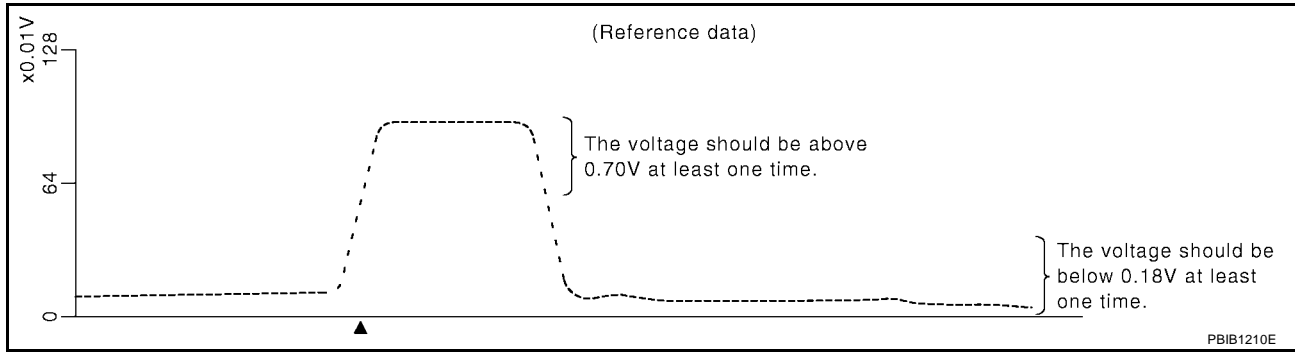
**With CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



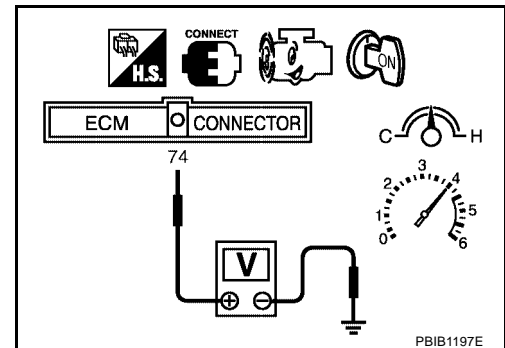
"HO2S2 (B1)" should be above 0.70V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.18V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.70V at least once during this procedure.**  
**If the voltage is above 0.70V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position.  
**The voltage should be below 0.18V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

UBS0068V

# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

PF16600

### On Board Diagnosis Logic

UBS001UU

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the air fuel ratio (A/F) sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too lean.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Air fuel ratio (A/F) sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection & mixture ratio control	Injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0171 0171	Fuel injection system too learn	<ul style="list-style-type: none"> <li>Fuel injection system does not operate properly.</li> <li>The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)</li> </ul>	<ul style="list-style-type: none"> <li>Intake air leaks</li> <li>Air fuel ratio (A/F) sensor 1</li> <li>Injectors</li> <li>Exhaust gas leaks</li> <li>Incorrect fuel pressure</li> <li>Lack of fuel</li> <li>Mass air flow sensor</li> <li>Incorrect PCV hose connection</li> </ul>

### DTC Confirmation Procedure

UBS001UV

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### Ⓟ WITH CONSULT-II

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR".
- Select "DATA MONITOR" mode with CONSULT-II.

WORK SUPPORT	
SELF-LEARNING CONT	B1 100%
CLEAR	

SEF215Z



## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

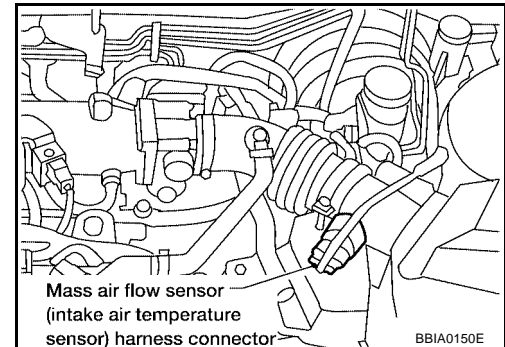
6. Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-798, "Diagnostic Procedure"](#).
7. If it is difficult to start engine at step 6, the fuel injection system has a malfunction.
8. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-798, "Diagnostic Procedure"](#). If engine does not start, visually check for exhaust and intake air leak.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 3 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 7" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and run it for at least 10 minutes at idle speed.
8. Select "MODE 7" with GST. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-798, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 8, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-798, "Diagnostic Procedure"](#). If engine does not start, visually check for exhaust and intake air leak.



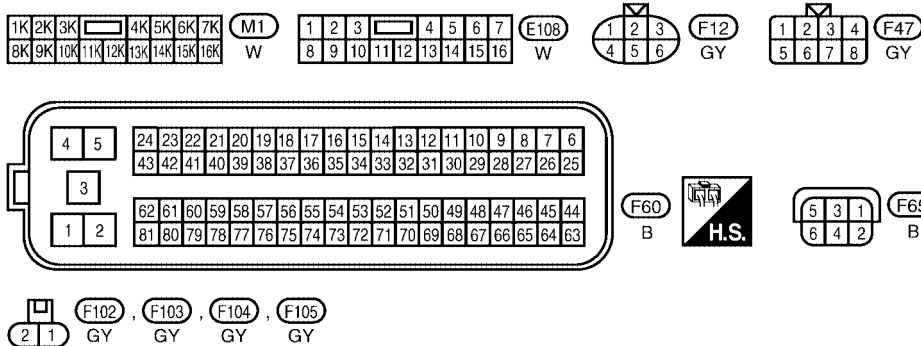
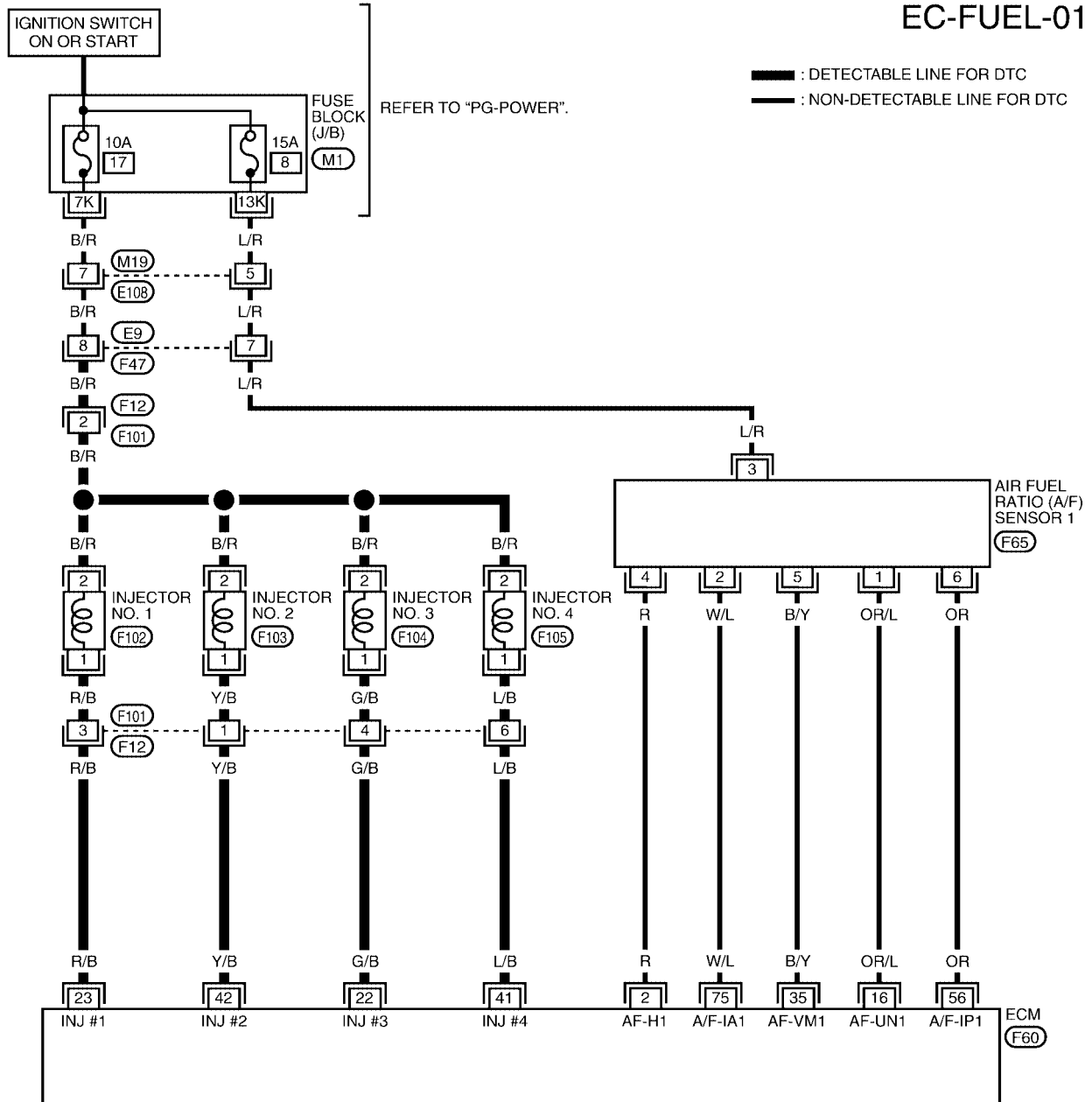
# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

UBS001UW

## Wiring Diagram

EC-FUEL-01



BBWA0799E

# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

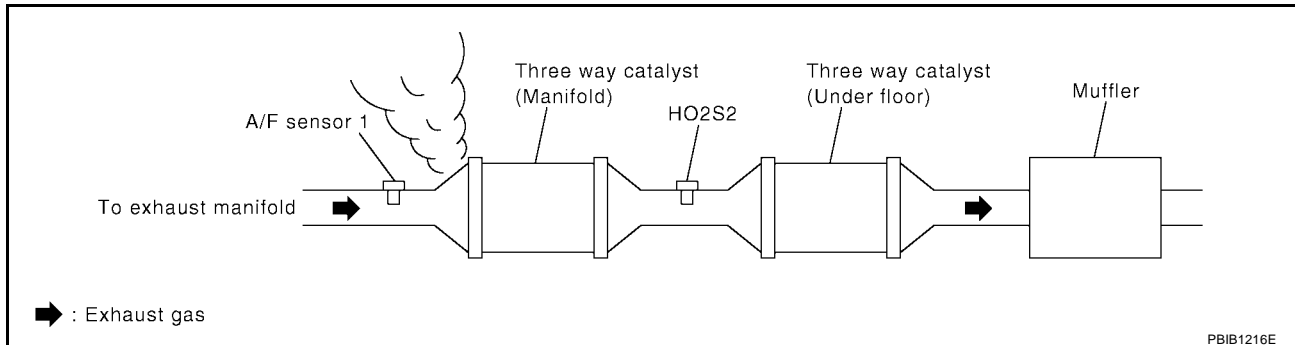
[QG18DE (SULEV)]

UBS001UX

## Diagnostic Procedure

### 1. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace.

### 2. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Listen for an intake air leak after the mass air flow sensor.
2. Check PCV hose connection.

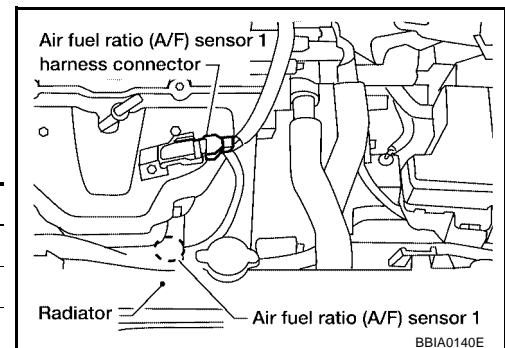
OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace.

### 3. CHECK AIR FUEL RATIO (A/F) SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect A/F sensor 1 harness connector and ECM harness connector.
3. Check harness continuity between ECM terminals and A/F sensor 1 terminals as follows. Refer to Wiring Diagram.

ECM terminal	A/F sensor 1
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 and ground, or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK FUEL PRESSURE**

1. Release fuel pressure to zero.  
Refer to [EC-638](#) .
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-637, "Fuel Pressure Check"](#) .

**At idling: 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Fuel pump and circuit Refer to [EC-1174](#) .
- Fuel lines. Refer to [MA-19, "Checking Fuel Lines"](#) .
- Fuel filter for clogging

OK or NG

OK >> Replace fuel pressure regulator.

NG >> Repair or replace.

**6. CHECK MASS AIR FLOW SENSOR**

 **With CONSULT-II**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**at idling: 1.4 - 4.0 g-m/sec**  
**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

 **With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**at idling: 1.4 - 4.0 g-m/sec**  
**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

OK or NG

OK >> GO TO 7.

NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-740](#) .

## 7. CHECK FUNCTION OF INJECTORS

### With CONSULT-II

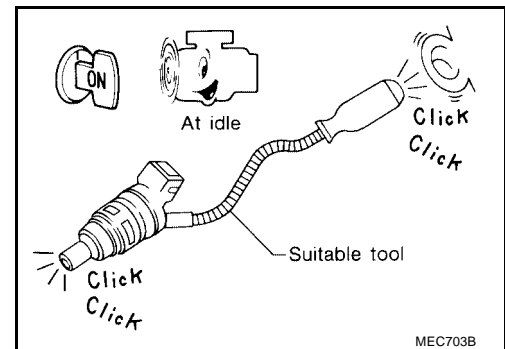
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

### Without CONSULT-II

1. Start engine.
2. Listen to each injector operating sound.  
**Clicking noise should be heard.**



### OK or NG

- OK >> GO TO 8.
- NG >> Perform trouble diagnosis for [EC-1168, "INJECTOR"](#).

## 8. REMOVE INJECTOR

1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
2. Turn ignition switch "OFF".
3. Remove injector with fuel tube assembly. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#). Keep fuel hose and all injectors connected to injector gallery. The injector harness connectors should remain connected.

>> GO TO 9.

# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

## 9. CHECK INJECTOR

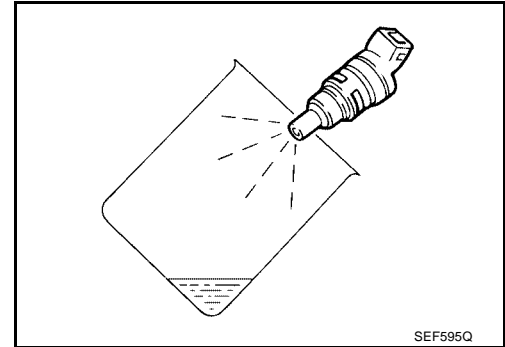
1. Disconnect all ignition wires.
2. Place pans or saucers under each injector.
3. Crank engine for about 3 seconds. Make sure that fuel sprays out from injectors.

**Fuel should be sprayed evenly for each cylinder.**

### OK or NG

OK >> GO TO 10.

NG >> Replace injectors from which fuel does not spray out.  
Always replace O-ring with new one.



## 10. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

PF1:16600

### On Board Diagnosis Logic

UBS001UY

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the air fuel ratio (A/F) sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too rich.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Air fuel ratio (A/F) sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection & mixture ratio control	Injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0172 0172	Fuel injection system too rich	<ul style="list-style-type: none"> <li>Fuel injection system does not operate properly.</li> <li>The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)</li> </ul>	<ul style="list-style-type: none"> <li>Air fuel ratio (A/F) sensor 1</li> <li>Injectors</li> <li>Exhaust gas leaks</li> <li>Incorrect fuel pressure</li> <li>Mass air flow sensor</li> </ul>

### DTC Confirmation Procedure

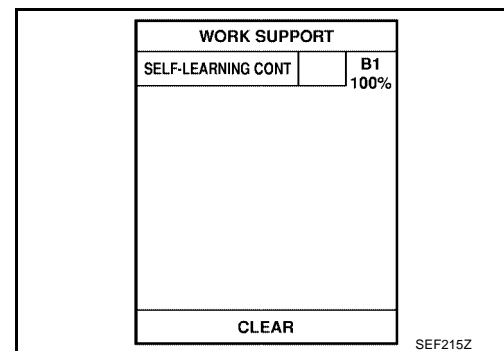
UBS001UZ

#### NOTE:

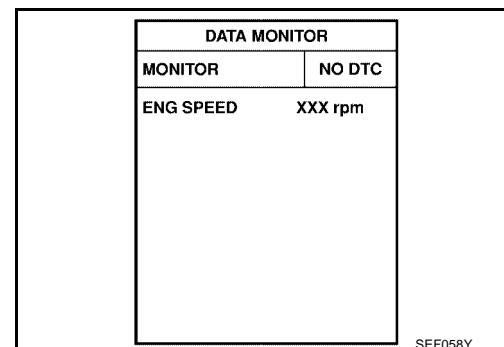
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR" or "START".
- Select "DATA MONITOR" mode with CONSULT-II.



- Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-805, "Diagnostic Procedure"](#).
- If it is difficult to start engine at step 6, the fuel injection system has a malfunction.
- Crank engine while depressing accelerator pedal. If engine starts, go to [EC-805, "Diagnostic Procedure"](#). If engine does not start, remove ignition plugs and check for fouling, etc.



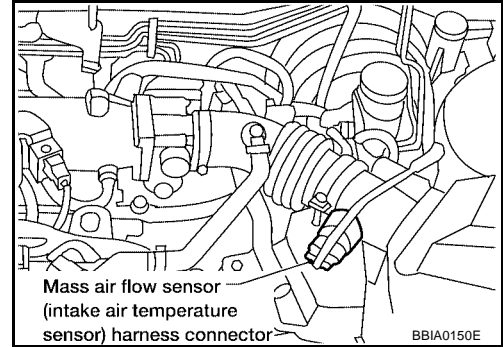
# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]



## WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 3 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 7" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and run it for at least 10 minutes at idle speed.
8. Select "MODE 7" with GST. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-805, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 8, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal.  
If engine starts, go to [EC-805, "Diagnostic Procedure"](#). If engine does not start, remove ignition plugs and check for fouling, etc.



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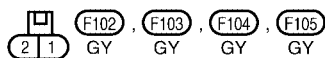
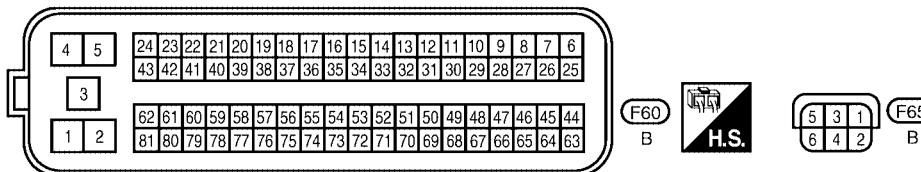
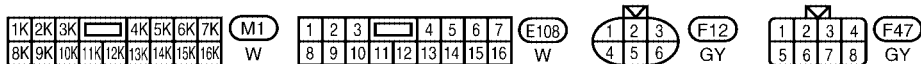
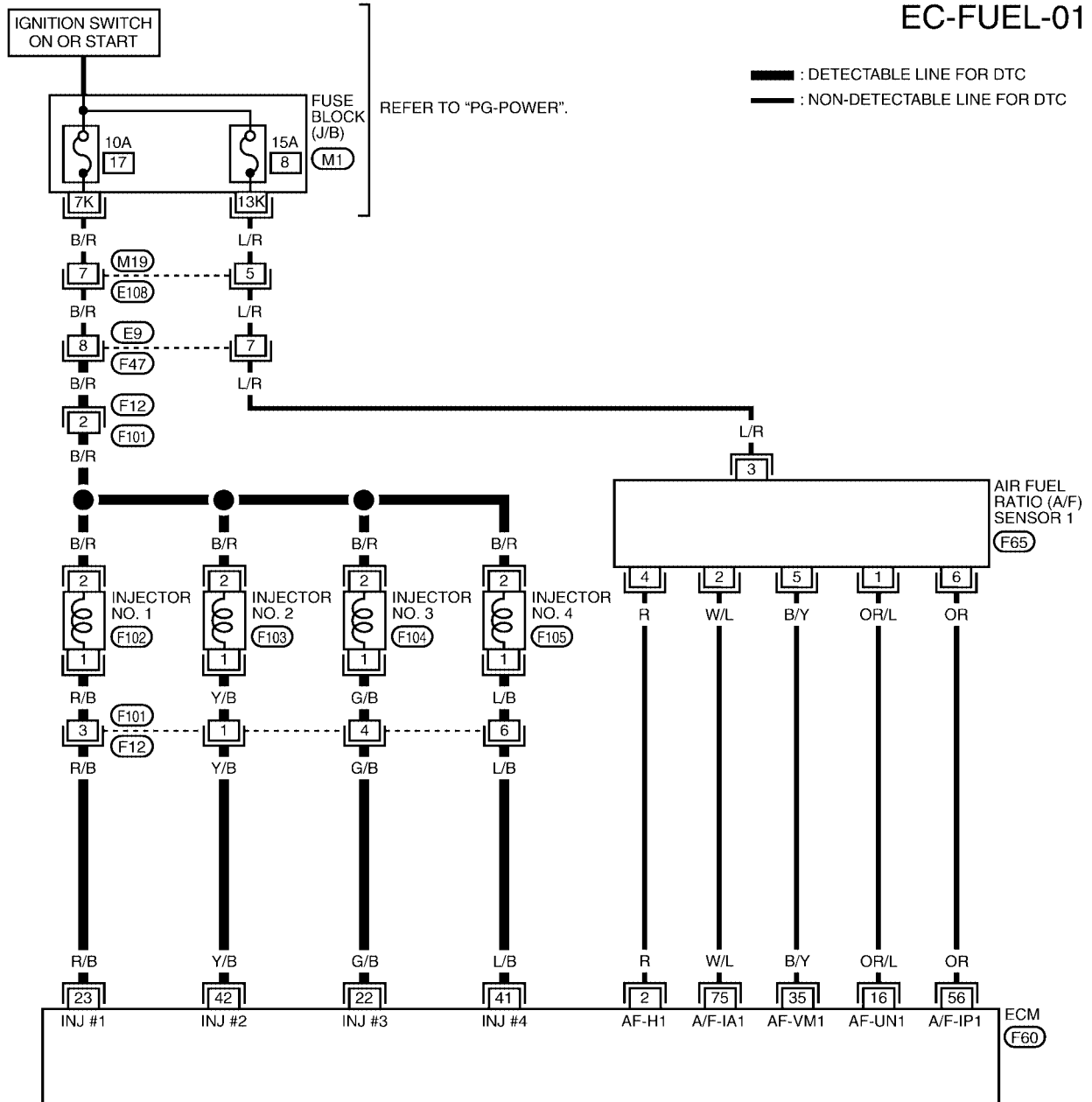
# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

UBS001V0

## Wiring Diagram

EC-FUEL-01

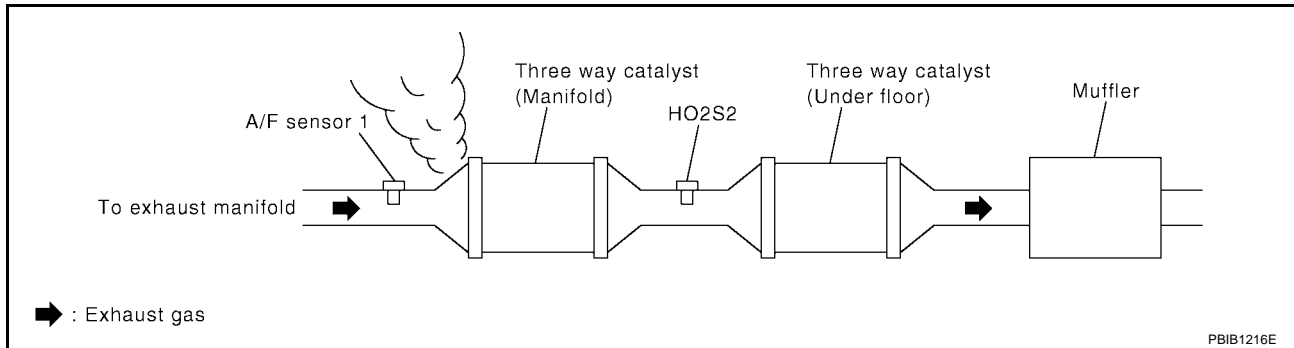


BBWA0799E

### Diagnostic Procedure

#### 1. CHECK FOR EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



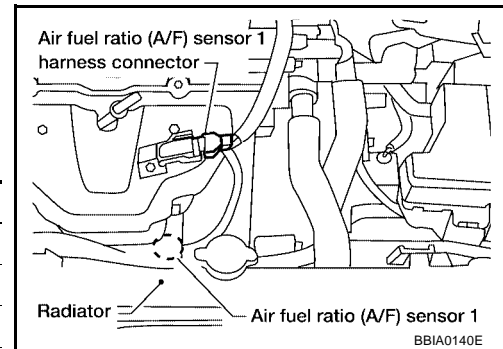
OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace.

#### 2. CHECK AIR FUEL RATIO (A/F) SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect A/F sensor 1 harness connector and ECM harness connector.
3. Check harness continuity between ECM terminals and A/F sensor 1 terminals as follows. Refer to Wiring Diagram.

ECM terminal	A/F sensor 1
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 and ground, or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 3. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to [EC-637](#).
2. Install fuel pressure gauge and check fuel pressure.

**At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

---

#### 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Fuel pump and circuit (Refer to [EC-1174](#) .)

OK or NG

- OK >> Replace fuel pressure regulator.  
NG >> Repair or replace.

---

#### 5. CHECK MASS AIR FLOW SENSOR

---

 **With CONSULT-II**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**at idling : 1.4 - 4.0 g-m/sec**  
**at 2,500 rpm : 5.0 - 10.0 g-m/sec**

 **With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**at idling : 1.4 - 4.0 g-m/sec**  
**at 2,500 rpm : 5.0 - 10.0 g-m/sec**

OK or NG

- OK >> GO TO 6.  
NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-740](#) .

# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

## 6. CHECK FUNCTION OF INJECTORS

### With CONSULT-II

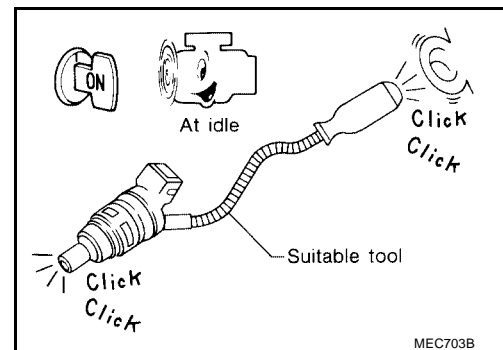
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

### Without CONSULT-II

1. Start engine.
2. Listen to each injector operating sound.  
**Clicking noise should be heard.**



### OK or NG

- OK >> GO TO 7.
- NG >> Perform trouble diagnosis for "Injector", [EC-1168](#).

## 7. REMOVE INJECTOR

1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
2. Turn ignition switch "OFF".
3. Remove injector assembly. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#).  
Keep fuel hose and all injectors connected to injector gallery.

>> GO TO 8.

## 8. CHECK INJECTOR

1. Disconnect all injector harness connectors.
2. Disconnect all ignition coil harness connectors.
3. Prepare pans or saucers under each injectors.
4. Crank engine for about 3 seconds.  
Make sure fuel does not drip from injector.

### OK or NG

- OK (Does not drip)>>GO TO 9.
- NG (Drips)>>Replace the injectors from which fuel is dripping. Always replace O-ring with new one.

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QG18DE (SULEV)]

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### 9. CHECK INTERMITTENT INCIDENT

---

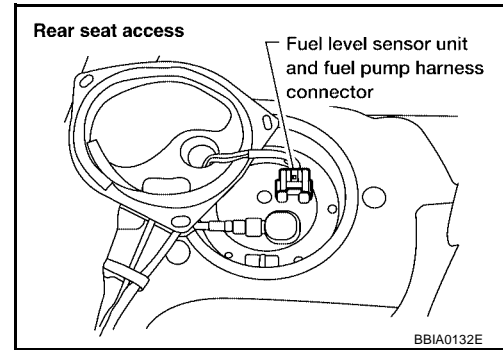
Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### DTC P0181 FTT SENSOR

#### Component Description

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



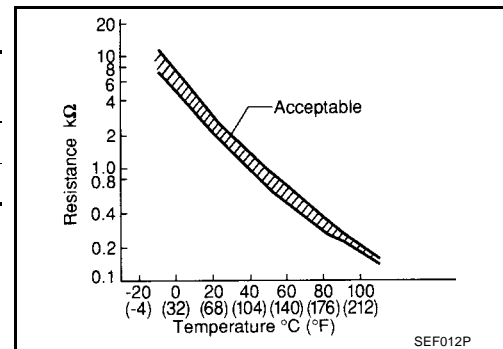
#### <Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

#### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may damage the ECM's transistor. Use ground other than ECM, such as body ground.**



#### On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0181 0181	Fuel tank temperature sensor circuit range/performance	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel tank temperature sensor</li> </ul>

#### DTC Confirmation Procedure

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 10 seconds.  
If 1st trip DTC is detected, go to .  
If the result is OK, go to following step.
4. Check "COOLAN TEMP/S" signal.  
If the signal is less than 60°C (140°F), the result will be OK.  
If the signal is above 60°C (140°F), go to the following step.
5. Cool engine down until "COOLAN TEMP/S" signal is less than 60°C (140°F).
6. Wait at least 10 seconds.
7. If 1st trip DTC is detected, go to [EC-812. "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
INT/A TEMP/S	XXX °C

SEF475Y



## WITH GST

Follow the procedure "With CONSULT-II" above.

# DTC P0181 FTT SENSOR

[QG18DE (SULEV)]

## Wiring Diagram

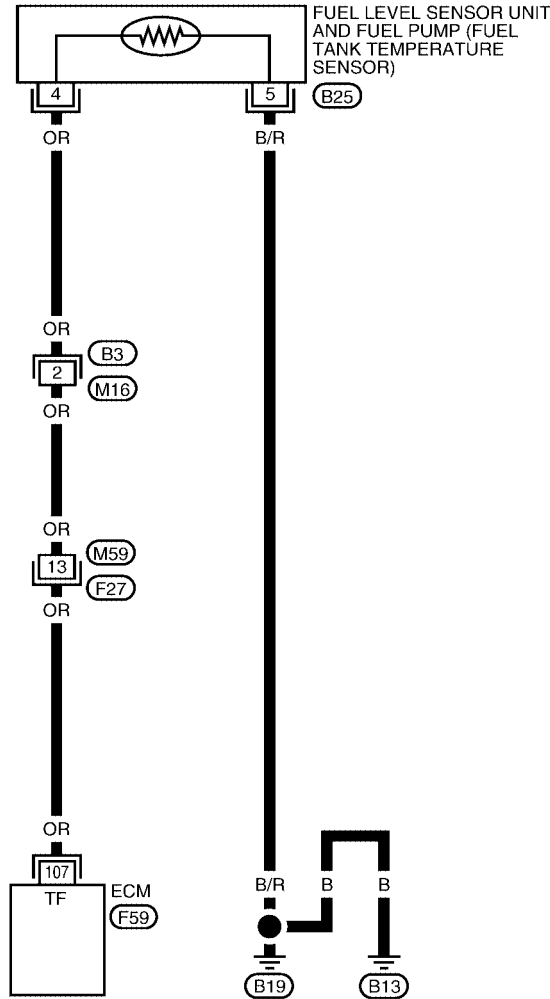
UBS003NG

EC-FTTS-01

A

EC

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



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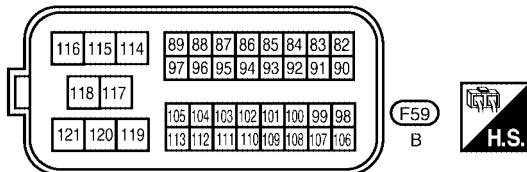
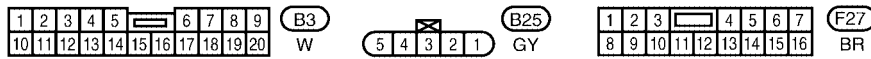
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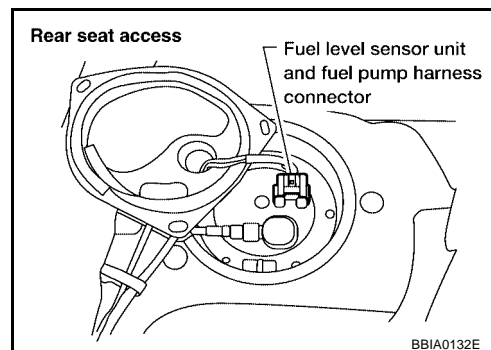
BBWA0285E



## Diagnostic Procedure

### 1. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

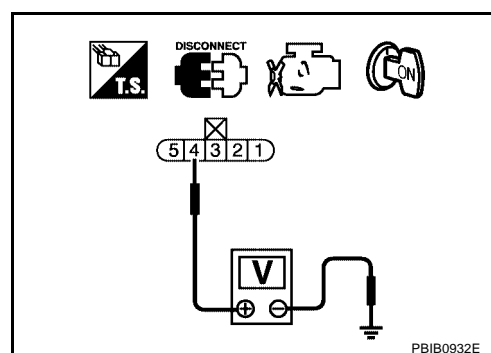


4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness connectors B3, M16
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair harness or connector.

### 3. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to power in harness or connectors.

### 4. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to, [EC-813, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace fuel level sensor unit.

**5. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

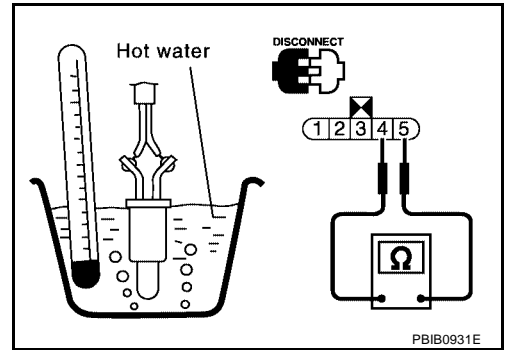
>> INSPECTION END

**Component Inspection**  
**FUEL TANK TEMPERATURE SENSOR**

UBS003NI

Check resistance by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90



UBS003NJ

**Removal and Installation**  
**FUEL TANK TEMPERATURE SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

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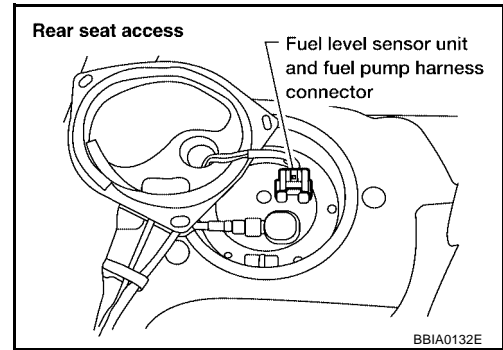
DTC P0182, P0183 FTT SENSOR

PFP:22630

Component Description

UBS003NK

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



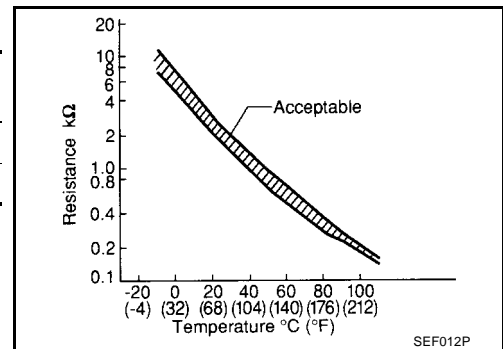
<Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may damage the ECM's transistor. Use ground other than ECM, such as body ground.



On Board Diagnosis Logic

UBS003NL

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0182 0182	Fuel tank temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> </ul>
P0183 0183	Fuel tank temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Fuel tank temperature sensor</li> </ul>

DTC Confirmation Procedure

UBS003NM

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-816, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
INT/A TEMP/S	XXX °C

SEF475Y

**WITH GST**

Follow the procedure "With CONSULT-II" above.

# DTC P0182, P0183 FTT SENSOR

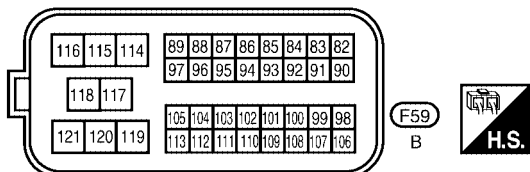
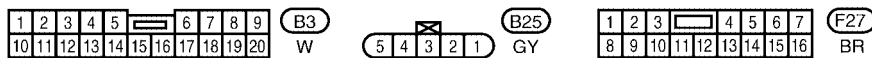
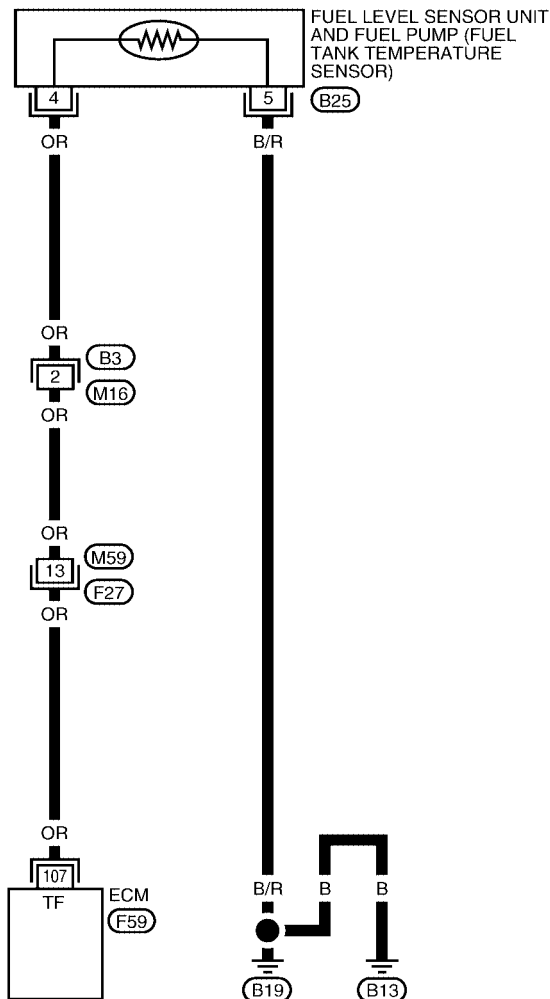
[QG18DE (SULEV)]

## Wiring Diagram

UBS003NN

EC-FTTS-01

— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC

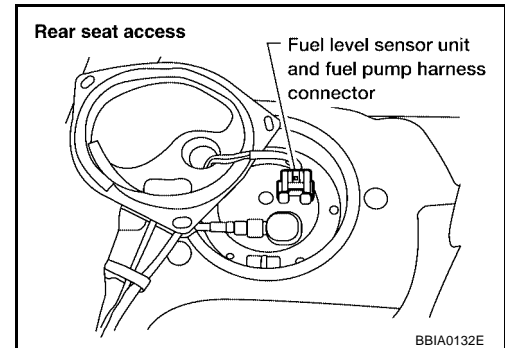


BBWA0285E

## Diagnostic Procedure

### 1. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

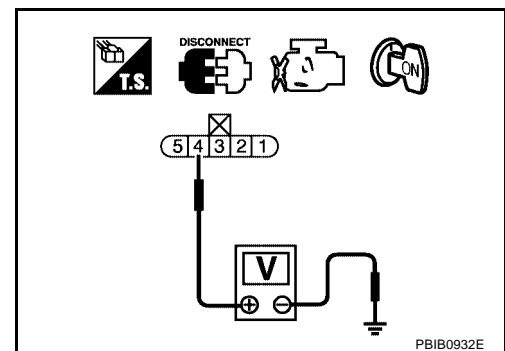


4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness connectors B3, M16
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair harness or connector.

### 3. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to power in harness or connectors.

### 4. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to, [EC-817, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace fuel level sensor unit and fuel pump.

**5. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

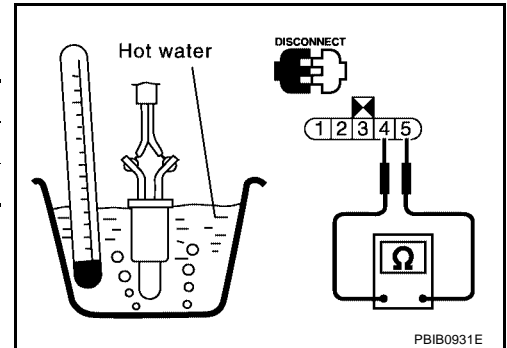
**Component Inspection**  
**FUEL TANK TEMPERATURE SENSOR**

UBS003NP

Check resistance by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

If NG, replace fuel level sensor unit and fuel pump.



UBS003NQ

**Removal and Installation**  
**FUEL TANK TEMPERATURE SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

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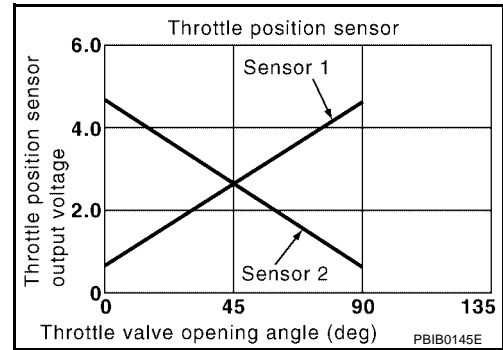
DTC P0222, P0223 TP SENSOR

Component Description

UBS003WN

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



CONSULT-II Reference Value in Data Monitor Mode

UBS003WO

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever D: (A/T model) 1st: (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS003WP

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222 0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The TP sensor 1 circuit is open or shorted.) (APP sensor 2 circuit is shorted.)</li> <li>Electric throttle control actuator (TP sensor 1)</li> <li>Accelerator pedal position sensor (APP sensor 2)</li> </ul>
P0223 0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sensor 1 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-821, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

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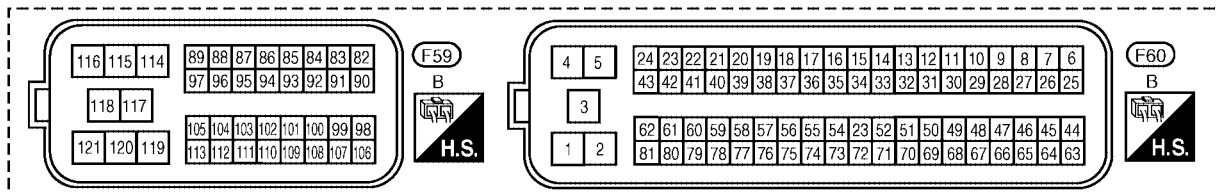
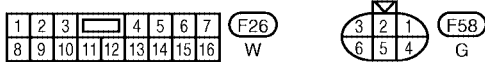
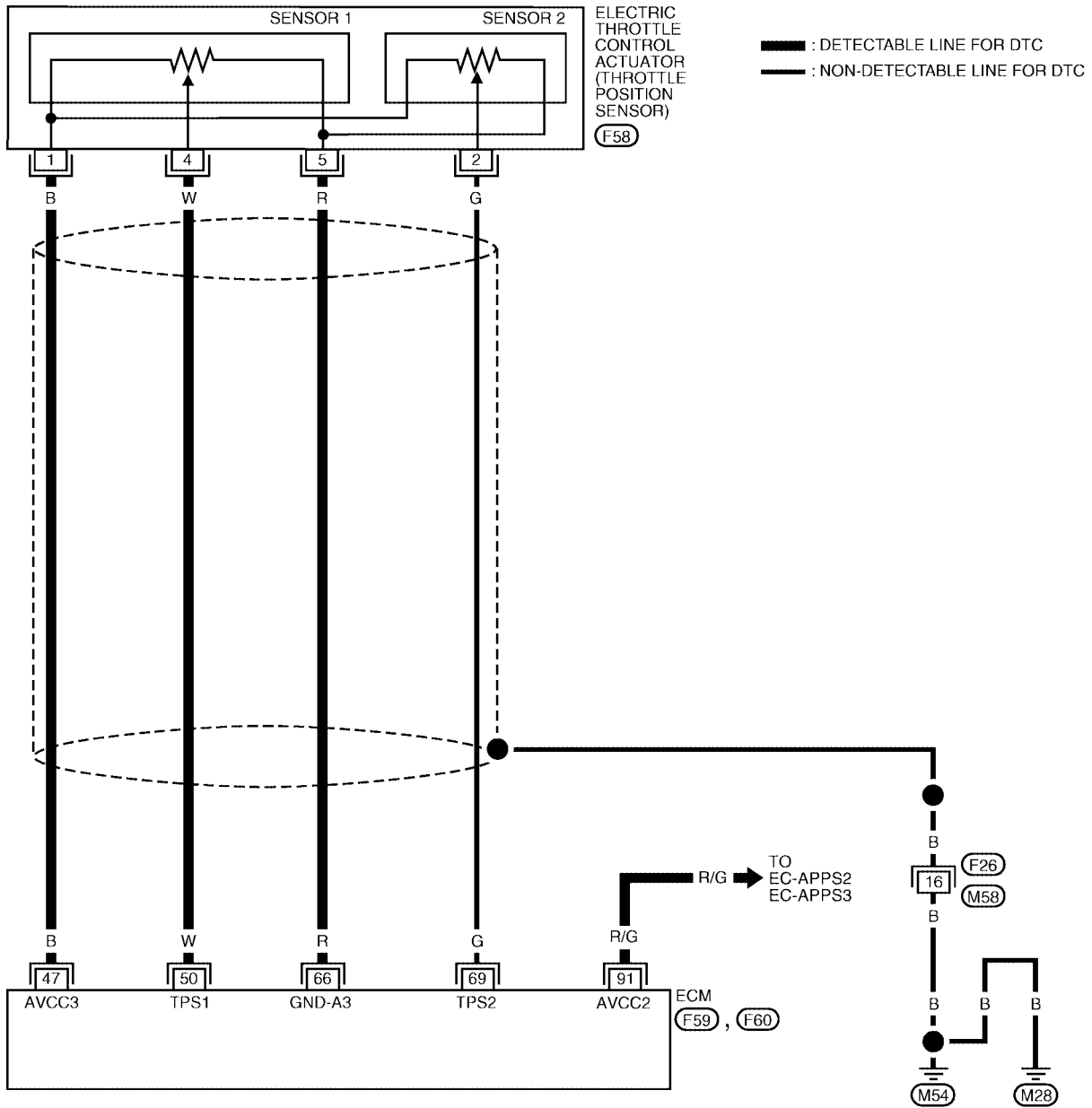
# DTC P0222, P0223 TP SENSOR

[QG18DE (SULEV)]

UBS003WR

## Wiring Diagram

EC-TPS1-01



BBWA1381E

# DTC P0222, P0223 TP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

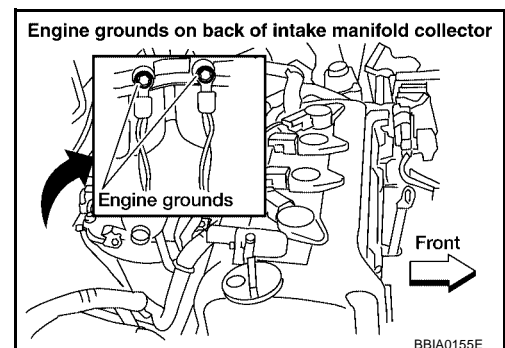
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch "ON"]	More than 0.36V
			[Ignition switch "ON"]	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	[Engine is running]	Approximately 0V
69	G	Throttle position sensor 2	[Ignition switch "ON"]	Less than 4.75V
			[Ignition switch "ON"]	More than 0.36V
91	R/G	Sensor power supply (Accelerator pedal position sensor)	[Ignition switch "ON"]	Approximately 5V

## Diagnostic Procedure

### 1. RETIGHTEN GROUND SCREWS

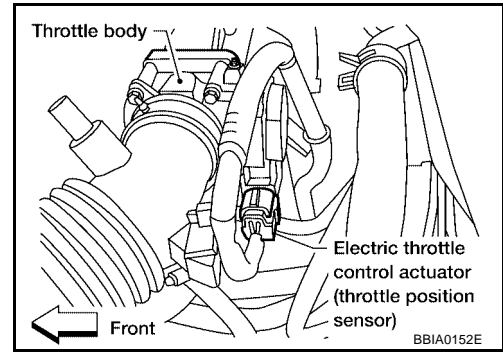
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

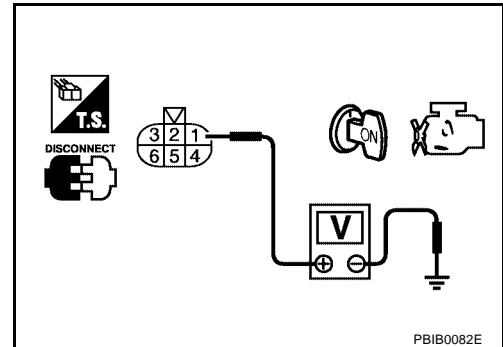


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



## 3. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace open circuit.

## 4. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-262</a>
91	APP sensor terminal 1	<a href="#">EC-513</a>

OK or NG

- OK >> GO TO 5.  
 NG >> Repair short to ground or short to power in harness or connectors.

## 5. CHECK APP SENSOR

Refer to [EC-517](#) .

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 6.

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-52, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-53, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-53, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**7. CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 50 and electric throttle control actuator terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-824, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**11. CHECK INTERMITTENT INCIDENT**

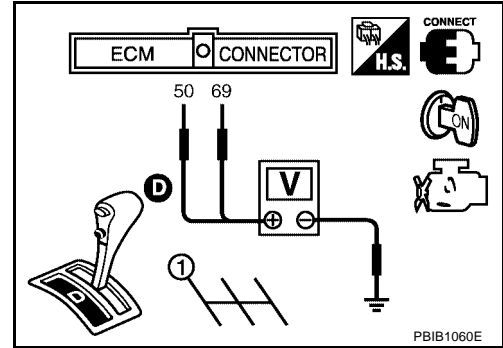
Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**THROTTLE POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-635, "Idle Air Volume Learning"](#) .

**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

# DTC P0300 - P0304 NO. 4 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

[QG18DE (SULEV)]

## DTC P0300 - P0304 NO. 4 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

PF0:00020

### On Board Diagnosis Logic

UBS001VI

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input Signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**  
 On the first trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.  
 When a misfire condition occurs, the ECM monitors the CKP sensor signal every 200 engine revolutions for a change.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.  
 If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.  
 If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- Two Trip Detection Logic (Exhaust quality deterioration)**  
 For misfire conditions that will not damage the TWC (but will affect vehicle emissions), the MIL will only light when the misfire is detected on a second trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.  
 A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300 0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	<ul style="list-style-type: none"> <li>● Improper spark plug</li> <li>● Insufficient compression</li> </ul>
P0301 0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	<ul style="list-style-type: none"> <li>● Incorrect fuel pressure</li> <li>● The injector circuit is open or shorted</li> </ul>
P0302 0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	<ul style="list-style-type: none"> <li>● Injectors</li> <li>● Intake air leak</li> </ul>
P0303 0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	<ul style="list-style-type: none"> <li>● The ignition signal circuit is open or shorted</li> </ul>
P0304 0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	<ul style="list-style-type: none"> <li>● Lack of fuel</li> <li>● Drive plate</li> <li>● Air fuel ratio (A/F) sensor 1</li> <li>● Incorrect PCV hose connection</li> </ul>

## DTC Confirmation Procedure

### CAUTION:

Always drive vehicle at a safe speed.

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### ② WITH CONSULT-II

1. Turn ignition switch "ON", and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine again and drive at 1,500 to 3,000 rpm for at least 3 minutes.

**Hold the accelerator pedal as steady as possible.**

### NOTE:

**Refer to the freeze frame data for the test driving conditions.**

5. If 1st trip DTC is detected, go to [EC-826, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

### ③ WITH GST

Follow the procedure "With CONSULT-II" above.

## Diagnostic Procedure

### 1. CHECK FOR INTAKE AIR LEAK

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leak.
3. Check PCV hose connection.

#### OK or NG

- OK >> GO TO 2.  
 NG >> Discover air leak location and repair.

### 2. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, TWC (Manifold three way catalyst) and muffler for dents.

#### OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace it.

### 3. PERFORM POWER BALANCE TEST

 **With CONSULT-II**

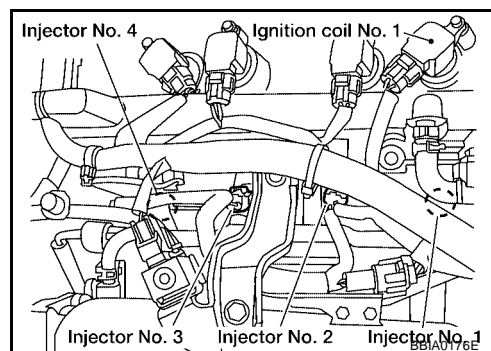
1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.
2. Is there any cylinder which does not produce a momentary engine speed drop?

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

 **Without CONSULT-II**

When disconnecting each injector harness connector one at a time, is there any cylinder which does not produce a momentary engine speed drop?



Yes or No

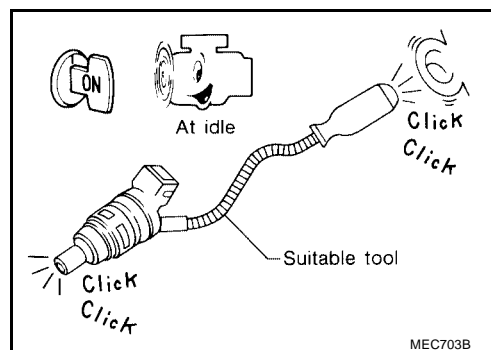
- Yes >> GO TO 4.
- No >> GO TO 7.

### 4. CHECK INJECTOR

Does each injector make an operating sound at idle?

Yes or No

- Yes >> GO TO 5.
- No >> Check injector(s) and circuit(s). Refer to [EC-1168](#).



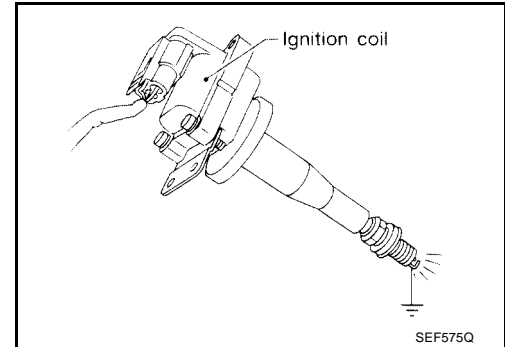


## 5. CHECK IGNITION SPARK

1. Remove ignition coil assembly from rocker cover.
2. Remove spark plug from ignition coil assembly.
3. Connect a known good spark plug to ignition coil.
4. Place end of spark plug against a suitable ground crank engine.
5. Check for spark.

### OK or NG

- OK >> GO TO 6.  
NG >> Check ignition coil, power transistor and their circuits.  
Refer to [EC-1156, "IGNITION SIGNAL"](#) .

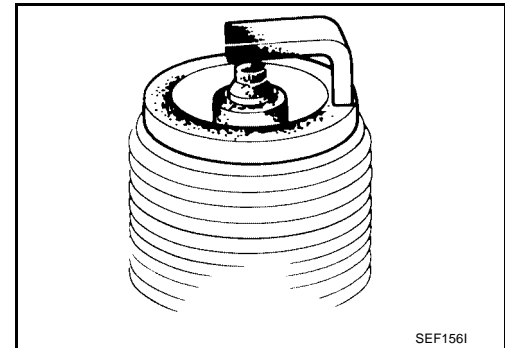


## 6. CHECK SPARK PLUGS

Check the spark plugs and check for fouling, etc.

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace spark plug (s) with standard type one (s). For spark plug type ignition coil. Refer to [EM-12](#) .



## 7. CHECK COMPRESSION PRESSURE

Refer to [EM-52, "CHECKING COMPRESSION PRESSURE"](#) .

Check compression pressure.

<b>Standard:</b>	<b>1,324 kPa (13.5 kg/cm<sup>2</sup> , 192 psi)/300 rpm</b>
<b>Minimum:</b>	<b>1,128 kPa (11.5 kg/cm<sup>2</sup> , 164 psi)/300 rpm</b>
<b>Difference between each cylinder:</b>	<b>98 kPa (1.0 kg/cm<sup>2</sup> , 14 psi)/300 rpm</b>

### OK or NG

- OK >> GO TO 8.  
NG >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

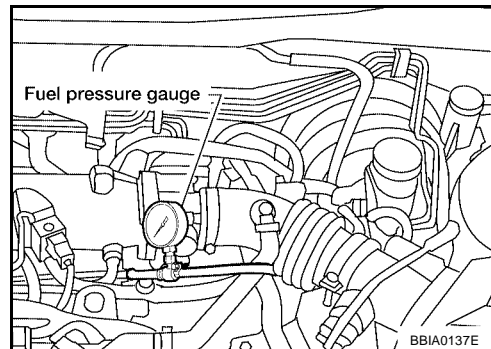
## 8. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to [EC-637, "FUEL PRESSURE RELEASE"](#) .
3. Install fuel pressure gauge and check fuel pressure.

**At idle: Approx. 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 9.



## 9. DETECT MALFUNCTIONING PART

Check the following.

- Fuel pump and circuit (Refer to [EC-1174, "FUEL PUMP"](#) .)
- Fuel pressure regulator (Refer to [FL-3](#) .)
- Fuel lines (Refer to [MA-19, "Checking Fuel Lines"](#) .)
- Fuel filter for clogging

>> Repair or replace.

## 10. CHECK IGNITION TIMING

Perform [EC-669, "Basic Inspection"](#) .

Items	Specifications	
	Target idle speed	A/T
M/T		650 ± 50 rpm
Ignition timing	A/T	18 ± 5°BTDC (in "P" or "N" position)
	M/T	7 ± 5°BTDC

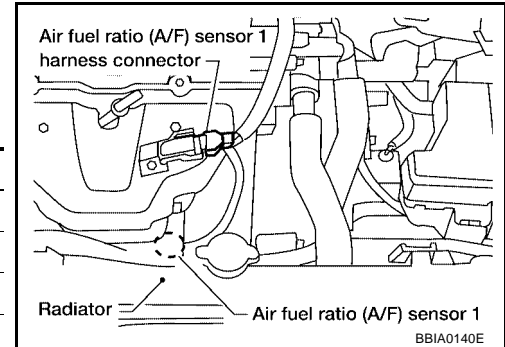
OK or NG

- OK >> GO TO 11.  
 NG >> Adjust ignition timing.

## 11. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and A/F sensor 1 harness connector.
3. Check harness continuity between the following terminals. Refer to "Wiring Diagram".

ECM terminal	A/F sensor 1 terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

5. Also check harness for short to power.

OK or NG

OK >> GO TO 12.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK A/F SENSOR 1 HEATER

Refer to [EC-935, "Component Inspection"](#).

OK or NG

OK >> GO TO 13.

NG >> Replace A/F sensor 1.

## 13. CHECK MASS AIR FLOW SENSOR

**With CONSULT-II**

Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**at idling: 1.4 - 4.0 g-m/sec**

**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

**With GST**

Check mass air flow sensor signal in MODE 1 with GST.

**at idling: 1.4 - 4.0 g-m/sec**

**at 2,500 rpm: 5.0 - 10.0 g-m/sec**

OK or NG

OK >> GO TO 15.

NG >> GO TO 14.

## 14. CHECK CONNECTORS

Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds.

Refer to [EC-740, "DTC P0101 MAF SENSOR"](#), [EC-748, "DTC P0102, P0103 MAF SENSOR"](#) and [EC-940, "DTC P1102 MAF SENSOR"](#).

OK or NG

OK >> GO TO 15.

NG >> Repair or replace it.

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## 15. CHECK SYMPTOM MATRIX CHART

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Check items on the rough idle symptom in [EC-674, "Symptom Matrix Chart"](#) .

OK or NG

OK >> GO TO 16.

NG >> Repair or replace.

---

## 16. ERASE THE 1ST TRIP DTC

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Some tests may cause a 1st trip DTC to be set.

Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

>> GO TO 17.

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## 17. CHECK INTERMITTENT INCIDENT

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Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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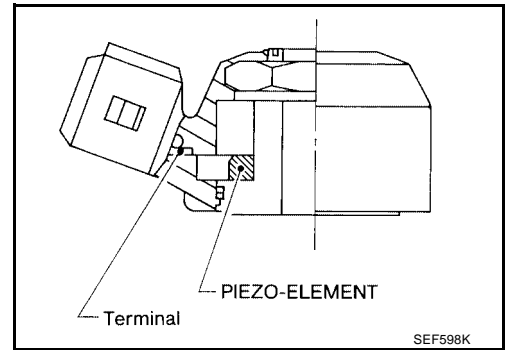
M

**DTC P0327, P0328 KS**

**Component Description**

UBS001VL

The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.



SEF598K

**On Board Diagnosis Logic**

UBS001VM

The MIL will not light up for these diagnoses.

DTC No.	Trouble Diagnosis Name	DTC Detected Condition	Possible Cause
P0327 0327	Knock sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Knock sensor</li> </ul>
P0328 0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

**DTC Confirmation Procedure**

UBS001VN

**NOTE:**

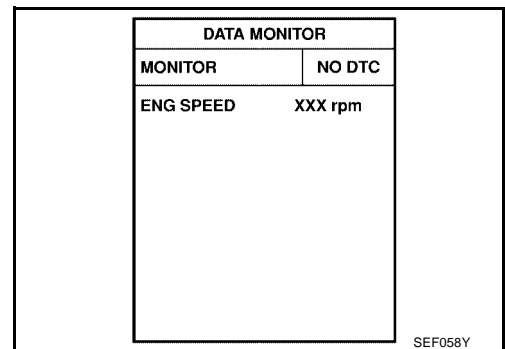
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and run it for at least 5 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-834, "Diagnostic Procedure"](#)



SEF058Y

**WITH GST**

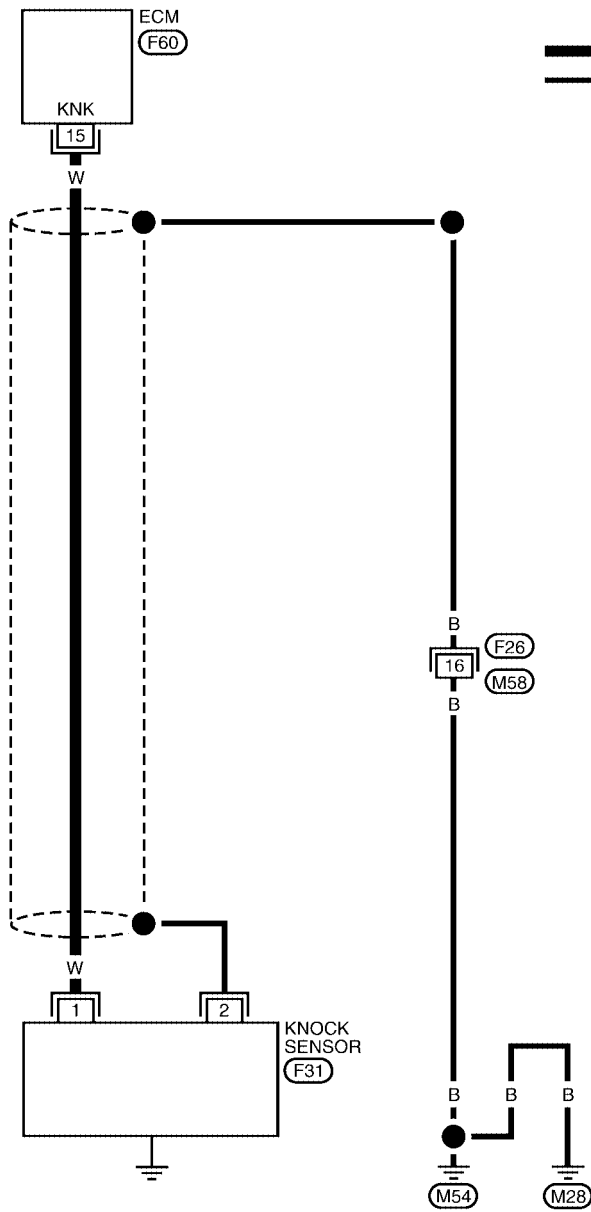
Follow the procedure "With CONSULT-II" above.

Wiring Diagram

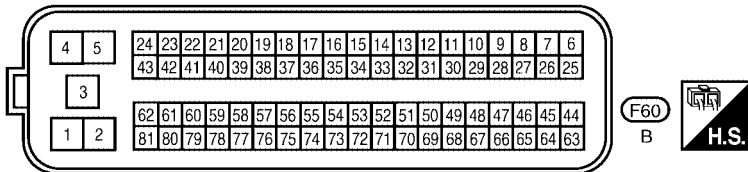
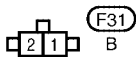
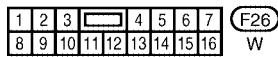
UBS001VO

EC-KS-01

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— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC



BBWA0782E

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
15	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V

**Diagnostic Procedure**

UBS001VP

**1. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-I**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check resistance between ECM terminal 15 and engine ground. Refer to Wiring Diagram.

**NOTE:**

**It is necessary to use an ohmmeter which can measure more than 10 MΩ.**

**Resistance: Approximately 530 - 590kΩ [at 20°C (68°F)]**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 2.

**2. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-II**

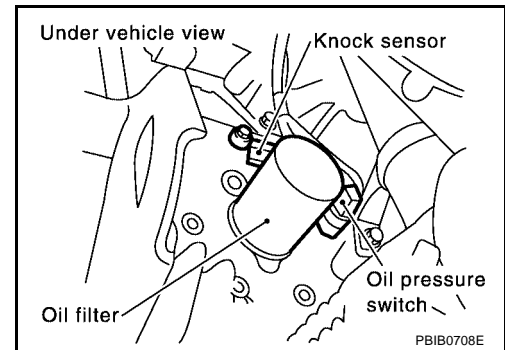
1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and knock sensor harness connector.
3. Check harness continuity between knock sensor terminal 1 and ECM terminal 15. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**3. CHECK KNOCK SENSOR**

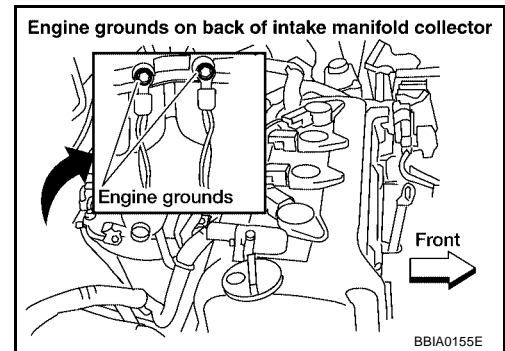
Refer to [EC-835, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace knock sensor.

#### 4. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.



>> GO TO 5.

#### 5. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

#### Component Inspection KNOCK SENSOR

UBS001VQ

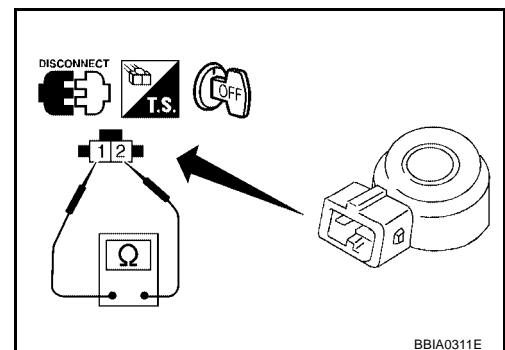
Use an ohmmeter which can measure more than 10 MΩ.

1. Disconnect knock sensor harness connector.
2. Check resistance between terminal 1 and ground.

**Resistance: 530 - 590 kΩ [at 20°C (68°F)]**

#### CAUTION:

Discard any knock sensors that have been dropped or physically damaged. Use only new ones.



UBS001VR

#### Removal and Installation KNOCK SENSOR

Refer to [EM-67, "CYLINDER BLOCK"](#).



**DTC P0335 CKP SENSOR (POS)**

**Component Description**

UBS001VS

The crankshaft position sensor (POS) is located on the cylinder block rear housing facing the gear teeth (cogs) of the signal plate at the end of the crankshaft. It detects the fluctuation of the engine revolution.

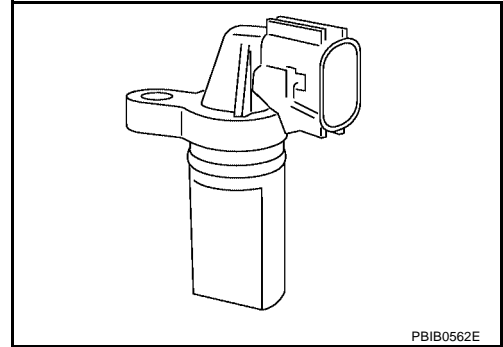
The sensor consists of a permanent magnet and Hall IC.

When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.



PBIB0562E

**CONSULT-II Reference Value in Data Monitor Mode**

UBS0061Y

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED	<ul style="list-style-type: none"> <li>Tachometer: Connect</li> <li>Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value.

**On Board Diagnosis Logic**

UBS001VT

Specification data are reference values.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335 0335	Crankshaft position sensor (POS) circuit	<ul style="list-style-type: none"> <li>The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.</li> <li>The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.</li> <li>The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Crankshaft position sensor (POS)</li> <li>Signal plate</li> </ul>

**DTC Confirmation Procedure**

UBS001VU

**NOTE:**

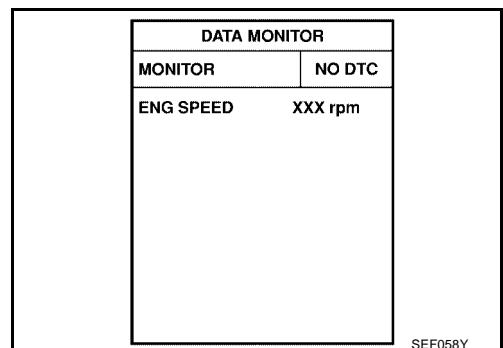
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V with ignition switch "ON".

**WITH CONSULT-II**

- Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
- If 1st trip DTC is detected, go to [EC-839, "Diagnostic Procedure"](#).  
If 1st trip DTC is not detected, go to next step.
- Maintaining engine speed at more than 800 rpm for at least 5 seconds.
- If 1st trip DTC is detected, go to [EC-839, "Diagnostic Procedure"](#).



SEF058Y



### WITH GST

Follow the procedure "With CONSULT-II" above.

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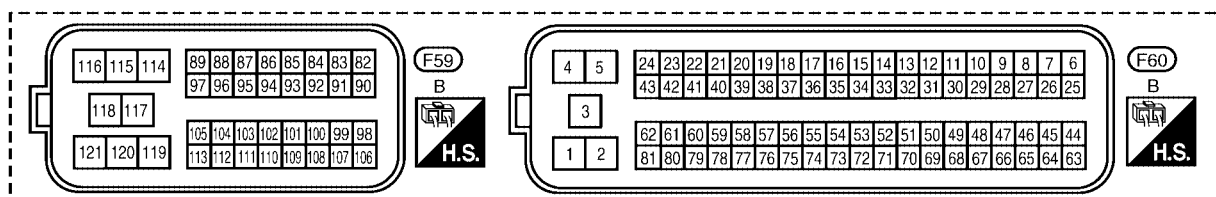
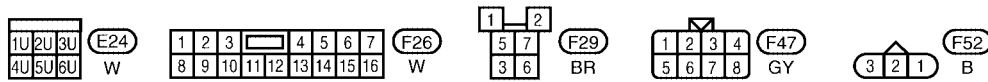
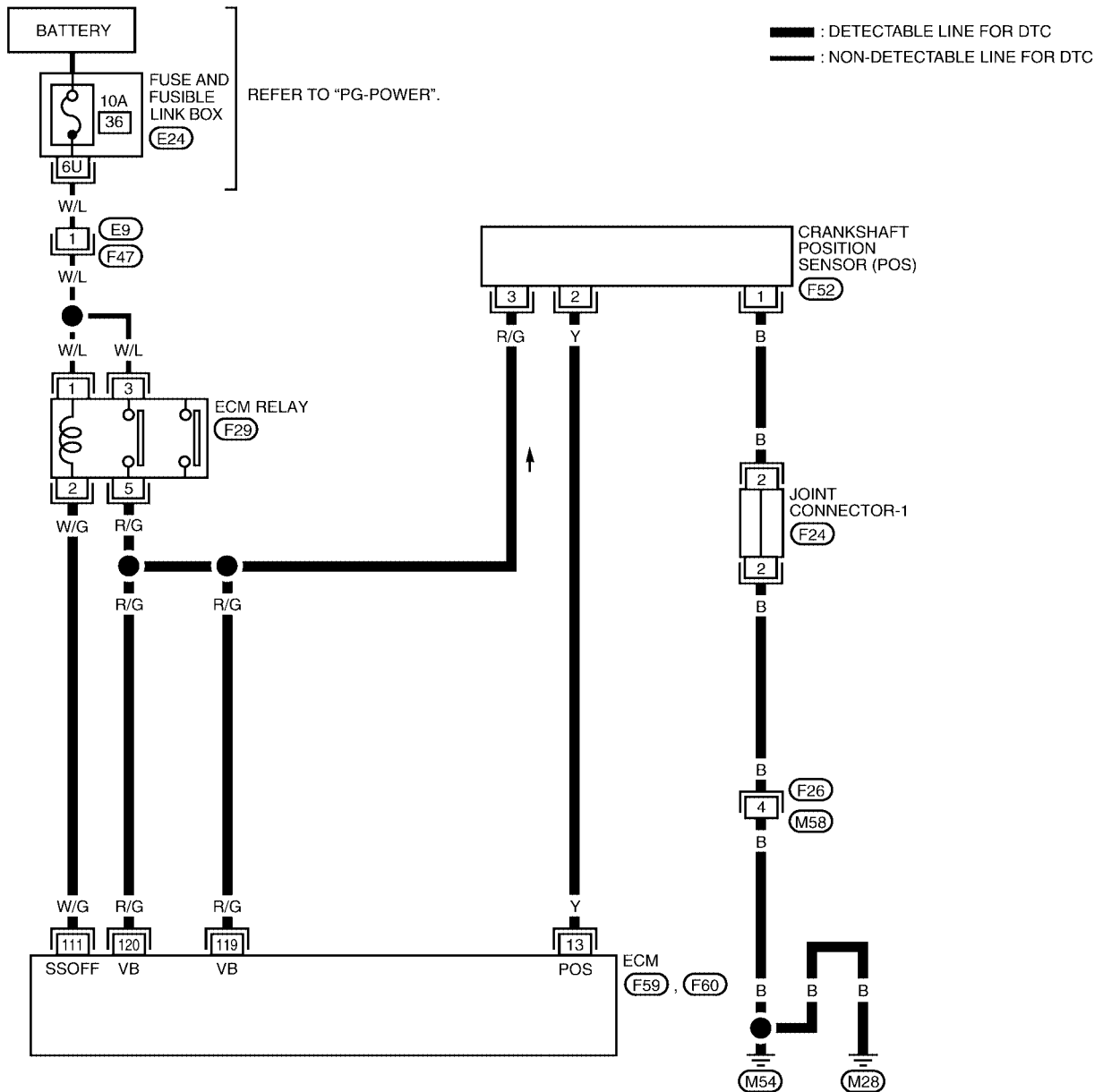
# DTC P0335 CKP SENSOR (POS)

[QG18DE (SULEV)]

UBS001VV

## Wiring Diagram

EC-POS-01



BBWA0783E

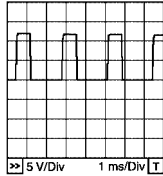
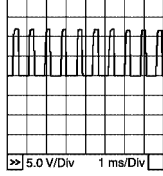
# DTC P0335 CKP SENSOR (POS)

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
13	Y	Crankshaft position sensor (POS)	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>Approximately 3.0V★</p>  <p>PBIB0527E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>Approximately 3.0V★</p>  <p>PBIB0528E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

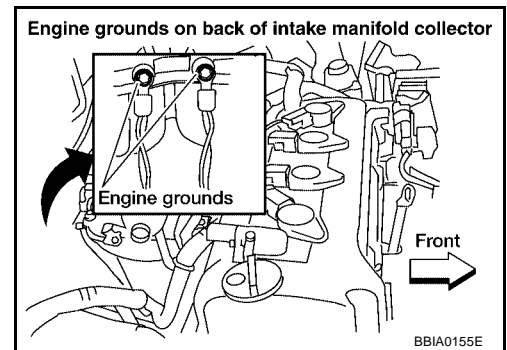
## Diagnostic Procedure

UBS001VW

### 1. RETIGHTEN GROUND SCREWS

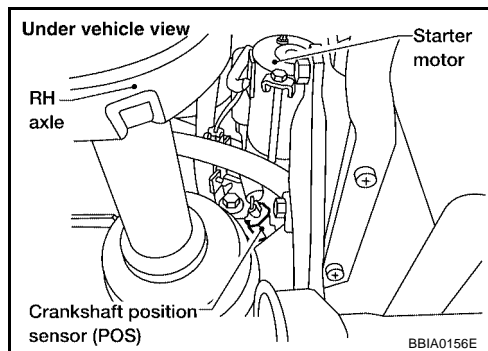
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK POWER SUPPLY

1. Disconnect crankshaft position (CKP) sensor (POS) harness connector.
2. Turn ignition switch "ON".



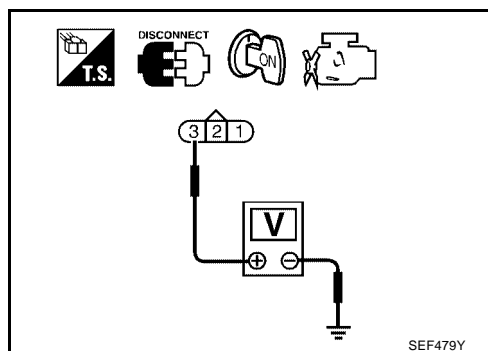
3. Check voltage between CKP sensor (POS) harness connector terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open and short between ECM and crankshaft position sensor (POS)
- Harness for open or short between ECM relay and crankshaft position sensor (POS)

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK CKP SENSOR (POS) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between CKP sensor (POS) terminal 1 and engine ground. Refer to the wiring diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 5.  
NG >> Repair open circuit or short to power in harness or connectors.

## 5. CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 13 and CKP sensor (POS) terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK CRANKSHAFT POSITION SENSOR (POS)**

Refer to [EC-841, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace crankshaft position sensor (POS).

**7. CHECK INTERMITTENT INCIDENT**

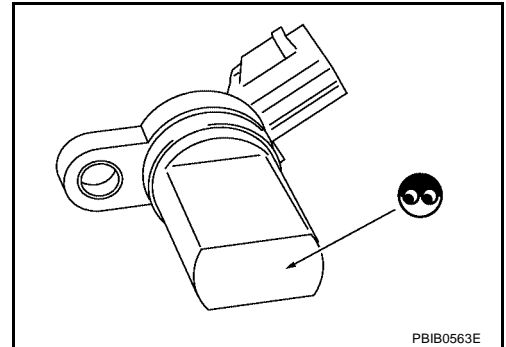
Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
CRANKSHAFT POSITION SENSOR (POS)**

UBS001VX

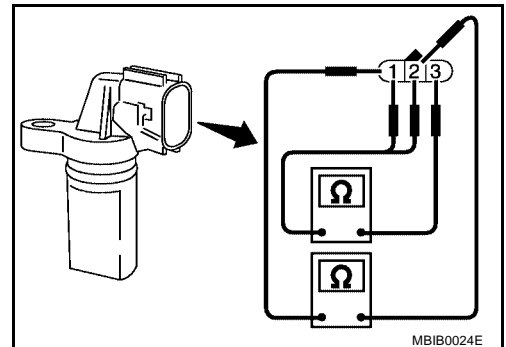
1. Disconnect crankshaft position sensor (POS) harness connector.
2. Loosen the fixing bolt of the sensor.
3. Remove the sensor.
4. Visually check the sensor for chipping.



5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
3 (+) - 1 (-)	Except 0 or $\infty$
3 (+) - 2 (-)	
2 (+) - 1 (-)	

If NG, replace crankshaft position sensor (POS).



**Removal and Installation  
CRANKSHAFT POSITION SENSOR (POS)**

UBS001VY

Refer to [EM-67, "CYLINDER BLOCK"](#) .

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## DTC P0340 CMP SENSOR (PHASE)

### Component Description

UBS001VZ

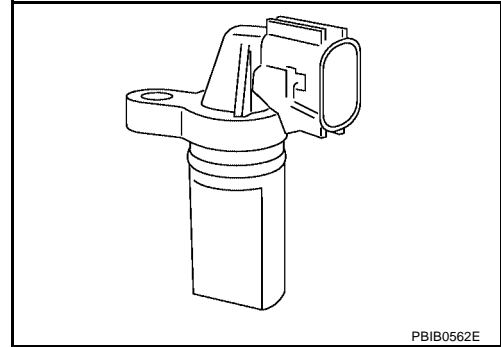
The camshaft position sensor (PHASE) senses the retraction with intake valve camshaft to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position. When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

The sensor consists of a permanent magnet and Hall IC.

When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.



PBIB0562E

### On Board Diagnosis Logic

UBS001W0

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340 0340	Camshaft position sensor (PHASE) circuit	<ul style="list-style-type: none"> <li>The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.</li> <li>The cylinder No. signal is not sent to ECM during engine running.</li> <li>The cylinder No. signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Camshaft position sensor (PHASE)</li> <li>Camshaft (Intake)</li> <li>Starter motor (Refer to <a href="#">SC-9</a> .)</li> <li>Starting system circuit (Refer to <a href="#">SC-9</a> .)</li> <li>Dead (Weak) battery</li> </ul>

### DTC Confirmation Procedure

UBS001W1

#### NOTE:

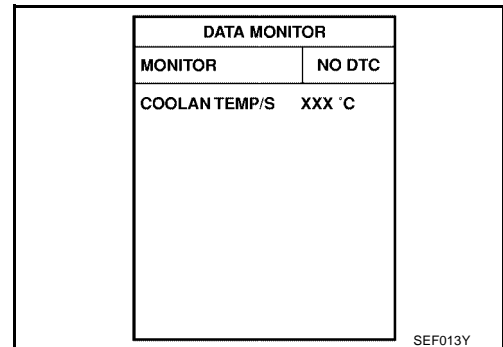
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V with ignition switch "ON".

#### Ⓟ WITH CONSULT-II

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
- If 1st trip DTC is detected, go to [EC-844, "Diagnostic Procedure"](#).  
If 1st trip DTC is not detected, go to next step.
- Maintaining engine speed at more than 800 rpm for at least 5 seconds.
- If 1st trip DTC is detected, go to [EC-844, "Diagnostic Procedure"](#).



SEF013Y

#### Ⓢ WITH GST

Follow the procedure "With CONSULT-II" above.





# DTC P0340 CMP SENSOR (PHASE)

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	W/R	Camshaft position sensor (PHASE)	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>1.0 - 4.0V★</p> <p>PBIB0525E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>1.0 - 4.0V★</p> <p>PBIB0526E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS001W3

### 1. CHECK STARTING SYSTEM

Turn ignition switch to "START" position.

**Does the engine turn over?**

**Does the starter motor operate?**

Yes or No

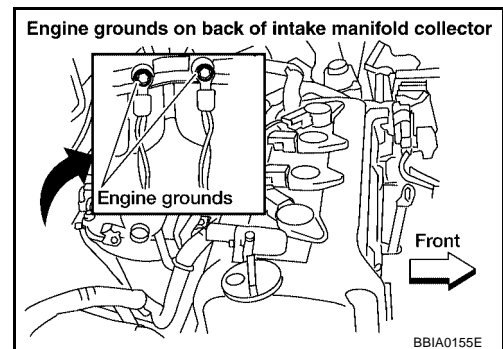
Yes >> GO TO 2.

No >> Check starting system. (Refer to [SC-9, "STARTING SYSTEM"](#) .)

### 2. RETIGHTEN GROUND SCREWS

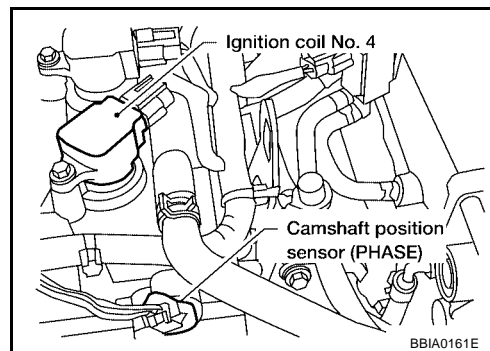
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 3.



### 3. CHECK CMP SENSOR (PHASE) POWER SUPPLY CIRCUIT

1. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
2. Turn ignition switch "ON".



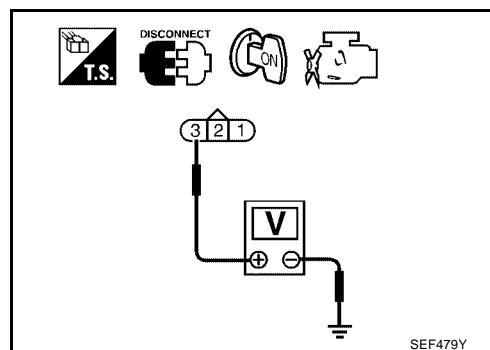
3. Check voltage between CMP sensor (PHASE) terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.



### 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between camshaft position sensor (PHASE) and ECM relay
- Harness for open or short between camshaft position sensor (PHASE) and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 5. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between (CMP) sensor (PHASE) terminal 1 and engine ground. Refer to the wiring diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.  
NG >> Repair open circuit or short to power in harness or connectors.

### 6. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between CMP sensor (PHASE) terminal 2 and ECM terminal 14. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-847, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace camshaft position sensor (PHASE).

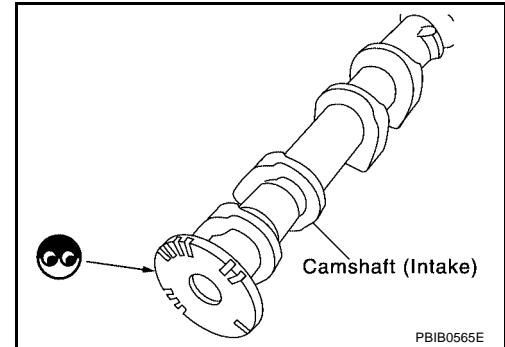
## 8. CHECK CAMSHAFT (INTAKE)

Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

- OK >> GO TO 9.
- NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



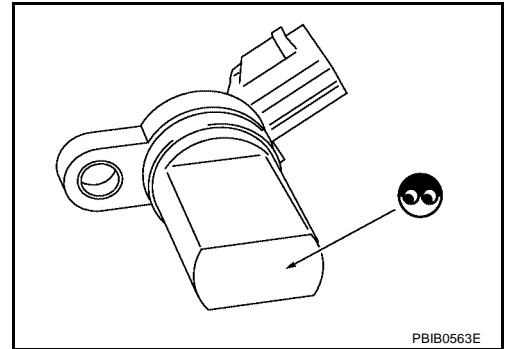
## 9. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**CAMSHAFT POSITION SENSOR (PHASE)**

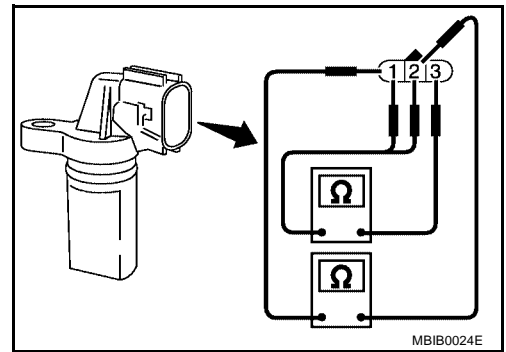
1. Loosen the fixing bolt of the sensor.
2. Disconnect camshaft position sensor (PHASE) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.



PBIB0563E

5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
3 (+) - 1 (-)	Except 0 or $\infty$
3 (+) - 2 (-)	
2 (+) - 1 (-)	



MBIB0024E

**Removal and Installation**  
**CAMSHAFT POSITION SENSOR (PHASE)**

Refer to [EM-39, "TIMING CHAIN"](#) .

A  
 EC  
 C  
 D  
 E  
 F  
 G  
 H  
 I  
 J  
 K  
 L  
 M

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (SULEV)]

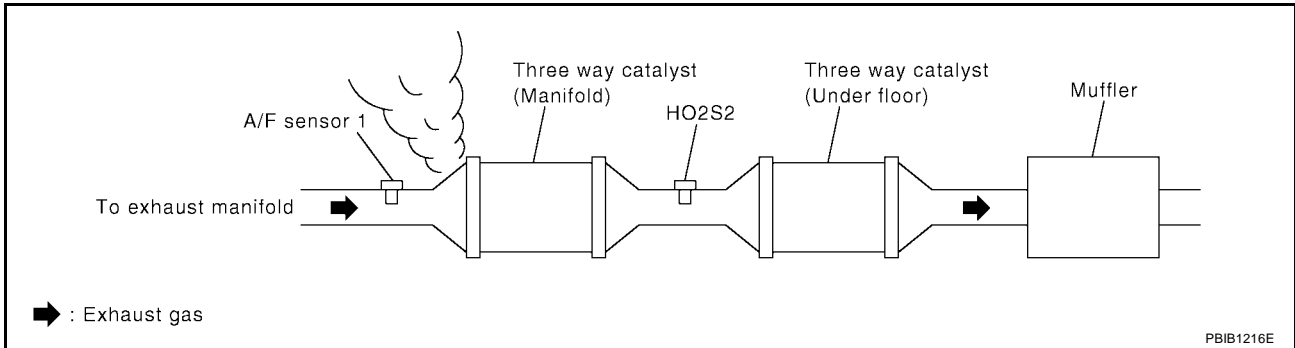
## DTC P0420 THREE WAY CATALYST FUNCTION

PF2:20905

### On Board Diagnosis Logic

UBS001WZ

The ECM monitors the switching frequency ratio of air fuel ratio (A/F) sensor 1 and heated oxygen sensor 2.



A three way catalyst (manifold) with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of air fuel ratio (A/F) sensor 1 and heated oxygen sensor 2 approaches a specified limit value, the three way catalyst (manifold) malfunction is diagnosed.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0420 0420	Catalyst system efficiency below threshold	<ul style="list-style-type: none"> <li>• Three way catalyst 1 does not operate properly.</li> <li>• Three way catalyst 1 does not have enough oxygen storage capacity.</li> </ul>	<ul style="list-style-type: none"> <li>• Three way catalyst (manifold)</li> <li>• Exhaust tube</li> <li>• Intake air leaks</li> <li>• Fuel injectors</li> <li>• Fuel injector leaks</li> <li>• Spark plug</li> <li>• Improper ignition timing</li> </ul>

### DTC Confirmation Procedure

UBS001X0

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### Ⓟ WITH CONSULT-II

#### TESTING CONDITION:

**Do not hold engine speed for more than the specified minutes below.**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minute.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
7. Open engine hood.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (SULEV)]

8. Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
9. Rev engine up to 2,500 to 3,500 rpm and hold it for 3 consecutive minutes, then release the accelerator pedal completely. If "CMPLT" of "CATALYST" changed to "COMPLT", GO TO STEP 12.
10. Wait 5 seconds at idle.

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
B/FUEL SCHDL	XXX msec
A/F ALPHA-B1	XXX V
COOLAN TEMP/S	XX °C
A/F SEN1 (B1)	XXX V

SEF534Z

11. Rev engine up to 2,000 to 3,000 rpm and maintain it until "IMCMP" of "CATALYST" changes to "CMPLT" (it will take approximately 5 minutes). If not "CMPLT", stop engine and cool it down to less than 70°C (158°F) and then retest step 1.

SRT WORK SUPPORT	
CATALYST	CMPLT
HO2S HTR	CMPLT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec

PBI0567E

12. Select "SELF-DIAG RESULTS" mode with CONSULT-II.
13. Confirm that the 1st trip DTC is not detected. If the 1st trip DTC is detected, go to [EC-850, "Diagnostic Procedure"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF535Z

## Overall Function Check

UBS001X1

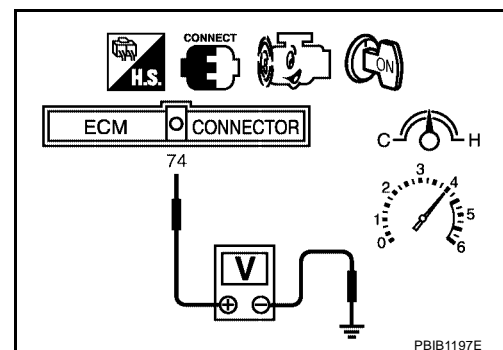
Use this procedure to check the overall function of the three way catalyst (manifold). During this check, a 1st trip DTC might not be confirmed.

### WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Open engine hood.
6. Set voltmeter probe between ECM terminal 74 and ground.
7. Keep engine speed at 2,500 rpm constant under no load.
8. Make sure that the voltage does not vary for more than 5 seconds.

If the voltage fluctuation cycle takes less than 5 seconds, go to [EC-850, "Diagnostic Procedure"](#).

- 1 cycle: 0.6 - 1.0 V → 0 - 0.3 V → 0.6 - 1.0 V



# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (SULEV)]

UBS001X2

## Diagnostic Procedure

### 1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dent.

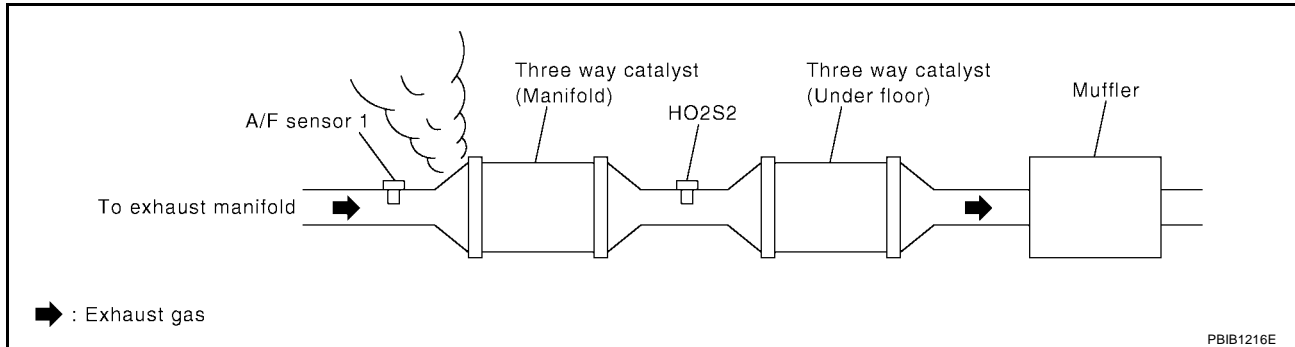
OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

### 2. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before the three way catalyst (manifold).



OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

### 3. CHECK INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace.

### 4. CHECK IGNITION TIMING

Check for ignition timing. Refer to [EC-669, "Basic Inspection"](#).

Items	Specifications	
Target idle speed	A/T	800 ± 50 rpm (in "P" or "N" position)
	M/T	650 ± 50 rpm
Ignition timing	A/T	18 ± 5°BTDC (in "P" or "N" position)
	M/T	7 ± 5°BTDC

OK or NG

OK >> GO TO 5.

NG >> Follow the "Basic Inspection".

# DTC P0420 THREE WAY CATALYST FUNCTION

[QG18DE (SULEV)]

## 5. CHECK INJECTORS

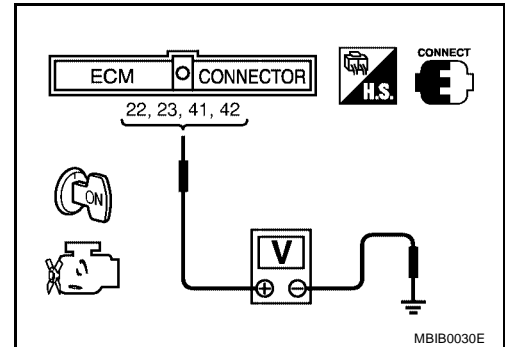
1. Refer to Wiring Diagram for Injectors, [EC-1169](#) .
2. Stop engine and then turn ignition switch "ON".
3. Check voltage between ECM terminals 22, 23, 41, 42 and ground with CONSULT-II or tester.

**Battery voltage should exist.**

OK or NG

OK >> GO TO 6.

NG >> Perform "Diagnostic Procedure" INJECTOR, [EC-1169](#) .



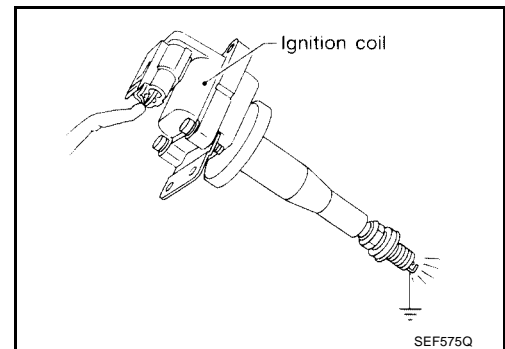
## 6. CHECK IGNITION SPARK

1. Turn ignition switch "OFF".
2. Disconnect ignition coil assembly from rocker cover.
3. Connect a known-good spark plug to the ignition coil assembly.
4. Place end of spark plug against a suitable ground and crank engine.
5. Check for spark.

OK or NG

OK >> GO TO 7.

NG >> Check ignition coil with power transistor and their circuit.



## 7. CHECK INJECTOR

1. Turn ignition switch "OFF".
2. Remove injector assembly. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#) . Keep fuel hose and all injectors connected to injector gallery.
3. Disconnect ignition coil assembly harness connector.
4. Turn ignition switch "ON". Make sure fuel does not drip from injector.

OK or NG

OK (Does not drip)>>GO TO 8.

NG (Drips)>>Replace the injector(s) from which fuel is dripping.

## 8. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

Trouble is fixed>>**INSPECTION END**

Trouble is not fixed>>Replace three way catalyst (manifold).



DTC P0441 EVAP CONTROL SYSTEM

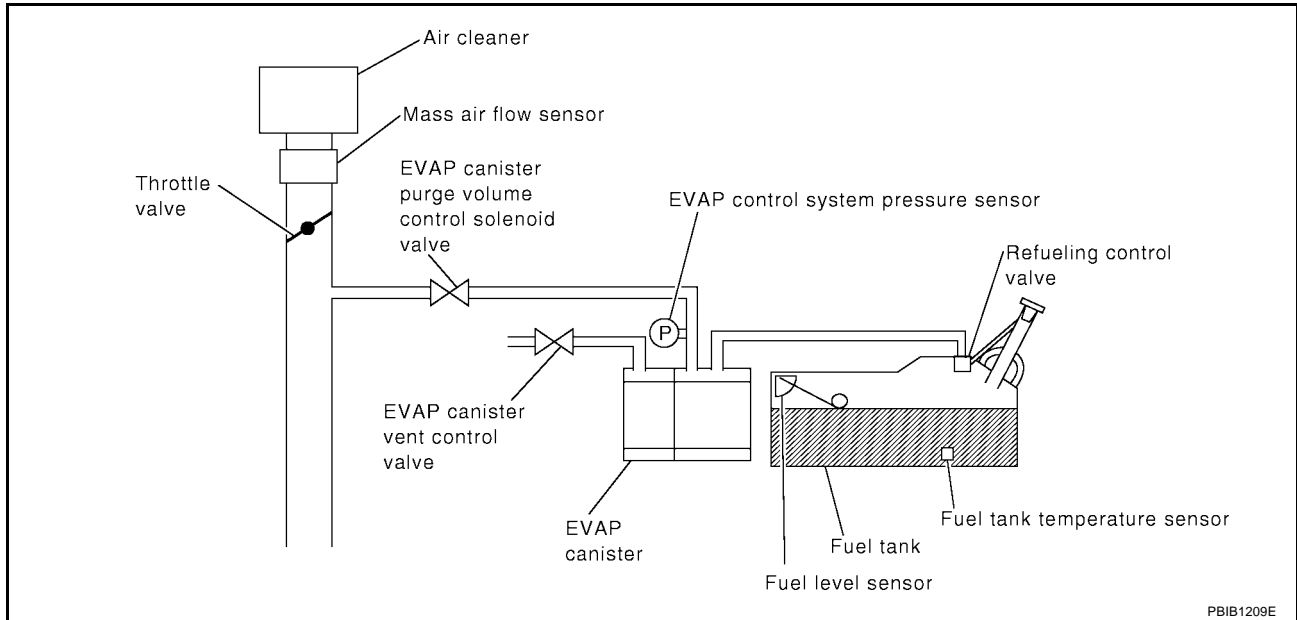
PF1:14950

System Description

UBS001X3

NOTE:

If DTC P0441 is displayed with other DTC such as P2122, P2123 P2127, P2128, P2138, first perform trouble diagnosis for other DTC.



PBIB1209E

In this evaporative emission (EVAP) control system, purge flow occurs during non-closed throttle conditions. Purge volume is related to air intake volume. Under normal purge conditions (non-closed throttle), the EVAP canister purge volume control solenoid valve is open to admit purge flow. Purge flow exposes the EVAP control system pressure sensor to intake manifold vacuum.

On Board Diagnosis Logic

UBS001X4

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, a malfunction is determined.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0441 0441	EVAP control system incorrect purge flow	EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.	<ul style="list-style-type: none"> <li>● EVAP canister purge volume control solenoid valve stuck closed</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Loose, disconnected or improper connection of rubber tube</li> <li>● Blocked rubber tube</li> <li>● Cracked EVAP canister</li> <li>● EVAP canister purge volume control solenoid valve circuit</li> <li>● Accelerator pedal position sensor</li> <li>● Blocked purge port</li> <li>● EVAP canister vent control valve</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

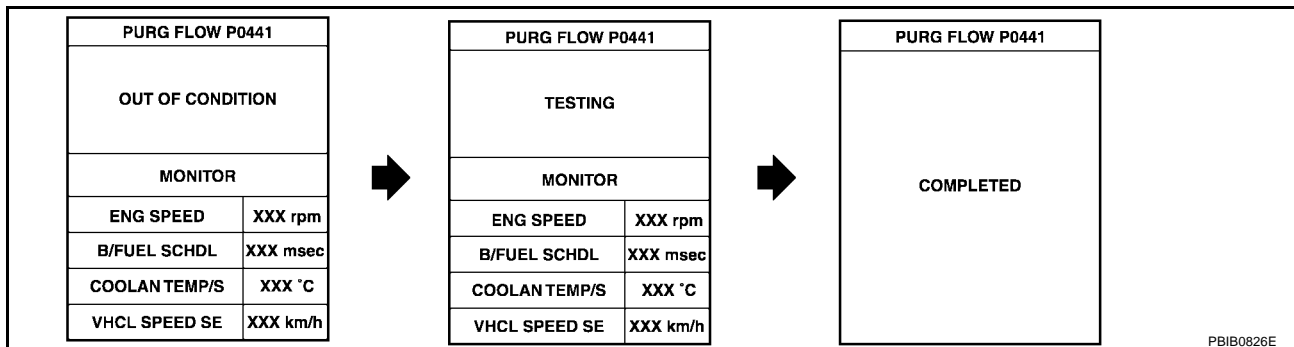
**TESTING CONDITION:**

Always perform test at a temperature of 0°C (32°F) or more.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and let it idle for at least 70 seconds.
4. Select “PURG FLOW P0441” of “EVAPORATIVE SYSTEM” in “DTC CONFIRMATION” mode with CONSULT-II.
5. Touch “START”.  
If “COMPLETED” is displayed, go to step 7.
6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take at least 35 seconds.)

Selector lever	Suitable position
Vehicle speed	32 - 120 km/h (20 - 75 MPH)
ENG SPEED	500 - 3,800 rpm
B/FUEL SCHDL	1.0 - 8.2 msec
Engine coolant temperature	More than 70°C (158°F)



If “TESTING” is not changed for a long time, retry from step 2.

7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-854, "Diagnostic Procedure"](#).

**Overall Function Check**

Use this procedure to check the overall monitoring function of the EVAP control system purge flow monitoring. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

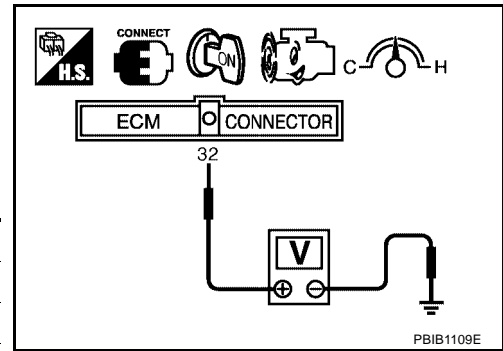
1. Lift up drive wheels.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch “OFF”, wait at least 10 seconds.
4. Start engine and wait at least 70 seconds.

# DTC P0441 EVAP CONTROL SYSTEM

[QG18DE (SULEV)]

5. Set voltmeter probes to ECM terminals 32 (EVAP control system pressure sensor signal) and ground.
6. Check EVAP control system pressure sensor value at idle speed and note it.
7. Establish and maintain the following conditions for at least 1 minute.

Air conditioner switch	ON
Headlamp switch	ON
Rear window defogger switch	ON
Engine speed	Approx. 3,000 rpm
Gear position	Any position other than "P", "N" or "R"



8. Verify that EVAP control system pressure sensor value stays 0.1V less than the value at idle speed (measured at step 6) for at least 1 second.
9. If NG, go to [EC-854, "Diagnostic Procedure"](#).

## Diagnostic Procedure

UBS001X8

### 1. CHECK EVAP CANISTER

1. Turn ignition switch "OFF".
2. Check EVAP canister for cracks.

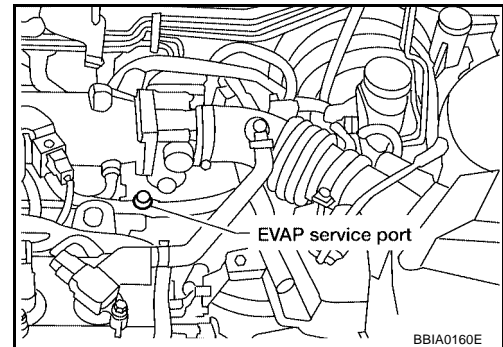
#### OK or NG

- OK (With CONSULT-II)>>GO TO 2.
- OK (Without CONSULT-II)>>GO TO 3.
- NG >> Replace EVAP canister.

### 2. CHECK PURGE FLOW

#### With CONSULT-II

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
2. Start engine and let it idle.
3. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II.
4. Rev engine up to 2,000 rpm.



5. Touch "Qd" and "Qu" on CONSULT-II screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.

PURG VOL CONT/V	VACUUM
100.0%	Should exist.
0.0%	should not exist.

#### OK or NG

- OK >> GO TO 7.
- NG >> GO TO 4.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X.XX V

PBIB0721E

### 3. CHECK PURGE FLOW

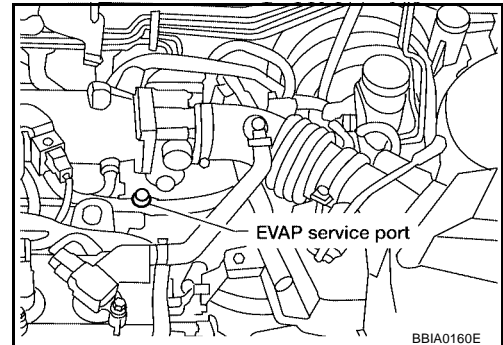
⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum gauge indication when revving engine up to 2,000 rpm.

**Vacuum should exist.**

6. Release the accelerator pedal fully and let idle.

**Vacuum should not exist.**



OK or NG

- OK >> GO TO 7.
- NG >> GO TO 4.

### 4. CHECK EVAP PURGE LINE

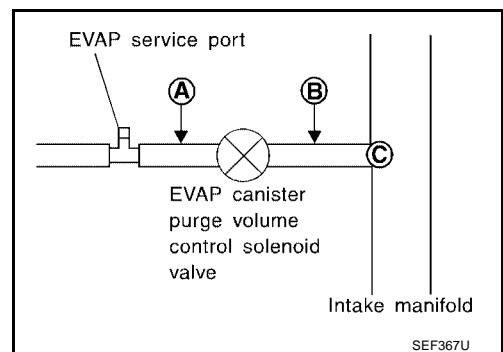
1. Turn ignition switch "OFF".
2. Check EVAP purge line for improper connection or disconnection. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 5.
- NG >> Repair it.

### 5. CHECK EVAP PURGE HOSE AND PURGE PORT

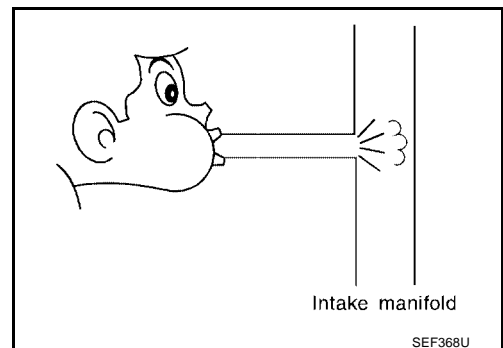
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B**.
2. Blow air into each hose and EVAP purge port **C**.



3. Check that air flows freely.

OK or NG

- OK (With CONSULT-II)>>GO TO 6.
- OK (Without CONSULT-II)>>GO TO 7.
- NG >> Repair or clean hoses and/or purge port.



**6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

**With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X.XX V

PBIB0721E

**7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-867](#) .

OK or NG

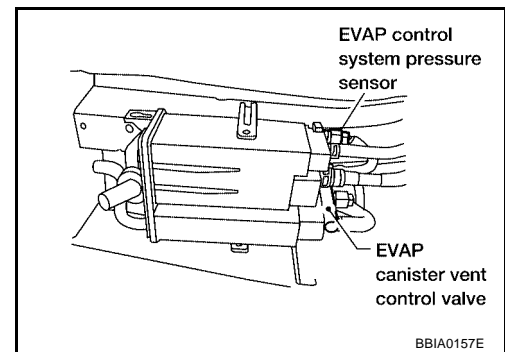
- OK >> GO TO 8.
- NG >> Replace EVAP canister purge volume control solenoid valve.

**8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR**

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

OK or NG

- OK >> GO TO 9.
- NG >> Replace EVAP control system pressure sensor.



**9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION**

Refer to "DTC Confirmation Procedure" for DTC P0452, [EC-880](#) P0453, [EC-886](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace EVAP control system pressure sensor.

**10. CHECK RUBBER TUBE FOR CLOGGING**

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 11.
- NG >> Clean the rubber tube using an air blower.

**11. CHECK EVAP CANISTER VENT CONTROL VALVE**

Refer to [EC-878](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace EVAP canister vent control valve.

---

**12. CHECK EVAP PURGE LINE**

---

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.  
Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Replace it.

---

**13. CLEAN EVAP PURGE LINE**

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 14.

---

**14. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

A

EC

C

D

E

F

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H

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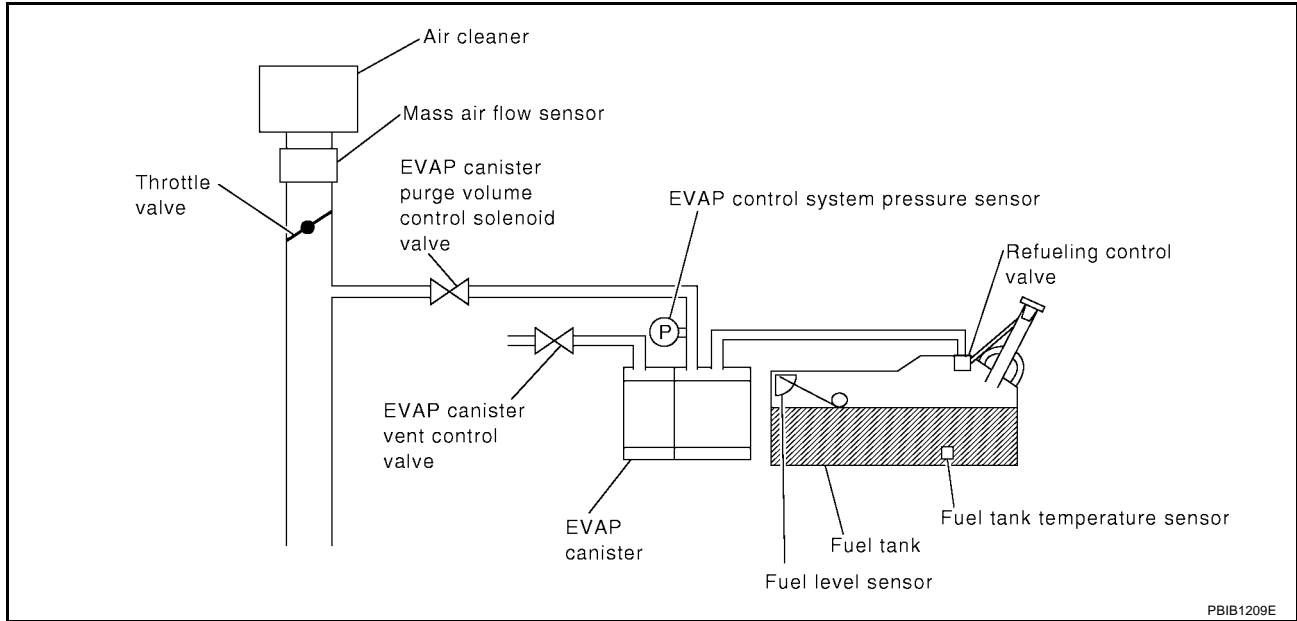
DTC P0442 EVAP CONTROL SYSTEM

PF14950

On Board Diagnosis Logic

UBS001X9

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum. If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following "Vacuum test" conditions. The EVAP canister vent control valve is closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve will then be opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.



PBIB1209E

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0442 0442	EVAP control system small leak detected (negative pressure)	EVAP control system has a leak, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Fuel level sensor and the circuit</li> <li>● Refueling EVAP vapor cut valve</li> <li>● ORVR system leaks</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS001XB

**NOTE:**

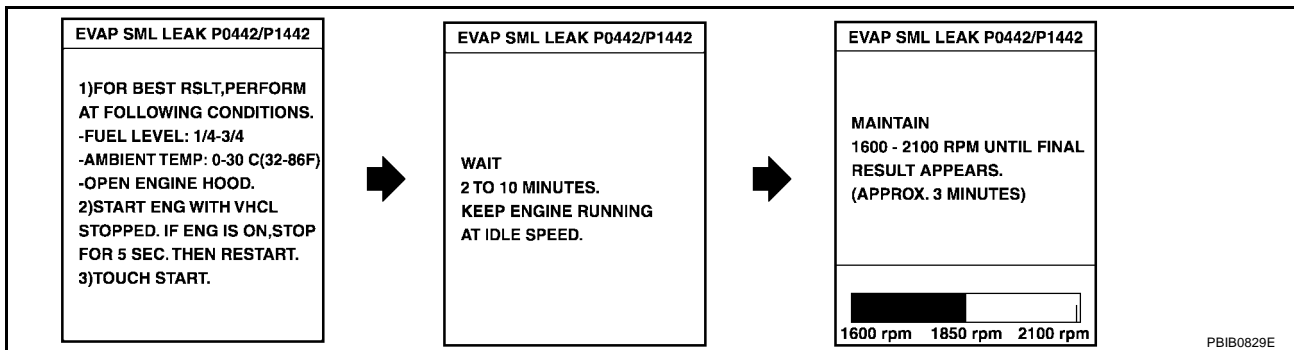
If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).
- Open engine hood before conducting following procedure.

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
4. Check the following conditions are met.  
**COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**  
**INT/A TEMP SE: 0 - 60°C (32 - 140°F)**
5. Select “EVAP SML LEAK P0442/P1442” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.  
 Follow the instruction displayed.



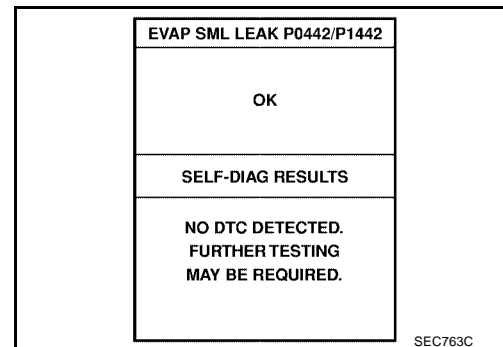
**NOTE:**

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-669, "Basic Inspection"](#).

6. Make sure that “OK” is displayed.  
 If “NG” is displayed, refer to [EC-860, "Diagnostic Procedure"](#).

**NOTE:**

**Make sure that EVAP hoses are connected to the EVAP canister purge volume control solenoid valve properly.**



**WITH GST**

**NOTE:**

Be sure to read the explanation of “Driving Pattern” on [EC-649](#) before driving vehicle.

1. Start engine.



2. Drive vehicle according to “Driving Pattern”, [EC-649](#) .
3. Stop vehicle.
4. Select “MODE 1” with GST.
  - If SRT of EVAP system is not set yet, go to the following step.
  - If SRT of EVAP system is set, the result will be OK.
5. Turn ignition switch “OFF” and wait at least 10 seconds.
6. Start engine.  
**It is not necessary to cool engine down before driving.**
7. Drive vehicle again according to the “Driving Pattern”, [EC-649](#) .
8. Stop vehicle.
9. Select “MODE 3” with GST.
  - If P0442 is displayed on the screen, go to [EC-860, "Diagnostic Procedure"](#) .
  - If P0441 is displayed on the screen, go to “Diagnostic Procedure” for DTC P0441, [EC-854](#) .
  - If P0442 and P0441 are not displayed on the screen, go to the following step.
10. Select “MODE 1” with GST.
  - If SRT of EVAP system is set, the result will be OK.
  - If SRT of EVAP system is not set, go to step 6.

## Diagnostic Procedure

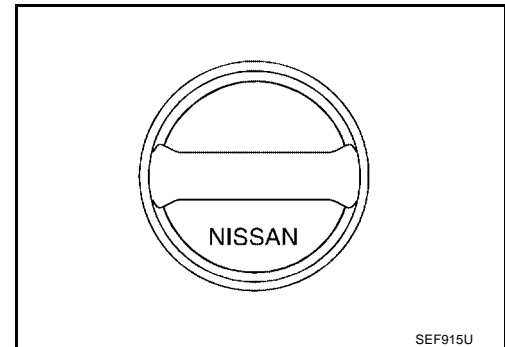
UBS001XC

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch “OFF”.
2. Check for genuine NISSAN fuel filler cap design.

#### OK or NG

- OK     >> GO TO 2.  
 NG     >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

#### OK or NG

- OK     >> GO TO 3.  
 NG     >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
           2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

#### OK or NG

- OK     >> GO TO 5.  
 NG     >> GO TO 4.

**4. CHECK FUEL TANK VACUUM RELIEF VALVE**

1. Wipe clean valve housing.
2. Check valve opening pressure and vacuum.

**Pressure:**

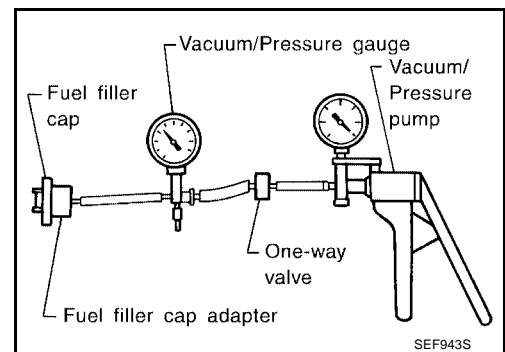
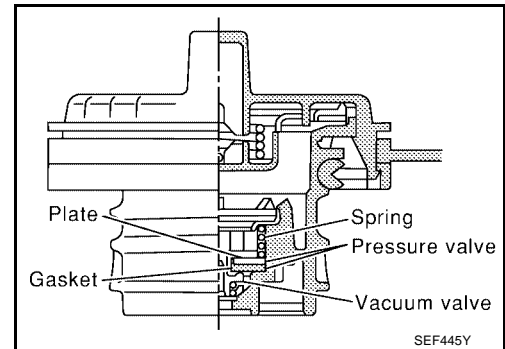
**15.3 - 20.0 kPa (0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)**

**Vacuum:**

**-6.0 to -3.3 kPa (-0.061 to -0.035 kg/cm<sup>2</sup> , -0.87 to -0.50 psi)**

**CAUTION:**

**Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.**

**OK or NG**

OK >> GO TO 5.

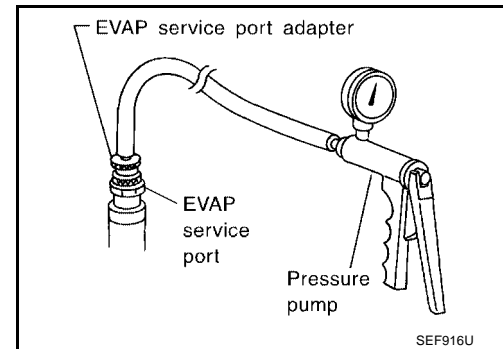
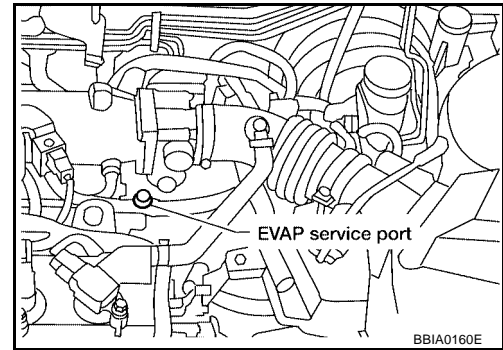
NG >> Replace fuel filler cap with a genuine one.

## 5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely. For the location of EVAP service port, refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**NOTE:**

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.



Models with CONSULT-II>>GO TO 6.  
Models without CONSULT-II>>GO TO 7.

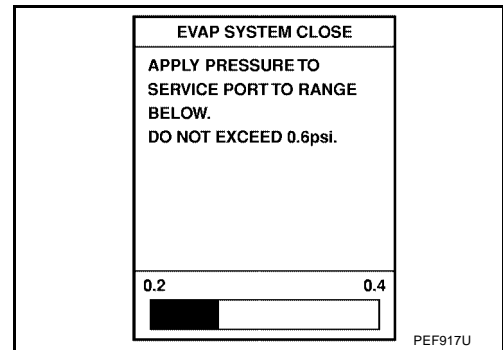
## 6. CHECK FOR EVAP LEAK

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

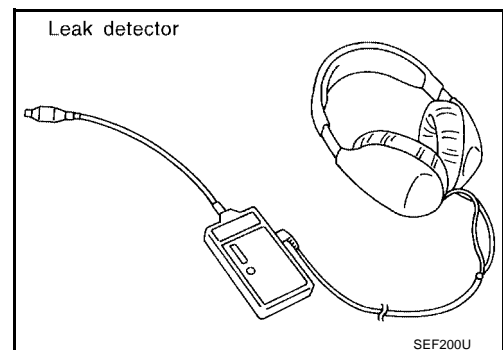
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.



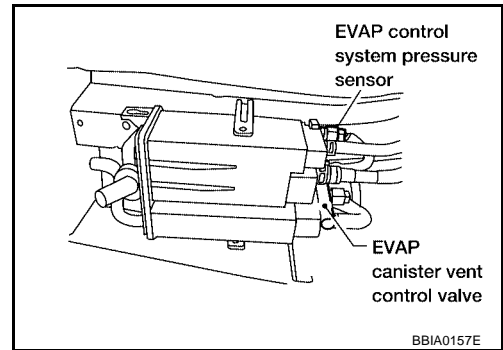
**7. CHECK FOR EVAP LEAK**

⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

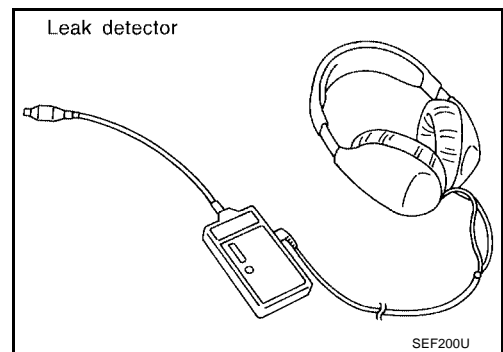
- **Never use compressed air or a high pressure pump.**
- **Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.**



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 8.  
 NG >> Repair or replace.



**8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT**

Refer to [EC-859, "DTC Confirmation Procedure"](#) .

OK or NG

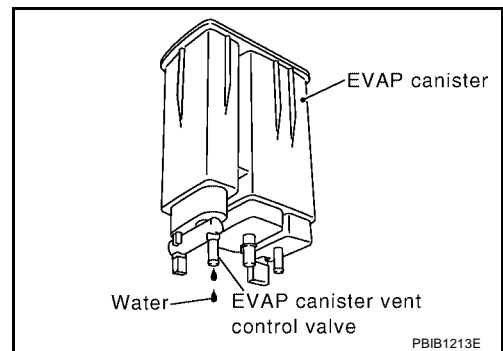
- OK >> GO TO 9.  
 NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

**9. CHECK IF EVAP CANISTER SATURATED WITH WATER**

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 10.  
 No (With CONSULT-II)>>GO TO 12.  
 No (Without CONSULT-II)>>GO TO 13.



## 10. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose connected to EVAP canister for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vuuccum should exist.**

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0726E

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 14.

**14. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

OK >> GO TO 15.

NG >> Repair or reconnect the hose.

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-872, "Component Inspection"](#).

OK or NG

OK >> GO TO 16.

NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-813, "Component Inspection"](#).

OK or NG

OK >> GO TO 17.

NG >> Replace fuel level sensor unit.

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

Refer to [EC-885, "Component Inspection"](#).

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

**18. CHECK EVAP PURGE LINE**

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [EC-1205, "EVAPORATIVE EMISSION SYSTEM"](#).

OK or NG

OK >> GO TO 19.

NG >> Repair or reconnect the hose.

**19. CLEAN EVAP PURGE LINE**

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

**20. CHECK EVAP/ORVR LINE**

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1212, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#).

OK or NG

OK >> GO TO 21.

NG >> Repair or replace hoses and tubes.

**21. CHECK SIGNAL LINE AND RECIRCULATION LINE**

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses, tubes or filler neck tube.

---

## 22. CHECK REFUELING EVAP VAPOR CUT VALVE

---

Refer to [EC-1215, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

---

## 23. CHECK FUEL LEVEL SENSOR

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

---

## 24. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

## DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

### Description SYSTEM DESCRIPTION

UBS001XD

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage*2		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Air fuel ratio (A/F) sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Vehicle speed signal*1	Vehicle speed		

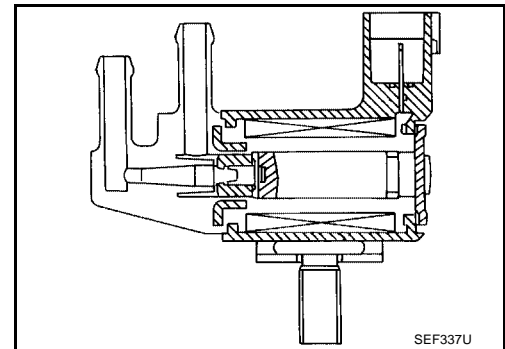
\*1: This signal is sent to the ECM through CAN communication line.

\*2: The ECM determines the start signal status by the signal of engine speed and battery voltage.

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001XE

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle (Vehicle stopped)
	2,000 rpm	0%



# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

## On Board Diagnosis Logic

*UBS001XF*

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0444 0444	EVAP canister purge volume control solenoid valve circuit open	An excessively low voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid valve circuit is open or shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>
P0445 0445	EVAP canister purge volume control solenoid valve circuit shorted	An excessively high voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid valve circuit is shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>

## DTC Confirmation Procedure

*UBS001XH*

### NOTE:

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**Before performing the following procedure, confirm battery voltage is more than 11V at idle.**

### WITH CONSULT-II

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for at least 13 seconds.
4. If 1st trip DTC is detected, go to [EC-870, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure “WITH CONSULT-II” above.

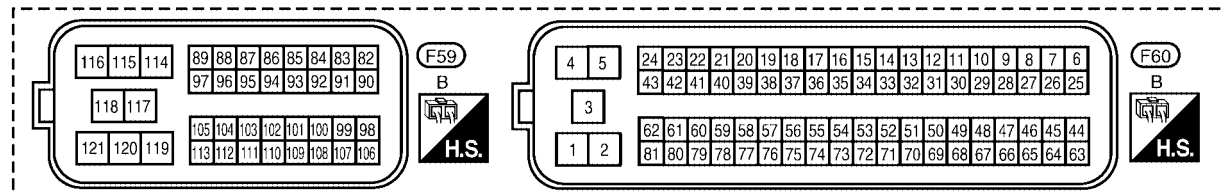
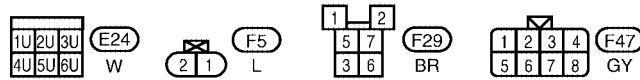
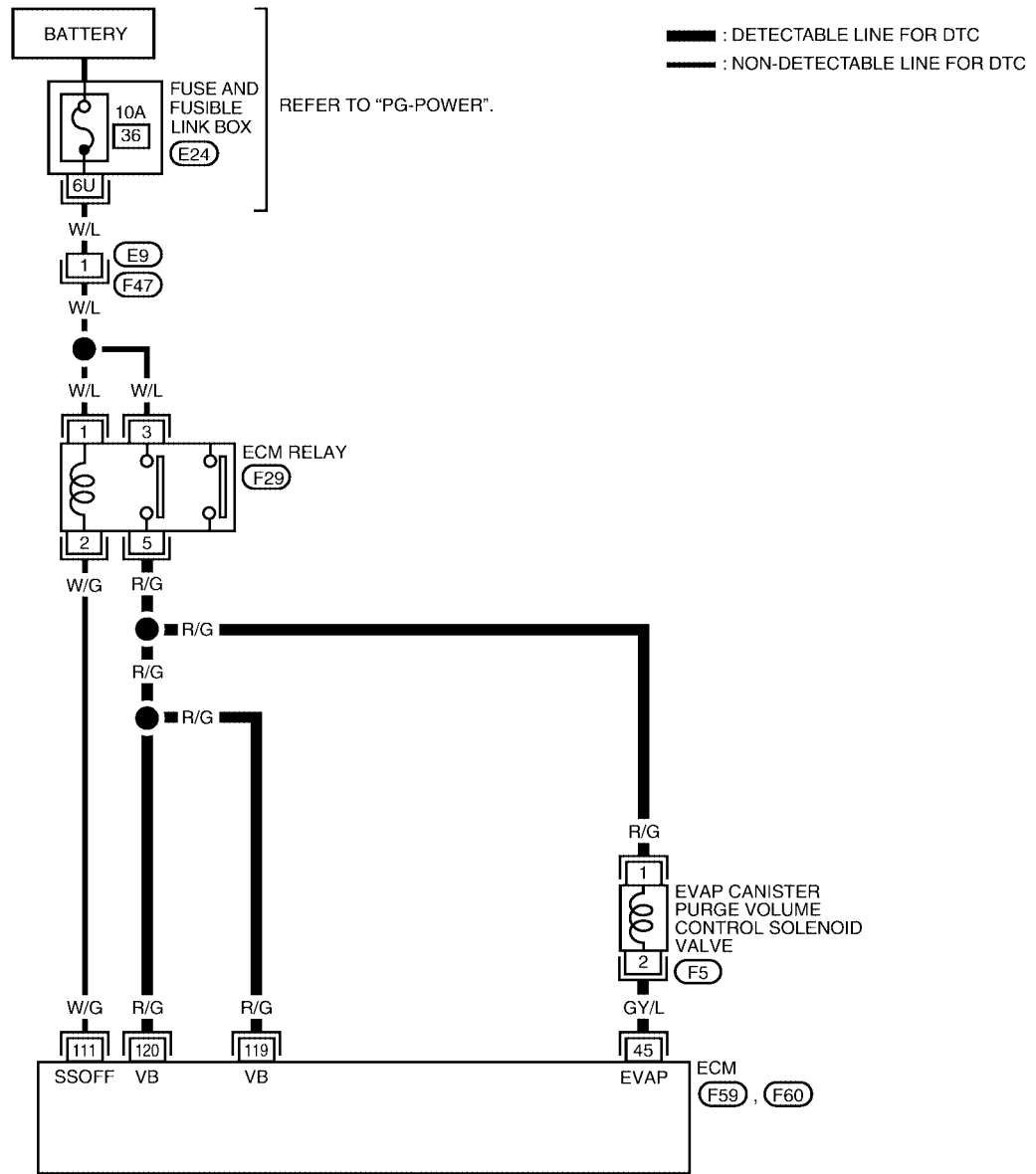
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

UBS001X1

## Wiring Diagram

EC-PGC/V-01



BBWA0785E

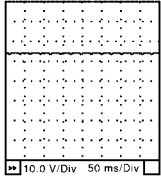
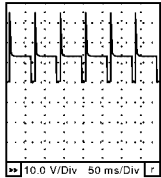
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	GY/L	EVAP canister purge volume control solenoid valve	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right; font-size: small;">SEC990C</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine).</li> </ul>	<p>Approximately 10V★</p>  <p style="text-align: right; font-size: small;">SEC991C</p>

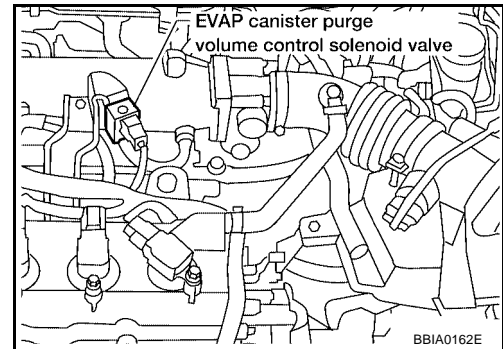
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS001XJ

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch "ON".

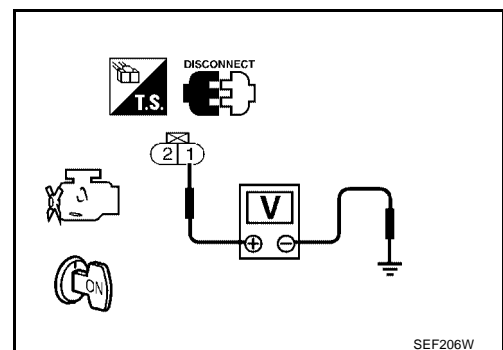


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



## 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM relay.

>> Repair harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 45 and EVAP canister purge volume control solenoid valve terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK (With CONSULT-II)>>GO TO 4.

OK (Without CONSULT-II)>>GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **With CONSULT-II**

1. Reconnect all harness connectors disconnected.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X.XX V

PBIB0721E

## 5. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-872, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace EVAP canister purge volume control solenoid valve.

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

UBS006J

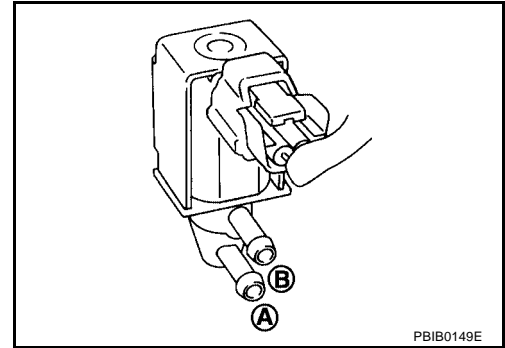
## Component Inspection

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

#### With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

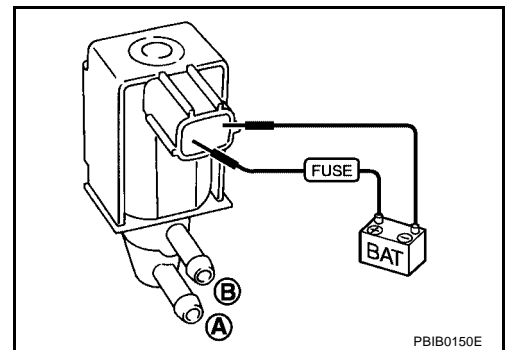
Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100.0%	Yes
0.0%	No



#### Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



## Removal and Installation

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EM-12, "OUTER COMPONENT PARTS"](#).

UBS006K

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

## DTC P0447 EVAP CANISTER VENT CONTROL VALVE

PF14935

### Component Description

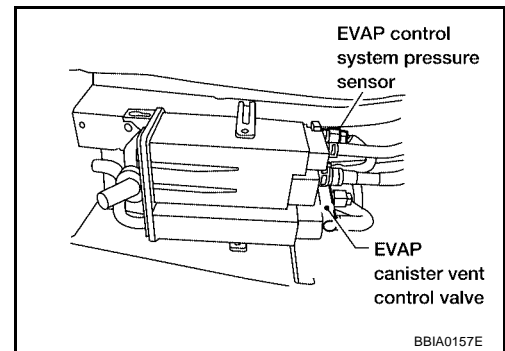
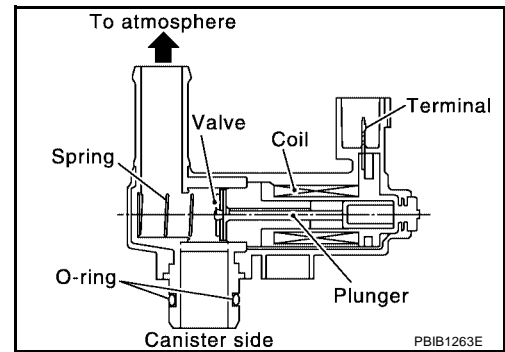
UBS001XK

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System" diagnoses.



### CONSULT-II Reference Value in Data Monitor Mode

UBS001XL

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS001XM

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0447 0447	EVAP canister vent control valve circuit open	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The valve circuit is open or shorted.)</li> <li>● EVAP canister vent control valve</li> </ul>

### DTC Confirmation Procedure

UBS001XO

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm battery voltage is more than 11V at idle.

#### Ⓟ WITH CONSULT-II

1. Turn ignition switch "ON".

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 8 seconds.
4. If 1st trip DTC is detected, go to [EC-876, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

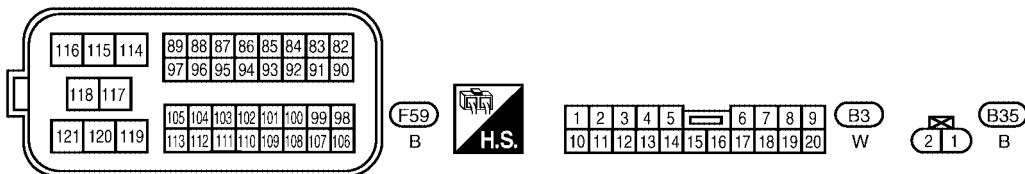
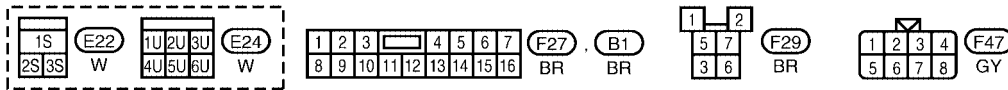
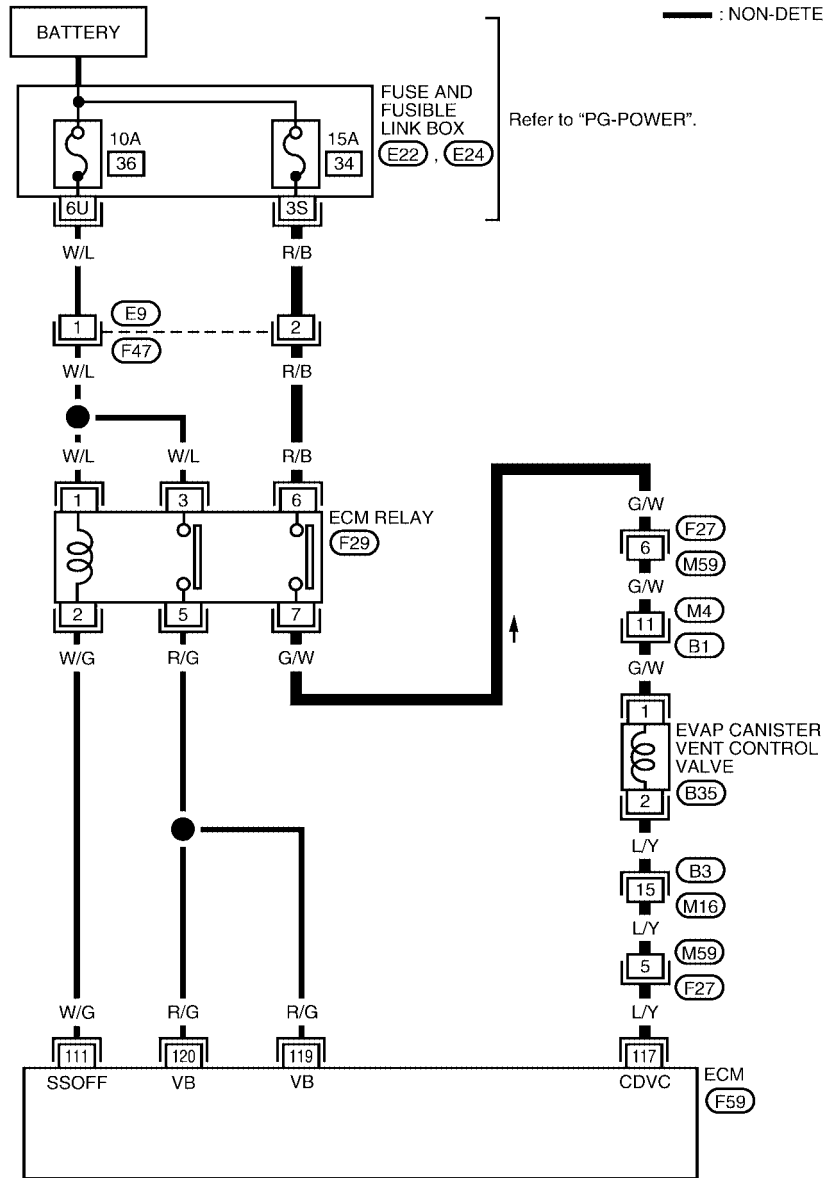
[QG18DE (SULEV)]

## Wiring Diagram

UBS001XP

EC-VENT/V-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0291E



# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.5V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
117	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS001XQ

### 1. INSPECTION START

1. Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

Ⓜ **With CONSULT-II**

1. Turn ignition switch "OFF" and then turn "ON".
2. Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT-II.
3. Touch "ON/OFF" on CONSULT-II screen.
4. Check for operating sound of the valve.  
**Clicking noise should be heard.**

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 3.

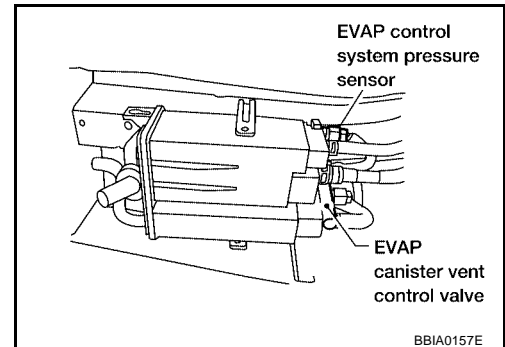
ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0726E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE [QG18DE (SULEV)]

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister vent control valve harness connector.
3. Turn ignition switch "ON".

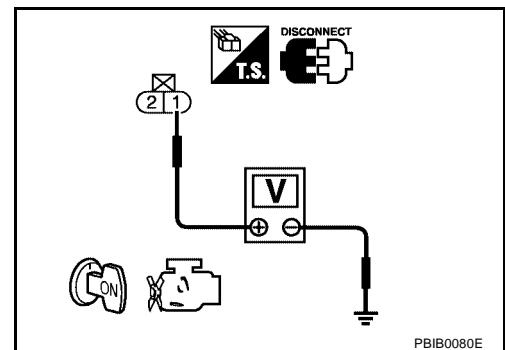


4. Check voltage between EVAP canister vent control valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F27, M59
- Harness connectors B1, M4
- Harness for open or short between EVAP canister vent control valve and ECM relay

>> Repair harness or connectors.

## 5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 117 and EVAP canister vent control valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between EVAP canister vent control valve and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

OK >> GO TO 8.

NG >> Clean the rubber tube using an air blower.

## 8. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-878, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace EVAP canister vent control valve.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

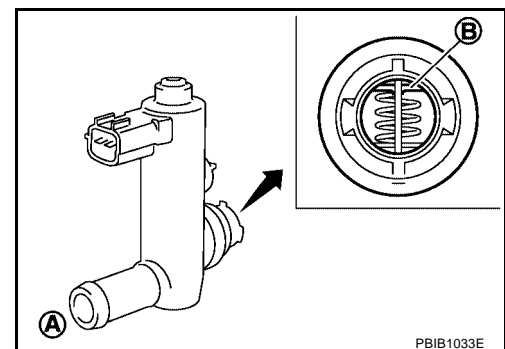
>> INSPECTION END

### Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS00613

#### Ⓟ With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.  
If NG, replace EVAP canister vent control valve.  
If OK, go to next step.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



# DTC P0447 EVAP CANISTER VENT CONTROL VALVE [QG18DE (SULEV)]

5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.  
**Make sure new O-ring is installed properly.**

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

**Operation takes less than 1 second.**

If NG, replace EVAP canister vent control valve.  
If OK, go to next step.

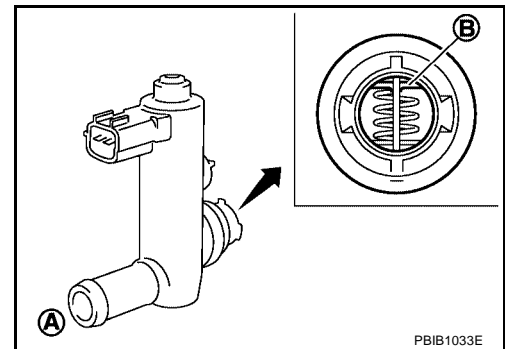
7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform step 6 again.

⊗ **Without CONSULT-II**

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X.XX V

PBIB0721E



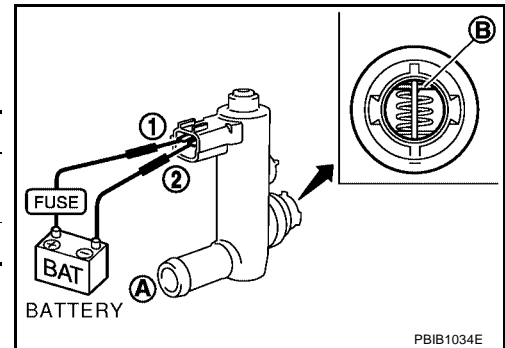
3. Check air passage continuity and operation delay time under the following conditions.  
**Make sure new O-ring is installed properly.**

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

**Operation takes less than 1 second.**

If NG, replace EVAP canister vent control valve.  
If OK, go to next step.

4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
5. Perform step 3 again.



# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

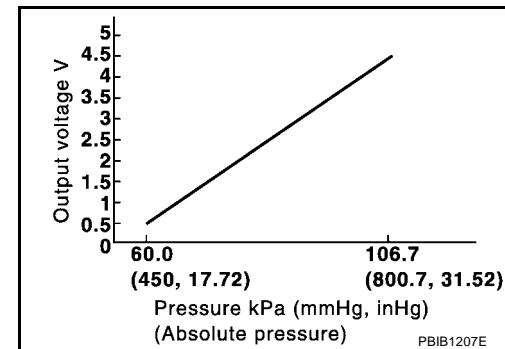
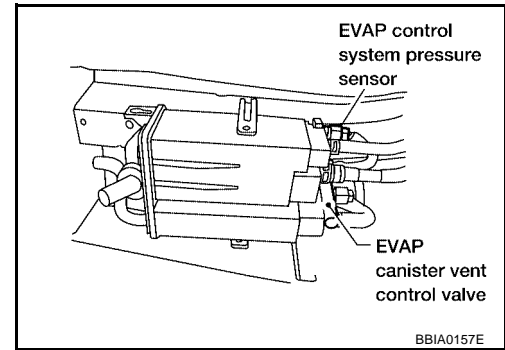
## DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

PF2:25085

### Component Description

UBS003NR

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



### CONSULT-II Reference Value in Data Monitor Mode

UBS003NS

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

### On Board Diagnosis Logic

UBS003NT

#### NOTE:

If DTC P0452 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0452 0452	EVAP control system pressure sensor low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> </ul>

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

UBS003NV

## DTC Confirmation Procedure

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

Always perform test at a temperature of 0°C (32°F) or more.

#### WITH CONSULT-II

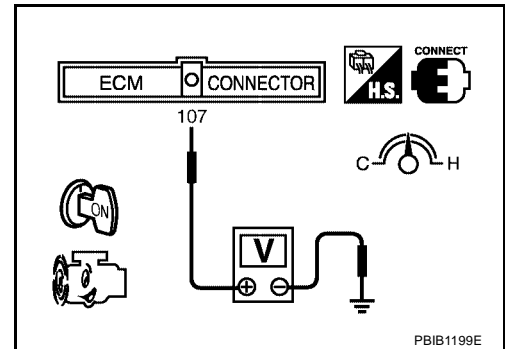
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
7. If 1st trip DTC is detected, go to [EC-883, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

#### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 107 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and wait at least 20 seconds.
5. Select "MODE 7" with GST.
6. If 1st trip DTC is detected, go to [EC-883, "Diagnostic Procedure"](#)

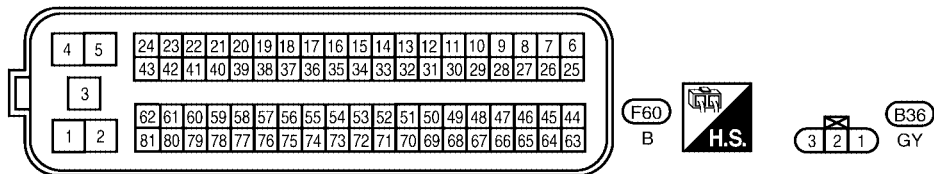
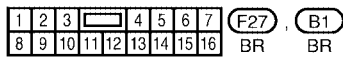
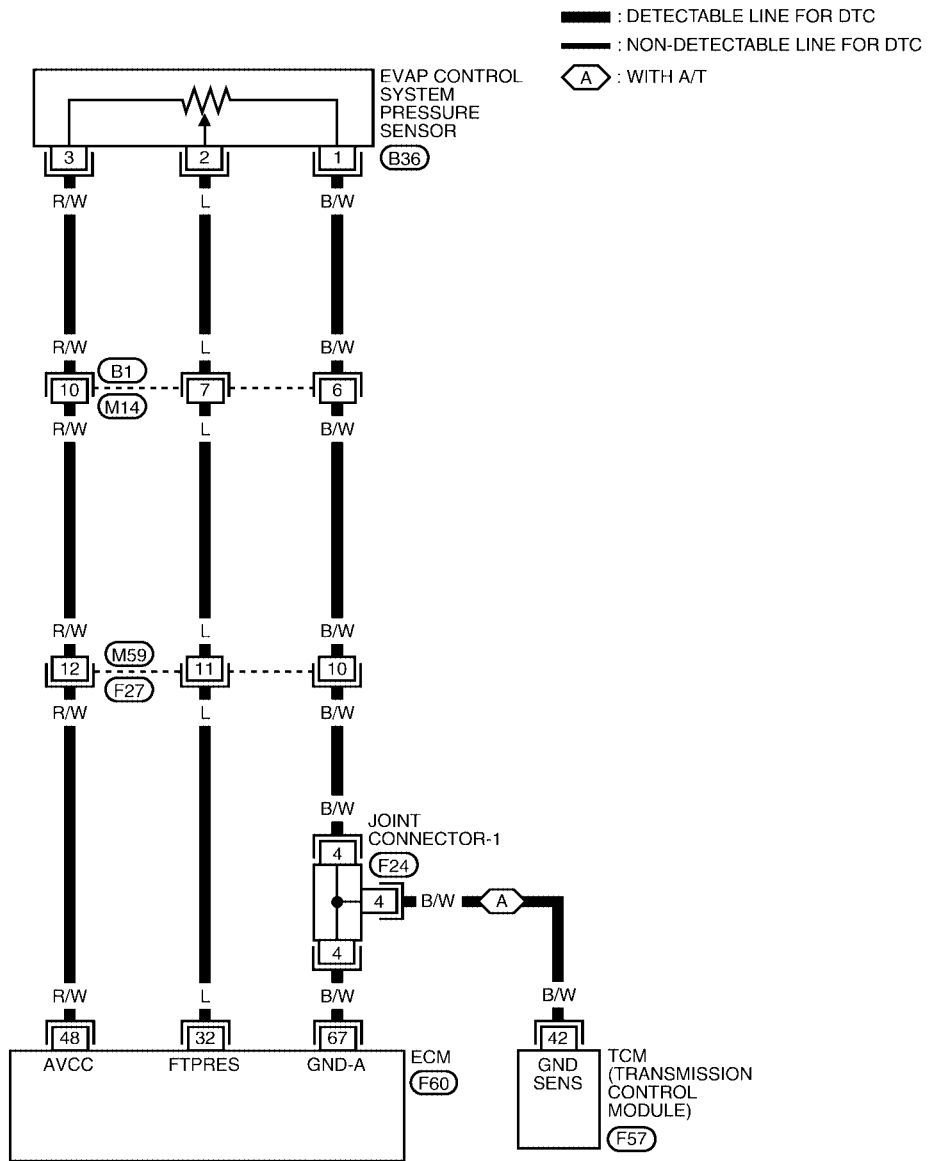


# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

UBS003NW

## Wiring Diagram

EC-PRE/SE-01



Refer to the following.

- F24 - JOINT CONNECTOR
- F57 - ELECTRICAL UNITS

BBWA0786E

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L	EVAP control system pressure sensor	[Ignition switch "ON"]	Approximately 1.8 - 4.8V
48	L/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

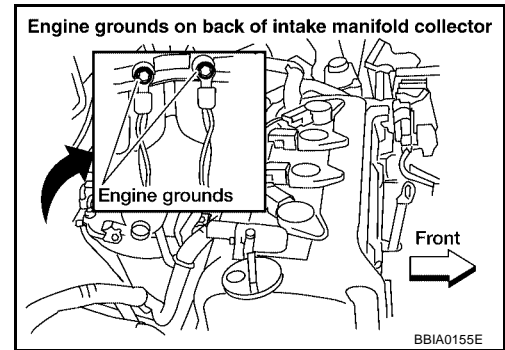
## Diagnostic Procedure

UBS003NX

### 1. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 2.



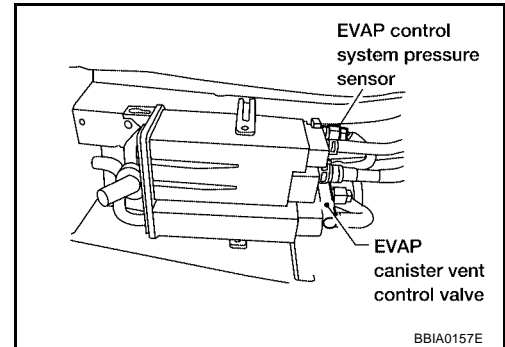
### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness connector.



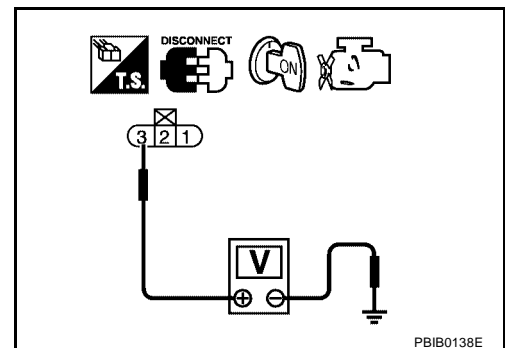
### 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.





# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

---

## 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and TCM
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between ECM and EVAP control system pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-885, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace EVAP control system pressure sensor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection EVAP CONTROL SYSTEM PRESSURE SENSOR

UBS00614

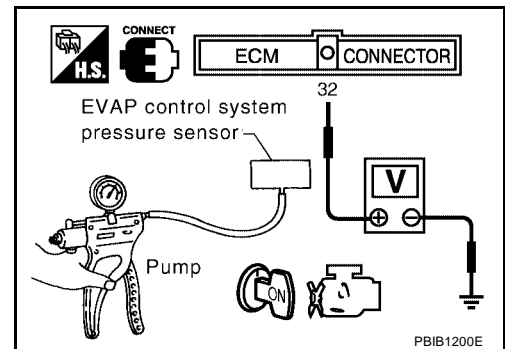
1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove EVAP control system pressure sensor from EVAP canister.  
**Do not reuse the O-ring, replace it with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

#### CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).

5. If NG, replace EVAP control system pressure sensor.



# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

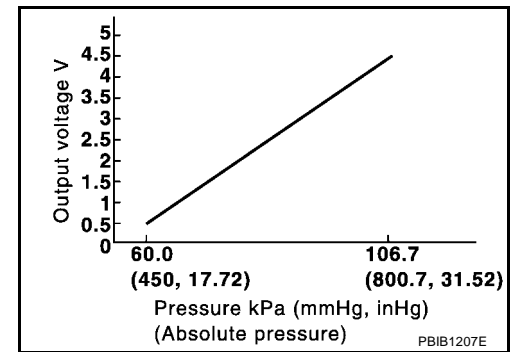
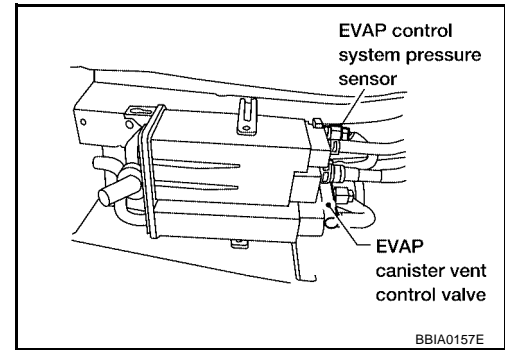
## DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

PF P:25085

### Component Description

UBS003NY

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



### CONSULT-II Reference Value in Data Monitor Mode

UBS003NZ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

### On Board Diagnosis Logic

UBS00300

#### NOTE:

If DTC P0453 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0453 0453	EVAP control system pressure sensor high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> <li>● Rubber hose to EVAP canister vent control valve</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

UBS00302

## DTC Confirmation Procedure

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

Always perform test at a temperature of 0°C (32°F) or more.

### WITH CONSULT-II

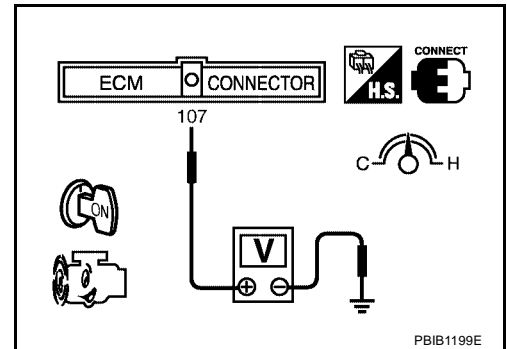
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
7. If 1st trip DTC is detected, go to [EC-889, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 107 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and wait at least 20 seconds.
5. Select "MODE 7" with GST.
6. If 1st trip DTC is detected, go to [EC-889, "Diagnostic Procedure"](#)

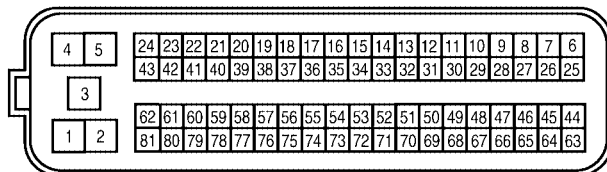
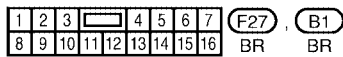
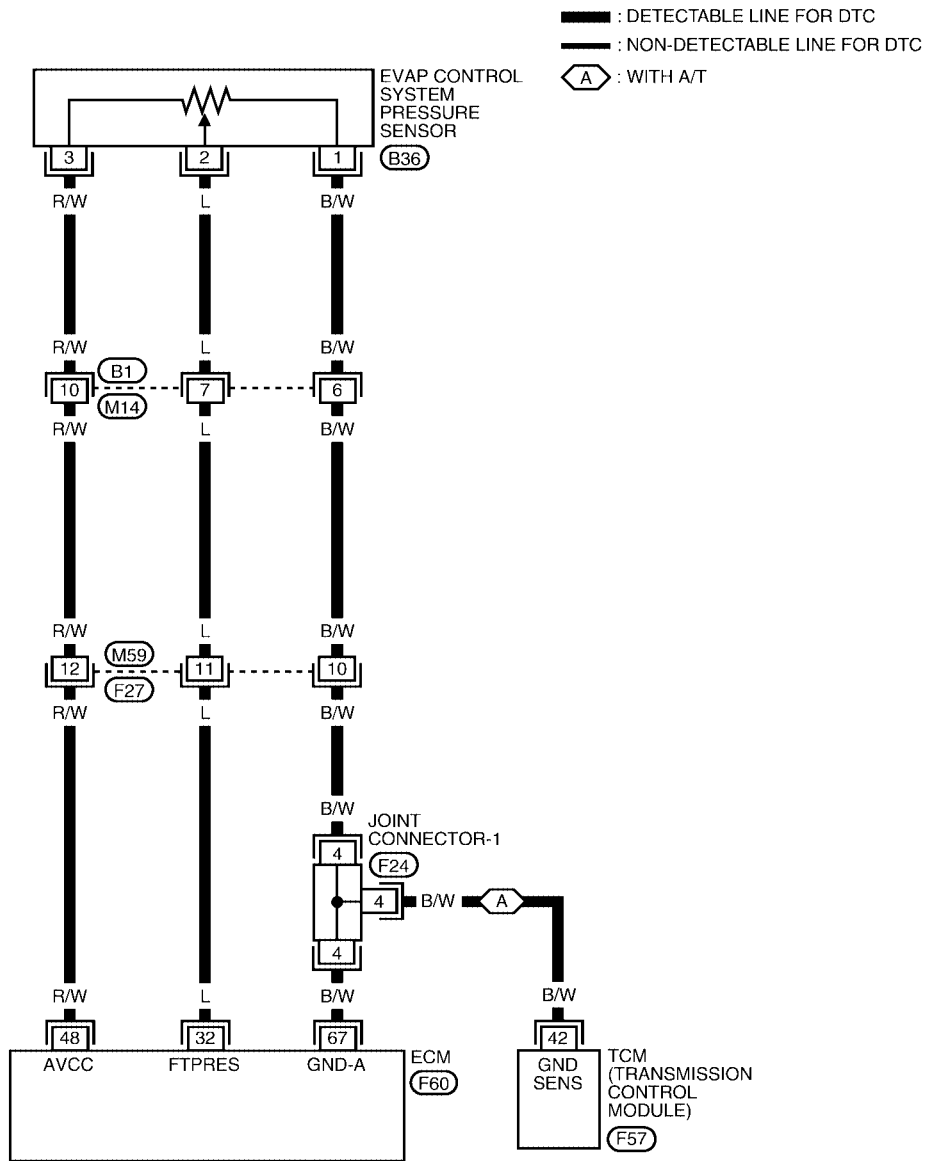


# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

UBS00303

## Wiring Diagram

EC-PRE/SE-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0786E

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L	EVAP control system pressure sensor	[Ignition switch "ON"]	Approximately 1.8 - 4.8V
48	R/W	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

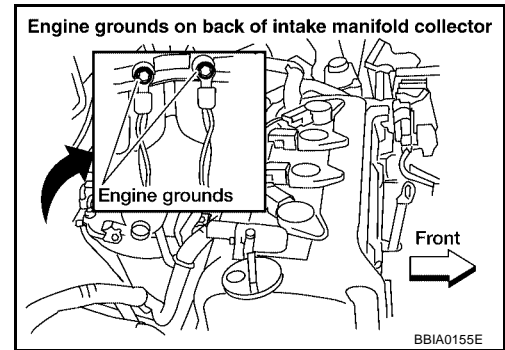
## Diagnostic Procedure

UBS00304

### 1. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 2.



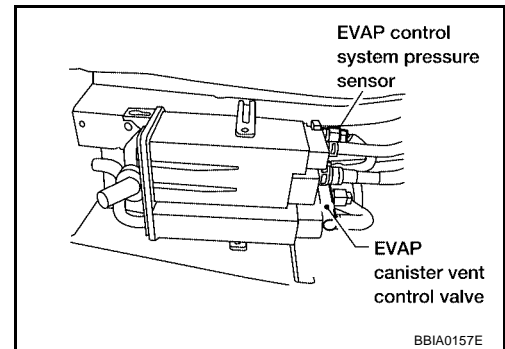
### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> Repair or replace harness connector.



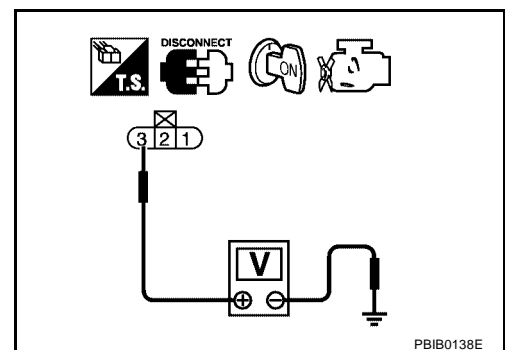
### 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.



# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

---

## 4. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and TCM
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between ECM and EVAP control system pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

OK >> GO TO 10.

NG >> Clean the rubber tube using an air blower.

## 10. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-878, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace EVAP canister vent control valve.

## 11. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-892, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace EVAP control system pressure sensor.

## 12. CHECK RUBBER TUBE

Check obstructed rubber tube connected to EVAP canister vent control valve.

OK or NG

OK >> GO TO 13.

NG >> Clean rubber tube using an air blower, repair or replace rubber tube.

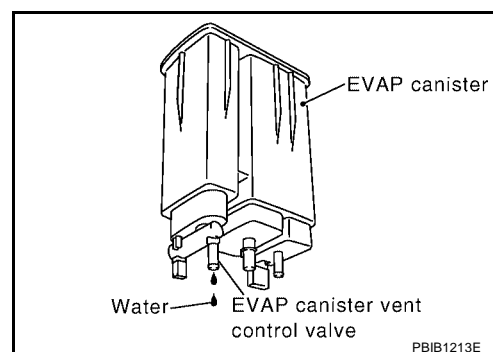
## 13. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Check if water will drain from the EVAP canister.

Yes or No

Yes >> GO TO 14.

No >> GO TO 16.





# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR [QG18DE (SULEV)]

## 14. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

## 15. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose connected to EVAP canister for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 16. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection EVAP CONTROL PRESSURE SENSOR

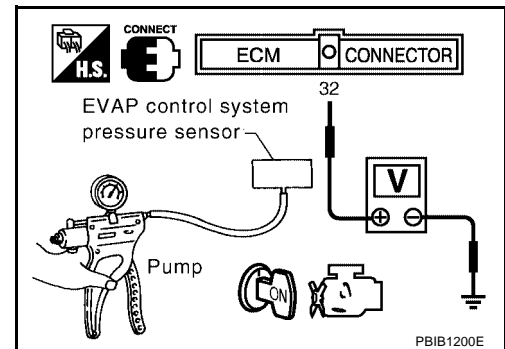
UBS00615

1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove EVAP control system pressure sensor from EVAP canister.  
**Do not reuse the O-ring, replace it with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

#### CAUTION:

- Always calibrate the vacuum pump gauge when using it.
  - Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).
5. If NG, replace EVAP control system pressure sensor.



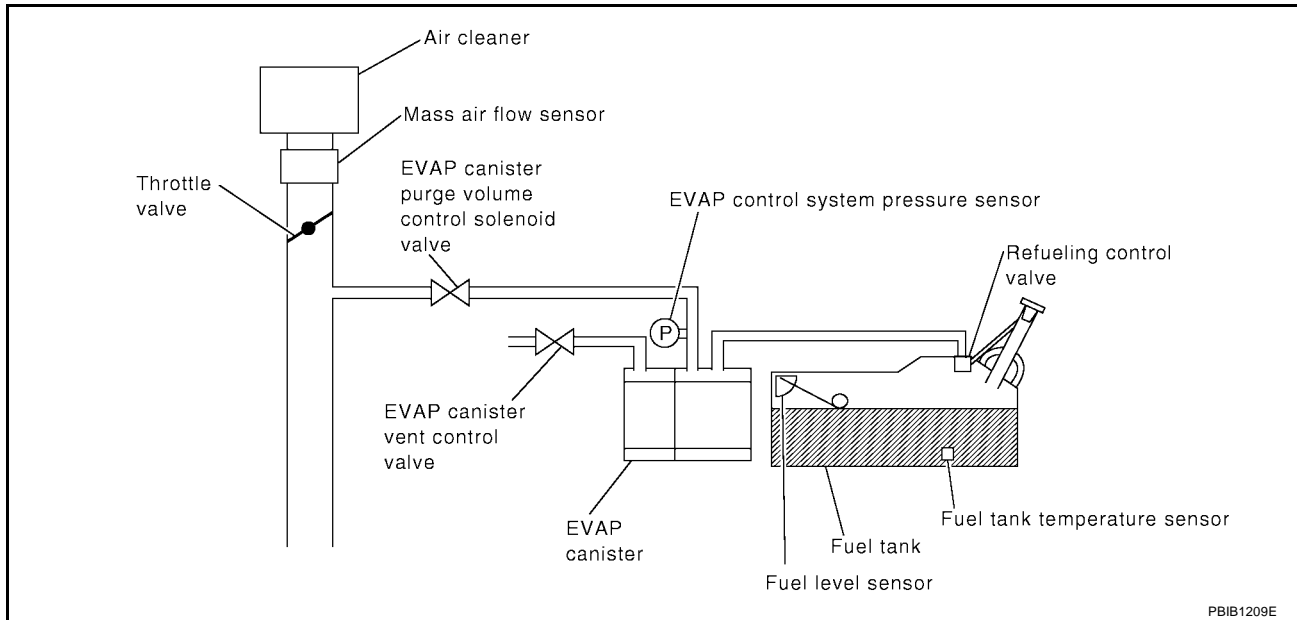
DTC P0455 EVAP CONTROL SYSTEM

PF14950

On Board Diagnosis Logic

UBS001XY

This diagnosis detects a very large leak (fuel filler cap fell off etc.) in EVAP system between the fuel tank and EVAP canister purge volume control solenoid valve.



PBIB1209E

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0455 0455	EVAP control system gross leak detected	EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent.</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged.</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling EVAP vapor cut valve</li> <li>● ORVR system leaks</li> </ul>

## DTC Confirmation Procedure

**CAUTION:**

Never remove fuel filler cap during the DTC Confirmation Procedure.

**NOTE:**

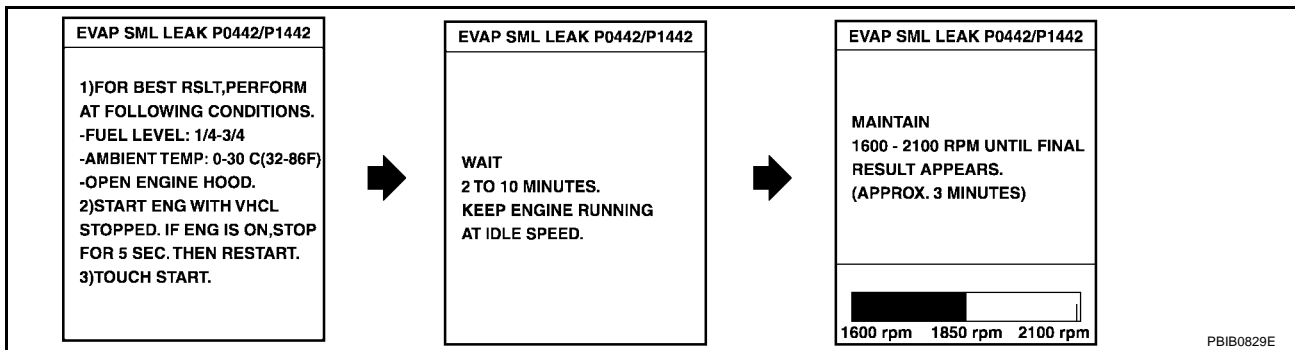
- Make sure that EVAP hose are connected to EVAP canister purge volume control solenoid valve properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Open engine hood before conducting the following procedure.

**WITH CONSULT-II**

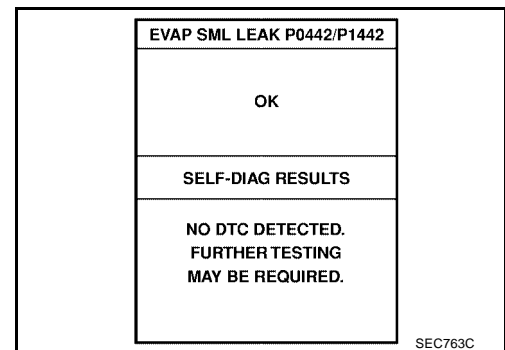
1. Tighten fuel filler cap securely until ratcheting sound is heard.
2. Turn ignition switch "ON".
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that the following conditions are met.  
**COOLANT TEMP/S: 0 - 70°C (32 - 158°F)**  
**INT/A TEMP SE: 0 - 60°C (32 - 140°F)**
6. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
 Follow the instruction displayed.



**NOTE:**

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-669, "Basic Inspection"](#).

7. Make sure that "OK" is displayed.  
 If "NG" is displayed, select "SELF-DIAG RESULTS" mode with CONSULT-II and make sure that "EVAP GROSS LEAK [P0455]" is displayed. If it is displayed, refer to [EC-895, "Diagnostic Procedure"](#).  
 If P0442 is displayed, perform "Diagnostic Procedure" for DTC P0442, [EC-860](#).



**WITH GST**

**NOTE:**

Be sure to read the explanation of "Driving Pattern" on [EC-649](#) before driving vehicle.

1. Start engine.
2. Drive vehicle according to "Driving Pattern", [EC-649](#) .
3. Stop vehicle.
4. Select "MODE 1" with GST.
  - If SRT of EVAP system is not set yet, go to the following step.
  - If SRT of EVAP system is set, the result will be OK.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Start engine.
 

**It is not necessary to cool engine down before driving.**
7. Drive vehicle again according to the "Driving Pattern", [EC-649](#) .
8. Stop vehicle.
9. Select "MODE 3" with GST.
  - If P0455 is displayed on the screen, go to [EC-895, "Diagnostic Procedure"](#) .
  - If P0442 is displayed on the screen, go to "Diagnostic Procedure", for DTC P0442, [EC-860](#) .
  - If P0441 is displayed on the screen, go to "Diagnostic Procedure" for DTC P0441, [EC-854](#) .
  - If P0441, P0442 and P0455 are not displayed on the screen, go to the following step.
10. Select "MODE 1" with GST.
  - If SRT of EVAP system is set, the result will be OK.
  - If SRT of EVAP system is not set, go to step 6.

## Diagnostic Procedure

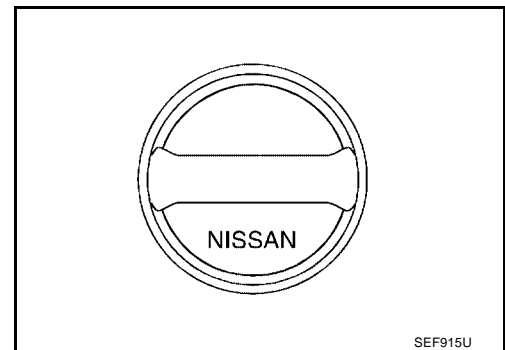
UBS001Y1

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK     >> GO TO 2.  
 NG     >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK     >> GO TO 3.  
 NG     >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
           2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK     >> GO TO 5.  
 NG     >> GO TO 4.

#### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

1. Wipe clean valve housing.
2. Check valve opening pressure and vacuum.

**Pressure:**

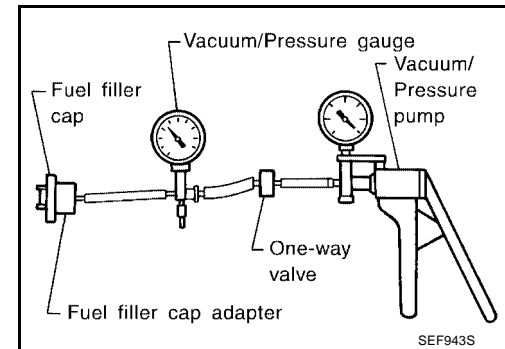
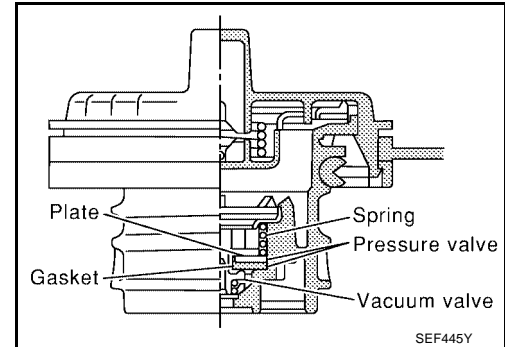
**15.3 - 20.0 kPa**

**(0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)**

**Vacuum:**

**-6.0 to -3.4 kPa**

**(-0.061 to -0.035 kg/cm<sup>2</sup> , -0.87 to -0.48 psi)**



**CAUTION:**

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.

OK or NG

- OK >> GO TO 5.
- NG >> Replace fuel filler cap with a genuine one.

#### 5. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection.

Refer to [EC-1205, "EVAPORATIVE EMISSION SYSTEM"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Repair or reconnect the hose.

#### 6. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 7.

#### 7. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following.

- EVAP canister vent control is installed properly.  
Refer to [EC-1209, "Removal and Installation"](#)
- EVAP canister vent control valve.  
Refer to [EC-878, "Component Inspection"](#)

OK or NG

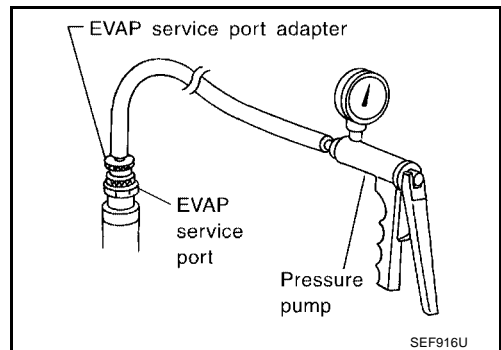
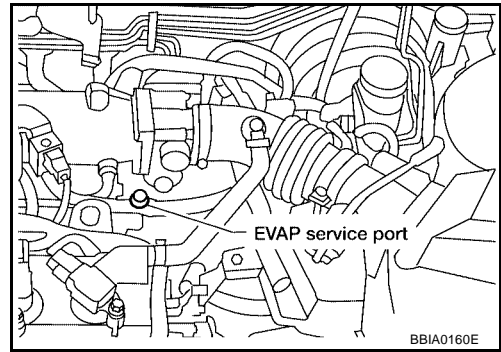
- OK >> GO TO 8.
- NG >> Repair or replace EVAP canister vent control valve and O-ring.

**8. INSTALL THE PRESSURE PUMP**

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II>>GO TO 9.  
Models without CONSULT-II>>GO TO 10.

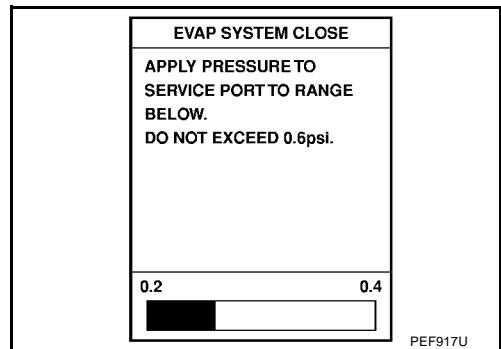
**9. CHECK FOR EVAP LEAK**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.

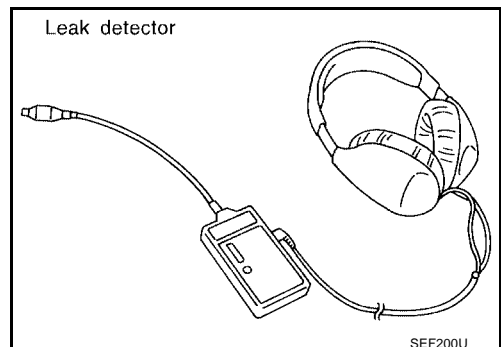


4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details.

Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 11.
- NG >> Repair or replace.



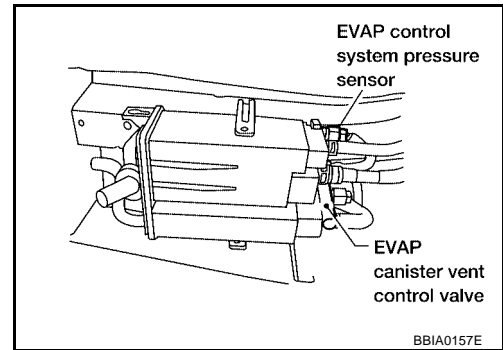
10. CHECK FOR EVAP LEAK

⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

NOTE:

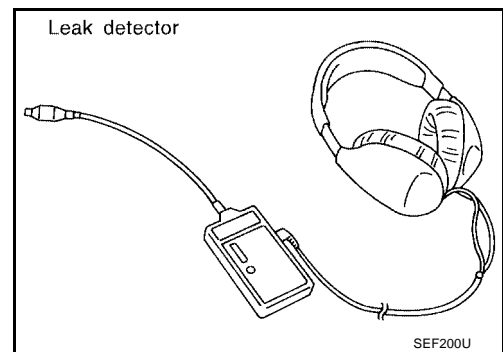
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 12.  
 NG >> Repair or replace.



11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

Ⓜ With CONSULT-II

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

Vacuum should exist.

OK or NG

- OK >> GO TO 14.  
 NG >> GO TO 13.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0726E

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 13.

**13. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK (With CONSULT-II)>>GO TO 14.
- OK (Without CONSULT-II)>>GO TO 15.
- NG >> Repair or reconnect the hose.

**14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Ⓜ **With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0721E

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-872, "Component Inspection"](#).

OK or NG

- OK >> GO TO 16.
- NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-813, "Component Inspection"](#).

OK or NG

- OK >> GO TO 17.
- NG >> Replace fuel level sensor unit.



---

## 17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

---

Refer to [EC-885, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace EVAP control system pressure sensor.

---

## 18. CHECK EVAP/ORVR VAPOR LINE

---

Check refueling EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1212, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

- OK >> GO TO 19.
- >> Repair or replace hoses and tubes.

---

## 19. CHECK SIGNAL LINE AND RECIRCULATION LINE

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

- OK >> GO TO 20.
- >> Repair or replace hoses, tubes or filler neck tube.

---

## 20. CHECK REFUELING EVAP VAPOR CUT VALVE

---

Refer to [EC-1215, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 21.
- >> Replace refueling EVAP vapor cut valve with fuel tank.

---

## 21. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P0456 EVAP CONTROL SYSTEM

PF1:14950

On Board Diagnosis Logic

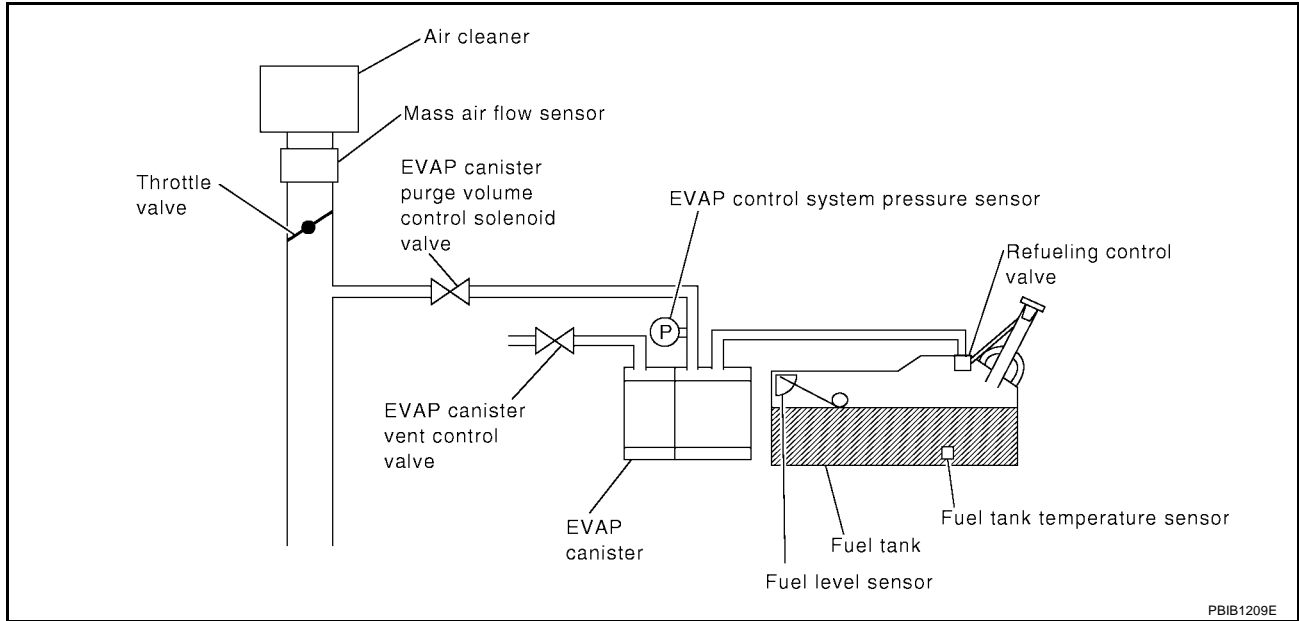
UBS0068W

This diagnosis detects very small leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the intake manifold vacuum in the same way as conventional EVAP small leak diagnosis.

If ECM judges a leak which corresponds to a very small leak, the very small leak P0456 will be detected.

If ECM judges a leak equivalent to a small leak, EVAP small leak P0442 will be detected.

If ECM judges there are no leaks, the diagnosis will be OK.



PBIB1209E

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0456 0456	Evaporative emission control system very small leak (negative pressure check)	<ul style="list-style-type: none"> <li>● EVAP system has a very small leak.</li> <li>● EVAP system does not operate properly.</li> </ul>	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling EVAP vapor cut valve</li> <li>● ORVR system leaks</li> <li>● Fuel level sensor and the circuit</li> <li>● Foreign matter caught in EVAP canister purge volume control solenoid valve</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS0068X

**NOTE:**

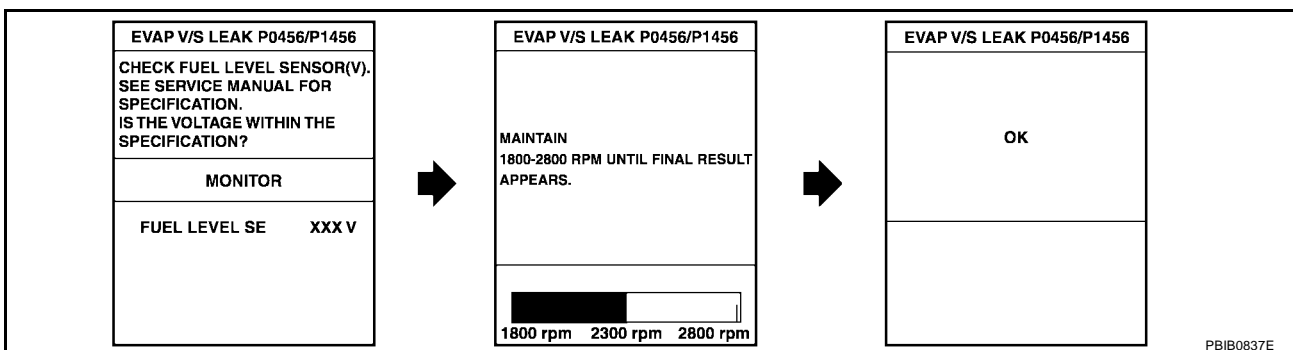
- If DTC P0456 is displayed with P0442, perform first trouble diagnosis for DTC P0456.
- After repair, make sure that the hoses and clips are installed properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Open engine hood before conducting following procedure.
- If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.
  - Fuel filler cap is removed.
  - Refilled or drained the fuel.
  - EVAP component parts is/are removed.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Make sure the following conditions are met.  
**FUEL LEVEL SE: 0.25 - 1.4V**  
**COOLAN TEMP/S: 0 - 32°C (32 - 90°F)**  
**FUEL T/TMP SE: 0 - 35°C (32 - 95°F)**  
**INT A/TEMP SE: More than 0°C (32°F)**  
 If NG, turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle) or refilling/draining fuel until the output voltage condition of the "FUEL LEVEL SE" meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1).
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Select "EVAP V/S LEAK P0456/P1456" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
 Follow the instruction displayed.



6. Make sure that "OK" is displayed.  
 If "NG" is displayed, refer to [EC-904, "Diagnostic Procedure"](#).

**NOTE:**

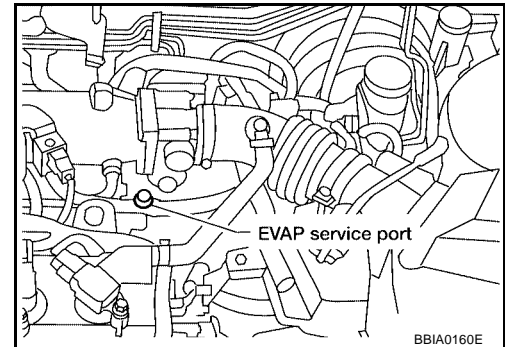
- If the engine speed cannot be maintained within the range displayed on CONSULT-II screen, go to [EC-669, "Basic Inspection"](#).
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

**Overall Function Check****WITH GST**

Use this procedure to check the overall function of the EVAP very small leak function. During this check, a DTC might not be confirmed.

**CAUTION:**

- Never use compressed air, doing so may damage the EVAP system.
  - Do not start engine.
  - Do not exceeded 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi).
1. Attach the EVAP service port adapter securely to the EVAP service port.



2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch "ON".
5. Connect GST and select mode 8.
6. Using mode 8 control the EVAP canister vent control valve (close).
7. Apply pressure and make sure the following conditions are satisfied.

**Pressure to be applied: 2.7 kPa (20 mmHg, 0.79 inHg)**

**Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (3 mmHg, 0.12 inHg).**

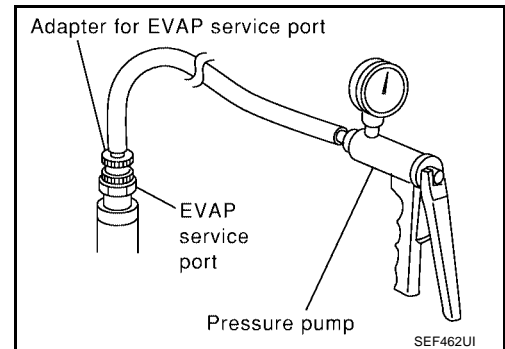
If NG, go to [EC-904, "Diagnostic Procedure"](#) .

If OK, go to next step.

8. Disconnect GST.
9. Start engine and warm it up to normal operating temperature.
10. Turn ignition switch "OFF" and wait at least 10 seconds.
11. Restart engine and let it idle for 90 seconds.
12. Keep engine speed at 2,000 rpm for 30 seconds.
13. Turn ignition switch "OFF".

**NOTE:**

**For more information, refer to GST instruction manual.**



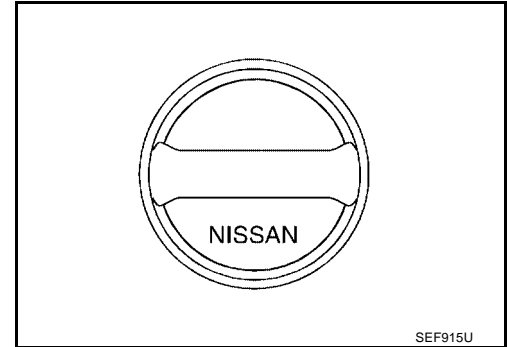
### Diagnostic Procedure

#### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

##### OK or NG

- OK >> GO TO 2.  
NG >> Replace with genuine NISSAN fuel filler cap.



#### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

##### OK or NG

- OK >> GO TO 3.  
NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
2. Retighten until ratcheting sound is heard.

#### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

##### OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

#### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

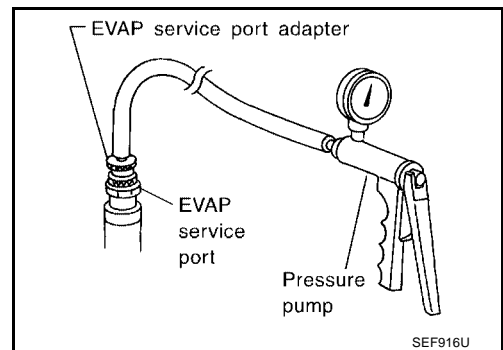
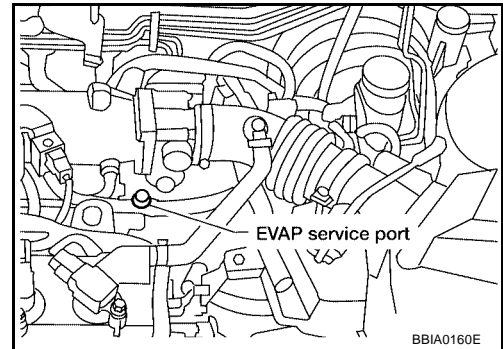
Refer to [EC-1208, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FILLER CAP\)"](#).

##### OK or NG

- OK >> GO TO 5.  
NG >> Replace fuel filler cap with a genuine one.

## 5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.



**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**

Models with CONSULT-II>>GO TO 6.

Models without CONSULT-II>>GO TO 7.

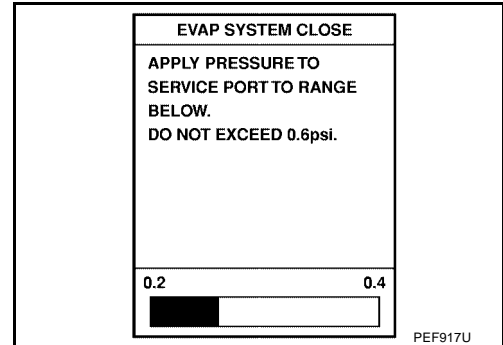
**6. CHECK FOR EVAP LEAK**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

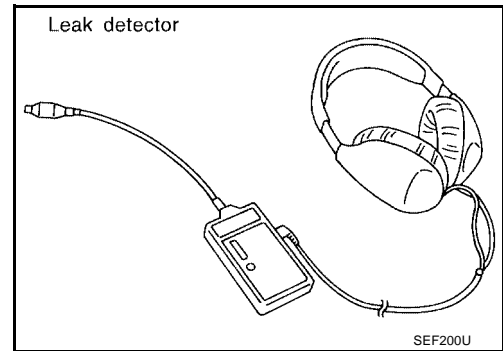
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.



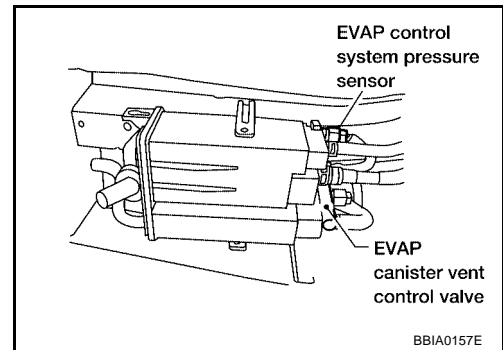
**7. CHECK FOR EVAP LEAK**

**Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

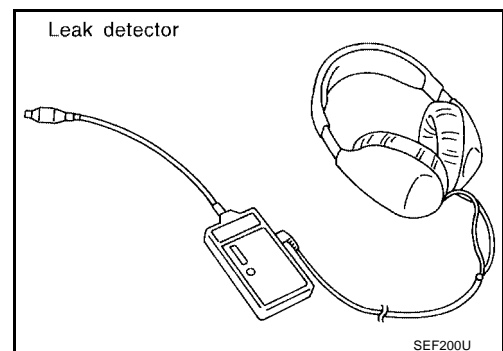
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.



**8. CHECK EVAP CANISTER VENT CONTROL VALVE**

Check the following.

- EVAP canister vent control valve is installed properly. Refer to [EC-1209, "Removal and Installation"](#)
- EVAP canister vent control valve (Refer to [EC-878, "Component Inspection"](#))

OK or NG

OK >> GO TO 9.

NG >> Repair or replace EVAP canister vent control valve and O-ring.

**9. CHECK IF EVAP CANISTER SATURATED WITH WATER**

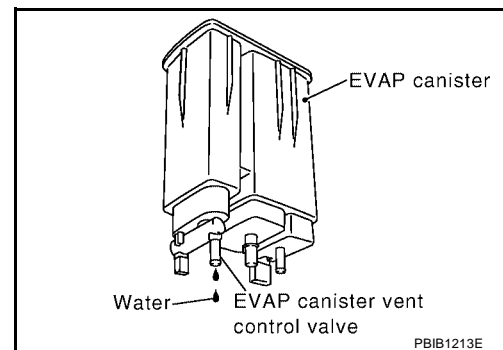
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 10.

No (With CONSULT-II)>>GO TO 12.

No (Without CONSULT-II)>>GO TO 13.

**10. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

OK (With CONSULT-II)>>GO TO 12.

OK (Without CONSULT-II)>>GO TO 13.

NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.



## 12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

### With CONSULT-II

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0721E

#### OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 14.

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

### Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

#### OK or NG

- OK >> GO TO 16.  
 NG >> GO TO 14.

## 14. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-615, "Vacuum Hose Drawing"](#).

#### OK or NG

- OK >> GO TO 15.  
 NG >> Repair or reconnect the hose.

## 15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-872, "Component Inspection"](#).

#### OK or NG

- OK >> GO TO 16.  
 NG >> Replace EVAP canister purge volume control solenoid valve.

## 16. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-813, "Component Inspection"](#).

#### OK or NG

- OK >> GO TO 17.  
 NG >> Replace fuel level sensor unit.

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

Refer to [EC-885, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

**18. CHECK EVAP PURGE LINE**

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 19.

NG >> Repair or reconnect the hose.

**19. CLEAN EVAP PURGE LINE**

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

**20. CHECK EVAP/ORVR LINE**

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1212, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses and tubes.

**21. CHECK SIGNAL LINE AND RECIRCULATION LINE**

Check signal line recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hose, tube or filler neck tube.

**22. CHECK REFUELING EVAP VAPOR CUT VALVE**

Refer to [EC-1215, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

**23. CHECK FUEL LEVEL SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

**24. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

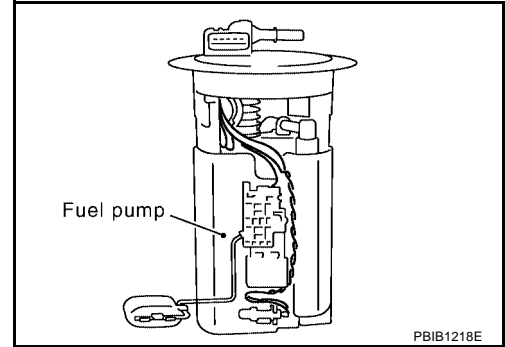
>> **INSPECTION END**

**DTC P0460 FUEL LEVEL SENSOR**

**Component Description**

UBS001Y2

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication line. It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



PBIB1218E

**On Board Diagnostic Logic**

UBS001Y3

**NOTE:**

If DTC P0460 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to “DTC U1000, U1001 CAN COMMUNICATION LINE”, [EC-728](#).

When the vehicle is parked, naturally the fuel level in the fuel tank is stable. It means that output signal of the fuel level sensor does not change. If ECM senses sloshing signal from the sensor, fuel level sensor malfunction is detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0460 0460	Fuel level sensor circuit noise	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

**DTC Confirmation Procedure**

UBS001Y5

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and wait maximum of 2 consecutive minutes.
4. If 1st trip DTC is detected, go to [EC-911, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

**Diagnostic Procedure****1. CHECK FUEL GAUGE OPERATION**

Refer to [FL-3](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of "METER AND GAUGES". Refer to [DI-3](#) .

**2. CHECK FUEL LEVEL SENSOR AND CIRUIT**

Refer to [FL-3](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

**3. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Removal and Installation  
FUEL LEVEL SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

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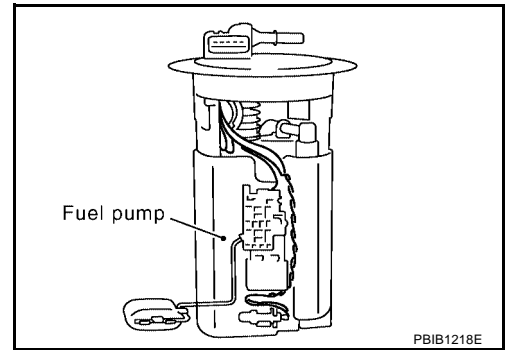
M

## DTC P0461 FUEL LEVEL SENSOR

### Component Description

UBS001Y8

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication line. It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



PBIB1218E

### On Board Diagnostic Logic

UBS001Y9

#### NOTE:

If DTC P0461 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to "DTC U1000, U1001 CAN COMMUNICATION LINE", [EC-728](#).

Driving long distances naturally affect fuel gauge level.

This diagnosis detects the fuel gauge malfunction of the gauge not moving even after a long distance has been driven.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0461 0461	Fuel level sensor circuit range/performance	The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

### Overall Function Check

UBS001YB

Use this procedure to check the overall function of the fuel level sensor function. During this check, a 1st trip DTC might not be confirmed.

#### WARNING:

When performing following procedure, be sure to observe the handling of the fuel. Refer to [FL-2, "FUEL SYSTEM"](#).

#### TESTING CONDITION:

Before starting overall function check, preparation of draining fuel and refilling fuel is required.

#### WITH CONSULT-II

#### NOTE:

Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-637, "FUEL PRESSURE RELEASE"](#).
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "OFF" and wait at least 10 seconds then turn "ON".
6. Select "FUEL LEVEL SE" in "DATA MONITOR" mode with CONSULT-II.
7. Check "FUEL LEVEL SE" output voltage and note it.
8. Select "FUEL PUMP" in "ACTIVE TEST" mode with CONSULT-II.
9. Touch "ON" and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
11. Check "FUEL LEVEL SE" output voltage and note it.

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEP195Y

12. Check "FUEL LEVEL SE" output voltage and confirm whether the voltage changes more than 0.03V during step 7 to 11.  
If NG, go to "Diagnostic Procedure" [EC-913](#) .

 **WITH GST**

**NOTE:**

Start from step 8, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-637, "FUEL PRESSURE RELEASE"](#) .
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "ON".
6. Drain fuel by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
7. Confirm that the fuel gauge indication varies.
8. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
9. Confirm that the fuel gauge indication varies.
10. If NG, go to "Diagnostic Procedure", [EC-913](#) .

**Diagnostic Procedure**

UBS006J0

**1. CHECK FUEL GAUGE OPERATION**

Refer to [FL-3](#)

OK or NG

- OK >> GO TO 2.  
NG >> Follow the instruction of [DI-16](#) .

**2. CHECK FUEL LEVEL SENSOR AND CIRCUIT**

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace malfunctioning parts.

**3. CHECK INTERMITTENT INCIDENT**

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Removal and Installation**  
**FUEL LEVEL SENSOR**

UBS006J1

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

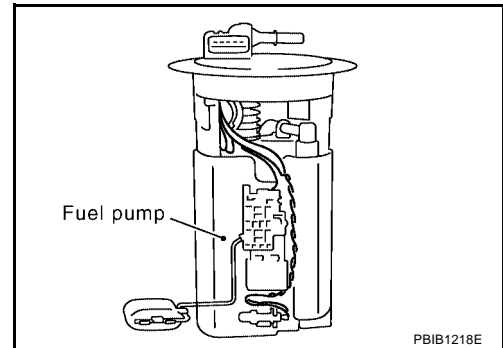
**DTC P0462, P0463 FUEL LEVEL SENSOR**

PFP:25060

**Component Description**

UBS001YC

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication. It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



PBIB1218E

**On Board Diagnostic Logic**

UBS001YD

**NOTE:**

If DTC P0462 or P0463 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to “DTC U1000, U1001 CAN COMMUNICATION LINE”, [EC-728](#).

ECM receives two signals from the fuel level sensor circuit.

One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the former, to detect open or short circuit malfunction.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0462 0462	Fuel level sensor circuit low input	An excessively low voltage is sent from the sensor to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>
P0463 0463	Fuel level sensor circuit high input	An excessively high voltage is sent from the sensor to ECM.	

**DTC Confirmation Procedure**

UBS001YF

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at ignition switch “ON”.

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-915, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

**Diagnostic Procedure****1. CHECK FUEL GAUGE OPERATION**

Refer to [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of "METER AND GAUGES". Refer to [DI-16, "Meter/Gauge Operation and Odo/Trip Meter Segment Check in Diagnosis Mode"](#) .

**2. CHECK FUEL LEVEL SENSOR AND CIRCUIT**

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

**3. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Removal and Installation  
FUEL LEVEL SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .



DTC P0500 VSS

PF:32702

Component Description

UBS001YI

NOTE:

If DTC P0500 is displayed with DTC U1000 or U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-728, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

The vehicle speed sensor is installed in the transaxle. It contains a pulse generator which provides a vehicle speed signal to the combination meter. The combination meter then sends a signal to the ECM through CAN communication line.

On Board Diagnosis Logic

UBS001YJ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0500 0500	Vehicle speed sensor	The almost 0 km/h (0 MPH) signal from vehicle speed sensor is sent to ECM even when vehicle is being driven.	<ul style="list-style-type: none"> <li>● Harness or connectors (The CAN communication line is open or shorted)</li> <li>● Harness or connectors (The vehicle speed signal circuit is open or shorted)</li> <li>● Vehicle speed sensor</li> <li>● Combination meter</li> </ul>

DTC Confirmation Procedure

UBS001YK

**CAUTION:**

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Steps 1 and 2 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

 WITH CONSULT-II

1. Start engine (TCS switch "OFF").
2. Read "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-II. The vehicle speed on CONSULT-II should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.  
If NG, go to [EC-917, "Diagnostic Procedure"](#).  
If OK, go to following step.
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Warm engine up to normal operating temperature.
5. Maintain the following conditions for at least 50 consecutive seconds.

ENG SPEED	1,800 - 6,000 rpm (A/T) 2,000 - 6,000 rpm (M/T)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	More then 4.8 msec
Selector lever	Except "P" or "N" position
PW/ST SIGNAL	OFF

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
B/FUEL SCHDL	XXX msec
PW/ST SIGNAL	OFF
VHCL SPEED SE	XXX km/h

SEF196Y

6. If 1st trip DTC is detected, go to [EC-917, "Diagnostic Procedure"](#)

Overall Function Check

UBS001YL

Use this procedure to check the overall function of the vehicle speed signal circuit. During this check, a 1st trip DTC might not be confirmed.

 WITH GST

1. Lift up drive wheels.

2. Start engine.
3. Read vehicle speed sensor signal in "MODE 1" with GST.  
The vehicle speed sensor on GST should be able to exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.
4. If NG, go to [EC-917, "Diagnostic Procedure"](#) .

## Diagnostic Procedure

UBS001YN

### 1. CHECK VEHICLE SPEED SENSOR CIRCUIT

Refer to [DI-3, "METERS AND GAUGES"](#) .

#### OK or NG

- OK >> GO TO 2.  
NG >> Repair or replace.

### 2. CHECK COMBINATION METER

Check combination meter function.  
Refer to [DI-8, "Combination Meter"](#) .

>> INSPECTION END

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**DTC P0506 ISC SYSTEM**

**Description**

UBS0030C

**NOTE:**

**If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.**

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

**On Board Diagnosis Logic**

UBS0030E

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0506 0506	Idle speed control system RPM lower than expected	The idle speed is less than the target idle speed by 100 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> </ul>

**DTC Confirmation Procedure**

UBS0030F

**NOTE:**

- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.
- **If the target idle speed is out of the specified value, perform “Idle Air Volume Learning”, [EC-635](#), before conducting “DTC Confirmation Procedure”. For the target idle speed, refer to the “Service Data and Specifications (SDS)”, [EC-1222](#).**

**TESTING CONDITION:**

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

**WITH CONSULT-II**

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch “OFF” and wait at least 10 seconds.
4. Turn ignition switch “ON” again and select “DATA MONITOR” mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-919](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

**Diagnostic Procedure****1. CHECK INTAKE AIR LEAK**

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

**OK or NG**

- OK >> GO TO 2.  
NG >> Discover air leak location and repair.

**2. REPLACE ECM**

1. Stop engine.
2. Replace ECM.
3. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
4. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

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**DTC P0507 ISC SYSTEM**

**Description**

UBS0030J

**NOTE:**

If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

**On Board Diagnosis Logic**

UBS0030L

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0507 0507	Idle speed control system RPM higher than expected	The idle speed is more than the target idle speed by 200 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> <li>● PCV system</li> </ul>

**DTC Confirmation Procedure**

UBS0030M

**NOTE:**

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- If the target idle speed is out of the specified value, perform "Idle Air Volume Learning", [EC-635](#), before conducting "DTC Confirmation Procedure". For the target idle speed, refer to the "Service Data and Specifications (SDS)", [EC-1222](#).

**TESTING CONDITION:**

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

**WITH CONSULT-II**

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON" again and select "DATA MONITOR" mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-921, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure****1. CHECK PCV HOSE CONNECTION**

Confirm that PCV hose is connected correctly.

OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

**2. CHECK INTAKE AIR LEAK**

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 3.

NG >> Discover air leak location and repair.

**3. REPLACE ECM**

1. Stop engine.
2. Replace ECM.
3. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
4. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

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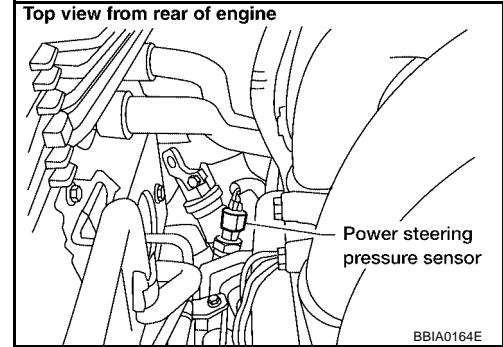
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**DTC P0550 PSP SENSOR**

**Component Description**

UBS003WV

Power steering pressure (PSP) sensor is installed to the power steering high-pressure tube and detects a power steering load. This sensor is a potentiometer which transforms the power steering load into output voltage, and emits the voltage signal to the ECM. The ECM controls the electric throttle control actuator and adjusts the throttle valve opening angle to increase the engine speed and adjusts the idle speed for the increased load.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003WV

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PW/ST SIGNAL	<ul style="list-style-type: none"> <li>Engine: After warming up, idle the engine</li> </ul>	Steering wheel is in neutral position. (Forward direction)	OFF
		Steering wheel is turned.	ON

**On Board Diagnosis Logic**

UBS003WX

The MIL will not light up for this diagnosis.

**NOTE:**

If DTC P0550 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0550 0550	Power steering pressure sensor circuit	An excessively low or high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Power steering pressure sensor</li> </ul>

**DTC Confirmation Procedure**

UBS003WY

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine and let it idle for at least 5 seconds.
- If 1st trip DTC is detected, go to [EC-924, "Diagnostic Procedure"](#).

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.




# DTC P0550 PSP SENSOR

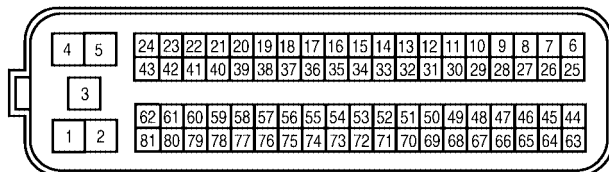
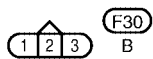
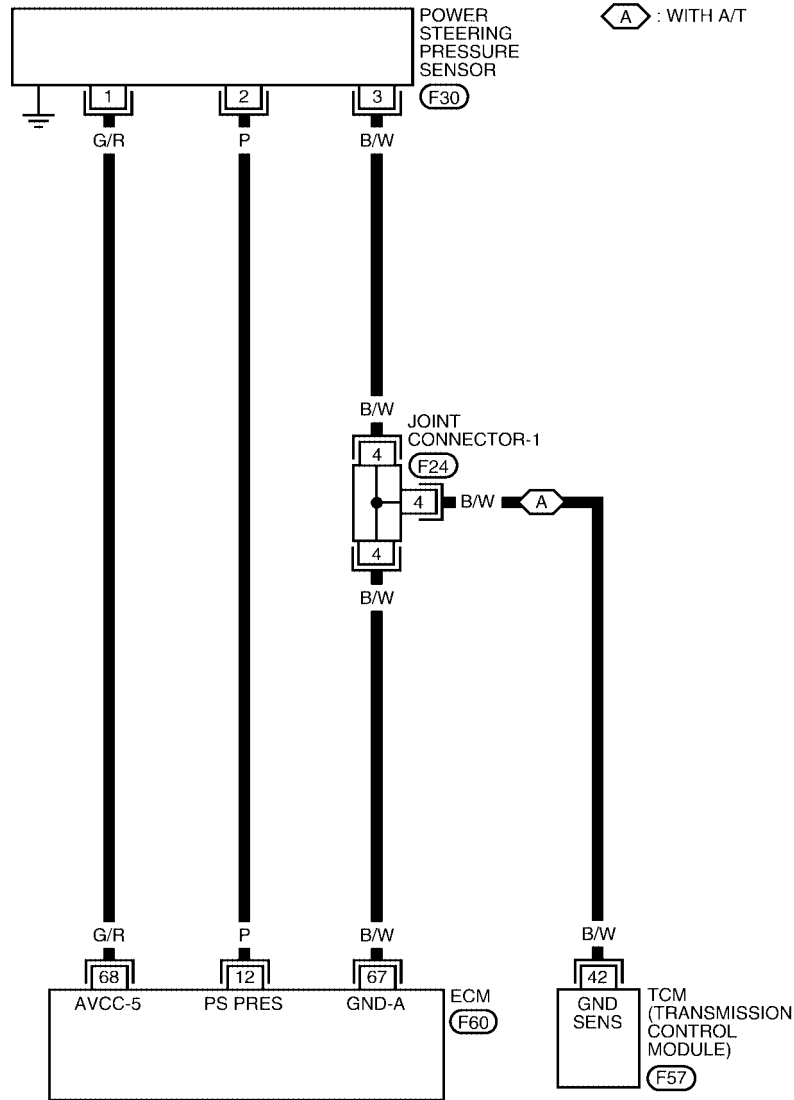
[QG18DE (SULEV)]

## Wiring Diagram

UBS003WZ

EC-PS/SEN-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : WITH A/T



Refer to the following.

-  - JOINT CONNECTOR
-  - ELECTRICAL UNITS

BBWA0787E



# DTC P0550 PSP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
12	P	Power steering pressure sensor	[Engine is running] ● Steering wheel is being turned.	0.5 - 4.0V
			[Engine is running] ● Steering wheel is not being turned.	0.4 - 0.8V
67	B/W	Sensor ground (Power steering pressure sensor)	[Engine is running] ● Idle speed	Approximately 0V
68	G/R	Sensor power supply (Power steering pressure sensor)	[Ignition switch "ON"]	Approximately 5V

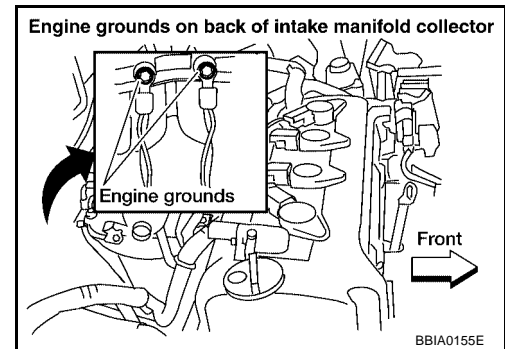
## Diagnostic Procedure

UBS003X0

### 1. RETIGHTEN GROUND SCREWS

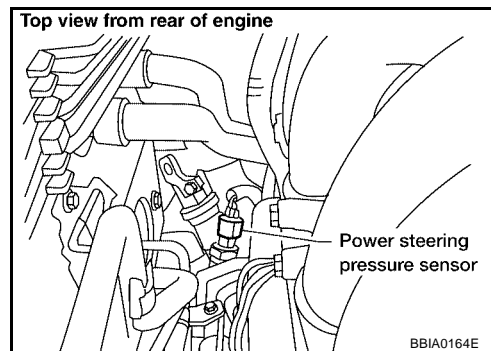
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK PSP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect PSP sensor harness connector.
2. Turn ignition switch "ON".

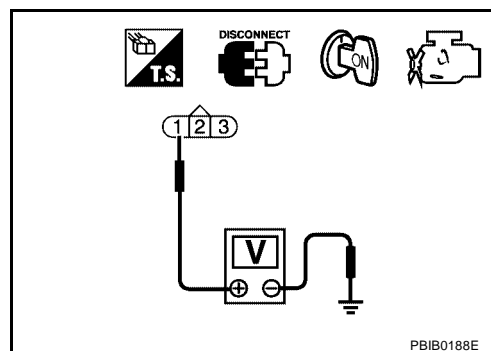


3. Check voltage between PSP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 3. CHECK PSP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between PSP sensor terminal 3 and engine ground.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between power steering pressure sensor and ECM
- Harness for open or short between power steering pressure sensor and TCM

>> Repair open circuit or short to power in harness or connectors.

## 5. CHECK PSP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 12 and PSP sensor terminal 2.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK PSP SENSOR**

Refer to [EC-926, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
 NG >> Replace PSP sensor.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

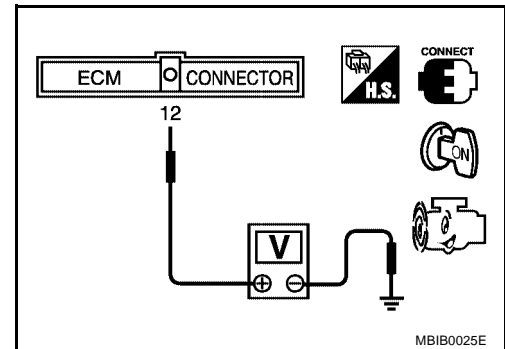
>> INSPECTION END

### Component Inspection POWER STEERING PRESSURE SENSOR

UBS003X1

1. Reconnect all harness connectors disconnected.
2. Start engine and let it idle.
3. Check voltage between ECM terminal 12 and ground under the following conditions.

Condition	Voltage
Steering wheel is being turned fully.	0.5 - 4.0V
Steering wheel is not being turned.	0.4 - 0.8V



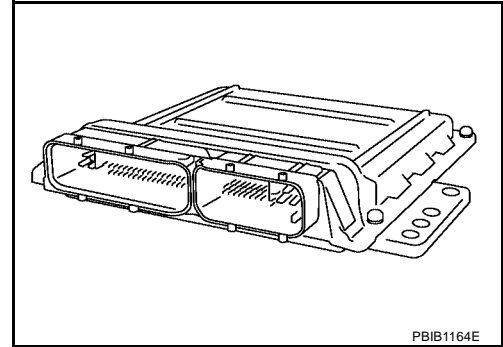
DTC P0605 ECM

PF2:23710

Component Description

UBS006FV

The ECM consists of a microcomputer and connectors for signal input and output and for power supply. The ECM controls the engine.



PBIB1164E

UBS006FW

On Board Diagnosis Logic

This self-diagnosis has one or two trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605 0605	Engine control module	A)	ECM calculation function is malfunctioning.	● ECM
		B)	ECM EEP-ROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

FAIL-SAFE MODE

ECM enters in fail-safe mode when the malfunction A is detected.

Detected items	Engine operation condition in fail-safe mode
Malfunction A	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

DTC Confirmation Procedure

UBS006FX

Perform "PROCEDURE FOR MALFUNCTION A" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B". If there is no problem on "PROCEDURE FOR MALFUNCTION B", perform "PROCEDURE FOR MALFUNCTION C".

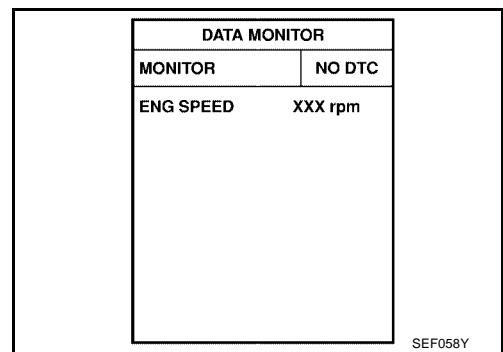
NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

PROCEDURE FOR MALFUNCTION A

With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-928, "Diagnostic Procedure"](#)



SEF058Y

With GST

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION B****With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. If 1st trip DTC is detected, go to [EC-928, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION C****With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. Repeat step 3 for, 32 times.
5. If 1st trip DTC is detected, go to [EC-928, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure****1. INSPECTION START**

UBS006FY

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-927](#).
5. Is the 1st trip DTC P0605 displayed again?

**With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-927](#).
5. Is the 1st trip DTC P0605 displayed again?

Yes or No

Yes >> GO TO 2.

No >> **INSPECTION END**

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## 2. REPLACE ECM

---

1. Replace ECM.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

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# DTC P1031, P1032 A/F SENSOR HEATER

[QG18DE (SULEV)]

## DTC P1031, P1032 A/F SENSOR HEATER

PFP:22693

### Description SYSTEM DESCRIPTION

UBS001ZB

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	Air fuel ratio (A/F) sensor 1 heater control	Air fuel ratio (A/F) sensor 1 heater
Mass air flow sensor	Amount of intake air		

The ECM performs ON/OFF duty control of the A/F sensor 1 heater corresponding to the engine operating condition to keep the temperature of A/F sensor 1 element at the specified range.

### CONSULT-II Reference Value in Data Monitor Mode

UBS001ZC

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F S1 HTR (B1)	● Engine: After warming up, idle the engine	0 - 100%

### On Board Diagnosis Logic

UBS001ZD

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1031 1031 (Bank 1)	Air fuel ratio (A/F) sensor 1 heater control circuit low	The current amperage in the heated air fuel ratio (A/F) sensor 1 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated air fuel ratio (A/F) sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated A/F sensor 1 heater circuit is open or shorted.)</li> <li>● Heater A/F sensor 1 heater</li> </ul>
P1032 1032 (Bank 1)	Air fuel ratio (A/F) sensor 1 heater control circuit high	The current amperage in the heated air fuel ratio (A/F) sensor 1 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated air fuel ratio (A/F) sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated A/F sensor 1 heater circuit is shorted.)</li> <li>● Heater A/F sensor 1 heater</li> </ul>

### DTC Confirmation Procedure

UBS001ZE

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

**Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.**

**With CONSULT-II**

#### Ⓜ WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and run it for at least 10 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-933, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

1. Start engine and run it for at least 10 seconds at idle speed.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and run it for at least 10 seconds at idle speed.
  4. Select "MODE 3" with GST.
  5. If DTC is detected, go to [EC-933, "Diagnostic Procedure"](#) .
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

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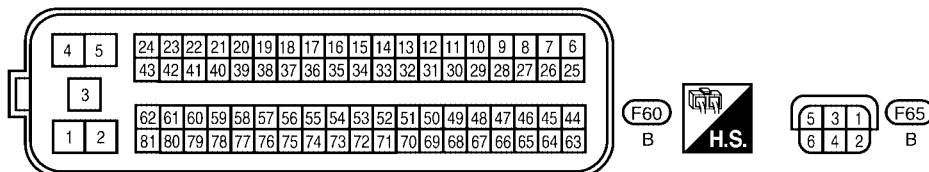
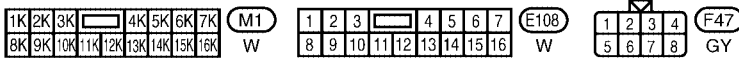
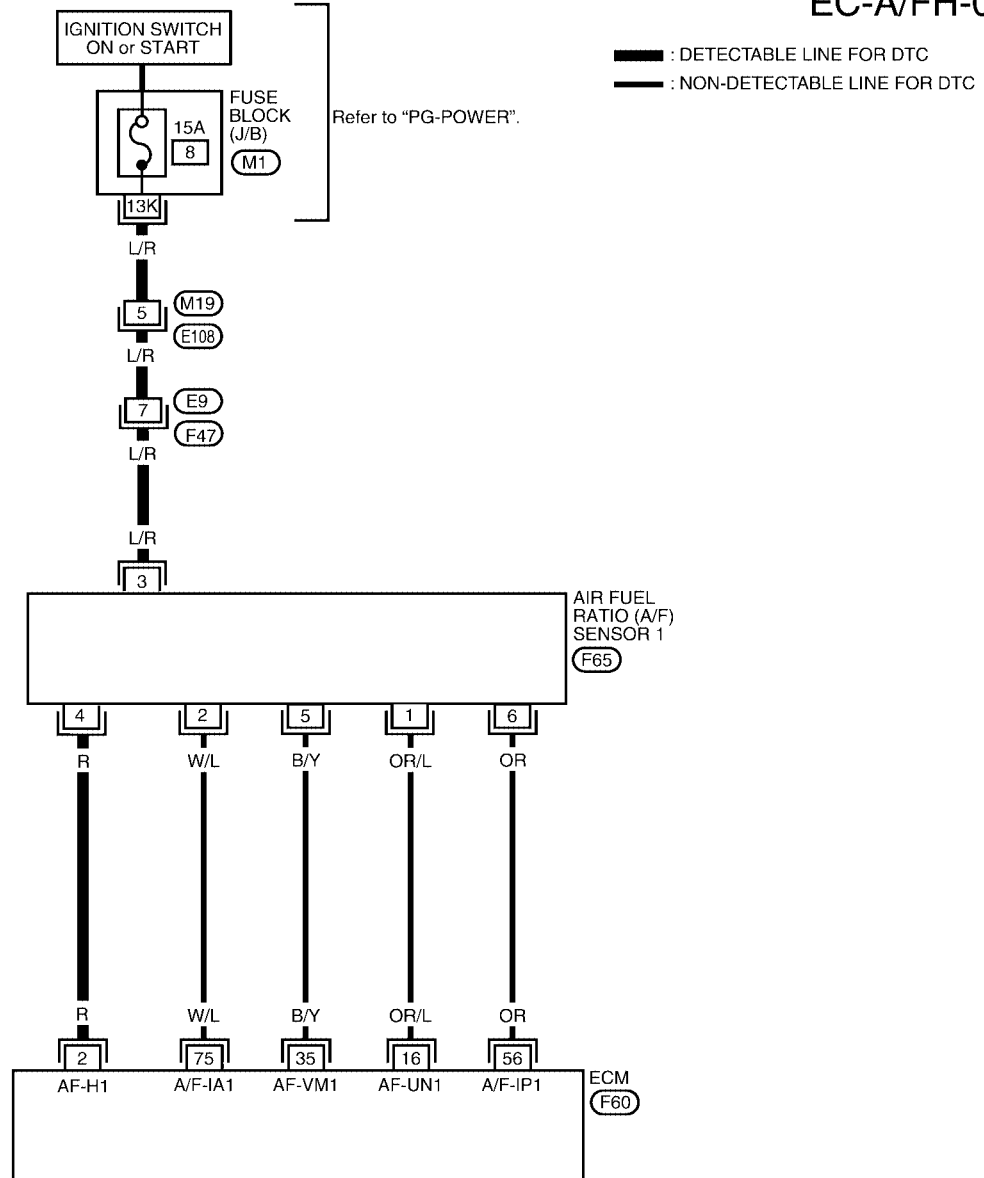
# DTC P1031, P1032 A/F SENSOR HEATER

[QG18DE (SULEV)]

UBS006H1

## Wiring Diagram

EC-A/FH-01



BBWA0602E

# DTC P1031, P1032 A/F SENSOR HEATER

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

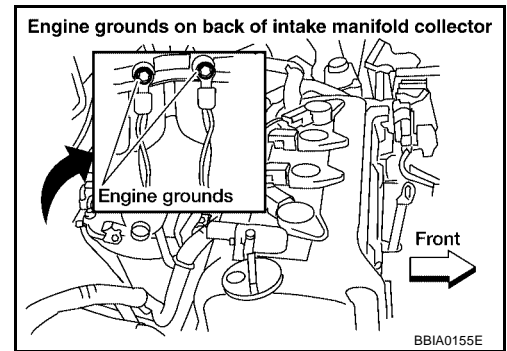
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
2	R	A/F sensor 1 heater	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>• Warm-up condition</li> <li>• Idle speed</li> </ul>	Approximately 5V

## Diagnostic Procedure

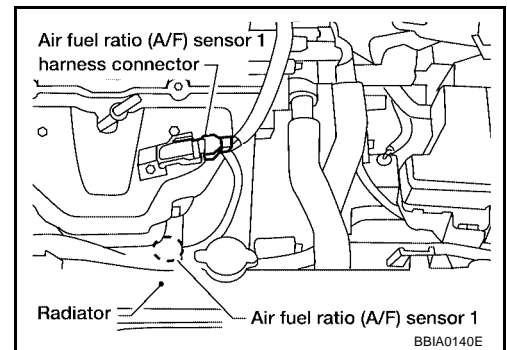
UBS001ZG

### 1. CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.



3. Disconnect air fuel ratio (A/F) sensor 1 harness connector.
4. Turn ignition switch "ON".

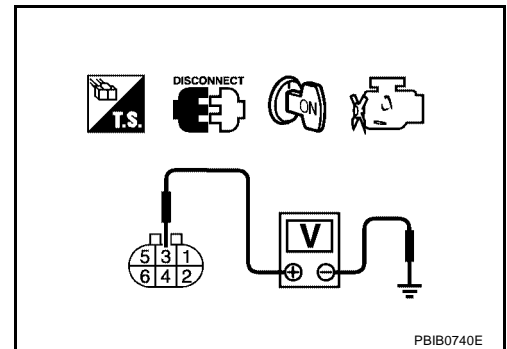


5. Check voltage between A/F sensor 1 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



---

## 2. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

---

## 3. CHECK A/F SENSOR 1 HEATER OUTPUT SIGNAL CIRCUIT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 2 and A/F sensor 1 terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK A/F SENSOR 1 HEATER

---

Refer to [EC-935, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace A/F sensor 1.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

**Component Inspection****AIR FUEL RATIO (A/F) SENSOR 1 HEATER**

Check resistance between terminals 3 and 4.

**Resistance: 2.3 - 4.3Ω at 25°C (77°F)**

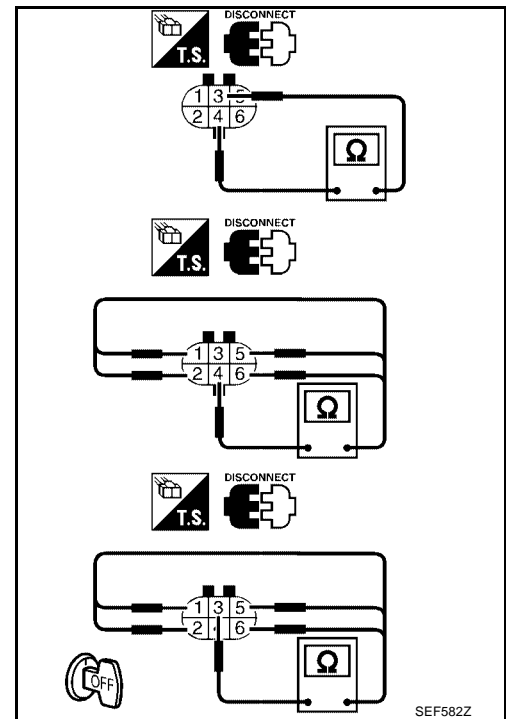
Check continuity between terminals 3 and 1, 2, 5, 6, terminals 4 and 1, 2, 5, 6.

**Continuity should not exist.**

If NG, replace the A/F sensor 1.

**CAUTION:**

- Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new A/F sensor, clean exhaust system threads using Heated Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation****AIR FUEL RATIO SENSOR HEATER**

Refer to [EM-12, "Removal and Installation"](#).

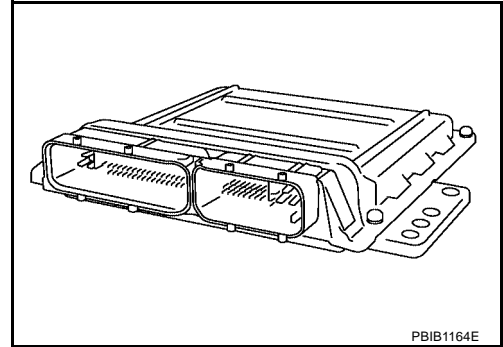
**DTC P1065 ECM POWER SUPPLY**

PF2:23710

**Component Description**

UBS003X2

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the idle air volume learning value memory, etc.



PBIB1164E

**On Board Diagnosis Logic**

UBS003X3

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1065 1065	ECM power supply circuit	ECM back-up RAM system does not function properly.	<ul style="list-style-type: none"> <li>● Harness or connectors [ECM power supply (back-up) circuit is open or shorted.]</li> <li>● ECM</li> </ul>

**DTC Confirmation Procedure**

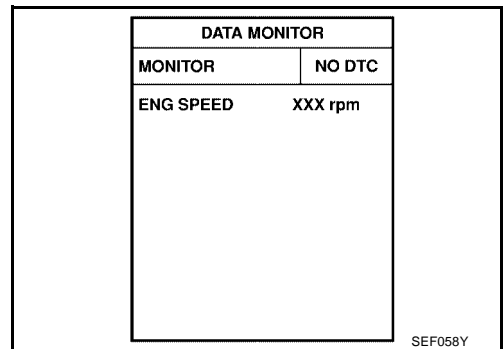
UBS003X4

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch “ON” and wait at least 1 second.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. Turn ignition switch “OFF”, wait at least 10 seconds, and then turn “ON”.
5. Repeat steps 3 and 4 four times.
6. If 1st trip DTC is detected, go to [EC-938, "Diagnostic Procedure"](#)



SEF058Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

# DTC P1065 ECM POWER SUPPLY

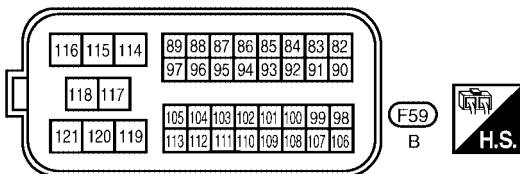
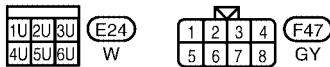
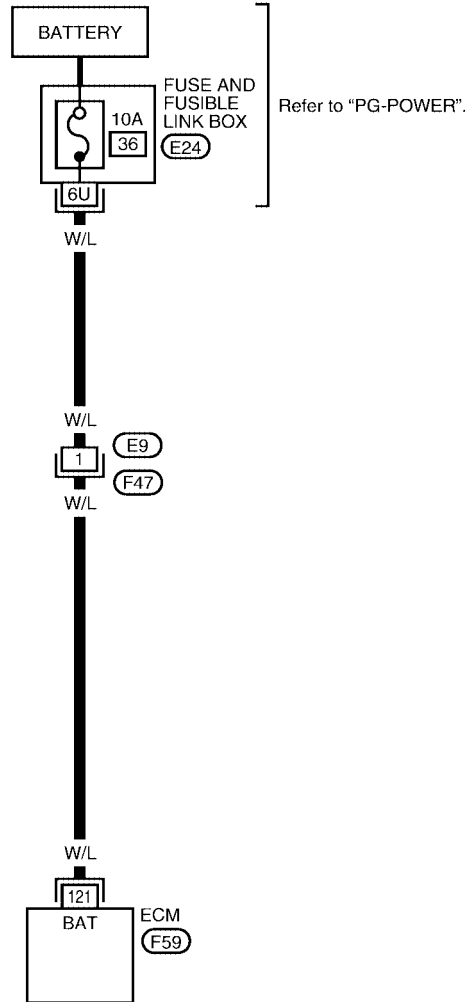
[QG18DE (SULEV)]

UBS003X5

## Wiring Diagram

### EC-ECM/PW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0294E

# DTC P1065 ECM POWER SUPPLY

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
121	W/L	Power supply for ECM (Buck-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003X6

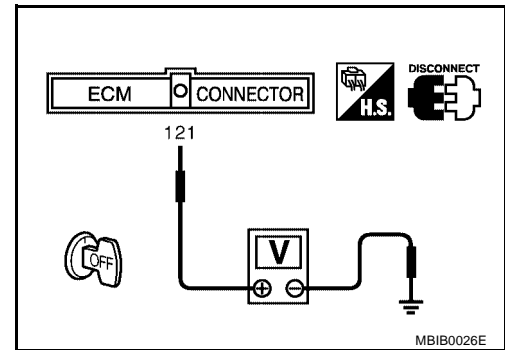
### 1. CHECK ECM POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check voltage between ECM terminal 121 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- 10A fuse
- Harness for open or short between ECM and battery

>> Repair or replace harness or connectors.

### 3. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit short to ground or short to power in harness or connectors.

**4. PERFORM DTC CONFIRMATION PROCEDURE****Ⓟ With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-936](#) .
5. Is the 1st trip DTC P1065 displayed again?

**Ⓟ With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-936](#) .
5. Is the 1st trip DTC P1065 displayed again?

Yes or No

Yes &gt;&gt; GO TO 5.

No >> **INSPECTION END****5. REPLACE ECM**

1. Replace ECM.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

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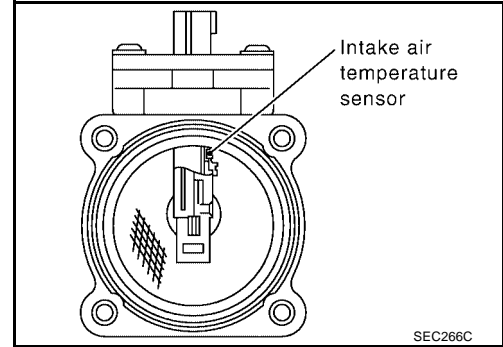
M



**DTC P1102 MAF SENSOR**

**Component Description**

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: "N" (A/T), Neutral (M/T) ● No-load	Idle 1.0 - 1.7V
		2,500 rpm 1.5 - 2.4V
CAL/LD VALUE	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: "N" (A/T), Neutral (M/T) ● No-load	Idle 20.0 - 35.5%
		2,500 rpm 12.0 - 27.0%
MASS AIRFLOW	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: "N" (A/T), Neutral (M/T) ● No-load	Idle 1.4 - 4.0 g·m/s
		2,500 rpm 5.0 - 10.0 g·m/s

**On Board Diagnosis Logic**

This self-diagnosis has the one trip detection logic.

**NOTE:**

If DTC P1102 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1102 1102	Mass air flow sensor circuit range/performance problem	A voltage from the sensor is constantly approx. 1.0V when engine is running.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

**DTC Confirmation Procedure**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-943, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

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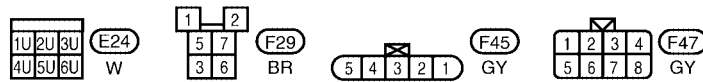
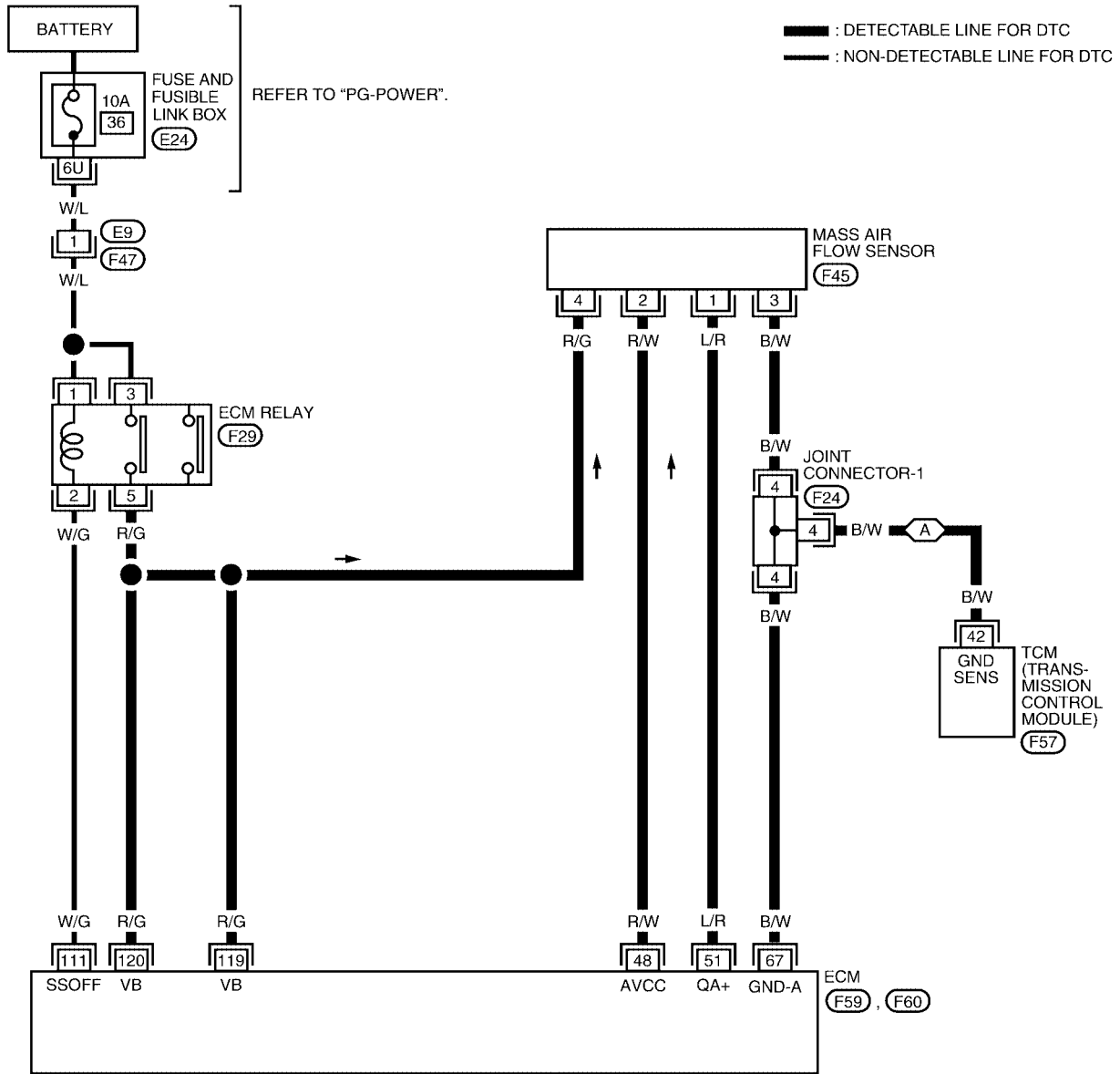
# DTC P1102 MAF SENSOR

[QG18DE (SULEV)]

UBS0030V

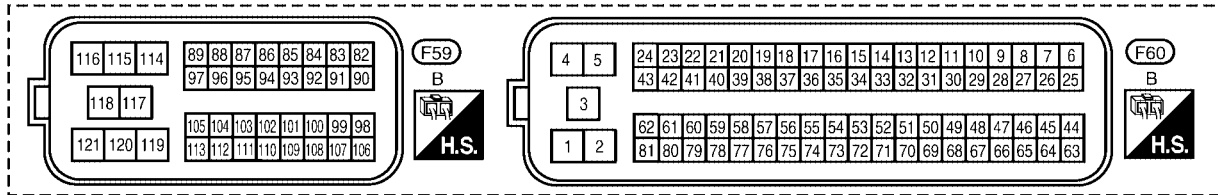
## Wiring Diagram

EC-MAFS-01



Refer to the following.

- F24** - JOINT CONNECTOR
- F57** - ELECTRICAL UNITS



BBWA0774E

# DTC P1102 MAF SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensors' power supply (Mass air flow sensor)	[Ignition switch "ON"]	Approximately 5V
51	L/R	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.0 - 1.7V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.5 - 2.1V
67	B/W	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

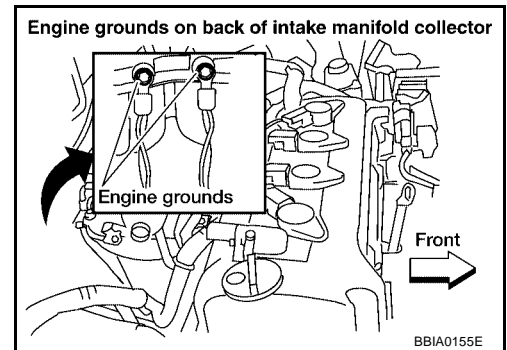
## Diagnostic Procedure

UBS0030W

### 1. RETIGHTEN GROUND SCREWS

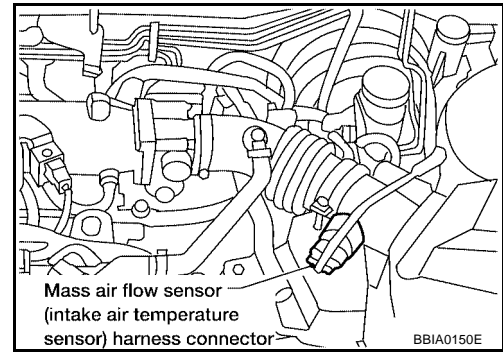
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK MASS AIR FLOW (MAF) SENSOR POWER SUPPLY CIRCUIT

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

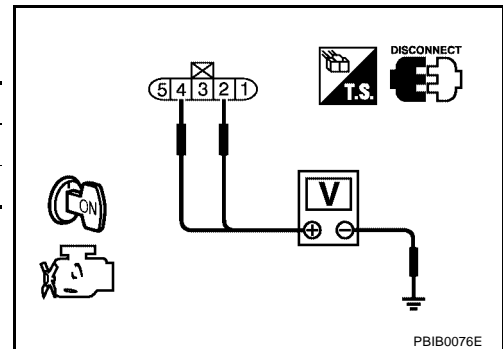


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM relay and mass air flow sensor
- Harness for open or short between mass air flow sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and engine ground.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1.
- Harness for open or short between mass air flow sensor and ECM.
- Harness for open or short between mass air flow sensor and TCM.

>> Repair open circuit or short to power in harness or connectors.

---

**6. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 51.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**7. CHECK MASS AIR FLOW SENSOR**

---

Refer to [EC-946, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace mass air flow sensor.

---

**8. CHECK INTERMITTENT INCIDENT**

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

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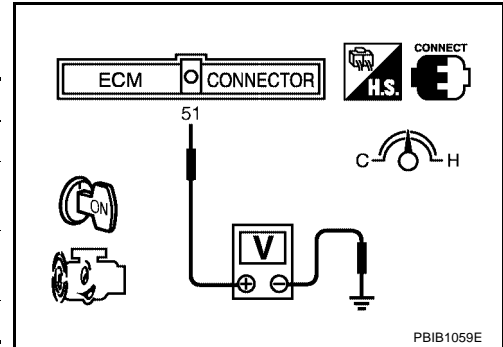
### Component Inspection MASS AIR FLOW SENSOR

1. Turn ignition switch "ON".
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Conditions	Voltage V
Ignition switch "ON" (Engine stopped.)	Less than 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.0 - 1.7
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.5 - 2.4
Idle to about 4,000 rpm*	1.0 - 1.7 to Approx. 4.0

\*: Check for linear voltage rise in response to increases to about 4,000 rpm in engine speed.

4. If the voltage is out of specification, proceed the following.
  - Turn ignition switch "OFF".
  - Disconnect mass air flow sensor harness connector and reconnect it again.
  - Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.

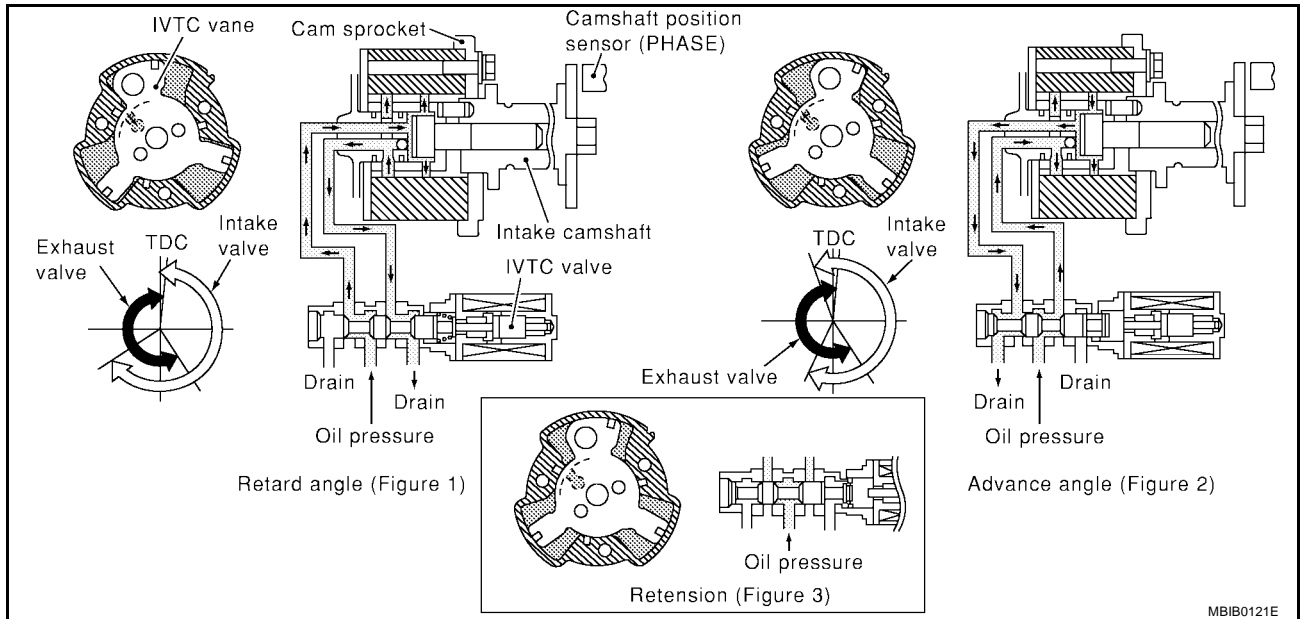


DTC P1111 IVT CONTROL SOLENOID VALVE

Description  
SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS)	Engine speed	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Vehicle speed signal*	Vehicle speed		

\*: This signal is sent to the ECM through CAN communication line.



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

COMPONENT DESCRIPTION

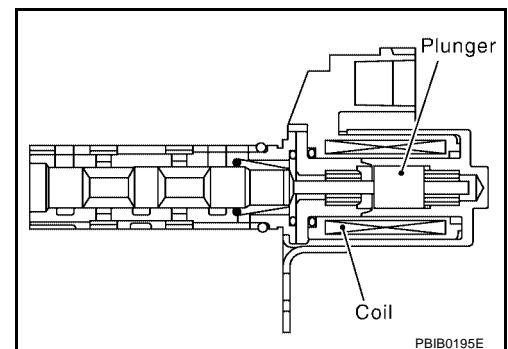
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.





# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

## CONSULT-II Reference Value in Data Monitor Mode

UBS006G4

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
INT/V SOL (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N (A/T), Neutral (M/T)</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	0% - 2%
		When revving engine up to 2,000 rpm quickly	Approx. 0% - 80%

## On Board Diagnosis Logic

UBS006G5

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1111 1111	Intake valve timing control solenoid valve circuit	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (Solenoid valve circuit is open or shorted.)</li> <li>● Intake valve timing control solenoid valve</li> </ul>

## DTC Confirmation Procedure

UBS006G6

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### ④ WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If 1st trip DTC is detected, go to [EC-950. "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### ④ WITH GST

Following the procedure "WITH CONSULT-II" above.

# DTC P1111 IVT CONTROL SOLENOID VALVE

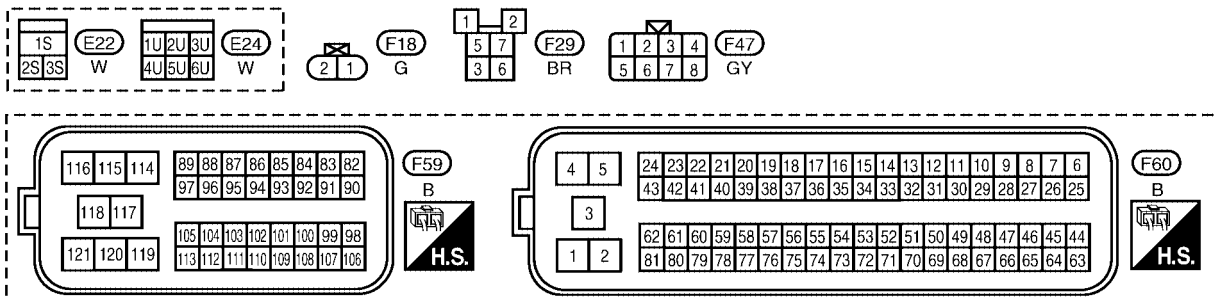
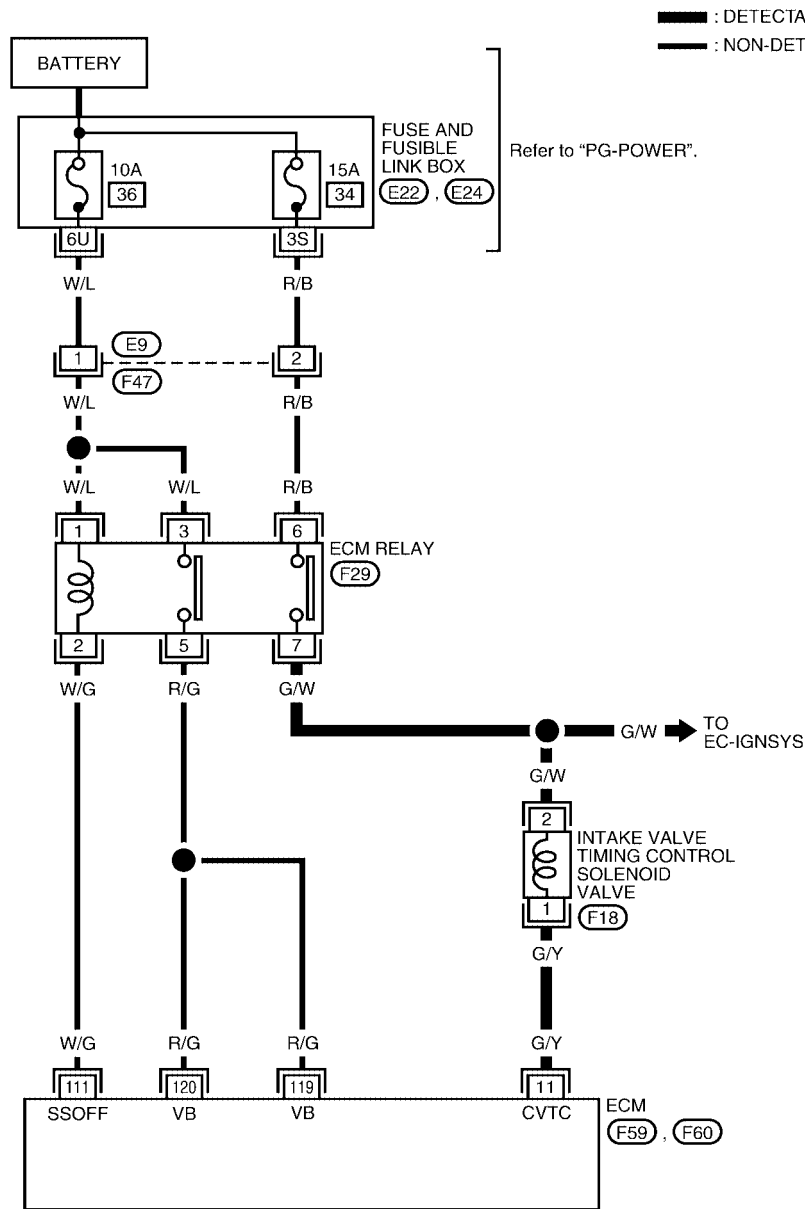
[QG18DE (SULEV)]

## Wiring Diagram

UBS006G7

EC-IVC-01

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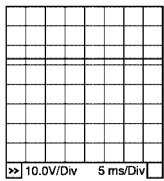
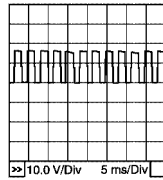
# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	G/Y	Intake valve timing control solenoid valve	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>MBIB0052E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,500 rpm</li> </ul>	<p>7 - 10V★</p>  <p>PBIB0532E</p>

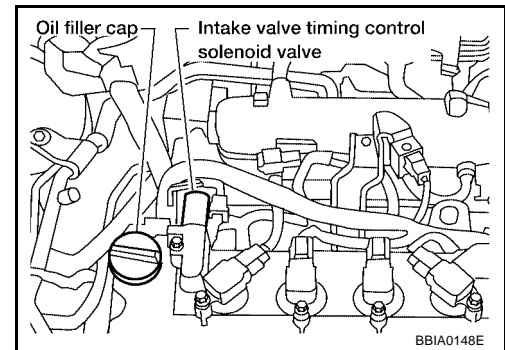
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS006G8

### 1. CHECK IVT CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Turn ignition switch "ON".

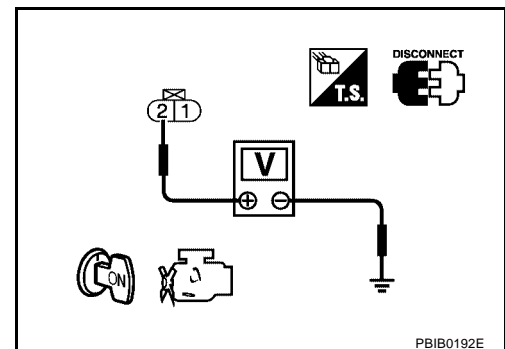


4. Check voltage between intake valve timing control solenoid valve terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 2.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



# DTC P1111 IVT CONTROL SOLENOID VALVE

[QG18DE (SULEV)]

## 2. CHECK IVT CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 11 and intake valve timing control solenoid valve terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 3. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-951, "Component Inspection"](#) .

OK or NG

OK >> GO TO 4.

NG >> Replace intake valve timing control solenoid valve.

## 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

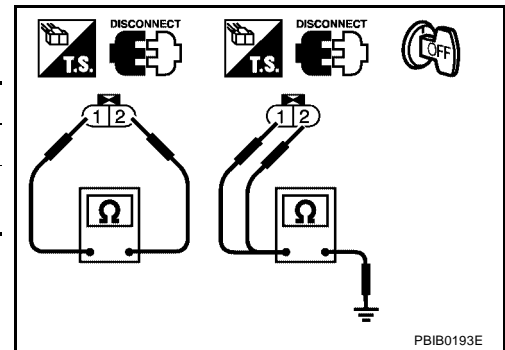
>> INSPECTION END

### Component Inspection INTAKE VALVE TIMING CONTROL SOLENOID VALVE

UBS006G9

1. Disconnect intake valve timing control solenoid valve harness connector.
2. Check resistance between intake valve timing control solenoid valve terminals 1 and 2 under the following conditions.

Terminals	Resistance
1 and 2	Approximately 8Ω at 20°C (68°F)
1 or 2 and ground	$\infty\Omega$ (Continuity should not exist)



PBIB0193E

UBS006GA

### Removal and Installation INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EM-39, "TIMING CHAIN"](#) .

# DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

**[QG18DE (SULEV)]**

## DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

PF1:16119

### Component Description

UBS003X7

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The throttle position sensor detects the throttle valve position, and the opening and closing speed of the throttle valve and feeds the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS003X8

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P1121 1121	Electric throttle control actuator	A)	Electric throttle control actuator does not function properly due to the return spring malfunction.	● Electric throttle control actuator
		B)	Throttle valve opening angle in fail-safe mode is not in specified range.	
		C)	ECM detects the throttle valve is stuck open. <b>This self-diagnosis has the one trip detection logic.</b>	

### FAIL-SAFE MODE

When the malfunction A or B is detected in the two consecutive trip, the ECM enters fail-safe mode and the MIL lights up.

When the malfunction C is detected even in the 1st trip, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Malfunction A	The ECM controls the electric throttle control actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm.
Malfunction B	ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less.
Malfunction C	While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.

### DTC Confirmation Procedure

UBS003X9

#### NOTE:

- Perform "PROCEDURE FOR MALFUNCTION A AND B" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION C".
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR MALFUNCTION A AND B

##### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
5. If 1st trip DTC is detected, go to [EC-953, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

##### With GST

Follow the procedure "With CONSULT-II" above.

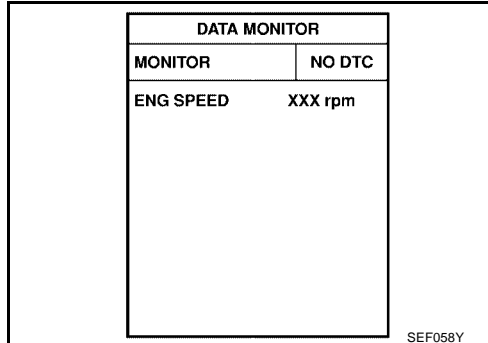
# DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

## [QG18DE (SULEV)]

### PROCEDURE FOR MALFUNCTION C

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Shift selector lever to "N" or "P" position.
5. Start engine and let it idle for 3 seconds.
6. If DTC is detected, go to [EC-953, "Diagnostic Procedure"](#) .



DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

Follow the procedure "With CONSULT-II" above.

### Diagnostic Procedure

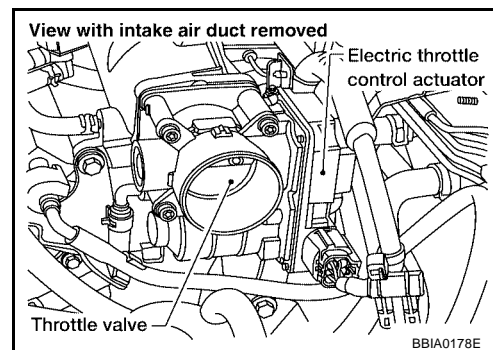
UBS003XA

#### 1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if a foreign matter is caught between the throttle valve and the housing.

#### OK or NG

- OK >> GO TO 2.  
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



#### 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

## [QG18DE (SULEV)]

### DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

PF1:16119

#### Description

UBS003XB

##### NOTE:

If DTC P1122 is displayed with DTC P1121 or 1126, first perform the trouble diagnosis for DTC P1121 or P1126. Refer to [EC-952](#) or [EC-961](#).

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc.

The throttle control motor is operated by the ECM and it opens and closes the throttle valve.

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

#### On Board Diagnosis Logic

UBS003XC

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1122 1122	Electric throttle control performance problem	Electric throttle control function does not operate properly.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor circuit is open or shorted)</li> <li>● Electric throttle control actuator</li> </ul>

#### FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

#### DTC Confirmation Procedure

UBS003XD

##### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

##### WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-956, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

##### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

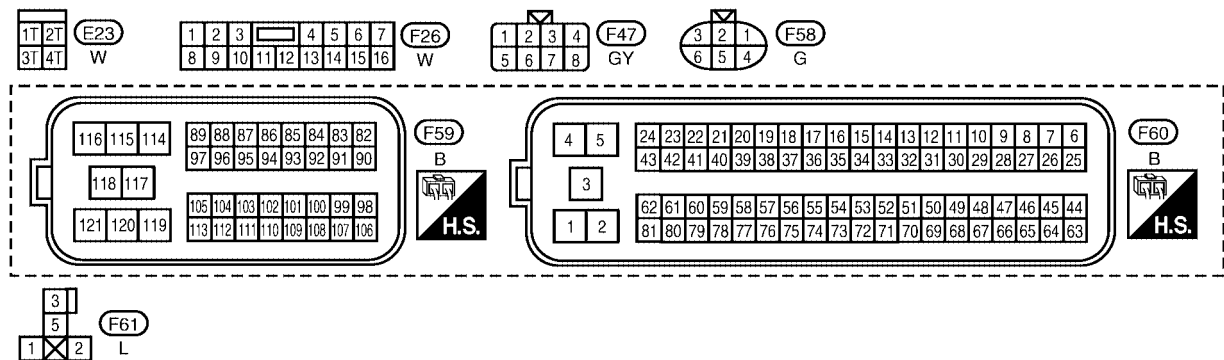
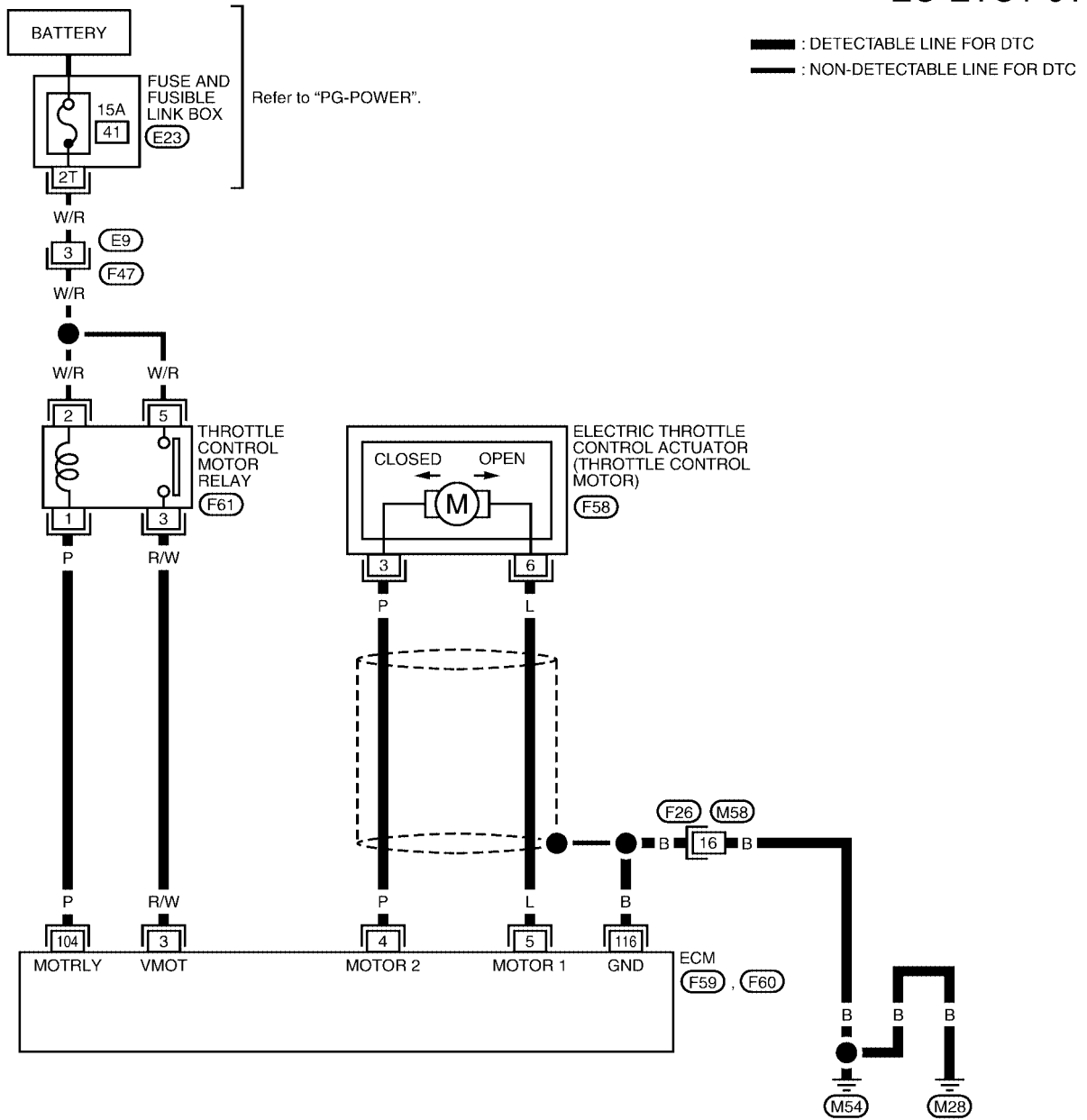
[QG18DE (SULEV)]

## Wiring Diagram

UBS003XE

EC-ETC1-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0789E



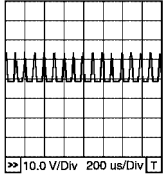
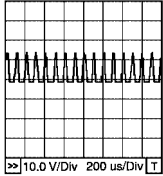
# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	R/W	Throttle control motor power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
4	P	Throttle control motor (Close)	[Ignition switch "ON"] <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	0 - 14V★  PBIB0534E
5	L	Throttle control motor (Open)	[Ignition switch "ON"] <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T models)</li> <li>● Shift lever position is "1st" (M/T models)</li> <li>● Accelerator pedal is depressing</li> </ul>	0 - 14V★  PBIB0533E
104	P	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

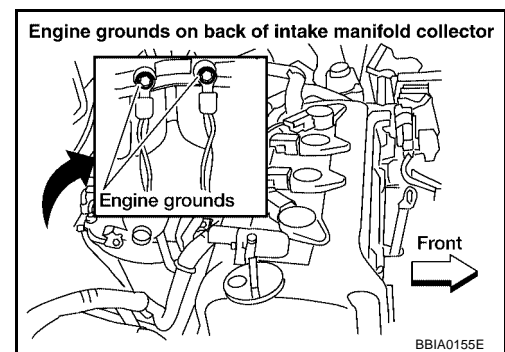
## Diagnostic Procedure

UBS003XF

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF"
2. Loosen and retighten engine ground screws.

>> GO TO 2.



# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

## [QG18DE (SULEV)]

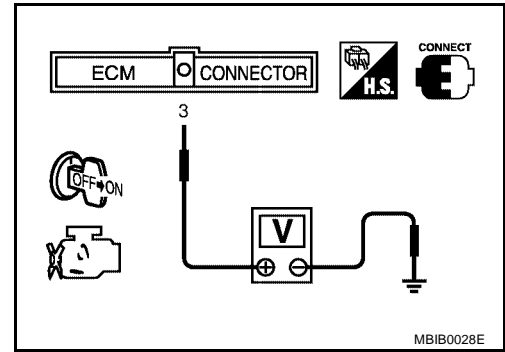
### 2. CHECK THROTTLE CONTROL MOTOR RELAY SIGNAL CIRCUIT

Check voltage between ECM terminal 3 and ground under the following conditions with CONSULT-II or tester.

Ignition switch	Voltage
OFF	Approximately 0V
ON	Battery voltage (11 - 14V)

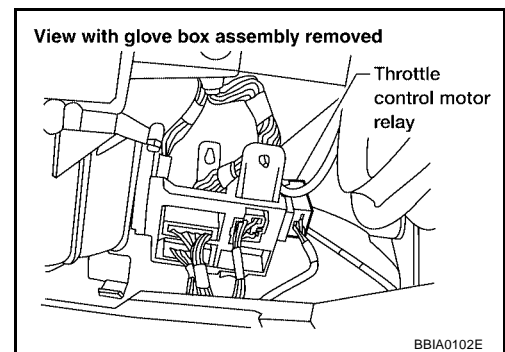
OK or NG

- OK >> GO TO 8.
- NG >> GO TO 3.



### 3. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

- Turn ignition switch "OFF".
- Disconnect throttle control motor relay.

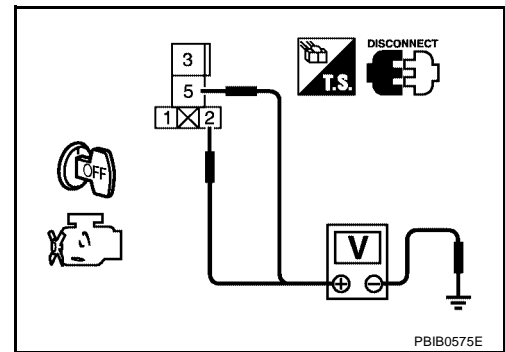


- Check voltage between throttle control motor relay terminals 2, 5 and ground.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



### 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- 15A fuse
- Harness for open or short between throttle control motor relay and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (SULEV)]

## 5. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 3 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check continuity between ECM terminal 104 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-959, "Component Inspection"](#) .

OK or NG

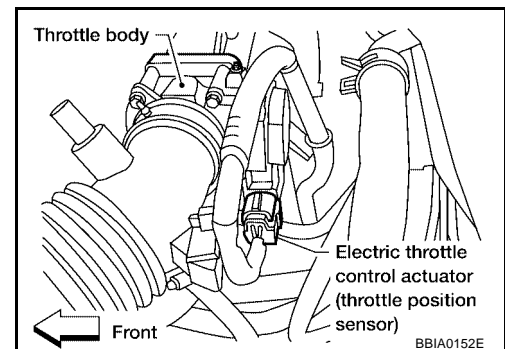
OK >> GO TO 11.

NG >> Replace throttle control motor relay.

## 8. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals.  
Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

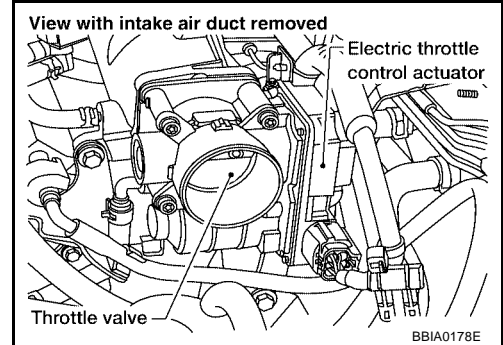
# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION [QG18DE (SULEV)]

## 9. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

- OK >> GO TO 10.  
 NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



## 10. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-959, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 12.

## 11. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 12.  
 NG >> Repair or replace harness or connectors.

## 12. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

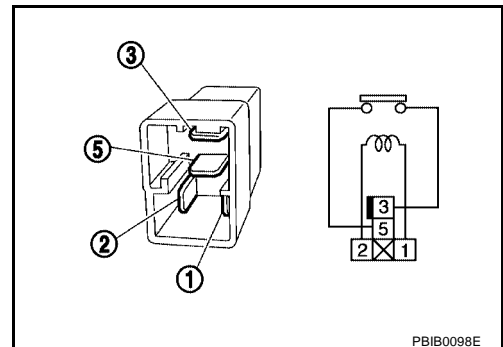
### Component Inspection THROTTLE CONTROL MOTOR RELAY

UBS006IL

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.



### THROTTLE CONTROL MOTOR

1. Disconnect electric throttle control actuator harness connector.

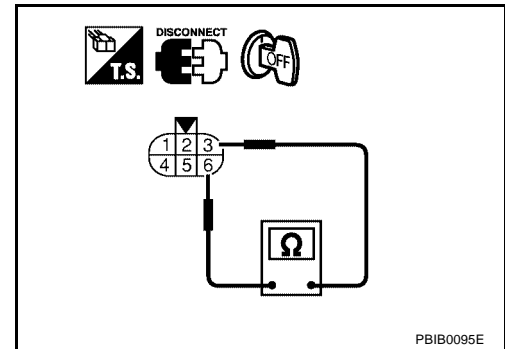
## DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QG18DE (SULEV)]

2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15  $\Omega$  [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-635, "Idle Air Volume Learning"](#) .



UBS006IM

### Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (SULEV)]

## DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

PF16119

### Component Description

UBS003XI

Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

### CONSULT-II Reference Value in Data Monitor Mode

UBS003XJ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
THRTL RELAY	● Ignition switch: ON	ON

### On Board Diagnosis Logic

UBS003XK

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1124 1124	Throttle control motor relay circuit short	ECM detects the throttle control motor relay is stuck ON.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor relay circuit is shorted)</li> <li>● Throttle control motor relay</li> </ul>
P1126 1126	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor relay circuit is open)</li> <li>● Throttle control motor relay</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS003XL

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR DTC P1124

##### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

##### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If DTC is detected, go to [EC-964, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (SULEV)]

## With GST

Follow the procedure "With CONSULT-II" above.

### PROCEDURE FOR DTC P1126

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-964, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## With GST

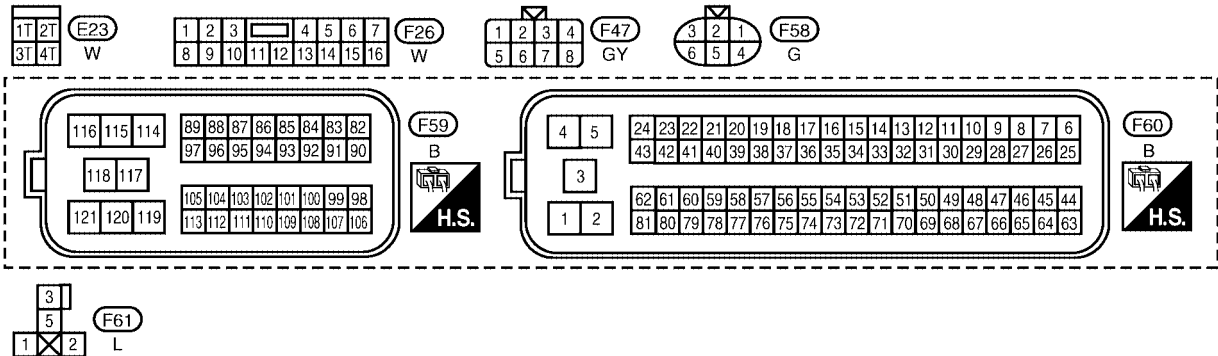
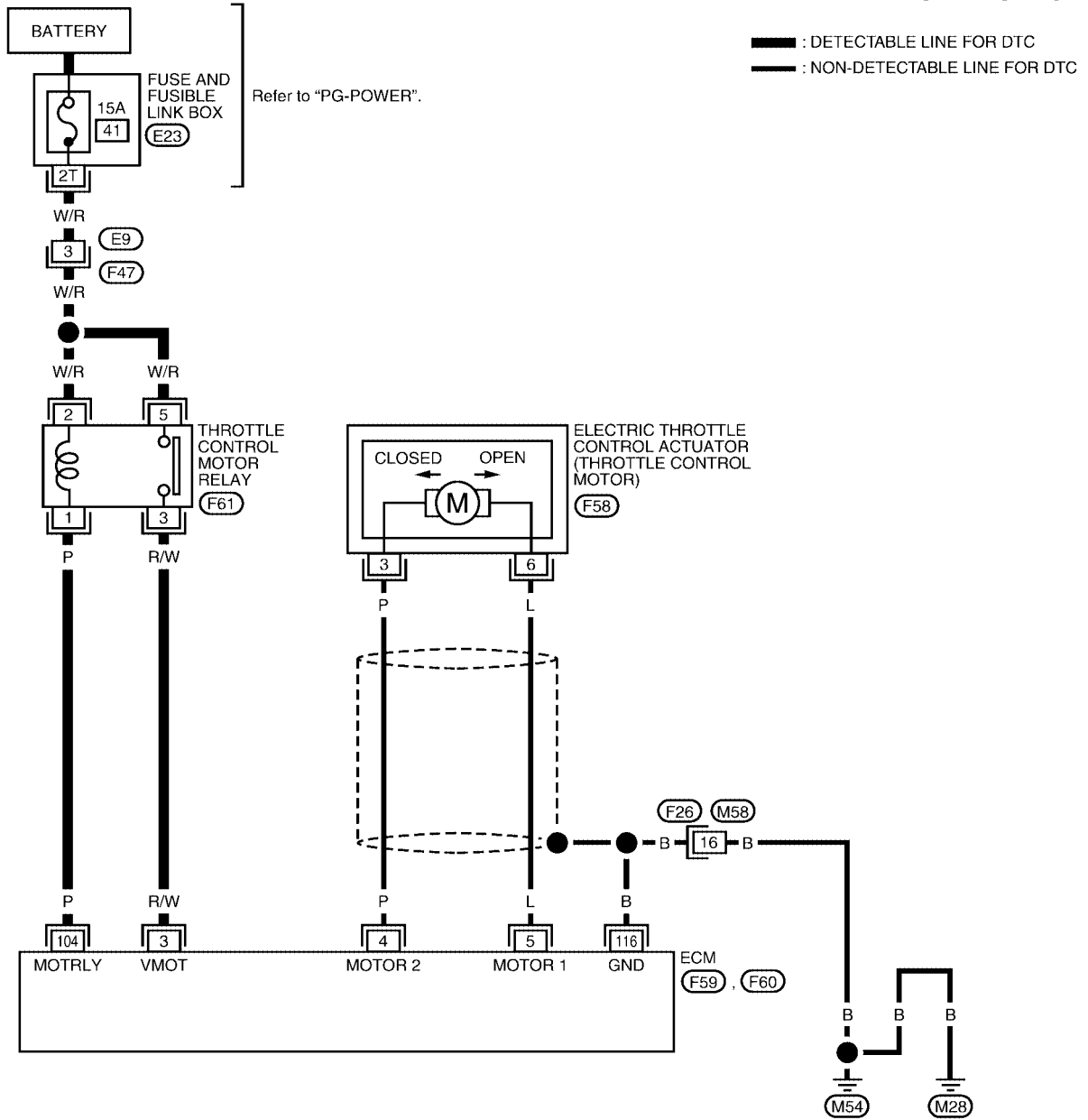
Follow the procedure "With CONSULT-II" above.

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (SULEV)]

## Wiring Diagram

UBS003XM

EC-ETC2-01



BBWA0790E



# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

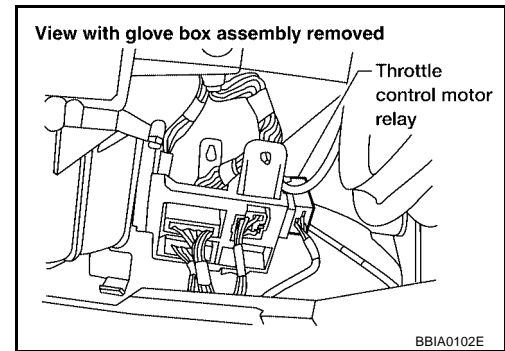
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	R/W	Throttle control motor power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
104	P	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V

## Diagnostic Procedure

UBS003XN

### 1. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect throttle control motor relay harness connector.

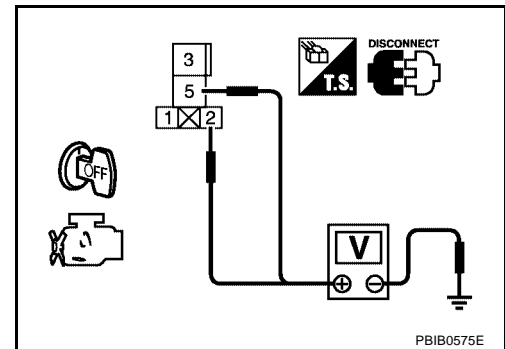


3. Check voltage between throttle control motor relay terminal 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse and fusible link connector E23
- 15A fuse
- Harness for open or short between throttle control motor relay and battery

>> Repair or replace harness or connectors.

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY [QG18DE (SULEV)]

## 3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check continuity between ECM terminal 3 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check continuity between ECM terminal 104 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 5. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-965, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace throttle control motor relay.

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

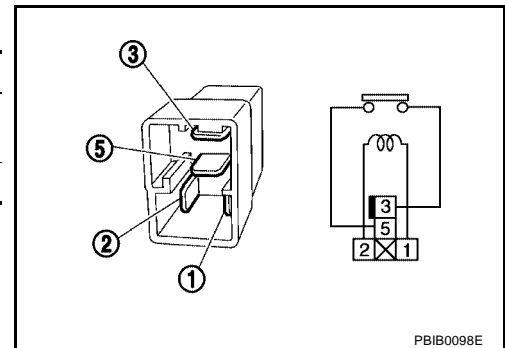
### Component Inspection THROTTLE CONTROL MOTOR RELAY

UBS006IA

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.



# DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (SULEV)]

## DTC P1128 THROTTLE CONTROL MOTOR

PF16119

### Component Description

UBS003X0

The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS003XP

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1128 1128	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	<ul style="list-style-type: none"><li>● Harness or connectors (Throttle control motor circuit is shorted.)</li><li>● Electric throttle control actuator (Throttle control motor)</li></ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS003XQ

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-968, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1128 THROTTLE CONTROL MOTOR

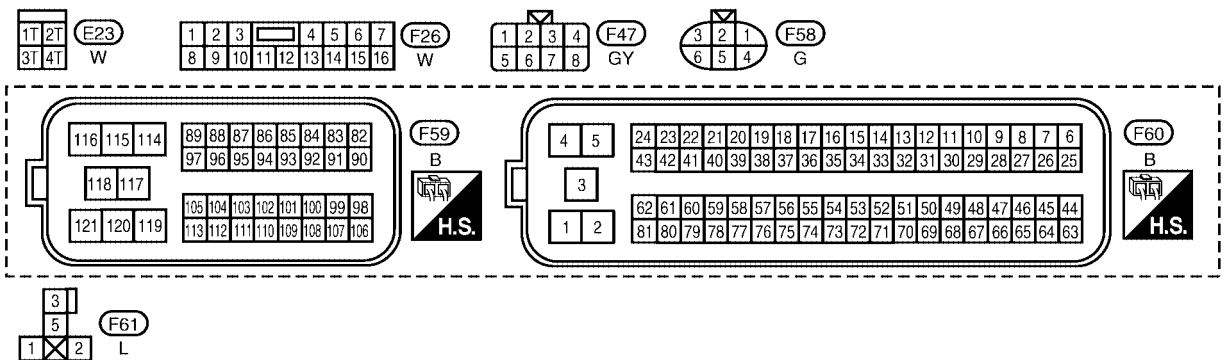
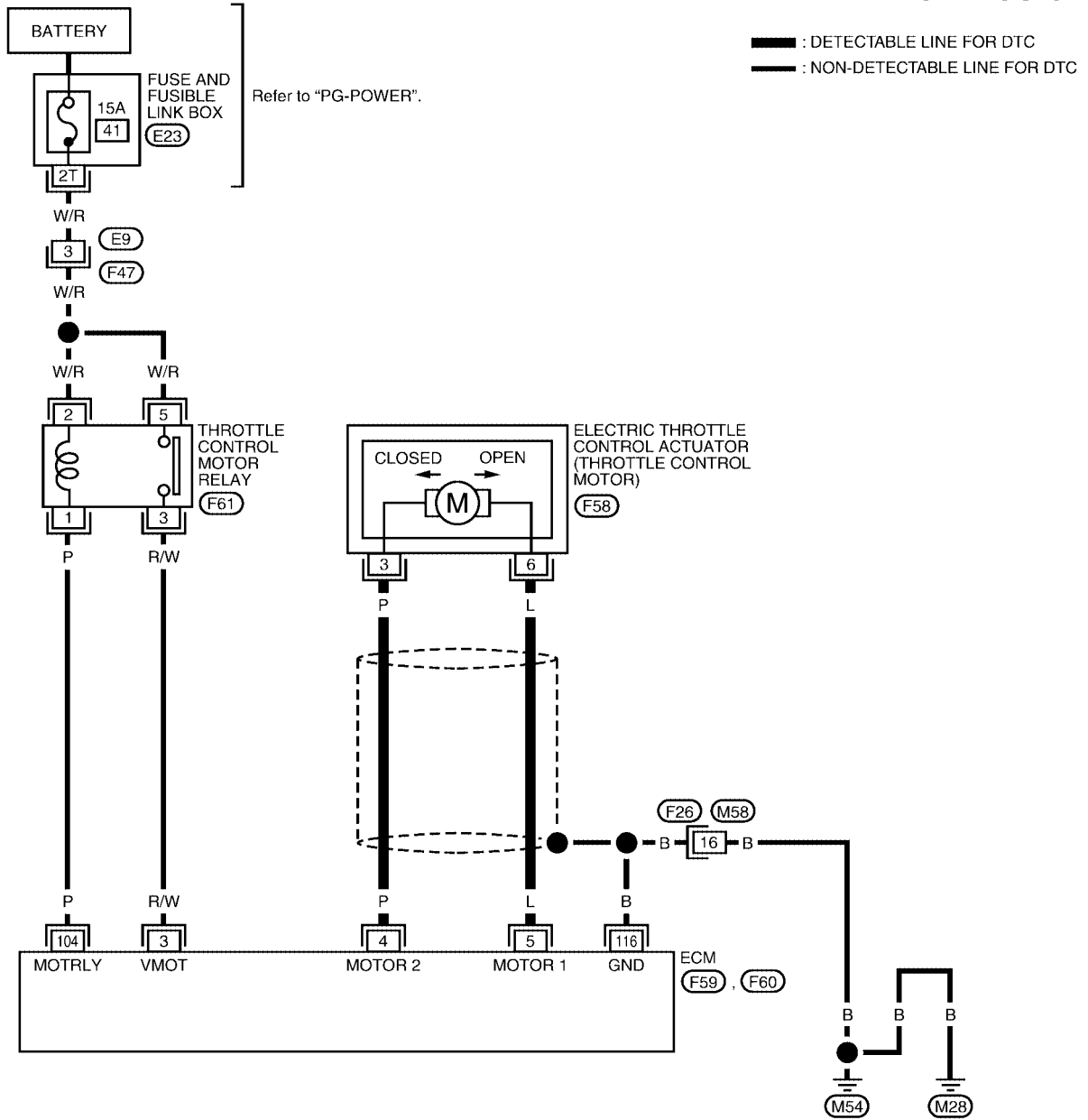
[QG18DE (SULEV)]

UBS003XR

## Wiring Diagram

EC-ETC3-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0791E

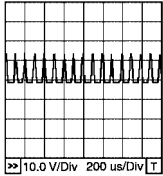
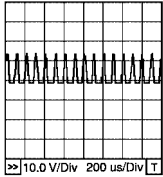
# DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
4	P	Throttle control motor (Close)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0534E</p>
5	L	Throttle control motor (Open)	<p><b>[Ignition switch "ON"]</b></p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Gear position is "D" (A/T models)</li> <li>● Shift lever position is "1st" (M/T models)</li> <li>● Accelerator pedal is depressing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0533E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

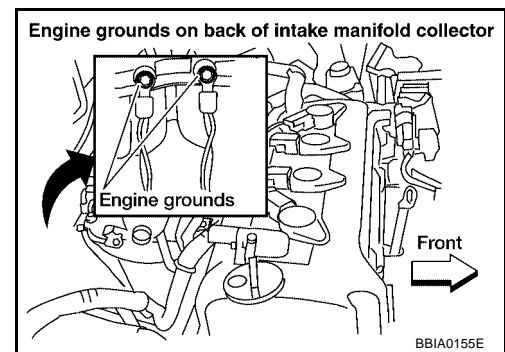
## Diagnostic Procedure

UBS003XS

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



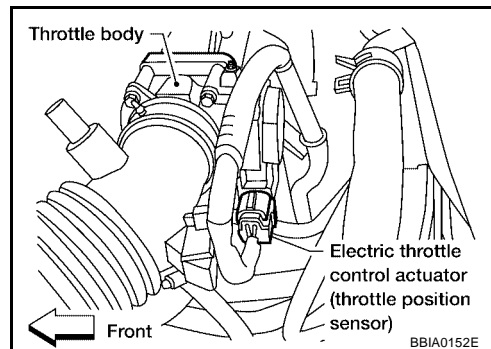
# DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (SULEV)]

## 2. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 3. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-969, "Component Inspection"](#).

OK or NG

OK >> GO TO 4.

NG >> GO TO 5.

## 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connectors.

## 5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#).
3. Perform [EC-635, "Idle Air Volume Learning"](#).

>> INSPECTION END

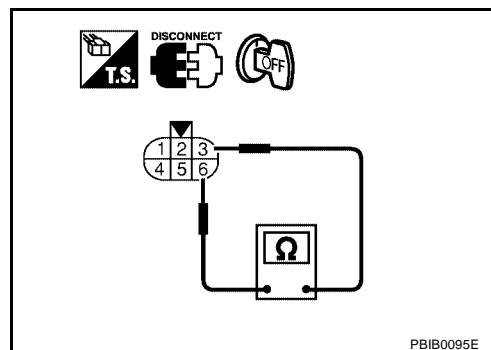
### Component Inspection THROTTLE CONTROL MOTOR

UBS003XT

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15  $\Omega$  [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-634, "Throttle Valve Closed Position Learning"](#).
5. Perform [EC-635, "Idle Air Volume Learning"](#).



## DTC P1128 THROTTLE CONTROL MOTOR

[QG18DE (SULEV)]

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### Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

UBS003XU

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

DTC P1132 SWIRL CONTROL VALVE

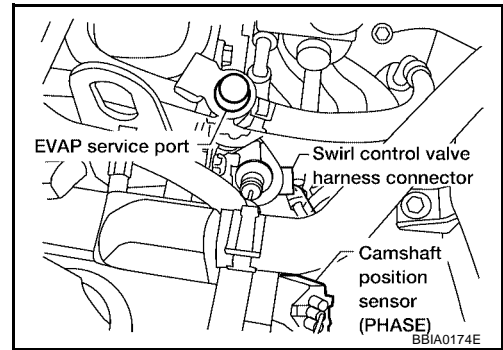
PFP:00000

Component Description

UBS00691

Swirl control valve consists of actuator and valve. The valve is installed in the intake manifold, and the actuator is connected to the rear end of the valve shaft.

The swirl control valve uses a step motor which has four winding phases. It operates according to the output pulse signal of the ECM. Two windings are turned ON and OFF in sequence. Each time an ON pulse is issued, the valve opens or closes. When no change in the control position is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.



CONSULT-II Reference Value in Data Monitor Mode

UBS00692

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
SWL C/V (B1)	● Engine: Idle the engine	Engine coolant temperature is below 44°C (111°F)	0 - 5 step
		Engine coolant temperature is above 45°C (113°F)	115 - 120 step
SWL/C POSI SE	● Engine: Idle the engine	Engine coolant temperature is below 44°C (111°F)	Approx. 0 deg.
		Engine coolant temperature is above 45°C (113°F)	Approx. 80 deg.

On Board Diagnosis Logic

UBS00693

DTC No.	Trouble diagnosis name	DTC Detecting Condition	Possible Cause
P1132 1132	Swirl control valve circuit	An improper voltage signal is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The swirl control valve circuit is open or shorted.)</li> <li>● Swirl control valve control solenoid valve</li> </ul>

DTC Confirmation Procedure

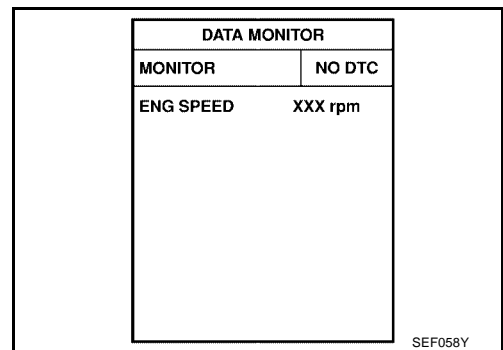
UBS00695

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for at least 10 seconds.
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Turn ignition switch "ON" and wait at least 2 seconds.
6. Start engine and let it idle for at least 10 seconds.
7. Maintain engine speed at about 2,000 rpm for at least 10 seconds.
8. Turn ignition switch "OFF", wait at least 10 seconds and then turn "ON".  
If 1st trip DTC is detected, go to [EC-974, "Diagnostic Procedure"](#)
- If 1st trip DTC is not detected, go to next step.
9. Perform step 5 through 8 three times.



SEF058Y



## DTC P1132 SWIRL CONTROL VALVE

[QG18DE (SULEV)]

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### WITH GST

Follow the procedure "With CONSULT-II" above.

# DTC P1132 SWIRL CONTROL VALVE

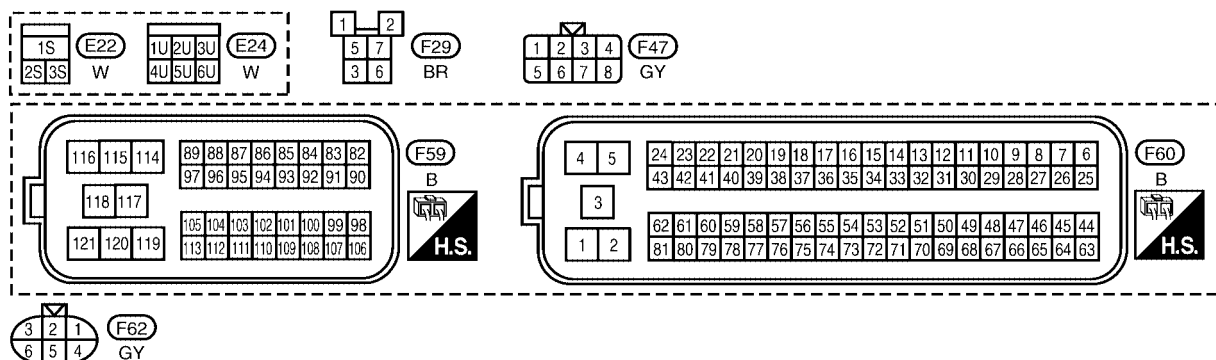
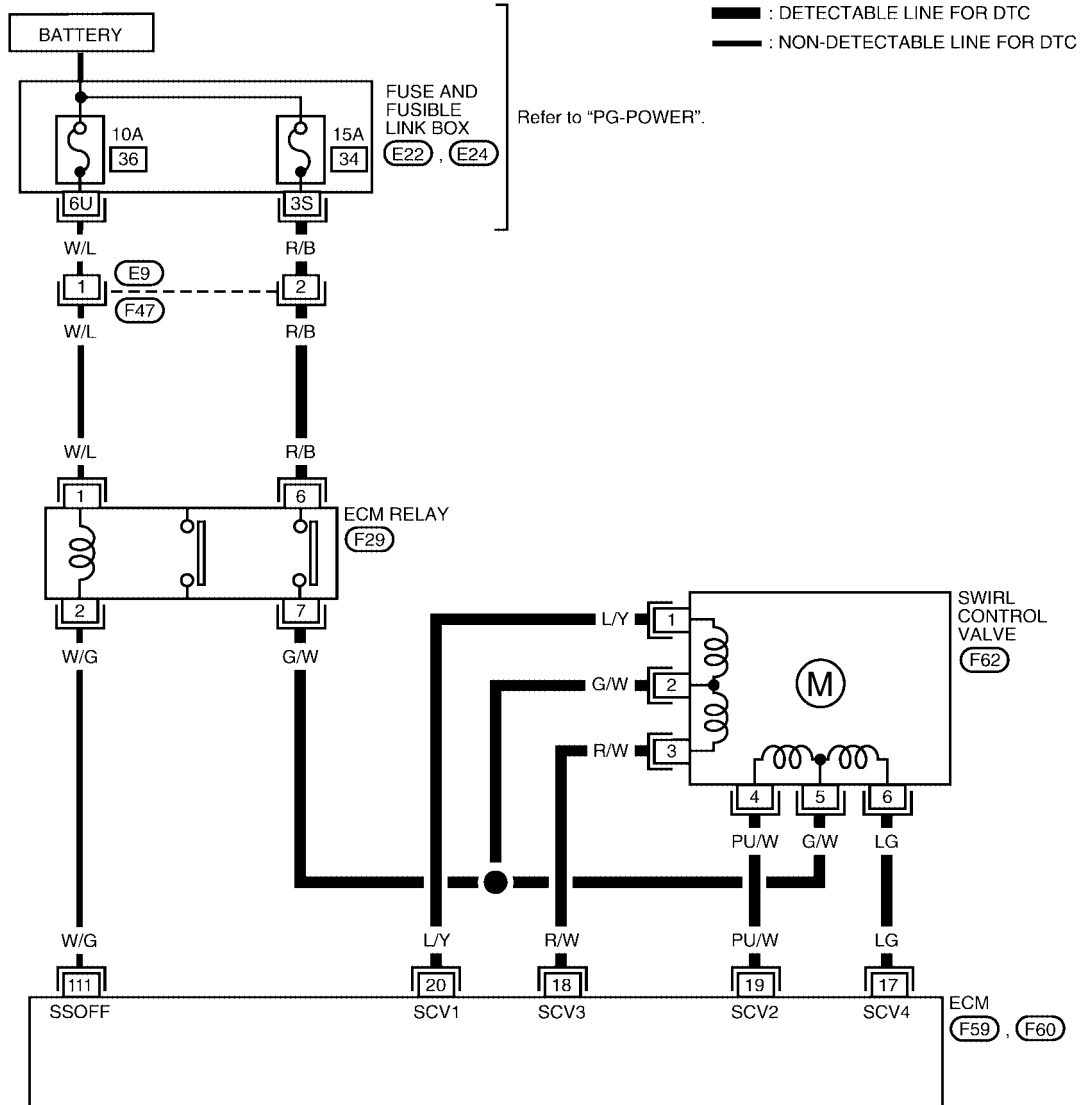
[QG18DE (SULEV)]

UBS00696

## Wiring Diagram

EC-SWL/V-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0800E

# DTC P1132 SWIRL CONTROL VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

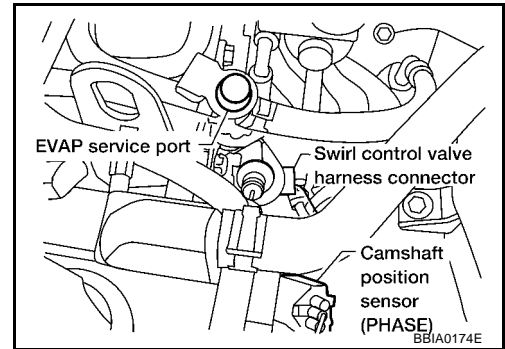
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
17 18 19 20	LG R/W PU/W L/Y	Swirl control valve	[Engine is running] ● Idle speed	0.1 - 14V

## Diagnostic Procedure

UBS00697

### 1. CHECK SWIRL CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect swirl control valve harness connector.
3. Turn ignition switch "ON".



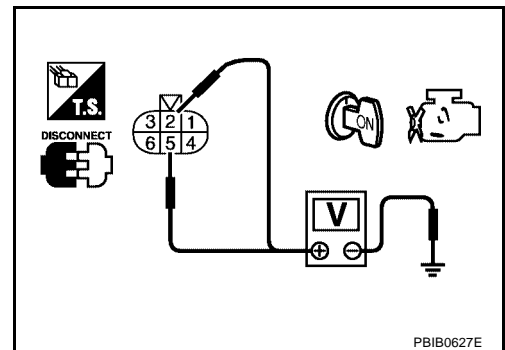
4. Check voltage between swirl control valve terminals 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



# DTC P1132 SWIRL CONTROL VALVE

[QG18DE (SULEV)]

## 2. CHECK SWIRL CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals and swirl control valve terminals as follows. Refer to Wiring Diagram.

ECM terminal	Swirl volume control valve
17	6
18	3
19	4
20	1

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 3. CHECK SWIRL CONTROL VALVE

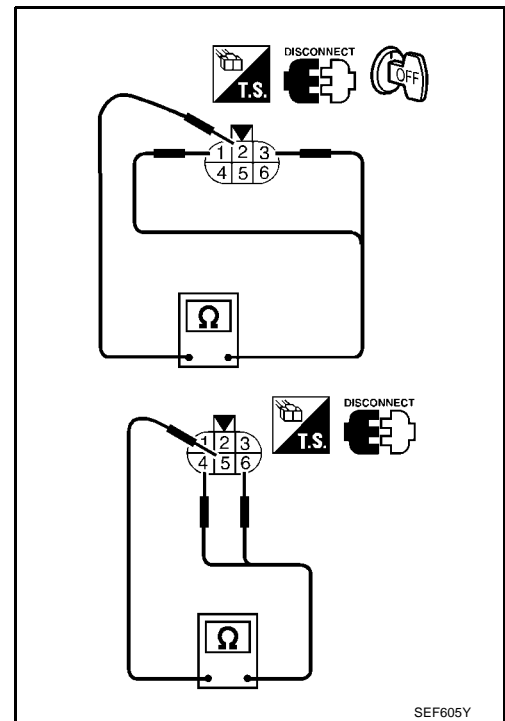
Check resistance between swirl control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.

**Resistance: 20.5 - 23.5Ω [At 20°C (68°F)]**

OK or NG

OK >> GO TO 4.

NG >> Replace intake manifold assembly.



## 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Removal and Installation SWIRL CONTROL VALVE

Refer to [EM-12, "Removal and Installation"](#) .

UBS00698

# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

## DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR

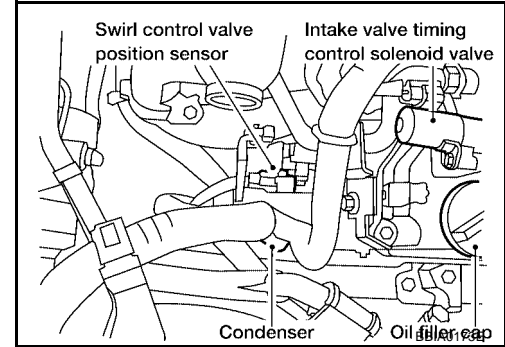
PFP:23731

### Component Description

UBS00699

Swirl control valve position sensor is installed on the intake manifold. The sensor is connected to the front end of the valve shaft of the swirl control valve.

The sensor responds to the valve shaft movement. This sensor is a kind of potentiometer which transforms the swirl control valve position into output voltage, and emits the voltage signal to the ECM.



### CONSULT-II Reference Value in Data Monitor Mode

UBS0069A

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
SWL C/V (B1)	<ul style="list-style-type: none"> <li>● Engine speed: Idle</li> </ul>	Engine coolant temperature is below 44°C (111°F).	0 - 5 step
		Engine coolant temperature is above 45°C (113°F).	115 - 120 step
SWL/C POSI SE	<ul style="list-style-type: none"> <li>● Engine speed: Idle</li> <li>● Engine coolant temperature is below 44°C (111°F).</li> </ul>		Approximately 0 deg
		<ul style="list-style-type: none"> <li>● Engine speed: Idle</li> <li>● Engine coolant temperature is above 45°C (113°F).</li> </ul>	Approximately 80 deg

### On Board Diagnosis Logic

UBS0069B

DTC No.	Trouble diagnosis name	DTC Detecting Condition	Possible Cause
P1137 1137	Swirl control valve control position sensor circuit	An excessively low or high voltage from the sensor is ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (Swirl control valve position sensor circuit is open or shorted.)</li> <li>● Swirl control valve position sensor</li> <li>● Harness or connectors (Swirl control valve circuit is open or shorted.)</li> <li>● Swirl control valve</li> </ul>

# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

UBS0069D

## DTC Confirmation Procedure

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### ⓑ WITH CONSULT-II

1. Turn ignition switch "OFF" and wait at least 10 seconds.
2. Turn ignition switch "ON".
3. Select "DATA MONITOR" mode with CONSULT-II and wait at least 5 seconds.  
If 1st trip DTC is detected, go to [EC-980, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### Ⓒ WITH GST

Follow the procedure "WITH CONSULT-II" above.

A

EC

C

D

E

F

G

H

I

J

K

L

M

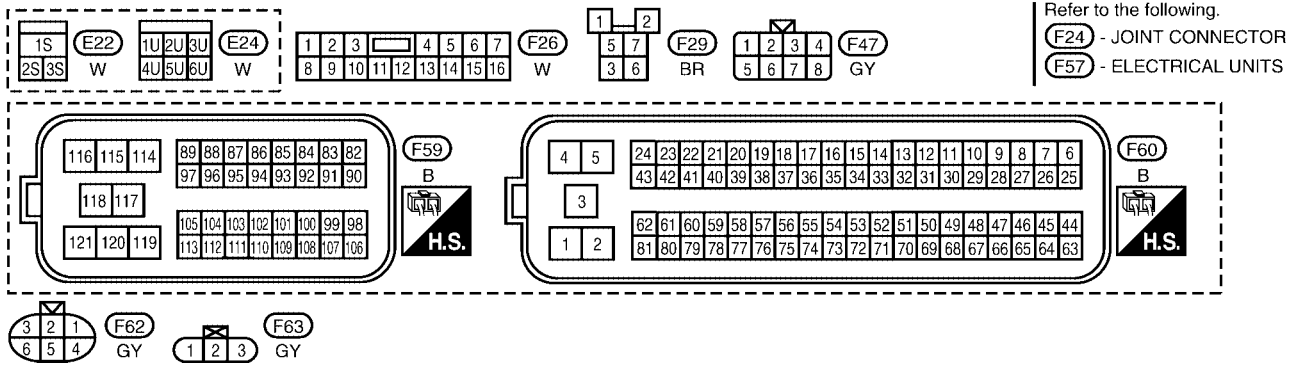
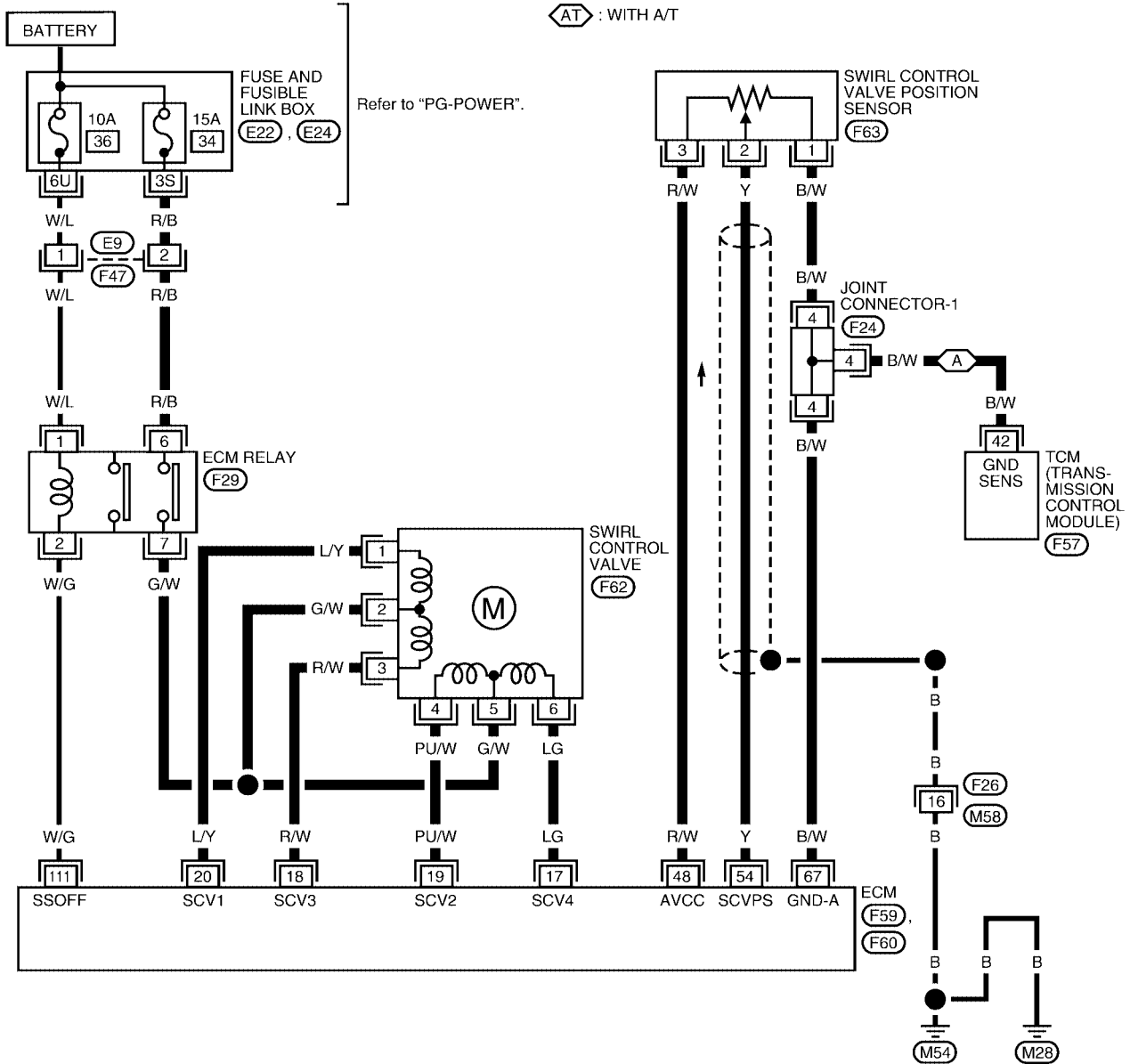
# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

UBS0069E

## Wiring Diagram

EC-SWL/S-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC  
AT : WITH A/T



BBWA0801E

# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
17 18 19 20	LG R/W PU/W L/Y	Swirl control valve	<b>[Engine is running]</b> ● Idle speed	0.1 - 14V
54	Y	Swirl control valve position sensor	<b>[Engine is running]</b> ● Idle speed ● Engine coolant temperature is below 44°C (111°F).	Approximately 5V
			<b>[Engine is running]</b> ● <b>Warm-up condition</b> ● Idle speed ● Engine coolant temperature is above 45°C (113°F).	0 - 1.0V
67	B/W	Sensor ground (Mass air flow sensor)	<b>[Engine is running]</b> ● <b>Warm-up condition</b> ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			<b>[Ignition switch "OFF"]</b> ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)

A  
EC  
C  
D  
E  
F  
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H  
I  
J  
K  
L  
M



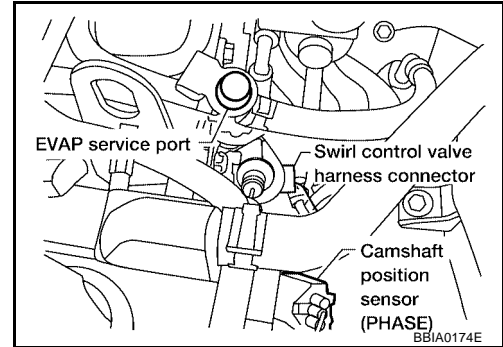
# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

UBS0069F

## Diagnostic Procedure

### 1. CHECK SWIRL CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect swirl control valve harness connector.
3. Turn ignition switch "ON".

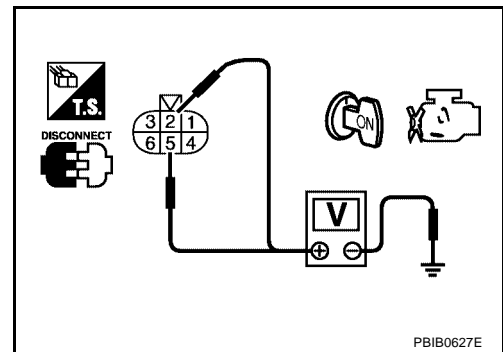


4. Check voltage between swirl control valve terminals 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 2.
- NG >> Repair open circuit or short to ground or short to power in harness connectors.



### 2. CHECK SWIRL CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals and swirl control valve terminals as follows. Refer to Wiring Diagram.

ECM terminal	Swirl volume control valve
17	6
18	3
19	4
20	1

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

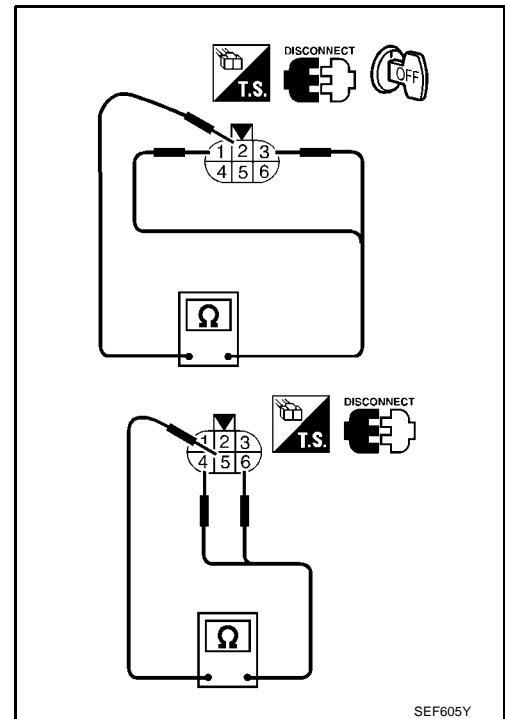
## 3. CHECK SWIRL CONTROL VALVE

Check resistance between swirl control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.

**Resistance: 20.5 - 23.5  $\Omega$  [at 20°C (68°F)]**

OK or NG

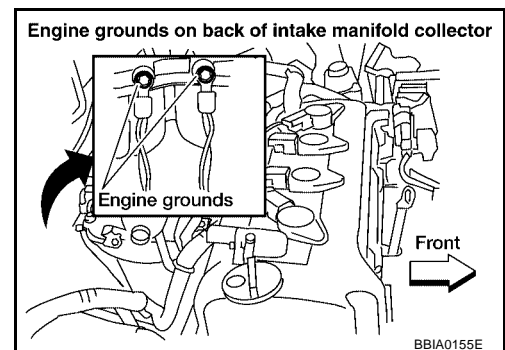
- OK >> GO TO 4.
- NG >> Replace intake manifold collector assembly.



## 4. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

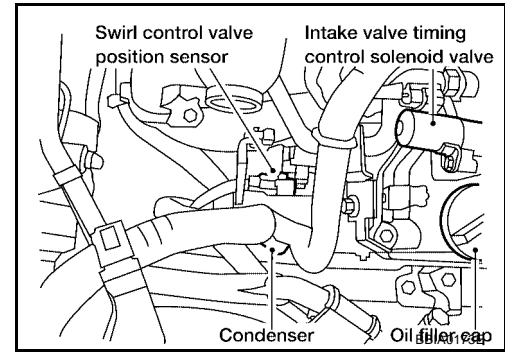
>> GO TO 5.



# DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR [QG18DE (SULEV)]

## 5. CHECK SWIRL CONTROL VALVE POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect swirl control valve position sensor harness connector.
2. Turn ignition switch "ON".



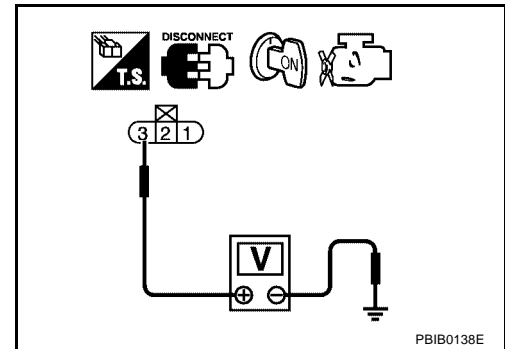
3. Check voltage between swirl control valve position sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to ground or short to power in harness connectors.



## 6. CHECK SWIRL CONTROL VALVE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between swirl control valve position sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 8.

NG >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between swirl control valve position sensor and TCM
- Harness for open or short between swirl control valve position sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**DTC P1137 SWIRL CONTROL VALVE CONTROL POSITION SENSOR**  
**[QG18DE (SULEV)]**

---

**8. CHECK SWIRL CONTROL VALVE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 54 and swirl control valve position sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK (With CONSULT-II)>>GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK INTERMITTENT INCIDENT**

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Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace intake manifold assembly.

NG >> Repair or replace.

**Removal and Installation**  
**SWIRL CONTROL VALVE CONTROL POSITION SENSOR**

*UBS0069G*

Refer to [EM-12, "Removal and Installation"](#) .

**DTC P1138 SWIRL CONTROL VALVE**

**Description  
SYSTEM DESCRIPTION**

Sensor	Input Signal to ECM	ECM function	Actuator
Throttle position sensor	Throttle position	Swirl control valve control	Swirl control valve
Battery	Battery voltage*		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Swirl control valve position sensor	Swirl control valve position		

\*: The ECM determines the start signal status by the signal of engine speed and battery voltage.

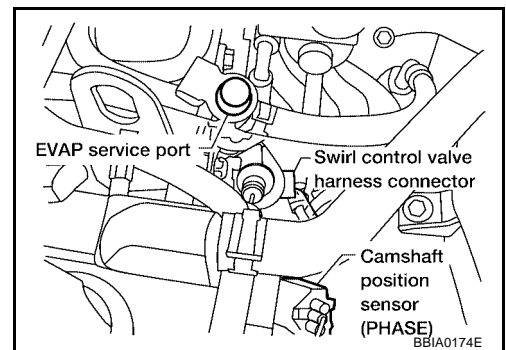
Swirl control valve has a valve portion in the intake passage of each cylinder. While idling and during low engine coolant temperature, the swirl control valve closes, Thus the velocity of the air in the intake passage increases, promoting the vaporization of the fuel and producing a swirl in the combustion chamber. Because of this operation, this system tends to increase the burning speed of the gas mixture, improve fuel consumption, and increase the stability in running conditions. Also, except when idling and during low engine coolant temperature, this system opens the swirl control valve. In this condition, this system tends to increase power by improving intake efficiency via reduction of intake flow resistance, intake flow. The swirl control valve is operated by the ECM.

Throttle position sensor (Idle position)	Engine coolant temperature	Swirl control valve
OFF	—	Open
ON	Above 45°C (113°F)	Open
	Below 44°C (111°F)	Close

**COMPONENT DESCRIPTION**

**Swirl Control Valve**

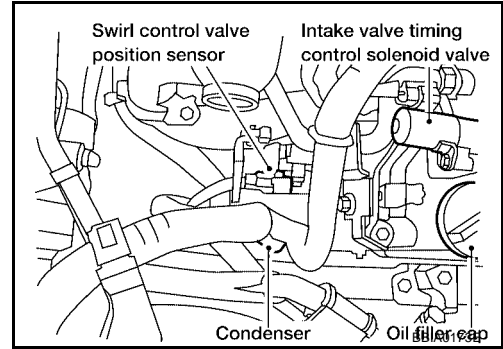
Swirl control valve consists of actuator and valve. The valve is installed in the intake manifold, and the actuator is connected to the rear end of the valve shaft. The swirl control valve uses a step motor which has four winding phases. It operates according to the output pulse signal of the ECM. Two windings are turned ON and OFF in sequence. Each time an ON pulse is issued, the valve opens or closes. When no change in the control position is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.



## Swirl Control Valve Position Sensor

Swirl control valve position sensor is installed on the intake manifold. The sensor is connected to the front end of the valve shaft of the swirl control valve.

The sensor responds to the valve shaft movement. This sensor is a kind of potentiometer which transforms the swirl control valve position into output voltage, and emits the voltage signal to the ECM.



## CONSULT-II Reference Value in Data Monitor Mode

UBS0069I

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
SWL C/V (B1)	● Engine speed: Idle	Engine coolant temperature is below 44°C (111°F).	0 - 5 step
		Engine coolant temperature is above 45°C (113°F).	115 - 120 step

## On Board Diagnosis Logic

UBS0069J

DTC No.	Trouble diagnosis name	DTC Detecting Condition	Possible Cause
P1138 1138	Swirl control valve control system performance	The target opening angle of swirl control valve controlled by ECM and the input signal from swirl control valve position sensor is not in the normal rang.	<ul style="list-style-type: none"> <li>● Harness or connectors (Swirl control valve position sensor circuit is open or shorted.)</li> <li>● Swirl control valve position sensor</li> <li>● Harness or connectors (Swirl control valve circuit is open or shorted.)</li> <li>● Swirl control valve</li> </ul>

## DTC Confirmation Procedure

UBS0069L

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for at least 10 seconds.
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Turn ignition switch "ON" and wait at least 2 seconds.
6. Start engine and let it idle for at least 10 seconds.
7. Maintain engine speed at about 2,000 rpm for at least 10 seconds.
8. Turn ignition switch "OFF", wait at least 10 seconds and then turn "ON".  
If 1st trip DTC is detected, go to [EC-988, "Diagnostic Procedure"](#).  
If 1st trip DTC is not detected, go to next step.
9. Perform step 5 through 8 three times.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

#### With GST

Follow the procedure "With CONSULT-II" above.

# DTC P1138 SWIRL CONTROL VALVE

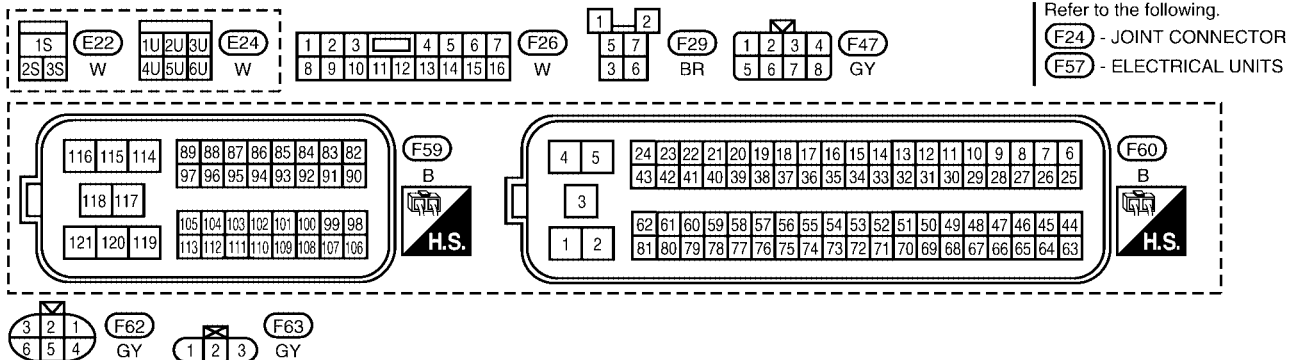
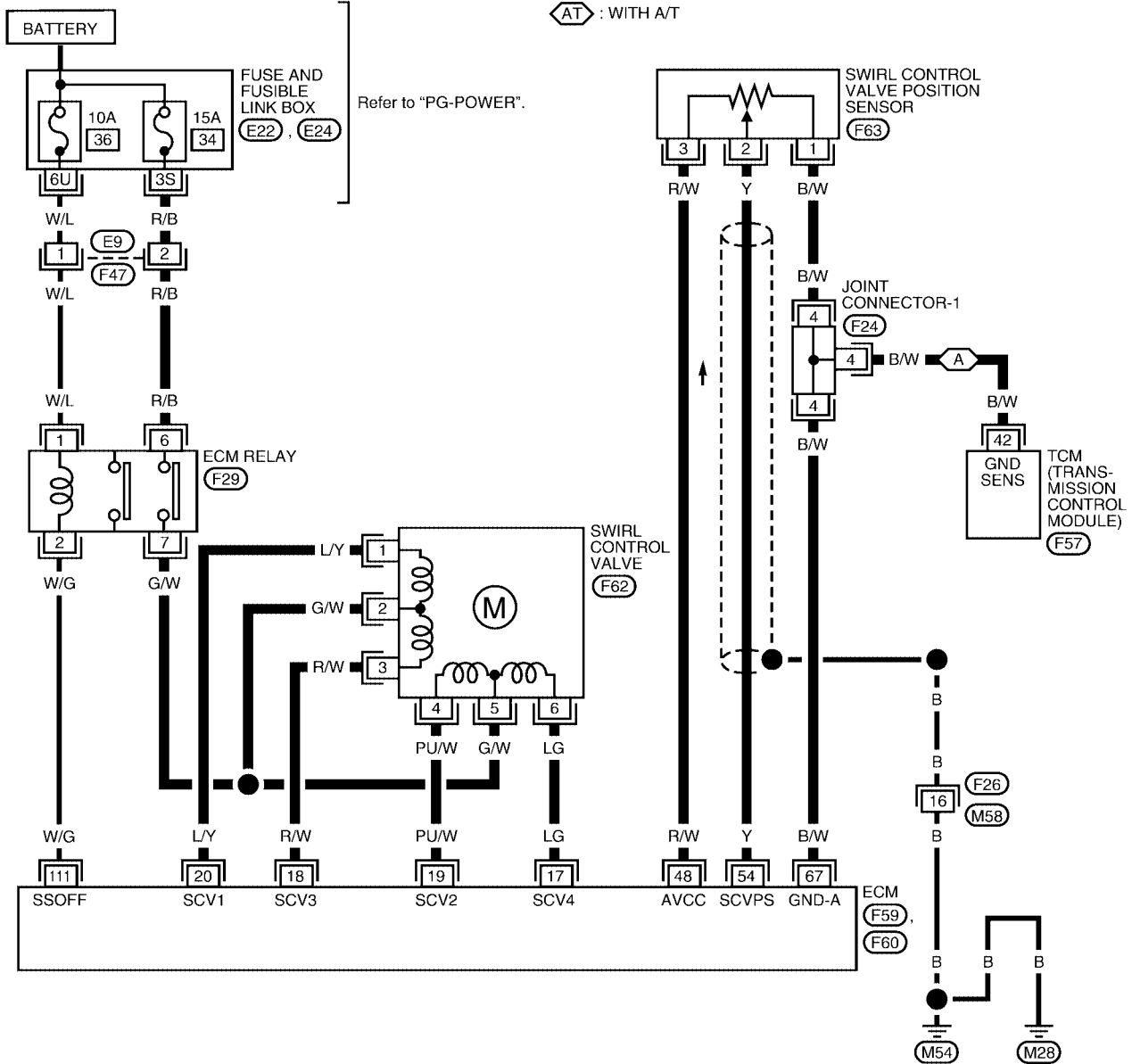
[QG18DE (SULEV)]

UBS0069M

## Wiring Diagram

EC-SWL/S-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ⊖** : WITH A/T



BBWA0801E

# DTC P1138 SWIRL CONTROL VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
17 18 19 20	LG R/W PU/W L/Y	Swirl control valve	<b>[Engine is running]</b> ● Idle speed	0.1 - 14V
54	Y	Swirl control valve position sensor	<b>[Engine is running]</b> ● Idle speed ● Engine coolant temperature is below 44°C (111°F).	Approximately 5V
			<b>[Engine is running]</b> ● <b>Warm-up condition</b> ● Idle speed ● Engine coolant temperature is above 45°C (113°F).	0 - 1.0V
67	B/W	Sensor ground (Mass air flow sensor)	<b>[Engine is running]</b> ● <b>Warm-up condition</b> ● Idle speed	Approximately 0V
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			<b>[Ignition switch "OFF"]</b> ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)

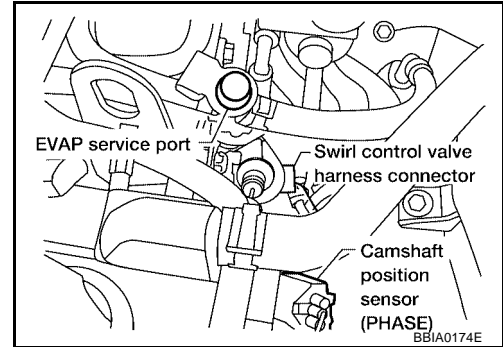
A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



**Diagnostic Procedure**

**1. CHECK SWIRL CONTROL VALVE POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect swirl control valve harness connector.
3. Turn ignition switch "ON".

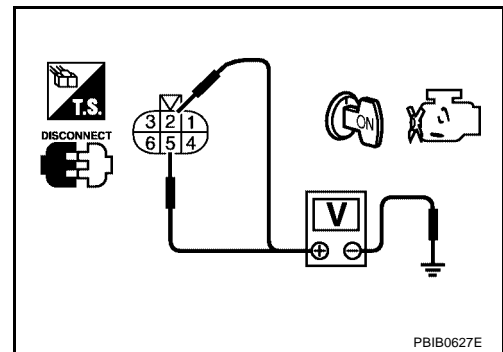


4. Check voltage between swirl control valve terminals 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 2.
- NG >> Repair open circuit or short to ground or short to power in harness connectors.



**2. CHECK SWIRL CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. disconnect ECM harness connector.
3. Check harness continuity between ECM terminals and swirl control valve terminals as follows. Refer to Wiring Diagram.

ECM terminal	Swirl volume control valve
17	6
18	3
19	4
20	1

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1138 SWIRL CONTROL VALVE

[QG18DE (SULEV)]

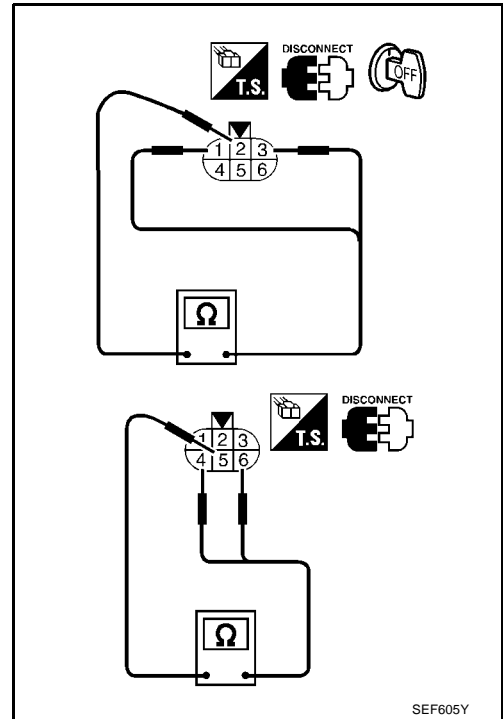
## 3. CHECK SWIRL CONTROL VALVE

Check resistance between swirl control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.

**Resistance: 20.5 - 23.5Ω [At 20°C (68°F)]**

OK or NG

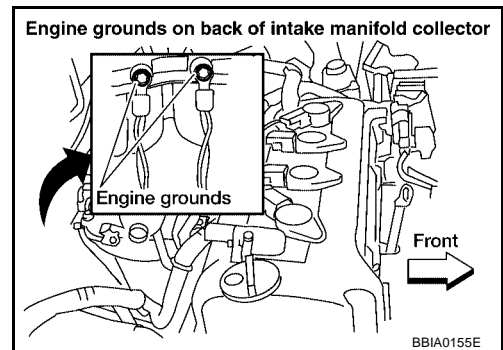
- OK >> GO TO 4.
- NG >> Replace intake manifold collector assembly.



## 4. RETIGHTEN GROUND SCREWS

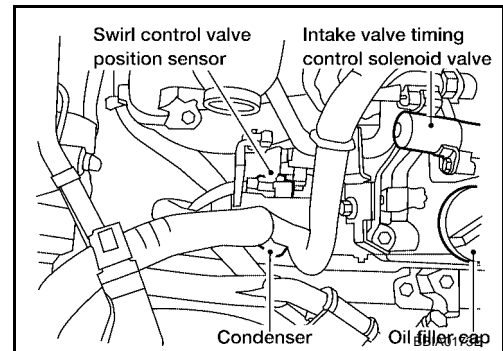
Loosen and retighten engine ground screws.

>> GO TO 5.



## 5. CHECK SWIRL CONTROL VALVE POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect swirl control valve position sensor harness connector.
2. Turn ignition switch "ON".

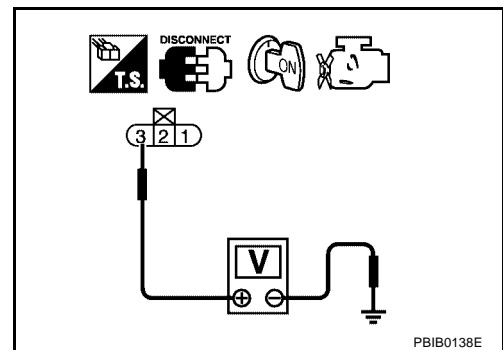


3. Check voltage between swirl control valve position sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 6.
- NG >> Repair open circuit or short to ground or short to power in harness connectors.



## 6. CHECK SWIRL CONTROL VALVE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between swirl control valve position sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between swirl control valve position sensor and TCM
- Harness for open or short between swirl control valve position sensor and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK SWIRL CONTROL VALVE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 54 and swirl control valve position sensor terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK (With CONSULT-II)>>GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace intake manifold assembly.

NG >> Repair or replace.

**Removal and Installation  
SWIRL CONTROL VALVE**

UBS00690

Refer to [EM-12, "Removal and Installation"](#) .

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

**DTC P1146 HO2S2**

**Component Description**

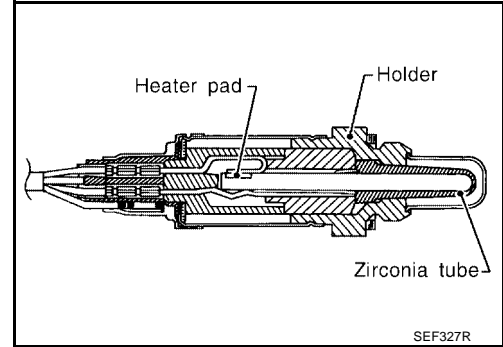
UBS0069P

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS0069Q

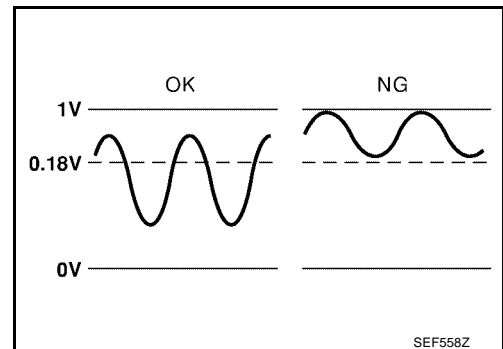
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS0069R

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1146 1146	Heated oxygen sensor 2 minimum voltage monitoring	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> </ul>

## DTC Confirmation Procedure

### NOTE:

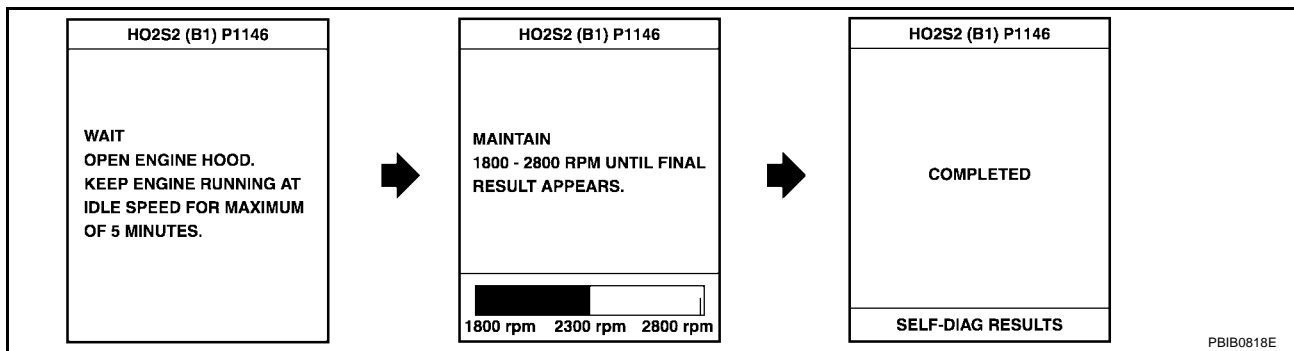
If "DTC confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### Ⓟ WITH CONSULT-II

#### TESTING CONDITION:

For the best results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
If "NG" is displayed, refer to [EC-996. "Diagnostic Procedure"](#).  
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step 3.

## Overall Function Check

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

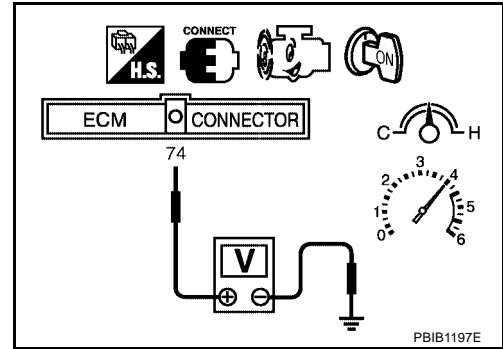
### Ⓟ WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.

## DTC P1146 HO2S2

[QG18DE (SULEV)]

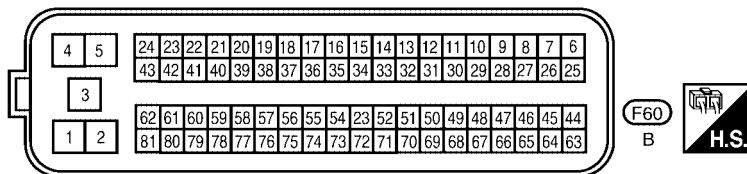
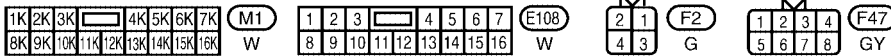
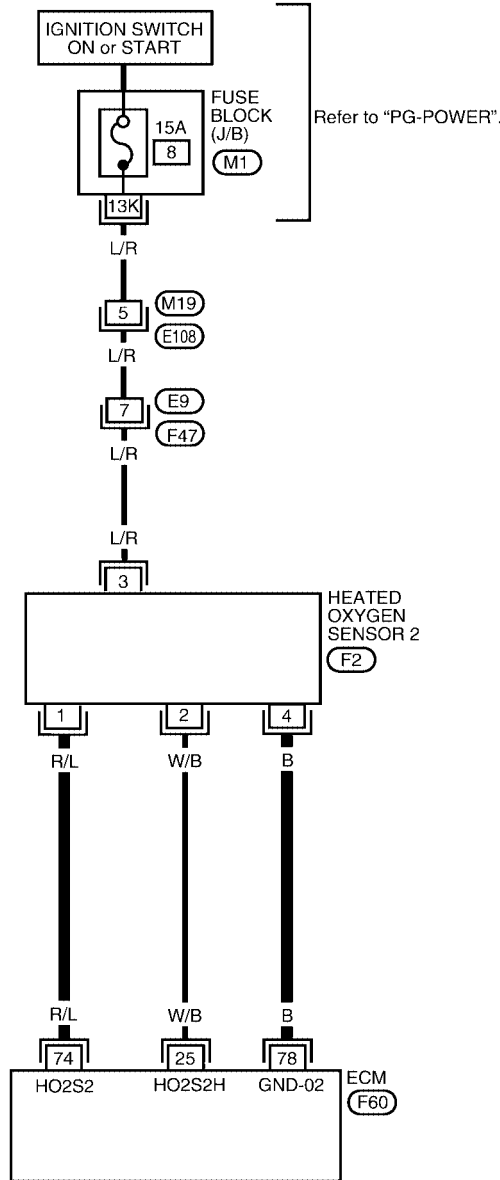
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be below 0.18V at least once during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd" gear position (M/T).  
**The voltage should be below 0.18V at least once during this procedure.**
8. If NG, go to [EC-996, "Diagnostic Procedure"](#).



Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC





Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V

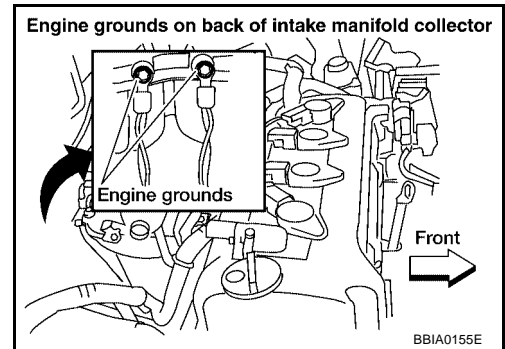
**Diagnostic Procedure**

UBS0069V

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

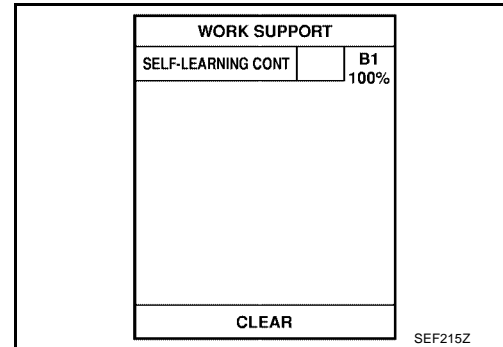
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

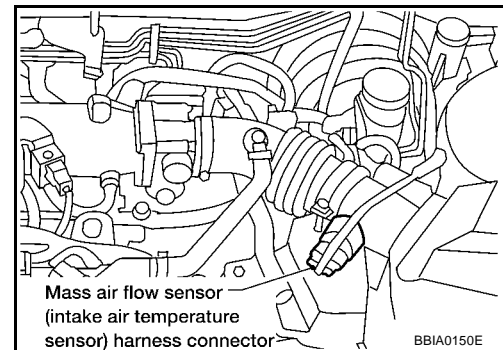
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-802](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

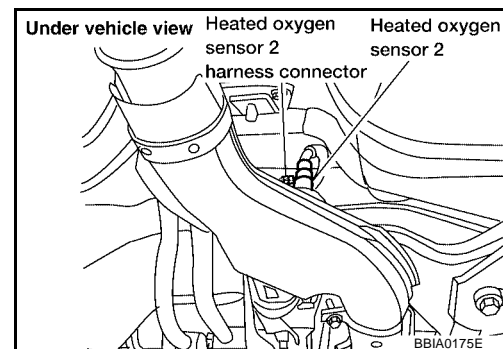
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



#### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-998, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 2

UBS0069W

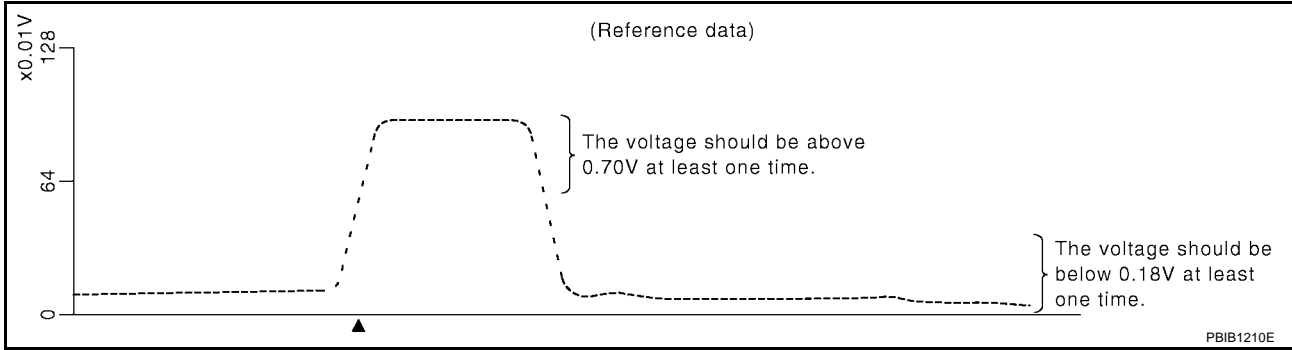
#### With CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle and wait until 2 minutes have passed from starting the engine.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
A/F SEN1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S3 (B1)	XXX V

SEF519Z

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



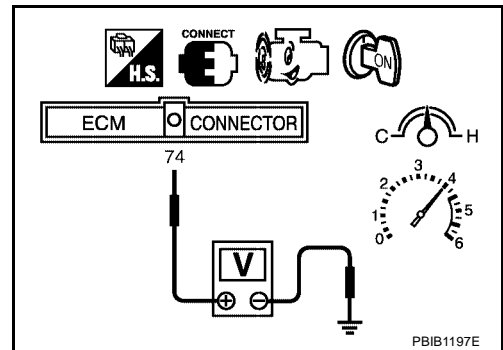
"HO2S2 (B1)" should be above 0.70V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.18V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.70V at least once during this procedure.**  
**If the voltage is above 0.70V at step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd" gear position.  
**The voltage should be below 0.18V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

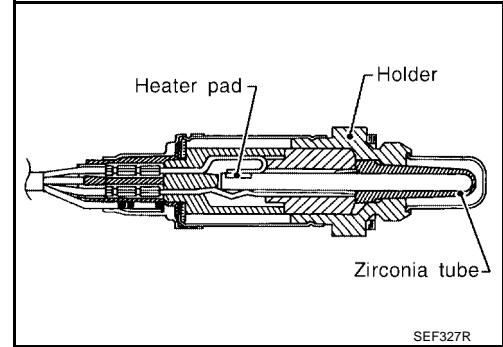
UBS0069X

**DTC P1147 HO2S2**

**Component Description**

UBS0069Y

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas. Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2. This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS0069Z

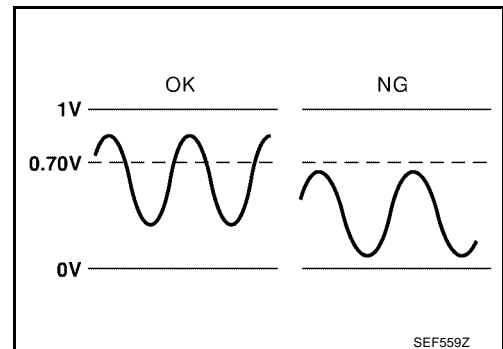
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load</li> </ul>	Revving engine from idle to 3,000 rpm quickly	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS006A0

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1147 1147	Heated oxygen sensor 2 maximum voltage monitoring	The maximum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit open or shorted.)</li> <li>● Heated oxygen sensor 2</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

## DTC Confirmation Procedure

### NOTE:

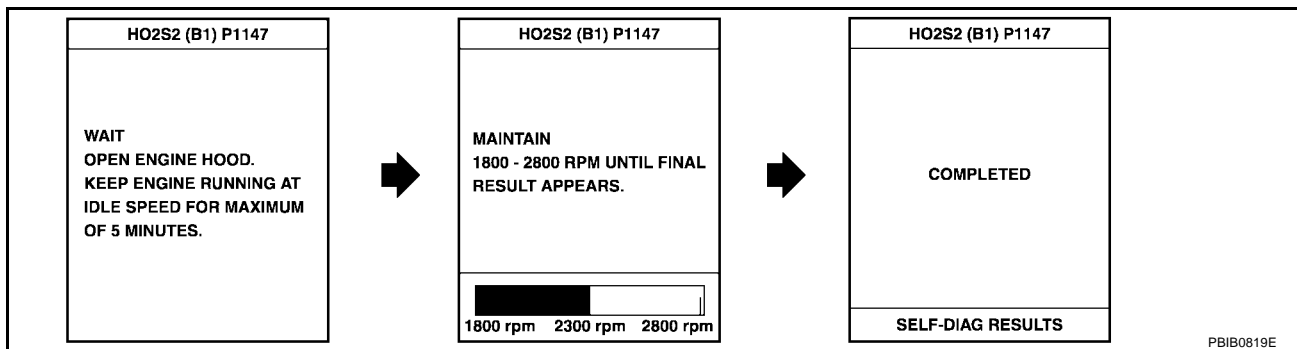
If "DTC confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### WITH CONSULT-II

#### TESTING CONDITION:

For the best results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "HO2S2 (B1) P1147" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
If "NG" is displayed, refer to [EC-1004](#).  
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step 3.

## Overall Function Check

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

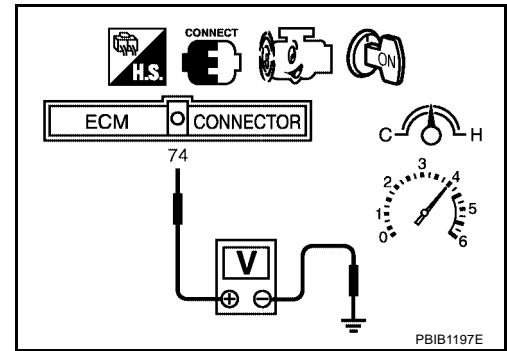
### WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.

## DTC P1147 HO2S2

[QG18DE (SULEV)]

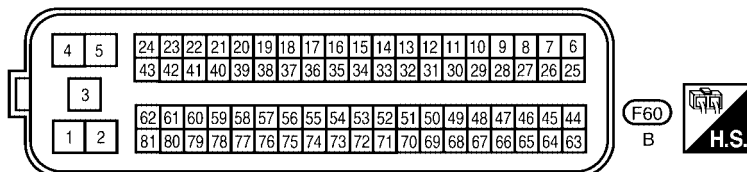
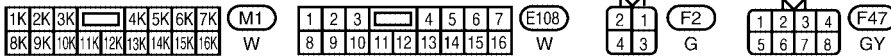
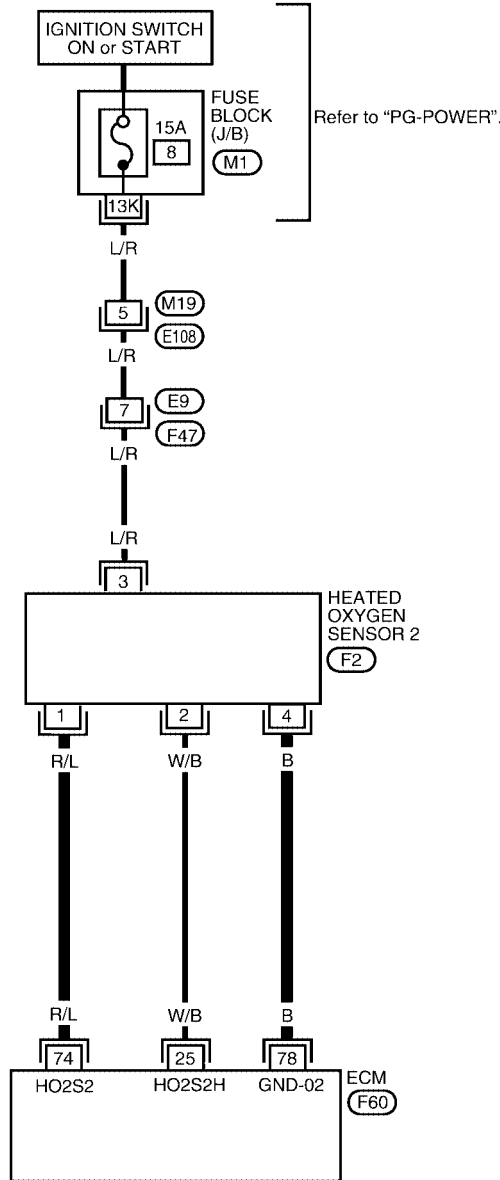
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.70V at least once during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd" gear position (M/T).  
**The voltage should be above 0.70V at least once during this procedure.**
8. If NG, go to [EC-1004, "Diagnostic Procedure"](#).



Wiring Diagram

EC-HO2S2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC





Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
74	R/L	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● <b>Warm-up condition</b></li> <li>● Idle speed</li> </ul>	Approximately 0V

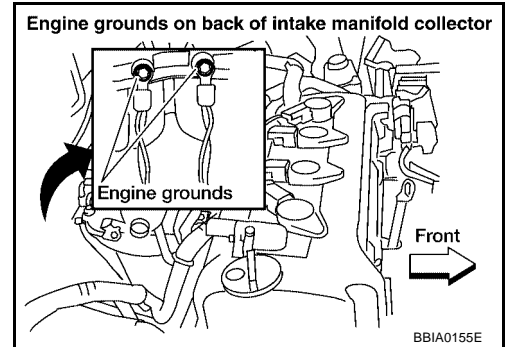
**Diagnostic Procedure**

UBS006A4

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

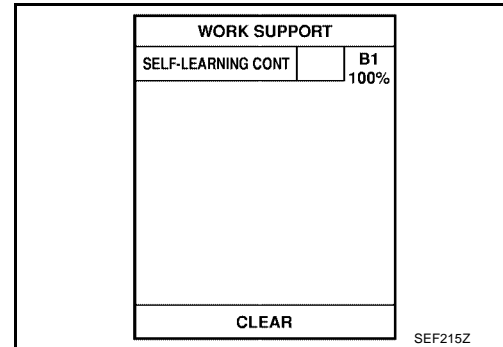
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

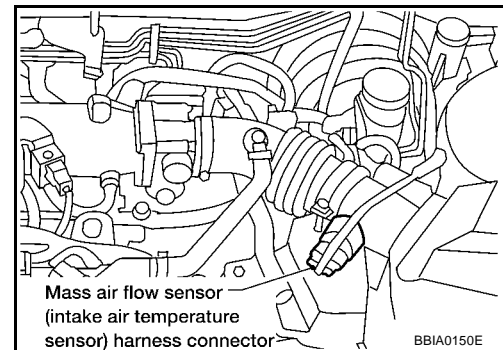
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-795](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

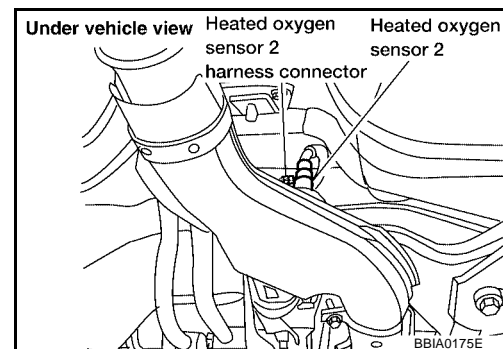
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



#### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-1006, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 2

UBS006A5

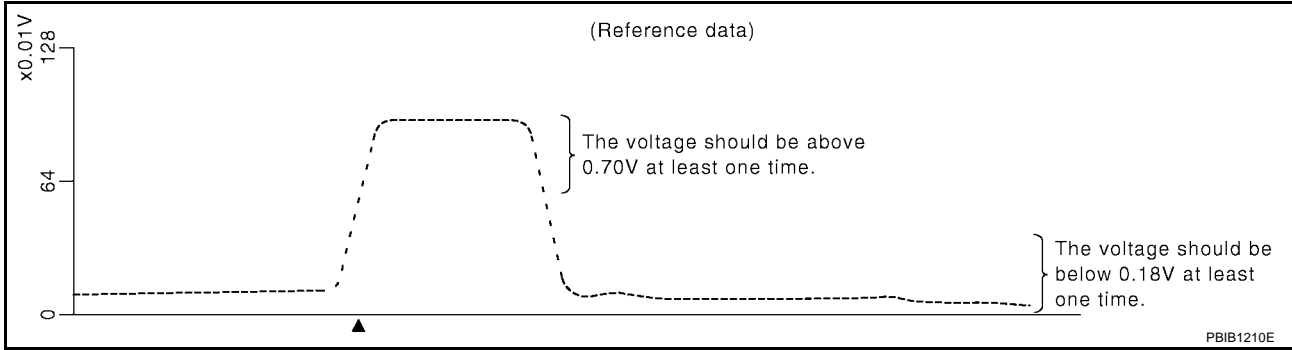
#### With CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle one minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
A/F SEN1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S3 (B1)	XXX V

SEF519Z

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



"HO2S2 (B1)" should be above 0.70V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.18V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

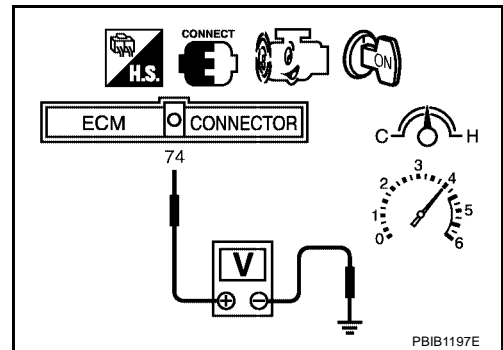
⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.

(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.70V at least once during this procedure.**

**If the voltage is above 0.70V at step 6, step 7 is not necessary.**

7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T) "3rd gear" position.  
**The voltage should be below 0.18V at least once during this procedure.**



8. If NG, replace heated oxygen sensor 2.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

UBS006A6

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

# DTC P1148 CLOSED LOOP CONTROL

[QG18DE (SULEV)]

## DTC P1148 CLOSED LOOP CONTROL

PFP:22690

### On Board Diagnosis Logic

UBS006A7

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1148 1148	Closed loop control function	The closed loop control function for bank 1 does not operate even when vehicle is driving in the specified condition.	<ul style="list-style-type: none"><li>● The air fuel ratio (A/F) sensor 1 circuit is open or shorted.</li><li>● Air fuel ratio (A/F) sensor 1</li><li>● Air fuel ratio (A/F) sensor 1 heater</li></ul>

DTC P1148 is displayed with another DTC for air fuel ratio (A/F) sensor 1. Perform the trouble diagnosis for the corresponding DTC.

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

## DTC P1217 ENGINE OVER TEMPERATURE

PF0:0000

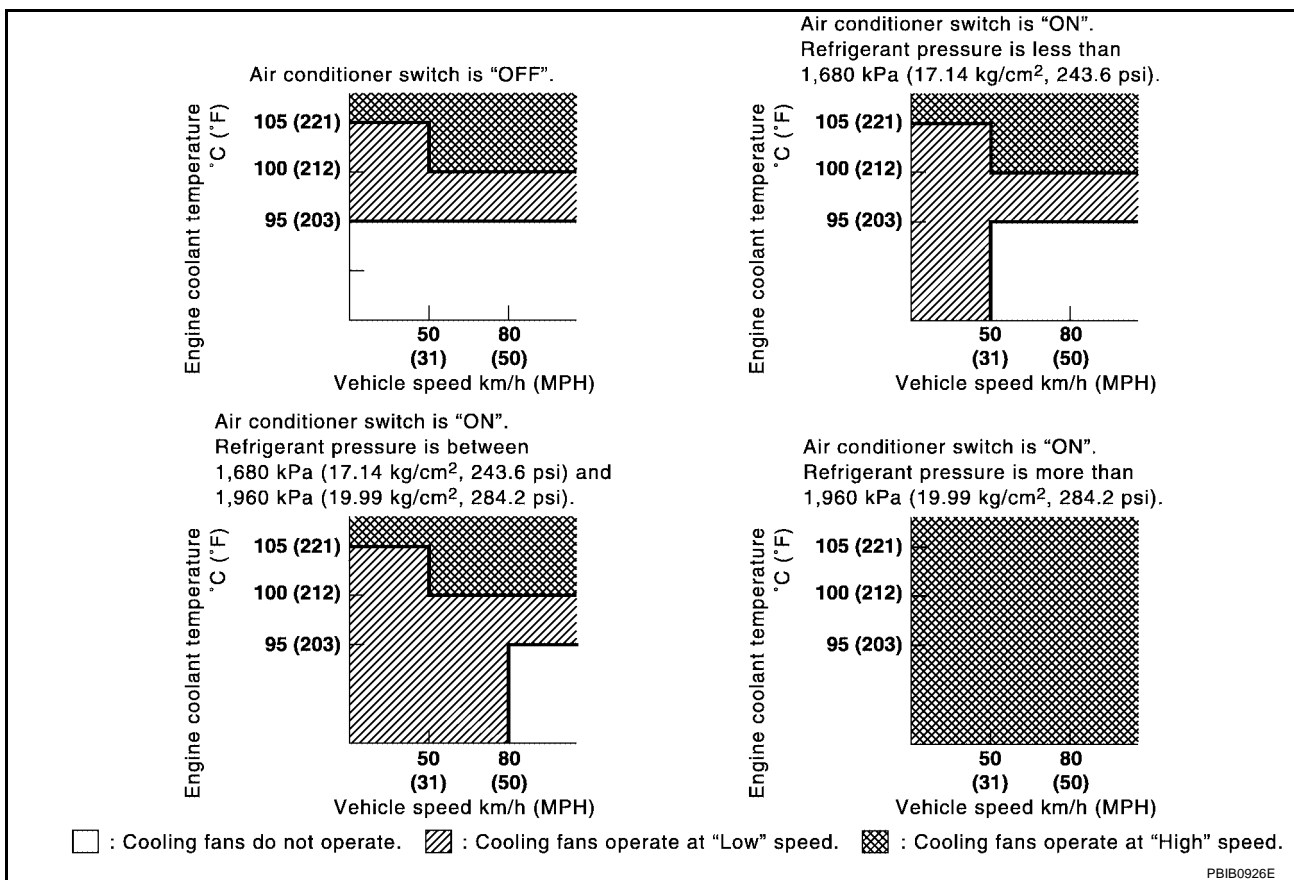
### System Description COOLING FAN CONTROL

UBS0021S

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Ignition switch	Start signal		
Refrigerant pressure sensor	Refrigerant pressure		

The ECM controls the cooling fan corresponding to the vehicle speed, engine coolant temperature, refrigerant pressure, and air conditioner ON signal. The control system has 3-step control [HIGH/LOW/OFF].

### OPERATION



### CONSULT-II Reference Value in Data Monitor Mode

UBS0021T

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	A/C switch "OFF"
		A/C switch: "ON" (Compressor operates)
		OFF
		ON

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

MONITOR ITEM	CONDITION		SPECIFICATION
COOLING FAN	<ul style="list-style-type: none"> <li>After warming up engine, idle the engine.</li> <li>Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	LOW
		Engine coolant temperature is 105°C (221°F) or more	HIGH

## On Board Diagnosis Logic

UBS0021U

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will rise.

When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1217 1217	Engine over temperature (Overheat)	<ul style="list-style-type: none"> <li>Cooling fan does not operate properly (Overheat).</li> <li>Cooling fan system does not operate properly (Overheat).</li> <li>Engine coolant was not added to the system using the proper filling method.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The cooling fan circuit is open or shorted.)</li> <li>Cooling fan</li> <li>Radiator hose</li> <li>Radiator</li> <li>Radiator cap</li> <li>Water pump</li> <li>Thermostat</li> </ul> <p>For more information, refer to <a href="#">EC-1021, "Main 12 Causes of Overheating"</a>.</p>

### CAUTION:

When a malfunction is indicated, be sure to replace the coolant. Refer to [MA-16, "Changing Engine Coolant"](#). Also, replace the engine oil. Refer to [MA-20, "Changing Engine Oil"](#).

- Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14, "Anti-freeze Coolant Mixture Ratio"](#).
- After refilling coolant, run engine to ensure that no water-flow noise is emitted.

## Overall Function Check

UBS0021V

Use this procedure to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

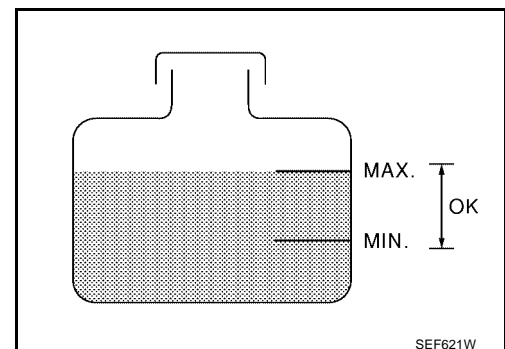
### WARNING:

Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

### WITH CONSULT-II

- Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-1013, "Diagnostic Procedure"](#).
- Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-1013, "Diagnostic Procedure"](#).
- Turn ignition switch "ON".



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# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

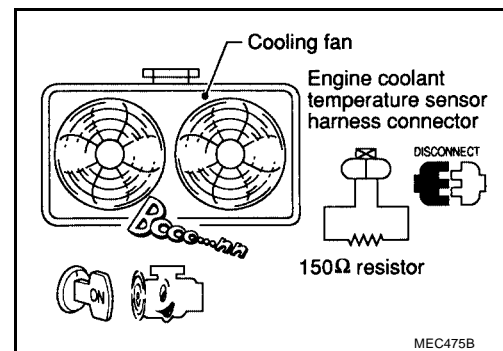
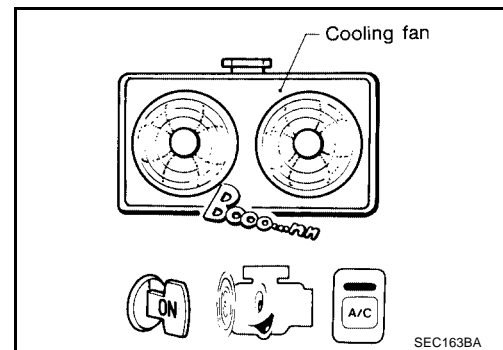
4. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
5. If the results are NG, go to [EC-1013, "Diagnostic Procedure"](#).

ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLANT TEMP/S	XXX °C

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## WITH GST

1. Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-1013, "Diagnostic Procedure"](#).
2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-1013, "Diagnostic Procedure"](#).
3. Start engine.  
**Be careful not to overheat engine.**
4. Set temperature control lever to full cold position.
5. Turn air conditioner switch "ON".
6. Turn blower fan switch "ON".
7. Run engine at idle for a few minutes with air conditioner operating.  
**Be careful not to overheat engine.**
8. Make sure that cooling fan operates at low speed.  
If NG, go to [EC-1013, "Diagnostic Procedure"](#).  
If OK, go to the following step.
9. Turn ignition switch "OFF".
10. Turn air conditioner switch and blower fan switch "OFF".
11. Disconnect engine coolant temperature sensor harness connector.
12. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
13. Restart engine and make sure that cooling fan operates at higher speed than low speed.  
**Be careful not to overheat engine.**
14. If NG, go to [EC-1013, "Diagnostic Procedure"](#).





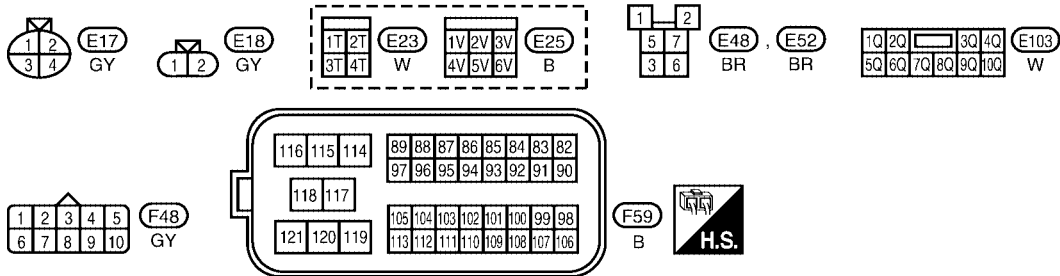
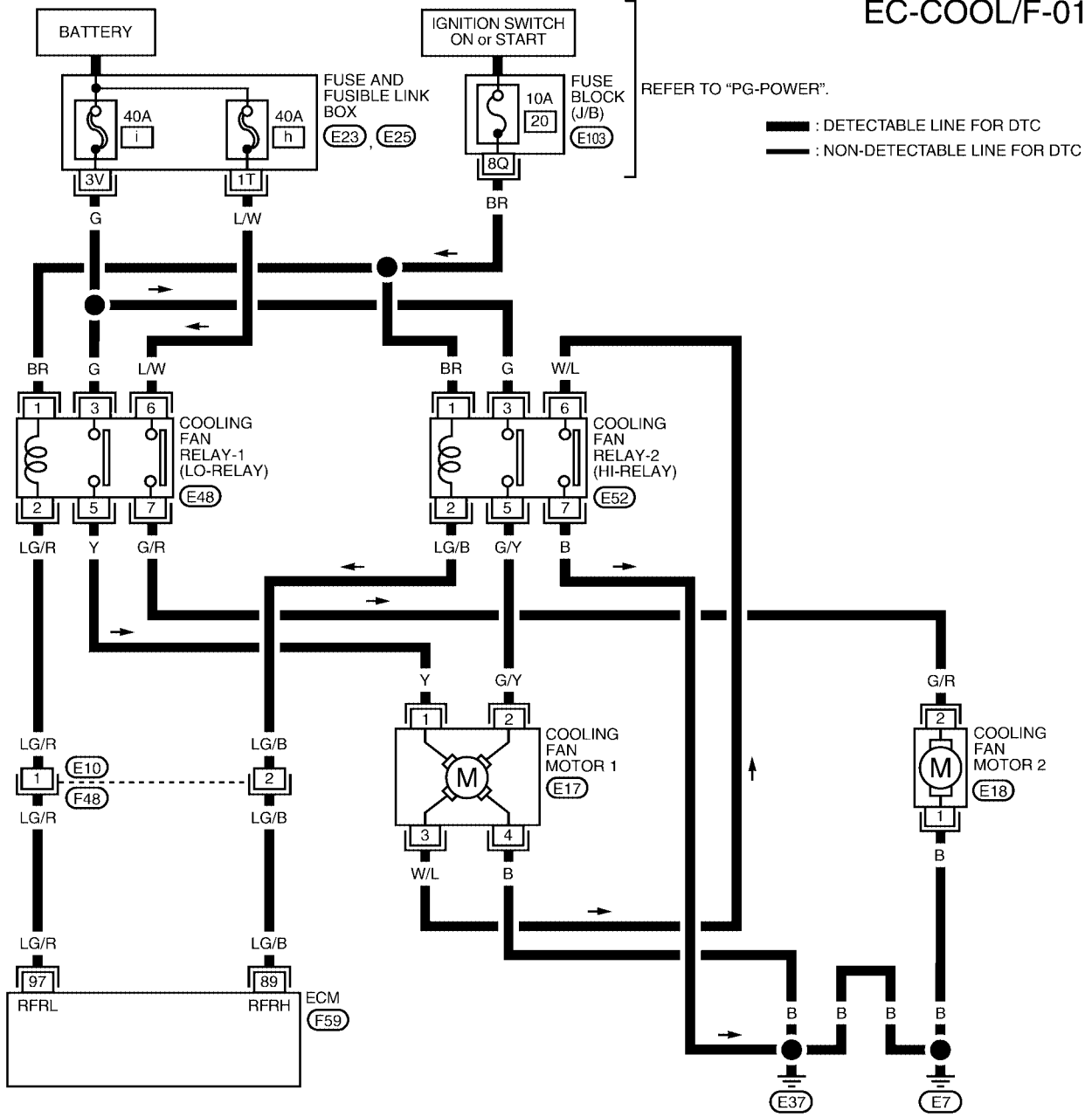
# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

UBS0021W

## Wiring Diagram

EC-COOL/F-01



BBWA0300E

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
89	LG/B	Cooling fan relay (High)	[Engine is running] ● Cooling fan is not operating	BATTERY VOLTAGE (11-14V)
			[Engine is running] ● Cooling fan is high speed operating	0 - 1.0V
97	LG/R	Cooling fan relay (Low)	[Ignition switch "ON"] ● Cooling fan is not operating	BATTERY VOLTAGE (11-14V)
			[Ignition switch "ON"] ● Cooling fan is operating	0 - 1.0V

## Diagnostic Procedure

UBS0021X

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

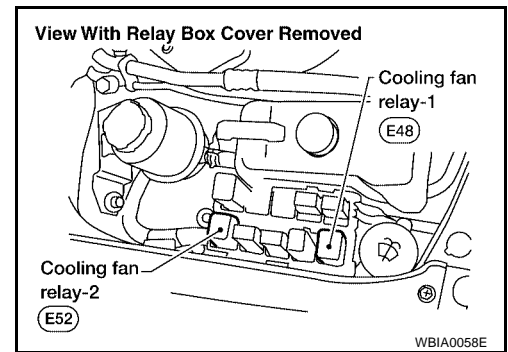
Yes >> GO TO 2.

No >> GO TO 4.

### 2. CHECK COOLING FAN LOW SPEED OPERATION

 **With CONSULT-II**

1. Disconnect cooling fan relay-2.
2. Turn ignition switch "ON".



3. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
4. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

OK >> GO TO 3.

NG >> Check cooling fan low speed control circuit. (Go to PROCEDURE A, [EC-1017](#).)

ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLANT TEMP/S	XXX °C

SEF646X

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

## 3. CHECK COOLING FAN HIGH SPEED OPERATION

### With CONSULT-II

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relay-2.
3. Turn ignition switch "ON".
4. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
5. Make sure that cooling fan-1 operates at high speed.

#### OK or NG

OK >> GO TO 6.

NG >> Check cooling fan high speed control circuit. (Go to PROCEDURE B, [EC-1020](#).)

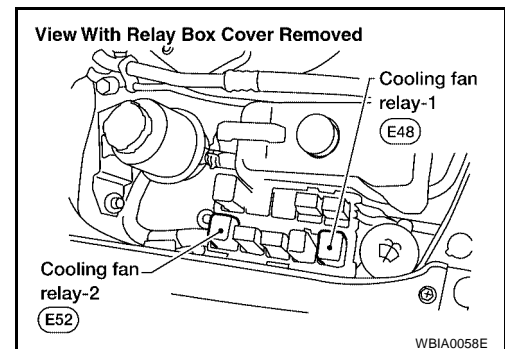
ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLAN TEMP/S	XXX °C

SEF646X

## 4. CHECK COOLING FAN LOW SPEED OPERATION

### Without CONSULT-II

1. Disconnect cooling fan relays-2.
2. Start engine and let it idle.
3. Set temperature lever at full cold position.
4. Turn air conditioner switch "ON".
5. Turn blower fan switch "ON".

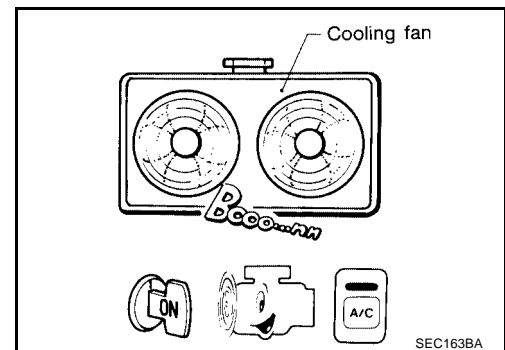


6. Make sure that cooling fans-1 and -2 operate at low speed.

#### OK or NG

OK >> GO TO 5.

NG >> Check cooling fan low speed control circuit. (Go to PROCEDURE A, [EC-1017](#).)



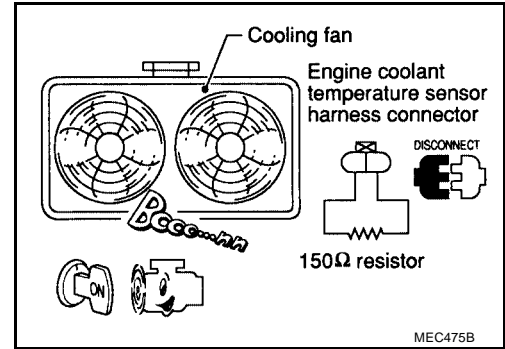
**5. CHECK COOLING FAN HIGH SPEED OPERATION**

⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relay-2.
3. Turn air conditioner switch and blower fan switch "OFF".
4. Disconnect engine coolant temperature sensor harness connector.
5. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
6. Restart engine and make sure that cooling fan-1 operates at high speed.

**OK or NG**

- OK >> GO TO 6.  
 NG >> Check cooling fan high speed control circuit. (Go to PROCEDURE B, [EC-1020](#) .)



**6. CHECK COOLING SYSTEM FOR LEAK**

Apply pressure to the cooling system with a tester, and check if the pressure drops.

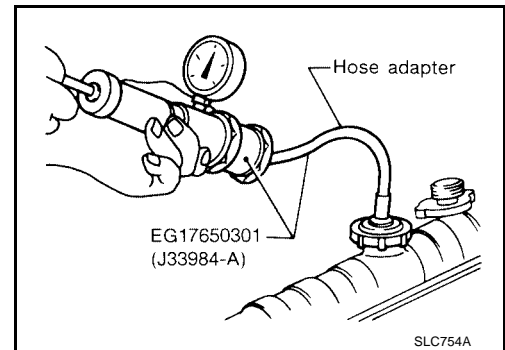
**Testing pressure: 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)**

**CAUTION:**

Higher than the specified pressure may cause radiator damage. Pressure should not drop.

**OK or NG**

- OK >> GO TO 8.  
 NG >> GO TO 7.



**7. DETECT MALFUNCTIONING PART**

Check the following for leak.

- Hose
- Radiator
- Water pump (Refer to [CO-9, "WATER PUMP"](#) .)

>> Repair or replace.

**8. CHECK RADIATOR CAP**

Apply pressure to cap with a tester.

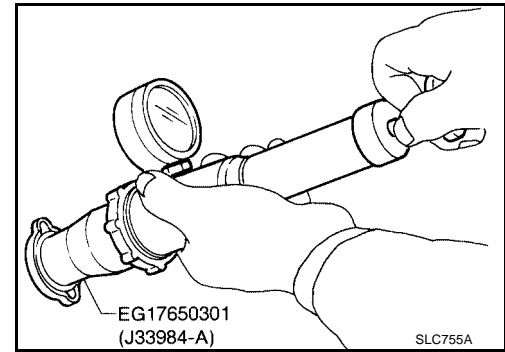
**Radiator cap relief pressure:**

**59 - 98 kPa (0.6 - 1.0 kg/cm<sup>2</sup> , 9 - 14 psi)**

OK or NG

OK >> GO TO 9.

NG >> Replace radiator cap.

**9. CHECK THERMOSTAT**

1. Check valve seating condition at normal room temperatures.

**It should seat tightly.**

2. Check valve opening temperature and valve lift.

**Valve opening temperature:**

**76.5°C (170°F) [standard]**

**Valve lift:**

**More than 9 mm/90°C (0.35 in/194°F)**

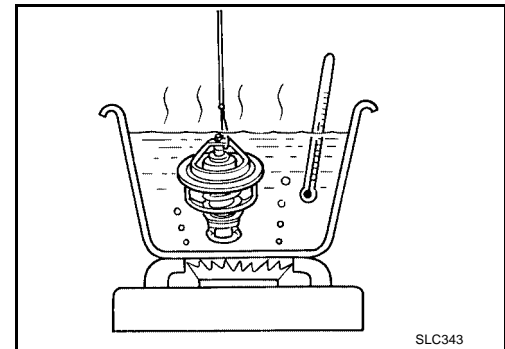
3. Check if valve is closed at 5°C (9°F) below valve opening temperature.

For details, refer to [CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace thermostat.

**10. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-1022, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace engine coolant temperature sensor.

**11. CHECK MAIN 12 CAUSES**

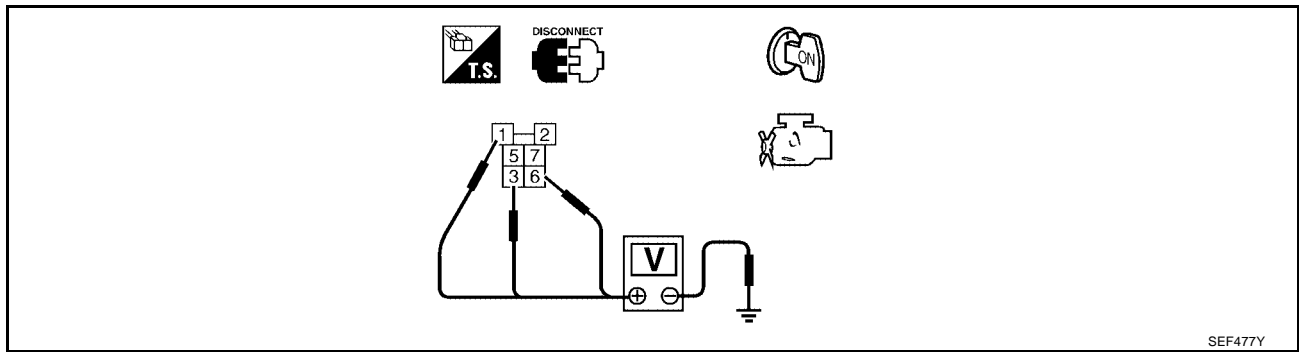
If the cause cannot be isolated, go to [EC-1021, "Main 12 Causes of Overheating"](#) .

**>> INSPECTION END**

## PROCEDURE A

**1. CHECK POWER SUPPLY**

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-1.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.



**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.

**2. DETECT MALFUNCTIONING PART**

Check the following.

- 10A fuse
- 40A fusible links
- Harness for open or short between cooling fan relay-1 and fuse
- Harness for open or short between cooling fan relay-1 and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 3. CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 1, cooling fan motor-1 terminal 4 and ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

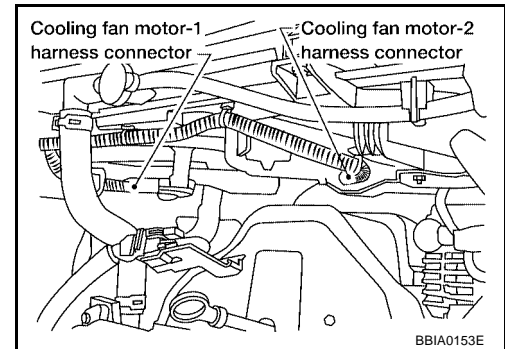
4. Also check harness for short to ground and short to power.
5. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 2, cooling fan motor-2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 4. CHECK OUTPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 97 and cooling fan relay-1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-1 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK COOLING FAN RELAY-1

Refer to [EC-1022, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace cooling fan relay.

## 7. CHECK COOLING FAN MOTORS-1 AND -2

Refer to [EC-1022, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace cooling fan motors.

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

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## 8. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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## PROCEDURE B

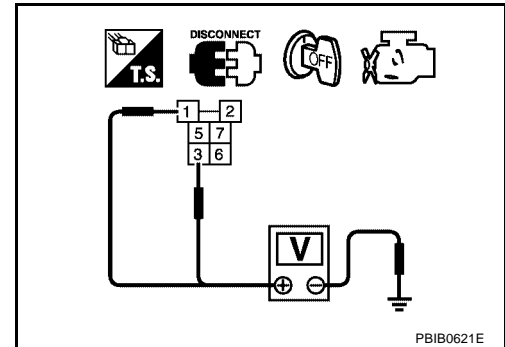
### 1. CHECK COOLING FAN POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-2.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-2 terminals 1, 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK    >> GO TO 3.  
 NG    >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Fuse and fusible link box connector E25
- Fuse block (J/B) connector E103
- 10A fuse
- 40A fusible link
- Harness for open or short between cooling fan relay-2 and fuse
- Harness for open or short between cooling fan relay-2 and fusible link

>> Repair harness or connectors.

### 3. CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 2, cooling fan relay-2 terminal 6 and cooling fan motor-1 terminal 3, cooling fan relay-2 terminal 7 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK    >> GO TO 4.  
 NG    >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 89 and cooling fan relay-2 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-2 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK COOLING FAN RELAY-2

Refer to [EC-1022, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace cooling fan relays.

## 7. CHECK COOLING FAN MOTORS-1 AND -2

Refer to [EC-1022, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace cooling fan motors.

## 8. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

## Main 12 Causes of Overheating

UBS0021Y

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> <li>● Blocked radiator</li> <li>● Blocked condenser</li> <li>● Blocked radiator grille</li> <li>● Blocked bumper</li> </ul>	● Visual	No blocking	—
	2	● Coolant mixture	● Coolant tester	50 - 50% coolant mixture	See <a href="#">MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"</a> .
	3	● Coolant level	● Visual	Coolant up to MAX level in reservoir tank and radiator filler neck	See <a href="#">MA-16, "Changing Engine Coolant"</a> .
	4	● Radiator cap	● Pressure tester	59 - 98 kPa (0.6 - 1.0 kg/cm <sup>2</sup> , 9 - 14 psi) (Limit)	See <a href="#">CO-7, "System Check"</a> .

# DTC P1217 ENGINE OVER TEMPERATURE

[QG18DE (SULEV)]

Engine	Step	Inspection item	Equipment	Standard	Reference page
ON*2	5	● Coolant leaks	● Visual	No leaks	See <a href="#">CO-7, "System Check"</a> .
ON*2	6	● Thermostat	● Touch the upper and lower radiator hoses	Both hoses should be hot	See <a href="#">CO-11, "THERMOSTAT AND THERMOSTAT HOUSING"</a> and <a href="#">CO-13, "RADIATOR"</a> .
ON*1	7	● Cooling fan	● CONSULT-II	Operating	See trouble diagnosis for DTC P1217 ( <a href="#">EC-1009</a> ) .
OFF	8	● Combustion gas leak	● Color checker chemical tester 4 Gas analyzer	Negative	—
ON*3	9	● Coolant temperature gauge	● Visual	Gauge less than 3/4 when driving	—
		● Coolant overflow to reservoir tank	● Visual	No overflow during driving and idling	See <a href="#">MA-16, "Changing Engine Coolant"</a> .
OFF*4	10	● Coolant return from reservoir tank to radiator	● Visual	Should be initial level in reservoir tank	See <a href="#">MA-16, "ENGINE MAINTENANCE (QG18DE ENGINE)"</a> .
OFF	11	● Cylinder head	● Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	See <a href="#">EM-58, "Inspection after Disassembly"</a> .
	12	● Cylinder block and pistons	● Visual	No scuffing on cylinder walls or piston	See <a href="#">EM-69, "Inspection"</a> .

\*1: Turn the ignition switch ON.

\*2: Engine running at 3,000 rpm for 10 minutes.

\*3: Drive at 90 km/h (56 MPH) for 30 minutes and then let idle for 10 minutes.

\*4: After 60 minutes of cool down time.

For more information, refer to [CO-5, "OVERHEATING CAUSE ANALYSIS"](#) .

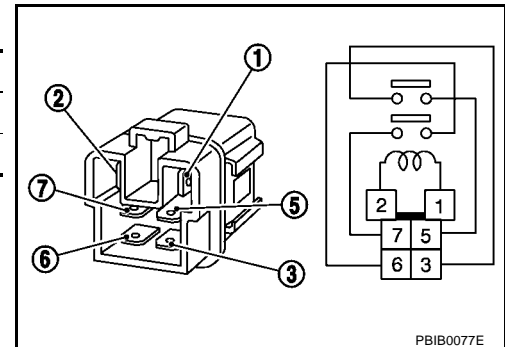
## Component Inspection COOLING FAN RELAYS-1 AND -2

UBS0021Z

Check continuity between terminals 3 and 5, 6 and 7.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



PBIB0077E

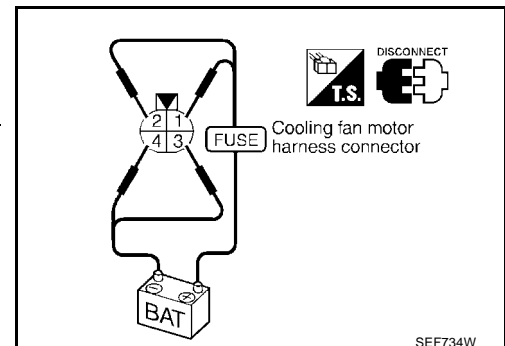
## COOLING FAN MOTOR-1

1. Disconnect cooling fan motor harness connectors.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor	Low	1	4
	High	1, 2	3, 4

**Cooling fan motor should operate.**

If NG, replace cooling fan motor.



SEF734W

## COOLING FAN MOTOR-2

1. Disconnect cooling fan motor harness connectors.

# DTC P1217 ENGINE OVER TEMPERATURE

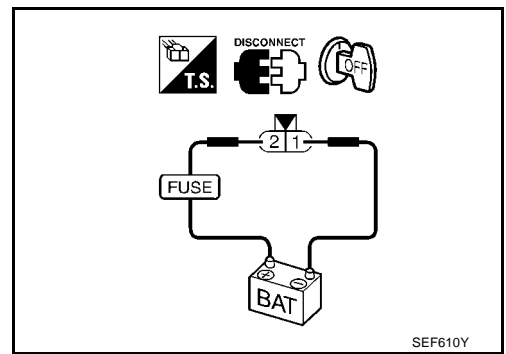
[QG18DE (SULEV)]

- Supply cooling fan motor terminals with battery voltage and check operation.

	Terminals	
	(+)	(-)
Cooling fan motor	2	1

**Cooling fan motor should operate.**

If NG, replace cooling fan motor.



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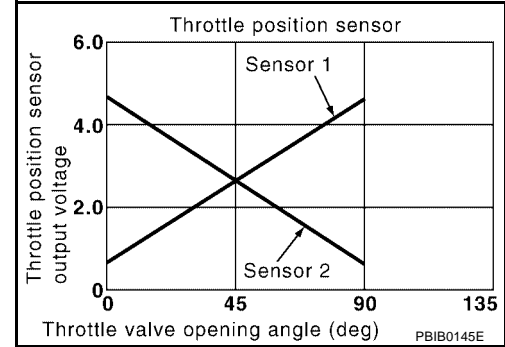
**DTC P1225 TP SENSOR**

**Component Description**

UBS003Y7

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**On Board Diagnosis Logic**

UBS003Y8

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225 1225	Closed throttle position learning performance problem	Closed throttle position learning value is excessively low.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

**DTC Confirmation Procedure**

UBS003Y9

**NOTE:**

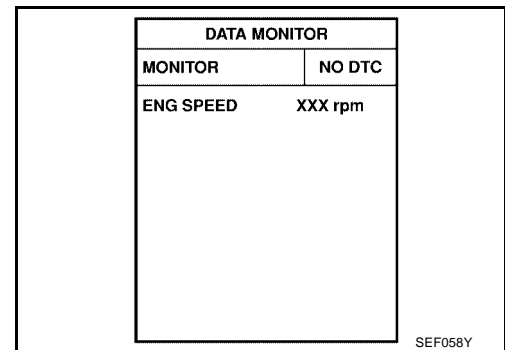
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. If 1st trip DTC is detected, go to [EC-1025, "Diagnostic Procedure"](#).



**WITH GST**

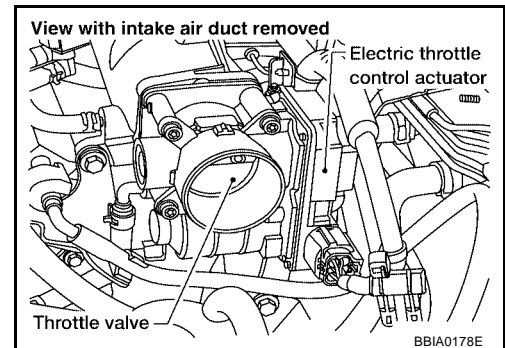
Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
 NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

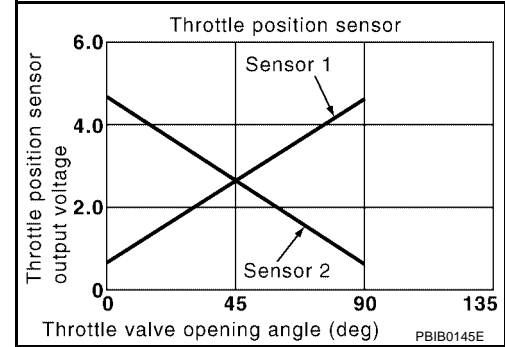
**DTC P1226 TP SENSOR**

**Component Description**

UBS003YC

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**On Board Diagnosis Logic**

UBS003YD

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226 1226	Closed throttle position learning performance problem	Closed throttle position learning is not performed successfully, repeatedly.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

**DTC Confirmation Procedure**

UBS003YE

**NOTE:**

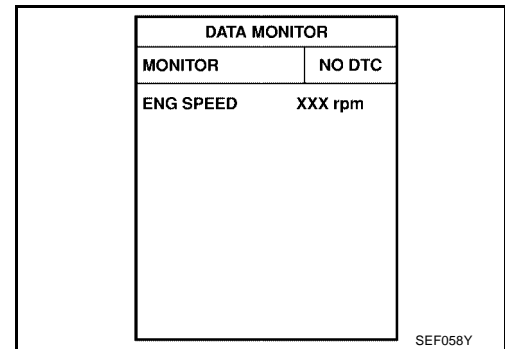
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Repeat steps 3 and 4, 32 times.
6. If 1st trip DTC is detected, go to [EC-1027, "Diagnostic Procedure"](#).



**WITH GST**

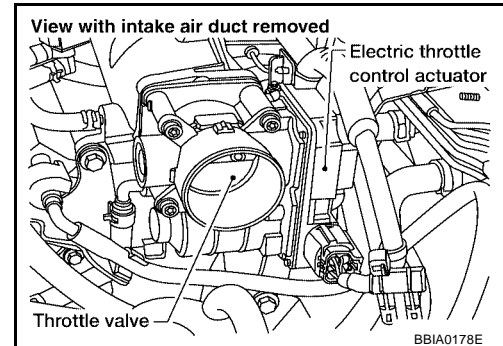
Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
 NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .



## DTC P1229 SENSOR POWER SUPPLY

PFP:16119

### On Board Diagnosis Logic

UBS006AB

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1229 1229	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none"> <li>● Harness or connectors (APP sensor 1 circuit is shorted.) (Mass air flow sensor is shorted.) (PSP sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.)</li> <li>● Accelerator pedal position sensor (APP sensor 1)</li> <li>● Power steering pressure sensor</li> <li>● Mass air flow sensor</li> <li>● Refrigerant pressure sensor</li> <li>● EVAP control system pressure sensor</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS006AC

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1030, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1229 SENSOR POWER SUPPLY

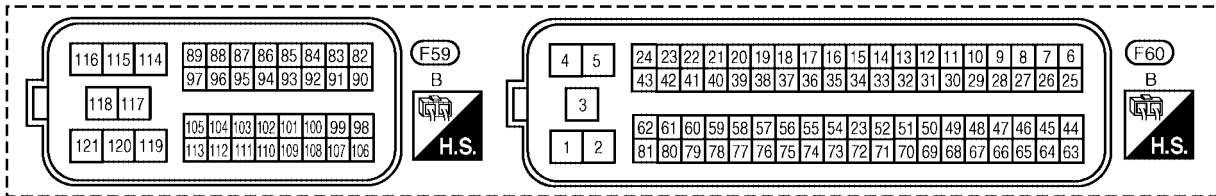
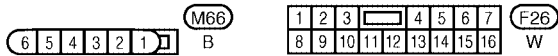
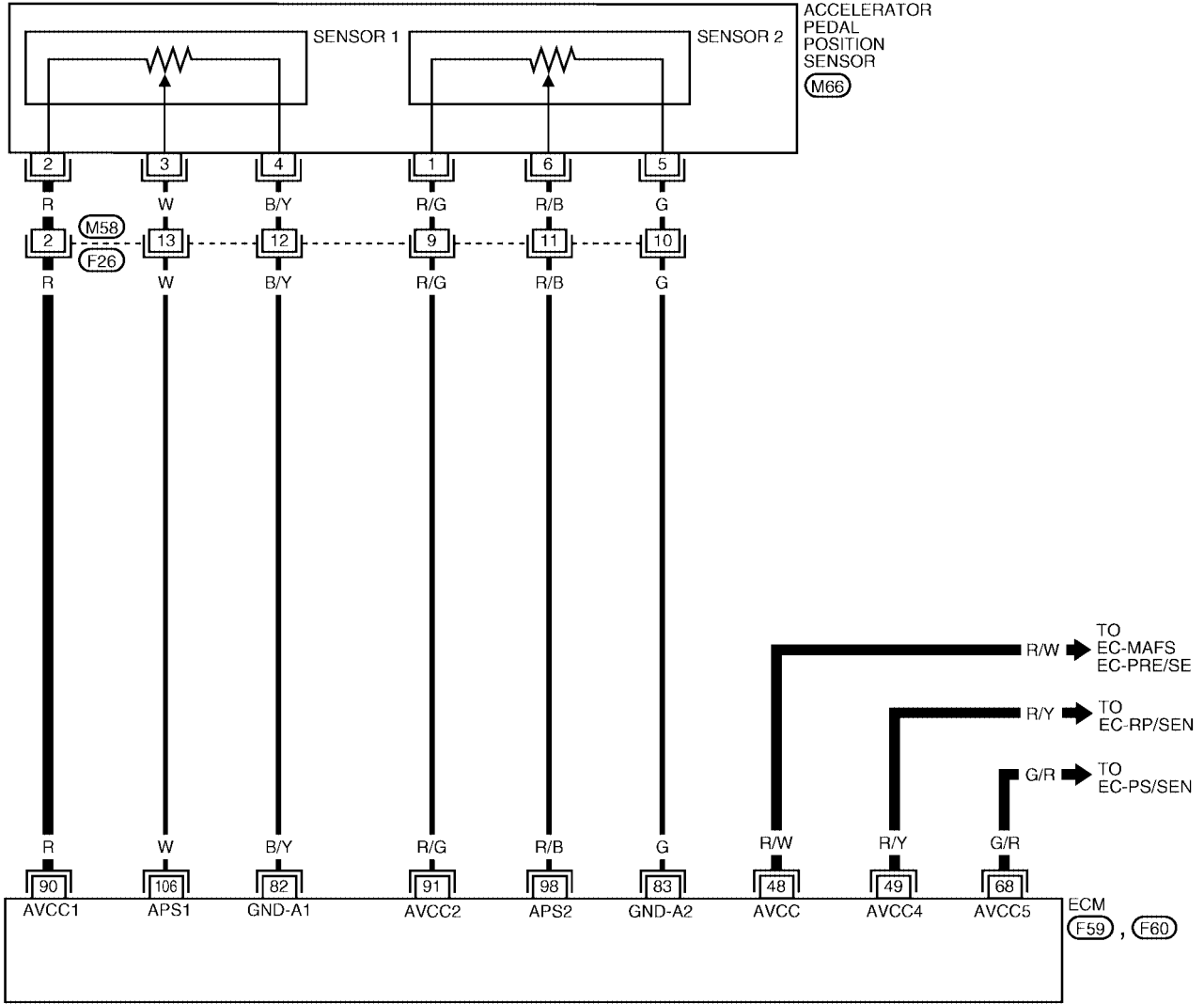
[QG18DE (SULEV)]

## Wiring Diagram

UBS006AD

EC-APPS1-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1385E

# DTC P1229 SENSOR POWER SUPPLY

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	R/W	Sensor power supply	[Ignition switch "ON"]	Approximately 5V
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch "ON"]	Approximately 5V
68	G/R	Sensor power supply (Power steering pressure sensor)	[Ignition switch "ON"]	Approximately 5V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch "ON"]	Approximately 5V

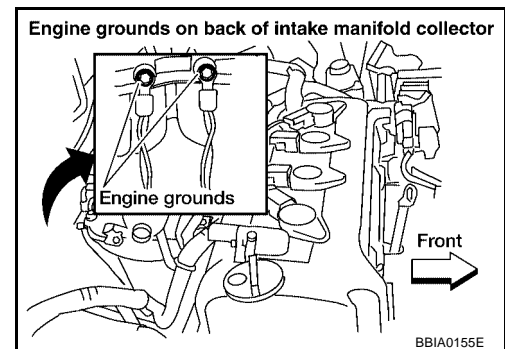
## Diagnostic Procedure

UBS006AE

### 1. RETIGHTEN GROUND SCREWS

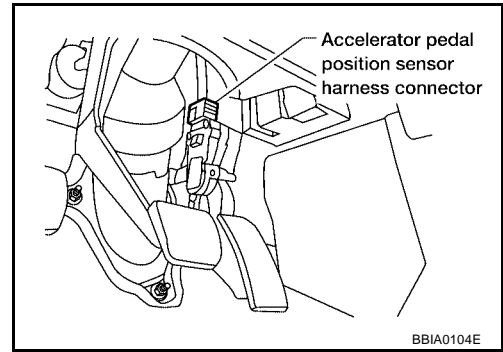
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT**

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

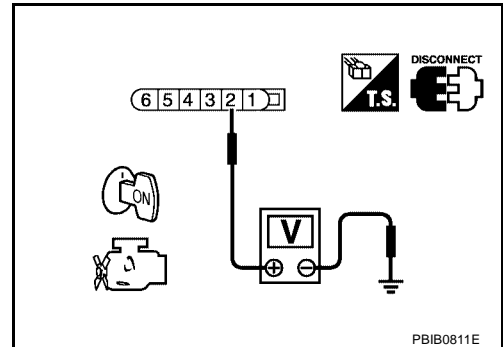


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 3.



**3. CHECK SENSOR POWER SUPPLY CIRCUITS**

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
90	APP sensor terminal 2	<a href="#">EC-1127</a>
48	Mass air flow sensor terminal 2	<a href="#">EC-743</a>
48	EVAP control system pressure sensor terminal 3	<a href="#">EC-882</a>
49	Refrigerant pressure sensor terminal 1	<a href="#">EC-1181</a>
68	PSP sensor terminal 1	<a href="#">EC-923</a>

OK or NG

- OK >> GO TO 4.
- NG >> Repair short to ground or short to power in harness or connectors.

**4. CHECK COMPONENTS**

Check the following.

- Refrigerant pressure sensor (Refer to [MTC-55, "Electrical Component Inspection"](#) .)
- Power steering pressure sensor (Refer to [EC-926, "Component Inspection"](#) .)
- EVAP control system pressure sensor (Refer to [EC-885, "Component Inspection"](#) .)
- Mass air flow sensor (Refer to [EC-747, "Component Inspection"](#) .)

OK or NG

- OK >> GO TO 7.
- NG >> Replace malfunctioning component.

---

## 5. CHECK APP SENSOR

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Refer to [EC-1131, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

---

## 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

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1. Replace electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

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## 7. CHECK INTERMITTENT INCIDENT

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Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P1271 A/F SENSOR

PF2:22693

UBS00220

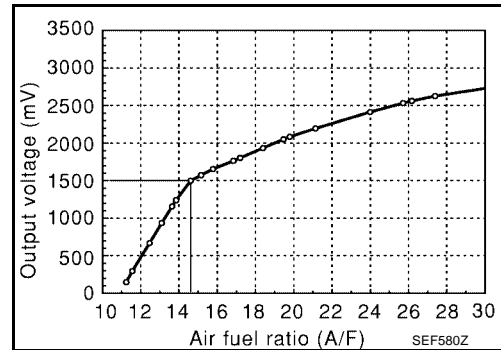
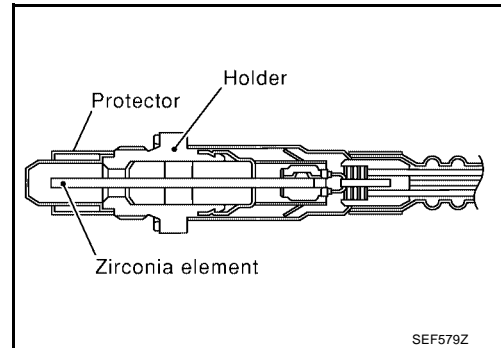
Component Description

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



CONSULT-II Reference Value in Data Monitor Mode

UBS00221

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> <li>Maintaining engine speed at 2,000 rpm</li> </ul>	Fluctuates around 1.5V

On Board Diagnosis Logic

UBS00222

To judge the malfunction, the diagnosis checks that the A/F signal computed by ECM from the air fuel ratio (A/F) sensor 1 signal is not inordinately low.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1271 1271	Air fuel ratio (A/F) sensor 1 circuit no activity detected	<ul style="list-style-type: none"> <li>The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 0V.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Air fuel ratio (A/F) sensor 1</li> </ul>

DTC Confirmation Procedure

UBS00223

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

Ⓜ WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "A/F SEN1 (B1)" in "DATA MONITOR" mode with CONSULT-II.

# DTC P1271 A/F SENSOR

[QG18DE (SULEV)]

3. Check "A/F SEN1 (B1)" indication.  
If the indication is constantly approx. 0V, go to [EC-1037, "Diagnostic Procedure"](#).  
If the indication is not constantly approx. 0V, go to next step.
4. Select "A/F SEN1 (B1) P1278/P1279" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
5. Touch "START".

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
A/F SEN1 (B1)	XXX V

SEF581Z

6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen.

ENG SPEED	1,500 - 3,000 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	1.0 - 8.0 msec
Selector lever	<ul style="list-style-type: none"> <li>● "D" position with "OD" ON (A/T)</li> <li>● "4th" position (M/T)</li> </ul>

**If "TESTING" is not displayed after 20 seconds, retry from step 2.**

A/F SEN1 (B1) P1278/P1279	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0756E

7. Following the instructions of CONSULT-II screen, set "D" position with "OD" OFF (A/T) or "3rd" position (M/T) and release accelerator pedal fully.

A/F SEN1 (B1) P1278/P1279	
TESTING	
SELECT 3RD GEAR AND THEN RELEASE ACCELERATOR PEDAL OFF	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0757E

8. Make sure that "TESTING" changes to "COMPLETED".  
If "TESTING" changed to "OUT OF CONDITION", retry from step 6.
9. Touch "BACK" and "MODE", then select "SELF-DIAG RESULT" mode.  
If P1271 is displayed, go to [EC-1037, "Diagnostic Procedure"](#).  
If another DTC is displayed, go to the corresponding "Diagnostic Procedure".

A/F SEN1 (B1) P1278/P1279	
COMPLETED	

PBIB0758E

## Overall Function Check

UBS00224

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

# DTC P1271 A/F SENSOR

[QG18DE (SULEV)]

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

3. Set "D" position with "OD" ON (A/T) or "4rd" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.  
If the DTC is displayed, go to [EC-1037, "Diagnostic Procedure"](#).

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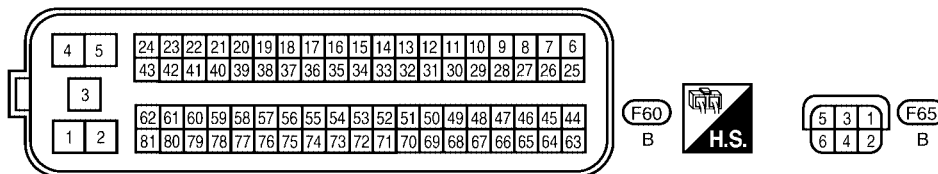
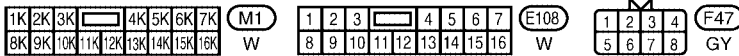
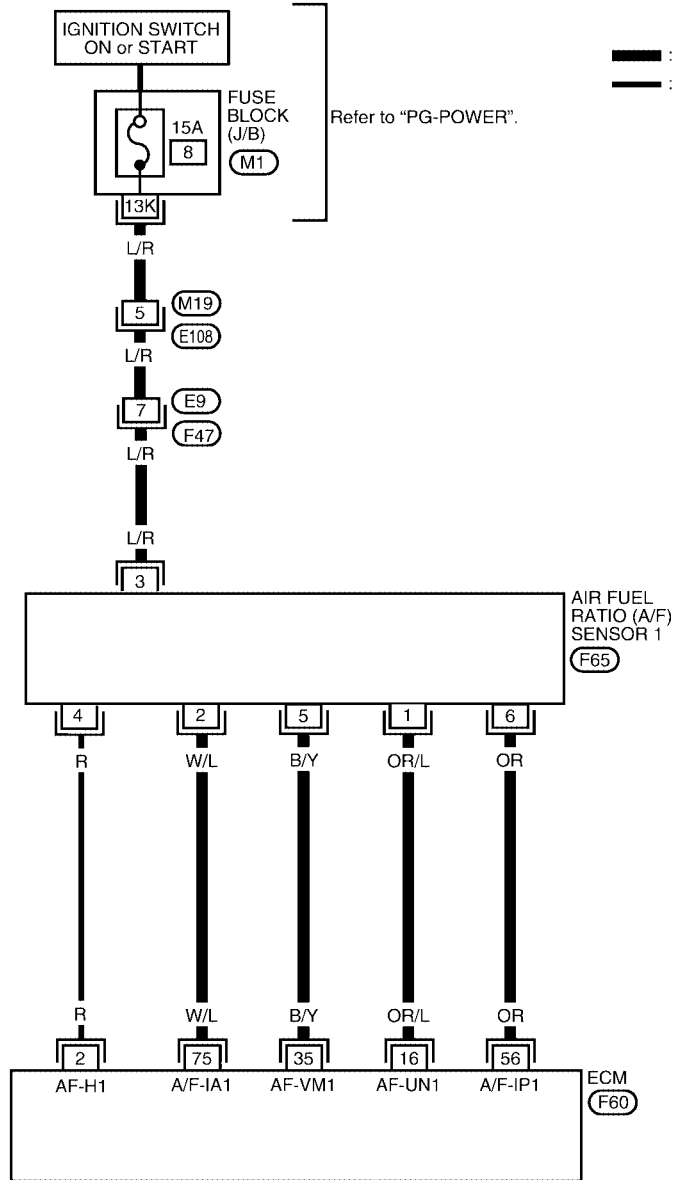
# DTC P1271 A/F SENSOR

[QG18DE (SULEV)]

UBS00225

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1271 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

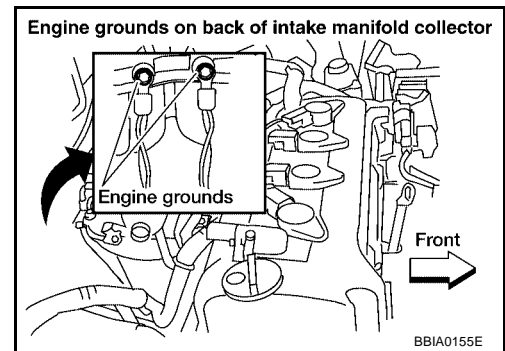
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

## Diagnostic Procedure

UBS00226

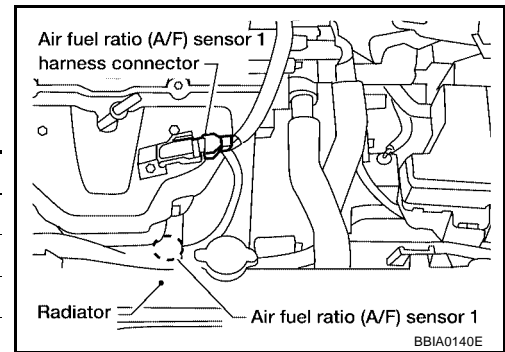
### 1. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

- Turn ignition switch "OFF".
- Loosen and retighten engine ground screws.



- Disconnect ECM harness connector and A/F sensor 1 harness connector.
- Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

- Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

- Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 2. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

### Removal and Installation

#### AIR FUEL RATIO SENSOR

UBS00227

Refer to [EM-12, "Removal and Installation"](#) .

**DTC P1272 A/F SENSOR**

PF2:22693

UBS00228

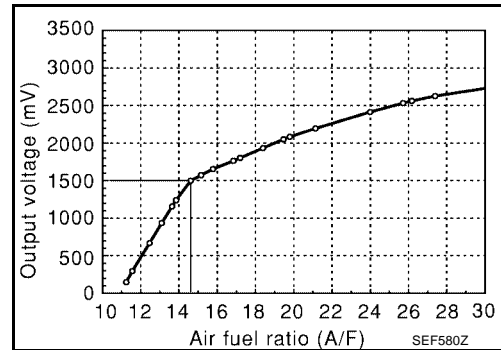
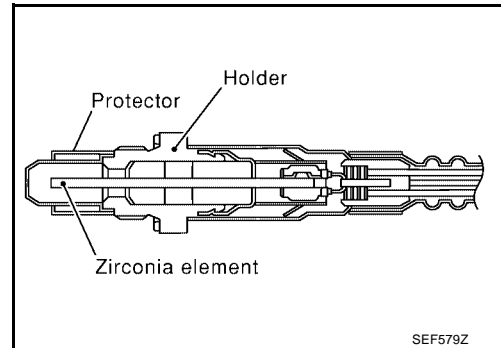
**Component Description**

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



**CONSULT-II Reference Value in Data Monitor Mode**

UBS00229

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> </ul> Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5V

**On Board Diagnosis Logic**

UBS0022A

To judge the malfunction, the diagnosis checks that the A/F signal computed by ECM from the air fuel ratio (A/F) sensor 1 signal is not inordinately high.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1272 1272	Air fuel ratio (A/F) sensor 1 circuit no activity detected	<ul style="list-style-type: none"> <li>The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 4.5V.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Air fuel ratio (A/F) sensor 1</li> </ul>

**DTC Confirmation Procedure**

UBS0022B

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "A/F SEN1 (B1)" in "DATA MONITOR" mode with CONSULT-II.

# DTC P1272 A/F SENSOR

[QG18DE (SULEV)]

3. Check "A/F SEN1 (B1)" indication.  
If the indication is constantly approx. 4.5V, go to [EC-1043, "Diagnostic Procedure"](#).  
If the indication is not constantly approx. 4.5V, go to next step.
4. Select "A/F SEN1 (B1) P1278/P1279" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
5. Touch "START".

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
A/F SEN1 (B1)	XXX V

SEF581Z

6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen.

ENG SPEED	1,500 - 3,000 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	1.0 - 8.0 msec
Selector lever	<ul style="list-style-type: none"> <li>● "D" position with "OD" ON (A/T)</li> <li>● "4th" position (M/T)</li> </ul>

**If "TESTING" is not displayed after 20 seconds, retry from step 2.**

A/F SEN1 (B1) P1278/P1279	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0756E

7. Following the instructions of CONSULT-II screen, set "D" position with "OD" OFF (A/T) or "3rd" position (M/T) and release accelerator pedal fully.

A/F SEN1 (B1) P1278/P1279	
TESTING	
SELECT 3RD GEAR AND THEN RELEASE ACCELERATOR PEDAL OFF	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0757E

8. Make sure that "TESTING" changes to "COMPLETED".  
If "TESTING" changed to "OUT OF CONDITION", retry from step 6.
9. Touch "BACK" and "MODE", then select "SELF-DIAG RESULT" mode.  
If P1272 is displayed, go to [EC-1043, "Diagnostic Procedure"](#).  
If another DTC is displayed, go to the corresponding "Diagnostic Procedure".

A/F SEN1 (B1) P1278/P1279	
COMPLETED	

PBIB0758E

## Overall Function Check

UBS0022C

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

# DTC P1272 A/F SENSOR

[QG18DE (SULEV)]

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

3. Set "D" position with "OD" ON (A/T) or "4th" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.  
If the DTC is displayed, go to [EC-1043, "Diagnostic Procedure"](#).

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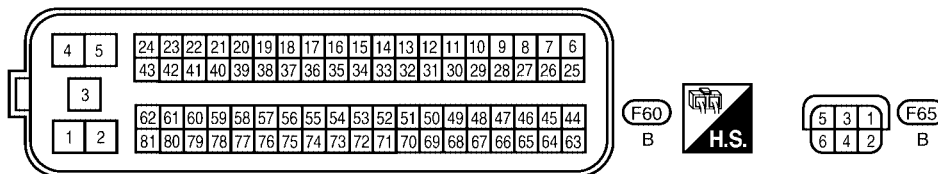
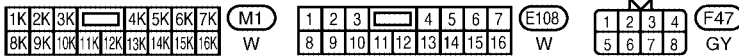
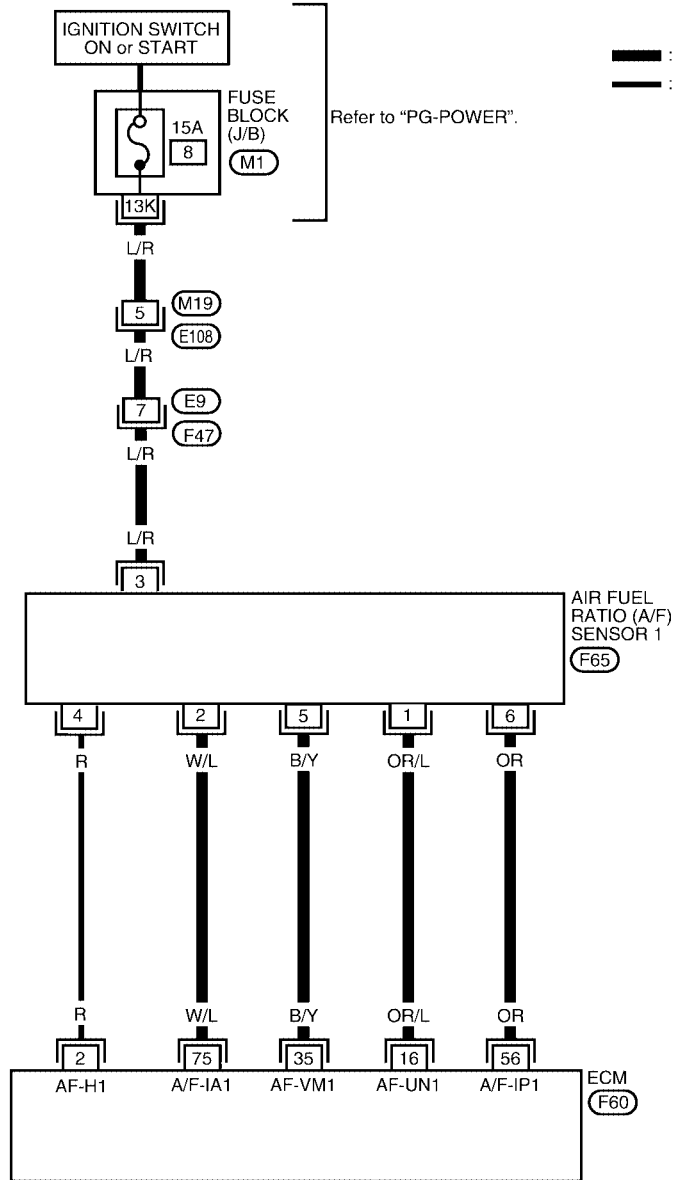
# DTC P1272 A/F SENSOR

[QG18DE (SULEV)]

UBS0022D

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1272 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

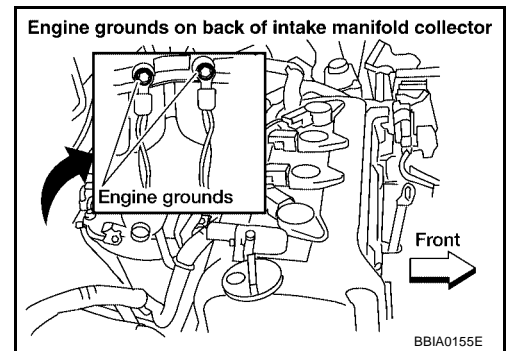
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

## Diagnostic Procedure

UBS0022E

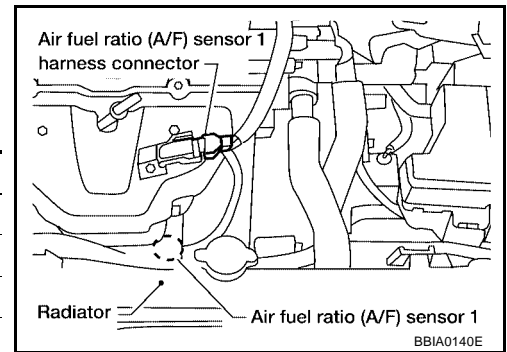
### 1. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.



3. Disconnect ECM harness connector and A/F sensor 1 harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

5. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



---

## 2. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

### OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

### **Removal and Installation**

#### **AIR FUEL RATIO SENSOR**

UBS0022F

Refer to [EM-12, "Removal and Installation"](#) .

DTC P1273 A/F SENSOR

PF2:22693

UBS0022G

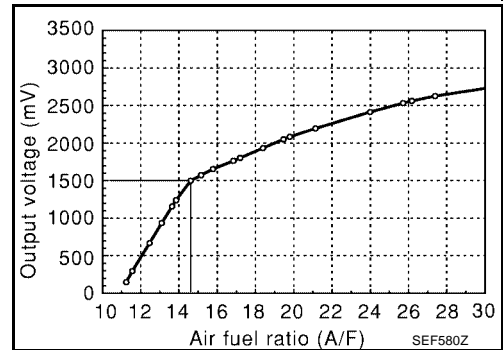
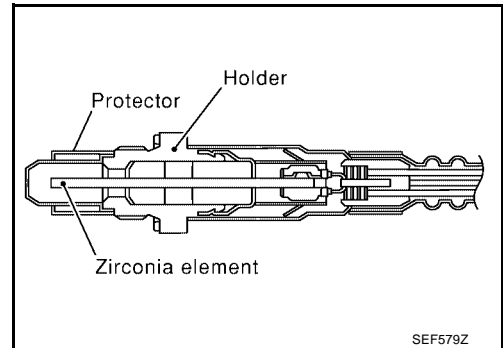
Component Description

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



CONSULT-II Reference Value in Data Monitor Mode

UBS0022H

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
A/F SEN1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5V

On Board Diagnosis Logic

UBS0022I

To judge the malfunction, the A/F signal computed by ECM from the air fuel ratio (A/F) sensor 1 signal is monitored not to be shifted "lean" side or "rich" side. When the A/F signal is shifting to the lean side, the malfunction will be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1273 1273	Air fuel ratio (A/F) sensor 1 lean shift monitoring	● The output voltage computed by ECM from the A/F sensor 1 signal is shifted to the lean side for a specified period.	<ul style="list-style-type: none"> <li>● Air fuel ratio (A/F) sensor 1</li> <li>● Air fuel ratio (A/F) sensor heater 1</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

DTC Confirmation Procedure

UBS0022J

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "A/F SEN1 (B1) P1273" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
3. Touch "START".

# DTC P1273 A/F SENSOR

[QG18DE (SULEV)]

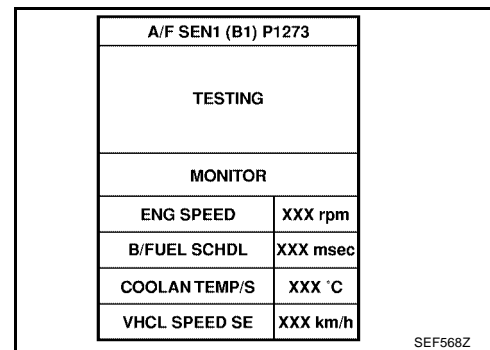
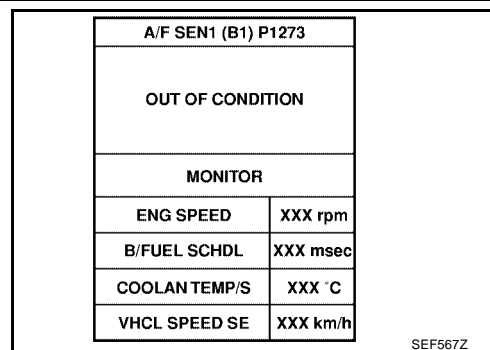
4. Maintain the following conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 400 to 800 seconds.)

**NOTE:**

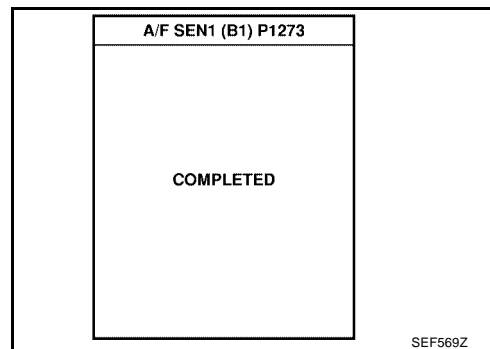
Keep the accelerator pedal as steady as possible.

ENG SPEED	Below 3,000 rpm
B/FUEL SCHDL	Below 9.0 msec
Selector lever	"P" or "N" position

If "TESTING" is not displayed after 20 minutes, retry from step 2.



5. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
If "NG" is displayed, go to [EC-1049, "Diagnostic Procedure"](#).



## Overall Function Check

UBS0022K

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

 **WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

**NOTE:**

Keep accelerator pedal as steady as possible during the cruising.

3. Set "D" position with "OD" ON (A/T) or "4th" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.

# DTC P1273 A/F SENSOR

[QG18DE (SULEV)]

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If the DTC is displayed, go to [EC-1049, "Diagnostic Procedure"](#) .

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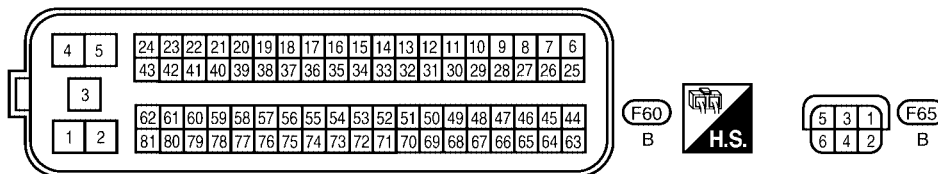
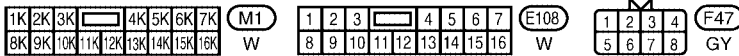
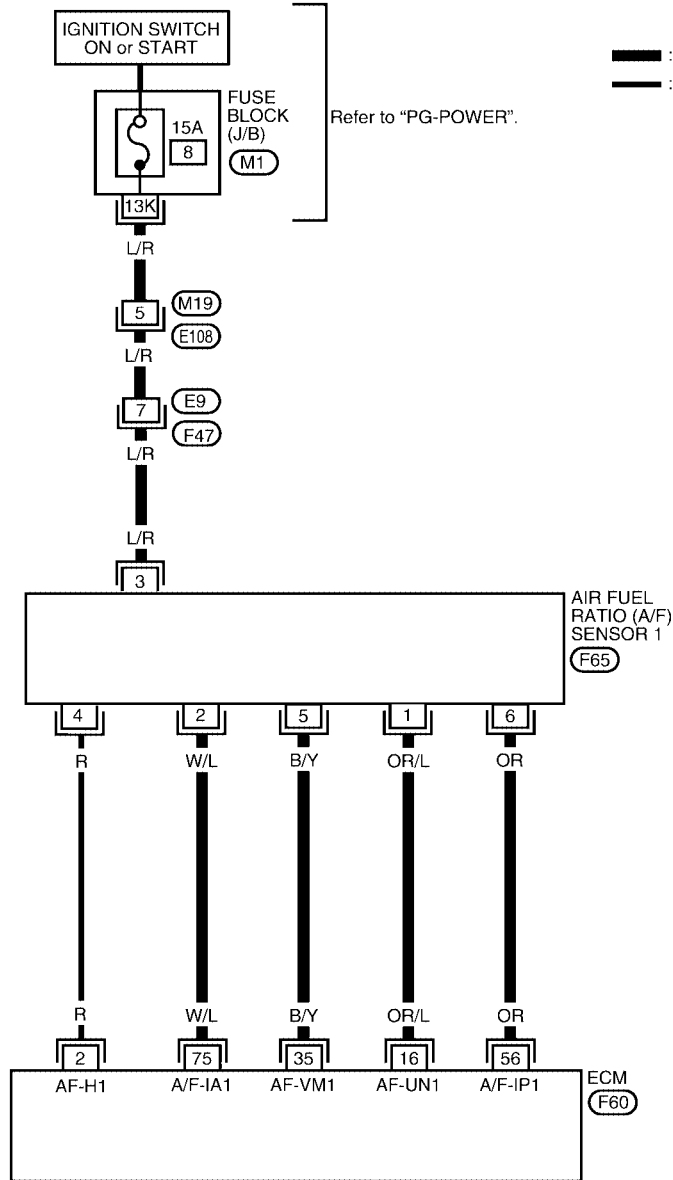
# DTC P1273 A/F SENSOR

[QG18DE (SULEV)]

UBS0022L

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1273 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

## Diagnostic Procedure

UBS0022M

### 1. RETIGHTEN AIR FUEL RATIO (A/F) SENSOR 1

1. Turn ignition switch "OFF".
2. Loosen and retighten the air fuel ratio (A/F) sensor 1.

**Tightening torque: 40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)**

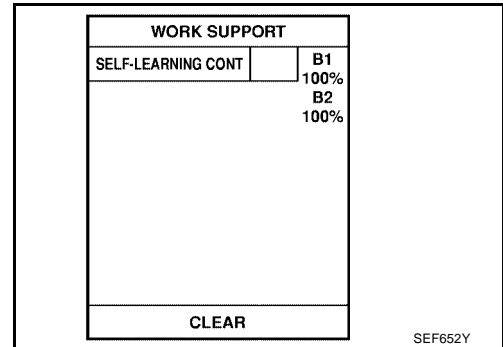
>> GO TO 2.

**2. CLEAR THE SELF-LEARNING DATA.**

**With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.

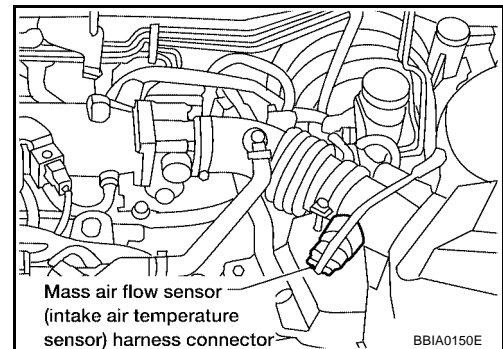
**Is the 1st trip DTC P0171 detected? Is it difficult to start engine?**



**Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 3 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure 1st trip DTC P0102 is displayed.
6. Erase the 1st trip DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.

**Is the 1st trip DTC P0171 detected? Is it difficult to start engine?**



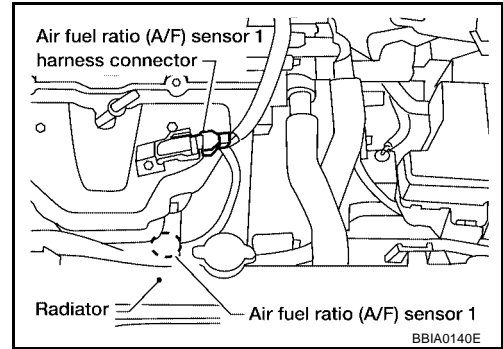
Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-795](#) .
- No >> GO TO 3.

**3. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and A/F sensor 1 harness connector.
3. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

5. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK A/F SENSOR 1 HEATER**

Refer to [EC-935, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace A/F sensor 1.

**5. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

**Removal and Installation  
AIR FUEL RATIO SENSOR**

UBS0022N

Refer to [EM-12, "Removal and Installation"](#) .



**DTC P1274 A/F SENSOR**

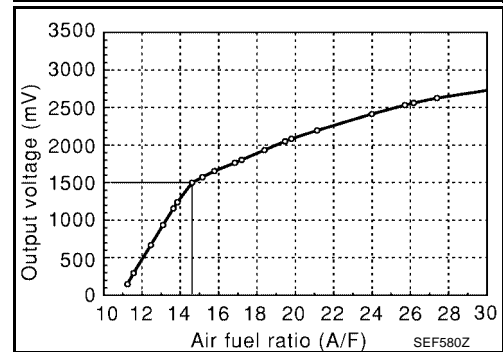
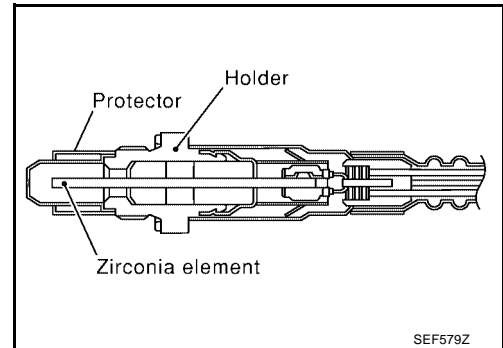
**Component Description**

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> <li>Maintaining engine speed at 2,000 rpm</li> </ul>	Fluctuates around 1.5V

**On Board Diagnosis Logic**

To judge the malfunction, the A/F signal computed by ECM from the air fuel ratio (A/F) sensor 1 signal is monitored not to be shifted to the "lean" side or "rich" side. When the A/F signal is shifting to the rich side, the malfunction will be detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1274 1274	Air fuel ratio (A/F) sensor 1 rich shift monitoring	<ul style="list-style-type: none"> <li>The A/F signal computed by ECM from the A/F sensor 1 signal is shifted to the rich side for a specified period.</li> </ul>	<ul style="list-style-type: none"> <li>Air fuel ratio (A/F) sensor 1</li> <li>Air fuel ratio (A/F) sensor heater 1</li> <li>Fuel pressure</li> <li>Injectors</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "A/F SEN1 (B1) P1274" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
3. Touch "START".

# DTC P1274 A/F SENSOR

[QG18DE (SULEV)]

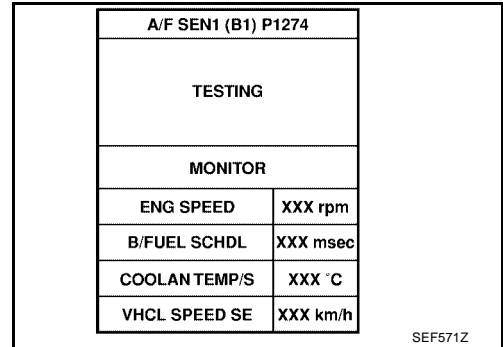
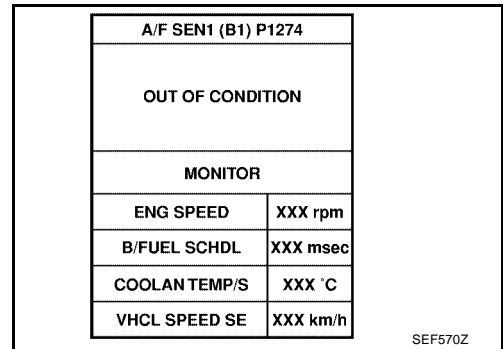
4. Maintain the following conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 400 to 800 seconds.)

**NOTE:**

Keep the accelerator pedal as steady as possible.

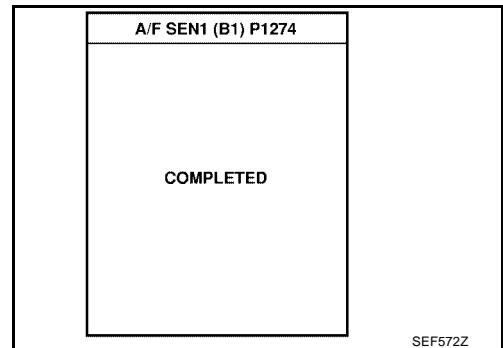
ENG SPEED	Below 3,000 rpm
B/FUEL SCHDL	Below 9.0 msec
Selector lever	“P” or “N” position

If “TESTING” is not displayed after 20 minutes, retry from step 2.



5. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”.

If “NG” is displayed, go to [EC-1056, "Diagnostic Procedure"](#) .



## Overall Function Check

UBS0022S

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in “D” position with “OD” OFF (A/T) or “3rd” position (M/T).

**NOTE:**

Keep accelerator pedal as steady as possible during the cruising.

3. Set “D” position with “OD” ON (A/T) or “4th” position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch “OFF”.
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.

## DTC P1274 A/F SENSOR

[QG18DE (SULEV)]

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If the DTC is displayed, go to [EC-1056, "Diagnostic Procedure"](#) .

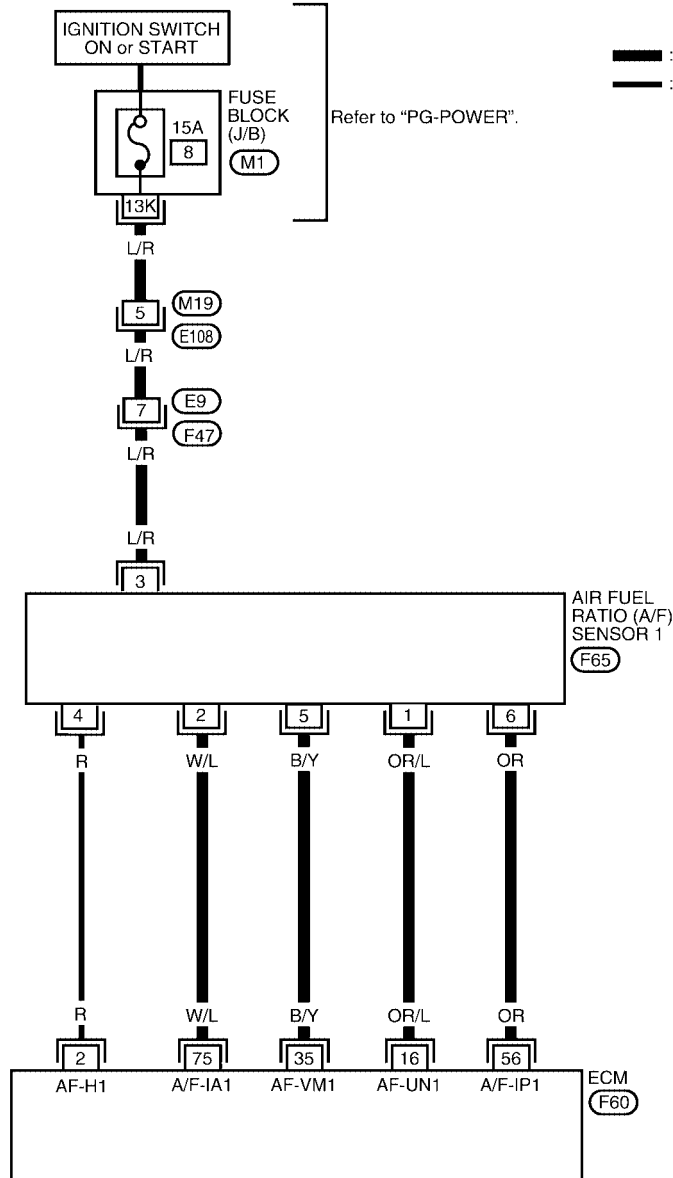
# DTC P1274 A/F SENSOR

[QG18DE (SULEV)]

UBS0022T

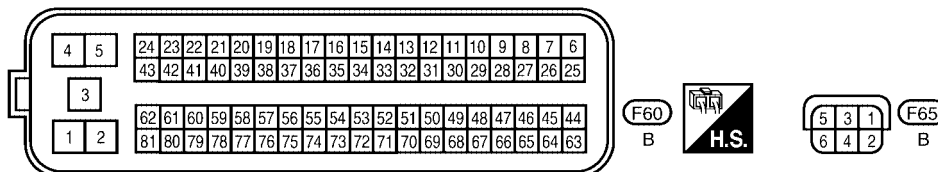
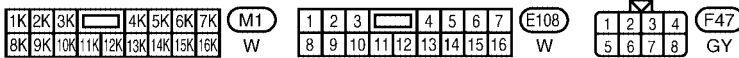
## Wiring Diagram

EC-A/F-01



— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0803E

# DTC P1274 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

## Diagnostic Procedure

UBS0022U

### 1. RETIGHTEN AIR FUEL RATIO (A/F) SENSOR 1

1. Turn ignition switch "OFF".
2. Loosen and retighten the air fuel ratio (A/F) sensor 1.

**Tightening torque: 40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)**

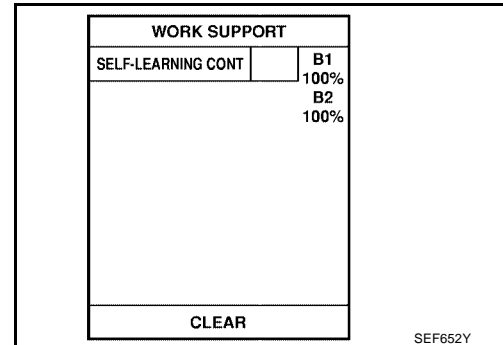
>> GO TO 2.

**2. CLEAR THE SELF-LEARNING DATA**

**With CONSULT-II**

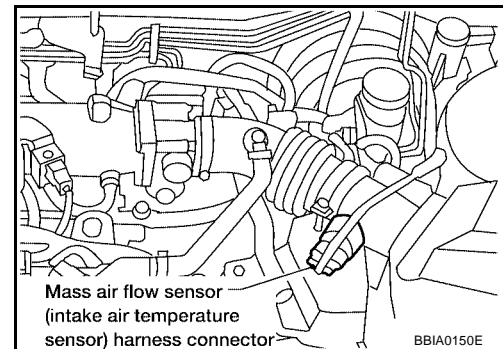
1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.

**Is the 1st trip DTC P0172 detected? Is it difficult to start engine?**



**Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
  2. Turn ignition switch "OFF".
  3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 3 seconds at idle speed.
  4. Stop engine and reconnect mass air flow sensor harness connector.
  5. Make sure 1st trip DTC P0102 is displayed.
  6. Erase the 1st trip DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
  7. Make sure DTC P0000 is displayed.
  8. Run engine for at least 10 minutes at idle speed.
- Is the 1st trip DTC P0172 detected? Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-802](#).
- No >> GO TO 3.

**3. CHECK HARNESS CONNECTOR**

1. Turn ignition switch "OFF".
2. Disconnect A/F sensor 1 harness connector.
3. Check harness connector for water.  
**Water should not exit.**

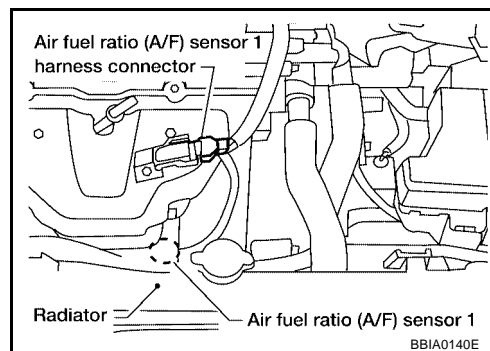
OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace harness connector.

#### 4. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and A/F sensor 1 harness connector.
3. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

5. Also check harness for short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK A/F SENSOR 1 HEATER

Refer to [EC-935, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace A/F sensor 1.

#### 6. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

#### Removal and Installation AIR FUEL RATIO SENSOR

Refer to [EM-12, "Removal and Installation"](#) .

UBS0022V

**DTC P1276 A/F SENSOR**

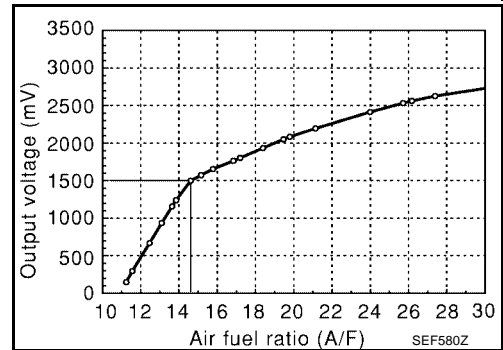
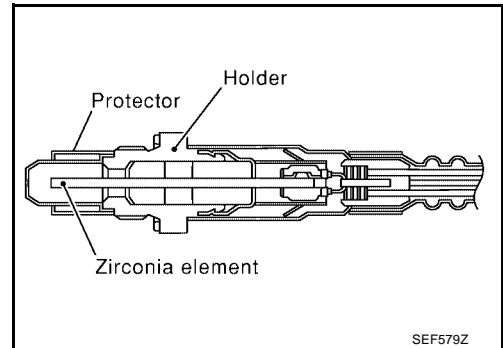
**Component Description**

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> </ul> Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5V

**On Board Diagnosis Logic**

To judge the malfunction, the diagnosis checks that the A/F signal computed by ECM from the air fuel ratio (A/F) sensor 1 signal fluctuates according to fuel feedback control.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1276 1276	Air fuel ratio (A/F) sensor 1 circuit high voltage	<ul style="list-style-type: none"> <li>The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 1.5V.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Air fuel ratio (A/F) sensor 1</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "A/F SEN1 (B1)" of "DATA MONITOR" mode with CONSULT-II.
3. Check "A/F SEN1 (B1)" indication.

If the indication is constantly approx. 1.5V and does not fluctuates, go to [EC-1063, "Diagnostic Procedure"](#)



# DTC P1276 A/F SENSOR

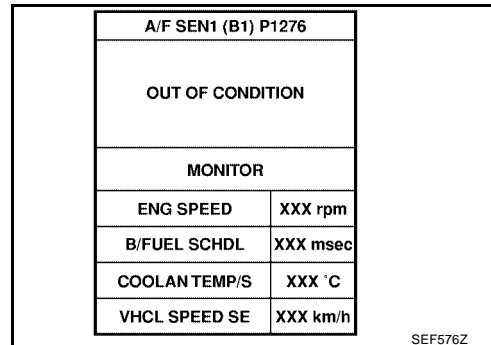
[QG18DE (SULEV)]

If the indication fluctuates around 1.5V, go to next step.

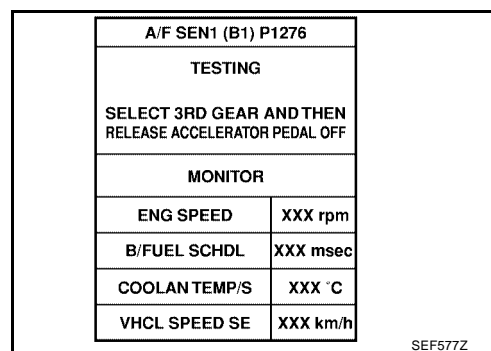
4. Select "A/F SEN1 (B1) P1276" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
5. Touch "START".
6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen.

ENG SPEED	1,500 - 3,000 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	1.0 - 8.0 msec
Selector lever	<ul style="list-style-type: none"> <li>● "D" position with "OD" ON (A/T)</li> <li>● "4th" position (M/T)</li> </ul>

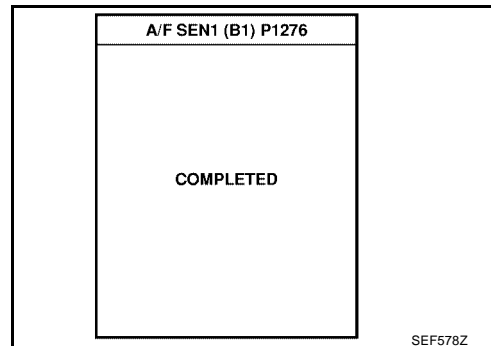
**If "TESTING" is not displayed after 20 seconds, retry from step 2.**



7. Following the instructions of CONSULT-II screen, set "D" position with "OD" OFF (A/T) or "3rd" position (M/T) and release accelerator pedal fully.



8. Make sure that "TESTING" changes to "COMPLETED".  
**If "TESTING" changed to "OUT OF CONDITION", retry from step 6.**
9. Make sure that "OK" is displayed after touching "SELF-DIAG RESULT".  
If "NG" is displayed, go to [EC-1063, "Diagnostic Procedure"](#).



## Overall Function Check

UBS00230

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

### WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

3. Set "D" position with "OD" ON (A/T) or "4th" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.

## DTC P1276 A/F SENSOR

[QG18DE (SULEV)]

7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.  
If the DTC is displayed, go to [EC-1063, "Diagnostic Procedure"](#).

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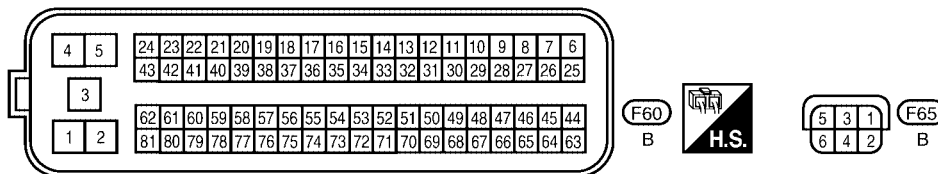
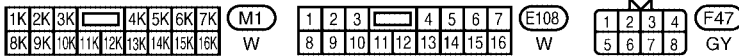
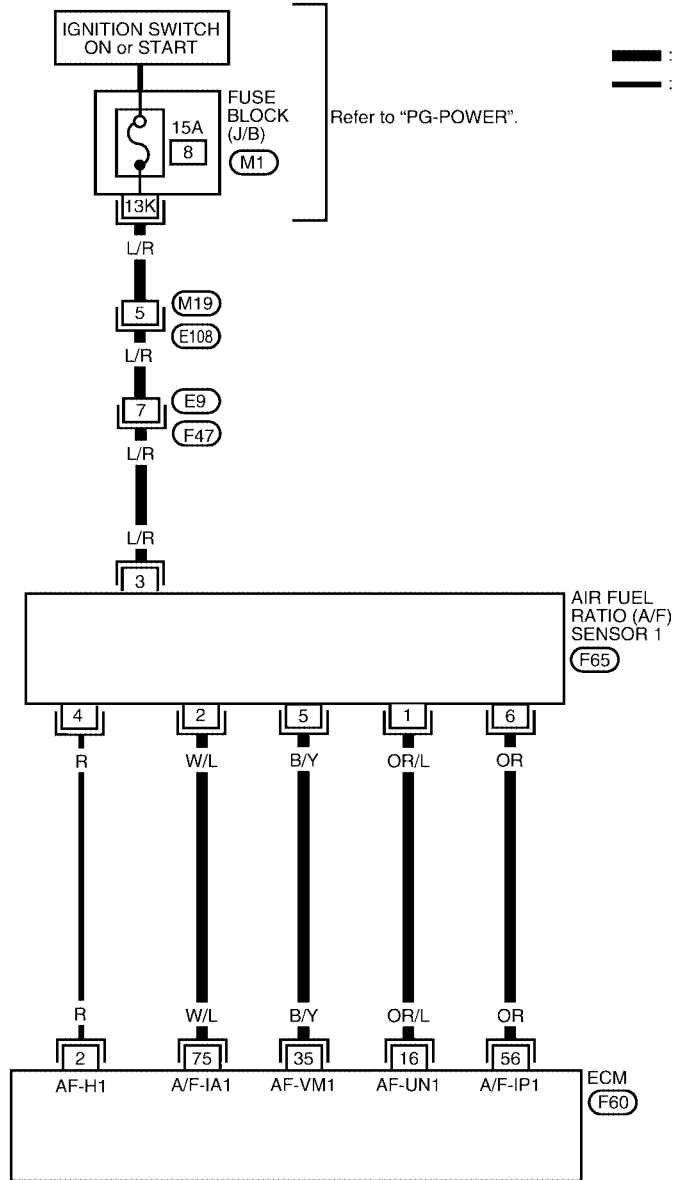
# DTC P1276 A/F SENSOR

[QG18DE (SULEV)]

UBS00231

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1276 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

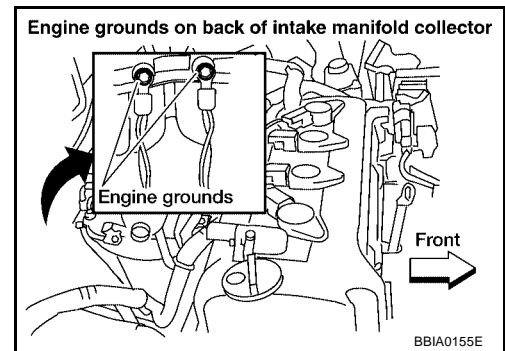
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

## Diagnostic Procedure

UBS00232

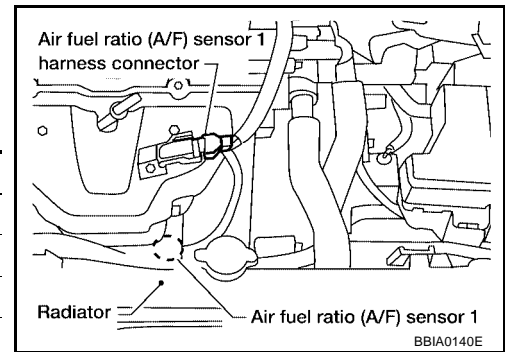
### 1. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.



3. Disconnect ECM harness connector and A/F sensor 1 harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

5. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 2. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

### OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

### **Removal and Installation**

#### **AIR FUEL RATIO SENSOR**

UBS00233

Refer to [EM-12, "Removal and Installation"](#) .

**DTC P1278 A/F SENSOR**

PDF:22693

UBS0030Z

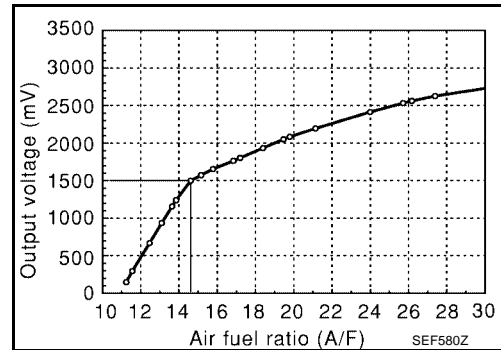
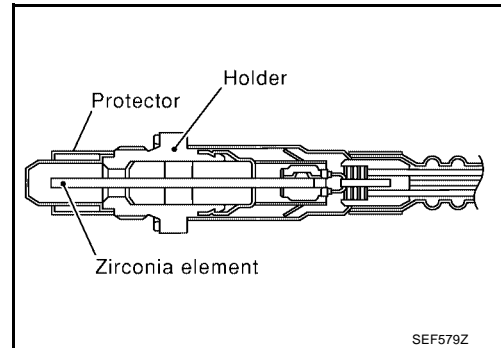
**Component Description**

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



**CONSULT-II Reference Value in Data Monitor Mode**

UBS003P0

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> </ul> Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5V

**On Board Diagnosis Logic**

UBS003P1

To judge the malfunction of air fuel ratio (A/F) sensor 1, this diagnosis measures response time of the A/F signal computed by ECM from the air fuel ration (A/F) sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and the air fuel ration (A/F) sensor 1 temperature index. Judgment is based on whether the compensated time (the A/F signal cycling time index) is inordinately long or not.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1278 1278	Air fuel ratio (A/F) sensor 1 circuit slow response	<ul style="list-style-type: none"> <li>The response (from RICH to LEAN) of the A/F signal computed by ECM from A/F sensor 1 signal takes more than the specified time.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Air fuel ratio (A/F) sensor 1</li> <li>Air fuel ratio (A/F) sensor heater 1</li> <li>Fuel pressure</li> <li>Injectors</li> <li>Intake air leaks</li> <li>Exhaust gas leaks</li> <li>PCV</li> <li>Mass air flow sensor</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Perform [EC-635, "Idle Air Volume Learning"](#) . Make sure that "CMPLT" is displayed on CONSULT-II screen. If "INCMP" is displayed, follow the instruction for "Idle Air Volume Learning".
2. Select "A/F SEN1 (B1) P1278/P1279" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
3. Touch "START".
4. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen.

ENG SPEED	1,500 - 3,000 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	1.0 - 8.0 msec
Selector lever	<ul style="list-style-type: none"> <li>● "D" position with "OD" ON (A/T)</li> <li>● "4th" position (M/T)</li> </ul>

If "TESTING" is not displayed after 20 seconds, retry from step 2.

A/F SEN1 (B1) P1278/P1279	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0756E

5. Following the instructions of CONSULT-II screen, set "D" position with "OD" OFF (A/T) or "3rd" position (M/T) and release accelerator pedal fully.

A/F SEN1 (B1) P1278/P1279	
TESTING	
SELECT 3RD GEAR AND THEN RELEASE ACCELERATOR PEDAL OFF	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

PBIB0757E

6. Make sure that "TESTING" changes to "COMPLETED".  
If "TESTING" changed to "OUT OF CONDITION", retry from step 6.
7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULT".  
If "NG" is displayed, go to [EC-1069, "Diagnostic Procedure"](#) .

A/F SEN1 (B1) P1278/P1279	
COMPLETED	

PBIB0758E

**Overall Function Check**

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

 **WITH GST**

1. Perform [EC-635, "Idle Air Volume Learning"](#) . Make sure the result is OK. If NG, follow the instruction for "Idle Air Volume Learning".
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

3. Set "D" position with "OD" ON (A/T) or "4th" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.  
If the DTC is displayed, go to [EC-1069, "Diagnostic Procedure"](#) .

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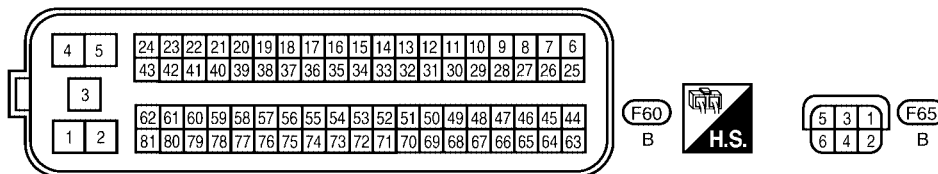
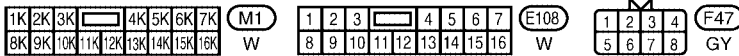
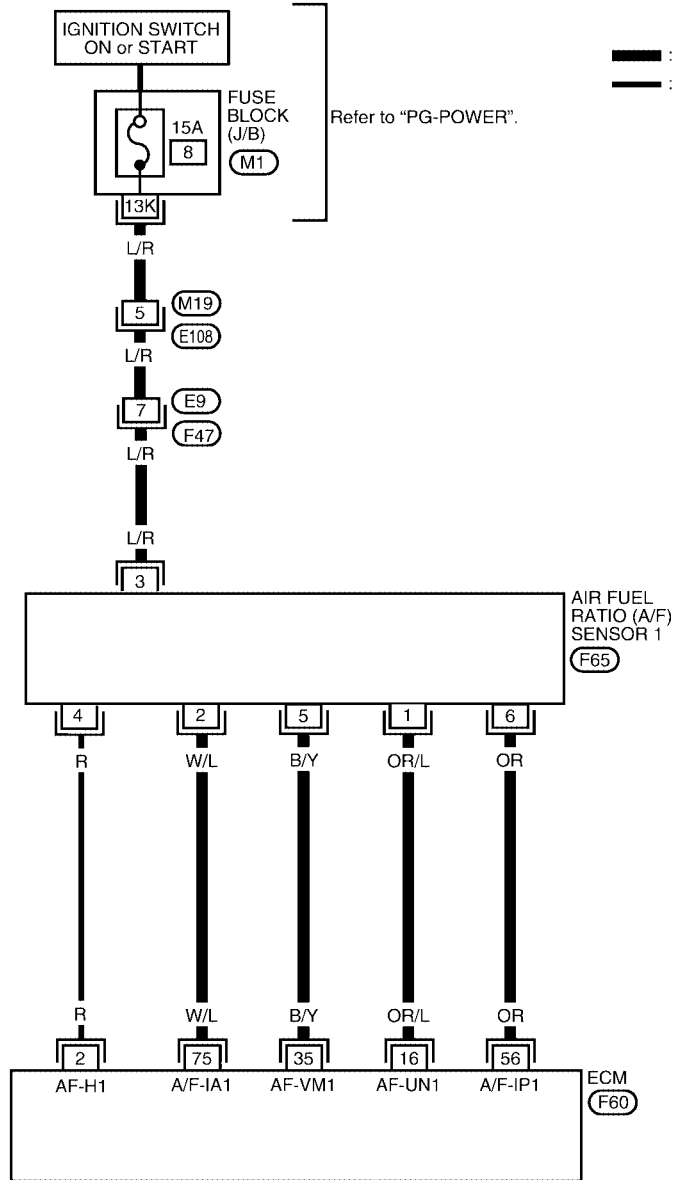
# DTC P1278 A/F SENSOR

[QG18DE (SULEV)]

UBS003P4

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1278 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

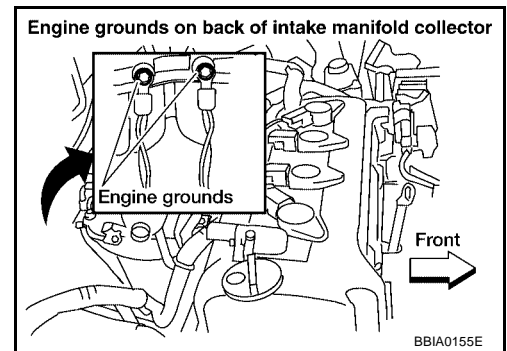
## Diagnostic Procedure

UBS003P5

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. RETIGHTEN AIR FUEL RATIO (A/F) SENSOR 1

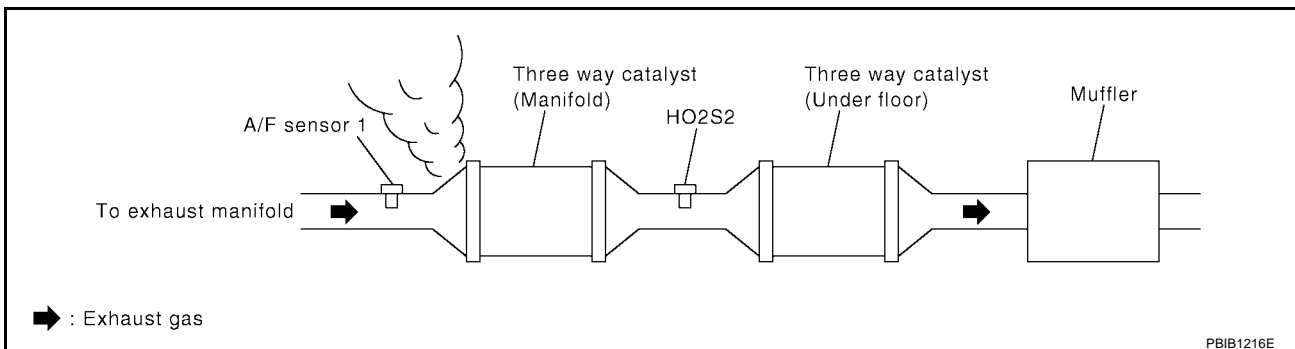
Loosen and retighten the air fuel ratio (A/F) sensor 1.

**Tightening torque: 40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)**

>> GO TO 3.

### 3. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace.

## 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

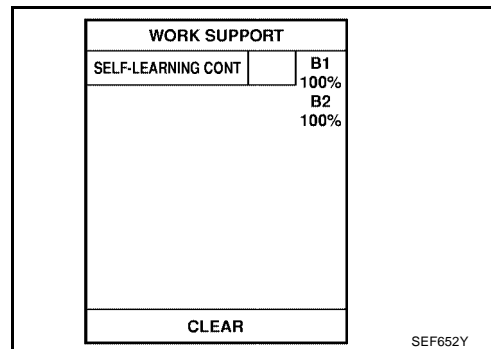
OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace.

## 5. CLEAR THE SELF-LEARNING DATA

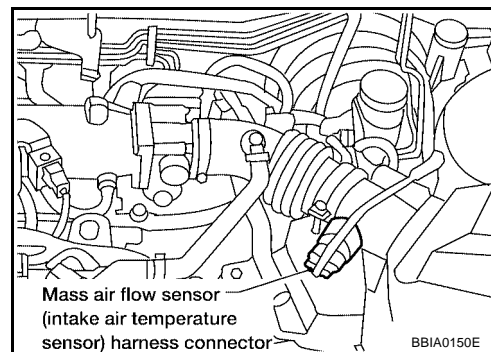
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR" or "START".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 3 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure 1st trip DTC P0102 is displayed.
6. Erase the 1st trip DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?**



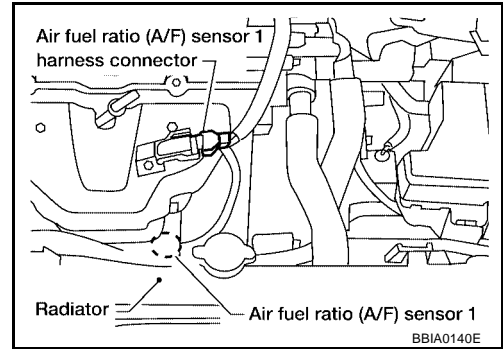
Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171, P0172. Refer to [EC-795](#), [EC-802](#).
- No >> GO TO 6.

**6. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and A/F sensor 1 harness connector.
3. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	5
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK AIR FUEL RATIO (A/F) SENSOR 1 HEATER**

Refer to [EC-935, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace A/F sensor 1.

**8. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-747, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace mass air flow sensor.

**9. CHECK PCV VALVE**

Refer to [EC-1218, "POSITIVE CRANKCASE VENTILATION"](#) .

OK or NG

OK >> GO TO 10.

NG >> Repair or replace PCV valve.

**10. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

---

**Removal and Installation**  
**AIR FUEL RATIO SENSOR**

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

DTC P1279 A/F SENSOR

PF2:22693

Component Description

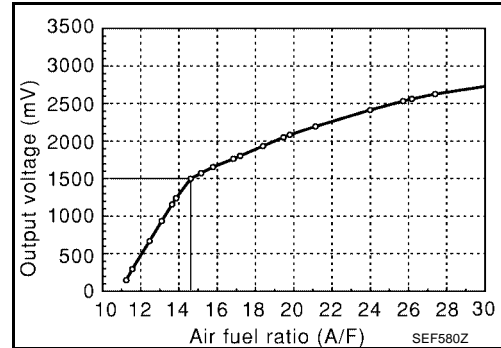
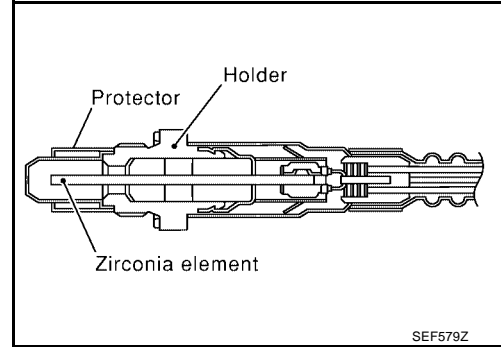
UBS003P7

The A/F sensor is a planar dual-cell limit current sensor. The sensor element of the A/F sensor is the combination of a Nernst concentration cell (sensor cell) with an oxygen-pump cell, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement  $\lambda = 1$ , but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide  $\lambda$  range ( $0.7 < \lambda < \text{air}$ ).

The exhaust gas components diffuse through the diffusion gap at the electrode of the oxygen pump and Nernst concentration cell, where they are brought to thermodynamic balance.

An electronic circuit controls the pump current through the oxygen-pump cell so that the composition of the exhaust gas in the diffusion gap remains constant at  $\lambda = 1$ . Therefore, the A/F sensor is able to indicate air/fuel ratio by this pumping of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of 700 - 800°C (1,292 - 1,472°F).



CONSULT-II Reference Value in Data Monitor Mode

UBS003P8

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
A/F SEN1 (B1)	<ul style="list-style-type: none"> <li>Engine: After warming up</li> </ul> Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5V

On Board Diagnosis Logic

UBS003P9

To judge the malfunction of air fuel ratio (A/F) sensor 1, this diagnosis measures response time of the A/F signal computed by ECM from the air fuel ration (A/F) sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and the air fuel ration (A/F) sensor 1 temperature index. Judgment is based on whether the compensated time (the A/F signal cycling time index) is inordinately long or not.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P1279 1279	Air fuel ratio (A/F) sensor 1 circuit slow response	<ul style="list-style-type: none"> <li>The response (from LEAN to RICH) of the A/F signal computed by ECM from A/F sensor 1 signal takes more than the specified time.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Air fuel ratio (A/F) sensor 1</li> <li>Air fuel ratio (A/F) sensor heater 1</li> <li>Fuel pressure</li> <li>Injectors</li> <li>Intake air leaks</li> <li>Exhaust gas leaks</li> <li>PCV</li> <li>Mass air flow sensor</li> </ul>

DTC Confirmation Procedure

UBS003PA

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

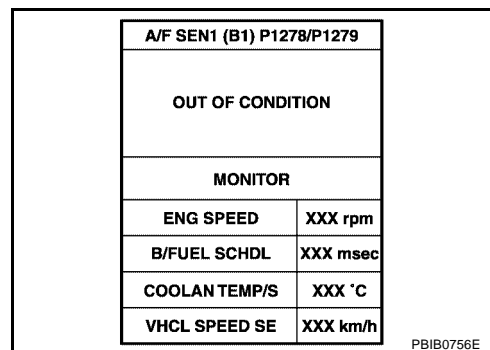
Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

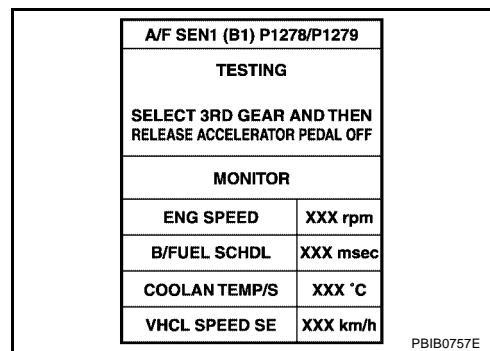
1. Perform [EC-635, "Idle Air Volume Learning"](#) . Make sure that "CMPLT" is displayed on CONSULT-II screen. If "INCMP" is displayed, follow the instruction for "Idle Air Volume Learning".
2. Select "A/F SEN1 (B1) P1278/P1279" of "A/F SEN1" in "DTC WORK SUPPORT" mode.
3. Touch "START".
4. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen.

ENG SPEED	1,500 - 3,000 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	1.0 - 8.0 msec
Selector lever	<ul style="list-style-type: none"> <li>• "D" position with "OD" ON (A/T)</li> <li>• "4th" position (M/T)</li> </ul>

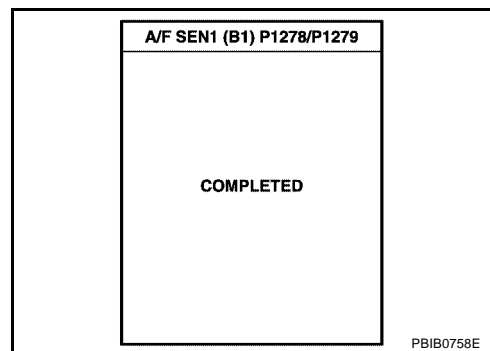
If "TESTING" is not displayed after 20 seconds, retry from step 2.



5. Following the instructions of CONSULT-II screen, set "D" position with "OD" OFF (A/T) or "3rd" position (M/T) and release accelerator pedal fully.



6. Make sure that "TESTING" changes to "COMPLETED".  
If "TESTING" changed to "OUT OF CONDITION", retry from step 6.
7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULT".  
If "NG" is displayed, go to [EC-1077, "Diagnostic Procedure"](#) .



### Overall Function Check

UBS003PB

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

1. Perform [EC-635, "Idle Air Volume Learning"](#) . Make sure the result is OK. If NG, follow the instruction for "Idle Air Volume Learning".
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in "D" position with "OD" OFF (A/T) or "3rd" position (M/T).

**NOTE:**

Keep the accelerator pedal as steady as possible during the cruising.

## DTC P1279 A/F SENSOR

[QG18DE (SULEV)]

3. Set "D" position with "OD" ON (A/T) or "4th" position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

A

**NOTE:**

Never apply brake during releasing the accelerator pedal.

4. Repeat steps 2 to 3 five times.
5. Stop the vehicle and turn ignition switch "OFF".
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 five times.
8. Stop the vehicle and connect GST to the vehicle.
9. Make sure that no DTC is displayed.  
If the DTC is displayed, go to [EC-1077, "Diagnostic Procedure"](#).

EC

C

D

E

F

G

H

I

J

K

L

M



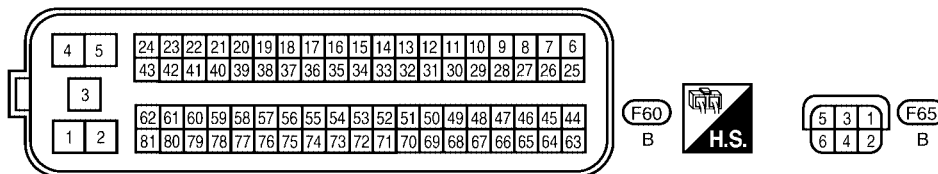
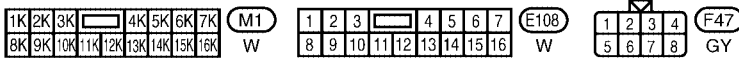
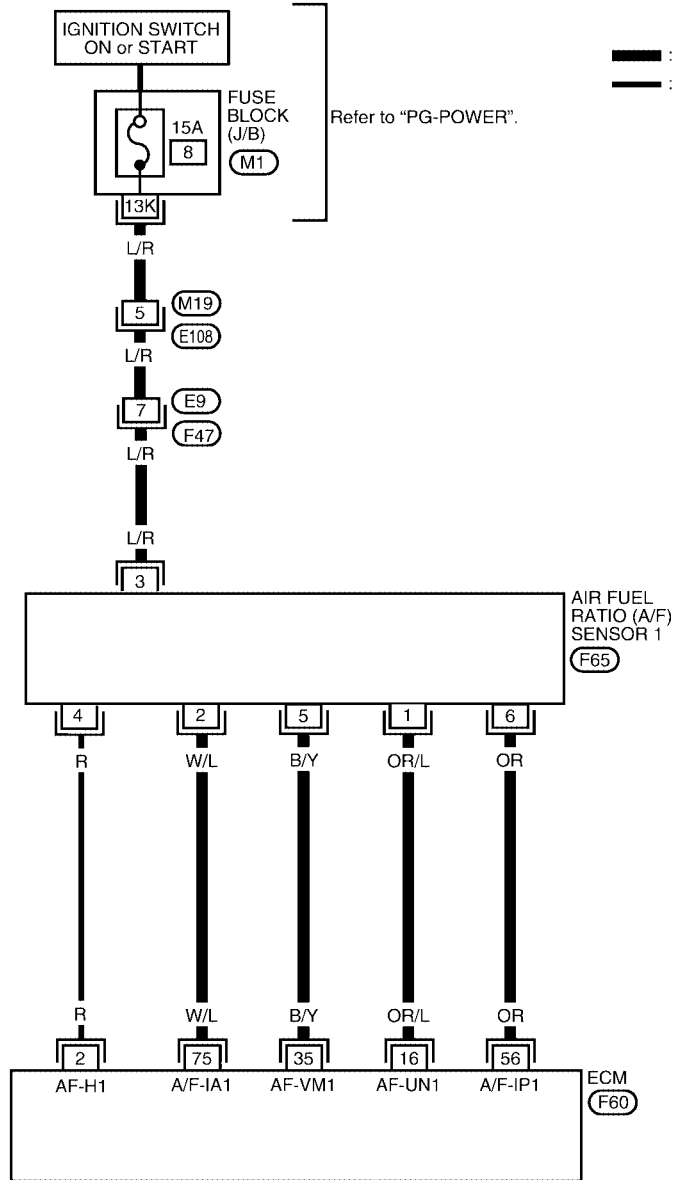
# DTC P1279 A/F SENSOR

[QG18DE (SULEV)]

UBS003PC

## Wiring Diagram

EC-A/F-01



BBWA0603E

# DTC P1279 A/F SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
16	OR/L	A/F sensor 1	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3.1V
35	B/Y			Approximately 2.6V
56	OR			2 - 3V
75	W/L			2 - 3V

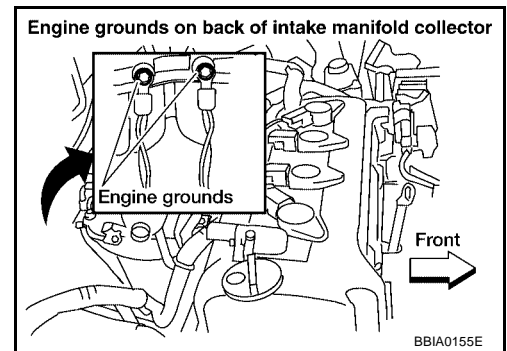
## Diagnostic Procedure

UBS003PD

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. RETIGHTEN AIR FUEL RATIO (A/F) SENSOR 1

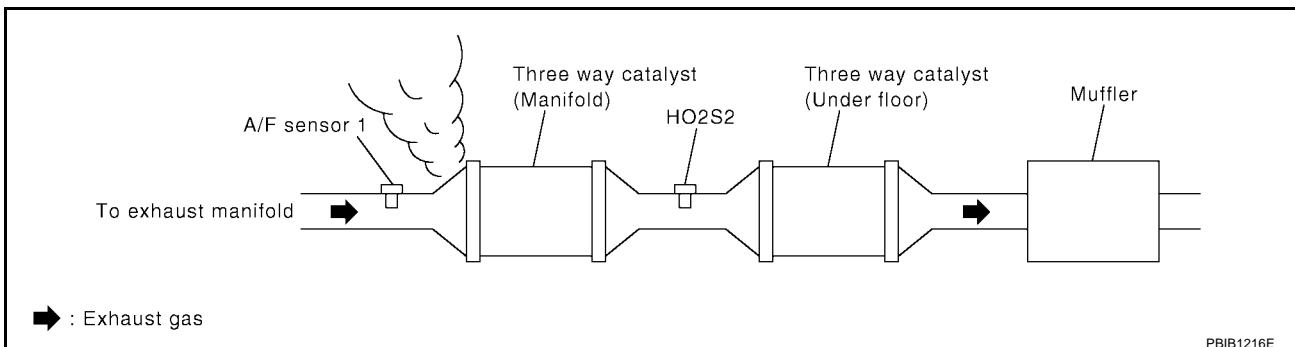
Loosen and retighten the air fuel ratio (A/F) sensor 1.

**Tightening torque: 40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)**

>> GO TO 3.

### 3. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace.

## 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

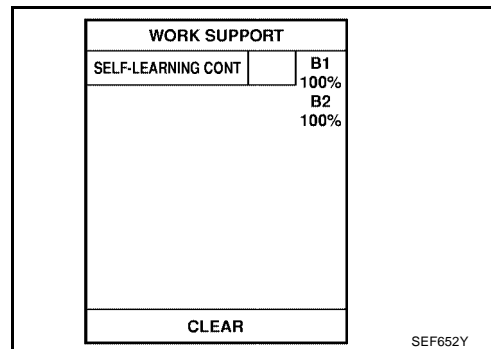
OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace.

## 5. CLEAR THE SELF-LEARNING DATA

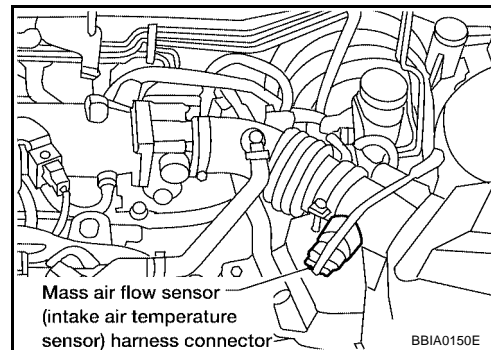
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR" or "START".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 3 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure 1st trip DTC P0102 is displayed.
6. Erase the 1st trip DTC memory. Refer to [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?**



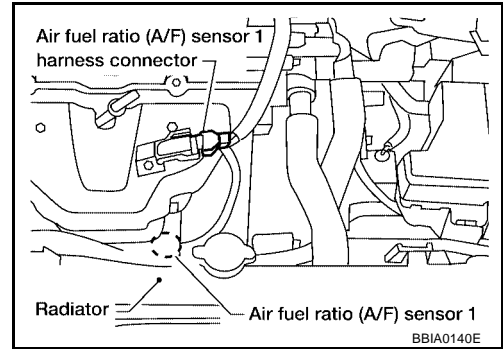
Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171, P0172. Refer to [EC-795](#), [EC-802](#).
- No >> GO TO 6.

**6. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and A/F sensor 1 harness connector.
3. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	A/F sensor terminal
16	1
35	5
56	6
75	2



**Continuity should exist.**

4. Check harness continuity between ECM terminals 16, 35, 56, 75 or A/F sensor 1 terminals 1, 2, 5, 6 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK AIR FUEL RATIO (A/F) SENSOR 1 HEATER**

Refer to [EC-935, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace A/F sensor 1.

**8. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-747, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace mass air flow sensor.

**9. CHECK PCV VALVE**

Refer to [EC-1218, "POSITIVE CRANKCASE VENTILATION"](#) .

OK or NG

OK >> GO TO 10.

NG >> Repair or replace PCV valve.

**10. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> Replace A/F sensor 1.

NG >> Repair or replace.

---

**Removal and Installation**  
**AIR FUEL RATIO SENSOR**

UBS003PE

Refer to [EM-12, "OUTER COMPONENT PARTS"](#) .

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

## DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

### Description SYSTEM DESCRIPTION

UBS0023N

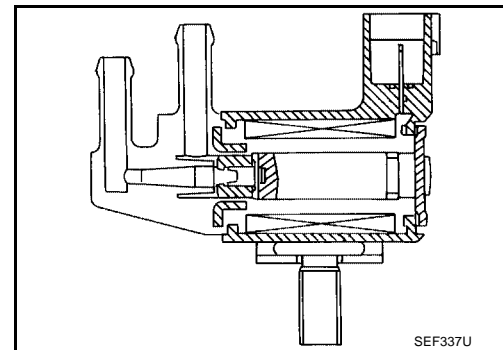
Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed* and cylinder position	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage*		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Air fuel ratio (A/F) sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Vehicle speed sensor	Vehicle speed		

\*: ECM determines the start signal status by the signals of engine speed and battery voltage.

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS0023O

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: "OFF"</li> <li>● Shift lever: "N" (A/T), Neutral (M/T)</li> <li>● No-load</li> </ul>	Idle
		2,000 rpm
		0%
		—

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

UBS0023P

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1444 1444	EVAP canister purge volume control solenoid valve	The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.	<ul style="list-style-type: none"> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister purge volume control solenoid valve (The valve is stuck open.)</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> <li>● Hoses (Hoses are connected incorrectly or clogged.)</li> </ul>

## DTC Confirmation Procedure

UBS0023R

### NOTE:

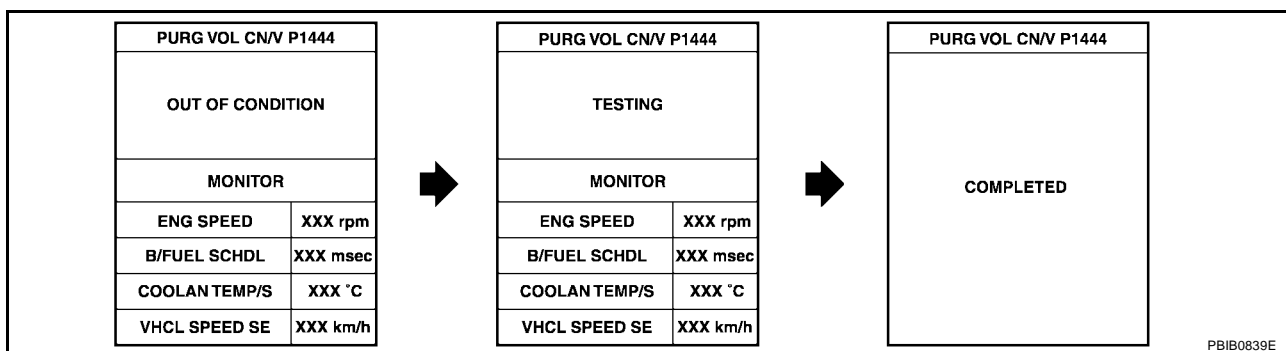
If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**Always perform test at a temperature of 0°C (32°F) or more.**

### WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Turn ignition switch “ON”.
4. Select “PURG VOL CN/V P1444” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
5. Touch “START”.



6. Start engine and let it idle until “TESTING” on CONSULT-II changes to “COMPLETED”. (It will take approximately 10 seconds.)  
**If “TESTING” is not displayed after 5 minutes, retry from step 2.**
7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-1085, "Diagnostic Procedure"](#).

### WITH GST

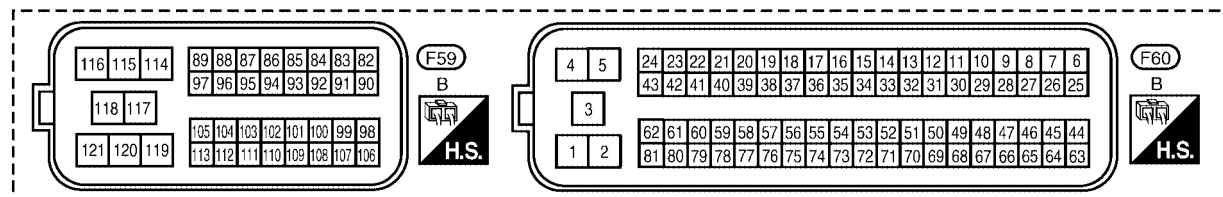
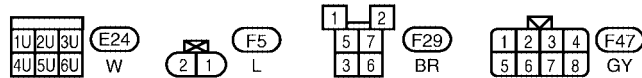
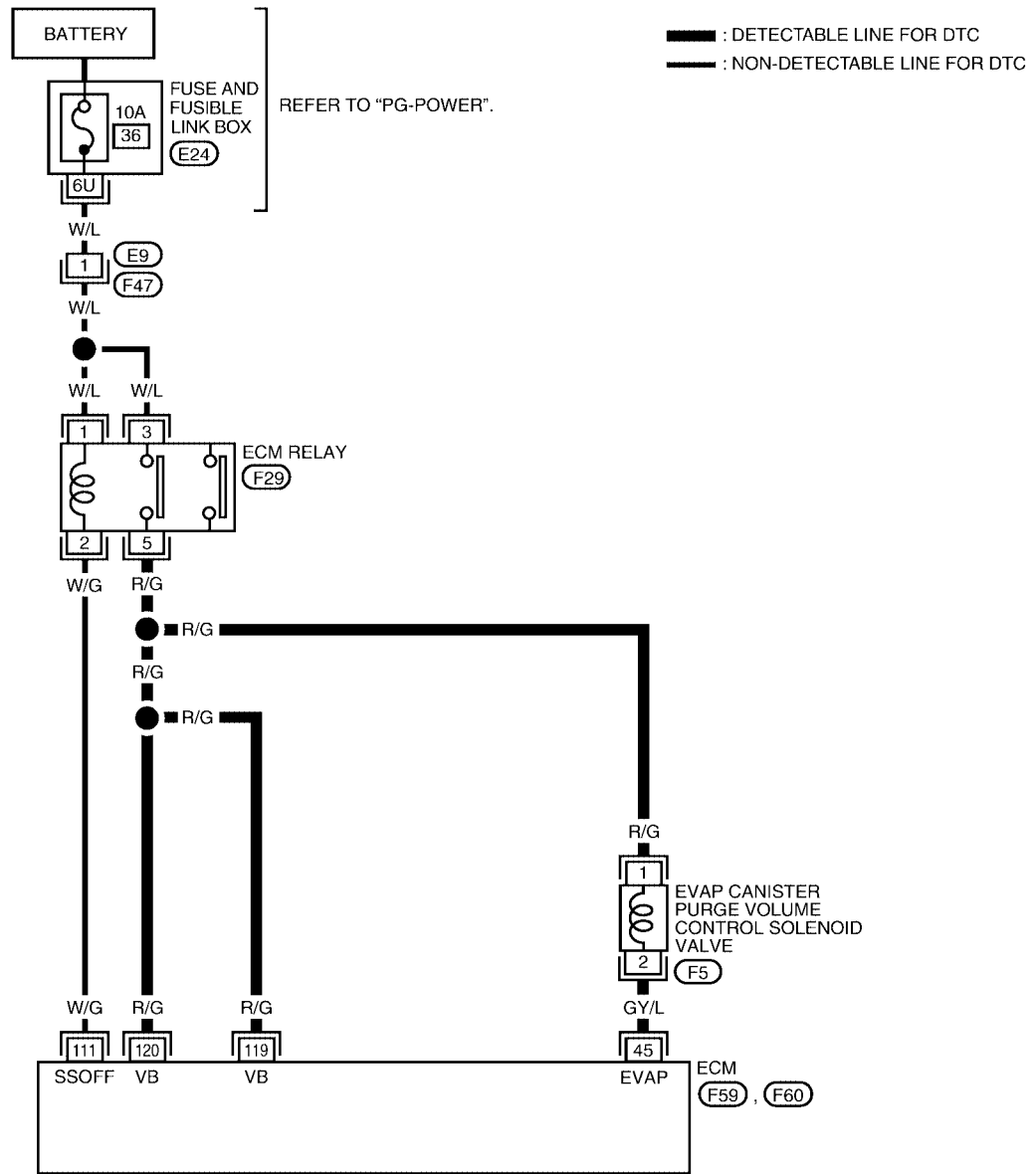
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and let it idle for at least 20 seconds.
4. Select “MODE 7” with GST.
5. If 1st trip DTC is detected, go to [EC-1085, "Diagnostic Procedure"](#).

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

## Wiring Diagram

UBS0023S

EC-PGC/V-01



BBWA0785E

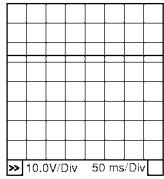
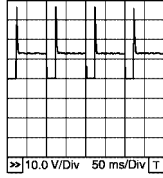


# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	GY/L	EVAP canister purge volume control solenoid valve	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p style="text-align: right;">PBIB0050E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	<p>Approximately 10V★</p>  <p style="text-align: right;">PBIB0520E</p>
111	W/G	ECM relay (Self shut-off)	<p><b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b></p> <ul style="list-style-type: none"> <li>● For 5 seconds after turning ignition switch "OFF"</li> </ul>	0 - 1.0V
			<p><b>[Ignition switch "OFF"]</b></p> <ul style="list-style-type: none"> <li>● 5 seconds passed after turning ignition switch "OFF"</li> </ul>	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

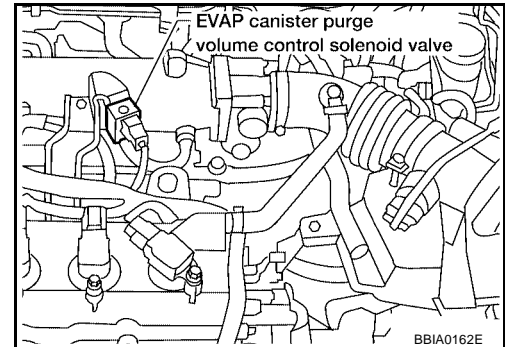
# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

UBS0023T

## Diagnostic Procedure

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch "ON".

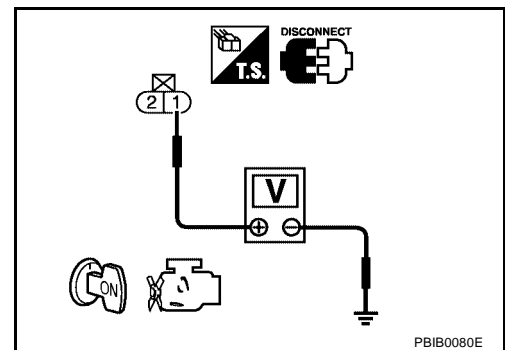


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and engine ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM relay
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

>> Repair harness or connectors.

### 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 45 and EVAP canister purge volume control solenoid valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

## 4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.  
NG >> Replace EVAP control system pressure sensor.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-885, "Component Inspection"](#).

OK or NG

- OK (With CONSULT-II)>>GO TO 6.  
OK (Without CONSULT-II)>>GO TO 7.  
NG >> Replace EVAP control system pressure sensor.

## 6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 **With CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect harness connectors disconnected.
3. Start engine.
4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
THRTL POS SEN	X. XX V

PBIB0721E

## 7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-892, "Component Inspection"](#).

OK or NG

- OK >> GO TO 8.  
NG >> Replace EVAP canister purge volume control solenoid valve.

## 8. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 9.  
NG >> Clean the rubber tube using an air blower.

## 9. CHECK EVAP CANISTER VENT CONTROL VALVE-II

Refer to [EC-878, "Component Inspection"](#).

OK or NG

- OK >> GO TO 11.  
NG >> Replace EVAP canister vent control valve.

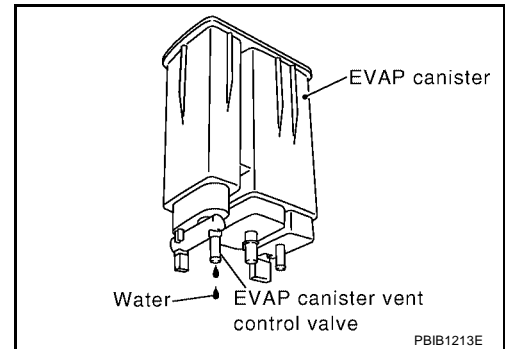
# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

## 10. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

OK or NG

- OK >> GO TO 11.  
NG >> GO TO 13.



## 11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

- OK >> GO TO 13.  
NG >> GO TO 12.

## 12. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 13. CHECK INTERMITTENT INCIDENT

Refer to [EC-137, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

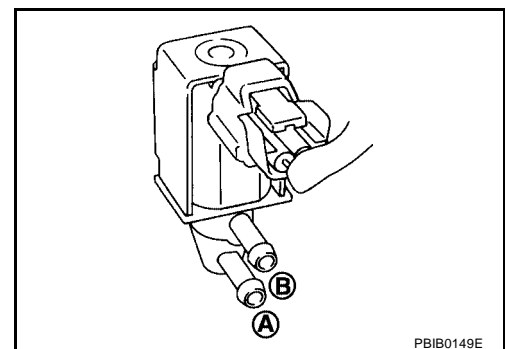
### Component Inspection EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

UBS0061B

Ⓟ With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100.0%	Yes
0.0%	No

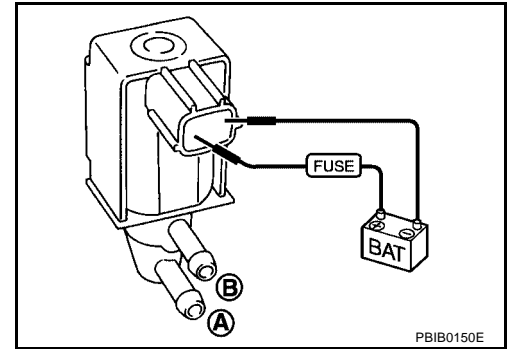


# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QG18DE (SULEV)]

## ⊗ Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

## DTC P1446 EVAP CANISTER VENT CONTROL VALVE

PF14935

### Component Description

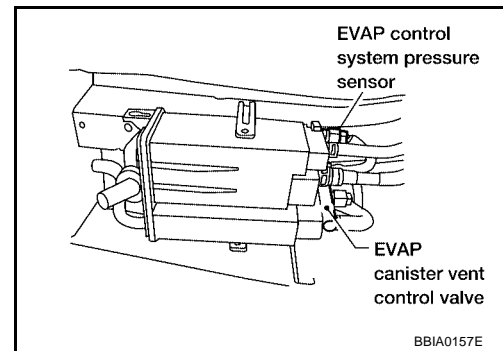
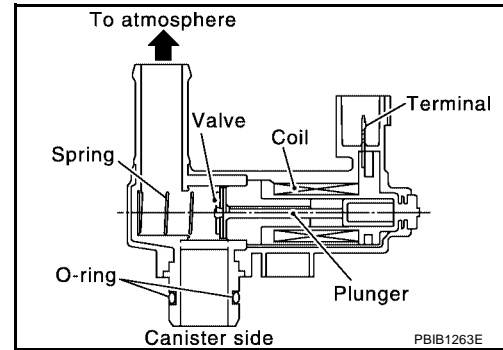
UBS0023U

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System" diagnoses.



### CONSULT-II Reference Value in Data Monitor Mode

UBS0023V

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS0023W

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1446 1446	EVAP canister vent control valve close	EVAP canister vent control valve remains closed under specified driving conditions.	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Blocked rubber tube to EVAP canister vent control valve</li> <li>● EVAP canister is saturated with water</li> </ul>

### DTC Confirmation Procedure

UBS0023Y

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

## ④ WITH CONSULT-II

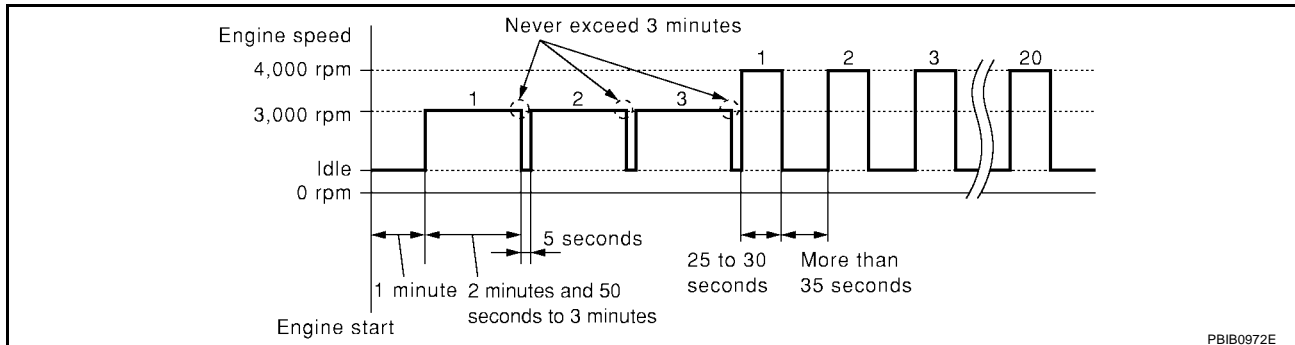
1. Turn ignition switch "ON" and wait at least 5 seconds.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and let it idle for at least 1 minute.
5. Repeat next procedures 3 times.
  - a. Increase the engine speed up to 3,000 to 3,500 rpm and keep it for 2 minutes and 50 seconds to 3 minutes.  
**Never exceed 3 minutes.**
  - b. Fully released accelerator pedal and keep engine idle for about 5 seconds.
6. If 1st trip DTC is detected, go to [EC-996, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

If 1st trip DTC is not detected, go to the next step.

7. Repeat next procedure 20 times.
  - a. Quickly increase the engine speed up to 4,000 to 4,500 rpm or more and keep it for 25 to 30 seconds.
  - b. Fully released accelerator pedal and keep engine idle for at least 35 seconds.



8. If 1st trip DTC is detected, go to [EC-996, "Diagnostic Procedure"](#).

## ④ WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

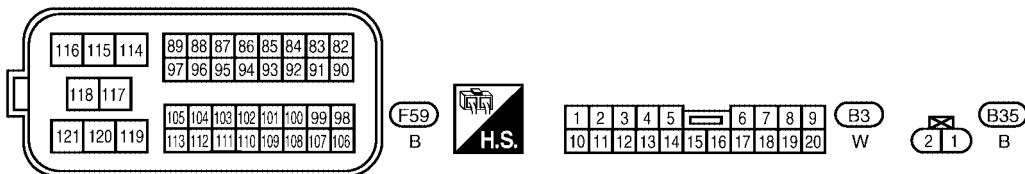
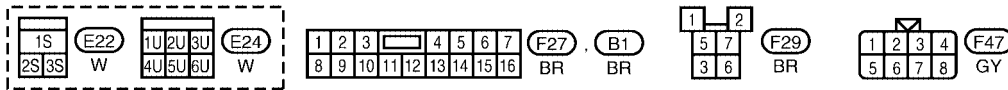
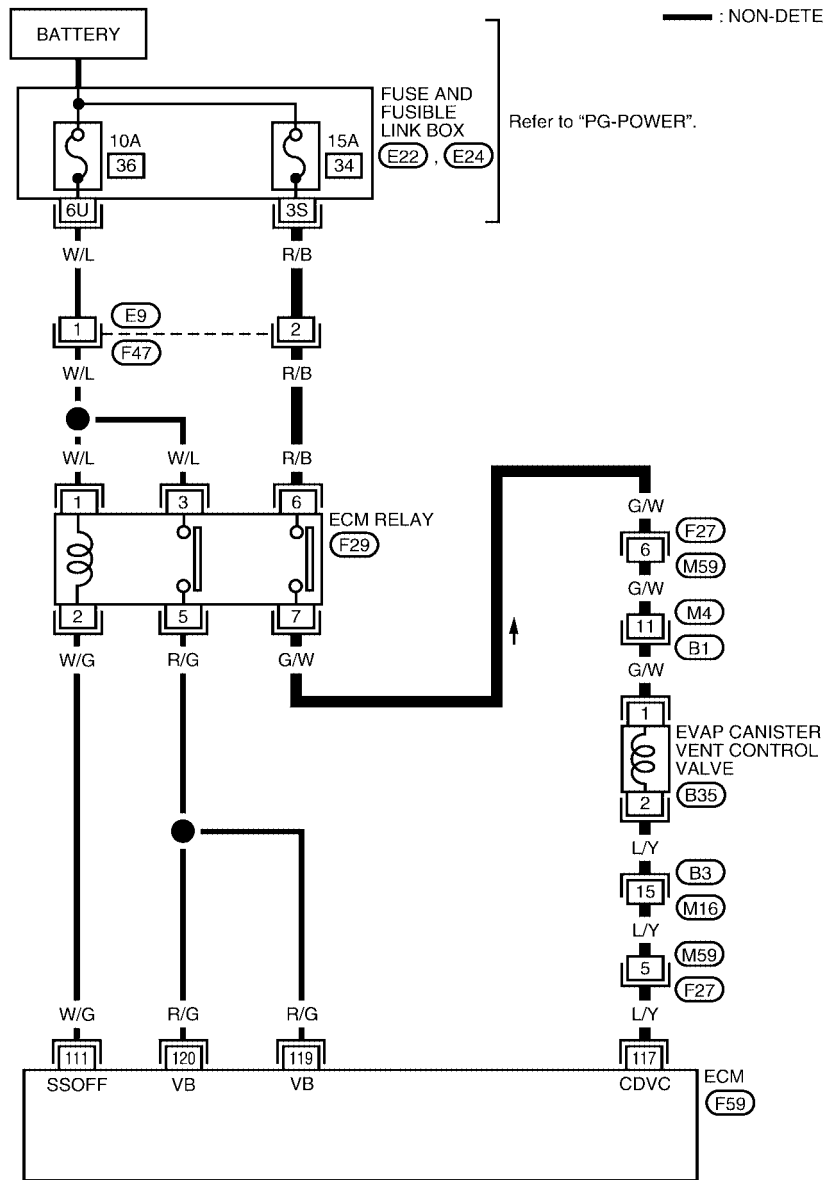
[QG18DE (SULEV)]

## Wiring Diagram

UBS0023Z

EC-VENT/V-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0291E



# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] <ul style="list-style-type: none"><li>For 5 seconds after turning ignition switch "OFF"</li></ul>	0 - 1.0V
			[Ignition switch "OFF"] <ul style="list-style-type: none"><li>5 seconds passed after turning ignition switch "OFF"</li></ul>	BATTERY VOLTAGE (11 - 14V)
117	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

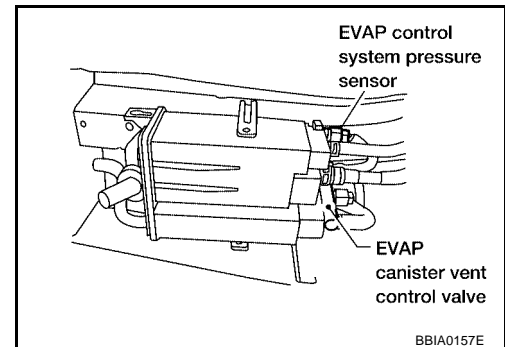
UBS00240

### 1. CHECK RUBBER TUBE

1. Turn ignition switch "OFF".
2. Disconnect rubber tube connected to EVAP canister vent control valve.
3. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 2.  
NG >> Clean rubber tube using an air blower.



### 2. CHECK EVAP CANISTER VENT CONTROL VALVE-I

Refer to [EC-998, "Component Inspection"](#).

OK or NG

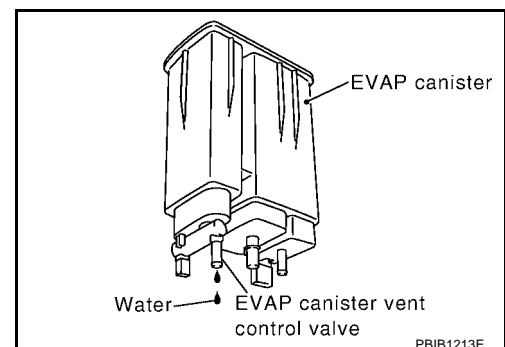
- OK >> GO TO 3.  
NG >> Replace EVAP canister vent control valve.

### 3. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

Yes or No

- Yes >> GO TO 4.  
No >> GO TO 6.



# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

## 4. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.9 kg (4.2 lb).**

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

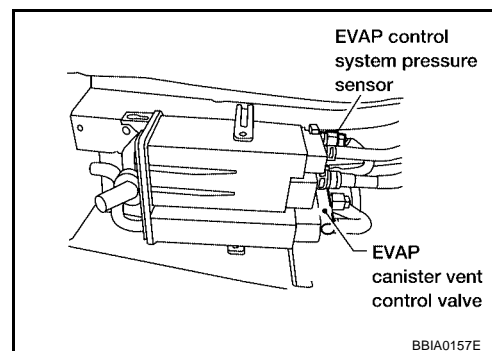
- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**



OK or NG

OK >> GO TO 7.

NG >> Replace EVAP control system pressure sensor.

## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-892, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace EVAP control system pressure sensor.

## 8. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS006ID

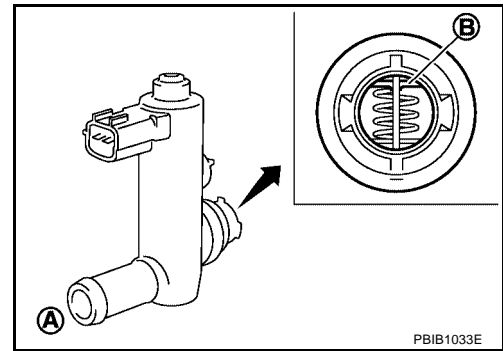
Ⓟ With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QG18DE (SULEV)]

2. Check portion **B** of EVAP canister vent control valve for being rusted.  
If NG, replace EVAP canister vent control valve.  
If OK, go to next step.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

**Operation takes less than 1 second.**

**Make sure new O-ring is installed properly.**

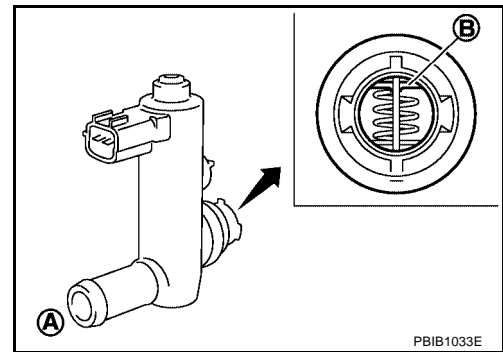
If NG, replace EVAP canister vent control valve.

If OK, go to next step.

7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform step 5 again.

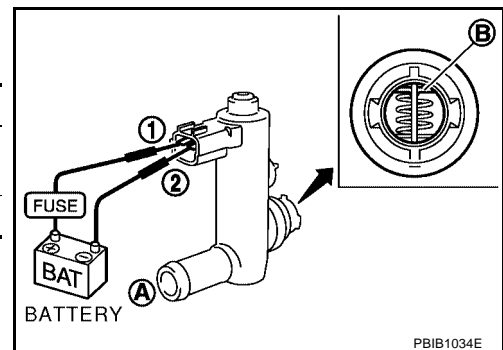
⊗ **Without CONSULT-II**

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.



3. Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes



**Operation takes less than 1 second.**

**Make sure new O-ring is installed properly.**

If NG, replace EVAP canister vent control valve.

If OK, go to next step.

4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
5. Perform step 3 again.

# DTC P1564 ASCD STEERING SWITCH

[QG18DE (SULEV)]

## DTC P1564 ASCD STEERING SWITCH

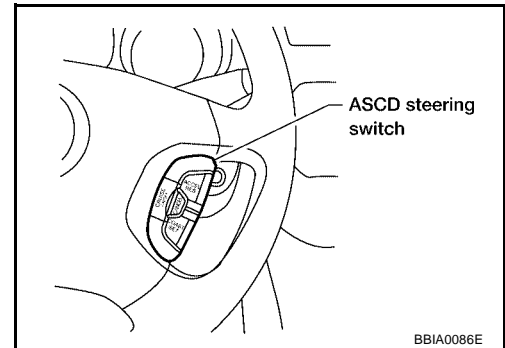
PF2:25551

### Component Description

UBS006AF

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Refer to [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



### CONSULT-II Reference Value in Data Monitor Mode

UBS006AG

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAIN SW	● Ignition switch: ON	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF
CANCEL SW	● Ignition switch: ON	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	ACCEL/RES switch: Depressed	ON
		ACCEL/RES switch: Released	OFF
SET SW	● Ignition switch: ON	COAST/SET switch: Depressed	ON
		COAST/SET switch: Released	OFF

### On Board Diagnosis Logic

UBS006AH

This self-diagnosis has the one trip detection logic.  
The MIL will not light up for this diagnosis.

#### NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-927](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1564 1564	ASCD steering switch	<ul style="list-style-type: none"> <li>● An excessively high voltage signal from the ASCD steering switch is sent to ECM.</li> <li>● ECM detects that input signal from the ASCD steering switch is out of the specified range.</li> <li>● ECM detects that the ASCD steering switch is stuck ON.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The switch circuit is open or shorted.)</li> <li>● ASCD steering switch</li> <li>● ECM</li> </ul>

### DTC Confirmation Procedure

UBS006AI

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 10 seconds.
4. Press "CRUISE" switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press "ACCEL/RES" switch for at least 10 seconds, then release it and wait at least 10 seconds.

## DTC P1564 ASCD STEERING SWITCH

[QG18DE (SULEV)]

6. Press "COAST/SET" switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Press "CANCEL" switch for at least 10 seconds, then release it and wait at least 10 seconds.
8. If trip DTC is detected, go to [EC-1099, "Diagnostic Procedure"](#).



### WITH GST

Follow the procedure "WITH CONSULT-II" above.



# DTC P1564 ASCD STEERING SWITCH

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
67	B/W	Sensor ground (Mass air flow sensor)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
99	W/R	ASCD steering switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ASCD steering switch is "OFF".</li> </ul>	Approximately 4V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CRUISE switch is "ON".</li> </ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CANCEL switch is "ON".</li> </ul>	Approximately 1V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● COAST/SET switch is "ON".</li> </ul>	Approximately 2V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ACCEL/RESUME switch is "ON".</li> </ul>	Approximately 3V

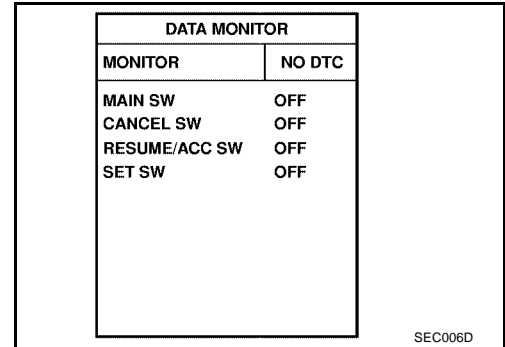
## Diagnostic Procedure

### 1. CHECK ASCD STEERING SWITCH CIRCUIT

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "MAIN SW", "RESUME/ACC SW", "SET SW" and "CANCEL SW" in "DATA MONITOR" mode with CONSULT-II.
3. Check each item indication under the following conditions.

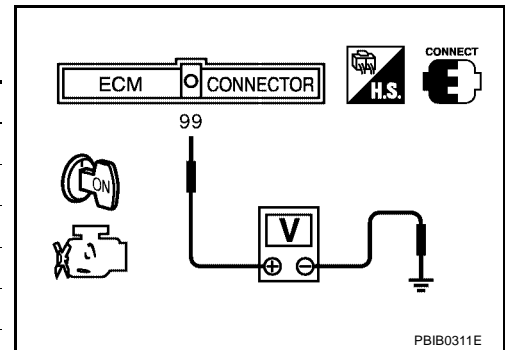
Switch	Monitor item	Condition	Indication
CRUISE	MAIN SW	Pressed	ON
		Released	OFF
COAST/SET	SET SW	Pressed	ON
		Released	OFF
ACCEL/RES	RESUME/ACC SW	Pressed	ON
		Released	OFF
CANCEL	CANCEL SW	Pressed	ON
		Released	OFF



#### Without CONSULT-II

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 99 and ground with pressing each button.

Switch	Condition	Voltage [V]
CRUISE SW	Pressed	Approx. 0
	Released	Approx. 4
COAST/SET SW	Pressed	Approx. 2
	Released	Approx. 4
ACCEL/RES SW	Pressed	Approx. 3
	Released	Approx. 4
CANCEL SW	Pressed	Approx. 1
	Released	Approx. 4



#### OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 2.

### 2. CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

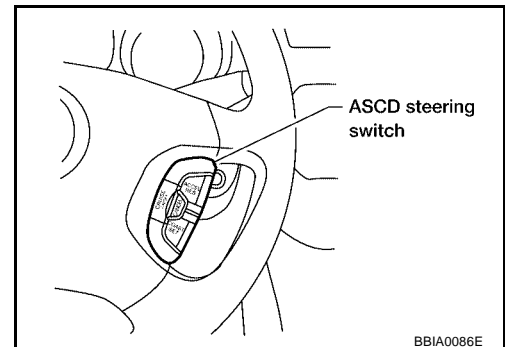
1. Turn ignition switch "OFF".
2. Disconnect ASCD steering switch harness connector.
3. Check harness continuity between switch terminal 1 and ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.





---

## 3. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M401, M102
- Harness connectors M59, F27
- Joint connector-1
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to power in harness or connectors.

---

## 4. CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 99 and ASCD steering switch terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

---

## 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M401, M102
- Harness connectors M59, F27
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 6. CHECK ASCD STEERING SWITCH

---

Refer to [EC-1101, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace ASCD steering switch.

---

## 7. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P1564 ASCD STEERING SWITCH

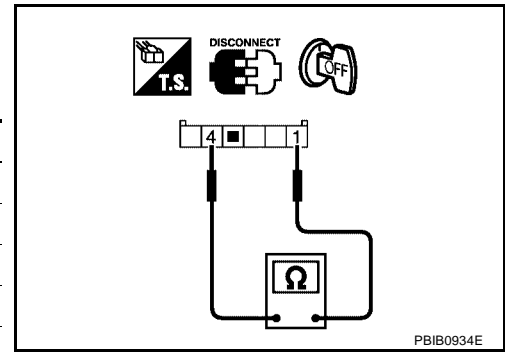
[QG18DE (SULEV)]

UBS006AL

## Component Inspection ASCD STEERING SWITCH

1. Disconnect ASCD steering switch.
2. Check continuity between ASCD steering switch terminals 1 and 4 with pushing each switch.

Switch	Condition	Resistance [ $\Omega$ ]
CRUISE SW	Pressed	Approx. 0
	Released	Approx. 4,000
COAST/SET SW	Pressed	Approx. 660
	Released	Approx. 4,000
ACCEL/RES SW	Pressed	Approx. 1,480
	Released	Approx. 4,000
CANCEL SW	Pressed	Approx. 250
	Released	Approx. 4,000



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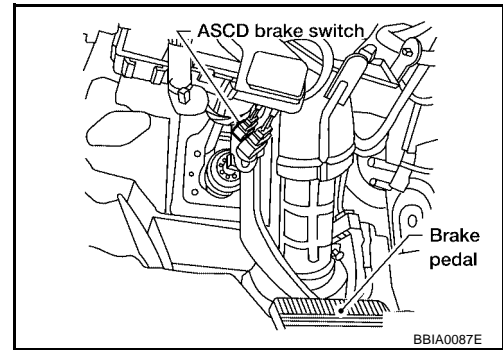
## DTC P1572 ASCD BRAKE SWITCH

PFP:25320

### Component Description

UBS006AM

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal). Refer to for the ASCD function [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) .



### CONSULT-II Reference Value in Data Monitor Mode

UBS006AN

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1	● Ignition switch: ON	Clutch pedal (M/T) and brake pedal: Fully released	ON
		Clutch pedal (M/T) and brake pedal: Slightly depressed	OFF
BRAKE SW2	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

### On Board Diagnosis Logic

UBS006AO

**This self-diagnosis has the one trip detection logic.**  
**The MIL will not light up for this diagnosis.**

**NOTE:**

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-927](#).
- This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed. 1st trip DTC is erased when ignition switch OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition		Possible Cause
P1572 1572	ASCD brake switch	A)	● When the vehicle speed is above 30km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to ECM at the same time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The stop lamp switch circuit is shorted.)</li> <li>● Harness or connectors (The ASCD brake switch circuit is shorted.)</li> <li>● Harness or connectors (The ASCD clutch switch circuit is shorted.) (M/T models)</li> <li>● Stop lamp switch</li> <li>● ASCD brake switch</li> <li>● ASCD clutch switch (M/T models)</li> <li>● Incorrect stop lamp switch installation</li> <li>● Incorrect ASCD brake switch installation</li> <li>● Incorrect ASCD clutch switch installation (M/T models)</li> <li>● ECM</li> </ul>
		B)	● ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is driving	

## DTC Confirmation Procedure

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

**TESTING CONDITION:**

**Steps 4 and 5 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

**WITH CONSULT-II**

1. Start engine (TCS switch "OFF").
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Press CRUISE switch and make sure that CRUISE indicator lights up.
4. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position

If 1st trip DTC is detected, go to [EC-1106, "Diagnostic Procedure"](#).

If 1st trip DTC is not detected, go to the following step.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
CRUISE LAMP	ON
BRAKE SW 1	ON
BRAKE SW 2	OFF

PBIB2386E

5. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed.

6. If 1st trip DTC is detected, go to [EC-1106, "Diagnostic Procedure"](#).

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

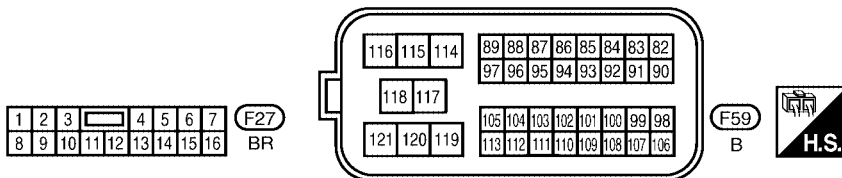
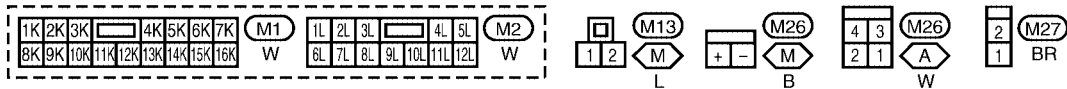
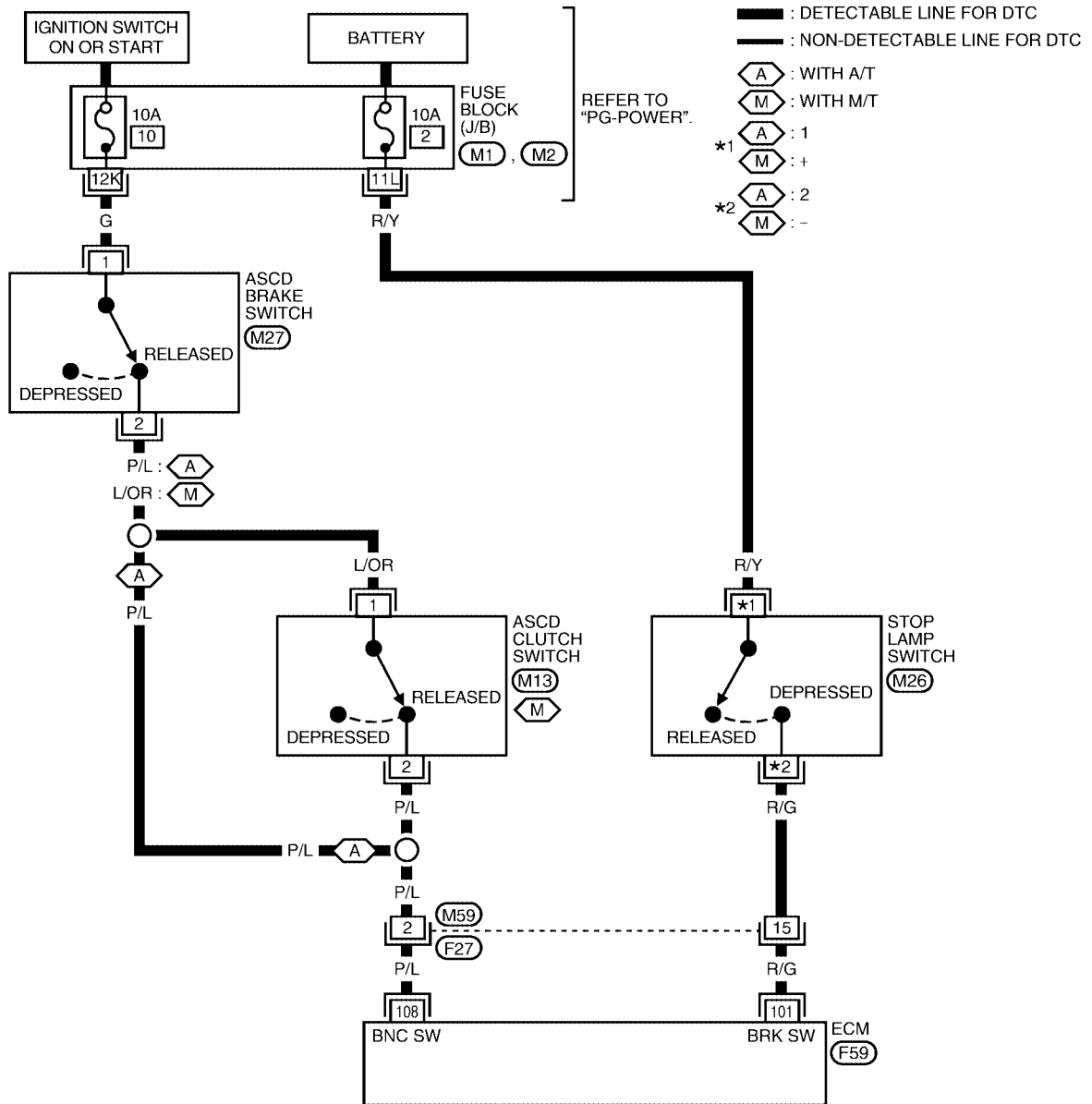
# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (SULEV)]

UBS006AQ

## Wiring Diagram

EC-ASC/BS-01



BBWA0303E

# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	<b>[Ignition switch "ON"]</b> ● Brake pedal fully released	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)
108	P/L	ASCD brake switch	<b>[Ignition switch "ON"]</b> ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	BATTERY VOLTAGE (11 - 14V)

A  
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## Diagnostic Procedure

### 1. CHECK OVERALL FUNCTION-I

#### With CONSULT-II

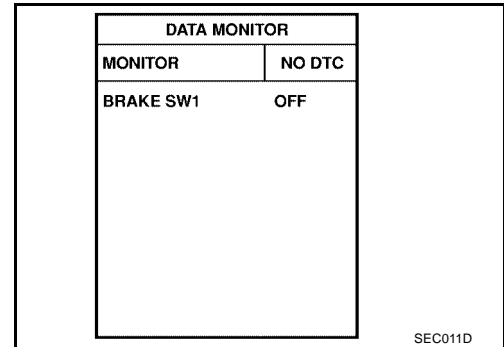
1. Turn ignition switch "ON".
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
3. Check "BRAKE SW1" indication under the following conditions.

#### A/T models

CONDITION	INDICATION
When brake pedal is depress	OFF
When brake pedal is fully released	ON

#### M/T models

CONDITION	INDICATION
When clutch pedal and/or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON



#### Without CONSULT-II

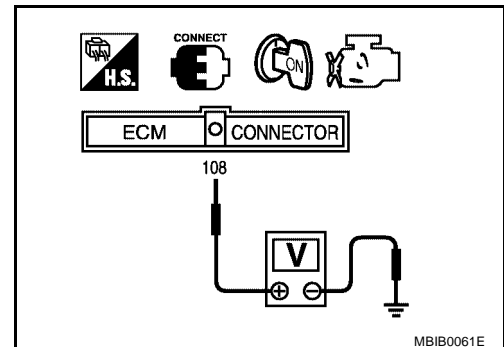
1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 108 and ground under the following conditions.

#### A/T models

CONDITION	VOLTAGE
When brake pedal is depress	Approximately 0V
When brake pedal is fully released	Battery voltage

#### M/T models

CONDITION	VOLTAGE
When clutch pedal and/or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage



#### OK or NG

- OK >> GO TO 2.
- NG (M/T models) >>GO TO 3.
- NG (A/T models) >>GO TO 4.

# DTC P1572 ASCD BRAKE SWITCH

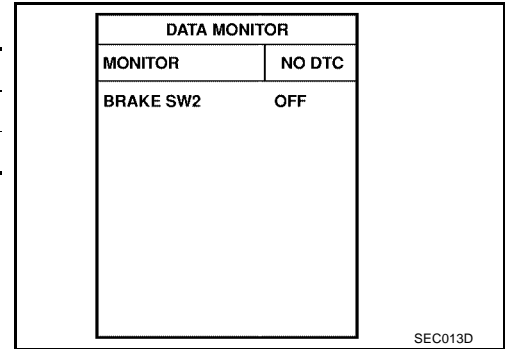
[QG18DE (SULEV)]

## 2. CHECK OVERALL FUNCTION-II

### With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

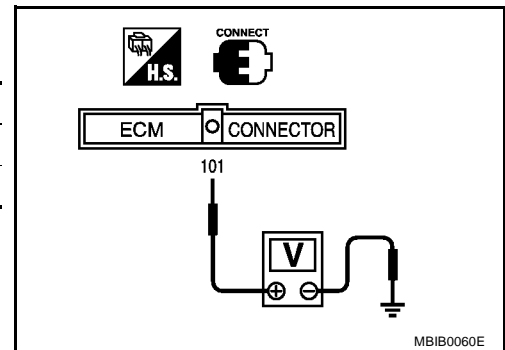
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



### Without CONSULT-II

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

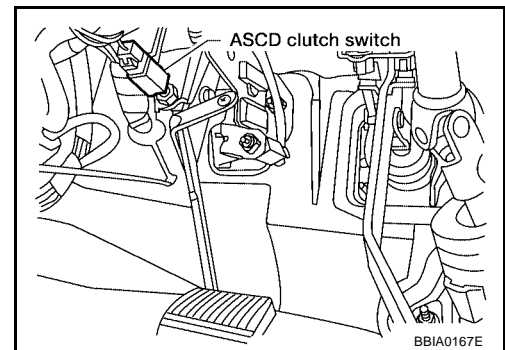


OK or NG

- OK >> GO TO 18.
- NG >> GO TO 13.

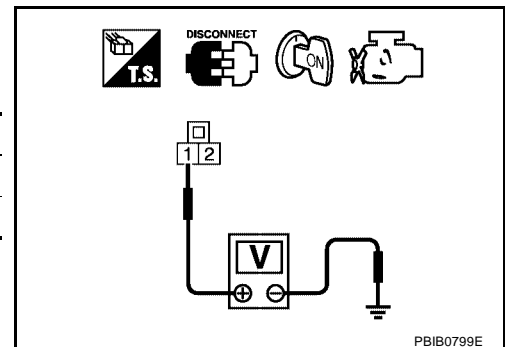
## 3. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V



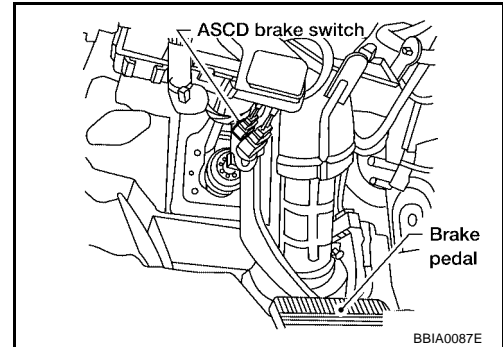
OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.



## 4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

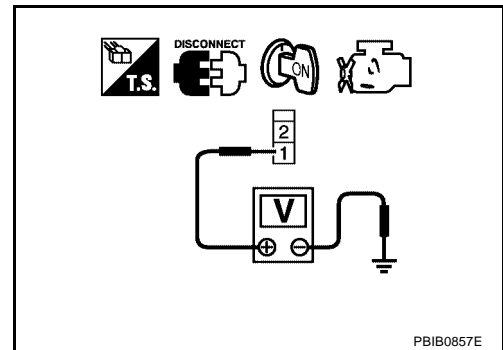


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models)>>GO TO 6.
- OK (A/T models)>>GO TO 7.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 8.

---

**8. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**9. CHECK ASCD BRAKE SWITCH**

---

Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD brake switch.

---

**10. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

---

**11. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**12. CHECK ASCD CLUTCH SWITCH**

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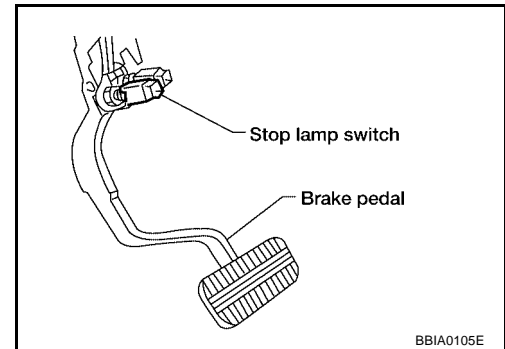
Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD clutch switch.

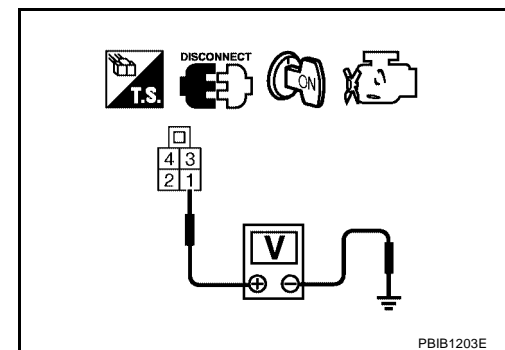
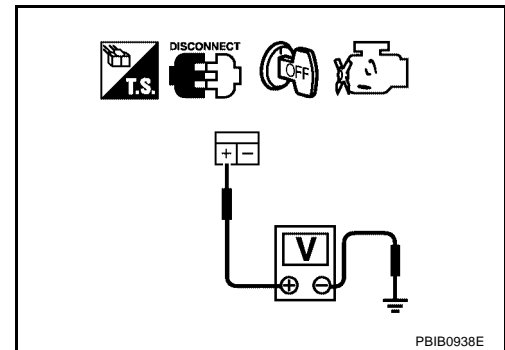
### 13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.



3. Check voltage between stop lamp switch terminal + (M/T models) or 1 (A/T models) and ground with CONSULT-II or tester.

**Voltage: Battery voltage**



#### OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

### 14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

**15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp switch terminal – (M/T models) or 2 (A/T models).  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

**16. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**17. CHECK STOP LAMP SWITCH**

Refer to [EC-1738, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace stop lamp switch.

**18. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

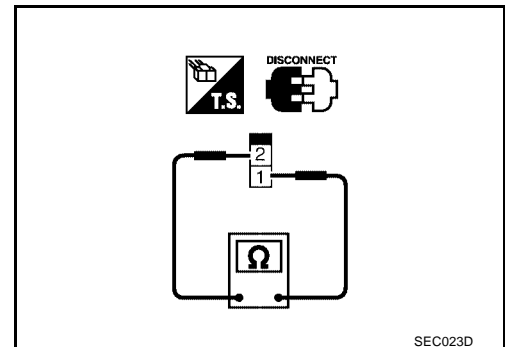
**Component Inspection  
ASC D BRAKE SWITCH**

UBS006AS

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Check harness continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should exist.
When brake pedal is depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#) , and perform step 3 again.



SEC023D

**ASC D CLUTCH SWITCH (FOR M/T MODELS)**

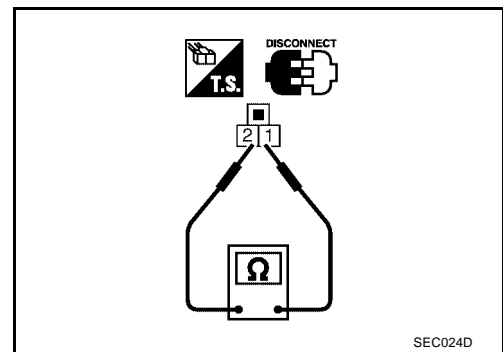
1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Check harness continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

# DTC P1572 ASCD BRAKE SWITCH

[QG18DE (SULEV)]

Condition	Continuity
When clutch pedal is fully released.	Should exist.
When clutch pedal is depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-6](#), "[CLUTCH SYSTEM](#)", and perform step 3 again.

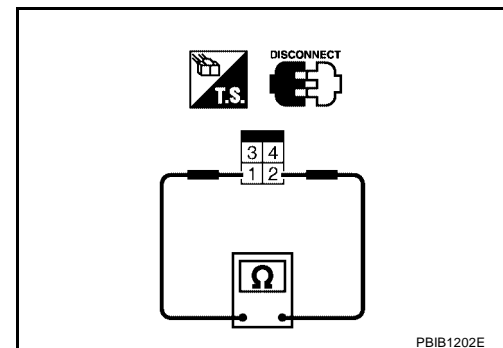
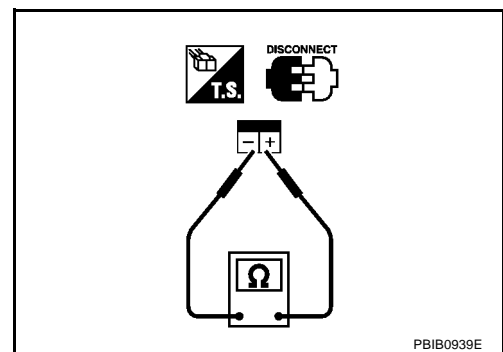


## STOP LAMP SWITCH

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check harness continuity between stop lamp switch terminals 1 and 2 (A/T models), + and - (M/T models) under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.



# DTC P1574 ASCD VEHICLE SPEED SENSOR

[QG18DE (SULEV)]

## DTC P1574 ASCD VEHICLE SPEED SENSOR

PF3:31036

### Component Description

UBS006AT

The ECM receives two vehicle speed sensor signals via CAN communication line. One is sent from combination meter, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for ASCD functions.

### On Board Diagnosis Logic

UBS006AU

This self-diagnosis has the one trip detection logic.  
The MIL will not light up for this diagnosis.

#### NOTE:

- If DTC P1574 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-728, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to [EC-916, "DTC P0500 VSS"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-927, "DTC P0605 ECM"](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1574 1574	ASCD vehicle speed sensor	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none"><li>● Harness or connectors (The CAN communication line is open or shorted.)</li><li>● Combination meter</li><li>● Vehicle speed sensor</li><li>● TCM</li><li>● ECM</li></ul>

### DTC Confirmation Procedure

UBS006AV

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Step 3 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

#### WITH CONSULT-II

1. Start engine (TCS switch "OFF").
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Drive the vehicle at more than 30 km/h (19 MPH).
4. If DTC is detected, go to [EC-1114, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1574 ASCD VEHICLE SPEED SENSOR

[QG18DE (SULEV)]

---

## Diagnostic Procedure

UBS006AW

### 1. CHECK DTC WITH TCM

---

Check DTC with TCM. Refer to [AT-38, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"](#) .

OK or NG

OK >> GO TO 2.

NG >> Perform trouble shooting relevant to DTC indicated.

### 2. CHECK COMBINATION METER

---

Check combination meter function.

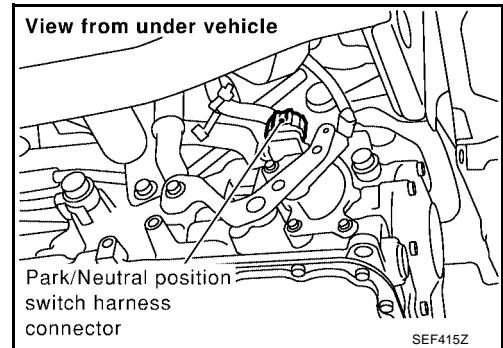
Refer to [DI-8, "Combination Meter"](#) .

>> **INSPECTION END**

**DTC P1706 PNP SWITCH**

**Component Description**

When the gear position is “P” or “N” (A/T models only), park/neutral position (PNP) switch is “ON”.  
ECM detects the park/neutral position when continuity with ground exists.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
P/N POSI SW	● Ignition switch: ON	Shift lever: “P” or “N” (A/T models) Neutral (M/T models)	ON
		Except above	OFF

**On Board Diagnosis Logic**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1706 1706	Park/neutral position switch	The signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.	<ul style="list-style-type: none"> <li>● Harness or connectors [The park/neutral position (PNP) switch circuit is open or shorted.]</li> <li>● Park/neutral position (PNP) switch</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

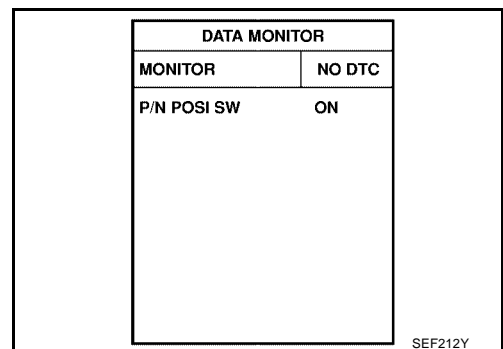
**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “P/N POSI SW” in “DATA MONITOR” mode with CONSULT-II. Then check the “P/N POSI SW” signal under the following conditions.

Position (Selector lever)	Known good signal
“N” and “P” position	ON
Except the above position	OFF

If NG, go to [EC-1118, "Diagnostic Procedure"](#) .  
If OK, go to following step.

3. Select “DATA MONITOR” mode with CONSULT-II.
4. Start engine and warm it up to normal operating temperature.





# DTC P1706 PNP SWITCH

[QG18DE (SULEV)]

5. Maintain the following conditions for at least 50 consecutive seconds.

ENG SPEED	1,550 - 6,375 rpm (A/T) 1,850 - 6,375 rpm (M/T)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	3.0 - 31.8 msec (A/T) 2.2 - 31.8 msec (M/T)
VHCL SPEED SE	More than 64 km/h (40 MPH)
Selector lever	Suitable position

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
P/N POSI SW	OFF
B/FUEL SCHDL	XXX msec

SEF213Y

6. If 1st trip DTC is detected, go to [EC-1118, "Diagnostic Procedure"](#).

## Overall Function Check

UBS00253

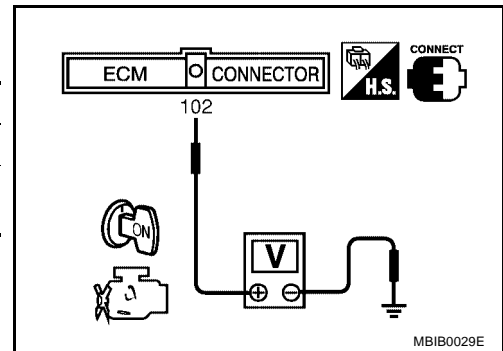
Use this procedure to check the overall function of the park/neutral position switch circuit. During this check, a 1st trip DTC might not be confirmed.

### ⊗ WITHOUT CONSULT-II

- Turn ignition switch "ON".
- Check voltage between ECM terminal 102 (PNP switch signal) and ground under the following conditions.

Condition (Gear position)	Voltage (V) (Known-good data)
"P" (A/T only) and "N" position	Approx. 0
Except the above position	A/T models: Battery voltage M/T models: Approximately 5V

3. If NG, go to [EC-1118, "Diagnostic Procedure"](#).



# DTC P1706 PNP SWITCH

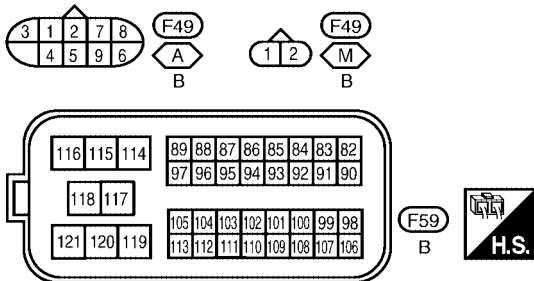
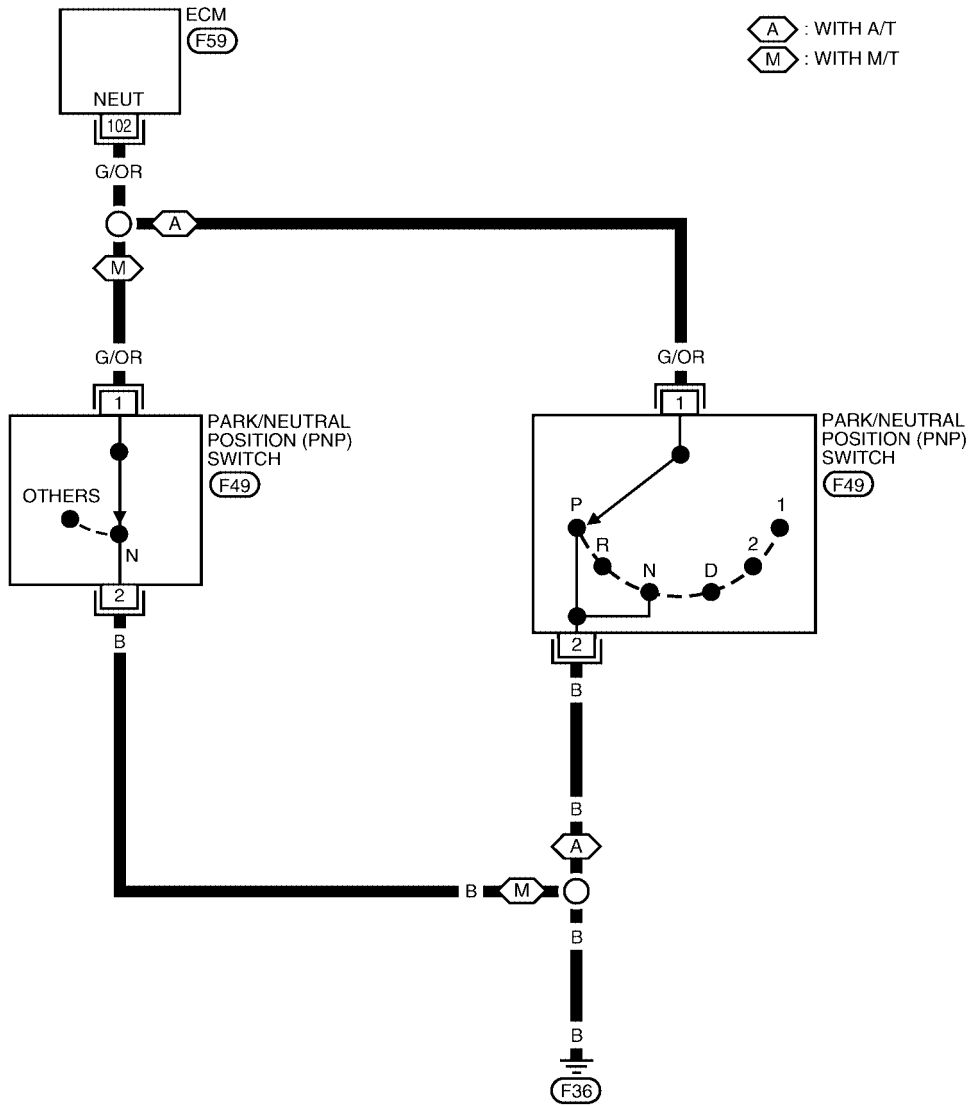
[QG18DE (SULEV)]

UBS00254

## Wiring Diagram

EC-PNP/SW-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- A** : WITH A/T
- M** : WITH M/T



BBWA0304E

# DTC P1706 PNP SWITCH

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
102	G/OR	PNP switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>● Gear position is "P" or "N" (A/T models), "Neutral" (M/T models).</li></ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>● Except the above gear position</li></ul>	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V

## Diagnostic Procedure

UBS00255

### 1. CHECK GROUND CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect PNP switch harness connector.
3. Check harness continuity between PNP switch terminal 2 and ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to power in harness or connectors.

### 2. CHECK INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 102 and PNP switch terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK PNP SWITCH

Refer to [AT-116, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) (A/T models) or [MT-78, "POSITION SWITCH"](#) (M/T models).

OK or NG

OK >> GO TO 4.

NG >> Replace PNP switch.

### 4. CHECK INTERMITTENT INCIDENT

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## DTC P1805 BRAKE SWITCH

PFP:25320

### Description

UBS003YH

Brake switch signal is applied to the ECM through the stop lamp switch when the brake pedal is depressed. This signal is used mainly to decrease the engine speed when the vehicle is driving.

### CONSULT-II Reference Value in Data Monitor Mode

UBS003YI

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
BRAKE SW	● Ignition switch: ON	Brake pedal: Fully released OFF
		Brake pedal: Slightly depressed ON

### On Board Diagnosis Logic

UBS003YJ

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805 1805	Brake switch	A brake switch signal is not sent to ECM for an extremely long time while the vehicle is driving.	<ul style="list-style-type: none"> <li>● Harness or connectors (Stop lamp switch circuit is open or shorted.)</li> <li>● Stop lamp switch</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode.

Engine operating condition in fail-safe mode	
ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.	
	Driving condition
When engine is idling	Normal
When accelerating	Poor acceleration

### DTC Confirmation Procedure

UBS003YK

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Fully depress the brake pedal for at least 5 seconds.
3. Erase the DTC with CONSULT-II.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. If 1st trip DTC is detected, go to [EC-1121, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

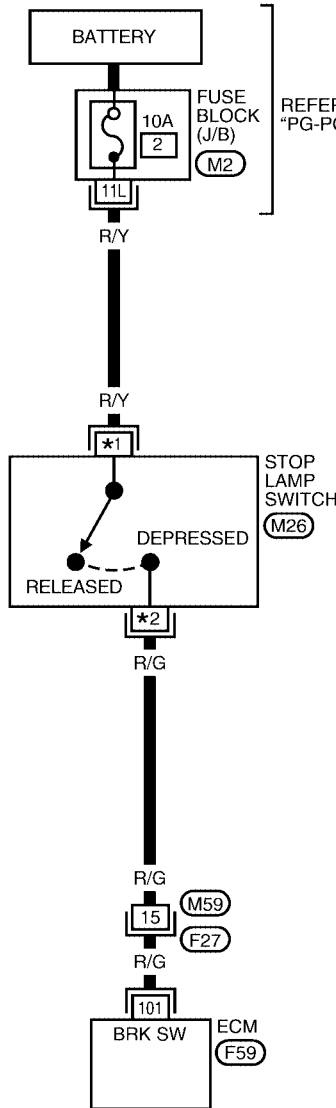
# DTC P1805 BRAKE SWITCH

[QG18DE (SULEV)]

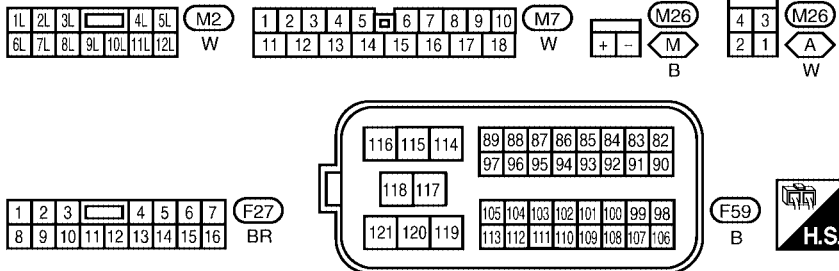
UBS003YL

## Wiring Diagram

### EC-BRK/SW-01



- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ⬡ (A) : WITH A/T
- ⬡ (M) : WITH M/T
- \*1 ⬡ (A) : 1
- ⬡ (M) : +
- \*2 ⬡ (A) : 2
- ⬡ (M) : -



BBWA0305E

# DTC P1805 BRAKE SWITCH

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal fully released	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS003YM

### 1. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch "OFF".
2. Check the stop lamp when depressing and releasing the brake pedal.

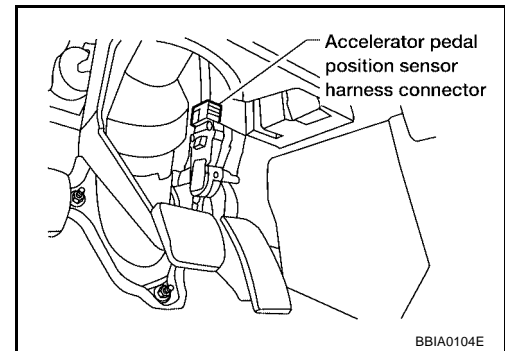
Brake pedal	Stop lamp
Fully released	Not illuminated
Depressed	Illuminated

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

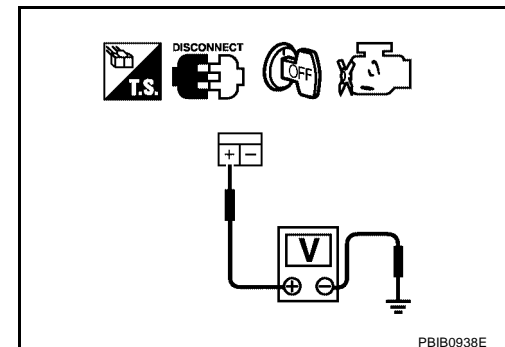
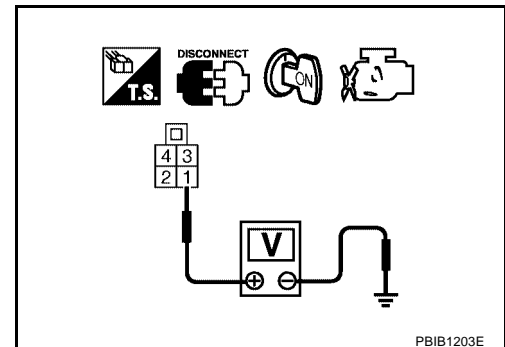
## 2. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.



2. Check voltage between stop lamp switch terminal 1 (A/T models), + (M/T models) and ground with CONSULT-II or tester.

**Voltage: Battery voltage**



OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector M2
- Harness for open and short between stop lamp switch and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

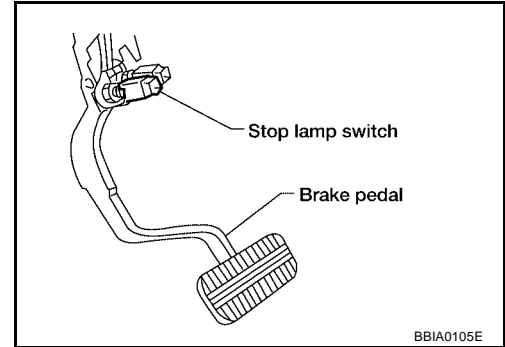
1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect stop lamp switch harness connector.
4. Check harness continuity between ECM terminal 101 and stop lamp switch terminal 2 (A/T models), – (M/T models). Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK STOP LAMP SWITCH**

Refer to [EC-1123, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace stop lamp switch.

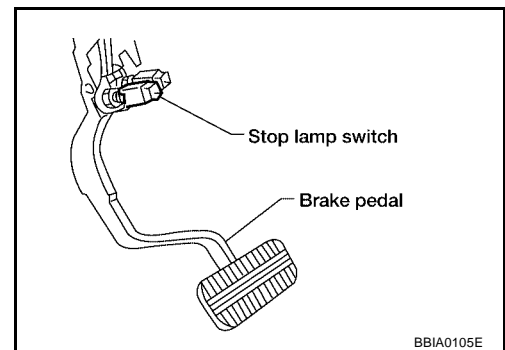
**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
STOP LAMP SWITCH**

1. Disconnect stop lamp switch harness connector.



UBS003YN



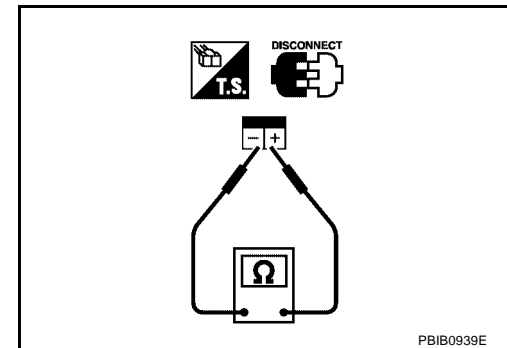
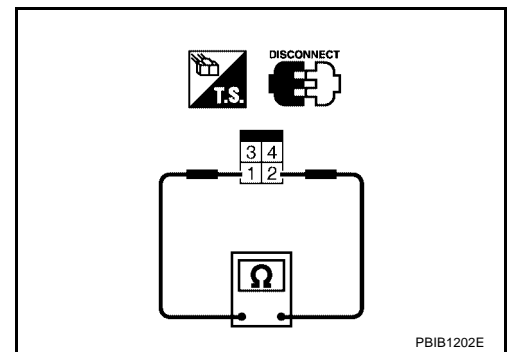
## DTC P1805 BRAKE SWITCH

[QG18DE (SULEV)]

2. Check continuity between stop lamp switch terminals 1 and 2 (A/T models), + and – (M/T models) under the following conditions.

Conditions	Continuity
Brake pedal fully released	Should not exist.
Brake pedal depressed	Should exist.

If NG, adjust brake pedal installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#), and perform step 2 again.



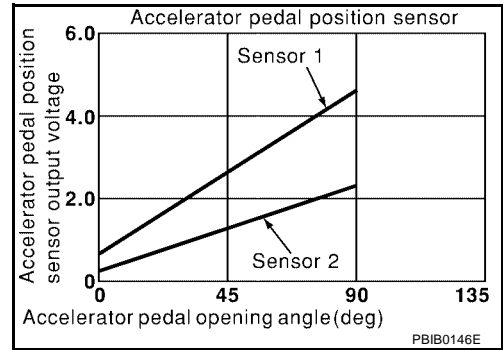
DTC P2122, P2123 APP SENSOR

Component Description

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Throttle valve: Idle position	ON
		Throttle valve: Slightly open	OFF

\*: Accelerator pedal sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

These self-diagnoses have the one trip detection logic.

NOTE:

If DTC P2122 or P2123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028, "DTC P1229 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122 2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	● Harness or connectors (The APP sensor 1 circuit is open or shorted.) ● Accelerator pedal position sensor (Accelerator pedal position sensor 1)
P2123 2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1129, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

# DTC P2122, P2123 APP SENSOR

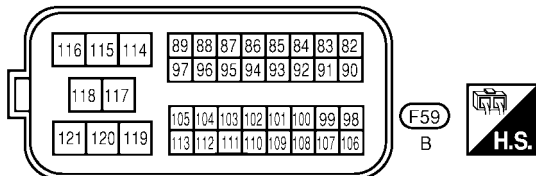
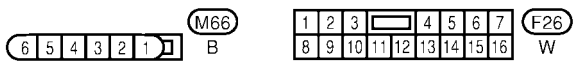
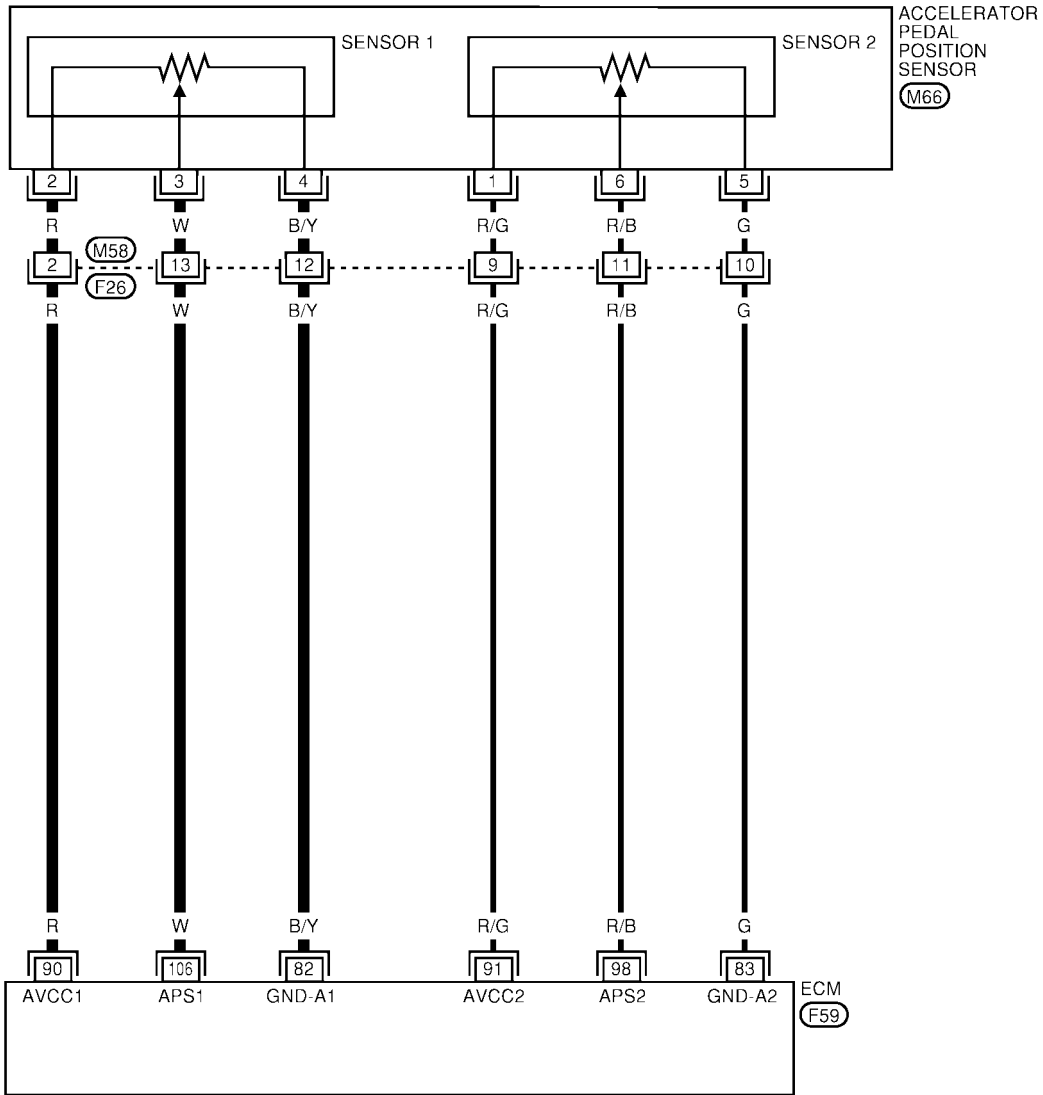
[QG18DE (SULEV)]

UBS006B1

## Wiring Diagram

EC-SEN/PW-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



WBWA0099E

# DTC P2122, P2123 APP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

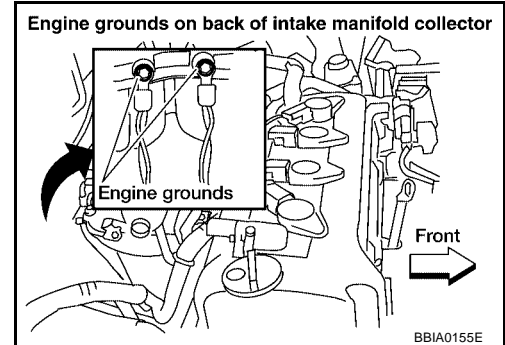
**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 2.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 4.3V

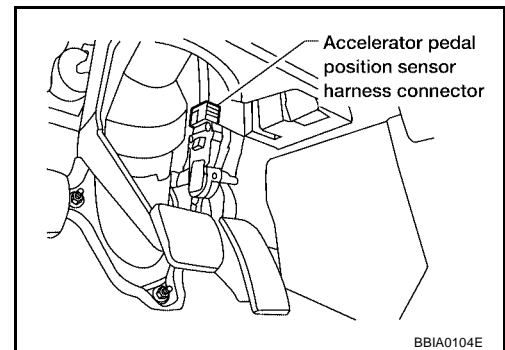
**Diagnostic Procedure****1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

**2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT**

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

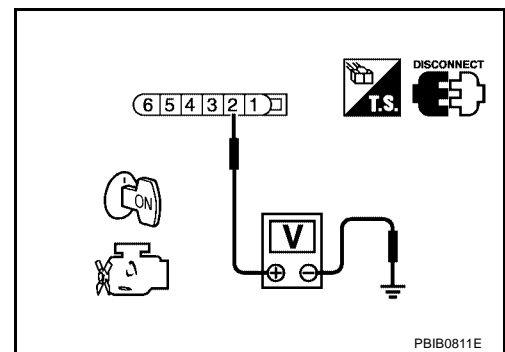


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

**3. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 4. CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 4 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

---

#### 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 6. CHECK APP SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 106 and APP sensor terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

---

#### 7. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 8. CHECK APP SENSOR

---

Refer to [EC-1131, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> GO TO 9.

**9. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**10. CHECK INTERMITTENT INCIDENT**

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

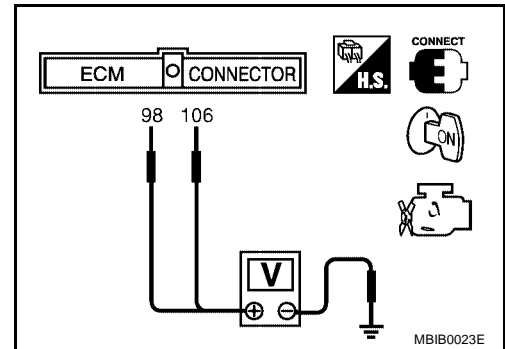
>> INSPECTION END

**Component Inspection  
ACCELERATOR PEDAL POSITION SENSOR**

UBS006B3

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly and go to the next step.
5. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-635, "Idle Air Volume Learning"](#) .

**Removal and Installation  
ACCELERATOR PEDAL**

UBS006B4

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .



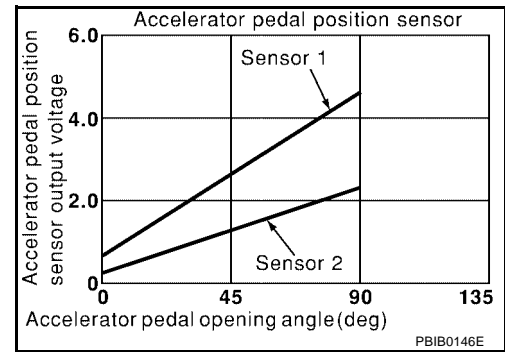
DTC P2127, P2128 APP SENSOR

Component Description

UBS006H2

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.



Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.

CONSULT-II Reference Value in Data Monitor Mode

UBS006H3

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Throttle valve: Idle position	ON
		Throttle valve: Slightly open	OFF

\*: Accelerator pedal sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS006H4

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1227 1227	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The APP sensor 2 circuit is open or shorted.) (TP sensor circuit is shorted.)</li> <li>● Accelerator pedal position sensor (Accelerator pedal position sensor 2)</li> <li>● Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>
P1228 1228	Accelerator pedal position sensor 2 circuit high input	An excessively high voltage from the APP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure**

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1136, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
<small>SEF058Y</small>	

**WITH GST**

Follow the procedure “With CONSULT-II” above.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# DTC P2127, P2128 APP SENSOR

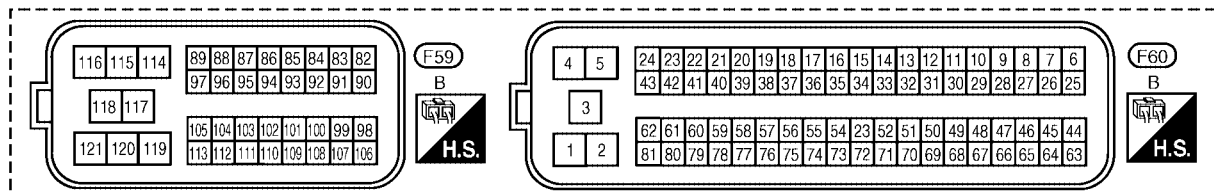
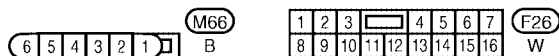
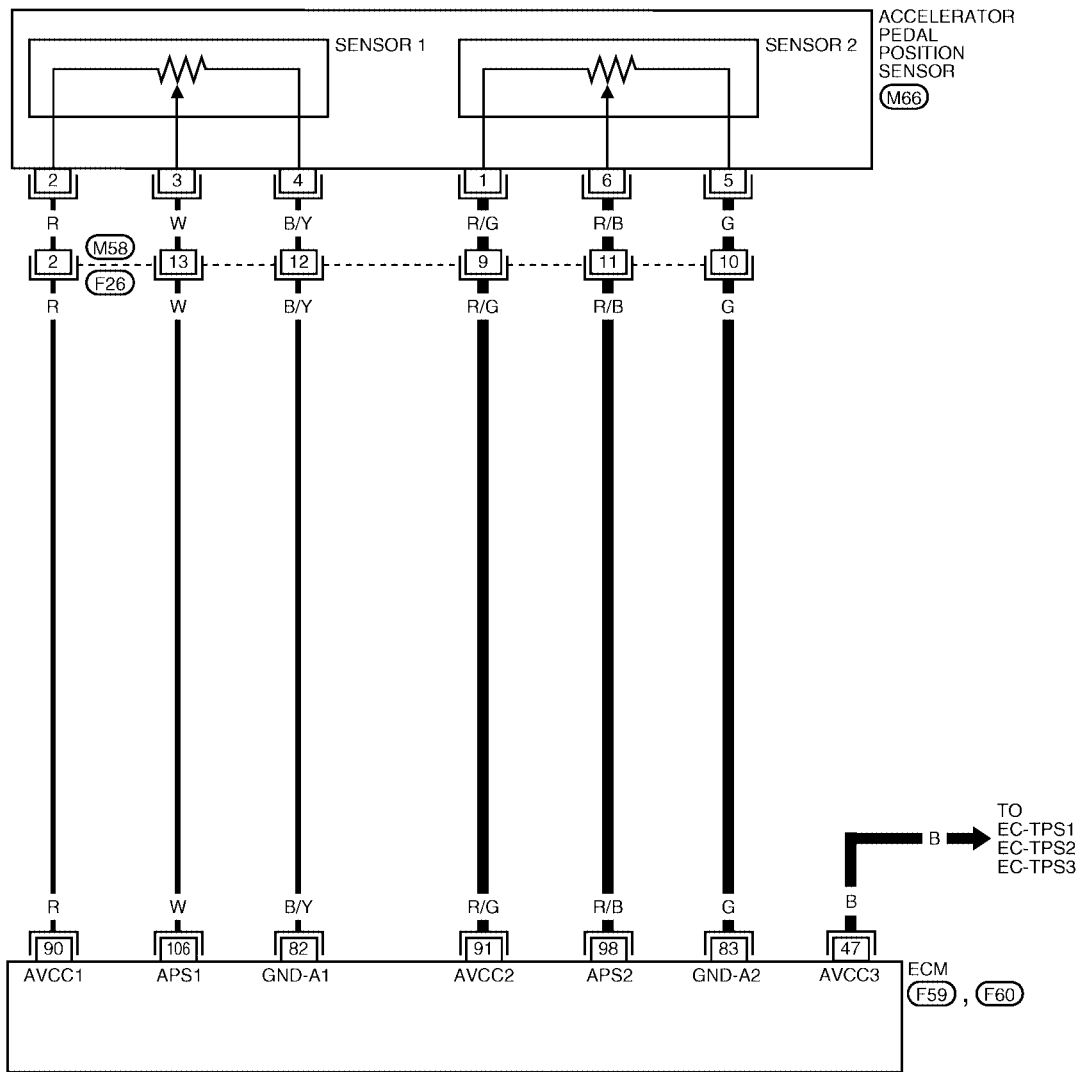
[QG18DE (SULEV)]

UBS006H6

## Wiring Diagram

EC-APPS2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1382E

# DTC P2127, P2128 APP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

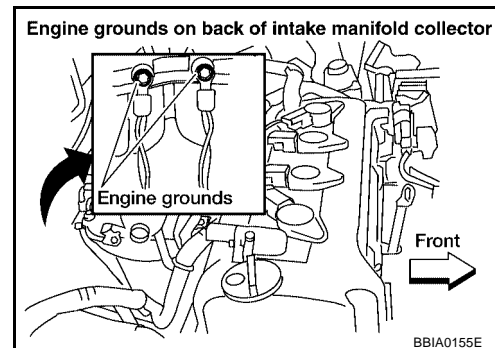
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 2.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 4.3V

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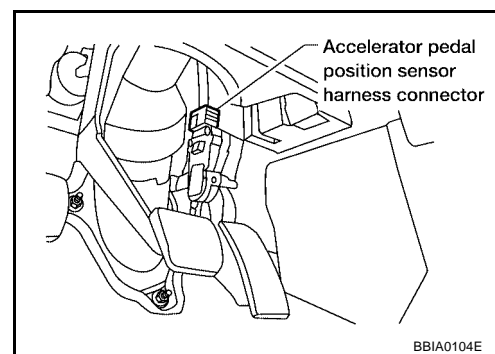
**Diagnostic Procedure****1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

**2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I**

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

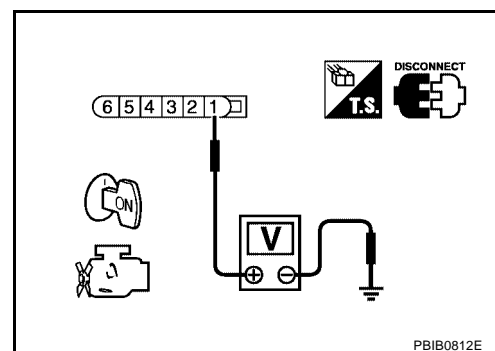


3. Check voltage between APP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 3.

**3. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II**

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 1 and ECM terminal 91. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

**4. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open between ECM and accelerator pedal position sensor

>> Repair or replace open circuit.

**5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III**

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
91	APP sensor terminal 1	<a href="#">EC-1134</a>
47	Electric throttle control actuator terminal 1	<a href="#">EC-767</a>

OK or NG

OK >> GO TO 6.

NG >> Repair short to ground or short to power in harness or connectors.

**6. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-771, "Component Inspection"](#) .

OK or NG

OK >> GO TO 14.

NG >> GO TO 7.

**7. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

**8. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Check harness continuity between ECM terminal 83 APP sensor terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 10.

NG >> GO TO 9.

**9. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 10. CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 98 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

---

## 11. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 12. CHECK APP SENSOR

---

Refer to [EC-1139, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.

---

## 13. REPLACE ACCELERATOR PEDAL ASSEMBLY

---

1. Replace accelerator pedal assembly.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

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## 14. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

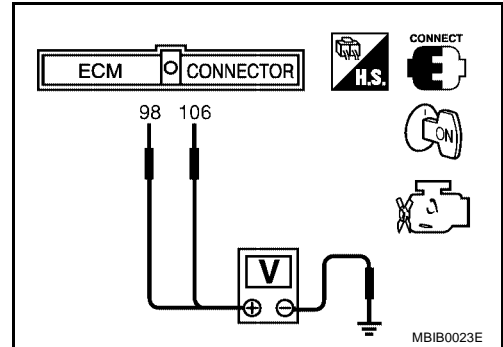
UBS006H8

**Component Inspection**

**ACCELERATOR PEDAL POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly.
5. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
7. Perform [EC-635, "Idle Air Volume Learning"](#) .

**Removal and Installation**

**ACCELERATOR PEDAL**

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

UBS006H9

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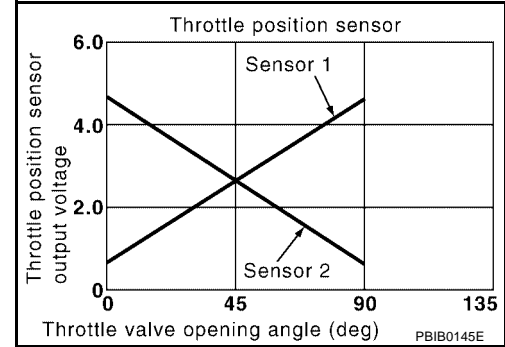
**DTC P2135 TP SENSOR**

**Component Description**

UBS006BD

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS006BE

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1 THRTL SEN2*	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever D: (A/T model) 1st: (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V

\*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

**On Board Diagnosis Logic**

UBS006BF

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2135 2135	Throttle position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	<ul style="list-style-type: none"> <li>Harness or connector (The TP sensor 1 and 2 circuit is open or shorted.) (APP sensor circuit is shorted.)</li> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> <li>Accelerator pedal position sensor (APP sensor 2)</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1143, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

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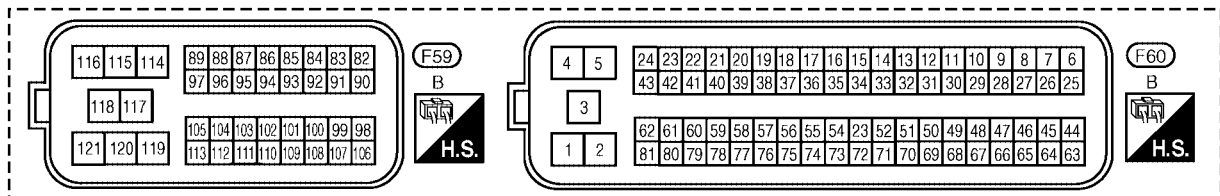
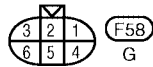
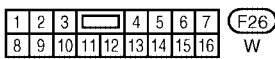
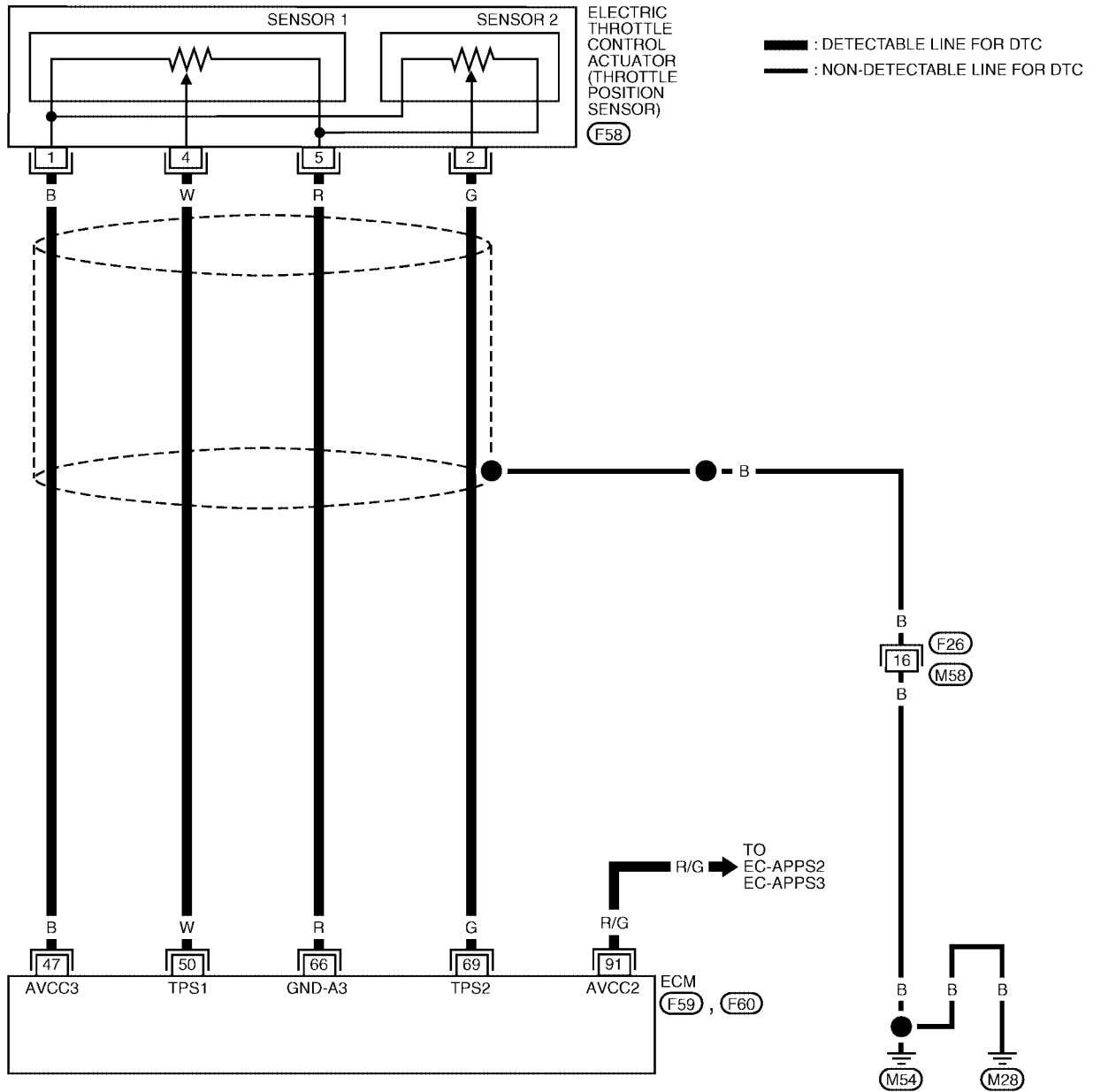
# DTC P2135 TP SENSOR

[QG18DE (SULEV)]

UBS006BH

## Wiring Diagram

EC-TPS3-01



BBWA1383E

# DTC P2135 TP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

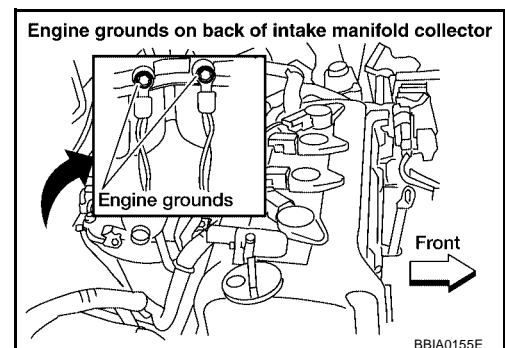
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	[Ignition switch "ON"]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch "ON"]	More than 0.36V
			[Ignition switch "ON"]	Less than 4.75V
66	R	Sensor ground (Throttle position sensor)	[Engine is running]	Approximately 0V
69	G	Throttle position sensor 2	[Ignition switch "ON"]	Less than 4.75V
			[Ignition switch "ON"]	More than 0.36V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch "ON"]	Approximately 5V

## Diagnostic Procedure

### 1. RETIGHTEN GROUND SCREWS

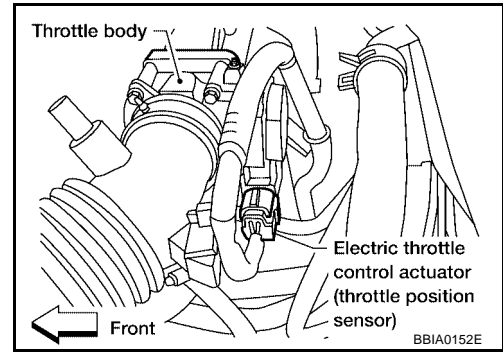
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

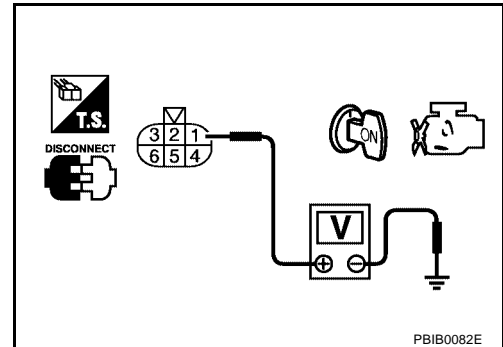


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 3.



## 3. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> Repair or replace open circuit.

## 4. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	<a href="#">EC-1142</a>
91	APP sensor terminal 1	<a href="#">EC-1134</a>

OK or NG

- OK >> GO TO 5.  
 NG >> Repair short to ground or short to power in harness or connectors.

## 5. CHECK APP SENSOR

Refer to [EC-1139](#) .

OK or NG

- OK >> GO TO 11.  
 NG >> GO TO 6.

**6. REPLACE ACCELERATOR PEDAL ASSEMBLY**

1. Replace accelerator pedal assembly.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**7. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 5 engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 50 and electric throttle control actuator terminal 4, ECM terminal 69 and electric throttle control actuator terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 9.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-1146, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

**10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**11. CHECK INTERMITTENT INCIDENT**

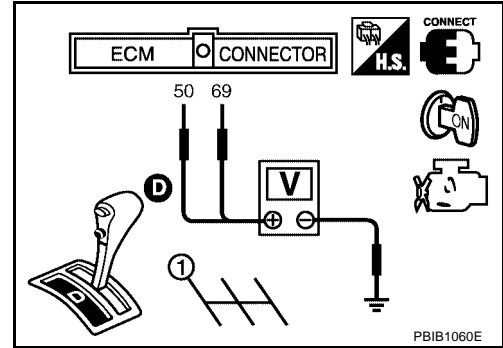
Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection THROTTLE POSITION SENSOR

1. Reconnect all harness connectors disconnected.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V



6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-635, "Idle Air Volume Learning"](#) .

### Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EM-12, "Removal and Installation"](#) .

## DTC P2138 APP SENSOR

PFP:18002

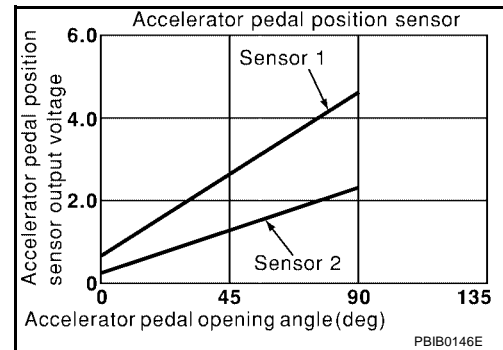
### Component Description

UBS006BL

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



### CONSULT-II Reference Value in Data Monitor Mode

UBS006BM

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.65 - 0.87V
		Accelerator pedal: Fully depressed	More than 4.3V
ACCEL SEN2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.56 - 0.96V
		Accelerator pedal: Fully depressed	More than 4.0V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Throttle valve: Idle position	ON
		Throttle valve: Slightly open	OFF

\*: Accelerator pedal sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

### On Board Diagnosis Logic

UBS006BN

This self-diagnosis has the one trip detection logic.

#### NOTE:

If DTC P2138 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to [EC-1028](#)

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2138 2138	Accelerator pedal position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	<ul style="list-style-type: none"> <li>● Harness or connector (The APP sensor 1 and 2 circuit is open or shorted.) (TP sensor circuit is shorted)</li> <li>● Accelerator pedal position sensor 1 and 2</li> <li>● Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of throttle valve to be slower than the normal condition.

So, the acceleration will be poor.



### DTC Confirmation Procedure

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1151, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

# DTC P2138 APP SENSOR

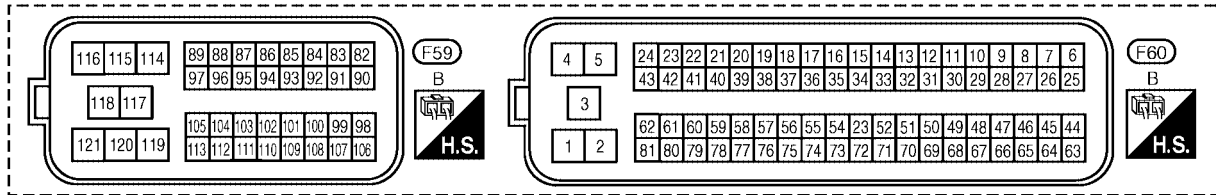
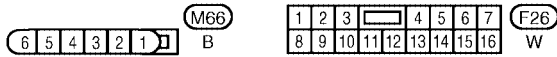
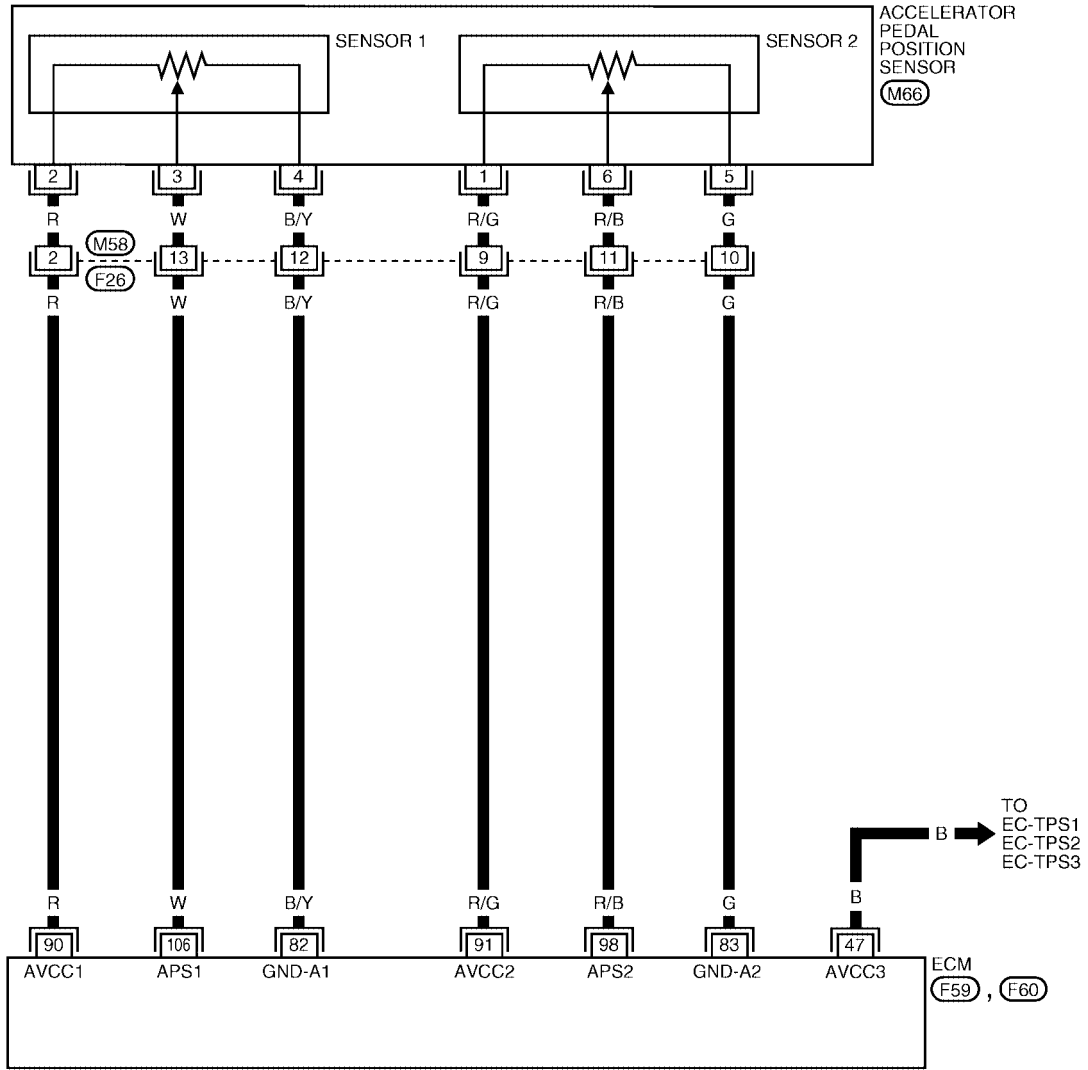
[QG18DE (SULEV)]

UBS006BP

## Wiring Diagram

EC-APPS3-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA1384E

# DTC P2138 APP SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

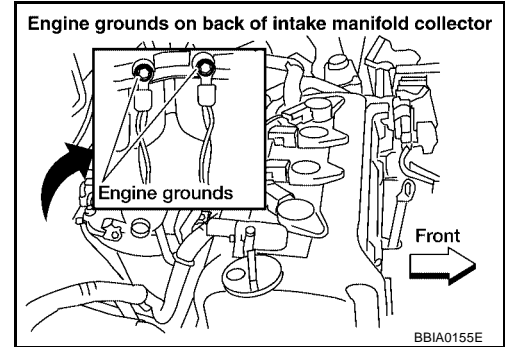
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	B	Sensor power supply (Throttle position sensor)	<b>[Ignition switch "ON"]</b>	Approximately 5V
82	B/Y	Sensor ground (Accelerator pedal position sensor 1)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
83	G	Sensor ground (Accelerator pedal position sensor 2)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	<b>[Ignition switch "ON"]</b>	Approximately 5V
91	R/G	Sensor power supply (Accelerator pedal position sensor 2)	<b>[Ignition switch "ON"]</b>	Approximately 5V
98	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.28 - 0.48V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 2.0V
106	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully released	0.65 - 0.87V
			<b>[Ignition switch "ON"]</b> ● Engine stopped ● Gear position is "D" (A/T models) ● Shift lever position is "1st" (M/T models) ● Accelerator pedal fully depressed	More than 4.3V

### Diagnostic Procedure

#### 1. RETIGHTEN GROUND SCREWS

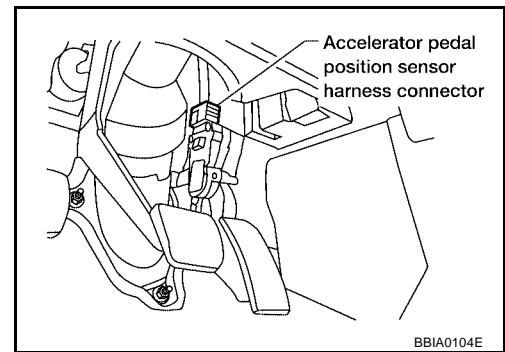
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



#### 2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

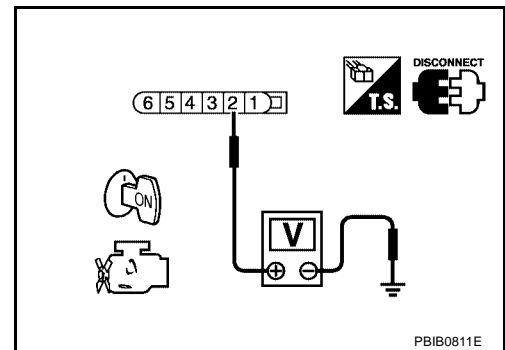


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



#### 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

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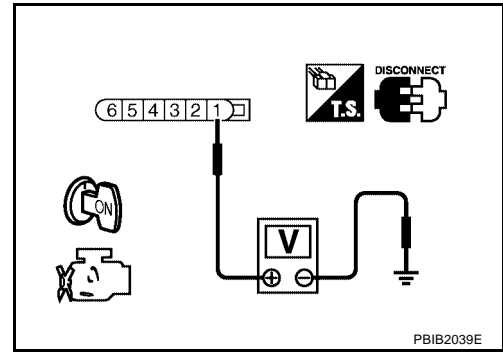
#### 4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

Check voltage between APP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 5.



#### 5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 1 and ECM terminal 91. Refer to Wiring Diagram.

**Continuity should exist.**

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

#### 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness for open between ECM and accelerator pedal position sensor

>> Repair or replace open circuit.

#### 7. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
91	APP sensor terminal 1	<a href="#">EC-1134</a>
47	Electric throttle control actuator terminal 1	<a href="#">EC-767</a>

OK or NG

- OK >> GO TO 8.
- NG >> Repair short to ground or short to power in harness or connectors.

#### 8. CHECK THROTTLE POSITION SENSOR

Refer to [EC-771, "Component Inspection"](#).

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 9.

**9. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

**10. CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 82 and APP sensor terminal 4, ECM terminal 83 and APP sensor terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**12. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 106 and APP sensor terminal 3, ECM terminal 98 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 14.  
NG >> GO TO 13.

**13. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**14. CHECK APP SENSOR**

Refer to [EC-1155, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.  
NG >> GO TO 15.

---

## 15. REPLACE ACCELERATOR PEDAL ASSEMBLY

---

1. Replace accelerator pedal assembly.
2. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-635, "Idle Air Volume Learning"](#) .

>> INSPECTION END

## 16. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

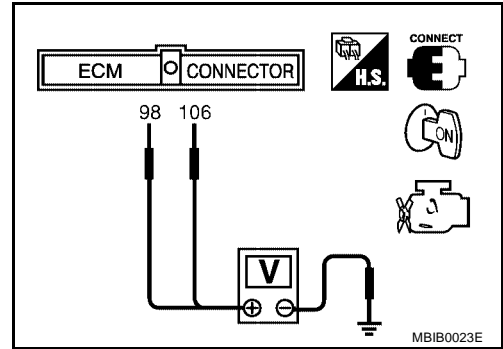
>> INSPECTION END

**Component Inspection**

**ACCELERATOR PEDAL POSITION SENSOR**

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.65 - 0.87V
	Fully depressed	More than 4.3V
98 (Accelerator pedal position sensor 2)	Fully released	0.28 - 0.48V
	Fully depressed	More than 2.0V



4. If NG, replace accelerator pedal assembly and go to the next step.
5. Perform [EC-634, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-634, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-635, "Idle Air Volume Learning"](#) .

**Removal and Installation**

**ACCELERATOR PEDAL**

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

A  
EC  
C  
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G  
H  
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J  
K  
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M

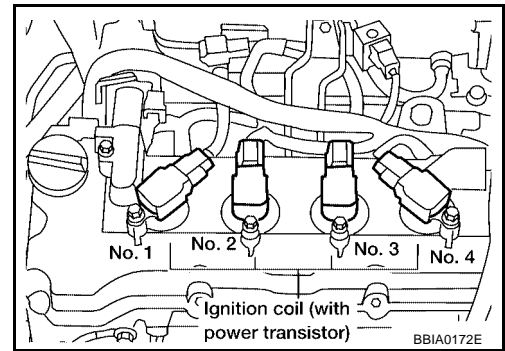


### IGNITION SIGNAL

#### Component Description

#### IGNITION COIL & POWER TRANSISTOR

The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns on and off the ignition coil primary circuit. This on-off operation induces the proper high voltage in the coil secondary circuit.



# IGNITION SIGNAL

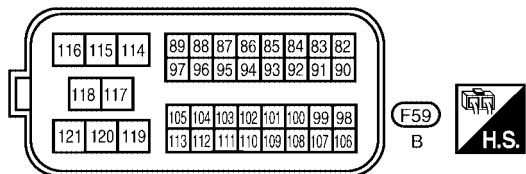
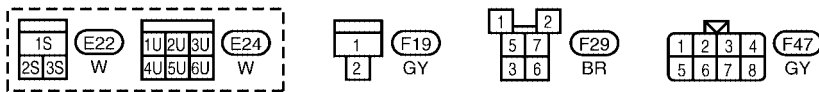
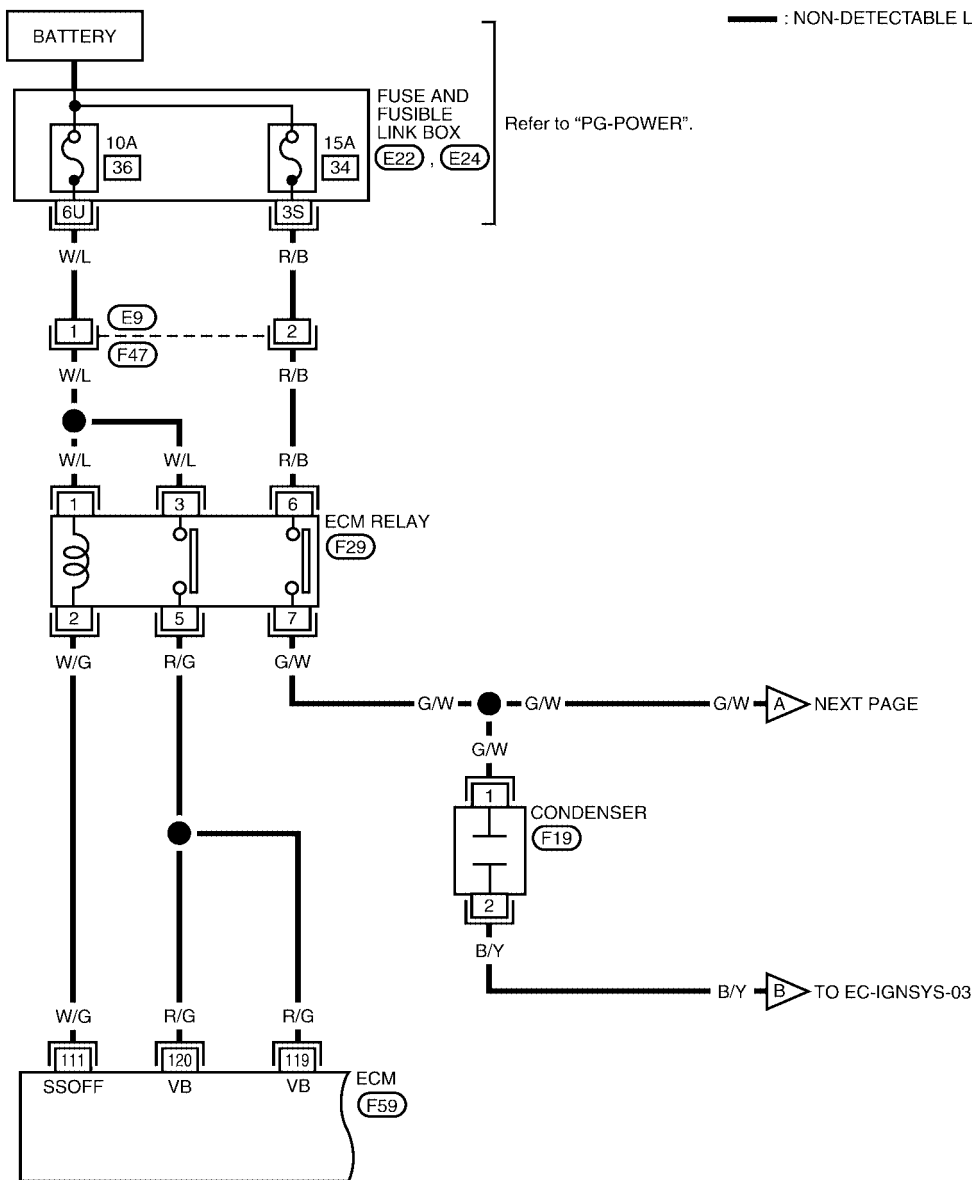
[QG18DE (SULEV)]

UBS006J6

## Wiring Diagram

### EC-IGNSYS-01

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0310E

# IGNITION SIGNAL

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

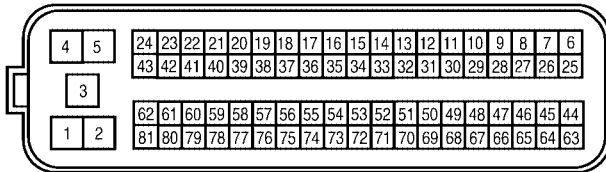
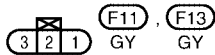
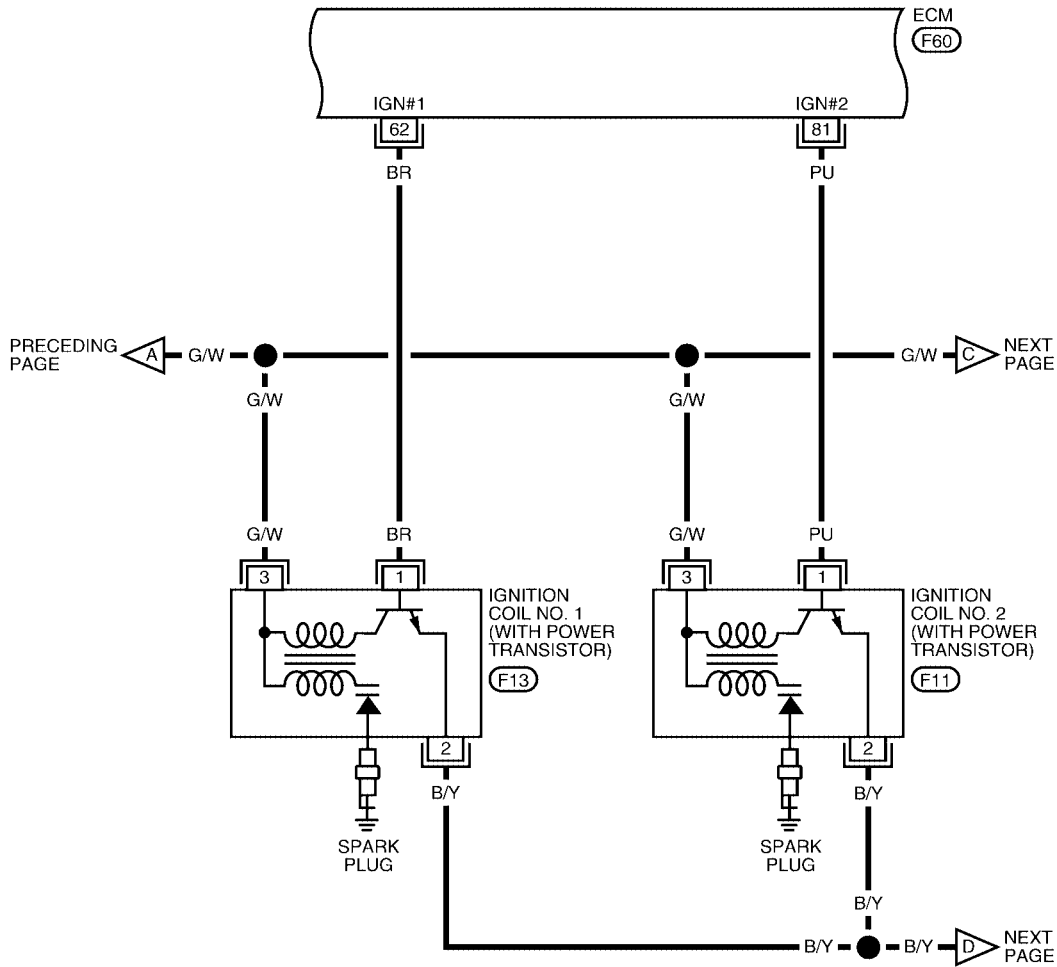
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"><li>● For 5 seconds after turning ignition switch "OFF"</li></ul>	0 - 1.0V
			<b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"><li>● 5 seconds passed after turning ignition switch "OFF"</li></ul>	BATTERY VOLTAGE (11 - 14V)
119 120	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)

# IGNITION SIGNAL

[QG18DE (SULEV)]

## EC-IGNSYS-02

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



BBWA0795E

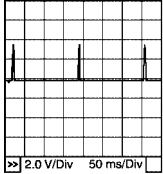
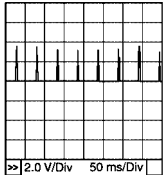
# IGNITION SIGNAL

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
62 81	BR PU	Ignition signal No. 1 Ignition signal No. 2	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

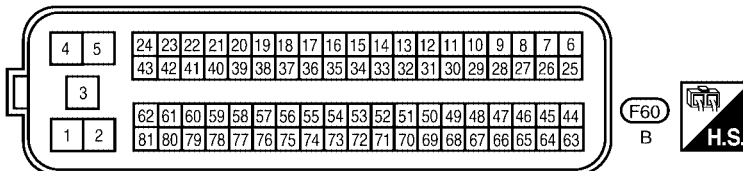
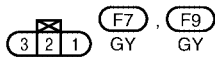
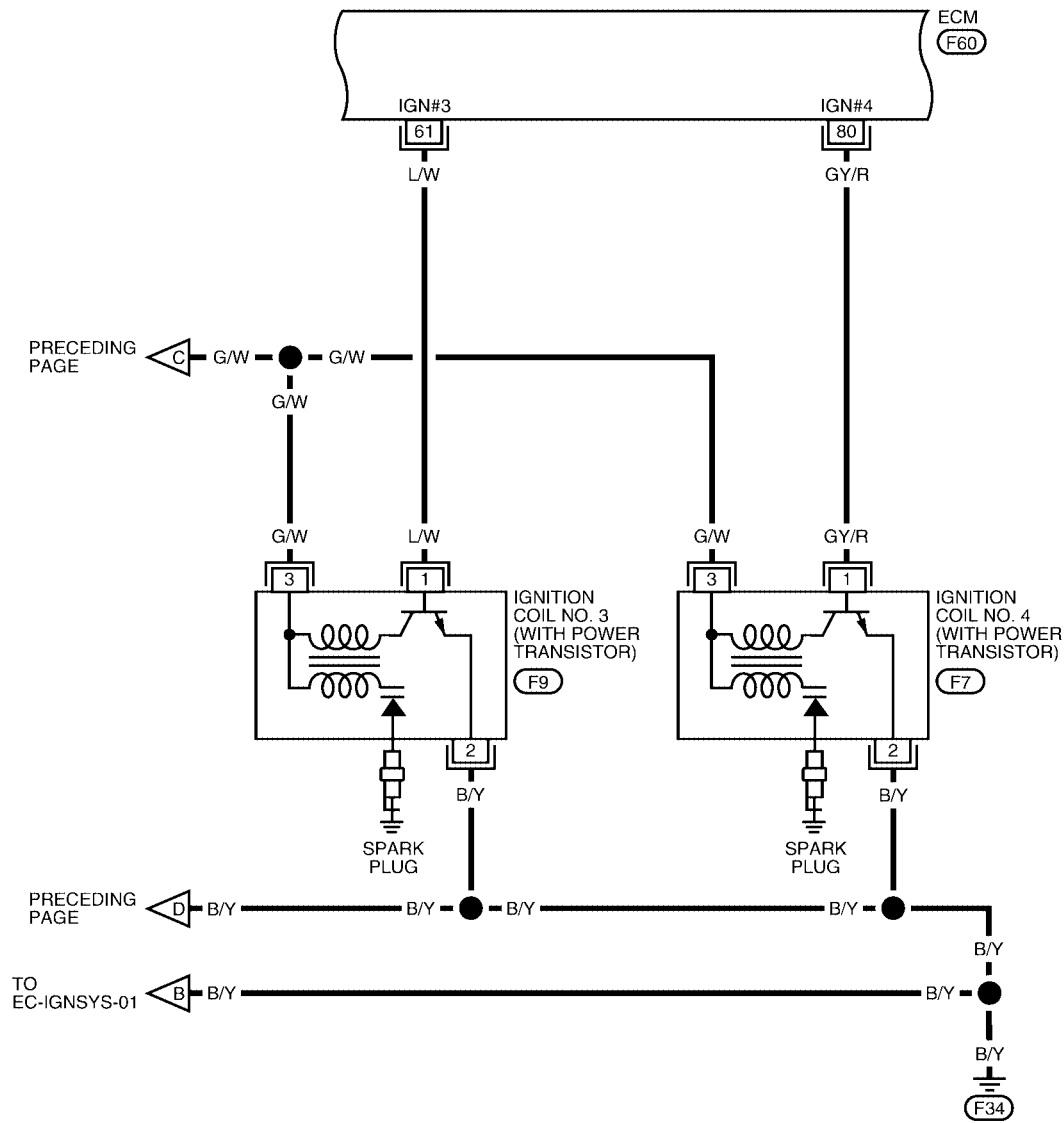
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

# IGNITION SIGNAL

[QG18DE (SULEV)]

EC-IGNSYS-03

— : DETECTABLE LINE FOR DTC  
 - - - : NON-DETECTABLE LINE FOR DTC



BBWA0796E

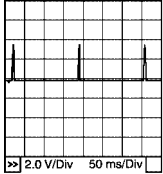
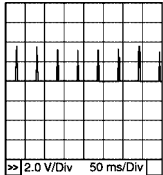
# IGNITION SIGNAL

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
61 80	L/W GY/R	Ignition signal No. 3 Ignition signal No. 4	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS006J7

### 1. CHECK ENGINE START

Turn ignition switch "OFF", and restart engine.

**Is engine running?**

Yes or No

Yes (With CONSULT-II)>>GO TO 2.

Yes (Without CONSULT-II)>>GO TO 3.

No >> GO TO 4.

### 2. CHECK OVERALL FUNCTION

④ **With CONSULT-II**

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.

2. Make sure that each circuit produces a momentary engine speed drop.

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 10.

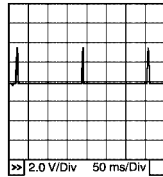
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

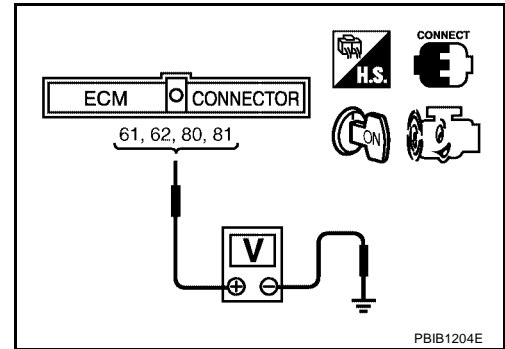
### 3. CHECK OVERALL FUNCTION

#### ⊗ Without CONSULT-II

1. Let engine idle.
2. Read the voltage signal between ECM terminals 61, 62, 80, 81 and ground with an oscilloscope.
3. Verify that the oscilloscope screen shows the signal wave as shown below.



PBIB0521E



PBIB1204E

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 10.

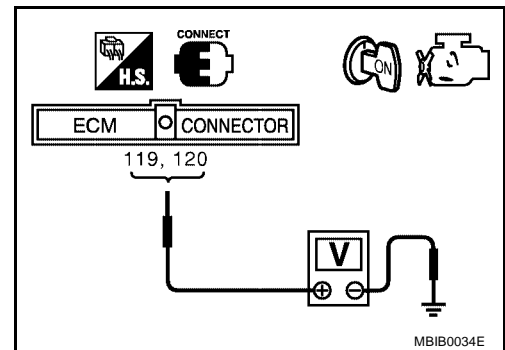
### 4. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

1. Turn ignition switch "ON".
2. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.  
 NG >> Go to [EC-721, "POWER SUPPLY CIRCUIT FOR ECM"](#)



MBIB0034E

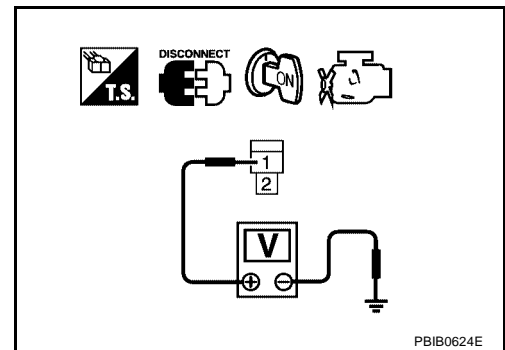
### 5. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Turn ignition switch "ON".
4. Check voltage between condenser terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 6.



PBIB0624E



## 6. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III

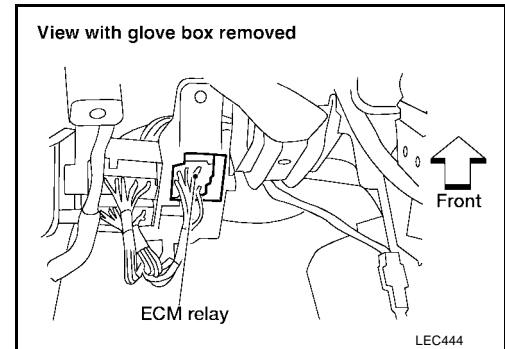
1. Turn ignition switch "OFF".
2. Disconnect ECM relay.
3. Check harness continuity between ECM relay terminal 7 and condenser terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



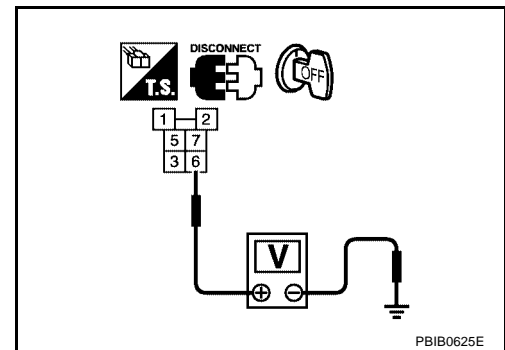
## 7. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV

Check voltage between ECM relay terminal 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 9.  
 NG >> GO TO 8.



## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- 15A fuse
- Harness for open or short between ECM relay and battery

>> Repair or replace harness or connectors.

## 9. CHECK ECM RELAY

Refer to [EC-1166, "Component Inspection"](#).

OK or NG

- OK >> GO TO 17.  
 NG >> Replace ECM relay.

## 10. CHECK CONDENSER GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Check harness continuity between condenser terminal 2 and ground.  
Refer to Wiring diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 11.  
 NG >> Repair open circuit or short to power in harness or connector.

### 11. CHECK CONDENSER

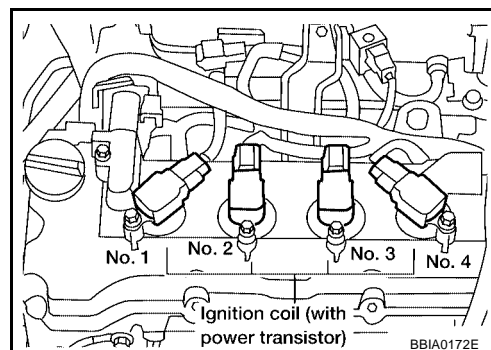
Refer to [EC-1166, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace condenser.

### 12. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

1. Turn ignition switch "OFF".
2. Reconnect all harness connectors disconnected.
3. Disconnect ignition coil harness connector.
4. Turn ignition switch "ON".

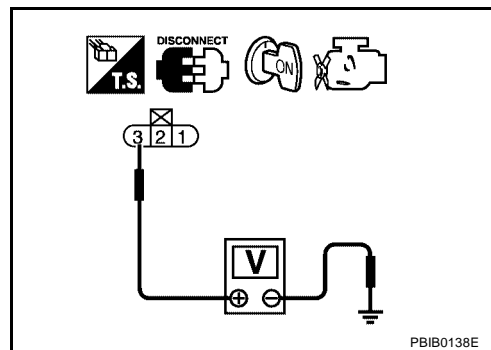


5. Check voltage between ignition coil terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.



### 13. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ignition coil and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 14. CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ignition coil terminal 2 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 15.
- NG >> Repair open circuit or short to power in harness or connectors.

## 15. CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 61, 62, 80, 81 and ignition coil terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 16.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 16. CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to [EC-1166, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace ignition coil with power transistor.

## 17. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

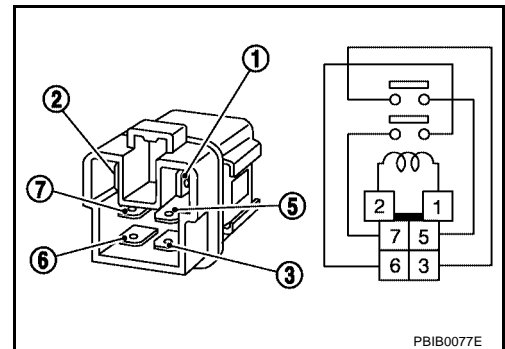
### Component Inspection ECM RELAY

UBS006J8

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

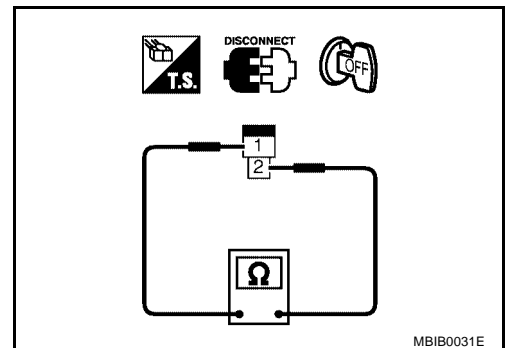
3. If NG, replace ECM relay.



### CONDENSER

1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals 1 and 2.

**Resistance: Above 1 MΩ at 25°C (77°F)**



### IGNITION COIL WITH POWER TRANSISTOR

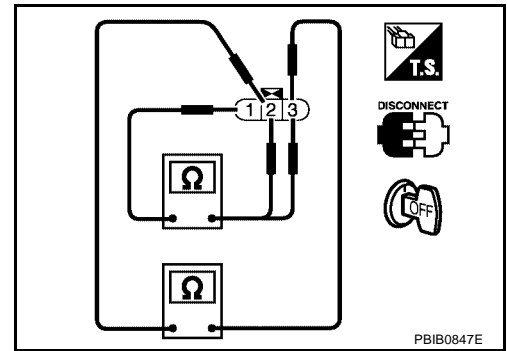
1. Turn ignition switch "OFF".
2. Disconnect ignition coil harness connector.

# IGNITION SIGNAL

[QG18DE (SULEV)]

3. Check resistance between ignition coil terminals as follows.

Terminal No.	Resistance $\Omega$ [at 25°C (77°F)]
3 and 1	Except 0 or $\infty$
3 and 2	Except 0
1 and 2	



## Removal and Installation IGNITION COIL WITH POWER TRANSISTOR

Refer to [EM-12. "Removal and Installation"](#) .

A  
EC  
C  
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# INJECTOR

[QG18DE (SULEV)]

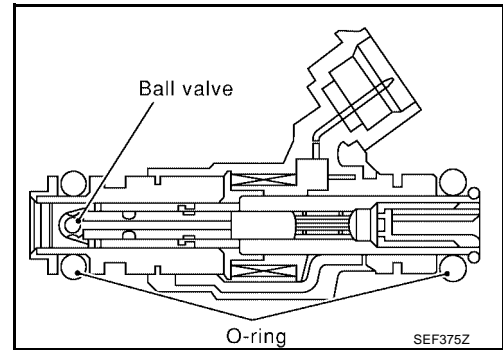
## INJECTOR

PF16600

### Component Description

UBS00256

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the injector circuit, the coil in the injector is energized. The energized coil pulls the needle valve back and allows fuel to flow through the injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



### CONSULT-II Reference Value in Data Monitor Mode

UBS00257

MONITOR ITEM	CONDITION	SPECIFICATION	
INJ PULSE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: "N" (A/T), Neutral (M/T) ● No-load	Idle 2,000 rpm	2.4 - 3.2 msec 1.9 - 3.2 msec
	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: "N" (A/T), Neutral (M/T) ● No-load	Idle 2,000 rpm	1.0 - 1.6 msec 0.7 - 1.3 msec

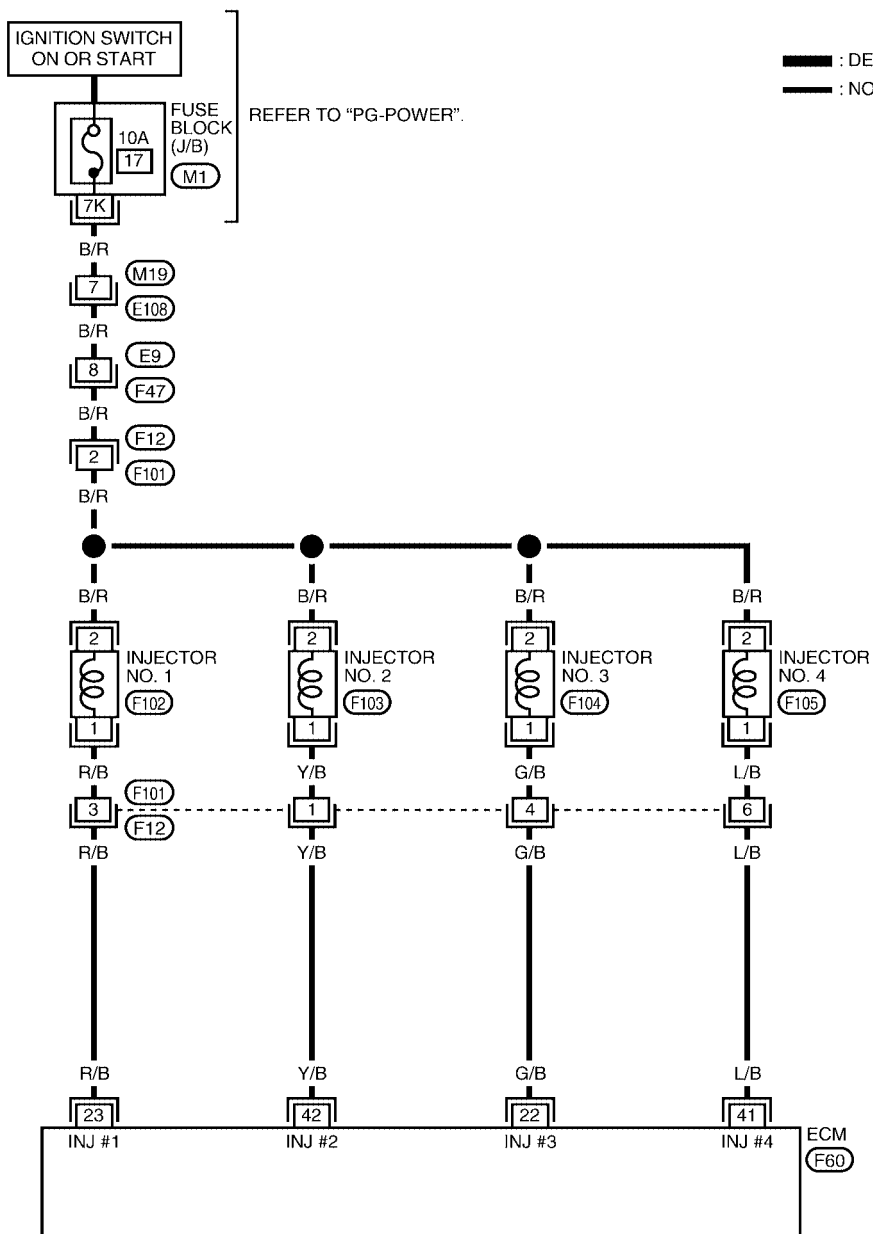
# INJECTOR

[QG18DE (SULEV)]

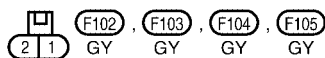
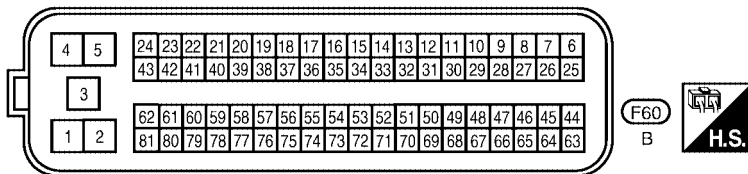
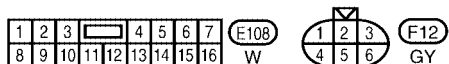
UBS00258

## Wiring Diagram

### EC-INJECT-01



— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC



Refer to the following.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)

BBWA0797E

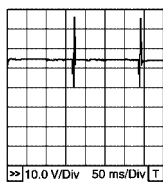
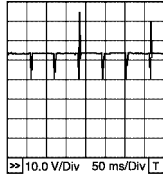
# INJECTOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
22 23 41 42	G/B R/B L/B Y/B	Injector No. 3 Injector No. 1 Injector No. 4 Injector No. 2	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>10.0 V/Div 50 ms/Div</p> <p>PBIB0529E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>10.0 V/Div 50 ms/Div</p> <p>PBIB0530E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS00259

### 1. INSPECTION START

Turn ignition switch to "START".

**Is any cylinder ignited?**

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK OVERALL FUNCTION

#### With CONSULT-II

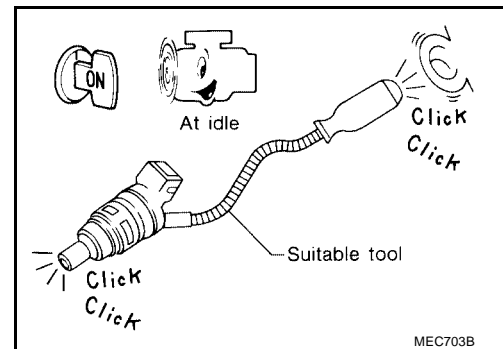
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

#### Without CONSULT-II

1. Start engine.
2. Listen to each injector operating sound.  
**Clicking noise should be heard.**



#### OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 3.

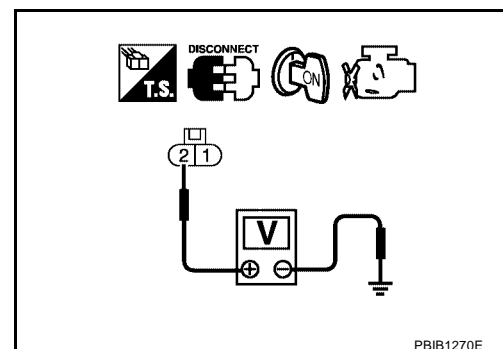
### 3. CHECK POWER SUPPLY CIRCUIT

1. Stop engine.
2. Disconnect injector harness connector.
3. Turn ignition switch "ON".
4. Check voltage between injector terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

#### OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.





---

#### 4. DETECT MALFUNCTIONING PART

---

Check the following.

- 10A fuse
- Harness connectors M19, E108
- Harness connectors E9, F47
- Harness connectors F12, F101
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between injector and fuse

>> Repair harness or connectors.

---

#### 5. CHECK INJECTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between injector harness connector terminal 1 and ECM terminals 22, 23, 41, 42.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.  
NG >> GO TO 6.

---

#### 6. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors F12, F101
- Harness for open or short between injector and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 7. CHECK INJECTOR

---

Refer to [EC-1173, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace injector.

---

#### 8. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

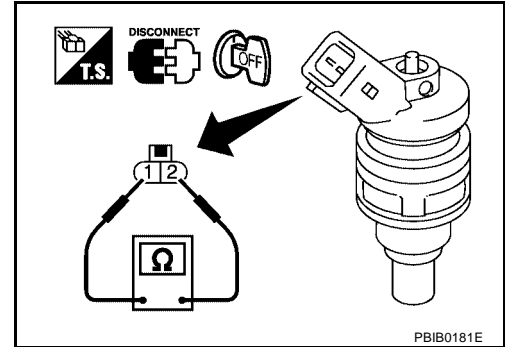
>> **INSPECTION END**

## Component Inspection

### INJECTOR

1. Disconnect injector harness connector.
2. Check resistance between terminals as shown in the figure.

**Resistance: 13.5 - 17.5 $\Omega$  [at 20°C (68°F)]**



## Removal and Installation

### INJECTOR

Refer to [EM-19, "Removal and Installation"](#) .

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# FUEL PUMP

[QG18DE (SULEV)]

PF17042

## FUEL PUMP

### System Description SYSTEM DESCRIPTION

UBS0025E

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*	Fuel pump control	Fuel pump relay
Battery	Battery voltage*		

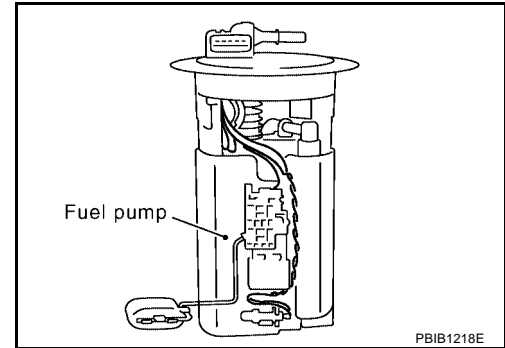
\*: ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for several seconds after the ignition switch is turned on to improve engine startability. If the ECM receives a 180° signal from the camshaft position sensor, it knows that the engine is rotating, and causes the pump to perform. If the 180° signal is not received when the ignition switch is on, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 5 seconds
Engine running and cranking	Operates
When engine is stopped	Stops in 1 second
Except as shown above	Stops

### COMPONENT DESCRIPTION

A turbine type design fuel pump is used in the fuel tank.



### CONSULT-II Reference Value in Data Monitor Mode

UBS0025G

MONITOR ITEM	CONDITION	SPECIFICATION
FUEL PUMP RLY	<ul style="list-style-type: none"> <li>● Ignition switch is turned to ON (Operates for 5 seconds)</li> <li>● Engine running and cranking</li> <li>● When engine is stopped (Stops in 1 seconds)</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Except as shown above</li> </ul>	OFF



# FUEL PUMP

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
113	B/P	Fuel pump relay	[Ignition switch "ON"] ● For 1 second after turning ignition switch "ON"	0 - 1.0V
			[Engine is running] [Ignition switch "ON"] ● More than 1 second after turning ignition switch "ON".	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

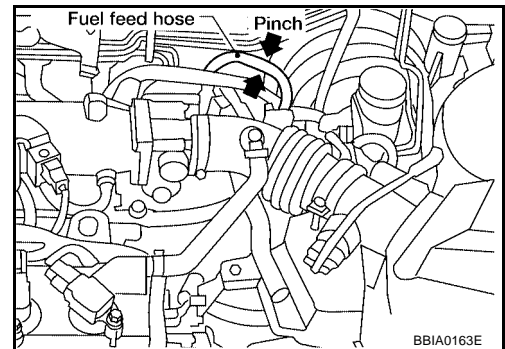
UBS0025I

### 1. CHECK OVERALL FUNCTION

1. Turn ignition switch "ON".
2. Pinch fuel feed hose with fingers.  
**Fuel pressure pulsation should be felt on the fuel feed hose for 5 seconds after ignition switch is turned "ON".**

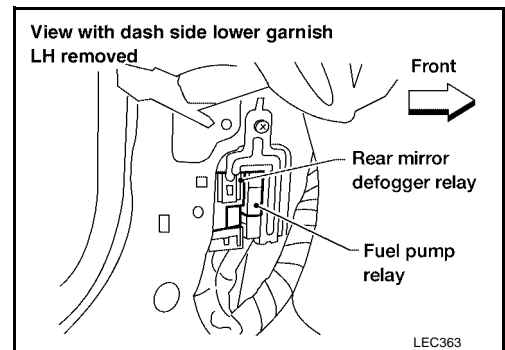
OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 2.



### 2. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-1

1. Turn ignition switch "OFF".
2. Disconnect fuel pump relay.
3. Turn ignition switch "ON".

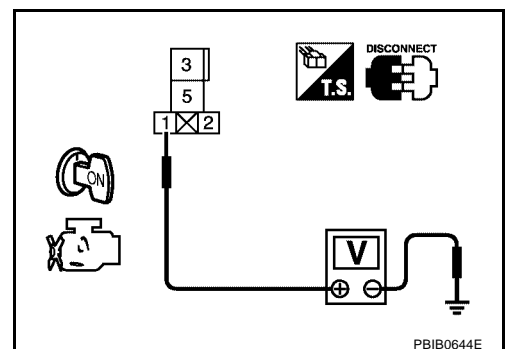


4. Check voltage between fuel pump relay terminals 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



### 3. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector B4
- Harness for open or short between fuse and fuel pump relay

>> Repair harness or connectors.

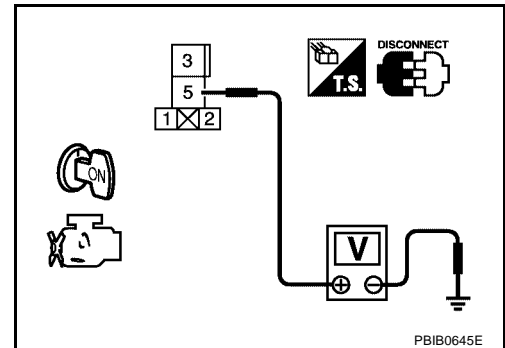
### 4. CHECK POWER SUPPLY-II

Check voltage between fuel pump relay terminal 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



### 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector B4
- 15A fuse
- Harness for open or short between fuse and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 6. CHECK POWER GROUND CIRCUIT AND GROUND CIRCUIT FOR OPEN AND SHORT

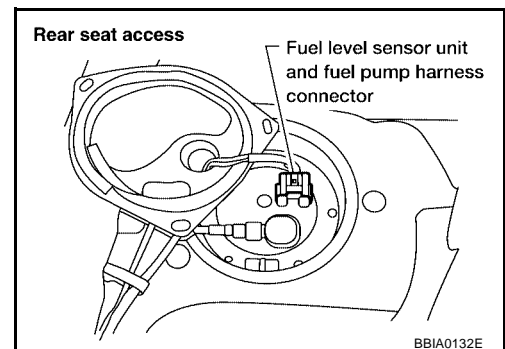
1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Check harness continuity between fuel level sensor unit and fuel pump terminal 3 and body ground, fuel level sensor unit and fuel pump terminal 1 and fuel pump relay terminal 3. Refer to wiring diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.



### 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between and fuel pump and body ground
- Harness for open or short between and fuel pump and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 8. CHECK OUTPUT SIGNAL CIRCUIT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 113 and fuel pump relay connector terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 10.  
NG >> GO TO 9.

---

## 9. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B3, M16
- Harness connector M58, F26
- Harness for open or short between ECM and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 10. CHECK FUEL PUMP RELAY

---

Refer to [EC-1179, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 11.  
NG >> Replace fuel pump relay.

---

## 11. CHECK FUEL PUMP

---

Refer to [EC-1179, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.  
NG >> Replace fuel pump.

---

## 12. CHECK INTERMITTENT INCIDENT

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# FUEL PUMP

[QG18DE (SULEV)]

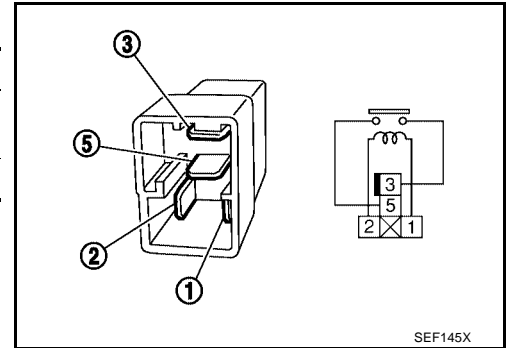
UBS0025J

## Component Inspection FUEL PUMP RELAY

Check continuity between terminals 3 and 5.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.

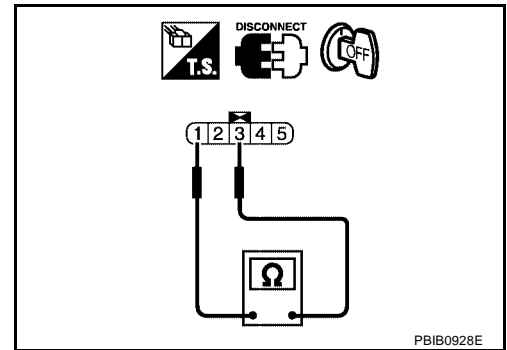


## FUEL PUMP

1. Disconnect fuel pump harness connector.
2. Check resistance between terminals 1 and 3.

**Resistance: 0.2 - 5.0Ω [at 25°C (77°F)]**

If NG, replace fuel pump.



## Removal and Installation FUEL PUMP

Refer to [FL-3, "Removal and Installation"](#) .

UBS0025K

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# REFRIGERANT PRESSURE SENSOR

[QG18DE (SULEV)]

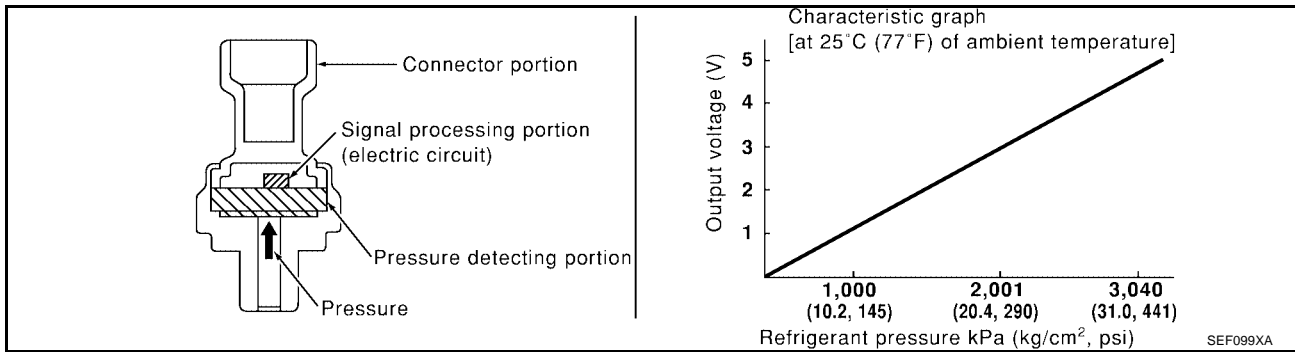
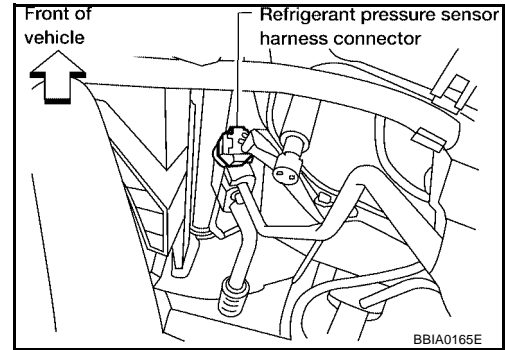
## REFRIGERANT PRESSURE SENSOR

PFP:92136

### Description

UBS0025R

The refrigerant pressure sensor is installed at the liquid tank of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.



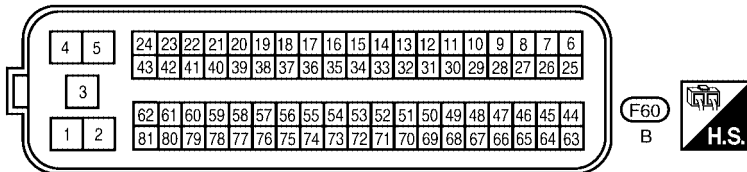
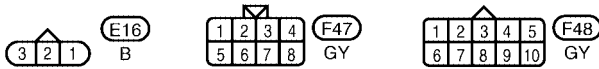
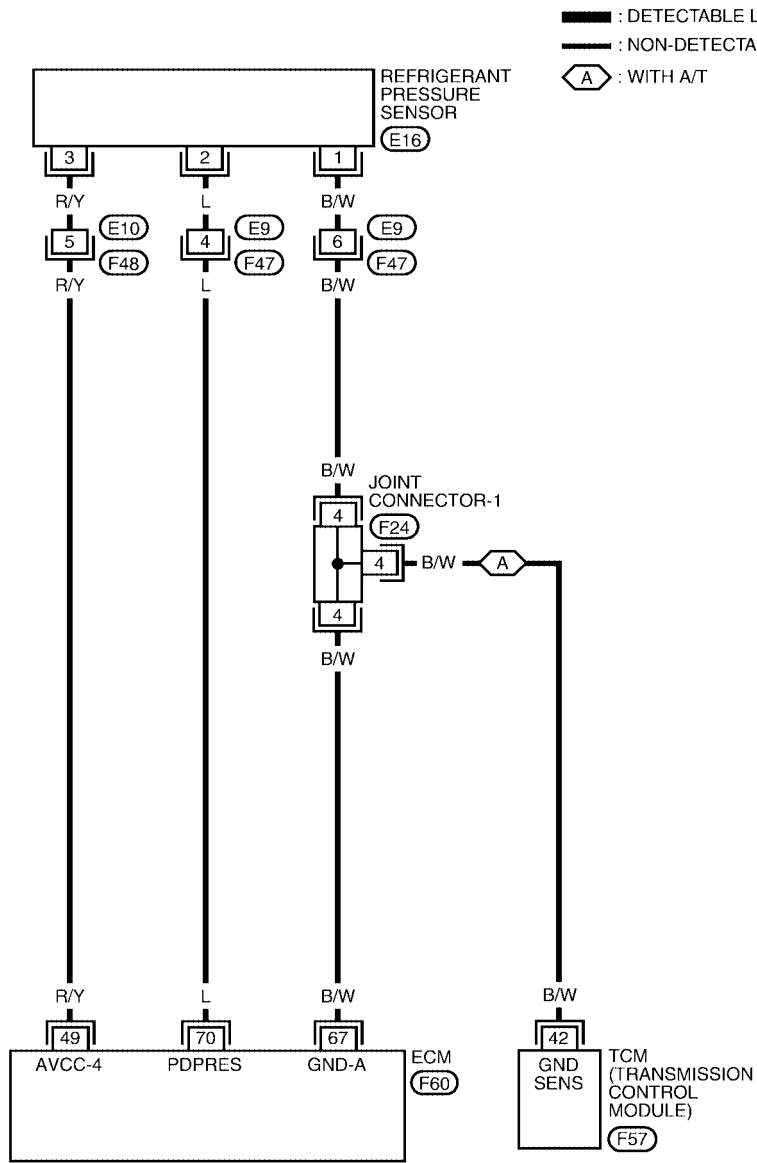
# REFRIGERANT PRESSURE SENSOR

[QG18DE (SULEV)]

UBS0025S

## Wiring Diagram

EC-RP/SEN-01



Refer to the following.

- (F24) - JOINT CONNECTOR
- (F57) - ELECTRICAL UNITS

BBWA0798E

# REFRIGERANT PRESSURE SENSOR

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
49	R/Y	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch "ON"]	Approximately 5V
67	B/W	Sensor ground (Mass air flow sensor)	[Engine is running] <ul style="list-style-type: none"> <li>• Warm-up condition</li> <li>• Idle speed</li> </ul>	Approximately 0V
70	L	Refrigerant pressure sensor	[Engine is running] <ul style="list-style-type: none"> <li>• Warm-up condition</li> <li>• Both A/C switch and blower switch are "ON" (Compressor operates.)</li> </ul>	1.0 - 4.0V

## Diagnostic Procedure

UBS0025T

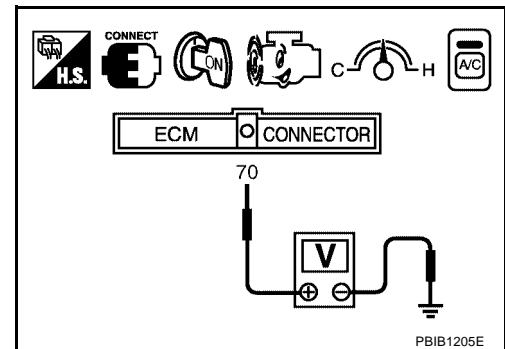
### 1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn A/C switch and fan control switch "ON".
3. Check voltage between ECM terminal 70 and ground with CONSULT-II or tester.

**Voltage: 1.0 - 4.0V**

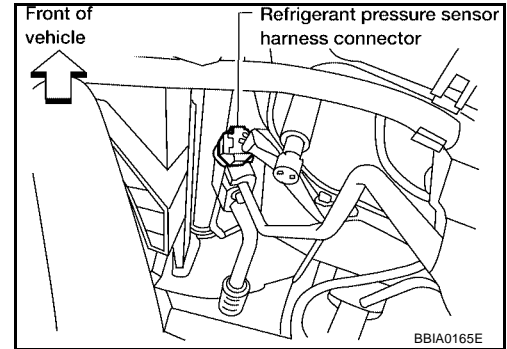
OK or NG

- OK >> **INSPECTION END**
- NG >> **GO TO 2.**



## 2. CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn A/C switch and fan control switch "OFF".
2. Stop engine.
3. Disconnect refrigerant pressure sensor harness connector.
4. Turn ignition switch "ON".

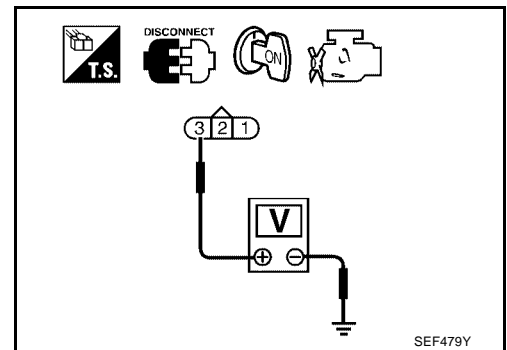


5. Check voltage between refrigerant pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair harness or connectors.

## 4. CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between refrigerant pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

---

## 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Joint connector-1
- Harness for open or short between TCM (transmission control module) and refrigerant pressure sensor
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit or short to power in harness or connectors.

---

## 6. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 70 and refrigerant pressure sensor terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

---

## 7. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 8. CHECK REFRIGERANT PRESSURE SENSOR

---

Refer to [MTC-15, "Refrigerant Pressure Sensor"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace refrigerant pressure sensor.

---

## 9. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Removal and Installation REFRIGERANT PRESSURE SENSOR

Refer to [MTC-15, "REFRIGERATION SYSTEM"](#) .

UBS00616

# ELECTRICAL LOAD SIGNAL

[QG18DE (SULEV)]

## ELECTRICAL LOAD SIGNAL

PFP:25350

### CONSULT-II Reference Value in Data Monitor Mode

UBS0025U

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
LOAD SIGNAL	● Ignition switch: ON	Rear window defogger switch and/or lighting switch is in 2nd	ON
		Rear window defogger switch is OFF and lighting switch is OFF	OFF

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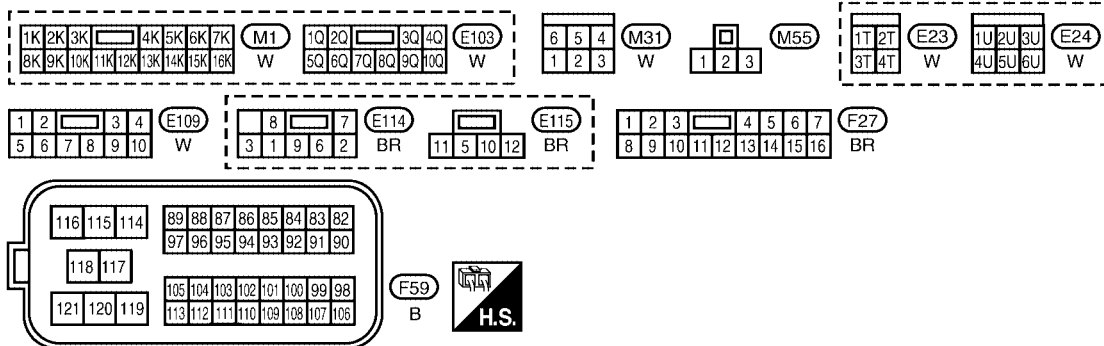
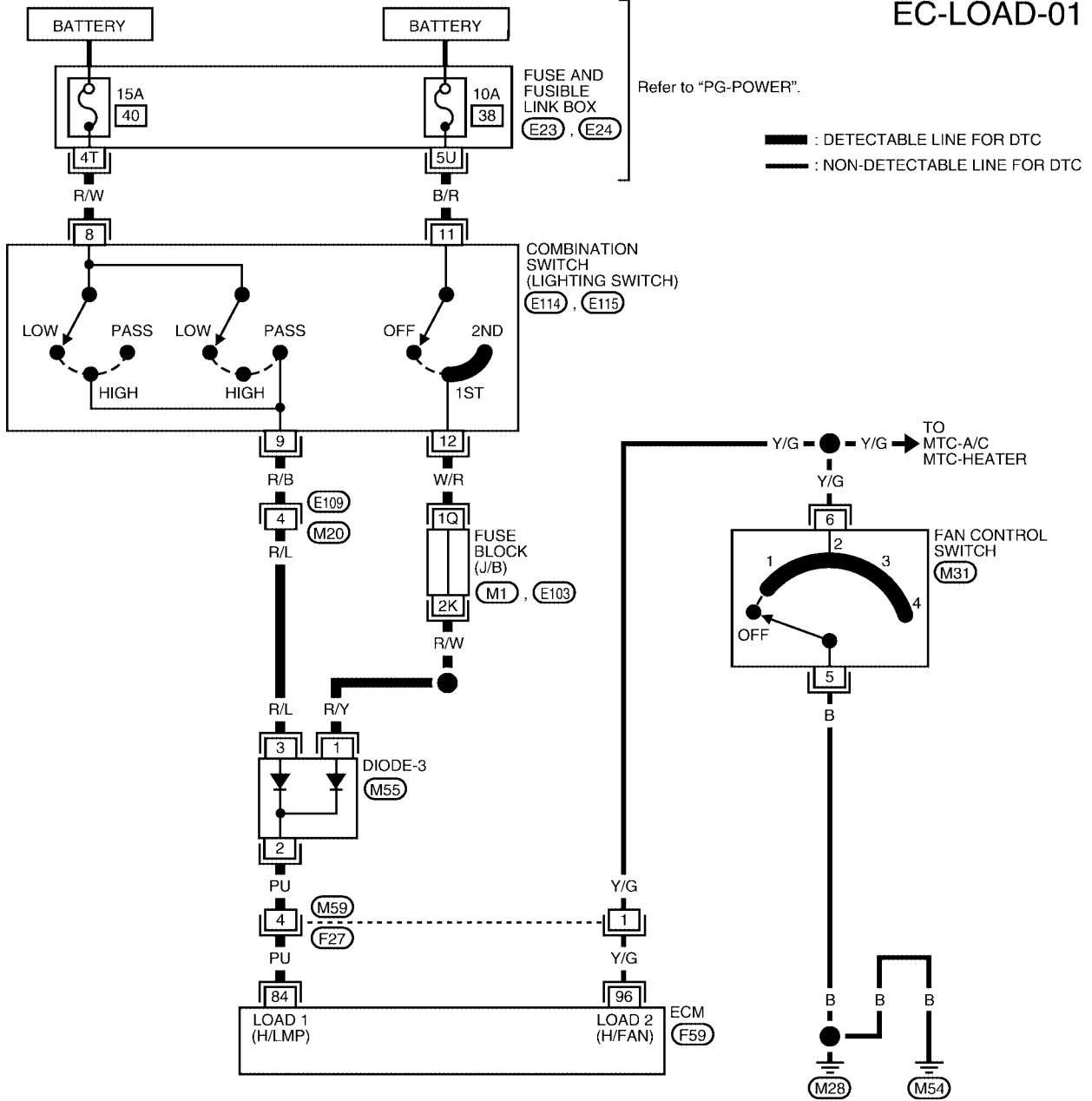
# ELECTRICAL LOAD SIGNAL

[QG18DE (SULEV)]

UBS0025V

## Wiring Diagram

### EC-LOAD-01



BBWA0401E

# ELECTRICAL LOAD SIGNAL

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
84	PU	Electrical load signal (Headlamp signal)	[Ignition switch "ON"] ● Lighting switch is "2ND" position	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"] ● Lighting switch is "OFF"	Approximately 0V
96	Y/G	Electrical load signal (Heater fan signal)	[Engine is running] ● Heater fan switch "ON"	Approximately 0V
			[Engine is running] ● Heater fan switch "OFF"	Approximately 5V

## Diagnostic Procedure

UBS0025W

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

Yes >> GO TO 2.

No >> GO TO 4.

### 2. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-I

 **With CONSULT-II**

- Turn ignition switch "ON".
- Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Lighting switch "1ST" position	ON
Lighting switch "OFF"	OFF

OK or NG

OK >> GO TO 3.

NG >> GO TO 7.

DATA MONITOR	
MONITORING	NO DTC
LOAD SIGNAL	ON

PBIB0103E

### 3. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-II

 **With CONSULT-II**

Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Lighting switch "2ND" and "HIGH" position	ON
Lighting switch "OFF"	OFF

OK or NG

OK >> GO TO 6.

NG >> GO TO 11.

DATA MONITOR	
MONITORING	NO DTC
LOAD SIGNAL	ON

PBIB0103E



## 4. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-I

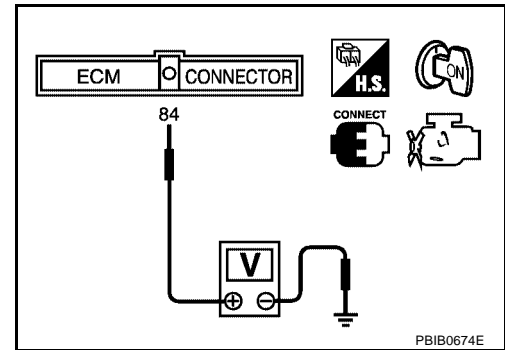
⊗ **Without CONSULT-II**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 84 and ground under the following conditions.

Condition	Voltage
Lighting switch "1ST" position	BATTERY VOLTAGE
Lighting switch "OFF"	0V

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 7.



PBIB0674E

## 5. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-II

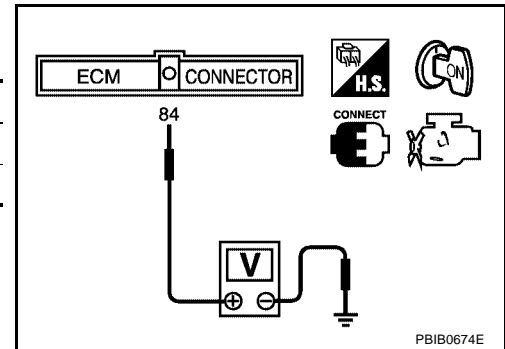
⊗ **Without CONSULT-II**

Check voltage between ECM terminal 84 and ground under the following conditions.

Condition	Voltage
Lighting switch "2ND" and "HIGH" position	BATTERY VOLTAGE
Lighting switch "OFF"	0V

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 11.



PBIB0674E

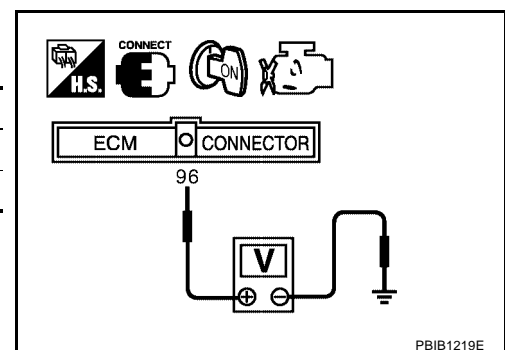
## 6. CHECK FAN CONTROL SWITCH CIRCUIT OVERALL FUNCTION

Check voltage between ECM terminal 96 and ground under the following conditions.

Condition	Voltage
Fan control switch "ON"	BATTERY VOLTAGE
Fan control switch "OFF"	0V

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 15.



PBIB1219E

## 7. CHECK LIGHTING SWITCH 1ST POSITION CIRCUIT

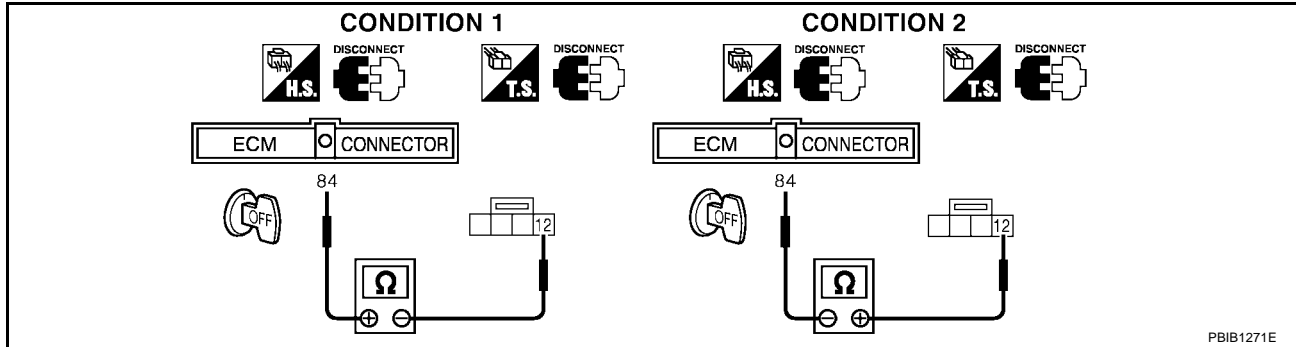
1. Turn the lighting switch "1ST" position.
2. Check that any illumination lamp is illuminated.

OK or NG

- OK >> GO TO 8.  
 NG >> Refer to [LT-32. "ILLUMINATION"](#).

**8. CHECK LOAD SIGNAL INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect lighting switch harness connectors.
4. Check harness continuity between ECM terminal 84 and lighting switch terminal 12 under the following conditions.



CONDITION	CONTINUITY
1	Should not exist.
2	Should exist.

5. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 10.
- NG >> GO TO 9.

**9. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Fuse block (J/B) connectors M1, E103
- Diode-3
- Harness for open and short between ECM and lighting switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**10. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**11. CHECK HEADLAMP HIGH BEAM CIRCUIT**

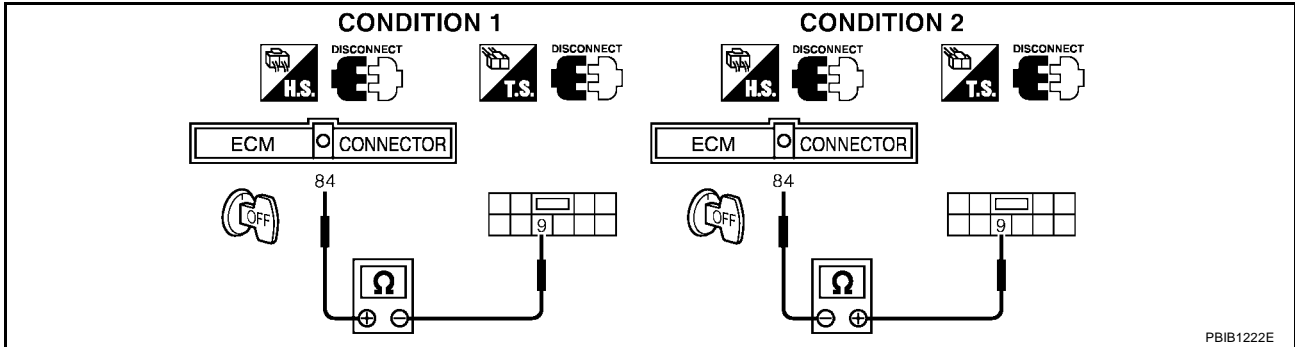
1. Start engine.
2. Turn the lighting switch "2ND" and "HIGH" position.
3. Check that headlamp high beams are illuminated.

**OK or NG**

- OK >> GO TO 12.
- NG >> Refer to [LT-6, "HEADLAMP \(FOR USA\)"](#) .

**12. CHECK HEADLAMP HIGH BEAM INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT**

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect lighting switch harness connector.
4. Check harness continuity between ECM terminal 84 and lighting switch terminal 9 under the following conditions.



PBIB1222E

CONDITION	CONTINUITY
1	Should not exist.
2	Should exist.

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.

**13. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness connectors E109, M20
- Diode-3
- Harness for open and short between ECM and lighting switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**14. CHECK INTERMITTENT INCIDENT**

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**15. CHECK FAN CONTROL SWITCH CIRCUIT**

1. Start engine.
2. Turn the fan control switch "ON".
3. Check the blower fan motor. Is the blower fan motor operating?

Yes or No

- Yes >> GO TO 16.
- No >> Refer to [MTC-19, "TROUBLE DIAGNOSIS"](#) .

---

**16. CHECK FAN CONTROL SWITCH INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT**

---

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect fan control switch harness connector.
4. Check harness continuity between ECM terminal 96 and fan control switch terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 18.
- NG >> GO TO 17.

---

**17. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open and short between ECM and fan control switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**18. CHECK INTERMITTENT INCIDENT**

---

Perform [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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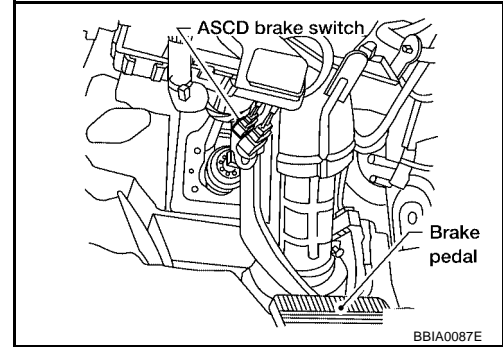
L

M

## ASC D BRAKE SWITCH

### Component Description

When the brake pedal is depressed, ASC D brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal)  
 Refer to [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\)"](#) for the ASC D function.



### CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1	● Ignition switch: ON	Clutch pedal (M/T) and brake pedal: Slightly depressed	ON
		Clutch pedal (M/T) and brake pedal: Slightly depressed	OFF
BRAKE SW2	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

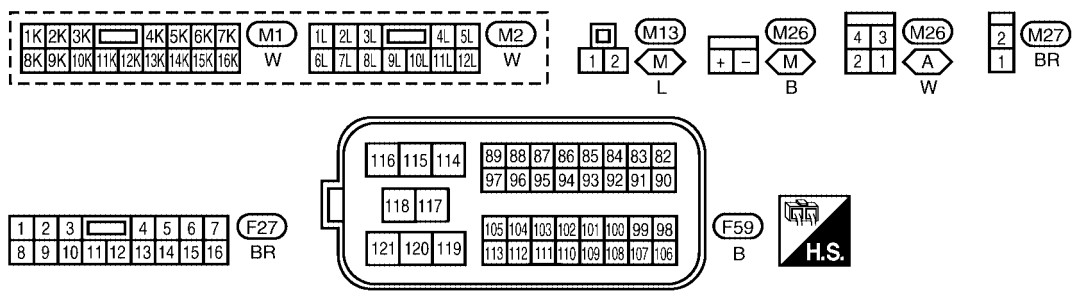
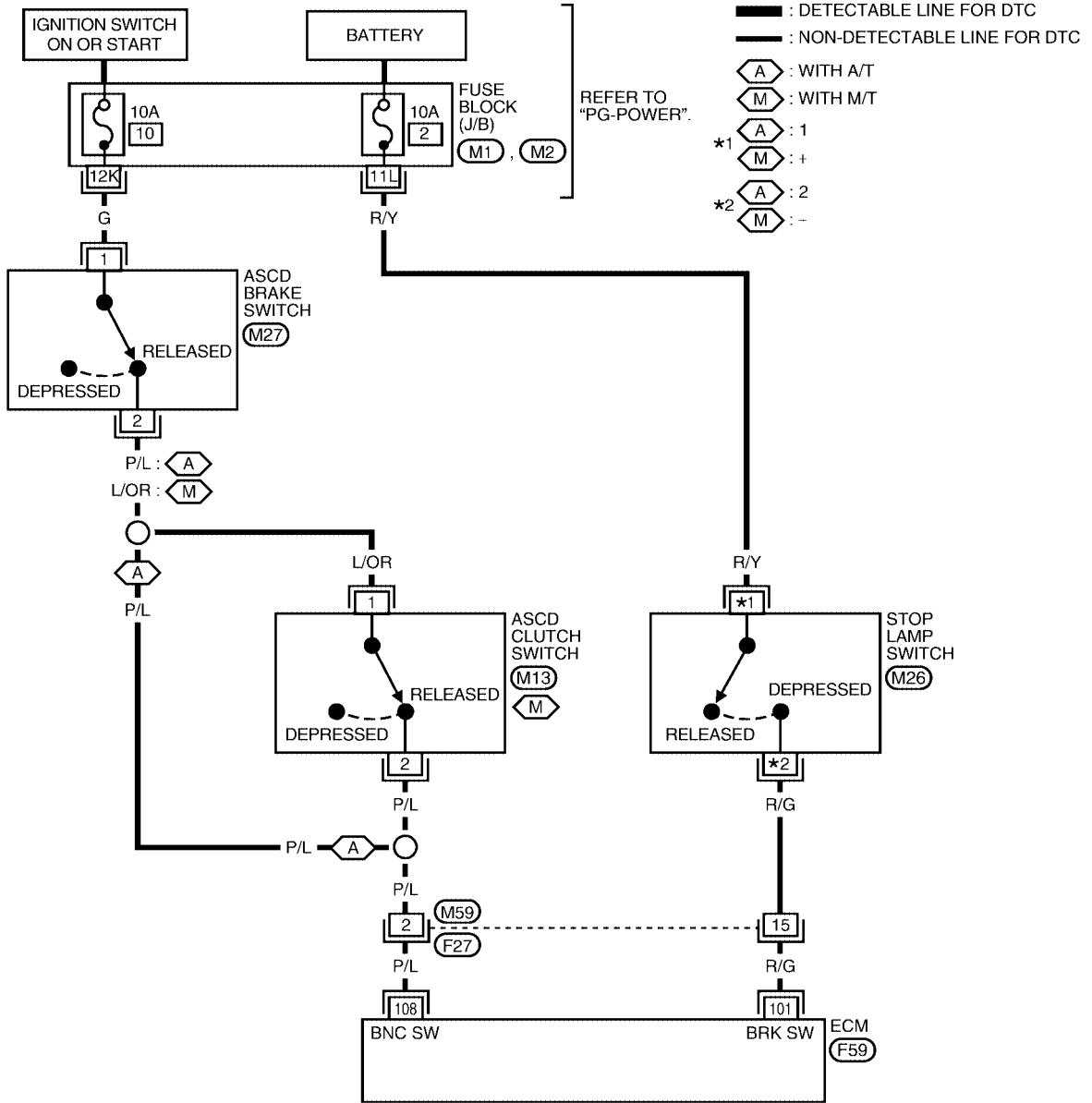
# ASCD BRAKE SWITCH

[QG18DE (SULEV)]

UBS006.JC

## Wiring Diagram

EC-ASCBOF-01



BBWA0316E

# ASCD BRAKE SWITCH

[QG18DE (SULEV)]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	R/G	Stop lamp switch	[Ignition switch "ON"] ● Brake pedal is fully released	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is depressed	BATTERY VOLTAGE (11 - 14V)
108	P/L	ASCD brake switch	[Ignition switch "ON"] ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS006JD

### 1. CHECK OVERALL FUNCTION-I

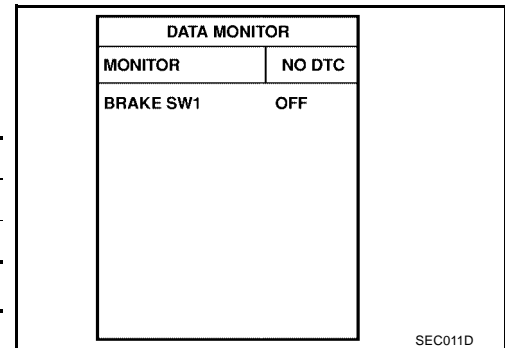
**Ⓟ With CONSULT-II**

- Turn ignition switch "ON".
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
- Check "BRAKE SW1" indication under the following conditions.  
**M/T models**

CONDITION	INDICATION
When clutch pedal or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON

**A/T models**

CONDITION	INDICATION
When brake pedal is depressed	OFF
When brake pedal is fully released	ON



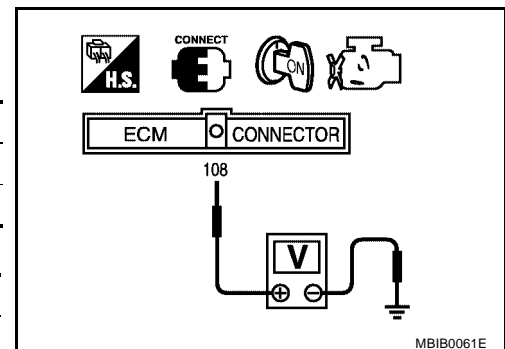
**ⓧ Without CONSULT-II**

- Turn ignition switch "ON".
- Check voltage between ECM terminal 108 and ground under the following conditions.  
**M/T models**

CONDITION	VOLTAGE
When clutch pedal or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage

**A/T models**

CONDITION	VOLTAGE
When brake pedal is depressed	Approximately 0V
When brake pedal is fully released	Battery voltage



OK or NG

OK >> GO TO 2.

NG (M/T models) >>GO TO 3.

NG (A/T models) >>GO TO 4.

# ASCD BRAKE SWITCH

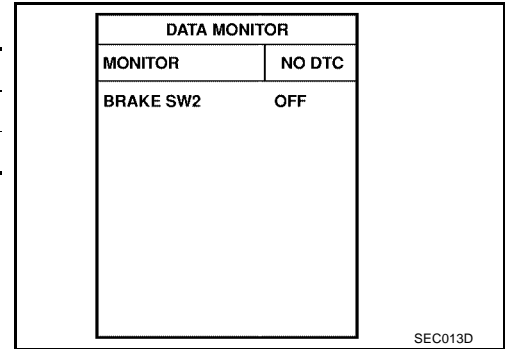
[QG18DE (SULEV)]

## 2. CHECK OVERALL FUNCTION-II

### With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

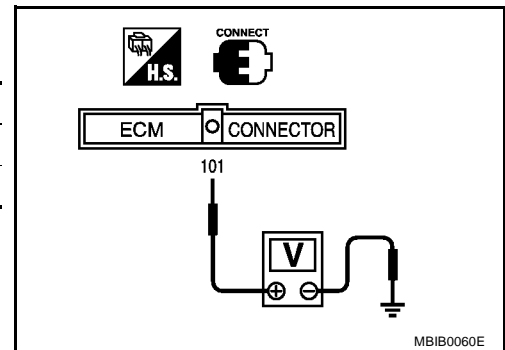
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



### Without CONSULT-II

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

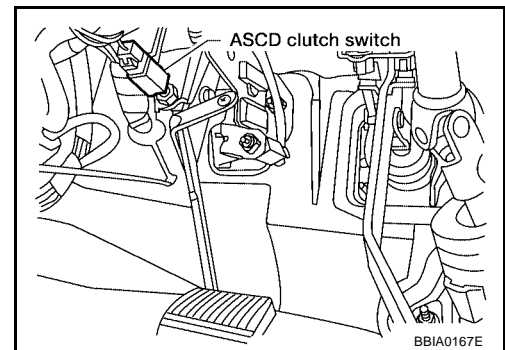


OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 13.

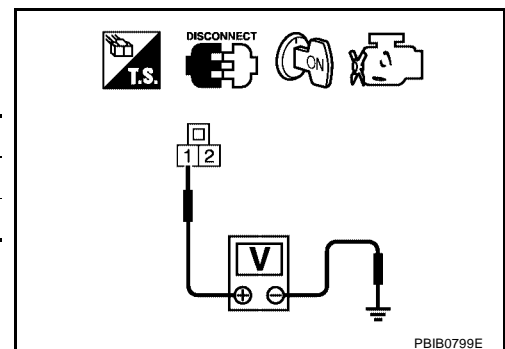
## 3. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V



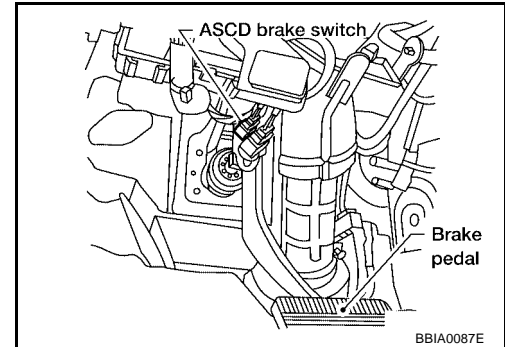
OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.



## 4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

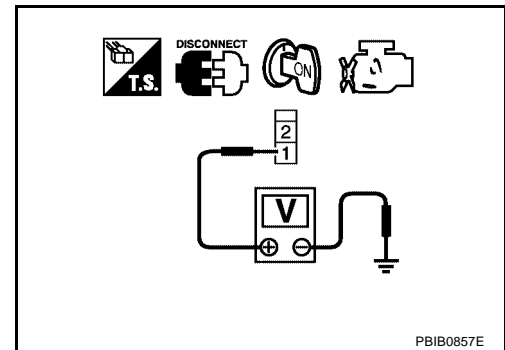


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models)>>GO TO 6.
- OK (A/T models)>>GO TO 7.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK ASCD BRAKE SWITCH

Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.
- NG >> Replace ASCD brake switch.

## 10. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK ASCD CLUTCH SWITCH

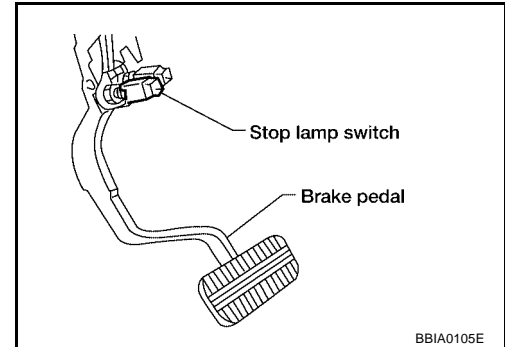
Refer to [EC-1199, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.
- NG >> Replace ASCD clutch switch.

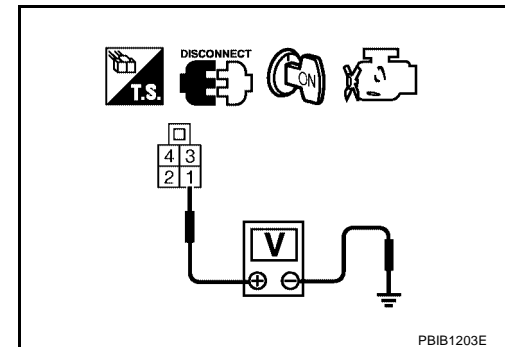
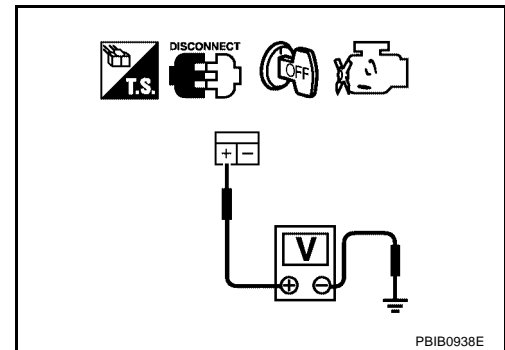
### 13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.



3. Check voltage between stop lamp switch terminal + (M/T models) or 1 (A/T models) and ground with CONSULT -II or tester.

**Voltage: Battery voltage**



#### OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

### 14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp switch terminal – (M/T models) or 2 (A/T models).  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

## 16. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 17. CHECK STOP LAMP SWITCH

Refer to [EC-1199, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace stop lamp switch.

## 18. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

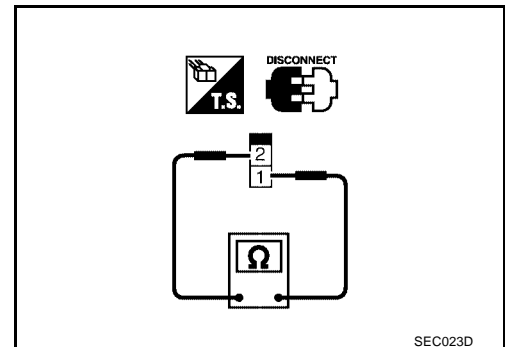
### Component Inspection ASCD BRAKE SWITCH

UBS006JE

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Check harness continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should exist.
When brake pedal is depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#) , and perform step 3 again.



### ASCD CLUTCH SWITCH (FOR M/T MODELS)

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.

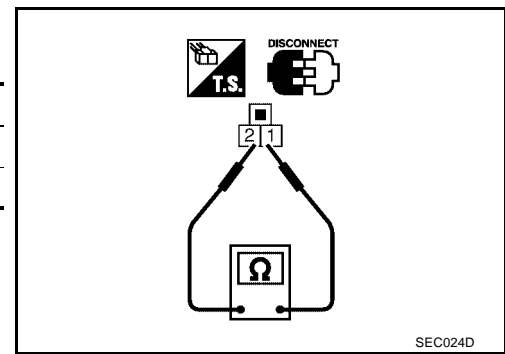
# ASCD BRAKE SWITCH

[QG18DE (SULEV)]

3. Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When clutch pedal is fully released.	Should exist.
When clutch pedal is depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-23](#), "[CLUTCH SYSTEM](#)", and perform step 3 again.



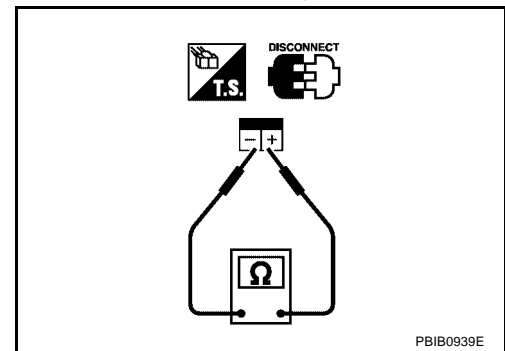
## STOP LAMP SWITCH

### With M/T Models

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check harness continuity between stop lamp switch terminals + and - under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.

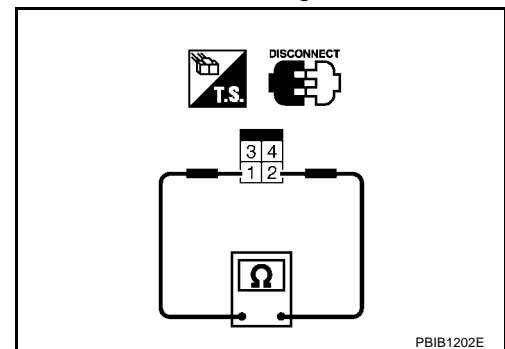


### With A/T Models

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check harness continuity between stop lamp switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.



## ASC D INDICATOR

PFP:24814

### Component Description

*UBS006BX*

ASC D indicator lamp illuminates to indicate ASC D operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE indicator illuminates when CRUISE switch on ASC D steering switch is turned ON to indicated that ASC D system is ready for operation.

SET indicator illuminates when following conditions are met.

- CRUISE indicator is illuminated.
- SET switch on ASC D steering switch is turned ON while vehicle speed is within the range of ASC D setting.

SET indicator remains lit during ASC D control.

Refer to [EC-1220, "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\)"](#) for the ASC D function.

### CONSULT-II Reference Value in Data Monitor Mode

*UBS006BY*

Specification data are reference value.

MONITOR ITEM	CONDITION		SPECIFICATION
CRUISE LAMP	● Ignition switch: ON	CRUISE Lamp: Illuminated	ON
		CRUISE Lamp: Not illuminated	OFF
SET LAMP	● Ignition switch: ON	SET Lamp: Illuminated	ON
		SET Lamp: Not illuminated	OFF




# ASC D INDICATOR

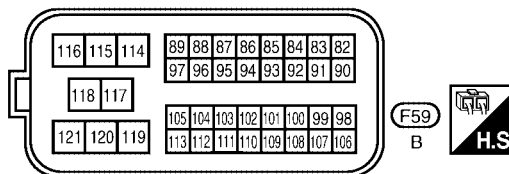
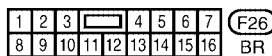
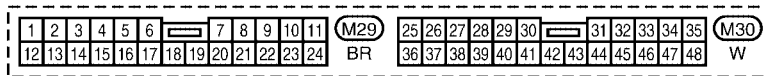
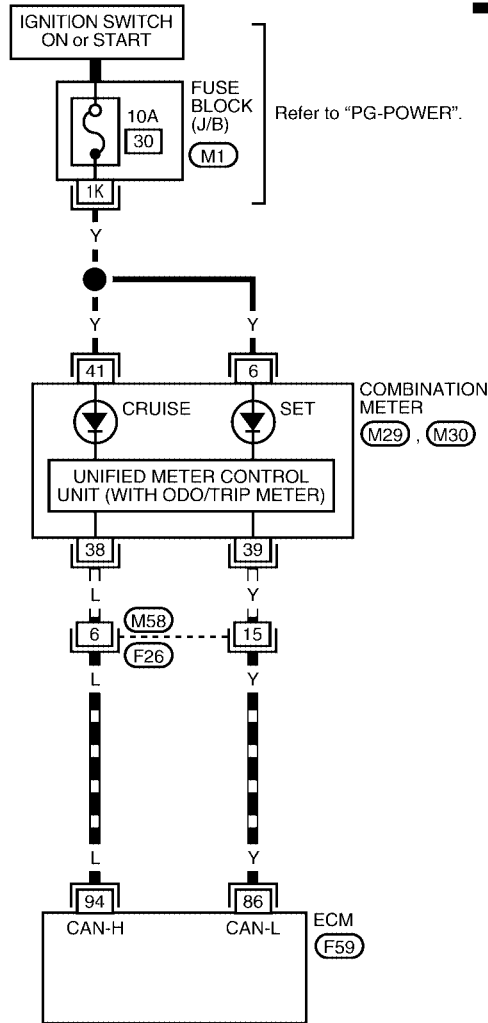
[QG18DE (SULEV)]

UBS006BZ

## Wiring Diagram

### EC-ASCIND-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



BBWA0433E

## Diagnostic Procedure

### 1. CHECK OVERALL FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION	SPECIFICATION	
CRUISE LAMP	● Ignition switch: ON	CRUISE Lamp: Illuminated	ON
		CRUISE Lamp: Not illuminated	OFF
SET LAMP	● Ignition switch: ON	SET Lamp: Illuminated	ON
		SET Lamp: Not illuminated	OFF

OK or NG

OK >> **INSPECTION END**  
 NG >> GO TO 2.

### 2. CHECK DTC

Check that DTC U1000 or U1001 is not displayed.

Yes or No

Yes >> Perform trouble diagnoses for DTC U1000, U1001, refer to [EC-728, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#) .  
 No >> GO TO 3.

### 3. CHECK COMBINATION METER OPERATION

Does combination meter operate normally?

Yes or No

Yes >> GO TO 4.  
 No >> Check combination meter circuit. Refer to [DI-8, "Combination Meter"](#) .

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-720, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**



# DATA LINK CONNECTOR

[QG18DE (SULEV)]

PF24814

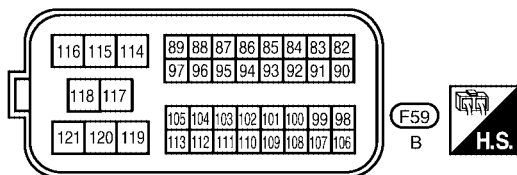
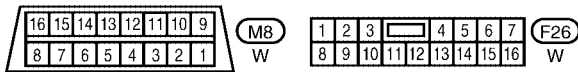
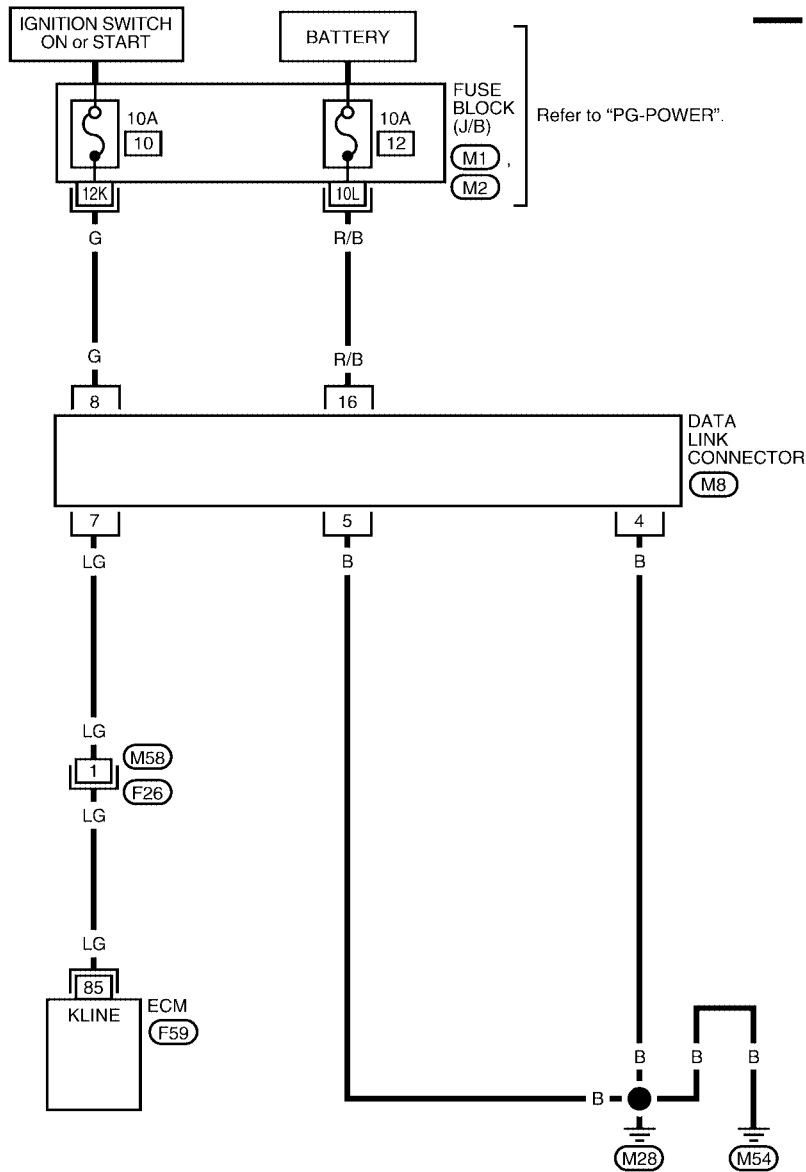
## DATA LINK CONNECTOR

### Wiring Diagram

EBS00KLG

## EC-DLC-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M1), (M2) - FUSE  
 BLOCK-JUNCTION BOX (J/B)

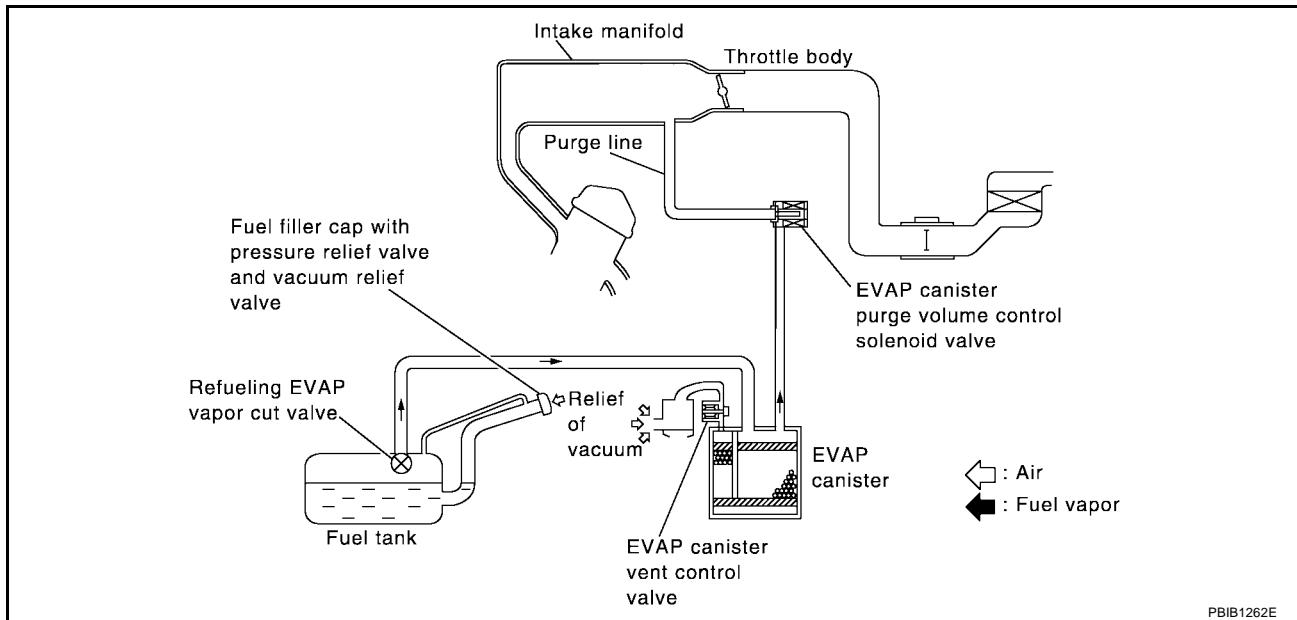
BBWA0318E

## EVAPORATIVE EMISSION SYSTEM

PFP:14950

### Description SYSTEM DESCRIPTION

UBS0025Y



The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister.

The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon and the vapor is stored there when the engine is not operating or when refueling to the fuel tank.

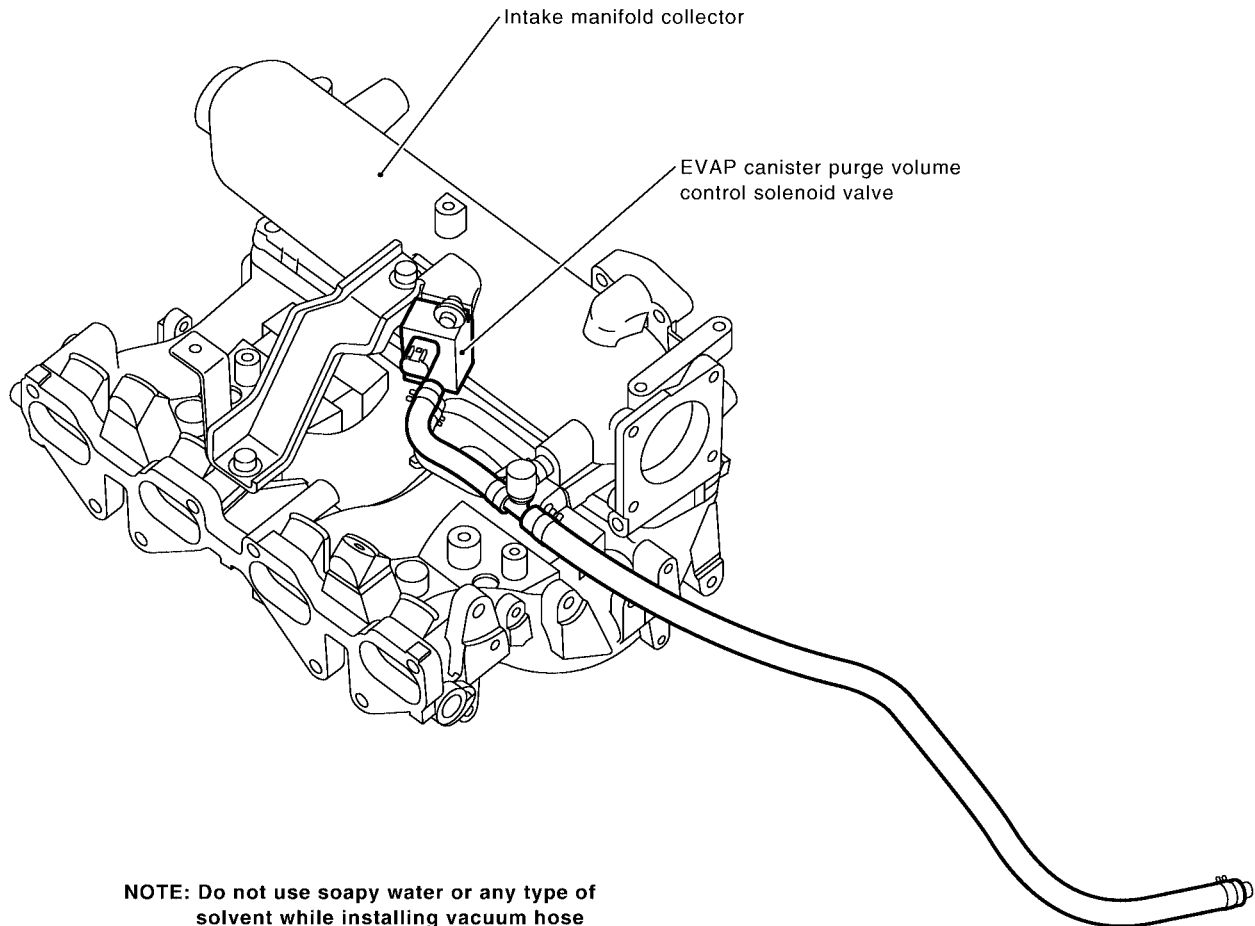
The vapor in the EVAP canister is purged by the air through the purge line to the intake manifold when the engine is operating. EVAP canister purge volume control solenoid valve is controlled by ECM. When the engine operates, the flow rate of vapor controlled by EVAP canister purge volume control solenoid valve is proportionally regulated as the air flow increases.

EVAP canister purge volume control solenoid valve also shuts off the vapor purge line during decelerating and idling.

# EVAPORATIVE EMISSION SYSTEM

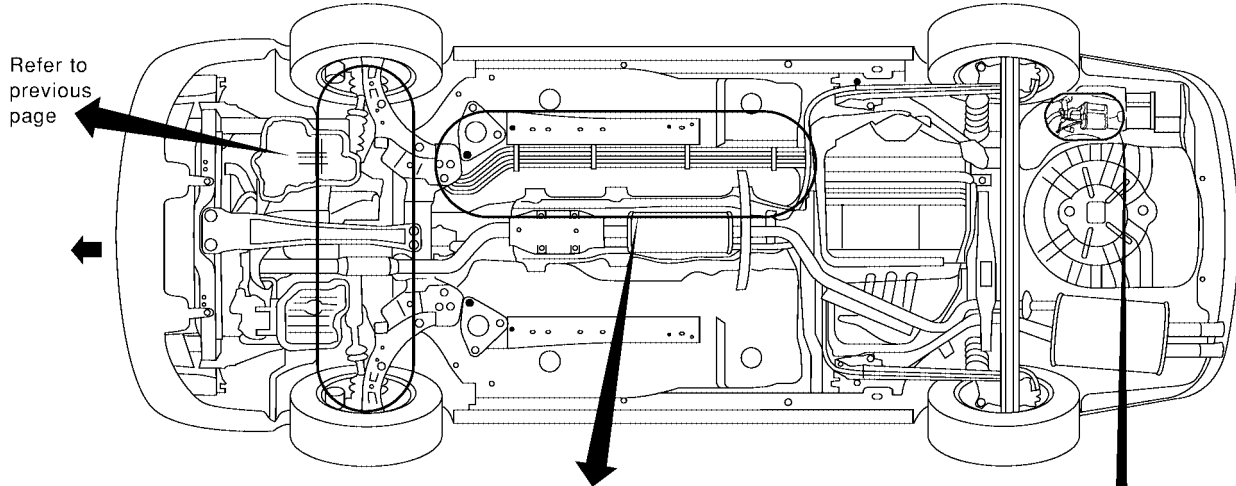
[QG18DE (SULEV)]

## EVAPORATIVE EMISSION LINE DRAWING

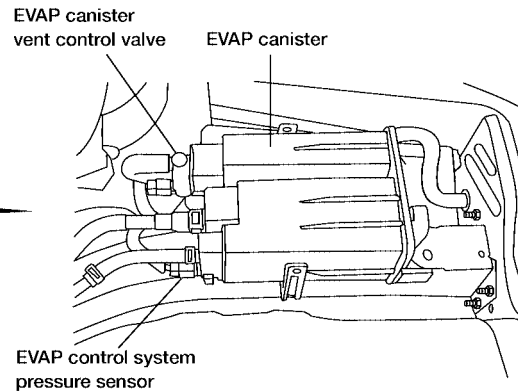
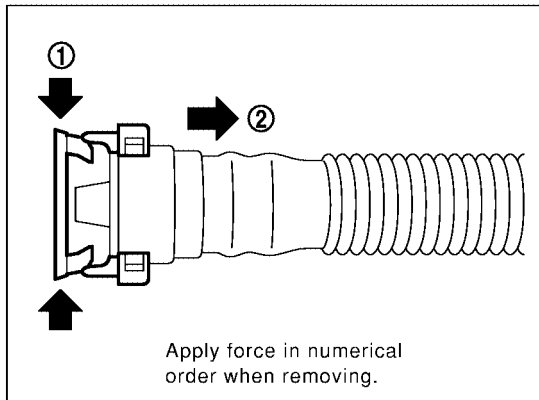
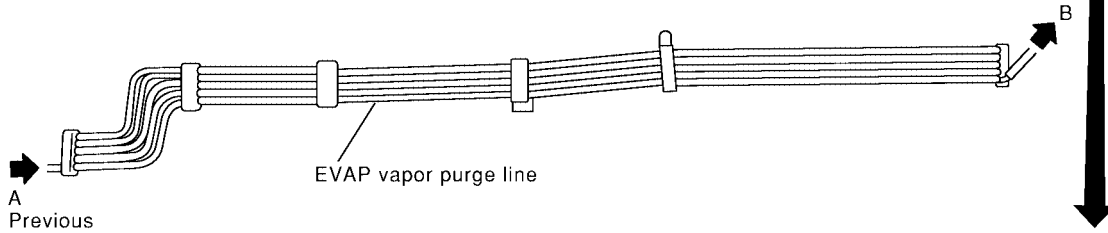


**NOTE:** Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

PBIB1180E



Refer to previous page



### INSTALLATION PRECAUTIONS:

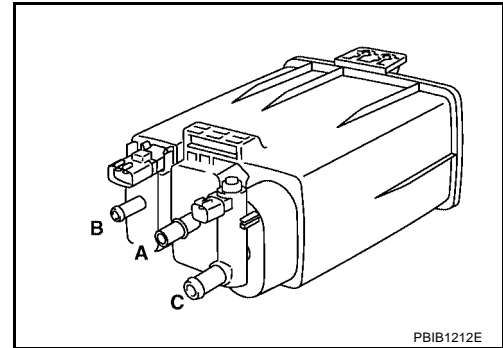
- This hose can be reused, but do not remove it unless necessary.
- Remove any foreign matter (dust, sand, etc.) from the hose connection before installing.
- Apply oil to the O-ring before installing.
- Replace the hose assembly if the O-ring is scratched or cracked.

BBIA0177E

### Component Inspection EVAP CANISTER

Check EVAP canister as follows:

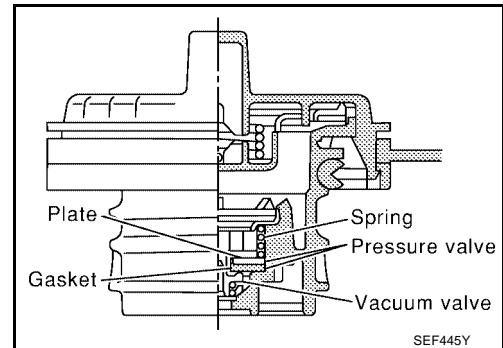
1. Block port **B** .
2. Blow air into port **A** and check that it flows freely out of port **C** .
3. Release blocked port **B** .
4. Apply vacuum pressure to port **B** and check that vacuum pressure exists at the ports **A** and **C** .
5. Block port **A** and **B** .
6. Apply pressure to port **C** and check that there is no leakage.



PBIB1212E

### FUEL TANK VACUUM RELIEF VALVE (BUILT INTO FUEL FILLER CAP)

1. Wipe clean valve housing.



SEF445Y

2. Check valve opening pressure and vacuum.

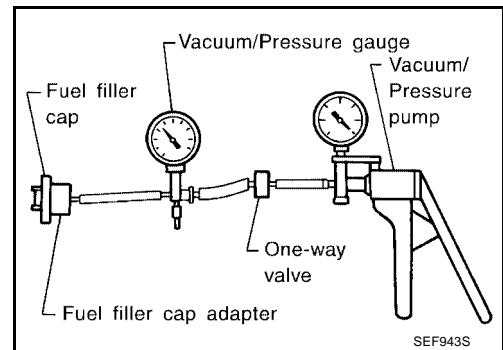
**Pressure:** 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm<sup>2</sup> , 2.22 - 2.90 psi)

**Vacuum:** -6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm<sup>2</sup> , -0.87 to -0.48 psi)

3. If out of specification, replace fuel filler cap as an assembly.

**CAUTION:**

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.



SEF943S

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-867, "DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE"](#) .

### FUEL TANK TEMPERATURE SENSOR

Refer to [EC-809, "DTC P0181 FTT SENSOR"](#) , [EC-814, "DTC P0182, P0183 FTT SENSOR"](#) .

### EVAP CANISTER VENT CONTROL VALVE

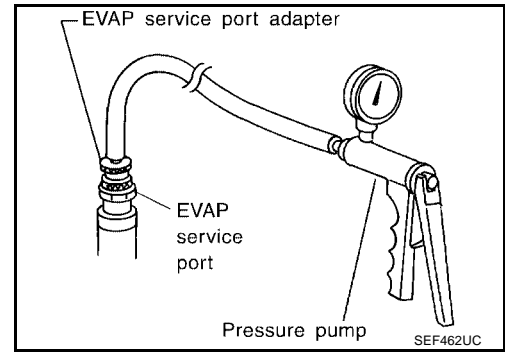
Refer to [EC-873](#) .

### EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-880](#) .

### EVAP SERVICE PORT

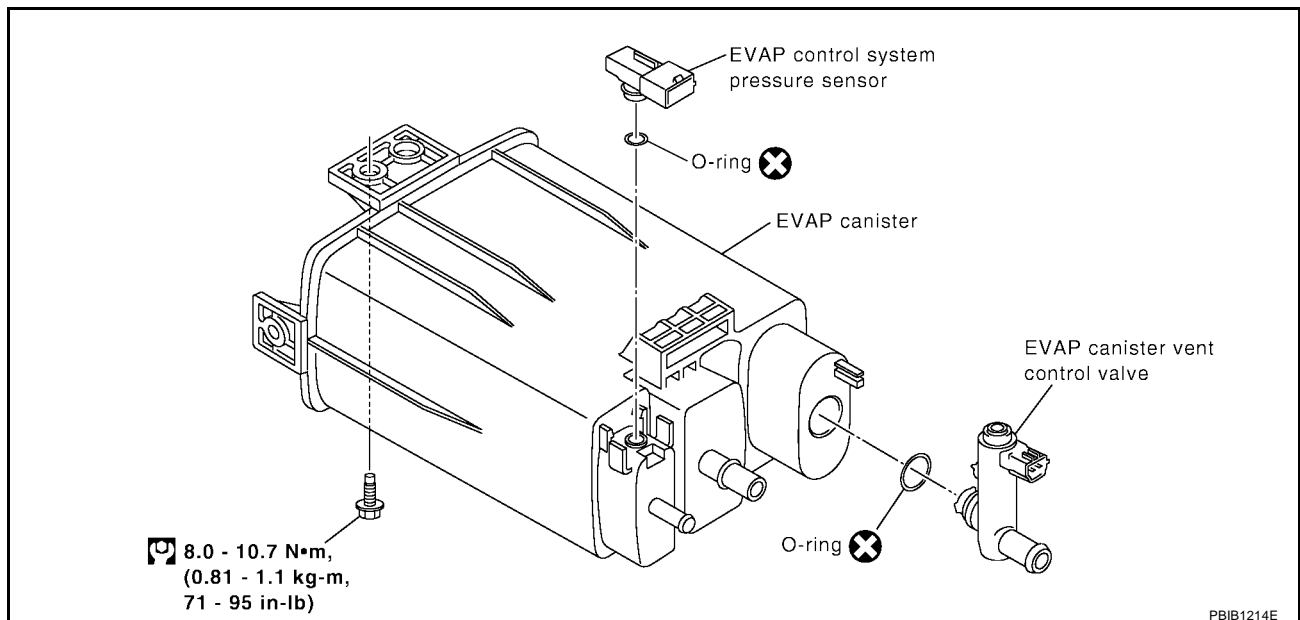
Positive pressure is delivered to the EVAP system through the EVAP service port. If fuel vapor leakage in the EVAP system occurs, use a leak detector to locate the leak.



UBS00617

### Removal and Installation EVAP CANISTER

Tighten EVAP canister as shown in the figure.

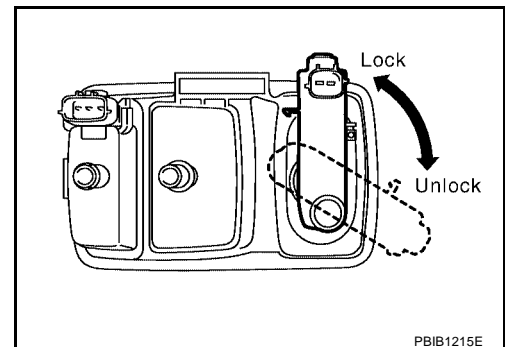


PBIB1214E

### EVAP CANISTER VENT CONTROL VALVE

1. Turn EVAP canister vent control valve counterclockwise.
2. Remove the EVAP canister vent control valve.

**Do not reuse the O-ring, replace it with a new one.**



PBIB1215E

### How to Detect Fuel Vapor Leakage

UBS00260

#### CAUTION:

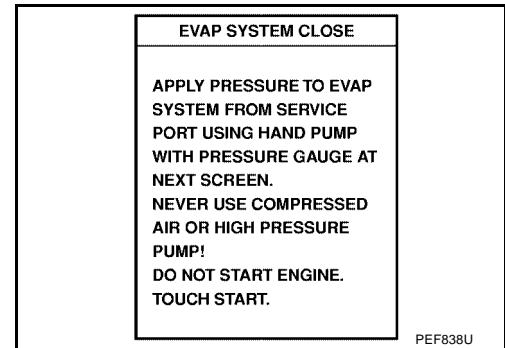
- Never use compressed air or a high pressure pump.
- Do not start engine.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in EVAP system.

#### NOTE:

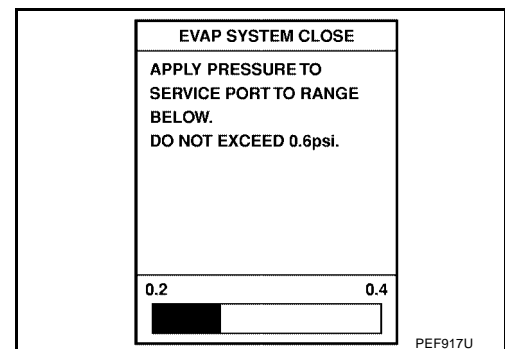
Improper installation of adapter to the service port may cause a leak.

### Ⓜ WITH CONSULT-II

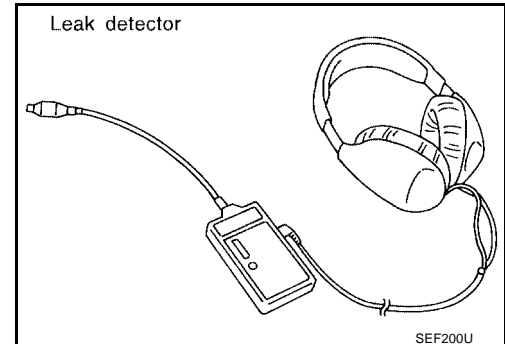
1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump and hose.
3. Turn ignition switch "ON".
4. Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
5. Touch "START". A bar graph (Pressure indicating display) will appear on the screen.



6. Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
7. Remove the EVAP service port adapter and hose with pressure pump.

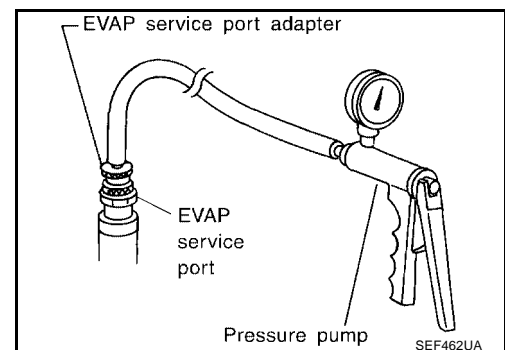


8. Locate the leak using a leak detector. Refer to [EC-1206](#), "[EVAPORATIVE EMISSION LINE DRAWING](#)".



### ⓧ WITHOUT CONSULT-II

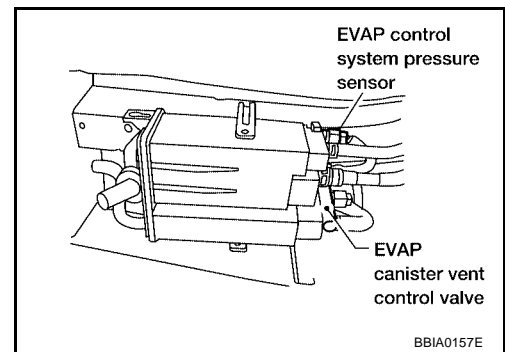
1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump with pressure gauge to the EVAP service port adapter.



# EVAPORATIVE EMISSION SYSTEM

[QG18DE (SULEV)]

3. Apply battery voltage to between the terminals of EVAP canister vent control valve to make a closed EVAP system.
4. To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm<sup>2</sup> , 0.2 to 0.4 psi).
5. Remove EVAP service port adapter and hose with pressure pump.
6. Locate the leak using a leak detector. Refer to [EC-1206, "EVAPORATIVE EMISSION LINE DRAWING"](#) .



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# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

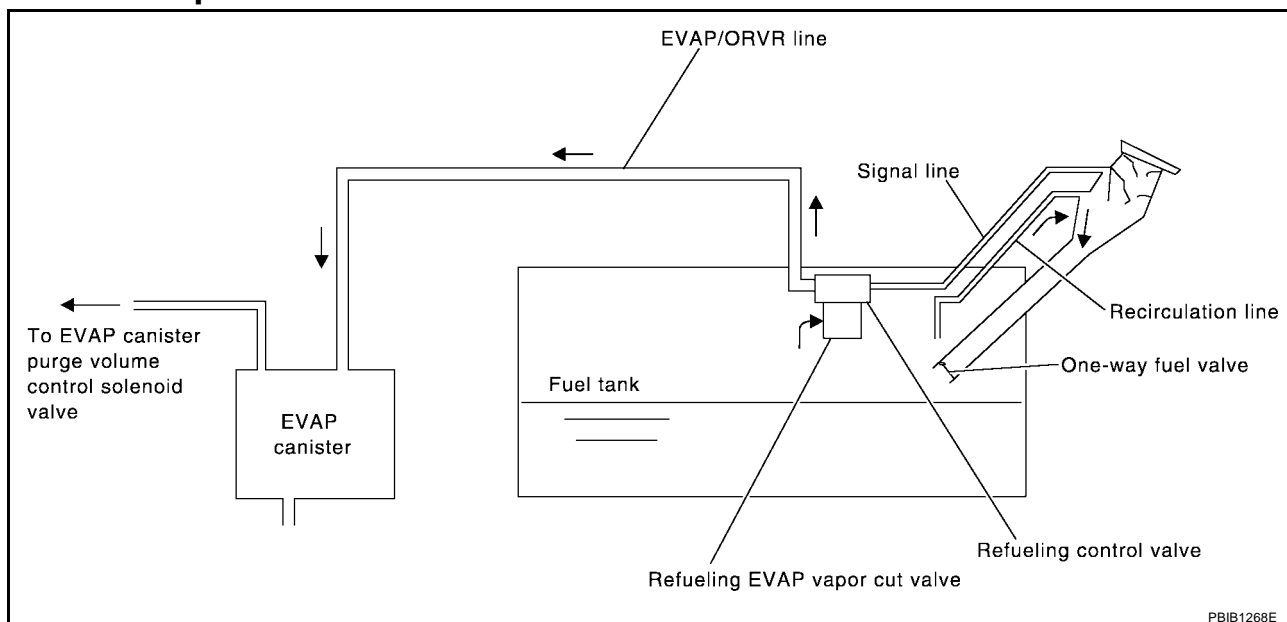
[QG18DE (SULEV)]

## ON BOARD REFUELING VAPOR RECOVERY (ORVR)

PFP:00000

### System Description

UBS00261



From the beginning of refueling, the fuel tank pressure goes up. When the pressure reaches the setting value of the refueling control valve (RCV) opening pressure, the RCV is opened. After RCV opens, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve, RCV and EVAP/ORVR line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.

When the refueling has reached the full level of the fuel tank, the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

The RCV is always closed during driving and the evaporative emission control system is operated the same as conventional system.

#### **WARNING:**

When conducting inspections below, be sure to observe the following:

- Put a "CAUTION: FLAMMABLE" sign in workshop.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from work area.
- Be sure to furnish the workshop with a CO<sub>2</sub> fire extinguisher.

#### **CAUTION:**

- Before removing fuel line parts, carry out the following procedures:
  - Put drained fuel in an explosion-proof container and put lid on securely.
  - Release fuel pressure from fuel line. Refer to [EC-637, "FUEL PRESSURE RELEASE"](#).
  - Disconnect battery ground cable.
- Always replace O-ring when the fuel gauge retainer is removed.
- Do not kink or twist hose and tube when they are installed.
- Do not tighten hose and clamps excessively to avoid damaging hoses.
- After installation, run engine and check for fuel leaks at connection.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically. Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (SULEV)]

## Diagnostic Procedure

**SYMPTOM: FUEL ODOR FROM EVAP CANISTER IS STRONG.**

UBS00262

### 1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.9 kg (4.2 lb).

OK or NG

OK >> GO TO 2.

NG >> GO TO 3.

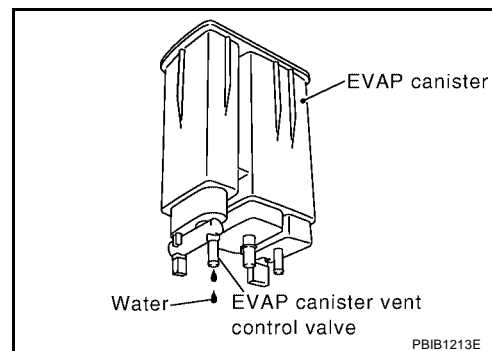
### 2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 3.

No >> GO TO 5.



### 3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 4.

### 4. DETECT MALFUNCTIONING PART

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

>> Repair or replace EVAP hose.

### 5. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-1215, "Component Inspection"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

**SYMPTOM: CANNOT REFUEL/FUEL ODOR FROM THE FUEL FILLER OPENING IS STRONG WHILE REFUELING.**

### 1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.9 kg (4.2 lb).

OK or NG

OK >> GO TO 2.

NG >> GO TO 3.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

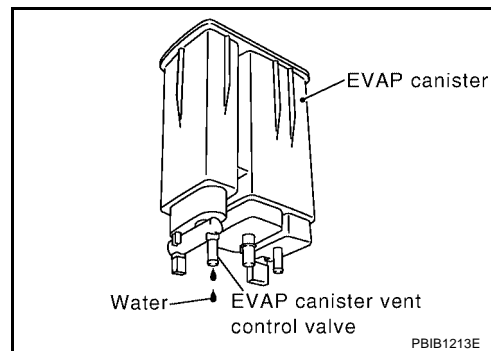
[QG18DE (SULEV)]

## 2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.
- No >> GO TO 5.



## 3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

>> Repair or replace EVAP hose.

## 5. CHECK VENT HOSES AND VENT TUBES

Check hoses and tubes between EVAP canister and refueling control valve for clogging, kink, looseness and improper connection.

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace hoses and tubes.

## 6. CHECK FILLER NECK TUBE

Check signal line and recirculation line for clogging, dents and cracks.

OK or NG

- OK >> GO TO 7.
- NG >> Replace filler neck tube.

## 7. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-1215, "Component Inspection"](#).

OK or NG

- OK >> GO TO 8.
- NG >> Replace refueling EVAP vapor cut valve with fuel tank.

## 8. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

OK or NG

- OK >> GO TO 9.
- NG >> Replace fuel filler tube.

**9. CHECK ONE-WAY FUEL VALVE-I**

Check one-way valve for clogging.

OK or NG

OK >> GO TO 10.

NG >> Repair or replace one-way fuel valve with fuel tank.

**10. CHECK ONE-WAY FUEL VALVE-II**

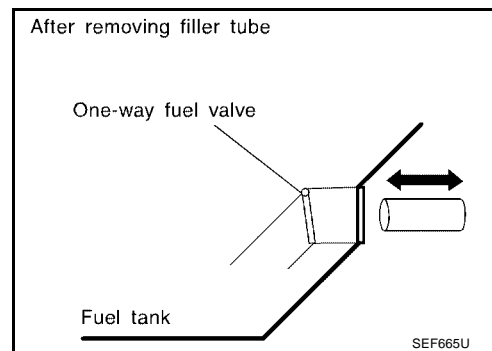
1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.
3. Check one-way fuel valve for operation as follows.  
When a stick is inserted, the valve should open, when removing stick it should close.

**Do not drop any material into the tank.**

OK or NG

OK >> **INSPECTION END**

NG >> Replace fuel filler tube or replace one-way fuel valve with fuel tank.



UBS00618

### Component Inspection

#### REFUELING EVAP VAPOR CUT VALVE

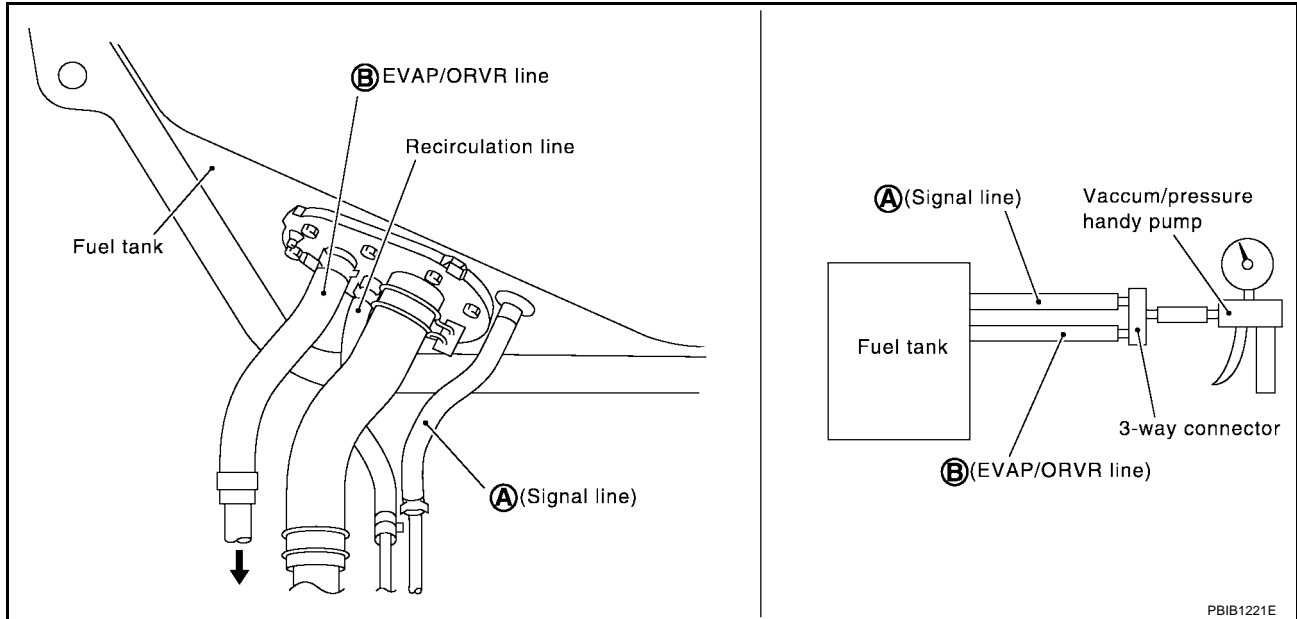
#### Ⓟ With CONSULT-II

1. Remove fuel tank. Refer to [FL-7, "Removal and Installation"](#).
2. Drain fuel from the tank as follows:
  - Remove fuel feed hose located on the fuel level sensor unit retainer.
  - Connect a spare fuel hose, one side to fuel level sensor unit retainer where the hose was removed and the other side to a fuel container.
  - Drain fuel using "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT-II.
3. Check refueling EVAP vapor cut valve for being stuck closed as follows.  
Blow air into the refueling EVAP vapor cut valve (from hose end **B**), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck open as follows.
  - Connect vacuum pump to hose ends **A** and **B** using a suitable 3-way connector.
  - Remove fuel level sensor unit retainer with fuel level sensor unit.
  - Always replace O-ring with new one.**
  - Put fuel tank upside down.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (SULEV)]

- Apply vacuum pressure to both hose ends **A** and **B** [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel level sensor unit retainer remaining open and check that the pressure is applicable.



PBIB1221E

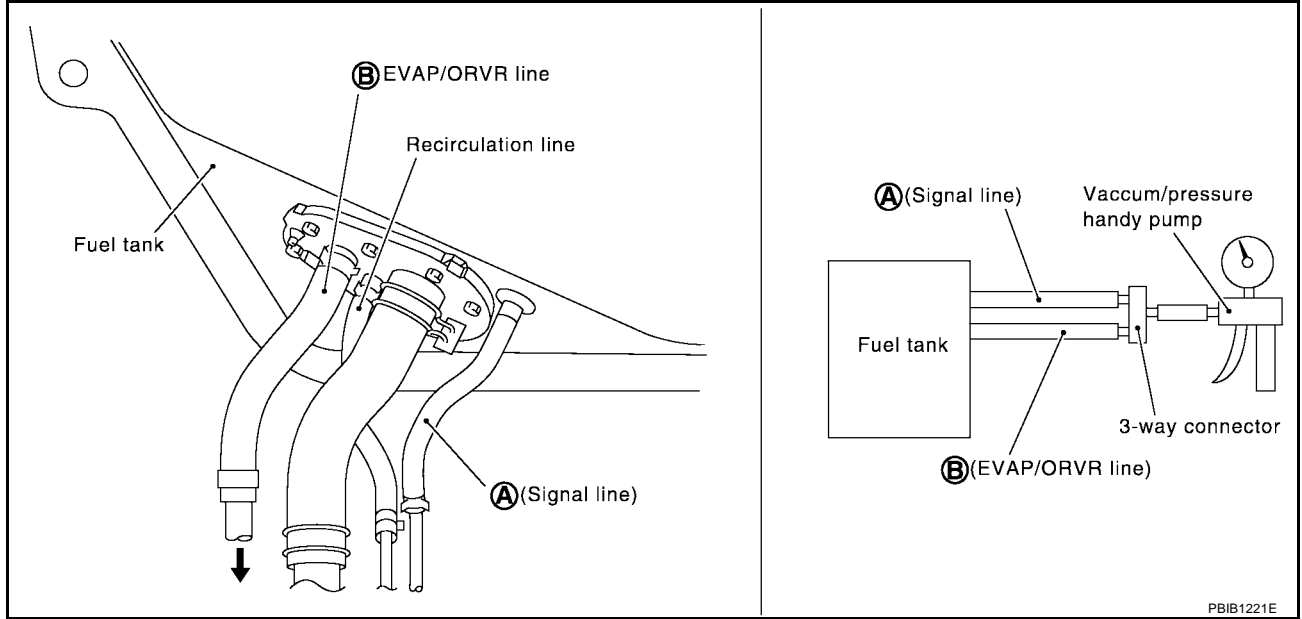
## ⊗ Without CONSULT-II

1. Remove fuel tank. Refer to [FL-7, "Removal and Installation"](#).
2. Drain fuel from the tank as follows:
  - Remove fuel level sensor unit retainer.
  - Drain fuel from the tank using a handy pump into a fuel container.
3. Check refueling EVAP vapor cut valve for being stuck closed as follows. Blow air into the refueling EVAP vapor cut valve (from hose end **B**), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck open as follows.
  - Connect vacuum pump to hose ends **A** and **B** using a suitable 3-way connector.
  - Remove fuel level sensor unit retainer with fuel level sensor unit.  
**Always replace O-ring with new one.**
  - Put fuel tank upside down.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QG18DE (SULEV)]

- Apply vacuum pressure to both hose ends **A** and **B** [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel level sensor unit retainer remaining open and check that the pressure is applicable.



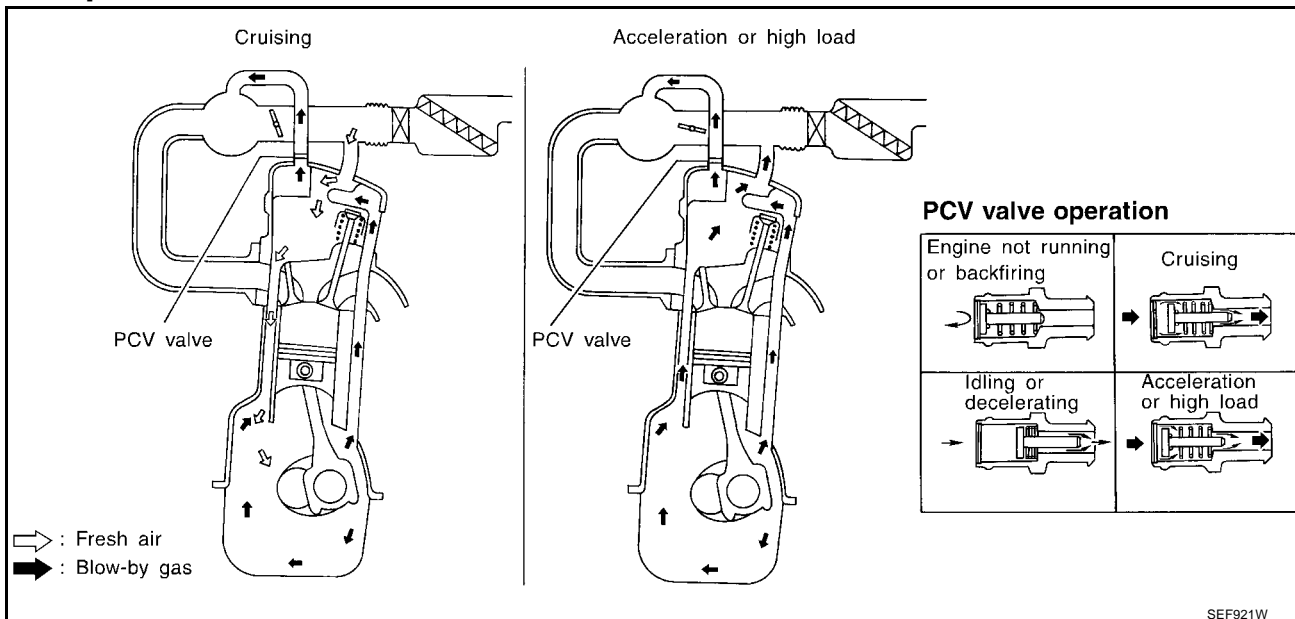
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POSITIVE CRANKCASE VENTILATION

PF1:11810

Description

UBS00263



SEF921W

This system returns blow-by gas to the intake collector.

The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.

During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve.

Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.

The ventilating air is then drawn from the air duct into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover.

Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.

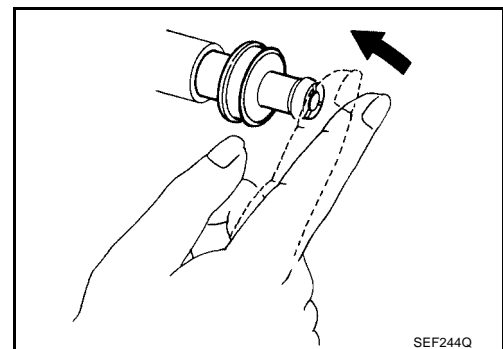
On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the intake collector under all conditions.

Component Inspection

PCV (POSITIVE CRANKCASE VENTILATION) VALVE

UBS00264

With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over the valve inlet.



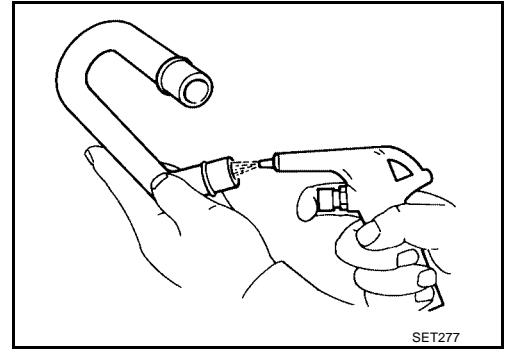
SEF244Q

# POSITIVE CRANKCASE VENTILATION

[QG18DE (SULEV)]

## VENTILATION HOSE

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and clean with compressed air. If any hose cannot be freed of obstructions, replace.



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# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

[QG18DE (SULEV)]

## AUTOMATIC SPEED CONTROL DEVICE (ASCD)

PF1:18930

### System Description INPUT/OUTPUT SIGNAL CHART

UBS006C1

Sensor	Input signal to ECM	ECM function	Actuator
ASCD brake switch	Brake pedal operation	ASCD vehicle speed control	Electric throttle control actuator
Stop lamp switch	Brake pedal operation		
ASCD clutch switch (M/T models)	Clutch pedal operation		
ASCD steering switch	ASCD steering switch operation		
Park/Neutral position (PNP) switch (A/T models)	Gear position		
Combination meter	Vehicle speed		
TCM	Powertrain revolution		

### BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can set vehicle speed in advance between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH).

ECM controls throttle angle of electric throttle control actuator to regulate engine speed.

Operation status of ASCD is indicated by CRUISE indicator and SET indicator in combination meter. If any malfunction occurs in ASCD system, it automatically deactivates control.

### SET OPERATION

Press ASCD CRUISE switch (Main switch). (The CRUISE indicator in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET switch. (Then SET indicator in combination meter illuminates.)

### ACCEL OPERATION

If the RESUME/ACCEL switch is depressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system.

And then ASCD will keep the new set speed.

### CANCEL OPERATION

When any of following conditions exist, cruise operation will be canceled.

- CANCEL switch is depressed
- More than 2 switches at ASCD steering switch are depressed at the same time (Set speed will be cleared.).
- Brake pedal is depressed
- Clutch pedal is depressed or gear position is changed to the neutral position (M/T models)
- Selector lever is changed to "N", "P", "R" position (A/T models).
- Vehicle speed decreased to 13 km/h (8 MPH) lower than the set speed

When the ECM detects any of the following conditions, the ECM will cancel the cruise operation and inform the driver by blinking indicator lamp.

- Engine coolant temperature is slightly higher than the normal operating temperature: CRUISE lamp may blink slowly.  
When the engine coolant temperature decreases to the normal operating temperature, CRUISE lamp will stop blinking and the cruise operation will be able to work by depressing SET switch or RESUME switch.
- Malfunction for some self-diagnoses regarding ASCD control: SET lamp will blink quickly.

If MAIN switch is turned to OFF during ASCD is activated, all of ASCD operations will be canceled and vehicle speed memory will be erased.

### COAST OPERATION

When the SET/COAST switch is depressed during cruise control driving, decrease vehicle set speed until the switch is released. And then ASCD will keep the new set speed.

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

[QG18DE (SULEV)]

## RESUME OPERATION

When the RESUME/ACCEL switch is depressed after cancel operation other than depressing MAIN switch is performed, vehicle speed will return to last set speed. To resume vehicle set speed, vehicle condition must meet following conditions.

- Brake pedal is released.
- Clutch pedal is released (M/T models)
- A/T selector lever is in other than P and N position (A/T models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

## Component Description

### ASCD STEERING SWITCH

Refer to [EC-1095](#) .

### ASCD BRAKE SWITCH

Refer to [EC-1119](#) , and [EC-1123](#) .

### ASCD CLUTCH SWITCH

Refer to [EC-1102](#) and [EC-1111](#) .

### STOP LAMP SWITCH

Refer to [EC-1102](#) , [EC-1119](#) and [EC-1192](#) .

### ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EC-952](#) , [EC-954](#) , [EC-961](#) and [EC-966](#) .

### ASCD INDICATOR

Refer to [EC-1201](#) .

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# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE (SULEV)]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Fuel Pressure

UBS00265

Fuel pressure at idling kPa (kg/cm <sup>2</sup> , psi)	Approximately 350 (3.57, 51)
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### Idle Speed and Ignition Timing

UBS00266

Target idle speed rpm (Engine is warmed up to normal operating temperature)	No-load*1	A/T: 800 ± 50 rpm (in "P" or "N" position) M/T: 650 ± 50 rpm
Air conditioner: ON rpm		850 or more
Ignition timing		A/T: 18° ± 5° BTDC M/T: 7° ± 5° BTDC
Throttle position sensor idle position V		0.15 - 0.85

\*1: Under the following conditions:

- Air conditioner switch: OFF
- Electrical load: OFF (Lights & rear window defogger)
- Steering wheel: Kept in straight-ahead position

### Mass Air Flow Sensor

UBS00267

Supply voltage V	Battery voltage (11 - 14)
Output voltage V	1.0 - 1.7
Mass air flow (Using CONSULT-II or GST) g-m/sec	1.4 - 4.0 at idle* 5.0 - 10.0 at 2,500 rpm*

\*: Engine is warmed up to normal operating temperature and idling under no-load.

### Engine Coolant Temperature Sensor

UBS00268

Temperature °C (°F)	Resistance kΩ
25 (77)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260

### Fuel Pump

UBS0026A

Resistance [at 25°C (77°F)] Ω	0.2 - 5.0
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### Injector

UBS0026C

Resistance [at 20°C (68°F)] Ω	13.5 - 17.5
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### Resistor

UBS006IW

Resistance [at 25°C (77°F)] Ω	4 - 8
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### Throttle Control Motor

UBS006J4

Resistance [at 25°C (77°F)]	Approximately 1 - 15Ω
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### Air Fuel Ratio (A/F) Sensor 1 Heater

UBS0026F

Resistance [at 25°C (77°F)] Ω	2.3 - 4.3
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# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE (SULEV)]

## Calculated Load Value

UBS0026G

	Calculated load value % (Using CONSULT-II or GST)
At idle	20.0 - 35.5
At 2,500 rpm	17.0 - 30.0

## Intake Air Temperature Sensor

UBS0026H

Temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

## Heated Oxygen Sensor 2 Heater

UBS0026J

Resistance [at 25°C (77°F)] Ω	2.3 - 4.3
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## Crankshaft Position Sensor (POS)

UBS0026K

Resistance [at 20°C (68°F)] Ω	166 - 204
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## Fuel Tank Temperature Sensor

UBS0026L

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

# INDEX FOR DTC

[QR25DE]

PFP:00024

UBS0026N

## INDEX FOR DTC

### Alphabetical Index

**NOTE:**

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-1350, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

x: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
A/T 1ST GR FNCTN	P0731	0731	2	×	<a href="#">AT-512</a>
A/T 2ND GR FNCTN	P0732	0732	2	×	<a href="#">AT-517</a>
A/T 3RD GR FNCTN	P0733	0733	2	×	<a href="#">AT-522</a>
A/T 4TH GR FNCTN	P0734	0734	2	×	<a href="#">AT-527</a>
A/T TCC S/V FNCTN	P0744	0744	2	×	<a href="#">AT-539</a>
APP SEN 1/CIRC	P2122	2122	1	×	<a href="#">EC-1751</a>
APP SEN 1/CIRC	P2123	2123	1	×	<a href="#">EC-1751</a>
APP SEN 2/CIRC	P2127	2127	1	×	<a href="#">EC-1757</a>
APP SEN 2/CIRC	P2128	2128	1	×	<a href="#">EC-1757</a>
APP SENSOR	P2138	2138	1	×	<a href="#">EC-1770</a>
ASCD BRAKE SW	P1572	1572	1	—	<a href="#">EC-1730</a>
ASCD SW	P1564	1564	1	—	<a href="#">EC-1723</a>
ASCD VHL SPD SEN	P1574	1574	1	—	<a href="#">EC-1740</a>
ATF TEMP SEN/CIRC	P0710	0710	2	×	<a href="#">AT-497</a>
BRAKE SW/CIRCUIT	P1805	1805	2	—	<a href="#">EC-1746</a>
CAN COMM CIRCUIT	U1000	1000*5	1	×	<a href="#">EC-1350</a>
CAN COMM CIRCUIT	U1001	1001*5	2	—	<a href="#">EC-1350</a>
CKP SEN/CIRCUIT	P0335	0335	2	×	<a href="#">EC-1490</a>
CLOSED LOOP-B1	P1148	1148	1	×	<a href="#">EC-1649</a>
CMP SEN/CIRC-B1	P0340	0340	2	×	<a href="#">EC-1496</a>
CTP LEARNING	P1225	1225	2	—	<a href="#">EC-1664</a>
CTP LEARNING	P1226	1226	2	—	<a href="#">EC-1666</a>
CYL 1 MISFIRE	P0301	0301	2	×	<a href="#">EC-1481</a>
CYL 2 MISFIRE	P0302	0302	2	×	<a href="#">EC-1481</a>
CYL 3 MISFIRE	P0303	0303	2	×	<a href="#">EC-1481</a>
CYL 4 MISFIRE	P0304	0304	2	×	<a href="#">EC-1481</a>
ECM	P0605	0605	1 or 2	× or —	<a href="#">EC-1583</a>
ECM BACK UP/CIRC	P1065	1065	2	×	<a href="#">EC-1590</a>
ECT SEN/CIRCUIT	P0117	0117	1	×	<a href="#">EC-1386</a>
ECT SEN/CIRCUIT	P0118	0118	1	×	<a href="#">EC-1386</a>
ECT SENSOR	P0125	0125	1	×	<a href="#">EC-1398</a>
ENG OVER TEMP	P0217	0217	1	×	<a href="#">EC-1461</a>
ENG OVER TEMP	P1217	1217	1	×	<a href="#">EC-1651</a>
ENGINE SPEED SIG	P0725	0725	2	×	<a href="#">AT-508</a>
ETC ACTR	P1121	1121	1 or 2	×	<a href="#">EC-1604</a>
ETC FUNCTION/CIRC	P1122	1122	1	×	<a href="#">EC-1606</a>
ETC MOT	P1128	1128	1	×	<a href="#">EC-1618</a>

# INDEX FOR DTC

[QR25DE]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
ETC MOT PWR	P1124	1124	1	×	<a href="#">EC-1613</a>
ETC MOT PWR	P1126	1126	1	×	<a href="#">EC-1613</a>
EVAP GROSS LEAK	P0455	0455	2	×	<a href="#">EC-1547</a>
EVAP PURG FLOW/MON	P0441	0441	2	×	<a href="#">EC-1507</a>
EVAP SMALL LEAK	P0442	0442	2	×	<a href="#">EC-1513</a>
EVAP SYS PRES SEN	P0452	0452	2	×	<a href="#">EC-1534</a>
EVAP SYS PRES SEN	P0453	0453	2	×	<a href="#">EC-1540</a>
EVAP VERY SML LEAK	P0456	0456	2	×	<a href="#">EC-1555</a>
EVAP VERY SML LEAK	P1456	1456	2	×	<a href="#">EC-1695</a>
FTT SEN/CIRCUIT	P0182	0182	2	×	<a href="#">EC-1457</a>
FTT SEN/CIRCUIT	P0183	0183	2	×	<a href="#">EC-1457</a>
FTT SENSOR	P0181	0181	2	×	<a href="#">EC-1455</a>
FUEL LEV SEN SLOSH	P0460	0460	2	×	<a href="#">EC-1564</a>
FUEL LEVEL SEN/CIRC	P1464	1464	2	×	<a href="#">EC-1704</a>
FUEL LEVEL SENSOR	P0461	0461	2	×	<a href="#">EC-1569</a>
FUEL LEVL SEN/CIRC	P0462	0462	2	×	<a href="#">EC-1571</a>
FUEL LEVL SEN/CIRC	P0463	0463	2	×	<a href="#">EC-1571</a>
FUEL SYS-LEAN-B1	P0171	0171	2	×	<a href="#">EC-1442</a>
FUEL SYS-RICH-B1	P0172	0172	2	×	<a href="#">EC-1449</a>
HO2S1 (B1)	P0132	0132	2	×	<a href="#">EC-1406</a>
HO2S1 (B1)	P0133	0133	2	×	<a href="#">EC-1412</a>
HO2S1 (B1)	P0134	0134	2	×	<a href="#">EC-1421</a>
HO2S1 (B1)	P1143	1143	2	×	<a href="#">EC-1623</a>
HO2S1 (B1)	P1144	1144	2	×	<a href="#">EC-1629</a>
HO2S1 HTR (B1)	P0031	0031	2	×	<a href="#">EC-1356</a>
HO2S1 HTR (B1)	P0032	0032	2	×	<a href="#">EC-1356</a>
HO2S2 (B1)	P0138	0138	2	×	<a href="#">EC-1428</a>
HO2S2 (B1)	P0139	0139	2	×	<a href="#">EC-1435</a>
HO2S2 (B1)	P1146	1146	2	×	<a href="#">EC-1635</a>
HO2S2 (B1)	P1147	1147	2	×	<a href="#">EC-1642</a>
HO2S2 HTR (B1)	P0037	0037	2	×	<a href="#">EC-1362</a>
HO2S2 HTR (B1)	P0038	0038	2	×	<a href="#">EC-1362</a>
IAT SEN/CIRCUIT	P0112	0112	2	×	<a href="#">EC-1381</a>
IAT SEN/CIRCUIT	P0113	0113	2	×	<a href="#">EC-1381</a>
IAT SENSOR	P0127	0127	2	×	<a href="#">EC-1401</a>
INT/V TIM CONT-B1	P0011	0011	2	×	<a href="#">EC-1353</a>
INT/V TIM V/CIR-B1	P1111	1111	2	×	<a href="#">EC-1600</a>
ISC SYSTEM	P0506	0506	2	×	<a href="#">EC-1579</a>
ISC SYSTEM	P0507	0507	2	×	<a href="#">EC-1581</a>
KNOCK SEN/CIRC-B1	P0327	0327	2	—	<a href="#">EC-1486</a>
KNOCK SEN/CIRC-B1	P0328	0328	2	—	<a href="#">EC-1486</a>
L/PRESS SOL/CIRC	P0745	0745	2	×	<a href="#">AT-547</a>

A  
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C  
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# INDEX FOR DTC

[QR25DE]

Items (CONSULT-II screen terms)	DTC*1		Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3			
MAF SEN/CIRCUIT	P0101	0101	1	×	<a href="#">EC-1368</a>
MAF SEN/CIRCUIT	P0102	0102	1	×	<a href="#">EC-1375</a>
MAF SEN/CIRCUIT	P0103	0103	1	×	<a href="#">EC-1375</a>
MAF SENSOR	P1102	1102	1	×	<a href="#">EC-1594</a>
MIL/CIRC	P0650	0650	2	—	<a href="#">EC-1586</a>
MULTI CYL MISFIRE	P0300	0300	2	×	<a href="#">EC-1481</a>
NATS MALFUNCTION	P1610 - P1615	1610 - 1615	2	—	<a href="#">EC-1275</a>
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	No DTC	Flashing*4	—	Flashing*4	<a href="#">EC-1276</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	<b>0000</b>	—	—	—
O/R CLTCH SOL/CIRC	P1760	1760	2	×	<a href="#">AT-568</a>
P-N POS SW/CIRCUIT	P1706	1706	2	×	<a href="#">EC-1742</a>
PNP SW/CIRC	P0705	0705	2	×	<a href="#">AT-491</a>
PURG VOLUME CONT/V	P0444	0444	2	×	<a href="#">EC-1521</a>
PURG VOLUME CONT/V	P0445	0445	2	×	<a href="#">EC-1521</a>
PURG VOLUME CONT/V	P1444	1444	2	×	<a href="#">EC-1672</a>
SENSOR POWER/CIRC	P1229	1229	1	×	<a href="#">EC-1668</a>
SFT SOL A/CIRC	P0750	0750	1	×	<a href="#">AT-553</a>
SFT SOL B/CIRC	P0755	0755	1	×	<a href="#">AT-558</a>
TCC SOLENOID/CIRC	P0740	0740	2	×	<a href="#">AT-534</a>
THERMSTAT FNCTN	P0128	0128	2	×	<a href="#">EC-1404</a>
TP SEN 1/CIRC	P0222	0222	1	×	<a href="#">EC-1475</a>
TP SEN 1/CIRC	P0223	0223	1	×	<a href="#">EC-1475</a>
TP SEN 2/CIRC	P0122	0122	1	×	<a href="#">EC-1391</a>
TP SEN 2/CIRC	P0123	0123	1	×	<a href="#">EC-1391</a>
TP SENSOR	P2135	2135	1	×	<a href="#">EC-1763</a>
TPV SEN/CIRC A/T	P1705	1705	1	×	<a href="#">AT-563</a>
TW CATALYST SYS-B1	P0420	0420	2	×	<a href="#">EC-1502</a>
VC CUT/V BYPASS/V	P1491	1491	2	×	<a href="#">EC-1714</a>
VC/V BYPASS/V	P1490	1490	2	×	<a href="#">EC-1707</a>
VEH SPD SEN/CIR AT*6	P0720	0720	2	×	<a href="#">AT-503</a>
VEH SPEED SEN/CIRC*6	P0500	0500	2	×	<a href="#">EC-1575</a>
VENT CONTROL VALVE	P0447	0447	2	×	<a href="#">EC-1527</a>
VENT CONTROL VALVE	P1446	1446	2	×	<a href="#">EC-1680</a>
VENT CONTROL VALVE	P1448	1448	2	×	<a href="#">EC-1687</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*4: When engine is running.

\*5: The troubleshooting for this DTC needs CONSULT-II.

\*6: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

# INDEX FOR DTC

[QR25DE]

UBS00260

## DTC No. Index

**NOTE:**

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-1350, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

×: Applicable —: Not applicable

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
No DTC	Flashing*4	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	Flashing*4	<a href="#">EC-1276</a>
U1000	1000*5	CAN COMM CIRCUIT	1	×	<a href="#">EC-1350</a>
U1001	1001*5	CAN COMM CIRCUIT	2	—	<a href="#">EC-1350</a>
<b>P0000</b>	<b>0000</b>	<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	—	—	—
P0011	0011	INT/V TIM CONT-B1	2	×	<a href="#">EC-1353</a>
P0031	0031	HO2S1 HTR (B1)	2	×	<a href="#">EC-1356</a>
P0032	0032	HO2S1 HTR (B1)	2	×	<a href="#">EC-1356</a>
P0037	0037	HO2S2 HTR (B1)	2	×	<a href="#">EC-1362</a>
P0038	0038	HO2S2 HTR (B1)	2	×	<a href="#">EC-1362</a>
P0101	0101	MAF SEN/CIRCUIT	1	×	<a href="#">EC-1368</a>
P0102	0102	MAF SEN/CIRCUIT	1	×	<a href="#">EC-1375</a>
P0103	0103	MAF SEN/CIRCUIT	1	×	<a href="#">EC-1375</a>
P0112	0112	IAT SEN/CIRCUIT	2	×	<a href="#">EC-1381</a>
P0113	0113	IAT SEN/CIRCUIT	2	×	<a href="#">EC-1381</a>
P0117	0117	ECT SEN/CIRCUIT	1	×	<a href="#">EC-1386</a>
P0118	0118	ECT SEN/CIRCUIT	1	×	<a href="#">EC-1386</a>
P0122	0122	TP SEN 2/CIRC	1	×	<a href="#">EC-1391</a>
P0123	0123	TP SEN 2/CIRC	1	×	<a href="#">EC-1391</a>
P0125	0125	ECT SENSOR	1	×	<a href="#">EC-1398</a>
P0127	0127	IAT SENSOR	2	×	<a href="#">EC-1401</a>
P0128	0128	THERMSTAT FNCTN	2	×	<a href="#">EC-1404</a>
P0132	0132	HO2S1 (B1)	2	×	<a href="#">EC-1406</a>
P0133	0133	HO2S1 (B1)	2	×	<a href="#">EC-1412</a>
P0134	0134	HO2S1 (B1)	2	×	<a href="#">EC-1421</a>
P0138	0138	HO2S2 (B1)	2	×	<a href="#">EC-1428</a>
P0139	0139	HO2S2 (B1)	2	×	<a href="#">EC-1435</a>
P0171	0171	FUEL SYS-LEAN-B1	2	×	<a href="#">EC-1442</a>
P0172	0172	FUEL SYS-RICH-B1	2	×	<a href="#">EC-1449</a>
P0181	0181	FTT SENSOR	2	×	<a href="#">EC-1455</a>
P0182	0182	FTT SEN/CIRCUIT	2	×	<a href="#">EC-1457</a>
P0183	0183	FTT SEN/CIRCUIT	2	×	<a href="#">EC-1457</a>
P0217	0217	ENG OVER TEMP	1	×	<a href="#">EC-1461</a>
P0222	0222	TP SEN 1/CIRC	1	×	<a href="#">EC-1475</a>
P0223	0223	TP SEN 1/CIRC	1	×	<a href="#">EC-1475</a>
P0300	0300	MULTI CYL MISFIRE	2	×	<a href="#">EC-1481</a>



# INDEX FOR DTC

[QR25DE]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P0301	0301	CYL 1 MISFIRE	2	×	<a href="#">EC-1481</a>
P0302	0302	CYL 2 MISFIRE	2	×	<a href="#">EC-1481</a>
P0303	0303	CYL 3 MISFIRE	2	×	<a href="#">EC-1481</a>
P0304	0304	CYL 4 MISFIRE	2	×	<a href="#">EC-1481</a>
P0327	0327	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-1486</a>
P0328	0328	KNOCK SEN/CIRC-B1	2	—	<a href="#">EC-1486</a>
P0335	0335	CKP SEN/CIRCUIT	2	×	<a href="#">EC-1490</a>
P0340	0340	CMP SEN/CIRC-B1	2	×	<a href="#">EC-1496</a>
P0420	0420	TW CATALYST SYS-B1	2	×	<a href="#">EC-1502</a>
P0441	0441	EVAP PURG FLOW/MON	2	×	<a href="#">EC-1507</a>
P0442	0442	EVAP SMALL LEAK	2	×	<a href="#">EC-1513</a>
P0444	0444	PURG VOLUME CONT/V	2	×	<a href="#">EC-1521</a>
P0445	0445	PURG VOLUME CONT/V	2	×	<a href="#">EC-1521</a>
P0447	0447	VENT CONTROL VALVE	2	×	<a href="#">EC-1527</a>
P0452	0452	EVAP SYS PRES SEN	2	×	<a href="#">EC-1534</a>
P0453	0453	EVAP SYS PRES SEN	2	×	<a href="#">EC-1540</a>
P0455	0455	EVAP GROSS LEAK	2	×	<a href="#">EC-1547</a>
P0456	0456	EVAP VERY SML LEAK	2	×	<a href="#">EC-1555</a>
P0460	0460	FUEL LEV SEN SLOSH	2	×	<a href="#">EC-1564</a>
P0461	0461	FUEL LEVEL SENSOR	2	×	<a href="#">EC-1569</a>
P0462	0462	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-1571</a>
P0463	0463	FUEL LEVL SEN/CIRC	2	×	<a href="#">EC-1571</a>
P0500	0500	VEH SPEED SEN/CIRC*6	2	×	<a href="#">EC-1575</a>
P0506	0506	ISC SYSTEM	2	×	<a href="#">EC-1579</a>
P0507	0507	ISC SYSTEM	2	×	<a href="#">EC-1581</a>
P0605	0605	ECM	1 or 2	× or —	<a href="#">EC-1583</a>
P0650	0650	MIL/CIRC	2	—	<a href="#">EC-1586</a>
P0705	0705	PNP SW/CIRC	2	×	<a href="#">AT-491</a>
P0710	0710	ATF TEMP SEN/CIRC	2	×	<a href="#">AT-497</a>
P0720	0720	VEH SPD SEN/CIR AT*6	2	×	<a href="#">AT-503</a>
P0725	0725	ENGINE SPEED SIG	2	×	<a href="#">AT-508</a>
P0731	0731	A/T 1ST GR FNCTN	2	×	<a href="#">AT-512</a>
P0732	0732	A/T 2ND GR FNCTN	2	×	<a href="#">AT-517</a>
P0733	0733	A/T 3RD GR FNCTN	2	×	<a href="#">AT-522</a>
P0734	0734	A/T 4TH GR FNCTN	2	×	<a href="#">AT-527</a>
P0740	0740	TCC SOLENOID/CIRC	2	×	<a href="#">AT-534</a>
P0744	0744	A/T TCC S/V FNCTN	2	×	<a href="#">AT-539</a>
P0745	0745	L/PRESS SOL/CIRC	2	×	<a href="#">AT-547</a>
P0750	0750	SFT SOL A/CIRC	1	×	<a href="#">AT-553</a>
P0755	0755	SFT SOL B/CIRC	1	×	<a href="#">AT-558</a>
P1065	1065	ECM BACK UP/CIRC	2	×	<a href="#">EC-1590</a>
P1102	1102	MAF SENSOR	1	×	<a href="#">EC-1594</a>

# INDEX FOR DTC

[QR25DE]

DTC*1		Items (CONSULT-II screen terms)	Trip	MIL lighting up	Reference page
CONSULT-II GST*2	ECM*3				
P1111	1111	INT/V TIM V/CIR-B1	2	×	<a href="#">EC-1600</a>
P1121	1121	ETC ACTR	1 or 2	×	<a href="#">EC-1604</a>
P1122	1122	ETC FUNCTION/CIRC	1	×	<a href="#">EC-1606</a>
P1124	1124	ETC MOT PWR	1	×	<a href="#">EC-1613</a>
P1126	1126	ETC MOT PWR	1	×	<a href="#">EC-1613</a>
P1128	1128	ETC MOT	1	×	<a href="#">EC-1618</a>
P1143	1143	HO2S1 (B1)	2	×	<a href="#">EC-1623</a>
P1144	1144	HO2S1 (B1)	2	×	<a href="#">EC-1629</a>
P1146	1146	HO2S2 (B1)	2	×	<a href="#">EC-1635</a>
P1147	1147	HO2S2 (B1)	2	×	<a href="#">EC-1642</a>
P1148	1148	CLOSED LOOP-B1	1	×	<a href="#">EC-1649</a>
P1217	1217	ENG OVER TEMP	1	×	<a href="#">EC-1651</a>
P1225	1225	CTP LEARNING	2	—	<a href="#">EC-1664</a>
P1226	1226	CTP LEARNING	2	—	<a href="#">EC-1666</a>
P1229	1229	SENSOR POWER/CIRC	1	×	<a href="#">EC-1668</a>
P1444	1444	PURG VOLUME CONT/V	2	×	<a href="#">EC-1672</a>
P1446	1446	VENT CONTROL VALVE	2	×	<a href="#">EC-1680</a>
P1448	1448	VENT CONTROL VALVE	2	×	<a href="#">EC-1687</a>
P1456	1456	EVAP VERY SML LEAK	2	×	<a href="#">EC-1695</a>
P1464	1464	FUEL LEVEL SEN/CIRC	2	×	<a href="#">EC-1704</a>
P1490	1490	VC/V BYPASS/V	2	×	<a href="#">EC-1707</a>
P1491	1491	VC CUT/V BYPASS/V	2	×	<a href="#">EC-1714</a>
P1564	1564	ASCD SW	1	—	<a href="#">EC-1723</a>
P1572	1572	ASCD BRAKE SW	1	—	<a href="#">EC-1730</a>
P1574	1574	ASCD VHL SPD SEN	1	—	<a href="#">EC-1740</a>
P1610 - P1615	1610 - 1615	NATS MALFUNCTION	2	—	<a href="#">EC-1275</a>
P1705	1705	TPV SEN/CIRC A/T	1	×	<a href="#">AT-563</a>
P1706	1706	P-N POS SW/CIRCUIT	2	×	<a href="#">EC-1742</a>
P1760	1760	O/R CLTCH SOL/CIRC	2	×	<a href="#">AT-568</a>
P1805	1805	BRAKE SW/CIRCUIT	2	—	<a href="#">EC-1746</a>
P2122	2122	APP SEN 1/CIRC	1	×	<a href="#">EC-1751</a>
P2123	2123	APP SEN 1/CIRC	1	×	<a href="#">EC-1751</a>
P2127	2127	APP SEN 2/CIRC	1	×	<a href="#">EC-1757</a>
P2128	2128	APP SEN 2/CIRC	1	×	<a href="#">EC-1757</a>
P2135	2135	TP SENSOR	1	×	<a href="#">EC-1763</a>
P2138	2138	APP SENSOR	1	×	<a href="#">EC-1770</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*4: When engine is running.

\*5: The troubleshooting for this DTC needs CONSULT-II.

\*6: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

UBS0026P

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### On Board Diagnostic (OBD) System of Engine and A/T

UBS0026Q

The ECM has an on board diagnostic system. It will light up the malfunction indicator (MIL) to warn the driver of a malfunction causing emission deterioration.

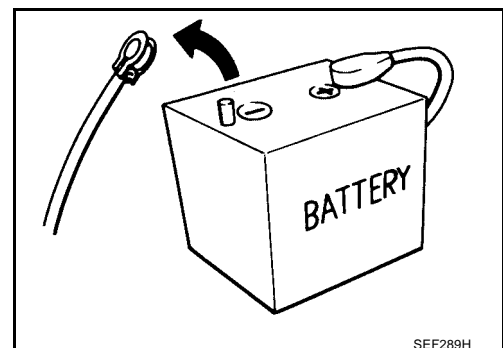
**CAUTION:**

- Be sure to turn the ignition switch OFF and disconnect the battery ground cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to the open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-46, "HARNESS CONNECTOR"](#).
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to light up due to the short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to the malfunction of the fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission control module) before returning the vehicle to the customer.

### Precaution

UBS0026R

- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect battery ground cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned off.
- Before removing parts, turn ignition switch OFF and then disconnect battery ground cable.

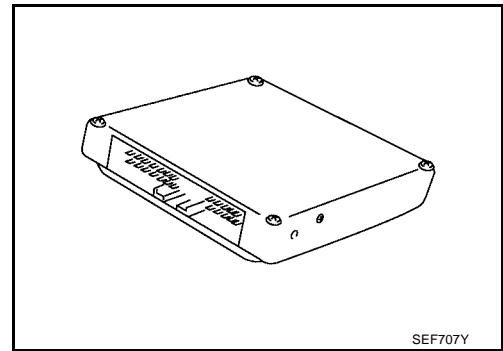


SEF289H

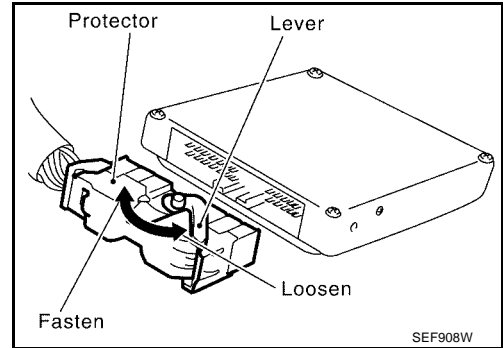
# PRECAUTIONS

[QR25DE]

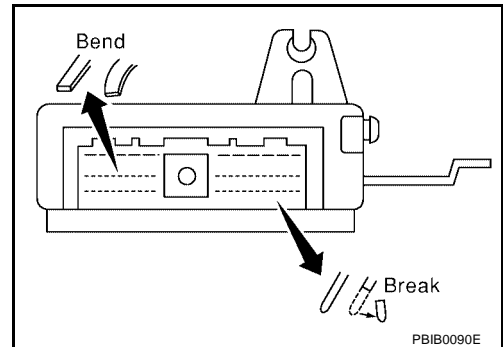
- Do not disassemble ECM.
- If battery cable is disconnected, the memory will return to the initial ECM values.  
The ECM will now start to self-control at its initial values. Engine operation can vary slightly when the cable is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.



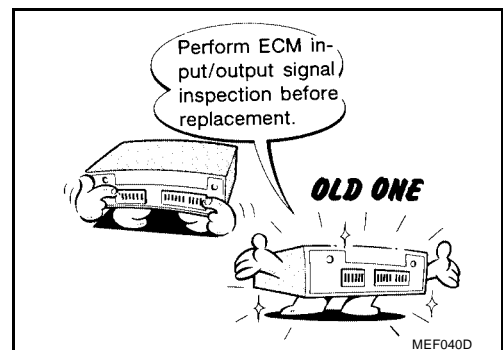
- When connecting ECM harness connector, fasten it securely with a lever as far as it will go as shown at right.



- When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on ECM pin terminal, when connecting pin connectors.



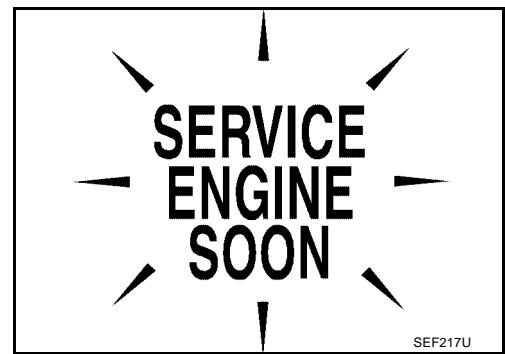
- Securely connect ECM harness connectors.  
A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.
- Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.
- Keep engine control system parts and harness dry.
- Before replacing ECM, perform "ECM Terminals and Reference Value" inspection and make sure ECM functions properly. Refer to [EC-1307](#).
- Handle mass air flow sensor carefully to avoid damage.
- Do not disassemble mass air flow sensor.
- Do not clean mass air flow sensor with any type of detergent.
- Do not disassemble electric throttle control actuator.
- Even a slight leak in the air intake system can cause serious incidents.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).



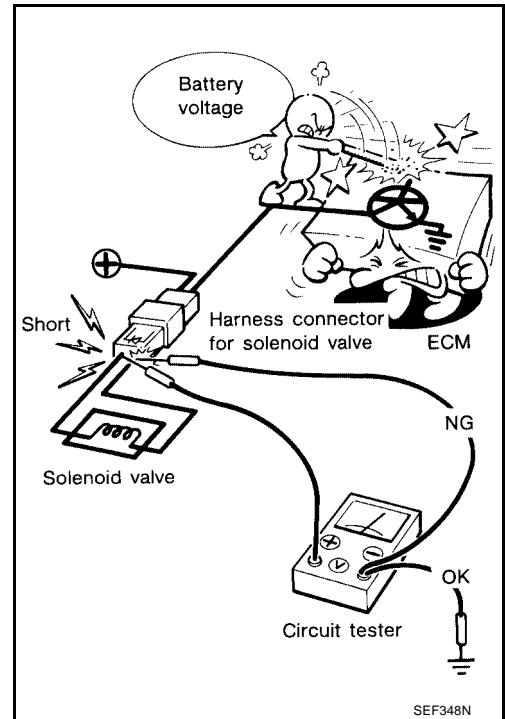
## PRECAUTIONS

[QR25DE]

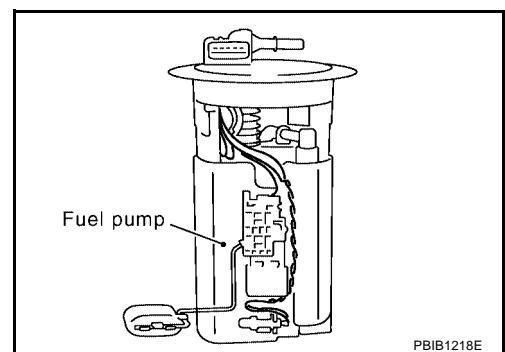
- After performing each TROUBLE DIAGNOSIS, perform “DTC Confirmation Procedure” or “Overall Function Check”.  
The DTC should not be displayed in the “DTC Confirmation Procedure” if the repair is completed. The “Overall Function Check” should be a good result if the repair is completed.



- When measuring ECM signals with a circuit tester, never allow the two tester probes to contact. Accidental contact of probes will cause a short circuit and damage the ECM power transistor.
- Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.



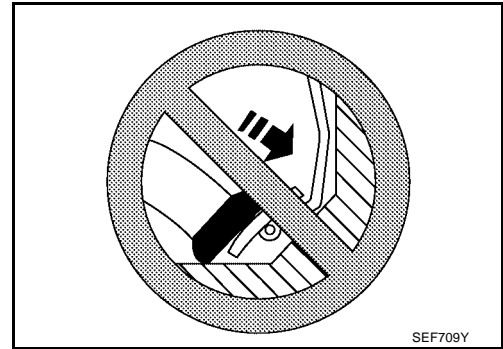
- Do not operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



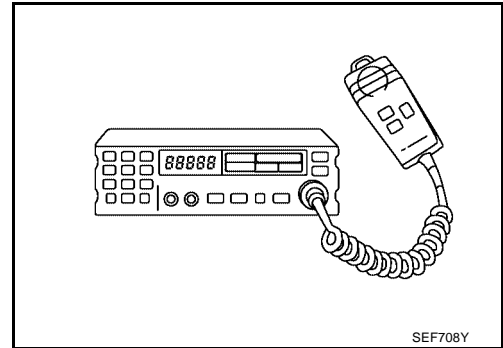
# PRECAUTIONS

[QR25DE]

- Do not depress accelerator pedal when starting.
- Immediately after starting, do not rev up engine unnecessarily.
- Do not rev up engine just prior to shutdown.



- When installing C.B. ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.
  - Keep the antenna as far as possible from the electronic control units.
  - Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls. Do not let them run parallel for a long distance.
  - Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.
  - Be sure to ground the radio to vehicle body.



## Wiring Diagrams and Trouble Diagnosis

UBS0026S

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

A  
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# PREPARATION

[QR25DE]

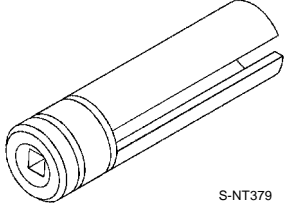
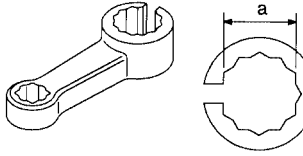
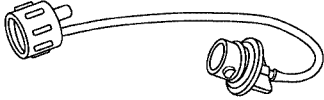
PF0:00002

UBS0026T

## PREPARATION

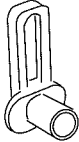
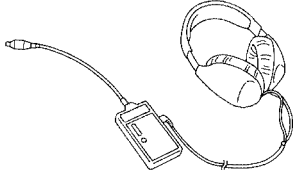
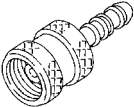
### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number Tool name (Kent-Moore No.)	Description
KV10117100 Heated oxygen sensor wrench	 <p>S-NT379</p> <p>Loosening or tightening heated oxygen sensors with 22 mm (0.87 in) hexagon nut</p>
KV10114400 Heated oxygen sensor wrench	 <p>S-NT636</p> <p>Loosening or tightening heated oxygen sensors <b>a: 22 mm (0.87 in)</b></p>
Fuel filler cap adapter (J-45356)	 <p>S-NT815</p> <p>Checking fuel tank vacuum relief valve opening pressure</p>

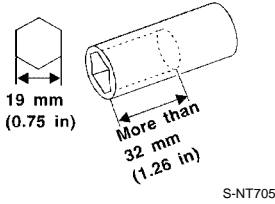
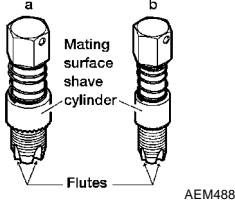
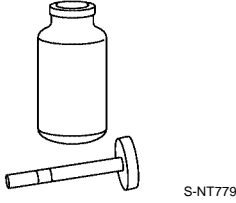
## Commercial Service Tools

UBS0026U

Tool name (Kent-Moore No.)	Description
Quick connector release	 <p>PBIC0198E</p> <p>Removing fuel tube quick connectors in engine room (Available in SEC. 164 of PARTS CATALOG: Part No. 16441 6N210)</p>
Leak detector ie: (J41416)	 <p>S-NT703</p> <p>Locating the EVAP leak</p>
EVAP service port adapter ie: (J41413-OBD)	 <p>S-NT704</p> <p>Applying positive pressure through EVAP service port</p>

# PREPARATION

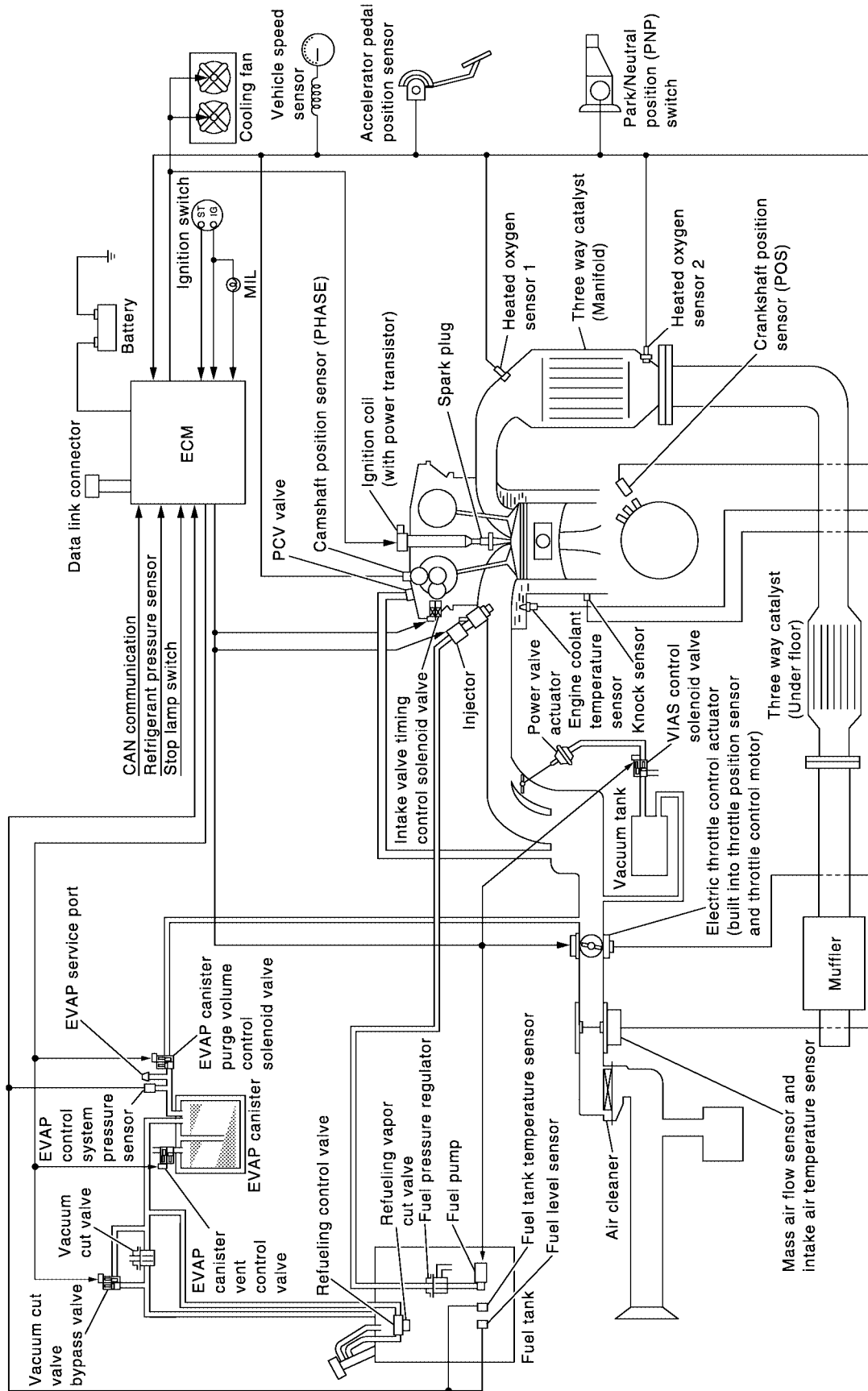
[QR25DE]

Tool name (Kent-Moore No.)	Description	A
Socket wrench	 <p>Removing and installing engine coolant temperature sensor</p>	EC
Oxygen sensor thread cleaner ie: (J-43897-18) (J-43897-12)	 <p>Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below.</p> <p><b>a: 18 mm diameter with pitch 1.5 mm for Zirconia Oxygen Sensor</b></p> <p><b>b: 12 mm diameter with pitch 1.25 mm for Titania Oxygen Sensor</b></p>	C
Anti-seize lubricant ie: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)	 <p>Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>	D
		E
		F
		G
		H
		I
		J
		K
		L
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## ENGINE CONTROL SYSTEM

### System Diagram



### Vacuum Hose Drawing

UBS0026W

A

EC

C

D

E

F

G

H

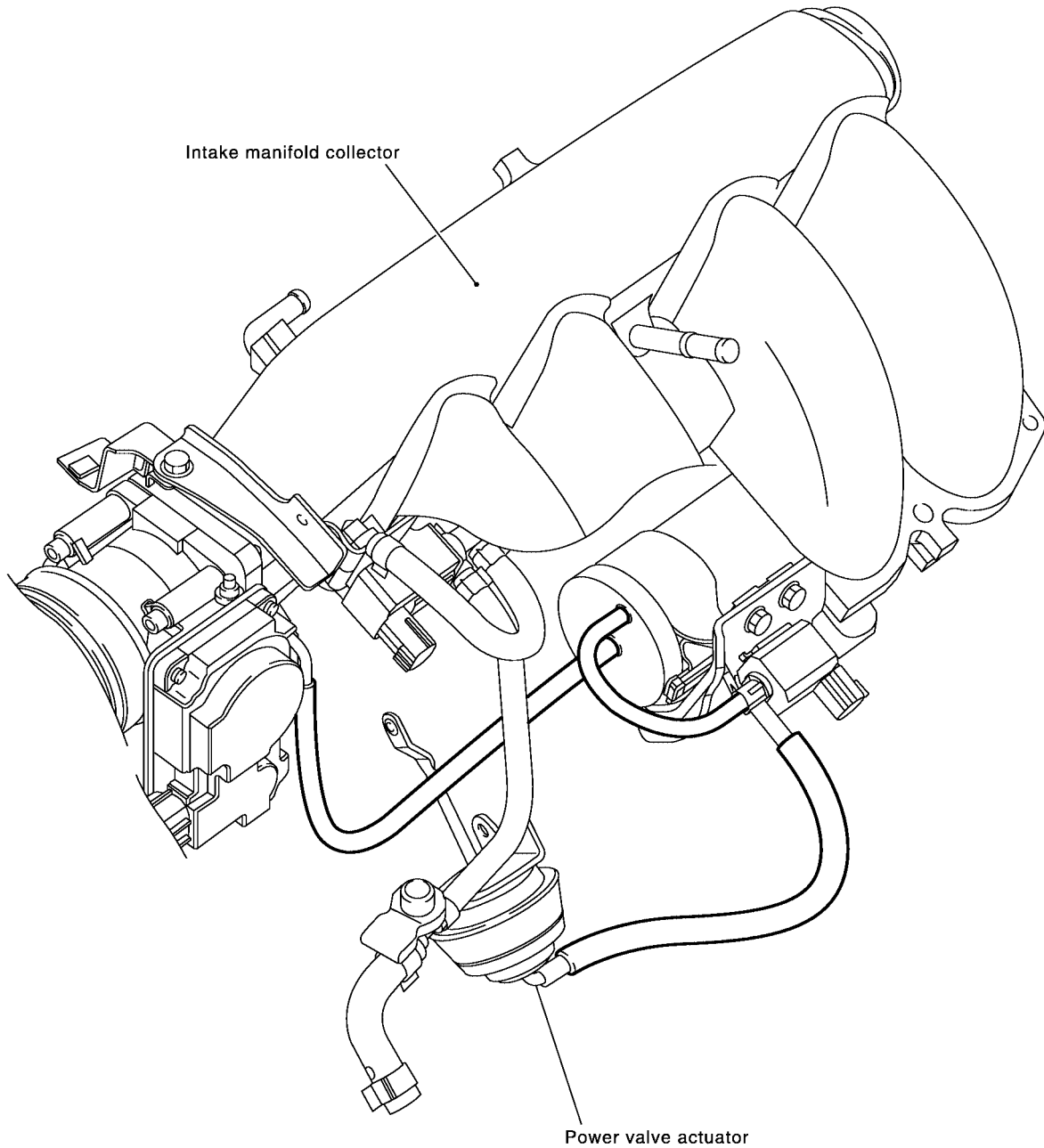
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Refer to [EC-1236, "System Diagram"](#) for Vacuum Control System.

PBIB1265E

# ENGINE CONTROL SYSTEM

[QR25DE]

UBS0026X

## System Chart

Input (Sensor)	ECM Function	Output (Actuator)	
<ul style="list-style-type: none"> <li>● Camshaft position sensor (PHASE)</li> <li>● Crankshaft position sensor (POS)</li> <li>● Mass air flow sensor</li> <li>● Engine coolant temperature sensor</li> <li>● Heated oxygen sensor 1</li> <li>● Throttle position sensor</li> <li>● Accelerator pedal position sensor</li> <li>● Park/neutral position (PNP) switch</li> <li>● Intake air temperature sensor</li> <li>● Power steering oil pressure switch</li> <li>● Ignition switch</li> <li>● Battery voltage</li> <li>● Knock sensor</li> <li>● Refrigerant pressure sensor</li> </ul>	Fuel injection & mixture ratio control	Fuel injectors	
	Electronic ignition system	Power transistor	
	Fuel pump control	Fuel pump relay	
	ASCD vehicle speed control	Electric throttle control actuator	
	On board diagnostic system	MIL (On the instrument panel)	
	Power valve control	VIAS control solenoid valve	
	Heated oxygen sensor 1 heater control	Heated oxygen sensor 1 heater	
	Heated oxygen sensor 2 heater control	Heated oxygen sensor 2 heater	
	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve	
	Air conditioning cut control	Air conditioner relay	
	Cooling fan control	Cooling fan relays	
	<ul style="list-style-type: none"> <li>● Stop lamp switch</li> <li>● ASCD steering switch</li> <li>● ASCD brake switch</li> <li>● ASCD clutch switch</li> <li>● Fuel level sensor*<sup>1</sup></li> <li>● EVAP control system pressure sensor</li> <li>● Fuel tank temperature sensor*<sup>1</sup></li> <li>● Heated oxygen sensor 2 *<sup>2</sup></li> <li>● TCM (Transmission control module) *<sup>3</sup></li> <li>● Air conditioner switch</li> <li>● Vehicle speed sensor</li> <li>● Electrical load signal</li> </ul>	ON BOARD DIAGNOSIS for EVAP system	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> <li>● Vacuum cut valve bypass valve</li> </ul>

\*1: These sensors are not used to control the engine system. They are used only for the on board diagnosis.

\*2: This sensor is not used to control the engine system under normal conditions.

\*3: The signal is sent to the ECM through CAN communication line.

## Multiport Fuel Injection (MFI) System INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Fuel injection & mixture ratio control	Fuel injectors
Camshaft position sensor (PHASE)	Engine speed and piston position		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Heated oxygen sensor 1	Density of oxygen in exhaust gas		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Park/neutral position (PNP) switch	Gear position		
Ignition switch	Start signal		
Knock sensor	Engine knocking condition		
Battery	Battery voltage		
Power steering oil pressure switch	Power steering operation		
Heated oxygen sensor 2 *	Density of oxygen in exhaust gas		
Vehicle speed sensor	Vehicle speed		
Air conditioner switch	Air conditioner operation		

\*: Under normal conditions, this sensor is not for engine control operation.

### SYSTEM DESCRIPTION

The amount of fuel injected from the fuel injector is determined by the ECM. The ECM controls the length of time the valve remains open (injection pulse duration). The amount of fuel injected is a program value in the ECM memory. The program value is preset by engine operating conditions. These conditions are determined by input signals (for engine speed and intake air) from both the crankshaft position sensor and the mass air flow sensor.

### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

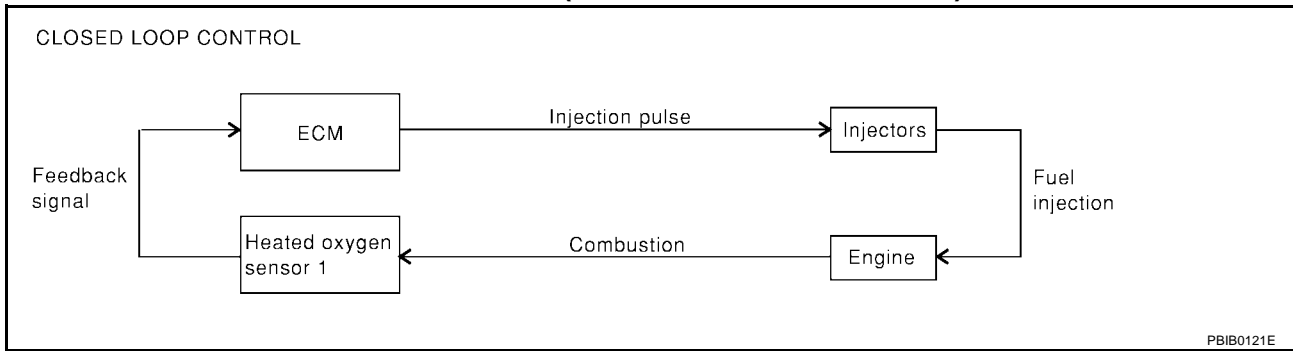
In addition, the amount of fuel injected is compensated to improve engine performance under various operating conditions as listed below.

<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from "N" to "D" (A/T models)
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation

**MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)**

The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst (manifold) can then better reduce CO, HC and NOx emissions. This system uses heated oxygen sensor 1 in the exhaust manifold to monitor if the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about heated oxygen sensor 1, refer to [EC-1406](#). This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).

This stage is referred to as the closed loop control condition.

Heated oxygen sensor 2 is located downstream of the three way catalyst (manifold). Even if the switching characteristics of heated oxygen sensor 1 shift, the air-fuel ratio is controlled to stoichiometric by the signal from heated oxygen sensor 2.

**Open Loop Control**

The open loop system condition refers to when the ECM detects any of the following conditions. Feedback control stops in order to maintain stabilized fuel combustion.

- Deceleration and acceleration
- High-load, high-speed operation
- Malfunction of heated oxygen sensor 1 or its circuit
- Insufficient activation of heated oxygen sensor 1 at low engine coolant temperature
- High engine coolant temperature
- During warm-up
- After shifting from “N” to “D” (A/T models)
- When starting the engine

**MIXTURE RATIO SELF-LEARNING CONTROL**

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from heated oxygen sensor 1. This feedback signal is then sent to the ECM. The ECM controls the basic mixture ratio as close to the theoretical mixture ratio as possible. However, the basic mixture ratio is not necessarily controlled as originally designed. Both manufacturing differences (i.e., mass air flow sensor hot film) and characteristic changes during operation (i.e., injector clogging) directly affect mixture ratio.

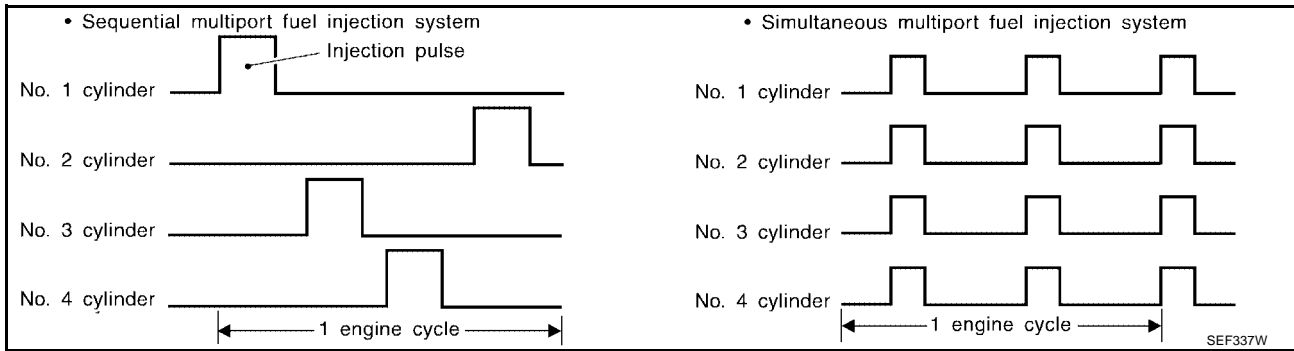
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of “injection pulse duration” to automatically compensate for the difference between the two ratios.

“Fuel trim” refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short term fuel trim and long term fuel trim.

“Short term fuel trim” is the short-term fuel compensation used to maintain the mixture ratio at its theoretical value. The signal from heated oxygen sensor 1 indicates whether the mixture ratio is RICH or LEAN compared to the theoretical value. The signal then triggers a reduction in fuel volume if the mixture ratio is rich, and an increase in fuel volume if it is lean.

“Long term fuel trim” is overall fuel compensation carried out long-term to compensate for continual deviation of the short term fuel trim from the central value. Such deviation will occur due to individual engine differences, wear over time and changes in the usage environment.

## FUEL INJECTION TIMING



Two types of systems are used.

### Sequential Multiport Fuel Injection System

Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.

### Simultaneous Multiport Fuel Injection System

Fuel is injected simultaneously into all four cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.

The four injectors will then receive the signals two times for each engine cycle.

This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

### FUEL SHUT-OFF

Fuel to each cylinder is cut off during deceleration or operation of the engine at excessively high speeds.

## Electronic Ignition (EI) System INPUT/OUTPUT SIGNAL CHART

UBS0026Z

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Ignition timing control	Power transistor
Camshaft position sensor (PHASE)	Engine speed and piston position		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Ignition switch	Start signal		
Knock sensor	Engine knocking		
Park/neutral position (PNP) switch	Gear position		
Battery	Battery voltage		
Vehicle speed sensor	Vehicle speed		

## SYSTEM DESCRIPTION

The ignition timing is controlled by the ECM to maintain the best air-fuel ratio for every running condition of the engine. The ignition timing data is stored in the ECM. This data forms the map shown.

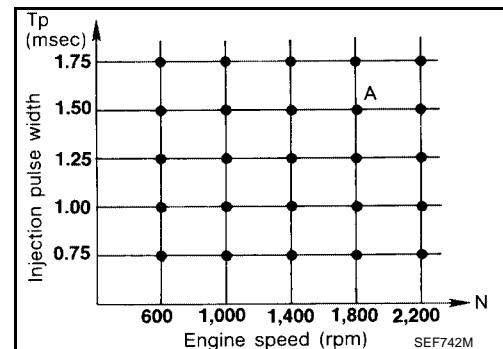
The ECM receives information such as the injection pulse width and camshaft position sensor signal. Computing this information, ignition signals are transmitted to the power transistor.

e.g., N: 1,800 rpm, Tp: 1.50 msec

A °BTDC

During the following conditions, the ignition timing is revised by the ECM according to the other data stored in the ECM.

- At starting
- During warm-up
- At idle



- At low battery voltage
- During acceleration

The knock sensor retard system is designed only for emergencies. The basic ignition timing is programmed within the anti-knocking zone, if recommended fuel is used under dry conditions. The retard system does not operate under normal driving conditions. If engine knocking occurs, the knock sensor monitors the condition. The signal is transmitted to the ECM. The ECM retards the ignition timing to eliminate the knocking condition.

## Air Conditioning Cut Control INPUT/OUTPUT SIGNAL CHART

UBS00270

Sensor	Input Signal to ECM	ECM function	Actuator
Air conditioner switch	Air conditioner "ON" signal	Air conditioner cut control	Air conditioner relay
Throttle position sensor	Throttle position		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Refrigerant pressure sensor	Refrigerant pressure		
Power steering oil pressure switch	Power steering operation		
Vehicle speed sensor	Vehicle speed		

### SYSTEM DESCRIPTION

This system improves engine operation when the air conditioner is used. Under the following conditions, the air conditioner is turned off.

- When the accelerator pedal is fully depressed.
- When cranking the engine.
- At high engine speeds.
- When the engine coolant temperature becomes excessively high.
- When operating power steering during low engine speed or low vehicle speed.
- When engine speed is excessively low.
- When refrigerant pressure is excessively low or high.

## Fuel Cut Control (at No Load and High Engine Speed) INPUT/OUTPUT SIGNAL CHART

UBS00271

Sensor	Input Signal to ECM	ECM function	Actuator
Park/neutral position (PNP) switch	Neutral position	Fuel cut control	Fuel injectors
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Engine coolant temperature sensor	Engine coolant temperature		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed		
Vehicle speed sensor	Vehicle speed		

### SYSTEM DESCRIPTION

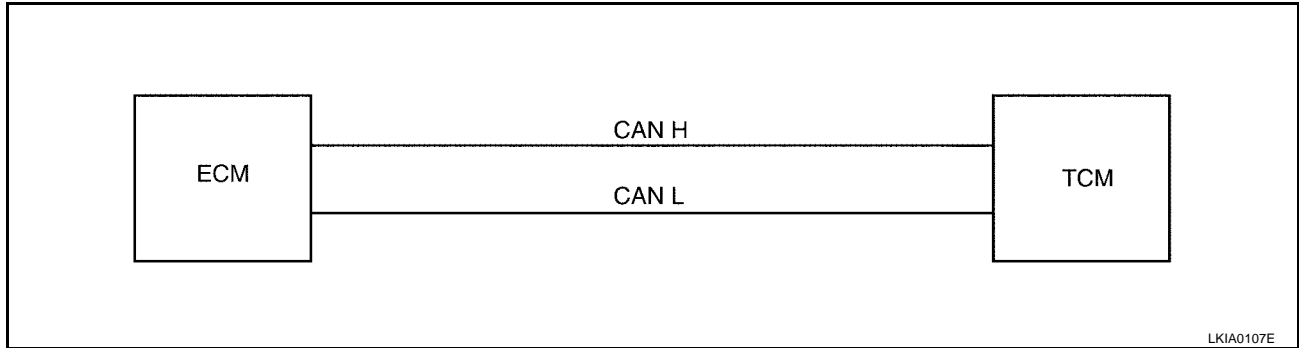
If the engine speed is above 1,800 rpm with no load (for example, in neutral and engine speed over 1,800 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed. Fuel cut will operate until the engine speed reaches 1,500 rpm, then fuel cut is cancelled.

#### NOTE:

This function is different from deceleration control listed under "Multiport Fuel Injection (MFI) System", [EC-1239](#).

## CAN communication SYSTEM DESCRIPTION

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.



## INPUT/OUTPUT SIGNAL CHART

T: Transmit R: Receive

Signals	ECM	TCM
Accelerator pedal position signal	T	R
Output shaft revolution signal	R	T
A/T self-diagnosis signal	R	T
Wide open throttle position signal	T	R
Overdrive cancel signal	T	R



## BASIC SERVICE PROCEDURE

PFP:00018

### Idle Speed and Ignition Timing Check IDLE SPEED

UBS00273

#### With CONSULT-II

Check idle speed in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### With GST

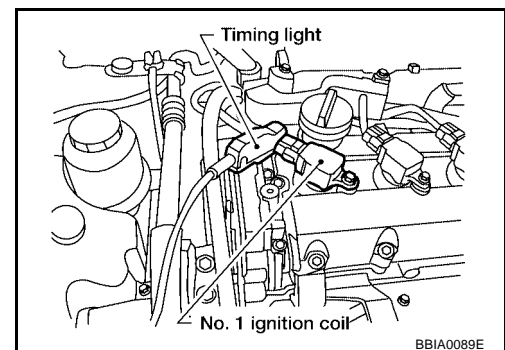
Check idle speed in "MODE 1" with GST.

### IGNITION TIMING

Any of following two methods may be used.

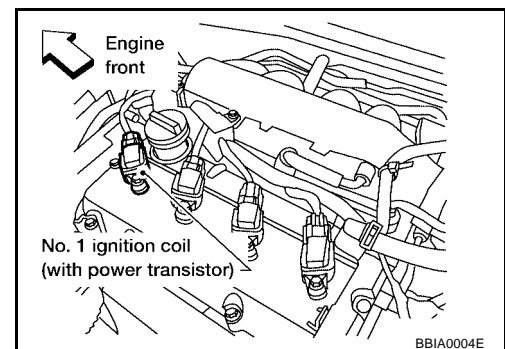
#### Method A

1. Slide the harness protector off ignition coil No. 1 to clear the wires.
2. Attach timing light to the wires as shown in the figure.
3. Check ignition timing.



#### Method B

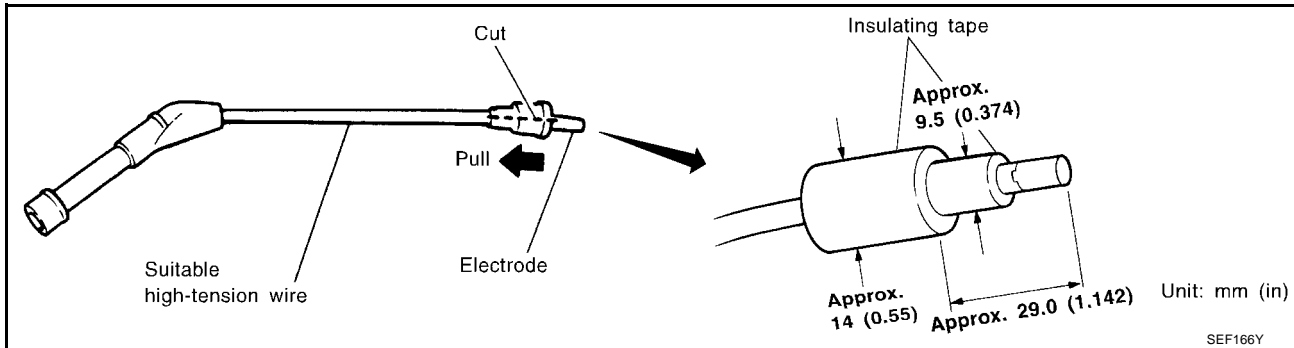
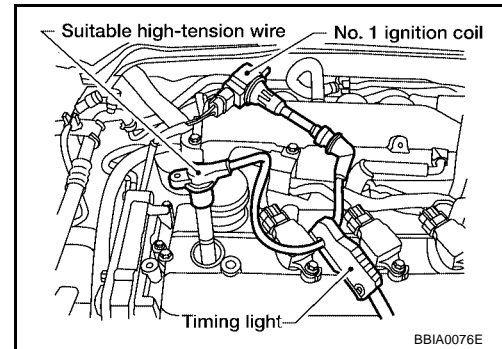
1. Remove No. 1 ignition coil.



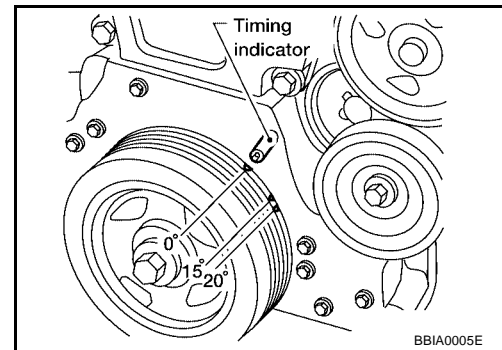
# BASIC SERVICE PROCEDURE

[QR25DE]

2. Connect No. 1 ignition coil and No. 1 spark plug with suitable high-tension wire as shown, and attach timing light clamp to this wire.



3. Check ignition timing.



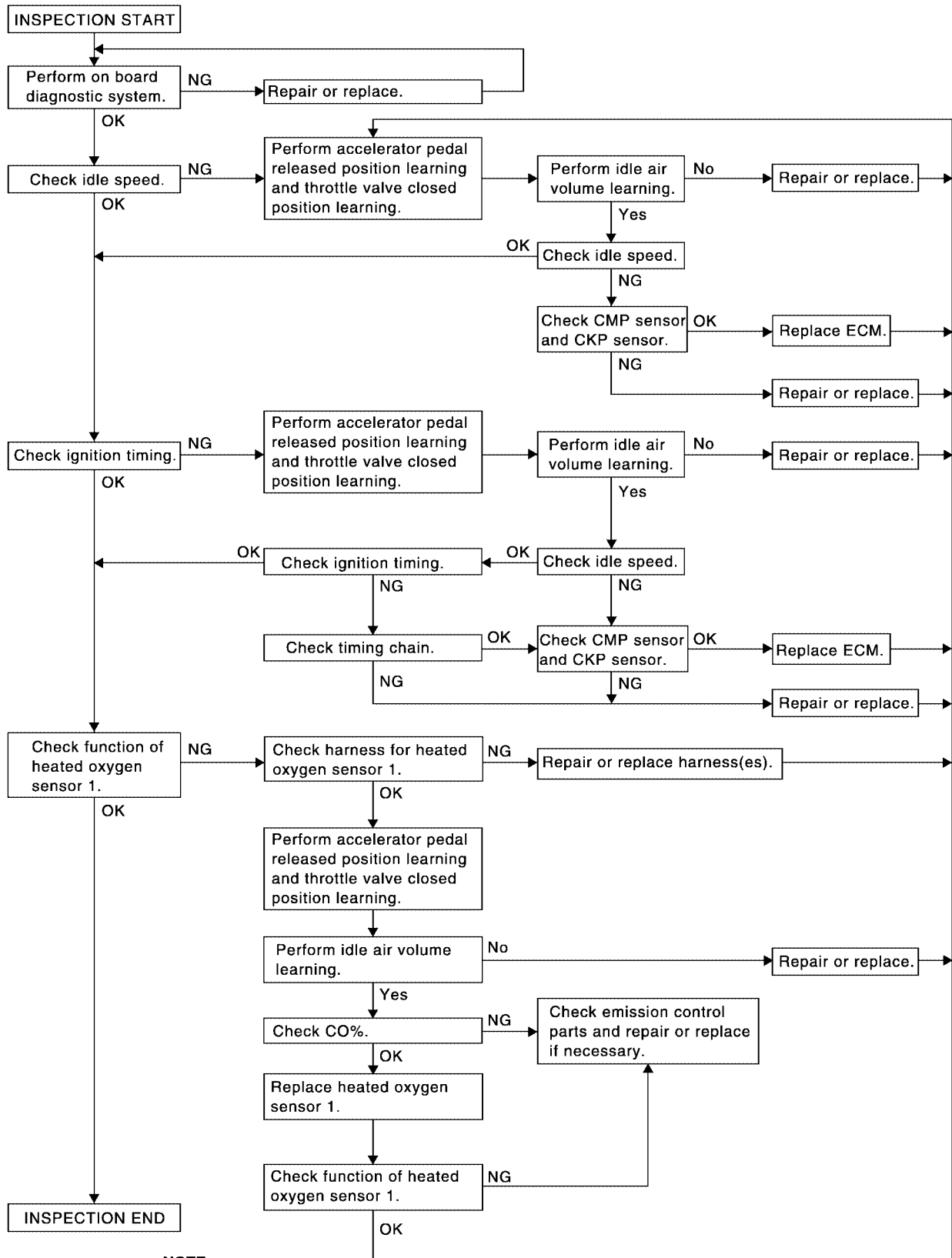
## Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment PREPARATION

UBS00274

1. Make sure that the following parts are in good order.
  - Battery
  - Ignition system
  - Engine oil and coolant levels
  - Fuses
  - ECM harness connector
  - Vacuum hoses
  - Air intake system (Oil filler cap, oil level gauge, etc.)
  - Fuel pressure
  - Engine compression
  - Throttle valve
  - Evaporative emission system
2. On air conditioner equipped models, checks should be carried out while the air conditioner is "OFF".
3. On automatic transmission equipped models, when checking idle rpm, ignition timing and mixture ratio, checks should be carried out while shift lever is in "N" position.
4. When measuring "CO" percentage, insert probe more than 40 cm (15.7 in) into tail pipe.
5. Turn off headlamps, heater blower, rear window defogger.

6. Keep front wheels pointed straight ahead.

## OVERALL INSPECTION SEQUENCE



**NOTE:**

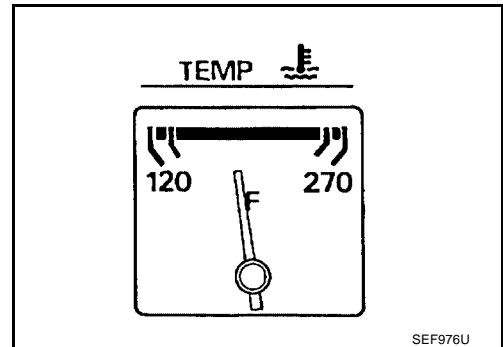
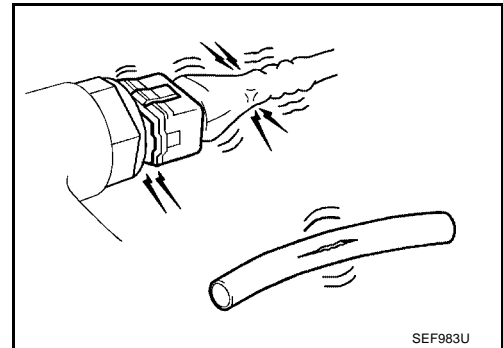
If a vehicle contains a part which is operating outside of design specifications with no MIL illumination, the part shall not be replaced prior to emission testing unless it is determined that the part has been tampered with or abused in such a way that the diagnostic system cannot reasonably be expected to detect the resulting malfunction.

PBIB1054E

## INSPECTION PROCEDURE

### 1. INSPECTION START

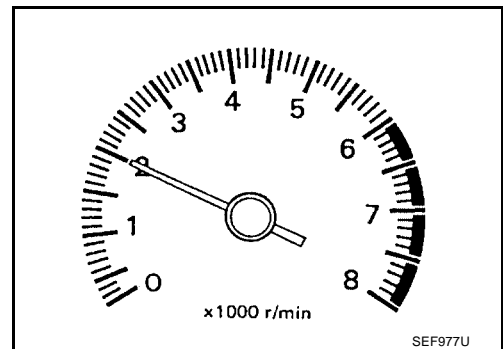
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
6. Make sure that no DTC is displayed with CONSULT-II or GST.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. REPAIR OR REPLACE

Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

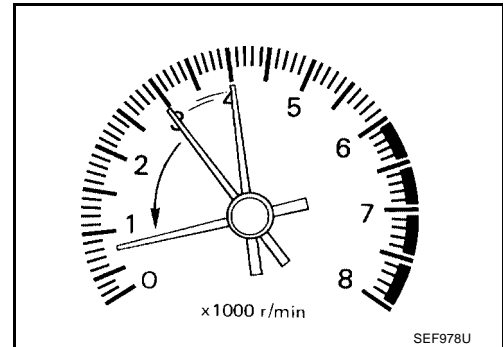
>> GO TO 3.

A  
EC  
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## 3. CHECK TARGET IDLE SPEED

### Ⓟ With CONSULT-II

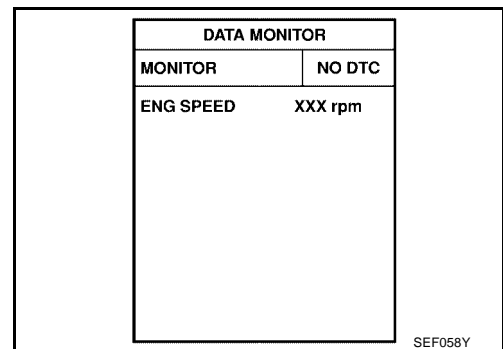
1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**



### ⓧ Without CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

#### OK or NG

- OK    >> GO TO 10.
- NG    >> GO TO 4.

## 4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 5.

## 5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 6.

**6. PERFORM IDLE AIR VOLUME LEARNING**

Perform [EC-1255, "Idle Air Volume Learning"](#) .

Is the "Idle Air Volume Learning" carried out successfully?

Yes or No

Yes >> GO TO 7.

No >> 1. Follow the instruction of "Idle Air Volume Learning".

2. GO TO 4.

**7. CHECK TARGET IDLE SPEED AGAIN****Ⓔ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 10.

NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-1496](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-1490](#) .

OK or NG

OK >> GO TO 9.

NG >> 1. Repair or replace.

2. GO TO 4.

**9. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)
2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .

>> GO TO 4.

## 10. CHECK IGNITION TIMING

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 15 ± 5° BTDC**

**A/T: 15 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK (With CONSULT-II)>>GO TO 19.

OK (Without CONSULT-II)>>GO TO 20.

NG >> GO TO 11.

## 11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

## 12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

## 13. PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1255, "Idle Air Volume Learning"](#) .

**Is the "Idle Air Volume Learning" carried out successfully?**

Yes or No

Yes >> GO TO 14.

No >> 1. Follow the construction of "Idle Air Volume Learning".

2. GO TO 4.

## 14. CHECK TARGET IDLE SPEED AGAIN

 **With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 15.

NG >> GO TO 17.

## 15. CHECK IGNITION TIMING AGAIN

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 15 ± 5° BTDC**

**A/T: 15 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK (With CONSULT-II)>>GO TO 19.

OK (Without CONSULT-II)>>GO TO 20.

NG >> GO TO 16.

## 16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to [EM-134, "TIMING CHAIN"](#) .

OK or NG

OK >> GO TO 17.

NG >> 1. Repair the timing chain installation.

2. GO TO 4.

## 17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-1496](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-1490](#) .

OK or NG

OK >> GO TO 18.

NG >> 1. Repair or replace.

2. GO TO 4.

## 18. CHECK ECM FUNCTION

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)
2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .

>> GO TO 4.

## 19. CHECK HEATED OXYGEN SENSOR 1 SIGNAL

 **With CONSULT-II**

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the monitor fluctuates between LEAN and RICH more than 5 times during 10 seconds.

**1 time: RICH → LEAN → RICH**

**2 times: RICH → LEAN → RICH → LEAN → RICH**

OK or NG

OK >> **INSPECTION END**

NG (Monitor does not fluctuate.)>>GO TO 21.

NG (Monitor fluctuates less than 5 times.)>>GO TO 28.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y



**20. CHECK HEATED OXYGEN SENSOR 1 SIGNAL**

---

**⊗ Without CONSULT-II**

1. Stop engine and set ECM to Self-diagnostic mode II (Heated oxygen sensor 1 monitor). Refer to [EC-1276, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#).
2. Start engine and run it at about 2,000 rpm for about 2 minutes under no-load.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the MIL comes on more than 5 times during 10 seconds.

OK or NGOK >> **INDPECTION END**

NG (MIL does not come on)&gt;&gt;GO TO 21.

NG (MIL comes on less than 5 times)&gt;&gt;GO TO 28.

**21. CHECK HEATED OXYGEN SENSOR 1 HARNESS**

---

1. Turn ignition switch "OFF" and disconnect battery ground cable.
2. Disconnect ECM harness connector.
3. Disconnect heated oxygen sensor 1 harness connector.
4. Check harness continuity between ECM terminal 92 and heated oxygen sensor 1 terminal 1. Refer to [EC-1408, "Wiring Diagram"](#).

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

OK &gt;&gt; GO TO 22.

NG &gt;&gt; 1. Repair or replace harness between ECM and heated oxygen sensor 1.

2. GO TO 4.

**22. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

---

1. Reconnect ECM harness connector.
2. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#).

&gt;&gt; GO TO 23.

**23. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

---

Perform [EC-1255, "Throttle Valve Closed Position Learning"](#).

&gt;&gt; GO TO 24.

**24. PERFORM IDLE AIR VOLUME LEARNING**

---

Refer to [EC-1255, "Idle Air Volume Learning"](#).**Is the "Idle Air Volume Learning" carried out successfully?**Yes or No

Yes (With CONSULT-II)&gt;&gt;GO TO 25.

Yes (Without CONSULT-II)&gt;&gt;GO TO 26.

No &gt;&gt; 1. Follow the construction of "Idle Air Volume Learning".

2. GO TO 4.

**25. CHECK "CO"%**

**With CONSULT-II**

1. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
2. Turn ignition switch "OFF", wait at least 10 seconds and then turn "ON".
3. Select "ENG COOLANT TEMP" in "ACTIVE TEST" mode.
4. Set "ENG COOLANT TEMP" to 5°C (41°F) by touching "DWN" and "Qd".
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 0.3 – 9.5% and engine runs smoothly.**

OK or NG

- OK >> GO TO 28.
- NG >> GO TO 27.

ACTIVE TEST	
ENG COOLANT TEMP	XXX °C
MONITOR	
ENG SPEED	XXX rpm
INJ PULSE-B1	XXX msec
IGN TIMING	XXX BTDC

SEF172Y

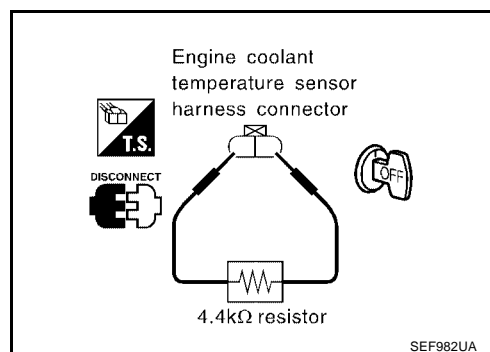
**26. CHECK "CO"%**

**Without CONSULT-II**

1. Start engine and warm it up until engine coolant temperature indicator points to the middle of gauge.
2. Turn ignition switch "OFF".
3. Disconnect engine coolant temperature sensor harness connector.
4. Connect a resistor (4.4 kΩ) between terminals of engine coolant temperature sensor harness connector.
5. Start engine and rev it (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.
6. Check "CO"%.

**Idle CO: 0.3 – 9.5% and engine runs smoothly.**

7. After checking "CO"%, turn ignition switch "OFF", disconnect the resistor from the terminals of engine coolant temperature sensor harness connector, and then connect engine coolant temperature sensor harness connector to engine coolant temperature sensor.



OK or NG

- OK >> GO TO 28.
- NG >> GO TO 27.

**27. RECONNECT HEATED OXYGEN SENSOR 1 HARNESS CONNECTOR**

1. Turn ignition switch "OFF".
2. Reconnect heated oxygen sensor 1 harness connector.

>> GO TO 31.

**28. REPLACE HEATED OXYGEN SENSOR 1**

1. Stop engine.
2. Replace heated oxygen sensor 1.

With CONSULT-II>>GO TO 29.  
Without CONSULT-II>>GO TO 30.

## 29. CHECK HEATED OXYGEN SENSOR 1 SIGNAL

### With CONSULT-II

1. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
2. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode.
3. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the monitor fluctuates between LEAN and RICH more than 5 times during 10 seconds.

**1 time: RICH → LEAN → RICH**

**2 times: RICH → LEAN → RICH → LEAN → RICH**

#### OK or NG

- OK    >> GO TO 4.  
 NG    >> GO TO 31.

## 30. CHECK HEATED OXYGEN SENSOR 1 SIGNAL

### Without CONSULT-II

1. Set ECM to Self-diagnostic mode II (Heated oxygen sensor 1 monitor). Refer to [EC-1277, "How to Set Diagnostic Test Mode II \(Heated Oxygen Sensor 1 Monitor\)"](#) .
2. Running engine at 2,000 rpm under no-load (The engine is warmed up to normal operating temperature.), check that the MIL comes on more than 5 times during 10 seconds.

#### OK or NG

- OK    >> GO TO 4.  
 NG    >> GO TO 31.

## 31. DETECT MALFUNCTIONING PART

Check the following.

- Check fuel pressure regulator and repair or replace if necessary. Refer to [EC-1257, "Fuel Pressure Check"](#) .
- Check mass air flow sensor and its circuit, and repair or replace if necessary. Refer to [EC-1368](#) , [EC-1375](#) and [EC-1594](#) .
- Check injector and its circuit, and repair or replace if necessary. Refer to [EC-1796](#) .
- Check engine coolant temperature sensor and its circuit, and repair or replace if necessary. Refer to [EC-1386](#) and [EC-1398](#) .

#### OK or NG

- OK    >> GO TO 33.  
 NG    >> 1. Repair or replace.  
       2. GO TO 32.

## 32. ERASE UNNECESSARY DTC

After this inspection, unnecessary DTC might be displayed.

Erase the stored memory in ECM and TCM. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

>> GO TO 4.

**33. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)
2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#).

>> GO TO 4.

**Accelerator Pedal Released Position Learning**

UBS00275

**DESCRIPTION**

"Accelerator Pedal Released Position Learning" is an operation to learn the fully released position of the accelerator pedal by monitoring the accelerator pedal position sensor output signal. It must be performed each time harness connector of accelerator pedal position sensor or ECM is disconnected.

**OPERATION PROCEDURE**

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch "ON" and wait at least 2 seconds.
3. Turn ignition switch "OFF" wait at least 10 seconds.
4. Turn ignition switch "ON" and wait at least 2 seconds.
5. Turn ignition switch "OFF" wait at least 10 seconds.

**Throttle Valve Closed Position Learning**

UBS00276

**DESCRIPTION**

"Throttle Valve Closed Position Learning" is an operation to learn the fully closed position of the throttle valve by monitoring the throttle position sensor output signal. It must be performed each time harness connector of electric throttle control actuator or ECM is disconnected.

**OPERATION PROCEDURE**

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch "ON".
3. Turn ignition switch "OFF" wait at least 10 seconds.  
Make sure that throttle valve moves during above 10 seconds by confirming the operating sound.

**Idle Air Volume Learning**

UBS00277

**DESCRIPTION**

"Idle Air Volume Learning" is an operation to learn the idle air volume that keeps each engine within the specific range. It must be performed under any of the following conditions:

- Each time electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of specification.

**PREPARATION**

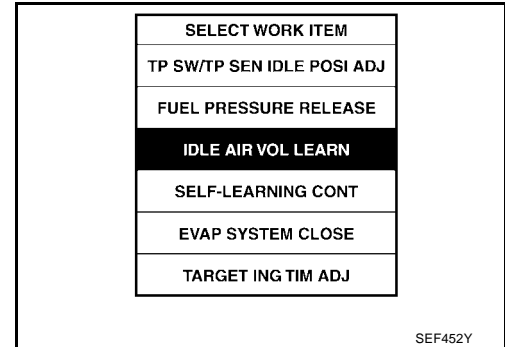
Before performing "Idle Air Volume Learning", make sure that all of the following conditions are satisfied. Learning will be cancelled if any of the following conditions are missed for even a moment.

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 - 95°C (158 - 203°F)
- PNP switch: ON
- Electric load switch: OFF  
(Air conditioner, headlamp, rear window defogger)  
**On vehicles equipped with daytime light systems, set lighting switch to the 1st position to light only small lamps.**
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up  
For A/T models with CONSULT-II, drive vehicle until "FLUID TEMP SE" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V.  
For A/T models without CONSULT-II and M/T models, drive vehicle for 10 minutes.

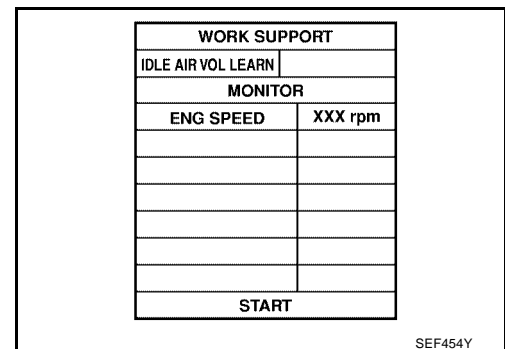
## OPERATION PROCEDURE

### ① With CONSULT-II

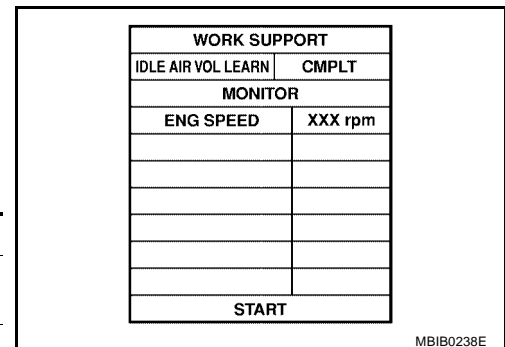
1. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic "PREPARATION" (previously mentioned) are in good order.
5. Select "IDLE AIR VOL LEARN" in "WORK SUPPORT" mode.



6. Touch "START" and wait 20 seconds.



7. Make sure that "CMPLT" is displayed on CONSULT-II screen. If "CMPLT" is not displayed, "Idle Air Volume Learning" will not be carried out successfully. In this case, find the cause of the incident by referring to the "Diagnostic Procedure" below.
8. Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications.



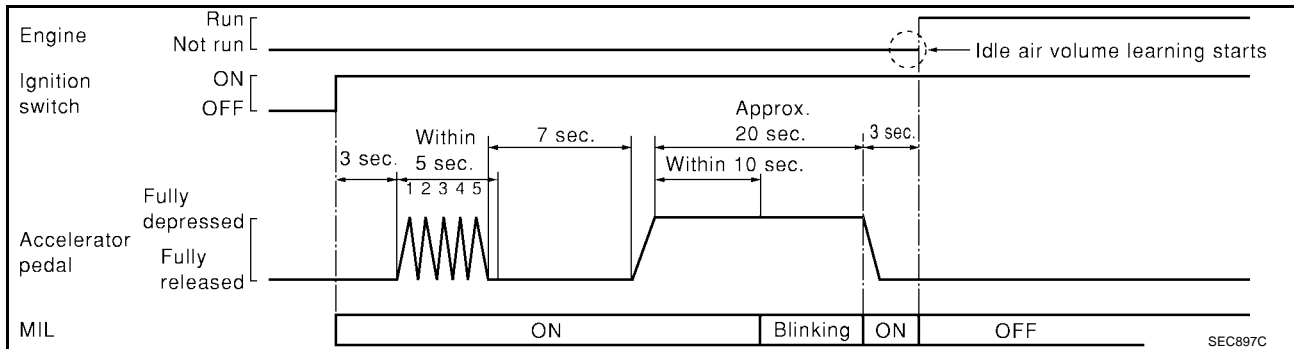
ITEM	SPECIFICATION
Idle speed	M/T: 700±50 rpm A/T: 700±50 rpm (in "P" or "N" position)
Ignition timing	M/T: 15±5° BTDC A/T: 15±5° BTDC (in "P" or "N" position)

### ⊗ Without CONSULT-II

#### NOTE:

- It is better to count the time accurately with a clock.
  - It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
1. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
  2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
  3. Start engine and warm it up to normal operating temperature.
  4. Check that all items listed under the topic "PREPARATION" (previously mentioned) are in good order.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Confirm that accelerator pedal is fully released, turn ignition switch "ON" and wait 3 seconds.
  7. Repeat the following procedure quickly five times within 5 seconds.

- a. Fully depress the accelerator pedal.
- b. Fully release the accelerator pedal.
8. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 20 seconds until the MIL stops blinking and turned ON.
9. Fully release the accelerator pedal within 3 seconds after the MIL goes off.
10. Start engine and let it idle.
11. Wait 20 seconds.



12. Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications.

ITEM	SPECIFICATION
Idle speed	M/T: 700±50 rpm A/T: 700±50 rpm (in "P" or "N" position)
Ignition timing	M/T: 15±5° BTDC A/T: 15±5° BTDC (in "P" or "N" position)

13. If idle speed and ignition timing are not within the specification, "Idle Air Volume Learning" will not be carried out successfully. In this case, find the cause of the incident by referring to the "Diagnostic Procedure" below.

## DIAGNOSTIC PROCEDURE

If idle air volume learning cannot be performed successfully, proceed as follows:

1. Check that throttle valve is fully closed.
2. Check PCV valve operation.
3. Check that downstream of throttle valve is free from air leakage.
4. When the above three items check out OK, engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.  
It is useful to perform [EC-1337, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"](#).
5. If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform "Idle air volume learning" all over again:
  - Engine stalls.
  - Erroneous idle.

## Fuel Pressure Check FUEL PRESSURE RELEASE

UBS00278

Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.

### NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because B15 models do not have fuel return system.

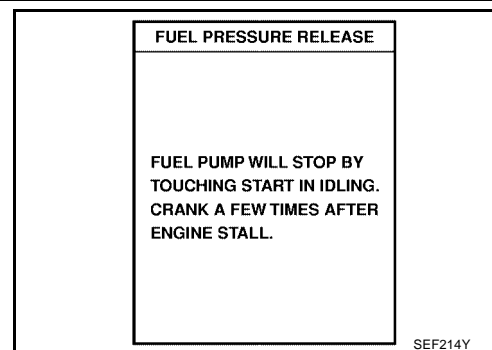
### Ⓟ With CONSULT-II

1. Turn ignition switch "ON".

# BASIC SERVICE PROCEDURE

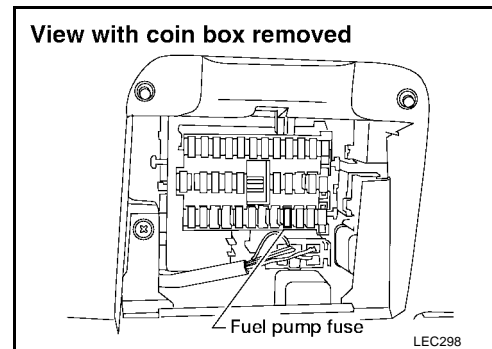
[QR25DE]

2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-II.
3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch "OFF".



## ⊗ Without CONSULT-II

1. Remove fuel pump fuse.
2. Start engine.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch "OFF".
5. Reinstall fuel pump fuse after servicing fuel system.

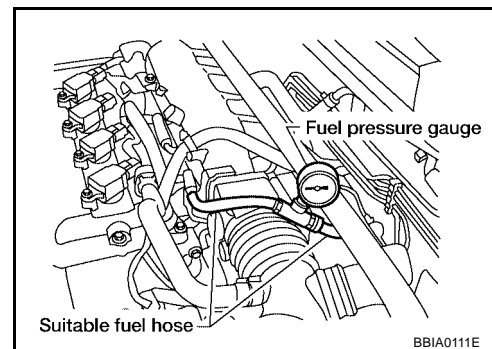


## FUEL PRESSURE CHECK

### CAUTION:

- The fuel hose connection method used when taking fuel pressure check must not be used for other purposes.
- Be careful not to scratch or put debris around connection area when servicing, so that the quick connector maintains sealability with O-rings inside.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C switch, etc.). Fuel pressure gauge may indicate false readings due to varying engine loads and changes in manifold vacuum.

1. Release fuel pressure to zero. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#).
2. Prepare fuel hose and fuel hose clamp for fuel pressure check, and connect fuel pressure gauge.
  - Use suitable fuel hose for fuel pressure check (genuine NISSAN fuel hose without quick connector).
  - To avoid unnecessary force or tension to hose, use moderately long fuel hose for fuel pressure check.
  - Do not use the fuel hose for checking fuel pressure with damage or cracks on it.
  - Use fuel pressure gauge to check fuel pressure.
3. Remove fuel hose. Refer to [EM-105, "INTAKE MANIFOLD"](#).
  - Do not twist or kink fuel hose because it is plastic hose.
  - Do not remove fuel hose from quick connector.
  - Keep the original fuel hose to be free from intrusion of dust or foreign substances with a suitable cover.
4. Install the fuel pressure gauge as shown in the figure.
  - Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
  - Apply proper amount of gasoline between top of the fuel tube and No.1 spool.
  - Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
  - Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
  - When reconnecting fuel line, always use new clamps.
  - When reconnecting fuel hose, check the original fuel hose for damage and abnormality.



# BASIC SERVICE PROCEDURE

[QR25DE]

- Use a torque driver to tighten clamps.
- Install hose clamp to the position within 1 - 2 mm (0.04 - 0.08 in).

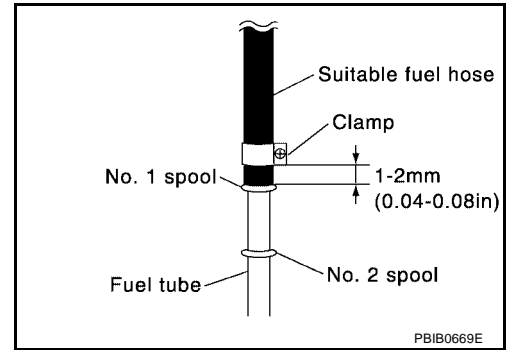
### Tightening torque:

**1 - 1.5 N·m (0.1 - 0.15 kg·m, 9 - 13 in·lb.)**

- Make sure that clamp screw does not contact adjacent parts.
5. After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb.) to confirm fuel tube does not come off.
  6. Turn ignition switch "ON", and check for fuel leakage.
  7. Start engine and check for fuel leakage.
  8. Read the indication of fuel pressure gauge.
    - Do not perform fuel pressure check with system operating. Fuel pressure gauge may indicate false readings.
    - During fuel pressure check, confirm for fuel leakage from fuel connection every 3 minutes.

**At idling: Approximately 350 CPA (3.57 kg/cm<sup>2</sup> , 51 psi)**

9. If result is unsatisfactory, go to next step.
10. Check the following.
  - Fuel hoses and fuel tubes for clogging
  - Fuel filter for clogging
  - Fuel pump
  - Fuel pressure regulator for cloggingIf OK, replace fuel pressure regulator.  
If NG, repair or replace.





## ON BOARD DIAGNOSTIC (OBD) SYSTEM

PFP:00028

### Introduction

UBS00279

The ECM has an on board diagnostic system, which detects malfunctions related to engine sensors or actuators. The ECM also records various emission-related diagnostic information including:

Emission-related diagnostic information	SAE Mode
Diagnostic Trouble Code (DTC)	Mode 3 of SAE J1979
Freeze Frame data	Mode 2 of SAE J1979
System Readiness Test (SRT) code	Mode 1 of SAE J1979
1st Trip Diagnostic Trouble Code (1st Trip DTC)	Mode 7 of SAE J1979
1st Trip Freeze Frame data	
Test values and Test limits	Mode 6 of SAE J1979
Calibration ID	Mode 9 of SAE J1979

The above information can be checked using procedures listed in the table below.

×: Applicable —: Not applicable

	DTC	1st trip DTC	Freeze Frame data	1st trip Freeze Frame data	SRT code	Test value
CONSULT-II	×	×	×	×	×	—
GST	×	×*1	×	—	×	×
ECM	×	×*2	—	—	—	—

\*1: 1st trip DTCs for self-diagnoses concerning SRT items cannot be shown on the GST display.

\*2: When DTC and 1st trip DTC simultaneously appear on the display, they cannot be clearly distinguished from each other.

The malfunction indicator lamp (MIL) on the instrument panel lights up when the same malfunction is detected in two consecutive trips (Two trip detection logic), or when the ECM enters fail-safe mode. (Refer to [EC-1290](#).)

### Two Trip Detection Logic

UBS0027A

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MIL will not light up at this stage. <1st trip>

If the same malfunction is detected again during the next drive, the DTC and Freeze Frame data are stored in the ECM memory, and the MIL lights up. The MIL lights up at the same time when the DTC is stored. <2nd trip> The "trip" in the "Two Trip Detection Logic" means a driving mode in which self-diagnosis is performed during vehicle operation. Specific on board diagnostic items will cause the ECM to light up or blink the MIL, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

×: Applicable —: Not applicable

Items	MIL				DTC		1st trip DTC	
	1st trip		2nd trip		1st trip displaying	2nd trip displaying	1st trip displaying	2nd trip displaying
	Blinking	Lighting up	Blinking	Lighting up				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnosis (refer to <a href="#">EC-1224</a> . "INDEX FOR DTC" )	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

UBS0027B

## Emission-related Diagnostic Information EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
CAN COMM CIRCUIT	U1000	1000*5	—	—	—	<a href="#">EC-1350</a>
CAN COMM CIRCUIT	U1001	1001*5	—	—	×	<a href="#">EC-1350</a>
<b>NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.</b>	<b>P0000</b>	<b>0000</b>	—	—	—	—
INT/V TIM CONT-B1	P0011	0011	—	—	×	<a href="#">EC-1353</a>
HO2S1 HTR (B1)	P0031	0031	×	×	×*4	<a href="#">EC-1356</a>
HO2S1 HTR (B1)	P0032	0032	×	×	×*4	<a href="#">EC-1356</a>
HO2S2 HTR (B1)	P0037	0037	×	×	×*4	<a href="#">EC-1362</a>
HO2S2 HTR (B1)	P0038	0038	×	×	×*4	<a href="#">EC-1362</a>
MAF SEN/CIRCUIT	P0101	0101	—	—	×	<a href="#">EC-1368</a>
MAF SEN/CIRCUIT	P0102	0102	—	—	—	<a href="#">EC-1375</a>
MAF SEN/CIRCUIT	P0103	0103	—	—	—	<a href="#">EC-1375</a>
IAT SEN/CIRCUIT	P0112	0112	—	—	×	<a href="#">EC-1381</a>
IAT SEN/CIRCUIT	P0113	0113	—	—	×	<a href="#">EC-1381</a>
ECT SEN/CIRCUIT	P0117	0117	—	—	—	<a href="#">EC-1386</a>
ECT SEN/CIRCUIT	P0118	0118	—	—	—	<a href="#">EC-1386</a>
TP SEN 2/CIRC	P0122	0122	—	—	—	<a href="#">EC-1391</a>
TP SEN 2/CIRC	P0123	0123	—	—	—	<a href="#">EC-1391</a>
ECT SENSOR	P0125	0125	—	—	—	<a href="#">EC-1398</a>
IAT SENSOR	P0127	0127	—	—	×	<a href="#">EC-1401</a>
THERMSTAT FNCTN	P0128	0128	—	—	×	<a href="#">EC-1404</a>
HO2S1 (B1)	P0132	0132	×	×	×*4	<a href="#">EC-1406</a>
HO2S1 (B1)	P0133	0133	×	×	×*4	<a href="#">EC-1412</a>
HO2S1 (B1)	P0134	0134	×	×	×*4	<a href="#">EC-1421</a>
HO2S2 (B1)	P0138	0138	×	×	×*4	<a href="#">EC-1428</a>
HO2S2 (B1)	P0139	0139	×	×	×*4	<a href="#">EC-1435</a>
FUEL SYS-LEAN-B1	P0171	0171	—	—	×	<a href="#">EC-1442</a>
FUEL SYS-RICH-B1	P0172	0172	—	—	×	<a href="#">EC-1449</a>
FTT SENSOR	P0181	0181	—	—	×	<a href="#">EC-1455</a>
FTT SEN/CIRCUIT	P0182	0182	—	—	×	<a href="#">EC-1457</a>
FTT SEN/CIRCUIT	P0183	0183	—	—	×	<a href="#">EC-1457</a>
ENG OVER TEMP	P0217	0217	—	—	—	<a href="#">EC-1461</a>
TP SEN 1/CIRC	P0222	0222	—	—	—	<a href="#">EC-1475</a>
TP SEN 1/CIRC	P0223	0223	—	—	—	<a href="#">EC-1475</a>
MULTI CYL MISFIRE	P0300	0300	—	—	×	<a href="#">EC-1481</a>
CYL 1 MISFIRE	P0301	0301	—	—	×	<a href="#">EC-1481</a>
CYL 2 MISFIRE	P0302	0302	—	—	×	<a href="#">EC-1481</a>
CYL 3 MISFIRE	P0303	0303	—	—	×	<a href="#">EC-1481</a>
CYL 4 MISFIRE	P0304	0304	—	—	×	<a href="#">EC-1481</a>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
KNOCK SEN/CIRC-B1	P0327	0327	—	—	×	<a href="#">EC-1486</a>
KNOCK SEN/CIRC-B1	P0328	0328	—	—	×	<a href="#">EC-1486</a>
CKP SEN/CIRCUIT	P0335	0335	—	—	×	<a href="#">EC-1490</a>
CMP SEN/CIRC-B1	P0340	0340	—	—	×	<a href="#">EC-1496</a>
TW CATALYST SYS-B1	P0420	0420	×	×	×*4	<a href="#">EC-1502</a>
EVAP PURG FLOW/MON	P0441	0441	×	×	×*4	<a href="#">EC-1507</a>
EVAP SMALL LEAK	P0442	0442	×	×	×*4	<a href="#">EC-1513</a>
PURG VOLUME CONT/V	P0444	0444	—	—	×	<a href="#">EC-1521</a>
PURG VOLUME CONT/V	P0445	0445	—	—	×	<a href="#">EC-1521</a>
VENT CONTROL VALVE	P0447	0447	—	—	×	<a href="#">EC-1527</a>
EVAP SYS PRES SEN	P0452	0452	—	—	×	<a href="#">EC-1534</a>
EVAP SYS PRES SEN	P0453	0453	—	—	×	<a href="#">EC-1540</a>
EVAP GROSS LEAK	P0455	0455	—	×	×*4	<a href="#">EC-1547</a>
EVAP VERY SML LEAK	P0456	0456	×*3	×	×*4	<a href="#">EC-1555</a>
FUEL LEV SEN SLOSH	P0460	0460	—	—	×	<a href="#">EC-1564</a>
FUEL LEVEL SENSOR	P0461	0461	—	—	×	<a href="#">EC-1569</a>
FUEL LEVL SEN/CIRC	P0462	0462	—	—	×	<a href="#">EC-1571</a>
FUEL LEVL SEN/CIRC	P0463	0463	—	—	×	<a href="#">EC-1571</a>
VEH SPEED SEN/CIRC*6	P0500	0500	—	—	×	<a href="#">EC-1575</a>
ISC SYSTEM	P0506	0506	—	—	×	<a href="#">EC-1579</a>
ISC SYSTEM	P0507	0507	—	—	×	<a href="#">EC-1581</a>
ECM	P0605	0605	—	—	×	<a href="#">EC-1583</a>
MIL/CIRC	P0650	0650	—	—	×	<a href="#">EC-1586</a>
PNP SW/CIRC	P0705	0705	—	—	×	<a href="#">AT-491</a>
ATF TEMP SEN/CIRC	P0710	0710	—	—	×	<a href="#">AT-497</a>
VEH SPD SEN/CIR AT*6	P0720	0720	—	—	×	<a href="#">AT-503</a>
ENGINE SPEED SIG	P0725	0725	—	—	×	<a href="#">AT-508</a>
A/T 1ST GR FNCTN	P0731	0731	—	—	×	<a href="#">AT-512</a>
A/T 2ND GR FNCTN	P0732	0732	—	—	×	<a href="#">AT-517</a>
A/T 3RD GR FNCTN	P0733	0733	—	—	×	<a href="#">AT-522</a>
A/T 4TH GR FNCTN	P0734	0734	—	—	×	<a href="#">AT-527</a>
TCC SOLENOID/CIRC	P0740	0740	—	—	×	<a href="#">AT-534</a>
A/T TCC S/V FNCTN	P0744	0744	—	—	×	<a href="#">AT-539</a>
L/PRESS SOL/CIRC	P0745	0745	—	—	×	<a href="#">AT-547</a>
SFT SOL A/CIRC	P0750	0750	—	—	—	<a href="#">AT-553</a>
SFT SOL B/CIRC	P0755	0755	—	—	—	<a href="#">AT-558</a>
ECM BACK UP/CIRC	P1065	1065	—	—	×	<a href="#">EC-1590</a>
MAF SENSOR	P1102	1102	—	—	—	<a href="#">EC-1594</a>
INT/V TIM V/CIR-B1	P1111	1111	—	—	×	<a href="#">EC-1600</a>
ETC ACTR	P1121	1121	—	—	— or ×	<a href="#">EC-1604</a>
ETC FUNCTION/CIRC	P1122	1122	—	—	—	<a href="#">EC-1606</a>

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

Items (CONSULT-II screen terms)	DTC*1 *2		SRT code	Test value/ Test limit (GST only)	1st trip DTC	Reference page
	CONSULT-II GST	ECM				
ETC MOT PWR	P1124	1124	—	—	—	<a href="#">EC-1613</a>
ETC MOT PWR	P1126	1126	—	—	—	<a href="#">EC-1613</a>
ETC MOT	P1128	1128	—	—	—	<a href="#">EC-1618</a>
HO2S1 (B1)	P1143	1143	×	×	×*4	<a href="#">EC-1623</a>
HO2S1 (B1)	P1144	1144	×	×	×*4	<a href="#">EC-1629</a>
HO2S2 (B1)	P1146	1146	×	×	×*4	<a href="#">EC-1635</a>
HO2S2 (B1)	P1147	1147	×	×	×*4	<a href="#">EC-1642</a>
CLOSED LOOP-B1	P1148	1148	—	—	—	<a href="#">EC-1649</a>
ENG OVER TEMP	P1217	1217	—	—	—	<a href="#">EC-1651</a>
CTP LEARNING	P1225	1225	—	—	×	<a href="#">EC-1664</a>
CTP LEARNING	P1226	1226	—	—	×	<a href="#">EC-1666</a>
SENSOR POWER/CIRC	P1229	1229	—	—	—	<a href="#">EC-1668</a>
PURG VOLUME CONT/V	P1444	1444	—	—	×	<a href="#">EC-1672</a>
VENT CONTROL VALVE	P1446	1446	—	—	×	<a href="#">EC-1680</a>
VENT CONTROL VALVE	P1448	1448	—	—	×	<a href="#">EC-1687</a>
EVAP VERY SML LEAK	P1456	1456	×*3	×	×*4	<a href="#">EC-1695</a>
FUEL LEVEL SEN/CIRC	P1464	1464	—	—	×	<a href="#">EC-1704</a>
VC/V BYPASS/V	P1490	1490	—	—	×	<a href="#">EC-1707</a>
VC CUT/V BYPASS/V	P1491	1491	—	—	×	<a href="#">EC-1714</a>
ASCD SW	P1564	1564	—	—	—	<a href="#">EC-1723</a>
ASCD BRAKE SW	P1572	1572	—	—	—	<a href="#">EC-1730</a>
ASCD VHL SPD SEN	P1574	1574	—	—	—	<a href="#">EC-1740</a>
TPV SEN/CIRC A/T	P1705	1705	—	—	—	<a href="#">AT-563</a>
P-N POS SW/CIRCUIT	P1706	1706	—	—	×	<a href="#">EC-1742</a>
O/R CLTCH SOL/CIRC	P1760	1760	—	—	×	<a href="#">AT-568</a>
BRAKE SW/CIRCUIT	P1805	1805	—	—	×	<a href="#">EC-1746</a>
APP SEN 1/CIRC	P2122	2122	—	—	—	<a href="#">EC-1751</a>
APP SEN 1/CIRC	P2123	2123	—	—	—	<a href="#">EC-1751</a>
APP SEN 2/CIRC	P2127	2127	—	—	—	<a href="#">EC-1757</a>
APP SEN 2/CIRC	P2128	2128	—	—	—	<a href="#">EC-1757</a>
TP SENSOR	P2135	2135	—	—	—	<a href="#">EC-1763</a>
APP SENSOR	P2138	2138	—	—	—	<a href="#">EC-1770</a>

\*1: 1st trip DTC No. is the same as DTC No.

\*2: These numbers are prescribed by SAE J2012.

\*3: SRT code will not be set if the self-diagnostic result is NG.

\*4: These are not displayed with GST.

\*5: The troubleshooting for this DTC needs CONSULT-II.

\*6: When the fail-safe operations for both self-diagnoses occur at the same time, the MIL illuminates.

## DTC AND 1ST TRIP DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not reoccur, the 1st trip DTC will not be displayed.

If a malfunction is detected during the 1st trip, the 1st trip DTC is stored in the ECM memory. The MIL will not light up (two trip detection logic). If the same malfunction is not detected in the 2nd trip (meeting the required

driving pattern), the 1st trip DTC is cleared from the ECM memory. If the same malfunction is detected in the 2nd trip, both the 1st trip DTC and DTC are stored in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored and a non-diagnostic operation is performed between the 1st and 2nd trips, only the 1st trip DTC will continue to be stored. For malfunctions that blink or light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

Procedures for clearing the DTC and the 1st trip DTC from the ECM memory are described in [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-1261, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#) . These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-II.

1st trip DTC is specified in Mode 7 of SAE J1979. 1st trip DTC detection occurs without lighting up the MIL and therefore does not warn the driver of a malfunction. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.

When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in "Work Flow" procedure Step II, refer to [EC-1285, "WORK FLOW"](#) . Then perform "DTC Confirmation Procedure" or "Overall Function Check" to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

## How to Read DTC and 1st Trip DTC

DTC and 1st trip DTC can be read by the following methods.

 **WITH CONSULT-II**

 **WITH GST**

CONSULT-II or GST (Generic Scan Tool) Examples: P0340, P1148, P1706, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-II also displays the malfunctioning component or system.)

 **NO TOOLS**

The number of blinks of the MIL in the Diagnostic Test Mode II (Self-Diagnostic Results) indicates the DTC. Example: 0340, 1148, 1706, etc.

These DTCs are controlled by NISSAN.

- **1st trip DTC No. is the same as DTC No.**
- **Output of a DTC indicates a malfunction. However, GST or the Diagnostic Test Mode II do not indicate whether the malfunction is still occurring or has occurred in the past and has returned to normal. CONSULT-II can identify malfunction status as shown below. Therefore, using CONSULT-II (if available) is recommended.**

A sample of CONSULT-II display for DTC and 1st trip DTC is shown below. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

If the DTC is being detected currently, the time data will be "0".

If a 1st trip DTC is stored in the ECM, the time data will be "[1t]".

DTC display	SELF DIAG RESULTS		1st trip DTC display	SELF DIAG RESULTS	
	DTC RESULTS			DTC RESULTS	
	TIME			TIME	
	CKP SEN/CIRCUIT [P0335]	0		CKP SEN/CIRCUIT [P0335]	1t

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## FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

The ECM records the driving conditions such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed, vehicle speed, base fuel schedule and intake air temperature at the moment a malfunction is detected.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For details, see [EC-1320, "Freeze Frame Data and 1st Trip Freeze Frame Data"](#) .

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

For example, the EGR malfunction (Priority: 2) was detected and the freeze frame data was stored in the 2nd trip. After that when the misfire (Priority: 1) is detected in another trip, the freeze frame data will be updated from the EGR malfunction to the misfire. The 1st trip freeze frame data is updated each time a different malfunction is detected. There is no priority for 1st trip freeze frame data. However, once freeze frame data is stored in the ECM memory, 1st trip freeze data is no longer stored (because only one freeze frame data or 1st trip freeze frame data can be stored in the ECM). If freeze frame data is stored in the ECM memory and freeze frame data with the same priority occurs later, the first (original) freeze frame data remains unchanged in the ECM memory.

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased. Procedures for clearing the ECM memory are described in [EC-1261, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#).

## SYSTEM READINESS TEST (SRT) CODE

System Readiness Test (SRT) code is specified in Mode 1 of SAE J1979.

As part of an enhanced emissions test for Inspection & Maintenance (I/M), certain states require the status of SRT be used to indicate whether the ECM has completed self-diagnosis of major emission systems and components. Completion must be verified in order for the emissions inspection to proceed.

If a vehicle is rejected for a State emissions inspection due to one or more SRT items indicating "INCMP", use the information in this Service Manual to set the SRT to "CMPLT".

In most cases the ECM will automatically complete its self-diagnosis cycle during normal usage, and the SRT status will indicate "CMPLT" for each application system. Once set as "CMPLT", the SRT status remains "CMPLT" until the self-diagnosis memory is erased.

Occasionally, certain portions of the self-diagnostic test may not be completed as a result of the customer's normal driving pattern; the SRT will indicate "INCMP" for these items.

### NOTE:

The SRT will also indicate "INCMP" if the self-diagnosis memory is erased for any reason or if the ECM memory power supply is interrupted for several hours.

If, during the state emissions inspection, the SRT indicates "CMPLT" for all test items, the inspector will continue with the emissions test. However, if the SRT indicates "INCMP" for one or more of the SRT items the vehicle is returned to the customer untested.

### NOTE:

If MIL is "ON" during the state emissions inspection, the vehicle is also returned to the customer untested even though the SRT indicates "CMPLT" for all test items. Therefore, it is important to check SRT ("CMPLT") and DTC (No DTCs) before the inspection.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

## SRT Item

The table below shows required self-diagnostic items to set the SRT to "CMPLT".

SRT item (CONSULT-II indication)	Performance Priority*1	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	2	Three way catalyst function	P0420
EVAP SYSTEM	1	EVAP control system	P0442
	2	EVAP control system	P0456, P1456
	2	EVAP control system purge flow monitoring	P0441
HO2S	2	Heated oxygen sensor 1	P0132
		Heated oxygen sensor 1	P0133
		Heated oxygen sensor 1	P0134
		Heated oxygen sensor 1	P1143
		Heated oxygen sensor 1	P1144
		Heated oxygen sensor 2	P0138
		Heated oxygen sensor 2	P0139
		Heated oxygen sensor 2	P1146
		Heated oxygen sensor 2	P1147
HO2S HTR	2	Heated oxygen sensor 1 heater	P0031, P0032
		Heated oxygen sensor 2 heater	P0037, P0038

\*1: If completion of several SRTs is required, perform driving patterns (DTC confirmation procedure), one by one based on the priority for models with CONSULT-II.

## SRT Set Timing

SRT is set as "CMPLT" after self-diagnosis has been performed one or more times. Completion of SRT is done regardless of whether the result is OK or NG. The set timing is different between OK and NG results and is shown in the table below.

Self-diagnosis result		Example							
		Diagnosis	Ignition cycle						
			← ON →	OFF	← ON →	OFF	← ON →	OFF	← ON →
All OK	Case 1	P0400	OK (1)	— (1)	OK (2)	— (2)			
		P0402	OK (1)	— (1)	— (1)	OK (2)			
		P1402	OK (1)	OK (2)	— (2)	— (2)			
		SRT of EGR	"CMPLT"	"CMPLT"	"CMPLT"	"CMPLT"			
	Case 2	P0400	OK (1)	— (1)	— (1)	— (1)			
		P0402	— (0)	— (0)	OK (1)	— (1)			
		P1402	OK (1)	OK (2)	— (2)	— (2)			
		SRT of EGR	"INCMP"	"INCMP"	"CMPLT"	"CMPLT"			
NG exists	Case 3	P0400	OK	OK	—	—			
		P0402	—	—	—	—			
		P1402	NG	—	NG	NG	NG (Consecutive NG)		
		(1st trip) DTC	1st trip DTC	—	1st trip DTC	DTC (= MIL "ON")			
		SRT of EGR	"INCMP"	"INCMP"	"INCMP"	"CMPLT"			

OK: Self-diagnosis is carried out and the result is OK.

NG: Self-diagnosis is carried out and the result is NG.

—: Self-diagnosis is not carried out.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

When all SRT related self-diagnoses showed OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate "CMPLT". → Case 1 above

When all SRT related self-diagnoses showed OK results through several different cycles, the SRT will indicate "CMPLT" at the time the respective self-diagnoses have at least one OK result. → Case 2 above

If one or more SRT related self-diagnoses showed NG results in 2 consecutive cycles, the SRT will also indicate "CMPLT". → Case 3 above

The table above shows that the minimum number of cycles for setting SRT as "INCMP" is one (1) for each self-diagnosis (Case 1 & 2) or two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary for each self-diagnosis to be executed twice (Case 3) for the following reasons:

- The SRT will indicate "CMPLT" at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires "CMPLT" of the SRT only with OK self-diagnosis results.
- When, during SRT driving pattern, 1st trip DTC (NG) is detected prior to "CMPLT" of SRT, the self-diagnosis memory must be erased from ECM after repair.
- If the 1st trip DTC is erased, all the SRT will indicate "INCMP".

**NOTE:**

SRT can be set as "CMPLT" together with the DTC(s). Therefore, DTC check must always be carried out prior to the state emission inspection even though the SRT indicates "CMPLT".

## SRT Service Procedure

If a vehicle has failed the state emissions inspection due to one or more SRT items indicating "INCMP", review the flowchart diagnostic sequence on the next page.

A

EC

C

D

E

F

G

H

I

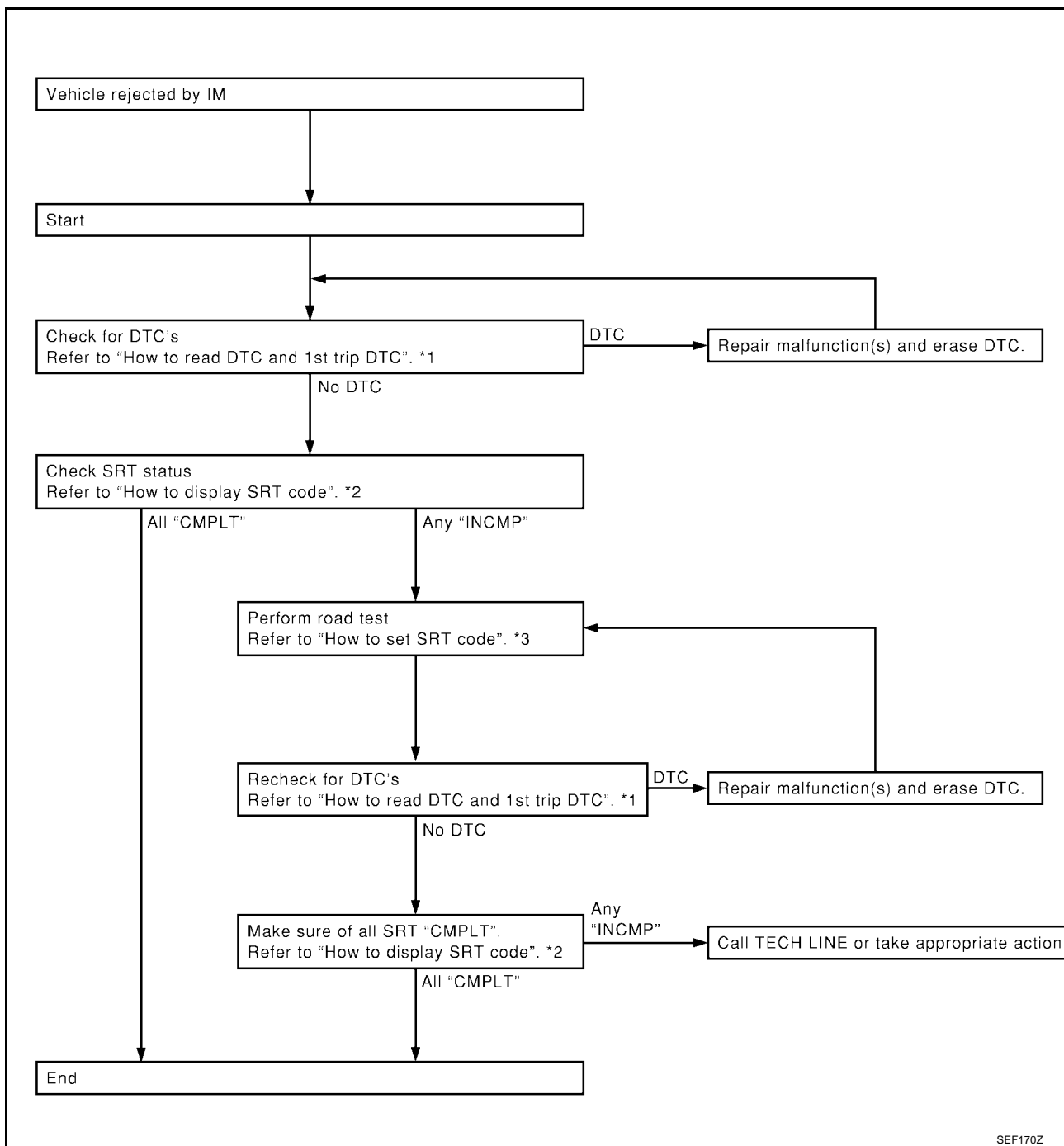
J

K

L

M





\*1 [EC-1264](#)

\*2 [EC-1268](#)

\*3 [EC-1269](#)

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## How to Display SRT Code

### WITH CONSULT-II

Selecting "SRT STATUS" in "DTC CONFIRMATION" mode with CONSULT-II.

For items whose SRT codes are set, a "CMPLT" is displayed on the CONSULT-II screen; for items whose SRT codes are not set, "INCMP" is displayed.

A sample of CONSULT-II display for SRT code is shown at right.

"INCMP" means the self-diagnosis is incomplete and SRT is not set.

"CMPLT" means the self-diagnosis is complete and SRT is set.

### WITH GST

Selecting Mode 1 with GST (Generic Scan Tool)

SRT STATUS	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	CMPLT

SEF949Z

## How to Set SRT Code

To set all SRT codes, self-diagnosis for the items indicated above must be performed one or more times. Each diagnosis may require a long period of actual driving under various conditions.

### WITH CONSULT-II

Perform corresponding DTC Confirmation Procedure one by one based on "Performance Priority" in the table on [EC-1266, "SRT Item"](#).

### WITHOUT CONSULT-II

The most efficient driving pattern in which SRT codes can be properly set is explained on the next page. The driving pattern should be performed one or more times to set all SRT codes.

A

EC

C

D

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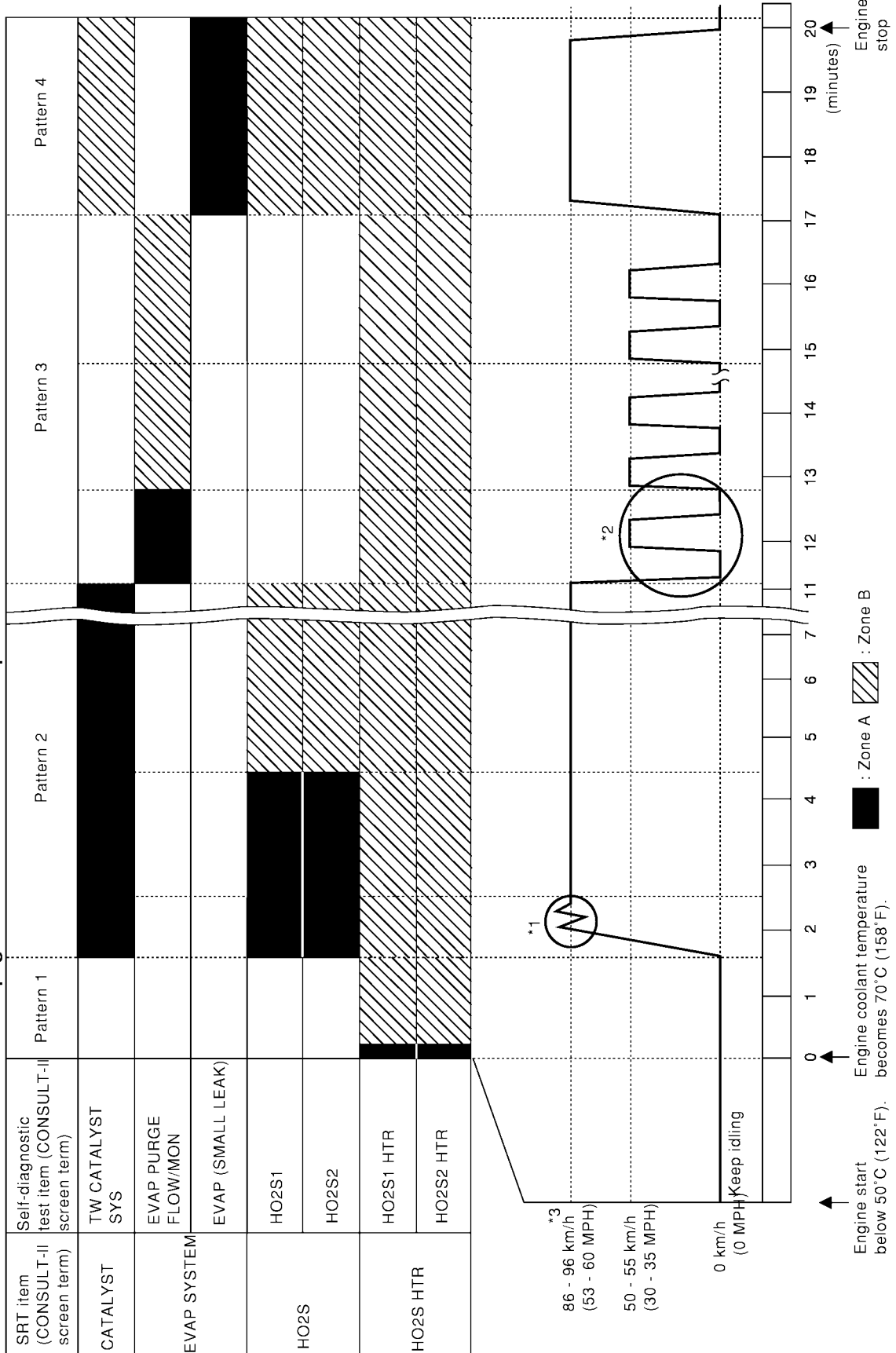
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## Driving Pattern

**Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.**

### Driving pattern



PBIB0123E

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

- The time required for each diagnosis varies with road surface conditions, weather, altitude, individual driving habits, etc.  
Zone A refers to the range where the time, required for the diagnosis under normal conditions\*, is the shortest.  
Zone B refers to the range where the diagnosis can still be performed if the diagnosis is not completed within zone A.

\*: Normal conditions refer to the following:

- Sea level
- Flat road
- Ambient air temperature: 20 - 30°C (68 - 86°F)
- Diagnosis is performed as quickly as possible under normal conditions.  
Under different conditions [For example: ambient air temperature other than 20 - 30°C (68 - 86°F)], diagnosis may also be performed.

Pattern 1:

- **The engine is started at the engine coolant temperature of -10 to 35°C (14 to 95°F) (where the voltage between the ECM terminal 93 and ground is 3.0 - 4.3V).**
- **The engine must be operated at idle speed until the engine coolant temperature is greater than 70°C (158°F) (where the voltage between the ECM terminal 93 and ground is lower than 1.4V).**
- **The engine is started at the fuel tank temperature of warmer than 0°C (32°F) (where the voltage between the ECM terminal 70 and ground is less than 4.1V).**

Pattern 2:

- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

Pattern 3:

- The driving pattern outlined in \*2 must be repeated at least 3 times.

Pattern 4:

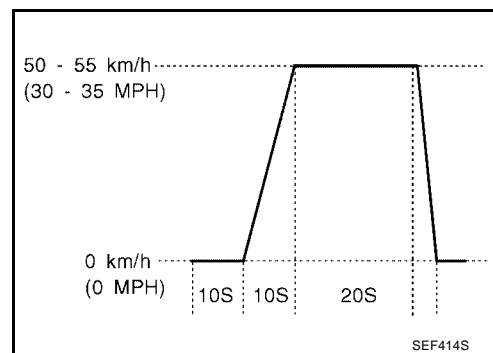
- Tests are performed after the engine has been operated for at least 17 minutes.
- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted all over again.

\*1: Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH), then release the accelerator pedal and keep it released for more than 10 seconds. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again.

\*2: Operate the vehicle in the following driving pattern.

1. Decelerate vehicle to 0 km/h (0 MPH) and let engine idle.
2. Repeat driving pattern shown at right at least 10 times.  
- **During acceleration, hold the accelerator pedal as steady as possible.**

\*3: Checking the vehicle speed with GST is advised.



## Suggested Transmission Gear Position for A/T Models

Set the selector lever in the "D" position with the overdrive switch turned ON.

## Suggested Upshift Speeds for M/T Models

Shown below are suggested vehicle speeds for shifting into a higher gear. These suggestions relate to fuel economy and vehicle performance. Actual upshift speeds will vary according to road conditions, the weather and individual driving habits.

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

## Model with 5-speed

Gear change	For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)]:		For normal acceleration in high altitude areas [over 1,219 m (4,000 ft)]:
	ACCEL shift point km/h (MPH)	CRUISE shift point km/h (MPH)	km/h (MPH)
1st to 2nd	24 (15)	24 (15)	24 (15)
2nd to 3rd	40 (25)	29 (18)	40 (25)
3rd to 4th	58 (36)	48 (30)	64 (40)
4th to 5th	64 (40)	62 (39)	72 (45)

## Model with 6-speed

Gear change	For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)]:		For normal acceleration in high altitude areas [over 1,219 m (4,000 ft)]:	
	ACCEL shift point km/h (MPH)	CRUISE shift point km/h (MPH)	ACCEL shift point km/h (MPH)	CRUISE shift point km/h (MPH)
1st to 2nd	26 (16)	16 (10)	26 (16)	24 (15)
2nd to 3rd	42 (26)	23 (14)	42 (26)	40 (25)
3rd to 4th	55 (34)	40 (25)	64 (40)	64 (40)
4th to 5th	66 (41)	60 (37)	72 (45)	72 (45)
5th to 6th	72 (45)	72 (45)	80 (50)	80 (50)

### Suggested Maximum Speed in Each Gear

Downshift to a lower gear if the engine is not running smoothly, or if you need to accelerate.

Do not exceed the maximum suggested speed (shown below) in any gear. For level road driving, use the highest gear suggested for that speed. Always observe posted speed limits and drive according to the road conditions to ensure safe operation. Do not over-rev the engine when shifting to a lower gear as it may cause engine damage or loss of vehicle control.

## Model with 5-speed

Gear	km/h (MPH)
1st	55 (35)
2nd	95 (60)
3rd	135 (85)
4th	—
5th	—

## Model with 6-speed

Gear	km/h (MPH)
1st	45 (25)
2nd	80 (50)
3rd	130 (80)
4th	—
5th	—
6th	—

### TEST VALUE AND TEST LIMIT (GST ONLY — NOT APPLICABLE TO CONSULT-II)

The following is the information specified in Mode 6 of SAE J1979.

The test value is a parameter used to determine whether a system/circuit diagnostic test is "OK" or "NG" while being monitored by the ECM during self-diagnosis. The test limit is a reference value which is specified as the maximum or minimum value and is compared with the test value being monitored.

Items for which these data (test value and test limit) are displayed are the same as SRT code items (18 test items).

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

These data (test value and test limit) are specified by Test ID (TID) and Component ID (CID) and can be displayed on the GST screen.

×: Applicable —: Not applicable

SRT item	Self-diagnostic test item	Test value (GST display)		Test limit	Application
		TID	CID		
CATALYST	Three way catalyst function	01H	01H	Max.	×
		02H	81H	Min.	×
EVAP SYSTEM	EVAP control system (Small leak)	05H	03H	Max.	×
	EVAP control system purge flow monitoring	06H	83H	Min.	×
	EVAP control system (Very small leak)	07H	03H	Max.	×
HO2S	Heated oxygen sensor 1	09H	04H	Max.	×
		0AH	84H	Min.	×
		0BH	04H	Max.	×
		0CH	04H	Max.	×
	Heated oxygen sensor 2	0DH	04H	Max.	×
		19H	86H	Min.	×
		1AH	86H	Min.	×
		1BH	06H	Max.	×
		1CH	06H	Max.	×
HO2S HTR	Heated oxygen sensor 1 heater	29H	08H	Max.	×
		2AH	88H	Min.	×
	Heated oxygen sensor 2 heater	2DH	0AH	Max.	×
		2EH	8AH	Min.	×

## HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION

### Ⓟ How to Erase DTC ( With CONSULT-II)

The emission related diagnostic information in the ECM can be erased by selecting “ERASE” in the “SELF-DIAG RESULTS” mode with CONSULT-II.

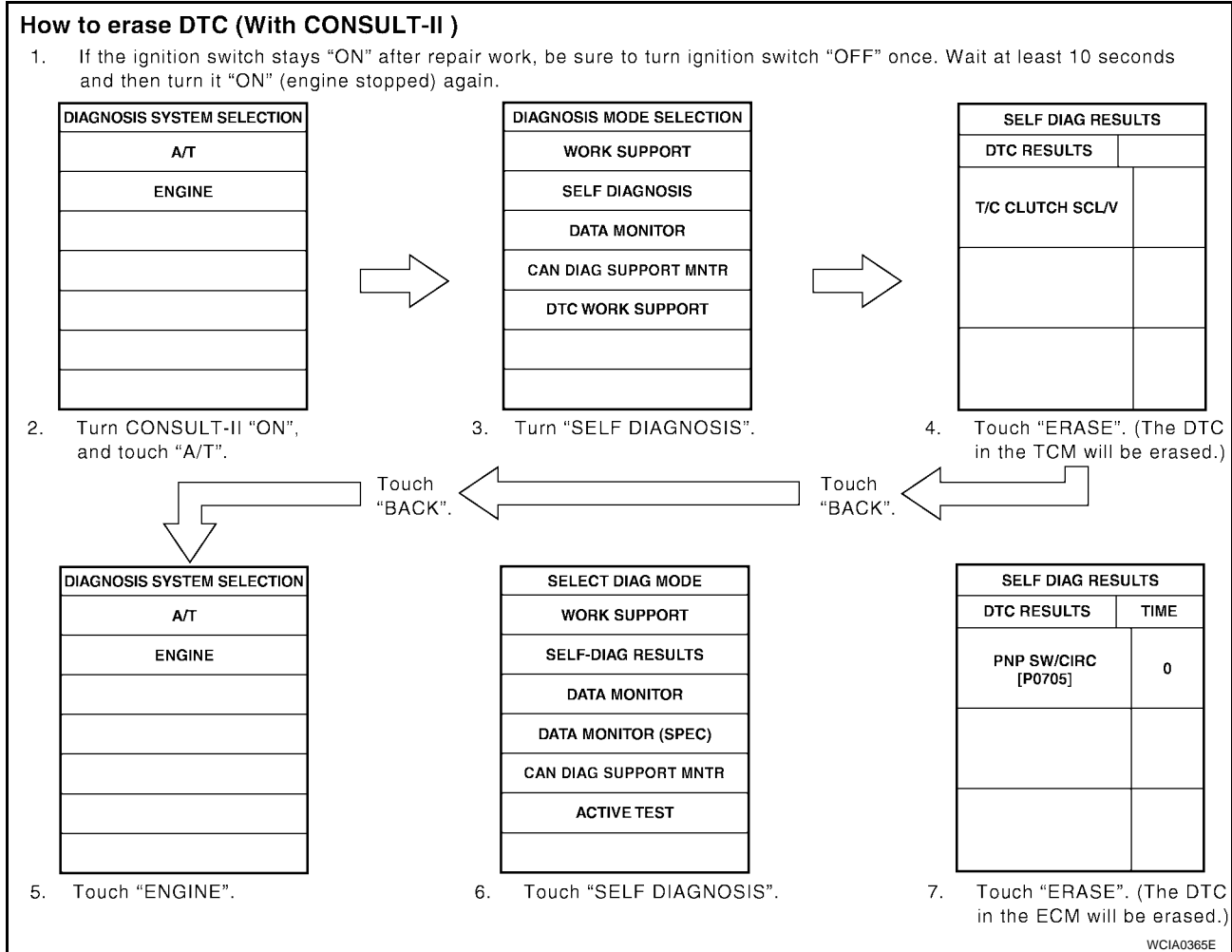
If DTCs are displayed for both ECM and TCM (Transmission control module), they need to be erased individually from the ECM and TCM (Transmission control module).

#### NOTE:

**If the DTC is not for A/T related items (see [EC-1224](#) ), skip steps 2 through 4.**

1. If the ignition switch stays “ON” after repair work, be sure to turn ignition switch “OFF” once. Wait at least 10 seconds and then turn it “ON” (engine stopped) again.
2. Turn CONSULT-II “ON” and touch “A/T”.
3. Touch “SELF-DIAG RESULTS”.
4. Touch “ERASE”. [The DTC in the TCM (Transmission control module) will be erased.] Then touch “BACK” twice.
5. Touch “ENGINE”.
6. Touch “SELF-DIAG RESULTS”.

7. Touch "ERASE". (The DTC in the ECM will be erased.)



### How to Erase DTC ( With GST)

The emission related diagnostic information in the ECM can be erased by selecting Mode 4 with GST.

**NOTE:**

**If the DTC is not for A/T related items (see [EC-1224](#) ), skip step 2.**

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)" in AT section titled "TROUBLE DIAGNOSIS", "Self-diagnosis". (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with GST (Generic Scan Tool).

### How to Erase DTC ( No Tools)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once.
  2. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  3. Change the diagnostic test mode from Mode II to Mode I by depressing the accelerator pedal. Refer to [EC-1276. "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
- **If the battery is disconnected, the emission-related diagnostic information will be lost after approx. 24 hours.**
  - **The following data are cleared when the ECM memory is erased.**
    - Diagnostic trouble codes
    - 1st trip diagnostic trouble codes
    - Freeze frame data
    - 1st trip freeze frame data

- System readiness test (SRT) codes
- Test values
- Others

Actual work procedures are explained using a DTC as an example. Be careful so that not only the DTC, but all of the data listed above, are cleared from the ECM memory during work procedures.

## NVIS (Nissan Vehicle Immobilizer System — NATS)

UBS0027C

- If the security indicator lights up with the ignition switch in the “ON” position or “NATS MALFUNCTION” is displayed on “SELF-DIAG RESULTS” screen, perform self-diagnostic results mode with CONSULT-II using NATS program card. Refer to [BL-95, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS\)"](#).
- Confirm no self-diagnostic results of NVIS (NATS) is displayed before touching “ERASE” in “SELF-DIAG RESULTS” mode with CONSULT-II.
- When replacing ECM, initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs must be carried out with CONSULT-II using NATS program card.

SELF DIAG RESULTS	
DTC RESULTS	TIME
NATS MALFUNCTION [P1610]	0

SEF543X

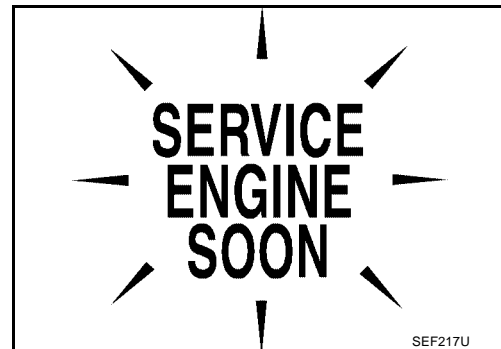
Therefore, be sure to receive all keys from vehicle owner. Regarding the procedures of NVIS (NATS) initialization and NVIS (NATS) ignition key ID registration, refer to CONSULT-II operation manual, IVIS/NVIS.

## Malfunction Indicator Lamp (MIL) DESCRIPTION

UBS0027D

The MIL is located on the instrument panel.







1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check. If the MIL does not light up, refer to [DI-27, "WARNING LAMPS"](#), or see [EC-1586](#).
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.





## ON BOARD DIAGNOSTIC SYSTEM FUNCTION

The on board diagnostic system has the following four functions.

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode I	Ignition switch in "ON" position  Engine stopped 	BULB CHECK	This function checks the MIL bulb for damage (blown, open circuit, etc.). If the MIL does not come on, check MIL circuit.
	Engine running 	MALFUNCTION WARNING	This is a usual driving condition. When a malfunction is detected twice in two consecutive driving cycles (two trip detection logic), the MIL will light up to inform the driver that a malfunction has been detected. The following malfunctions will light up or blink the MIL in the 1st trip. <ul style="list-style-type: none"> <li>● "Misfire (Possible three way catalyst damage)"</li> <li>● One trip detection diagnosis</li> </ul>
Mode II	Ignition switch in "ON" position  Engine stopped 	SELF-DIAGNOSTIC RESULTS	This function allows DTCs and 1st trip DTCs to be read.
	Engine running 	HEATED OXYGEN SENSOR 1 MONITOR	This function allows the fuel mixture condition (lean or rich), monitored by heated oxygen sensor 1, to be read.

### MIL Flashing Without DTC

If the ECM is in Diagnostic Test Mode II, MIL may flash when engine is running. In this case, check ECM diagnostic test mode. [EC-1276, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .

How to switch the diagnostic test (function) modes, and details of the above functions are described later. [EC-1276, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .

The following emission-related diagnostic information is cleared when the ECM memory is erased.

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values
- Others

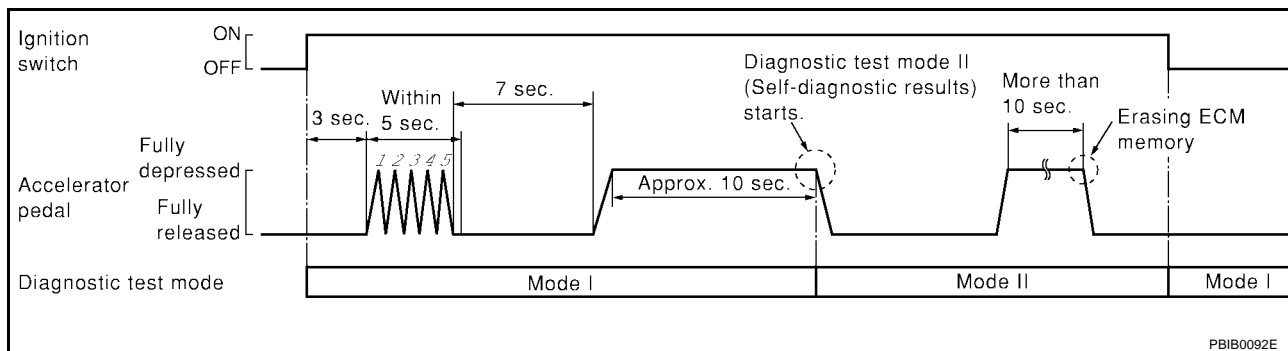
### HOW TO SWITCH DIAGNOSTIC TEST MODE

#### NOTE:

- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- Always ECM returns to Diagnostic Test Mode I after ignition switch is turned "OFF".

## How to Set Diagnostic Test Mode II (Self-diagnostic Results)

1. Confirm that accelerator pedal is fully released, turn ignition switch "ON" and wait 3 seconds.
2. Repeat the following procedure quickly five times within 5 seconds.
  - a. Fully depress the accelerator pedal.
  - b. Fully release the accelerator pedal.
3. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 10 seconds until the MIL starts blinking.
4. Fully release the accelerator pedal.  
ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).



## How to Set Diagnostic Test Mode II (Heated Oxygen Sensor 1 Monitor)

1. Set the ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to [EC-1277, "How to Set Diagnostic Test Mode II \(Self-diagnostic Results\)"](#).
2. Start Engine.  
ECM has entered to Diagnostic Test Mode II (Heated oxygen sensor 1 monitor).

## How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

1. Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to [EC-1277, "How to Set Diagnostic Test Mode II \(Self-diagnostic Results\)"](#).
2. Fully depress the accelerator pedal and keep it for more than 10 seconds.  
The emission-related diagnostic information has been erased from the backup memory in the ECM.
3. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

## DIAGNOSTIC TEST MODE I — BULB CHECK

In this mode, the MIL on the instrument panel should stay ON. If it remains OFF, check the bulb. Refer to [DI-27, "WARNING LAMPS"](#) or see [EC-1586](#).

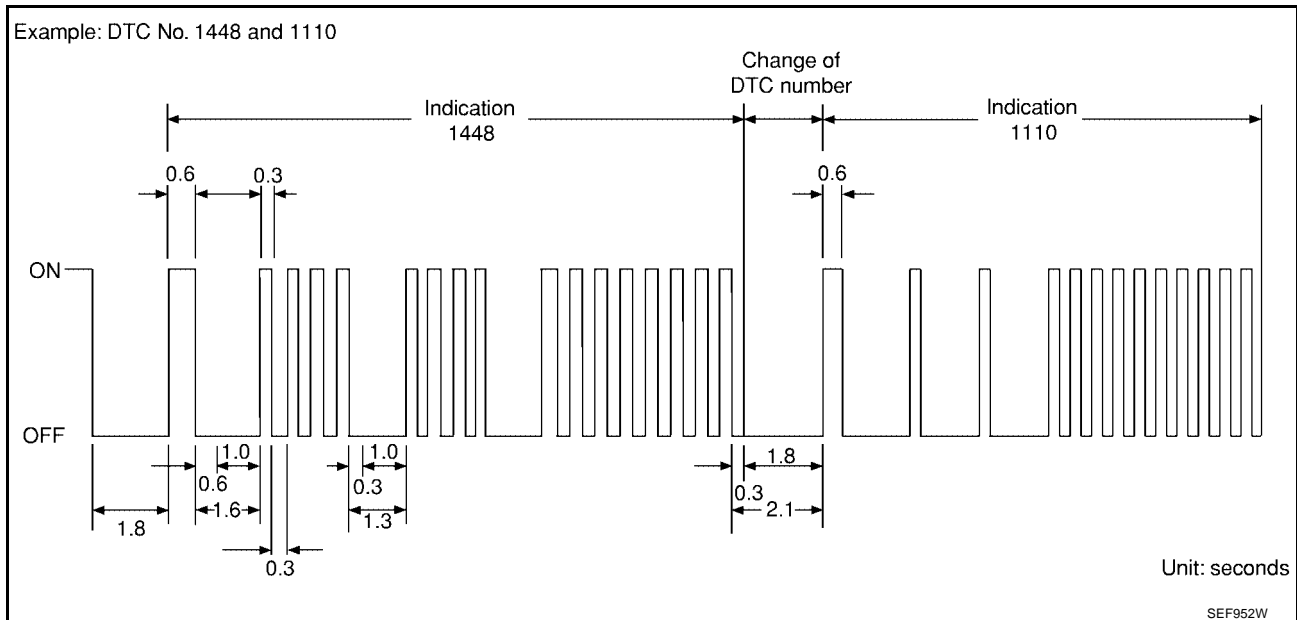
## DIAGNOSTIC TEST MODE I — MALFUNCTION WARNING

MIL	Condition
ON	When the malfunction is detected or the ECM's CPU is malfunctioning.
OFF	No malfunction.

These DTC numbers are clarified in Diagnostic Test Mode II (SELF-DIAGNOSTIC RESULTS)

## DIAGNOSTIC TEST MODE II — SELF-DIAGNOSTIC RESULTS

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MIL as shown below. The DTC and 1st trip DTC are displayed at the same time. If the MIL does not illuminate in diagnostic test mode I (Malfunction warning), all displayed items are 1st trip DTCs. If only one code is displayed when the MIL illuminates in diagnostic test mode II (SELF-DIAGNOSTIC RESULTS), it is a DTC; if two or more codes are displayed, they may be either DTCs or 1st trip DTCs. DTC No. is same as that of 1st trip DTC. These unidentified codes can be identified by using the CONSULT-II or GST. A DTC will be used as an example for how to read a code.



A particular trouble code can be identified by the number of four-digit numeral flashes. The “zero” is indicated by the number of ten flashes. The length of time the 1,000th-digit numeral flashes on and off is 1.2 seconds consisting of an ON (0.6-second) - OFF (0.6-second) cycle.

The 100th-digit numeral and lower digit numerals consist of a 0.3-second ON and 0.3-second OFF cycle.

A change from one digit numeral to another occurs at an interval of 1.0-second OFF. In other words, the later numeral appears on the display 1.3 seconds after the former numeral has disappeared.

A change from one trouble code to another occurs at an interval of 1.8-second OFF.

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC “0000” refers to no malfunction. (See [EC-1224, "INDEX FOR DTC"](#) )

### How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to [EC-1277, "How to Erase Diagnostic Test Mode II \(Self-diagnostic Results\)"](#) .

- If the battery is disconnected, the DTC will be lost from the backup memory after approx 24 hours.
- Be careful not to erase the stored memory before starting trouble diagnoses.

### DIAGNOSTIC TEST MODE II — HEATED OXYGEN SENSOR 1 MONITOR

In this mode, the MIL displays the condition of the fuel mixture (lean or rich) which is monitored by the heated oxygen sensor 1.

MIL	Fuel mixture condition in the exhaust gas	Air fuel ratio feedback control condition
ON	Lean	Closed loop system
OFF	Rich	
*Remains ON or OFF	Any condition	Open loop system

\*: Maintains conditions just before switching to open loop.

To check the heated oxygen sensor 1 function, start engine in the Diagnostic Test Mode II and warm it up until engine coolant temperature indicator points to the middle of the gauge.

Next run engine at about 2,000 rpm for about 2 minutes under no-load conditions. Then make sure that the MIL comes ON more than 5 times within 10 seconds with engine running at 2,000 rpm under no-load.

### OBD System Operation Chart

#### RELATIONSHIP BETWEEN MIL, 1ST TRIP DTC, DTC, AND DETECTABLE ITEMS

UBS0027E

- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MIL will come on. For details, refer to [EC-1260, "Two Trip Detection Logic"](#) .

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

[QR25DE]

- The MIL will go off after the vehicle is driven 3 times with no malfunction. The drive is counted only when the recorded driving pattern is met (as stored in the ECM). If another malfunction occurs while counting, the counter will reset. A
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring (except for Misfire and Fuel Injection System). For Misfire and Fuel Injection System, the DTC and freeze frame data will be stored until the vehicle is driven 80 times (driving pattern C) without the same malfunction recurring. The "TIME" in "SELF-DIAGNOSTIC RESULTS" mode of CONSULT-II will count the number of times the vehicle is driven. EC
- The 1st trip DTC is not displayed when the self-diagnosis results in "OK" for the 2nd trip. C

## SUMMARY CHART

Items	Fuel Injection System	Misfire	Other	
MIL (goes off)	3 (pattern B)	3 (pattern B)	3 (pattern B)	D
DTC, Freeze Frame Data (no display)	80 (pattern C)	80 (pattern C)	40 (pattern A)	E
1st Trip DTC (clear)	1 (pattern C), *1	1 (pattern C), *1	1 (pattern B)	
1st Trip Freeze Frame Data (clear)	*1, *2	*1, *2	1 (pattern B)	F

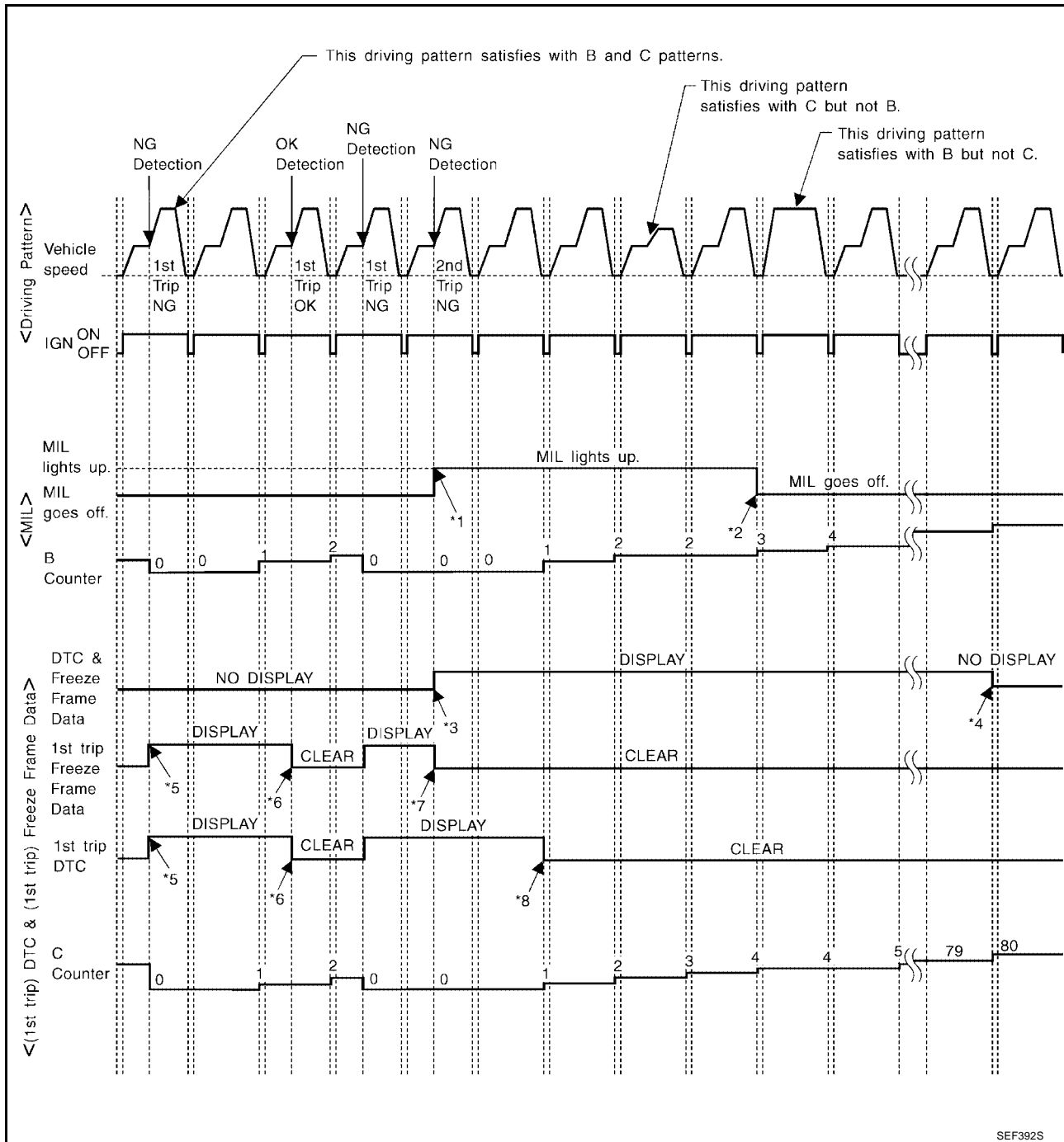
For details about patterns "B" and "C" under "Fuel Injection System" and "Misfire", see [EC-1281](#) .

For details about patterns "A" and "B" under "Other", see [EC-1283](#) .

\*1: Clear timing is at the moment OK is detected. G

\*2: Clear timing is when the same malfunction is detected in the 2nd trip. H

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"



\*1: When the same malfunction is detected in two consecutive trips, MIL will light up.

\*2: MIL will go off after vehicle is driven 3 times (pattern B) without any malfunctions.

\*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

\*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 80 times (pattern C) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

\*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

\*6: The 1st trip DTC and the 1st trip freeze frame data will be cleared at the moment OK is detected.

\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

\*8: 1st trip DTC will be cleared when vehicle is driven once (pattern C) without the same malfunction after DTC is stored in ECM.

## EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”

### <Driving Pattern B>

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunction.
- The MIL will go off when the B counter reaches 3. (\*2 in “OBD SYSTEM OPERATION CHART”)

### <Driving Pattern C>

Driving pattern C means the vehicle operation as follows:

The following conditions should be satisfied at the same time:

Engine speed: (Engine speed in the freeze frame data)  $\pm 375$  rpm

Calculated load value: (Calculated load value in the freeze frame data)  $\times (1 \pm 0.1)$  [%]

Engine coolant temperature (T) condition:

- When the freeze frame data shows lower than 70°C (158°F), “T” should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), “T” should be higher than or equal to 70°C (158°F).

Example:

If the stored freeze frame data is as follows:

Engine speed: 850 rpm, Calculated load value: 30%, Engine coolant temperature: 80°C (176°F)

To be satisfied with driving pattern C, the vehicle should run under the following conditions:

Engine speed: 475 - 1,225 rpm, Calculated load value: 27 - 33%, Engine coolant temperature: more than 70°C (158°F)

- The C counter will be cleared when the malfunction is detected regardless of the vehicle conditions described above.
- The C counter will be counted up when the vehicle conditions described above is satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

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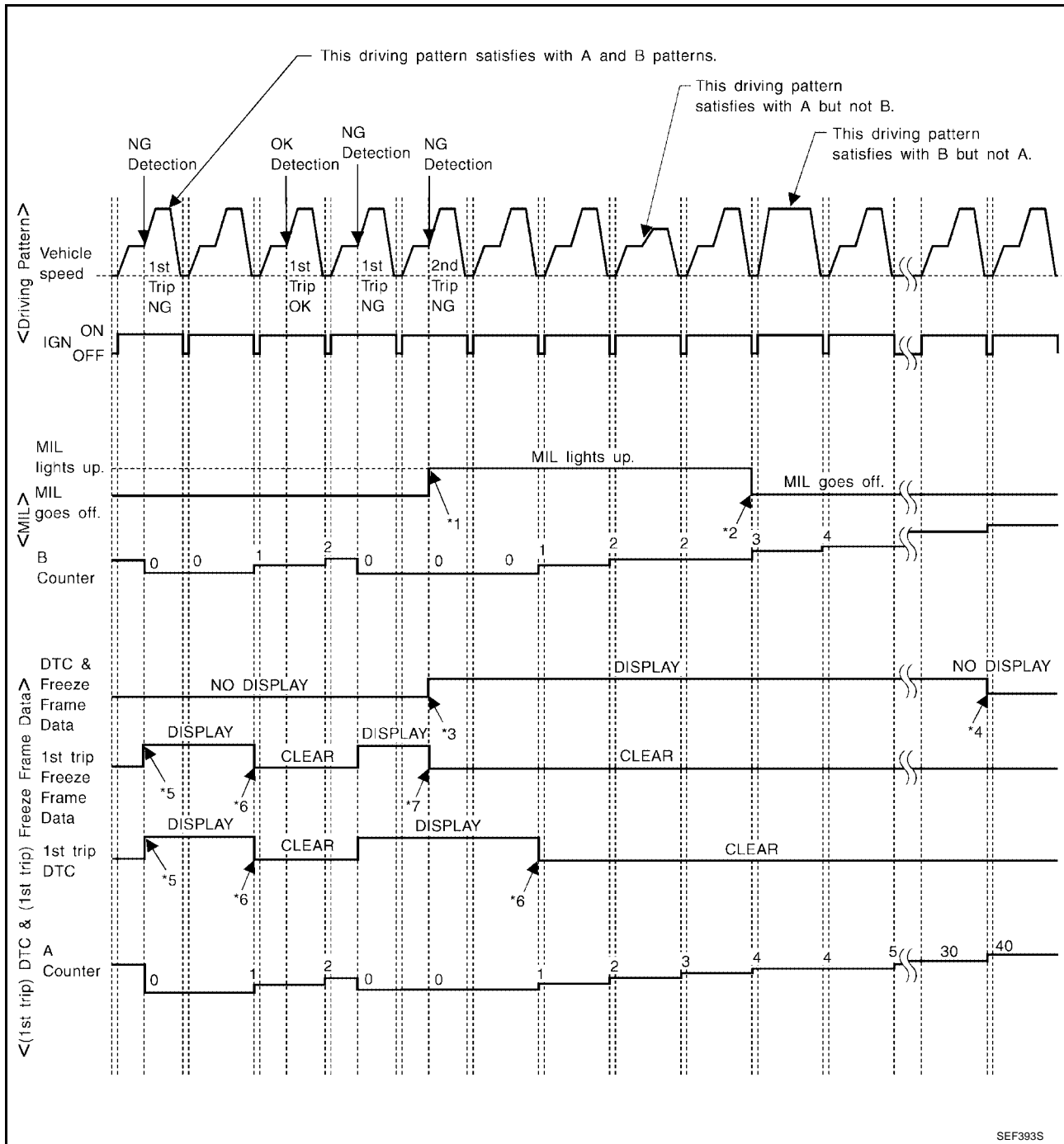
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# ON BOARD DIAGNOSTIC (OBD) SYSTEM

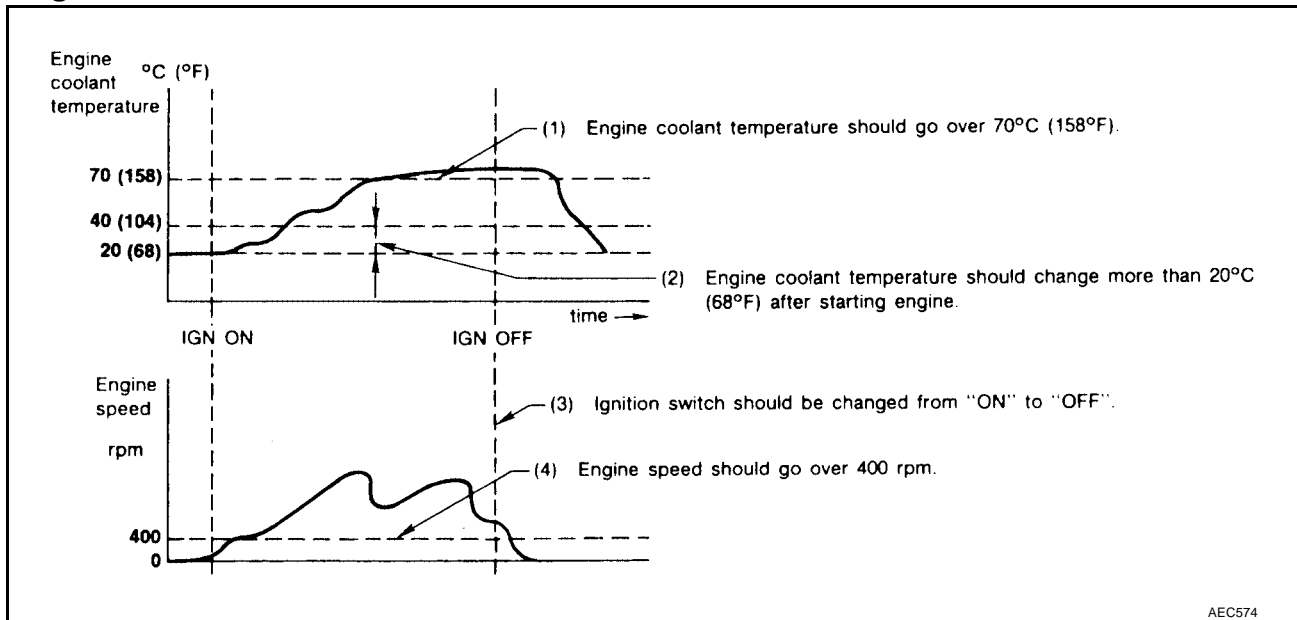
[QR25DE]

## RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"



## EXPLANATION FOR DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"

### <Driving Pattern A>



- The A counter will be cleared when the malfunction is detected regardless of (1) - (4).
- The A counter will be counted up when (1) - (4) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40.

### <Driving Pattern B>

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

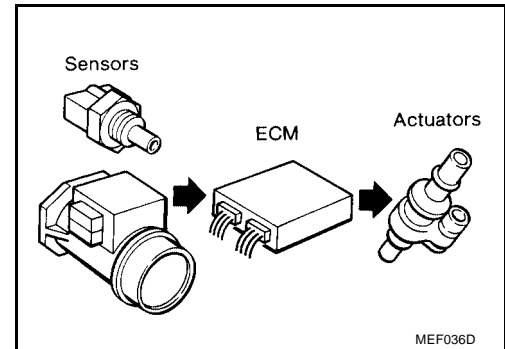
- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunctions.
- The MIL will go off when the B counter reaches 3 (\*2 in "OBD SYSTEM OPERATION CHART").



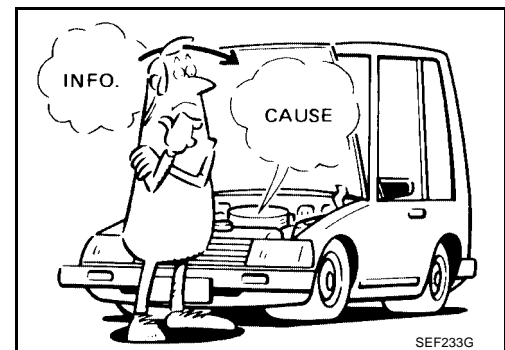
## TROUBLE DIAGNOSIS

### Trouble Diagnosis Introduction INTRODUCTION

The engine has an ECM to control major systems such as fuel control, ignition control, idle air control system, etc. The ECM accepts input signals from sensors and instantly drives actuators. It is essential that both input and output signals are proper and stable. At the same time, it is important that there are no malfunctions such as vacuum leaks, fouled spark plugs, or other malfunctions with the engine.



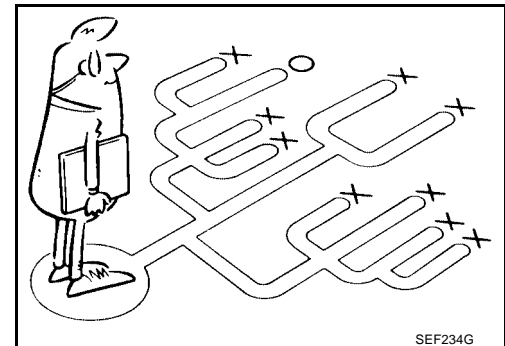
It is much more difficult to diagnose an incident that occurs intermittently rather than continuously. Most intermittent incidents are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.



A visual check only may not find the cause of the incidents. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow" on [EC-1285](#).

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such incidents, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example on [EC-1288](#) should be used.

Start your diagnosis by looking for "conventional" incidents first. This will help troubleshoot driveability incidents on an electronically controlled engine vehicle.





# TROUBLE DIAGNOSIS

[QR25DE]

## Description for Work Flow

STEP	DESCRIPTION
STEP I	Get detailed information about the conditions and the environment when the incident/symptom occurred using the "DIAGNOSTIC WORK SHEET", <a href="#">EC-1287</a> .
STEP II	Before confirming the concern, check and write down (print out using CONSULT-II or GST) the (1st trip) DTC and the (1st trip) freeze frame data, then erase the DTC and the data. (Refer to <a href="#">EC-1273</a> .) The (1st trip) DTC and the (1st trip) freeze frame data can be used when duplicating the incident at STEP III & IV. If the incident cannot be verified, perform <a href="#">EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . Study the relationship between the cause, specified by (1st trip) DTC, and the symptom described by the customer. (The "Symptom Matrix Chart" will be useful. See <a href="#">EC-1295</a> .) Also check related service bulletins for information.
STEP III	Try to confirm the symptom and under what conditions the incident occurs. The "DIAGNOSTIC WORK SHEET" and the freeze frame data are useful to verify the incident. Connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform <a href="#">EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . If the malfunction code is detected, skip STEP IV and perform STEP V.
STEP IV	Try to detect the (1st trip) DTC by driving in (or performing) the "DTC Confirmation Procedure". Check and read the (1st trip) DTC and (1st trip) freeze frame data by using CONSULT-II or GST. During the (1st trip) DTC verification, be sure to connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform <a href="#">EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> . In case the "DTC Confirmation Procedure" is not available, perform the "Overall Function Check" instead. The (1st trip) DTC cannot be displayed by this check, however, this simplified "check" is an effective alternative. The "NG" result of the "Overall Function Check" is the same as the (1st trip) DTC detection.
STEP V	Take the appropriate action based on the results of STEP I through IV. If the malfunction code is indicated, proceed to TROUBLE DIAGNOSIS FOR DTC PXXXX. If the normal code is indicated, proceed to the BASIC INSPECTION. (Refer to <a href="#">EC-1291</a> .) If CONSULT-II is available, perform "DATA MONITOR (SPEC)" mode with CONSULT-II and proceed to the "TROUBLE DIAGNOSIS – SPECIFICATION VALUE". (Refer to <a href="#">EC-1337</a> .) (If malfunction is detected, proceed to "REPAIR/REPLACE".) Then perform inspections according to the Symptom Matrix Chart. (Refer to <a href="#">EC-1295</a> .)
STEP VI	Identify where to begin diagnosis based on the relationship study between symptom and possible causes. Inspect the system for mechanical binding, loose connectors or wiring damage using (tracing) "Harness Layouts". Gently shake the related connectors, components or wiring harness with CONSULT-II set in "DATA MONITOR (AUTO TRIG)" mode. Check the voltage of the related ECM terminals or monitor the output data from the related sensors with CONSULT-II. Refer to <a href="#">EC-1307</a> , <a href="#">EC-1331</a> . The "Diagnostic Procedure" in EC section contains a description based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure. For details, refer to "Circuit Inspection" in <a href="#">GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"</a> . Repair or replace the malfunction parts. If malfunctioning part cannot be detected, perform <a href="#">EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"</a> .
STEP VII	Once you have repaired the circuit or replaced a component, you need to run the engine in the same conditions and circumstances which resulted in the customer's initial complaint. Perform the "DTC Confirmation Procedure" and confirm the normal code [DTC No. P0000] is detected. If the incident is still detected in the final check, perform STEP VI by using a method different from the previous one. Before returning the vehicle to the customer, be sure to erase the unnecessary (already fixed) (1st trip) DTC in ECM and TCM (Transmission control module). (Refer to <a href="#">EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"</a> and <a href="#">AT-430, "HOW TO ERASE DTC"</a> .)

## DIAGNOSTIC WORKSHEET

### Description

There are many operating conditions that lead to the malfunction of engine components. A good grasp of such conditions can make troubleshooting faster and more accurate.

In general, each customer feels differently about an incident. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

Some conditions may cause the MIL to come on steady or blink and DTC to be detected. Examples:

- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

### KEY POINTS

**WHAT** ..... Vehicle & engine model  
**WHEN** ..... Date, Frequencies  
**WHERE**..... Road conditions  
**HOW** ..... Operating conditions,  
Weather conditions,  
Symptoms

SEF907L

A  
EC  
C  
D  
E  
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M



# TROUBLE DIAGNOSIS

[QR25DE]

Priority	Detected items (DTC)	
1	<ul style="list-style-type: none"> <li>● U1000 U1001 CAN communication line</li> <li>● P0101 P0102 P0103 P1102 Mass air flow sensor</li> <li>● P0112 P0113 P0127 Intake air temperature sensor</li> <li>● P0117 P0118 P0125 Engine coolant temperature sensor</li> <li>● P0122 P0123 P0222 P0223 P1225 P1226 P2135 Throttle position sensor</li> <li>● P0128 Thermostat function</li> <li>● P0181 P0182 P0183 Fuel tank temperature sensor</li> <li>● P0327 P0328 Knock sensor</li> <li>● P0335 Crankshaft position sensor (POS)</li> <li>● P0340 Camshaft position sensor (PHASE)</li> <li>● P0460 P0461 P0462 P0463 P1464 Fuel level sensor</li> <li>● P0500 Vehicle speed sensor</li> <li>● P0605 ECM</li> <li>● P1229 Sensor power supply</li> <li>● P1610-P1615 NATS</li> <li>● P1706 Park/Neutral position (PNP) switch</li> <li>● P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor</li> </ul>	<p>A</p> <p><b>EC</b></p> <p>C</p> <p>D</p> <p>E</p> <p>F</p>
2	<ul style="list-style-type: none"> <li>● P0031 P0032 Heated oxygen sensor 1 heater</li> <li>● P0037 P0038 Heated oxygen sensor 2 heater</li> <li>● P0132 P0133 P0134 P1143 P1144 Heated oxygen sensor 1</li> <li>● P0138 P0139 P1146 P1147 Heated oxygen sensor 2</li> <li>● P0217 Coolant overtemperature enrichment protection</li> <li>● P0441 EVAP control system purge flow monitoring</li> <li>● P0444 P0445 P1444 EVAP canister purge volume control solenoid valve</li> <li>● P0447 P1446 P1448 EVAP canister vent control valve</li> <li>● P0452 P0453 EVAP control system pressure sensor</li> <li>● P0506 P0507 Idle speed control system</li> <li>● P0650 MIL</li> <li>● P0705-P0725, P0740-P0755, P1705 P1760 A/T related sensors and solenoid valves</li> <li>● P1065 ECM power supply</li> <li>● P1111 Intake valve timing control solenoid valve</li> <li>● P1122 Electric throttle control function</li> <li>● P1124 P1126 Throttle control motor relay</li> <li>● P1128 Electric throttle control actuator</li> <li>● P1490 P1491 Vacuum cut valve bypass valve</li> <li>● P1805 Brake switch</li> </ul>	<p>G</p> <p>H</p> <p>I</p> <p>J</p> <p>K</p> <p>L</p> <p>M</p>
3	<ul style="list-style-type: none"> <li>● P0011 Intake valve timing control</li> <li>● P0171 P0172 Fuel injection system function</li> <li>● P0300 - P0304 Misfire</li> <li>● P0420 Three way catalyst function</li> <li>● P0442 P0456 P1456 EVAP control system (SMALL LEAK, VERY SMALL LEAK)</li> <li>● P0455 EVAP control system (GROSS LEAK)</li> <li>● P0731 - P0734 A/T function</li> <li>● P1121 Electric throttle control actuator</li> <li>● P1148 Closed loop control</li> <li>● P1217 Engine over temperature (OVERHEAT)</li> <li>● P1564 ASCD steering switch</li> <li>● P1572 ASCD brake switch</li> <li>● P1574 ASCD vehicle speed sensor</li> </ul>	

# TROUBLE DIAGNOSIS

[QR25DE]

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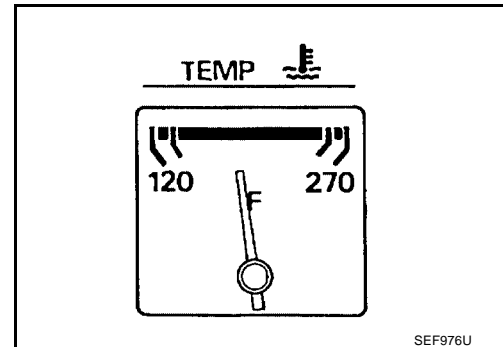
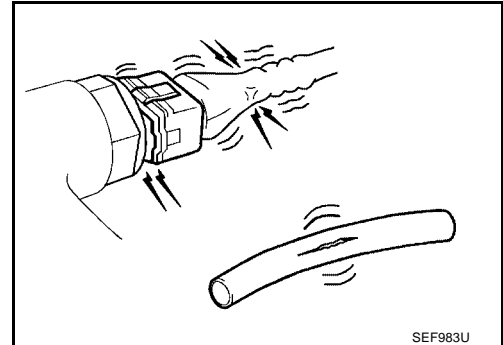
## Fail-safe Chart

The ECM enters fail-safe mode, if any of the following malfunctions is detected. When the ECM enters the fail-safe mode, the MIL illuminates.

DTC No.	Detected items	Engine operating condition in fail-safe mode								
P0102 P0103 P1102	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.								
P0117 P0118	Engine coolant temperature sensor circuit	<p>Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Engine coolant temperature decided (CONSULT-II display)</th> </tr> </thead> <tbody> <tr> <td>Just as ignition switch is turned ON or Start</td> <td style="text-align: center;">40°C (104°F)</td> </tr> <tr> <td>More than approx. 4 minutes after ignition ON or Start</td> <td style="text-align: center;">80°C (176°F)</td> </tr> <tr> <td>Except as shown above</td> <td style="text-align: center;">40 - 80°C (104 - 176°F) (Depends on the time)</td> </tr> </tbody> </table> <p>When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.</p>	Condition	Engine coolant temperature decided (CONSULT-II display)	Just as ignition switch is turned ON or Start	40°C (104°F)	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
Condition	Engine coolant temperature decided (CONSULT-II display)									
Just as ignition switch is turned ON or Start	40°C (104°F)									
More than approx. 4 minutes after ignition ON or Start	80°C (176°F)									
Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)									
P0122 P0123 P0222 P0223 P2135	Throttle position sensor	The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal operation. So, the acceleration will be poor.								
P1121	Electric throttle control actuator (ECM detects the throttle valve is stuck open.)	While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.								
P1122	Electric throttle control function	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1124 P1126	Throttle control motor relay	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1128	Throttle control motor	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P1229	Sensor power supply	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.								
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal operation. So, the acceleration will be poor.								

**Basic Inspection****1. INSPECTION START**

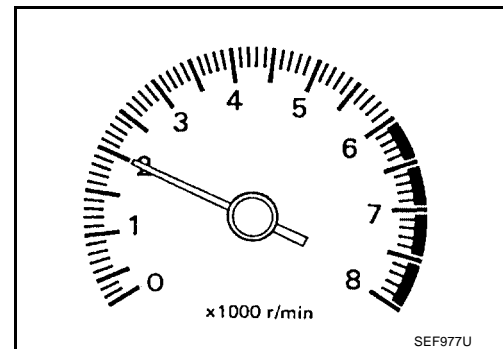
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
  - Harness connectors for improper connections
  - Wiring harness for improper connections, pinches and cut
  - Vacuum hoses for splits, kinks and improper connections
  - Hoses and ducts for leaks
  - Air cleaner clogging
  - Gasket
3. Confirm that electrical or mechanical loads are not applied.
  - Headlamp switch is OFF.
  - Air conditioner switch is OFF.
  - Rear window defogger switch is OFF.
  - Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.



5. Run engine at about 2,000 rpm for about 2 minutes under no-load.
6. Make sure that no DTC is displayed with CONSULT-II or GST.

**OK or NG**

- OK >> GO TO 3.  
NG >> GO TO 2.

**2. REPAIR OR REPLACE**

Repair or replace components as necessary according to corresponding "Diagnostic Procedure".

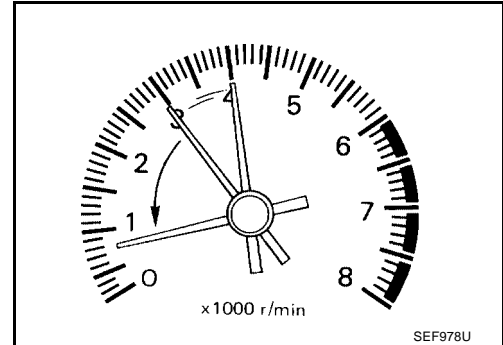
>> GO TO 3.



### 3. CHECK TARGET IDLE SPEED

#### With CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

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#### Without CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no-load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed for about 1 minute.
3. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

#### OK or NG

- OK >> GO TO 10.  
 NG >> GO TO 4.

### 4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 5.

### 5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 6.

**6. PERFORM IDLE AIR VOLUME LEARNING**

Refer to [EC-1255, "Idle Air Volume Learning"](#) .

Is the Air Volume Learning carried out successfully?

Yes or No

Yes >> GO TO 7.

No >> 1. Follow the instruction of "Idle Air Volume Learning".

2. GO TO 4.

**7. CHECK TARGET IDLE SPEED AGAIN**

**Ⓜ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

OK or NG

OK >> GO TO 10.

NG >> GO TO 8.

**8. DETECT MALFUNCTIONING PART**

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-1496](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-1490](#) .

OK or NG

OK >> GO TO 9.

NG >> 1. Repair or replace.

2. GO TO 4.

**9. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)
2. Perform initialization of NATS system and registration of NATS ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .

>> GO TO 4.

**10. CHECK IGNITION TIMING**

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 15 ± 5° BTDC**

**A/T: 15 ± 5° BTDC (in "P" or "N" position)**

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 11.

**11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING**

---

1. Stop engine.
2. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .

>> GO TO 12.

**12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING**

---

Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .

>> GO TO 13.

**13. PERFORM IDLE AIR VOLUME LEARNING**

---

Refer to [EC-1255, "Idle Air Volume Learning"](#) .

**Is the "Idle Air Volume Learning" carried out successfully?**

Yes or No

- Yes >> GO TO 14.  
 No >> 1. Follow the instruction of "Idle Air Volume Learning".  
 2. GO TO 4.

**14. CHECK TARGET IDLE SPEED AGAIN**

---

**Ⓟ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

**ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.

**M/T: 700 ± 50 rpm**

**A/T: 700 ± 50 rpm (in "P" or "N" position)**

OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 17.

**15. CHECK IGNITION TIMING AGAIN**

---

1. Run engine at idle.
2. Check ignition timing with a timing light.

**M/T: 15 ± 5° BTDC**

**A/T: 15 ± 5° BTDC (in "P" or "N" position)**

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 16.

**16. CHECK TIMING CHAIN INSTALLATION**

Check timing chain installation. Refer to [EM-134, "TIMING CHAIN"](#) .

OK or NG

- OK >> GO TO 17.
- NG >> 1. Repair the timing chain installation.  
2. GO TO 4.

**17. DETECT MALFUNCTIONING PART**

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-1496](#) .
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-1490](#) .

OK or NG

- OK >> GO TO 18.
- NG >> 1. Repair or replace.  
2. GO TO 4.

**18. CHECK ECM FUNCTION**

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a incident, but this is the rarely the case.)
2. Perform initialization of NATS system and registration of NATS ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .

>> GO TO 4.

**Symptom Matrix Chart  
SYSTEM — BASIC ENGINE CONTROL SYSTEM**

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		SYMPTOM											Reference page		
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION		EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Fuel	Fuel pump circuit	1	1	2	3	2		2	2			3		2	<a href="#">EC-1806</a>
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			<a href="#">EC-1257</a>
	Injector circuit	1	1	2	3	2		2	2			2			<a href="#">EC-1796</a>
	Evaporative emission system	3	3	4	4	4	4	4	4	4	4	4			<a href="#">EC-1846</a>

# TROUBLE DIAGNOSIS

[QR25DE]

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		<a href="#">EC-1858</a>
	Incorrect idle speed adjustment	3	3				1	1	1	1		1			<a href="#">EC-1291</a>
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	<a href="#">EC-1604</a> , <a href="#">EC-1606</a> , <a href="#">EC-1613</a> , <a href="#">EC-1618</a>
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			<a href="#">EC-1291</a>
	Ignition circuit	1	1	2	2	2		2	2			2			<a href="#">EC-1777</a>
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			<a href="#">EC-1342</a>
Mass air flow sensor circuit		1	1	2	2	2		2	2			2			<a href="#">EC-1368</a> , <a href="#">EC-1375</a> , <a href="#">EC-1594</a>
Engine coolant temperature sensor circuit		1	1	2	2	2	3	2	2	3	1	2			<a href="#">EC-1386</a> , <a href="#">EC-1398</a>
Throttle position sensor circuit			1	2		2	2	2	2	2		2			<a href="#">EC-1391</a> , <a href="#">EC-1475</a> , <a href="#">EC-1664</a> , <a href="#">EC-1666</a> , <a href="#">EC-1668</a> , <a href="#">EC-1763</a>
Accelerator pedal position sensor circuit				3	2	1	2			2					<a href="#">EC-1751</a> , <a href="#">EC-1757</a> , <a href="#">EC-1770</a>
Heated oxygen sensor 1 circuit			1	2	3	2		2	2			2			<a href="#">EC-1406</a> , <a href="#">EC-1412</a> , <a href="#">EC-1421</a> , <a href="#">EC-1623</a> , <a href="#">EC-1629</a>
Knock sensor circuit				2	2							3			<a href="#">EC-1486</a>
Crankshaft position sensor (POS) circuit		2	2												<a href="#">EC-1490</a>
Camshaft position sensor (PHASE) circuit		2	2												<a href="#">EC-1496</a>
Vehicle speed signal circuit			2	3		3						3			<a href="#">EC-1575</a>
Power steering oil pressure switch circuit			2				3	3	3	3					<a href="#">EC-1811</a>
ECM		2	2	3	3	3	3	3	3	3	3	3			<a href="#">EC-1583</a> , <a href="#">EC-1590</a>
Intake valve timing control solenoid valve circuit		3	3	2		1	3	2	2	3		3			<a href="#">EC-1600</a>

# TROUBLE DIAGNOSIS

[QR25DE]

	SYMPTOM													Reference page
	HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
VIAS control solenoid valve circuit					1									<a href="#">EC-1788</a>
PNP switch circuit			3		3	3	3	3	3		3			<a href="#">EC-1742</a>
Start signal circuit	2													<a href="#">EC-1802</a>
Refrigerant pressure sensor circuit		2				3	3	3	3		4			<a href="#">EC-1816</a>
Electrical load signal circuit						3	3	3	3					<a href="#">EC-1821</a>
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	<a href="#">MTC-19</a>

1 - 6: The numbers refer to the order of inspection.  
(continued on next page)

## SYSTEM — ENGINE MECHANICAL & OTHER

	SYMPTOM													Reference page	
	HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)		
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA		
Fuel	Fuel tank	5												<a href="#">FL-7</a>	
	Fuel piping		5	5	5		5	5			5			<a href="#">EM-118</a> , <a href="#">FL-2</a>	
	Vapor lock		5												—
	Valve deposit		5	5	5	5		5	5			5			—
	Poor fuel (Heavy weight gasoline, Low octane)		5	5	5	5		5	5			5			—

# TROUBLE DIAGNOSIS

[QR25DE]

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Air	Air duct														<a href="#">EM-103</a>
	Air cleaner														<a href="#">EM-103</a>
	Air leakage from air duct (Mass air flow sensor —electric throttle control actuator)		5	5		5		5	5			5			<a href="#">EM-103</a>
	Electric throttle control actuator	5			5		5			5					<a href="#">EM-105</a>
	Air leakage from intake manifold/ Collector/Gasket														<a href="#">EM-105</a>
Cranking	Battery	1	1	1		1		1	1			1		1	<a href="#">SC-4</a>
	Alternator circuit														<a href="#">SC-22</a>
	Starter circuit	3													<a href="#">SC-9</a>
	Signal plate/Flywheel/Drive plate	6													<a href="#">EM-160</a>
	PNP switch	4													<a href="#">MT-78, MT-139</a> or <a href="#">AT-491</a>
Engine	Cylinder head	5	5	5	5	5		5	5			5			<a href="#">EM-145</a>
	Cylinder head gasket										4		3		
	Cylinder block														
	Piston												4		
	Piston ring	6	6	6	6	6		6	6			6			<a href="#">EM-160</a>
	Connecting rod														
	Bearing														
	Crankshaft														
Valve mechanism	Timing chain														<a href="#">EM-134</a>
	Camshaft														<a href="#">EM-123</a>
	Intake valve timing control	5	5	5	5	5		5	5			5		<a href="#">EM-134</a>	
	Intake valve														
	Exhaust valve												3		<a href="#">EM-145</a>
Exhaust	Exhaust manifold/Tube/Muffler/ Gasket	5	5	5	5	5		5	5			5			<a href="#">EM-110, EX-3</a>
	Three way catalyst														

# TROUBLE DIAGNOSIS

[QR25DE]

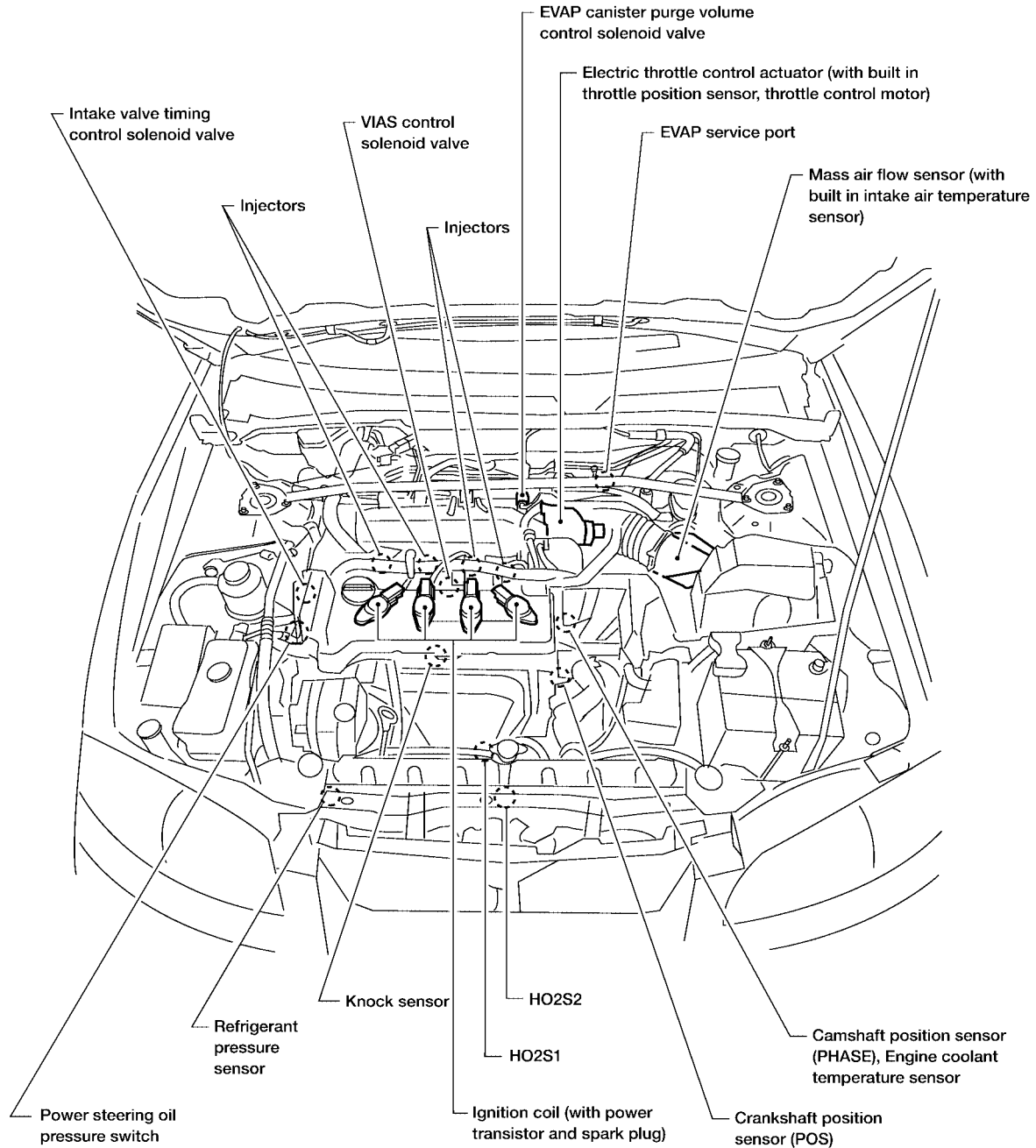
		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Lubrica- tion	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5	2		<a href="#">EM-112</a> , <a href="#">LU-19</a> , <a href="#">LU-18</a>
	Oil level (Low)/Filthy oil														<a href="#">LU-16</a>
Cooling	Radiator/Hose/Radiator filler cap														<a href="#">CO-30</a>
	Thermostat									5					<a href="#">CO-28</a>
	Water pump														<a href="#">CO-26</a>
	Water gallery	5	5	5	5	5		5	5		2	5			<a href="#">CO-23</a>
	Cooling fan									5					<a href="#">CO-36</a>
	Coolant level (low)/Contaminated coolant														<a href="#">CO-24</a>
NVIS (NISSAN Vehicle Immobilizer System — NATS)		1	1												<a href="#">EC-1275</a> or <a href="#">BL-95</a>

1 - 6: The numbers refer to the order of inspection.



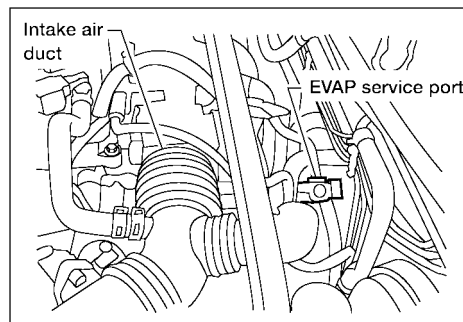
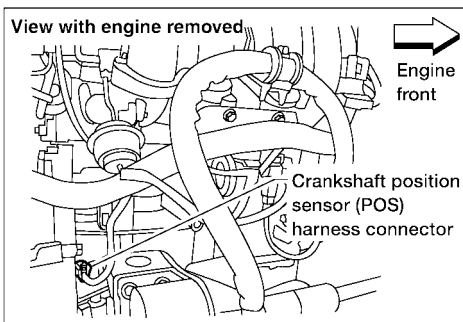
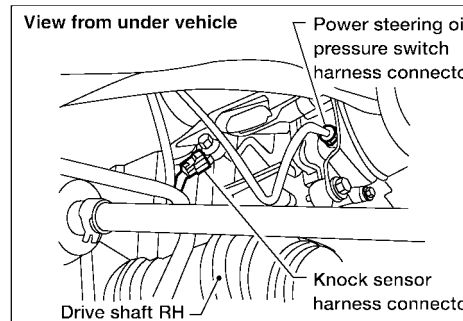
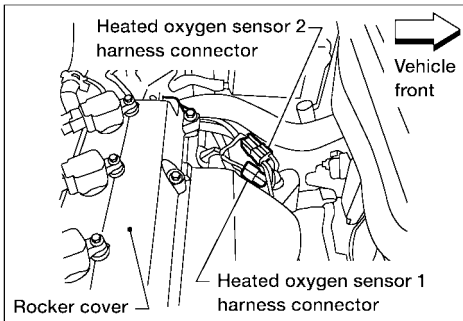
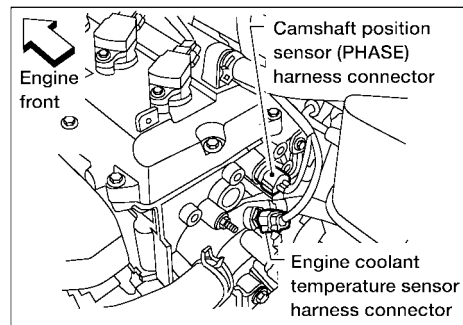
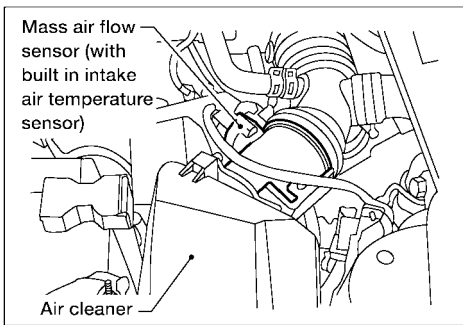
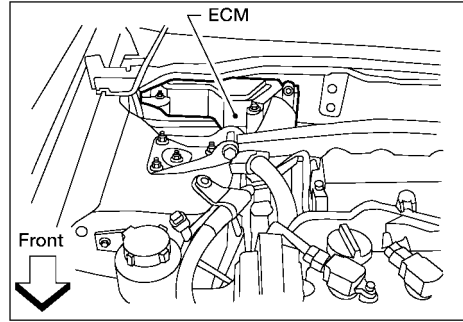
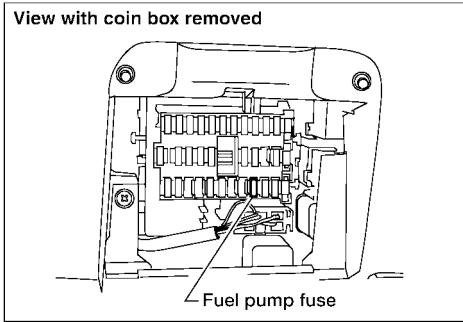
### Engine Control Component Parts Location

UBS0027K



BBA0126E

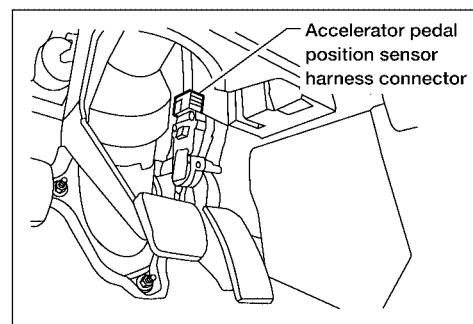
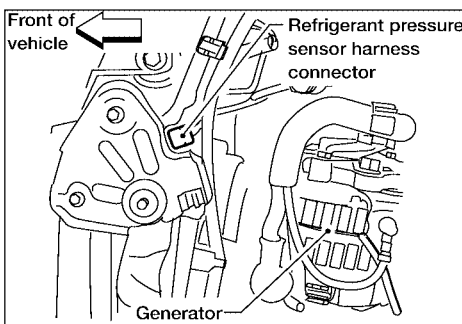
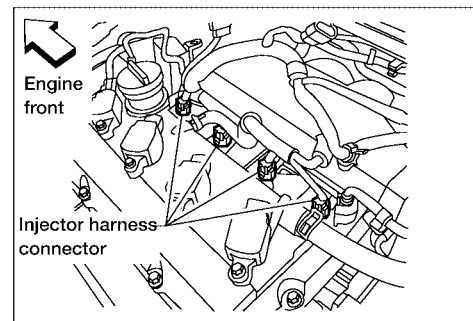
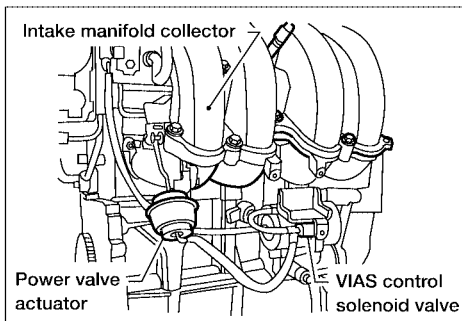
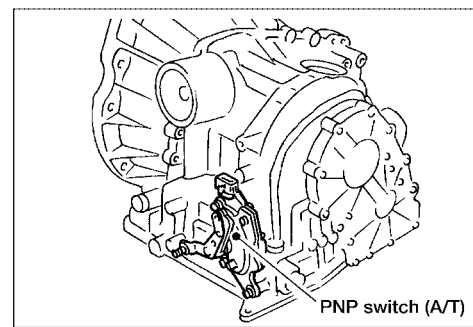
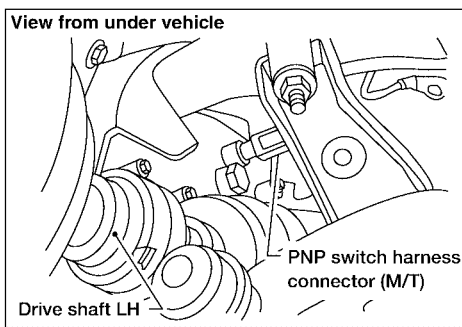
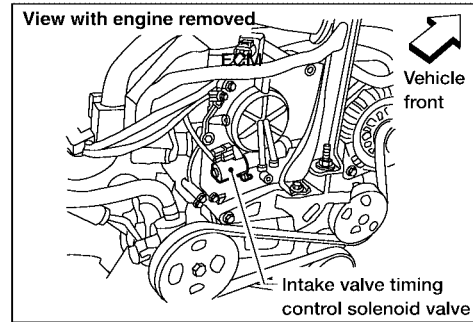
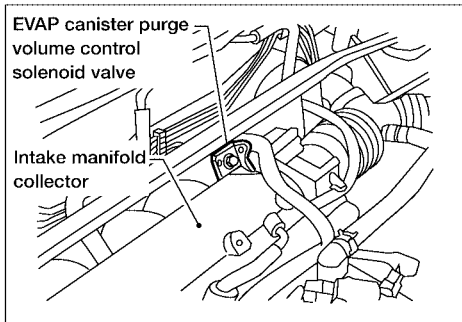
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# TROUBLE DIAGNOSIS

[QR25DE]



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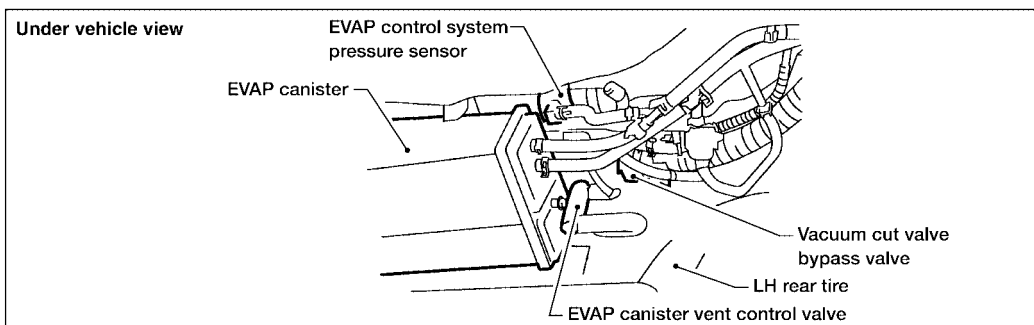
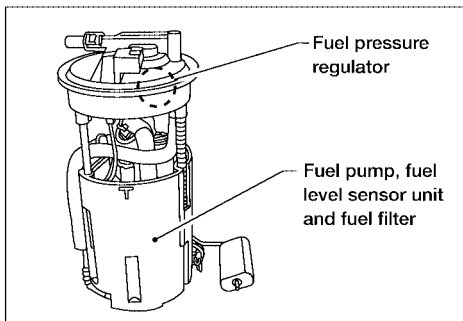
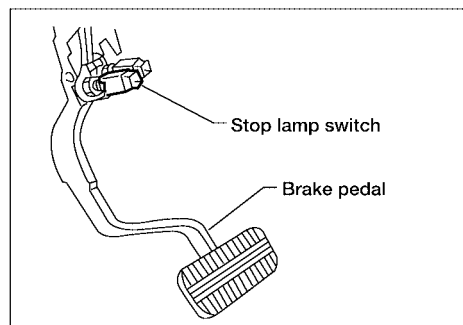
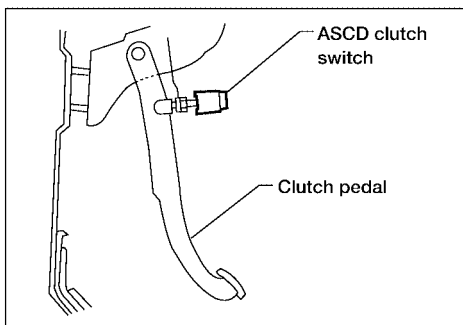
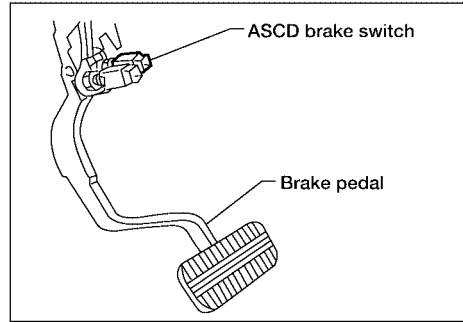
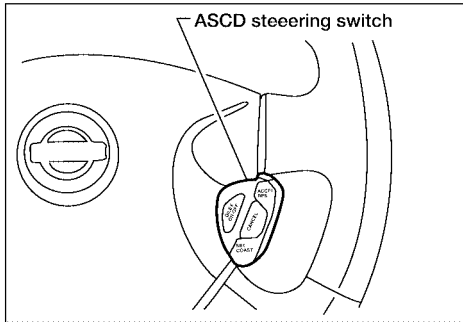
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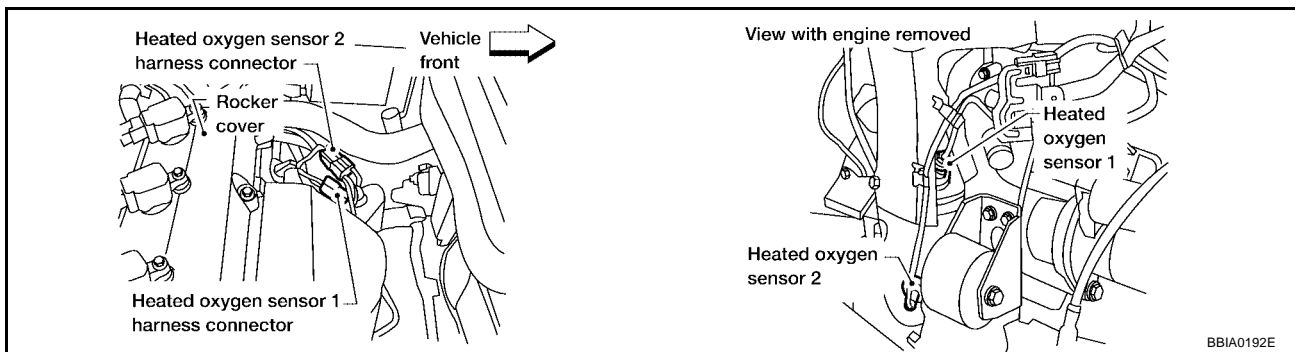
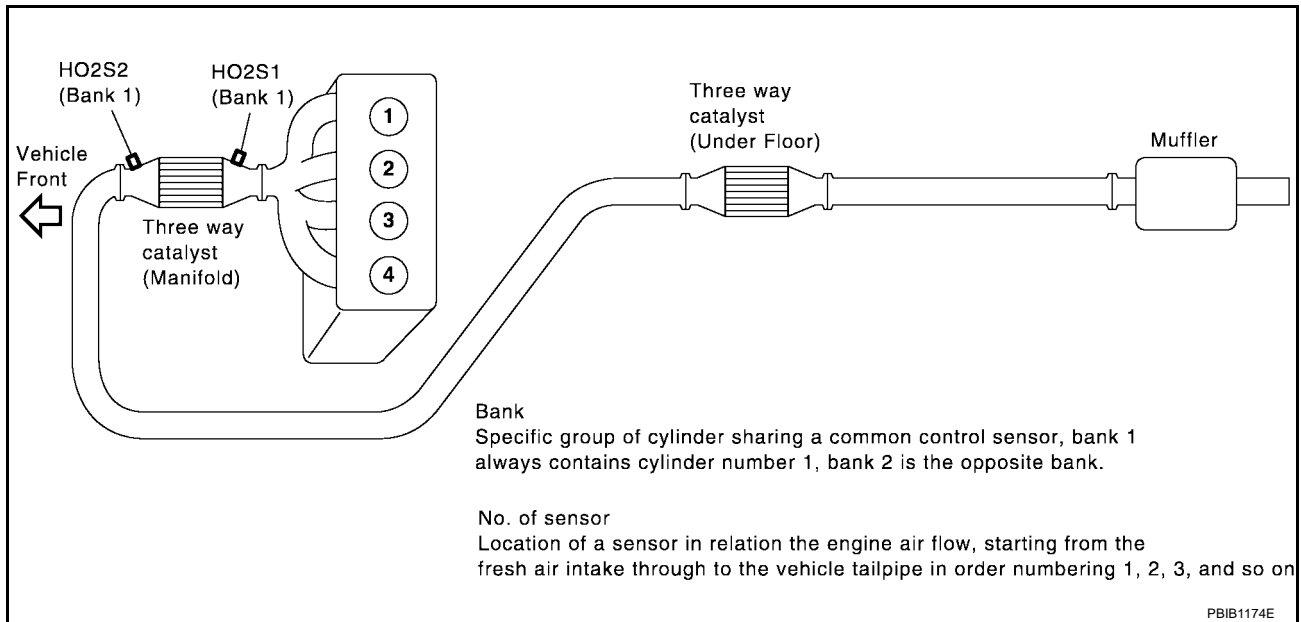
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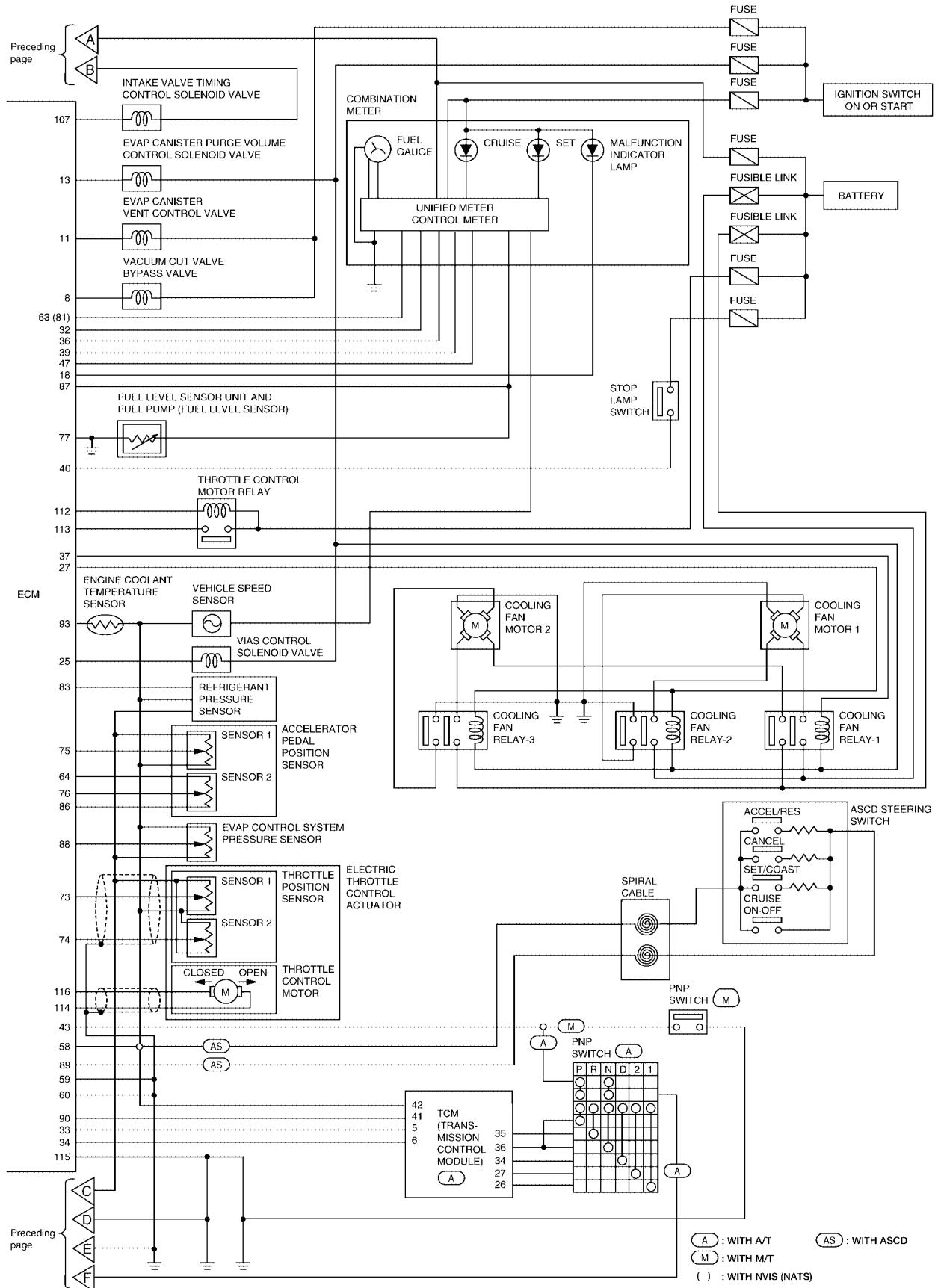
[QR25DE]





# TROUBLE DIAGNOSIS

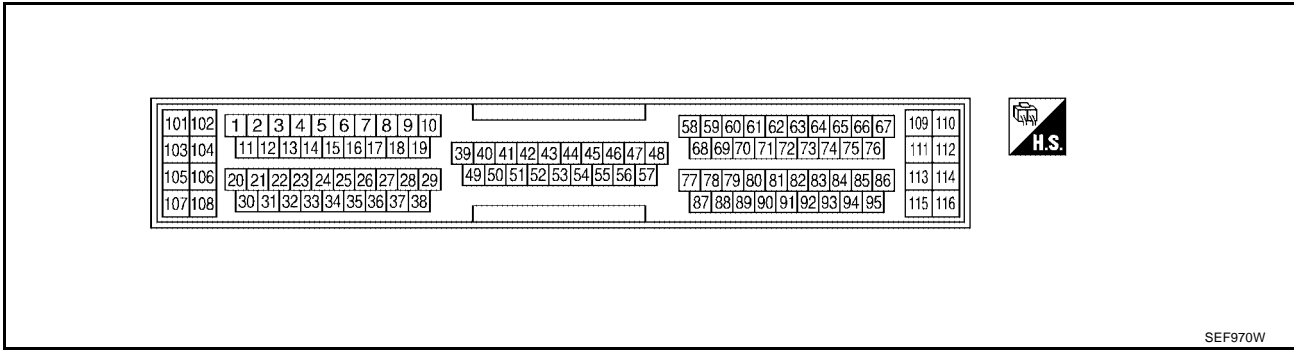
[QR25DE]



BBWA0409E

ECM Harness Connector Terminal Layout

UBS0027M



SEF970W

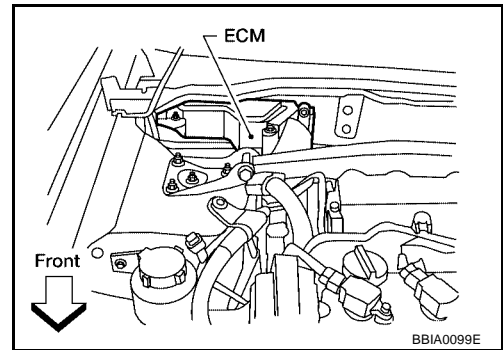
ECM Terminals and Reference Value  
PREPARATION

UBS0027N

1. ECM is located in the right side of the cowl top (behind the strut tower).

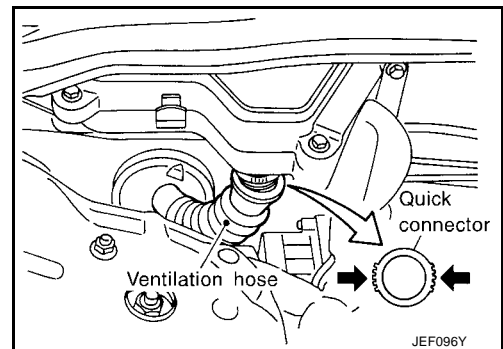
For this inspection:

- Remove front strut tower bar. Refer to [FSU-5, "FRONT SUSPENSION ASSEMBLY"](#).
- Remove engine control harness bracket on the strut tower.



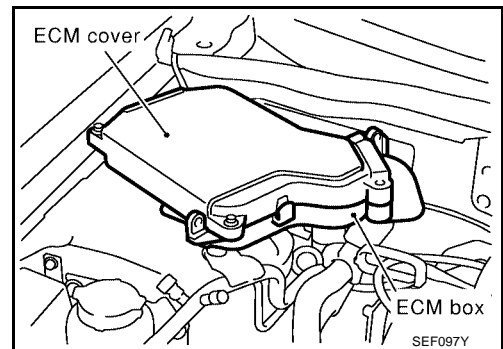
BBIA0099E

- Remove quick connector on the ventilation hose.



JEF096Y

- Remove ECM fixing bolts and pull it out all the way.



SEF097Y

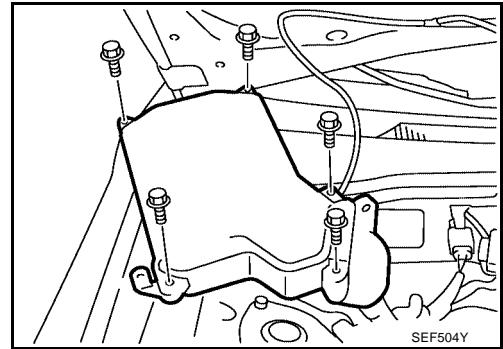
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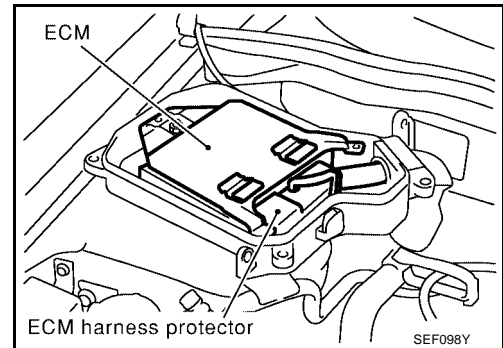
# TROUBLE DIAGNOSIS

[QR25DE]

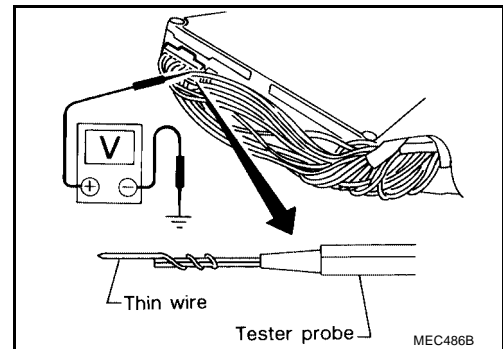
- Remove ECM cover fixing bolts.



- Remove ECM fixing bolts.
- Remove ECM with the harness from the cover.



- Remove ECM harness protector.
- Perform all voltage measurements with the connector connected. Extend tester probe as shown to perform tests easily.
  - Open harness securing clip to make testing easier.
  - Use extreme care not to touch 2 pins at one time.
  - Data is for comparison and may not be exact.



## ECM INSPECTION TABLE

Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

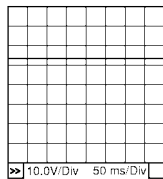
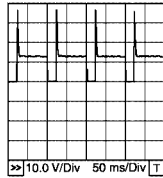
### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
2	R/L	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition. ● Engine speed is below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed is above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)

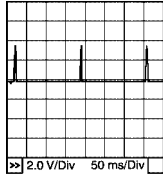
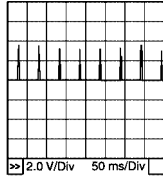
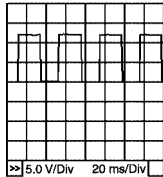
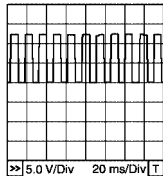
# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
4	P/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600 rpm after the following conditions are met.</li> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - 1.0V	A
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)	EC
8	L/B	Vacuum cut valve bypass valve	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	C
10 (With- out NVIS)	B/P	Fuel pump relay	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● For 1 seconds after turning ignition switch "ON"</li> </ul>	0 - 1.0V	D
29 (With NVIS)			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● More than 1 seconds after turning ignition switch "ON".</li> </ul>	BATTERY VOLTAGE (11 - 14V)	E
11	L/Y	EVAP canister vent control valve	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	F
12	R	Counter current return	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	G
13	PU/W	EVAP canister purge volume control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 	H
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	Approximately 10V★ 	I
18	OR/L	MIL	<b>[Ignition switch "ON"]</b>	0 - 1.0V	J
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)	K
20	W/G	ECM relay (Self shut-off)	<b>[Engine is running]</b> <b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● For 5 seconds after turning ignition switch "OFF"</li> </ul>	0 - 1.0V	L
			<b>[Ignition switch "OFF"]</b> <ul style="list-style-type: none"> <li>● 5 seconds passed after turning ignition switch "OFF"</li> </ul>	BATTERY VOLTAGE (11 - 14V)	M

# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
21 22 23 24	BR PU L/R GY/R	Ignition signal No. 1 Ignition signal No. 2 Ignition signal No. 3 Ignition signal No. 4	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	0 - 0.1V★  <small>PBIB0521E</small>
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - 0.2V★  <small>PBIB0522E</small>
25	Y/G	VIAS control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is above 5,000 rpm</li> </ul>	0 - 1.0V
26	L/W	Air conditioner relay	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Both A/C switch and blower switch are "ON" (Compressor operates)</li> </ul>	0 - 0.6V
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● A/C switch is "OFF"</li> </ul>	BATTERY VOLTAGE (11 - 14V)
27	LG/B	Cooling fan relay (High)	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is not operating</li> </ul>	BATTERY VOLTAGE (11 - 14V)
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Cooling fan is high speed operating</li> </ul>	0 - 1.0V
33	L	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 2.6 - 3.2V Output voltage varies with the communication status.
34	Y	CAN communication line	<b>[Ignition switch "ON"]</b>	Approximately 1.7 - 2.3V Output voltage varies with the communication status.
36	L/OR	Tachometer	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	6 - 7V★  <small>PBIB0523E</small>
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is 2,500 rpm</li> </ul>	6 - 7V★  <small>PBIB0524E</small>

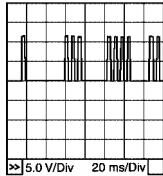
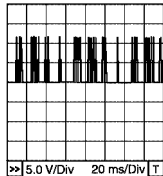
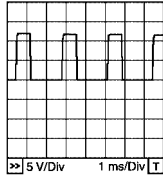
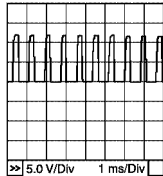
# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
37	LG/R	Cooling fan relay (Low)	<b>[Engine is running]</b> ● Cooling fan is not operating.	BATTERY VOLTAGE (11 - 14V)	EC
			<b>[Engine is running]</b> ● Cooling fan is operating.	0 - 1.0V	
39	P/B	ASCD CRUISE lamp	<b>[Ignition switch "ON"]</b> ● CRUISE switch is depressed at first time → second time	Approximately 0V ↓ BATTERY VOLTAGE (11 - 14V)	C
40	R/G	Stop lamp switch	<b>[Engine is running]</b> ● Brake pedal fully released	Approximately 0V	D
			<b>[Engine is running]</b> ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)	E
41	B/Y	Start signal	<b>[Ignition switch "ON"]</b>	Approximately 0V	F
			<b>[Ignition switch "START"]</b>	9 - 14V	
42	B/R	Ignition switch	<b>[Ignition switch "OFF"]</b>	0V	G
			<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	
43	G/OR	PNP switch	<b>[Ignition switch "ON"]</b> ● Shift lever position is "P" or "N" (A/T models), "Neutral" (M/T models).	Approximately 0V	H
			<b>[Ignition switch "ON"]</b> ● Except the above gear position	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V	I
44	L/R	Air conditioner switch	<b>[Engine is running]</b> ● Both A/C switch and blower switch are "ON"	Approximately 0V	J
			<b>[Engine is running]</b> ● A/C switch is "OFF"	BATTERY VOLTAGE (11 - 14V)	K
46	G	Power steering oil pressure switch	<b>[Engine is running]</b> ● Steering wheel is being turned	Approximately 0V	L
			<b>[Engine is running]</b> ● Steering wheel is not being turned	Approximately 5V	
47	Y/B	ASCD SET lamp	<b>[Engine is running]</b> ● SET switch is "ON". ● ASCD control is operating.	Approximately 0V	M
			<b>[Engine is running]</b> ● ASCD control is not operating.	BATTERY VOLTAGE (11 - 14V)	
50	L/G	Data link connector	<b>[Ignition switch "ON"]</b> ● CONSULT-II or GST is disconnected.	Approximately 5V	
52	L/W	Electrical load signal (Rear window defogger signal)	<b>[Ignition switch "ON"]</b> ● Rear window defogger switch is "ON"	BATTERY VOLTAGE (11 - 14V)	
			<b>[Ignition switch "ON"]</b> ● Rear window defogger switch is "OFF"	Approximately 0V	
53	R/W	Electrical load signal (Headlamp signal)	<b>[Ignition switch "ON"]</b> ● Lighting switch is "2ND" position	BATTERY VOLTAGE (11 - 14V)	
			<b>[Ignition switch "ON"]</b> ● Lighting switch is "OFF"	Approximately 0V	

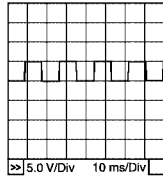
# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
55	LG/B	Heater fan switch	<b>[Engine is running]</b> ● Heater fan switch "ON"	Approximately 0V
			<b>[Engine is running]</b> ● Heater fan switch "OFF"	Approximately 5V
56	P/L	ASCD brake switch	<b>[Ignition switch "ON"]</b> ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Brake pedal is fully released ● Clutch pedal is fully released (M/T models)	BATTERY VOLTAGE (11 - 14V)
58	B	Sensors' ground	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
59 60 106 108	B/R B B B	ECM ground	<b>[Engine is running]</b> ● Idle speed	Engine ground
62 (With NVIS) 71 (With- out NVIS)	R	Camshaft position sen- sor (PHASE)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	1.0 - 4.0V★  <small>PBIB0525E</small>
			<b>[Engine is running]</b> ● Engine speed is 2,000 rpm.	1.0 - 4.0V★  <small>PBIB0526E</small>
62 (With- out NVIS) 71 (With NVIS)	R	Crankshaft position sensor (POS)	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 3V★  <small>PBIB0527E</small>
			<b>[Engine is running]</b> ● Engine speed is 2,000 rpm	Approximately 3V★  <small>PBIB0528E</small>

# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
63 (With- out NVIS) 81 (With NVIS)	R/W	Vehicle speed sensor	[Engine is running] ● Lift up the vehicle ● Vehicle speed is 40 km/h (25MPH)	Approximately 2.3V★  <small>PBIB0531E</small>	EC
					C
64	R/G	Accelerator pedal posi- tion sensor 2 power supply	[Ignition switch "ON"]	Approximately 2.5V	D
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V	E
66	W/L	Power supply for ECM (Buck-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)	F
70	G/OR	Fuel tank temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with fuel tank temperature.	G
72	OR/L	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.1 - 1.5V	H
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.6 - 2.0V	I
73	W	Throttle position sensor 1	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	More than 0.36V	J
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	Less than 4.75V	K
74	G	Throttle position sensor 2	[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully released	Less than 4.75V	L
			[Ignition switch "ON"] ● Engine stopped ● Shift lever position is "D" (A/T model) ● Shift lever position is "1st" (M/T model) ● Accelerator pedal fully depressed	More than 0.36V	M
75	W	Accelerator pedal posi- tion sensor 1	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.41 - 0.71V	
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 4.2V	

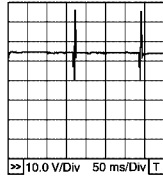
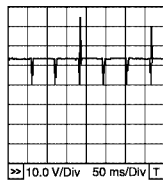
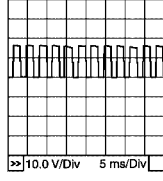
# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
76	R/B	Accelerator pedal position sensor 2	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.21 - 0.36V
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 2.1V
77	B/W	Fuel level sensor ground	[Engine is running] ● Idle speed	Approximately 0V
80	W/L	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
82	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V
83	L	Refrigerant pressure sensor	[Engine is running] ● Warm-up condition ● Both A/C switch and blower switch are "ON". (Compressor operates.)	1.0 - 4.0V
84	Y/G	Intake air temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with intake air temperature.
86	G	Accelerator pedal position sensor 2 ground	[Ignition switch "ON"]	Approximately 0V
87	G/R	Fuel level sensor	[Ignition switch "ON"]	Approximately 0 - 4.8V Output voltage varies with fuel level.
88	B/R	EVAP control system pressure sensor	[Ignition switch "ON"]	1.8 -4.8V
89	G	ASCD steering switch	[Ignition switch "ON"] ● ASCD steering switch is "OFF".	Approximately 4.0V
			[Ignition switch "ON"] ● CRUISE switch is "ON".	Approximately 0V
			[Ignition switch "ON"] ● CANCEL switch is "ON".	Approximately 1.0V
			[Ignition switch "ON"] ● SET/COAST switch is "ON".	Approximately 2.0V
			[Ignition switch "ON"] ● ACCEL/RES switch is "ON".	Approximately 3.0V
90	W	Accelerator pedal position sensor signal output	[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully released	0.41 - 0.71V
			[Ignition switch "ON"] ● Engine stopped ● Accelerator pedal fully depressed	More than 4.2V
92	W/G	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed is 2,000 rpm.	0 - Approximately 1.0V (Periodically change)

# TROUBLE DIAGNOSIS

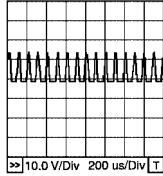
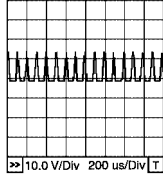
[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
93	Y	Engine coolant temperature sensor	<b>[Engine is running]</b>	Approximately 0 - 4.8V Output voltage varies with engine coolant temperature.	EC
95	W	Heated oxygen sensor 2	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600 rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine: after warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul> </li> <li>● Revving engine from idle to 3,000 rpm quickly.</li> </ul>	0 - Approximately 1.0V	C
101 102 103 104	R/B R/W R/Y R/L	Injector No. 1 Injector No. 2 Injector No. 3 Injector No. 4	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 	F
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	BATTERY VOLTAGE (11 - 14V)★ 	G
107	G	Intake valve timing control solenoid valve	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	BATTERY VOLTAGE (11 - 14V)	H
			<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	Approximately 9V★ 	I
109 111	R/G R/G	Power supply for ECM	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	J
112	OR	Throttle control motor relay	<b>[Ignition switch "OFF"]</b>	BATTERY VOLTAGE (11 - 14V)	K
			<b>[Ignition switch "ON"]</b>	0 - 1.0V	L
113	R	Throttle control motor relay power supply	<b>[Ignition switch "ON"]</b>	BATTERY VOLTAGE (11 - 14V)	M



# TROUBLE DIAGNOSIS

[QR25DE]

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
114	L	Throttle control motor (Open)	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	0 - 14V★  <small>PBIB0533E</small>
115	B	Throttle control motor ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V
116	P	Throttle control motor (Close)	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	0 - 14V★  <small>PBIB0534E</small>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## CONSULT-II Function FUNCTION

UBS00270

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-II unit.
Self-diagnostic results	Self-diagnostic results such as 1st trip DTC, DTCs and 1st trip freeze frame data or freeze frame data can be read and erased quickly.*
Data monitor	Input/Output data in the ECM can be read.
Data monitor (SPEC)	Input/Output of the specification for Basic fuel schedule, AFM, A/F feedback control value and the other data monitor items can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
Function test	This mode is used to inform customers when their vehicle condition requires periodic maintenance.
DTC & SRT confirmation	The status of system monitoring tests and the self-diagnosis status/result can be confirmed.
ECM part number	ECM part number can be read.

\*: The following emission-related diagnostic information is cleared when the ECM memory is erased.

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values
- Others

# TROUBLE DIAGNOSIS

[QR25DE]

## ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOSTIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CONFIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STATUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS	INPUT								
	Crankshaft position sensor (POS)	×	×	×	×				
	Camshaft position sensor (PHASE)	×		×	×				
	Mass air flow sensor	×		×	×				
	Engine coolant temperature sensor	×	×	×	×	×			
	Heated oxygen sensor 1	×		×	×		×	×	
	Heated oxygen sensor 2	×		×	×		×	×	
	Vehicle speed sensor	×	×	×	×				
	Accelerator pedal position sensor	×		×	×				
	Throttle position sensor	×		×	×				
	Fuel tank temperature sensor	×		×	×	×			
	EVAP control system pressure sensor	×		×	×				
	Intake air temperature sensor	×		×	×				
	Knock sensor	×							
	Refrigerant pressure sensor				×	×			
	Ignition switch (start signal)				×	×			
	Closed throttle position switch (accelerator pedal position sensor signal)				×	×			
	Air conditioner switch				×	×			
	Park/neutral position (PNP) switch	×			×	×			
	Stop lamp switch	×			×	×			
Power steering oil pressure switch				×	×				
Battery voltage				×	×				
Load signal				×	×				
Fuel level sensor	×			×	×				
ASCD steering switch	×			×	×				
ASCD brake switch	×			×	×				

A  
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# TROUBLE DIAGNOSIS

[QR25DE]

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOSTIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CONFIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STATUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS OUTPUT	Injectors				×	×	×		
	Power transistor (Ignition timing)				×	×	×		
	Throttle control motor relay		×		×	×			
	Throttle control motor		×						
	EVAP canister purge volume control solenoid valve		×		×	×	×		×
	Air conditioner relay				×	×			
	Fuel pump relay	×			×	×	×		
	Cooling fan relay		×		×	×	×		
	Heated oxygen sensor 1 heater		×		×	×		×	
	Heated oxygen sensor 2 heater		×		×	×		×	
	EVAP canister vent control valve		×		×	×	×		
	Vacuum cut valve bypass valve		×		×	×	×		×
	Intake valve timing control solenoid valve		×		×	×	×		
	VIAS control solenoid valve				×	×	×		
Calculated load value			×	×	×				

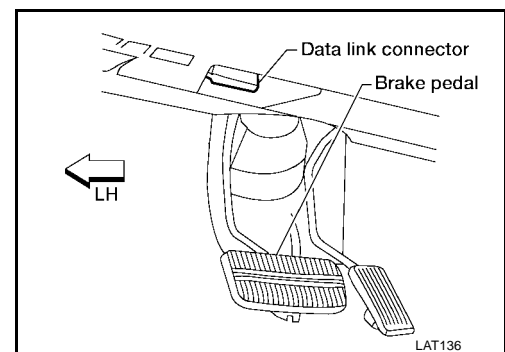
X: Applicable

\*1: This item includes 1st trip DTCs.

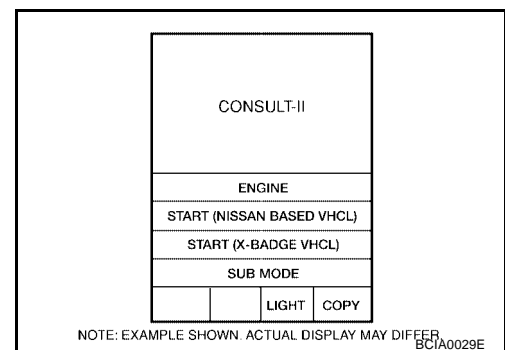
\*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-II screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to [EC-1264](#).

## CONSULT-II INSPECTION PROCEDURE

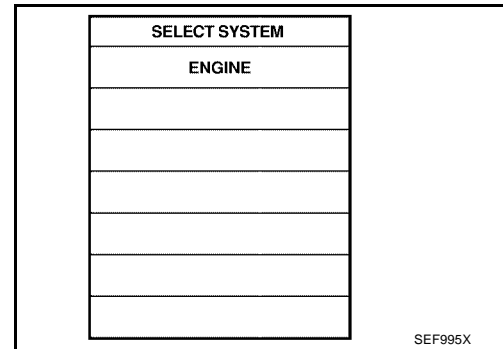
1. Turn ignition switch OFF.
2. Connect "CONSULT-II" and "CONSULT-II CONVERTER" to data link connector, which is located under LH dash panel.
3. Turn ignition switch ON.



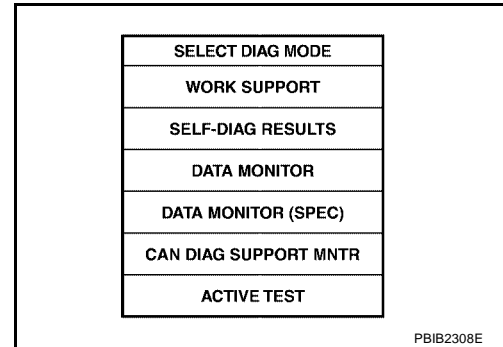
4. Touch "START (NISSAN BASED VHCL)".



5. Touch "ENGINE".  
If "ENGINE" is not indicated, go to [EC-582, "DATA LINK CONNECTOR"](#) .



6. Perform each diagnostic test mode according to each service procedure.  
**For further information, see the CONSULT-II Operation Manual.**



## WORK SUPPORT MODE

### Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> <li>FUEL PUMP WILL STOP BY TOUCHING "START" DURING IDLING.</li> <li>CRANK A FEW TIMES AFTER ENGINE STALLS.</li> </ul>	When releasing fuel pressure from fuel line
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> <li>THE IDLE AIR VOLUME THAT KEEPS THE ENGINE WITHIN THE SPECIFIED RANGE IS MEMORIZED IN ECM.</li> </ul>	When learning the idle air volume
SELF-LEARNING CONT	<ul style="list-style-type: none"> <li>THE COEFFICIENT OF SELF-LEARNING CONTROL MIXTURE RATIO RETURNS TO THE ORIGINAL COEFFICIENT.</li> </ul>	When clearing the coefficient of self-learning control value
EVAP SYSTEM CLOSE	<p>OPEN THE VACUUM CUT VALVE BYPASS VALVE AND CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS.</p> <ul style="list-style-type: none"> <li>IGN SW "ON"</li> <li>ENGINE NOT RUNNING</li> <li>AMBIENT TEMPERATURE IS ABOVE 0°C (32°F).</li> <li>NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM</li> <li>FUEL TANK TEMP. IS MORE THAN 0°C (32°F).</li> <li>WITHIN 10 MINUTES AFTER STARTING "EVAP SYSTEM CLOSE"</li> <li>WHEN TRYING TO EXECUTE "EVAP SYSTEM CLOSE" UNDER THE CONDITION EXCEPT ABOVE, CONSULT-II WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTION.</li> </ul> <p><b>NOTE:</b> <b>WHEN STARTING ENGINE, CONSULT-II MAY DISPLAY "BATTERY VOLTAGE IS LOW. CHARGE BATTERY", EVEN IN USING CHARGED BATTERY.</b></p>	When detecting EVAP vapor leak point of EVAP system

# TROUBLE DIAGNOSIS

[QR25DE]

WORK ITEM	CONDITION	USAGE
TARGET IDLE RPM ADJ*	● IDLE CONDITION	When setting target idle speed
TARGET IGN TIM ADJ*	● IDLE CONDITION	When adjusting target ignition timing After adjustment, confirm target ignition timing with a timing light.

\*: This function is not necessary in the usual service procedure.

## SELF-DIAG RESULTS MODE

### Self Diagnostic Item

Regarding items of "DTC and 1st trip DTC", refer to [EC-1224, "INDEX FOR DTC"](#) .)

### Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*	Description
DIAG TROUBLE CODE [PXXXX]	● The engine control component part/control system has a trouble code, it is displayed as "PXXXX". (Refer to <a href="#">EC-1224, "INDEX FOR DTC"</a> .)
FUEL SYS-B1	● "Fuel injection system status" at the moment a malfunction is detected is displayed. ● One mode in the following is displayed. "MODE 2": Open loop due to detected system malfunction "MODE 3": Open loop due to driving conditions (power enrichment, deceleration enrichment) "MODE 4": Closed loop - using oxygen sensor(s) as feedback for fuel control "MODE 5": Open loop - has not yet satisfied condition to go to closed loop
CAL/LD VALUE [%]	● The calculated load value at the moment a malfunction is detected is displayed.
COOLANT TEMP [°C] or [°F]	● The engine coolant temperature at the moment a malfunction is detected is displayed.
L-FUEL TRIM-B1 [%]	● "Long-term fuel trim" at the moment a malfunction is detected is displayed. ● The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
S-FUEL TRIM-B1 [%]	● "Short-term fuel trim" at the moment a malfunction is detected is displayed. ● The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
ENGINE SPEED [rpm]	● The engine speed at the moment a malfunction is detected is displayed.
VHCL SPEED [km/h] or [mph]	● The vehicle speed at the moment a malfunction is detected is displayed.
B/FUEL SCHDL [msec]	● The base fuel schedule at the moment a malfunction is detected is displayed.
INT/A TEMP SE [°C] or [°F]	● The intake air temperature at the moment a malfunction is detected is displayed.

\*: The items are the same as those of 1st trip freeze frame data.

# TROUBLE DIAGNOSIS

[QR25DE]

## DATA MONITOR MODE

### Monitored Item

x: Applicable

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
ENG SPEED [rpm]	x	x	<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the signals of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).</li> </ul>	<ul style="list-style-type: none"> <li>Accuracy becomes poor if engine speed drops below the idle rpm.</li> <li>If the signal is interrupted while the engine is running, an abnormal value may be indicated.</li> </ul>
MAS A/F SE-B1 [V]	x	x	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
B/FUEL SCHDL [msec]		x	<ul style="list-style-type: none"> <li>"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	
A/F ALPHA-B1 [%]		x	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>
COOLAN TEMP/S [°C] or [°F]	x	x	<ul style="list-style-type: none"> <li>The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed.</li> </ul>
HO2S1 (B1) [V]	x	x	<ul style="list-style-type: none"> <li>The signal voltage of the heated oxygen sensor 1 is displayed.</li> </ul>	
HO2S2 (B1) [V]	x	x	<ul style="list-style-type: none"> <li>The signal voltage of the heated oxygen sensor 2 is displayed.</li> </ul>	
HO2S1 MNTR (B1) [RICH/LEAN]	x	x	<ul style="list-style-type: none"> <li>Display of heated oxygen sensor 1 signal during air-fuel ratio feedback control: RICH ... means the mixture became "rich", and control is being affected toward a leaner mixture. LEAN ... means the mixture became "lean", and control is being affected toward a rich mixture.</li> </ul>	<ul style="list-style-type: none"> <li>After turning ON the ignition switch, "RICH" is displayed until air-fuel mixture ratio feedback control begins.</li> <li>When the air-fuel ratio feedback is clamped, the value just before the clamping is displayed continuously.</li> </ul>
HO2S2 MNTR (B1) [RICH/LEAN]	x		<ul style="list-style-type: none"> <li>Display of heated oxygen sensor 2 signal: RICH ... means the amount of oxygen after three way catalyst is relatively small. LEAN ... means the amount of oxygen after three way catalyst is relatively large.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
VHCL SPEED SE [km/h] or [mph]	x	x	<ul style="list-style-type: none"> <li>The vehicle speed computed from the vehicle speed signal is displayed.</li> </ul>	
BATTERY VOLT [V]	x	x	<ul style="list-style-type: none"> <li>The power supply voltage of ECM is displayed.</li> </ul>	
ACCEL SEN 1 [V]	x	x	<ul style="list-style-type: none"> <li>The accelerator pedal position sensor signal voltage is displayed.</li> </ul>	
ACCEL SEN 2 [V]	x			
THRTL SEN 1 [V]	x	x	<ul style="list-style-type: none"> <li>The throttle position sensor signal voltage is displayed.</li> </ul>	
THRTL SEN 2 [V]	x			

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# TROUBLE DIAGNOSIS

[QR25DE]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
FUEL T/TEMP SE [°C] or [°F]	×		<ul style="list-style-type: none"> <li>The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed.</li> </ul>	
INT/A TEMP SE [°C] or [°F]	×	×	<ul style="list-style-type: none"> <li>The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated.</li> </ul>	
EVAP SYS PRES [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of EVAP control system pressure sensor is displayed.</li> </ul>	
ABSOL PRES/SE [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of EVAP control system pressure sensor is displayed.</li> </ul>	
FUEL LEVEL SE [V]	×		<ul style="list-style-type: none"> <li>The signal voltage of the fuel level sensor is displayed.</li> </ul>	
START SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the starter signal.</li> </ul>	<ul style="list-style-type: none"> <li>After starting the engine, [OFF] is displayed regardless of the starter signal.</li> </ul>
CLSD THL POS [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.</li> </ul>	
AIR COND SIG [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal.</li> </ul>	
P/N POSI SW [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the park/neutral position (PNP) switch signal.</li> </ul>	
PW/ST SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>[ON/OFF] condition of the power steering oil pressure switch as determined by the power steering oil pressure signal is indicated.</li> </ul>	
LOAD SIGNAL [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the electrical load signal.</li> <li>ON ... Rear window defogger switch is ON and/or lighting switch is in 2nd position.</li> <li>OFF ... Both rear window defogger switch and lighting switch are OFF.</li> </ul>	
IGNITION SW [ON/OFF]	×	×	<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from ignition switch.</li> </ul>	
HEATER FAN SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the heater fan switch signal.</li> </ul>	
BRAKE SW [ON/OFF]	×		<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition from the stop lamp switch signal.</li> </ul>	
INJ PULSE-B1 [msec]		×	<ul style="list-style-type: none"> <li>Indicates the actual fuel injection pulse width compensated by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain computed value is indicated.</li> </ul>
IGN TIMING [BTDC]		×	<ul style="list-style-type: none"> <li>Indicates the ignition timing computed by ECM according to the input signals.</li> </ul>	<ul style="list-style-type: none"> <li>When the engine is stopped, a certain value is indicated.</li> </ul>
CAL/LD VALUE [%]			<ul style="list-style-type: none"> <li>"Calculated load value" indicates the value of the current airflow divided by peak airflow.</li> </ul>	
MASS AIRFLOW [g·m/s]			<ul style="list-style-type: none"> <li>Indicates the mass airflow computed by ECM according to the signal voltage of the mass air flow sensor.</li> </ul>	

# TROUBLE DIAGNOSIS

[QR25DE]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
PURG VOL C/V [%]			<ul style="list-style-type: none"> <li>Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.</li> <li>The opening becomes larger as the value increases.</li> </ul>	
INT/V TIM (B1) [°CA]			<ul style="list-style-type: none"> <li>Indicates [°CA] of intake camshaft advanced angle.</li> </ul>	
INT/V SOL (B1) [%]			<ul style="list-style-type: none"> <li>The control condition of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. ON ... intake valve timing control is operating. OFF ... Intake valve timing control is not operating.</li> </ul>	
VIAS S/V [ON/OFF]			<ul style="list-style-type: none"> <li>The control condition of the VIAS control solenoid valve (determined by ECM according to the input signals) is indicated. ON ... VIAS control solenoid valve is operating. OFF ... VIAS control solenoid valve is not operating.</li> </ul>	
AIR COND RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.</li> </ul>	
FUEL PUMP RLY [ON/OFF]		×	<ul style="list-style-type: none"> <li>Indicates the fuel pump relay control condition determined by ECM according to the input signals.</li> </ul>	
VC/V BYPASS/V [ON/OFF]			<ul style="list-style-type: none"> <li>The control condition of the vacuum cut valve bypass valve (determined by ECM according to the input signals) is indicated. ON ... Open OFF ... Closed</li> </ul>	
VENT CONT/V [ON/OFF]			<ul style="list-style-type: none"> <li>The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. ON ... Closed OFF ... Open</li> </ul>	
THRTL RELAY [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates the throttle control motor relay control condition determined by the ECM according to the input signals.</li> </ul>	
COOLING FAN [HI/LOW/OFF]			<ul style="list-style-type: none"> <li>Indicates the condition of the cooling fan (determined by ECM according to the input signals). HI ... High speed operation LOW ... Low speed operation OFF ... Stop</li> </ul>	
HO2S1 HTR (B1) [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of heated oxygen sensor 1 heater determined by ECM according to the input signals.</li> </ul>	
HO2S2 HTR (B1) [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals.</li> </ul>	

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# TROUBLE DIAGNOSIS

[QR25DE]

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
IDL A/V LEARN [YET/CMPLT]			<ul style="list-style-type: none"> <li>● Display the condition of idle air volume learning YET ... Idle air volume learning has not been performed yet. CMPLT ... Idle air volume learning has already been performed successfully.</li> </ul>	
TRVL AFTER MIL [km] or [mile]			<ul style="list-style-type: none"> <li>● Distance traveled while MIL is activated.</li> </ul>	
O2SEN HTR DTY [%]			<ul style="list-style-type: none"> <li>● Indicates the heated oxygen sensor 1 heater control value computed by the ECM according to the input signals.</li> </ul>	
AC PRESS SEN [V]			<ul style="list-style-type: none"> <li>● The signal voltage from the refrigerant pressure sensor is displayed.</li> </ul>	
VHCL SPEED SE [km/h] or [mph]			<ul style="list-style-type: none"> <li>● The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.</li> </ul>	
SET VHCL SPD [km/h] or [mph]			<ul style="list-style-type: none"> <li>● The preset vehicle speed is displayed.</li> </ul>	
MAIN SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from CRUISE switch signal.</li> </ul>	
CANCEL SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from CANCEL switch signal.</li> </ul>	
RESUME/ACC SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from ACCEL/RES switch signal.</li> </ul>	
SET SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from COAST/SET switch signal.</li> </ul>	
BRAKE SW1 SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition from ASCD brake switch signal, and ASCD clutch switch signal (M/T models).</li> </ul>	
BRAKE SW2 SW [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of stop lamp switch signal.</li> </ul>	
VHCL SPD CUT [NON/CUT]			<ul style="list-style-type: none"> <li>● Indicates the vehicle cruise condition. NON ... Vehicle speed is maintained at the ASCD set speed. CUT ... Vehicle speed increased to excessively high compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>	
LO SPEED CUT [NON/CUT]			<ul style="list-style-type: none"> <li>● Indicates the vehicle cruise condition. NON ... Vehicle speed is maintained at the ASCD set speed. CUT ... Vehicle speed decreased to excessively low compared with the ASCD set speed, and ASCD operation is cut off.</li> </ul>	
AT OD MONITOR [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.</li> </ul>	
AT OD CANCEL [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of A/T O/D cancel signal sent from the TCM.</li> </ul>	
CRUISE LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>● Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.</li> </ul>	

# TROUBLE DIAGNOSIS

[QR25DE]

Monitored item [Unit]	ECM INPUT SIGNALS	MAIN SIGNALS	Description	Remarks
SET LAMP [ON/OFF]			<ul style="list-style-type: none"> <li>Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.</li> </ul>	
Voltage [V]			<ul style="list-style-type: none"> <li>Voltage, frequency, duty cycle or pulse width measured by the probe.</li> </ul>	<ul style="list-style-type: none"> <li>Only “#” is displayed if item is unable to be measured.</li> <li>Figures with “#”s are temporary ones. They are the same figures as an actual piece of data which was just previously measured.</li> </ul>
Frequency [msec], [Hz] or [%]				
DUTY-HI				
DUTY-LOW				
PLS WIDTH-HI				
PLS WIDTH-LOW				

**NOTE:**

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

## DATA MONITOR (SPEC) MODE

### Monitored Item

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks
ENG SPEED [rpm]	×		<ul style="list-style-type: none"> <li>Indicates the engine speed computed from the signal of the crankshaft position sensor (POS).</li> </ul>	
MAS A/F SE-B1 [V]	×	×	<ul style="list-style-type: none"> <li>The signal voltage of the mass air flow sensor specification is displayed.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running specification range is indicated.</li> </ul>
B/FUEL SCHDL [msec]			<ul style="list-style-type: none"> <li>“Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running specification range is indicated.</li> </ul>
A/F ALPHA-B1 [%]		×	<ul style="list-style-type: none"> <li>The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.</li> </ul>	<ul style="list-style-type: none"> <li>When engine is running specification range is indicated.</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>

**NOTE:**

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

## ACTIVE TEST MODE

### Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Change the amount of fuel injection using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Harness and connectors</li> <li>Fuel injectors</li> <li>Heated oxygen sensor 1</li> </ul>
IGNITION TIMING	<ul style="list-style-type: none"> <li>Engine: Return to the original trouble condition</li> <li>Timing light: Set</li> <li>Retard the ignition timing using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>Perform “Idle Air Volume Learning”.</li> </ul>

# TROUBLE DIAGNOSIS

[QR25DE]

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
POWER BAL- ANCE	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine.</li> <li>● A/C switch "OFF"</li> <li>● Shift lever "N"</li> <li>● Cut off each injector signal one at a time using CONSULT-II.</li> </ul>	Engine runs rough or dies.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Compression</li> <li>● Fuel injectors</li> <li>● Power transistor</li> <li>● Spark plugs</li> <li>● Ignition coils</li> </ul>
COOLING FAN	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> <li>● Turn the cooling fan "ON" and "OFF" with CONSULT-II.</li> </ul>	Cooling fan moves and stops.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Cooling fan relay</li> <li>● Cooling fan motor</li> </ul>
ENG COOLANT TEMP	<ul style="list-style-type: none"> <li>● Engine: Return to the original trouble condition</li> <li>● Change the engine coolant temperature using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Engine coolant temperature sensor</li> <li>● Fuel injectors</li> </ul>
FUEL PUMP RELAY	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn the fuel pump relay "ON" and "OFF" using CONSULT-II and listen to operating sound.</li> </ul>	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Fuel pump relay</li> </ul>
VIAS SOL VALVE	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> <li>● Turn solenoid valve "ON" and "OFF" with CONSULT-II and listen to operating sound.</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Solenoid valve</li> </ul>
PURG VOL CONT/V	<ul style="list-style-type: none"> <li>● Engine: After warming up, run engine at 1,500 rpm.</li> <li>● Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-II.</li> </ul>	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Solenoid valve</li> </ul>
FUEL/T TEMP SEN	<ul style="list-style-type: none"> <li>● Change the fuel tank temperature using CONSULT-II.</li> </ul>		
VENT CON- TROL/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound.</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Solenoid valve</li> </ul>
VC/V BYPASS/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> <li>● Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound.</li> </ul>	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Solenoid valve</li> </ul>
V/T ASSIGN ANGLE	<ul style="list-style-type: none"> <li>● Engine: Return to the original trouble condition</li> <li>● Change intake valve timing using CONSULT-II.</li> </ul>	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> <li>● Harness and connectors</li> <li>● Intake valve timing control solenoid valve</li> </ul>

## DTC & SRT CONFIRMATION MODE

### SRT STATUS Mode

For details, refer to [EC-1265, "SYSTEM READINESS TEST \(SRT\) CODE"](#) .

### SRT Work Support Mode

This mode enables a technician to drive a vehicle to set the SRT while monitoring the SRT status.

# TROUBLE DIAGNOSIS

[QR25DE]

## DTC Work Support Mode

Test mode	Test item	Condition	Reference page
EVAP SYSTEM	PURGE FLOW P0441	Refer to corresponding trouble diagnosis for DTC.	<a href="#">EC-1507</a>
	EVAP SML LEAK P0442/P1442		<a href="#">EC-1513</a>
	EVAP V/S SML LEAK P0456/P1456		<a href="#">EC-1555</a> , <a href="#">EC-1695</a>
	PURG VOL CN/V P1444		<a href="#">EC-1672</a>
	VC CUT/V BP/V P1491		<a href="#">EC-1714</a>
HO2S1	HO2S1 (B1) P0133		<a href="#">EC-1412</a>
	HO2S1 (B1) P0134		<a href="#">EC-1421</a>
	HO2S1 (B1) P1143		<a href="#">EC-1623</a>
	HO2S1 (B1) P1144		<a href="#">EC-1629</a>
HO2S2	HO2S2 (B1) P0139		<a href="#">EC-1435</a>
	HO2S2 (B1) P1146	<a href="#">EC-1635</a>	
	HO2S2 (B1) P1147	<a href="#">EC-1642</a>	

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## REAL TIME DIAGNOSIS IN DATA MONITOR MODE (RECORDING VEHICLE DATA)

### Description

CONSULT-II has two kinds of triggers and they can be selected by touching "SETTING" in "DATA MONITOR" mode.

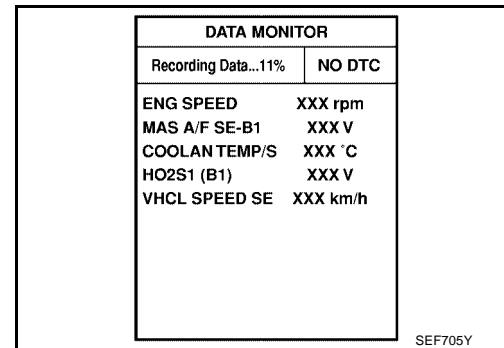
1. "AUTO TRIG" (Automatic trigger):

- The malfunction will be identified on the CONSULT-II screen in real time.

In other words, DTC/1st trip DTC and malfunction item will be displayed if the malfunction is detected by ECM.

At the moment a malfunction is detected by ECM, "MONITOR" in "DATA MONITOR" screen is changed to "Recording Data ... xx%" as shown at right, and the data after the malfunction detection is recorded. Then when the percentage reached 100%, "REAL-TIME DIAG" screen is displayed. If "STOP" is touched on the screen during "Recording Data ... xx%", "REAL-TIME DIAG" screen is also displayed.

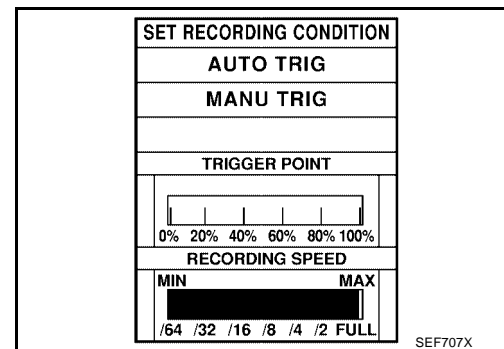
The recording time after the malfunction detection and the recording speed can be changed by "TRIGGER POINT" and "Recording Speed". Refer to CONSULT-II OPERATION MANUAL.



2. "MANU TRIG" (Manual trigger):

- DTC/1st trip DTC and malfunction item will not be displayed automatically on CONSULT-II screen even though a malfunction is detected by ECM.

DATA MONITOR can be performed continuously even though a malfunction is detected.



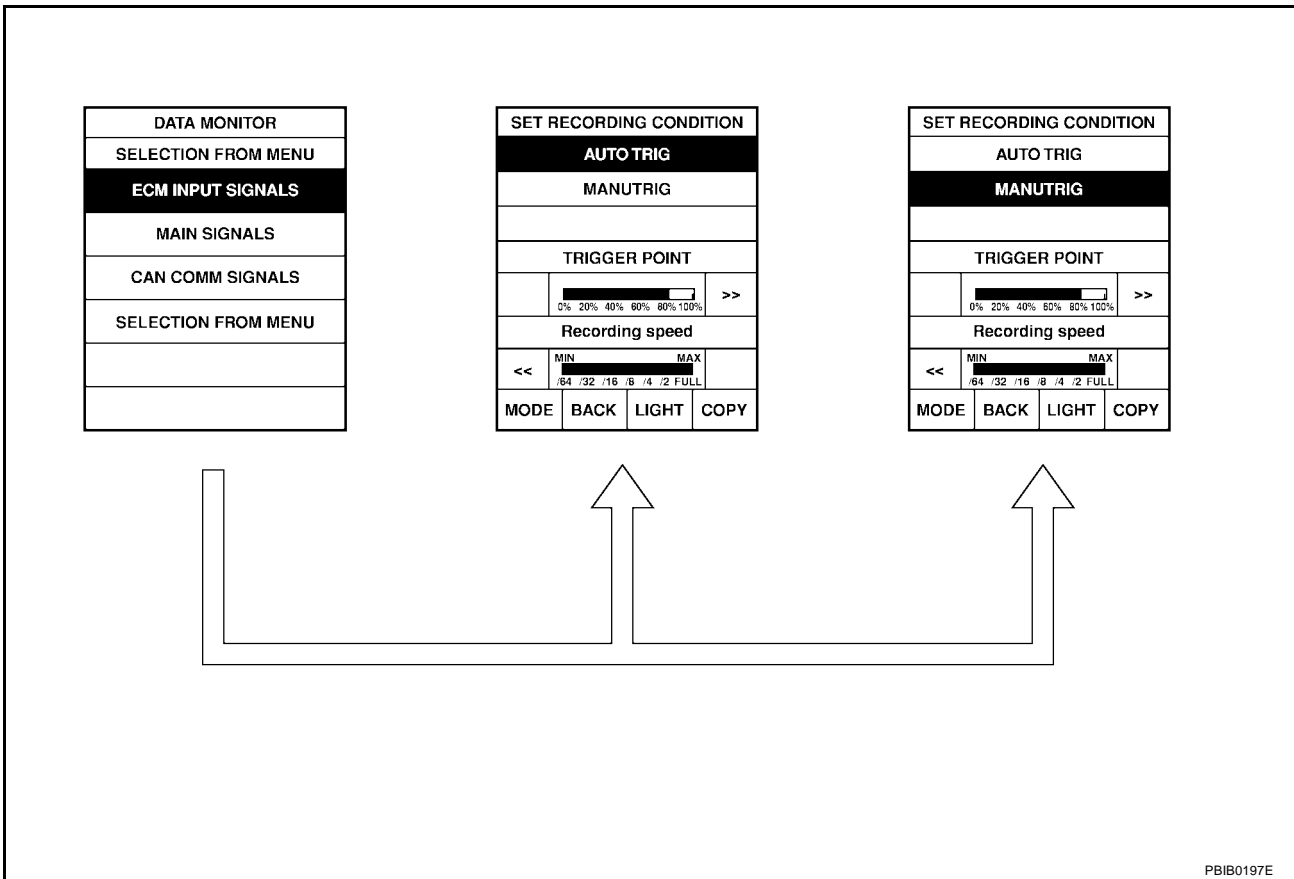
### Operation

1. "AUTO TRIG"

- While trying to detect the DTC/1st trip DTC by performing the "DTC Confirmation Procedure", be sure to select to "DATA MONITOR (AUTO TRIG)" mode. You can confirm the malfunction at the moment it is detected.
- While narrowing down the possible causes, CONSULT-II should be set in "DATA MONITOR (AUTO TRIG)" mode, especially in case the incident is intermittent.  
When you are inspecting the circuit by gently shaking (or twisting) the suspicious connectors, components and harness in the "DTC Confirmation Procedure", the moment a malfunction is found the DTC/1st trip DTC will be displayed. (Refer to "Incident Simulation Tests" in [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) .)

2. "MANU TRIG"

- If the malfunction is displayed as soon as "DATA MONITOR" is selected, reset CONSULT-II to "MANU TRIG". By selecting "MANU TRIG" you can monitor and store the data. The data can be utilized for further diagnosis, such as a comparison with the value for the normal operating condition.

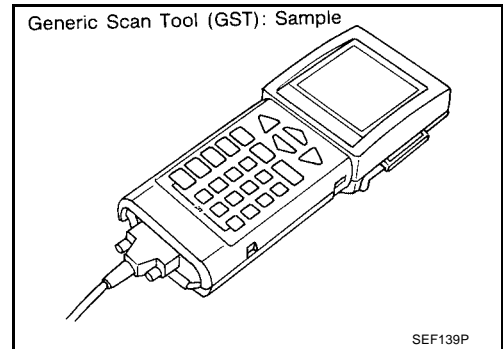


PBIB0197E

## Generic Scan Tool (GST) Function DESCRIPTION

UBS0027P

Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has 8 different functions explained below. ISO9141 is used as the protocol. The name "GST" or "Generic Scan Tool" is used in this service manual.



SEF139P

## FUNCTION

Diagnostic test mode		Function
MODE 1	READINESS TESTS	This mode gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
MODE 2	(FREEZE DATA)	This mode gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to <a href="#">EC-1264, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"</a> .
MODE 3	DTCs	This mode gains access to emission-related power train trouble codes which were stored by ECM.

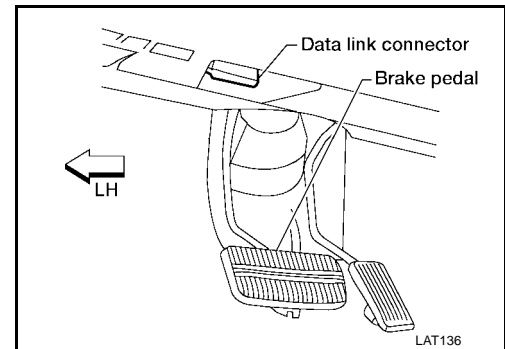
# TROUBLE DIAGNOSIS

[QR25DE]

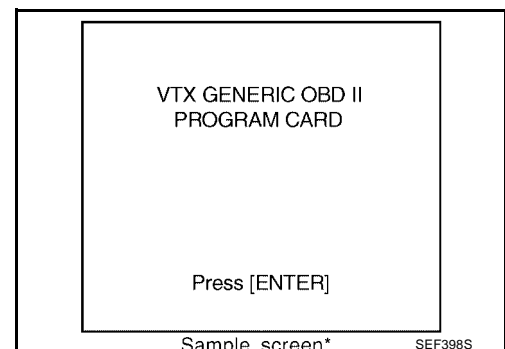
Diagnostic test mode		Function
MODE 4	CLEAR DIAG INFO	This mode can clear all emission-related diagnostic information. This includes: <ul style="list-style-type: none"> <li>● Clear number of diagnostic trouble codes (MODE 1)</li> <li>● Clear diagnostic trouble codes (MODE 3)</li> <li>● Clear trouble code for freeze frame data (MODE 1)</li> <li>● Clear freeze frame data (MODE 2)</li> <li>● Reset status of system monitoring test (MODE 1)</li> <li>● Clear on board monitoring test results (MODE 6 and 7)</li> </ul>
MODE 6	(ON BOARD TESTS)	This mode accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored.
MODE 7	(ON BOARD TESTS)	This mode enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
MODE 8	—	This mode can close EVAP system in ignition switch "ON" position (Engine stopped). When this mode is performed, the following parts can be opened or closed. <ul style="list-style-type: none"> <li>● EVAP canister vent control valve open</li> <li>● Vacuum cut valve bypass valve closed</li> </ul> In the following conditions, this mode cannot function. <ul style="list-style-type: none"> <li>● Low ambient temperature</li> <li>● Low battery voltage</li> <li>● Engine running</li> <li>● Ignition switch "OFF"</li> <li>● Low fuel temperature</li> <li>● Too much pressure is applied to EVAP system</li> </ul>
MODE 9	(CALIBRATION ID)	This mode enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs.

## GST INSPECTION PROCEDURE

1. Turn ignition switch OFF.
2. Connect "GST" to data link connector, which is located under LH dash panel near the fuse box cover.
3. Turn ignition switch ON.

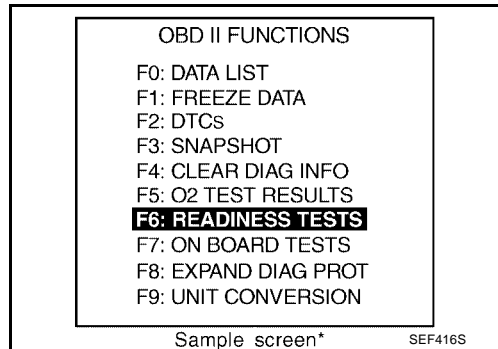


4. Enter the program according to instruction on the screen or in the operation manual.  
(\*: Regarding GST screens in this section, sample screens are shown.)



5. Perform each diagnostic mode according to each service procedure.

**For further information, see the GST Operation Manual of the tool maker.**



## CONSULT-II Reference Value in Data Monitor Mode

UBS0027Q

Remarks:

- Specification data are reference values.
- Specification data are output/input values which are detected or supplied by the ECM at the connector.
- \* Specification data may not be directly related to their components signals/values/operations.

i.e. Adjust ignition timing with a timing light before monitoring IGN TIMING, because the monitor may show the specification data in spite of the ignition timing not being adjusted to the specification data. This IGN TIMING monitors the data calculated by the ECM according to the signals input from the camshaft position sensor and other ignition timing related sensors.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED	<ul style="list-style-type: none"> <li>● Tachometer: Connect</li> <li>● Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value.
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N</li> <li>● No-load</li> </ul>	Idle Approx. 1.1 - 1.5V
		2,500 rpm Approx. 1.6 - 2.0V
B/FUEL SCHDL	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle 2.5 - 3.5 msec
		2,000 rpm 2.5 - 3.5 msec
A/F ALPHA-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm 54% - 155%
COOLAN TEMP/S	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	More than 70°C (158°F)
HO2S1 (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm 0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 (B1)	<ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revs engine from idle to 3,000 rpm quickly. 0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Maintaining engine speed at 2,000 rpm LEAN ↔ RICH Changes more than 5 times during 10 seconds.
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revs engine from idle to 3,000 rpm quickly. LEAN ↔ RICH
VEH SPEED SE	<ul style="list-style-type: none"> <li>● Turn drive wheels and compare speedometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value
BATTERY VOLT	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> </ul>	11 - 14V
ACCEL SEN1	<ul style="list-style-type: none"> <li>● Ignition switch: ON (engine stopped)</li> </ul>	Accelerator pedal: Fully released 0.41 - 0.71V
ACCEL SEN2★		Accelerator pedal: Fully depressed More than 4.2V



# TROUBLE DIAGNOSIS

[QR25DE]

MONITOR ITEM	CONDITION	SPECIFICATION	
THRTL SEN1 THRTL SEN2★	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
	● Shift lever: D (A/T model) 1st (M/T model)	Accelerator pedal: Fully depressed	Less than 4.75V
EVAP SYS PRES	● Ignition switch: ON		1.8 - 4.8V
ABSOL PRES/SE	● Ignition switch: ON		1.8 - 4.8V
START SIGNAL	● Ignition switch: ON → START → ON		OFF → ON → OFF
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF	OFF
		Air conditioner switch: ON (Compressor operates.)	ON
P/N POSI SW	● Ignition switch: ON	Shift lever: P or N (A/T model) Neutral (M/T model)	ON
		Shift lever: Except above	OFF
PW/ST SIGNAL	● Engine: After warming up, idle the engine	Steering wheel is in neutral position. (Forward direction)	OFF
		Steering wheel is turned.	ON
LOAD SIGNAL	● Ignition switch: ON	Rear window defogger switch is ON and/or lighting switch is in 2nd.	ON
		Rear window defogger switch is OFF and lighting switch is OFF.	OFF
IGNITION SW	● Ignition switch: ON → OFF → ON		ON → OFF → ON
HEATER FAN SW	● Engine: After warming up, idle the engine	Heater fan is operating.	ON
		Heater fan is not operating	OFF
BRAKE SW	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
INJ PULSE-B1	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
IGN TIMING	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle	10° - 20° BTDC
		2,000 rpm	25° - 45° BTDC
CAL/LD VALUE	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle	10% - 35%
		2,500 rpm	10% - 35%
MASS AIRFLOW	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle	1.0 - 4.0 g-m/s
		2,500 rpm	4.0 - 10.0 g-m/s
PURG VOL C/V	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle	0%
		2,000 rpm	20 - 30%

# TROUBLE DIAGNOSIS

[QR25DE]

MONITOR ITEM	CONDITION	SPECIFICATION	
INT/V TIM (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> </ul>	Idle	-5° - 5°C
	<ul style="list-style-type: none"> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	2,000 rpm	Approx. 0° - 20°C
INT/V SOL (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> </ul>	Idle	0% - 2%
	<ul style="list-style-type: none"> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	2,000 rpm	Approx. 25% - 60%
AIR COND RLY	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> </ul>	Air conditioner switch: OFF	OFF
		Air conditioner switch: ON (Compressor operates)	ON
VIAS S/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> </ul>	Idle	OFF
		More than 5,000 rpm	ON
FUEL PUMP RLY	<ul style="list-style-type: none"> <li>● For 1 seconds after turning ignition switch ON</li> <li>● Engine running or cranking</li> </ul>		ON
	<ul style="list-style-type: none"> <li>● Except above conditions</li> </ul>		OFF
VC/V BYPAS S/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>		OFF
VENT CONT/V	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>		OFF
THRTL RELAY	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>		ON
COOLING FAN	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> <li>● Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	LOW
		Engine coolant temperature is 105°C (221°F) or more	HIGH
HO2S1 HTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>		ON
	<ul style="list-style-type: none"> <li>● Engine speed: Above 3,600 rpm</li> </ul>		OFF
HO2S2 HTR (B1)	<ul style="list-style-type: none"> <li>● Engine speed: Below 3,600 rpm after the following conditions are met</li> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>		ON
	<ul style="list-style-type: none"> <li>● Engine speed: Above 3,600 rpm</li> </ul>		OFF
TRVL AFTER MIL	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Vehicle has traveled after MIL has turned ON.	0 - 65,535 km (0 - 40,723 mile)
O2SEN HTR DTY	<ul style="list-style-type: none"> <li>● Engine coolant temperature when engine started: More than 80°C (176°F)</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>		Approx. 50%
AC PRESS SEN	<ul style="list-style-type: none"> <li>● Ignition switch: ON (Engine stopped)</li> </ul>		Approx. 0V
	<ul style="list-style-type: none"> <li>● Engine: Idle</li> <li>● Air conditioner switch: OFF</li> </ul>		1.0 - 4.0V
VEH SPEED SE	<ul style="list-style-type: none"> <li>● Turn drive wheels and compare speedometer indication with the CONSULT-II value.</li> </ul>		Almost the same speed as the CONSULT-II value
SET VHCL SPD	<ul style="list-style-type: none"> <li>● Engine: Running</li> </ul>	ASCD: Operating	The preset vehicle speed is displayed.
MAIN SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	CRUISE switch: Depressed	ON
		CRUISE switch: Released	OFF

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# TROUBLE DIAGNOSIS

[QR25DE]

MONITOR ITEM	CONDITION		SPECIFICATION
CANCEL SW	● Ignition switch: ON	CANCEL switch: Depressed	ON
		CANCEL switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	ACCEL/RES switch: Depressed	ON
		ACCEL/RES switch: Released	OFF
SET SW	● Ignition switch: ON	COAST/SET switch: Depressed	ON
		COAST/SET switch: Released	OFF
BRAKE SW1 (ASCD brake switch)	● Ignition switch: ON	Brake pedal: Fully released	ON
		Brake pedal: Slightly depressed	OFF
BRAKE SW2 (STOP lamp switch)	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
CRUISE LAMP	● Ignition switch: ON	CRUISE switch is depressed at first time → second time	ON → OFF
SET LAMP	● CRUISE switch: ON ● When vehicle is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	SET switch pressed	ON
		ASCD control is canceled.	OFF

★: Accelerator pedal position sensor 2 signal and throttle position sensor 2 signal are converted by ECM internally. Thus, they differ from ECM terminals voltage signal.

## Major Sensor Reference Graph in Data Monitor Mode

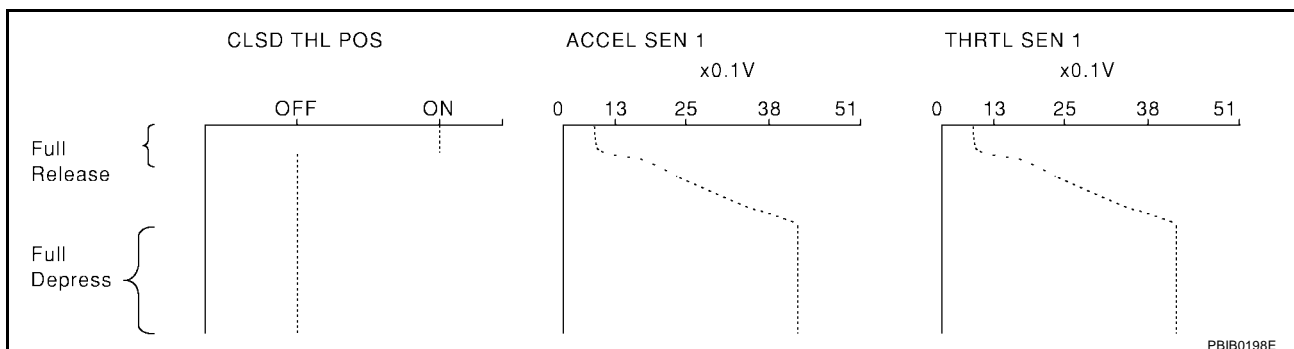
UBS0027R

The following are the major sensor reference graphs in “DATA MONITOR” mode.

### CLSD THL POS, ACCEL SEN 1, THRTL SEN 1

Below is the data for “CLSD THL POS”, “ACCEL SEN 1” and “THRTL SEN 1” when depressing the accelerator pedal with the ignition switch “ON” and with selector lever in “D” position (A/T models) or with shift lever in “1st” position (M/T models).

The signal of “ACCEL SEN 1” and “THRTL SEN 1” should rise gradually without any intermittent drop or rise after “CLSD THL POS” is changed from “ON” to “OFF”.



PBIB0198E

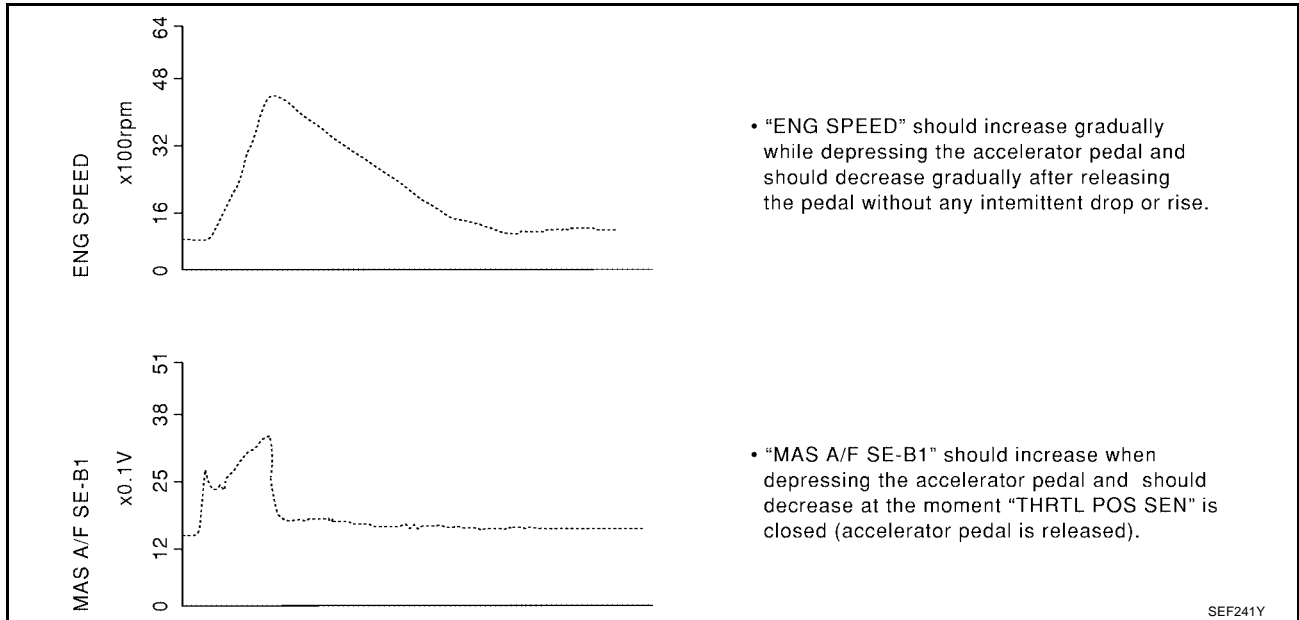
# TROUBLE DIAGNOSIS

[QR25DE]

## ENG SPEED, MAS A/F SE-B1, THRTL SEN 1, HO2S2 (B1), HO2S1 (B1), INJ PULSE-B1

Below is the data for "ENG SPEED", "MAS A/F SE-B1", "THRTL SEN 1", "HO2S2 (B1)", "HO2S1 (B1)" and "INJ PULSE-B1" when revving engine quickly up to 4,800 rpm under no load after warming up engine sufficiently.

Each value is for reference, the exact value may vary.



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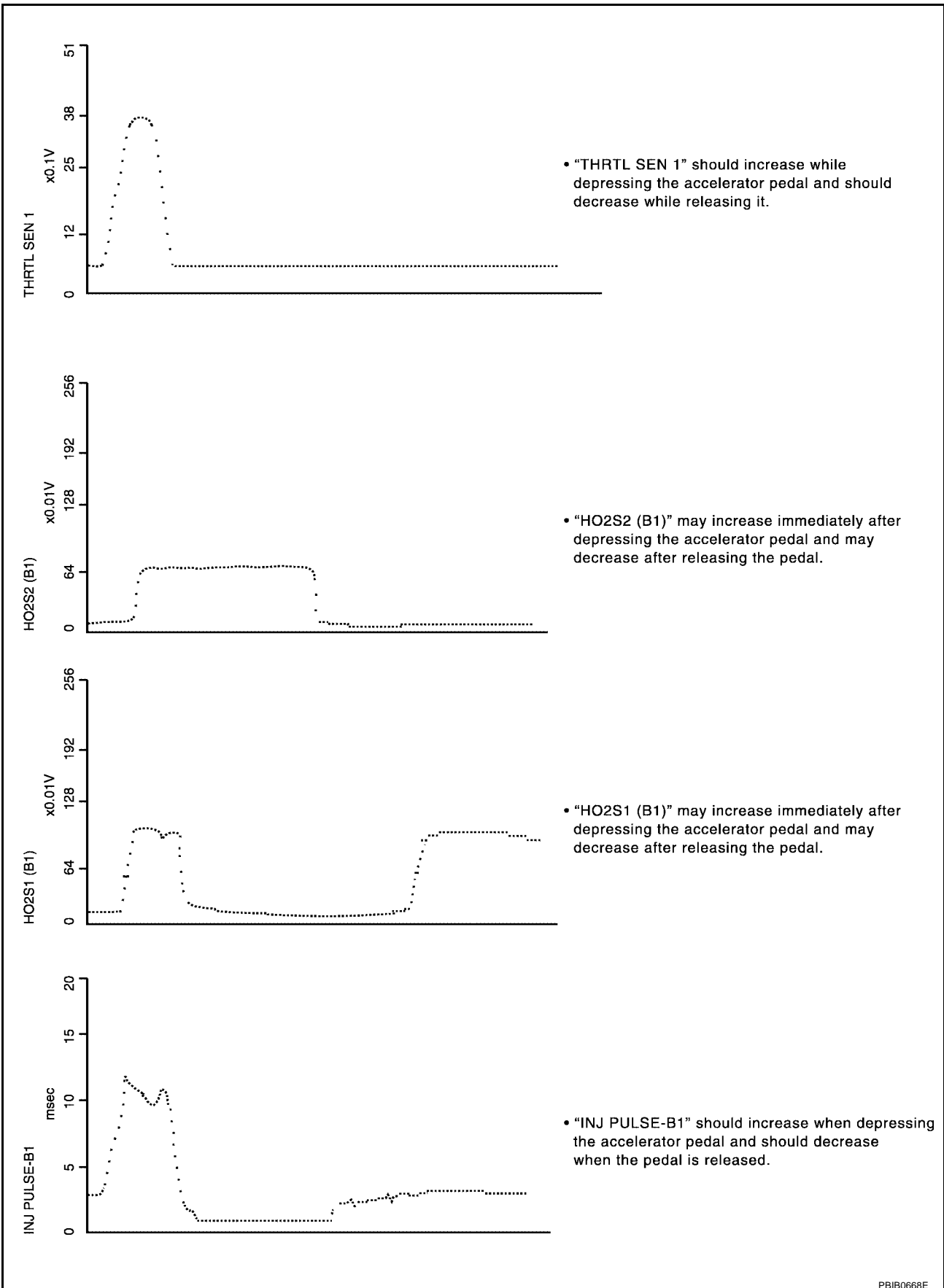
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- "THRTL SEN 1" should increase while depressing the accelerator pedal and should decrease while releasing it.

- "HO2S2 (B1)" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.

- "HO2S1 (B1)" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.

- "INJ PULSE-B1" should increase when depressing the accelerator pedal and should decrease when the pedal is released.

TRUBLE DIAGNOSIS - SPECIFICATION VALUE

PF0:00031

Description

UBS0027S

The specification (SP) value indicates the tolerance of the value that is displayed in "DATA MONITOR (SPEC)" mode of CONSULT-II during normal operation of the Engine Control System. When the value in "DATA MONITOR (SPEC)" mode is within the SP value, the Engine Control System is confirmed OK. When the value in "DATA MONITOR (SPEC)" mode is NOT within the SP value, the Engine Control System may have one or more malfunctions.

The SP value is used to detect malfunctions that may affect the Engine Control System, but will not light the MIL.

The SP value will be displayed for the following three items:

- B/FUEL SCHDL (The fuel injection pulse width programmed into ECM prior to any learned on board correction)
- A/F ALPHA-B1 (The mean value of air-fuel ratio feedback correction factor per cycle)
- MAS A/F SE-B1 (The signal voltage of the mass air flow sensor)

Testing Condition

UBS0027T

- Vehicle driven distance: More than 5,000 km (3,017 miles)
- Barometric pressure: 98.3 - 104.3 kPa (1.003 - 1.064 kg/cm<sup>2</sup> , 14.25 - 15.12 psi)
- Atmospheric temperature: 20 - 30°C (68 - 86°F)
- Engine coolant temperature: 75 - 95°C (167 - 203°F)
- Transmission: Warmed-up\*1
- Electrical load: Not applied\*2
- Engine speed: Idle

\*1: For A/T models, after the engine is warmed up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (A/T fluid temperature sensor signal) indicates more than 60°C (140°F).

For M/T models, after the engine is warmed up to normal operating temperature, drive vehicle for 5 minutes.

\*2: Rear window defogger switch, air conditioner switch, lighting switch are "OFF". Steering wheel is straight ahead.

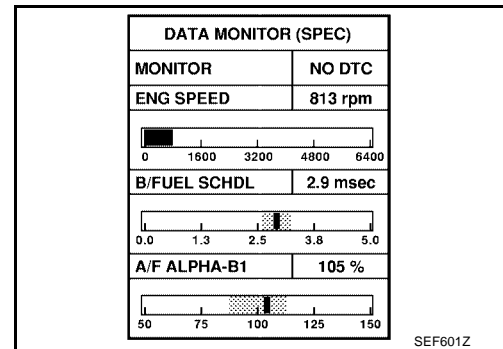
Inspection Procedure

UBS0027U

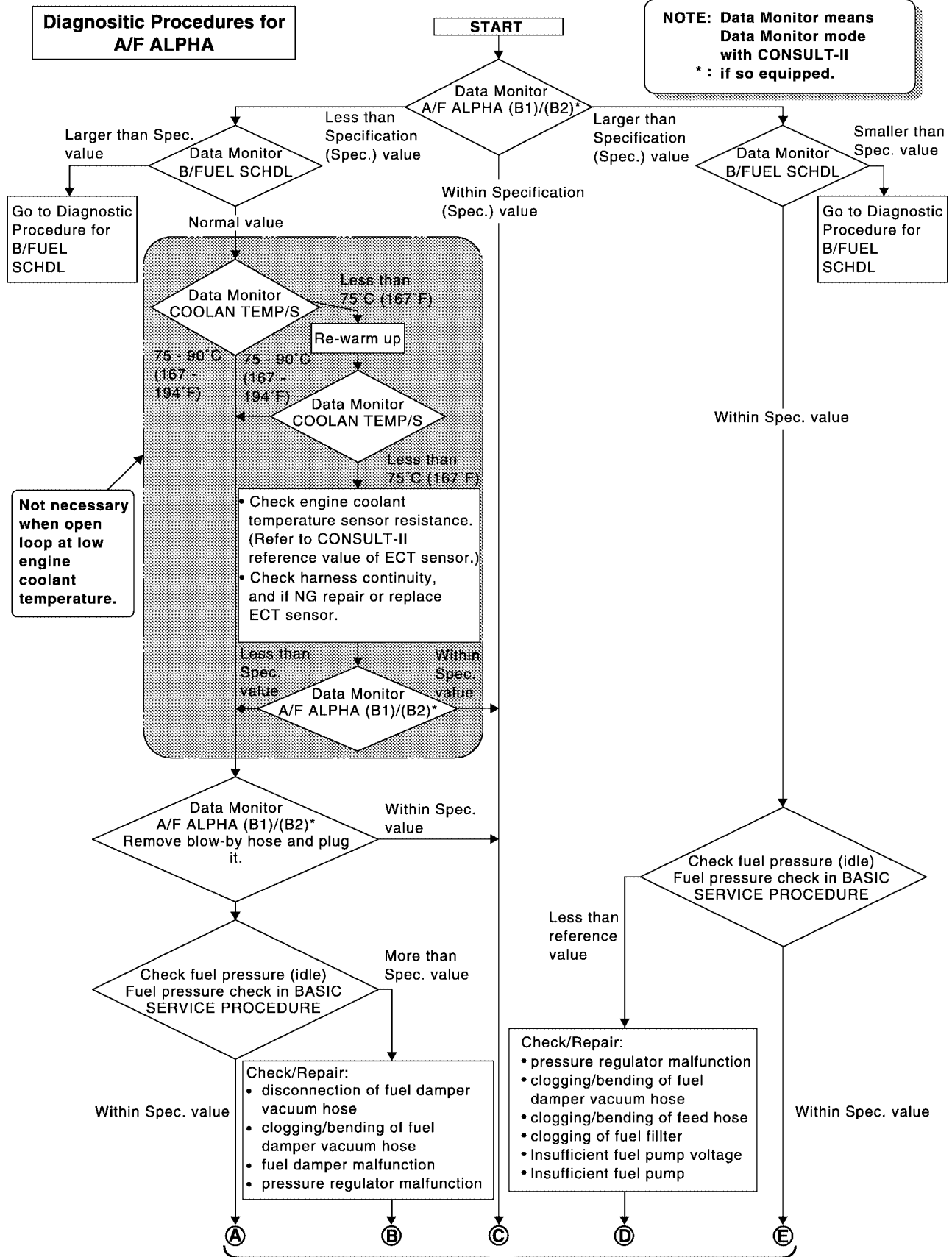
NOTE:

Perform "DATA MONITOR (SPEC)" mode in maximum scale display.

1. Perform [EC-1291, "Basic Inspection"](#) .
2. Confirm that the testing conditions indicated above are met.
3. Select "B/FUEL SCHDL", "A/F ALPHA-B1" and "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode with CONSULT-II.
4. Make sure that monitor items are within the SP value.
5. If NG, go to [EC-1338, "Diagnostic Procedure"](#) .



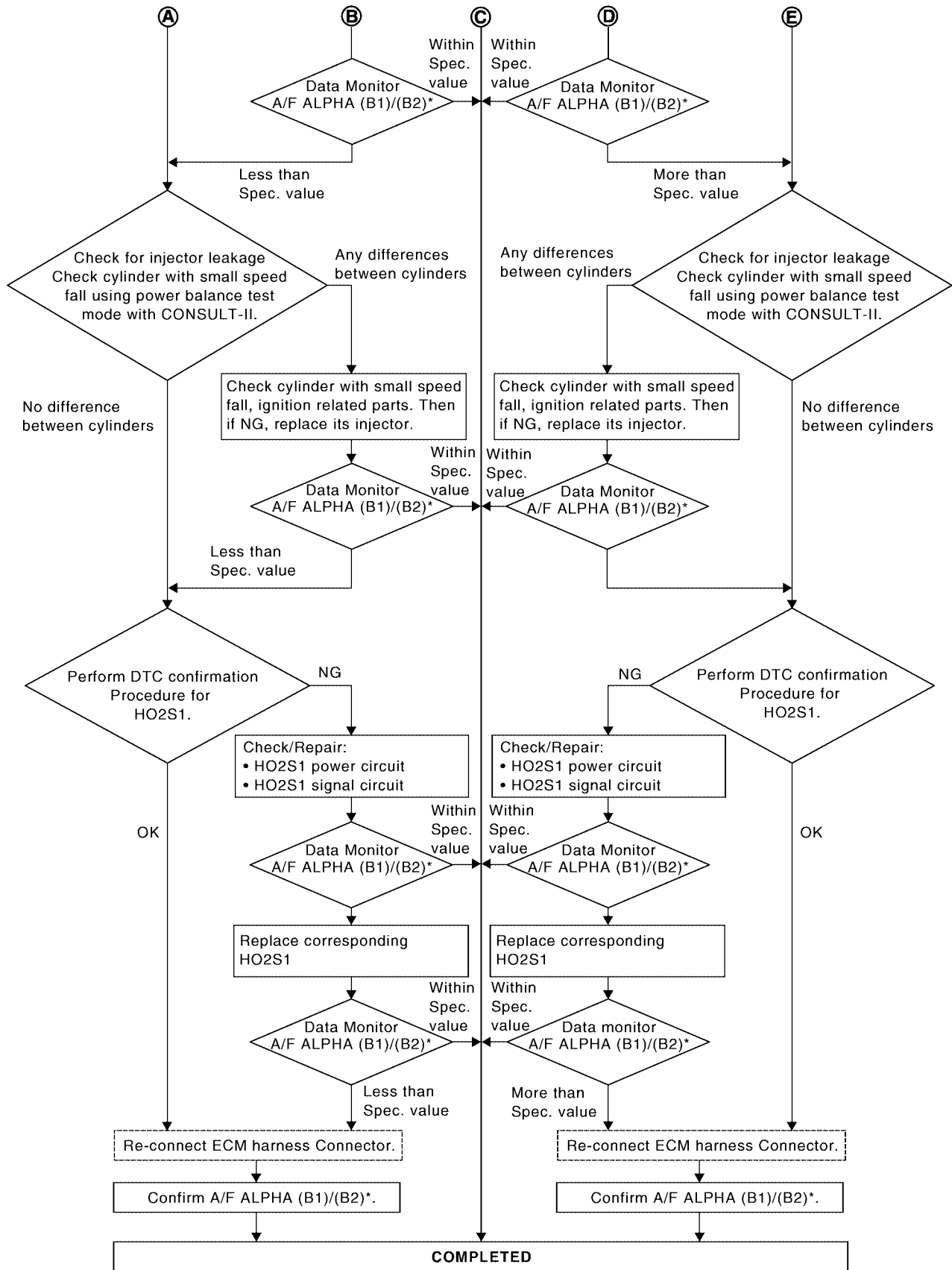
Diagnostic Procedure



(Go to next page.)

# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QR25DE]



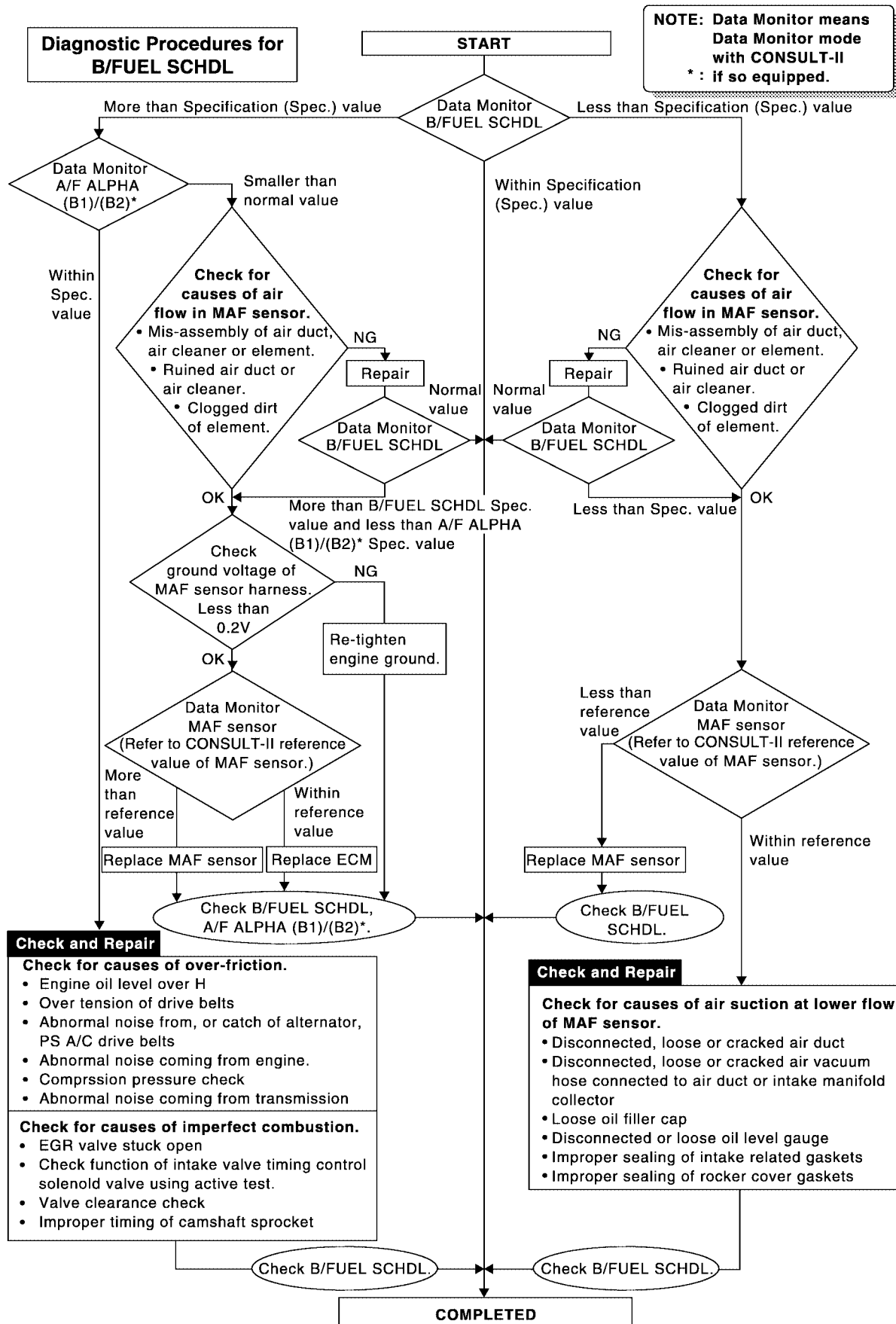
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SEF768Z



# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[QR25DE]



SEF615ZA

**TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT****Description**

Intermittent incidents (I/I) may occur. In many cases, the malfunction resolves itself (the part or circuit function returns to normal without intervention). It is important to realize that the symptoms described in the customer's complaint often do not recur on (1st trip) DTC visits. Realize also that the most frequent cause of I/I occurrences is poor electrical connections. Because of this, the conditions under which the incident occurred may not be clear. Therefore, circuit checks made as part of the standard diagnostic procedure may not indicate the specific malfunctioning area.

**Common I/I Report Situations**

STEP in Work Flow	Situation
II	The CONSULT-II is used. The SELF-DIAG RESULTS screen shows time data other than "0" or "[1t]".
III	The symptom described by the customer does not recur.
IV	(1st trip) DTC does not appear during the DTC Confirmation Procedure.
VI	The Diagnostic Procedure for PXXXX does not indicate the malfunctioning area.

**Diagnostic Procedure****1. INSPECTION START**

Erase (1st trip) DTCs. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

>> GO TO 2.

**2. CHECK GROUND TERMINALS**

Check ground terminals for corroding or loose connection.

Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "Incident Simulation Tests".

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

**3. SEARCH FOR ELECTRICAL INCIDENT**

Perform [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "Incident Simulation Tests".

OK or NG

OK >> GO TO 4.

NG >> Repair or replace.

**4. CHECK CONNECTOR TERMINALS**

Refer to [GI-23, "How to Check Terminal"](#), "HOW TO PROBE CONNECTORS", "How to Check Enlarged Contact Spring of Terminal".

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace connector.

# POWER SUPPLY CIRCUIT FOR ECM

[QR25DE]

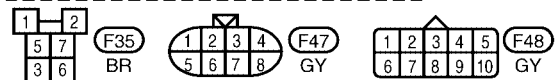
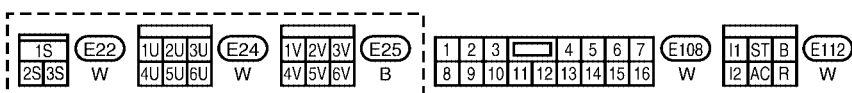
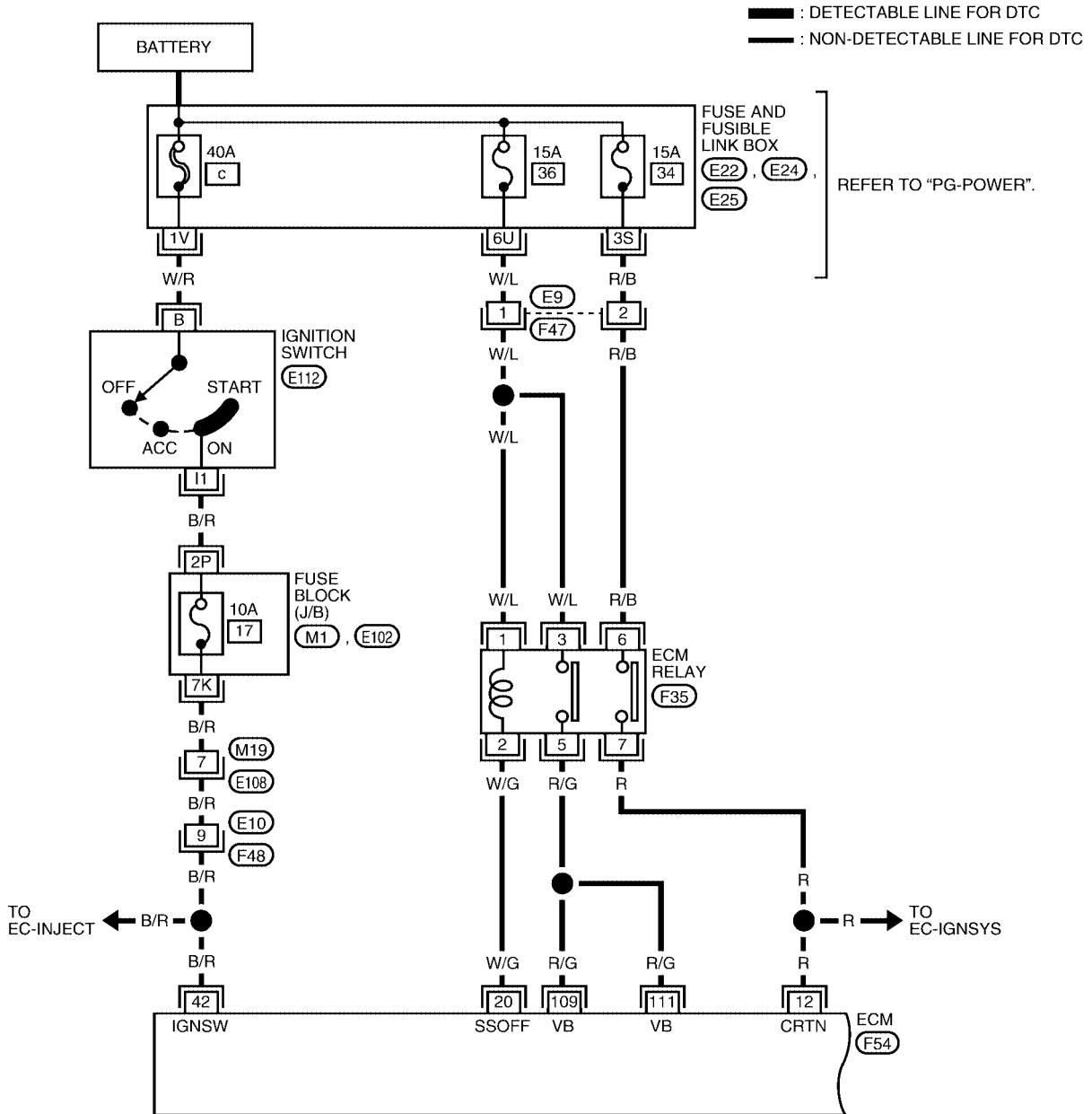
## POWER SUPPLY CIRCUIT FOR ECM

FFP:24110

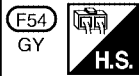
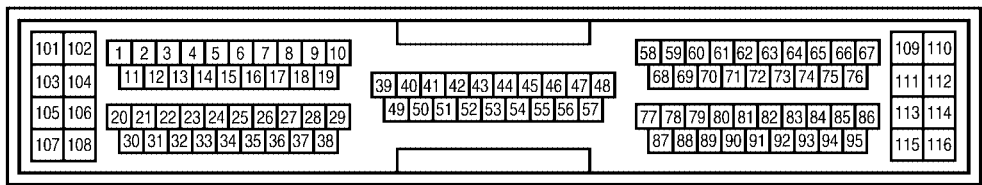
### Wiring Diagram

UBS0027Y

### EC-MAIN-01



REFER TO THE FOLLOWING.  
 (M1), (E102) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0410E

# POWER SUPPLY CIRCUIT FOR ECM

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
12	R	Counter current return	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
20	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● More than 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
42	B/R	Ignition switch	[Ignition switch "OFF"]	0V
			[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
109 111	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

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# POWER SUPPLY CIRCUIT FOR ECM

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
59	B/R	ECM ground	[Engine is running] ● Idle speed	Engine ground
60	B			
106	B			
108	B			

## Diagnostic Procedure

UBS0027Z

### 1. INSPECTION START

Start engine.

**Is engine running?**

Yes or No

- Yes >> GO TO 9.
- No >> GO TO 2.

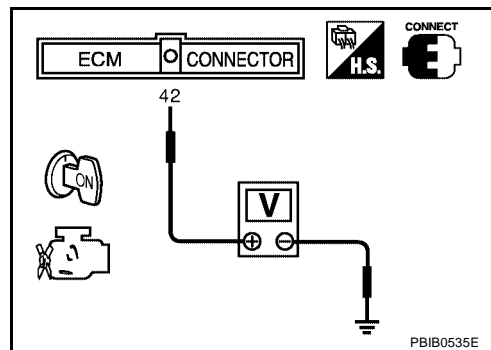
### 2. CHECK ECM POWER SUPPLY CIRCUIT-I

1. Turn ignition switch "OFF" and then "ON".
2. Check voltage between ECM terminal 42 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



### 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M19, E108
- Harness connectors E10, F48
- Fuse block (J/B) connectors E102, M1
- 10A fuse
- Harness for open or short between ECM and fuse

>> Repair harness or connectors.

**4. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 59, 60, 106, 108 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

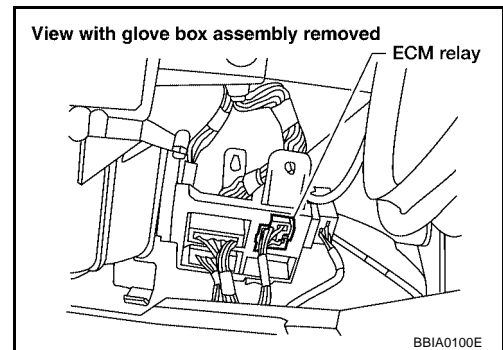
Check the following.

- Joint connector-3
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

**6. CHECK ECM POWER SUPPLY CIRCUIT-II**

1. Disconnect ECM relay.

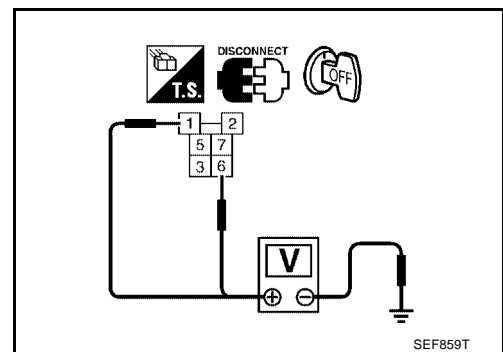


2. Check voltage between ECM relay terminals 1, 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.



**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors E9, F47
- 15A fuses
- Fuse and fusible link box connectors E22, E24
- Harness for open or short between ECM relay and battery

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between ECM terminal 20 and ECM relay terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> Go to [EC-1777, "IGNITION SIGNAL"](#) .

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**9. CHECK ECM POWER SUPPLY CIRCUIT-II**

1. Stop engine.
2. Turn ignition switch "ON" and then "OFF".
3. Check voltage between ECM terminals 12, 109, 111 and ground with CONSULT-II or tester.

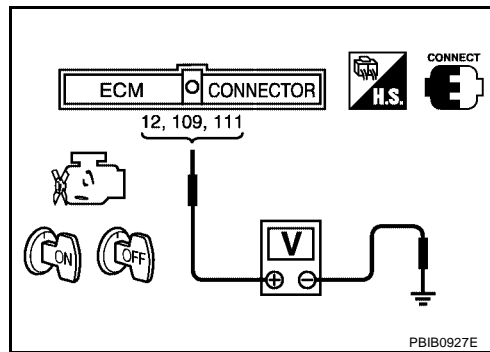
**Voltage: After turning ignition switch "OFF", battery voltage will exist for a few seconds, then drop approximately 0V.**

OK or NG

OK >> GO TO 14.

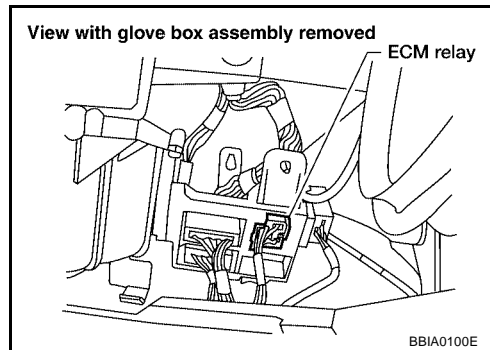
NG (Battery voltage does not exist.)>>GO TO 10.

NG (Battery voltage exists for more than a few seconds.)>>GO TO 13.



**10. CHECK ECM POWER SUPPLY CIRCUIT-III**

1. Disconnect ECM relay.



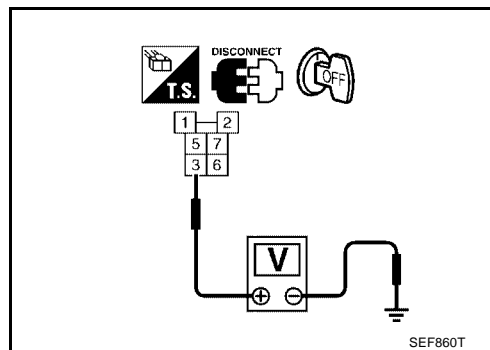
2. Check voltage between ECM relay terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 12.

NG >> GO TO 11.





## 11. DETECT MALFUNCTIONING PART

Check the following.

- Harness or connectors E9, F47
- Harness for open or short between ECM relay and 15A fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK HARNESS CONTINUITY BETWEEN ECM RELAY AND ECM FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals and ECM relay terminals as follows.  
Refer to Wiring Diagram.

ECM terminal	ECM relay terminal
12	7
109, 111	5

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 13.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 13. CHECK ECM RELAY

Refer to [EC-1349, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 14.
- NG >> Replace ECM relay.

## 14. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminals 59, 60, 106, 108 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 15.

## 15. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

16. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

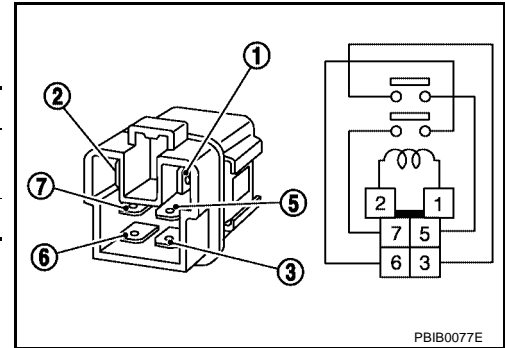
**Component Inspection**  
**ECM RELAY**

UBS00280

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

3. If NG, replace ECM relay.



A  
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## DTC U1000, U1001 CAN COMMUNICATION LINE

PFP:23710

### Description

UBS00281

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### On Board Diagnosis Logic

UBS00282

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1000*1 1000	CAN communication line	<ul style="list-style-type: none"> <li>● ECM cannot communicate to other control units.</li> <li>● ECM cannot communicate for more than the specified time.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (CAN communication line is open or shorted)</li> </ul>
U1001*2 1001			

\*1: This self-diagnosis has the one trip detection.

\*2: The MIL will not light up for this diagnosis.

### DTC Confirmation Procedure

UBS00283

1. Turn ignition switch "ON" and wait at least 3 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-1352, "Diagnostic Procedure"](#) .




# DTC U1000, U1001 CAN COMMUNICATION LINE

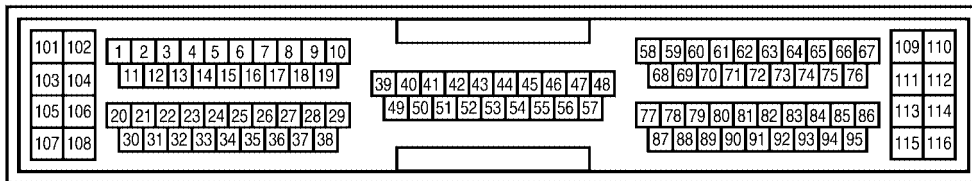
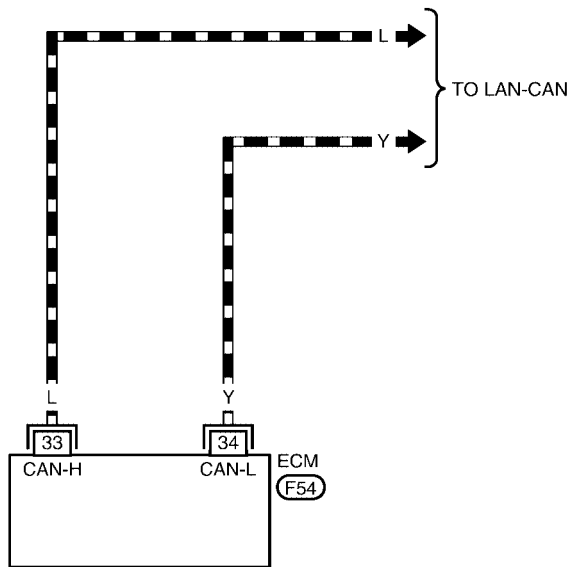
[QR25DE]

UBS00284

## Wiring Diagram

EC-CAN-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



BBWA0212E

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**Diagnostic Procedure**

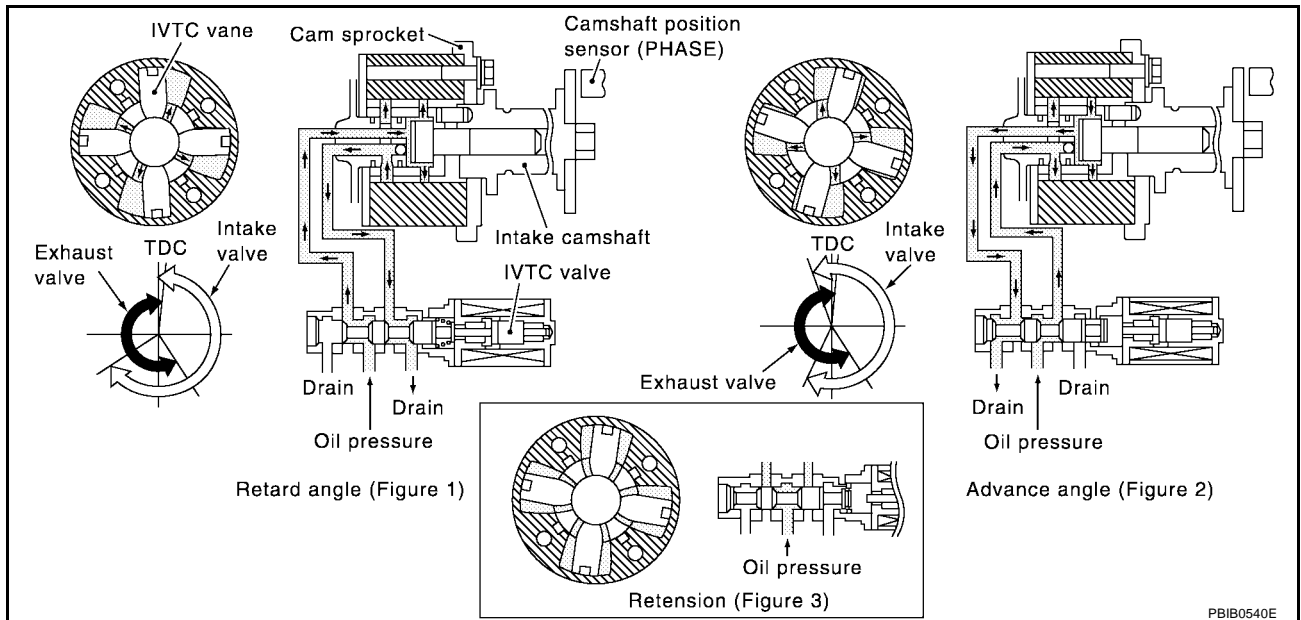
UBS00285

Go to [LAN-23, "CAN SYSTEM \(TYPE 3\)"](#)

DTC P0011 IVT CONTROL

Description  
SYSTEM DESCRIPTION

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Vehicle speed sensor	Vehicle speed		



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
INT/V TIM (B1)	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load Idle	-5° - 5°CA
	2,000 rpm	Approx. 0° - 20°CA
INT/V SOL (B1)	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load Idle	0% - 2%
	2,000 rpm	Approx. 25% - 60%

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011 0011	Intake valve timing control performance	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none"> <li>● Crankshaft position sensor (POS)</li> <li>● Camshaft position sensor (PHASE)</li> <li>● Accumulation of debris to the signal pick-up portion of the camshaft</li> </ul>

### FAIL-SAFE MODE

ECM enters in fail-safe mode when the malfunction is detected.

Detected items	Engine operating condition in fail-safe mode
Intake valve timing control	The signal is not energized to the solenoid valve and the valve control does not function

### DTC Confirmation Procedure

#### CAUTION:

Always drive at a safe speed.

#### NOTE:

- If DTC P0011 is displayed with DTC P1111, first perform trouble diagnosis for “DTC P1111”. See [EC-1600](#).
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is between 10V and 16V at idle.

#### WITH CONSULT-II

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,700 - 3,175 rpm (A constant rotation is maintained.)
COOLANT TEMPS	70 - 105°C (158 - 221°F)
Selector lever	1st or 2nd position
Driving location uphill	Driving vehicle uphill (Increased engine load will help maintain the driving conditions required for this test.)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C

SEF174Y

4. If 1st trip DTC is detected, go to [EC-1354, "Diagnostic Procedure"](#).

#### WITH GST

Follow the procedure “WITH CONSULT-II” above.

### Diagnostic Procedure

#### 1. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-1494, "Component Inspection"](#).

#### OK or NG

- OK >> GO TO 2.
- NG >> Replace crankshaft position sensor (POS).

## 2. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-1500, "Component Inspection"](#) .

OK or NG

OK >> GO TO 3.

NG >> Replace camshaft position sensor (PHASE).

## 3. CHECK CAMSHAFT (INTAKE)

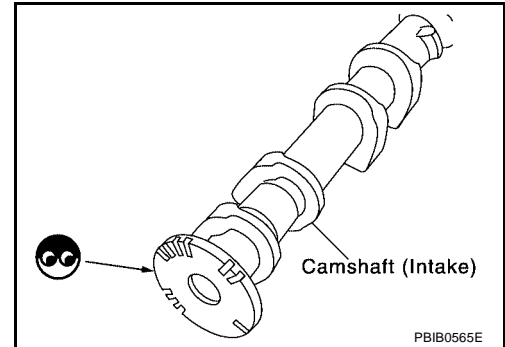
Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

OK >> GO TO 4.

NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



## 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

For wiring diagram refer to CKP sensor (POS) [EC-1491](#) and CMP sensor (PHASE) [EC-1497](#) .

>> INSPECTION END



# DTC P0031, P0032 HO2S1 HEATER

[QR25DE]

## DTC P0031, P0032 HO2S1 HEATER

PF2:22690

### Description SYSTEM DESCRIPTION

UBS0028B

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	Heated oxygen sensor 1 heater control	Heated oxygen sensor 1 heater
Engine coolant temperature sensor	Engine coolant temperature		

The ECM performs ON/OFF duty control of the heated oxygen sensor 1 heater corresponding to the engine speed and engine coolant temperature. The duty percent varies with engine coolant temperature when engine is started.

### OPERATION

Engine speed rpm	Heated oxygen sensor 1 heater
Above 3,600	OFF
Below 3,600	ON

### CONSULT-II Reference Value in Data Monitor Mode

UBS0028C

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S1 HTR (B1)	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Engine speed: Above 3,600 rpm</li> </ul>	OFF
O2SEN HTR DTY	<ul style="list-style-type: none"> <li>● Engine coolant temperature when engine started: More than 80°C (176°F)</li> <li>● Engine speed: Below 3,600 rpm</li> </ul>	Approx. 50%

### On Board Diagnosis Logic

UBS0028D

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0031 0031	Heated oxygen sensor 1 heater control circuit low	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 1 heater circuit is open or shorted.)</li> <li>● Heater oxygen sensor 1 heater</li> </ul>
P0032 0032	Heated oxygen sensor 1 heater control circuit high	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 1 heater circuit is shorted.)</li> <li>● Heater oxygen sensor 1 heater</li> </ul>

### DTC Confirmation Procedure

UBS0028E

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.

#### ④ WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

# DTC P0031, P0032 HO2S1 HEATER

[QR25DE]

3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and run it for at least 6 seconds at idle speed.
5. If 1st trip DTC is detected, go to [EC-1359, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

1. Start engine and warm it up to normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and run it for at least 6 seconds at idle speed.
  4. Turn ignition switch "OFF" and wait at least 10 seconds.
  5. Start engine and run it for at least 6 seconds at idle speed.
  6. Select "MODE 3" with GST.
  7. If DTC is detected, go to [EC-1359, "Diagnostic Procedure"](#).
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

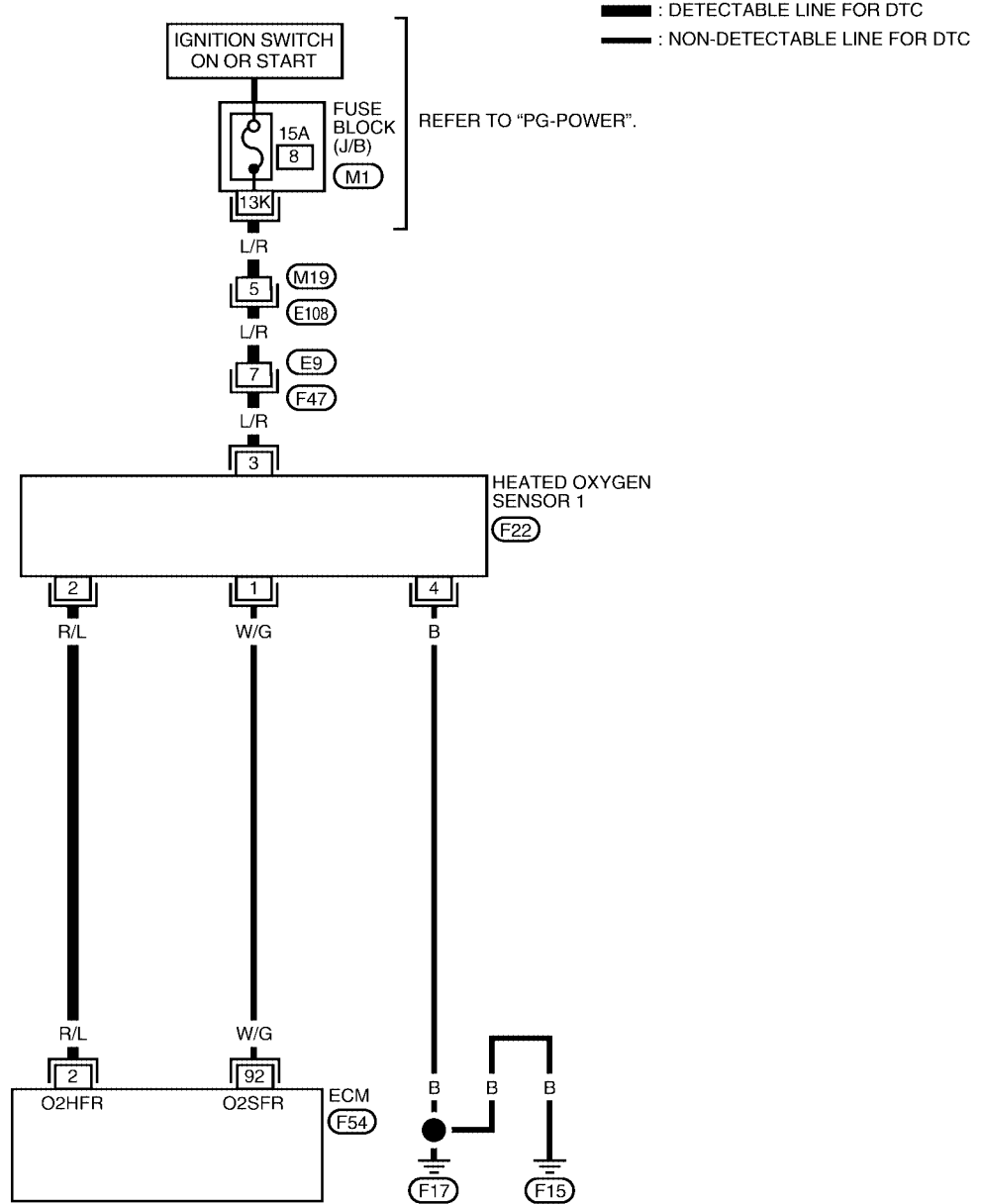
# DTC P0031, P0032 HO2S1 HEATER

[QR25DE]

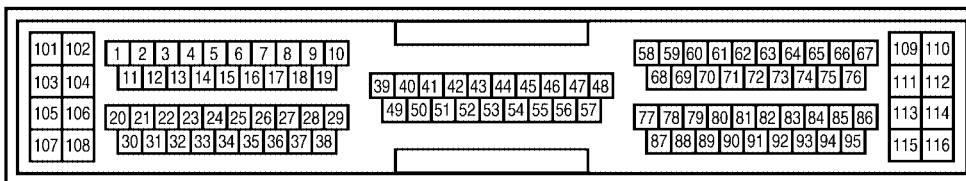
UBS0028F

## Wiring Diagram

EC-HO2S1H-01



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0411E

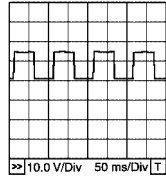
# DTC P0031, P0032 HO2S1 HEATER

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
2	R/L	Heated oxygen sensor 1 heater	[Engine is running] <ul style="list-style-type: none"> <li>● Warm-up condition.</li> <li>● Engine speed is below 3,600 rpm.</li> </ul>	Approximately 7.0V★  <small>PBIB0519E</small>
			[Engine is running] <ul style="list-style-type: none"> <li>● Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)

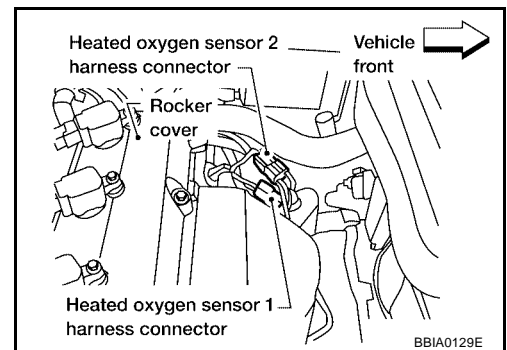
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS0028G

### 1. CHECK HO2S1 POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 harness connector.
3. Turn ignition switch "ON".

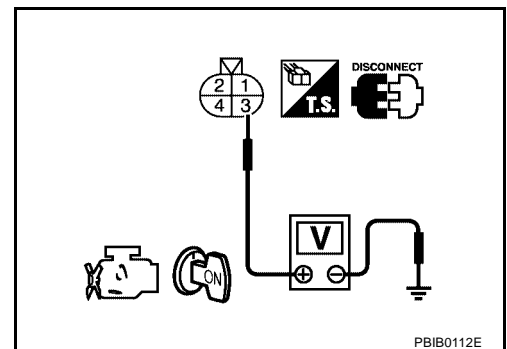


4. Check voltage between HO2S1 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



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## 2. DETECT MALFUNCTIONING PART

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Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between heated oxygen sensor 1 and fuse

>> Repair harness or connectors.

---

## 3. CHECK HO2S1 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 2 and HO2S1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK HEATED OXYGEN SENSOR 1 HEATER

---

Refer to [EC-1361, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 1.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection**  
**HEATED OXYGEN SENSOR 1 HEATER**

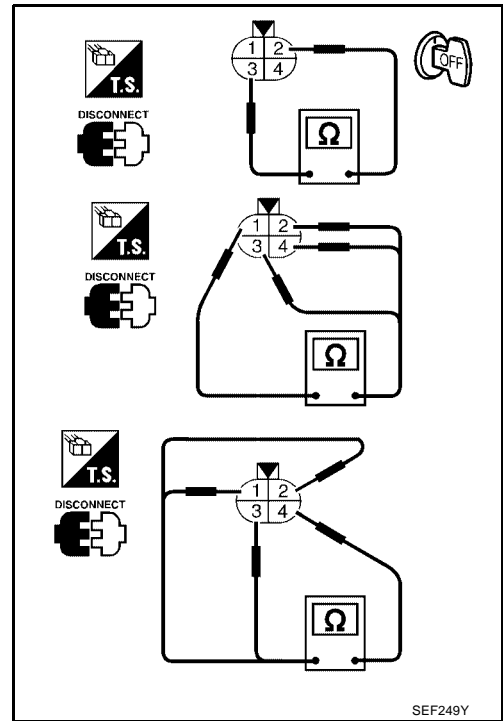
1. Check resistance between HO2S1 terminals as follows.

Terminal No.	Resistance
2 and 3	3.3 - 4.0 Ω at 25°C (77°F)
1 and 2, 3, 4	∞ Ω (Continuity should not exist)
4 and 1, 2, 3	

2. If NG, replace heated oxygen sensor 1.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



SEF249Y

**Removal and Installation**  
**HEATED OXYGEN SENSOR 1**

Refer to [EM-110, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

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**DTC P0037, P0038 HO2S2 HEATER**

PF:226A0

**Description  
SYSTEM DESCRIPTION**

UBS0028J

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE)	Engine speed	Heated oxygen sensor 2 heater control	Heated oxygen sensor 2 heater
Crankshaft position sensor (POS)			
Engine coolant temperature sensor	Engine coolant temperature		
Mass air flow sensor	Amount of intake air		

The ECM performs ON/OFF control of the heated oxygen sensor 2 heater corresponding to the engine speed, amount of intake air and engine coolant temperature.

**OPERATION**

Engine speed rpm	Heated oxygen sensor 2 heater
Above 3,600	OFF
Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	ON

**CONSULT-II Reference Value in Data Monitor Mode**

UBS0028K

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 HTR (B1)	<ul style="list-style-type: none"> <li>● Engine speed: Below 3,600 rpm after the following conditions are met.</li> <li>● Engine: After warming up</li> <li>● Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	ON
	<ul style="list-style-type: none"> <li>● Engine speed: Above 3,600 rpm</li> </ul>	OFF

**On Board Diagnosis Logic**

UBS0028L

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0037 0037	Heated oxygen sensor 2 heater control circuit low	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)</li> <li>● Heated oxygen sensor 2 heater</li> </ul>
P0038 0038	Heated oxygen sensor 2 heater control circuit high	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	<ul style="list-style-type: none"> <li>● Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)</li> <li>● Heated oxygen sensor 2 heater</li> </ul>

**DTC Confirmation Procedure**

UBS0028M

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is between 10.5V and 16V at idle.**

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.

# DTC P0037, P0038 HO2S2 HEATER

[QR25DE]

4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minute.
6. If 1st trip DTC is detected, go to [EC-1365, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for one minute.
  5. Turn ignition switch "OFF" and wait at least 10 seconds.
  6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  7. Let engine idle for one minute.
  8. Select "MODE 3" with GST.
  9. If DTC is detected, go to [EC-1365, "Diagnostic Procedure"](#).
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**



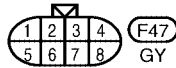
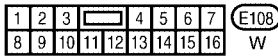
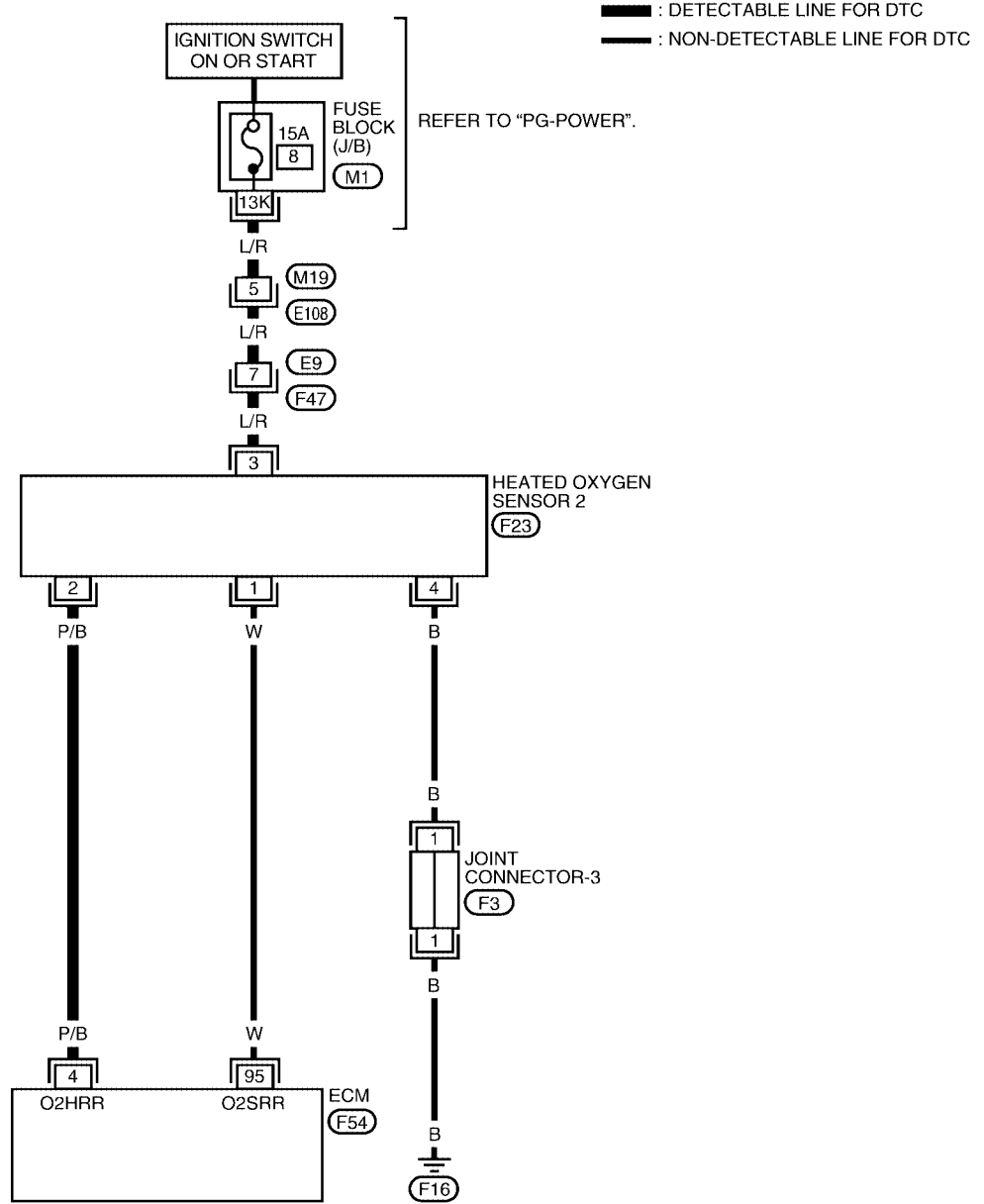
# DTC P0037, P0038 HO2S2 HEATER

[QR25DE]

UBS0028N

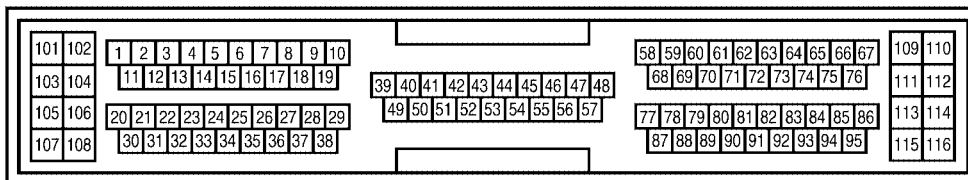
## Wiring Diagram

EC-HO2S2H-01



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK -  
 JUNCTION BOX (J/B)  
 (F3) - JOINT CONNECTOR



BBWA0412E

# DTC P0037, P0038 HO2S2 HEATER

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

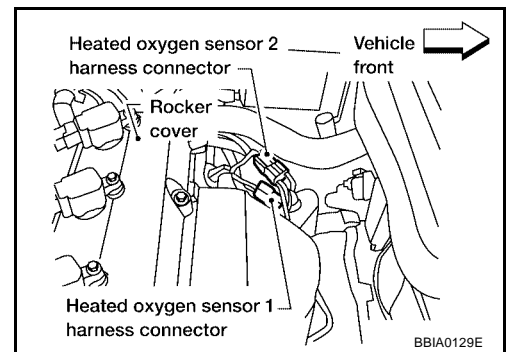
TERMINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
4	P/B	Heated oxygen sensor 2 heater	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>Engine speed is below 3,600 rpm after the following conditions are met.</li> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	0 - 1.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>Engine stopped</li> </ul> <b>[Engine is running]</b> <ul style="list-style-type: none"> <li>Engine speed is above 3,600 rpm.</li> </ul>	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS00280

### 1. CHECK HO2S2 POWER SUPPLY CIRCUIT

- Turn ignition switch "OFF".
- Disconnect heated oxygen sensor 2 harness connector.
- Turn ignition switch "ON".

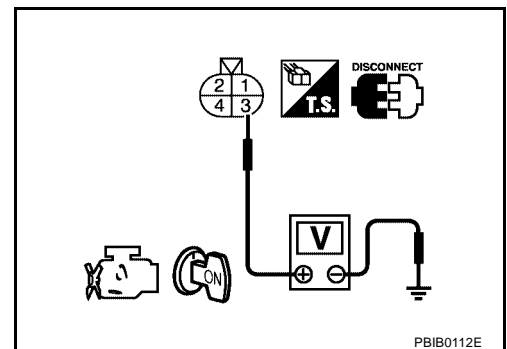


- Check voltage between HO2S2 terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
 NG >> GO TO 2.



---

## 2. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M19, E108
- Harness connectors E9, F47
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between heated oxygen sensor 2 and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 3. CHECK HO2S2 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 4 and HO2S2 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 4. CHECK HEATED OXYGEN SENSOR 2 HEATER

---

Refer to [EC-1367, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 2.

---

## 5. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection**  
**HEATED OXYGEN SENSOR 2 HEATER**

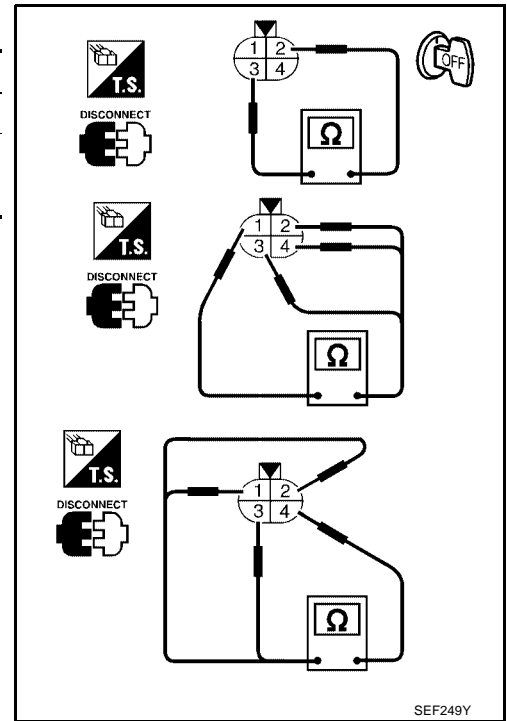
1. Check resistance between HO2S2 terminals as follows.

Terminal No.	Resistance
2 and 3	3.3 - 4.0 Ω at 25°C (77°F)
1 and 2, 3, 4	∞ Ω (Continuity should not exist)
4 and 1, 2, 3	

2. If NG, replace heated oxygen sensor 2.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



SEF249Y

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

A  
 EC  
 C  
 D  
 E  
 F  
 G  
 H  
 I  
 J  
 K  
 L  
 M

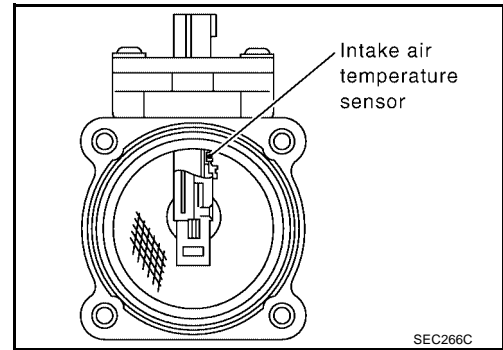
**DTC P0101 MAF SENSOR**

PF2:22680

**Component Description**

UBS0028R

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS0028S

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Air conditioner switch: OFF</li> <li>● Shift lever: N</li> <li>● No-load</li> </ul> Idle	Approx. 1.1 - 1.5V
	2,500 rpm	Approx. 1.6 - 2.0V
CAL/LD VALUE	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul> Idle	10% - 35%
	2,500 rpm	10% - 35%
MASS AIRFLOW	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul> Idle	1.0 - 4.0 g-m/s
	2,500 rpm	4.0 - 10.0 g-m/s

**On Board Diagnosis Logic**

UBS0028T

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0101 0101	Mass air flow sensor circuit range/performance problem	A)	A high voltage from the sensor is sent to ECM under light load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>
		B)	A low voltage from the sensor is sent to ECM under heavy load driving condition.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>

**DTC Confirmation Procedure**

UBS0028U

Perform "PROCEDURE FOR MALFUNCTION A" first.

If the DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B".

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**PROCEDURE FOR MALFUNCTION A**

**NOTE:**

If engine will not start or stops soon, wait at least 10 seconds with engine stopped (Ignition switch "ON") instead of running engine at idle speed.

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and warm it up to normal operating temperature.
4. Run engine for at least 10 seconds at idle speed.
5. If DTC is detected, go to [EC-1372, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**With GST**

Follow the procedure "With CONSULT-II" above.

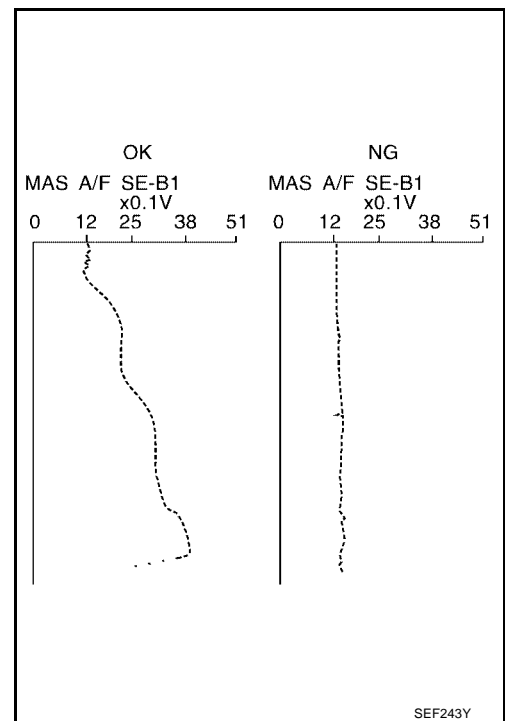
**PROCEDURE FOR MALFUNCTION B**

**CAUTION:**

**Always drive vehicle at a safe speed.**

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Start engine and warm it up to normal operating temperature.  
**If engine cannot be started, go to [EC-1372, "Diagnostic Procedure"](#) .**
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Check the voltage of "MAS A/F SE-B1" with "DATA MONITOR".
5. Increases engine speed to about 4,000 rpm.
6. Monitor the linear voltage rise in response to engine speed increases.  
If NG, go to [EC-1372, "Diagnostic Procedure"](#) .  
If OK, go to following step.



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# DTC P0101 MAF SENSOR

[QR25DE]

7. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
THRTL SEN 1	More than 3V
THRTL SEN 2	More than 3V
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

8. If DTC is detected, go to [EC-1372, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
THRTL SEN 1	XXX V
THRTL SEN 2	XXX V

PBI0199E

UBS0028V

## Overall Function Check PROCEDURE FOR MALFUNCTION B

Use this procedure to check the overall function of the mass air flow sensor circuit. During this check, a DTC might not be confirmed.

### With GST

1. Start engine and warm it up to normal operating temperature.
2. Select "MODE 1" with GST.
3. Check the mass air flow sensor signal with "MODE 1".
4. Check for linear mass air flow sensor signal value rise in response to increases to about 4,000 rpm in engine speed.
5. If NG, go to [EC-1372, "Diagnostic Procedure"](#).

CALC LOAD	20%
COOLANT TEMP	95°C
SHORT FT #1	2%
LONG FT #1	0%
SHORT FT #2	4%
LONG FT #2	0%
ENGINE SPD	2637RPM
VEHICLE SPD	0MPH
IGN ADVANCE	41.0°
INTAKE AIR	41°C
<b>MAF</b>	<b>14.1gm/sec</b>
THROTTLE POS	3%

SEF534P

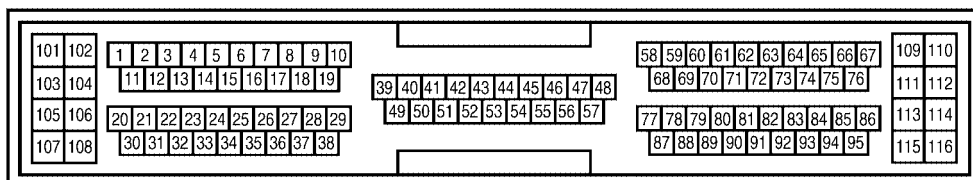
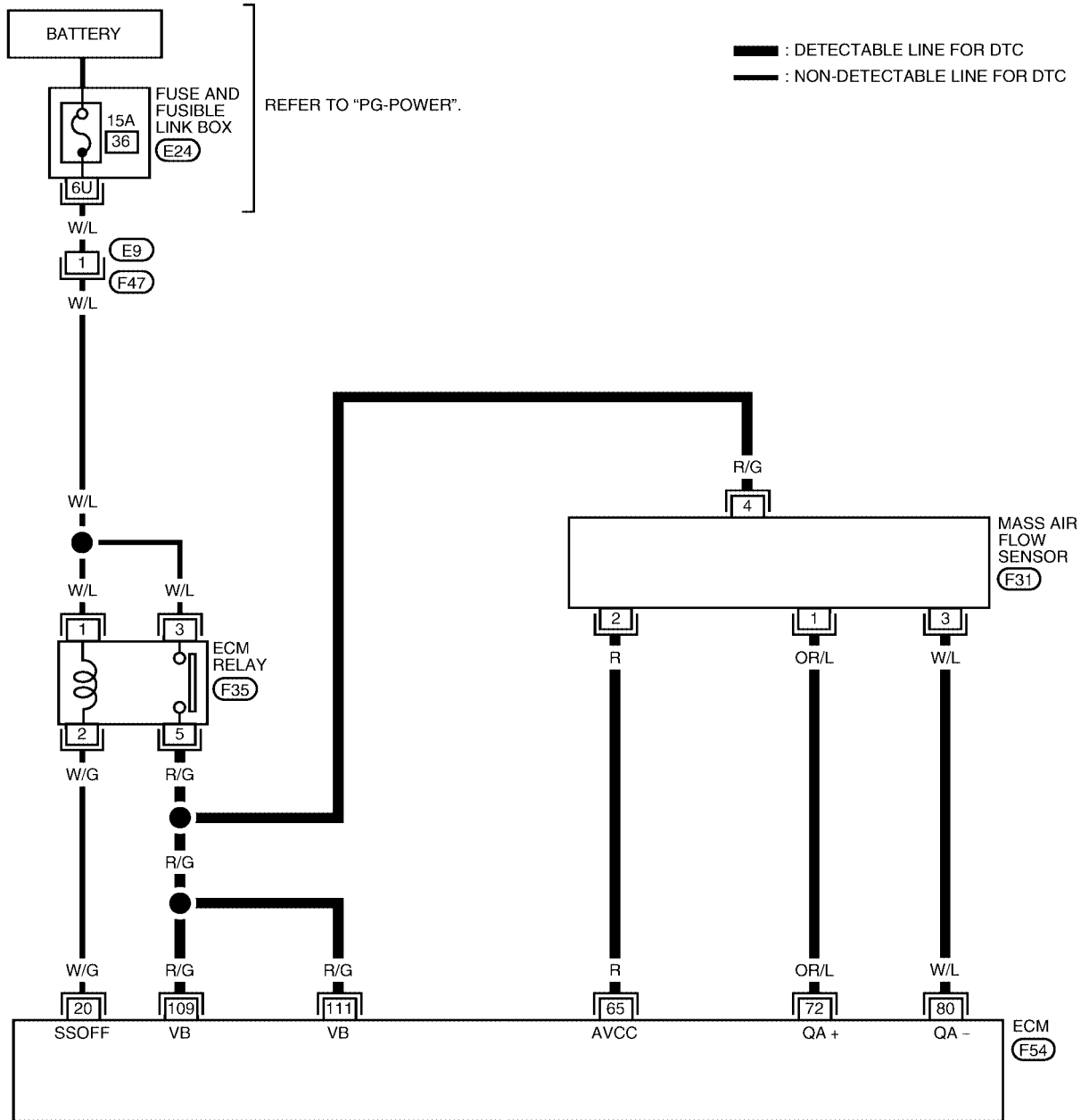
# DTC P0101 MAF SENSOR

[QR25DE]

UBS0028W

## Wiring Diagram

EC-MAFS-01



BBWA0213E



# DTC P0101 MAF SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V
72	OR/L	Mass air flow sensor	[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	1.1 - 1.5V
			[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Engine speed is 2,500 rpm.</li></ul>	1.6 - 2.0V
80	W/L	Mass air flow sensor ground	[Engine is running] <ul style="list-style-type: none"><li>● Warm-up condition</li><li>● Idle speed</li></ul>	Approximately 0V

## Diagnostic Procedure

UBS0028X

### 1. INSPECTION START

Which malfunction (A or B) is duplicated?

A or B

- A >> GO TO 3.
- B >> GO TO 2.

### 2. CHECK INTAKE SYSTEM

Check the following for connection.

- Air duct
- Vacuum hoses
- Intake air passage between air duct to intake manifold

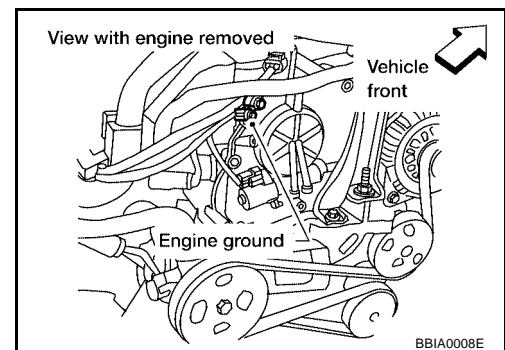
OK or NG

- OK >> GO TO 3.
- NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

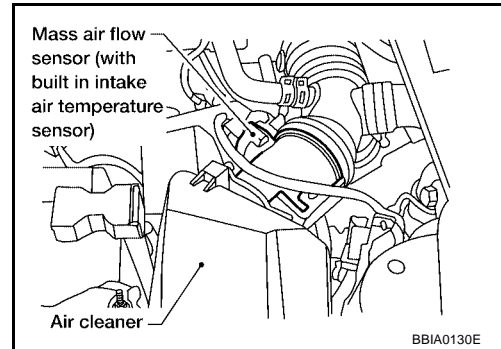
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



## 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

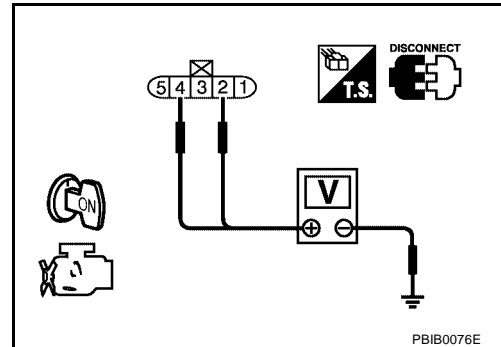


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

**OK or NG**

- OK >> GO TO 6.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and ECM relay

>> Repair harness or connectors.

## 6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and ECM terminal 80. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 7.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 72. Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-1374, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace mass air flow sensor.

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
MASS AIR FLOW SENSOR**

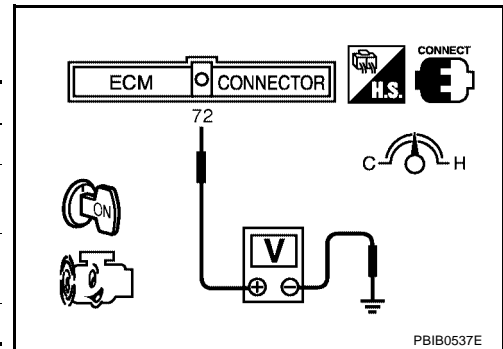
UBS0028Y

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 72 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.1 - 1.5
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.0
Idle to about 4,000 rpm*	1.5 - 2.0 to Approx. 4.0

\*: Check for liner voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
  - a. Turn ignition switch "OFF".
  - b. Disconnect mass air flow sensor harness connector and reconnect it again.
  - c. Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



**Removal and Installation  
MASS AIR FLOW SENSOR**

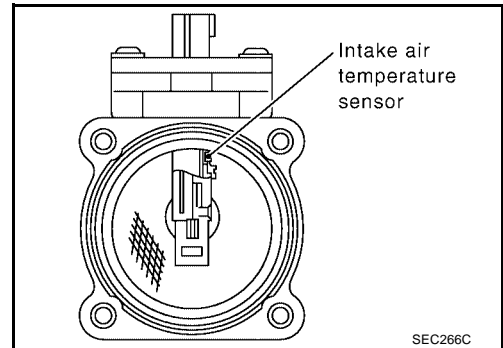
UBS0028Z

Refer to [EM-103, "AIR CLEANER AND AIR DUCT"](#) .

**DTC P0102, P0103 MAF SENSOR**

**Component Description**

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N ● No-load	Idle Approx. 1.1 - 1.5V
		2,500 rpm Approx. 1.6 - 2.0V
CAL/LD VALUE	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle 10% - 35%
		2,500 rpm 10% - 35%
MASS AIRFLOW	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle 1.0 - 4.0 g-m/s
		2,500 rpm 4.0 - 10.0 g-m/s

**On Board Diagnosis Logic**

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0102 0102	Mass air flow sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air leaks</li> <li>● Mass air flow sensor</li> </ul>
P0103 0103	Mass air flow sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

## PROCEDURE FOR DTC P0102

### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-1378, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### With GST

Follow the procedure "With CONSULT-II" above.

## PROCEDURE FOR DTC P0103

### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-1378, "Diagnostic Procedure"](#) .  
If DTC is not detected, go to next step.
5. Start engine and wait at least 5 seconds.
6. If DTC is detected, go to [EC-1378, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### With GST

Follow the procedure "With CONSULT-II" above.

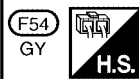
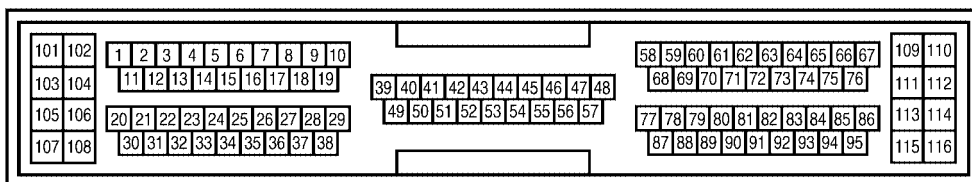
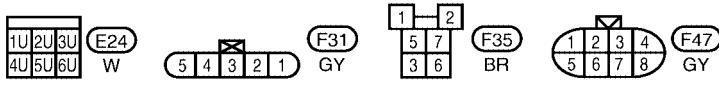
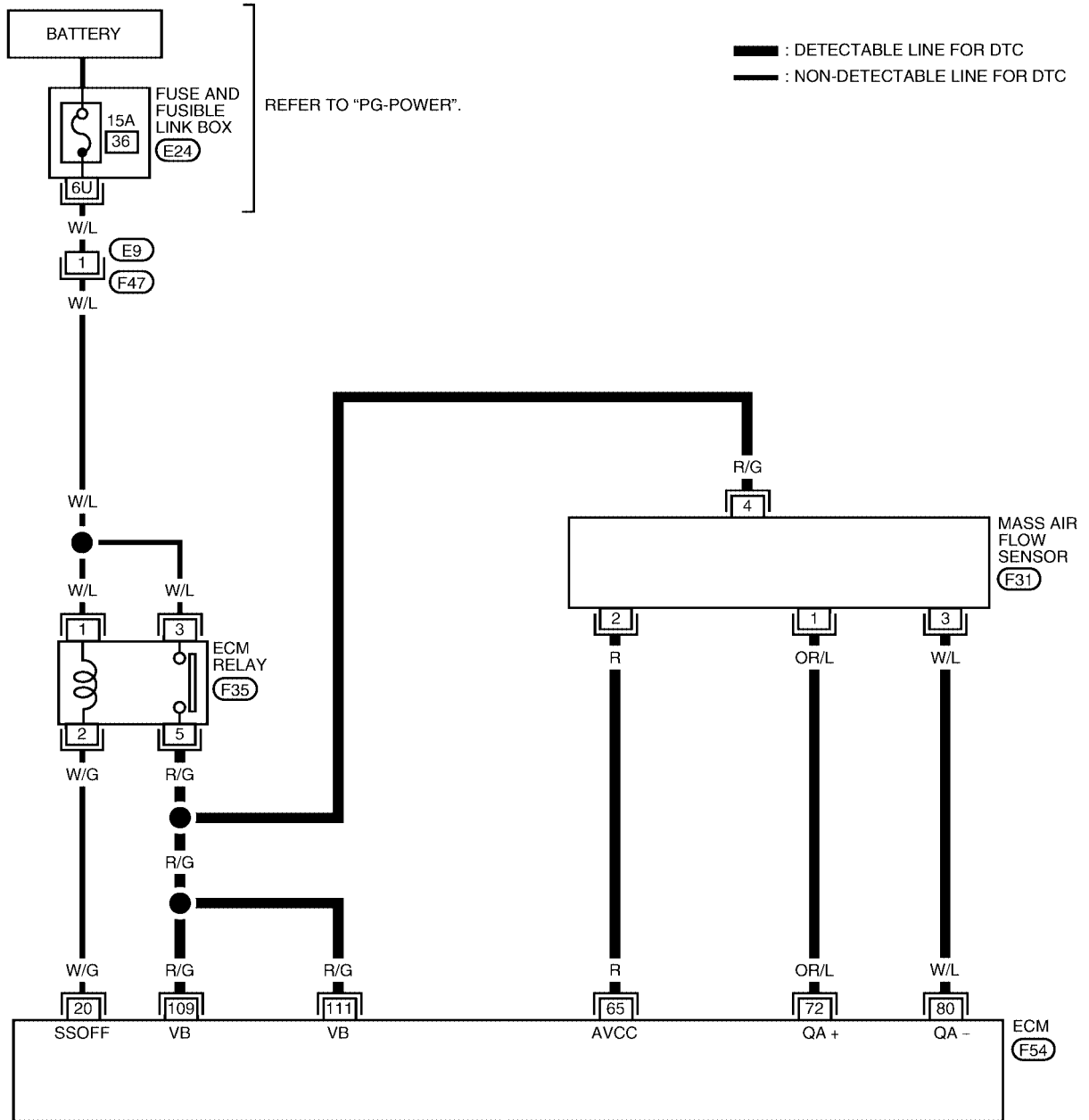
# DTC P0102, P0103 MAF SENSOR

[QR25DE]

UBS00294

## Wiring Diagram

EC-MAFS-01



BBWA0213E

# DTC P0102, P0103 MAF SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V
72	OR/L	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.1 - 1.5V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.6 - 2.0V
80	W/L	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

## Diagnostic Procedure

UBS00295

### 1. INSPECTION START

Which malfunction (P0102 or P0103) is duplicated?

P0102 or P0103

P0102 >> GO TO 2.

P0103 >> GO TO 3.

### 2. CHECK INTAKE SYSTEM

Check the following for connection.

- Air duct
- Vacuum hoses
- Intake air passage between air duct to intake manifold

OK or NG

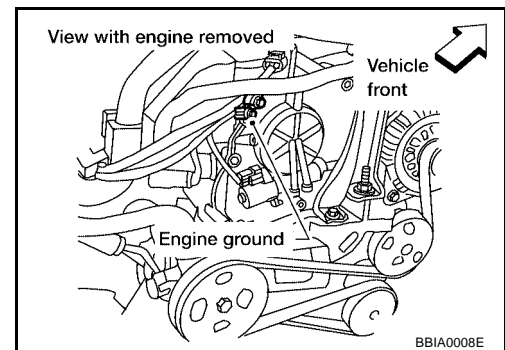
OK >> GO TO 3.

NG >> Reconnect the parts.

### 3. RETIGHTEN GROUND SCREWS

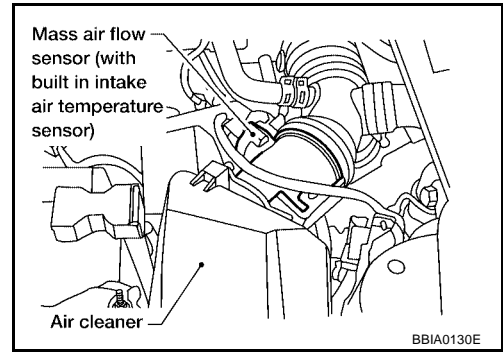
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 4.



**4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT**

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

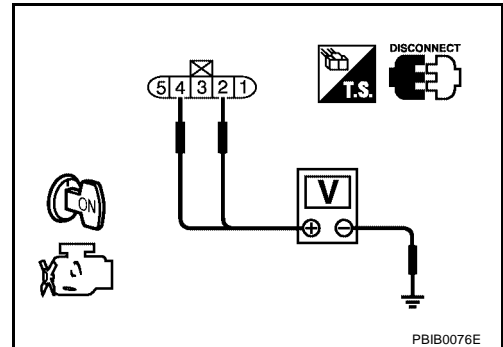


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.



**5. DETECT MALFUNCTIONING PART**

Check the following.

- Harness for open or short between ECM relay and mass air flow sensor
- Harness for open or short between mass air flow sensor and ECM

>> Repair harness or connectors.

**6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and ECM terminal 80. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 72. Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 8. CHECK MASS AIR FLOW SENSOR

Refer to [EC-1380, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace mass air flow sensor.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection MASS AIR FLOW SENSOR

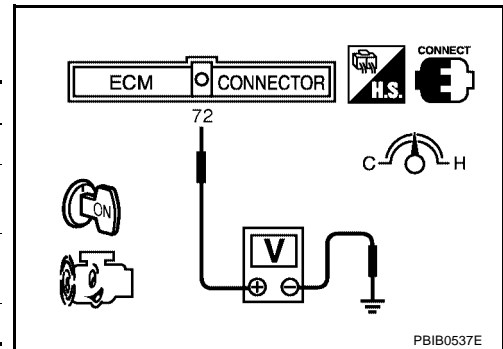
UBS00296

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 72 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.1 - 1.5
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.0
Idle to about 4,000 rpm*	1.5 - 2.0 to Approx. 4.0

\*: Check for liner voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
  - a. Turn ignition switch "OFF".
  - b. Disconnect mass air flow sensor harness connector and reconnect it again.
  - c. Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.



### Removal and Installation MASS AIR FLOW SENSOR

UBS00297

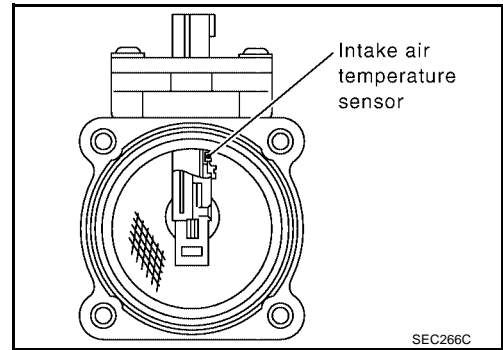
Refer to [EM-103, "AIR CLEANER AND AIR DUCT"](#) .

DTC P0112, P0113 IAT SENSOR

Component Description

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

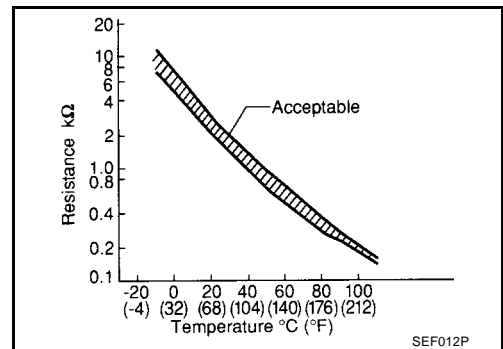
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.43	7.9 - 9.3
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37

\*: These data are reference values and are measured between ECM terminal 84 (Intake air temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0112 0112	Intake air temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Intake air temperature sensor</li> </ul>
P0113 0113	Intake air temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

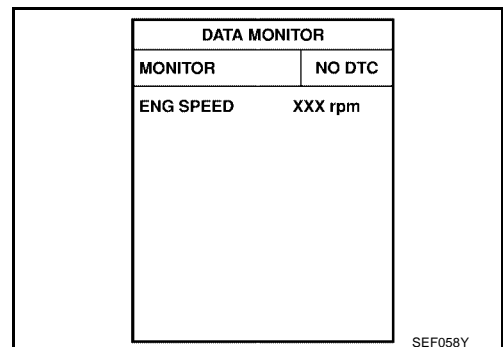
DTC Confirmation Procedure

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1384, "Diagnostic Procedure"](#).



## DTC P0112, P0113 IAT SENSOR

[QR25DE]



### WITH GST

Follow the procedure "With CONSULT-II" above.



# DTC P0112, P0113 IAT SENSOR

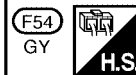
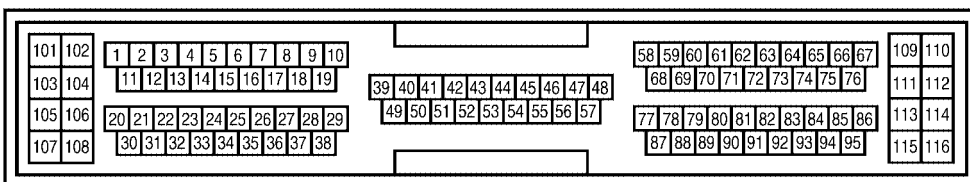
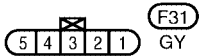
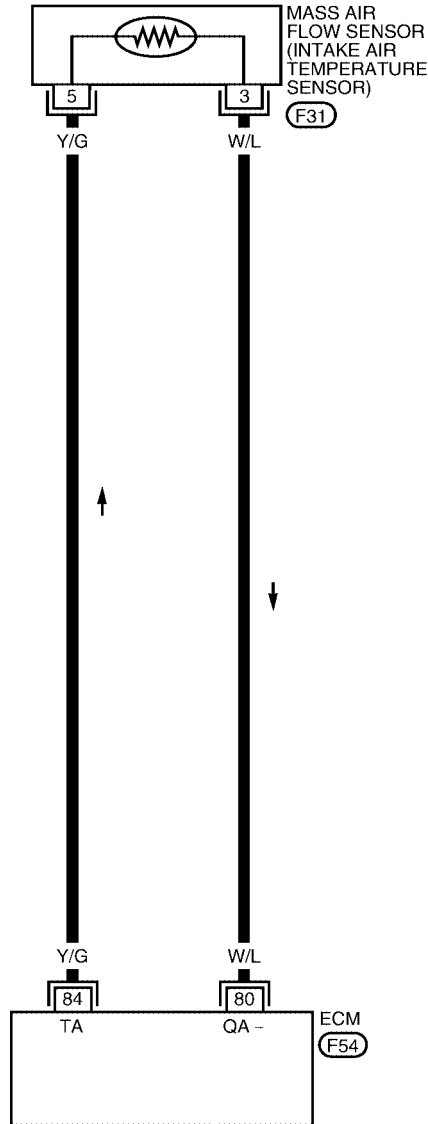
[QR25DE]

UBS0029B

## Wiring Diagram

EC-IATS-01

 : DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC

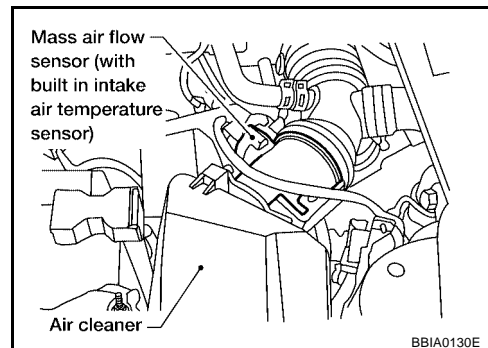


BBWA0214E

## Diagnostic Procedure

### 1. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect mass air flow sensor (intake air temperature sensor is built-into) harness connector.
3. Turn ignition switch "ON".

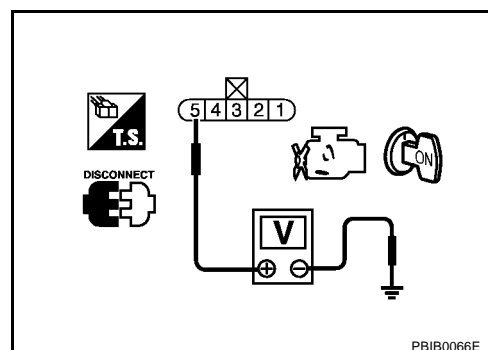


4. Check voltage between MAF sensor terminal 5 and ground.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 2.  
 NG >> Repair harness or connectors.



### 2. CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between MAF sensor terminal 3 and ECM terminal 80. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.  
 NG >> Repair harness or connectors.

### 3. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-1385, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 4.  
 NG >> Replace mass air flow sensor (with intake air temperature sensor).

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

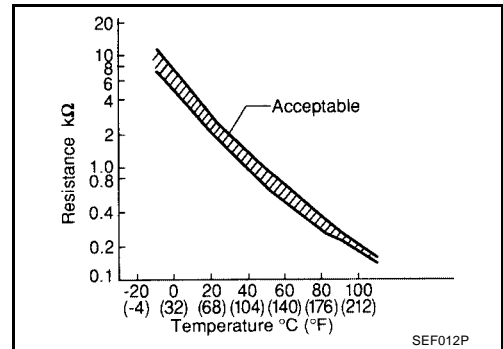
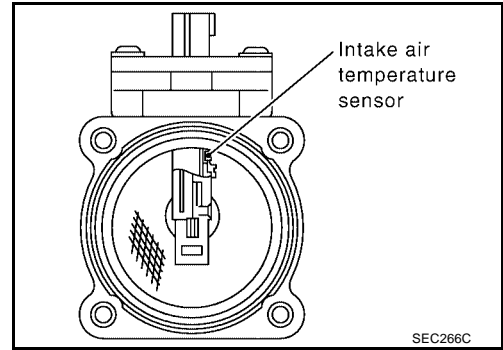
UBS0029D

**Component Inspection**  
**INTAKE AIR TEMPERATURE SENSOR**

1. Check resistance between intake air temperature sensor terminals 3 and 5 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



**Removal and Installation**  
**MASS AIR FLOW SENSOR**

Refer to [EM-103, "AIR CLEANER AND AIR DUCT"](#) .

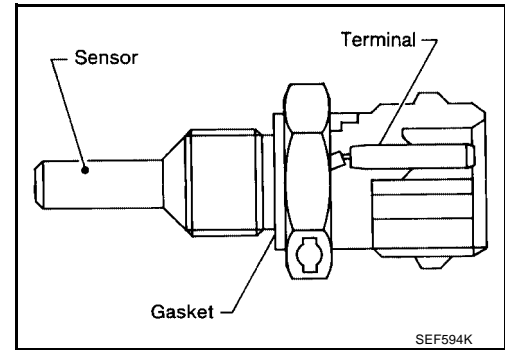
UBS0029E

A  
 EC  
 C  
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 M

## DTC P0117, P0118 ECT SENSOR

### Component Description

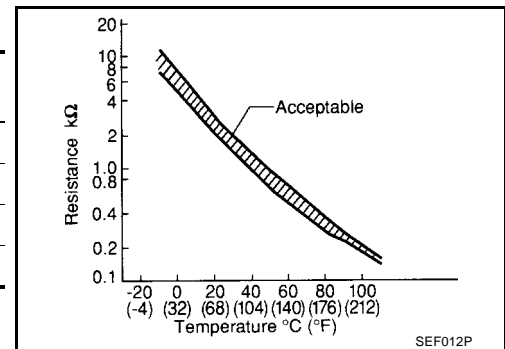
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



### <Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 93 (Engine coolant temperature sensor) and ground.



### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

### On Board Diagnosis Logic

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117 0117	Engine coolant temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Engine coolant temperature sensor</li> </ul>
P0118 0118	Engine coolant temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

### FAIL-SAFE MODE

When this malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

# DTC P0117, P0118 ECT SENSOR

[QR25DE]

Detected items	Engine operating condition in fail-safe mode	
Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.	
	Condition	Engine coolant temperature decided (CONSULT-II display)
	Just as ignition switch is turned ON or Start	40°C (104°F)
	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)
	Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)
When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.		

## DTC Confirmation Procedure

UBS0029H

### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-1389, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

### WITH GST

Follow the procedure "WITH CONSULT-II" above.



# DTC P0117, P0118 ECT SENSOR

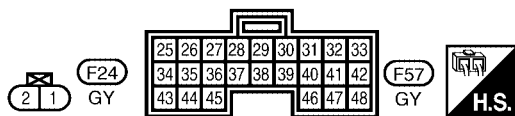
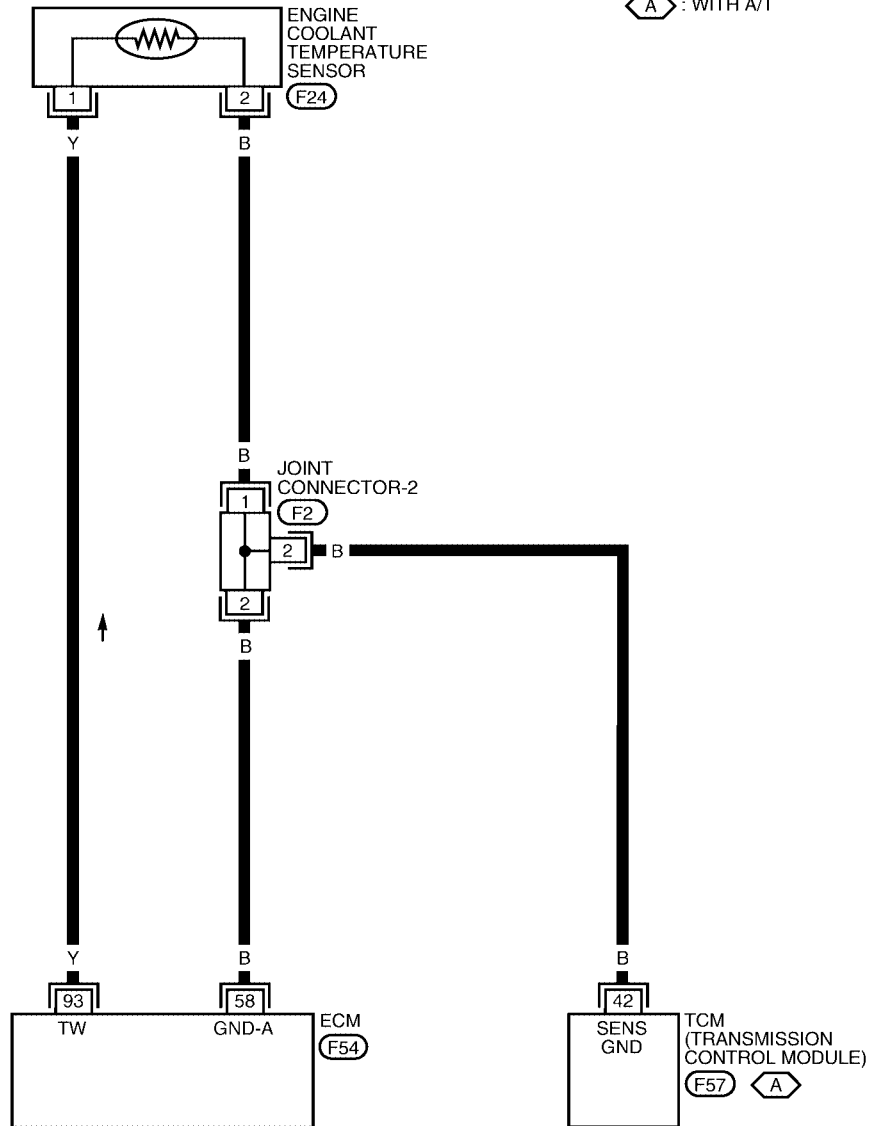
[QR25DE]

UBS0029I

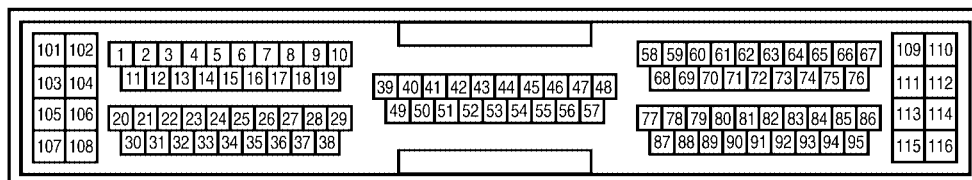
## Wiring Diagram

EC-ECTS-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ⬡ : WITH A/T



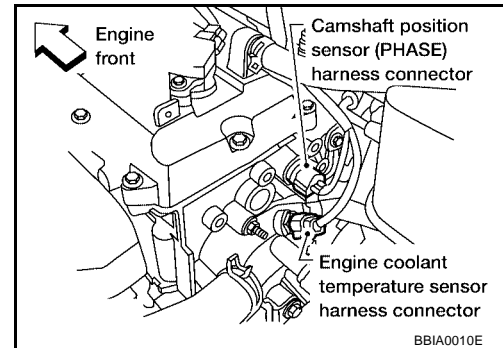
REFER TO THE FOLLOWING.  
 (F2) -JOINT CONNECTOR



BBWA0413E

**Diagnostic Procedure****1. CHECK ECT SENSOR POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect engine coolant temperature (ECT) sensor harness connector.
3. Turn ignition switch "ON".

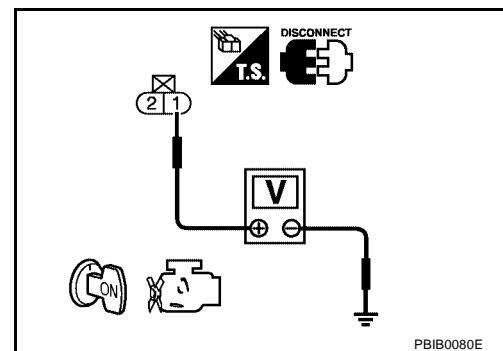


4. Check voltage between ECT sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

**OK or NG**

- OK >> GO TO 2.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**2. CHECK ECT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Check harness continuity between ECT sensor terminal 2 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 4.  
 NG >> GO TO 3.

**3. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-2
- Harness for open or short between engine coolant temperature sensor and ECM
- Harness for open or short between engine coolant temperature sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [EC-1390, "Component Inspection"](#) .

**OK or NG**

- OK >> GO TO 5.  
 NG >> Replace engine coolant temperature sensor.

**5. CHECK INTERMITTENT INCIDENT**

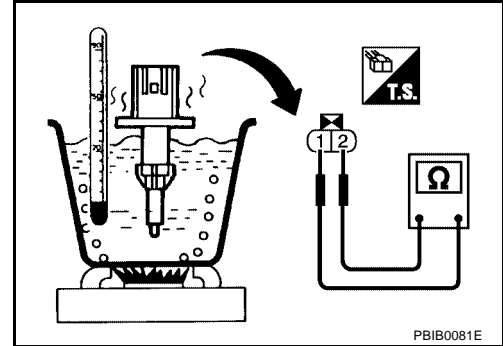
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
ENGINE COOLANT TEMPERATURE SENSOR**

UBS0029K

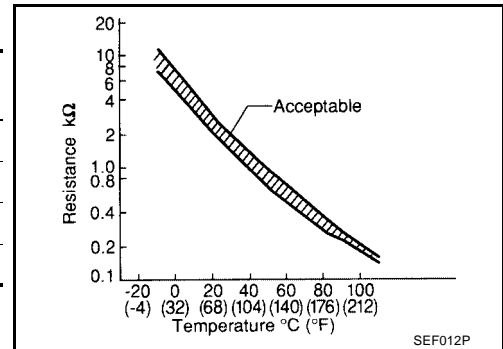
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



**<Reference data>**

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 93 (Engine coolant temperature sensor) and ground.



2. If NG, replace engine coolant temperature sensor.

**Removal and Installation  
ENGINE COOLANT TEMPERATURE SENSOR**

UBS0029L

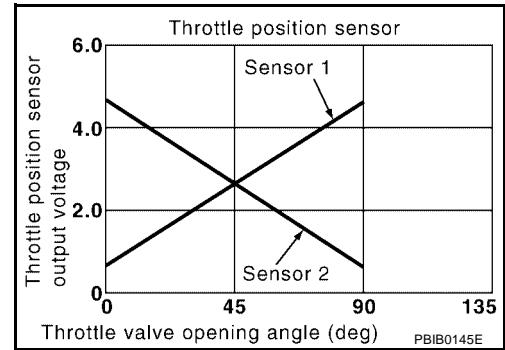
Refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

DTC P0122, P0123 TP SENSOR

Component Description

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
THRTL SEN1	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> </ul>	Accelerator pedal: Fully released
THRTL SEN2★	<ul style="list-style-type: none"> <li>Shift lever: D (A/T model) 1st(M/T model)</li> </ul>	Accelerator pedal: Fully depressed
		More than 0.36V
		Less than 4.75V

★: Throttle position sensor2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122 0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The TP sensor 2 circuit is open or shorted.)</li> </ul>
P0123 0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 2)</li> </ul>

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

# DTC P0122, P0123 TP SENSOR

[QR25DE]

## WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1394, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

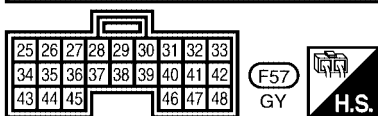
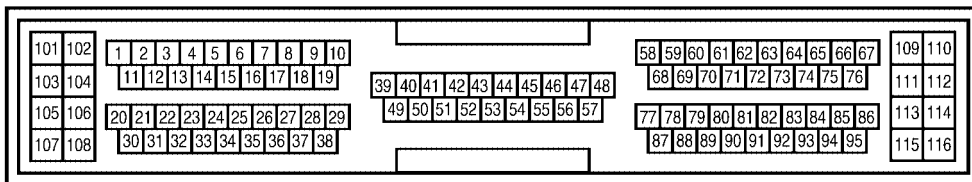
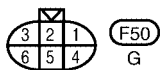
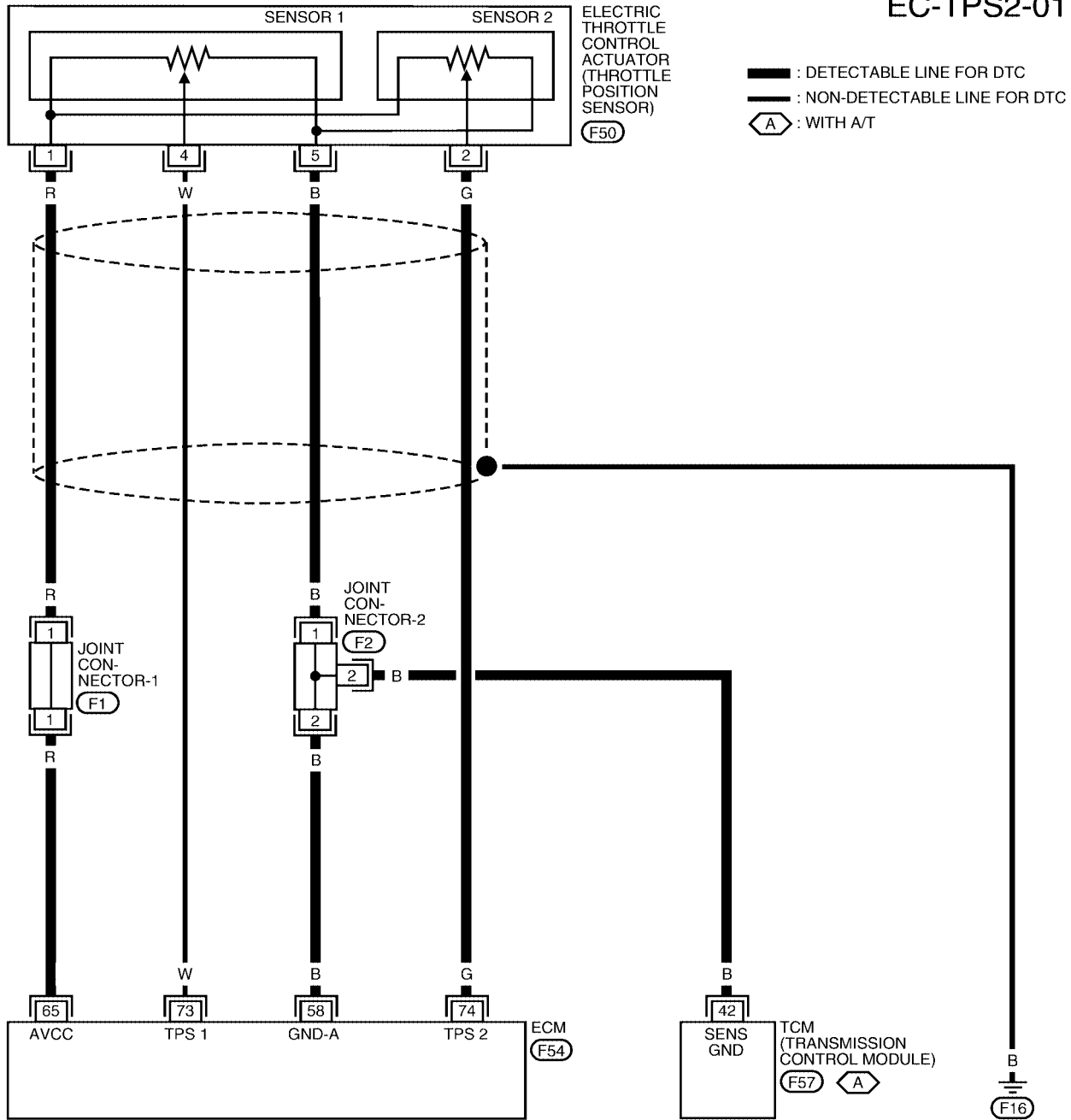
# DTC P0122, P0123 TP SENSOR

[QR25DE]

UBS00575

## Wiring Diagram

EC-TPS2-01



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



BBWA0237E

# DTC P0122, P0123 TP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
65	R	Sensors' power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
73	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V
74	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V

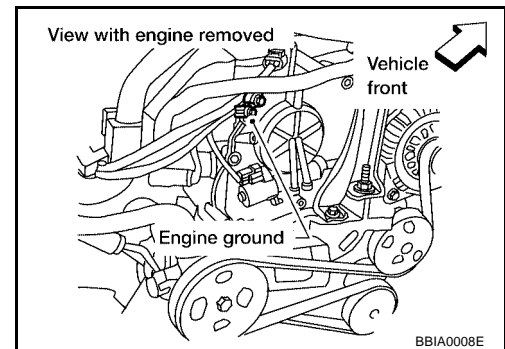
## Diagnostic Procedure

UBS00576

### 1. RETIGHTEN GROUND SCREWS

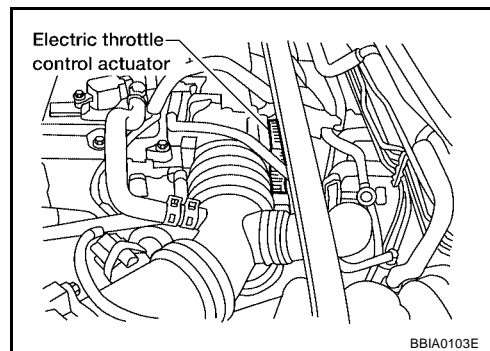
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

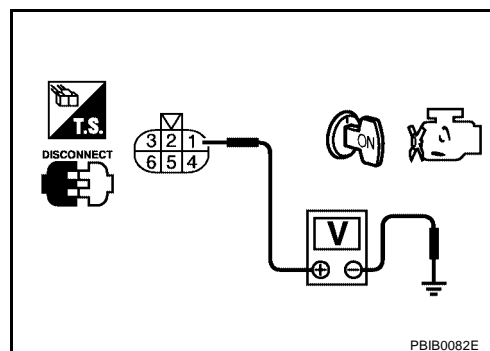


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between electric throttle control actuator and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between electric throttle control actuator terminal 5 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-2
- Harness for open or short between electric throttle control actuator and ECM
- Harness for open or short between electric throttle control actuator and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.



**6. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 74 and electric throttle control actuator terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-1396, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

**8. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

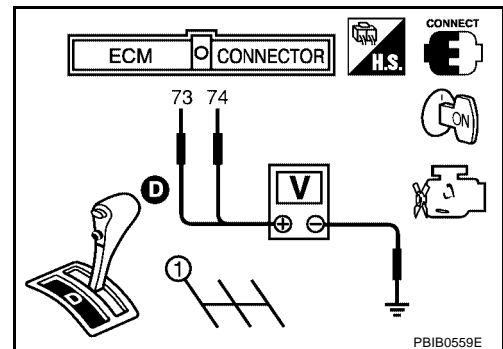
**Component Inspection  
THROTTLE POSITION SENSOR**

UBS00577

1. Reconnect all harness connectors disconnected.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 73 (TP sensor 1signal), 74 (TP sensor 2signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
73 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
74 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-1255, "Idle Air Volume Learning"](#) .



PBIB0559E

**Removal and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

A

EC

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## DTC P0125 ECT SENSOR

PFP:22630

### Description

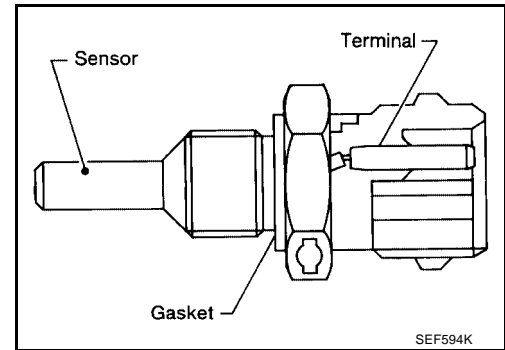
UBS0029M

**NOTE:**

If DTC P0125 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117 or P0118. Refer to [EC-1386](#).

### COMPONENT DESCRIPTION

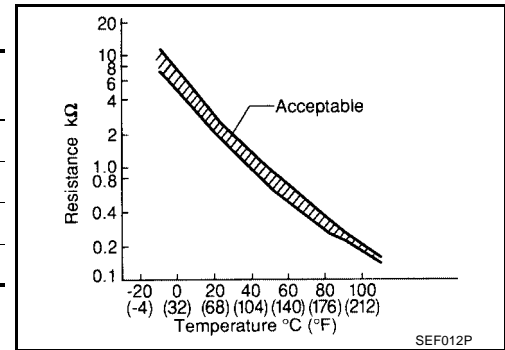
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



### <Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 93 (Engine coolant temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

### On Board Diagnosis Logic

UBS0029N

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0125 0125	Insufficient engine coolant temperature for closed loop fuel control	<ul style="list-style-type: none"> <li>● Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.</li> <li>● Engine coolant temperature is insufficient for closed loop fuel control.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (High resistance in the circuit)</li> <li>● Engine coolant temperature sensor</li> <li>● Thermostat</li> </ul>

### DTC Confirmation Procedure

UBS0029O

**CAUTION:**

Be careful not to overheat engine.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**Ⓟ WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P0125 ECT SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Check that "COOLAN TEMP/S" is above 10°C (50°F).  
**If it is above 10°C (50°F), the test result will be OK.**  
**If it is below 10°C (50°F), go to following step.**
4. Start engine and run it for 65 minutes at idle speed.  
**If "COOLAN TEMP/S" increases to more than 10°C (50°F) within 65 minutes, stop engine because the test result will be OK.**
5. If DTC is detected, go to [EC-1399, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

## Diagnostic Procedure

UBS0029P

### 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1399, "Component Inspection"](#) .

OK or NG

OK >> GO TO 2.

NG >> Replace engine coolant temperature sensor.

### 2. CHECK THERMOSTAT OPERATION

When the engine is cold [lower than 70°C (158°F)] condition, grasp lower radiator hose and confirm the engine coolant does not flow.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace thermostat. Refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

### 3. CHECK INTERMITTENT INCIDENT

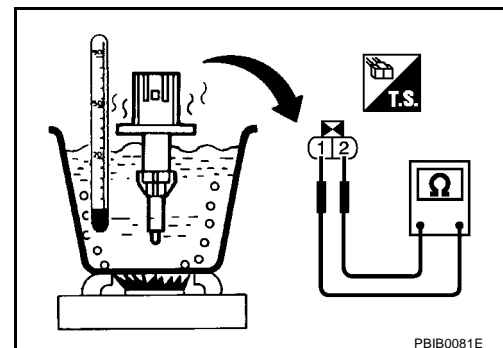
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Component Inspection ENGINE COOLANT TEMPERATURE SENSOR

UBS0029Q

1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



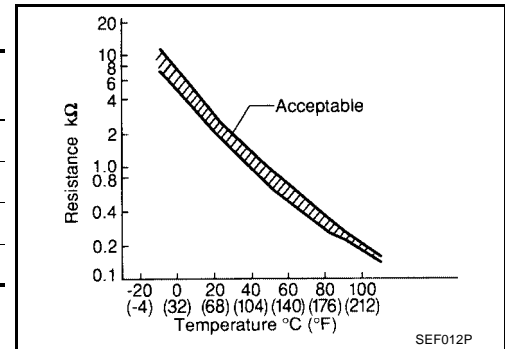
# DTC P0125 ECT SENSOR

[QR25DE]

## <Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 93 (Engine coolant temperature sensor) and ground.



2. If NG, replace engine coolant temperature sensor.

## Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

UBS0029R

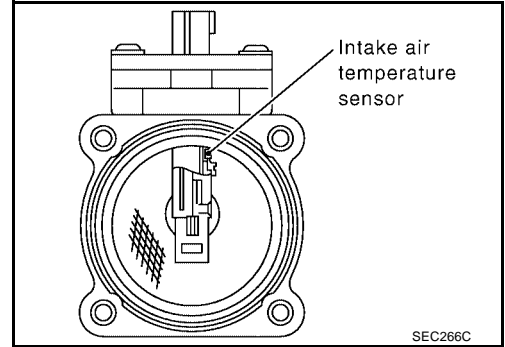
Refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#).

**DTC P0127 IAT SENSOR**

**Component Description**

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

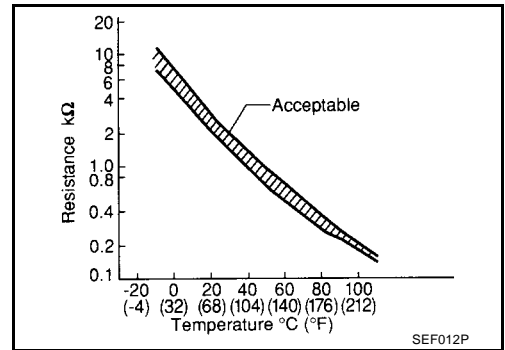
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



**<Reference data>**

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.43	7.9 - 9.3
25 (77)	3.32	1.9 - 2.1
80 (176)	1.23	0.31 - 0.37

\*: These data are reference values and are measured between ECM terminal 84 (Intake air temperature sensor) and ground.



**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

**On Board Diagnosis Logic**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0127 0127	Intake air temperature too high	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Intake air temperature sensor</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

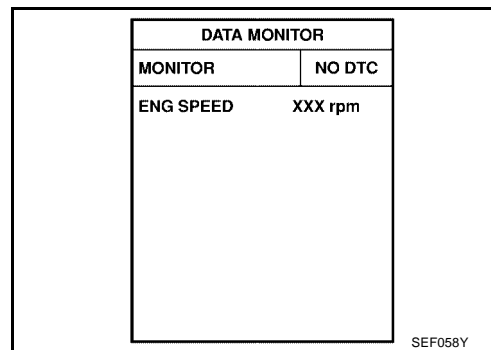
**TESTING CONDITION:**

This test may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

**Ⓟ WITH CONSULT-II**

1. Wait until engine coolant temperature is less than 90°C (194°F)
  - a. Turn ignition switch "ON".

- b. Select "DATA MONITOR" mode with CONSULT-II.
- c. Check the engine coolant temperature.
- d. If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
  - Perform the following steps before engine coolant temperature is above 90°C (194°F).
2. Turn ignition switch "ON".
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Start engine.
5. Hold vehicle speed at more than 70 km/h (43 MPH) for 100 consecutive seconds.
6. If 1st trip DTC is detected, go to [EC-1402, "Diagnostic Procedure"](#).



**WITH GST**

Follow the procedure "With CONSULT-II" above.

## Diagnostic Procedure

UBS0029V

### 1. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-1402, "Component Inspection"](#).

OK or NG

- OK >> GO TO 2.
- NG >> Replace mass air flow sensor (with intake air temperature sensor).

### 2. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

Refer to [EC-1383, "Wiring Diagram"](#).

>> INSPECTION END

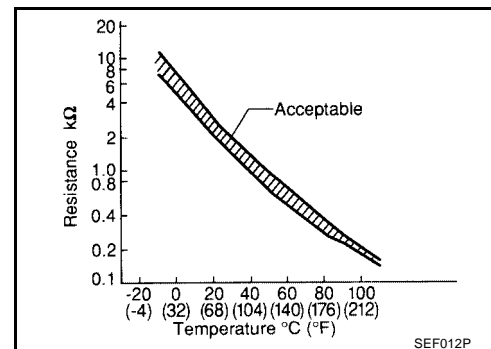
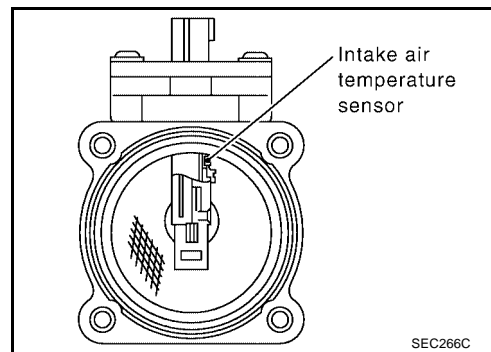
## Component Inspection INTAKE AIR TEMPERATURE SENSOR

UBS0029W

1. Check resistance between intake air temperature sensor terminals 3 and 5 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



**Removal and Installation**  
**MASS AIR FLOW SENSOR**

Refer to [EM-103, "AIR CLEANER AND AIR DUCT"](#) .

A

EC

C

D

E

F

G

H

I

J

K

L

M



## DTC P0128 THERMOSTAT FUNCTION

PFP:21200

### On Board Diagnosis Logic

UBS0029Y

Engine coolant temperature has not risen enough to open the thermostat even though the engine has run long enough.

This is due to a leak in the seal or the thermostat stuck open.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0128 0128	Thermostat function	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	<ul style="list-style-type: none"> <li>● Thermostat</li> <li>● Leakage from sealing portion of thermostat</li> <li>● Engine coolant temperature sensor</li> </ul>

### DTC Confirmation Procedure

UBS0029Z

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- For best results, perform at ambient temperature of **-10°C (14°F) or higher.**
- For best results, perform at engine coolant temperature of **-10°C (14°F) to 68°C (154°F).**

**WITH CONSULT-II**

1. Replace thermostat with new one. Refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#) . Use only a genuine NISSAN thermostat as a replacement. If an incorrect thermostat is used, the MIL may come on.
2. Turn ignition switch “ON”.
3. Select “COOLAN TEMP/S” in “DATA MONITOR” mode with CONSULT-II.
4. Check that the “COOLAN TEMP/S” is above 68°C (154°F).  
If it is below 68°C (154°F), go to following step.  
If it is above 68°C (154°F), stop engine and cool down the engine to less than 68°C (154°F), then retry from step 2.
5. Drive vehicle for 10 consecutive minutes under the following conditions.

VHCL SPEED SE	80 - 120 km/h (50 - 75 MPH)
---------------	-----------------------------

DATA MONITOR	
MONITOR	NO DTC
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h

SEF176Y

If 1st trip DTC is detected, go to [EC-1404, "Diagnostic Procedure"](#) .

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

### Diagnostic Procedure

UBS002A0

#### 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1405, "Component Inspection"](#) .

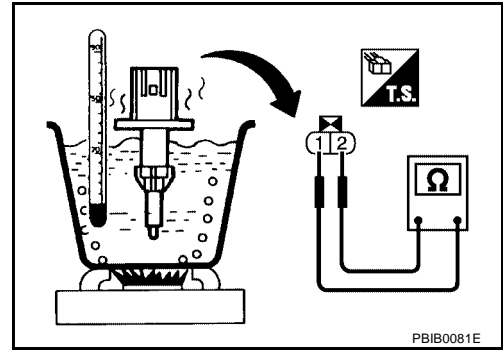
OK or NG

- OK    >> **INSPECTION END**
- NG    >> Replace engine coolant temperature sensor.

UBS002A1

**Component Inspection**  
**ENGINE COOLANT TEMPERATURE SENSOR**

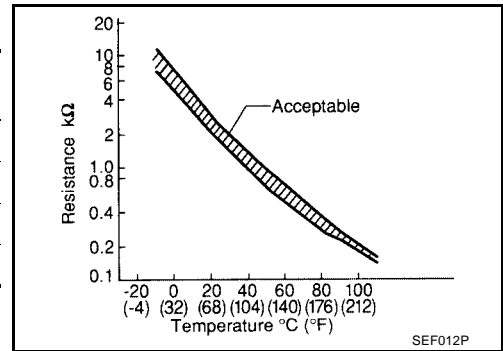
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



**<Reference data>**

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

\*: These data are reference values and are measured between ECM terminal 93 (Engine coolant temperature sensor) and ground.



2. If NG, replace engine coolant temperature sensor.

**Removal and Installation**  
**ENGINE COOLANT TEMPERATURE SENSOR**

Refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#).

UBS002A2

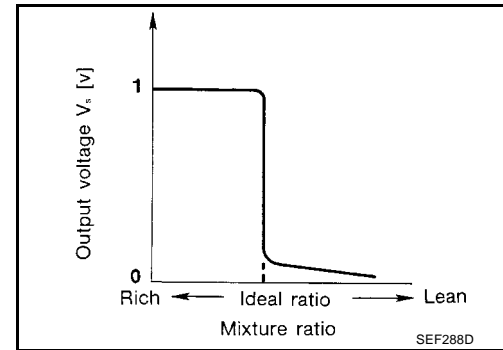
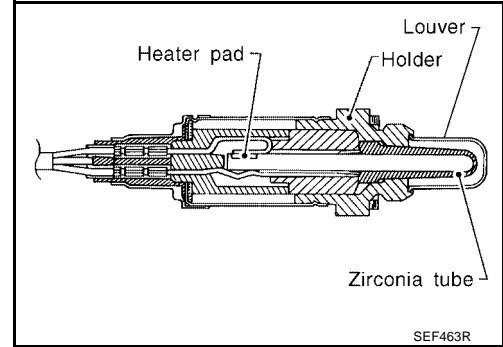
**DTC P0132 HO2S1**

PFP:22690

**Component Description**

UBS002A3

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002A4

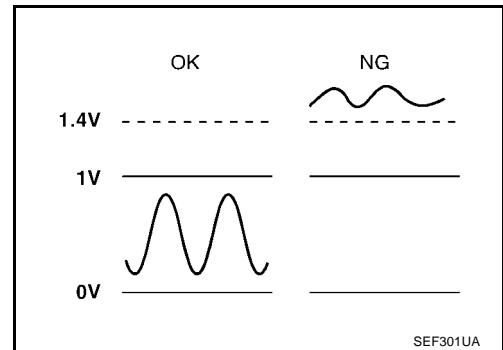
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS002A5

To judge the malfunction, the diagnosis checks that the heated oxygen sensor 1 output is not inordinately high.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0132 0132	Heated oxygen sensor 1 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> </ul>

**DTC Confirmation Procedure****NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Restart engine and let it idle for 2 minutes.
6. If 1st trip DTC is detected, go to [EC-1409, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

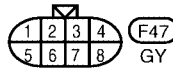
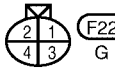
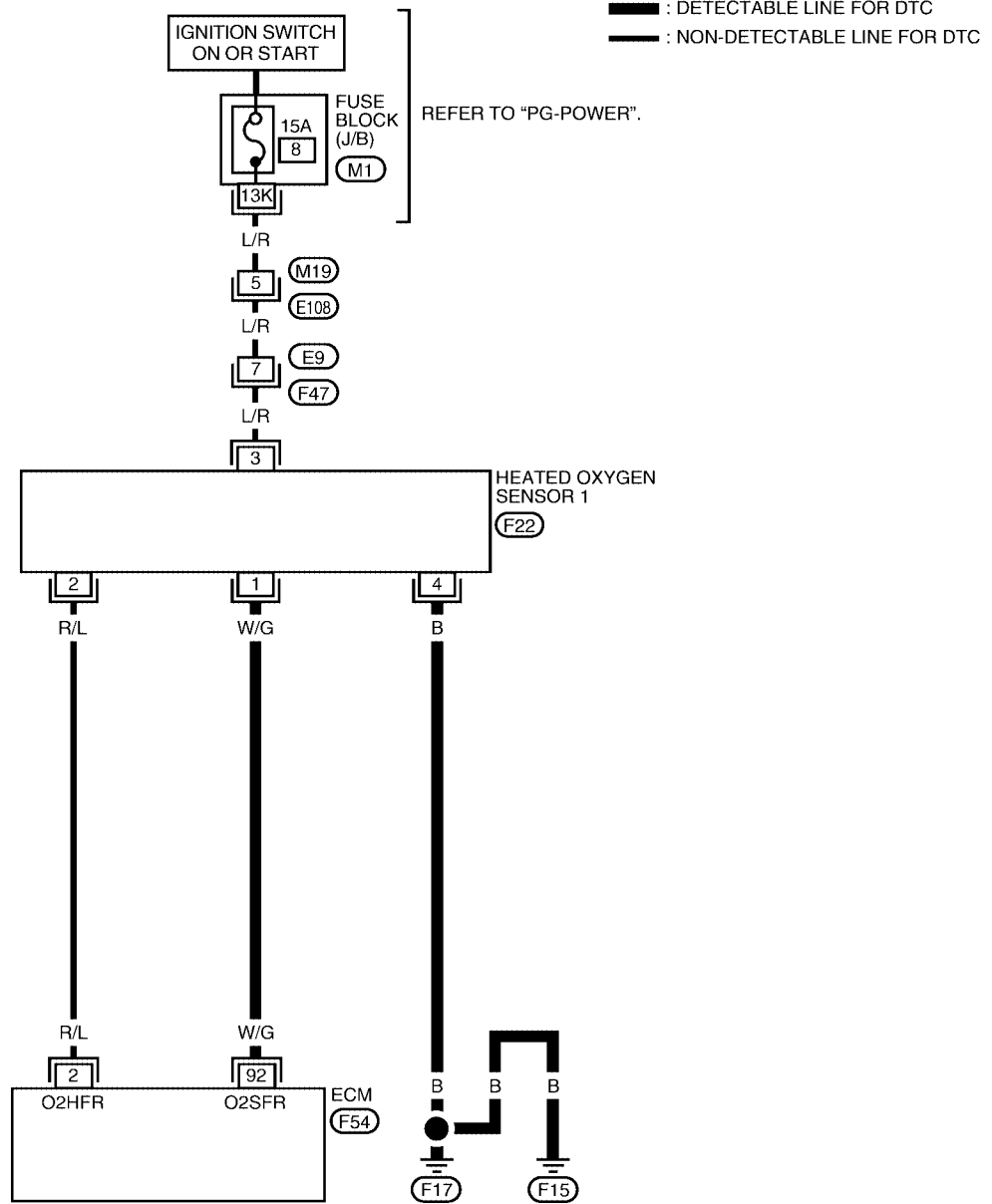
SEF174Y

**WITH GST**

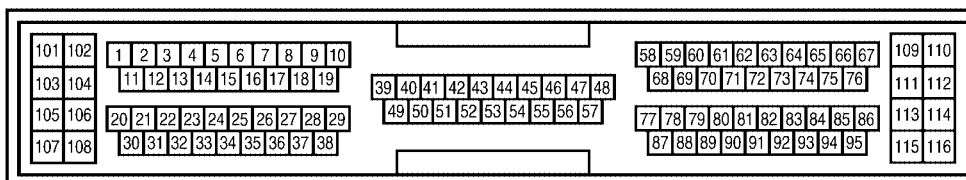
1. Start engine and warm it up to normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Restart engine and let it idle for 2 minutes.
  4. Turn ignition switch "OFF" and wait at least 10 seconds.
  5. Restart engine and let it idle for 2 minutes.
  6. Select "MODE 3" with GST.
  7. If DTC is detected, go to [EC-1409, "Diagnostic Procedure"](#) .
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

Wiring Diagram

EC-HO2S1-01



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
92	W/G	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed is 2,000 rpm.	0 - Approximately 1.0V (Periodically change)

**Diagnostic Procedure**

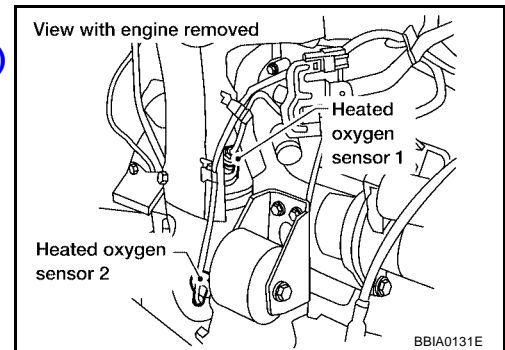
UBS002A8

**1. RETIGHTEN HEATED OXYGEN SENSOR 1**

Loosen and retighten heated oxygen sensor 1.

**Tightening torque: 40 - 50 N·m (4.1 - 5.1 kg·m, 30 - 37 ft·lb)**

>> GO TO 2.



**2. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 harness connector.
3. Check harness continuity between HO2S1 terminal 4 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

**3. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 92 and HO2S1 terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 92 or HO2S1 terminal 1 and ground. Refer to Wiring Diagram.

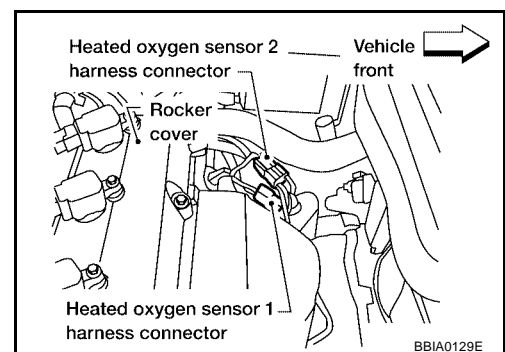
**Continuity should not exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



#### 4. CHECK HO2S1 CONNECTOR FOR WATER

1. Disconnect heated oxygen sensor 1 harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.

#### 5. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-1410, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 1

UBS002A9

#### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y

6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1   2   3   4   5
HO2S1 MNTR (B1)	R-L-R-L-R-L-R-L-R-L-R
R means HO2S1 MNTR (B1) indicates RICH L means HO2S1 MNTR (B1) indicates LEAN	

SEF217YA





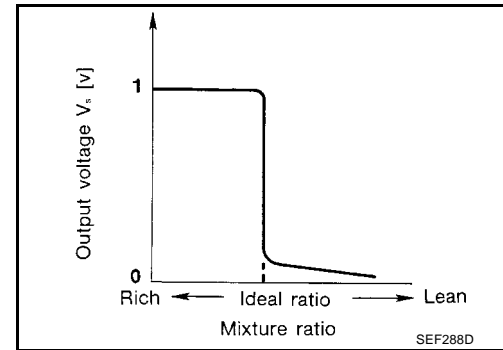
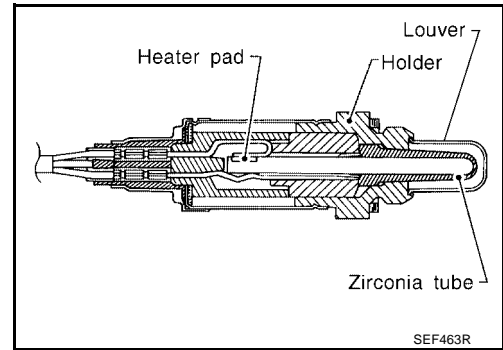
**DTC P0133 HO2S1**

PFP:22690

**Component Description**

UBS002AB

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002AC

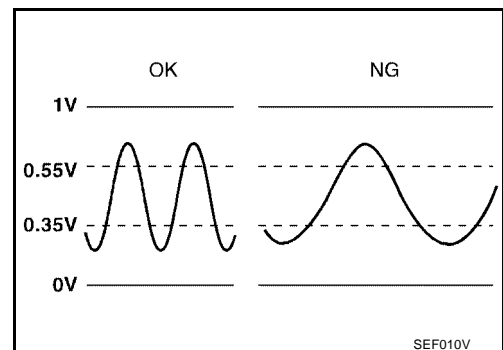
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS002AD

To judge the malfunction of heated oxygen sensor 1, this diagnosis measures response time of heated oxygen sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and heated oxygen sensor 1 temperature index. Judgment is based on whether the compensated time (heated oxygen sensor 1 cycling time index) is inordinately long or not.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0133 0133	Heated oxygen sensor 1 circuit slow response	The response of the voltage signal from the sensor takes more than the specified time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> <li>● Exhaust gas leaks</li> <li>● PCV valve</li> <li>● Mass air flow sensor</li> </ul>

**DTC Confirmation Procedure**

UBS002AE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Always perform at a temperature above  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ).
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P0133” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

HO2S1 (B1) P0133	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF338Z

6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 20 to 50 seconds.)

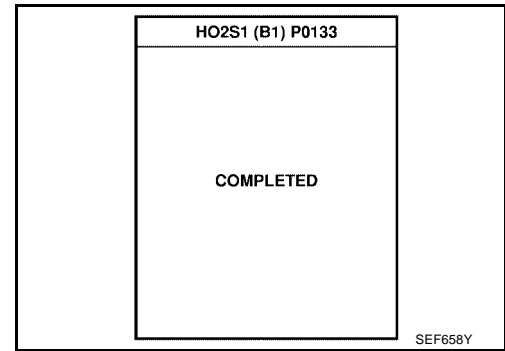
ENG SPEED	1,200 - 3,200 rpm
Vehicle speed	More than 80 km/h (50 MPH)
B/FUEL SCHDL	1.9 - 13.0 msec
Selector lever	Suitable position

HO2S1 (B1) P0133	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF339Z

If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-1416, "Diagnostic Procedure"](#).



## Overall Function Check

UBS002AF

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

### WITH GST

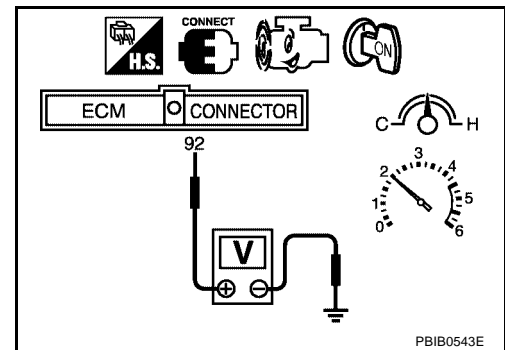
1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 92 [HO2S1(B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.

**1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V**

**2 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V**

**times: → 0 - 0.3V**

4. If NG, go to [EC-1416, "Diagnostic Procedure"](#).

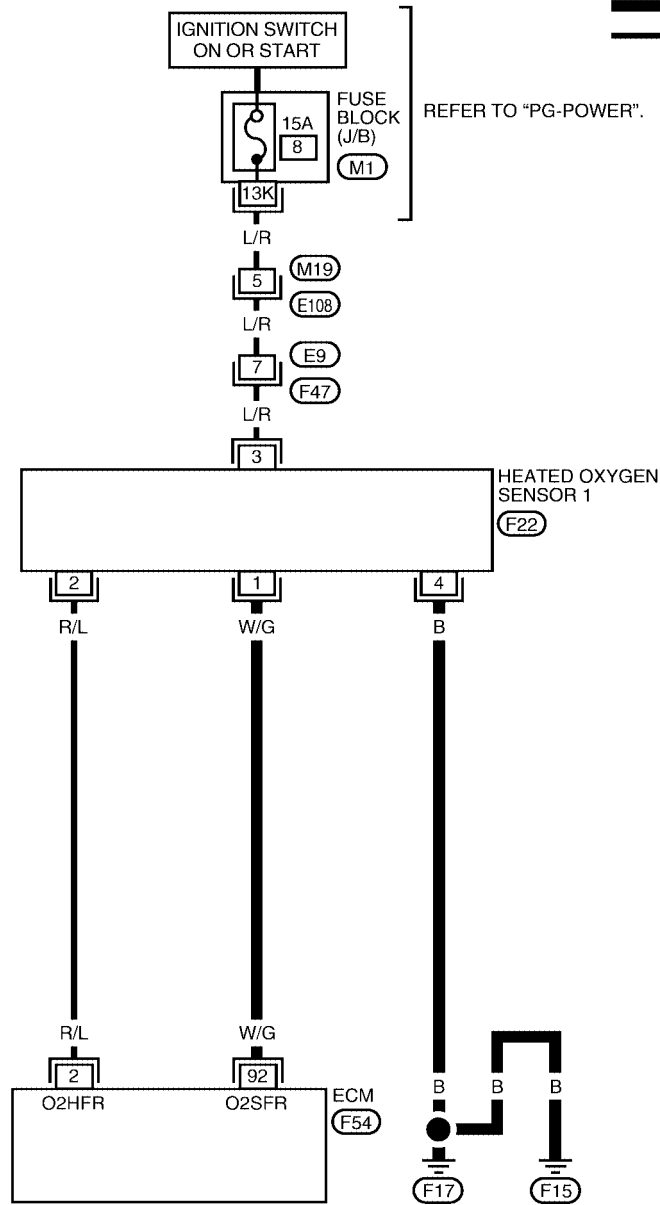


PBIB0543E

Wiring Diagram

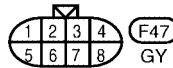
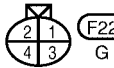
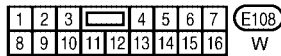
EC-HO2S1-01

A  
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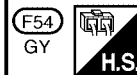
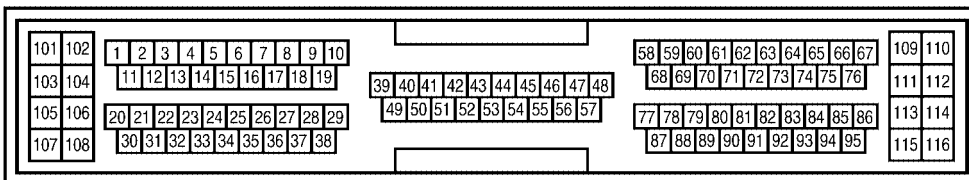


— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.  
M1 - FUSE BLOCK - JUNCTION BOX (J/B)



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
92	W/G	Heated oxygen sensor 1	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)

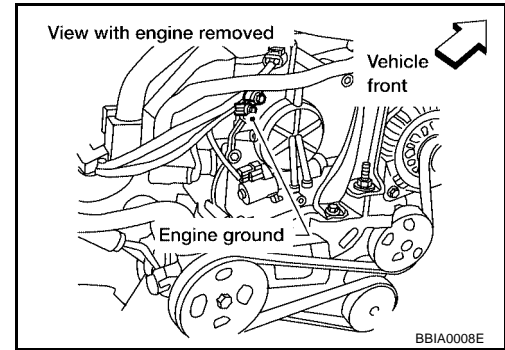
**Diagnostic Procedure**

UBS002AH

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

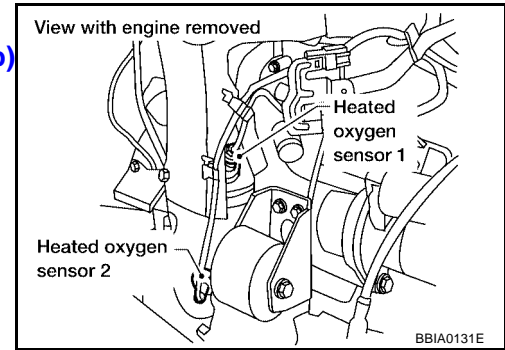


**2. RETIGHTEN HEATED OXYGEN SENSOR 1**

Loosen and retighten heated oxygen sensor 1.

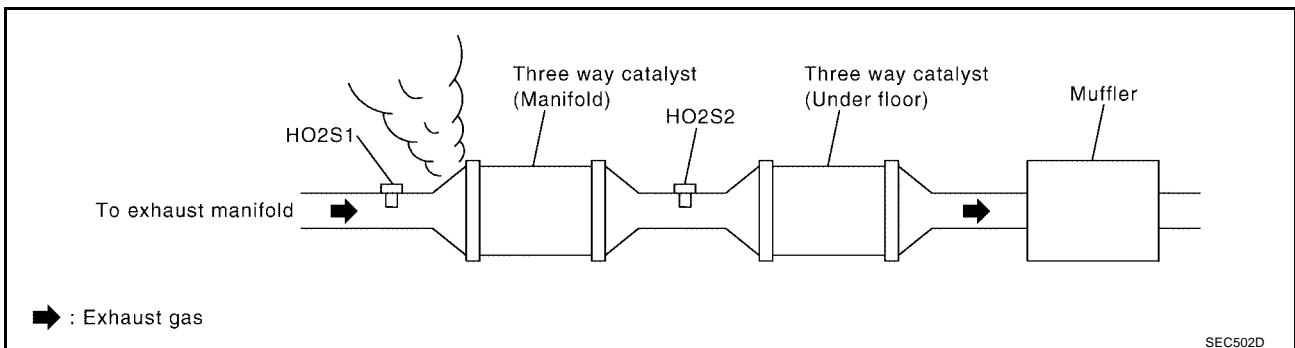
**Tightening torque: 40 - 50 N·m (4.1 - 5.1 kg·m, 30 - 37 ft·lb)**

>> GO TO 3.



**3. CHECK FOR EXHAUST AIR LEAK**

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (Manifold).



OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace.

## 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

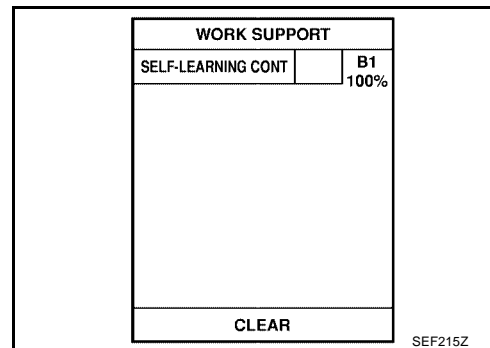
OK >> GO TO 5.

NG >> Repair or replace.

## 5. CLEAR THE SELF-LEARNING DATA

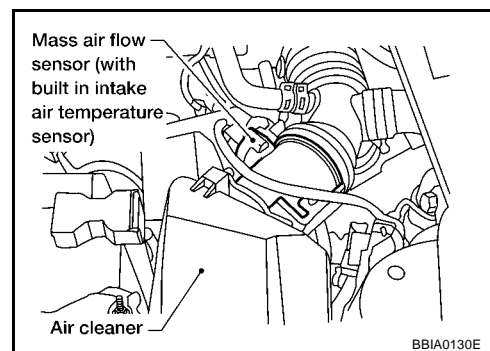
### With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?**  
**Is it difficult to start engine?**



### Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?**  
**Is it difficult to start engine?**



Yes or No

Yes >> Perform trouble diagnosis for DTC P0171 or DTC P0172 (Refer to [EC-1442](#) or [EC-1449](#)).

No >> GO TO 6.

## 6. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor1 harness connector.
3. Check harness continuity between HO2S1 terminal 4 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to power in harness or connectors.

## 7. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 92 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 92 or HO2S1 terminal 1 and engine ground.  
Refer to Wiring Diagram.

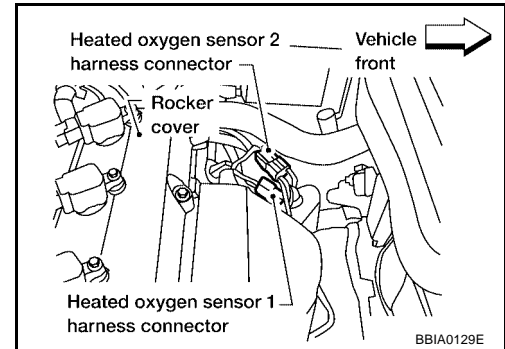
**Continuity should not exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 8. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-1361, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace malfunctioning heated oxygen sensor 1.

## 9. CHECK MASS AIR FLOW SENSOR

Refer to [EC-1374, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace mass air flow sensor.

## 10. CHECK PCV VALVE

Refer to [EC-1858, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace PCV valve.

## 11. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-1418, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace heated oxygen sensor 1.

## 12. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 1

UBS002AI

Ⓟ With CONSULT-II

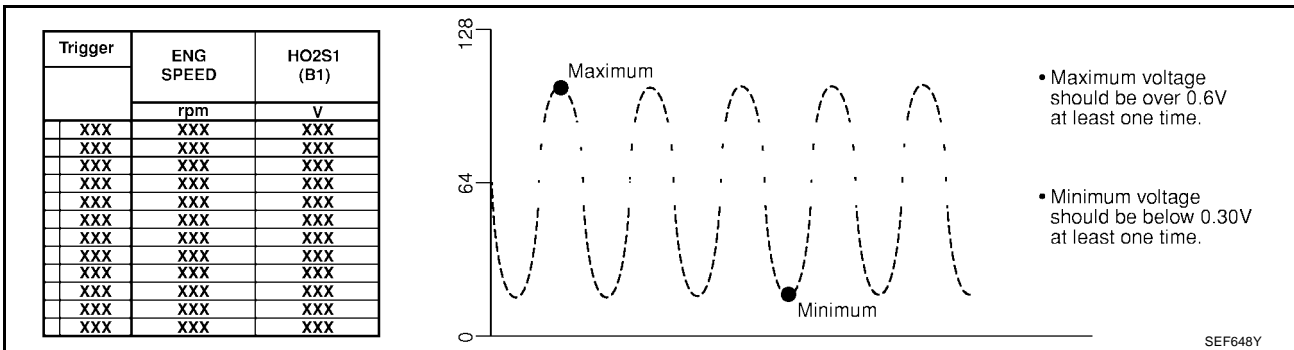
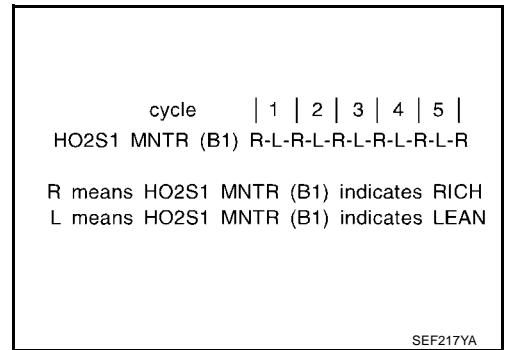
1. Start engine and warm it up to normal operating temperature.

2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y

6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

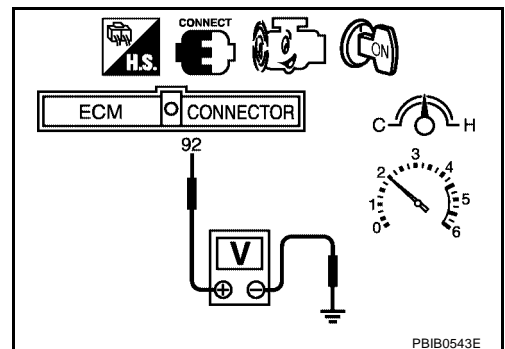


**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
  2. Set voltmeter probes between ECM terminal 92 [HO2S1 (B1) signal] and engine ground.
  3. Check the following with engine speed held at 2,000 rpm constant under no load.
    - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
    - The maximum voltage is over 0.6V at least one time.
    - The minimum voltage is below 0.3V at least one time.
    - The voltage never exceeds 1.0V.
- 1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  
 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V





**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation  
HEATED OXYGEN SENSOR 1**

UBS002AJ

Refer to [EM-110, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

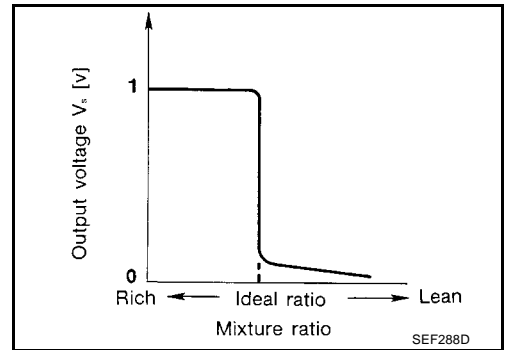
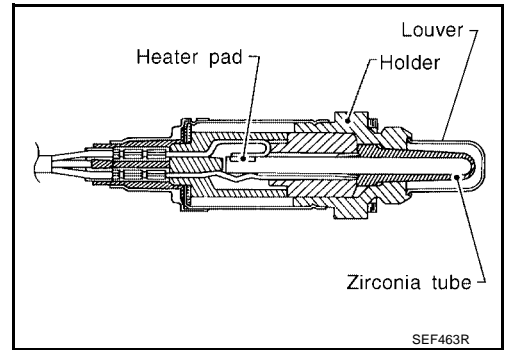
**DTC P0134 HO2S1**

PFP:22690

**Component Description**

UBS002AK

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002AL

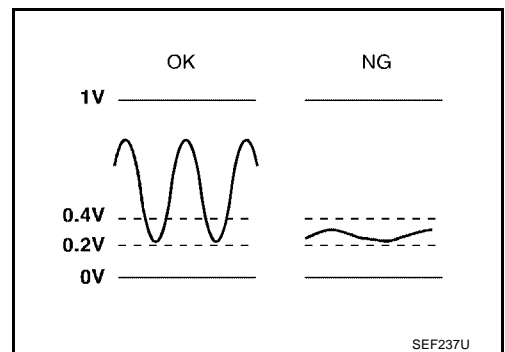
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS002AM

Under the condition in which the heated oxygen sensor 1 signal is not input, the ECM circuits will read a continuous approximately 0.3V. Therefore, for this diagnosis, the time that output voltage is within 200 to 400 mV range is monitored, and the diagnosis checks that this time is not inordinately long.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0134 0134	Heated oxygen sensor 1 circuit no activity detected	The voltage from the sensor is constantly approx. 0.3V.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Heated oxygen sensor 1</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select “HO2S1 (B1) P0134” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
3. Touch “START”.
4. Let it idle for at least 3 minutes.

**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 4.

HO2S1 (B1) P0134	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0544E

5. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 10 to 60 seconds.)

ENG SPEED	1,200 - 3,200 rpm
Vehicle speed	More than 64 km/h (40 MPH)
B/FUEL SCHDL	1.9 - 13.0 msec
Selector lever	Suitable position

HO2S1 (B1) P0134	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0545E

If “TESTING” is not displayed after 5 minutes, retry from step 2.

6. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-1425, "Diagnostic Procedure"](#).

HO2S1 (B1) P0134	
COMPLETED	

SEC750C

**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

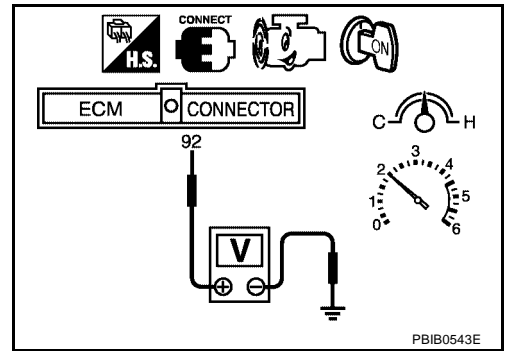
**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 92 [HO2S1 (B1) signal] and engine ground.

# DTC P0134 HO2S1

[QR25DE]

3. Check the following with engine speed held at 2,000 rpm constant under no load.
  - The voltage does not remain in the range of 0.2 to 0.4V.
4. If NG, go to [EC-1425, "Diagnostic Procedure"](#) .



A

EC

C

D

E

F

G

H

I

J

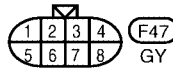
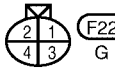
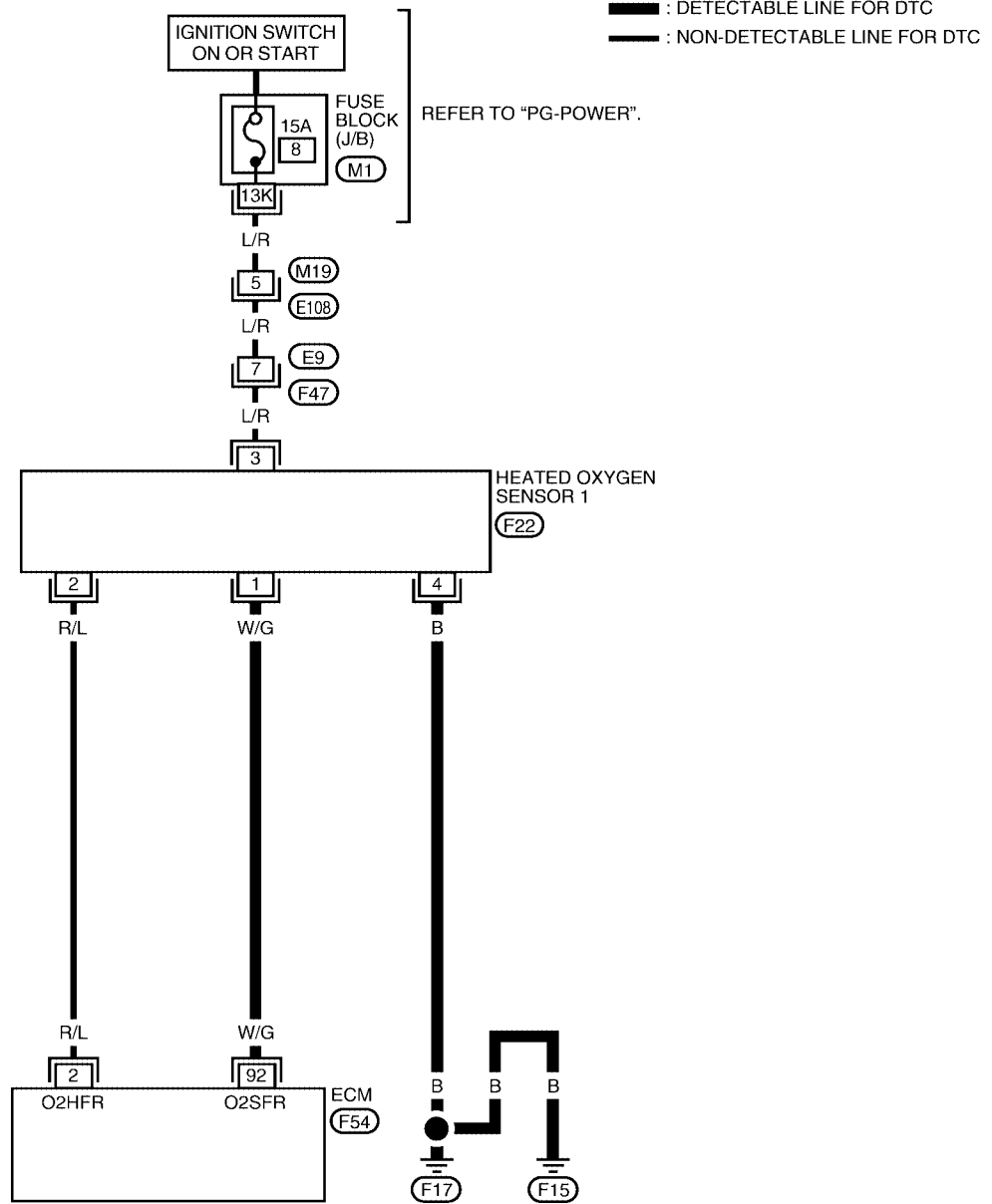
K

L

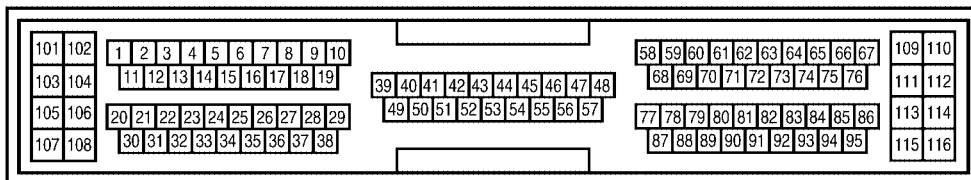
M

Wiring Diagram

EC-HO2S1-01



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
92	W/G	Heated oxygen sensor 1	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	0 - Approximately 1.0V (Periodically change)

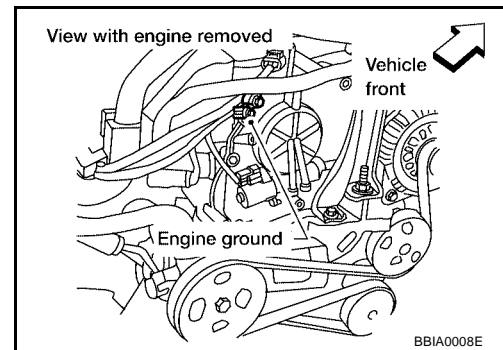
**Diagnostic Procedure**

UBS002A0

**1. INSPECTION START**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

**2. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor1 harness connector.
3. Check harness continuity between HO2S1 terminal 4 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

**3. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 92 and HO2S1 terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 92 or HO2S1 terminal 1 and ground. Refer to Wiring Diagram.

**Continuity should not exist.**

4. Also check harness for short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-1426, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Replace heated oxygen sensor 1.

### 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 1

UBS002AR

**Ⓟ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

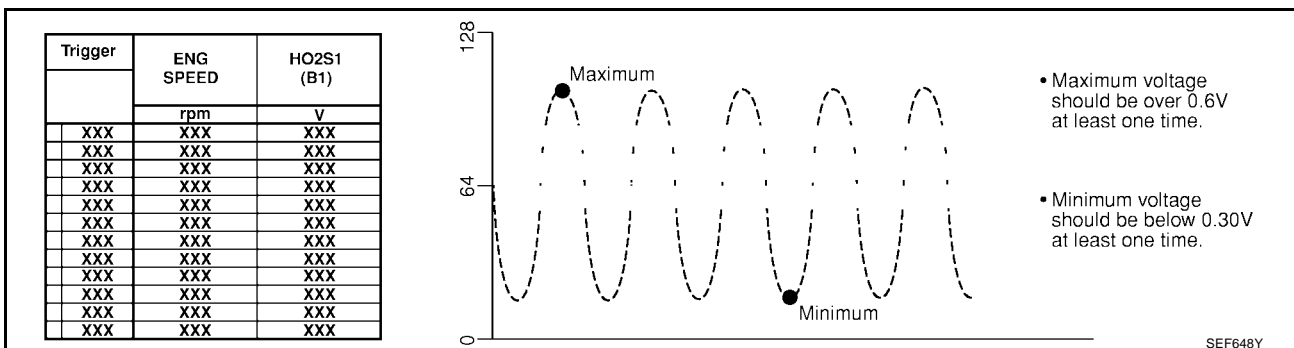
DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y

6. Check the following.
  - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown at right.
  - "HO2S1 (B1)" voltage goes above 0.6V at least once.
  - "HO2S1 (B1)" voltage goes below 0.3V at least once.
  - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1   2   3   4   5
HO2S1 MNTR (B1)	R-L-R-L-R-L-R-L-R-L-R
R means HO2S1 MNTR (B1) indicates RICH	
L means HO2S1 MNTR (B1) indicates LEAN	

SEF217YA



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 92 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.

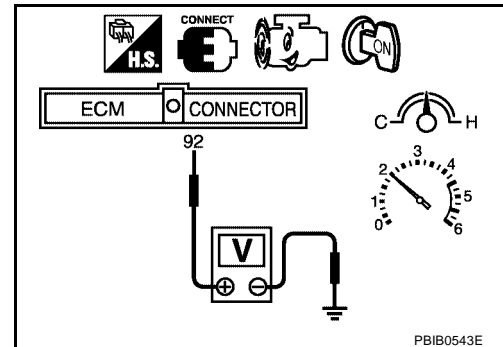
- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least one time.
- The minimum voltage is below 0.3V at least one time.
- The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V

2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



## Removal and Installation HEATED OXYGEN SENSOR 1

UBS002AS

Refer to [EM-110, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#).



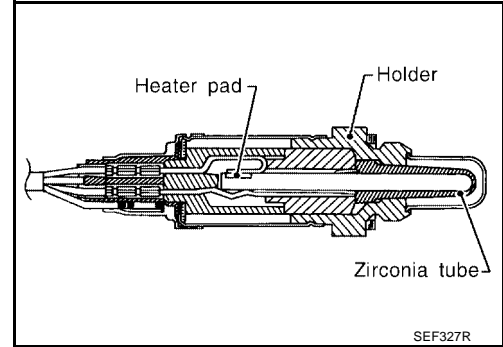
**DTC P0138 HO2S2**

PF:226A0

**Component Description**

UBS002AT

The heated oxygen sensor 2, after three way catalyst (Manifold), monitors the oxygen level in the exhaust gas on each bank. Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2. This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002AU

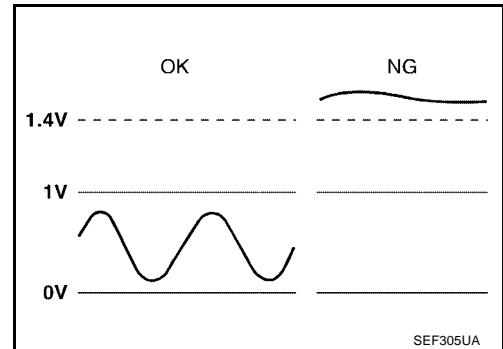
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>Warm-up condition</li> <li>After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revving engine from idle to 3,000 rpm quickly.	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)			LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS002AV

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0138 0138	Heated oxygen sensor 2 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> </ul>

**DTC Confirmation Procedure**

UBS002AW

**CAUTION:**

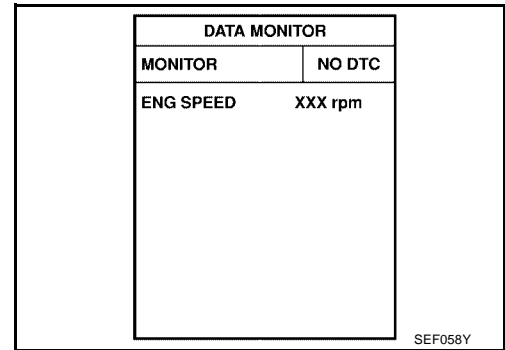
Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### ④ WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for two minutes.
6. If 1st trip DTC is detected, go to [EC-1431, "Diagnostic Procedure"](#).



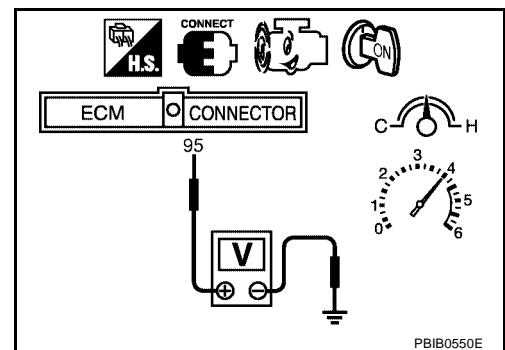
### Overall Function Check

UBS002AX

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

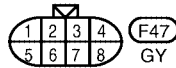
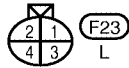
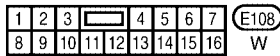
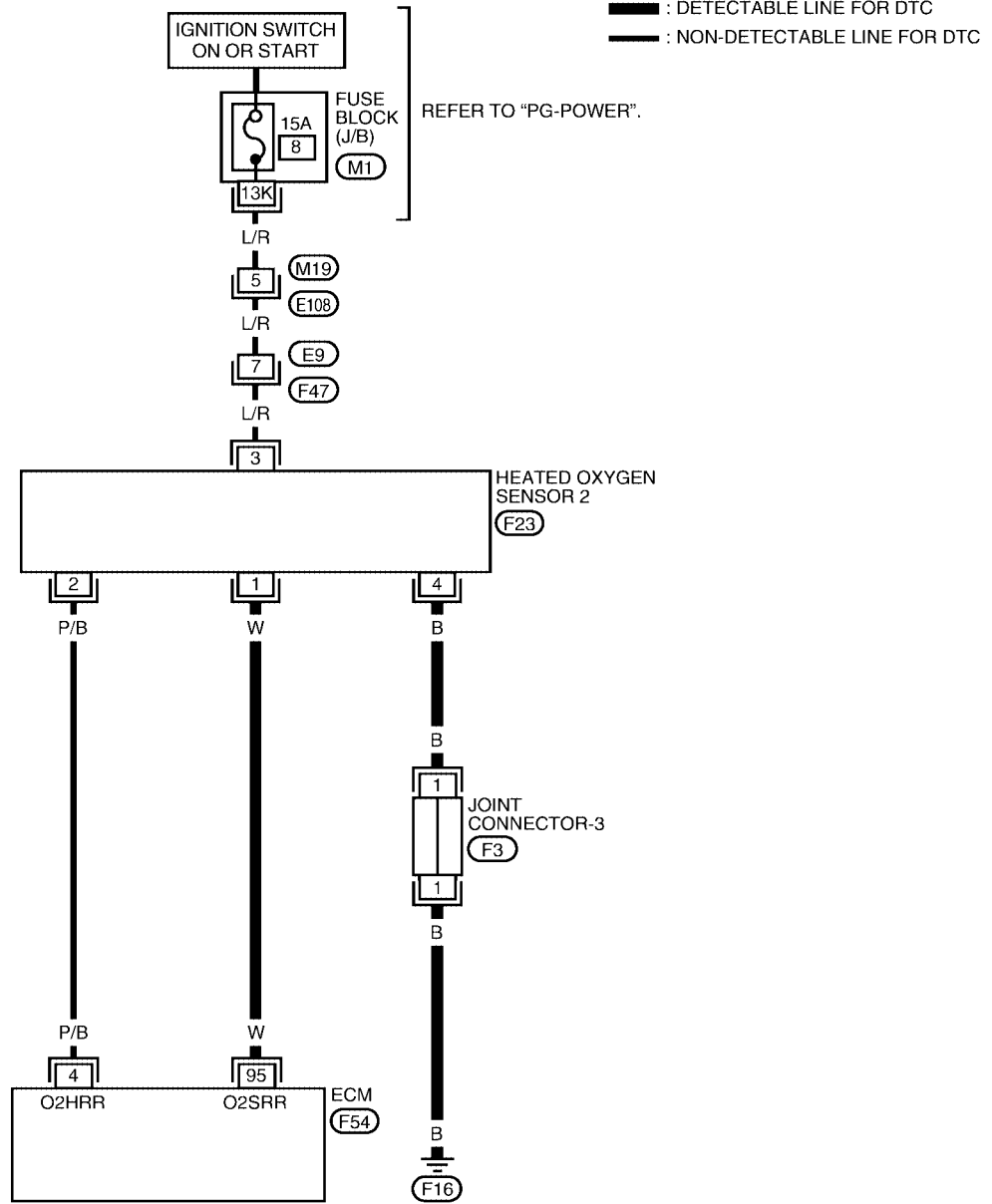
### ④ WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for two minutes.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Start engine and keep the engine speed at between 3,500 to 4,000 rpm for at least one minute under no load.
7. Let engine idle for two minutes.
8. Select "Mode 3" with GST.
9. If DTC is detected, go to [EC-1431, "Diagnostic Procedure"](#).

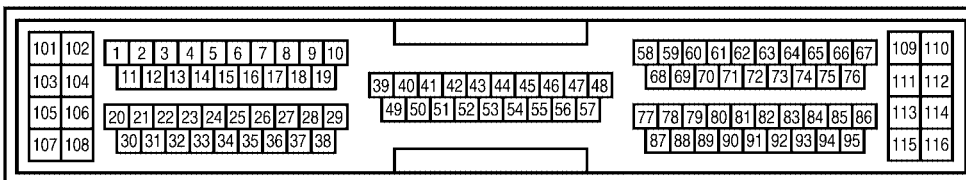


Wiring Diagram

EC-HO2S2-01



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK -  
 JUNCTION BOX (J/B)  
 (F3) - JOINT CONNECTOR



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
95	W	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine after warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul> </li> <li>● Revving engine from idle to 3,000 rpm quickly.</li> </ul>	0 - Approximately 1.0V

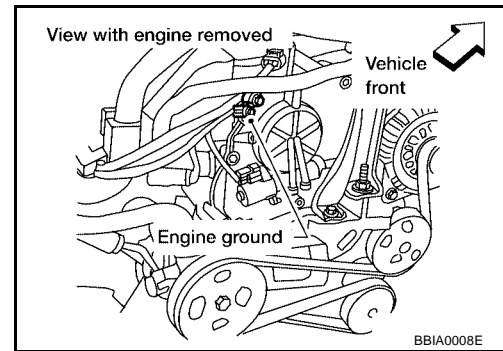
**Diagnostic Procedure**

UBS002AZ

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT**

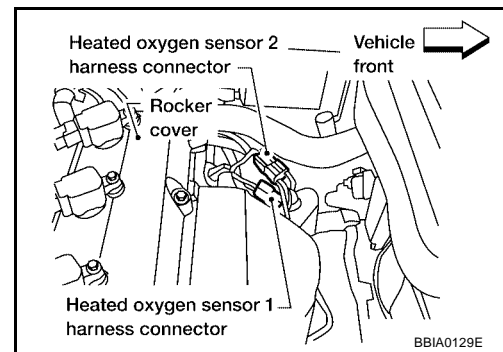
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check harness continuity between HO2S2 terminal 4 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



**3. DETECT MALFUNCTIONING PART**

Check the following.

- Joint connector-3
- Harness for open and short between HO2S2 and engine ground

>> Repair open circuit or short to power in harness connectors.

#### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 95 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 95 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

4. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK HARNESS CONNECTOR

---

Check HO2S2 harness connector for water.

**Water should not exist.**

OK or NG

OK >> GO TO 6.

NG >> Repair or replace harness connector.

#### 6. CHECK HEATED OXYGEN SENSOR 2

---

Refer to [EC-1432, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace heated oxygen sensor 2.

#### 7. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection HEATED OXYGEN SENSOR 2

UBS002B0

#### Ⓟ With CONSULT-II

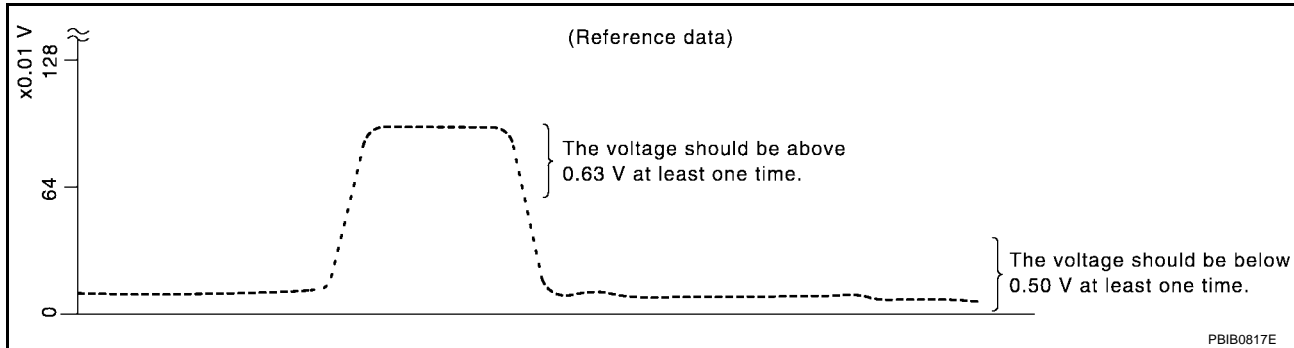
1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for two minutes.

- Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

- Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



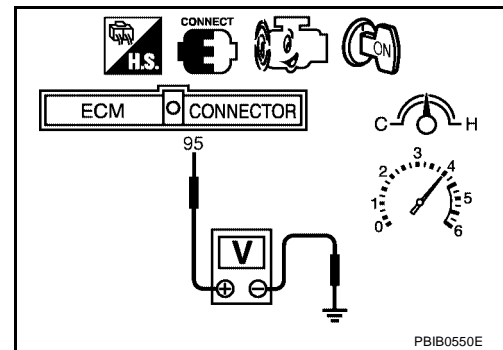
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**⊗ Without CONSULT-II**

- Start engine warm it up to the normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
- Let engine idle for one minutes.
- Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
- Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
- Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.50V at least once during this procedure.**
- If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

---

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

**DTC P0139 HO2S2**

PF2:226A0

**Component Description**

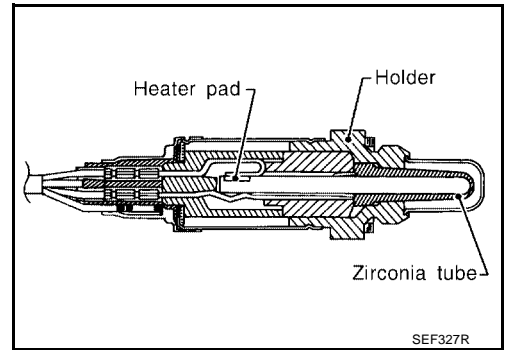
UBS002B2

The heated oxygen sensor 2, after three way catalyst (Manifold), monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002B3

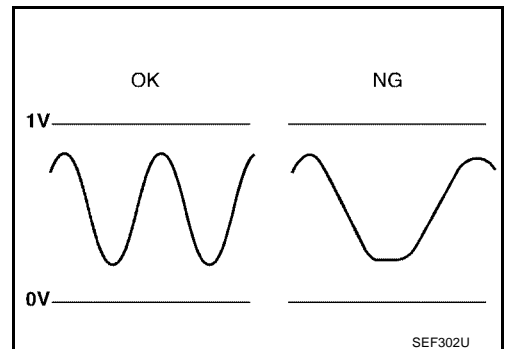
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>Warm-up condition</li> <li>After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revving engine from idle to 3,000 rpm quickly.	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)			LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS002B4

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0139 0139	Heated oxygen sensor 2 circuit slow response	It takes more time for the sensor to respond between rich and lean than the specified time.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Injectors</li> <li>Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

UBS002B5

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

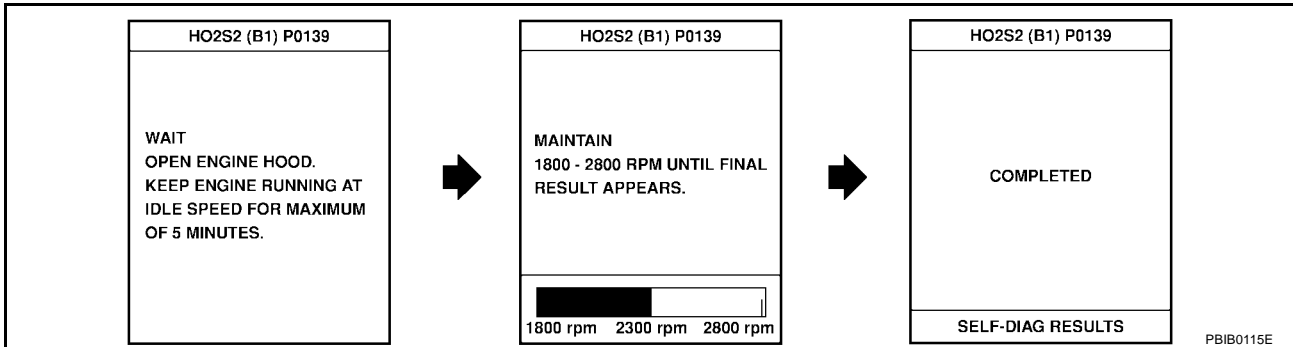
For the best results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

**WITH CONSULT-II**

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.



3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Select "HO2S2 (B1) P0139" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
 If "NG" is displayed, refer to [EC-1438, "Diagnostic Procedure"](#) .  
 If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANTEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step 3.

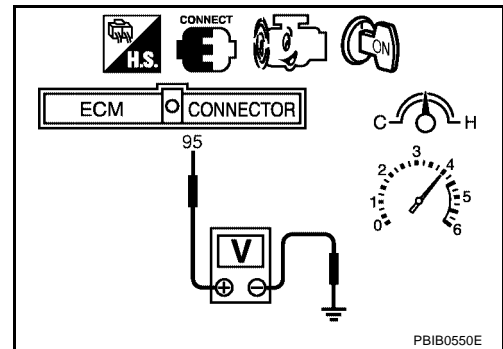
**Overall Function Check**

UBS002B6

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

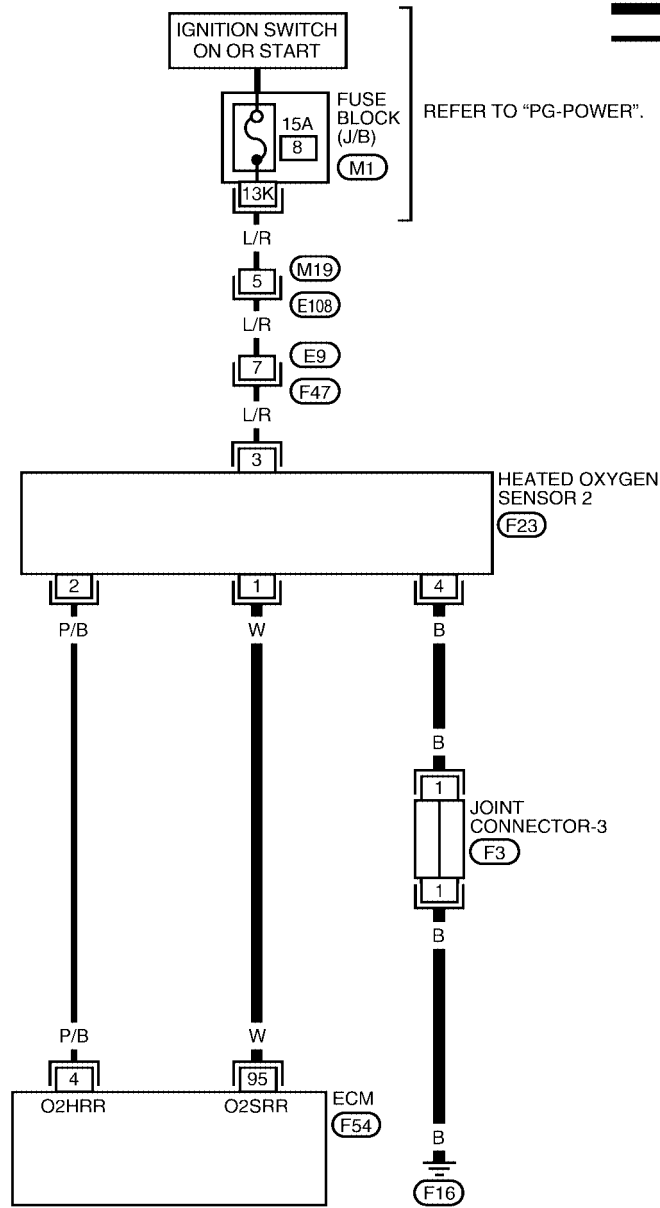
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**A change of voltage should be more than 0.06V for 1 second during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should change at more than 0.06V for 1 second during this procedure.**
8. If NG, go to [EC-1438, "Diagnostic Procedure"](#) .



Wiring Diagram

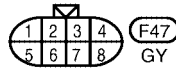
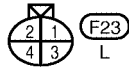
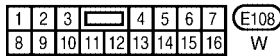
EC-HO2S2-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

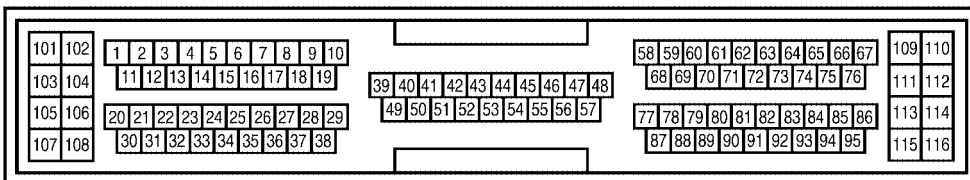


— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.  
(M1) - FUSE BLOCK - JUNCTION BOX (J/B)  
(F3) - JOINT CONNECTOR



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
95	W	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine after warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul> </li> <li>● Revving engine from idle to 3,000 rpm quickly.</li> </ul>	0 - Approximately 1.0V

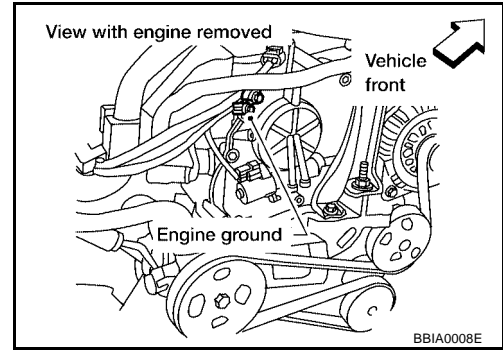
**Diagnostic Procedure**

UBS002B8

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

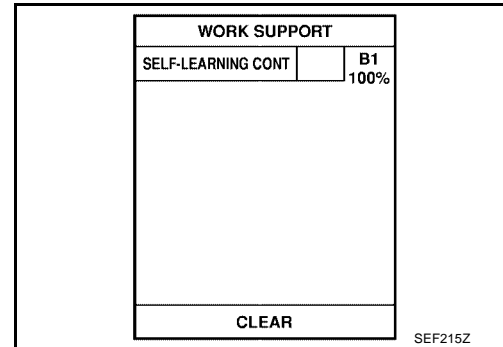
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

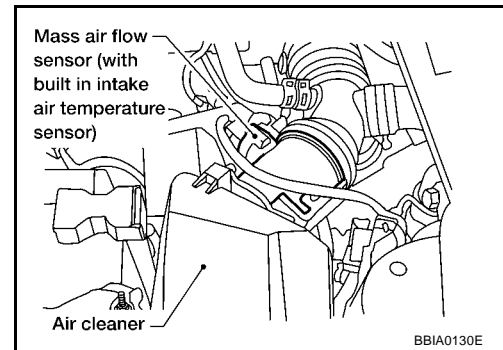
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 or P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to [EC-1442](#) or [EC-1449](#).
- No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

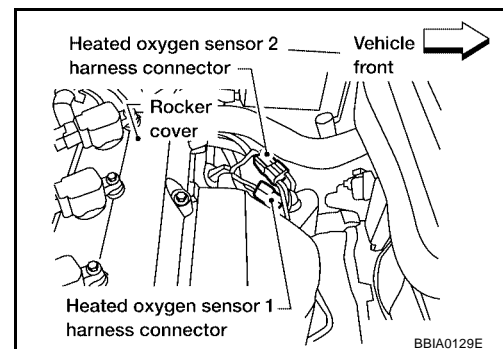
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check harness continuity between HO2S2 terminal 4 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open and short between HO2S2 and engine ground

>> Repair open circuit or short to power in harness or connectors.

**5. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 95 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 95 or HO2S2 terminal 1 and engine ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

4. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-1440, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace heated oxygen sensor 2.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS002B9

**With CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minutes.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

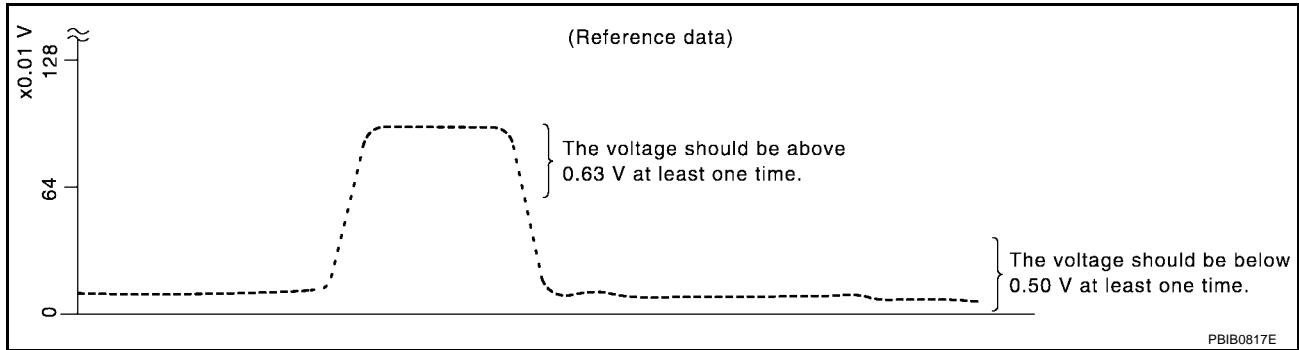
SEF174Y

6. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



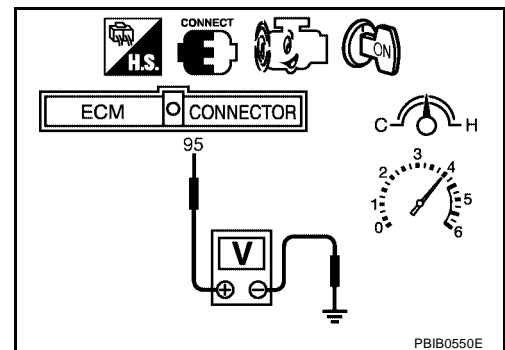
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.50V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

UBS002BA

## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

PFP:16600

### On Board Diagnosis Logic

UBS002BB

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too lean.), the ECM judges the condition as the fuel injection system malfunction and light up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0171 0171	Fuel injection system too lean	<ul style="list-style-type: none"> <li>● Fuel injection system does not operate properly.</li> <li>● The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)</li> </ul>	<ul style="list-style-type: none"> <li>● Intake air leaks</li> <li>● Heated oxygen sensor 1</li> <li>● Injectors</li> <li>● Exhaust gas leaks</li> <li>● Incorrect fuel pressure</li> <li>● Lack of fuel</li> <li>● Mass air flow sensor</li> <li>● Incorrect PCV hose connection</li> </ul>

### DTC Confirmation Procedure

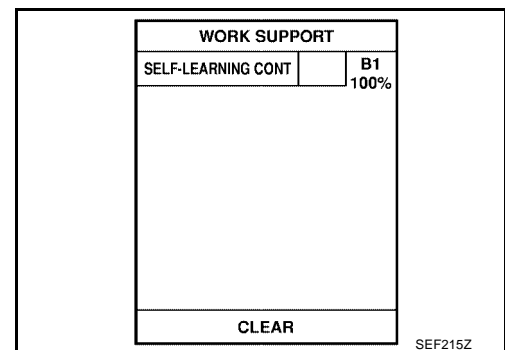
UBS002BC

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
4. Clear the self-learning control coefficient by touching "CLEAR".
5. Select "DATA MONITOR" mode with CONSULT-II.
6. Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-1445. "Diagnostic Procedure"](#).
7. If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
8. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-1445. "Diagnostic Procedure"](#). If engine does not start, check exhaust and intake air leak visually.



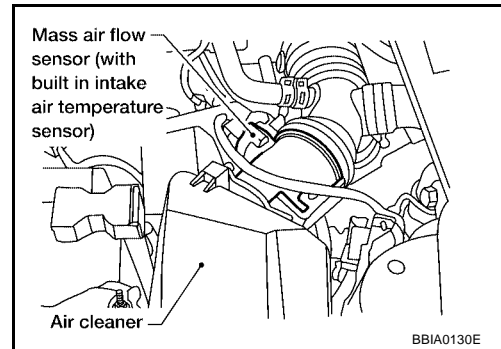
**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QR25DE]

3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 3" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and let it idle for at least 10 minutes.
8. Select "MODE 7" with GST. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-1445, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-1445, "Diagnostic Procedure"](#).  
If engine does not start, check exhaust and intake air leak visually.



A

EC

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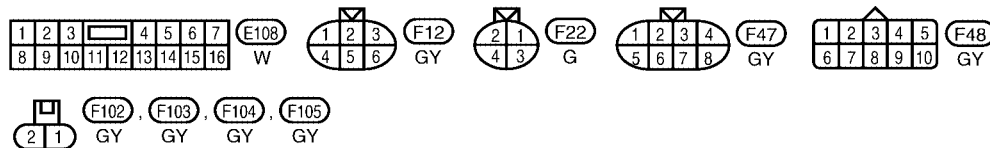
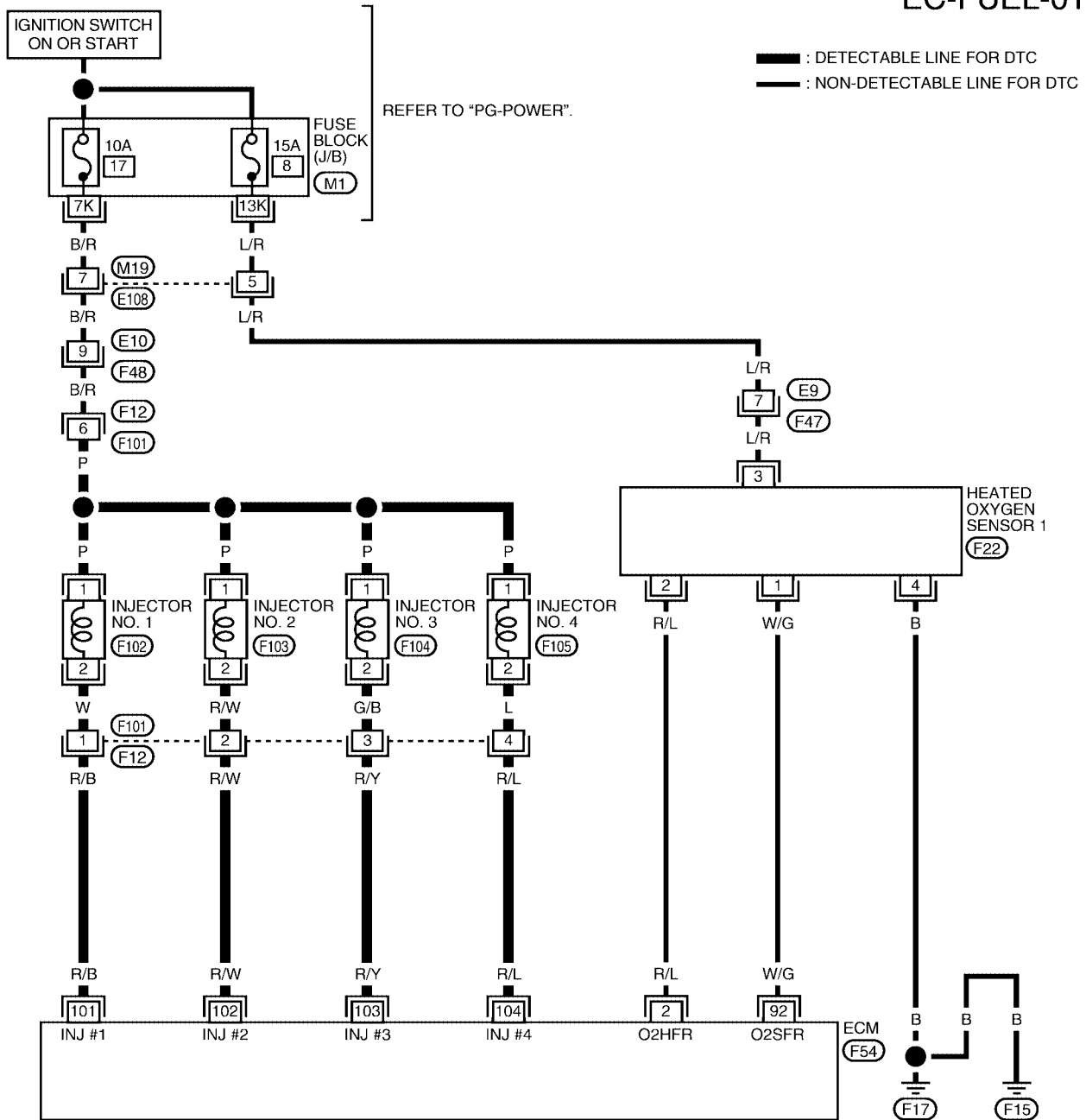
# DTC P0171 FUEL INJECTION SYSTEM FUNCTION

[QR25DE]

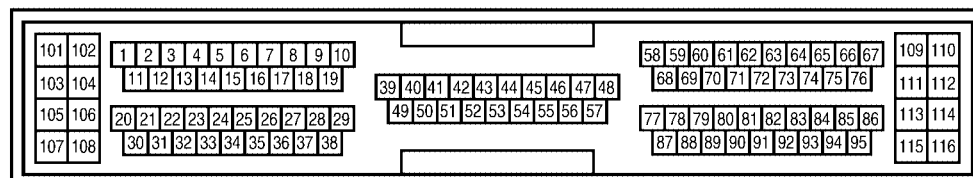
UBS002BD

## Wiring Diagram

EC-FUEL-01



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)

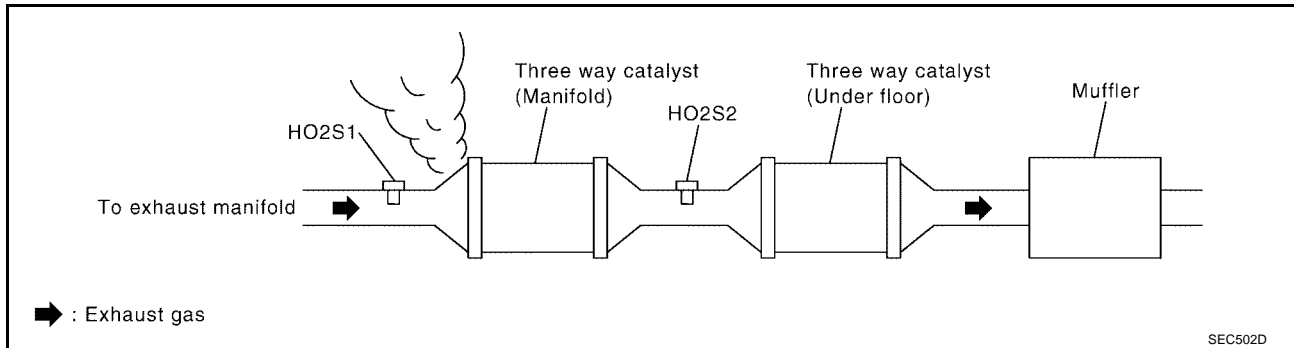


BBWA0416E

## Diagnostic Procedure

### 1. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



#### OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace.

### 2. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Listen for an intake air leak after the mass air flow sensor.
2. Check PCV hose connection.

#### OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace.

### 3. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 92 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

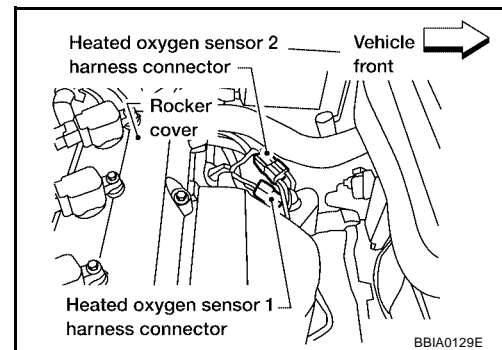
5. Check harness continuity between ECM terminal 92 or HO2S1 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



---

#### 4. CHECK FUEL PRESSURE

---

1. Release fuel pressure to zero. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-1257, "Fuel Pressure Check"](#) .

**At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK >> GO TO 5.  
NG >> Follow the construction of "FUEL PRESSURE CHECK".

---

#### 5. CHECK MASS AIR FLOW SENSOR

---

 **With CONSULT-II**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**1.0 - 4.0 g-m/sec: at idling**  
**4.0 - 10 g-m/sec: at 2,500 rpm**

 **With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**1.0 - 4.0 g-m/sec: at idling**  
**4.0 - 10 g-m/sec: at 2,500 rpm**

OK or NG

- OK >> GO TO 6.  
NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-1375, "DTC P0102, P0103 MAF SENSOR"](#) .

**6. CHECK FUNCTION OF INJECTORS**

**Ⓟ With CONSULT-II**

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

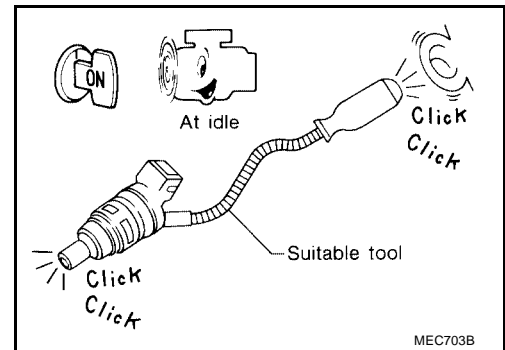
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

**ⓧ Without CONSULT-II**

1. Start engine.
2. Listen to each injector operating sound.

**Clicking noise should be heard.**



OK or NG

OK >> GO TO 7.

NG >> Perform trouble diagnosis for [EC-1796, "INJECTOR CIRCUIT"](#) .

**7. CHECK INJECTOR**

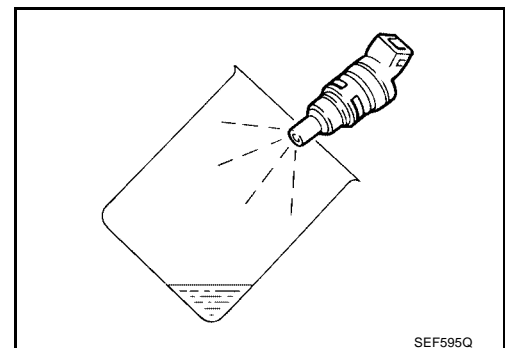
1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
2. Turn ignition switch "OFF".
3. Disconnect injector harness connectors.
4. Remove injector gallery assembly. Refer to [EM-118, "FUEL INJECTOR AND FUEL TUBE"](#) .  
Keep fuel hose and all injectors connected to injector gallery.  
The injector harness connectors should remain connected.
5. Disconnect all ignition coil harness connectors.
6. Prepare pans or saucers under each injector.
7. Crank engine for about 3 seconds. Make sure that fuel sprays out from injectors.

**Fuel should be sprayed evenly for each injector.**

OK or NG

OK >> GO TO 8.

NG >> Replace injectors from which fuel does not spray out.  
Always replace O-ring with new ones.



---

8. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

PFP:16600

### On Board Diagnosis Logic

UBS002BF

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too rich.), the ECM judges the condition as the fuel injection system malfunction and light up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injectors

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0172 0172	Fuel injection system too rich	<ul style="list-style-type: none"> <li>● Fuel injection system does not operate properly.</li> <li>● The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)</li> </ul>	<ul style="list-style-type: none"> <li>● Heated oxygen sensor 1</li> <li>● Injectors</li> <li>● Exhaust gas leaks</li> <li>● Incorrect fuel pressure</li> <li>● Mass air flow sensor</li> </ul>

### DTC Confirmation Procedure

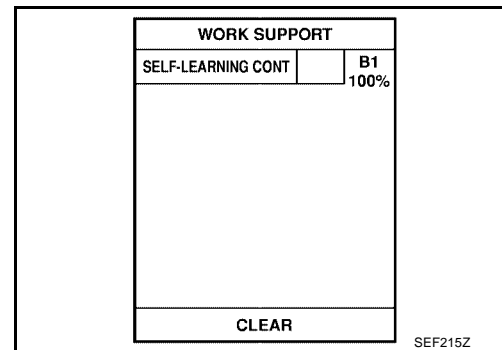
UBS002BG

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON" and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
4. Clear the self-learning control coefficient by touching "CLEAR".
5. Select "DATA MONITOR" mode with CONSULT-II.
6. Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-1452, "Diagnostic Procedure"](#).
7. If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
8. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-1452, "Diagnostic Procedure"](#). If engine does not start, remove ignition plugs and check for fouling, etc.



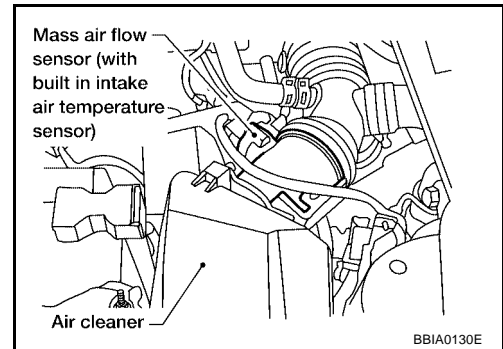
**WITH GST**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

## DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QR25DE]

3. Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Select "MODE 3" with GST. Make sure DTC P0102 is detected.
6. Select "MODE 4" with GST and erase the DTC P0102.
7. Start engine again and let it idle for at least 10 minutes.
8. Select "MODE 7" with GST. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-1452, "Diagnostic Procedure"](#).
9. If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
10. Crank engine while depressing accelerator pedal.  
If engine starts, go to [EC-1452, "Diagnostic Procedure"](#). If engine does not start, check exhaust and intake air leak visually.



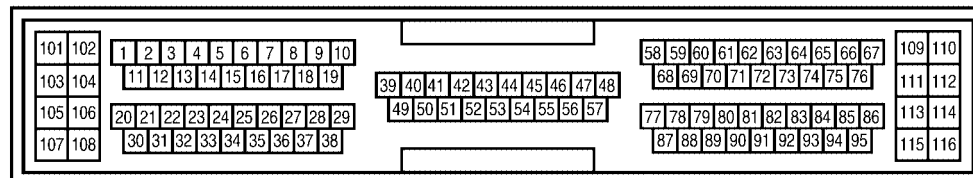
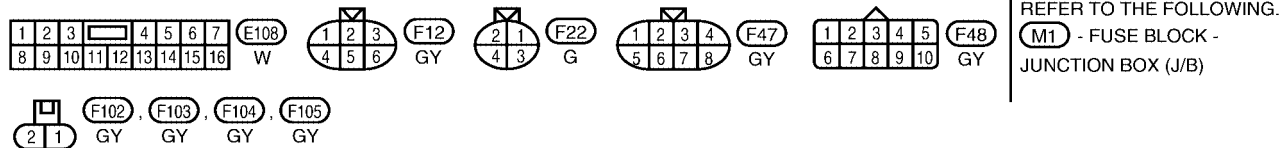
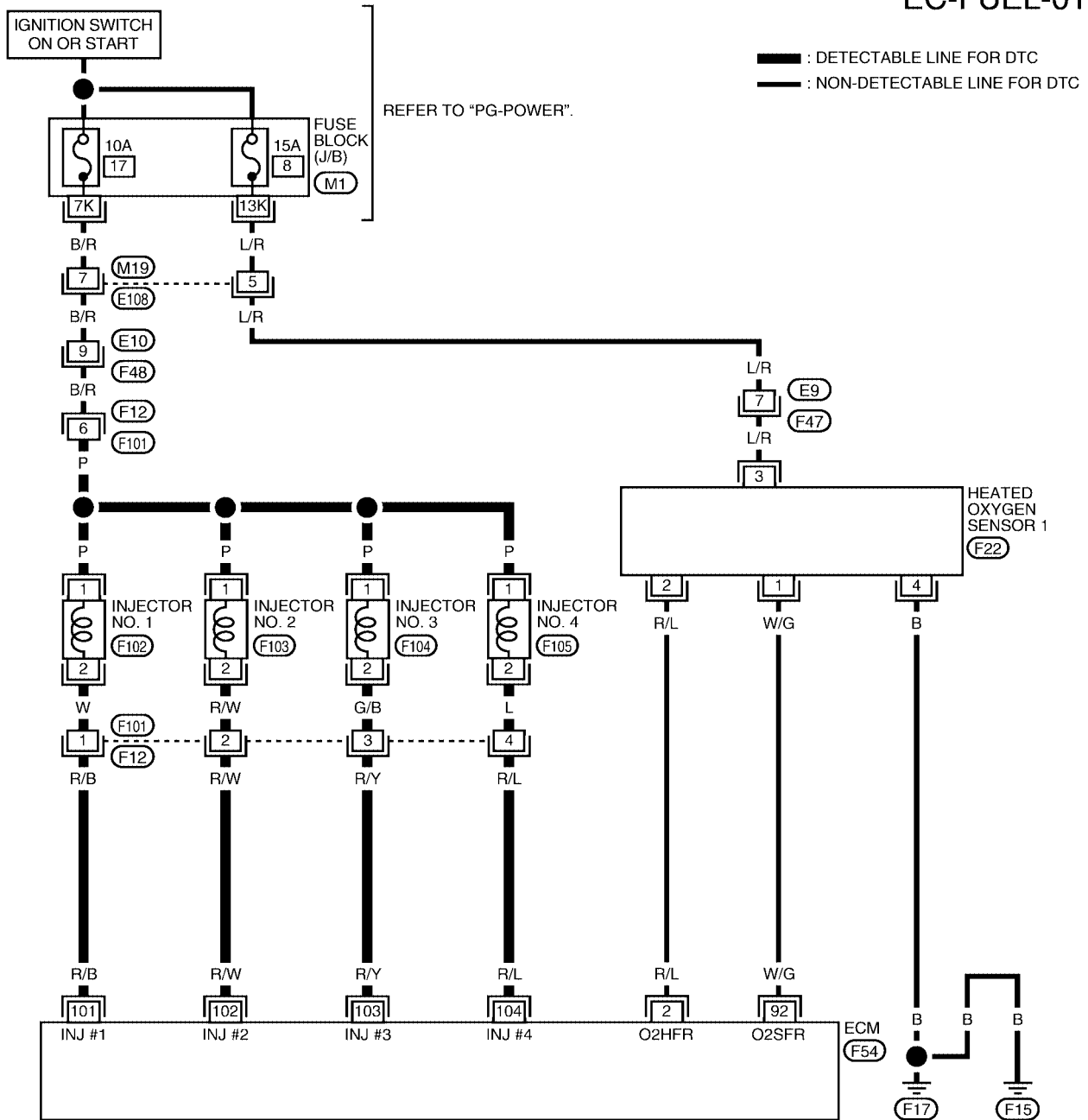
# DTC P0172 FUEL INJECTION SYSTEM FUNCTION

[QR25DE]

UBS002BH

## Wiring Diagram

EC-FUEL-01



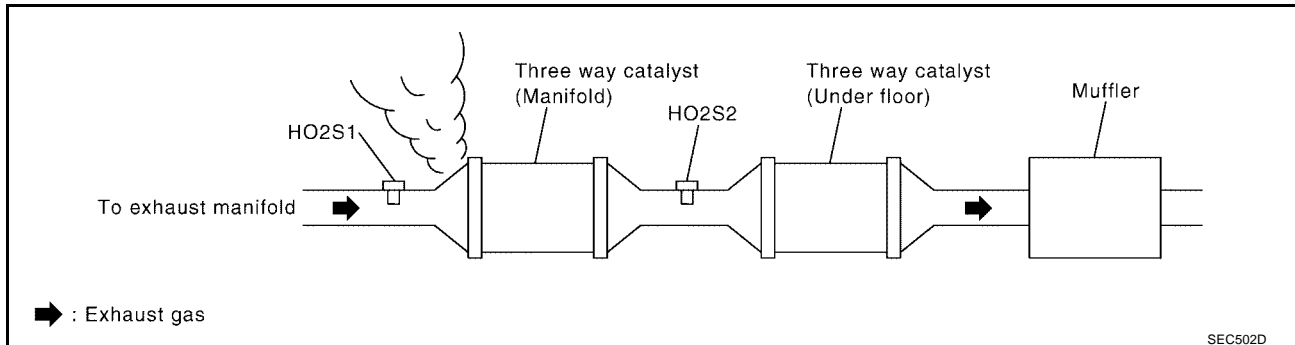
BBWA0416E



## Diagnostic Procedure

### 1. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before three way catalyst (manifold).



OK or NG

- OK    >> GO TO 2.
- NG    >> Repair or replace.

### 2. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

- OK    >> GO TO 3.
- NG    >> Repair or replace.

### 3. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 92 and HO2S1 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Check harness continuity between ECM terminal 92 or HO2S1 terminal 1 and engine ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

6. Also check harness for short to power.

OK or NG

- OK    >> GO TO 4.
- NG    >> Repair open circuit or short to ground or short to power in harness or connectors.

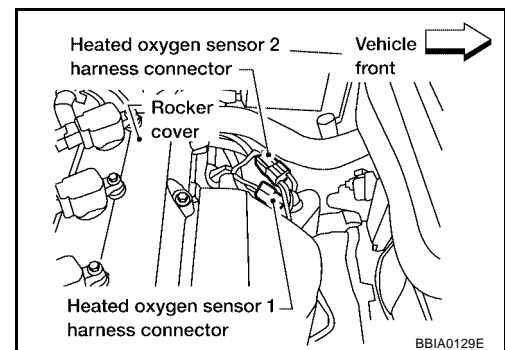
### 4. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-1257, "Fuel Pressure Check"](#) .

**At idling: 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

OK or NG

- OK    >> GO TO 5.
- NG    >> Follow the construction of "FUEL PRESSURE CHECK".



**5. CHECK MASS AIR FLOW SENSOR**

**With CONSULT-II**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

**1.0 - 4.0 g-m/sec: at idling**  
**4.0 - 10 g-m/sec: at 2,500 rpm**

**With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in MODE 1 with GST.

**1.0 - 4.0 g-m/sec: at idling**  
**4.0 - 10 g-m/sec: at 2,500 rpm**

OK or NG

OK >> GO TO 6.

NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-1375, "DTC P0102, P0103 MAF SENSOR"](#) .

**6. CHECK FUNCTION OF INJECTORS**

**With CONSULT-II**

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

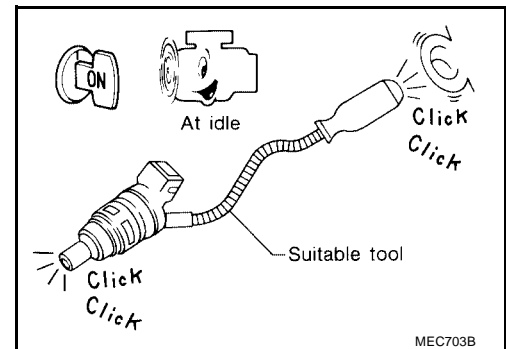
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

**Without CONSULT-II**

1. Start engine.
2. Listen to each injector operating sound.

**Clicking noise should be heard.**



OK or NG

OK >> GO TO 7.

NG >> Perform trouble diagnosis for [EC-1796, "INJECTOR CIRCUIT"](#) .

---

## 7. CHECK INJECTOR

---

1. Remove injector assembly. Refer to [EM-118, "FUEL INJECTOR AND FUEL TUBE"](#) .  
Keep fuel hose and all injectors connected to injector gallery.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect injector harness connectors.  
The injector harness connectors should remain connected.
4. Disconnect all ignition coil harness connectors.
5. Prepare pans or saucers under each injectors.
6. Crank engine for about 3 seconds.  
Make sure fuel does not drip from injector.

### OK or NG

OK (Does not drip.)>>GO TO 8.

NG (Drips.)>>Replace the injectors from which fuel is dripping. Always replace O-ring with new one.

---

## 8. CHECK INTERMITTENT INCIDENT

---

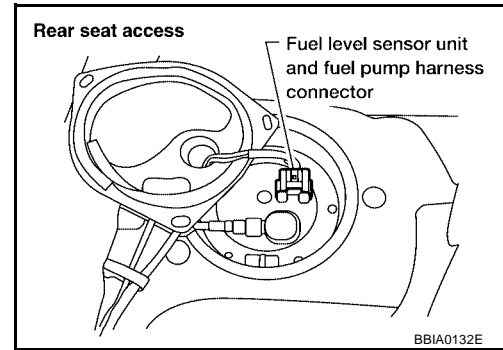
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## DTC P0181 FTT SENSOR

### Component Description

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



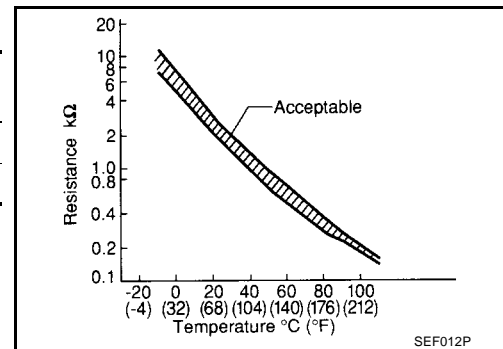
### <Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 70 (Fuel tank temperature sensor) and ground.

### CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may lead to ECM's transistor damage. Use ground other than ECM, such as engine ground.**



### On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0181 0181	Fuel tank temperature sensor circuit range/performance	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel tank temperature sensor</li> </ul>

### DTC Confirmation Procedure

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Check "COOLAN TEMP/S" value.  
If "COOLAN TEMP/S" is less than 60°C (140°F), the result will be OK.  
If "COOLAN TEMP/S" is above 60°C (140°F), go to the following step.
4. Cool engine down until "COOLAN TEMP/S" signal is less than 60°C (140°F).
5. Wait at least 10 seconds.
6. If 1st trip DTC is detected, go to [EC-1456, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure**

**1. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-1456, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Replace fuel tank temperature sensor.

**2. CHECK INTERMITTENT INCIDENT**

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .  
 Refer to [EC-1458, "Wiring Diagram"](#) .

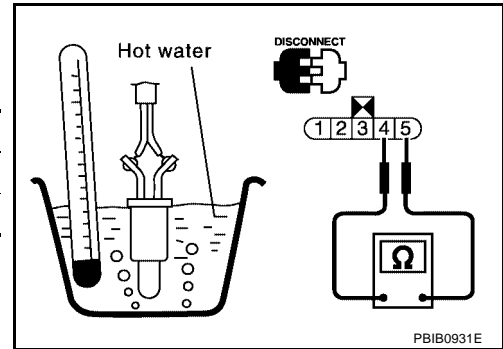
>> INSPECTION END

**Component Inspection**  
**FUEL TANK TEMPERATURE SENSOR**

1. Remove fuel level sensor unit.
2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

If NG, replace fuel level sensor unit.



**Removal and Installation**  
**FUEL TANK TEMPERATURE SENSOR**

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

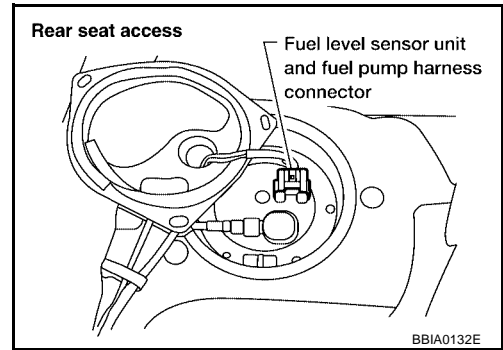
DTC P0182, P0183 FTT SENSOR

PF2:22630

UBS002BP

Component Description

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



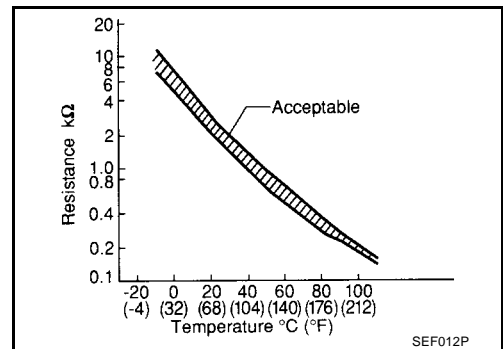
<Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

\*: These data are reference values and are measured between ECM terminal 70 (Fuel tank temperature sensor) and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may lead to ECM's transistor damage. Use ground other than ECM, such as engine ground.



On Board Diagnosis Logic

UBS002BQ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0182 0182	Fuel tank temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Fuel tank temperature sensor</li> </ul>
P0183 0183	Fuel tank temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

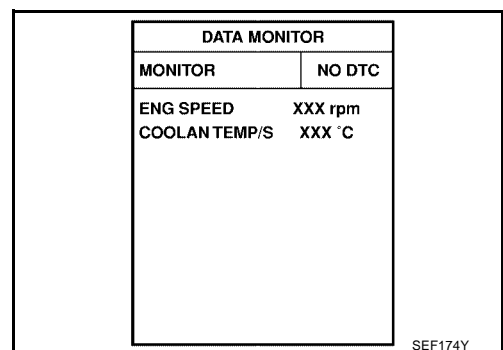
UBS002BR

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1459, "Diagnostic Procedure"](#).



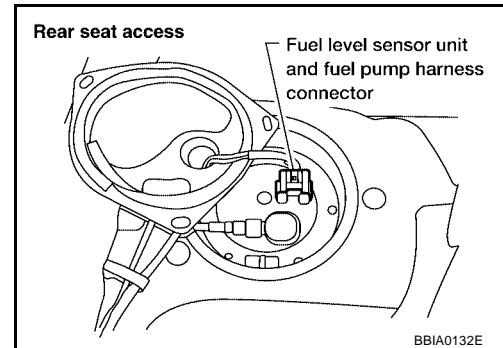
**WITH GST**

Follow the procedure "WITH CONSULT-II" above.



**Diagnostic Procedure****1. CHECK POWER SUPPLY**

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

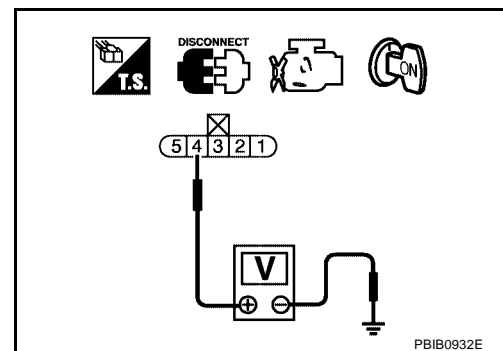


4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and body ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.

**2. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair harness or connector.

**3. CHECK GROUND CIRCUIT**

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to power in harness or connectors.

**4. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-1460, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace fuel tank temperature sensor.



**5. CHECK INTERMITTENT INCIDENT**

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

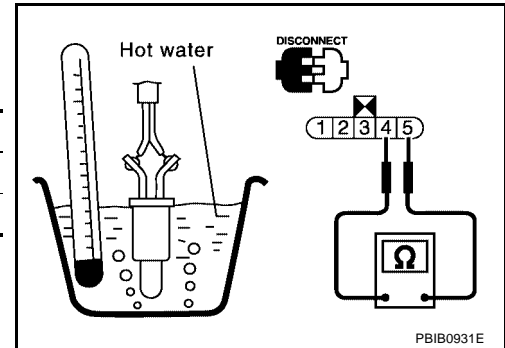
### Component Inspection FUEL TANK TEMPERATURE SENSOR

UBS002BU

1. Remove fuel level sensor unit.
2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.

Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

If NG, replace fuel level sensor unit.



UBS002BV

### Removal and Installation FUEL TANK TEMPERATURE SENSOR

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

## DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

PFP:00019

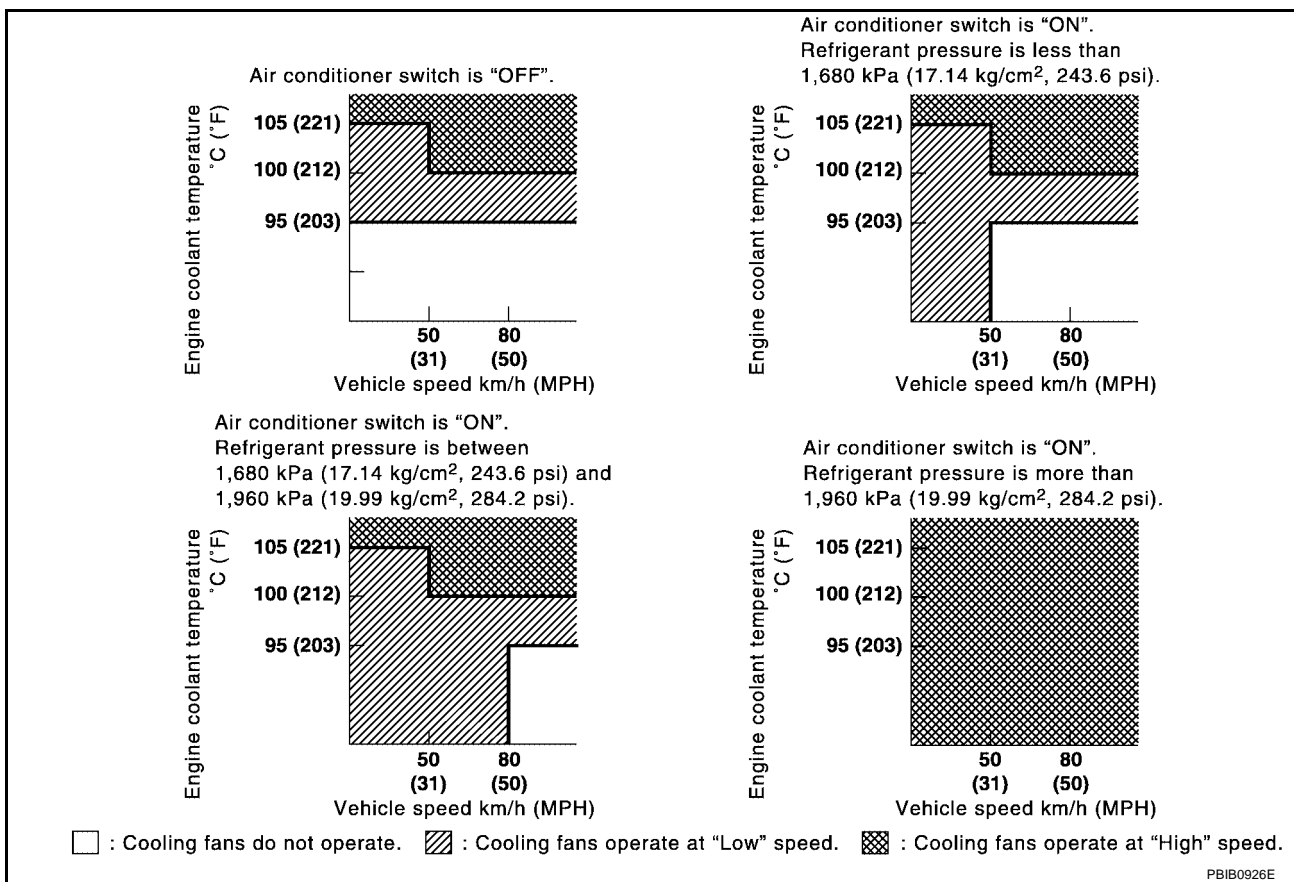
### System Description COOLING FAN CONTROL

UBS002BW

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Ignition switch	Start signal		
Refrigerant pressure sensor	Refrigerant pressure		

The ECM controls the cooling fan corresponding to the vehicle speed, engine coolant temperature, refrigerant pressure, and air conditioner ON signal. The control system has 3-step control [HIGH/LOW/OFF].

### OPERATION



### CONSULT-II Reference Value in Data Monitor Mode

UBS002BX

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF
		Air conditioner switch: ON (Compressor operates.)
		OFF
		ON

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

MONITOR ITEM	CONDITION		SPECIFICATION
COOLING FAN	<ul style="list-style-type: none"> <li>● Engine: After warming up, idle the engine</li> <li>● Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	LOW
		Engine coolant temperature is 105°C (221°F) or more	HIGH

## On Board Diagnosis Logic

UBS002BY

This diagnosis checks whether the engine coolant temperature is extraordinary high, even when the load is not heavy.

When malfunction is detected, the malfunction indicator lamp (MIL) will light up even in the first trip.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0217 0217	Engine coolant over temperature condition	Engine coolant temperature is excessively high under normal engine speed.	<ul style="list-style-type: none"> <li>● Harness or connectors (The cooling fan circuit is open or shorted)</li> <li>● Cooling fan</li> <li>● Thermostat</li> <li>● Improper ignition timing</li> <li>● Engine coolant temperature sensor</li> <li>● Blocked radiator</li> <li>● Blocked front end (Improper fitting of nose mask)</li> <li>● Crushed vehicle frontal area (Vehicle frontal is collided but not repaired)</li> <li>● Blocked air passage by improper installation of front fog lamp or fog lamps</li> <li>● Improper mixture ratio of coolant</li> <li>● Damaged bumper</li> </ul> <p>For more information, refer to <a href="#">EC-1473</a>, "<a href="#">Main 12 Causes of Overheating</a>".</p>

### CAUTION:

When a malfunction is indicated, be sure to replace the coolant. Refer to [MA-23](#), "[Changing Engine Coolant](#)". Also, replace the engine oil. Refer to [LU-17](#), "[Changing Engine Oil](#)".

1. Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14](#), "[Anti-freeze Coolant Mixture Ratio](#)".
2. After refilling coolant, run engine to ensure that no water-flow noise is emitted.

## Overall Function Check

UBS002BZ

Use this procedure to check the overall function of the coolant overtemperature enrichment protection check, a DTC might not be confirmed.

### WARNING:

Never remove the radiator cap when the engine is hot. Serious burns could be caused by high-pressure fluid escaping from the radiator.

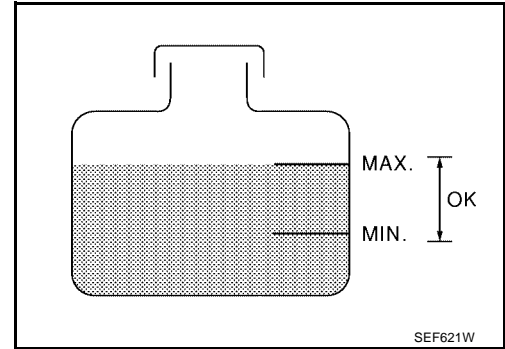
Wrap a thick cloth around the cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

## WITH CONSULT-II

1. Check the coolant level and mixture ratio (using coolant tester) in the reservoir tank and radiator.

**Allow engine to cool before checking coolant level and mixture ratio.**

- If the coolant level in the reservoir and/or radiator is below the proper range, go to [EC-1466, "Diagnostic Procedure"](#).
- If the coolant mixture ratio is out of the range of 45 to 55%, replace the coolant in the following procedure [MA-23, "Changing Engine Coolant"](#).



- a. Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute like pouring coolant from a kettle. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14, "Anti-freeze Coolant Mixture Ratio"](#).
  - b. After refilling coolant, run engine to ensure that no water-flow noise is emitted.
  - c. After checking or replacing coolant, go to step 3 below.
2. Ask the customer if engine coolant has been added. If it has been added, go to [EC-1466, "Diagnostic Procedure"](#). After repair, go to the next step.
  3. Start engine and let it idle.
  4. Make sure that A/C switch is "OFF" and air conditioner is not operating. If NG, check air conditioner circuit. Refer to [MTC-19, "TROUBLE DIAGNOSIS"](#) After repair, go to the next step.
  5. Perform "ENG COOLANT TEMP" in "ACTIVE TEST" mode with CONSULT-II at idle.
    - a. Set "ENG COOLANT TEMP" to 95°C (203°F) and make sure that cooling fan operates at low speed. If NG, go to [EC-1466, "Diagnostic Procedure"](#).
    - b. Set "ENG COOLANT TEMP" to 105°C (221°F) and make sure that cooling fan operates at high speed. If NG, go to [EC-1466, "Diagnostic Procedure"](#). After repair, go to the next step.
  6. Check for blocked coolant passage.
    - a. Warm up engine to normal operating temperature, then grasp radiator upper hose and lower hose and make sure that coolant flows. If NG, go to [EC-1466, "Diagnostic Procedure"](#). After repair, go to the next step.  
**Be extremely careful not to touch any moving or adjacent parts.**
  7. Check for blocked radiator air passage.
    - a. When market fog lamps have been installed, check for damaged fans and clogging in the condenser and radiator.
    - b. Check the front end for clogging caused by insects or debris.
    - c. Check for improper fitting of front-end cover, damaged radiator grille or bumper, damaged vehicle front. If NG, take appropriate action and then go to the next step.
  8. Check function of ECT sensor.  
Refer to [EC-1390, "Component Inspection"](#).  
If NG, replace ECT sensor and go to the next step.
  9. Check ignition timing. Refer to [EC-1291, "Basic Inspection"](#).  
Make sure that ignition timing is 15°±5° at idle.  
If NG, refer to [EC-1291, "Basic Inspection"](#), and then recheck.

## WITH GST

1. Check the coolant level and mixture ratio (using coolant tester) in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level and mixture ratio.**
  - If the coolant level in the reservoir and/or radiator is below the proper range, and go to [EC-1466, "Diagnostic Procedure"](#).
  - If the coolant mixture ratio is out of the range of 45 to 55%, replace the coolant in the following procedure [MA-23, "Changing Engine Coolant"](#).
- a. Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute like pouring coolant from a kettle. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14, "Anti-freeze Coolant Mixture Ratio"](#).
- b. After refilling coolant, run engine to ensure that no water-flow noise is emitted.

## DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

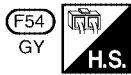
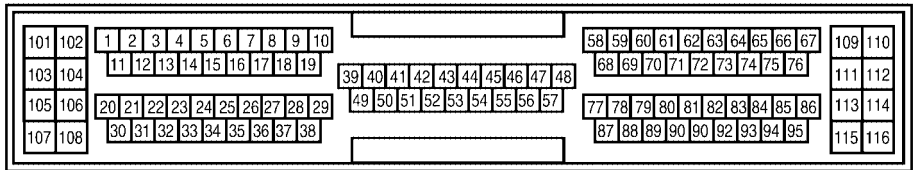
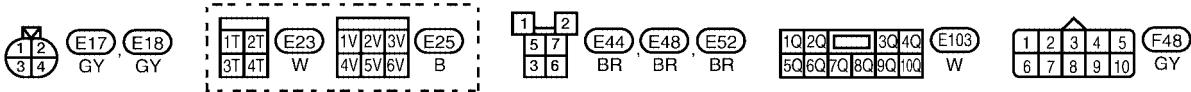
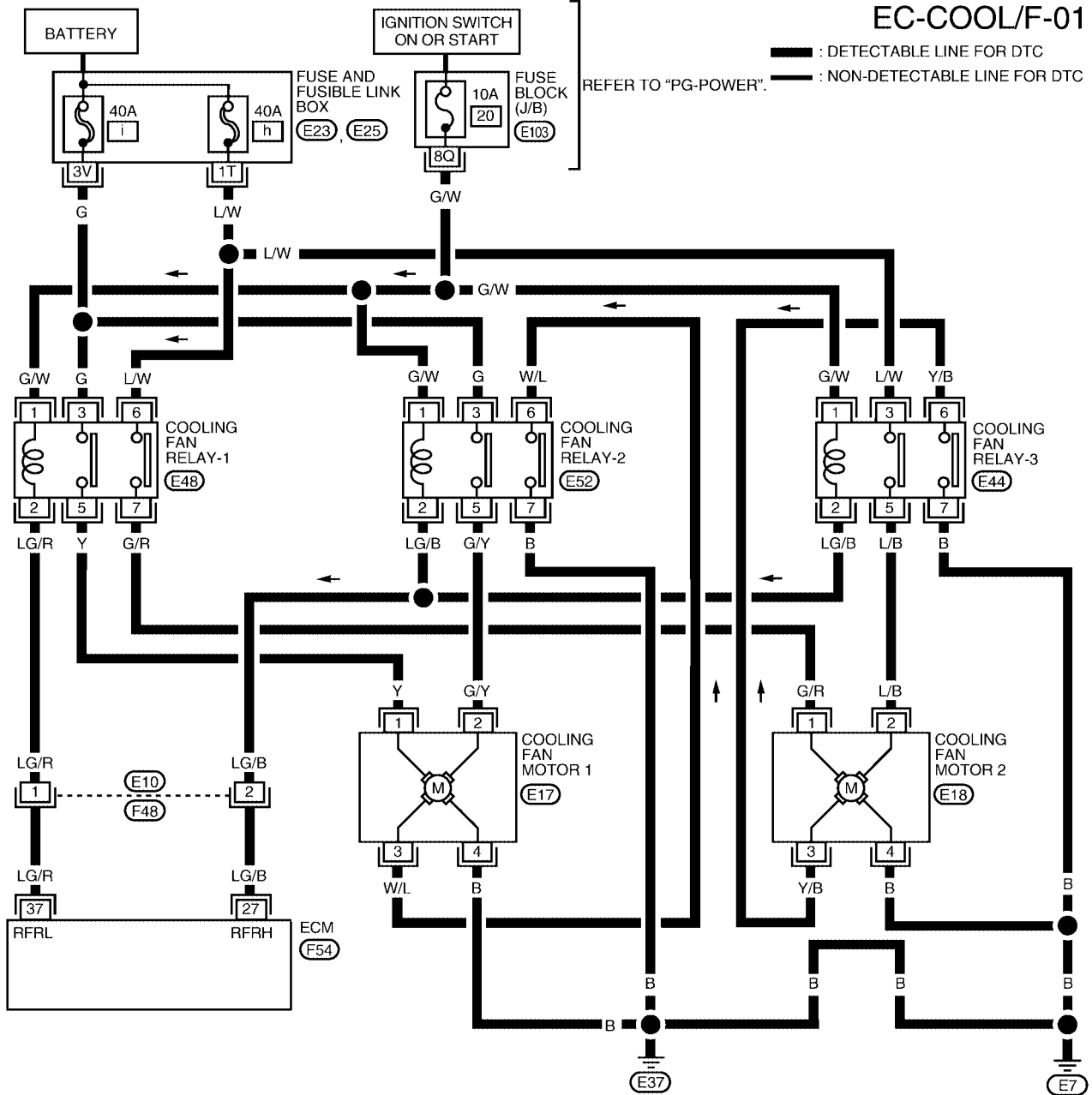
- c. After checking or replacing coolant, go to step 3 below.
2. Ask the customer if engine coolant has been added. If it has been added, go to [EC-1466, "Diagnostic Procedure"](#) . After repair, go to the next step.
3. Start engine and let it idle.
4. Make sure that A/C switch is "OFF" and air conditioner is not operating. If NG, check air conditioner circuit. Refer to [MTC-19, "TROUBLE DIAGNOSIS"](#) . After repair, go to the next step.
5. Turn ignition switch "OFF".
6. Disconnect engine coolant temperature sensor harness connector.
7. Connect 150Ω resistor to engine coolant temperature sensor.
8. Start engine and make sure that cooling fan operates.  
**Be careful not to overheat engine.**  
If NG, go to [EC-1466, "Diagnostic Procedure"](#) . After repair, go to the next step.
9. Check for blocked coolant passage.
  - a. Warm up engine to normal operating temperature, then grasp radiator upper hose and lower hose and make sure that coolant flows.  
If NG, go to [EC-1466, "Diagnostic Procedure"](#) . After repair, go to the next step.  
**Be extremely careful not to touch any moving or adjacent parts.**
10. Check for blocked radiator air passage.
  - a. When market fog lamps have been installed, check for damaged fans and clogging in the condenser and radiator.
  - b. Check the front end for clogging caused by insects or debris.
  - c. Check for improper fitting of front-end cover, damaged radiator grille or bumper, damaged vehicle front.  
If NG, take appropriate action and then go to the next step.
11. Check function of ECT sensor.  
Refer to [EC-1390, "Component Inspection"](#) .  
If NG, replace ECT sensor and go to the next step.
12. Check ignition timing. Refer to [EC-1291, "Basic Inspection"](#) .  
Make sure that ignition timing is  $15^{\circ} \pm 5^{\circ}$  at idle.  
If NG, refer to [EC-1291, "Basic Inspection"](#) , and then recheck.

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

UBS002C0

## Wiring Diagram



BBWA0431E

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

UBS002C1

## Diagnostic Procedure

### 1. INSPECTION START

Do you have CONSULT-II?

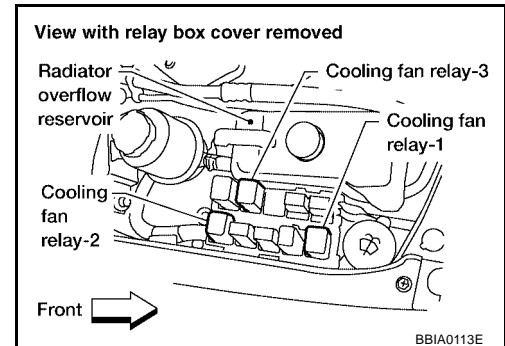
Yes or No

- Yes >> GO TO 2.
- No >> GO TO 4.

### 2. CHECK COOLING FAN LOW SPEED OPERATION

Ⓜ With CONSULT-II

1. Disconnect cooling fan relays-2 and -3.
2. Start engine and let it idle.



3. Select "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II and touch "LOW" on the CONSULT-II screen.
4. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

- OK >> GO TO 3.
- NG >> Check cooling fan low speed control circuit. (Go to [EC-1470, "PROCEDURE A"](#).)

ACTIVE TEST	
COOLING FAN	LOW
MONITOR	
COOLAN TEMP/S	XXX °C

SEF784Z

### 3. CHECK COOLING FAN HIGH SPEED OPERATION

Ⓜ With CONSULT-II

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relays-2 and -3.
3. Start engine and let it idle.
4. Select "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II and touch "HIGH" on the CONSULT-II screen.
5. Make sure that cooling fans-1 and -2 operate at high speed.

OK or NG

- OK >> GO TO 6.
- NG >> Check cooling fan high speed control circuit. (Go to [EC-1472, "PROCEDURE B"](#).)

ACTIVE TEST	
COOLING FAN	HIGH
MONITOR	
COOLAN TEMP/S	XXX °C

SEF785Z

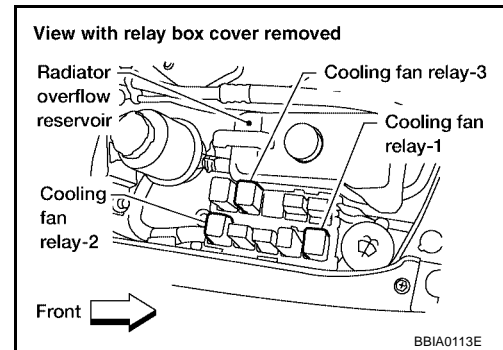
# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

## 4. CHECK COOLING FAN LOW SPEED OPERATION

### ⊗ Without CONSULT-II

1. Disconnect cooling fan relays-2 and -3.
2. Start engine and let it idle.
3. Turn air conditioner switch "ON".
4. Turn blower fan switch "ON".

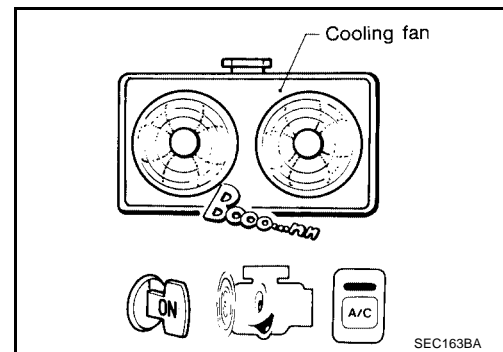


5. Make sure that cooling fans-1 and -2 operate at low speed.

### OK or NG

OK >> GO TO 5.

NG >> Check cooling fan low speed control circuit. (Go to [EC-1470, "PROCEDURE A"](#).)



## 5. CHECK COOLING FAN HIGH SPEED OPERATION

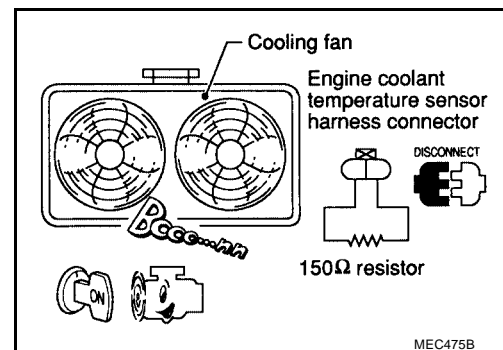
### ⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relays-2 and -3.
3. Turn air conditioner switch and blower fan switch "OFF".
4. Disconnect engine coolant temperature sensor harness connector.
5. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
6. Restart engine and make sure that cooling fans-1 and -2 operate at high speed.

### OK or NG

OK >> GO TO 6.

NG >> Check cooling fan high speed control circuit. (Go to [EC-1472, "PROCEDURE B"](#).)





## 6. CHECK COOLING SYSTEM FOR LEAK

Apply pressure to the cooling system with a tester, and check if the pressure drops.

**Testing pressure: 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)**

**CAUTION:**

Higher than the specified pressure may cause radiator damage.

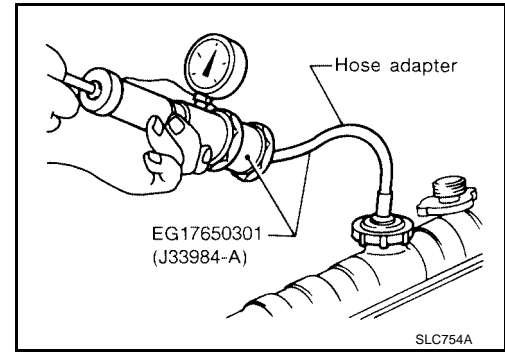
**Pressure should not drop.**

OK or NG

OK >> GO TO 7.

NG >> Check the following for leak.

- Hose
  - Radiator
  - Water pump
- Refer to [CO-26, "WATER PUMP"](#) .



## 7. CHECK RADIATOR CAP

Apply pressure to cap with a tester.

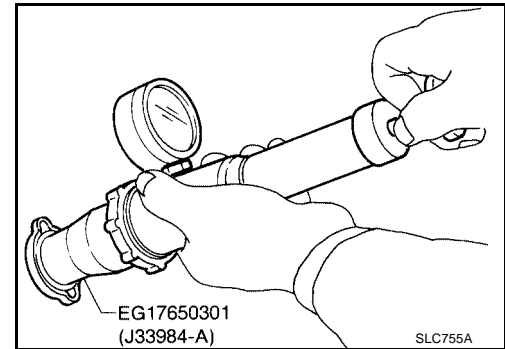
**Radiator cap relief pressure:**

**59 - 98 kPa (0.6 - 1.0 kg/cm<sup>2</sup> , 9 - 14 psi)**

OK or NG

OK >> GO TO 8.

NG >> Replace radiator cap.



## 8. CHECK THERMOSTAT

1. Check valve seating condition at normal room temperatures.  
**It should seat tightly.**
2. Check valve opening temperature and valve lift.

**Valve opening temperature: 82°C (180°F) [standard]**

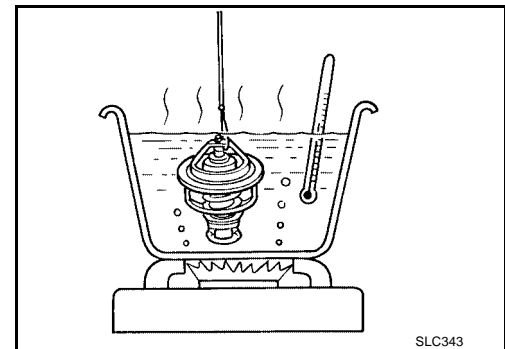
**Valve lift: More than 8 mm/95°C (0.31 in/203°F)**

3. Check if valve is closed at 5°C (9°F) below valve opening temperature.  
For details, refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace thermostat.



## 9. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1390, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace engine coolant temperature sensor.

---

**10. CHECK MAIN 12 CAUSES**

---

If the cause cannot be isolated, go to [EC-1473, "Main 12 Causes of Overheating"](#) .

**>> INSPECTION END**

A

**EC**

C

D

E

F

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H

I

J

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L

M

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

## PROCEDURE A

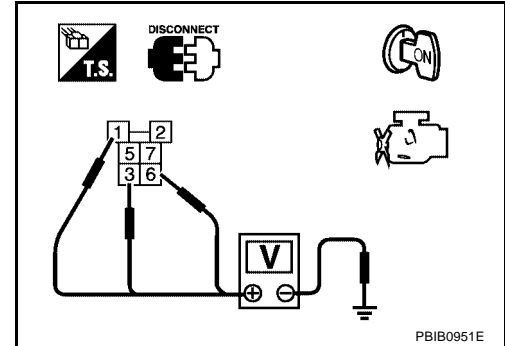
### 1. CHECK POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-1.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector E103
- 40A fusible links
- Fuse and fusible link box connectors E23, E25
- Harness for open or short between cooling fan relay-1 and fuse
- Harness for open or short between cooling fan relay-1 and fusible links

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK COOLING FAN MOTORS CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 1, cooling fan motor-1 terminal 4 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

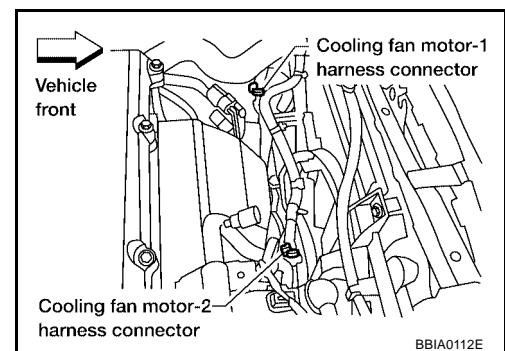
4. Also check harness for short to ground and short to power.
5. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 1, cooling fan motor-2 terminal 4 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



---

#### 4. CHECK OUTPUT SIGNAL CIRCUIT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 37 and cooling fan relay-1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

---

#### 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-1 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

#### 6. CHECK COOLING FAN RELAY-1

---

Refer to [EC-1474, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace cooling fan relay.

---

#### 7. CHECK COOLING FAN MOTORS-1 AND -2

---

Refer to [EC-1474, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace cooling fan motors.

---

#### 8. CHECK INTERMITTENT INCIDENT

---

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

## PROCEDURE B

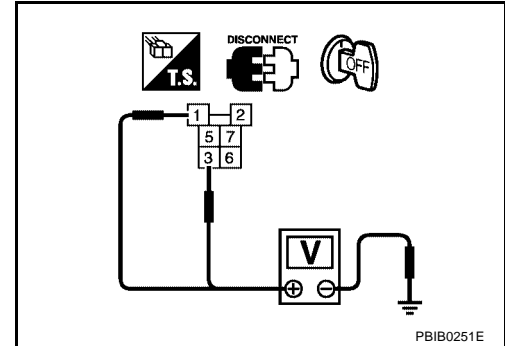
### 1. CHECK POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relays-2 and -3.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relays-2 and -3 terminals 1, 3 and body ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between cooling fan relays-2 and -3 and fuse
- Harness for open or short between cooling fan relays-2 and -3 and fusible links

>> Repair harness or connectors.

### 3. CHECK COOLING FAN MOTORS CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between the following;  
cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 2,  
cooling fan relay-2 terminal 6 and cooling fan motor-1 terminal 3,  
cooling fan relay-2 terminal 7 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

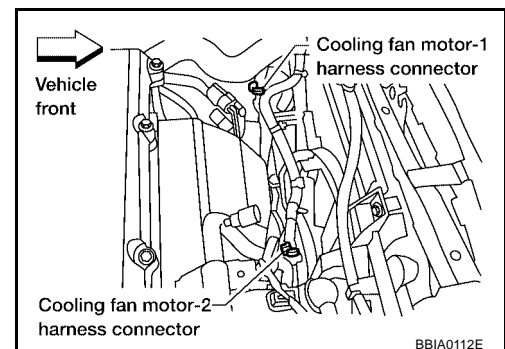
4. Also check harness for short to ground and short to power.
5. Check harness continuity between the following;  
cooling fan relay-3 terminal 5 and cooling fan motor-2 terminal 2,  
cooling fan relay-3 terminal 6 and cooling fan motor-2 terminal 3,  
cooling fan relay-3 terminal 7 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 4. CHECK OUTPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 27 and cooling fan relay-2 terminal 2, cooling fan relay-3 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK    >> GO TO 6.  
NG    >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relays-2, -3 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK COOLING FAN RELAYS-2 AND -3

Refer to [EC-1474, "COOLING FAN RELAYS-1, -2 AND -3"](#) .

OK or NG

- OK    >> GO TO 7.  
NG    >> Replace cooling fan relays.

## 7. CHECK COOLING FAN MOTORS

Refer to [EC-1474, "COOLING FAN MOTORS-1 AND -2"](#) .

OK or NG

- OK    >> GO TO 8.  
NG    >> Replace cooling fan motors.

## 8. CHECK INTERMITTENT INCIDENT

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Main 12 Causes of Overheating

UBS002C2

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> <li>● Blocked radiator</li> <li>● Blocked condenser</li> <li>● Blocked radiator grille</li> <li>● Blocked bumper</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	No blocking	—
	2	<ul style="list-style-type: none"> <li>● Coolant mixture</li> </ul>	<ul style="list-style-type: none"> <li>● Coolant tester</li> </ul>	50 - 50% coolant mixture	See <a href="#">MA-14, "Anti-freeze Coolant Mixture Ratio"</a> .
	3	<ul style="list-style-type: none"> <li>● Coolant level</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	Coolant up to MAX level in reservoir tank and radiator filler neck	See <a href="#">MA-23, "Changing Engine Coolant"</a> .
	4	<ul style="list-style-type: none"> <li>● Radiator cap</li> </ul>	<ul style="list-style-type: none"> <li>● Pressure tester</li> </ul>	59 - 98 kPa (0.6 - 1.0 kg/cm <sup>2</sup> , 9 - 14 psi) (Limit)	See <a href="#">CO-34, "CHECKING RADIATOR CAP"</a> .

# DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

[QR25DE]

Engine	Step	Inspection item	Equipment	Standard	Reference page
ON*2	5	● Coolant leaks	● Visual	No leaks	See <a href="#">CO-24, "CHECKING COOLING SYSTEM FOR LEAKS"</a> .
ON*2	6	● Thermostat	● Touch the upper and lower radiator hoses	Both hoses should be hot	See <a href="#">CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"</a> , and <a href="#">CO-30, "RADIATOR"</a> .
ON*1	7	● Cooling fan	● CONSULT-II	Operating	See trouble diagnosis for DTC P0217 ( <a href="#">EC-1461</a> ) .
OFF	8	● Combustion gas leak	● Color checker chemical tester 4 Gas analyzer	Negative	—
ON*3	9	● Coolant temperature gauge	● Visual	Gauge less than 3/4 when driving	—
		● Coolant overflow to reservoir tank	● Visual	No overflow during driving and idling	
OFF*4	10	● Coolant return from reservoir tank to radiator	● Visual	Should be initial level in reservoir tank	See <a href="#">CO-24, "CHECKING RESERVOIR LEVEL"</a> .
OFF	11	● Cylinder head	● Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	See <a href="#">EM-145, "CYLINDER HEAD"</a> .
	12	● Cylinder block and pistons	● Visual	No scuffing on cylinder walls or piston	See <a href="#">EM-145, "CYLINDER HEAD"</a> .

\*1: Turn the ignition switch ON.

\*2: Engine running at 3,000 rpm for 10 minutes.

\*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

\*4: After 60 minutes of cool down time.

For more information, refer to [CO-22, "OVERHEATING CAUSE ANALYSIS"](#) .

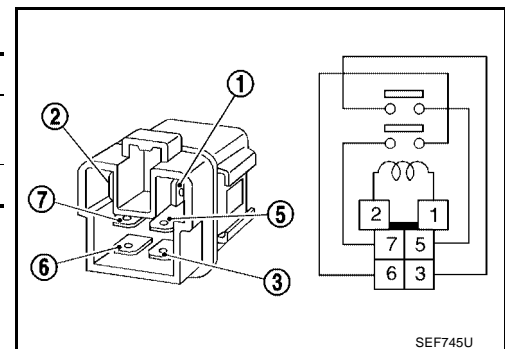
## Component Inspection COOLING FAN RELAYS-1, -2 AND -3

UBS002C3

Check continuity between terminals 3 and 5, 6 and 7.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



SEF745U

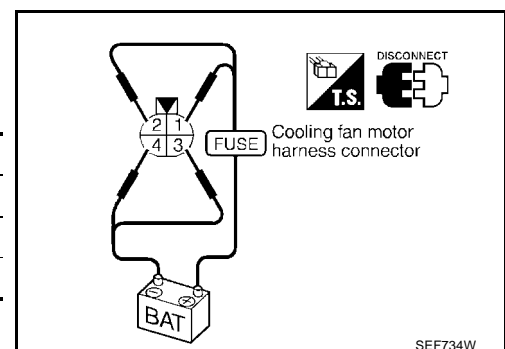
## COOLING FAN MOTORS-1 AND -2

1. Disconnect cooling fan motor harness connectors.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor	Low	1	4
	High	1, 2	3, 4

**Cooling fan motor should operate.**

If NG, replace cooling fan motor.



SEF734W

DTC P0222, P0223 TP SENSOR

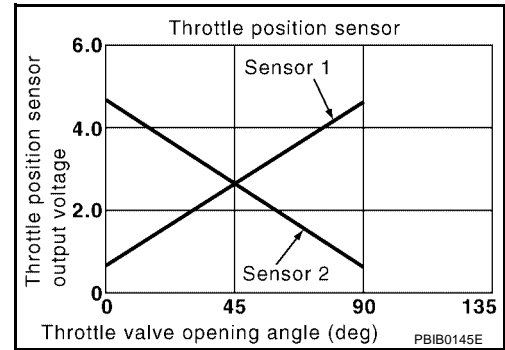
PF1:16119

Component Description

UBS0055P

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



CONSULT-II Reference Value in Data Monitor Mode

UBS0055Q

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever: D (A/T model) 1st (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
THRTL SEN2★		Accelerator pedal: Fully depressed	Less than 4.75V

★: Throttle position sensor2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

UBS0055R

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222 0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The TP sensor 1 circuit is open or shorted.)</li> <li>Electric throttle control actuator (TP sensor 1)</li> </ul>
P0223 0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sensor 1 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

UBS0055S

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.



# DTC P0222, P0223 TP SENSOR

[QR25DE]

## WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1478, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

Follow the procedure "WITH CONSULT-II" above.



# DTC P0222, P0223 TP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
65	R	Sensors' power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
73	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position: "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position: "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V
74	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position: "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position: "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V

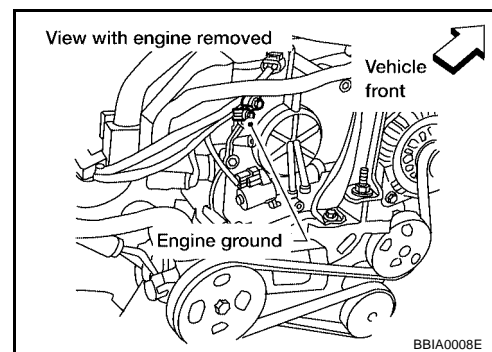
## Diagnostic Procedure

UBS0055U

### 1. RETIGHTEN GROUND SCREWS

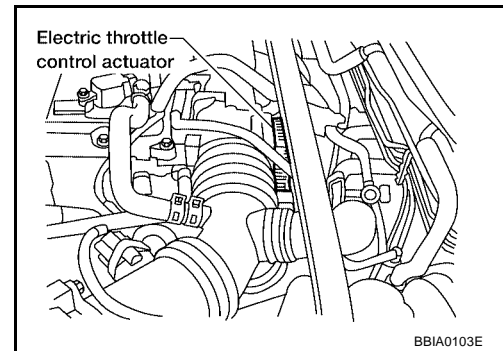
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

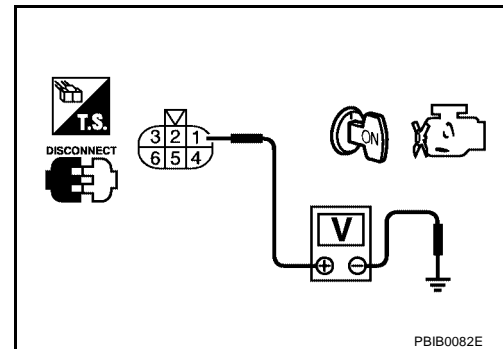


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between electric throttle control actuator and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between electric throttle control actuator terminal 5 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-2
- Harness for open or short between electric throttle control actuator and ECM
- Harness for open or short between electric throttle control actuator and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 73 and electric throttle control actuator terminal 4. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-1480, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

**8. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

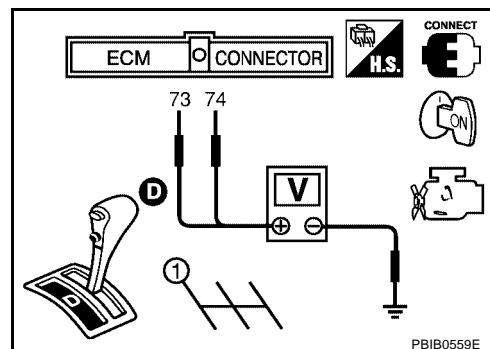
**Component Inspection  
THROTTLE POSITION SENSOR**

UBS0055V

1. Reconnect all harness connectors disconnected.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 73 (TP sensor 1), 74 (TP sensor 2) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
73 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
74 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-1255, "Idle Air Volume Learning"](#) .



**Removal and Installation  
ELECTRIC THROTTLE CONTROL ACTUATOR**

UBS0055W

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

# DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

[QR25DE]

## DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

PF0:0000

### On Board Diagnosis Logic

UBS002D0

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input Signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**  
 On the first trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.  
 When a misfire condition occurs, the ECM monitors the CKP sensor (POS) signal every 200 engine revolutions for a change.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.  
 If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.  
 When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.  
 If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- Two Trip Detection Logic (Exhaust quality deterioration)**  
 For misfire conditions that will not damage the TWC (but will affect vehicle emissions), the MIL will only light when the misfire is detected on a second trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.  
 A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300 0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	<ul style="list-style-type: none"> <li>● Improper spark plug</li> <li>● Insufficient compression</li> </ul>
P0301 0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	<ul style="list-style-type: none"> <li>● Incorrect fuel pressure</li> <li>● The injector circuit is open or shorted</li> </ul>
P0302 0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	<ul style="list-style-type: none"> <li>● Fuel injectors</li> <li>● Intake air leak</li> </ul>
P0303 0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	<ul style="list-style-type: none"> <li>● The ignition signal circuit is open or shorted</li> </ul>
P0304 0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	<ul style="list-style-type: none"> <li>● Lack of fuel</li> <li>● Drive plate or flywheel</li> <li>● Heated oxygen sensor 1</li> <li>● Incorrect PCV hose connection</li> </ul>

### DTC Confirmation Procedure

UBS002D1

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

- Turn ignition switch "ON", and select "DATA MONITOR" mode with CONSULT-II.
- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.

# DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

[QR25DE]

- Start engine again and drive at 1,500 to 3,000 rpm for at least 3 minutes.  
**Hold the accelerator pedal as steady as possible.**  
**NOTE:**  
**Refer to the freeze frame data for the test driving conditions.**
- If 1st trip DTC is detected, go to [EC-1482, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

## Diagnostic Procedure

UBS002D2

### 1. CHECK FOR INTAKE AIR LEAK

- Start engine and run it at idle speed.
- Listen for the sound of the intake air leak.
- Check PCV hose connection.

OK or NG

- OK >> GO TO 2.  
NG >> Discover air leak location and repair.

### 2. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace it.

## 3. PERFORM POWER BALANCE TEST

### With CONSULT-II

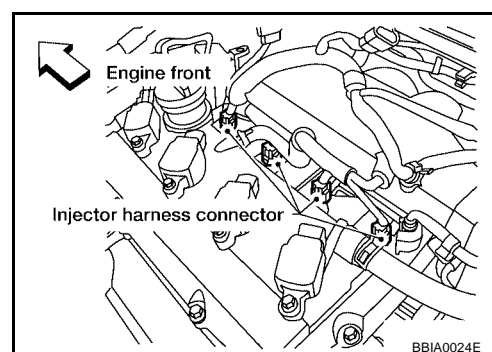
1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.
2. Is there any cylinder which does not produce a momentary engine speed drop?

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

### Without CONSULT-II

When disconnecting each injector harness connector one at a time, is there any cylinder which does not produce a momentary engine speed drop?



#### Yes or No

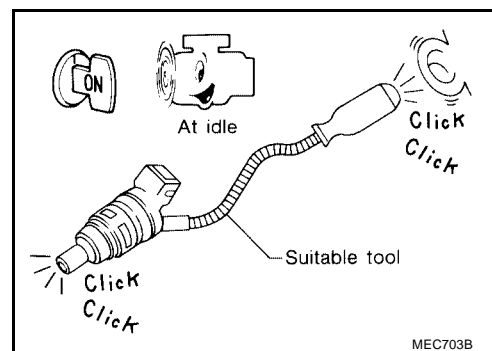
- Yes >> GO TO 4.
- No >> GO TO 7.

## 4. CHECK INJECTOR

Does each injector make an operating sound at idle?

#### Yes or No

- Yes >> GO TO 5.
- No >> Check injector(s) and circuit(s). Refer to [EC-1796](#), "[INJECTOR CIRCUIT](#)".



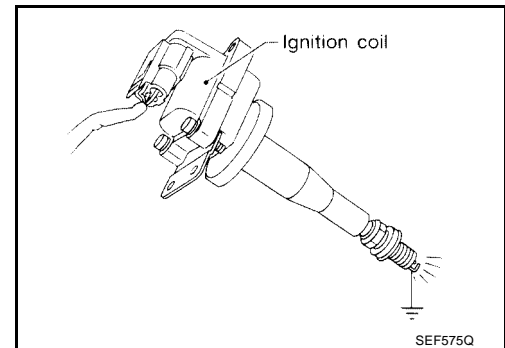


## 5. CHECK IGNITION SPARK

1. Disconnect ignition coil assembly from rocker cover.
2. Connect a known good spark plug to the ignition coil assembly.
3. Place end of spark plug against a suitable ground and crank engine.
4. Check for spark.

### OK or NG

- OK >> GO TO 6.  
NG >> Check ignition coil, power transistor and their circuits.  
Refer to [EC-1777, "IGNITION SIGNAL"](#) .

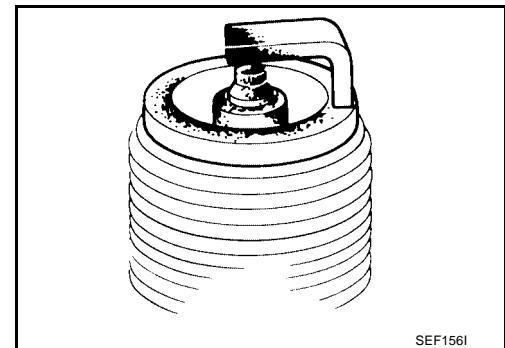


## 6. CHECK SPARK PLUGS

Remove the spark plugs and check for fouling, etc.

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-27, "Changing Spark Plugs \(Double Platinum - Tipped Type\)"](#) .



## 7. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [EM-145, "CHECKING COMPRESSION PRESSURE"](#) .

<b>Standard:</b>	<b>1,190 kPa (12.1 kg/cm<sup>2</sup> , 172 psi)/250 rpm</b>
<b>Minimum:</b>	<b>990 kPa (10.1 kg/cm<sup>2</sup> , 144 psi)/250 rpm</b>
<b>Difference between each cylinder:</b>	<b>98 kPa (1.0 kg/cm<sup>2</sup> , 14 psi)/250 rpm</b>

### OK or NG

- OK >> GO TO 8.  
NG >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

## 8. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
3. Install fuel pressure gauge and check fuel pressure. Refer to [EC-1257, "Fuel Pressure Check"](#) .

**At idle: Approx. 350 kPa (3.57 kg/cm<sup>2</sup> , 51 psi)**

### OK or NG

- OK >> GO TO 9.  
NG >> Follow the construction of "FUEL PRESSURE CHECK".

## 9. CHECK IGNITION TIMING

Check the following items. Refer to [EC-1291, "Basic Inspection"](#) .

Items	Specifications	
Target idle speed	A/T	700 ± 50 rpm (in "P" or "N" position)
	M/T	700 ± 50 rpm
Ignition timing	A/T	15 ± 5° BTDC (in "P" or "N" position)
	M/T	15 ± 5° BTDC

OK or NG

- OK >> GO TO 10.
- NG >> Follow the "Basic Inspection".

## 10. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-1410, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

## 11. CHECK MASS AIR FLOW SENSOR

 **With CONSULT-II**

Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT-II.

- 1.4 - 4.0 g-m/sec: at idling**
- 4.0 - 10.0 g-m/sec: at 2,500 rpm**

 **With GST**

Check mass air flow sensor signal in MODE 1 with GST.

- 1.4 - 4.0 g-m/sec: at idling**
- 4.0 - 10.0 g-m/sec: at 2,500 rpm**

OK or NG

- OK >> GO TO 12.
- NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to [EC-1375, "DTC P0102, P0103 MAF SENSOR"](#) .

## 12. CHECK SYMPTOM MATRIX CHART

Check items on the rough idle symptom in [EC-1295, "Symptom Matrix Chart"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Repair or replace.

## 13. ERASE THE 1ST TRIP DTC

Some tests may cause a 1st trip DTC to be set.

Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

>> GO TO 14.

## 14. CHECK INTERMITTENT INCIDENT

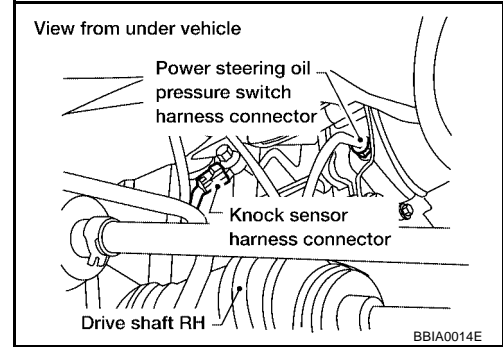
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**DTC P0327, P0328 KS**

**Component Description**

The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.



**On Board Diagnosis Logic**

The MIL will not light for knock sensor malfunction.

DTC No.	Trouble Diagnosis Name	DTC Detected Condition	Possible Cause
P0327 0327	Knock sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Knock sensor</li> </ul>
P0328 0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

**DTC Confirmation Procedure**

**NOTE:**

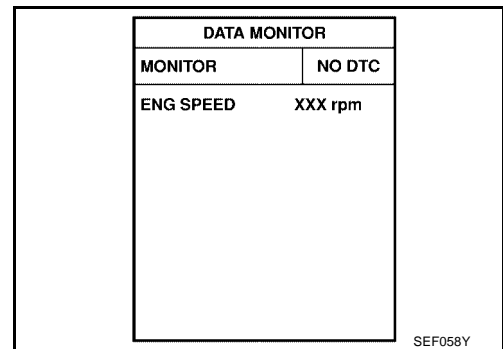
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and run it for at least 5 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-1488, "Diagnostic Procedure"](#).



**WITH GST**

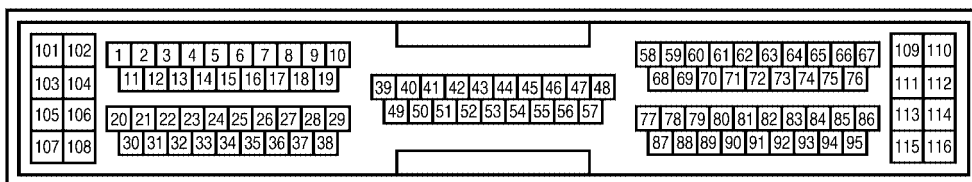
Follow the procedure "WITH CONSULT-II" above.

Wiring Diagram

EC-KS-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
82	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V

**Diagnostic Procedure**

UBS002D7

**1. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-I**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check resistance between ECM terminal 82 and engine ground. Refer to Wiring Diagram.

**NOTE:**

It is necessary to use an ohmmeter which can measure more than 10 MΩ.

**Resistance: Approximately 530 - 590kΩ [at 20°C (68°F)]**

4. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 4.  
NG >> GO TO 2.

**2. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-II**

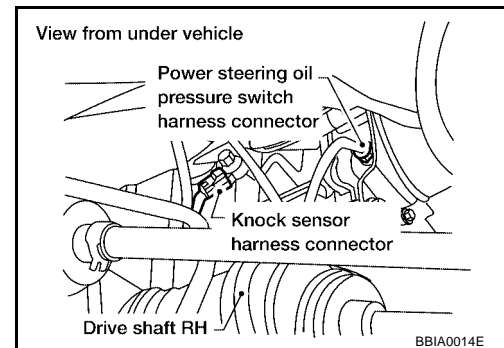
1. Disconnect knock sensor harness connector.
2. Check harness continuity between ECM terminal 82 and knock sensor terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 3.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**3. CHECK KNOCK SENSOR**

Refer to [EC-1489, "Component Inspection"](#).

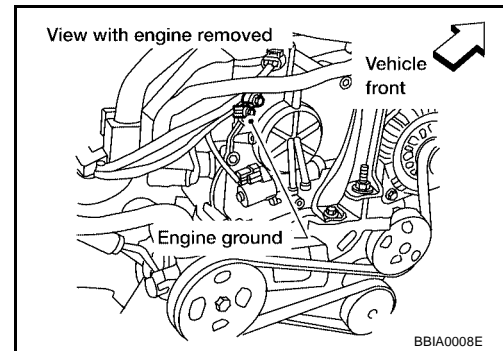
**OK or NG**

- OK >> GO TO 5.  
NG >> Replace knock sensor.

## 4. RETIGHTEN GROUND SCREWS

Loosen and retighten engine ground screws.

>> GO TO 5.



## 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection KNOCK SENSOR

Check resistance between knock sensor terminal 1 and ground.

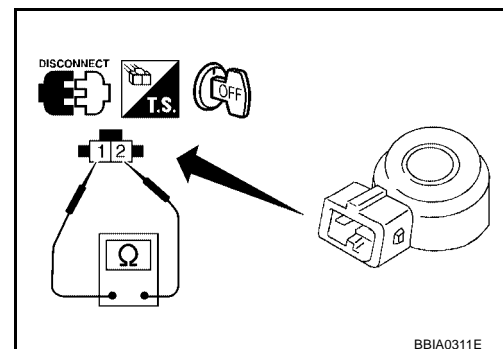
#### NOTE:

It is necessary to use an ohmmeter which can measure more than 10 M $\Omega$ .

**Resistance: Approximately 530 - 590k $\Omega$  [at 20°C (68°F)]**

#### CAUTION:

Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.



### Removal and Installation KNOCK SENSOR

Refer to [EM-160, "CYLINDER BLOCK"](#) .

## DTC P0335 CKP SENSOR (POS)

PFP:23731

### Component Description

UBS002DA

The crankshaft position sensor (POS) is located on the oil pan facing the gear teeth (cogs) of the signal plate. It detects the fluctuation of the engine revolution.

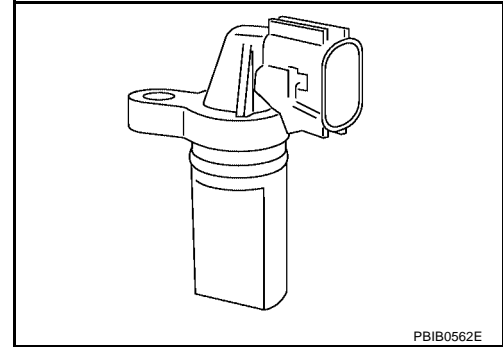
The sensor consists of a permanent magnet and Hall IC.

When the engine is running, the high and low parts of the teeth cause the gap with the sensor change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002DB

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED-	<ul style="list-style-type: none"> <li>● Tachometer: Connect</li> <li>● Run engine and compare tachometer indication with the CONSULT-II value.</li> </ul>	Almost the same speed as the CONSULT-II value.

### On Board Diagnosis Logic

UBS002DC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335 0335	Crankshaft position sensor (POS) circuit	<ul style="list-style-type: none"> <li>● The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.</li> <li>● The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.</li> <li>● The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Crankshaft position sensor (POS)</li> <li>● Signal plate</li> </ul>

### DTC Confirmation Procedure

UBS002DD

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

**Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch "ON".**

#### WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-1492, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.





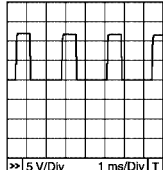
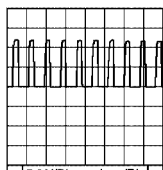
# DTC P0335 CKP SENSOR (POS)

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
62 (With- out NVIS) 71 (With NVIS)	R	Crankshaft position sensor (POS)	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>Approximately 3V★</p>  <p>PBIB0527E</p>
			<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>Approximately 3V★</p>  <p>PBIB0528E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

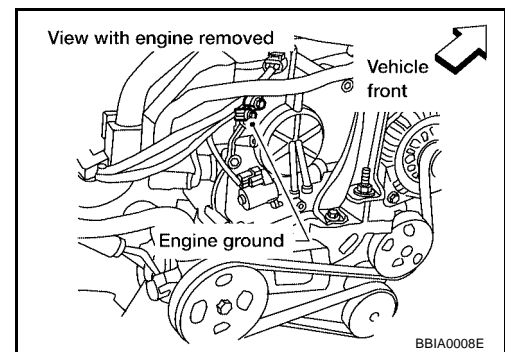
## Diagnostic Procedure

UBS002DF

### 1. RETIGHTEN GROUND SCREWS

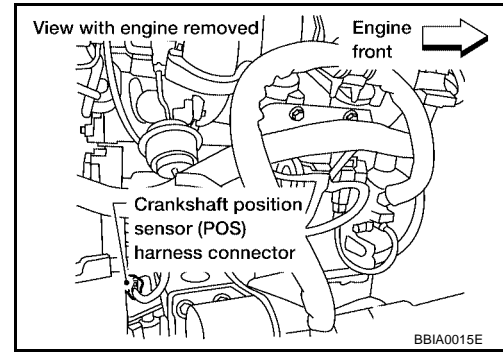
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT

1. Disconnect crankshaft position (CKP) sensor (POS) harness connector.
2. Turn ignition switch "ON".



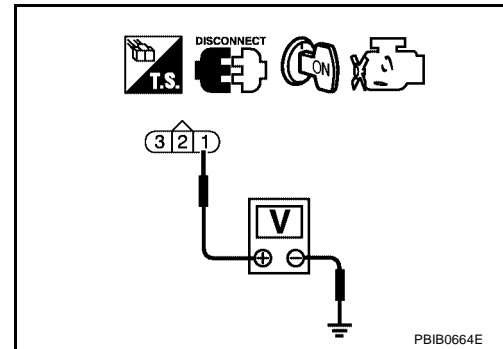
3. Check voltage between CKP sensor (POS) terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between crankshaft position sensor (POS) and ECM
- Harness for open or short between crankshaft position sensor (POS) and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK CKP (POS) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between CKP sensor (POS) terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open or short between crankshaft position sensor (POS) and engine ground

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 62 or 71 and CKP sensor (POS) terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK CRANKSHAFT POSITION SENSOR (POS)**

Refer to [EC-1494, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace crankshaft position sensor (POS).

**8. CHECK GEAR TOOTH**

Visually check for chipping signal plate gear tooth.

OK or NG

OK >> GO TO 9.

NG >> Replace the signal plate.

**9. CHECK INTERMITTENT INCIDENT**

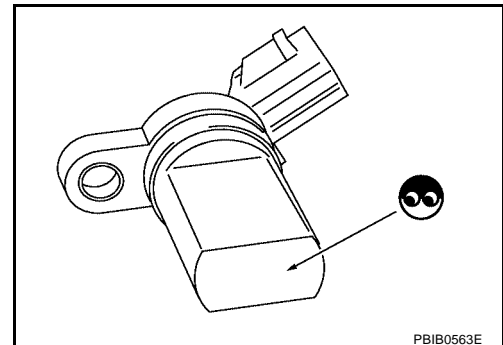
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

### Component Inspection CRANKSHAFT POSITION SENSOR (POS)

UBS002DG

1. Loosen the fixing bolt of the sensor.
2. Disconnect crankshaft position sensor (POS) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.



PBIB0563E

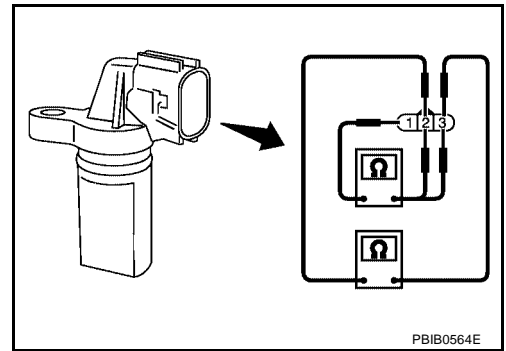
# DTC P0335 CKP SENSOR (POS)

[QR25DE]

5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
1 (+) - 2 (-)	Except 0 or $\infty$
1 (+) - 3 (-)	
2 (+) - 3 (-)	

6. If NG, replace crankshaft position sensor (POS).



## Removal and Installation CRANKSHAFT POSITION SENSOR (POS)

Refer to [EM-160, "CYLINDER BLOCK"](#) .

A  
EC  
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L  
M

## DTC P0340 CMP SENSOR (PHASE)

PFP:23731

### Component Description

UBS002DI

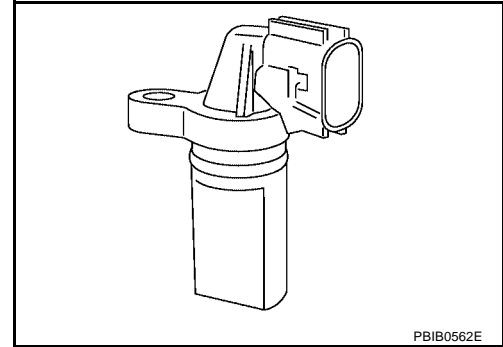
The camshaft position sensor (PHASE) senses the retraction with intake valve camshaft to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position. When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

The sensor consists of a permanent magnet and Hall IC.

When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.



PBIB0562E

### On Board Diagnosis Logic

UBS002DJ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340 0340	Camshaft position sensor (PHASE) circuit	<ul style="list-style-type: none"> <li>● The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.</li> <li>● The cylinder No. signal is not set to ECM during engine running.</li> <li>● The cylinder No. signal is not in the normal pattern during engine running.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Camshaft position sensor (PHASE)</li> <li>● Camshaft (Intake)</li> <li>● Starter motor (Refer to <a href="#">SC-9</a> .)</li> <li>● Starting system circuit (Refer to <a href="#">SC-9</a> .)</li> <li>● Dead (Weak) battery</li> </ul>

### DTC Confirmation Procedure

UBS002DK

**NOTE:**

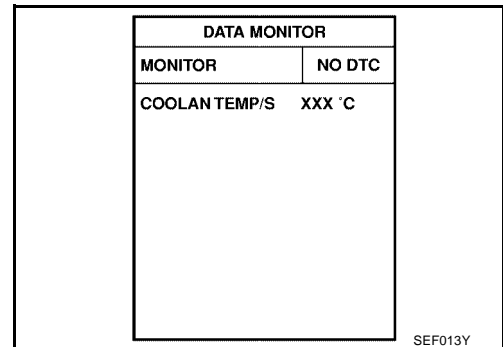
If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch “ON”.**

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
4. If 1st trip DTC is detected, go to [EC-1498, "Diagnostic Procedure"](#) .  
If 1st trip DTC is not detected, go to next step.
5. Maintaining engine speed at more than 800 rpm for at least 5 seconds.
6. If 1st trip DTC is detected, go to [EC-1498, "Diagnostic Procedure"](#) .



SEF013Y

**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

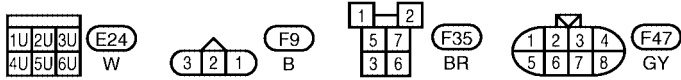
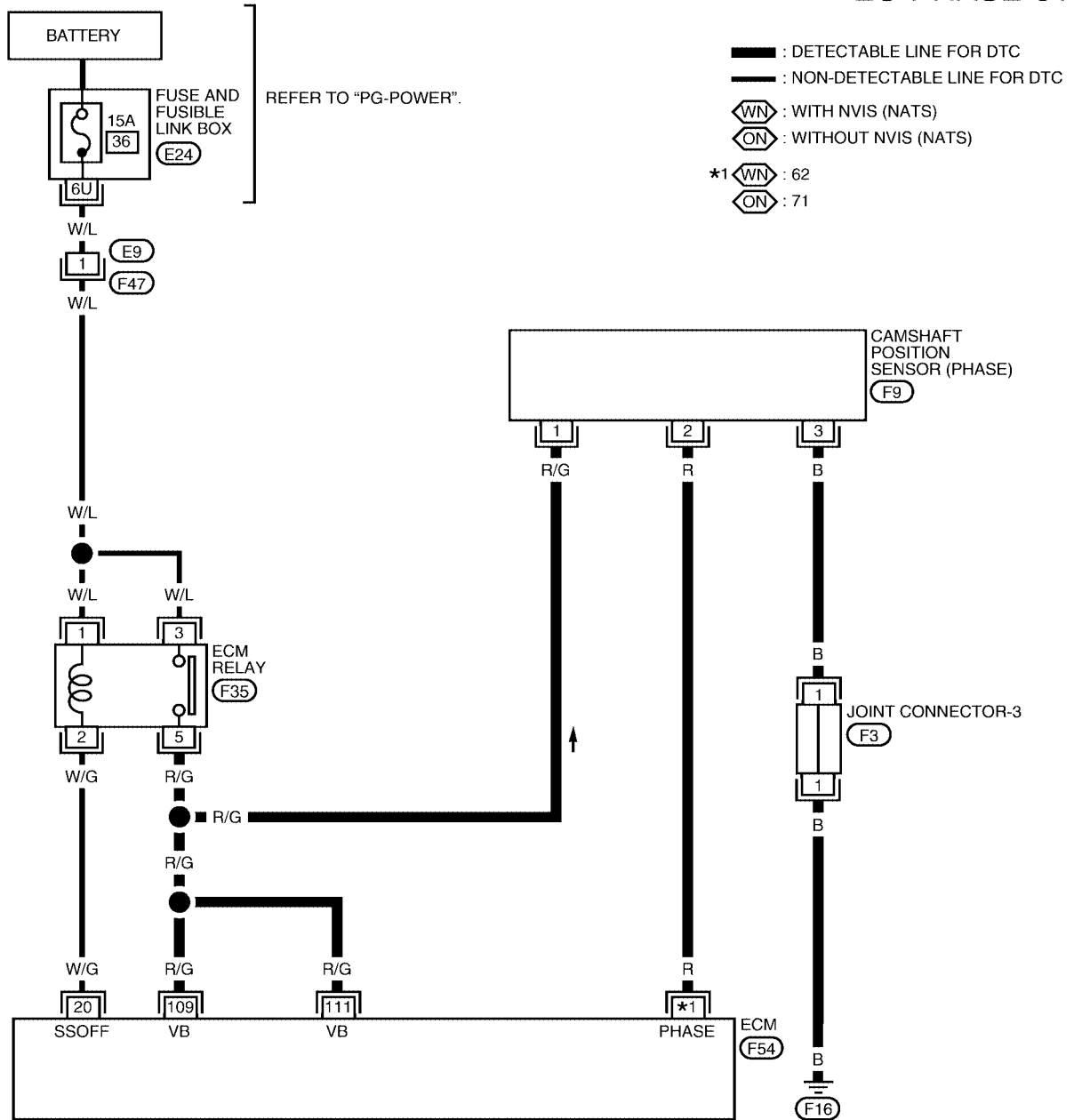
# DTC P0340 CMP SENSOR (PHASE)

[QR25DE]

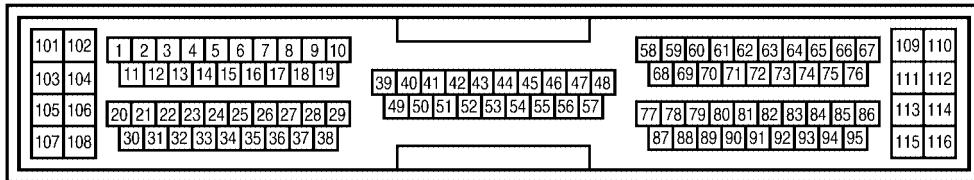
UBS002DL

## Wiring Diagram

### EC-PHASE-01



REFER TO THE FOLLOWING.  
F3 - JOINT CONNECTOR



BBWA0223E

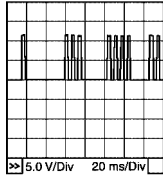
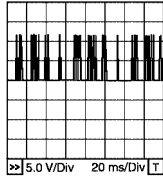
# DTC P0340 CMP SENSOR (PHASE)

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
62 (With NVIS) 71 (With-out NVIS)	R	Camshaft position sensor (PHASE)	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>1.0 - 4.0V★</p>  <p>5.0 V/Div 20 ms/Div</p> <p>PBIB0525E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>1.0 - 4.0V★</p>  <p>5.0 V/Div 20 ms/Div T</p> <p>PBIB0526E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002DM

### 1. CHECK STARTING SYSTEM

Turn ignition switch to "START" position.

**Does the engine turn over?**

**Does the starter motor operate?**

Yes or No

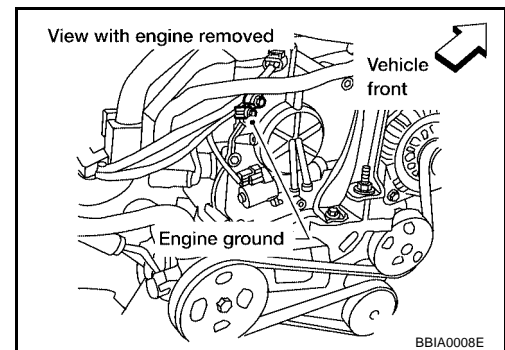
Yes >> GO TO 2.

No >> Check starting system. (Refer to [SC-9, "STARTING SYSTEM"](#) .)

### 2. RETIGHTEN GROUND SCREWS

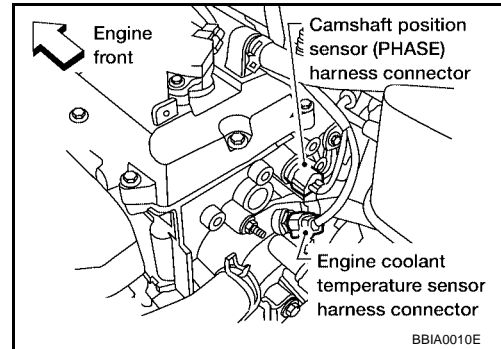
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 3.



### 3. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY CIRCUIT

1. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
2. Turn ignition switch "ON".



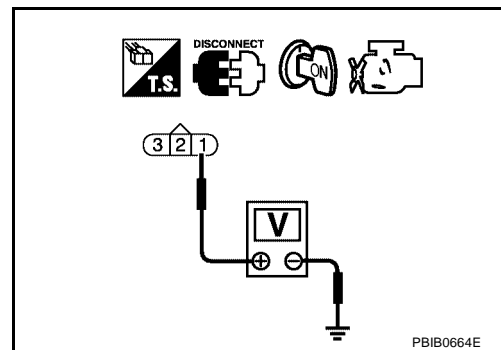
3. Check voltage between CMP sensor (PHASE) terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



### 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between camshaft position sensor (PHASE) and ECM
- Harness for open or short between camshaft position sensor (PHASE) and ECM relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 5. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between CMP sensor (PHASE) terminal 3 and engine ground.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open or short between camshaft position sensor (PHASE) and engine ground

>> Repair open circuit or short to power in harness or connectors.



## 7. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 62 or 71 and CMP sensor (PHASE) terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-1500, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace camshaft position sensor (PHASE).

## 9. CHECK CAMSHAFT (INTAKE)

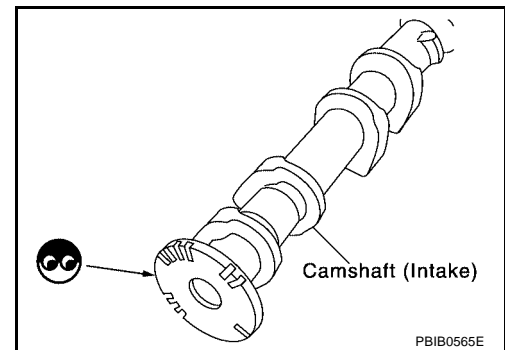
Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

OK or NG

OK >> GO TO 10.

NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



## 10. CHECK INTERMITTENT INCIDENT

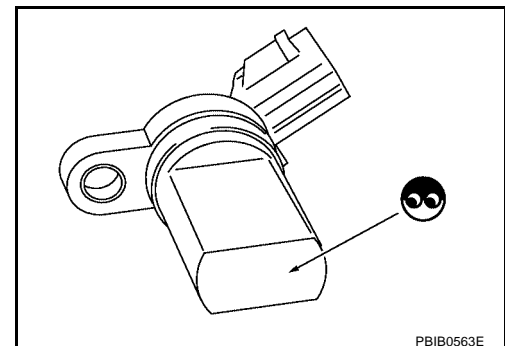
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection CAMSHAFT POSITION SENSOR (PHASE)

UBS002DN

1. Loosen the fixing bolt of the sensor.
2. Disconnect camshaft position sensor (PHASE) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.

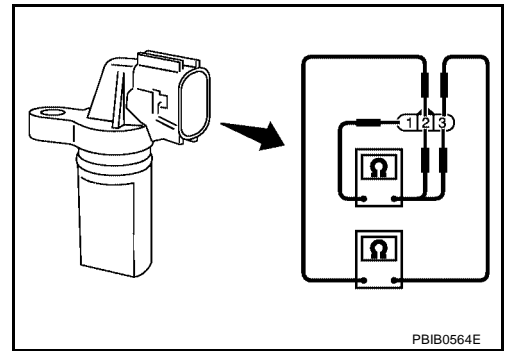


# DTC P0340 CMP SENSOR (PHASE)

[QR25DE]

5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance $\Omega$ [at 25°C (77°F)]
1 (+) - 2 (-)	Except 0 or $\infty$
1 (+) - 3 (-)	
2 (+) - 3 (-)	



## Removal and Installation CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EM-123, "CAMSHAFT"](#) .

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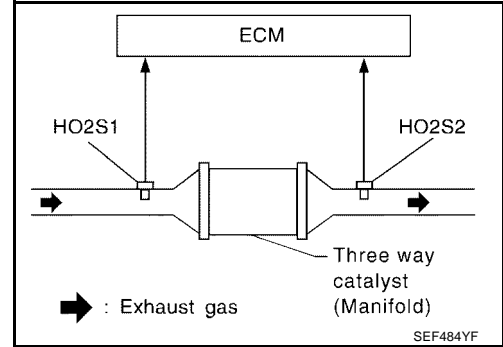
## DTC P0420 THREE WAY CATALYST FUNCTION

### On Board Diagnosis Logic

The ECM monitors the switching frequency ratio of heated oxygen sensors 1 and 2.

A three way catalyst (Manifold) with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of heated oxygen sensors 1 and 2 approaches a specified limit value, the three way catalyst (Manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0420 0420	Catalyst system efficiency below threshold	<ul style="list-style-type: none"> <li>● Three way catalyst (Manifold) does not operate properly.</li> <li>● Three way catalyst (Manifold) does not have enough oxygen storage capacity.</li> </ul>	<ul style="list-style-type: none"> <li>● Three way catalyst (Manifold)</li> <li>● Exhaust tube</li> <li>● Intake air leaks</li> <li>● Fuel injectors</li> <li>● Fuel injector leaks</li> <li>● Spark plug</li> <li>● Improper ignition timing</li> </ul>

### DTC Confirmation Procedure

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

**TESTING CONDITION:**

- **Do not hold engine speed for more than the specified minutes below.**
1. Start engine and warm it up to the normal operating temperature.
  2. Turn ignition switch "OFF" and wait at least 10 seconds.
  3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
  4. Let engine idle for one minute.
  5. Open engine hood.
  6. Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
  7. Rev engine up to 2,000 to 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.  
If "INCMP" of "CATALYST" changed to "COMPLT", go to step 10.
  8. Wait 5 seconds at idle.

SRT WORK SUPPORT	
CATALYST	INCMP
EVAP SYSTEM	INCMP
HO2S HTR	CMLPT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0822E

# DTC P0420 THREE WAY CATALYST FUNCTION

[QR25DE]

9. Rev engine up to 2,000 to 3,000 rpm and maintain it until "INCMP" of "CATALYST" changes to "CMPLT" (It will take approximately 5 minutes).  
If not "CMPLT", perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANTEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step 6.
10. Select "SELF-DIAG RESULTS" mode with CONSULT-II.
11. Confirm that the 1st trip DTC is not detected.  
If the 1st trip DTC is detected, go to [EC-1504, "Diagnostic Procedure"](#).

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0823E

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF535Z

## Overall Function Check

UBS002DR

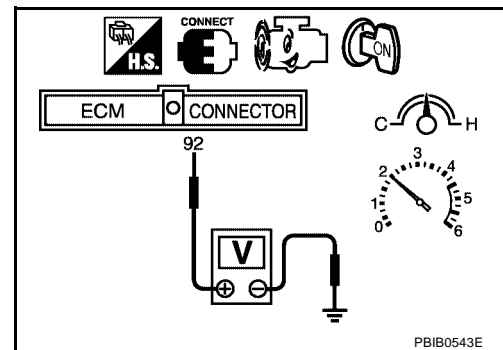
Use this procedure to check the overall function of the three way catalyst (Manifold). During this check, a DTC might not be confirmed.

### CAUTION:

**Always drive vehicle at a safe speed.**

### WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 92 [HO2S1 signal] and engine ground, and ECM terminal 95 [HO2S2 signal] and engine ground.
6. Keep engine speed at 2,000 rpm constant under no load.



# DTC P0420 THREE WAY CATALYST FUNCTION

[QR25DE]

7. Make sure that the voltage switching frequency (high & low) between ECM terminal 95 and engine ground is very less than that of ECM terminal 92 and engine ground.

**Switching frequency ratio = A/B**

**A: Heated oxygen sensor 2 voltage switching frequency**

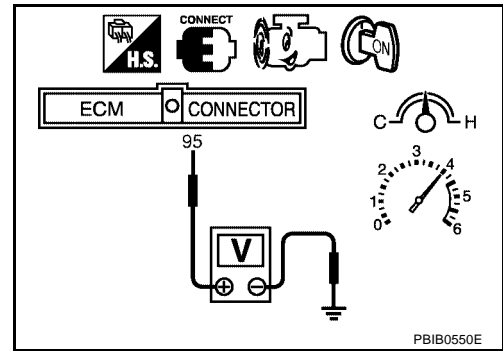
**B: Heated oxygen sensor 1 voltage switching frequency**

**This ratio should be less than 0.75.**

If the ratio is greater than above, it means three way catalyst (manifold) does not operate properly. Go to [EC-1504, "Diagnostic Procedure"](#).

**NOTE:**

If the voltage at terminal 92 does not switch periodically more than 5 times within 10 seconds at step 5, perform trouble diagnosis for "DTC P0133" first. (See [EC-1412](#).)



## Diagnostic Procedure

UBS002DS

### 1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dent.

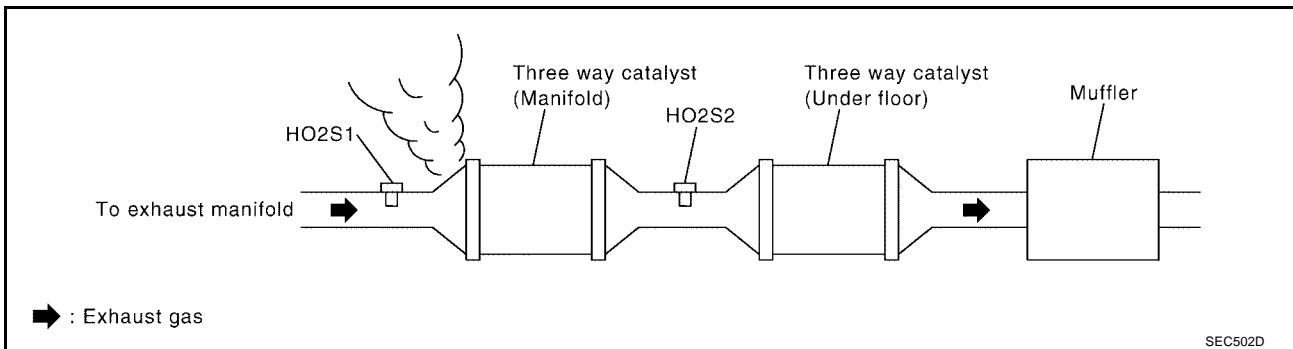
OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

### 2. CHECK EXHAUST AIR LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust air leak before the three way catalyst (Manifold).



OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

### 3. CHECK INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace.

## 4. CHECK IGNITION TIMING

Check the following items. Refer to [EC-1291, "Basic Inspection"](#) .

Items	Specifications	
Ignition timing	A/T	$15^{\circ} \pm 5^{\circ}$ BTDC (in "P" or "N" position)
	M/T	$15^{\circ} \pm 5^{\circ}$ BTDC
Target idle speed	A/T	$700 \pm 50$ rpm (in "P" or "N" position)
	M/T	$700 \pm 50$ rpm

OK or NG

- OK >> GO TO 5.
- NG >> Follow the "Basic Inspection".

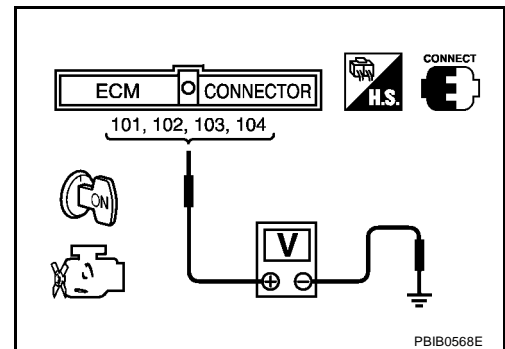
## 5. CHECK INJECTORS

1. Stop engine and then turn ignition switch "ON".
2. Check voltage between ECM terminals 101, 102, 103, 104 and ground with CONSULT-II or tester.  
Refer to Wiring Diagram for Injectors, [EC-1797](#) .

**Battery voltage should exist.**

OK or NG

- OK >> GO TO 6.
- NG >> Perform [EC-1798, "Diagnostic Procedure"](#) .

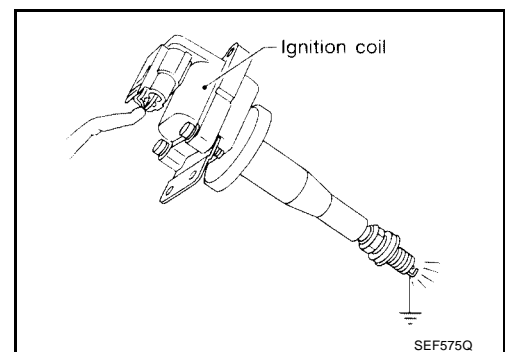


## 6. CHECK IGNITION SPARK

1. Turn ignition switch "OFF".
2. Disconnect ignition coil assembly from rocker cover.
3. Connect a known good spark plug to the ignition coil assembly.
4. Place end of spark plug against a suitable ground and crank engine.
5. Check for spark.

OK or NG

- OK >> GO TO 7.
- NG >> Check ignition coil with power transistor and their circuit.  
Refer to [EC-1777, "IGNITION SIGNAL"](#) .



---

## 7. CHECK INJECTOR

---

1. Turn ignition switch "OFF".
2. Remove injector assembly.  
Refer to [EM-118, "FUEL INJECTOR AND FUEL TUBE"](#) .  
Keep fuel hose and all injectors connected to injector gallery.
3. Disconnect all ignition coil harness connectors.
4. Turn ignition switch "ON".  
Make sure fuel does not drip from injector.

### OK or NG

OK (Does not drip.)>>GO TO 8.

NG (Drips.)>>Replace the injector(s) from which fuel is dripping.

---

## 8. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

Trouble is fixed.>>**INSPECTION END**

Trouble is not fixed.>>Replace three way catalyst (Manifold).

DTC P0441 EVAP CONTROL SYSTEM

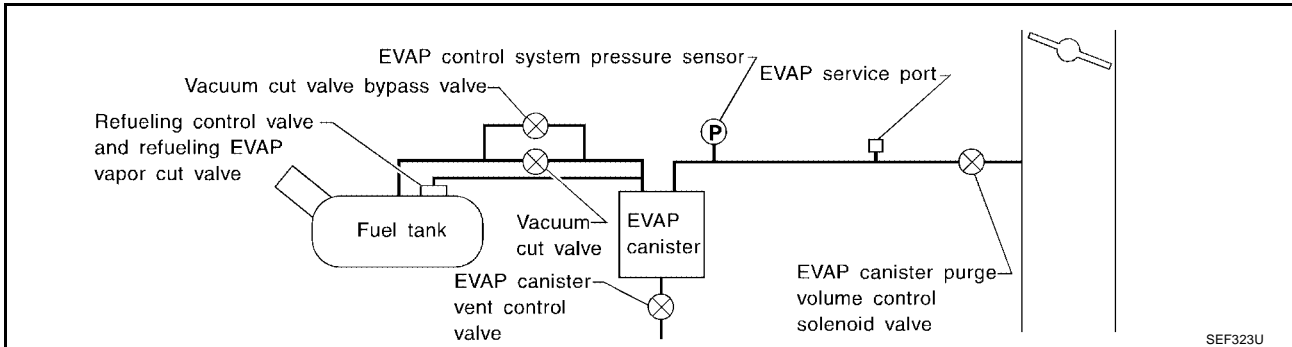
PF:14950

System Description

UBS002DT

NOTE:

If DTC P0441 is displayed with P2122, P2123, P2127, P2128 or P2138, perform trouble diagnosis for displayed other DTC.



In this evaporative emission (EVAP) control system, purge flow occurs during non-closed throttle conditions. Purge volume is related to air intake volume. Under normal purge conditions (non-closed throttle), the EVAP canister purge volume control solenoid valve is open to admit purge flow. Purge flow exposes the EVAP control system pressure sensor to intake manifold vacuum.

On Board Diagnosis Logic

UBS002DU

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, a fault is determined.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0441 0441	EVAP control system incorrect purge flow	EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.	<ul style="list-style-type: none"> <li>● EVAP canister purge volume control solenoid valve stuck closed</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Loose, disconnected or improper connection of rubber tube</li> <li>● Blocked rubber tube</li> <li>● Cracked EVAP canister</li> <li>● EVAP canister purge volume control solenoid valve circuit</li> <li>● Accelerator pedal position sensor</li> <li>● Blocked purge port</li> <li>● EVAP canister vent control valve</li> </ul>

DTC Confirmation Procedure

UBS002DV

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Always perform test at a temperature of 0°C (32°F) or more.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

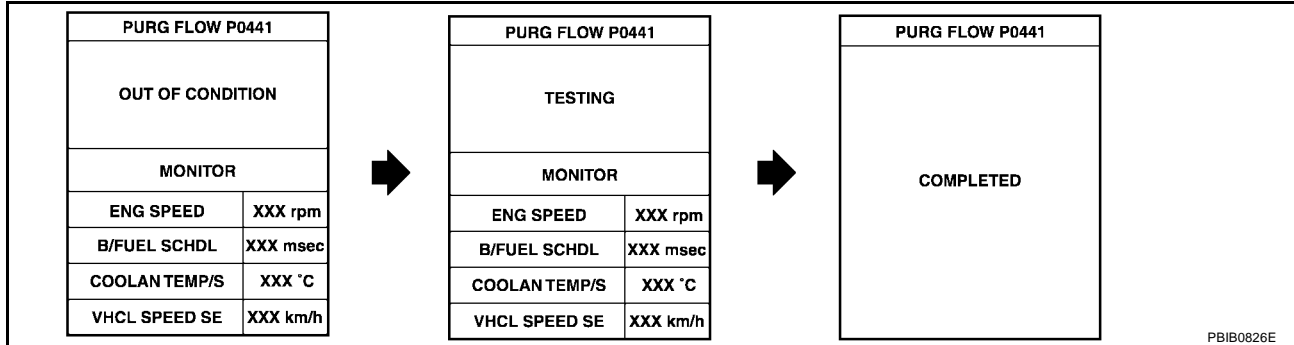
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and let it idle for at least 70 seconds.
4. Select "PURG FLOW P0441" of "EVAPORATIVE SYSTEM" in "DTC CONFIRMATION" mode with CONSULT-II.



5. Touch "START".  
If "COMPLETED" is displayed, go to step 7.
6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take at least 35 seconds.)

Selector lever	Suitable position
Vehicle speed	32 - 120 km/h (20 - 75 MPH)
ENG SPEED	500 - 3,800 rpm
B/FUEL SCHDL	1.0 - 10.0 msec
Engine coolant temperature	70 - 100°C (158 - 212°F)

**If "TESTING" is not changed for a long time, retry from step 2.**



7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-1509, "Diagnostic Procedure"](#).

## Overall Function Check

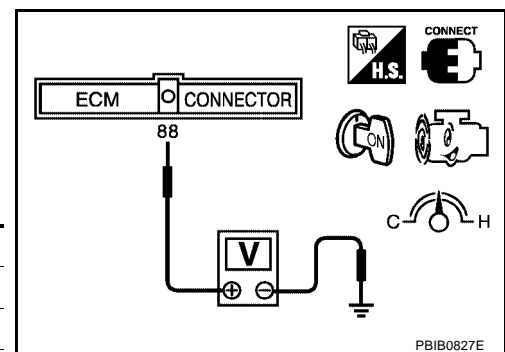
*UBS002DW*

Use this procedure to check the overall monitoring function of the EVAP control system purge flow monitoring. During this check, a DTC might not be confirmed.

### WITH GST

1. Lift up drive wheels.
2. Start engine (TCS switch "OFF") and warm it up to normal operating temperature.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Start engine and wait at least 70 seconds.
5. Set voltmeter probes to ECM terminals 88 (EVAP control system pressure sensor signal) and ground.
6. Check EVAP control system pressure sensor value at idle speed and note it.
7. Establish and maintain the following conditions for at least 1 minute.

Air conditioner switch	ON
Headlamp switch	ON
Rear window defogger switch	ON
Engine speed	Approx. 3,000 rpm
Gear position	Any position other than "P", "N" or "R"



8. Verify that EVAP control system pressure sensor value stays 0.1V less than the value at idle speed (measured at step 6) for at least 1 second.
9. If NG, go to [EC-1509, "Diagnostic Procedure"](#).

**Diagnostic Procedure**

**1. CHECK EVAP CANISTER**

1. Turn ignition switch "OFF".
2. Check EVAP canister for cracks.

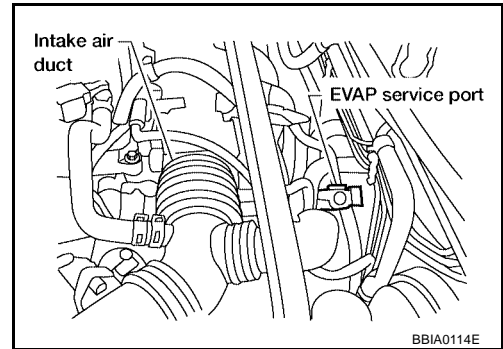
**OK or NG**

- OK (With CONSULT-II)>>GO TO 2.
- OK (Without CONSULT-II)>>GO TO 3.
- NG >> Replace EVAP canister.

**2. CHECK PURGE FLOW**

**Ⓜ With CONSULT-II**

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
2. Start engine and let it idle.



3. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II.
4. Rev engine up to 2,000 rpm.
5. Touch "Qd" and "Qu" on CONSULT-II screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.

PURG VOL CONT/V	Vacuum
100.0%	Should exist.
0.0%	Should not exist.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

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**OK or NG**

- OK >> GO TO 7.
- NG >> GO TO 4.

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

### 3. CHECK PURGE FLOW

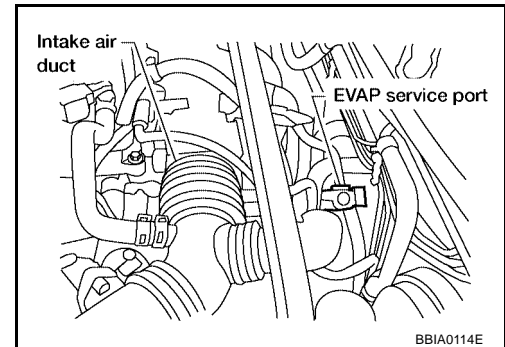
**Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum gauge indication when revving engine up to 2,000 rpm.

**Vacuum should exist.**

6. Release the accelerator pedal fully and let idle.

**Vacuum should not exist.**



OK or NG

- OK >> GO TO 7.
- NG >> GO TO 4.

### 4. CHECK EVAP PURGE LINE

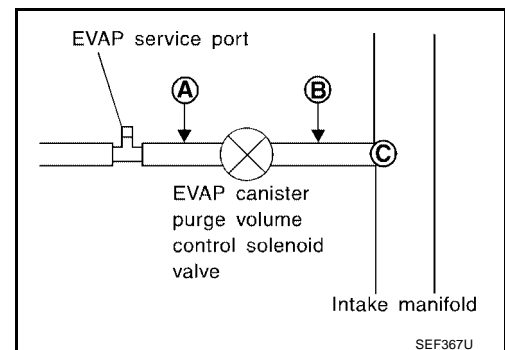
1. Turn ignition switch "OFF".
2. Check EVAP purge line for improper connection or disconnection. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK (With CONSULT-II)>>GO TO 5.
- OK (Without CONSULT-II)>>GO TO 6.
- NG >> Repair it.

### 5. CHECK EVAP PURGE HOSE AND PURGE PORT

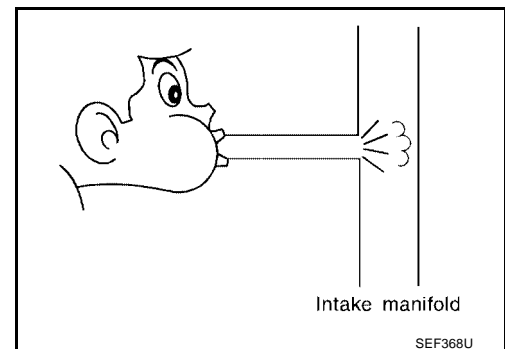
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B**.
2. Blow air into each hose and EVAP purge port **C**.



3. Check that air flows freely.

OK or NG

- OK >> GO TO 6.
- NG >> Repair or clean hoses and/or purge port.



**6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE****Ⓟ With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

**7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace EVAP canister purge volume control solenoid valve.

**8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE**

1. Turn ignition switch "OFF".
2. Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.

OK or NG

- OK >> GO TO 9.  
NG >> Repair it.

**9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR**

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 10.  
NG >> Replace EVAP control system pressure sensor.

**10. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION**

Refer to "DTC Confirmation Procedure" for DTC P0452 ([EC-1534](#)) and P0453 ([EC-1540](#)) .

OK or NG

- OK >> GO TO 11.  
NG >> Replace EVAP control system pressure sensor.

**11. CHECK RUBBER TUBE FOR CLOGGING**

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 12.  
NG >> Clean the rubber tube using an air blower.

---

## 12. CHECK EVAP CANISTER VENT CONTROL VALVE

---

Refer to [EC-1532, "Component Inspection"](#) .

OK or NG

OK >> GO TO 13.

NG >> Replace EVAP canister vent control valve.

---

## 13. CHECK EVAP PURGE LINE

---

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.

Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 14.

NG >> Replace it.

---

## 14. CLEAN EVAP PURGE LINE

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 15.

---

## 15. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0442 EVAP CONTROL SYSTEM

On Board Diagnosis Logic

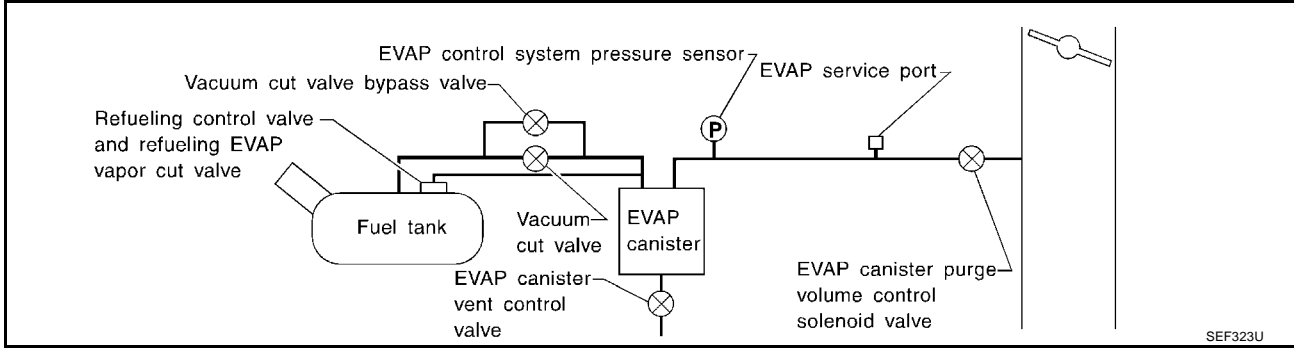
NOTE:

If DTC P0442 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-1687.)

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum.

If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following "Vacuum test" conditions.

The vacuum cut valve bypass valve is opened to clear the line between the fuel tank and the EVAP canister purge volume control solenoid valve. The EVAP canister vent control valve will then be closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve is opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0442 0442	EVAP control system small leak detected (negative pressure)	EVAP control system has a leak, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Blocked or bent rubber tube to EVAP control system pressure sensor</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Fuel level sensor and the circuit</li> <li>● Refueling control valve</li> <li>● ORVR system leaks</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS002DZ

**NOTE:**

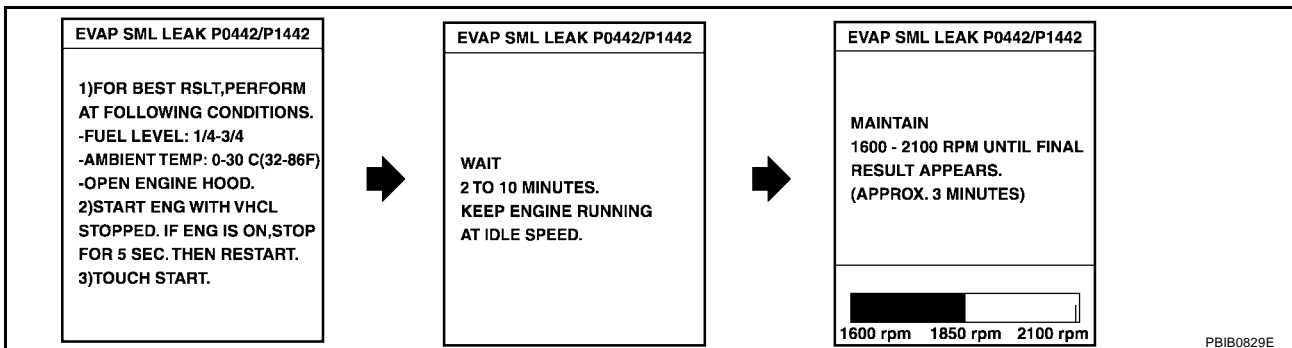
- If DTC P0442 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See [EC-1687](#).)
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).

**WITH CONSULT-II**

1. Turn ignition switch “ON”.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
4. Make sure that the following conditions are met.  
**COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**  
**INT/A TEMP SE: 0 - 30°C (32 - 86°F)**
5. Select “EVAP SML LEAK P0442/P1442” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.  
 Follow the instruction displayed.



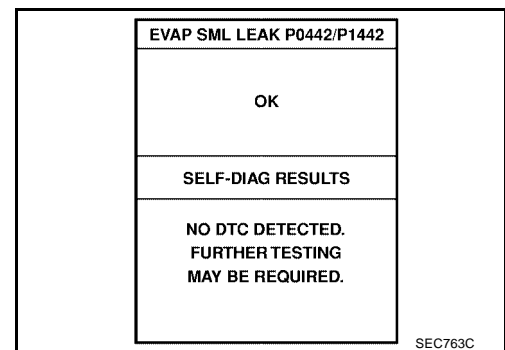
**NOTE:**

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-1291, "Basic Inspection"](#).

6. Make sure that “OK” is displayed.  
 If “NG” is displayed, refer to [EC-1515, "Diagnostic Procedure"](#).

**NOTE:**

**Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.**



**WITH GST**

**NOTE:**

Be sure to read the explanation of “Driving Pattern” on [EC-1270](#) before driving vehicle.

1. Start engine.

2. Drive vehicle according to "Driving Pattern", [EC-1270](#) .
3. Stop vehicle.
4. Select "MODE 1" with GST.  
If SRT of EVAP system is not set yet, go to the following step.  
If SRT of EVAP system is set, the result will be OK.
5. Turn ignition switch "OFF" and wait at least 10 seconds.
6. Start engine.  
**It is not necessary to cool engine down before driving.**
7. Drive vehicle again according to the "Driving Pattern", [EC-1270](#) .
8. Stop vehicle.
9. Select "MODE 3" with GST.  
If P0442 is displayed on the screen, go to [EC-1515, "Diagnostic Procedure"](#) .  
If P0441 is displayed on the screen, go to "Diagnostic Procedure" for DTC P0441, [EC-1509](#) .  
If P0441 and P0442 are not displayed on the screen, go to the following step.
10. Select "MODE 1" with GST.  
If SRT of EVAP system is set, the result will be OK.  
If SRT of EVAP system is not set, go to step 6.

## Diagnostic Procedure

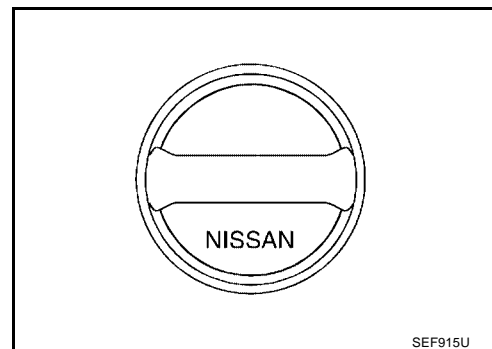
UBS002E0

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK >> GO TO 2.  
NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK >> GO TO 3.  
NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-1849, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Replace fuel filler cap with a genuine one.

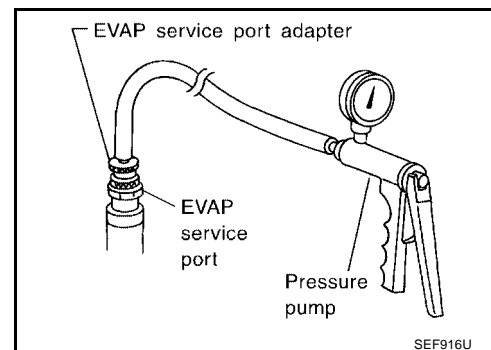
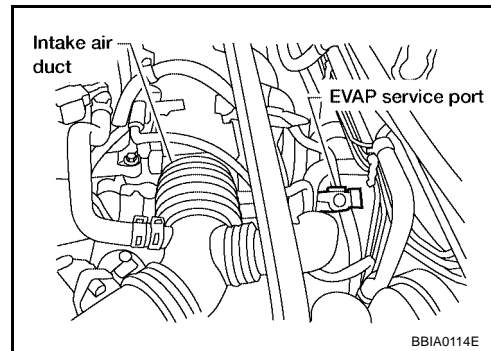


## 5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II >> GO TO 6.  
 Models without CONSULT-II >> GO TO 7.

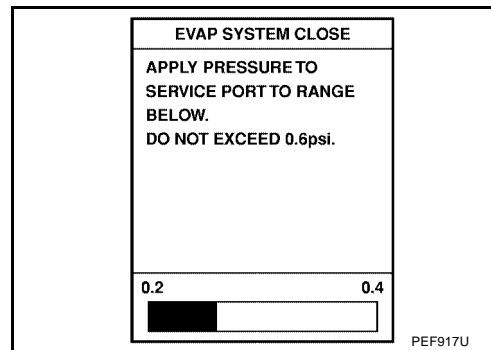
## 6. CHECK FOR EVAP LEAK

**Ⓟ With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

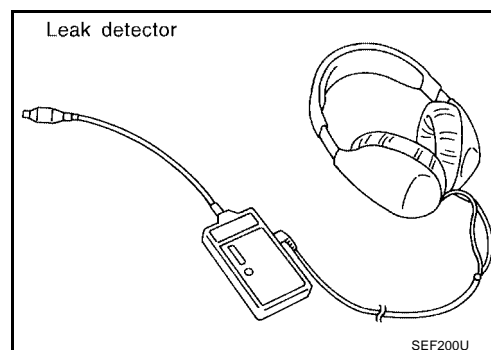
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

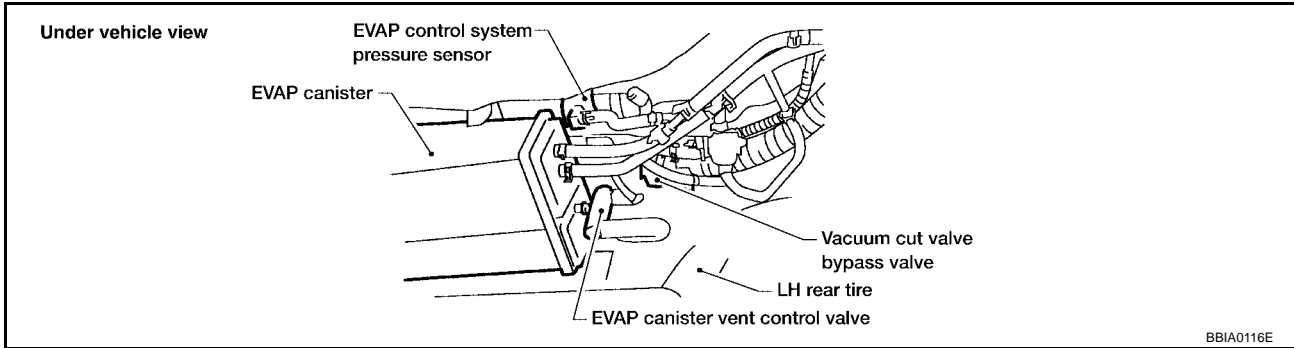
- OK >> GO TO 8.  
 NG >> Repair or replace.



**7. CHECK FOR EVAP LEAK**

**⊗ Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12V until the end of test.)

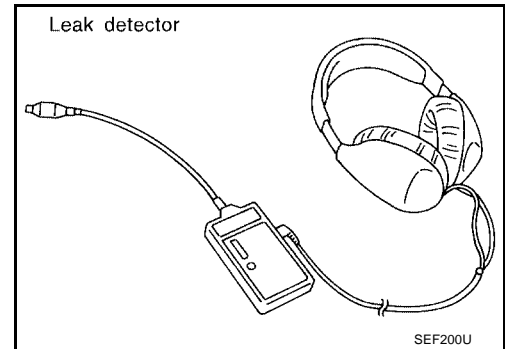


4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in the system.

5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).



**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.

**8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT**

Refer to [EC-1687, "DTC Confirmation Procedure"](#).

**OK or NG**

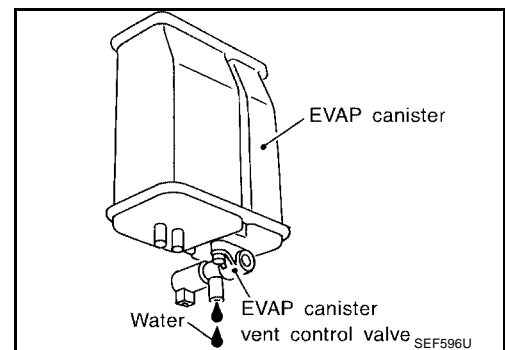
- OK >> GO TO 9.
- NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

**9. CHECK IF EVAP CANISTER SATURATED WITH WATER**

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Does water drain from the EVAP canister?

**Yes or No**

- Yes >> GO TO 10.
- No (With CONSULT-II)>>GO TO 12.
- No (Without CONSULT-II)>>GO TO 13.



## 10. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

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OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

 **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 14.

## 14. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#) .

OK or NG

- OK >> GO TO 15.
- NG >> Repair or reconnect the hose.

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

OK >> GO TO 16.

NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-1456, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace fuel level sensor unit.

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

**18. CHECK EVAP PURGE LINE**

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection.

Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 19.

NG >> Repair or reconnect the hose.

**19. CLEAN EVAP PURGE LINE**

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

**20. CHECK REFUELING EVAP VAPOR LINE**

Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1852, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 21.

NG >> Repair or replace hoses and tubes.

**21. CHECK SIGNAL LINE AND RECIRCULATION LINE**

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses, tubes or filler neck tube.

**22. CHECK REFUELING CONTROL VALVE**

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling control valve with fuel tank.

---

**23. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

---

**24. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

## DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PF1:14920

### Description SYSTEM DESCRIPTION

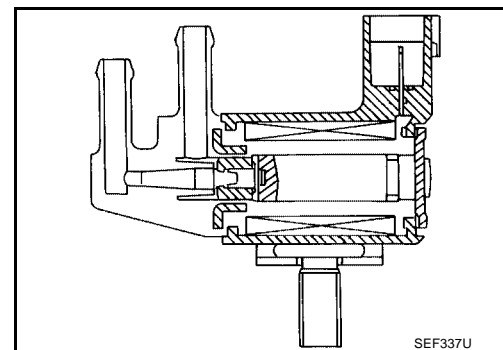
UBS002E2

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Closed throttle position		
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Vehicle speed sensor	Vehicle speed		

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002E3

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	0%
		2,000 rpm	20 - 30%

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

UBS002E4

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0444 0444	EVAP canister purge volume control solenoid valve circuit open	An excessively low voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>
P0445 0445	EVAP canister purge volume control solenoid valve circuit shorted	An excessively high voltage signal is sent to ECM through the valve	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is shorted.)</li> <li>● EVAP canister purge volume control solenoid valve</li> </ul>

## DTC Confirmation Procedure

UBS002E5

### NOTE:

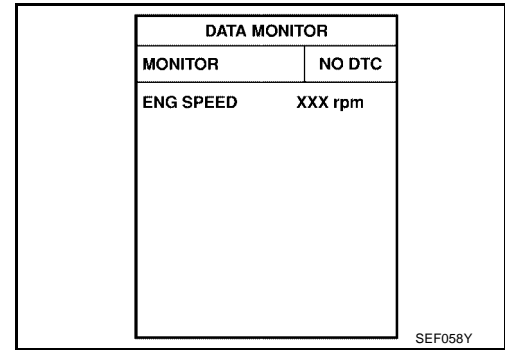
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**Before performing the following procedure, confirm battery voltage is more than 11V at idle.**

### Ⓟ WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for at least 13 seconds.
4. If 1st trip DTC is detected, go to [EC-1524, "Diagnostic Procedure"](#).



### Ⓢ WITH GST

Follow the procedure "WITH CONSULT-II" above.

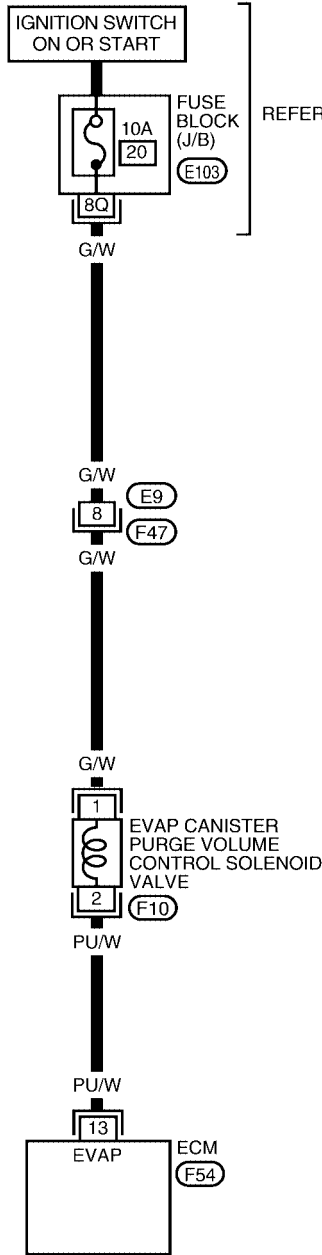
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

UBS002E6

## Wiring Diagram

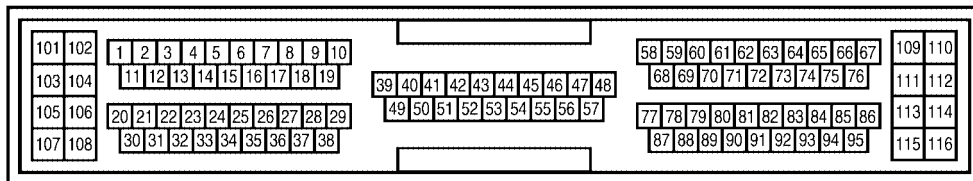
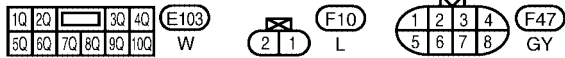
EC-PGC/V-01



: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0224E



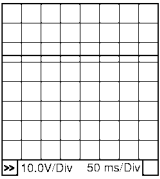
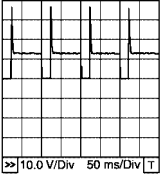
# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
13	PU/W	EVAP canister purge volume control solenoid valve	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>10.0V/Div 50 ms/Div</p> <p>PBIB0050E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)</li> </ul>	<p>Approximately 10V★</p>  <p>10.0 V/Div 50 ms/Div</p> <p>PBIB0520E</p>

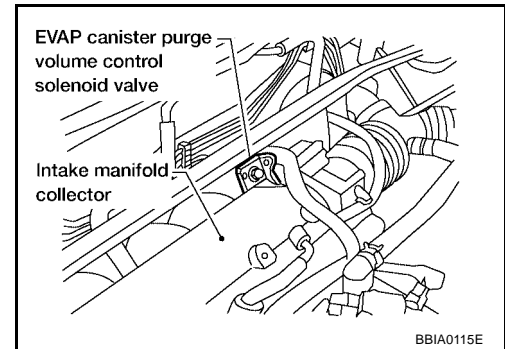
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002E7

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch "ON".

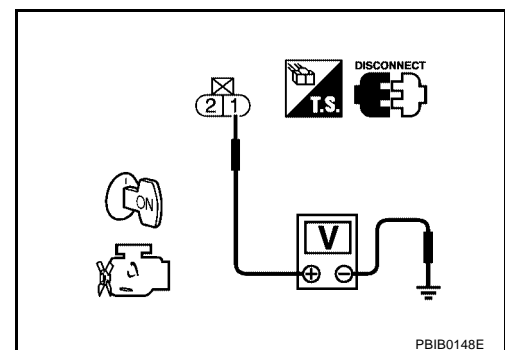


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and engine ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

## 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse block (J/B) connector E103
- 10A fuse
- Harness for open or short between EVAP canister purge volume control solenoid valve and fuse

>> Repair harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 13 and EVAP canister purge volume control solenoid valve terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK (With CONSULT-II)>>GO TO 4.

OK (Without CONSULT-II)>>GO TO 5.

NG >> Repair open circuit or short to ground and short to power in harness or connectors.

## 4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**Ⓜ With CONSULT-II**

1. Reconnect all harness connectors disconnected.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0569E

## 5. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace EVAP canister purge volume control solenoid valve.

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

# DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

UBS002E8

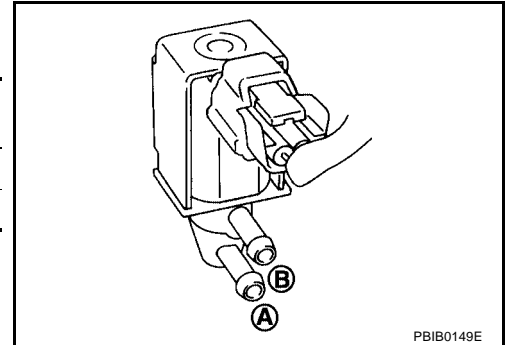
## Component Inspection

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

#### ④ With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

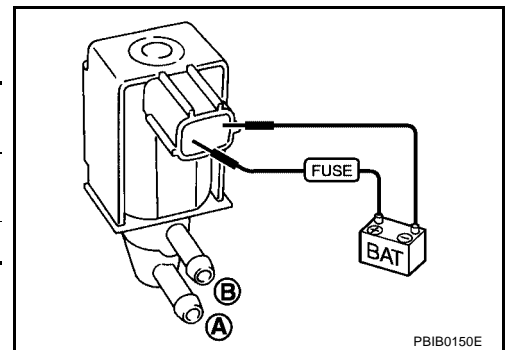
Condition (PURG VOL CONT/V value)	Air passage continuity between <b>A</b> and <b>B</b>
100.0%	Yes
0.0%	No



#### ⊗ Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	Yes
No supply	No



## Removal and Installation

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

UBS002E9

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

## DTC P0447 EVAP CANISTER VENT CONTROL VALVE

PFP:14935

### Component Description

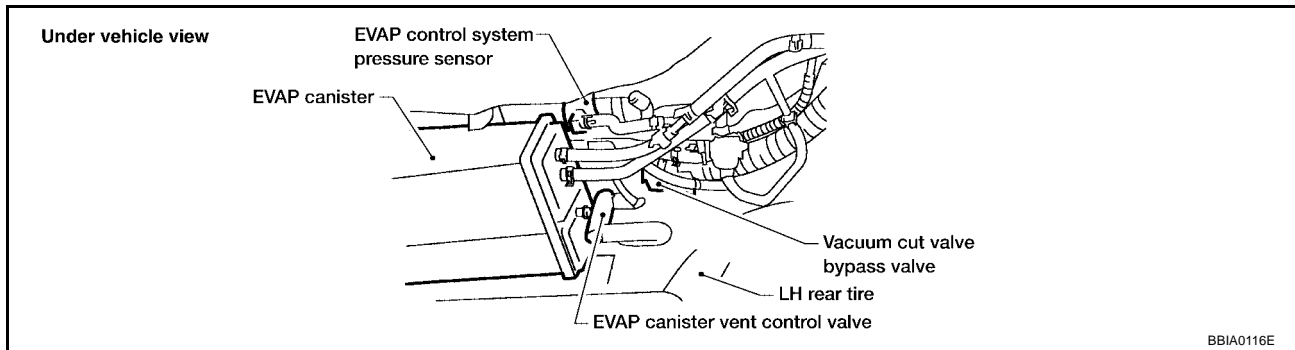
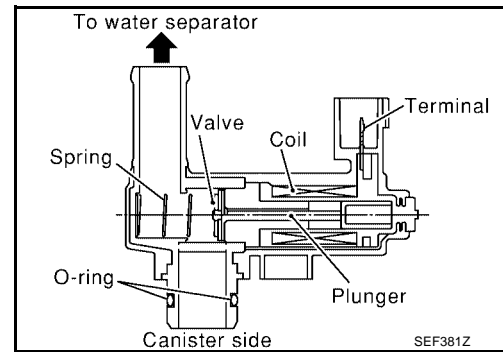
UBS002EA

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System (Small Leak)" diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002EB

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS002EC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0447 0447	EVAP canister vent control valve circuit open	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The valve circuit is open or shorted.)</li> <li>● EVAP canister vent control valve</li> </ul>

### DTC Confirmation Procedure

UBS002ED

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm battery voltage is more than 11V at idle.

#### WITH CONSULT-II

1. Turn ignition switch "ON".

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 8 seconds.
4. If 1st trip DTC is detected, go to [EC-1530, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

Follow the procedure "WITH CONSULT-II" above.

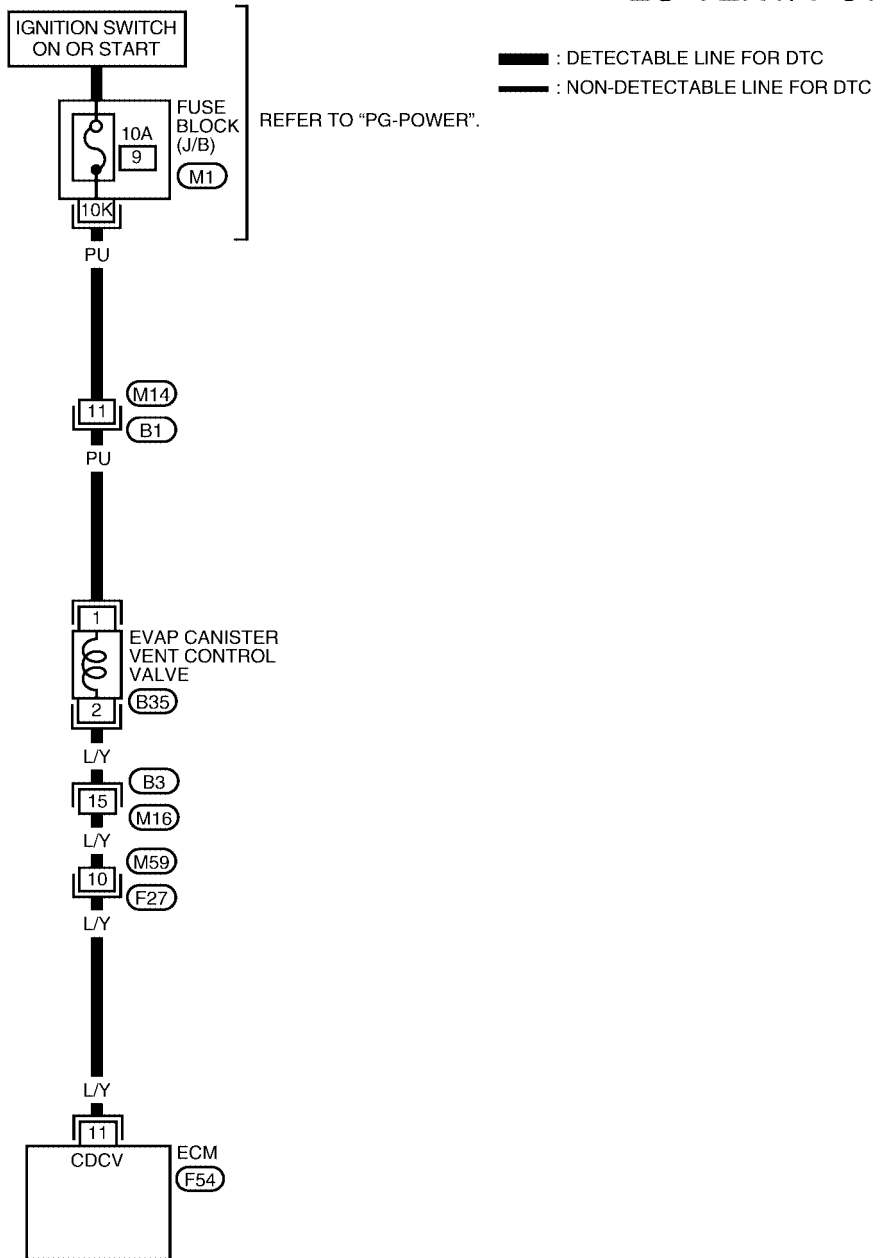
# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

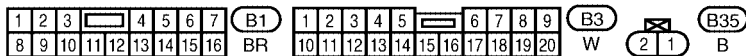
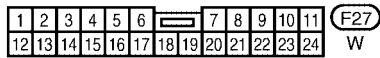
## Wiring Diagram

UBS002EE

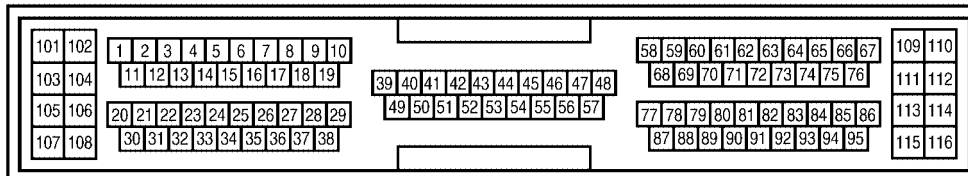
### EC-VENT/V-01



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
(M1) - JUNCTION BLOCK - JUNCTION BOX (J/B)



BBWA0225E

# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002EF

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

 **With CONSULT-II**

1. Turn ignition switch "OFF" and then turn "ON".
2. Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT-II.
3. Touch "ON/OFF" on CONSULT-II screen.
4. Check for operating sound of the valve.  
**Clicking noise should be heard.**

OK or NG

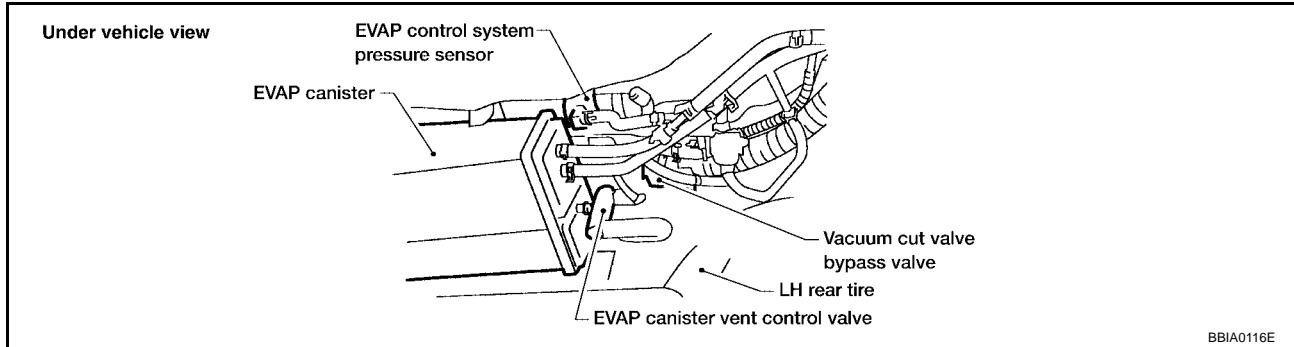
- OK >> GO TO 7.
- NG >> GO TO 3.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

PBIB0834E

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect EVAP canister vent control valve harness connector.

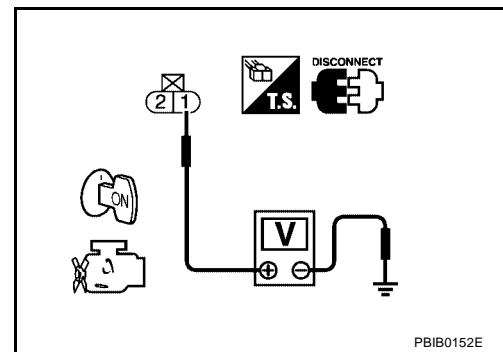


3. Turn ignition switch "ON".
4. Check voltage between EVAP canister vent control valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M14, B1
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between EVAP canister vent control valve and fuse

>> Repair harness or connectors.

## 5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 11 and EVAP canister vent control valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.



## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M59, F27
- Harness for open or short between EVAP canister vent control valve and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 8.  
 NG >> Clean the rubber tube using an air blower.

## 8. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1532, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.  
 NG >> Replace EVAP canister vent control valve.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

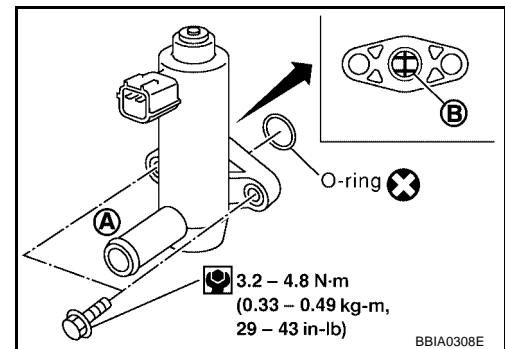
>> INSPECTION END

### Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS002EG

Ⓟ With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
ON	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
H02S1 (B1)	XXX V

PBIB0834E

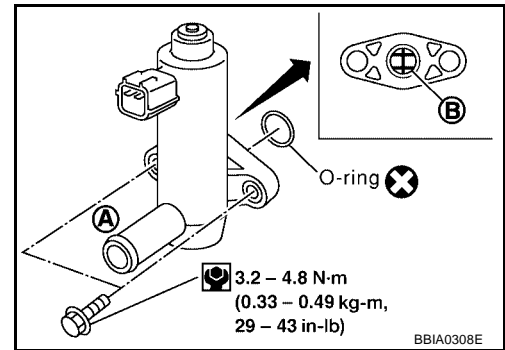
# DTC P0447 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform inspection again.

⊗ **Without CONSULT-II**

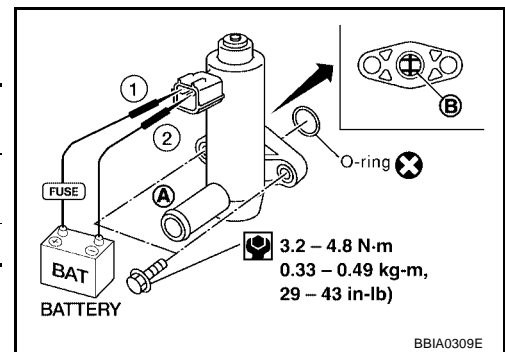
1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.



3. Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.



4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
5. Perform inspection again.

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

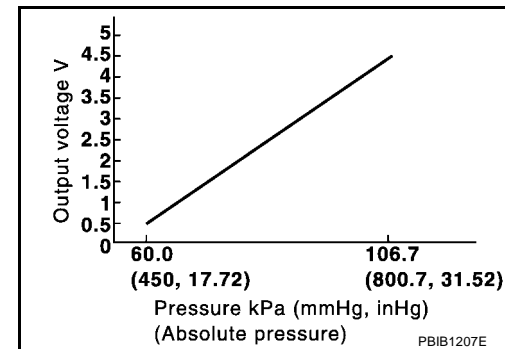
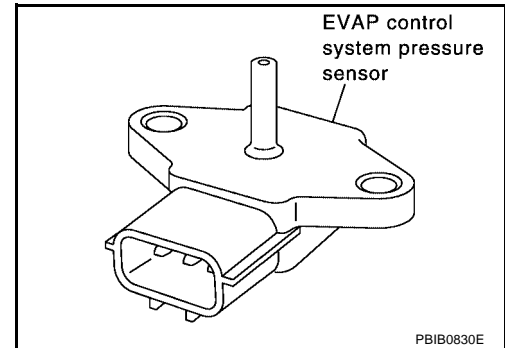
## DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

PF2:25085

### Component Description

UBS002EH

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases. The EVAP control system pressure sensor is not used to control the engine system. It is used only for on board diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002EI

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	1.8 - 4.8V

### On Board Diagnosis Logic

UBS002EJ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0452 0452	EVAP control system pressure sensor low input	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> </ul>

### DTC Confirmation Procedure

UBS002EK

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

#### WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".

# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

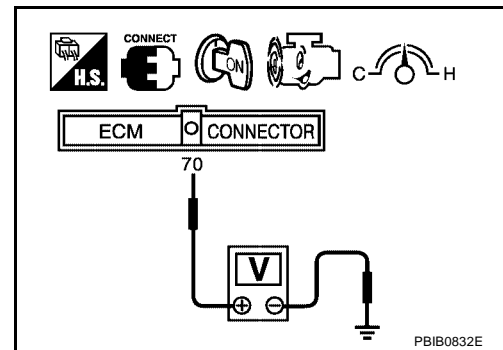
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.  
If 1st trip DTC is detected, go to [EC-1537, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

## WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 70 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and wait at least 20 seconds.
5. Select "MODE 7" with GST.  
If 1st trip DTC is detected, go to [EC-1537, "Diagnostic Procedure"](#).



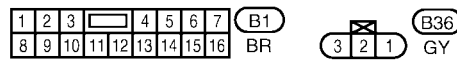
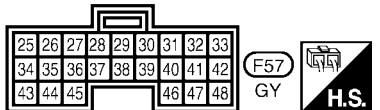
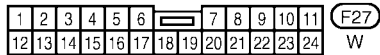
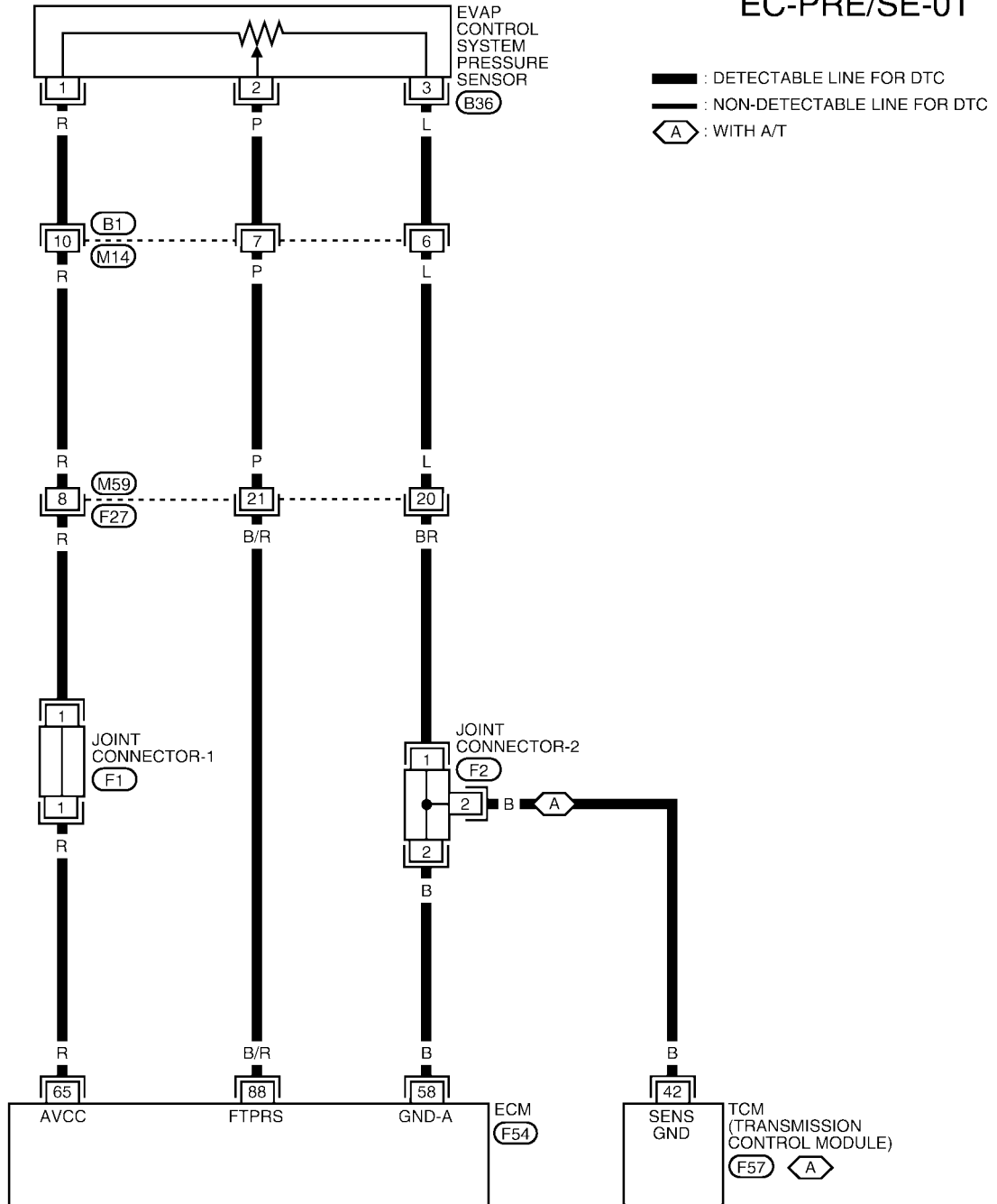
# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

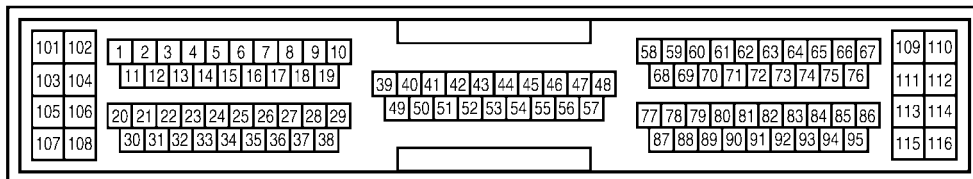
UBS002EL

## Wiring Diagram

EC-PRE/SE-01



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



# DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V
88	B/R	EVAP control system pressure sensor	[Ignition switch "ON"]	1.8 - 4.8V

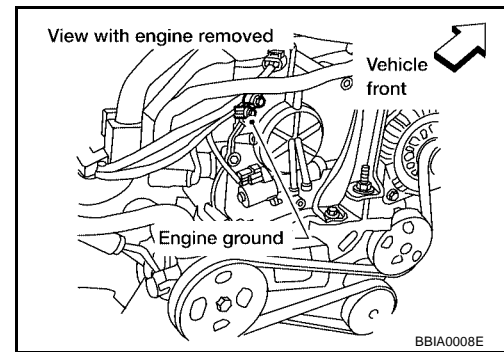
## Diagnostic Procedure

UBS002EM

### 1. RETIGHTEN GROUND SCREWS

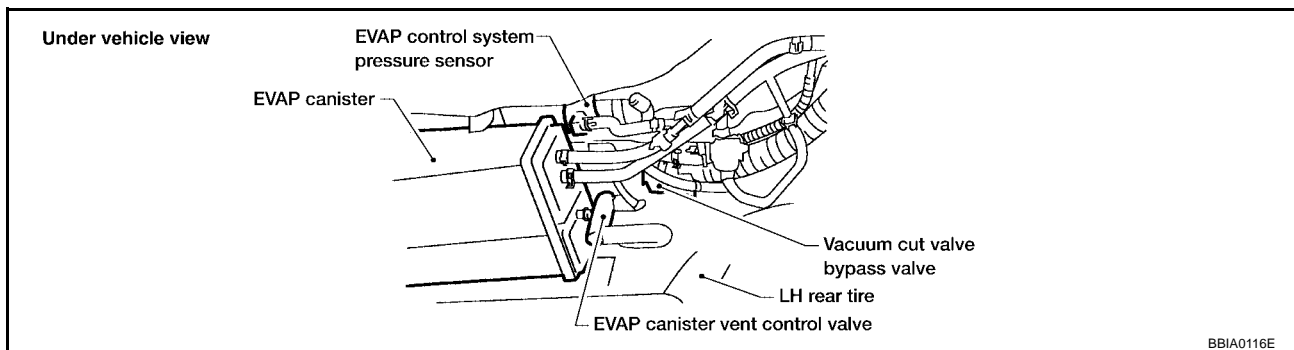
Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.



2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness connector.

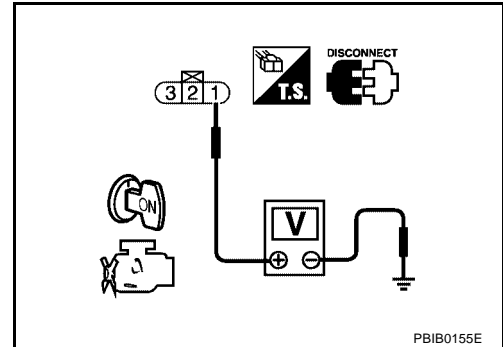
## 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
 NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-2
- Harness for open or short between EVAP control system pressure sensor and ECM
- Harness for open or short between EVAP control system pressure sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 88 and EVAP control system pressure sensor terminal 2.  
Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between ECM and EVAP control system pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace EVAP control system pressure sensor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection EVAP CONTROL SYSTEM PRESSURE SENSOR

UBS002EN

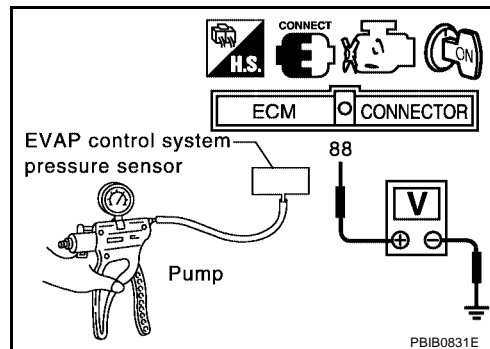
1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove hose from EVAP control system pressure sensor.
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 88 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

**CAUTION:**

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or over pressure 101.3 kPa (760 mmHg, 29.92 inHg) of pressure.

5. If NG, replace EVAP control system pressure sensor.





# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

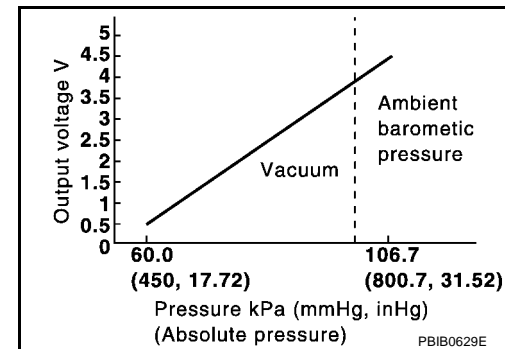
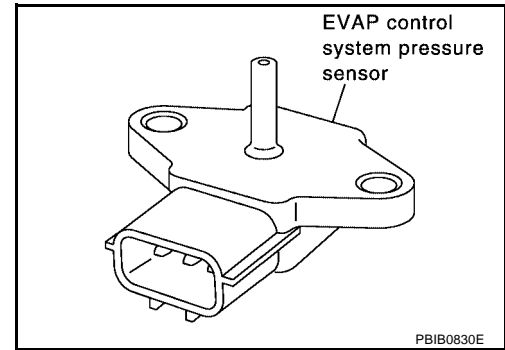
## DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

PF:P:25085

### Component Description

UBS002EO

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases. The EVAP control system pressure sensor is not used to control the engine system. It is used only for on board diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002EP

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	1.8 - 4.8V

### On Board Diagnosis Logic

UBS002EQ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0453 0453	EVAP control system pressure sensor high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> <li>● Rubber hose from EVAP canister vent control valve to vehicle frame</li> </ul>

### DTC Confirmation Procedure

UBS002ER

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

#### Ⓟ WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".

# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

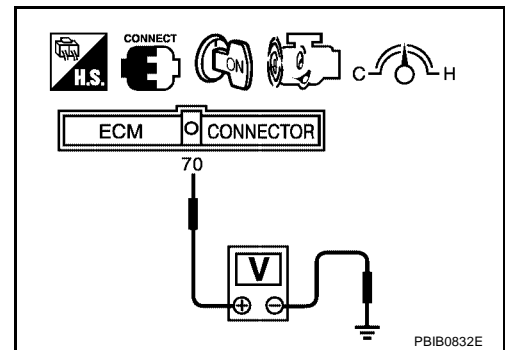
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Wait at least 10 seconds.
7. If 1st trip DTC is detected, go to [EC-1543, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

## WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Wait at least 10 seconds.
5. Select "MODE 7" with GST.
6. If 1st trip DTC is detected, go to [EC-1543, "Diagnostic Procedure"](#).



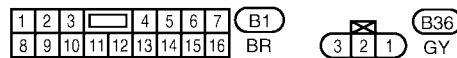
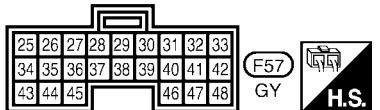
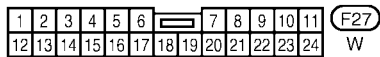
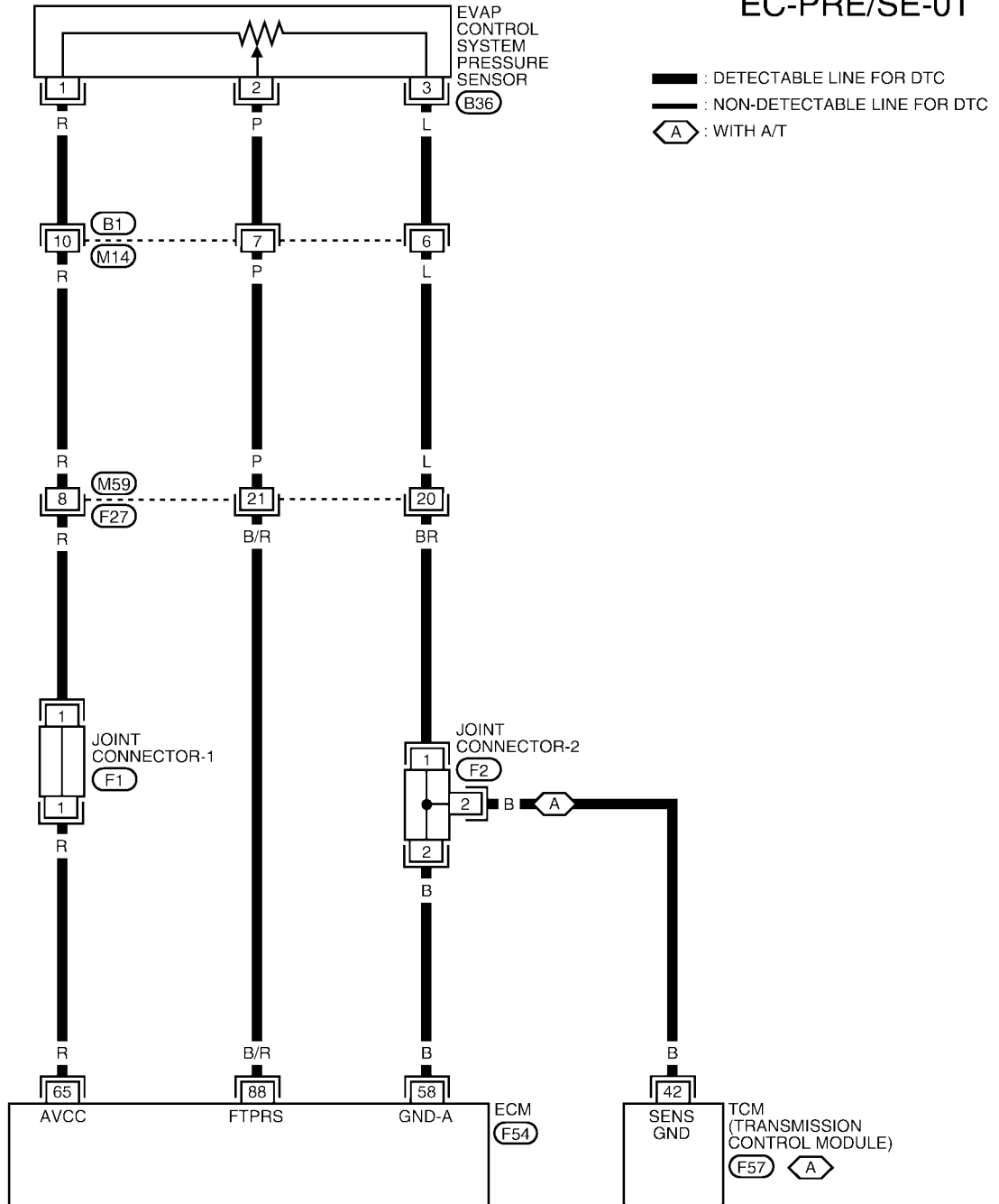
# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

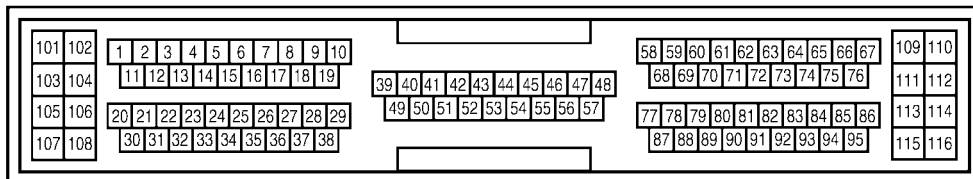
UBS002ES

## Wiring Diagram

EC-PRE/SE-01



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



# DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
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88	B/R	EVAP control system pressure sensor	[Ignition switch "ON"]	1.8 - 4.8V

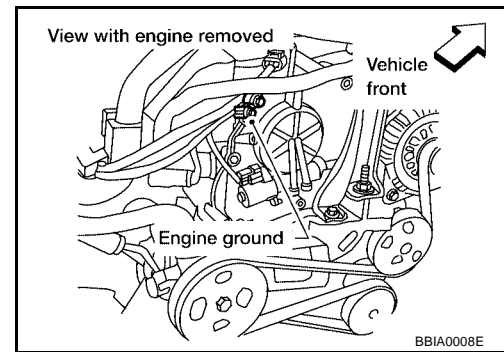
## Diagnostic Procedure

UBS002ET

### 1. RETIGHTEN GROUND SCREWS

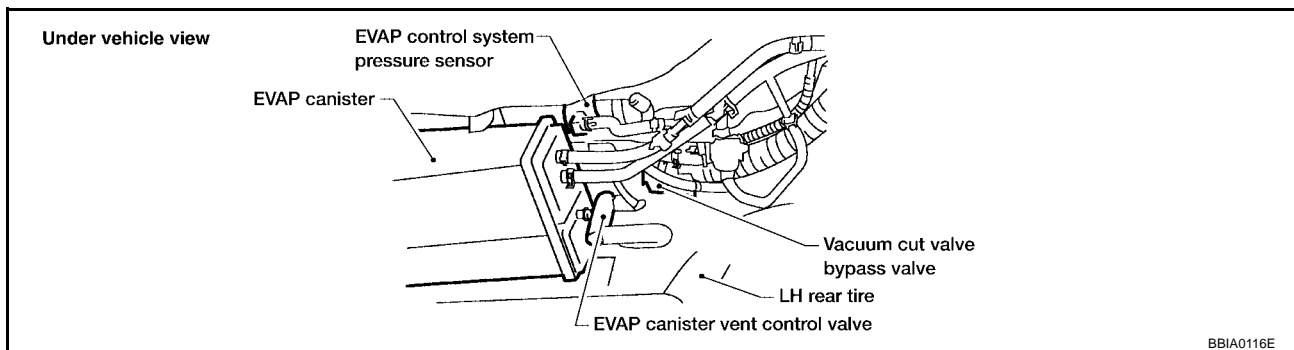
Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.



2. Check sensor harness connector for water.

**Water should not exist.**

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness connector.

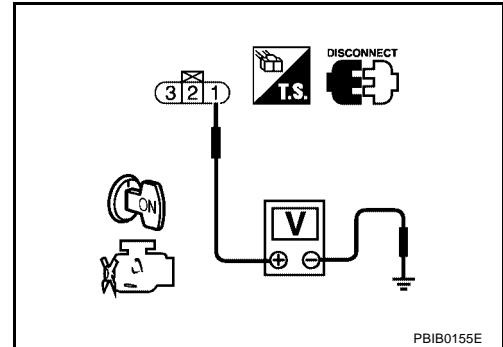
## 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Check voltage between EVAP control system pressure sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair harness or connectors.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between EVAP control system pressure sensor terminal 3 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Joint connector-2
- Harness for open or short between EVAP control system pressure sensor and ECM
- Harness for open or short between EVAP control system pressure sensor and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

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## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 88 and EVAP control system pressure sensor terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 8.

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## 8. DETECT MALFUNCTIONING PART

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Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between ECM and EVAP control system pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

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## 9. CHECK RUBBER TUBE FOR CLOGGING

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1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 10.  
NG >> Clean the rubber tube using an air blower.

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## 10. CHECK EVAP CANISTER VENT CONTROL VALVE

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Refer to [EC-1532. "Component Inspection"](#) .

OK or NG

- OK >> GO TO 11.  
NG >> Replace EVAP canister vent control valve.

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## 11. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

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Refer to [EC-1546. "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.  
NG >> Replace EVAP control system pressure sensor.

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## 12. CHECK RUBBER TUBE

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Check obstructed rubber tube connected to EVAP canister vent control valve.

OK or NG

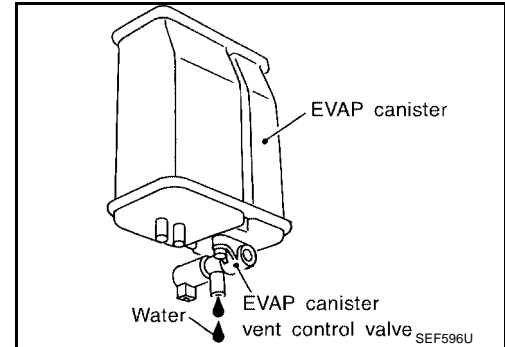
- OK >> GO TO 13.  
NG >> Clean rubber tube using an air blower, repair or replace rubber tube.

**13. CHECK IF EVAP CANISTER SATURATED WITH WATER**

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

Yes or No

- Yes >> GO TO 14.
- No >> GO TO 16.



**14. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 15.

**15. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

**16. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
EVAP CONTROL SYSTEM PRESSURE SENSOR**

UBS002EU

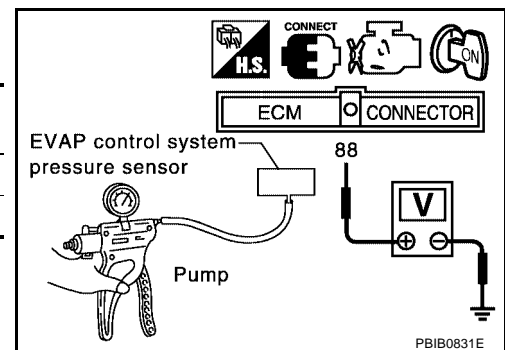
1. Remove EVAP control system pressure sensor with its harness connector connected.
2. Remove hose from EVAP control system pressure sensor.
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 88 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200 mmHg, -7.87)	2.1 to 2.5V lower than above value

**CAUTION:**

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg) of pressure.

5. If NG, replace EVAP control system pressure sensor.



## DTC P0455 EVAP CONTROL SYSTEM

PFP:14950

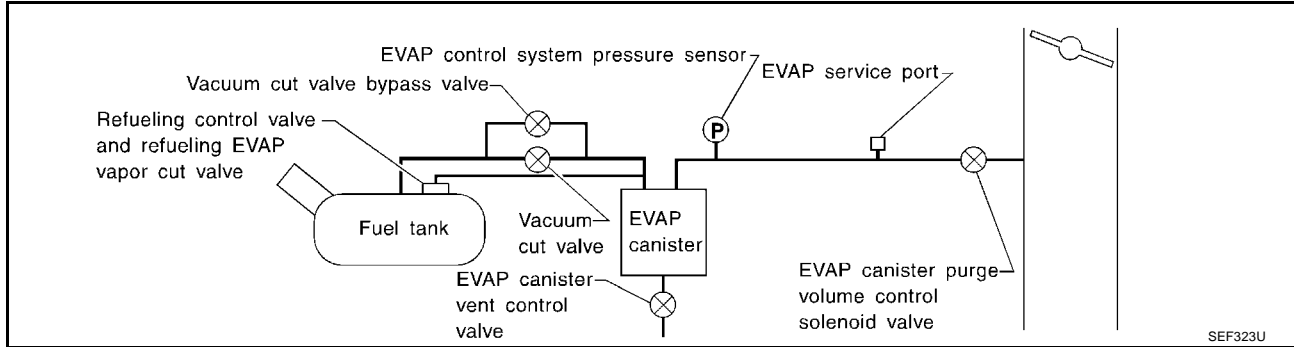
### On Board Diagnosis Logic

UBS002EV

**NOTE:**

**If DTC P0455 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (EC-1687.)**

This diagnosis detects a very large leak (fuel filler cap fell off etc.) in EVAP system between the fuel tank and EVAP canister purge volume control solenoid valve.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0455 0455	EVAP control system gross leak detected	EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control system does not operate properly.	<ul style="list-style-type: none"> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent.</li> <li>● Blocked or bent rubber tube to EVAP control system pressure sensor</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged.</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling control valve</li> <li>● ORVR system leaks</li> </ul>

**CAUTION:**

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

### DTC Confirmation Procedure

UBS002EW

**CAUTION:**

**Never remove fuel filler cap during the DTC Confirmation Procedure.**



**NOTE:**

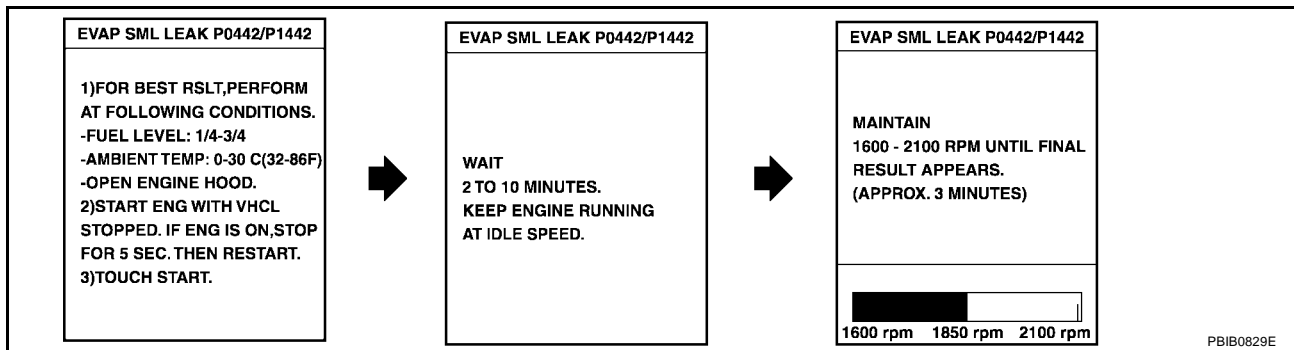
- If DTC P0455 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. ([EC-1687](#) .)
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Open engine hood before conducting the following procedures.

**WITH CONSULT-II**

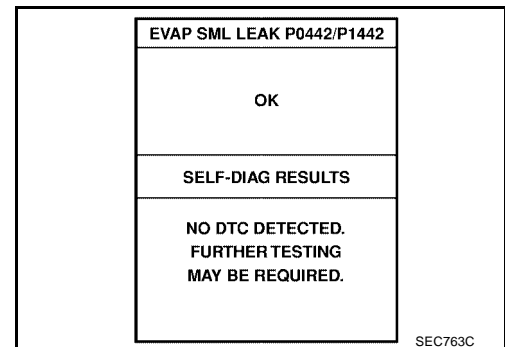
1. Tighten fuel filler cap securely until ratcheting sound is heard.
2. Turn ignition switch “ON”.
3. Turn ignition switch “OFF” and wait at least 10 seconds.
4. Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
5. Make sure that the following conditions are met.  
**COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**  
**INT/A TEMP SE: 0 - 60°C (32 - 140°F)**
6. Select “EVAP SML LEAK P0442/P1442” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.  
 Follow the instruction displayed.



**NOTE:**

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-1291, "Basic Inspection"](#) .

7. Make sure that “OK” is displayed.  
 If “NG” is displayed, select “SELF-DIAG RESULTS” mode and make sure that “EVAP GROSS LEAK [P0455]” is displayed. If it is displayed, refer to [EC-1549, "Diagnostic Procedure"](#) .  
 If P0442 is displayed, perform “Diagnostic Procedure” for DTC P0442, [EC-1515](#) .



**WITH GST**

**NOTE:**

Be sure to read the explanation of “Driving Pattern” on [EC-1270](#) before driving vehicle.

1. Start engine.
2. Drive vehicle according to “Driving Pattern”, [EC-1270](#) .
3. Stop vehicle.
4. Select “MODE 1” with GST.
  - If SRT of EVAP system is not set yet, go to the following step.

- If SRT of EVAP system is set, the result will be OK.
- 5. Turn ignition switch "OFF" and wait at least 10 seconds.
- 6. Start engine.  
**It is not necessary to cool engine down before driving.**
- 7. Drive vehicle again according to the "Driving Pattern", [EC-1270](#) .
- 8. Stop vehicle.
- 9. Select "MODE 3" with GST.
  - If P0455 is displayed on the screen, go to [EC-1549, "Diagnostic Procedure"](#) .
  - If P0442 is displayed on the screen, go to "Diagnostic Procedure", for DTC P0442, [EC-1515](#) .
  - If P0441 is displayed on the screen, go to "Diagnostic Procedure" for DTC P0441, [EC-1509](#) .
  - If P0455, P0441 and P0442 are not displayed on the screen, go to the following step.
- 10. Select "MODE 1" with GST.
  - If SRT of EVAP system is set, the result will be OK.
  - If SRT of EVAP system is not set, go to step 6.

## Diagnostic Procedure

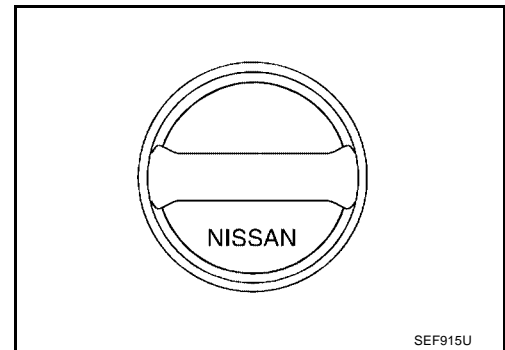
UBS002EX

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK >> GO TO 2.
- NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK >> GO TO 3.
- NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-1849, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Replace fuel filler cap with a genuine one.

## 5. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection.

Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

OK >> GO TO 6.

NG >> Repair or reconnect the hose.

## 6. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 7.

## 7. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT

Refer to [EC-1687, "DTC Confirmation Procedure"](#).

OK or NG

OK >> GO TO 8.

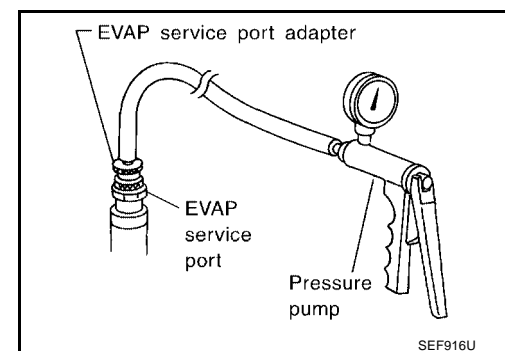
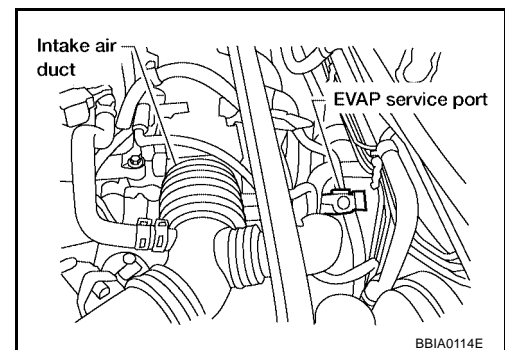
NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

## 8. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II >> GO TO 9.

Models without CONSULT-II >> GO TO 10.

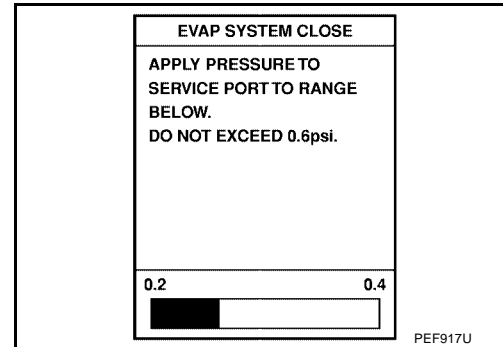
## 9. CHECK FOR EVAP LEAK

### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

#### NOTE:

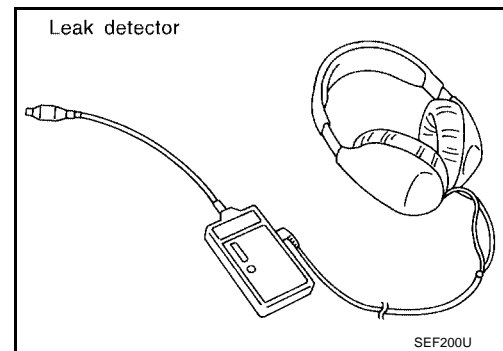
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

#### OK or NG

- OK >> GO TO 11.  
 NG >> Repair or replace.

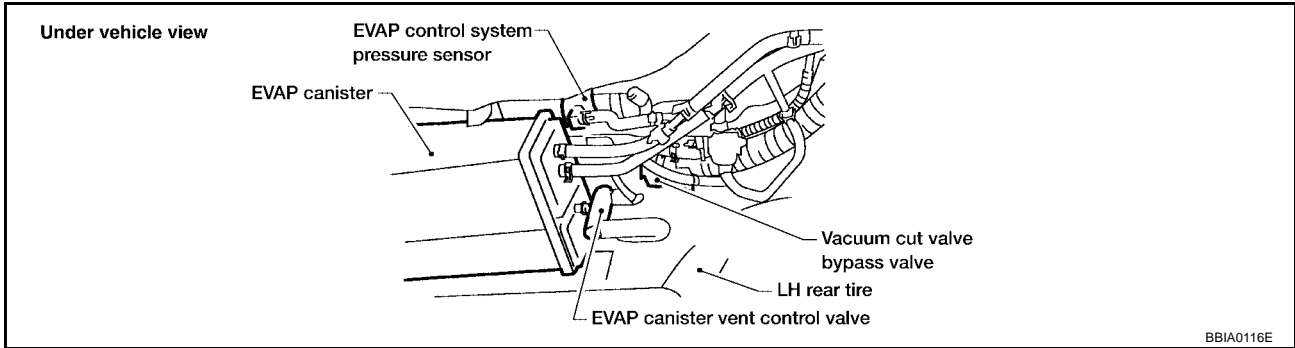


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10. CHECK FOR EVAP LEAK

⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12V until the end of test.)



4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

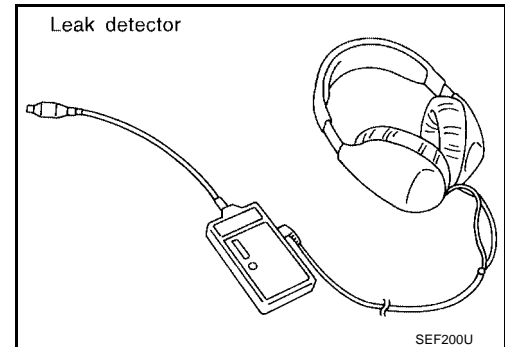
**NOTE:**

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in the system.

5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 12.  
 NG >> Repair or replace.



11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

Ⓟ With CONSULT-II

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

OK or NG

- OK >> GO TO 14.  
 NG >> GO TO 13.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0628E

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**⊗ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 13.

**13. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#) .

OK or NG

- OK (With CONSULT-II)>>GO TO 14.
- OK (Without CONSULT-II)>>GO TO 15.
- NG >> Repair or reconnect the hose.

**14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

**Ⓜ With CONSULT-II**

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.
- NG >> Replace EVAP canister purge volume control solenoid valve.

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

Refer to [EC-1456, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 17.
- NG >> Replace fuel level sensor unit.

---

## 17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

---

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace EVAP control system pressure sensor.

---

## 18. CHECK REFUELING EVAP VAPOR LINE

---

Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1852, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

- OK >> GO TO 19.
- NG >> Repair or replace hoses and tubes.

---

## 19. CHECK SIGNAL LINE AND RECIRCULATION LINE

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

- OK >> GO TO 20.
- NG >> Repair or replace hoses, tubes or filler neck tube.

---

## 20. CHECK REFUELING CONTROL VALVE

---

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 21.
- NG >> Replace refueling control valve with fuel tank.

---

## 21. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**DTC P0456 EVAP CONTROL SYSTEM**

PF0:14950

**On Board Diagnosis Logic**

UBS002EY

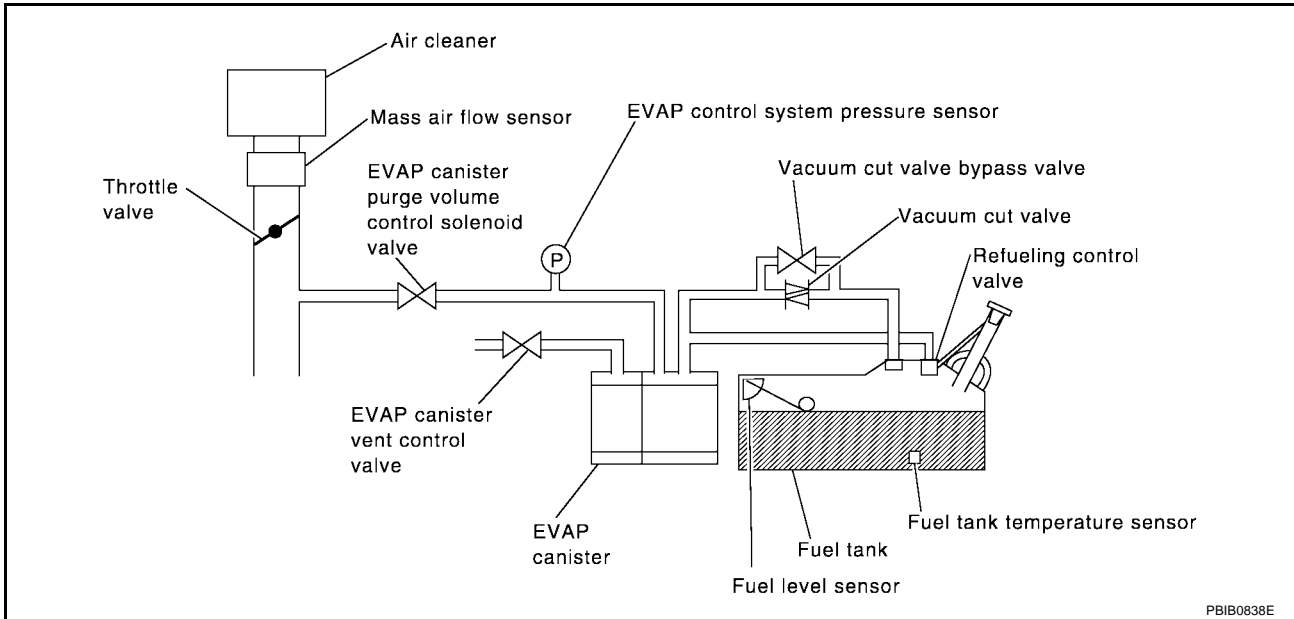
This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum. If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following "Vacuum test" conditions.

The vacuum cut valve bypass valve is opened to clear the line between the fuel tank and the EVAP canister purge volume control solenoid valve. The EVAP canister vent control valve will then be closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve is opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.

If ECM judges a leak which corresponds to a very small leak, the very small leak P0456 will be detected.

If ECM judges a leak equivalent to a small leak, EVAP small leak P0442 will be detected.

If ECM judges there are no leaks, the diagnosis will be OK.



PBIB0838E



# DTC P0456 EVAP CONTROL SYSTEM

[QR25DE]

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0456 0456	Evaporative emission control system very small leak (negative pressure check)	<ul style="list-style-type: none"> <li>● EVAP system has a very small leak.</li> <li>● EVAP system does not operate properly.</li> </ul>	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Blocked or bent rubber tube to EVAP control system pressure sensor</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling control valve</li> <li>● ORVR system leaks</li> <li>● Fuel level sensor and the circuit</li> <li>● Foreign matter caught in EVAP canister purge volume control solenoid valve</li> </ul>

## CAUTION:

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS002EZ

### NOTE:

- If DTC P0456 is displayed with P0442, first perform TROUBLE DIAGNOSIS FOR DTC P0456.
- After repair, make sure that the hoses and clips are installed properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

- Open engine hood before conducting following procedure.
- If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.
  - Fuel filler cap is removed.
  - Refilled or drained the fuel.
  - EVAP component parts is/are removed.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

### Ⓟ WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Make sure the following conditions are met.  
**FUEL LEVEL SE: 0.25 - 1.15V**

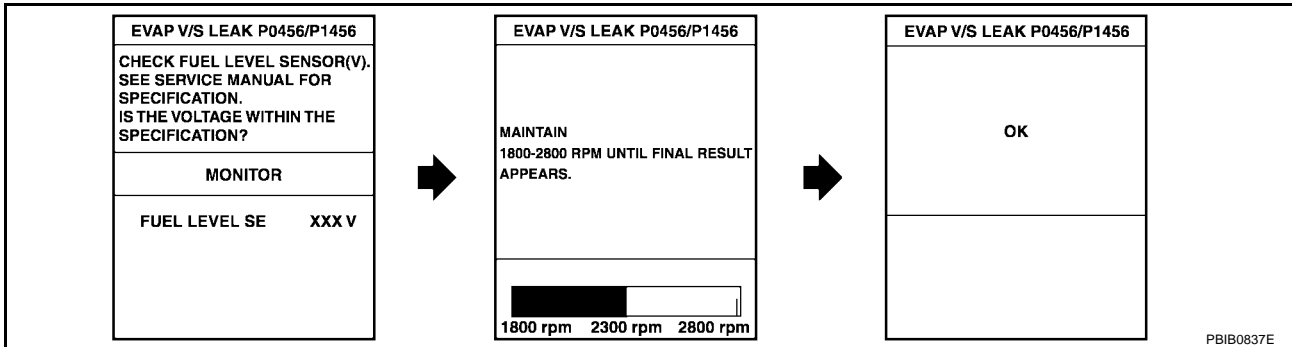
**COOLAN TEMP/S: 0 - 32°C (32 - 90°F)**

**FUEL T/TMP SE: 0 - 35°C (32 - 95°F)**

**INT A/TEMP SE: More than 0°C (32°F)**

If NG, turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle) or refilling/draining fuel until the output voltage condition of the "FUEL LEVEL SE" meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1).

3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Select "EVAP V/S LEAK P0456/P1456" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
Follow the instruction displayed.



6. Make sure that "OK" is displayed.  
If "NG" is displayed, refer to [EC-1558, "Diagnostic Procedure"](#).

**NOTE:**

- If the engine speed cannot be maintained within the range displayed on CONSULT-II screen, go to [EC-1291, "Basic Inspection"](#).
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

## Overall Function Check

UBS002F0

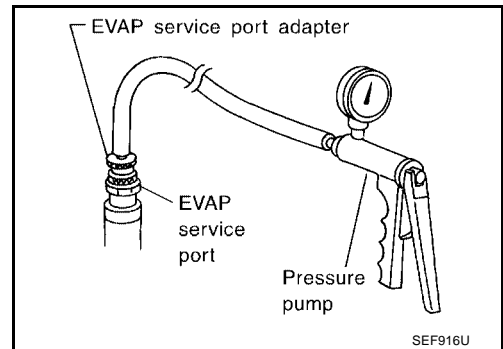
### WITH GST

Use this procedure to check the overall function of the EVAP very small leak function. During this check, a DTC might not be confirmed.

**CAUTION:**

- Never use compressed air, doing so may damage the EVAP system.
- Do not start engine.
- Do not exceeded 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi).

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch "ON".
5. Connect GST and select MODE 8.
6. Using MODE 8 control the EVAP canister vent control valve (close) and vacuum cut valve bypass valve (open).
7. Apply pressure and make sure the following conditions are satisfied.



**Pressure to be applied: 2.7 kPa (20 mmHg, 0.79 inHg)**

**Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (3 mmHg, 0.12 inHg).**

If NG, go to [EC-1558, "Diagnostic Procedure"](#).

If OK, go to next step.

8. Disconnect GST.
9. Start engine and warm it up to normal operating temperature.

10. Turn ignition switch "OFF" and wait at least 10 seconds.
11. Restart engine and let it idle for 90 seconds.
12. Keep engine speed at 2,000 rpm for 30 seconds.
13. Turn ignition switch "OFF".

**NOTE:**

For more information, refer to GST instruction manual.

## Diagnostic Procedure

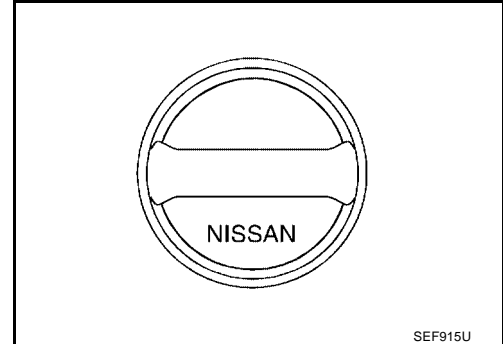
UBS002F1

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK >> GO TO 2.  
NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK >> GO TO 3.  
NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-1849, "Component Inspection"](#) .

OK or NG

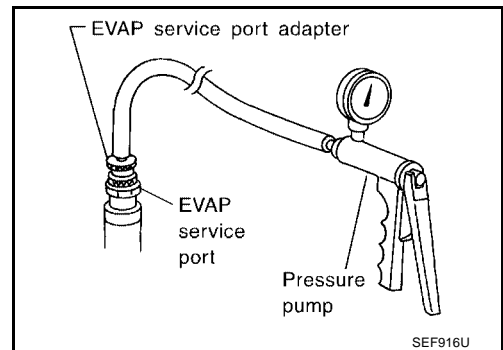
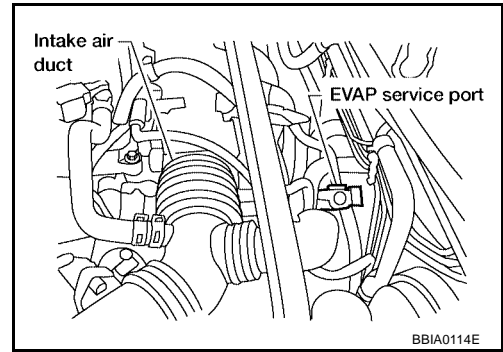
- OK >> GO TO 5.  
NG >> Replace fuel filler cap with a genuine one.

**5. INSTALL THE PRESSURE PUMP**

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II>>GO TO 6.  
Models without CONSULT-II>>GO TO 7.

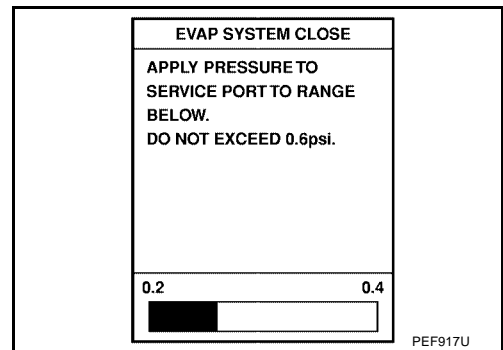
**6. CHECK FOR EVAP LEAK**

**Ⓜ With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

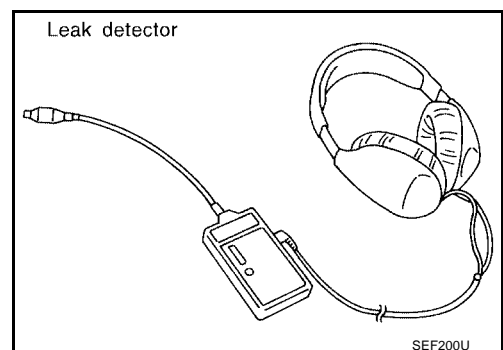
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

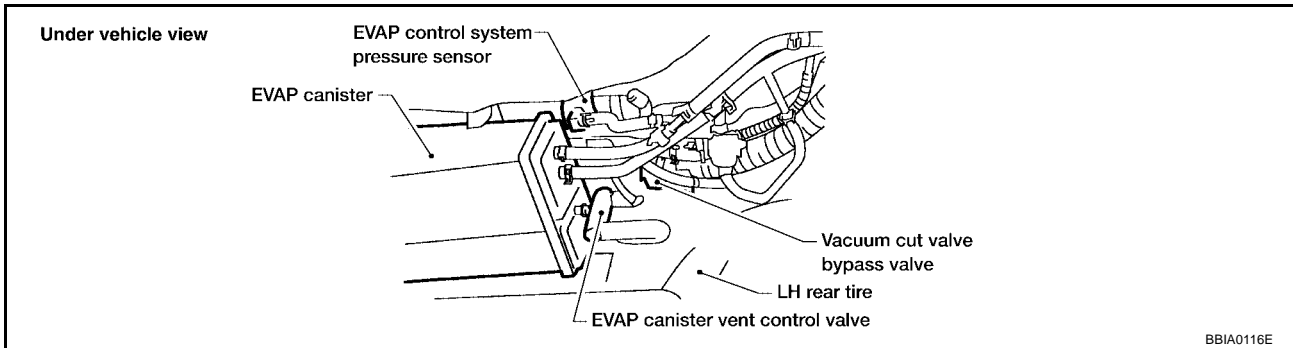
- OK >> GO TO 8.
- NG >> Repair or replace.



## 7. CHECK FOR EVAP LEAK

⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12V until the end of test.)

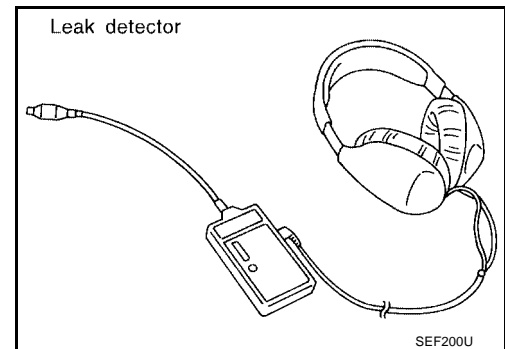


4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in the system.

5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).



**OK or NG**

- OK >> GO TO 8.  
 NG >> Repair or replace.

## 8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT

Refer to [EC-1693, "Component Inspection"](#).

**OK or NG**

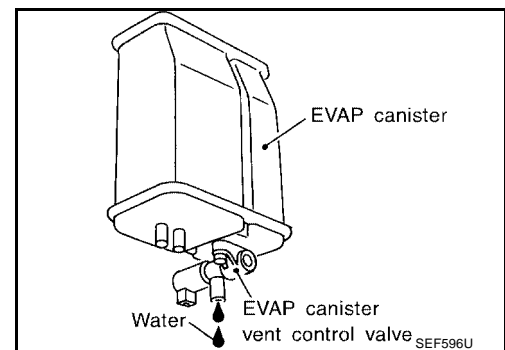
- OK >> GO TO 9.  
 NG >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

## 9. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Does water drain from the EVAP canister?

**Yes or No**

- Yes >> GO TO 10.  
 No (With CONSULT-II)>>GO TO 12.  
 No (Without CONSULT-II)>>GO TO 13.



**10. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 11.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**Ⓜ With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

**13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**Ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 14.

**14. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#) .

OK or NG

- OK >> GO TO 15.
- NG >> Repair or reconnect the hose.

---

## 15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

---

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

OK >> GO TO 16.

NG >> Replace EVAP canister purge volume control solenoid valve.

---

## 16. CHECK FUEL TANK TEMPERATURE SENSOR

---

Refer to [EC-1456, "FUEL TANK TEMPERATURE SENSOR"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace fuel level sensor unit.

---

## 17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

---

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

---

## 18. CHECK EVAP PURGE LINE

---

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection.

Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 19.

NG >> Repair or reconnect the hose.

---

## 19. CLEAN EVAP PURGE LINE

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

---

## 20. CHECK REFUELING EVAP VAPOR LINE

---

Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1852, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 21.

NG >> Repair or replace hoses and tubes.

---

## 21. CHECK SIGNAL LINE AND RECIRCULATION LINE

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses, tubes or filler neck tube.

---

## 22. CHECK REFUELING CONTROL VALVE

---

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling control valve with fuel tank.

---

**23. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

---

**24. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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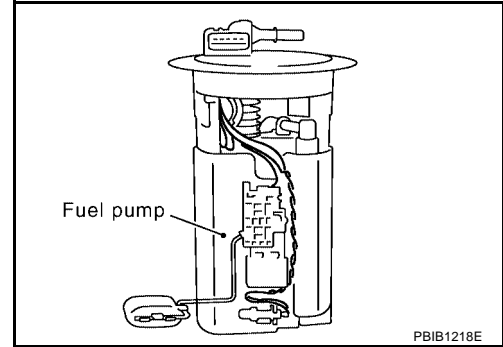
**DTC P0460 FUEL LEVEL SENSOR**

**Component Description**

UBS002F3

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



**On Board Diagnosis Logic**

UBS002F4

When the vehicle is parked, naturally the fuel level in the fuel tank is stable. It means that output signal of the fuel level sensor does not change. If ECM senses sloshing signal from the sensor, fuel level sensor malfunction is detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0460 0460	Fuel level sensor circuit noise	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

**DTC Confirmation Procedure**

UBS002F5

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait maximum of 2 consecutive minutes.
4. If 1st trip DTC is detected, go to [EC-1566, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

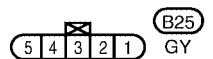
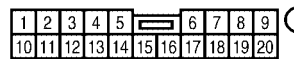
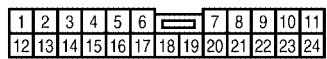
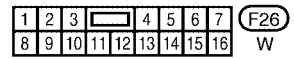
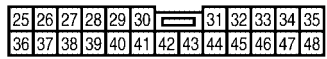
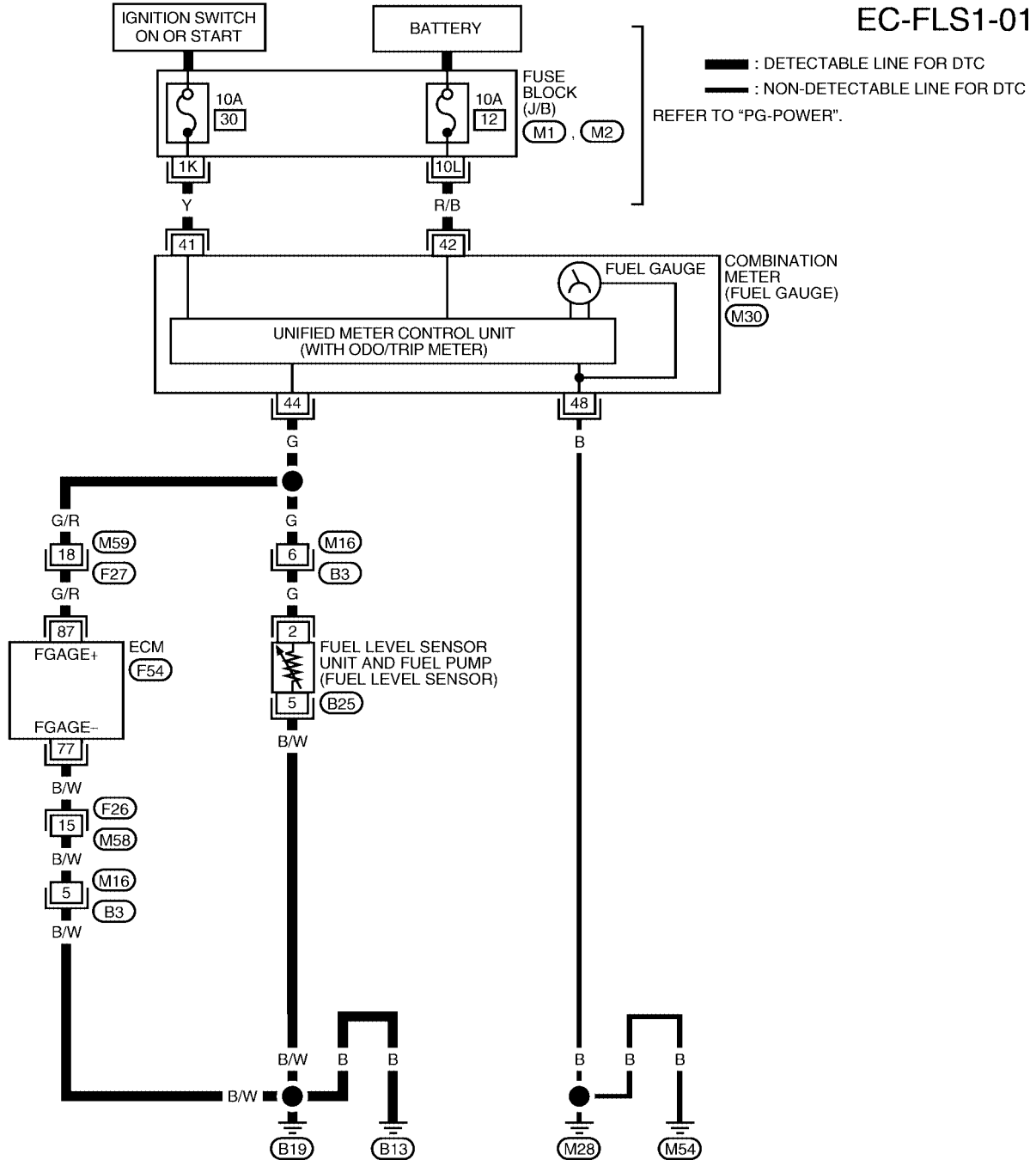
# DTC P0460 FUEL LEVEL SENSOR

[QR25DE]

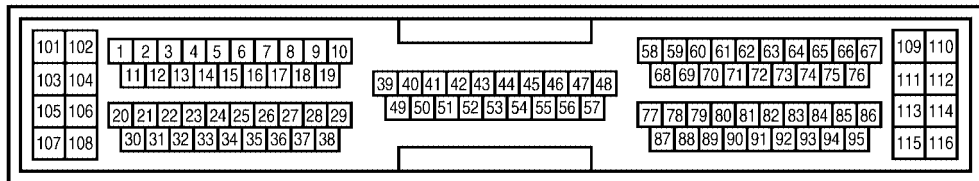
UBS002F6

## Wiring Diagram

EC-FLS1-01



REFER TO THE FOLLOWING.  
 (M1), (M2) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0227E

# DTC P0460 FUEL LEVEL SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

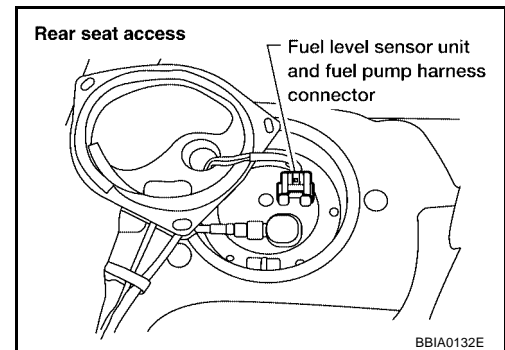
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
77	B/W	Fuel level sensor ground	[Engine is running] ● Idle speed	Approximately 0V
87	G/R	Fuel level sensor	[Ignition switch "ON"]	Approximately 0 - 4.8V Output voltage varies with fuel level.

## Diagnostic Procedure

UBS002F7

### 1. CHECK FUEL LEVEL SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

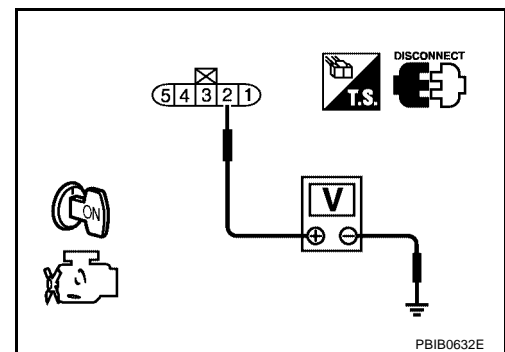


4. Check voltage between fuel level sensor unit and fuel pump terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M16, B3
- Harness for open or short between combination meter and fuel level sensor until and fuel pump

>> Repair open circuit or short to ground or short to power in harness or connectors.

**3. CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

**4. DETECT MALFUNCTIONING PART**

Check the following.

- Harness for open or short between fuel level sensor unit and fuel pump and body ground

>> Repair open circuit or short to power in harness or connectors.

**5. CHECK FUEL LEVEL SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 87 and fuel level sensor unit and fuel pump terminal 2, ECM terminal 77 and fuel level sensor unit and fuel pump terminal 5.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 7.  
NG >> GO TO 6.

**6. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M16, B3
- Harness connectors M58, F26
- Harness connectors M59, F27
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK FUEL LEVEL SENSOR**

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace fuel level sensor unit.

**8. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## DTC P0460 FUEL LEVEL SENSOR

[QR25DE]

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### Remove and Installation FUEL LEVEL SENSOR

UBS002F8

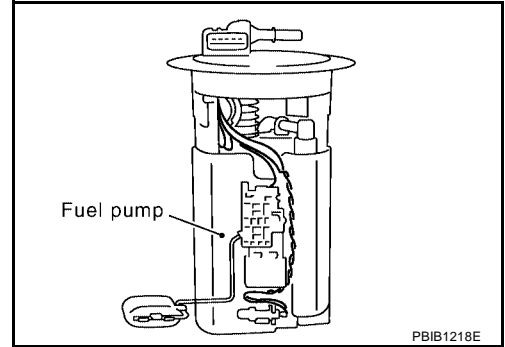
Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

**DTC P0461 FUEL LEVEL SENSOR**

**Component Description**

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



**On Board Diagnosis Logic**

Driving long distances naturally affect fuel gauge level.

This diagnosis detects the fuel gauge malfunction of the gauge not moving even after a long distance has been driven.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0461 0461	Fuel level sensor circuit range/performance	The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>

**Overall Function Check**

Use this procedure to check the overall function of the fuel level sensor function. During this check, a 1st trip DTC might not be confirmed.

**WARNING:**

When performing following procedure, be sure to observe the handling of the fuel. Refer to [FL-7, "FUEL TANK"](#).

**TESTING CONDITION:**

Before starting overall function check, preparation of draining fuel and refilling fuel is required.

**WITH CONSULT-II**

**NOTE:**

Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-1257, "FUEL PRESSURE RELEASE"](#).
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "OFF" and wait at least 10 seconds then turn "ON".
6. Select "FUEL LEVEL SE" in "DATA MONITOR" mode with CONSULT-II.
7. Check "FUEL LEVEL SE" output voltage and note it.
8. Select "FUEL PUMP" in "ACTIVE TEST" mode with CONSULT-II.
9. Touch "ON" and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
11. Check "FUEL LEVEL SE" output voltage and note it.
12. Check "FUEL LEVEL SE" output voltage and confirm whether the voltage changes more than 0.03V during step 7 to 11.  
If NG, check the fuel level sensor, refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

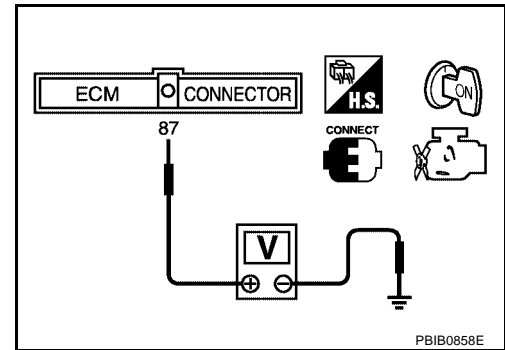
SEF195Y

 WITH GST
**NOTE:**

Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch "OFF".
6. Set voltmeters probe between ECM terminal 87 (fuel level sensor signal) and ground.
7. Turn ignition switch "ON".
8. Check voltage between ECM terminal 87 and ground and note it.
9. Drain fuel by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
10. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
11. Confirm that the voltage between ECM terminal 87 and ground changes more than 0.03V during step 8 - 10.

If NG, check component of fuel level sensor, refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

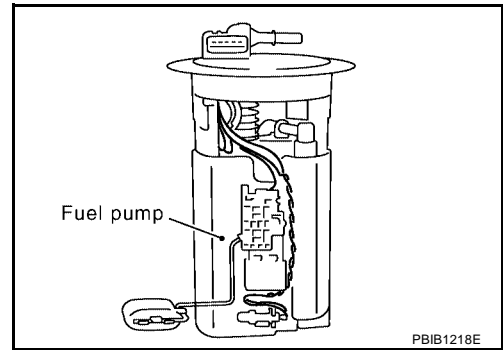


## DTC P0462, P0463 FUEL LEVEL SENSOR

### Component Description

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



### On Board Diagnosis Logic

ECM receives two signals from the fuel level sensor circuit.

One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the former, to detect open or short circuit malfunction.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0462 0462	Fuel level sensor circuit low input	An excessively low voltage is sent from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> <li>● Fuel level sensor</li> </ul>
P0463 0463	Fuel level sensor circuit high input	An excessively high voltage is sent from the sensor is sent to ECM.	

### DTC Confirmation Procedure

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 11V at ignition switch "ON".

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1573, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

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#### WITH GST

Follow the procedure "WITH CONSULT-II" above.



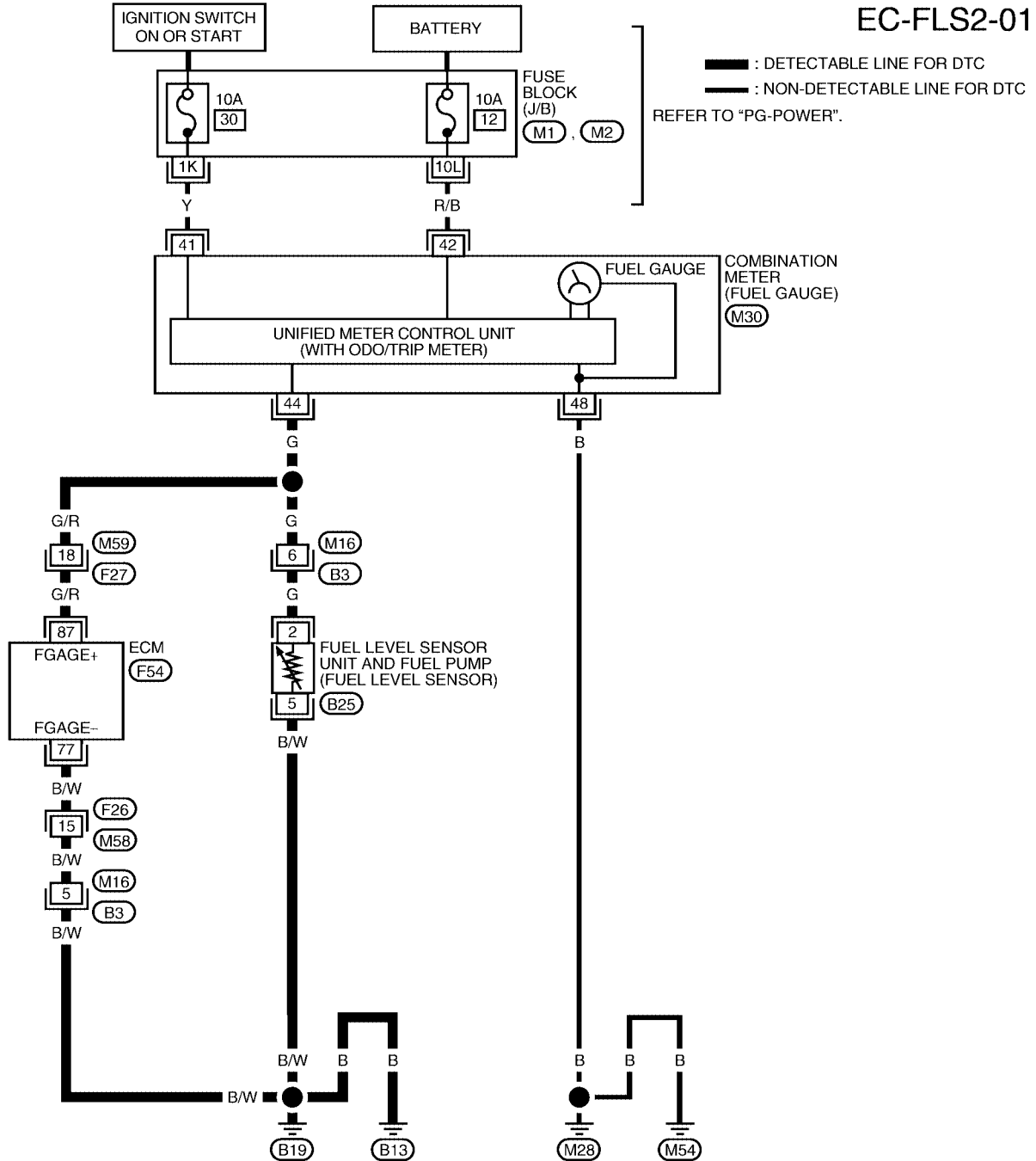
# DTC P0462, P0463 FUEL LEVEL SENSOR

[QR25DE]

UBS002FF

## Wiring Diagram

EC-FLS2-01



25	26	27	28	29	30	31	32	33	34	35	(M30)		
36	37	38	39	40	41	42	43	44	45	46	47	48	W

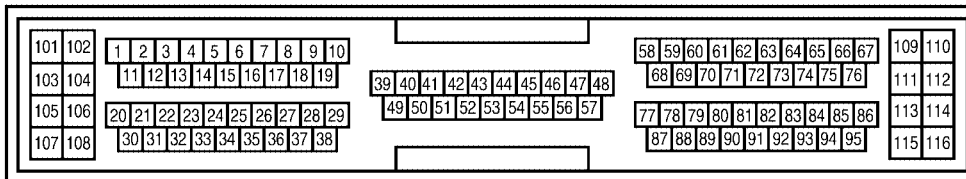
1	2	3	4	5	6	7	(F26)		
8	9	10	11	12	13	14	15	16	W

REFER TO THE FOLLOWING.  
 (M1), (M2) - FUSE BLOCK - JUNCTION BOX (J/B)

1	2	3	4	5	6	7	8	9	10	11	(F27)		
12	13	14	15	16	17	18	19	20	21	22	23	24	W

1	2	3	4	5	6	7	8	9	(B3)		
10	11	12	13	14	15	16	17	18	19	20	W

5	4	3	2	1	(B25)
					GY



BBWA0228E

# DTC P0462, P0463 FUEL LEVEL SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

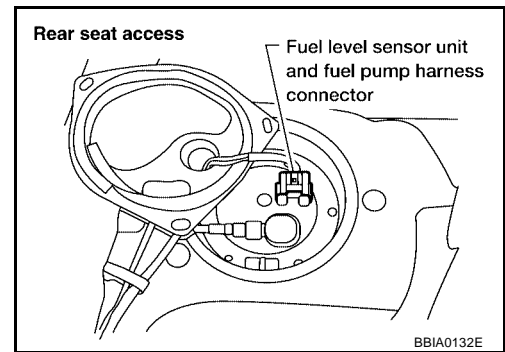
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
77	B/W	Fuel level sensor ground	[Engine is running] ● Idle speed	Approximately 0V
87	G/R	Fuel level sensor	[Ignition switch "ON"]	Approximately 0 - 4.8V Output voltage varies with fuel level.

## Diagnostic Procedure

UBS002FG

### 1. CHECK FUEL LEVEL SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Turn ignition switch "ON".

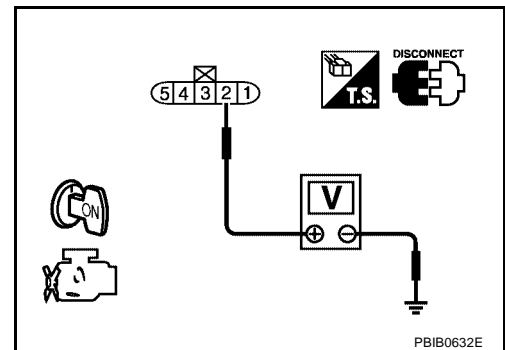


4. Check voltage between fuel level sensor unit and fuel pump terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M16, B3
- Harness for open or short between combination meter and fuel level sensor unit and fuel pump

>> Repair open circuit or short to ground or short to power in harness or connectors.

**3. CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 4.  
NG >> Repair open circuit or short to power in harness or connectors.

**4. CHECK FUEL LEVEL SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 87 and fuel level sensor unit and fuel pump terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M16, B3
- Harness connectors M59, F27
- Harness for open or short between ECM and fuel level sensor unit and fuel pump

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace fuel level sensor.

**7. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Removal and Installation  
FUEL LEVEL SENSOR**

UBS002FH

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

## DTC P0500 VSS

### Description

The vehicle speed sensor is installed in the transaxle. It contains a pulse generator which provides a vehicle speed signal to the combination meter. The combination meter then sends a signal to the ECM.

### On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0500 0500	Vehicle speed sensor	The almost 0 km/h (0 MPH) signal from vehicle speed sensor is sent to ECM even when vehicle is being driven.	<ul style="list-style-type: none"> <li>● Harness or connectors (The vehicle speed sensor circuit is open or shorted)</li> <li>● Vehicle speed sensor</li> <li>● Combination meter</li> </ul>

### DTC Confirmation Procedure

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Steps 1 and 2 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

**WITH CONSULT-II**

1. Start engine.
2. Read "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-II. The vehicle speed on CONSULT-II should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.  
If NG, go to [EC-1577, "Diagnostic Procedure"](#).  
If OK, go to following step.
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Warm engine up to normal operating temperature.
5. Maintain the following conditions for at least 60 consecutive seconds.

ENG SPEED	1,200 - 6,000 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	6.0 - 31.8 msec
Selector lever	Suitable position
PW/ST SIGNAL	OFF

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
B/FUEL SCHDL	XXX msec
PW/ST SIGNAL	OFF
VHCL SPEED SE	XXX km/h

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6. If 1st trip DTC is detected, go to [EC-1577, "Diagnostic Procedure"](#).

### Overall Function Check

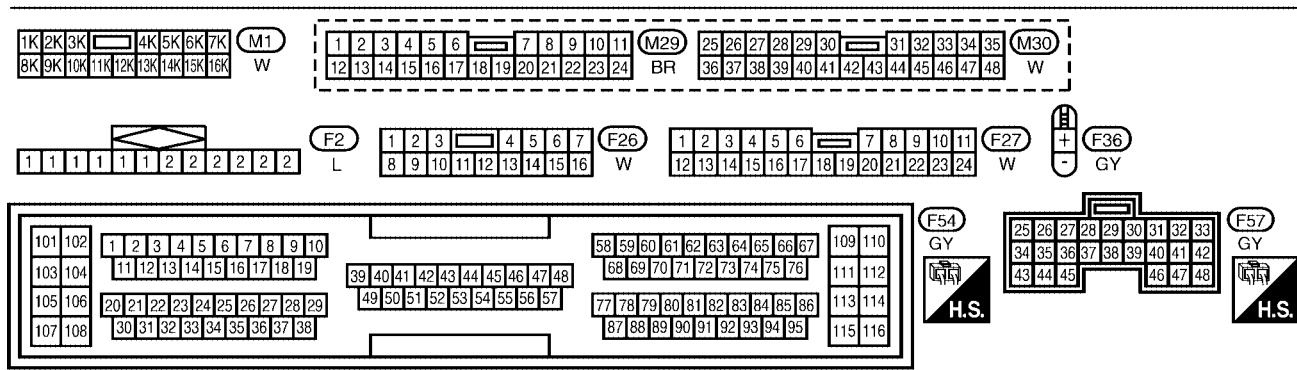
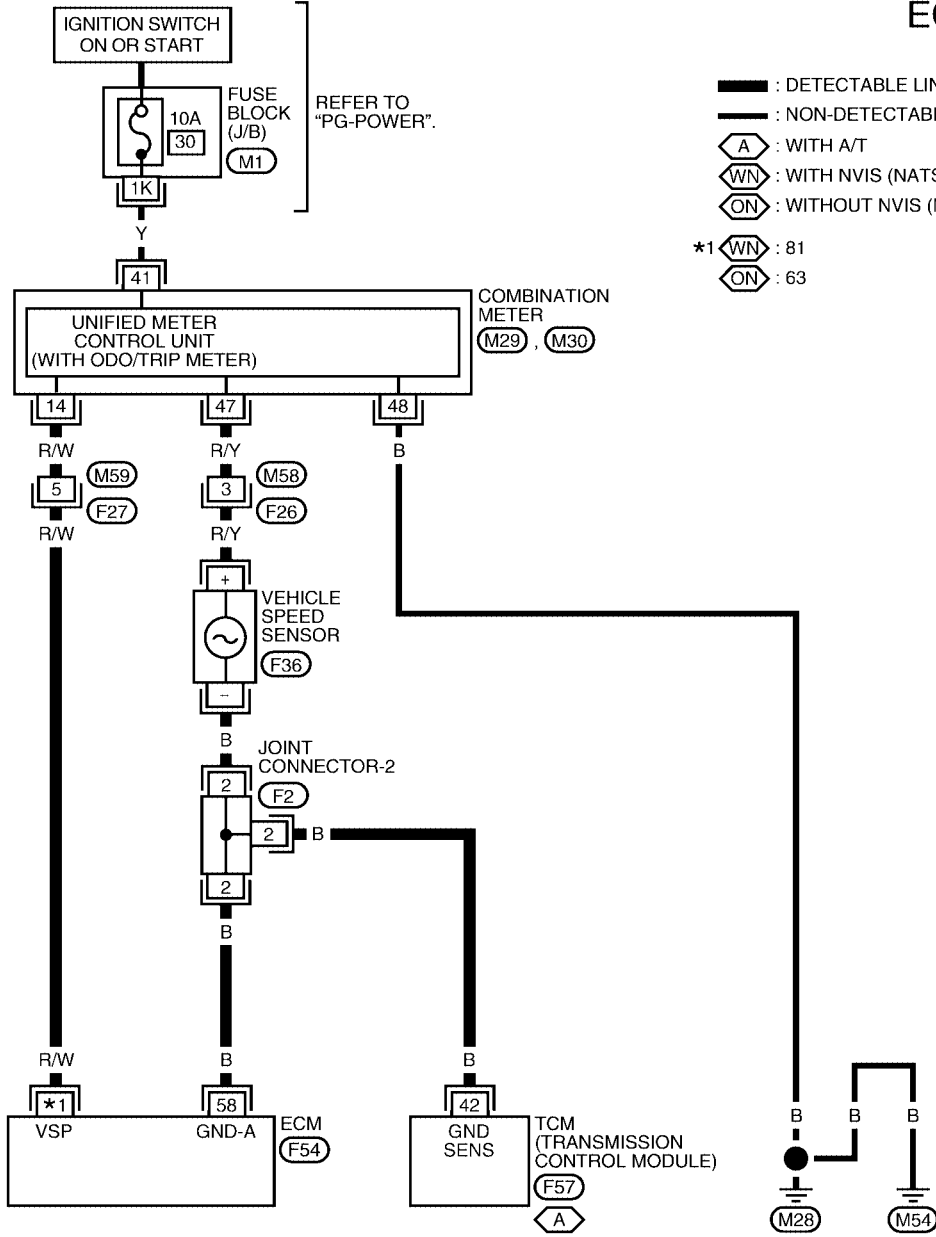
Use this procedure to check the overall function of the vehicle speed sensor circuit. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

1. Lift up drive wheels.
2. Start engine.
3. Read vehicle speed sensor signal in "MODE 1" with GST.  
The vehicle speed sensor on GST should be able to exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.
4. If NG, go to [EC-1577, "Diagnostic Procedure"](#).

Wiring Diagram

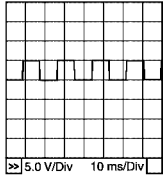
EC-VSS-01



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
63 (With- out NVIS)	R/W	Vehicle speed sensor	<b>[Engine is running]</b> ● Lift up the vehicle ● Vehicle speed is 40 km/h (25MPH)	Approximately 2.3V★ 
81 With (NVIS)				PBIB0531E

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

**Diagnostic Procedure**

UBS002FN

**1. CHECK INPUT SIGNAL CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector and combination meter harness connector.
3. Check harness continuity between ECM terminal 81 (Models with NVIS) or 63 (Models without NVIS) and combination meter terminal 14.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

**2. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and combination meter

>> Repair open circuit or short to ground or short to power in harness or connectors.

**3. CHECK SPEEDOMETER FUNCTION**

Make sure that speedometer functions properly.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

---

**4. CHECK SPEEDOMETER CIRCUIT FOR OPEN AND SHORT**

---

Check the following.

- Harness connectors M58, F26
- Joint connector-2
- Harness for open or short between combination meter and vehicle speed sensor
- Harness for open or short between vehicle speed sensor and ECM
- Harness for open or short between vehicle speed sensor and TCM

OK or NG

OK >> Check combination meter and vehicle speed sensor. Refer to [DI-3, "METERS AND GAUGES"](#) .

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**5. CHECK INTERMITTENT INCIDENT**

---

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P0506 ISC SYSTEM

Description

NOTE:

If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC displayed.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0506 0506	Idle speed control system RPM lower than expected	The idle speed is less than the target idle speed by 100 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> </ul>

DTC Confirmation Procedure

NOTE:

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- If the target idle speed is out of the specified value, perform [EC-1255, "Idle Air Volume Learning"](#), before conducting "DTC Confirmation Procedure". For the target idle speed, refer to the [EC-1862, "SERVICE DATA AND SPECIFICATIONS \(SDS\)"](#).

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

 WITH CONSULT-II

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON" again and select "DATA MONITOR" mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-1580, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

 WITH GST

Follow the procedure "WITH CONSULT-II" above.



---

**Diagnostic Procedure****1. CHECK INTAKE AIR LEAK**

---

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

**OK or NG**

- OK >> GO TO 2.  
NG >> Discover air leak location and repair.

**2. REPLACE ECM**

---

1. Stop engine.
2. Replace ECM.
3. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .
4. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
5. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
6. Perform [EC-1255, "Idle Air Volume Learning"](#) .

**>> INSPECTION END**

**DTC P0507 ISC SYSTEM**

**Description**

**NOTE:**

If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC displayed.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

**On Board Diagnosis Logic**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0507 0507	Idle speed control system RPM higher than expected	The idle speed is more than the target idle speed by 200 rpm or more.	<ul style="list-style-type: none"> <li>● Electric throttle control actuator</li> <li>● Intake air leak</li> <li>● PCV system</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- If the target idle speed is out of the specified value, perform [EC-1255, "Idle Air Volume Learning"](#), before conducting "DTC Confirmation Procedure". For the target idle speed, refer to the [EC-1862, "SERVICE DATA AND SPECIFICATIONS \(SDS\)"](#).

**TESTING CONDITION:**

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

**WITH CONSULT-II**

1. Open engine hood.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON" again and select "DATA MONITOR" mode with CONSULT-II.
5. Start engine and run it for at least 1 minute at idle speed.
6. If 1st trip DTC is detected, go to [EC-1582, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

SEF174Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

---

**Diagnostic Procedure****1. CHECK PCV HOSE CONNECTION**

---

Confirm that PCV hose is connected correctly.

OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

**2. CHECK INTAKE AIR LEAK**

---

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 3.

NG >> Discover air leak location and repair.

**3. REPLACE ECM**

---

1. Stop engine.
2. Replace ECM.
3. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .
4. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
5. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
6. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

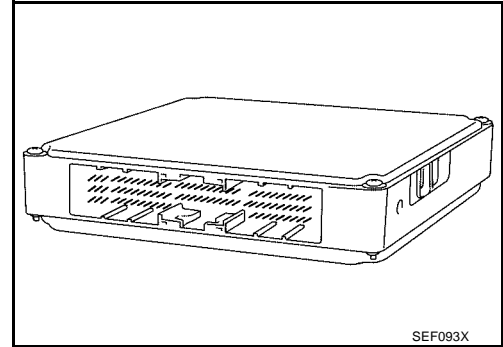
**DTC P0605 ECM**

PF023710

**Component Description**

UBS002FW

The ECM consists of a microcomputer and connectors for signal input and output and for power supply. The ECM controls the engine.



UBS002FX

**On Board Diagnosis Logic**

This self-diagnosis has one or two trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605 0605	Engine control module	A)	ECM calculation function is malfunctioning.	● ECM
		B)	ECM EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

**FAIL-SAFE MODE**

ECM enters fail-safe mode when malfunction A is detected.

Detected items	Engine operation condition in fail-safe mode
Malfunction A	<ul style="list-style-type: none"> <li>● ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.</li> <li>● ECM deactivates ASCD operation.</li> </ul>

**DTC Confirmation Procedure**

UBS002FY

Perform "PROCEDURE FOR MALFUNCTION A" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B". If there is no malfunction on "PROCEDURE FOR MALFUNCTION B", perform "PROCEDURE FOR MALFUNCTION C".

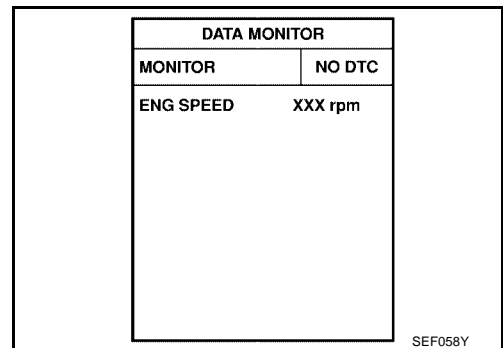
**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**PROCEDURE FOR MALFUNCTION A**

Ⓟ **With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-1584, "Diagnostic Procedure"](#).



Ⓟ **With GST**

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION B**

**With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. If 1st trip DTC is detected, go to [EC-1584, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**PROCEDURE FOR MALFUNCTION C**

**With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
4. Repeat step 3 procedure, 32 times.
5. If 1st trip DTC is detected, go to [EC-1584, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**With GST**

Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure**

**1. INSPECTION START**

UBS002FZ

**With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure"**.  
See [EC-1583](#).
5. Is the 1st trip DTC P0605 displayed again?

**With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure"**.  
See [EC-1583](#).
5. Is the 1st trip DTC P0605 displayed again?

Yes or No

- Yes >> GO TO 2.  
No >> **INSPECTION END**

---

**2. REPLACE ECM**

---

1. Replace ECM.
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#).
3. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#).
4. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#).
5. Perform [EC-1255, "Idle Air Volume Learning"](#).

**>> INSPECTION END**

A

EC

C

D

E

F

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K

L

M

**DTC P0650 MIL**

PF2:24810

**Component Description**

UBS002G0

Malfunction Indicator Lamp (MIL) is located on the instrument panel. When the ignition switch is turned ON without engine running, MIL will light up. This is a bulb check. When the engine is started, MIL should go off. If MIL remains on, the on board diagnostic system has detected an engine system malfunction.

**On Board Diagnosis Logic**

UBS002G1

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0650 0650	Malfunction indicator (MIL) control circuit	<ul style="list-style-type: none"> <li>An excessively high voltage is sent to ECM through the MIL circuit under the condition that calls for MIL light up.</li> <li>An excessively low voltage is sent to ECM through the MIL circuit under the condition that calls for MIL not to light up.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (MIL circuit is open or shorted.)</li> <li>MIL</li> </ul>

**FAIL-SAFE MODE**

ECM enters in fail-safe mode when both DTC P0650 and another DTC, which calls for MIL to light up, are detected at the same time.

Detected items	Engine operating condition in fail-safe mode
MIL circuit	Engine speed will not rise more than 2,500 rpm due to the fuel cut

**DTC Confirmation Procedure**

UBS002G2

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1588, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

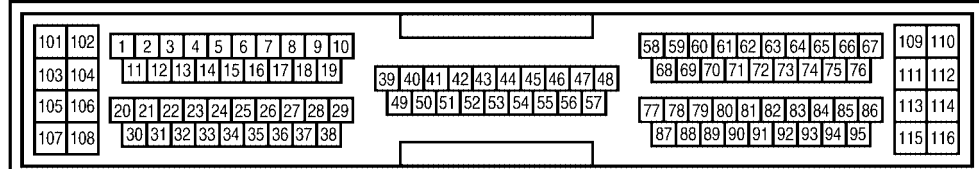
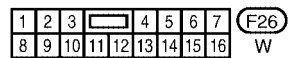
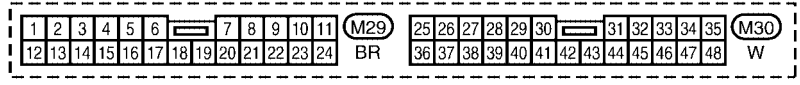
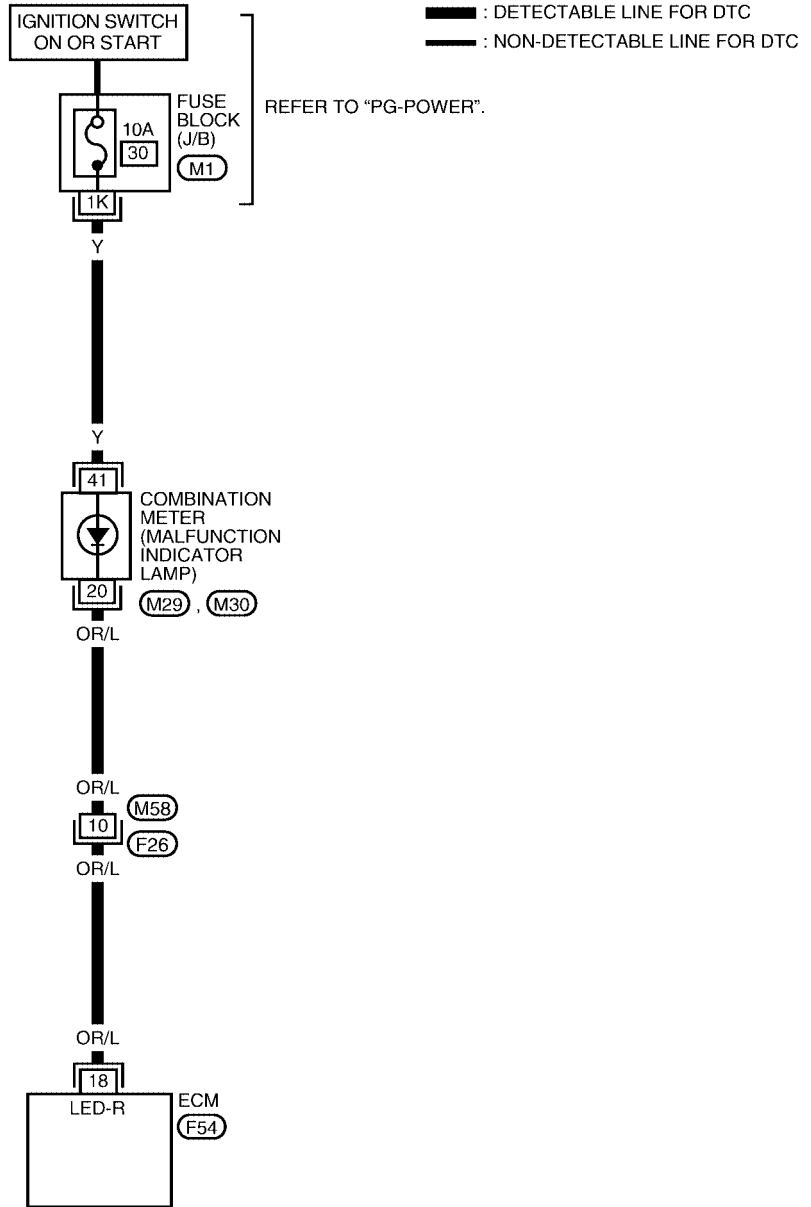
Follow the procedure "WITH CONSULT-II" above.

Wiring Diagram

UBS002G3

EC-MIL-01

A  
EC  
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H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK  
 - JUNCTION BOX (J/B)



BBWA0230E



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
18	OR/L	MIL	[Ignition switch "ON"]	0 - 1.0V
			[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)

**Diagnostic Procedure**

UBS002G4

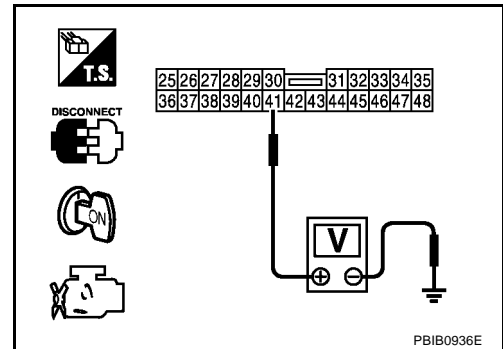
**1. CHECK MIL POWER SUPPLY**

1. Turn ignition switch "OFF".
2. Disconnect combination meter harness connector.
3. Turn ignition switch "ON".
4. Check voltage between combination meter terminal 41 and ground with CONSULT-II or tester

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



**2. DETECT MALFUNCTIONING PART**

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between fuse and combination meter

>> Repair harness or connectors.

**3. CHECK MIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 18 and combination meter terminal 20. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.

#### 4. DETECT MALFUNCTIONING PART

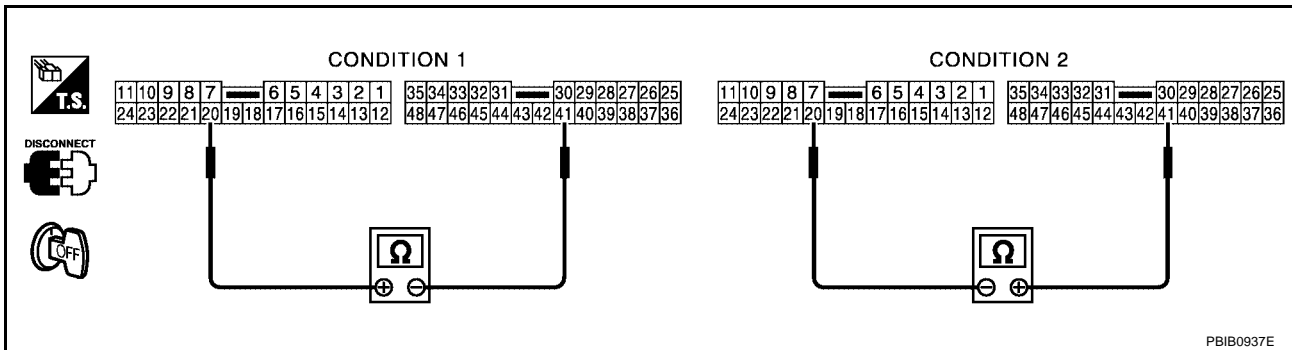
Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and combination meter

>> Repair open circuit or short to ground or short to power in harness or connectors.

#### 5. CHECK COMBINATION METER

1. Turn ignition switch "OFF".
2. Disconnect combination meter harness connectors.
3. Check continuity under the following conditions.



CONDITION	Combination meter terminal No. (Polarity)	Continuity
1	20 (+) - 41 (-)	Should not exist.
2	41 (+) - 20 (-)	Should exist.

#### OK or NG

- OK >> GO TO 6.
- NG >> Replace combination meter. Refer to [DI-8, "Combination Meter"](#) .

#### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

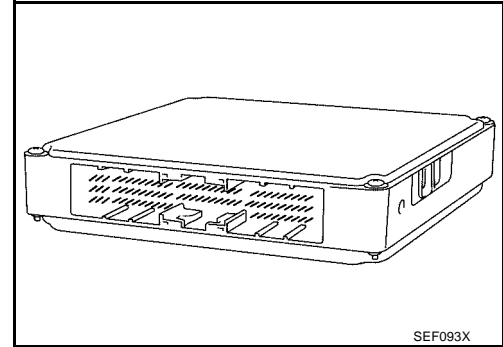
>> INSPECTION END

**DTC P1065 ECM POWER SUPPLY**

**Component Description**

UBS002G5

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the idle air volume learning value memory, etc.



**On Board Diagnosis Logic**

UBS002G6

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1065 1065	ECM power supply circuit	ECM back-up RAM system does not function properly.	<ul style="list-style-type: none"> <li>● Harness or connectors [ECM power supply (back-up) circuit is open or shorted.]</li> <li>● ECM</li> </ul>

**DTC Confirmation Procedure**

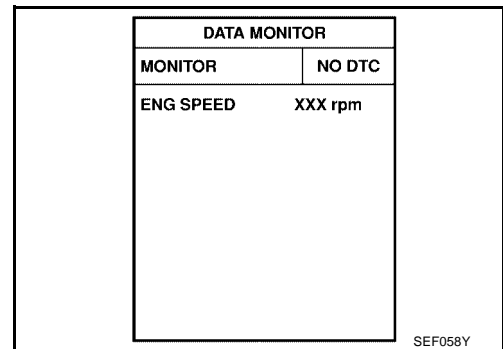
UBS002G7

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch “ON” and wait at least 1 second.
2. Select “DATA MONITOR” mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. Turn ignition switch “OFF”, wait at least 10 seconds, and then turn “ON”.
5. Repeat steps 3 and 4 four times.
6. If 1st trip DTC is detected, go to [EC-1592. "Diagnostic Procedure"](#) .



**WITH GST**

Follow the procedure “WITH CONSULT-II” above.

# DTC P1065 ECM POWER SUPPLY

[QR25DE]

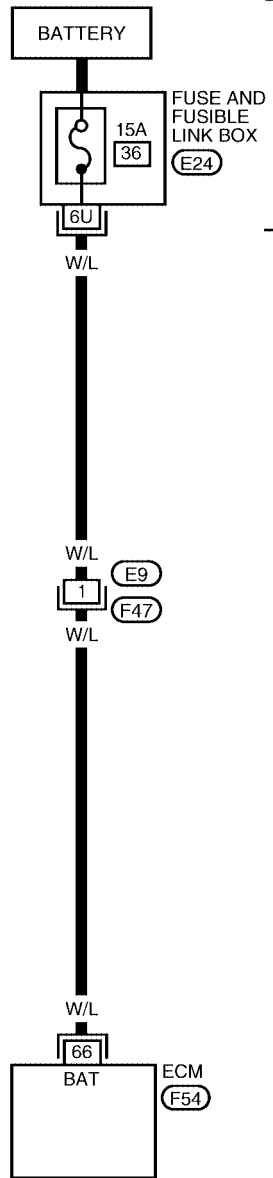
## Wiring Diagram

UBS002G8

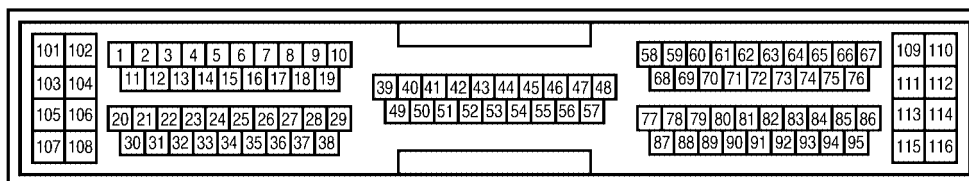
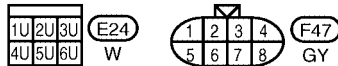
### EC-ECM/PW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



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M



BBWA0419E

# DTC P1065 ECM POWER SUPPLY

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
66	W/L	Power supply for ECM (Buck-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002G9

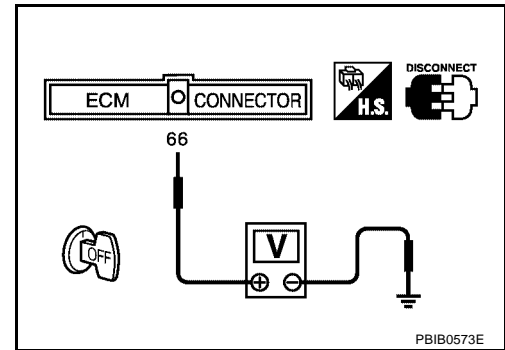
### 1. CHECK ECM POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check voltage between ECM terminal 66 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse and fusible link box connector E24
- 15A fuse
- Harness for open or short between ECM and battery

>> Repair or replace harness or connectors.

### 3. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace harness or connectors.

**4. PERFORM DTC CONFIRMATION PROCEDURE****Ⓟ With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-1590](#) .
5. Is the 1st trip DTC P1065 displayed again?

**Ⓢ With GST**

1. Turn ignition switch "ON".
2. Select MODE 4 with GST.
3. Touch "ERASE".
4. **Perform "DTC Confirmation Procedure".**  
See [EC-1590](#) .
5. Is the 1st trip DTC P1065 displayed again?

Yes or No

Yes &gt;&gt; GO TO 5.

No >> **INSPECTION END****5. REPLACE ECM**

1. Replace ECM.
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to [EC-1275, "NVIS \(Nissan Vehicle Immobilizer System — NATS\)"](#) .
3. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
4. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-1255, "Idle Air Volume Learning"](#) .

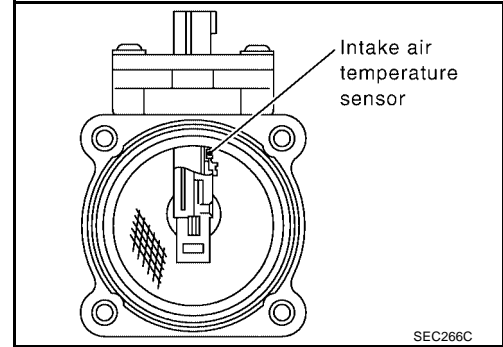
>> **INSPECTION END**

## DTC P1102 MAF SENSOR

### Component Description

UBS002GA

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot film that is supplied with electric current from the ECM. The temperature of the hot film is controlled by the ECM a certain amount. The heat generated by the hot film is reduced as the intake air flows around it. The more air, the greater the heat loss. Therefore, the ECM must supply more electric current to maintain the temperature of the hot film as air flow increases. The ECM detects the air flow by means of this current change.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002GB

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
MAS A/F SE-B1	● Engine: After warming up ● Air conditioner switch: OFF ● Shift lever: N ● No-load	Idle Approx. 1.1 - 1.5V
		2,500 rpm Approx. 1.6 - 2.0V
CAL/LD VALUE	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle 10% - 35%
		2,500 rpm 10% - 35%
MASS AIRFLOW	● Engine: After warming up ● Shift lever: N ● Air conditioner switch: OFF ● No-load	Idle 1.0 - 4.0 g-m/s
		2,500 rpm 4.0 - 10.0 g-m/s

### On Board Diagnosis Logic

UBS002GC

**This self-diagnosis has the one trip detection logic.**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1102 1102	Mass air flow sensor circuit range/performance problem	A voltage from the sensor is constantly approx.1.0V when engine is running.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Mass air flow sensor</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

### DTC Confirmation Procedure

UBS002GD

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".

# DTC P1102 MAF SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-1597, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

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EC

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M

## WITH GST

Follow the procedure "With CONSULT-II" above.



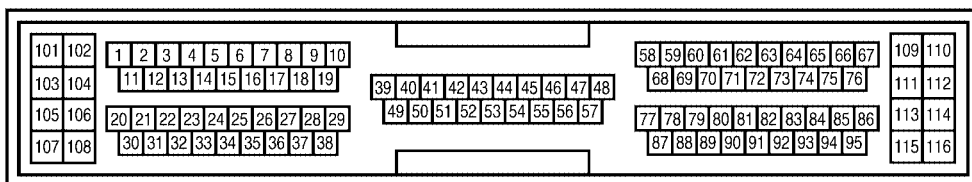
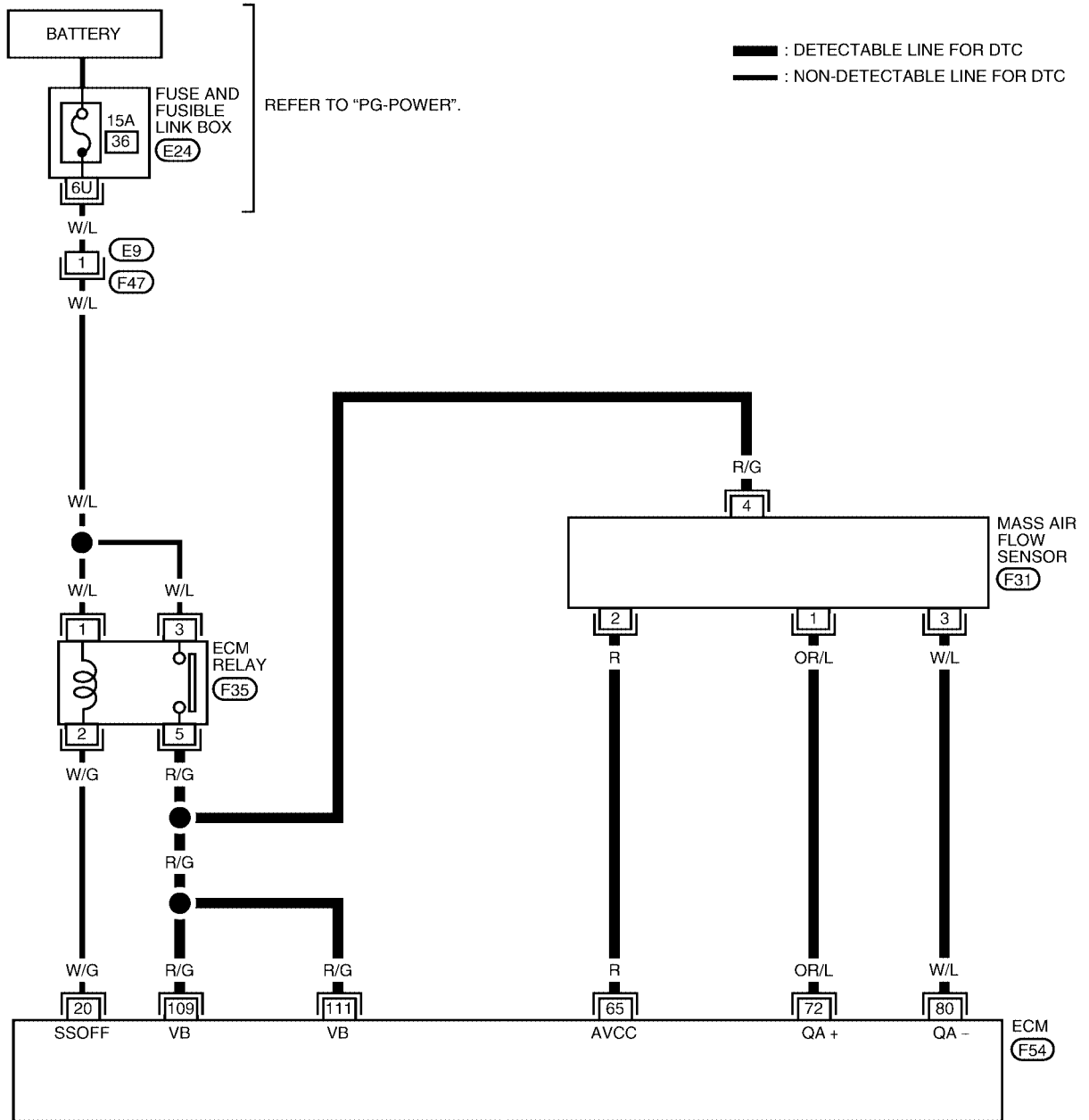
# DTC P1102 MAF SENSOR

[QR25DE]

UBS002GE

## Wiring Diagram

EC-MAFS-01



BBWA0213E

# DTC P1102 MAF SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V
72	OR/L	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.1 - 1.5V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.6 - 2.0V
80	W/L	Mass air flow sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

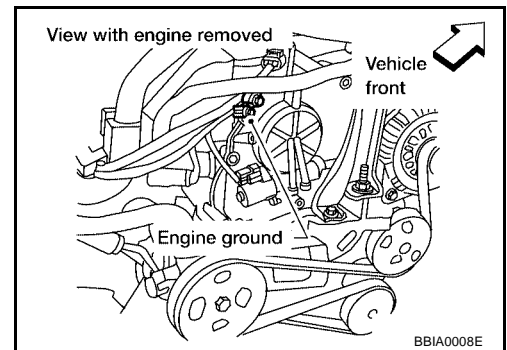
## Diagnostic Procedure

UBS002GF

### 1. RETIGHTEN GROUND SCREWS

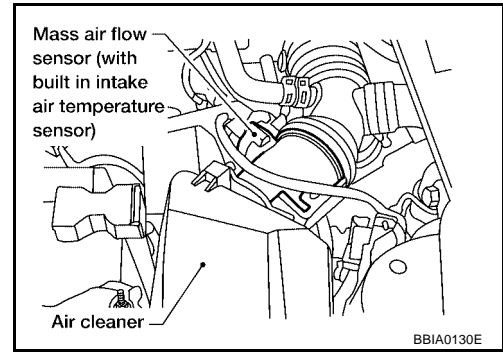
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect MAF sensor harness connector.
2. Turn ignition switch "ON".

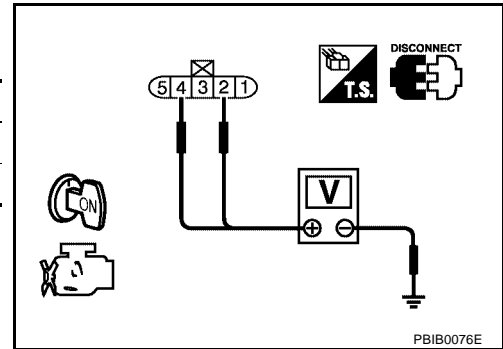


3. Check voltage between MAF sensor terminals 2, 4 and ground with CONSULT-II or tester.

Terminal	Voltage
2	Approximately 5V
4	Battery voltage

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between mass air flow sensor and ECM relay
- Harness for open or short between mass air flow sensor and ECM

>> Repair harness or connectors.

## 4. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and ECM terminal 80. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 5.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 5. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between MAF sensor terminal 1 and ECM terminal 72. Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK MASS AIR FLOW SENSOR**

Refer to [EC-1599, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace mass air flow sensor.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

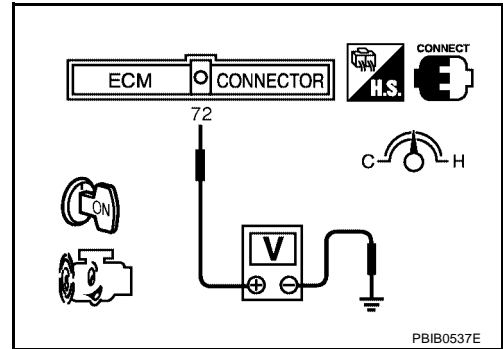
**Component Inspection  
MASS AIR FLOW SENSOR**

UBS002GG

1. Reconnect harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 72 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.1 - 1.5
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.0
Idle to about 4,000 rpm*	1.5 - 2.0 to Approx. 4.0

\*: Check for liner voltage rise in response to engine being increased to about 4,000 rpm.



PBIB0537E

4. If the voltage is out of specification, proceed the following.
  - a. Turn ignition switch "OFF".
  - b. Disconnect mass air flow sensor harness connector and reconnect it again.
  - c. Perform steps 2 and 3 again.
5. If NG, remove mass air flow sensor from air duct. Check hot film for damage or dust.
6. If NG, clean or replace mass air flow sensor.

**Removal and Installation  
MASS AIR FLOW SENSOR**

UBS002GH

Refer to [EM-103, "AIR CLEANER AND AIR DUCT"](#) .

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## DTC P1111 IVT CONTROL SOLENOID VALVE

PFP:23796

### Component Description

UBS002GI

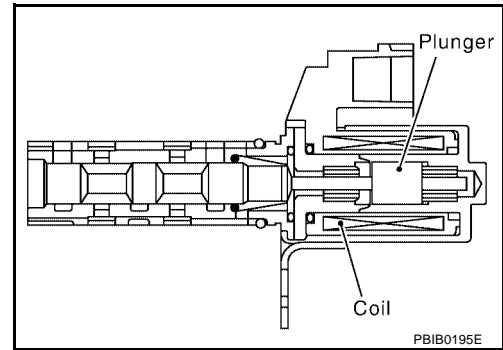
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002GJ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
INT/V SOL (B1)	● Engine: After warming up ● Shift lever: N	Idle
	● Air conditioner switch: OFF ● No-load	2,000 rpm
		0% - 2%
		Approx. 25% - 60%

### On Board Diagnosis Logic

UBS002GK

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1111 1111	Intake valve timing control solenoid valve circuit	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.)</li> <li>● Intake valve timing control solenoid valve</li> </ul>

### DTC Confirmation Procedure

UBS002GL

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1602, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Following the procedure "WITH CONSULT-II" above.

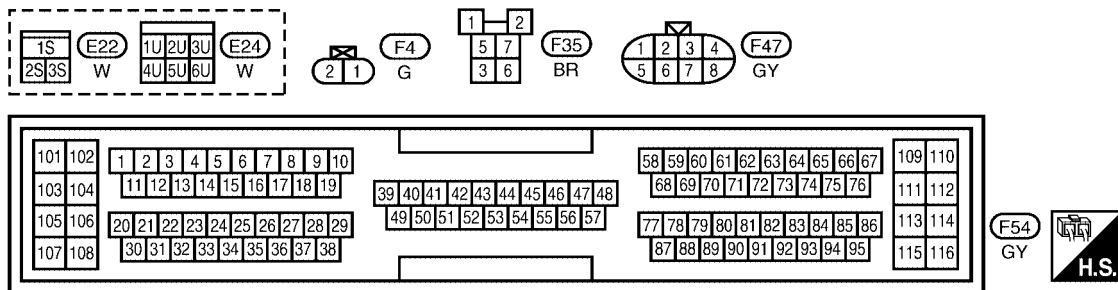
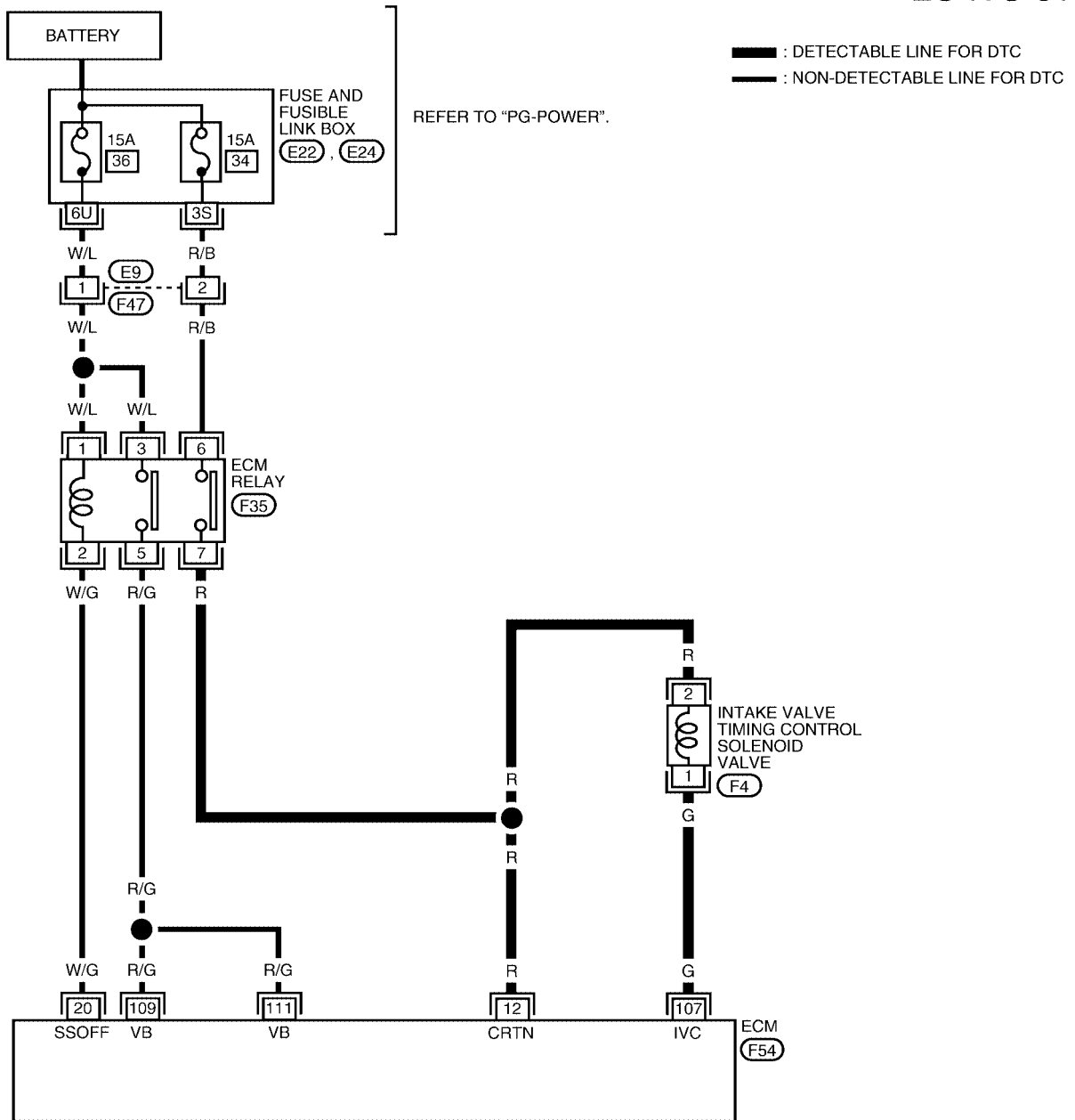
# DTC P1111 IVT CONTROL SOLENOID VALVE

[QR25DE]

UBS002GM

## Wiring Diagram

EC-IVC-01



BBWA0232E

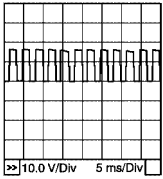
# DTC P1111 IVT CONTROL SOLENOID VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
107	G	Intake valve timing control solenoid valve	[Engine is running] ● Warm-up condition ● Idle speed	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Warm-up condition ● Engine speed is 2,000 rpm	Approximately 9V★ 

PBIB0532E

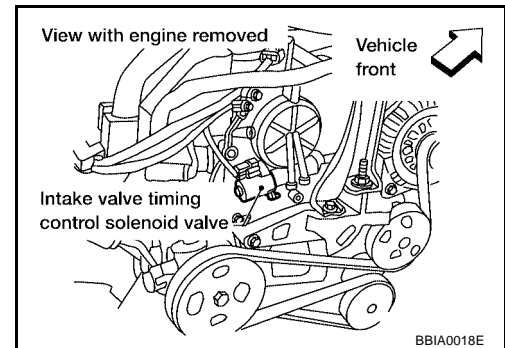
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002GN

### 1. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Turn ignition switch "ON".



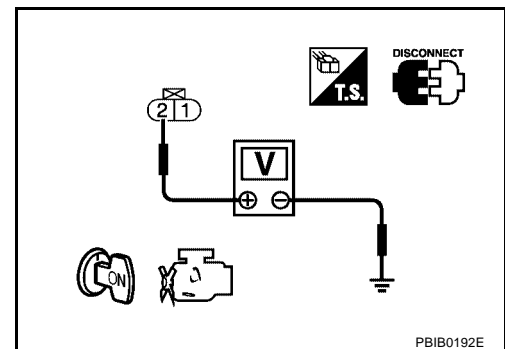
BBI A0018E

4. Check voltage between intake valve timing control solenoid valve terminal 2 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



PBIB0192E

### 2. DETECT MALFUNCTION PART

Check the following.

- Harness for open or short between intake valve timing control solenoid valve and ECM
- Harness for open or short between intake valve timing control solenoid valve and ECM relay

>> Repair or replace harness or connectors.

## 3. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 107 and intake valve timing control solenoid valve terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1603, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace intake valve timing control solenoid valve.

## 5. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

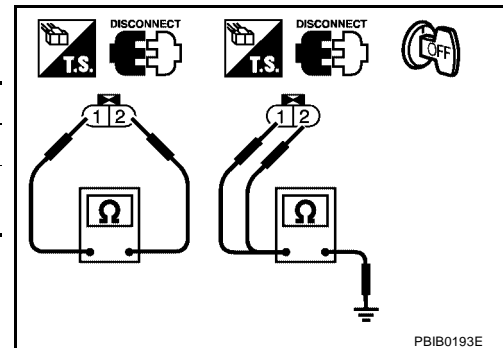
>> **INSPECTION END**

### Component Inspection INTAKE VALVE TIMING CONTROL SOLENOID VALVE

UBS002GO

1. Disconnect intake valve timing control solenoid valve harness connector.
2. Check resistance between intake valve timing control solenoid valve terminals 1 and 2.

Terminals	Resistance
1 and 2	Approximately 8Ω at 20°C (68°F)
1 or 2 and ground	∞Ω (Continuity should not exist)



PBIB0193E

### Removal and Installation INTAKE VALVE TIMING CONTROL SOLENOID VALVE

UBS002GP

Refer to [EM-134, "TIMING CHAIN"](#) .



## DTC P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

PFP:16119

### Component Description

UBS0056D

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The throttle position sensor detects the throttle valve position, and the opening and closing speed of the throttle valve and feeds the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS0056E

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P1121 1121	Electric throttle control actuator	A)	Electric throttle control actuator does not function properly due to the return spring malfunction.	● Electric throttle control actuator
		B)	Throttle valve opening angle in fail-safe mode is not in specified range.	
		C)	ECM detect the throttle valve is stuck open. <b>This self-diagnosis has the one trip detection logic.</b>	

### FAIL-SAFE MODE

When the malfunction A or B is detected in the two consecutive trips, the ECM enters fail-safe mode and the MIL lights up.

When the malfunction C is detected even in the 1st trip, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Malfunction A	The ECM controls the electric throttle actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm.
Malfunction B	ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less.
Malfunction C	While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in "N" or "P" position, and engine speed will not exceed 1,000 rpm or more.

### DTC Confirmation Procedure

UBS0056F

#### NOTE:

- Perform "PROCEDURE FOR MALFUNCTION A AND B" first. If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION C".  
If there is no malfunction on "PROCEDURE FOR MALFUNCTION A AND B", perform "PROCEDURE FOR MALFUNCTION C".
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR MALFUNCTION A AND B

##### ④ With CONSULT-II

1. Turn ignition witch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Turn ignition switch "OFF", wait at least 10 seconds, and then turn "ON".
5. If 1st trip DTC is detected, go to [EC-1605. "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

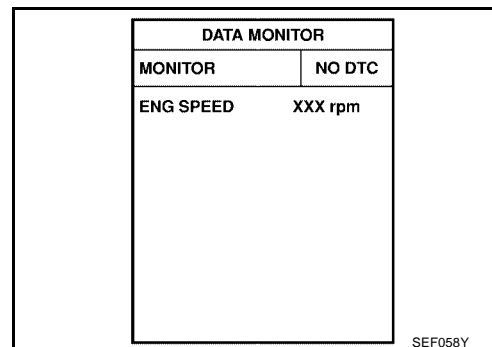
**With GST**

Follow the procedure "With CONSULT-II" above.

## PROCEDURE FOR MALFUNCTION C

**With CONSULT-II**

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Shift selector lever to "D" position (A/T), "1st" position (M/T) and wait at least 2 seconds.
4. Shift selector lever to "N" or "P" position.
5. Start engine and let it idle for 3 seconds.
6. If DTC is detected, go to [EC-1605, "Diagnostic Procedure"](#) .



**With GST**

Follow the procedure "With CONSULT-II" above.

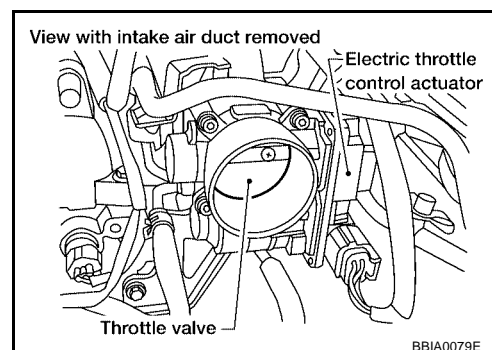
## Diagnostic Procedure

### 1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if a foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.
- NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



### 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

## DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

PFP:16119

### Description

UBS006JN

**NOTE:**

If DTC P1122 is displayed with DTC P1121 or 1126, first perform the trouble diagnosis for DTC P1121 or P1126. Refer to [EC-1604](#) or [EC-1613](#).

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc.

The throttle control motor is operated by the ECM and it opens and closes the throttle valve.

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS006JO

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1122 1122	Electric throttle control performance problem	Electric throttle control function does not operate properly.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor circuit is open or shorted)</li> <li>● Electric throttle control actuator</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS006JP

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-1608, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

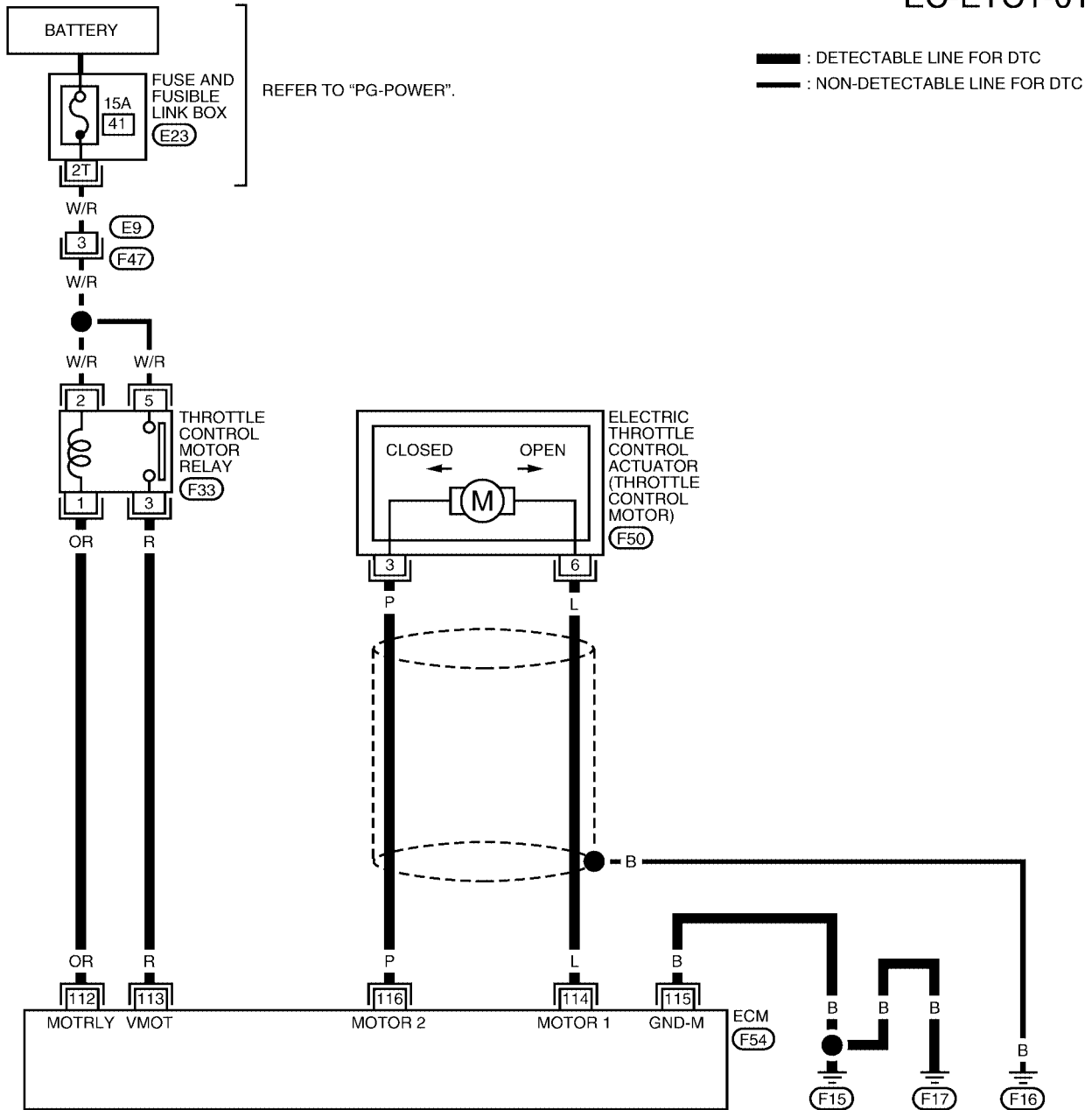
# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QR25DE]

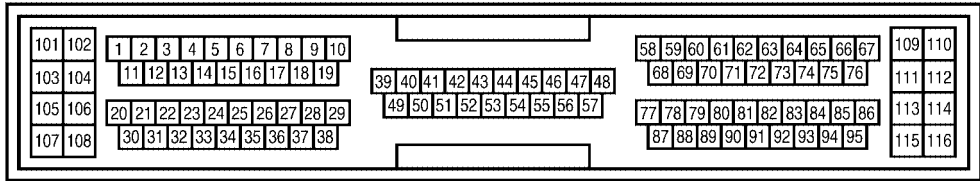
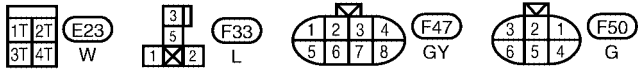
UBS006JQ

## Wiring Diagram

EC-ETC1-01



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



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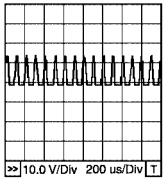
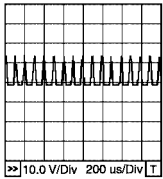
# DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
112	OR	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V
113	R	Throttle control motor relay power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
114	L	Throttle control motor (Open)	<p>[Ignition switch "ON"]</p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0533E</p>
115	B	Throttle control motor ground	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Idle speed</li> </ul>	Approximately 0V
116	P	Throttle control motor (Close)	<p>[Ignition switch "ON"]</p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0534E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

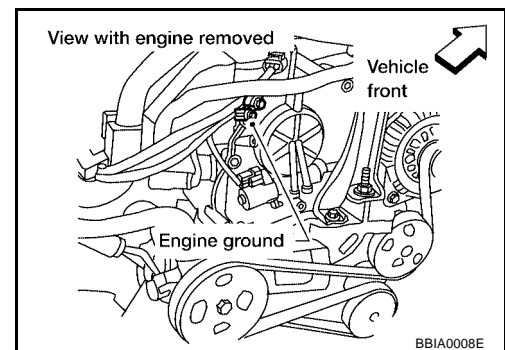
## Diagnostic Procedure

UBS006JR

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK THROTTLE CONTROL MOTOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 115 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

## 3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

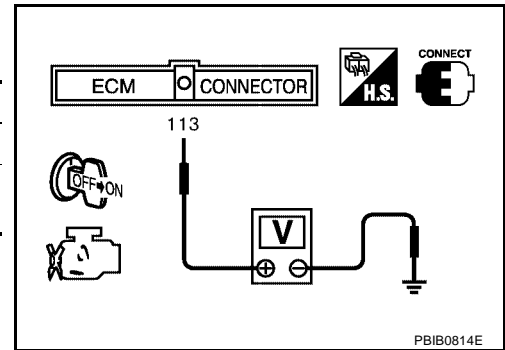
1. Reconnect harness connectors disconnected.
2. Check voltage between ECM terminal 113 and ground under the following conditions with CONSULT-II or tester.

Ignition switch	Voltage
OFF	Approximately 0V
ON	Battery voltage (11 - 14V)

OK or NG

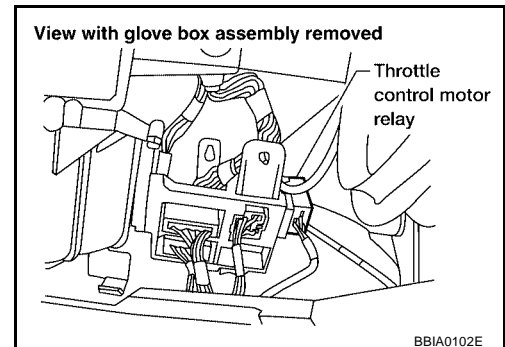
OK >> GO TO 10.

NG >> GO TO 4.



## 4. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect throttle control motor relay harness connector.



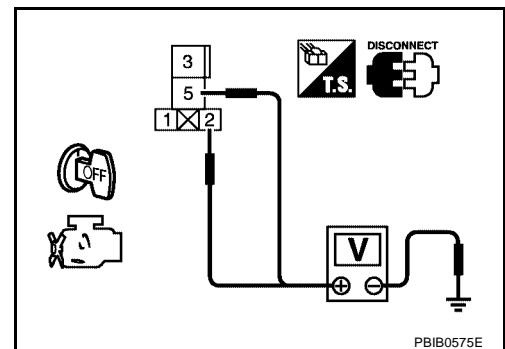
3. Check voltage between throttle control motor relay terminals 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 6.

NG >> GO TO 5.



---

## 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Fuse and fusible link box connector E23
- 15A fuse
- Harness for open or short between throttle control motor relay and battery

>> Repair or replace harness or connectors.

---

## 6. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check continuity between ECM terminal 113 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 7. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Check continuity between ECM terminal 112 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 8.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 8. CHECK THROTTLE CONTROL MOTOR RELAY

---

Refer to [EC-1612, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace throttle control motor relay.

---

## 9. CHECK INTERMITTENT INCIDENT

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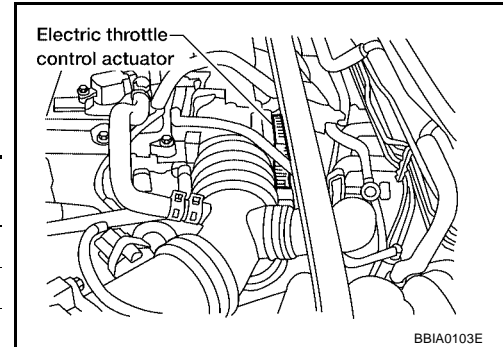
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## 10. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	114	Should not exist
	116	Should exist
6	114	Should exist
	116	Should not exist



5. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 11.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

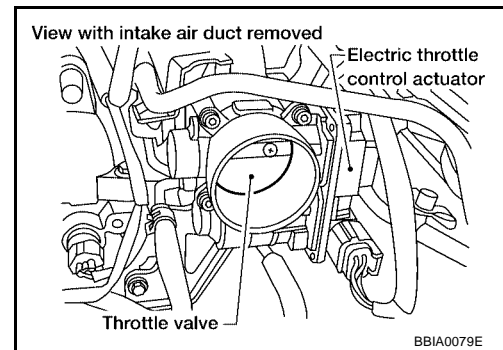
## 11. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

OK >> GO TO 12.

NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



## 12. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-1612, "Component Inspection"](#) .

OK or NG

OK >> GO TO 13.

NG >> GO TO 14.

## 13. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> GO TO 14.

NG >> Repair or replace harness or connectors.

## 14. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

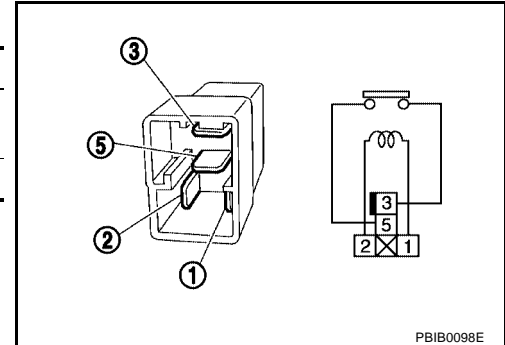


## Component Inspection THROTTLE CONTROL MOTOR RELAY

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.

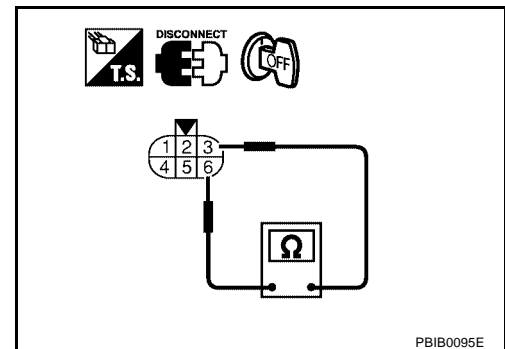


## THROTTLE CONTROL MOTOR

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15 Ω [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-1255, "Idle Air Volume Learning"](#) .



## Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

[QR25DE]

## DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

PF1:16119

### Component Description

UBS006JU

Power supply for the Throttle Control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

### CONSULT-II Reference Value in Data Monitor Mode

UBS006JV

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
THRTL RELAY	● Ignition switch: ON	ON

### On Board Diagnosis Logic

UBS006JW

These self-diagnosis have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1124 1124	Throttle control motor relay circuit short	ECM detect the throttle control motor relay is stuck ON.	<ul style="list-style-type: none"><li>● Harness or connectors (Throttle control motor relay circuit is shorted)</li><li>● Throttle control motor relay</li></ul>
P1126 1126	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	<ul style="list-style-type: none"><li>● Harness or connectors (Throttle control motor relay circuit is open)</li><li>● Throttle control motor relay</li></ul>

### FAIL-SAFE MODE

When the DTC is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS006JX

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### PROCEDURE FOR DTC P1124

##### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

##### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If DTC is detected, go to [EC-1616, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

[QR25DE]

## With GST

Follow the procedure "With CONSULT-II" above.

### PROCEDURE FOR DTC P1126

#### With CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-1616, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## With GST

Follow the procedure "With CONSULT-II" above.

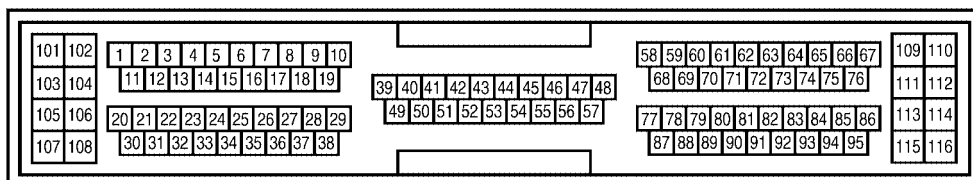
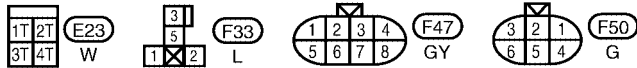
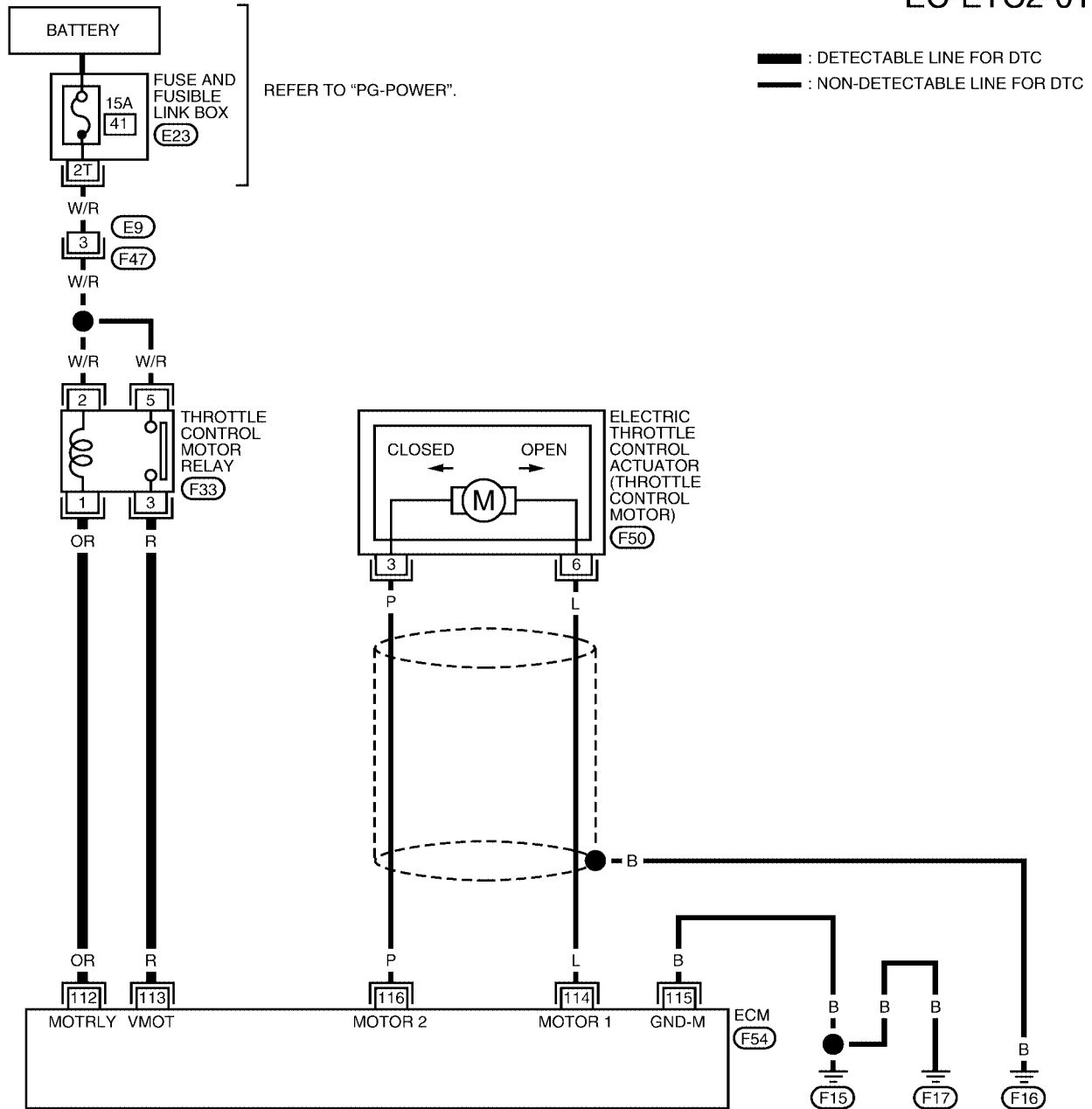
# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

[QR25DE]

UBS006JY

## Wiring Diagram

EC-ETC2-01



BBWA0250E

# DTC P1124, P1126 THROTTLE CONTROL MOTOR RELAY

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

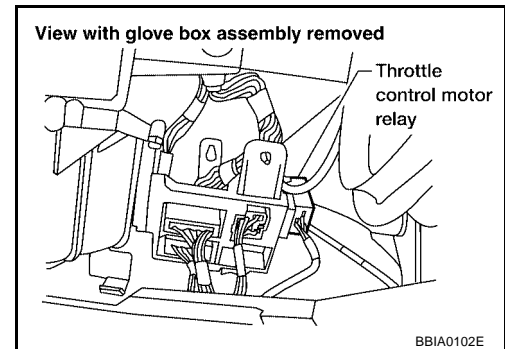
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
112	OR	Throttle control motor relay	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"]	0 - 1.0V
113	R	Throttle control motor relay power supply	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS006JZ

### 1. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect throttle control motor relay harness connector.

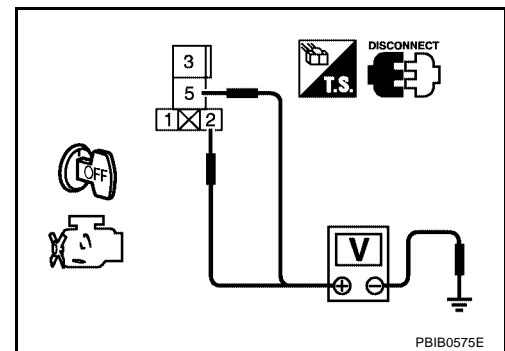


3. Check voltage between throttle control motor relay terminal 2, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse and fusible link connector E23
- 15A fuse
- Harness for open or short between throttle control motor relay and battery

>> Repair or replace harness or connectors.

**3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check continuity between ECM terminal 113 and throttle control motor relay terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**4. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Check continuity between ECM terminal 112 and throttle control motor relay terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**5. CHECK THROTTLE CONTROL MOTOR RELAY**

Refer to [EC-1617, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace throttle control motor relay.

**6. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

**>> INSPECTION END**

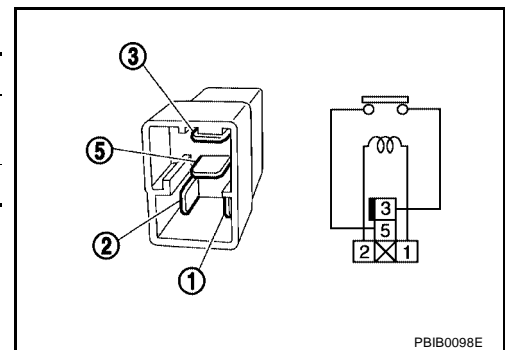
**Component Inspection  
THROTTLE CONTROL MOTOR RELAY**

UBS006K0

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.



PBIB0098E

## DTC P1128 THROTTLE CONTROL MOTOR

PFP:16119

### Component Description

UBS006K1

The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

### On Board Diagnosis Logic

UBS006K2

**This self-diagnosis has the one trip detection logic.**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1128 1128	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	<ul style="list-style-type: none"> <li>● Harness or connectors (Throttle control motor circuit is shorted.)</li> <li>● Electric throttle control actuator (Throttle control motor)</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS006K3

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### WITH CONSULT-II

1. Turn ignition switch "ON" and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-1620, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

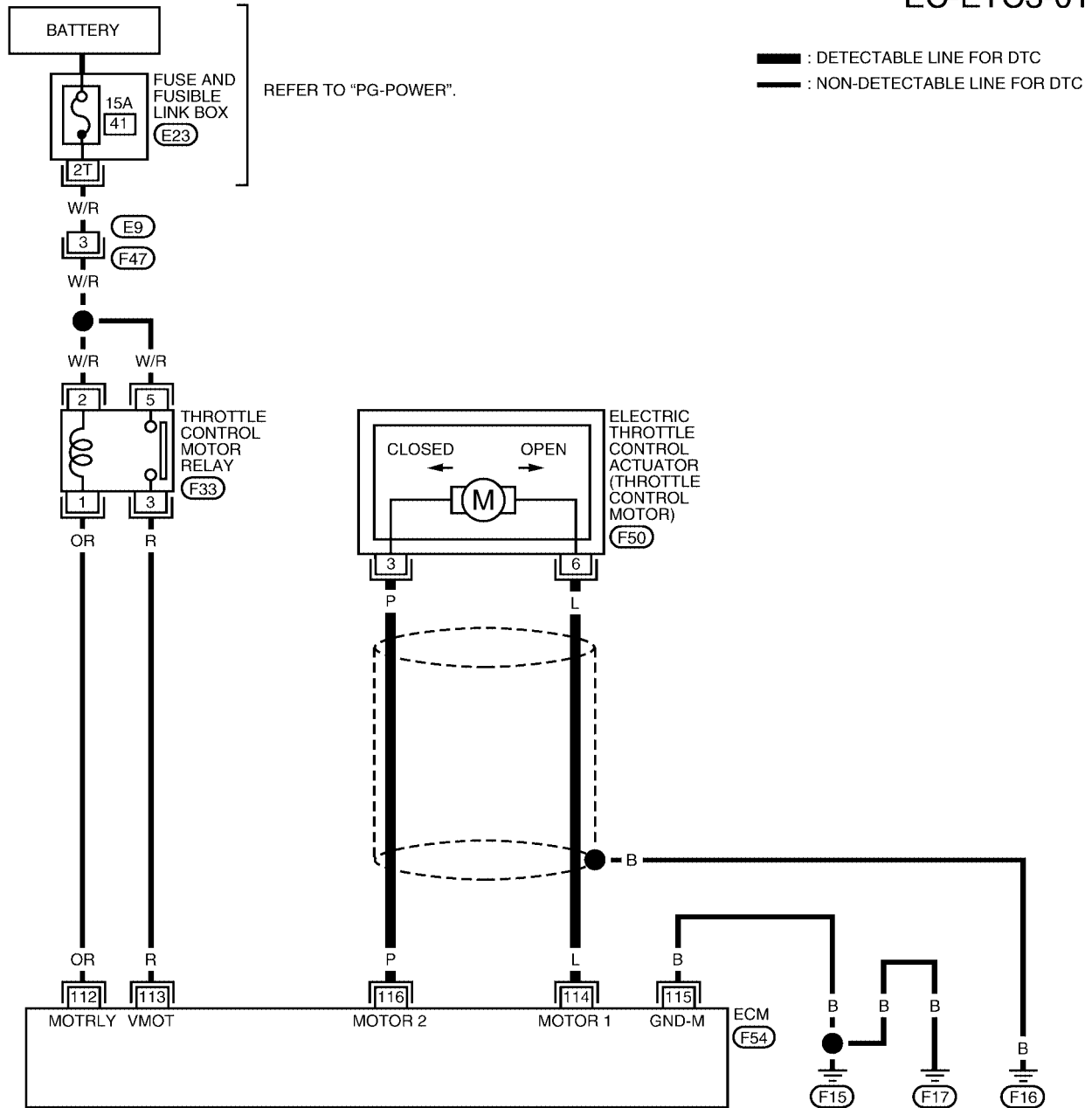
# DTC P1128 THROTTLE CONTROL MOTOR

[QR25DE]

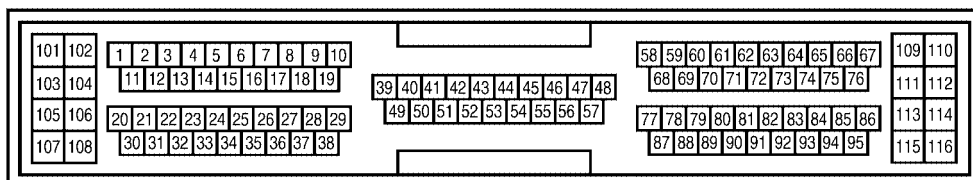
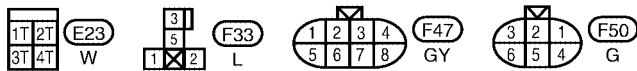
UBS006K4

## Wiring Diagram

EC-ETC3-01



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



BBWA0251E



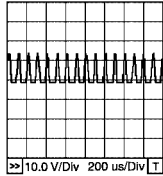
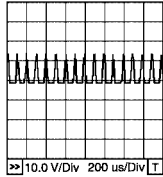
# DTC P1128 THROTTLE CONTROL MOTOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
114	L	Throttle control motor (Open)	<p>[Ignition switch "ON"]</p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is depressing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0533E</p>
116	P	Throttle control motor (Close)	<p>[Ignition switch "ON"]</p> <ul style="list-style-type: none"> <li>● Engine stopped</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal is releasing</li> </ul>	<p>0 - 14V★</p>  <p>PBIB0534E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

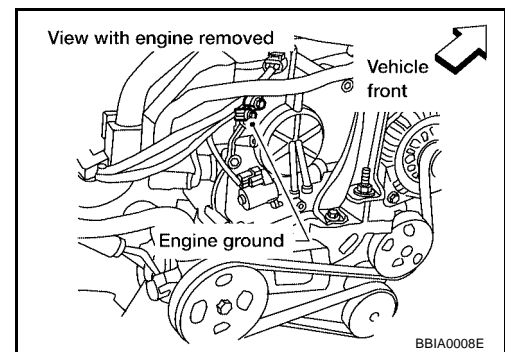
## Diagnostic Procedure

UBS006K5

### 1. RETIGHTEN GROUND SCREWS

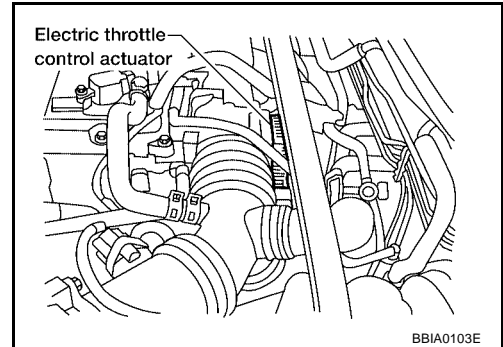
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



**2. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT**

1. Turn ignition switch "OFF".
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.



Electric throttle control actuator terminal	ECM terminal	Continuity
3	114	Should not exist
	116	Should exist
6	114	Should exist
	116	Should not exist

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace.

**3. CHECK THROTTLE CONTROL MOTOR**

Refer to [EC-1621, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 5.

**4. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.

**5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

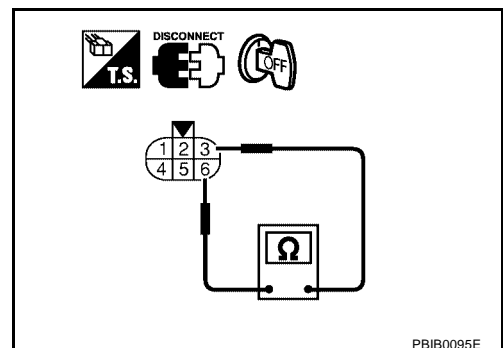
**Component Inspection  
THROTTLE CONTROL MOTOR**

UBS006K6

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

**Resistance: Approximately 1 - 15 Ω [at 25 °C (77°F)]**

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-1255, "Idle Air Volume Learning"](#) .



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**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

UBS006K7

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

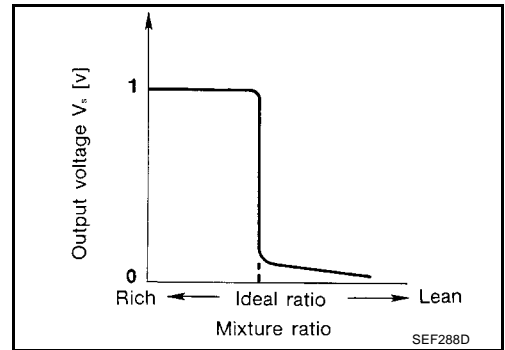
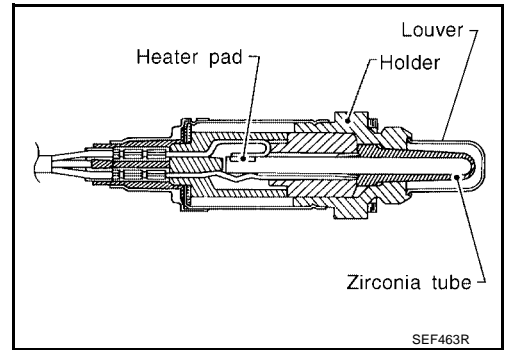
DTC P1143 HO2S1

PF2:22690

Component Description

UBS002HF

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



CONSULT-II Reference Value in Data Monitor Mode

UBS002HG

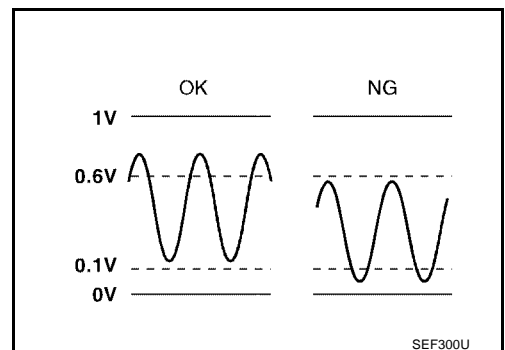
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

UBS002HH

To judge the malfunction, the output from the heated oxygen sensor 1 is monitored to determine whether the “rich” output is sufficiently high and whether the “lean” output is sufficiently low. When both the outputs are shifting to the lean side, the malfunction will be detected.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1143 1143	Heated oxygen sensor 1 lean shift monitoring	The maximum and minimum voltage from the sensor are not reached to the specified voltages.	<ul style="list-style-type: none"> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> <li>● Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Always perform at a temperature above –10°C (14°F).
- Before performing following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 10 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P1143” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

HO2S1 (B1) P1143	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0546E

6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 50 seconds or more.)

ENG SPEED	1,200 - 3,200 rpm
Vehicle speed	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	1.9 - 13.0 msec
Selector lever	Suitable position

HO2S1 (B1) P1143	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0547E

If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-1625, "Diagnostic Procedure"](#).

HO2S1 (B1) P1143	
COMPLETED	

SEC769C

**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

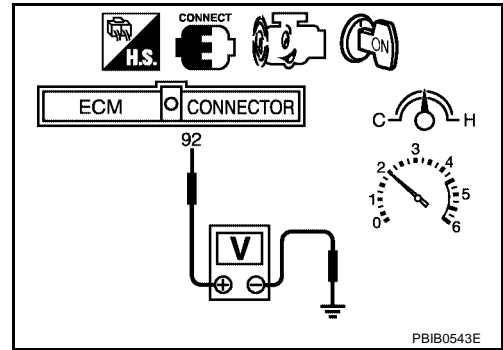
**WITH GST**

1. Start engine and warm it up to normal operating temperature.

# DTC P1143 HO2S1

[QR25DE]

2. Set voltmeter probes between ECM terminal 92 [HO2S1(B1) signal] and engine ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
  - The maximum voltage is over 0.6V at least one time.
  - The minimum voltage is over 0.1V at least one time.
4. If NG, go to [EC-1625, "Diagnostic Procedure"](#) .

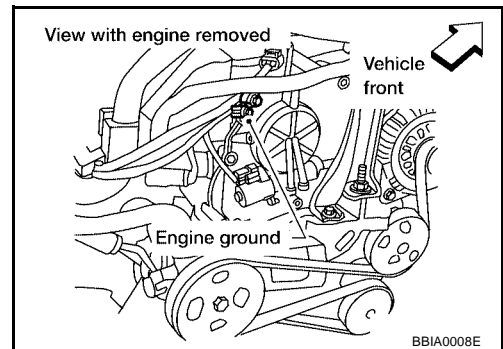


## Diagnostic Procedure

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



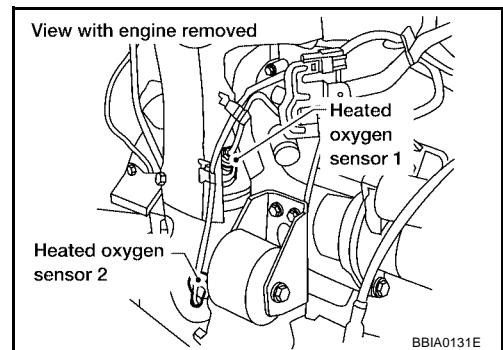
### 2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

**Tightening torque:**

**40 - 50 N·m (4.1 - 5.1 kg·m, 30 - 37 ft·lb)**

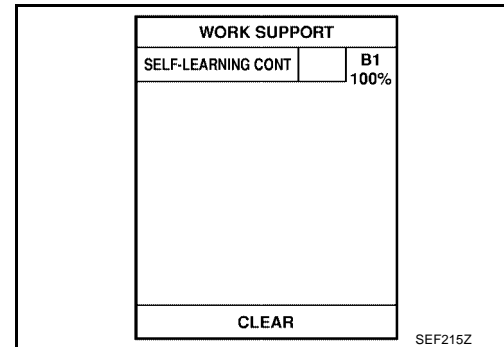
>> GO TO 3.



### 3. CLEAR THE SELF-LEARNING DATA

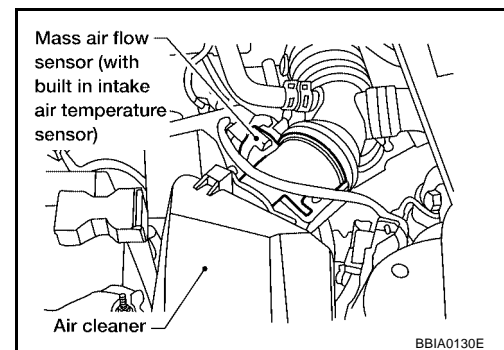
#### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



#### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-1442](#).
- No >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-1361, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.
- NG >> Replace heated oxygen sensor 1.

### 5. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-1627, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.

### 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

For circuit, refer to [EC-1408, "Wiring Diagram"](#).

>> INSPECTION END





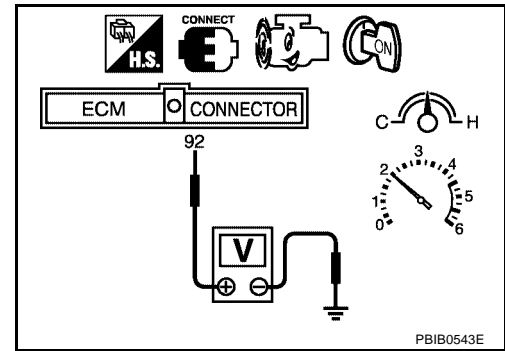
3. Check the following with engine speed held at 2,000 rpm constant under no load.
- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
  - The maximum voltage is over 0.6V at least one time.
  - The minimum voltage is below 0.3V at least one time.
  - The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V

2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



## Removal and Installation HEATED OXYGEN SENSOR 1

UBS002HM

Refer to [EM-110, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

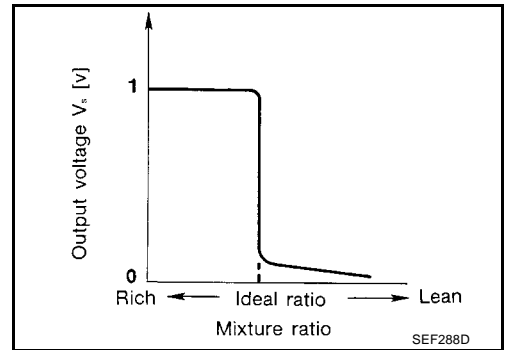
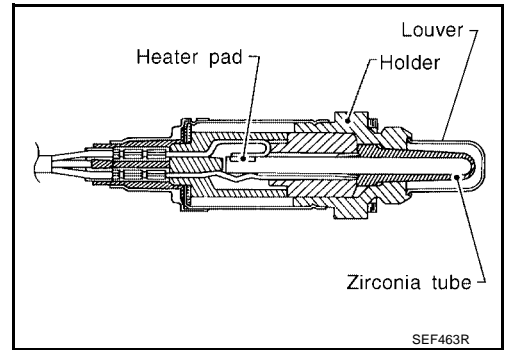
**DTC P1144 HO2S1**

PF2:22690

**Component Description**

UBS002HN

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The heated oxygen sensor 1 signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002HO

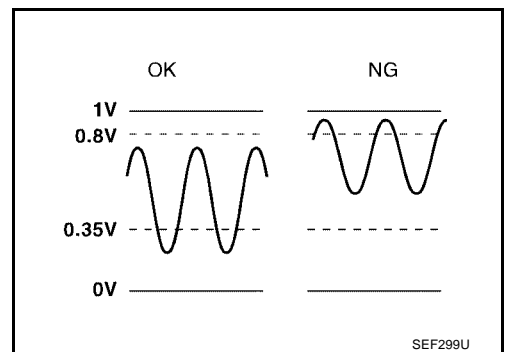
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.

**On Board Diagnosis Logic**

UBS002HP

To judge the malfunction, the output from the heated oxygen sensor 1 is monitored to determine whether the “rich” output is sufficiently high. The “lean” output is sufficiently low. When both the outputs are shifting to the rich side, the malfunction will be detected.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1144 1144	Heated oxygen sensor 1 rich shift monitoring	The maximum and minimum voltages from the sensor are beyond the specified voltages.	<ul style="list-style-type: none"> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor 1 heater</li> <li>● Fuel pressure</li> <li>● Injectors</li> </ul>

**DTC Confirmation Procedure**

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

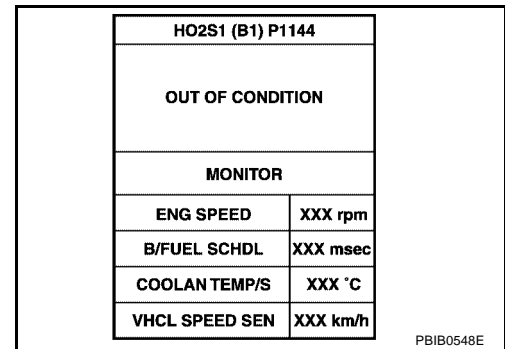
- Always perform at a temperature above –10°C (14°F).
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine and wait at least 5 seconds.
3. Turn ignition switch “ON” and select “HO2S1 (B1) P1144” of “HO2S1” in “DTC WORK SUPPORT” mode with CONSULT-II.
4. Touch “START”.
5. Start engine and let it idle for at least 3 minutes.

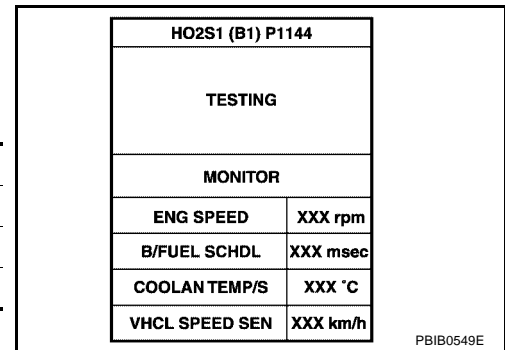
**NOTE:**

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.



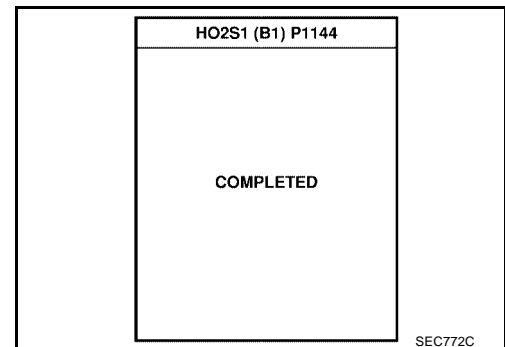
6. When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take approximately 50 seconds or more.)

ENG SPEED	1,200 - 3,200 rpm
Vehicle speed	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	1.9 - 13.0 msec
Selector lever	Suitable position



If “TESTING” is not displayed after 5 minutes, retry from step 2.

7. Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to [EC-1631, "Diagnostic Procedure"](#).



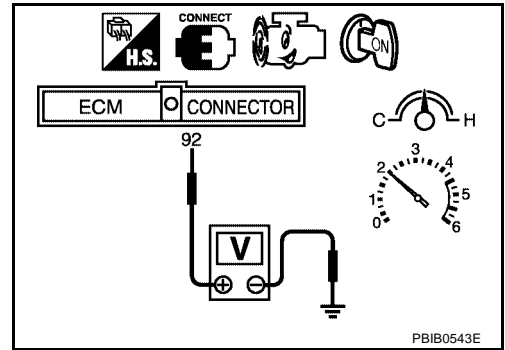
**Overall Function Check**

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a DTC might not be confirmed.

**WITH GST**

1. Start engine and warm it up to normal operating temperature.

2. Set voltmeter probes between ECM terminal 92 [HO2S1(B1) signal] and engine ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
  - The maximum voltage is below 0.8V at least one time.
  - The minimum voltage is below 0.35V at least one time.
4. If NG, go to [EC-1631, "Diagnostic Procedure"](#) .

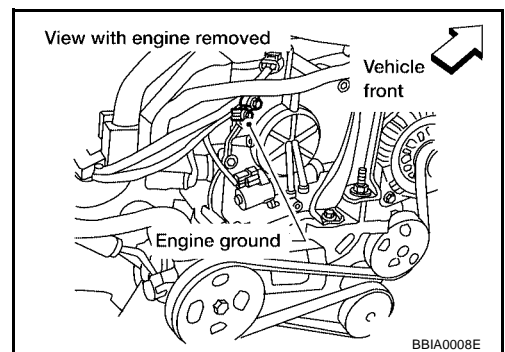


## Diagnostic Procedure

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.

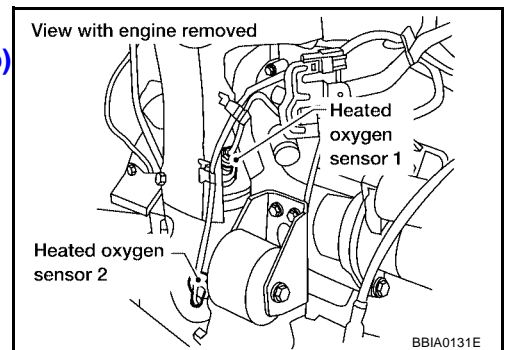


### 2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

**Tightening torque: 40 - 50 N·m (4.1 - 5.1 kg·m, 30 - 37 ft·lb)**

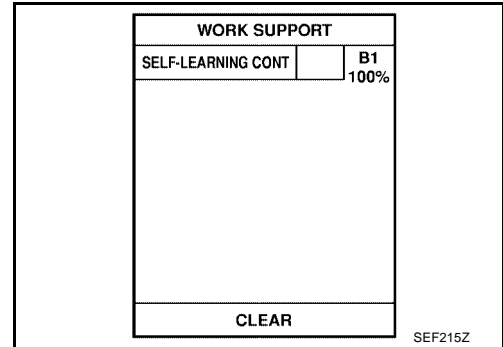
>> GO TO 3.



### 3. CLEAR THE SELF-LEARNING DATA

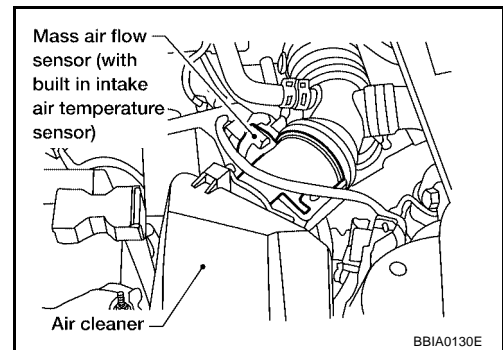
**With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



**Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?**  
**Is it difficult to start engine?**



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-1449](#).
- No >> GO TO 4.

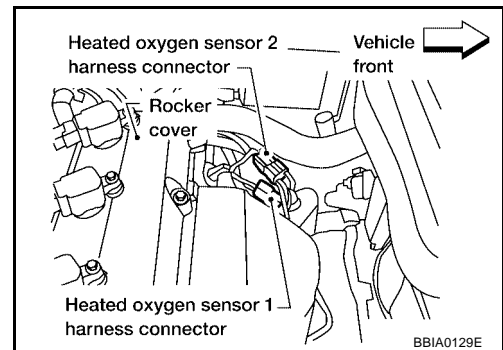
### 4. CHECK HO2S1 CONNECTOR FOR WATER

1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 1 harness connector.
3. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.



### 5. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-1361, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.



- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 92 [HO2S1 (B1) signal] and engine ground.
3. Check the following with engine speed held at 2,000 rpm constant under no load.

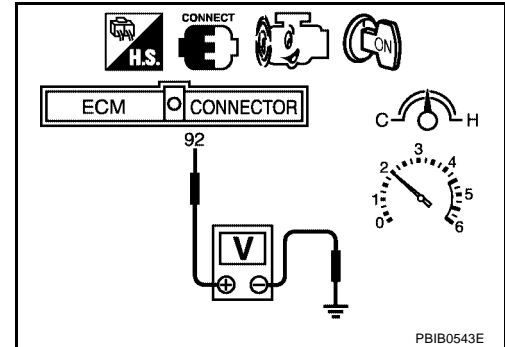
- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least one time.
- The minimum voltage is below 0.3V at least one time.
- The voltage never exceeds 1.0V.

1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V

2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



## Removal and Installation HEATED OXYGEN SENSOR 1

UBS002HU

Refer to [EM-110, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

**DTC P1146 HO2S2**

PF2:226A0

**Component Description**

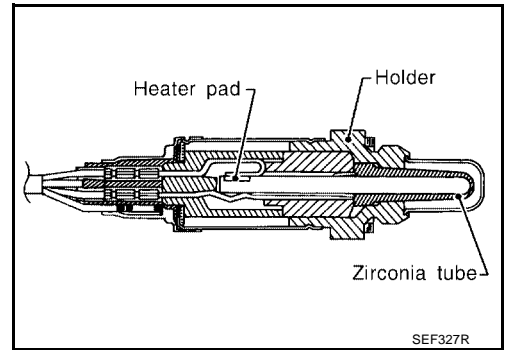
UBS002HV

The heated oxygen sensor 2, after three way catalyst (Manifold), monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**CONSULT-II Reference Value in Data Monitor Mode**

UBS002HW

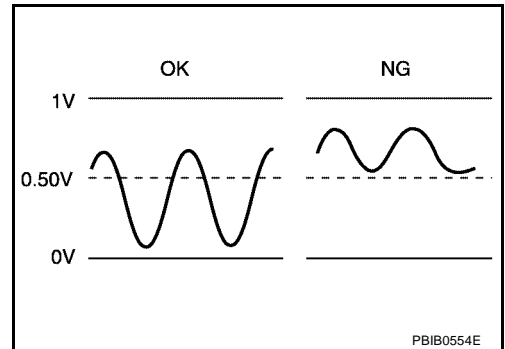
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>Warm-up condition</li> </ul>		0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revsing engine from idle to 3,000 rpm quickly.	LEAN ↔ RICH

**On Board Diagnosis Logic**

UBS002HX

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1146 1146	Heated oxygen sensor 2 minimum voltage monitoring	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Injectors</li> </ul>

**DTC Confirmation Procedure**

UBS002HY

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

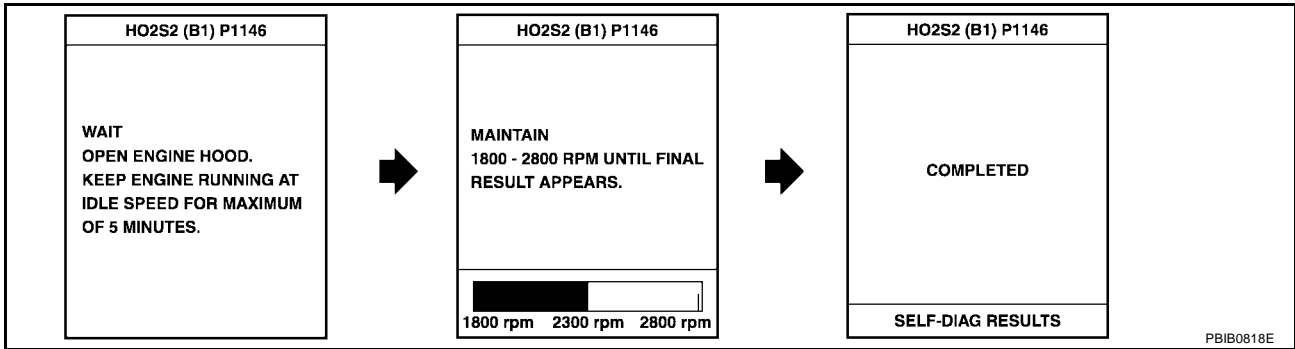
Open engine hood before conducting following procedure.

**WITH CONSULT-II**

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.



4. Let engine idle for one minutes.
5. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
 If "NG" is displayed, go to [EC-1638, "Diagnostic Procedure"](#) .  
 If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANTEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step3.

**Overall Function Check**

UBS002HZ

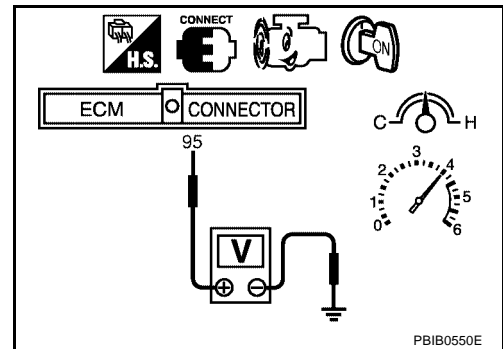
Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

**CAUTION:**

**Always drive vehicle at a safe speed.**

**WITH GST**

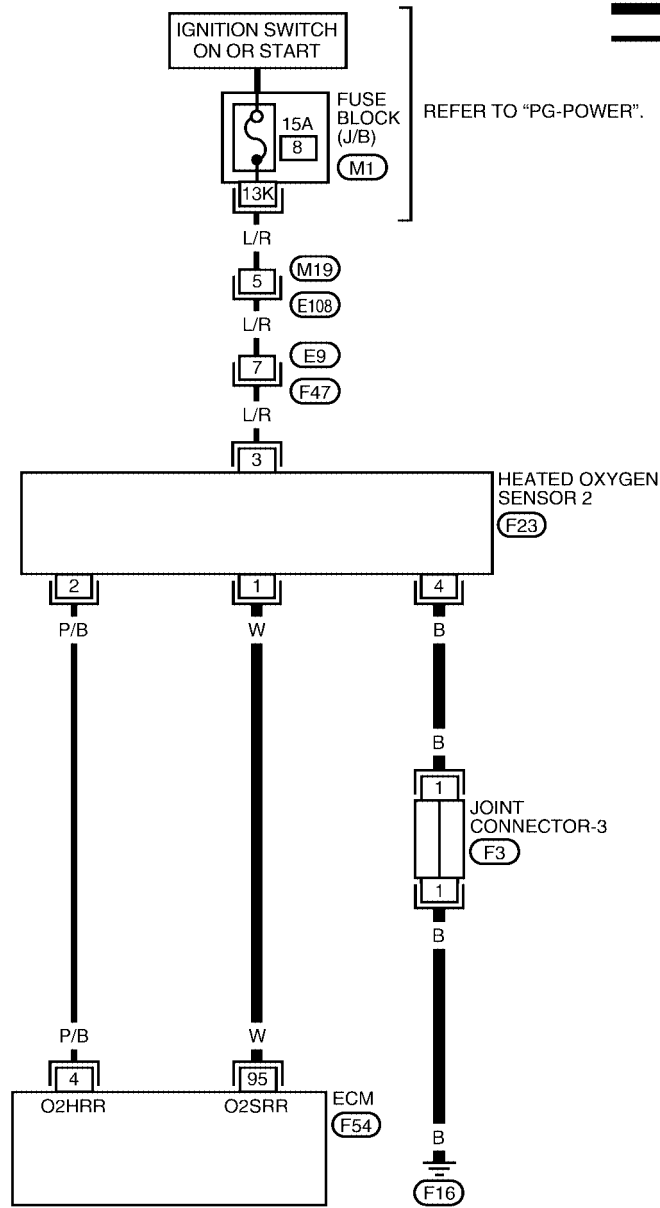
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be below 0.50V at least once during this procedure.**  
**If the voltage can be confirmed in step 6, step 7 is not necessary.**
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.50V at least once during this procedure.**
8. If NG, go to [EC-1638, "Diagnostic Procedure"](#) .



Wiring Diagram

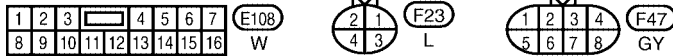
EC-HO2S2-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

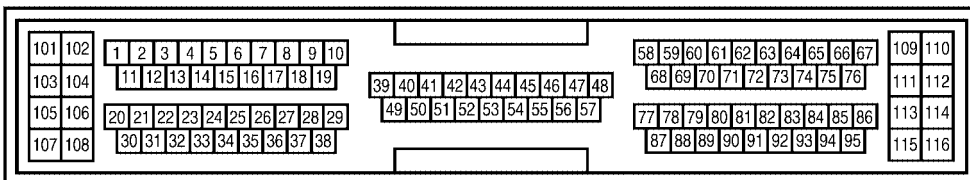


— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.  
(M1) - FUSE BLOCK - JUNCTION BOX (J/B)  
(F3) - JOINT CONNECTOR



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
95	W	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine after warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul> </li> <li>● Revving engine from idle to 3,000 rpm quickly.</li> </ul>	0 - Approximately 1.0V

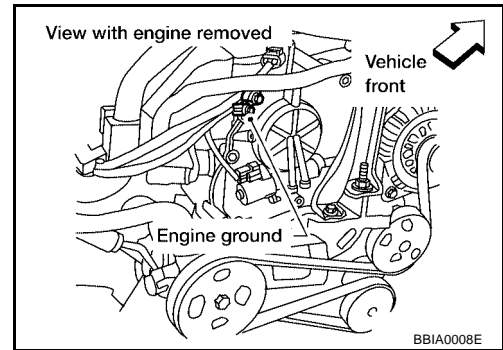
**Diagnostic Procedure**

UBS00211

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

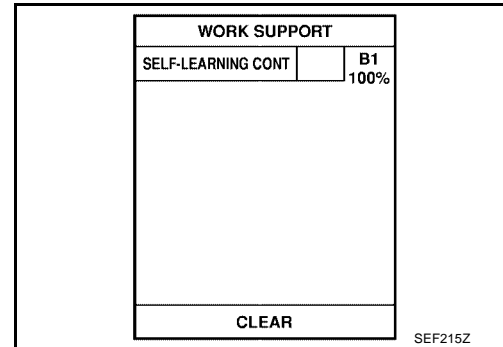
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

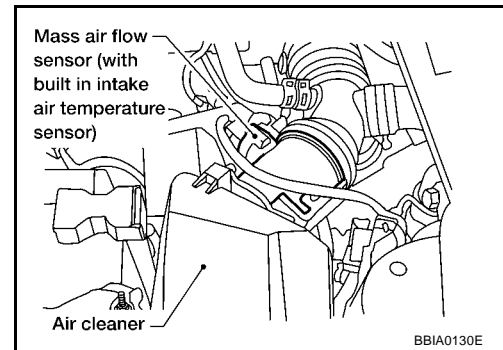
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0172 detected?  
Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-1449](#) .  
No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

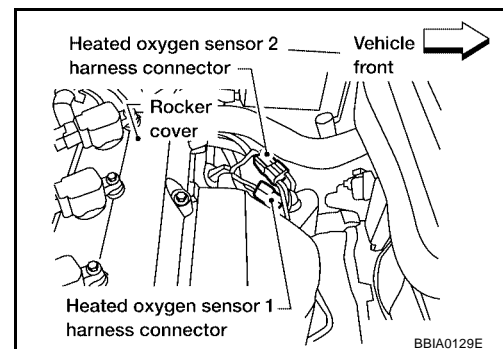
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check harness continuity between HO2S2 terminal 4 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open and short between HO2S2 and engine ground

>> Repair open circuit or short to power in harness or connectors.

**5. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 95 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 95 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

4. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-1640, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace heated oxygen sensor 2.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS00212

**With CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minutes.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

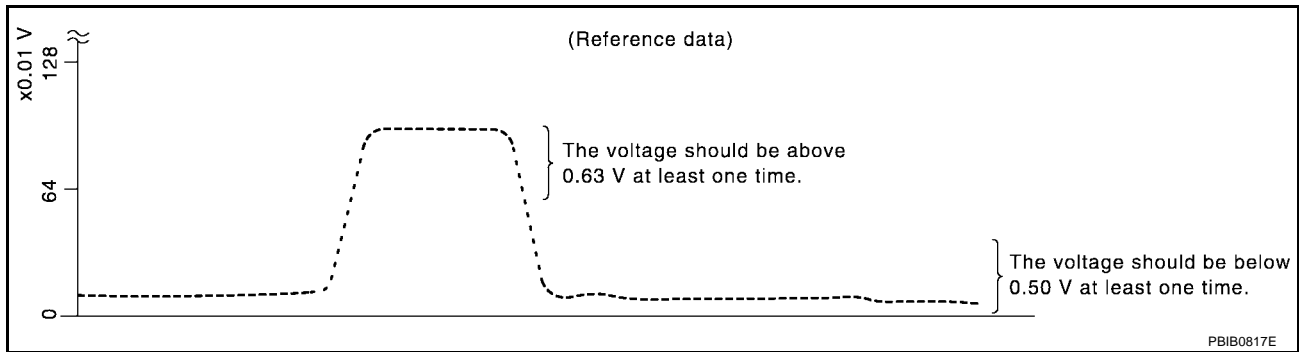
SEF174Y

6. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



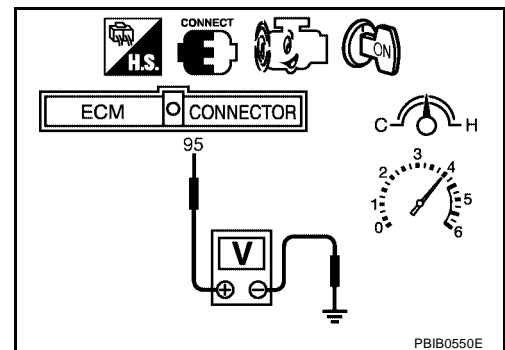
"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage is above 0.63V at step 6, step 7 is not necessary.**
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be below 0.50V at least once during this procedure.**
8. If NG, replace heated oxygen sensor 2.



**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

**Removal and Installation**  
**HEATED OXYGEN SENSOR 2**

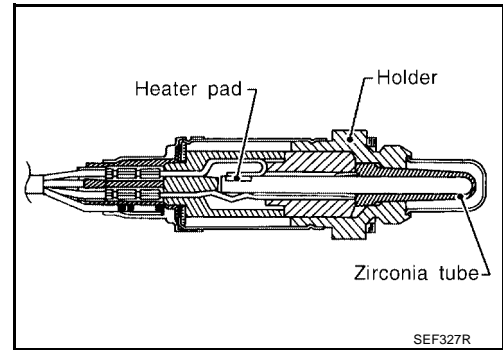
UBS00213

Refer to [EX-3. "EXHAUST SYSTEM"](#) .

**DTC P1147 HO2S2**

**Component Description**

The heated oxygen sensor 2, after three way catalyst (Manifold), monitors the oxygen level in the exhaust gas on each bank. Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2. This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



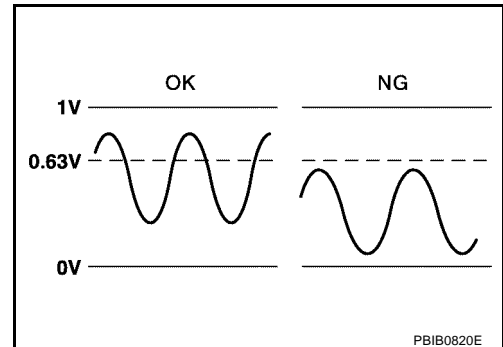
**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S2 (B1)	<ul style="list-style-type: none"> <li>Warm-up condition</li> </ul>		0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	<ul style="list-style-type: none"> <li>After keeping engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul>	Revsing engine from idle to 3,000 rpm quickly.	LEAN ↔ RICH

**On Board Diagnosis Logic**

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1147 1147	Heated oxygen sensor 2 maximum voltage monitoring	The maximum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Injectors</li> <li>Intake air leaks</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

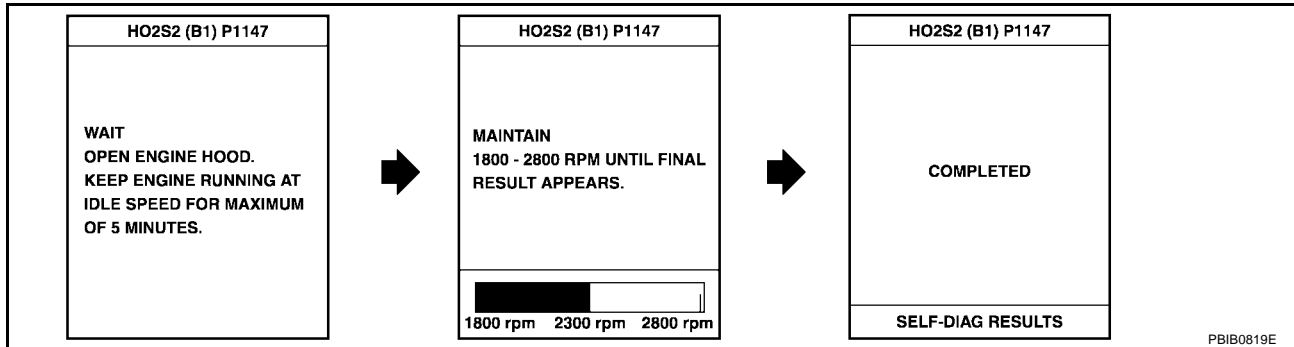
**TESTING CONDITION:**

For the best result, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.

3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minute.
5. Select "HO2S2 (B1) P1147" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.



6. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".  
 If "NG" is displayed, go to [EC-1645, "Diagnostic Procedure"](#) .  
 If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
  - a. Turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle).
  - b. Turn ignition switch "ON" and select "COOLANTEMP/S" in "DATA MONITOR" mode with CONSULT-II.
  - c. Start engine and warm it up while monitoring "COOLANTEMP/S" indication on CONSULT-II.
  - d. When "COOLANTEMP/S" indication reaches to 70°C (158°F), go to step 3.

## Overall Function Check

UBS00218

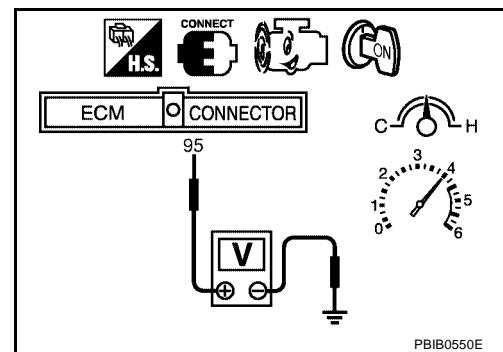
Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a DTC might not be confirmed.

### CAUTION:

**Always drive vehicle at a safe speed.**

### WITH GST

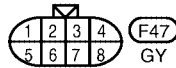
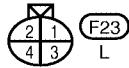
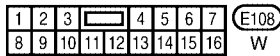
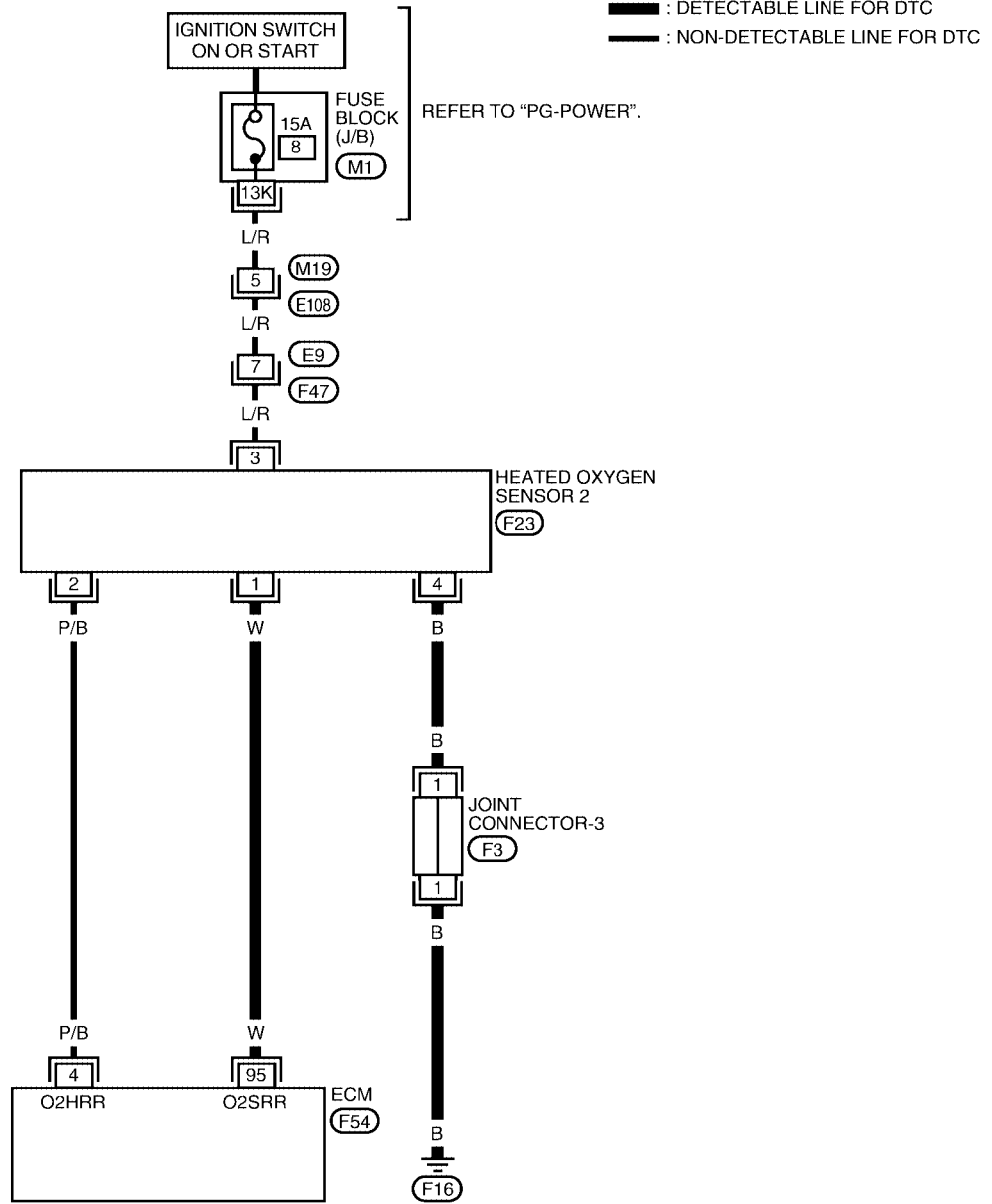
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
5. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.  
 (Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**  
**If the voltage can be confirmed in step 5, step 6 is not necessary.**
6. Keep vehicle idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).  
**The voltage should be above 0.63V at least once during this procedure.**
7. If NG, go to [EC-1645, "Diagnostic Procedure"](#) .





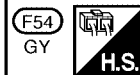
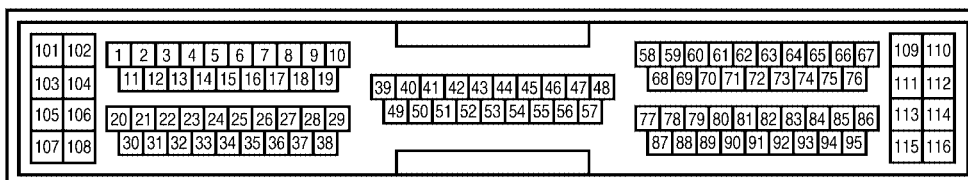
Wiring Diagram

EC-HO2S2-01



REFER TO THE FOLLOWING.

- (M1) - FUSE BLOCK - JUNCTION BOX (J/B)
- (F3) - JOINT CONNECTOR



Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
95	W	Heated oxygen sensor 2	<p><b>[Engine is running]</b></p> <ul style="list-style-type: none"> <li>● Engine speed is below 3,600rpm after the following conditions are met.                             <ul style="list-style-type: none"> <li>- Engine after warming up</li> <li>- Keeping the engine speed between 3,500 and 4,000 rpm for one minute and at idle for one minute under no load.</li> </ul> </li> <li>● Revving engine from idle to 3,000 rpm quickly.</li> </ul>	0 - Approximately 1.0V

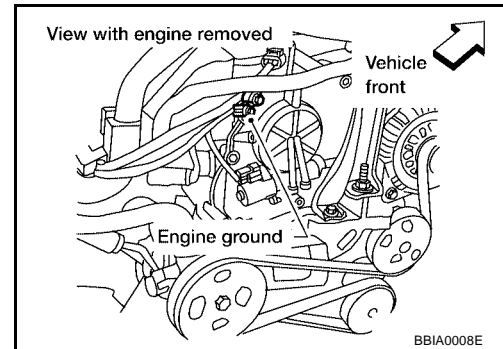
**Diagnostic Procedure**

UBS002IA

**1. RETIGHTEN GROUND SCREWS**

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

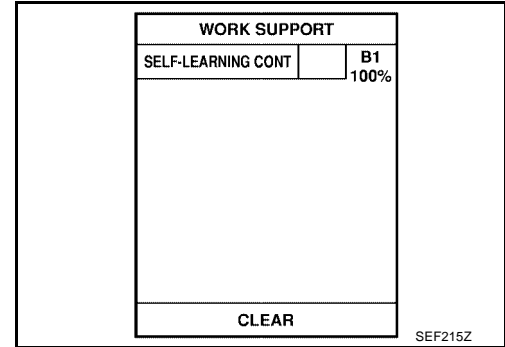
>> GO TO 2.



## 2. CLEAR THE SELF-LEARNING DATA

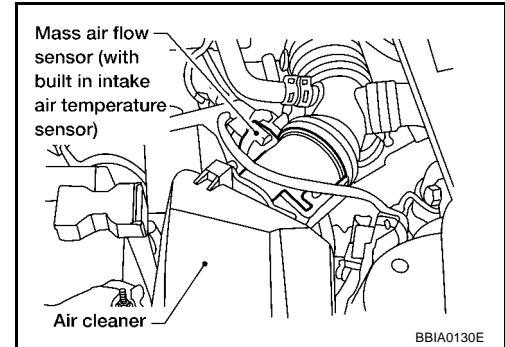
### ④ With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



### ⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
4. Stop engine and reconnect mass air flow sensor harness connector.
5. Make sure DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-1273, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.  
**Is the 1st trip DTC P0171 detected?**  
**Is it difficult to start engine?**



#### Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-1442](#).
- No >> GO TO 3.

## 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

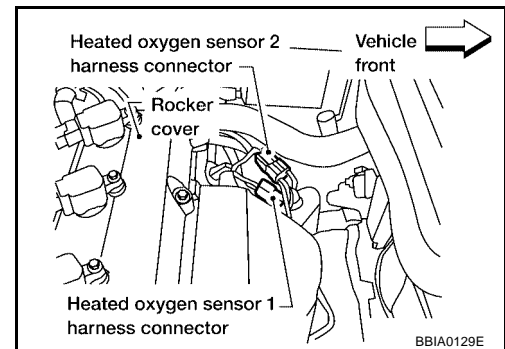
1. Turn ignition switch "OFF".
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check harness continuity between HO2S2 terminal 4 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

#### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-3
- Harness for open or short between HO2S2 and engine ground

>> Repair open circuit or short to power in harness or connectors.

**5. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 95 and HO2S2 terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Check harness continuity between ECM terminal 95 or HO2S2 terminal 1 and ground.  
Refer to Wiring Diagram.

**Continuity should not exist.**

4. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 6.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK HEATED OXYGEN SENSOR 2**

Refer to [EC-1647, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace heated oxygen sensor 2.

**7. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**Component Inspection  
HEATED OXYGEN SENSOR 2**

UBS0021B

**With CONSULT-II**

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
5. Let engine idle for one minutes.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C

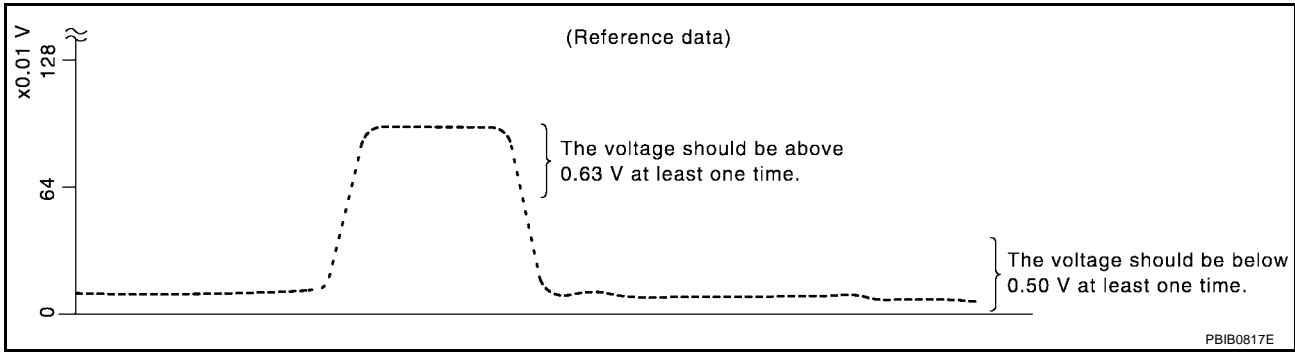
SEF174Y

6. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to  $\pm 25\%$ .



"HO2S2 (B1)" should be above 0.63V at least once when the "FUEL INJECTION" is +25%.  
 "HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.

⊗ **Without CONSULT-II**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least one minute under no load.
4. Let engine idle for one minutes.
5. Set voltmeter probes between ECM terminal 95 [HO2S2 (B1) signal] and engine ground.
6. Check the voltage when revving up to 4,000 rpm under no load at least 10 times.

(Depress and release accelerator pedal as soon as possible.)  
**The voltage should be above 0.63V at least once during this procedure.**

**If the voltage is above 0.63V at step 6, step 7 is not necessary.**

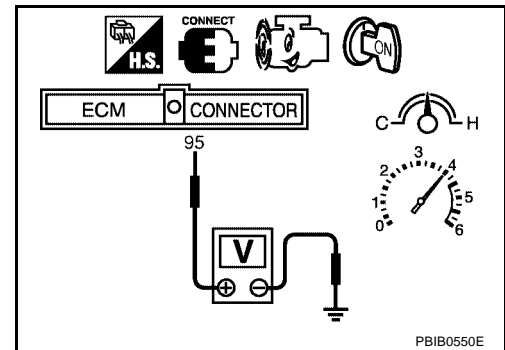
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in "D" position with "OD" OFF (A/T), 3rd gear position (M/T).

**The voltage should be below 0.50V at least once during this procedure.**

8. If NG, replace heated oxygen sensor 2.

**CAUTION:**

- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.



**Removal and Installation  
 HEATED OXYGEN SENSOR 2**

UBS0021C

Refer to [EX-3, "EXHAUST SYSTEM"](#) .

## DTC P1148 CLOSED LOOP CONTROL

PFP:22690

### On Board Diagnosis Logic

UBS002ID

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1148 1148	Closed loop control function	The closed loop control function does not operate even when vehicle is driving in the specified condition.	<ul style="list-style-type: none"> <li>● The heated oxygen sensor 1 circuit is open or shorted.</li> <li>● Heated oxygen sensor 1</li> <li>● Heated oxygen sensor heater</li> </ul>

### DTC Confirmation Procedure

UBS002IE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

- Never raise engine speed above 3,600 rpm during the "DTC Confirmation Procedure". If the engine speed limit is exceeded, retry the procedure from step 2.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

**WITH CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Hold engine speed at 2,000 rpm and check one of the following.
  - "HO2S1 (B1)" voltage should go above 0.70V at least once.
  - "HO2S1 (B1)" voltage should go below 0.21V at least once.
 If the check result is NG, perform [EC-1650, "Diagnostic Procedure"](#).  
 If the check result is OK, perform the following step.
4. Let engine idle at least 5 minutes.
5. Maintain the following condition at least 50 consecutive seconds.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
VHCL SPEED SE	XXX km/h

SEF682Y

B/FUEL SCHDL	2.8 msec or more
ENG SPEED	More than 1,600 rpm
Selector lever	Suitable position
VHCL SPEED SE	More than 70 km/h (43 MPH)

During this test, P0134 may be displayed on CONSULT-II screen.

6. If DTC is detected, go to [EC-1650, "Diagnostic Procedure"](#).

### Overall Function Check

UBS002IF

Use this procedure to check the overall function of the closed loop control. During this check, a DTC might not be confirmed.

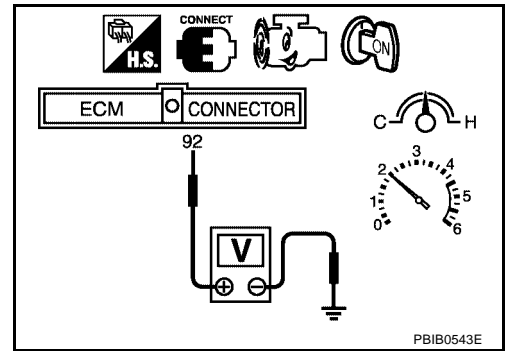
**WITH GST**

1. Start engine and warm it up to normal operating temperature.

## DTC P1148 CLOSED LOOP CONTROL

[QR25DE]

- Set voltmeter probes between ECM terminal 92 [HO2S1 (B1) signal] and engine ground.
- Check the following with engine speed held at 2,000 rpm constant under no-load.
  - The voltage should go above 0.70V at least once.
  - The voltage should go below 0.21V at least once.
- If NG, go to [EC-1650, "Diagnostic Procedure"](#).



UBS0021G

### Diagnostic Procedure

Perform trouble diagnosis for "DTC P0133", [EC-1416](#).

# DTC P1217 ENGINE OVER TEMPERATURE

[QR25DE]

PF0:0000

UBS002IH

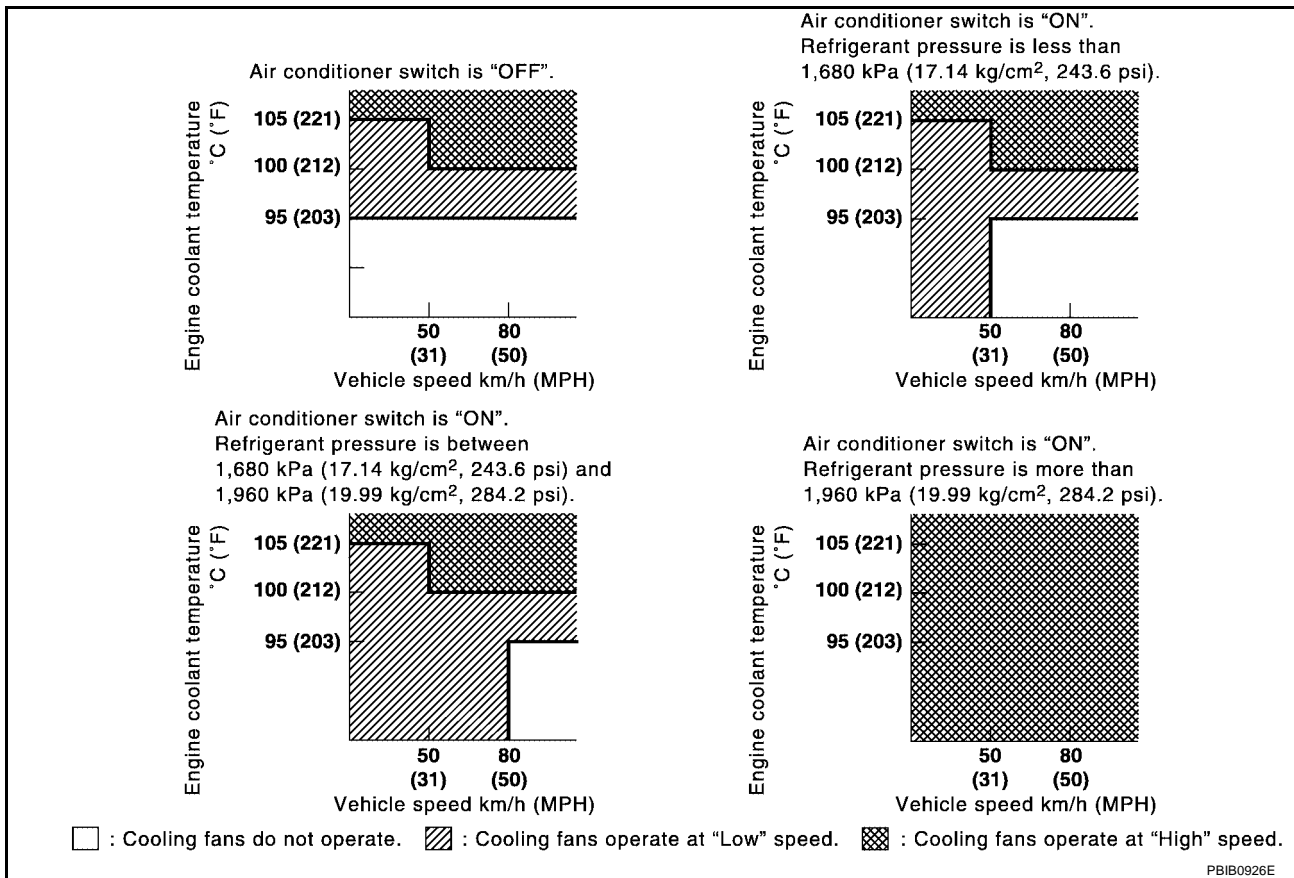
## DTC P1217 ENGINE OVER TEMPERATURE

### System Description COOLING FAN CONTROL

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Ignition switch	Start signal		
Refrigerant pressure sensor	Refrigerant pressure		

The ECM controls the cooling fan corresponding to the vehicle speed, engine coolant temperature, refrigerant pressure, and air conditioner ON signal. The control system has 3-step control [HIGH/LOW/OFF].

### OPERATION



### CONSULT-II Reference Value in Data Monitor Mode

UBS002II

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF OFF
		Air conditioner switch: ON (Compressor operates.) ON
COOLING FAN	● Engine: After warming up, idle the engine	Engine coolant temperature is 94°C (201°F) or less OFF
	● Air conditioner switch: OFF	Engine coolant temperature is between 95°C (203°F) and 104°C (219°F) LOW
		Engine coolant temperature is 105°C (221°F) or more HIGH



## On Board Diagnosis Logic

**This self-diagnosis has the one trip detection logic.**

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will rise. When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1217 1217	Engine over temperature (Overheat)	<ul style="list-style-type: none"> <li>● Cooling fan does not operate properly (Overheat).</li> <li>● Cooling fan system does not operate properly (Overheat).</li> <li>● Engine coolant was not added to the system using the proper filling method.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The cooling fan circuit is open or shorted.)</li> <li>● Cooling fan</li> <li>● Radiator hose</li> <li>● Radiator</li> <li>● Radiator cap</li> <li>● Water pump</li> <li>● Thermostat</li> </ul> <p>For more information, refer to <a href="#">EC-1662</a>, "<a href="#">Main 12 Causes of Overheating</a>".</p>

**CAUTION:**

When a malfunction is indicated, be sure to replace the coolant. Refer to [MA-23](#), "[Changing Engine Coolant](#)". Also, replace the engine oil. Refer to [LU-17](#), "[Changing Engine Oil](#)".

1. Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Be sure to use coolant with the proper mixture ratio. Refer to [MA-14](#), "[Anti-freeze Coolant Mixture Ratio](#)".
2. After refilling coolant, run engine to ensure that no water-flow noise is emitted.

## Overall Function Check

Use this procedure to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

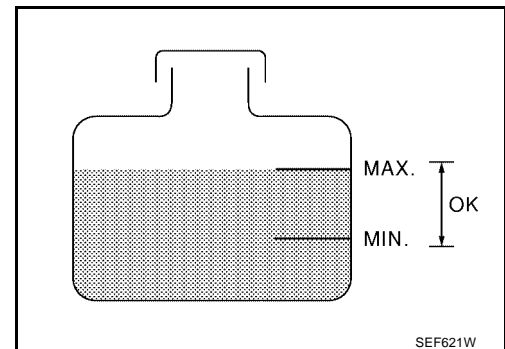
**WARNING:**

**Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.**

**Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.**

**WITH CONSULT-II**

1. Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-1655](#), "[Diagnostic Procedure](#)".
2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-1655](#), "[Diagnostic Procedure](#)".
3. Turn ignition switch "ON".



# DTC P1217 ENGINE OVER TEMPERATURE

[QR25DE]

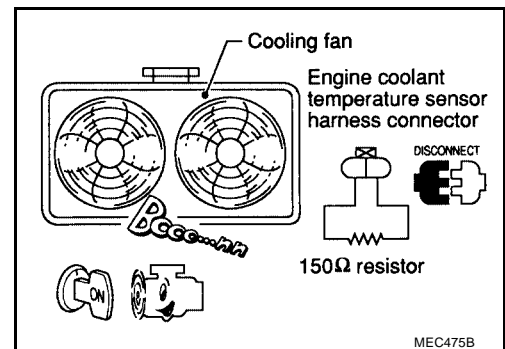
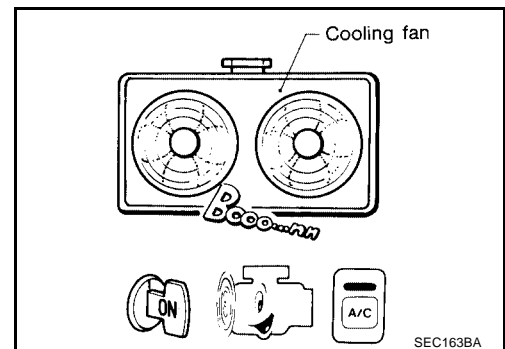
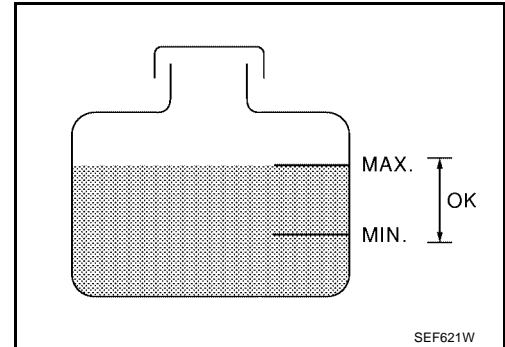
4. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
5. If the results are NG, go to [EC-1655, "Diagnostic Procedure"](#).

ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLANT TEMP/S	XXX °C

SEF646X

## WITH GST

1. Check the coolant level in the reservoir tank and radiator.  
**Allow engine to cool before checking coolant level.**  
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-1655, "Diagnostic Procedure"](#).
2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-1655, "Diagnostic Procedure"](#).
3. Start engine.  
**Be careful not to overheat engine.**
4. Turn air conditioner switch "ON".
5. Turn blower fan switch "ON".
6. Make sure that cooling fan operates at low speed.  
If NG, go to [EC-1655, "Diagnostic Procedure"](#).  
If OK, go to the following step.
7. Turn ignition switch "OFF".
8. Turn air conditioner switch and blower fan switch "OFF".
9. Disconnect engine coolant temperature sensor harness connector.
10. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
11. Restart engine and make sure that cooling fan operates at higher speed than low speed.  
**Be careful not to overheat engine.**
12. If NG, go to [EC-1655, "Diagnostic Procedure"](#).

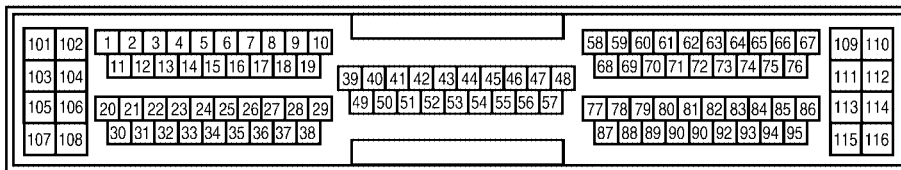
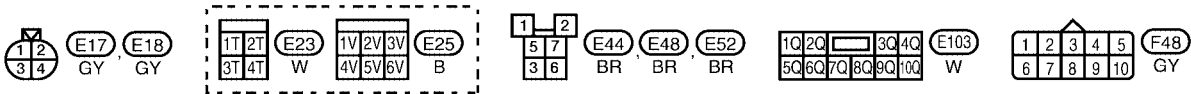
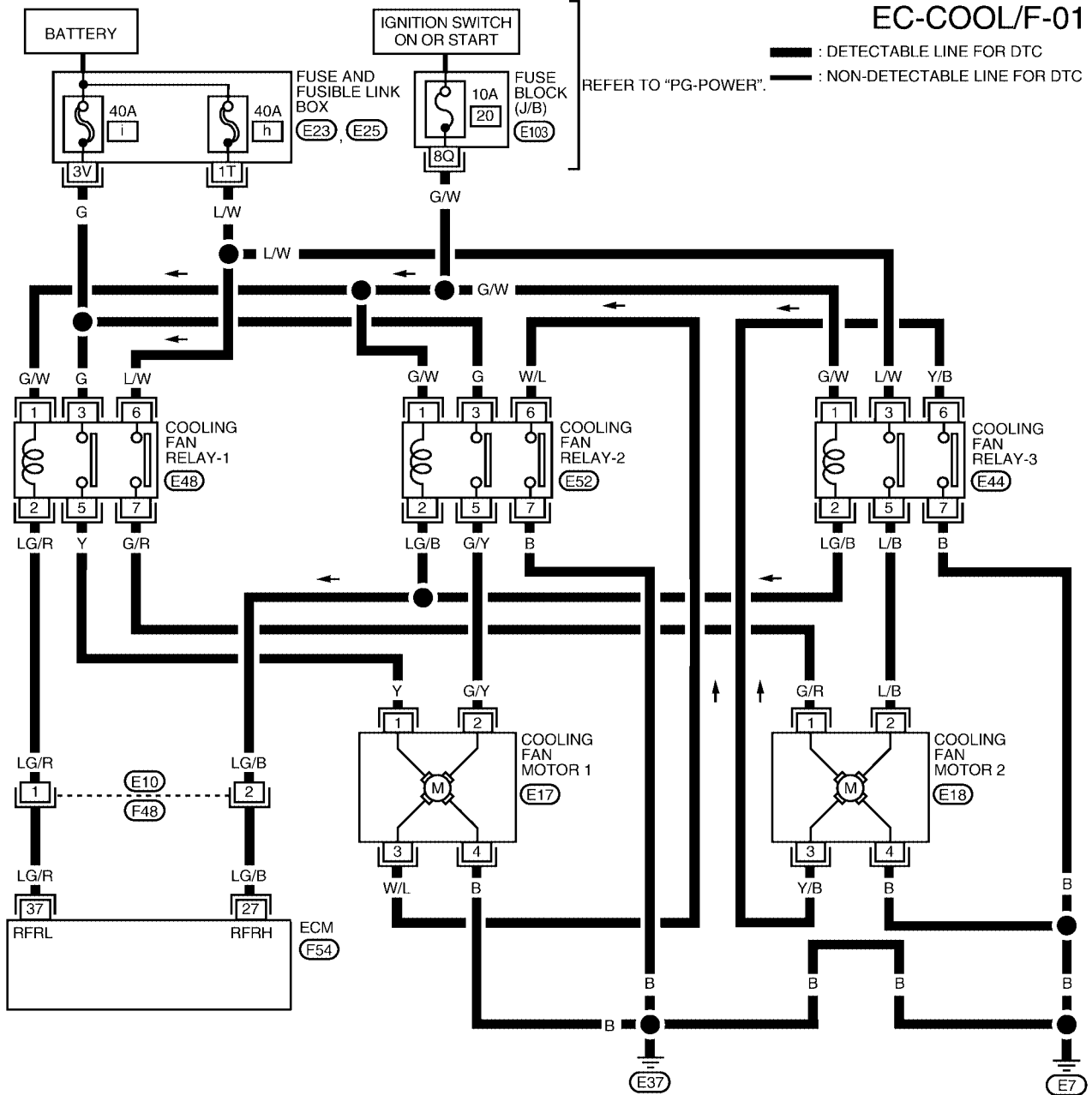


# DTC P1217 ENGINE OVER TEMPERATURE

[QR25DE]

UBS002L

## Wiring Diagram



BBWA0431E

## Diagnostic Procedure

### 1. INSPECTION START

Do you have CONSULT-II?

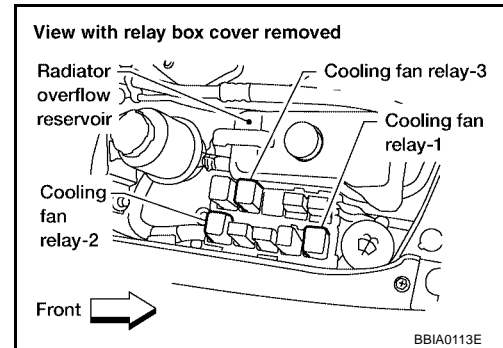
Yes or No

- Yes >> GO TO 2.
- No >> GO TO 4.

### 2. CHECK COOLING FAN LOW SPEED OPERATION

**With CONSULT-II**

1. Disconnect cooling fan relays-2 and -3.
2. Start engine and let it idle.



3. Select "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II and touch "LOW" on the CONSULT-II screen.
4. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

- OK >> GO TO 3.
- NG >> Check cooling fan low speed control circuit. (Go to [EC-1659, "PROCEDURE A"](#) .)

ACTIVE TEST	
COOLING FAN	LOW
MONITOR	
COOLAN TEMP/S	XXX °C

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### 3. CHECK COOLING FAN HIGH SPEED OPERATION

**With CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relays-2 and -3.
3. Start engine and let it idle.
4. Select "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II and touch "HIGH" on the CONSULT-II screen.
5. Make sure that cooling fans-1 and -2 operate at high speed.

OK or NG

- OK >> GO TO 6.
- NG >> Check cooling fan high speed control circuit. (Go to [EC-1661, "PROCEDURE B"](#) .)

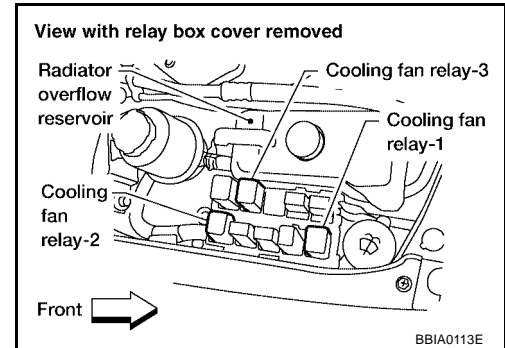
ACTIVE TEST	
COOLING FAN	HIGH
MONITOR	
COOLAN TEMP/S	XXX °C

SEF785Z

## 4. CHECK COOLING FAN LOW SPEED OPERATION

⊗ **Without CONSULT-II**

1. Disconnect cooling fan relays-2 and -3.
2. Start engine and let it idle.
3. Turn air conditioner switch "ON".
4. Turn blower fan switch "ON".

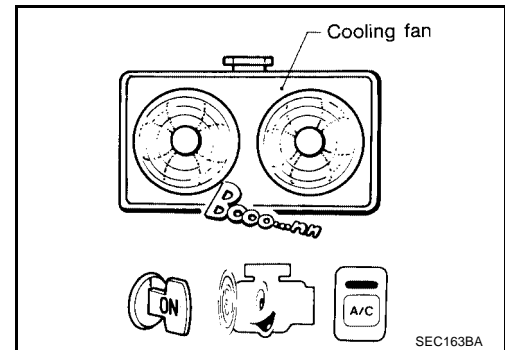


5. Make sure that cooling fans-1 and -2 operate at low speed.

OK or NG

OK >> GO TO 5.

NG >> Check cooling fan low speed control circuit. (Go to [EC-1659, "PROCEDURE A"](#).)



## 5. CHECK COOLING FAN HIGH SPEED OPERATION

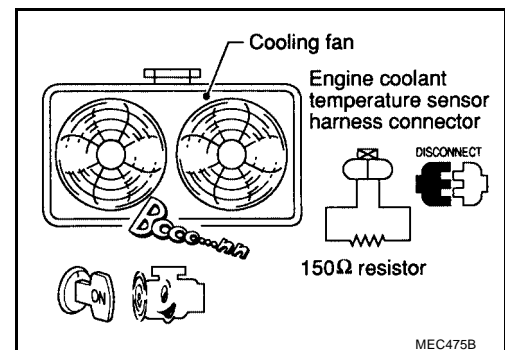
⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Reconnect cooling fan relays-2 and -3.
3. Turn air conditioner switch and blower fan switch "OFF".
4. Disconnect engine coolant temperature sensor harness connector.
5. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
6. Restart engine and make sure that cooling fans-1 and -2 operate at high speed.

OK or NG

OK >> GO TO 6.

NG >> Check cooling fan high speed control circuit. (Go to [EC-1661, "PROCEDURE B"](#).)



## 6. CHECK COOLING SYSTEM FOR LEAK

Apply pressure to the cooling system with a tester, and check if the pressure drops.

**Testing pressure: 157 kPa (1.6 kg/cm<sup>2</sup> , 23 psi)**

**CAUTION:**

Higher than the specified pressure may cause radiator damage.

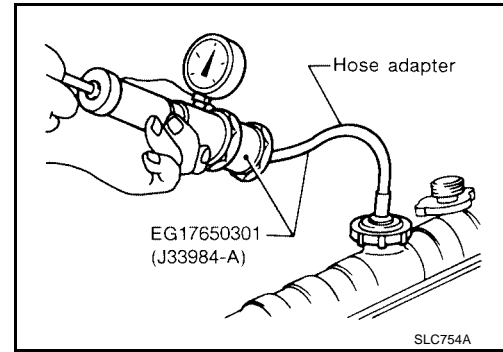
**Pressure should not drop.**

OK or NG

OK >> GO TO 7.

NG >> Check the following for leak.

- Hose
  - Radiator
  - Water pump
- Refer to [CO-26, "WATER PUMP"](#) .



## 7. CHECK RADIATOR CAP

Apply pressure to cap with a tester.

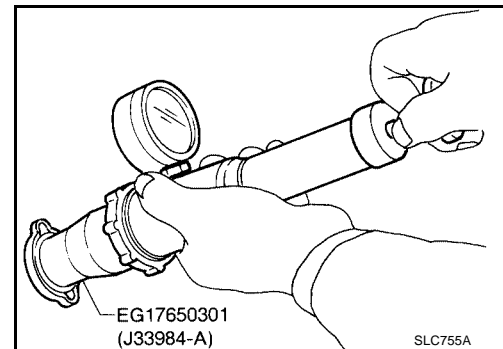
**Radiator cap relief pressure:**

**59 - 98 kPa (0.6 - 1.0 kg/cm<sup>2</sup> , 9 - 14 psi)**

OK or NG

OK >> GO TO 8.

NG >> Replace radiator cap.



## 8. CHECK THERMOSTAT

1. Check valve seating condition at normal room temperatures.  
**It should seat tightly.**
2. Check valve opening temperature and valve lift.

**Valve opening temperature:**

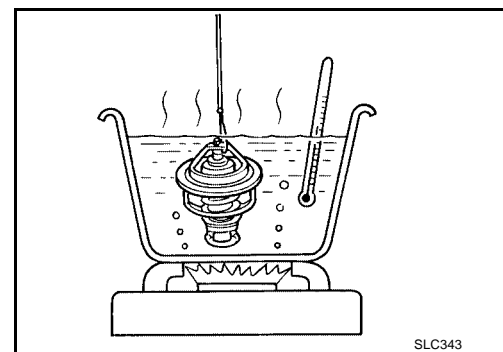
**82°C (180°F) [standard]**

**Valve lift:**

**More than 8 mm/95°C (0.31 in/203°F)**

3. Check if valve is closed at 5°C (9°F) below valve opening temperature.

For details, refer to [CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"](#) .



OK or NG

OK >> GO TO 9.

NG >> Replace thermostat.

## 9. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1390, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace engine coolant temperature sensor.

---

**10. CHECK MAIN 12 CAUSES**

---

If the cause cannot be isolated, go to [EC-1662. "Main 12 Causes of Overheating"](#) .

>> INSPECTION END

## PROCEDURE A

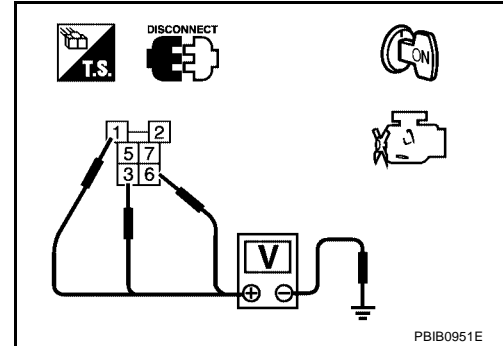
### 1. CHECK POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relay-1.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector E103
- 40A fusible links
- Fuse and fusible link box connectors E23, E25
- Harness for open or short between cooling fan relay-1 and fuse
- Harness for open or short between cooling fan relay-1 and fusible links

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 3. CHECK COOLING FAN MOTORS CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 1, cooling fan motor-1 terminal 4 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

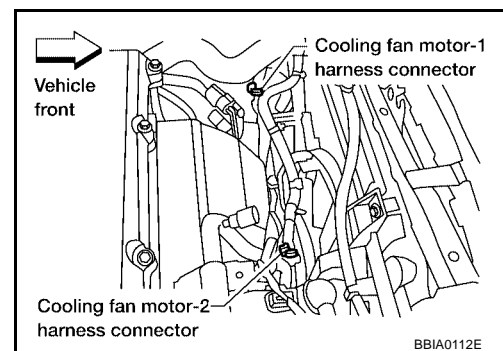
4. Also check harness for short to ground and short to power.
5. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 1, cooling fan motor-2 terminal 4 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.





---

## 4. CHECK OUTPUT SIGNAL CIRCUIT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 37 and cooling fan relay-1 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

---

## 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relay-1 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 6. CHECK COOLING FAN RELAY-1

---

Refer to [EC-1663, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace cooling fan relay.

---

## 7. CHECK COOLING FAN MOTORS-1 AND -2

---

Refer to [EC-1663, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace cooling fan motors.

---

## 8. CHECK INTERMITTENT INCIDENT

---

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## PROCEDURE B

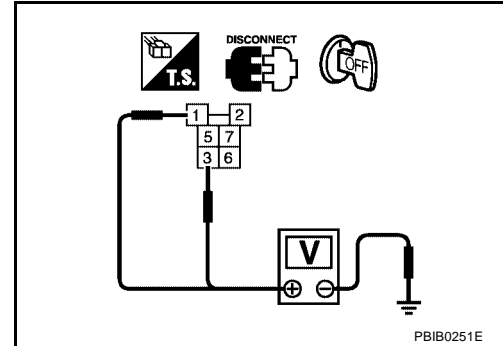
### 1. CHECK POWER SUPPLY

1. Turn ignition switch "OFF".
2. Disconnect cooling fan relays-2 and -3.
3. Turn ignition switch "ON".
4. Check voltage between cooling fan relays-2 and -3 terminals 1, 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between cooling fan relays-2 and -3 and fuse
- Harness for open or short between cooling fan relays-2 and -3 and fusible links

>> Repair harness or connectors.

### 3. CHECK COOLING FAN MOTORS CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector.
3. Check harness continuity between the following; cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 2, cooling fan relay-2 terminal 6 and cooling fan motor-1 terminal 3, cooling fan relay-2 terminal 7 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

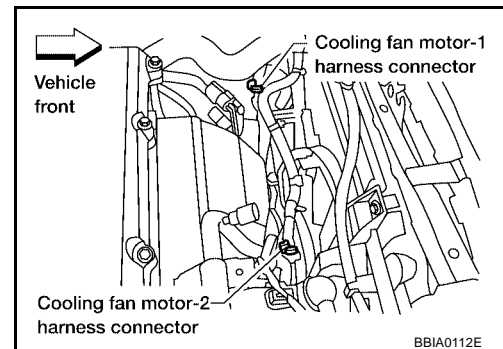
4. Also check harness for short to ground and short to power.
5. Check harness continuity between the following; cooling fan relay-3 terminal 5 and cooling fan motor-2 terminal 2, cooling fan relay-3 terminal 6 and cooling fan motor-2 terminal 3, cooling fan relay-3 terminal 7 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

6. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 4.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 4. CHECK OUTPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 27 and cooling fan relay-2 terminal 2, cooling fan relay-3 terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK     >> GO TO 6.  
NG     >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Harness for open or short between cooling fan relays-2, -3 and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK COOLING FAN RELAYS-2 AND -3

Refer to [EC-1663, "Component Inspection"](#) .

OK or NG

- OK     >> GO TO 7.  
NG     >> Replace cooling fan relays.

## 7. CHECK COOLING FAN MOTORS

Refer to [EC-1663, "Component Inspection"](#) .

OK or NG

- OK     >> GO TO 8.  
NG     >> Replace cooling fan motors.

## 8. CHECK INTERMITTENT INCIDENT

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

## Main 12 Causes of Overheating

UBS002IN

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> <li>● Blocked radiator</li> <li>● Blocked condenser</li> <li>● Blocked radiator grille</li> <li>● Blocked bumper</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	No blocking	—
	2	<ul style="list-style-type: none"> <li>● Coolant mixture</li> </ul>	<ul style="list-style-type: none"> <li>● Coolant tester</li> </ul>	50 - 50% coolant mixture	See <a href="#">MA-14, "Anti-freeze Coolant Mixture Ratio"</a> .
	3	<ul style="list-style-type: none"> <li>● Coolant level</li> </ul>	<ul style="list-style-type: none"> <li>● Visual</li> </ul>	Coolant up to MAX level in reservoir tank and radiator filler neck	See <a href="#">MA-23, "Changing Engine Coolant"</a> .
	4	<ul style="list-style-type: none"> <li>● Radiator cap</li> </ul>	<ul style="list-style-type: none"> <li>● Pressure tester</li> </ul>	59 - 98 kPa (0.6 - 1.0 kg/cm <sup>2</sup> , 9 - 14 psi) (Limit)	See <a href="#">CO-34, "CHECKING RADIATOR CAP"</a> .

# DTC P1217 ENGINE OVER TEMPERATURE

[QR25DE]

Engine	Step	Inspection item	Equipment	Standard	Reference page
ON*2	5	● Coolant leaks	● Visual	No leaks	See <a href="#">CO-24, "CHECKING COOLING SYSTEM FOR LEAKS"</a> .
ON*2	6	● Thermostat	● Touch the upper and lower radiator hoses	Both hoses should be hot	See <a href="#">CO-28, "THERMOSTAT AND THERMOSTAT HOUSING"</a> , and <a href="#">CO-30, "RADIATOR"</a> .
ON*1	7	● Cooling fan	● CONSULT-II	Operating	See trouble diagnosis for DTC P1217 ( <a href="#">EC-1651</a> ) .
OFF	8	● Combustion gas leak	● Color checker chemical tester 4 Gas analyzer	Negative	—
ON*3	9	● Coolant temperature gauge	● Visual	Gauge less than 3/4 when driving	—
		● Coolant overflow to reservoir tank	● Visual	No overflow during driving and idling	See <a href="#">MA-23, "Changing Engine Coolant"</a> .
OFF*4	10	● Coolant return from reservoir tank to radiator	● Visual	Should be initial level in reservoir tank	See <a href="#">CO-24, "CHECKING RESERVOIR LEVEL"</a> .
OFF	11	● Cylinder head	● Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	See <a href="#">EM-145, "CYLINDER HEAD"</a> .
	12	● Cylinder block and pistons	● Visual	No scuffing on cylinder walls or piston	See <a href="#">EM-145, "CYLINDER HEAD"</a> .

\*1: Turn the ignition switch ON.

\*2: Engine running at 3,000 rpm for 10 minutes.

\*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

\*4: After 60 minutes of cool down time.

For more information, refer to [CO-22, "OVERHEATING CAUSE ANALYSIS"](#) .

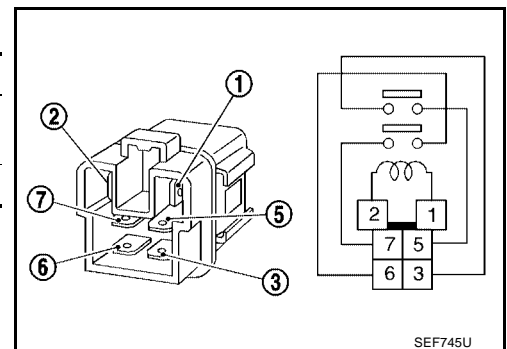
## Component Inspection COOLING FAN RELAYS-1, -2 AND -3

UBS00210

Check continuity between terminals 3 and 5, 6 and 7.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



SEF745U

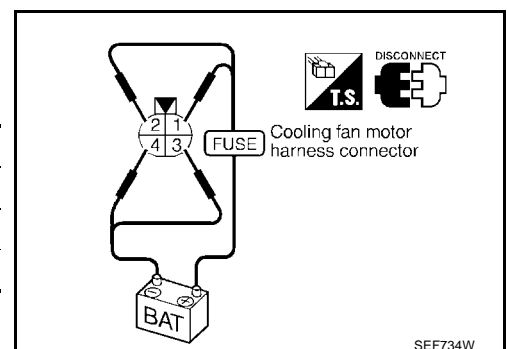
## COOLING FAN MOTORS-1 AND -2

1. Disconnect cooling fan motor harness connectors.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor	Low	1	4
	High	1, 2	3, 4

**Cooling fan motor should operate.**

If NG, replace cooling fan motor.



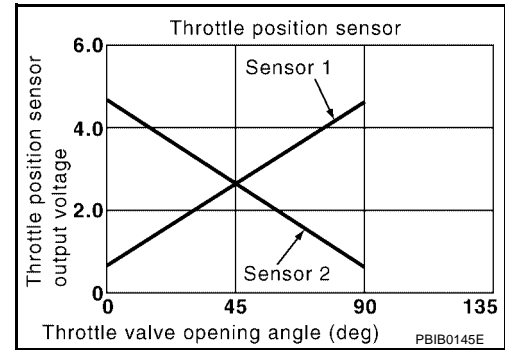
SEF734W

## DTC P1225 TP SENSOR

### Component Description

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



### On Board Diagnosis Logic

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225 1225	Closed throttle position learning performance problem	Closed throttle position learning value is excessively low.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

### DTC Confirmation Procedure

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. If 1st trip DTC is detected, go to [EC-1665, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

#### WITH GST

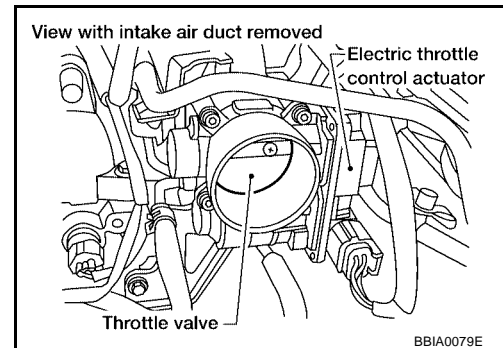
Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
 NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

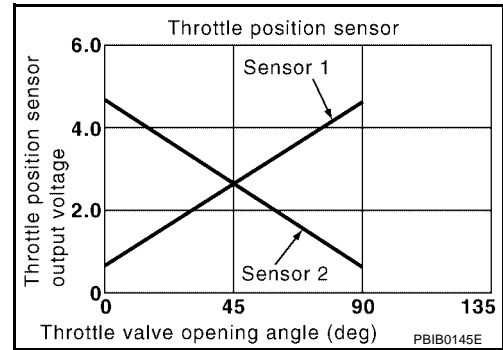
Refer to [EM-105, "INTAKE MANIFOLD"](#) .

## DTC P1226 TP SENSOR

### Component Description

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



### On Board Diagnosis Logic

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226 1226	Closed throttle position learning performance problem	Closed throttle position learning is not performed successfully, repeatedly.	<ul style="list-style-type: none"> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

### DTC Confirmation Procedure

**NOTE:**

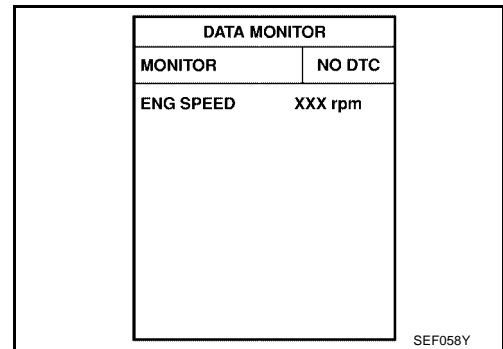
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch "OFF", wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Repeat steps 3 and 4, 32 times.
6. If 1st trip DTC is detected, go to [EC-1667, "Diagnostic Procedure"](#).



**WITH GST**

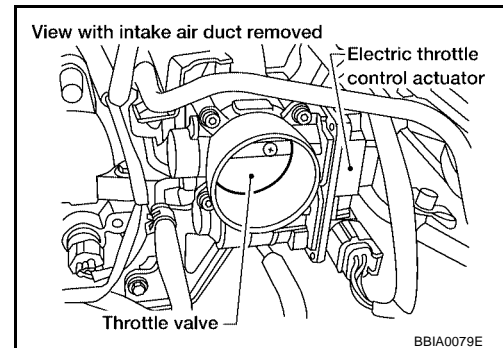
Follow the procedure "With CONSULT-II" above.

**Diagnostic Procedure****1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY**

1. Turn ignition switch "OFF".
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

**OK or NG**

- OK >> GO TO 2.  
 NG >> Remove the foreign matter and clean the electric throttle control actuator inside.

**2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-105, "INTAKE MANIFOLD"](#) .



## DTC P1229 SENSOR POWER SUPPLY

PFP:16119

### On Board Diagnosis Logic

UBS002JF

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1229 1229	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none"> <li>● Harness or connectors (The TP sensor 1 and 2 circuit is shorted.) (APP sensor 1 circuit is shorted.) (MAF sensor circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)</li> <li>● Electric throttle control actuator (TP sensor 1 and 2)</li> <li>● Accelerator pedal position sensor (APP sensor 1)</li> <li>● MAF sensor</li> <li>● EVAP control system pressure sensor</li> <li>● Refrigerant pressures sensor</li> <li>● ECM pin terminal</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

### DTC Confirmation Procedure

UBS002JG

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1670, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1229 SENSOR POWER SUPPLY

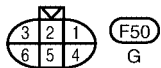
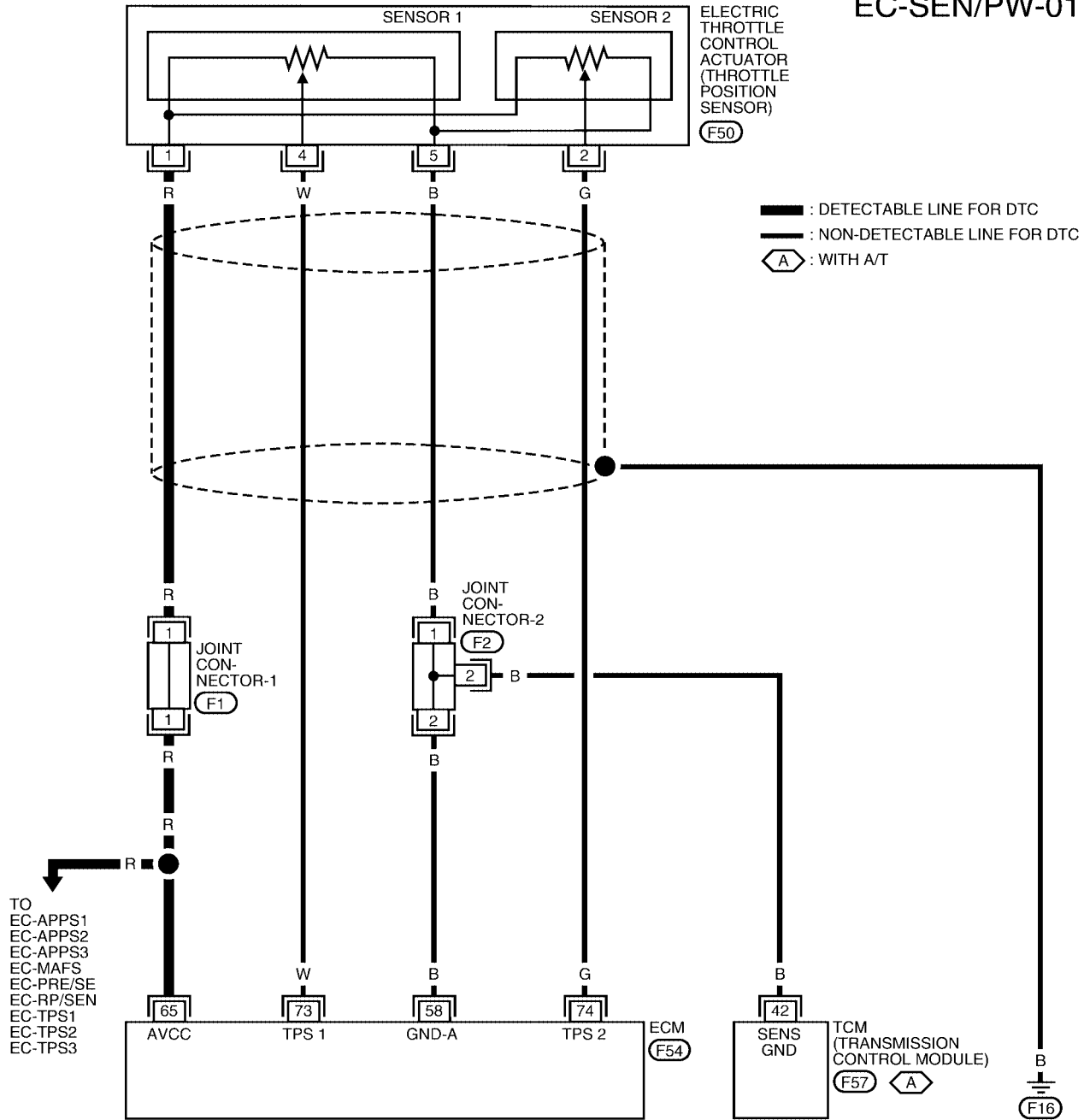
[QR25DE]

UBS002JH

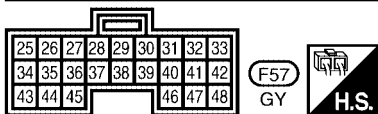
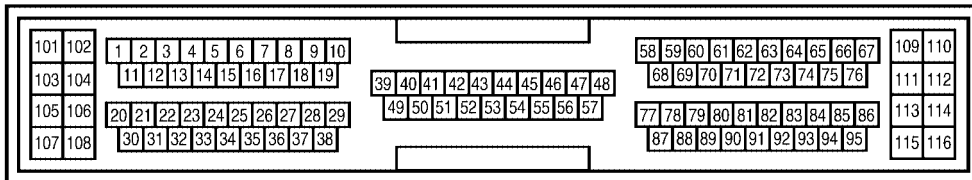
## Wiring Diagram

EC-SEN/PW-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
(F1), (F2) - JOINT CONNECTOR



BBWA0239E

# DTC P1229 SENSOR POWER SUPPLY

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V

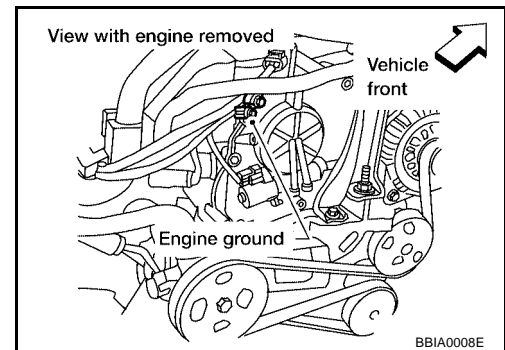
## Diagnostic Procedure

UBS002J1

### 1. RETIGHTEN GROUND SCREWS

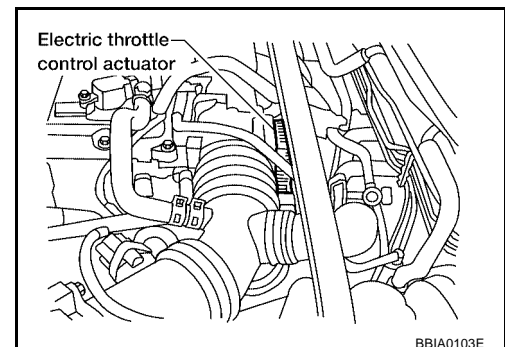
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



### 2. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

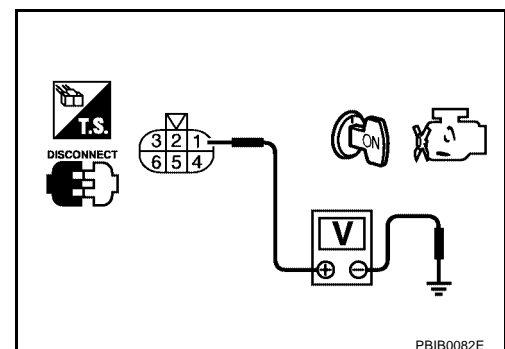


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 3.



## 3. CHECK SENSOR POWER SUPPLY CIRCUITS FOR SHORT

Check the following.

- Harness for short to power and short to ground, between the following terminals

ECM terminal	Sensor terminals	Reference Wiring Diagram
65	Electric throttle control actuator terminal 1	<a href="#">EC-1765</a>
	APP sensor terminal 2	<a href="#">EC-1772</a>
	MAF sensor terminal 2	<a href="#">EC-1371</a>
	EVAP control system pressure sensor terminal 1	<a href="#">EC-1536</a>
	Refrigerant pressure sensor terminal 3	<a href="#">EC-1817</a>

- Joint connector-1
- ECM pin terminal

OK or NG

OK >> GO TO 4.

NG >> Repair short to ground or short to power in harness or connectors.

## 4. CHECK COMPONENTS

Check the following.

- Accelerator pedal position sensor (Refer to [EC-1775, "Component Inspection"](#) .)
- Mass air flow sensor (Refer to [EC-1374, "Component Inspection"](#) .)
- EVAP control system pressure sensor (Refer to [EC-1539, "Component Inspection"](#) .)
- Refrigerant pressure sensor (Refer to [MTC-19, "TROUBLE DIAGNOSIS"](#) .)

OK or NG

OK >> GO TO 7.

NG >> Replace malfunctioning component.

## 5. CHECK THROTTLE POSITION SENSOR

Refer to [EC-1768, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

## 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

## 7. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[QR25DE]

## DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

UBS002JJ

### Description

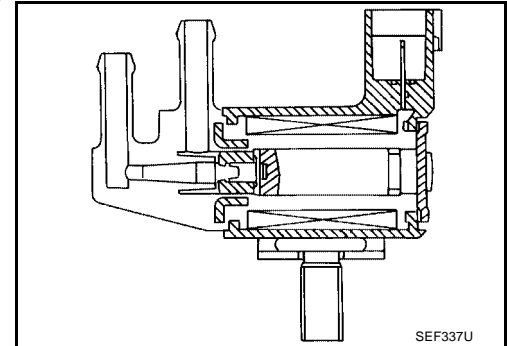
#### SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	EVAP canister purge flow control	EVAP canister purge vol- ume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Heated oxygen sensors 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Vehicle speed sensor (CAN communication line)	Vehicle speed		

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.

### COMPONENT DESCRIPTION

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002JK

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PURG VOL C/V	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	0%
		2,000 rpm	20 - 30%

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

UBS002JL

## On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1444 1444	EVAP canister purge volume control solenoid valve	The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.	<ul style="list-style-type: none"> <li>● EVAP control system pressure sensor</li> <li>● EVAP canister purge volume control solenoid valve (The valve is stuck open.)</li> <li>● EVAP canister vent control valve</li> <li>● EVAP canister</li> <li>● Hoses (Hoses are connected incorrectly or clogged.)</li> </ul>

## DTC Confirmation Procedure

UBS002JM

### NOTE:

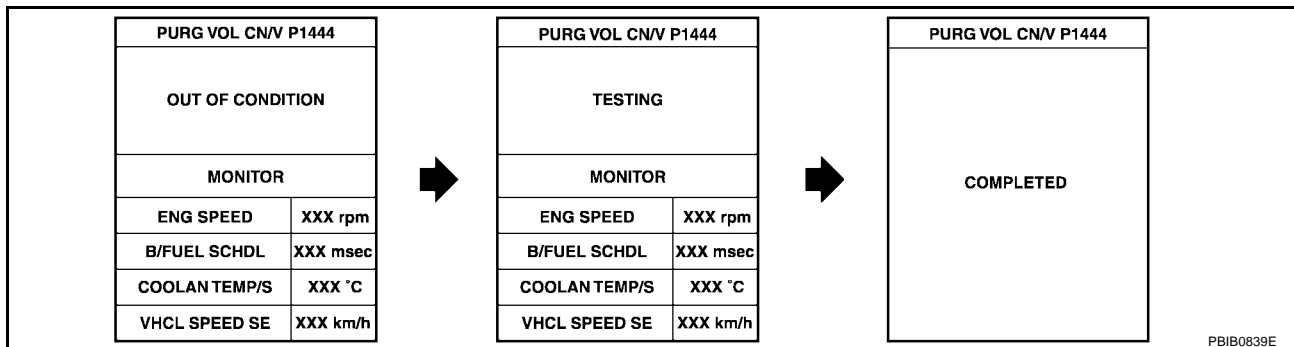
If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

**Always perform test at a temperature of 5°C (41°F) or more.**

### WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON".
4. Select "PURG VOL CN/V P1444" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.
5. Touch "START".
6. Start engine and let it idle until "TESTING" on CONSULT-II changes to "COMPLETED". (It will take approximately 10 seconds.)  
If "TESTING" is not displayed after 5 minutes, retry from step 2.



7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-1675, "Diagnostic Procedure"](#).

### WITH GST

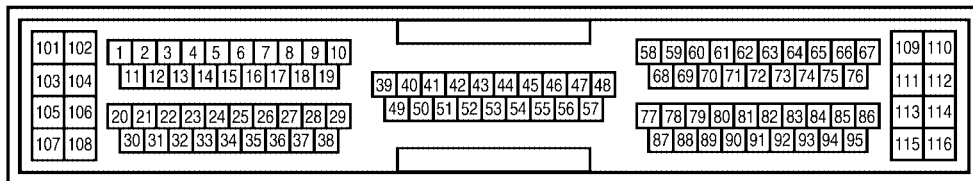
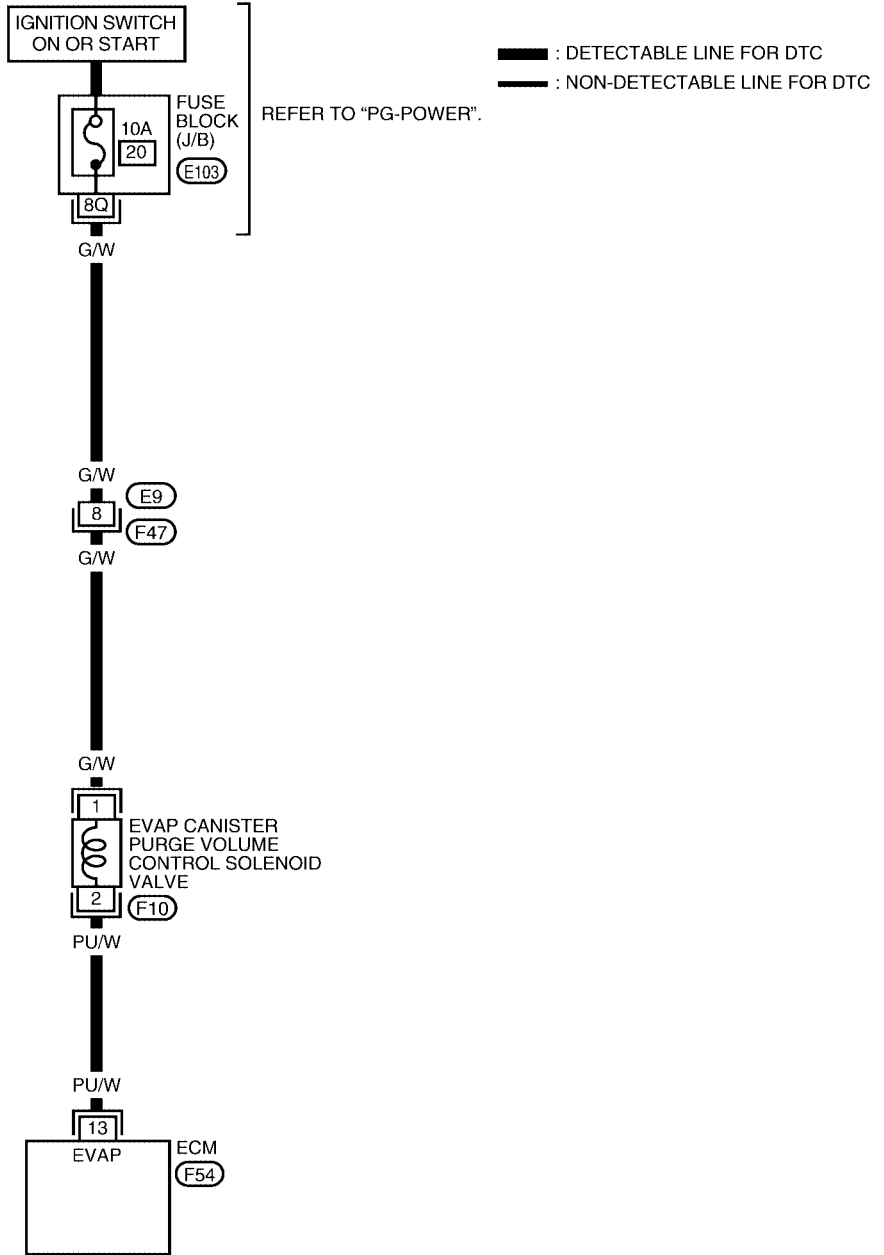
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Start engine and let it idle for at least 20 seconds.
4. Select "MODE 7" with GST.
5. If 1st trip DTC is detected, go to [EC-1675, "Diagnostic Procedure"](#).

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

UBS002JN

## Wiring Diagram

EC-PGC/V-01



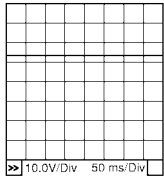
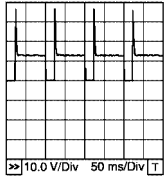
BBWA0224E

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
13	PU/W	EVAP canister purge volume control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)★  PBIB0050E
			[Engine is running] ● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)	Approximately 10V★  PBIB0520E

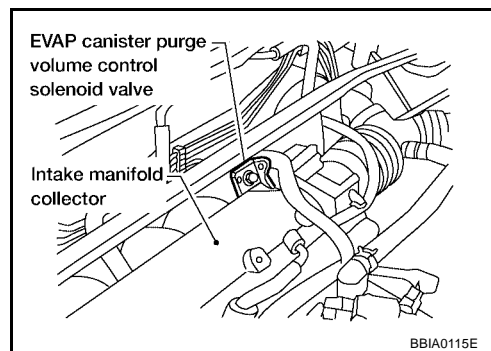
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002JO

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

- Turn ignition switch "OFF".
- Disconnect EVAP canister purge volume control solenoid valve harness connector.
- Turn ignition switch "ON".

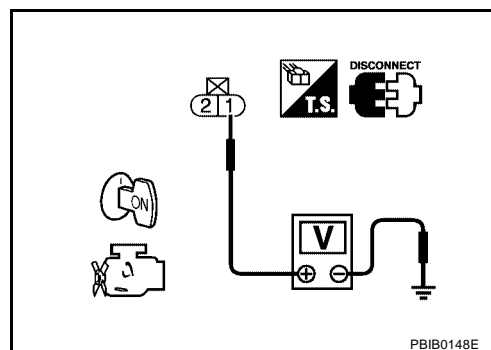


- Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and engine ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 3.  
NG >> GO TO 2.





# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

## 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse block (J/B) connector E103
- 10A fuse
- Harness for open or short between EVAP canister purge volume control solenoid valve and fuse

>> Repair harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 13 and EVAP canister purge volume control solenoid valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 4.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE

Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.

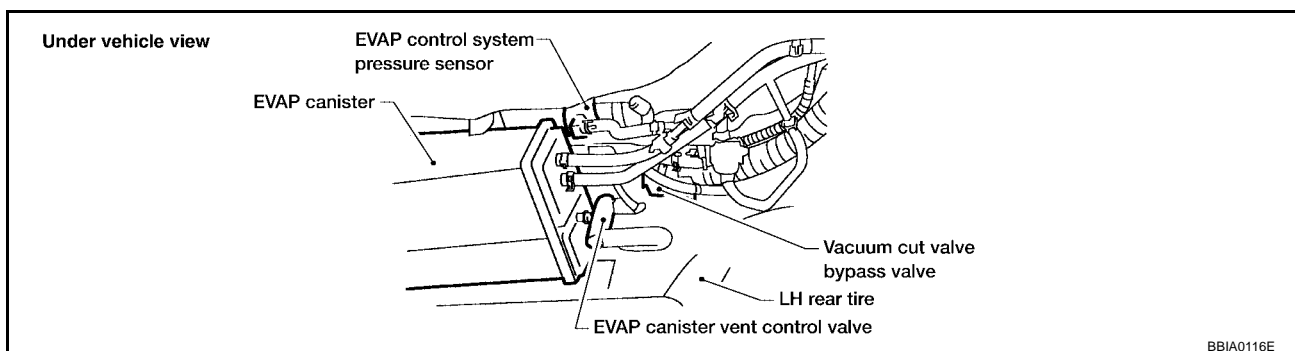
OK or NG

OK >> GO TO 5.

NG >> Repair it.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.



BBIA0116E

2. Check connectors for water.

**Water should not exist.**

OK or NG

OK >> GO TO 6.

NG >> Replace EVAP control system pressure sensor.

# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

## 6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK (With CONSULT-II)>>GO TO 7.
- OK (Without CONSULT-II)>>GO TO 8.
- NG >> Replace EVAP control system pressure sensor.

## 7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 With CONSULT-II

1. Turn ignition switch "OFF".
2. Reconnect harness connectors disconnected.
3. Start engine.
4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

## 8. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace EVAP canister purge volume control solenoid valve.

## 9. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 10.
- NG >> Clean the rubber tube using an air blower.

## 10. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1532, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 11.
- NG >> Replace EVAP canister vent control valve.

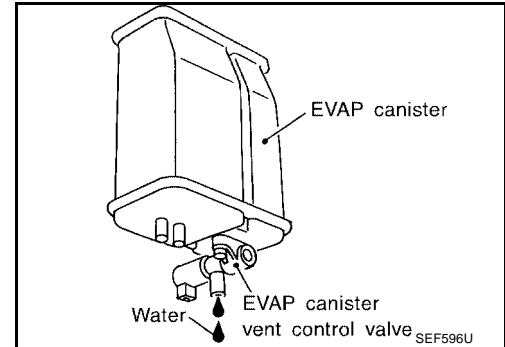
# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

## 11. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

Yes or No

- Yes >> GO TO 12.  
 No >> GO TO 14.



## 12. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK >> GO TO 14.  
 NG >> GO TO 13.

## 13. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 14. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

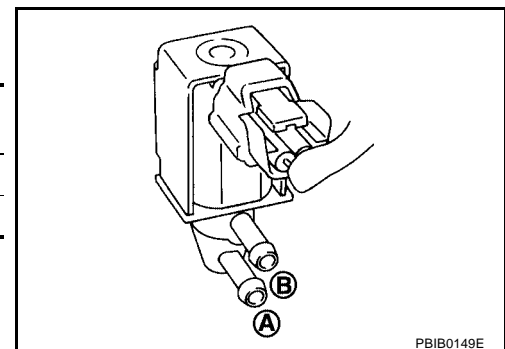
### Component Inspection EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

UBS002.JP

④ With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100.0%	Yes
0.0%	No

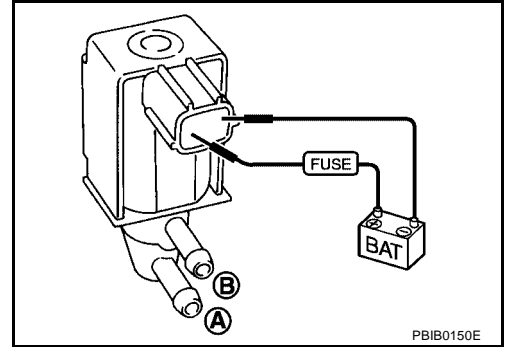


# DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [QR25DE]

## ⊗ Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No



## Removal and Installation EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EM-105, "INTAKE MANIFOLD"](#).

UBS002JQ

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## DTC P1446 EVAP CANISTER VENT CONTROL VALVE

PFP:14935

### Component Description

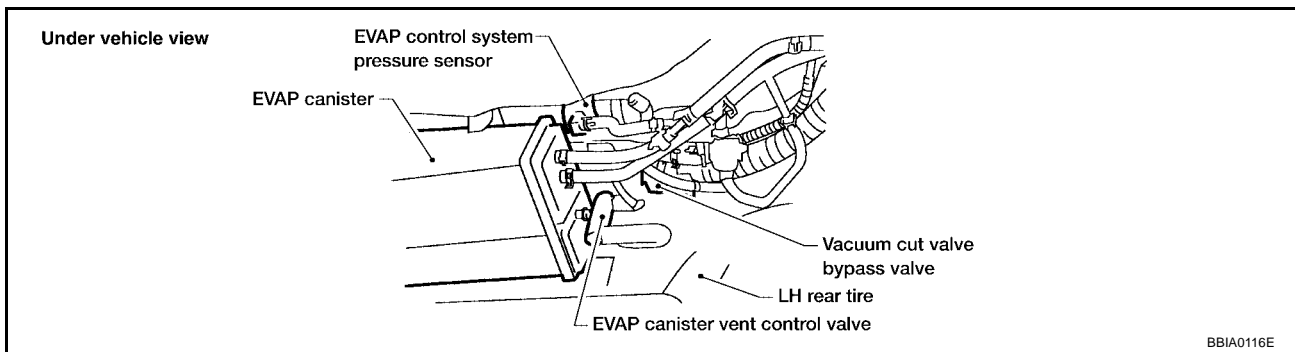
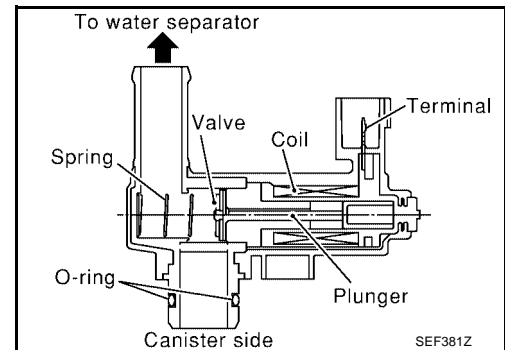
UBS002JR

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System (Small Leak)" diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002JS

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS002JT

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1446 1446	EVAP canister vent control valve close	EVAP canister vent control valve remains closed under specified driving conditions.	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Blocked rubber tube to EVAP canister vent control valve</li> <li>● EVAP canister is saturated with water</li> </ul>

### DTC Confirmation Procedure

UBS002JU

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine.
4. Drive vehicle at a speed of approximately 80 km/h (50 MPH) for a maximum of 15 minutes.

**NOTE:**

**If a malfunction exists, NG result may be displayed quicker.**

5. If 1st trip DTC is detected, go to [EC-1683, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

 **WITH GST**

Follow the procedure "WITH CONSULT-II" above.

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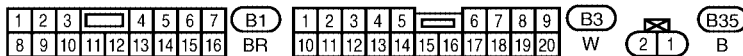
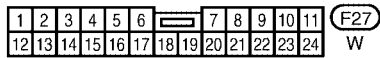
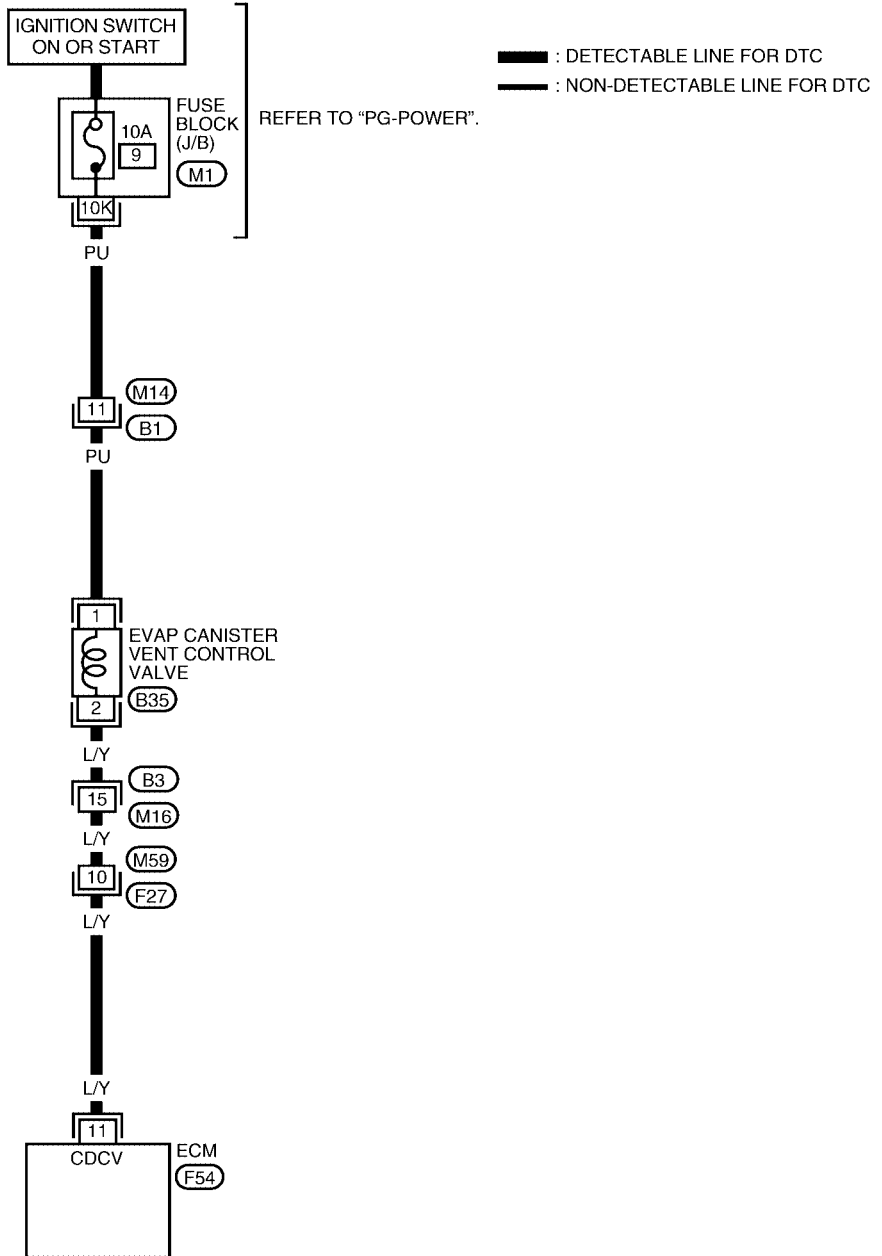
# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

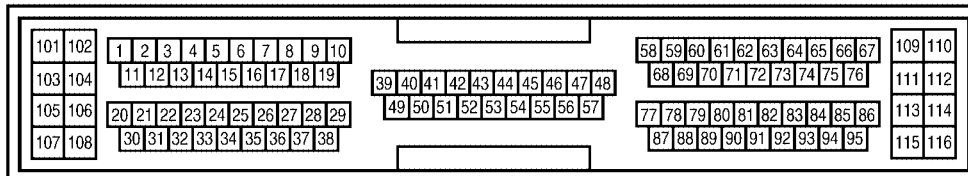
UBS002JV

## Wiring Diagram

### EC-VENT/V-01



REFER TO THE FOLLOWING.  
M1 - JUNCTION BLOCK - JUNCTION BOX (J/B)



BBWA0225E

# DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

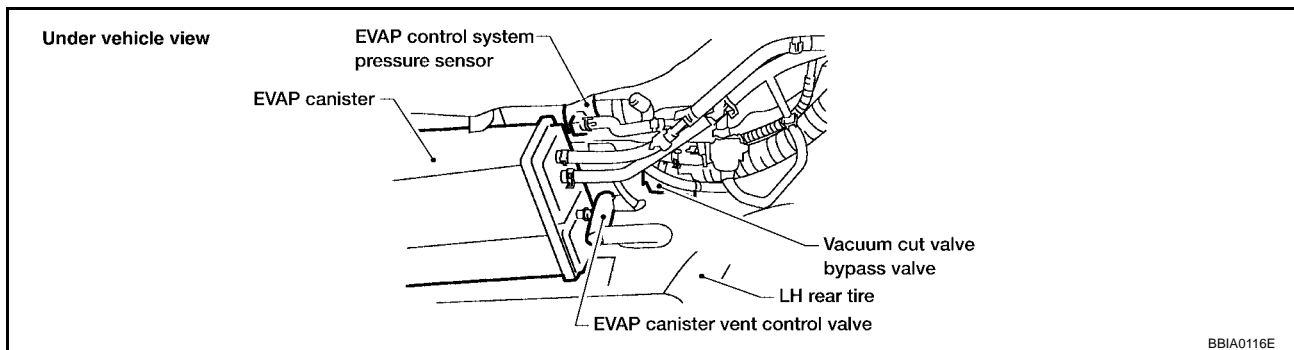
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002JW

### 1. CHECK RUBBER TUBE

1. Turn ignition switch "OFF".
2. Disconnect rubber tube connected to EVAP canister vent control valve.



3. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 2.
- NG >> Clean rubber tube using an air blower.

### 2. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1685, "Component Inspection"](#).

OK or NG

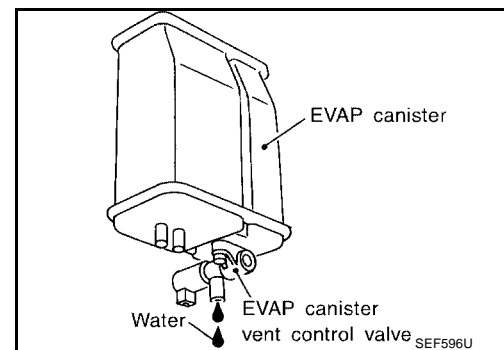
- OK >> GO TO 3.
- NG >> Replace EVAP canister vent control valve.

### 3. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

Yes or No

- Yes >> GO TO 4.
- No >> GO TO 6.





#### 4. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

#### 5. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

#### 6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE

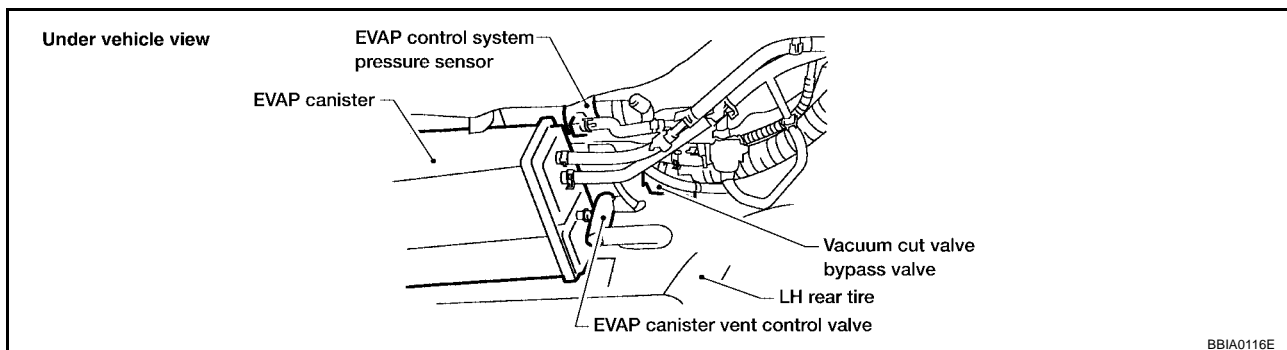
Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.

OK or NG

- OK >> GO TO 7.
- NG >> Repair it.

#### 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.



2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 8.
- NG >> Replace EVAP control system pressure sensor.

#### 8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace EVAP control system pressure sensor.

#### 9. CHECK INTERMITTENT INCIDENT

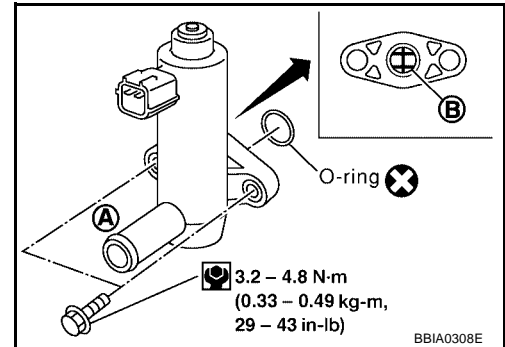
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## Component Inspection EVAP CANISTER VENT CONTROL VALVE

### With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
ON	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.

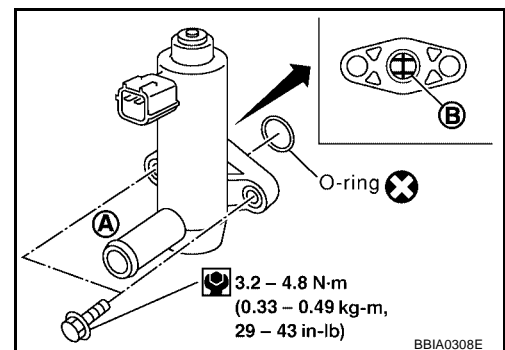
ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
H02S1 (B1)	XXX V

PBIB0834E

7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform inspection again.

### Without CONSULT-II

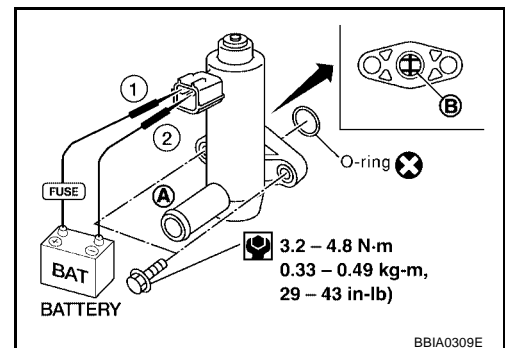
1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.



3. Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.



4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.

## DTC P1446 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

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5. Perform inspection again.

## DTC P1448 EVAP CANISTER VENT CONTROL VALVE

### Component Description

**NOTE:**

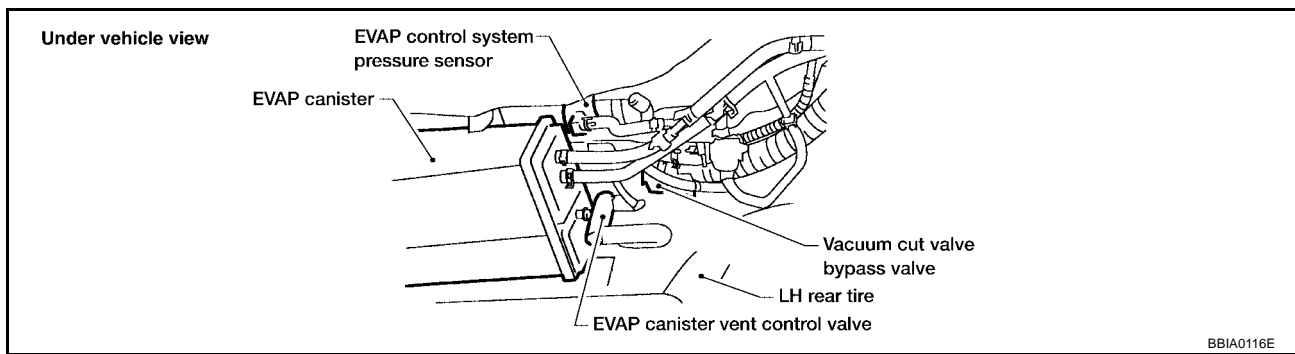
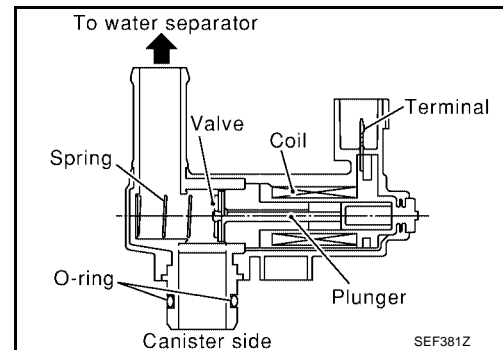
If DTC P1448 is displayed with P0442, perform trouble diagnosis for DTC P1448 first.

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

This solenoid valve is used only for diagnosis, and usually remains opened.

When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System (Small Leak)" diagnosis.



### CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1448 1448	EVAP canister vent control valve open	EVAP canister vent control valve remains opened under specified driving conditions.	<ul style="list-style-type: none"> <li>● EVAP canister vent control valve</li> <li>● EVAP control system pressure sensor and the circuit</li> <li>● Blocked rubber tube to EVAP canister vent control valve</li> <li>● EVAP canister is saturated with water</li> <li>● Vacuum cut valve</li> </ul>

### DTC Confirmation Procedure

**NOTE:**

- If DTC P1448 is displayed with P0442, perform trouble diagnosis for DTC P1448 first.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

**TESTING CONDITION:**

- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).

# DTC P1448 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

1. Turn ignition switch "ON".
2. Turn ignition switch "OFF" and wait at least 10 seconds.
3. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
4. Make sure that the following conditions are met.

COOLANT TEMP/S	0 - 70°C (32 - 158°F)
INT/A TEMP SE	0 - 30°C (32 - 86°F)

5. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
Follow the instruction displayed.

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-1291, "Basic Inspection"](#).

6. Make sure that "OK" is displayed.  
If "NG" is displayed, go to the following step.

**NOTE:**

**Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.**

7. Stop engine and wait at least 10 seconds, then turn "ON".
8. Disconnect hose from vehicle frame.

9. Select "VENT CONTROL/V" of "ACTIVE TEST" mode with CONSULT-II.
10. Touch "ON" and "OFF" alternately.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

11. Make sure the following.

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

If the result is NG, go to [EC-1691, "Diagnostic Procedure"](#).  
If the result is OK, go to "Diagnostic Procedure" for DTC P0442, [EC-1515](#).

3.2 - 4.8 N-m  
(0.33 - 0.49 kg-m,  
29 - 43 in-lb)

## Overall Function Check

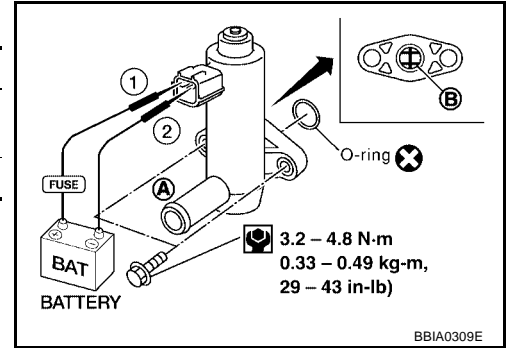
Use this procedure to check the overall function of the EVAP canister vent control valve circuit. During this check, a DTC might not be confirmed.

**WITH GST**

1. Disconnect hose from vehicle frame.
2. Disconnect EVAP canister vent control valve harness connector.
3. Verify the following.

Condition	Air passage continuity
12V direct current supply between terminals 1 and 2	No
No supply	Yes

If the result is NG, go to [EC-1691, "Diagnostic Procedure"](#).  
 If the result is OK, go to "Diagnostic Procedure" for DTC P0442, [EC-1515](#).



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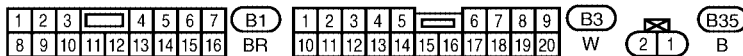
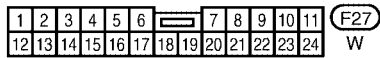
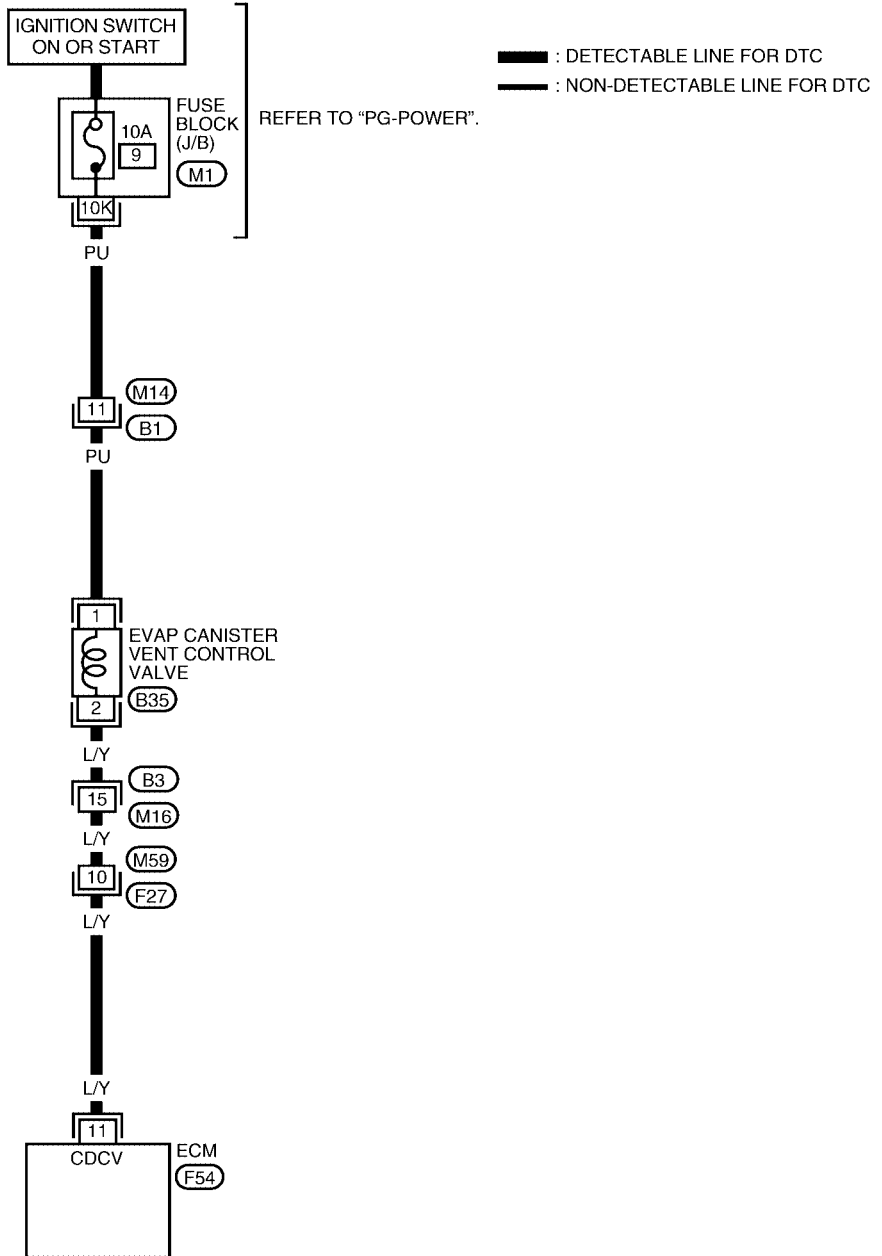
# DTC P1448 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

UBS002K3

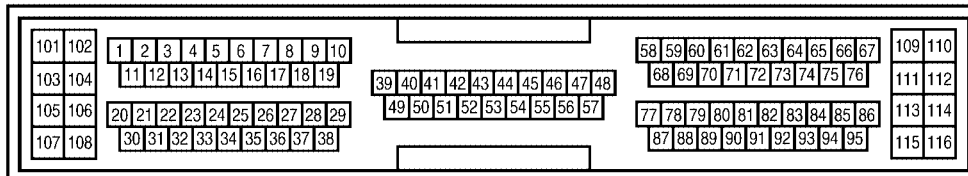
## Wiring Diagram

EC-VENT/V-01



REFER TO THE FOLLOWING.

(M1) - JUNCTION BLOCK - JUNCTION BOX (J/B)



BBWA0225E

# DTC P1448 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

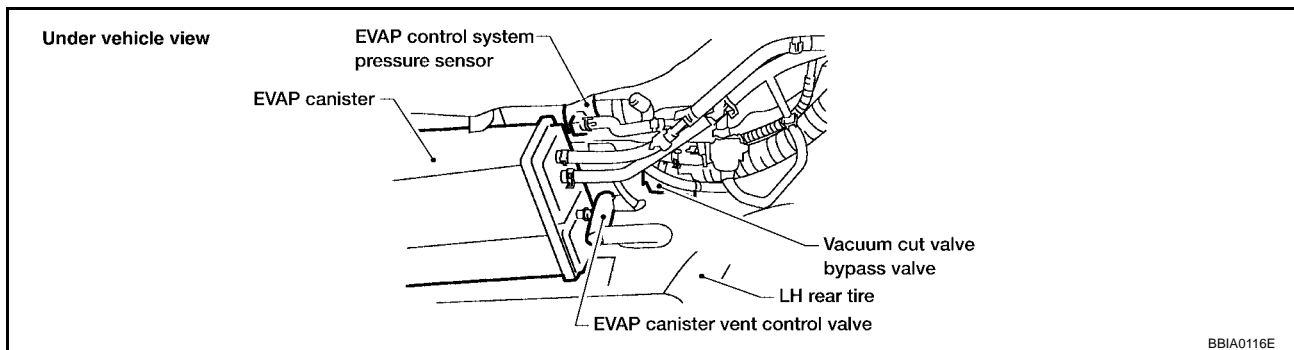
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	L/Y	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002K4

### 1. CHECK RUBBER TUBE

1. Turn ignition switch "OFF".
2. Disconnect rubber tube connected to EVAP canister vent control valve.



3. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 2.
- NG >> Clean rubber tube using an air blower.

### 2. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1693, "Component Inspection"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Replace EVAP canister vent control valve.

### 3. CHECK VACUUM CUT VALVE

Refer to [EC-1721, "Component Inspection"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Replace vacuum cut valve.

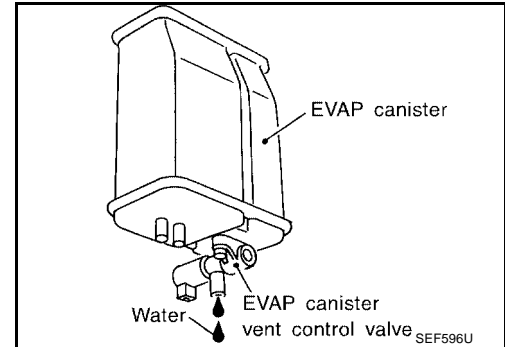


#### 4. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Check if water will drain from the EVAP canister.

Yes or No

- Yes >> GO TO 5.  
No >> GO TO 7.



#### 5. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve attached.

**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK >> GO TO 7.  
NG >> GO TO 6.

#### 6. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

#### 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE

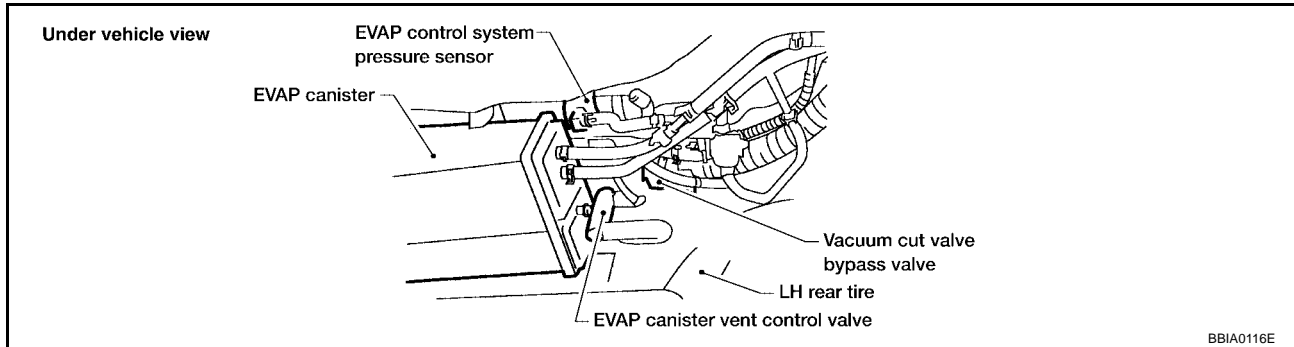
Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.

OK or NG

- OK >> GO TO 8.  
NG >> Repair it.

## 8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.



2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 9.
- NG >> Replace EVAP control system pressure sensor.

## 9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace EVAP control system pressure sensor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

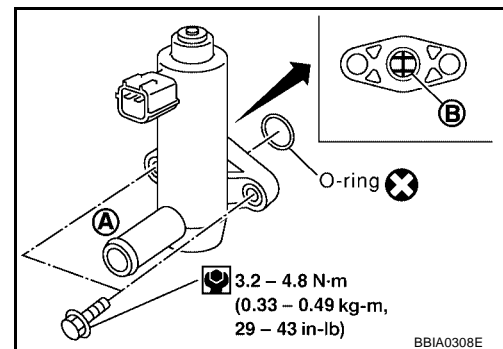
>> INSPECTION END

### Component Inspection EVAP CANISTER VENT CONTROL VALVE

UBS002K5

**With CONSULT-II**

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch "ON".



# DTC P1448 EVAP CANISTER VENT CONTROL VALVE

[QR25DE]

- Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
- Check air passage continuity and operation delay time.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
ON	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.

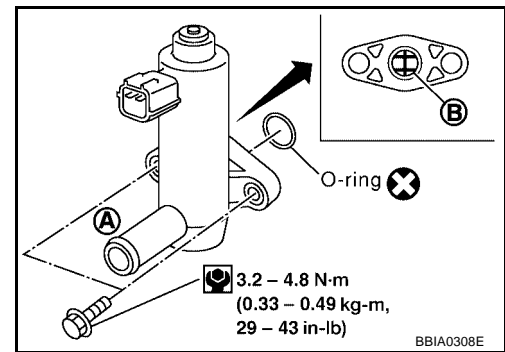
- Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
- Perform inspection again.

⊗ **Without CONSULT-II**

- Remove EVAP canister vent control valve from EVAP canister.
- Check portion **B** of EVAP canister vent control valve for being rusted.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 (B1)	XXX V

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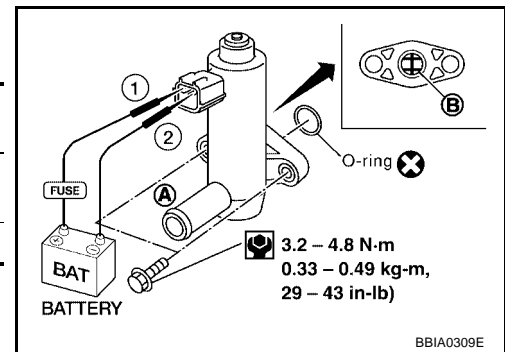


- Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	No
OFF	Yes

**Operation takes less than 1 second.**  
**Make sure new O-ring is installed properly.**  
 If NG, go to next step.

- Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
- Perform inspection again.



DTC P1456 EVAP CONTROL SYSTEM

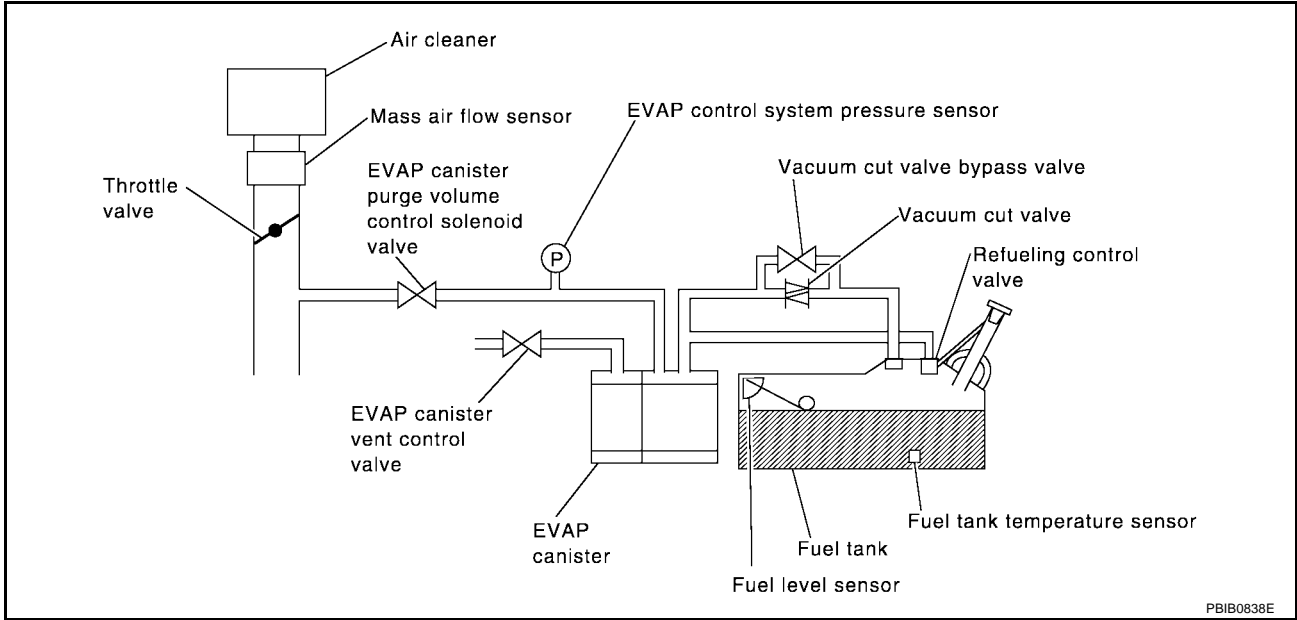
PFP:14710

On Board Diagnosis Logic

UBS002K6

This diagnosis detects very small leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using of vapor pressure in the fuel tank.

The EVAP canister vent control valve is closed to shut the EVAP purge line. The vacuum cut valve bypass valve will then be opened to clear the line between the fuel tank and the EVAP canister purge volume control solenoid valve. The EVAP control system pressure sensor can now monitor the pressure inside the fuel tank. If pressure increases, the ECM will check for leaks in the line between the vacuum cut valve and EVAP canister purge volume control solenoid valve.



PBIB0838E

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# DTC P1456 EVAP CONTROL SYSTEM

[QR25DE]

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1456 1456	Evaporative emission control system very small leak (positive pressure check)	<ul style="list-style-type: none"> <li>● EVAP system has a very small leak.</li> <li>● EVAP system does not operate properly.</li> </ul>	<ul style="list-style-type: none"> <li>● Incorrect fuel tank vacuum relief valve</li> <li>● Incorrect fuel filler cap used</li> <li>● Fuel filler cap remains open or fails to close.</li> <li>● Foreign matter caught in fuel filler cap.</li> <li>● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.</li> <li>● Foreign matter caught in EVAP canister vent control valve.</li> <li>● EVAP canister or fuel tank leaks</li> <li>● EVAP purge line (pipe and rubber tube) leaks</li> <li>● EVAP purge line rubber tube bent</li> <li>● Blocked or bent rubber tube to EVAP control system pressure sensor</li> <li>● Loose or disconnected rubber tube</li> <li>● EVAP canister vent control valve and the circuit</li> <li>● EVAP canister purge volume control solenoid valve and the circuit</li> <li>● Fuel tank temperature sensor</li> <li>● O-ring of EVAP canister vent control valve is missing or damaged</li> <li>● EVAP canister is saturated with water</li> <li>● EVAP control system pressure sensor</li> <li>● Refueling control valve</li> <li>● ORVR system leaks</li> <li>● Fuel level sensor and the circuit</li> <li>● Foreign matter caught in EVAP canister purge volume control solenoid valve</li> </ul>

## CAUTION:

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

## DTC Confirmation Procedure

UBS002K7

### NOTE:

- After repair, make sure that the hoses and clips are installed properly.
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

### TESTING CONDITION:

- Open engine hood before conducting following procedure.
- If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.
  - Fuel filler cap is removed.
  - Refilled or drained the fuel.
  - EVAP component parts is/are removed.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

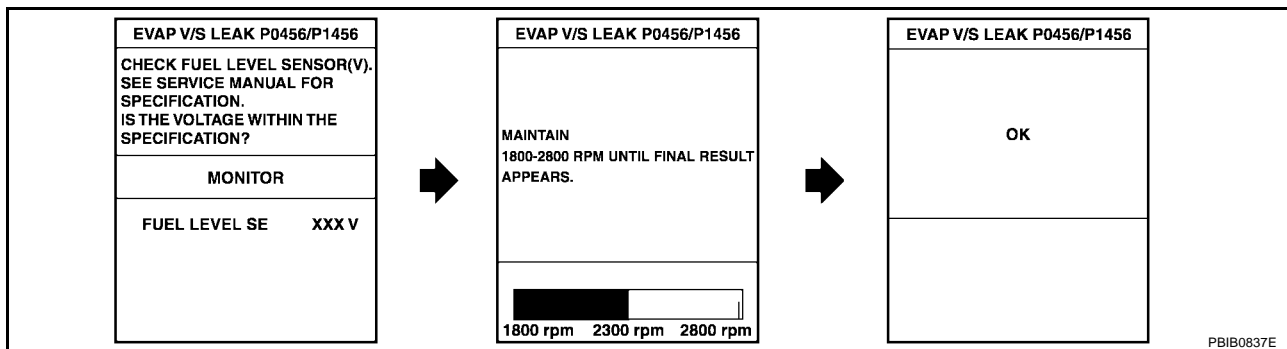
### WITH CONSULT-II

1. Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
2. Make sure the following conditions are met.
  - FUEL LEVEL SE: 0.25 - 1.15V
  - COOLAN TEMP/S: 0 - 32°C (32 - 90°F)
  - FUEL T/TMP SE: 0 - 35°C (32 - 95°F)

**INT A/TEMP SE: More than 0°C (32°F)**

If NG, turn ignition switch "OFF" and leave the vehicle in a cool place (soak the vehicle) or refilling/draining fuel until the output voltage condition of the "FUEL LEVEL SE" meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1).

3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON".
5. Select "EVAP V/S LEAK P0456/P1456" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.  
Follow the instruction displayed.



6. Make sure that "OK" is displayed.  
If "NG" is displayed, refer to [EC-1698, "Diagnostic Procedure"](#) .

**NOTE:**

- If the engine speed cannot be maintained within the range displayed on CONSULT-II screen, go to [EC-1291, "Basic Inspection"](#) .
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

## Overall Function Check

UBS002K8

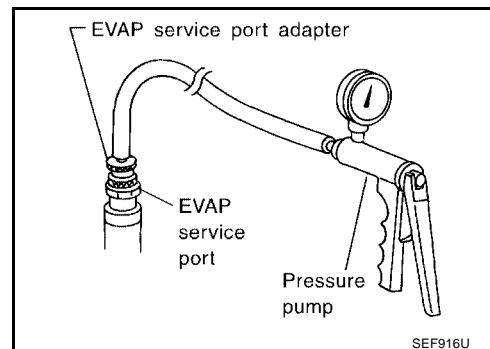
**WITH GST**

Use this procedure to check the overall function of the EVAP very small leak function. During this check, a 1st trip DTC might not be confirmed.

**CAUTION:**

- Never use compressed air, doing so may damage the EVAP system.
- Do not start engine.
- Do not exceeded 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi).

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch "ON".
5. Connect GST and select MODE 8.
6. Using MODE 8 control the EVAP canister vent control valve (close) and vacuum cut valve bypass valve (open).
7. Apply pressure and make sure the following conditions are satisfied.



**Pressure to be applied: 2.7 kPa (20 mmHg, 0.79 inHg)**

**Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (3 mmHg, 0.12 inHg).**

If NG, go to [EC-1698, "Diagnostic Procedure"](#) .

If OK, go to next step.

8. Disconnect GST.
9. Start engine and warm it up to normal operating temperature.
10. Turn ignition switch "OFF" and wait at least 10 seconds.
11. Restart engine and let it idle for 90 seconds.

12. Keep engine speed at 2,000 rpm for 30 seconds.
13. Turn ignition switch "OFF".

**NOTE:**

For more information, refer to GST instruction manual.

## Diagnostic Procedure

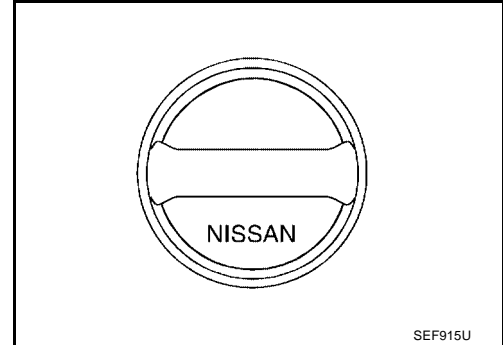
UBS002K9

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch "OFF".
2. Check for genuine NISSAN fuel filler cap design.

OK or NG

- OK >> GO TO 2.  
NG >> Replace with genuine NISSAN fuel filler cap.



### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

OK or NG

- OK >> GO TO 3.  
NG >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.  
2. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 4.

### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-1849, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#).

OK or NG

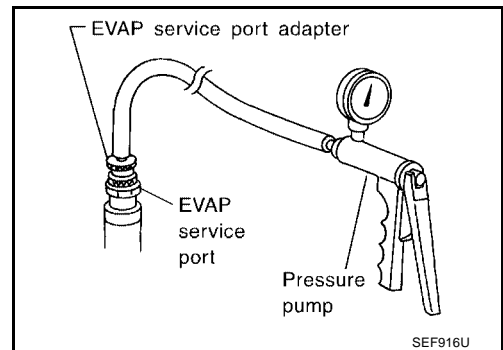
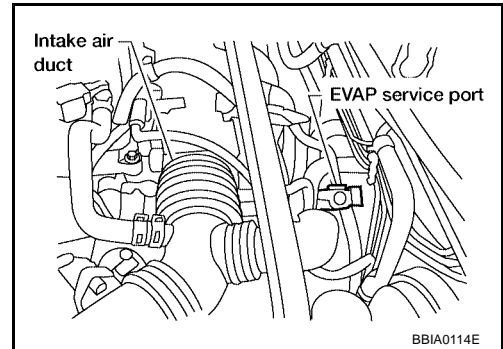
- OK >> GO TO 5.  
NG >> Replace fuel filler cap with a genuine one.

**5. INSTALL THE PRESSURE PUMP**

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

**NOTE:**

**Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.**



Models with CONSULT-II>>GO TO 6.  
Models without CONSULT-II>>GO TO 7.

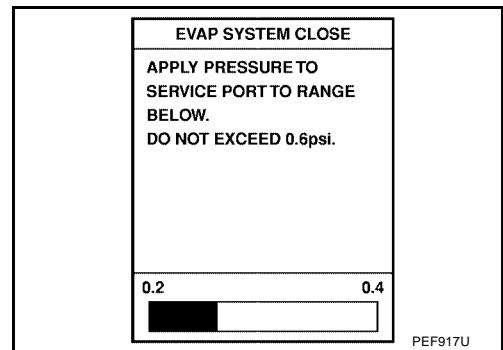
**6. CHECK FOR EVAP LEAK**

**Ⓜ With CONSULT-II**

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

**NOTE:**

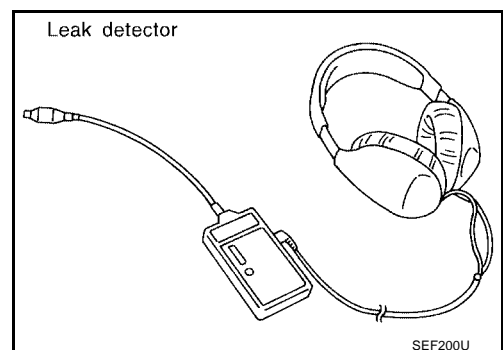
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup> , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

**OK or NG**

- OK >> GO TO 8.
- NG >> Repair or replace.

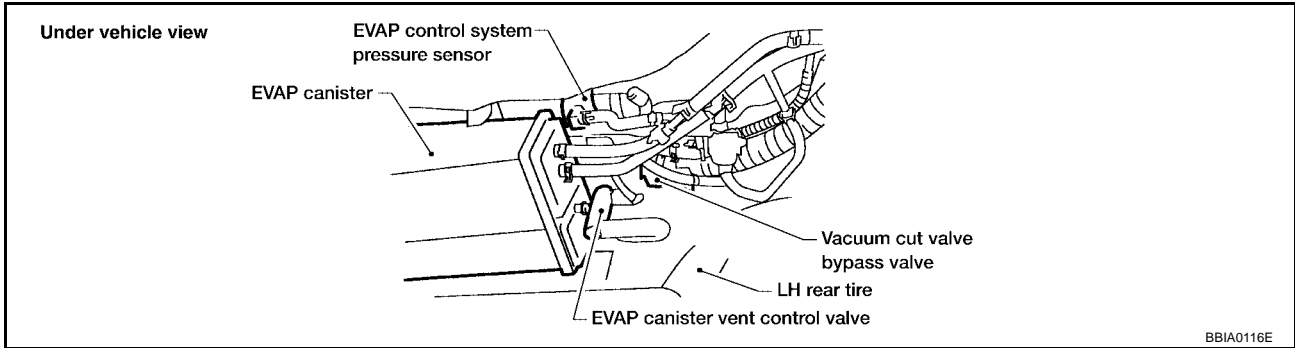




## 7. CHECK FOR EVAP LEAK

⊗ **Without CONSULT-II**

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12V until the end of test.)

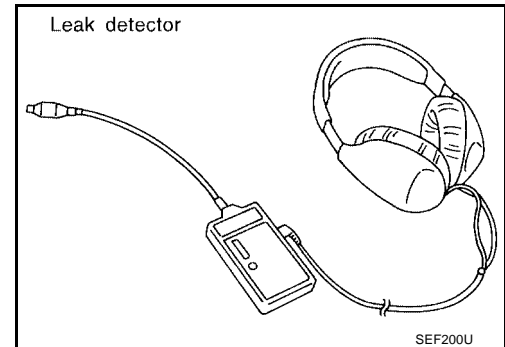


4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

**NOTE:**

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in the system.

5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).



OK or NG

- OK    >> GO TO 8.  
 NG    >> Repair or replace.

## 8. CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT

Refer to "DTC Confirmation Procedure", [EC-1687](#).

OK or NG

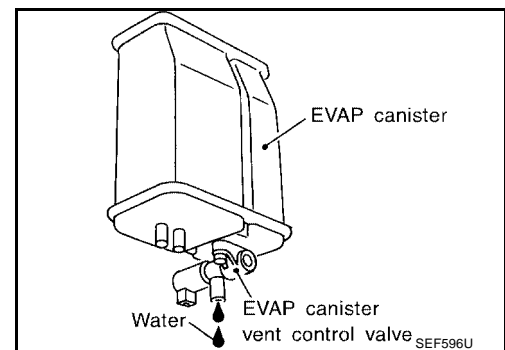
- OK    >> GO TO 9.  
 NG    >> Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

## 9. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Does water drain from the EVAP canister?

Yes or No

- Yes    >> GO TO 11.  
 No (With CONSULT-II) >> GO TO 12.  
 No (Without CONSULT-II) >> GO TO 13.



**10. CHECK EVAP CANISTER**

Weigh the EVAP canister with the EVAP canister vent control valve attached.  
**The weight should be less than 1.8 kg (4.0 lb).**

OK or NG

- OK (With CONSULT-II)>>GO TO 12.
- OK (Without CONSULT-II)>>GO TO 13.
- NG >> GO TO 12.

**11. DETECT MALFUNCTIONING PART**

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

**12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**Ⓜ With CONSULT-II**

1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode.
4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XX %
HO2S1 MNTR (B1)	LEAN

PBIB0828E

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.

**13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION**

**Ⓧ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

OK or NG

- OK >> GO TO 16.
- NG >> GO TO 14.

**14. CHECK VACUUM HOSE**

Check vacuum hoses for clogging or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#) .

OK or NG

- OK >> GO TO 15.
- NG >> Repair or reconnect the hose.

---

**15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

---

Refer to [EC-1526, "Component Inspection"](#) .

OK or NG

OK >> GO TO 16.

NG >> Replace EVAP canister purge volume control solenoid valve.

---

**16. CHECK FUEL TANK TEMPERATURE SENSOR**

---

Refer to [EC-1456, "Component Inspection"](#) .

OK or NG

OK >> GO TO 17.

NG >> Replace fuel level sensor unit.

---

**17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR**

---

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace EVAP control system pressure sensor.

---

**18. CHECK EVAP PURGE LINE**

---

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection.

Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 19.

NG >> Repair or reconnect the hose.

---

**19. CLEAN EVAP PURGE LINE**

---

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 20.

---

**20. CHECK REFUELING EVAP VAPOR LINE**

---

Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-1852, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 21.

NG >> Repair or replace hoses and tubes.

---

**21. CHECK SIGNAL LINE AND RECIRCULATION LINE**

---

Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses, tubes or filler neck tube.

---

**22. CHECK REFUELING CONTROL VALVE**

---

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

OK >> GO TO 23.

NG >> Replace refueling control valve with fuel tank.

---

**23. CHECK FUEL LEVEL SENSOR**

---

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace fuel level sensor unit.

---

**24. CHECK INTERMITTENT INCIDENT**

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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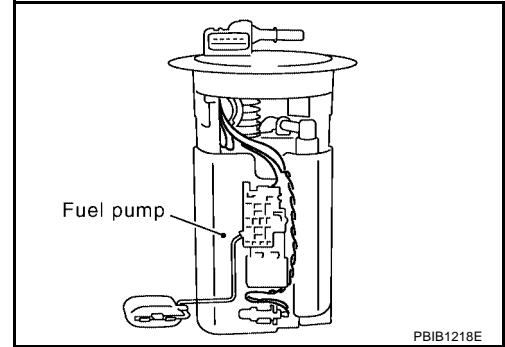
**DTC P1464 FUEL LEVEL SENSOR**

**Component Description**

UBS002KB

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



UBS002KC

**On Board Diagnosis Logic**

ECM receives two signals from the fuel level sensor.

One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the latter to detect open circuit malfunction.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1464 1464	Fuel level sensor circuit ground signal	A high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted)</li> </ul>

**DTC Confirmation Procedure**

UBS002KD

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1706, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

**WITH GST**

Follow the procedure "WITH CONSULT-II" above.

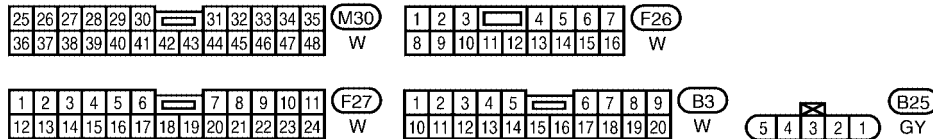
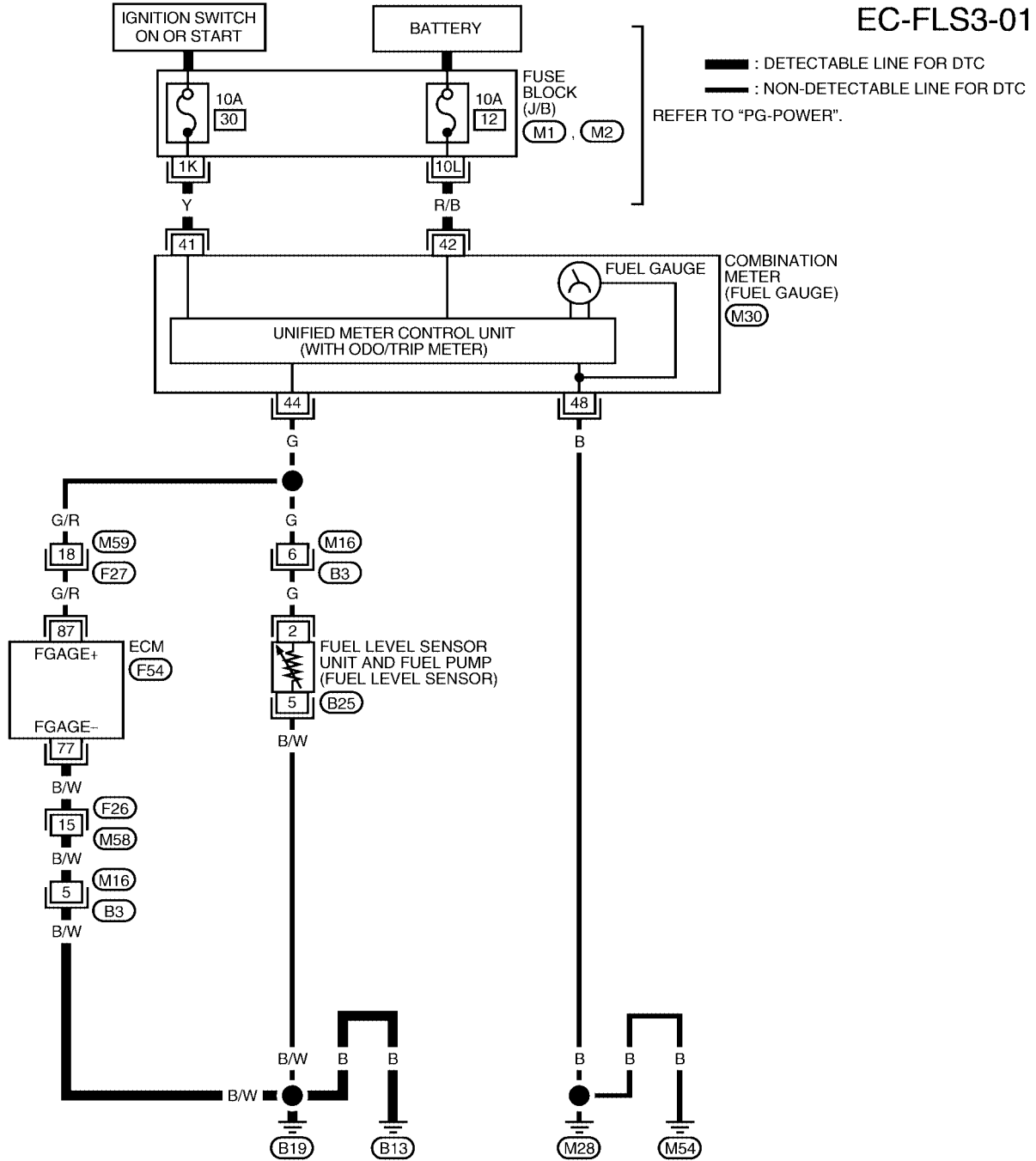
# DTC P1464 FUEL LEVEL SENSOR

[QR25DE]

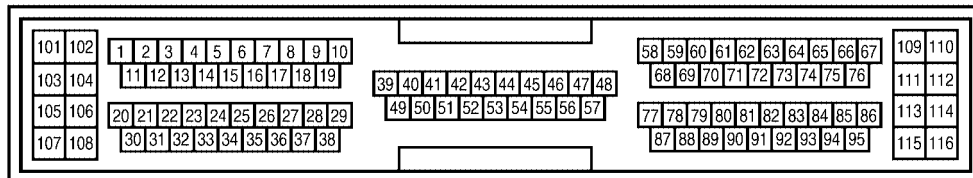
UBS002KE

## Wiring Diagram

EC-FLS3-01



REFER TO THE FOLLOWING.  
 (M1), (M2) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0229E

# DTC P1464 FUEL LEVEL SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
77	B/W	Fuel level sensor ground	[Engine is running] ● Idle speed	Approximately 0V
87	G/R	Fuel level sensor	[Ignition switch "ON"]	Approximately 0 - 4.8V Output voltage varies with fuel level.

## Diagnostic Procedure

UBS002KF

### 1. CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 77 and body ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.

### 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F26, M58
- Harness connectors M16, B3
- Harness for open and short between ECM and body ground

>> Replace open circuit or short to power in harness or connectors.

### 3. CHECK FUEL LEVEL SENSOR

Refer to [DI-26, "FUEL LEVEL SENSOR UNIT CHECK"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Replace fuel level sensor unit.

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## Removal and Installation FUEL LEVEL SENSOR

UBS002KG

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

## DTC P1490 VACUUM CUT VALVE BYPASS VALVE

PFP:17372

### Description

UBS002KH

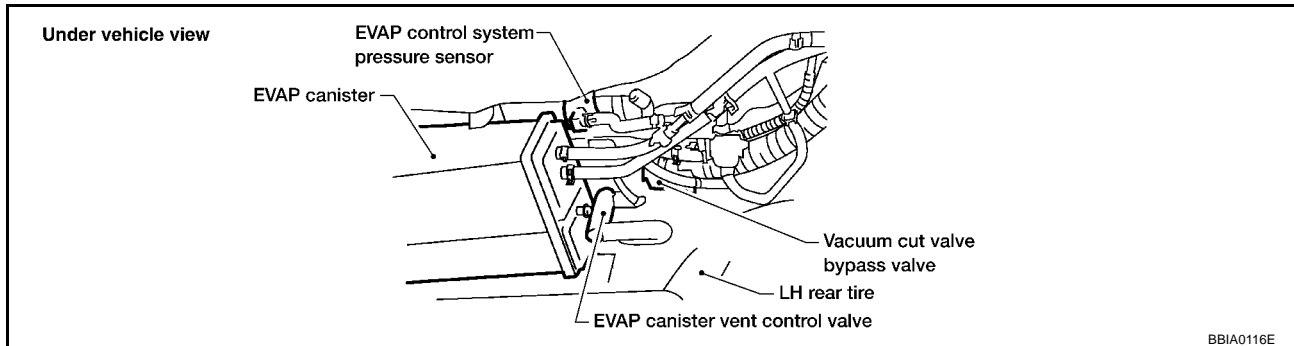
#### COMPONENT DESCRIPTION

The vacuum cut valve and vacuum cut valve bypass valve are installed in parallel on the EVAP purge line between the fuel tank and the EVAP canister.

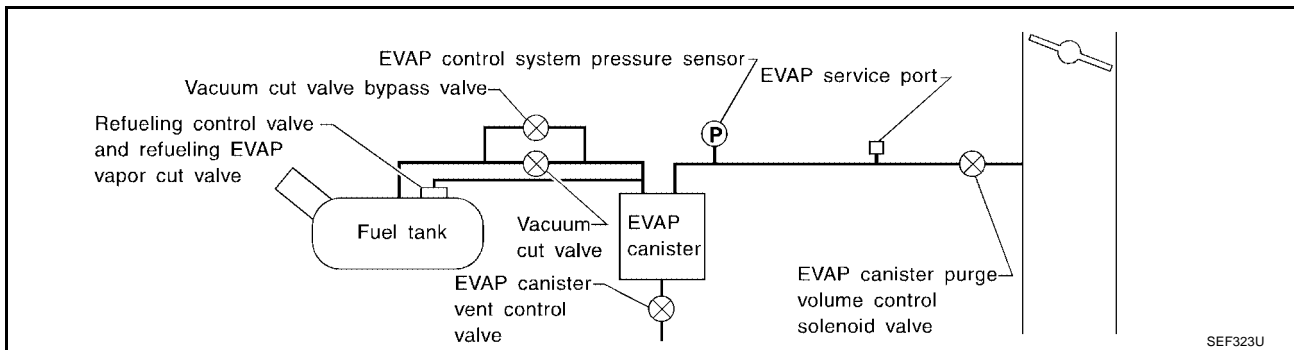
The vacuum cut valve prevents the intake manifold vacuum from being applied to the fuel tank.

The vacuum cut valve bypass valve is a solenoid type valve and generally remains closed. It opens only for on board diagnosis.

The vacuum cut valve bypass valve responds to signals from the ECM. When the ECM sends an ON (ground) signal, the valve is opened. The vacuum cut valve is then bypassed to apply intake manifold vacuum to the fuel tank.



#### EVAPORATIVE EMISSION SYSTEM DIAGRAM



#### CONSULT-II Reference Value in Data Monitor Mode

UBS002K1

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VC/V BYPAS S/V	● Ignition switch: ON	OFF

#### On Board Diagnosis Logic

UBS002KJ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1490 1490	Vacuum cut valve bypass valve circuit	An improper voltage signal is sent to ECM through vacuum cut valve bypass valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The vacuum cut valve bypass valve circuit is open or shorted)</li> <li>● Vacuum cut valve bypass valve</li> </ul>

#### DTC Confirmation Procedure

UBS002KK

##### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

##### TESTING CONDITION:

**Before performing the following procedure, confirm that battery voltage is more than 11V at idle speed.**



# DTC P1490 VACUUM CUT VALVE BYPASS VALVE

[QR25DE]

## WITH CONSULT-II

1. Turn ignition switch "ON".
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-1710, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1490 VACUUM CUT VALVE BYPASS VALVE

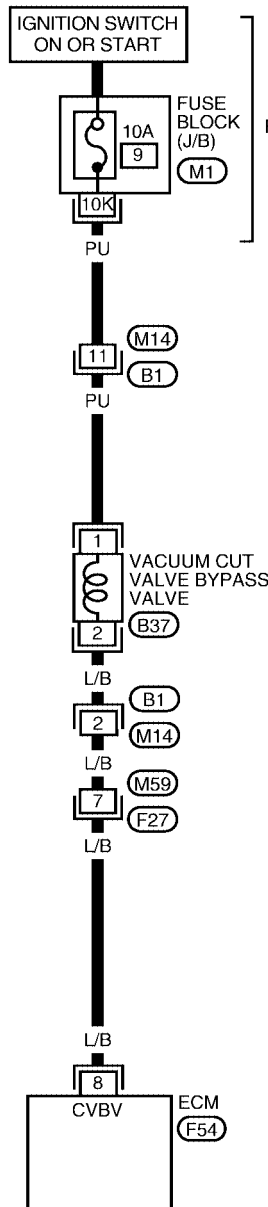
[QR25DE]

UBS002KL

## Wiring Diagram

EC-BYPS/V-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

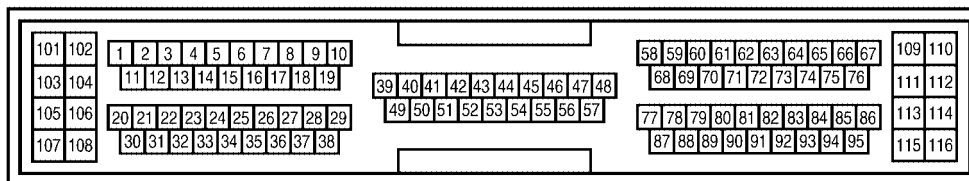


— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.  
(M1) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0240E

# DTC P1490 VACUUM CUT VALVE BYPASS VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
8	L/B	Vacuum cut valve bypass valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002KM

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK VACUUM CUT VALVE BYPASS VALVE CIRCUIT

 **With CONSULT-II**

1. Turn ignition switch "OFF" and then "ON".
2. Select "VC/V BYPASS/V" in "ACTIVE TEST" mode with CONSULT-II.
3. Touch "ON/OFF" on CONSULT-II screen.
4. Make sure that clicking sound is heard from the vacuum cut valve bypass valve.

OK or NG

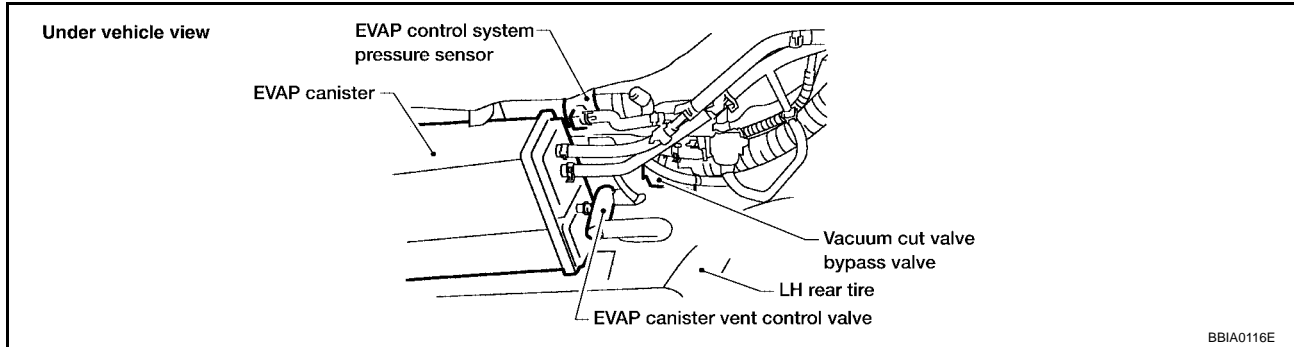
- OK >> GO TO 7.
- NG >> GO TO 3.

ACTIVE TEST	
VC/V BYPASS/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0840E

## 3. CHECK VACUUM CUT VALVE BYPASS VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect vacuum cut valve bypass valve harness connector.

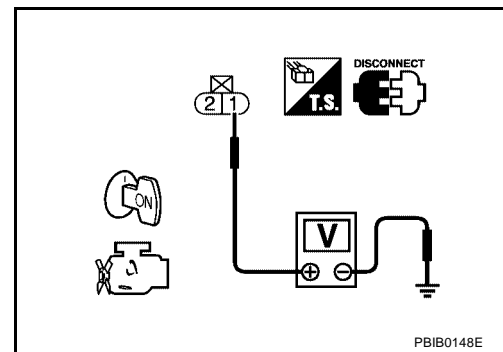


3. Turn ignition switch "ON".
4. Check voltage between vacuum cut valve bypass valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M14, B1
- Fuel block (J/B) connector M1
- 10A fuse
- Harness for open or short between vacuum cut valve bypass valve and fuse

>> Repair harness or connectors.

## 5. CHECK VACUUM CUT VALVE BYPASS VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 8 and vacuum cut valve bypass valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M14
- Harness connectors M59, F27
- Harness for open or short between vacuum cut valve bypass valve and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK VACUUM CUT VALVE BYPASS VALVE

Refer to [EC-1712, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace vacuum cut valve bypass valve.

## 8. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection VACUUM CUT VALVE BYPASS VALVE

UBS002KN

#### With CONSULT-II

1. Reconnect harness disconnected connectors.
2. Turn ignition switch ON.
3. Perform "VC/V BYPASS/V" in "ACTIVE TEST" mode.

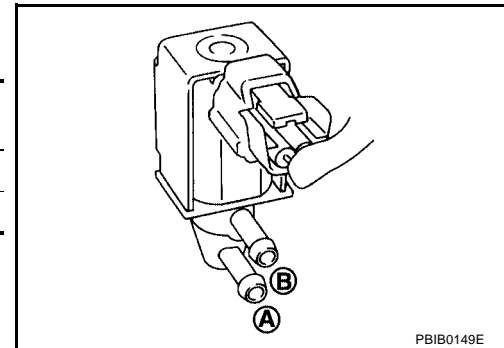
ACTIVE TEST	
VC/V BYPASS/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0840E

4. Check air passage continuity and operation delay time under the following conditions.

Condition VC/V BYPASS/V	Air passage continuity between <b>A</b> and <b>B</b>
ON	Yes
OFF	No

**Operation takes less than 1 second.**  
If NG, replace vacuum cut valve bypass valve.



# DTC P1490 VACUUM CUT VALVE BYPASS VALVE

[QR25DE]

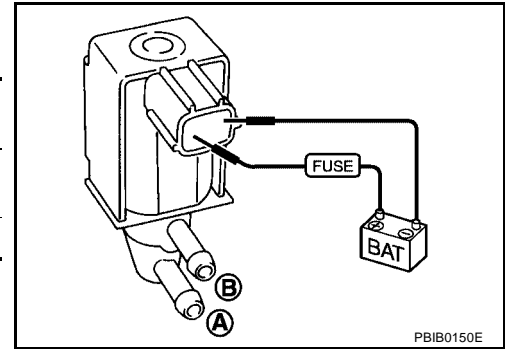
## ⊗ Without CONSULT-II

Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	Yes
No supply	No

**Operation takes less than 1 second.**

If NG, replace vacuum cut valve bypass valve.



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## DTC P1491 VACUUM CUT VALVE BYPASS VALVE

PFP:17372

### Description COMPONENT DESCRIPTION

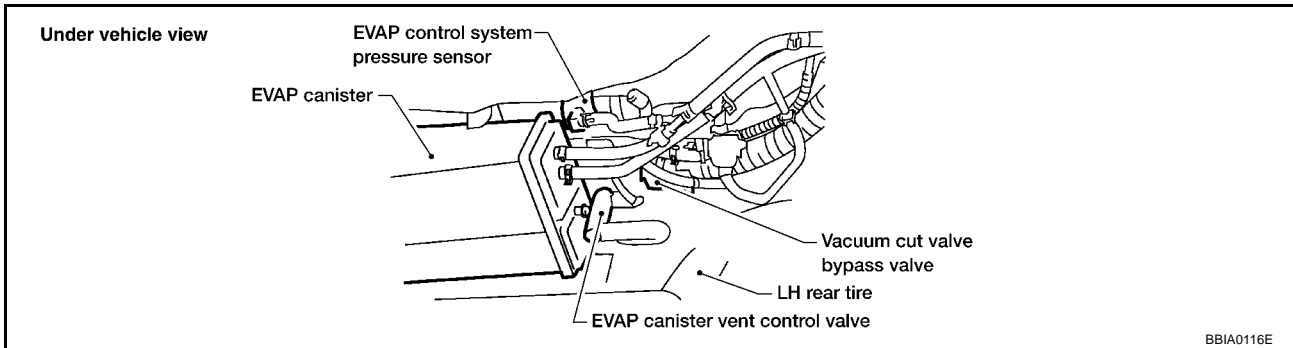
UBS002KO

The vacuum cut valve and vacuum cut valve bypass valve are installed in parallel on the EVAP purge line between the fuel tank and the EVAP canister.

The vacuum cut valve prevents the intake manifold vacuum from being applied to the fuel tank.

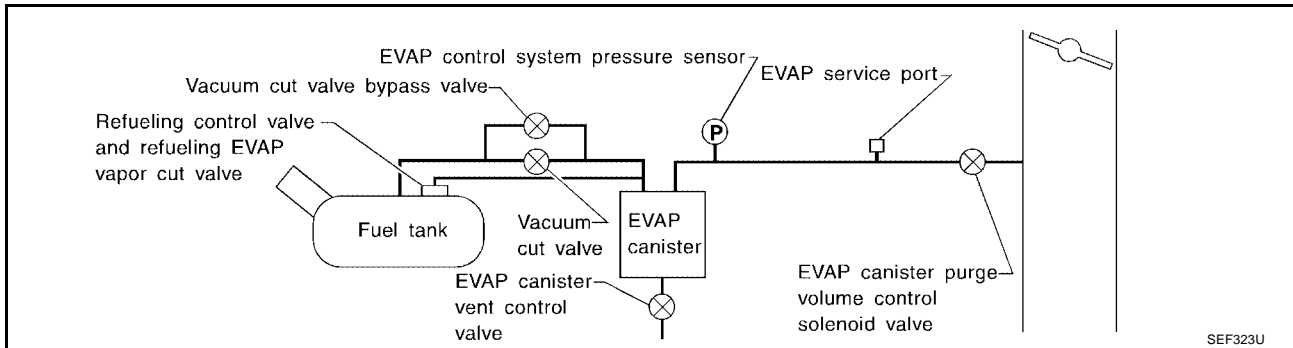
The vacuum cut valve bypass valve is a solenoid type valve and generally remains closed. It opens only for on board diagnosis.

The vacuum cut valve bypass valve responds to signals from the ECM. When the ECM sends an ON (ground) signal, the valve is opened. The vacuum cut valve is then bypassed to apply intake manifold vacuum to the fuel tank.



BBIA0116E

### EVAPORATIVE EMISSION SYSTEM DIAGRAM



SEF323U

### CONSULT-II Reference Value in Data Monitor Mode

UBS002KP

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VC/V BYPAS S/V	● Ignition switch: ON	OFF

### On Board Diagnosis Logic

UBS002KQ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1491 1491	Vacuum cut valve bypass valve	Vacuum cut valve bypass valve does not operate properly.	<ul style="list-style-type: none"> <li>● Vacuum cut valve bypass valve</li> <li>● Vacuum cut valve</li> <li>● Bypass hoses for clogging</li> <li>● EVAP control system pressure sensor and circuit</li> <li>● EVAP canister vent control valve</li> <li>● Hose between fuel tank and vacuum cut valve clogged</li> <li>● Hose between vacuum cut valve and EVAP canister clogged</li> <li>● EVAP canister</li> <li>● EVAP purge port of fuel tank for clogging</li> </ul>

## DTC Confirmation Procedure

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

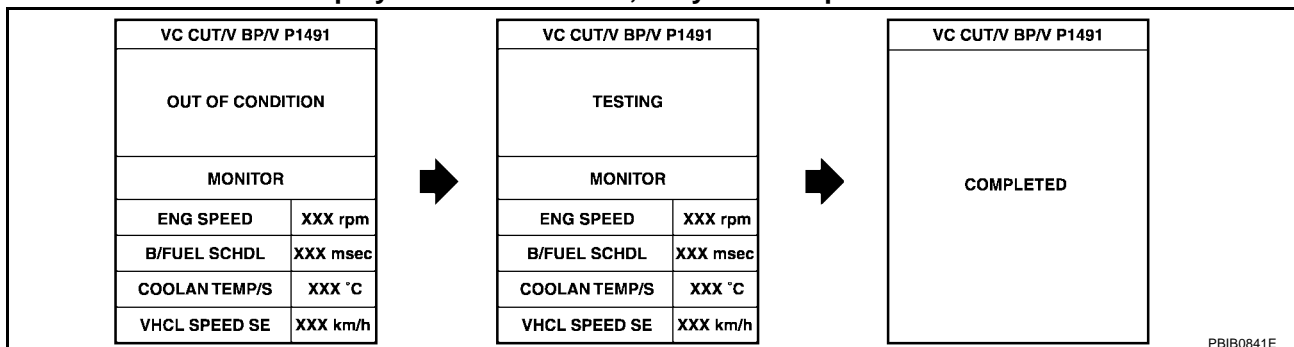
Always perform test at a temperature of 5 to 30°C (41 to 86°F).

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Start engine and let it idle for at least 70 seconds.
5. Select "VC CUT/V BP/V P1491" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.
6. Touch "START".
7. When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take at least 30 seconds.)

ENG SPEED	1,000 - 3,800 rpm
Selector lever	Suitable position
Vehicle speed	36 - 120 km/h (22 - 75 MPH)
B/FUEL SCHDL	1.0 - 7.2 msec

If "TESTING" is not displayed after 5 minutes, retry from step 3.



8. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-1718, "Diagnostic Procedure"](#).

## Overall Function Check

Use this procedure to check the overall function of vacuum cut valve bypass valve. During this check, the 1st trip DTC might not be confirmed.

**WITH GST**

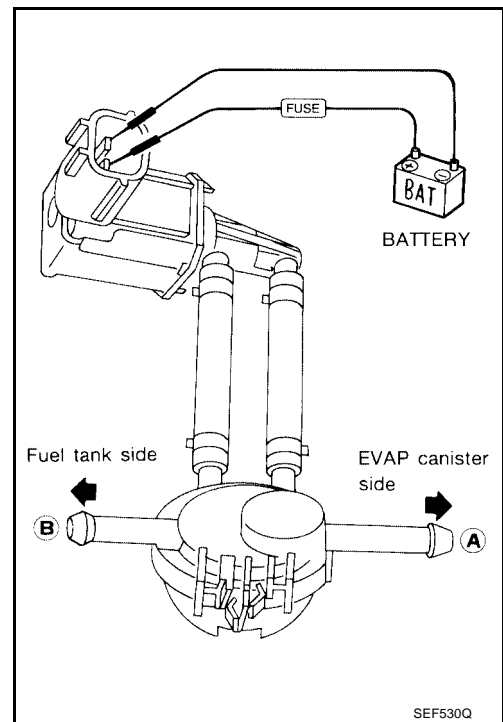
1. Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly.



## DTC P1491 VACUUM CUT VALVE BYPASS VALVE

[QR25DE]

2. Apply vacuum to port **A** and check that there is no suction from port **B**.
3. Apply vacuum to port **B** and check that there is suction from port **A**.
4. Blow air in port **B** and check that there is a resistance to flow out of port **A**.
5. Supply battery voltage to the terminal.
6. Blow air in port **A** and check that air flows freely out of port **B**.
7. Blow air in port **B** and check that air flows freely out of port **A**.
8. If NG, go to [EC-1718, "Diagnostic Procedure"](#).



# DTC P1491 VACUUM CUT VALVE BYPASS VALVE

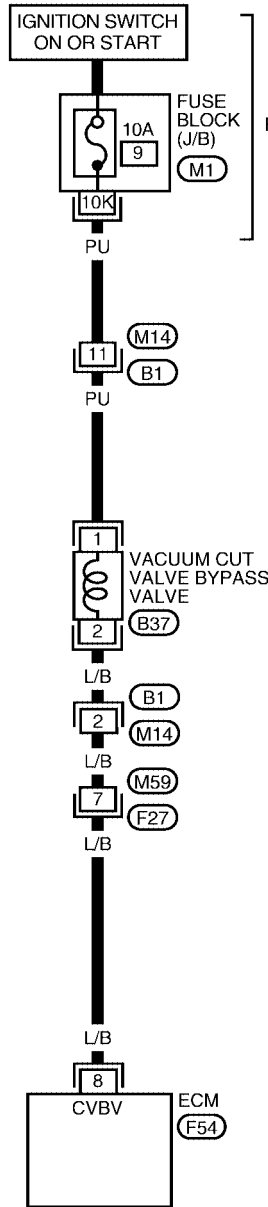
[QR25DE]

UBS002KT

## Wiring Diagram

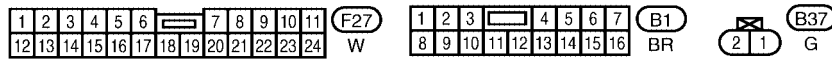
EC-BYPS/V-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

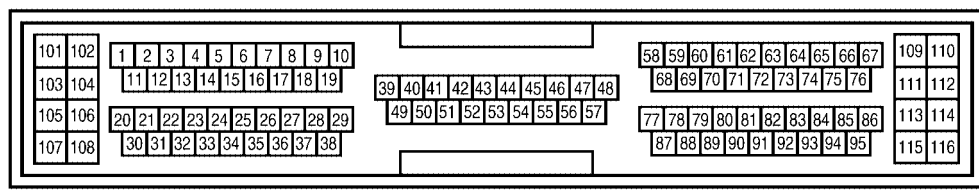


— : DETECTABLE LINE FOR DTC  
— : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK - JUNCTION BOX (J/B)



BBWA0240E

# DTC P1491 VACUUM CUT VALVE BYPASS VALVE

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
8	L/B	Vacuum cut valve bypass valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002KU

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK VACUUM CUT VALVE BYPASS VALVE OPERATION

**With CONSULT-II**

1. Turn ignition switch "OFF".
2. Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly.
3. Apply vacuum to port **A** and check that there is no suction from port **B**.
4. Apply vacuum to port **B** and check that there is suction from port **A**.
5. Blow air in port **B** and check that there is a resistance to flow out of port **A**.
6. Turn ignition switch "ON".
7. Select "VC/V BYPASS/V" in "ACTIVE TEST" mode with CONSULT-II and touch "ON".
8. Blow air in port **A** and check that air flows freely out of port **B**.
9. Blow air in port **B** and check that air flows freely out of port **A**.

B Fuel tank side  
A EVAP canister side

ACTIVE TEST	
VC/V BYPASS/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0842E

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.

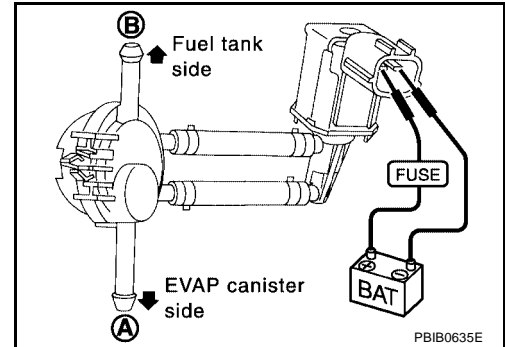
### 3. CHECK VACUUM CUT VALVE BYPASS VALVE OPERATION

⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly.
3. Apply vacuum to port **A** and check that there is no suction from port **B** .
4. Apply vacuum to port **B** and check that there is suction from port **A** .
5. Blow air in port **B** and check that there is a resistance to flow out of port **A** .
6. Disconnect vacuum cut valve bypass valve harness connector.
7. Supply battery voltage to the terminal.
8. Blow air in port **A** and check that air flows freely out of port **B** .
9. Blow air in port **B** and check that air flows freely out of port **A** .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.



### 4. CHECK EVAP PURGE LINE

Check EVAP purge line between EVAP canister and fuel tank for clogging or disconnection.

OK or NG

- OK >> GO TO 5.
- NG >> Repair it.

### 5. CHECK EVAP PURGE PORT

Check EVAP purge port of fuel tank for clogging.

OK or NG

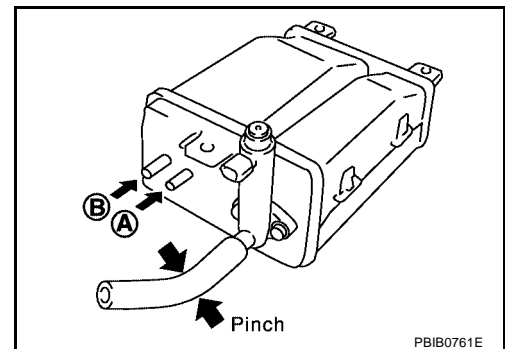
- OK >> GO TO 6.
- NG >> Clean EVAP purge port.

### 6. CHECK EVAP CANISTER

1. Pinch the fresh air hose.
2. Blow air into port **A** and check that it flows freely out of port **B** .

OK or NG

- OK >> GO TO 12.
- NG >> Replace EVAP canister.



### 7. CHECK BYPASS HOSE

Check bypass hoses for clogging.

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace hoses.

---

## 8. CHECK VACUUM CUT VALVE BYPASS VALVE

---

Refer to [EC-1721, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace vacuum cut valve bypass valve.

---

## 9. CHECK VACUUM CUT VALVE

---

Refer to [EC-1721, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> Replace vacuum cut valve.

---

## 10. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE

---

1. Turn ignition switch "OFF".
2. Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.

OK or NG

- OK >> GO TO 11.
- NG >> Repair or replace.

---

## 11. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

---

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

OK or NG

- OK >> GO TO 12.
- NG >> Replace EVAP control system pressure sensor.

---

## 12. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

---

Refer to [EC-1539, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Replace EVAP control system pressure sensor.

---

## 13. CHECK RUBBER TUBE FOR CLOGGING

---

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 14.
- NG >> Clean the rubber tube using an air blower.

---

## 14. CHECK EVAP CANISTER VENT CONTROL VALVE

---

Refer to [EC-1532, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 15.
- NG >> Replace EVAP canister vent control valve.

15. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**VACUUM CUT VALVE BYPASS VALVE**

UBS002KV

**With CONSULT-II**

1. Reconnect harness disconnected connectors.
2. Turn ignition switch ON.
3. Perform "VC/V BYPASS/V" in "ACTIVE TEST" mode.

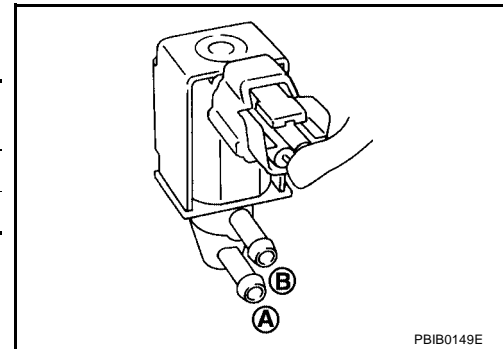
ACTIVE TEST	
VC/V BYPASS/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0840E

4. Check air passage continuity and operation delay time under the following conditions.

Condition VC/V BYPASS/V	Air passage continuity between <b>A</b> and <b>B</b>
ON	Yes
OFF	No

**Operation takes less than 1 second.**  
If NG, replace vacuum cut valve bypass valve.

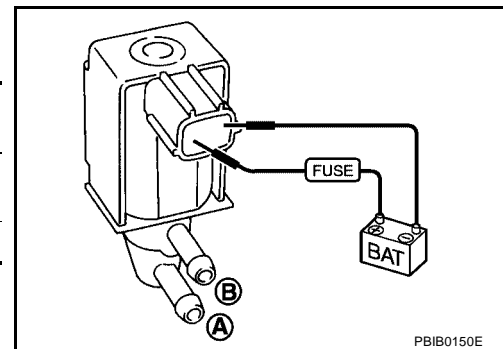


**Without CONSULT-II**

Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>
12V direct current supply between terminals 1 and 2	Yes
No supply	No

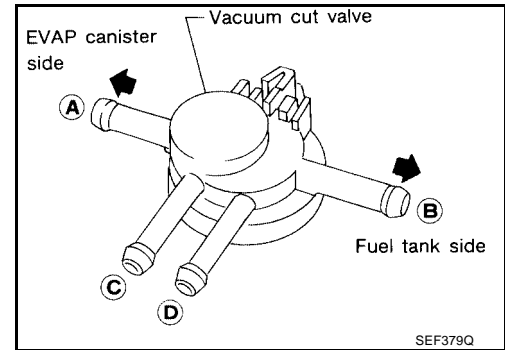
**Operation takes less than 1 second.**  
If NG, replace vacuum cut valve bypass valve.



## VACUUM CUT VALVE

Check vacuum cut valve as follows:

1. Plug port **C** and **D** with fingers.
2. Apply vacuum to port **A** and check that there is no suction from port **B**.
3. Apply vacuum to port **B** and check that there is suction from port **A**.
4. Blow air in port **B** and check that there is a resistance to flow out of port **A**.
5. Open port **C** and **D**.
6. Blow air in port **A** check that air flows freely out of port **C**.
7. Blow air in port **B** check that air flows freely out of port **D**.
8. If NG, replace vacuum cut valve.

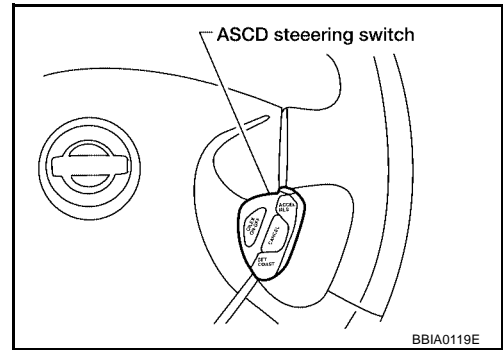


**DTC P1564 ASCD STEERING SWITCH**

**Component Description**

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Refer to [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAIN SW	● Ignition switch: ON	● CRUISE switch: Depressed	ON
		● CRUISE switch: Released	OFF
CANCEL	● Ignition switch: ON	● CANCEL switch: Depressed	ON
		● CANCEL switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	● ACCEL/RES switch: Depressed	ON
		● ACCEL/RES switch: Released	OFF
SET SW	● Ignition switch: ON	● COAST/SET switch: Depressed	ON
		● COAST/SET switch: Released	OFF

**On Board Diagnosis Logic**

This self-diagnosis has the one trip detection logic.  
The MIL will not light up for this diagnosis.

**NOTE:**

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1583](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1564 1564	ASCD steering switch	<ul style="list-style-type: none"> <li>● An excessively high voltage signal from the ASCD steering switch is sent to ECM.</li> <li>● ECM detects that input signal from the ASCD steering switch is out of the specified range.</li> <li>● ECM detects that the ASCD steering switch is stuck ON.</li> </ul>	<ul style="list-style-type: none"> <li>● Harness or connectors (The switch circuit is open or shorted.)</li> <li>● ASCD steering switch</li> <li>● ECM</li> </ul>

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".



## DTC P1564 ASCD STEERING SWITCH

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 10 seconds.
4. Press "CRUISE" switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press "ACCEL/RES" switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press "COAST/SET" switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Press "CANCEL" switch for at least 10 seconds, then release it and wait at least 10 seconds.
8. If 1st trip DTC is detected, go to [EC-1727, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P1564 ASCD STEERING SWITCH

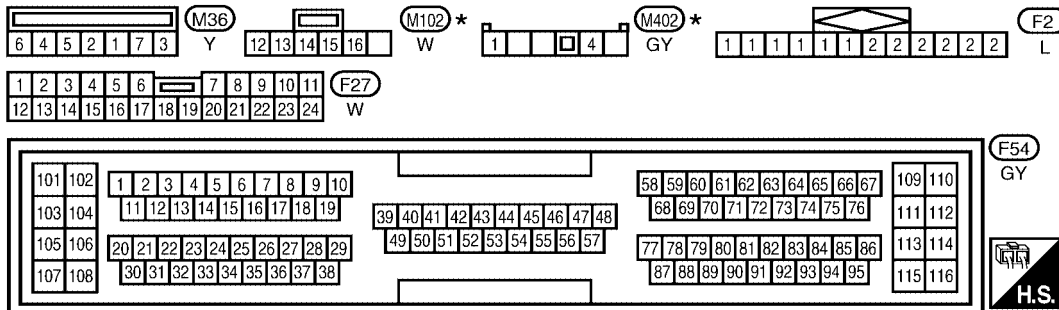
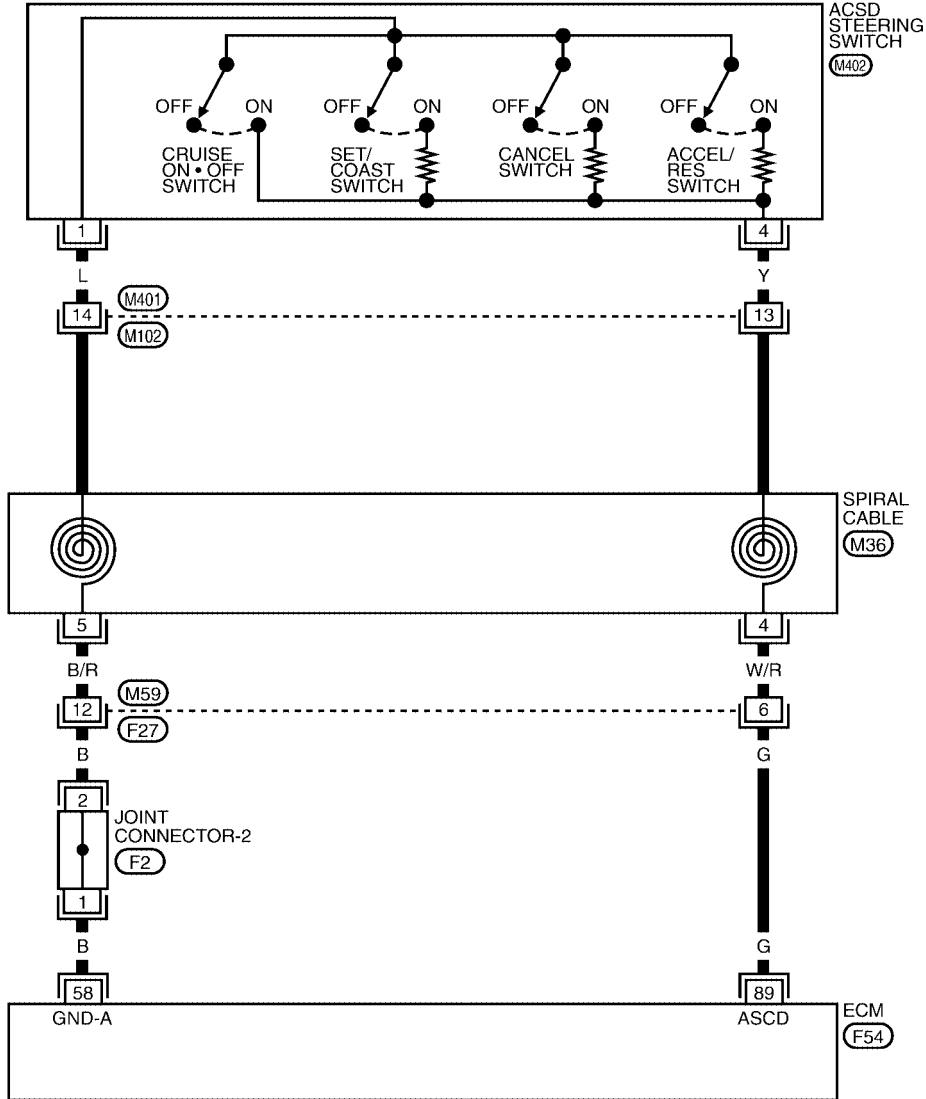
[QR25DE]

UBS002L0

## Wiring Diagram

EC-ASC/SW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



\* : THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

BBWA0420E

# DTC P1564 ASCD STEERING SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
89	G	ASCD steering switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ASCD steering switch is "OFF".</li> </ul>	Approximately 4.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CRUISE switch is "ON".</li> </ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● CANCEL switch is "ON".</li> </ul>	Approximately 1.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● SET/COAST switch is "ON".</li> </ul>	Approximately 2.0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● ACCEL/RES switch is "ON".</li> </ul>	Approximately 3.0V

## Diagnostic Procedure

### 1. CHECK ASCD STEERING SWITCH CIRCUIT

#### With CONSULT-II

1. Turn ignition switch "ON".
2. Select "MAIN SW", "RESUME/ACC SW", "SET SW" and "CANCEL SW" in "DATA MONITOR" mode with CONSULT-II.
3. Check each item indication under the following conditions.

Switch	Monitor item	Condition	Indication
CRUISE	MAIN SW	Pressed	ON
		Released	OFF
COAST/SET	SET SW	Pressed	ON
		Released	OFF
ACCEL/RES	RESUME/ACC SW	Pressed	ON
		Released	OFF
CANCEL	CANCEL SW	Pressed	ON
		Released	OFF

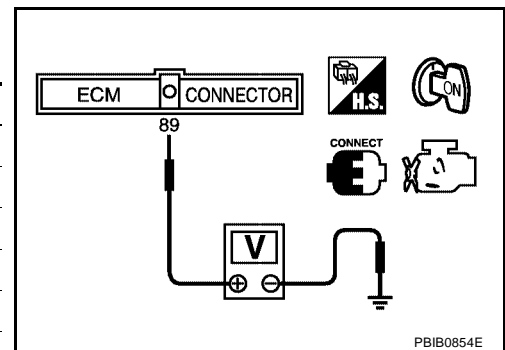
DATA MONITOR	
MONITOR	NO DTC
MAIN SW	OFF
CANCEL SW	OFF
RESUME/ACC SW	OFF
SET SW	OFF

SEC006D

#### Without CONSULT-II

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 89 and ground with pressing each button.

Switch	Condition	Voltage [V]
CRUISE	Pressed	Approx. 0.5
	Released	Approx. 4.0
COAST/SET	Pressed	Approx. 2.0
	Released	Approx. 4.0
ACCEL/RES	Pressed	Approx. 3.0
	Released	Approx. 4.0
CANCEL	Pressed	Approx. 1.0
	Released	Approx. 4.0



#### OK or NG

- OK >> GO TO 7.  
 NG >> GO TO 2.

### 2. CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

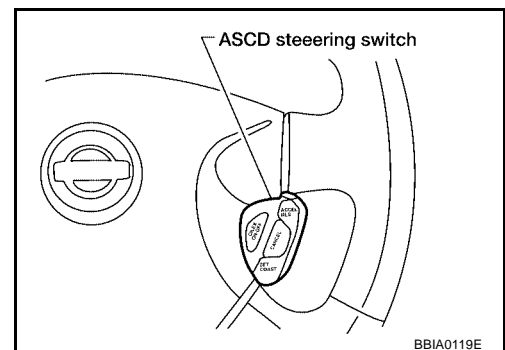
1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect ASCD steering switch harness connector.
4. Check harness continuity between ASCD steering switch terminal 1 and ECM terminal 58. Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



---

### 3. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M59, F27
- Harness connectors M102, M401
- Joint connector-2
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

### 4. CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Check harness continuity between ECM terminal 89 and ASCD steering switch terminal 4.  
Refer to Wiring Diagram.

**Continuity should exist.**

2. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

---

### 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors M59, F27
- Harness connectors M102, M401
- Spiral cable
- Harness for open and short between ECM and ASCD steering switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

### 6. CHECK ASCD STEERING SWITCH

---

Refer to [EC-1728, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Replace ASCD steering switch.

---

### 7. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1606, "DTC P1122 ELECTRIC THROTTLE CONTROL FUNCTION"](#) .

>> **INSPECTION END**

#### **Component Inspection** **ASCD STEERING SWITCH**

UBS002L2

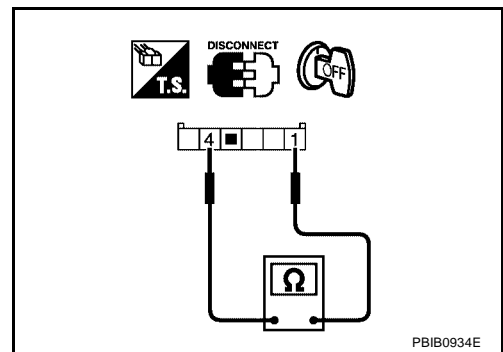
1. Disconnect ASCD steering switch.

# DTC P1564 ASCD STEERING SWITCH

[QR25DE]

2. Check continuity between ASCD steering switch terminals 1 and 4 with pushing each switch.

Switch	Condition	Resistance [ $\Omega$ ]
CRUISE SW	Pressed	Approx. 4,000
	Released	Approx. 0
COAST/SET SW	Pressed	Approx. 660
	Released	Approx. 0
ACCEL/RES SW	Pressed	Approx. 1,000
	Released	Approx. 0
CANCEL SW	Pressed	Approx. 250
	Released	Approx. 0



If NG, replace ASCD steering switch.

A  
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## DTC P1572 ASCD BRAKE SWITCH

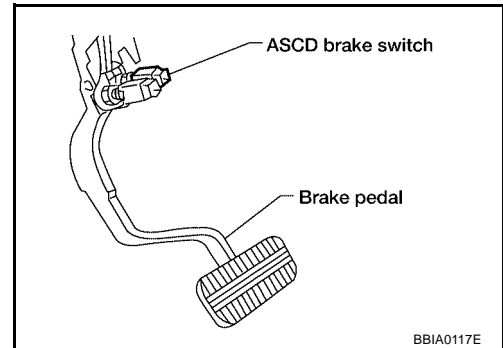
PFP:25320

### Component Description

UBS002L3

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal).

Refer to [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002L4

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1 (ASCD brake switch)	● Ignition switch: ON	● Brake pedal: Fully released	ON
		● Brake pedal: Slightly depressed	OFF
BRAKE SW2 (stop lamp switch)	● Ignition switch: ON	● Brake pedal: Fully released	OFF
		● Brake pedal: Slightly depressed	ON

### On Board Diagnosis Logic

UBS002L5

The MIL will not light up for this diagnosis.

#### NOTE:

If DTC P1572 is displayed with DTC P0605 or P1805, first perform the trouble diagnosis for DTC P0605 or P1805. Refer to [EC-1583](#) or [EC-1746](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1572 1572	ASCD brake switch	ON signals from the stop lamp switch and the ASCD brake switch are sent to ECM at the same time.	<ul style="list-style-type: none"> <li>● Harness or connectors (The stop lamp switch circuit is open or shorted.)</li> <li>● Harness or connectors (The ASCD brake switch circuit is open or shorted.)</li> <li>● Harness or connectors (The ASCD clutch switch circuit is open or shorted.)</li> <li>● Stop lamp switch</li> <li>● ASCD brake switch</li> <li>● ASCD clutch switch</li> <li>● Incorrect stop lamp switch installation</li> <li>● Incorrect ASCD brake switch installation</li> <li>● Incorrect ASCD clutch switch installation</li> <li>● ECM</li> </ul>

### DTC Confirmation Procedure

UBS002L6

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

# DTC P1572 ASCD BRAKE SWITCH

[QR25DE]

Steps 3 and 4 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

## WITH CONSULT-II

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position

If 1st trip DTC is detected, go to [EC-1733, "Diagnostic Procedure"](#) .  
If 1st trip DTC is not detected, go to the following step.

4. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Selector lever	Suitable position
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned condition.

5. If 1st trip DTC is detected, go to [EC-1733, "Diagnostic Procedure"](#) .

## WITH GST

Follow the procedure "WITH CONSULT-II" above.

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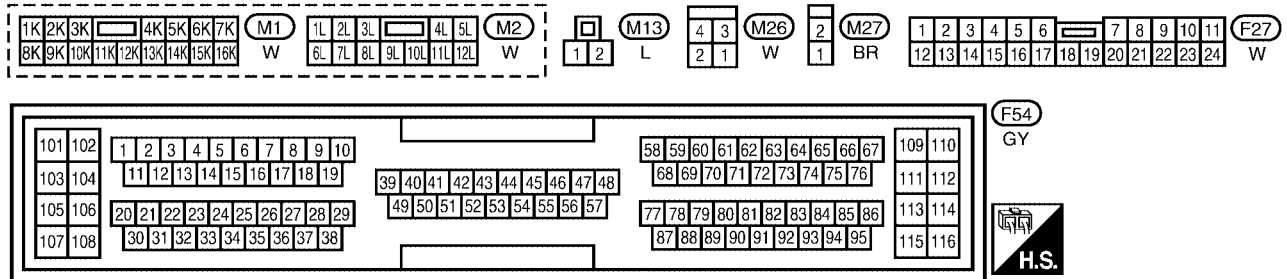
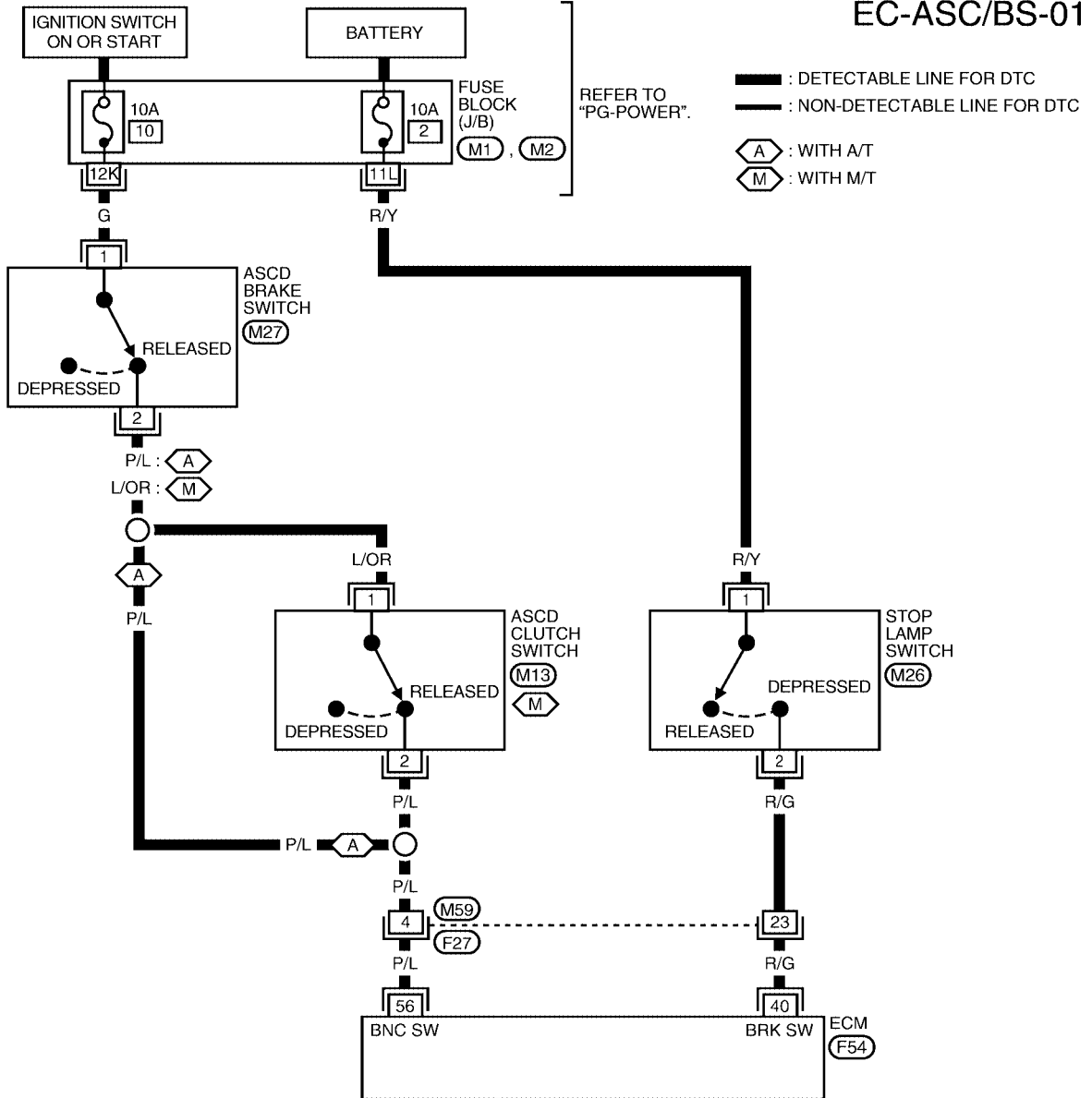
# DTC P1572 ASCD BRAKE SWITCH

[QR25DE]

UBS002L7

## Wiring Diagram

EC-ASC/BS-01



BBWA0421E

# DTC P1572 ASCD BRAKE SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
40	R/G	Stop lamp switch	[Engine is running] ● Brake pedal fully released	Approximately 0V
			[Engine is running] ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)
56	P/L	ASCD brake switch	[Ignition switch "ON"] ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	Approximately 0V
			[Ignition switch "ON"] ● Brake pedal is fully released ● Clutch pedal is fully released (M/T models)	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002L8

### 1. CHECK OVERALL FUNCTION-I

**With CONSULT-II**

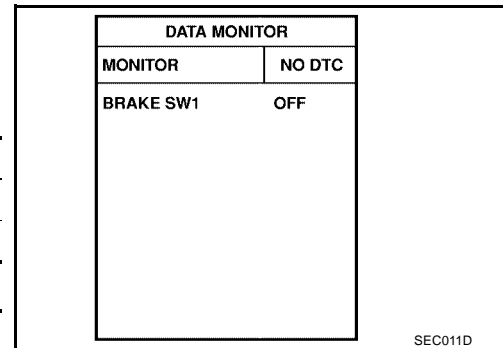
- Turn ignition switch "ON".
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
- Check "BRAKE SW1" indication under the following conditions.

**M/T models**

CONDITION	INDICATION
When clutch pedal or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON

**A/T models**

CONDITION	INDICATION
When brake pedal is depressed	OFF
When brake pedal is fully released	ON



**Without CONSULT-II**

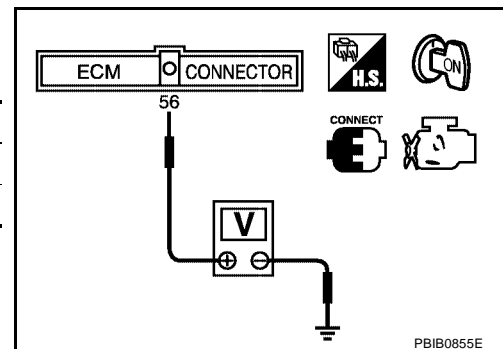
- Turn ignition switch "ON".
- Check voltage between ECM terminal 56 and ground under the following conditions.

**M/T models**

CONDITION	VOLTAGE
When clutch pedal or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage

**A/T models**

CONDITION	VOLTAGE
When brake pedal is depressed	Approximately 0V
When brake pedal is fully released	Battery voltage



OK or NG

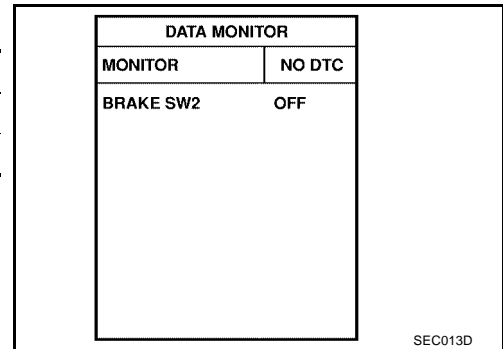
- OK >> GO TO 2.
- NG (M/T models) >>GO TO 3.
- NG (A/T models) >>GO TO 4.

## 2. CHECK OVERALL FUNCTION-II

### ④ With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

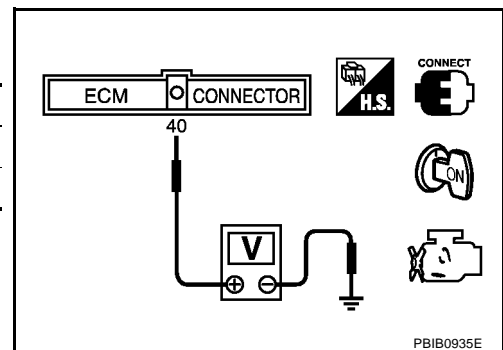
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



### ⊗ Without CONSULT-II

Check voltage between ECM terminal 40 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

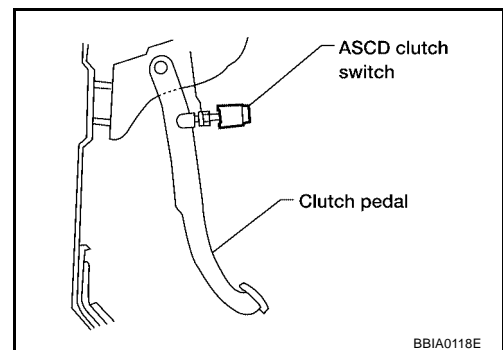


#### OK or NG

- OK >> GO TO 18.
- NG >> GO TO 13.

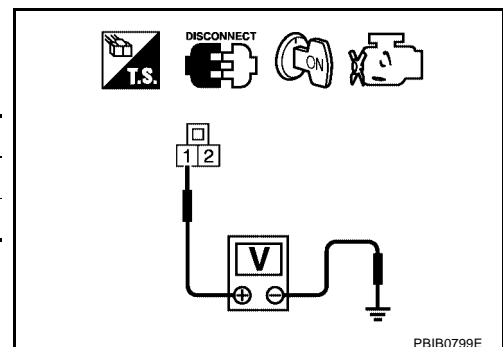
## 3. CHECK ASCD BRAKE SWITCH CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V

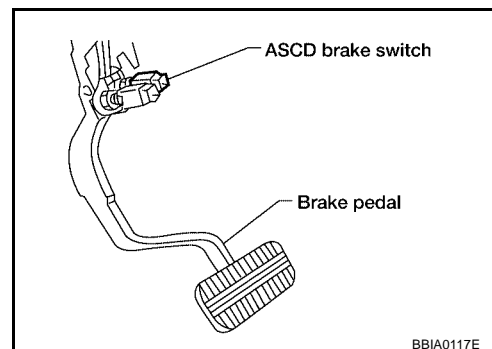


#### OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.

**4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

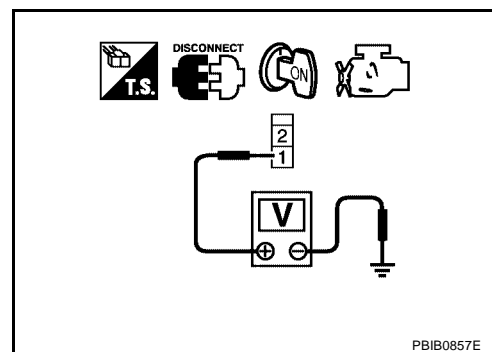


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models)>>GO TO 6.  
 OK (A/T models)>>GO TO 7.  
 NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

---

**7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 56 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.  
NG >> GO TO 8.

---

**8. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**9. CHECK ASCD BRAKE SWITCH**

---

Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD brake switch.

---

**10. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

---

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 56 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.  
NG >> GO TO 11.

---

**11. DETECT MALFUNCTIONING PART**

---

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

**12. CHECK ASCD CLUTCH SWITCH**

---

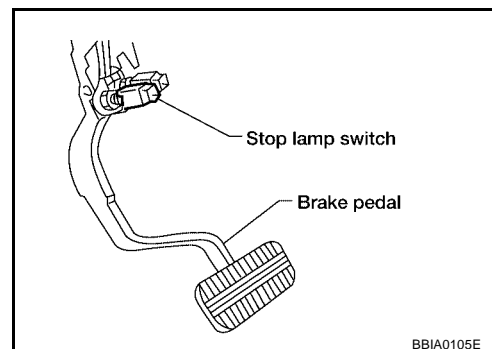
Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.  
NG >> Replace ASCD clutch switch.

**13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT**

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.

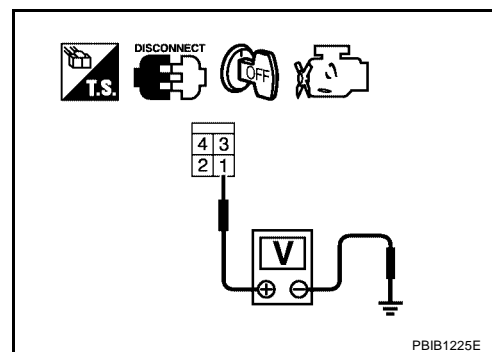


3. Check voltage between stop lamp switch terminal 1 and ground with CONSULT -II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 15.  
 NG >> GO TO 14.

**14. DETECT MALFUNCTIONING PART**

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

**15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 40 and stop lamp switch terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.  
 NG >> GO TO 16.

**16. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

**17. CHECK STOP LAMP SWITCH**

Refer to [EC-1738, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
- NG >> Replace stop lamp switch.

**18. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

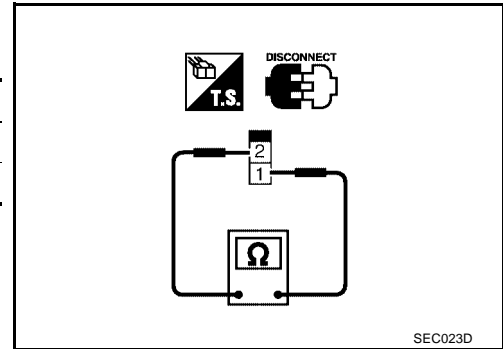
**Component Inspection  
ASC D BRAKE SWITCH**

UBS002L9

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Check continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should exist.
When brake pedal is depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#) , and perform step 3 again.

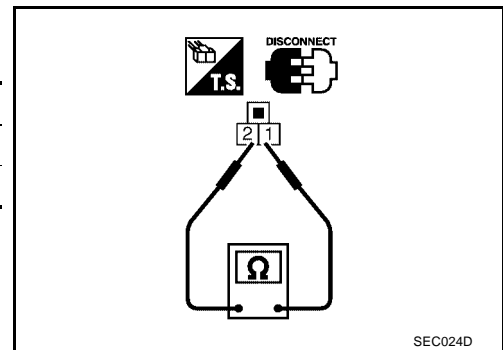


**ASC D CLUTCH SWITCH (FOR M/T MODELS)**

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When clutch pedal is fully released.	Should exist.
When clutch pedal is depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-23, "CLUTCH SYSTEM"](#) , and perform step 3 again.

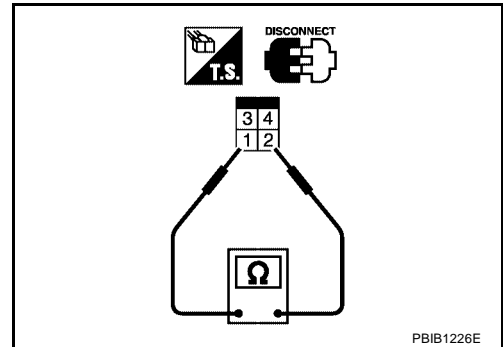


## STOP LAMP SWITCH

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.
3. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.

Condition	Continuity
When brake pedal is fully released.	Should not exist.
When brake pedal is depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-11](#), "[BRAKE PEDAL AND BRACKET](#)", and perform step 3 again.



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# DTC P1574 ASCD VEHICLE SPEED SENSOR

[QR25DE]

## DTC P1574 ASCD VEHICLE SPEED SENSOR

PF3:31036

### Component Description

UBS002LA

The ECM receives two vehicle speed sensor signals. One is sent from combination meter, and the other is from TCM (Transmission control module) via CAN communication line. The ECM uses these signals for ASCD control. Refer to [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for ASCD functions.

### On Board Diagnosis Logic

UBS002LB

The MIL will not light up for this diagnosis.

#### NOTE:

- If DTC P1574 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-1350, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to [EC-1575, "DTC P0500 VSS"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1583, "DTC P0605 ECM"](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1574 1574	ASCD vehicle speed sensor	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none"><li>● Harness or connectors (The CAN communication line is open or shorted.)</li><li>● Harness or connectors (The combination meter circuit is open or shorted.)</li><li>● TCM</li><li>● Combination meter</li><li>● Vehicle speed sensor</li><li>● ECM</li></ul>

### DTC Confirmation Procedure

UBS002LC

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

#### TESTING CONDITION:

Step 3 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

#### Ⓟ WITH CONSULT-II

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Drive the vehicle at more than 40 km/h (25MPH).
4. If 1st trip DTC is detected, go to [EC-1741, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II" above.

**Diagnostic Procedure****1. CHECK DTC WITH TCM**

Check DTC with TCM. Refer to [AT-428, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"](#) .

OK or NG

OK >> GO TO 2.

NG >> Perform trouble shooting relevant to DTC indicated.

**2. CHECK VEHICLE SPEED SENSOR CIRCUIT**

Refer to [DI-26, "VEHICLE SPEED SENSOR SIGNAL CHECK"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

**3. CHECK COMBINATION METER**

Check combination meter function.

Refer to [DI-3, "METERS AND GAUGES"](#) .

>> INSPECTION END

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## DTC P1706 PNP SWITCH

PFP:32006

### Component Description

UBS002LE

When the shift lever position is "P" (A/T models only) or "N", park/neutral position (PNP) switch is "ON". ECM detects the position because the continuity of the line (the "ON" signal) exists.

### CONSULT-II Reference Value in Data Monitor Mode

UBS002LF

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
P/N POSI SW	● Ignition switch: ON	ON
	Shift lever: Except above	OFF

### On Board Diagnosis Logic

UBS002LG

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1706 1706	Park/neutral position switch	The signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.	<ul style="list-style-type: none"> <li>● Harness or connectors [The park/neutral position (PNP) switch circuit is open or shorted.]</li> <li>● Park/neutral position (PNP) switch</li> </ul>

### DTC Confirmation Procedure

UBS002LH

**CAUTION:**

**Always drive vehicle at a safe speed.**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**WITH CONSULT-II**

1. Turn ignition switch "ON".
2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT-II. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
"N" and "P" position	ON
Except the above position	OFF

If NG, go to [EC-1745, "Diagnostic Procedure"](#) .

If OK, go to following step.

3. Select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and warm it up to normal operating temperature.
5. Maintain the following conditions for at least 60 consecutive seconds.

ENG SPEED	1,500 - 3,000 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	3.0 - 31.8 msec
VHCL SPEED SE	More than 64 km/h (40 MPH)
Selector lever	Suitable position

6. If 1st trip DTC is detected, go to [EC-1745, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
P/N POSI SW	ON

SEF212Y

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
P/N POSI SW	OFF
B/FUEL SCHDL	XXX msec

SEF213Y

## Overall Function Check

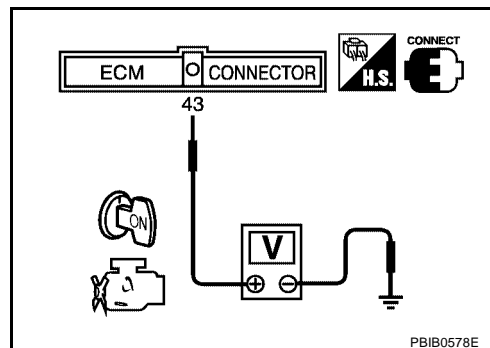
Use this procedure to check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

**WITH GST**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 43 (PNP switch signal) and body ground under the following conditions.

Condition (Gear position)	Voltage V (Known good data)
"P" (A/T models only) and "N" position	Approx. 0
Except the above position	A/T models: Battery voltage M/T: Approximately 5V

3. If NG, go to [EC-1745, "Diagnostic Procedure"](#) .



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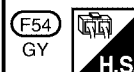
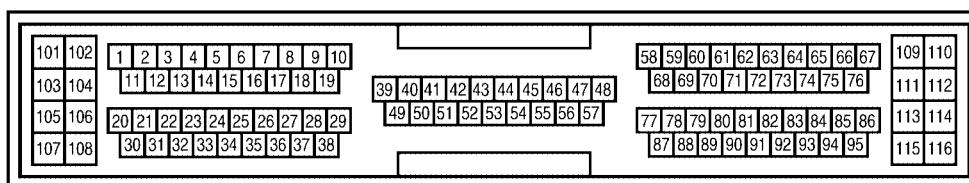
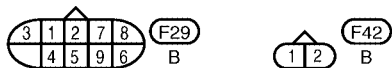
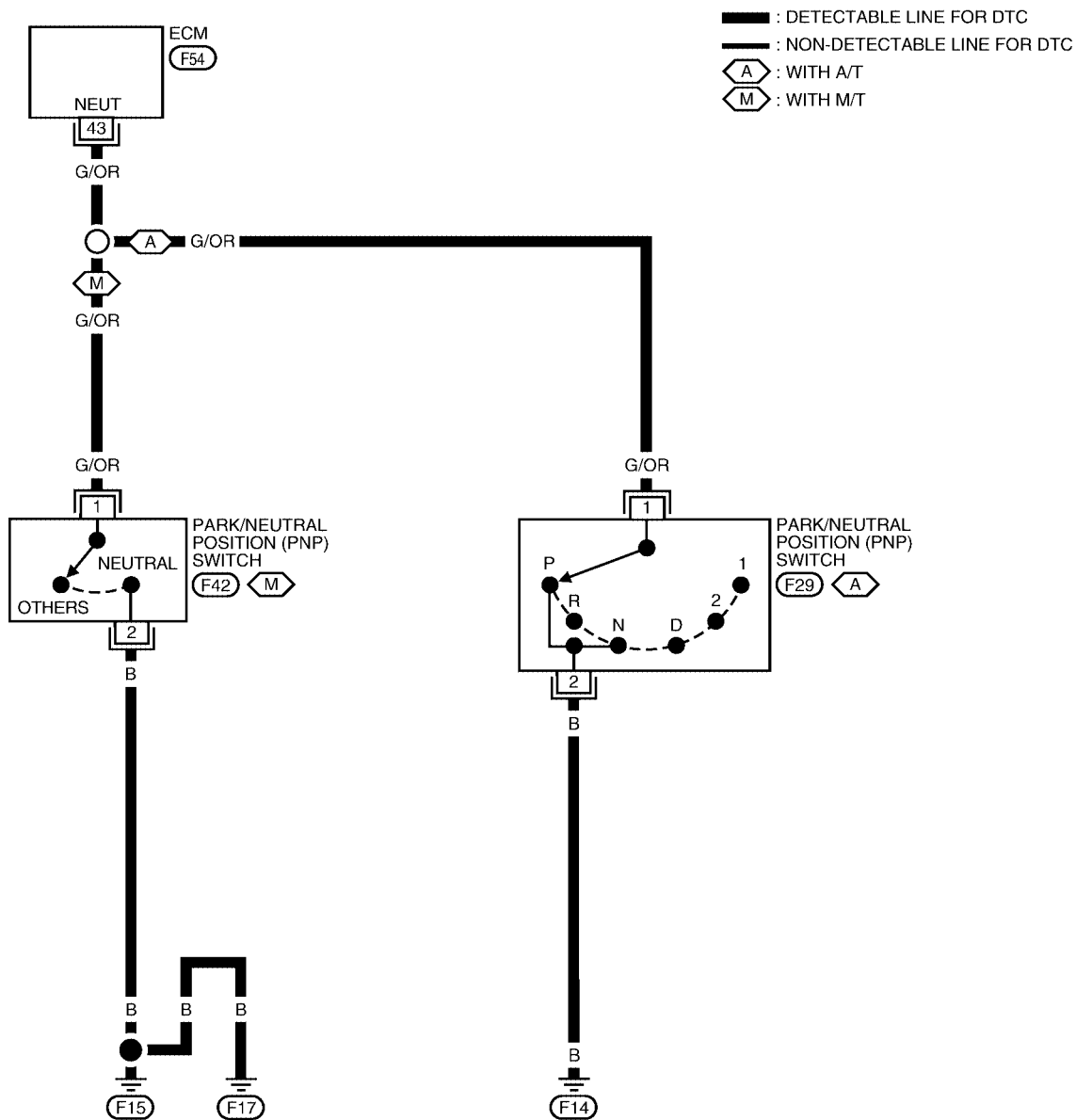
# DTC P1706 PNP SWITCH

[QR25DE]

UBS002LJ

## Wiring Diagram

### EC-PNP/SW-01



BBWA0241E

# DTC P1706 PNP SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

## CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
43	G/OR	PNP switch	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>Shift lever position is "P" or "N" (A/T models), "Neutral" (M/T models).</li></ul>	Approximately 0V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"><li>Except the above gear position</li></ul>	<b>A/T models</b> BATTERY VOLTAGE (11 - 14V) <b>M/T models</b> Approximately 5V

## Diagnostic Procedure

UBS002LK

### 1. CHECK GROUND CIRCUIT

- Turn ignition switch "OFF".
- Disconnect PNP switch harness connector.
- Check harness continuity between PNP switch terminal 2 and body ground. Refer to Wiring Diagram.

**Continuity should exist.**

- Also check harness for short to power.

OK or NG

OK >> GO TO 2.

NG >> Repair open circuit or short to power in harness or connectors.

### 2. CHECK INPUT SIGNAL CIRCUIT

- Disconnect ECM harness connector.
- Check harness continuity between ECM terminal 43 and PNP switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

- Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 3.

NG >> Repair open circuit or short to power in harness or connectors.

### 3. CHECK PNP SWITCH

Refer to [AT-491, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) (A/T models), [MT-139, "POSITION SWITCH"](#) (6M/T models) or [MT-78, "POSITION SWITCH"](#) (5M/T models).

OK or NG

OK >> GO TO 4.

NG >> Replace PNP switch.

### 4. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

## DTC P1805 BRAKE SWITCH

PFP:25320

### Description

UBS002LL

Brake switch signal is applied to the ECM through the stop lamp switch when the brake pedal is depressed. This signal is used mainly to decrease the engine speed when the vehicle is driving.

### CONSULT-II Reference Value in Data Monitor Mode

UBS002LM

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
BRAKE SW	<ul style="list-style-type: none"> <li>● Ignition switch: ON</li> </ul>	Brake pedal: Fully released OFF
		Brake pedal: Slightly depressed ON

### On Board Diagnosis Logic

UBS002LN

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805 1805	Brake switch	A brake switch signal is not sent to ECM for an extremely long time while the vehicle is driving.	<ul style="list-style-type: none"> <li>● Harness or connectors (Stop lamp switch circuit is open or shorted.)</li> <li>● Stop lamp switch</li> </ul>

### FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode.

Engine operating condition in fail-safe mode	
ECM controls the electric throttle control actuator by regulating the throttle opening to a small range.	
	Driving condition
When engine is idling	Normal
When accelerating	Poor acceleration

### DTC Confirmation Procedure

UBS002LO

#### WITH CONSULT-II

1. Turn ignition switch "ON".
2. Fully depress the brake pedal for at least 5 seconds.
3. Erase the DTC with CONSULT-II.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. If 1st trip DTC is detected, go to [EC-1748, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

#### WITH GST

Follow the procedure "WITH CONSULT-II" above.

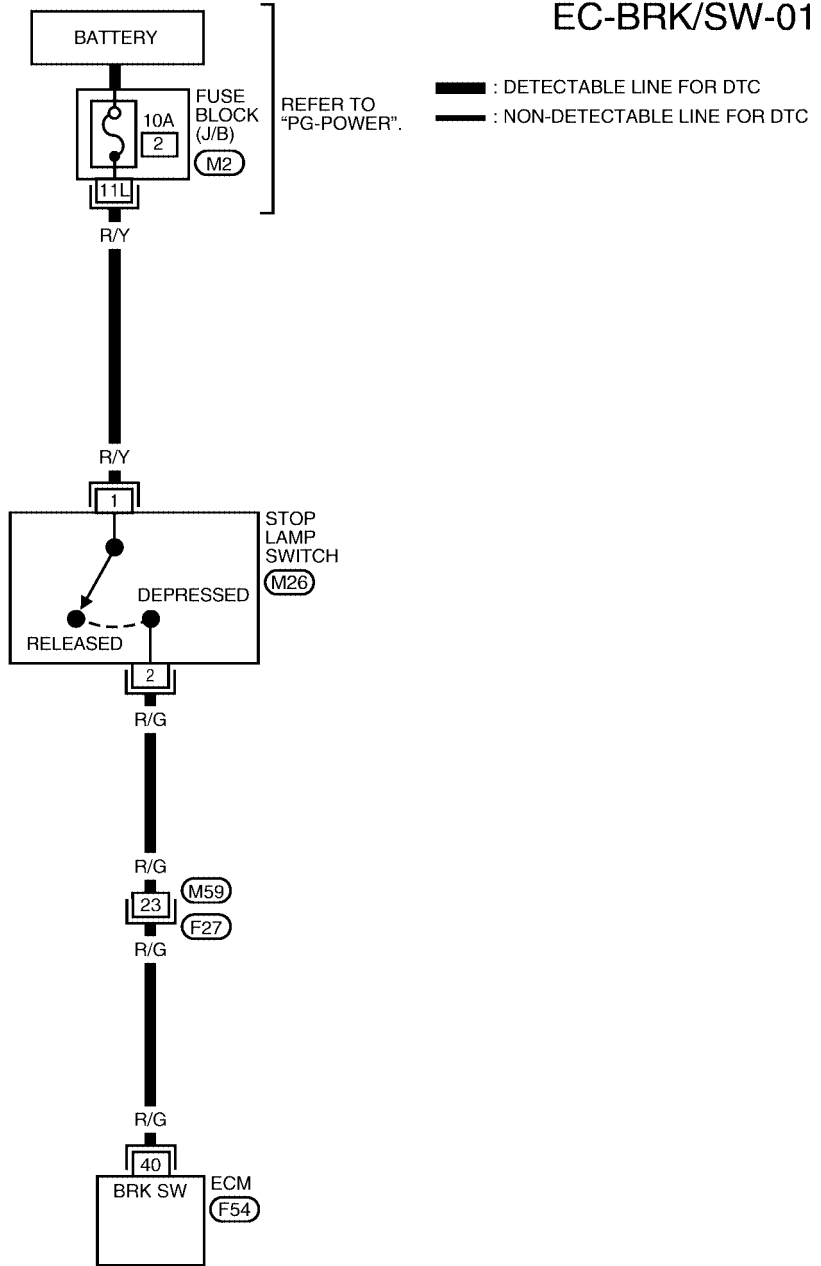
# DTC P1805 BRAKE SWITCH

[QR25DE]

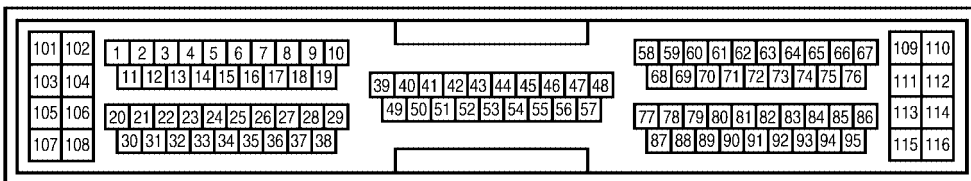
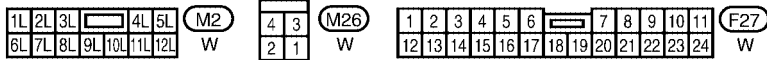
UBS002LP

## Wiring Diagram

EC-BRK/SW-01



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L  
M



BBWA0422E



# DTC P1805 BRAKE SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
40	R/G	Stop lamp switch	[Engine is running] ● Brake pedal fully released	Approximately 0V
			[Engine is running] ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002LQ

### 1. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch "OFF".
2. Check the stop lamp when depressing and releasing the brake pedal.

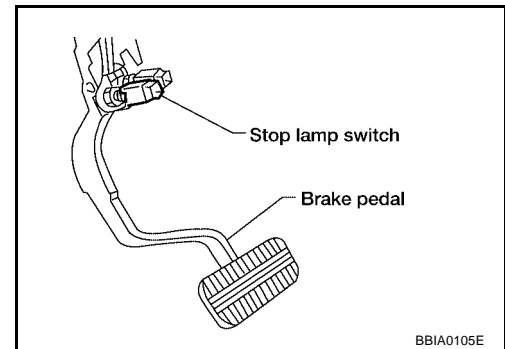
Brake pedal	Stop lamp
Fully released	Not illuminated
Depressed	Illuminated

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

### 2. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.



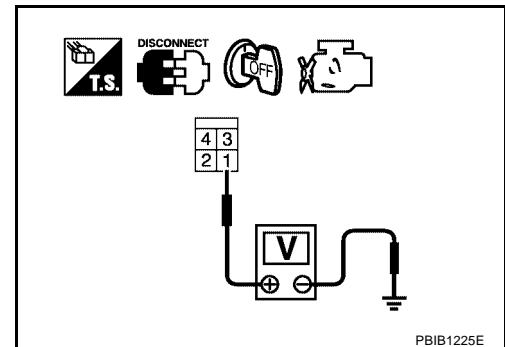
BBA0105E

2. Check voltage between stop lamp switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



PBIB1225E

### 3. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) connector M2
- Harness for open and short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

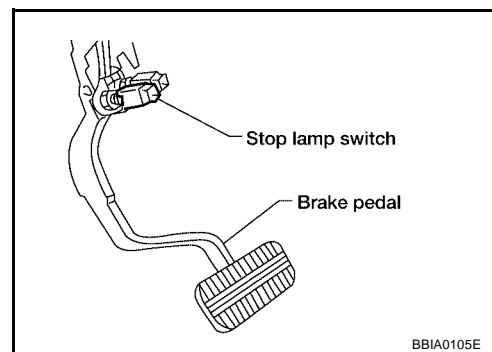
1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect stop lamp switch harness connector.
4. Check harness continuity between ECM terminal 40 and stop lamp switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.



### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 6. CHECK STOP LAMP SWITCH

Refer to [EC-1750, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.  
NG >> Replace stop lamp switch.

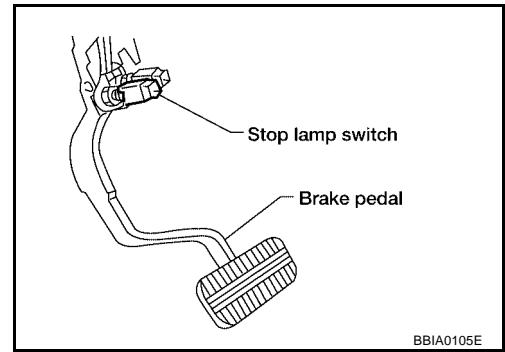
### 7. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

## Component Inspection STOP LAMP SWITCH

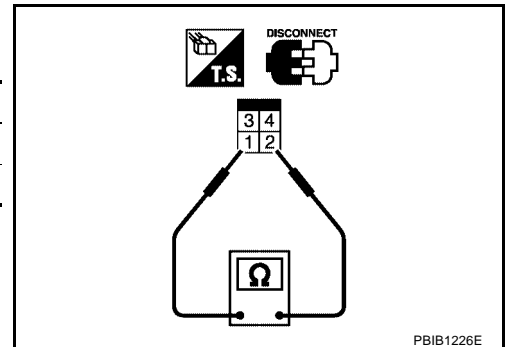
1. Disconnect stop lamp switch harness connector.



2. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.

Conditions	Continuity
Brake pedal fully released	Should not exist.
Brake pedal depressed	Should exist.

If NG, adjust brake pedal installation, refer to [BR-11, "BRAKE PEDAL AND BRACKET"](#), and perform step 2 again.



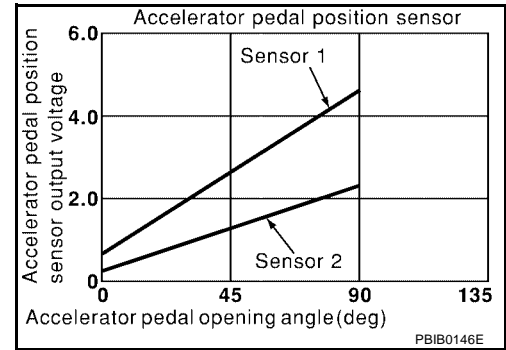
**DTC P2122, P2123 APP SENSOR**

**Component Description**

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.41 - 0.71V
		Accelerator pedal: Fully depressed	More than 4.2V
CLSD THL POS	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

**On Board Diagnosis Logic**

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122 2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The APP sensor 1 circuit is open or shorted.)</li> <li>● Accelerator pedal position sensor (Accelerator pedal position sensor 1)</li> </ul>
P2123 2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P2122, P2123 APP SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1754, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P2122, P2123 APP SENSOR

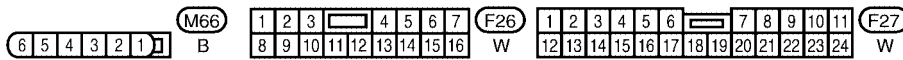
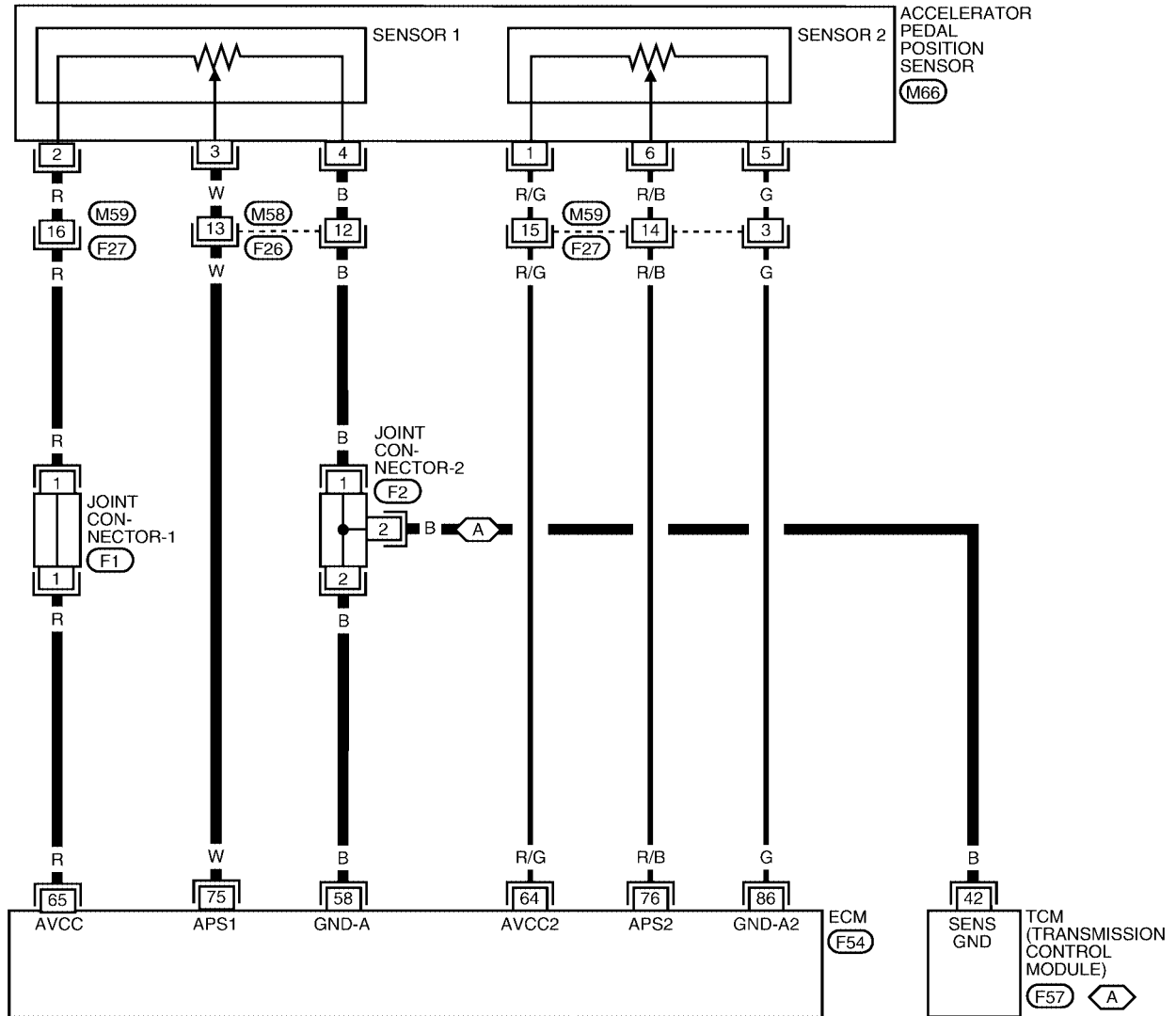
[QR25DE]

## Wiring Diagram

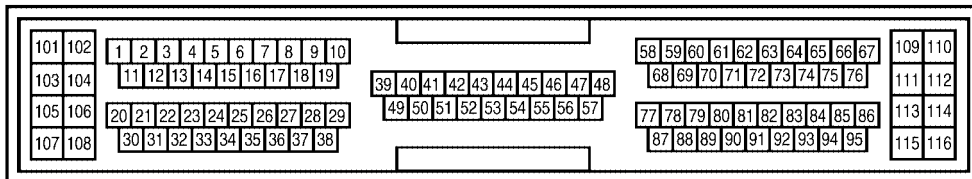
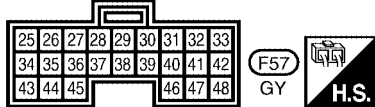
UBS006KC

EC-APPS1-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ⬡** : WITH A/T



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



BBWA0252E

# DTC P2122, P2123 APP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
64	R/G	Accelerator pedal position sensor 2 power supply	<b>[Ignition switch "ON"]</b>	Approximately 2.5V
65	R	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
75	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.41 - 0.71V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 4.2V
76	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.21 - 0.36V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 2.1V
86	G	Accelerator pedal position sensor 2 ground	<b>[Ignition switch "ON"]</b>	Approximately 0V

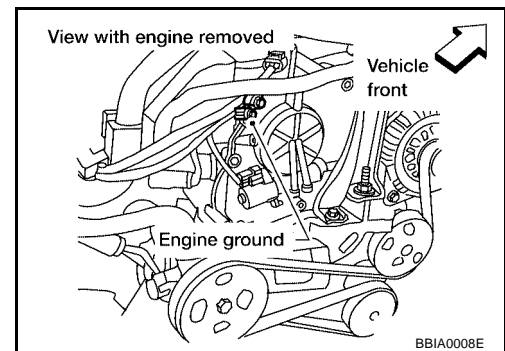
## Diagnostic Procedure

UBS006KD

### 1. RETIGHTEN GROUND SCREWS

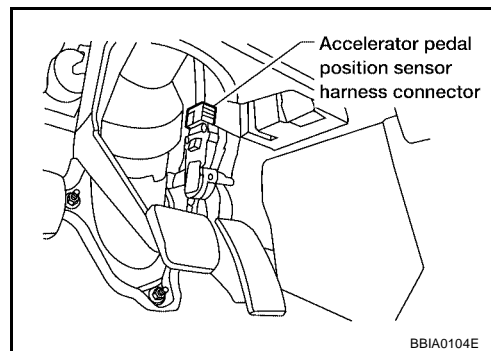
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

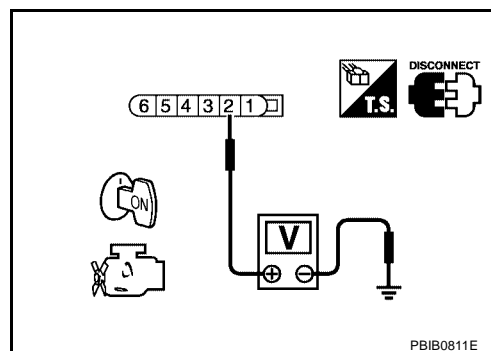


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Joint connector-1
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between APP sensor terminal 4 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Joint connector-2
- Harness for open or short between ECM and accelerator pedal position sensor
- Harness for open or short between TCM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.



**6. CHECK APP SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 75 and APP sensor terminal 3.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK APP SENSOR**

Refer to [EC-1756, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace accelerator pedal assembly.

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

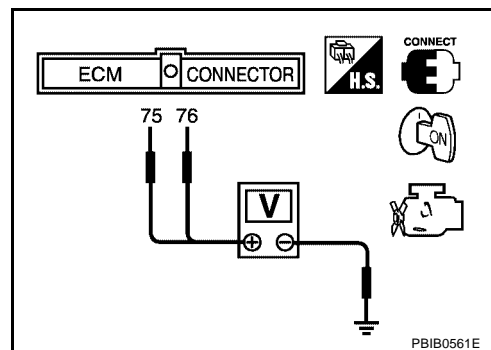
>> INSPECTION END

**Component Inspection  
ACCELERATOR PEDAL POSITION SENSOR**

UBS006KE

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 75 (APP sensor 1 signal), 76 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
75 (Accelerator pedal position sensor 1)	Fully released	0.41 - 0.71V
	Fully depressed	More than 4.2V
76 (Accelerator pedal position sensor 2)	Fully released	0.21 - 0.36V
	Fully depressed	More than 2.1V



4. If NG, replace accelerator pedal assembly and go to next step.
5. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-1255, "Idle Air Volume Learning"](#) .

**Remove and Installation  
ACCELERATOR PEDAL**

UBS006KF

Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

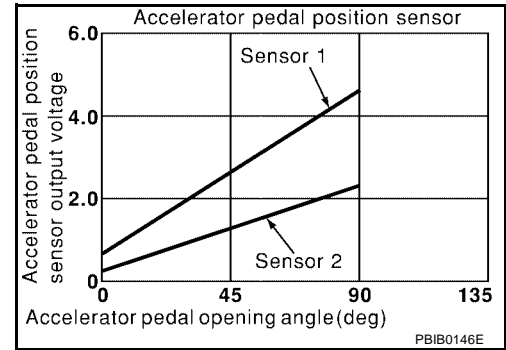
DTC P2127, P2128 APP SENSOR

Component Description

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN2★	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.41 - 0.71V
		Accelerator pedal: Fully depressed	More than 4.2V
CLSD THL POS	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

★: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2127 2127	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> <li>● Harness or connectors (The APP sensor 2 circuit is open or shorted.)</li> <li>● Accelerator pedal position sensor (Accelerator pedal position sensor 2)</li> </ul>
P2128 2128	Accelerator pedal position sensor 2 circuit high input	An excessively high voltage from the APP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

WITH CONSULT-II

1. Turn ignition switch "ON".

## DTC P2127, P2128 APP SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1760, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



### WITH GST

Follow the procedure "WITH CONSULT-II" above.

# DTC P2127, P2128 APP SENSOR

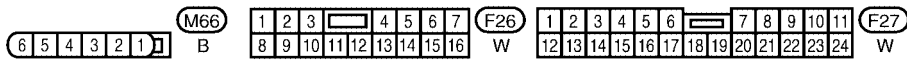
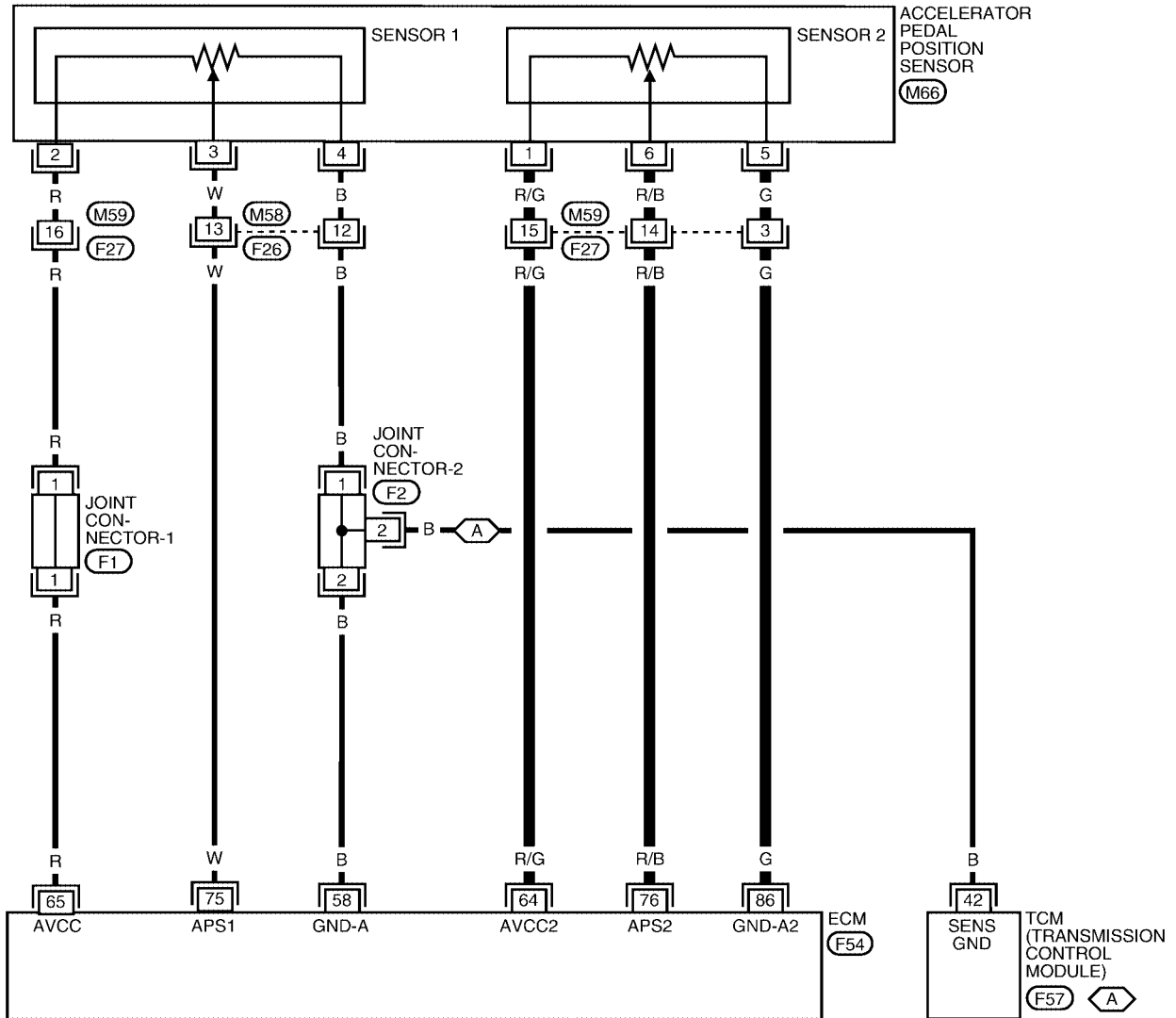
[QR25DE]

UBS006KK

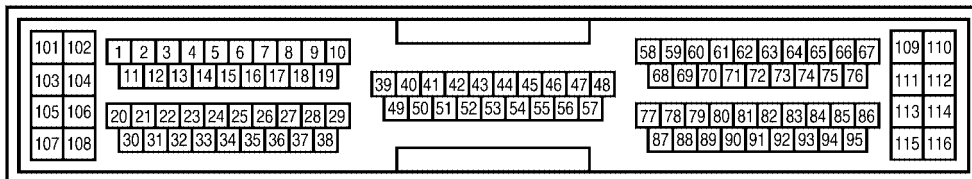
## Wiring Diagram

EC-APPS2-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC  
 : WITH A/T



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



BBWA0253E

# DTC P2127, P2128 APP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
64	R/G	Accelerator pedal position sensor 2 power supply	<b>[Ignition switch "ON"]</b>	Approximately 2.5V
65	R	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
75	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.41 - 0.71V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 4.2V
76	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.21 - 0.36V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 2.1V
86	G	Accelerator pedal position sensor 2 ground	<b>[Ignition switch "ON"]</b>	Approximately 0V

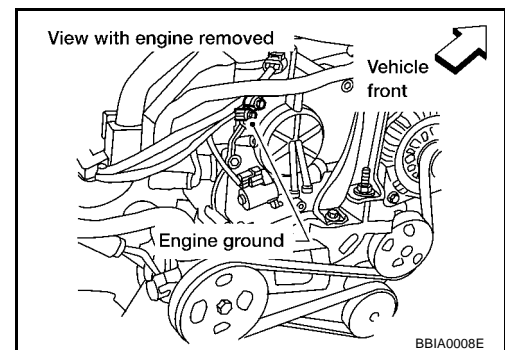
## Diagnostic Procedure

UBS006KL

### 1. RETIGHTEN GROUND SCREWS

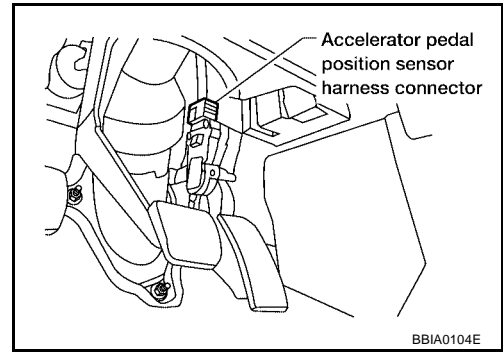
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

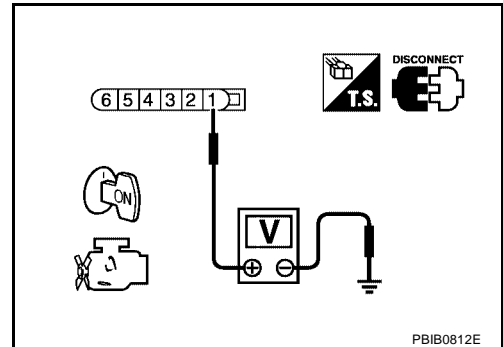


3. Check voltage between APP sensor terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 2.5V**

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between APP sensor terminal 5 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 76 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK APP SENSOR**

Refer to [EC-1762, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace accelerator pedal assembly.

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

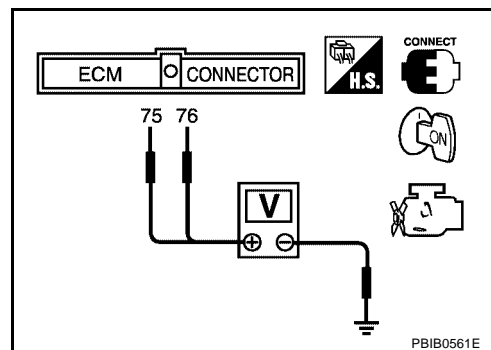
>> INSPECTION END

**Component Inspection  
ACCELERATOR PEDAL POSITION SENSOR**

UBS006KM

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".
3. Check voltage between ECM terminals 75 (APP sensor 1 signal), 76 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
75 (Accelerator pedal position sensor 1)	Fully released	0.41 - 0.71V
	Fully depressed	More than 4.2V
76 (Accelerator pedal position sensor 2)	Fully released	0.21 - 0.36V
	Fully depressed	More than 2.1V



4. If NG, replace accelerator pedal assembly and go to next step.
5. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-1255, "Idle Air Volume Learning"](#) .

**Remove and Installation  
ACCELERATOR PEDAL**

UBS006KN

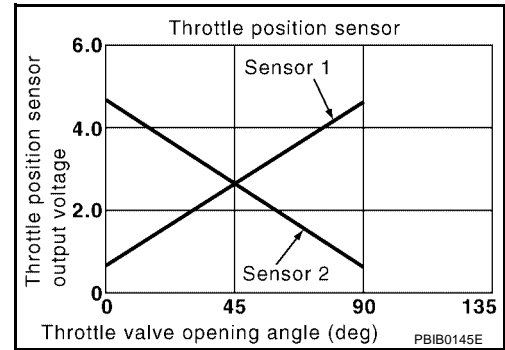
Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

**DTC P2135 TP SENSOR**

**Component Description**

Electric Throttle Control Actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

The throttle position sensor has the two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN1	<ul style="list-style-type: none"> <li>Ignition switch: ON (Engine stopped)</li> <li>Shift lever: D (A/T model) 1st (M/T model)</li> </ul>	Accelerator pedal: Fully released	More than 0.36V
THRTL SEN2★		Accelerator pedal: Fully depressed	Less than 4.75V

★: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

**On Board Diagnosis Logic**

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2135 2135	Throttle position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	<ul style="list-style-type: none"> <li>Harness or connector (The TP sensor 1 and 2 circuit is open or shorted.)</li> <li>Electric throttle control actuator (TP sensor 1 and 2)</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".



# DTC P2135 TP SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1766, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y



## WITH GST

Follow the procedure "WITH CONSULT-II" above.

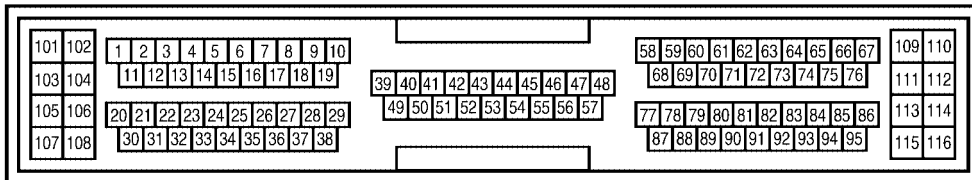
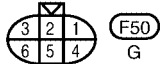
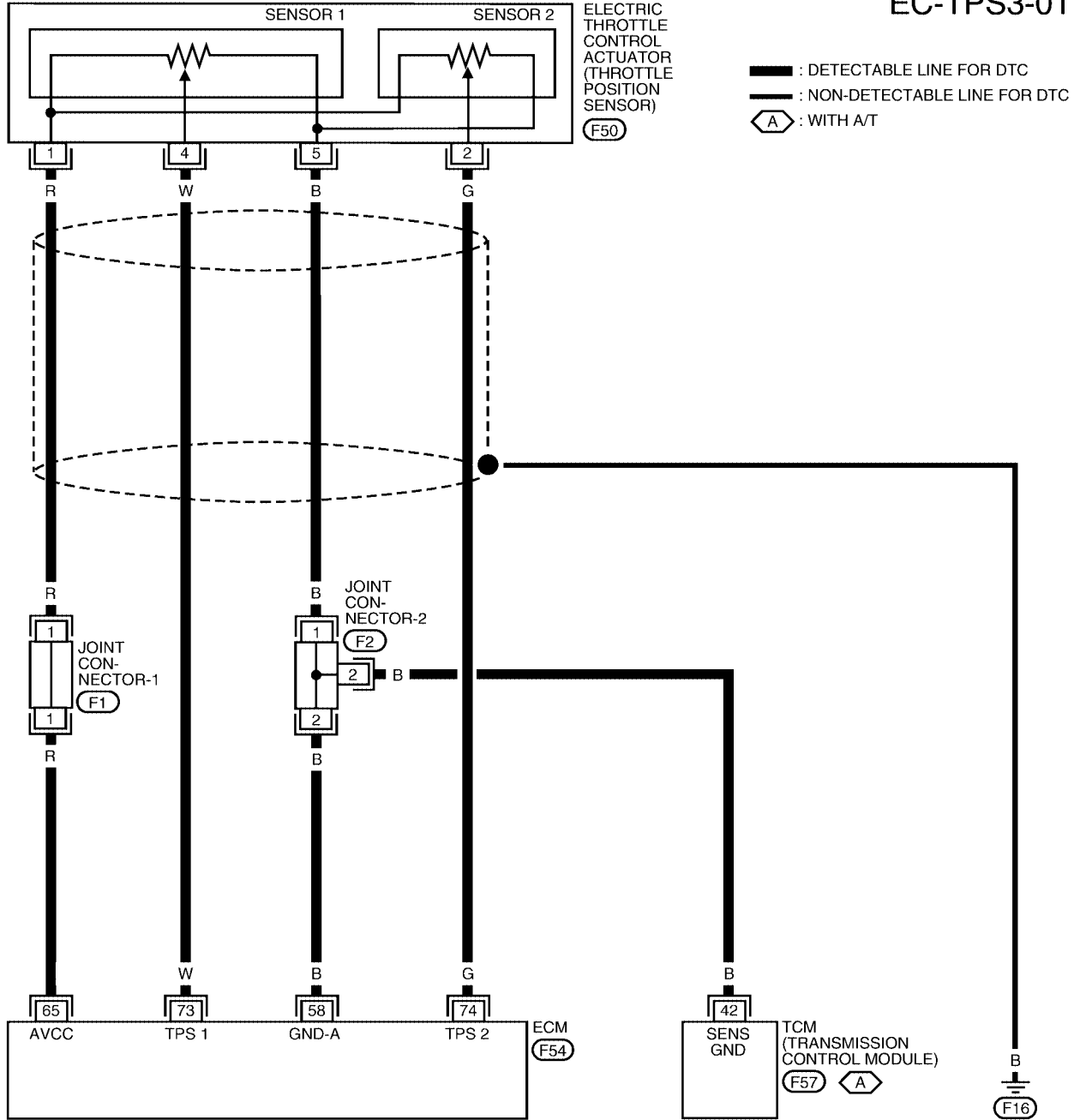
# DTC P2135 TP SENSOR

[QR25DE]

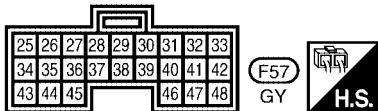
UBS006KS

## Wiring Diagram

EC-TPS3-01



REFER TO THE FOLLOWING.  
 (F1), (F2) - JOINT CONNECTOR



BBWA0238E

# DTC P2135 TP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	Approximately 0V
65	R	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
73	W	Throttle position sensor 1	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine speed</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	More than 0.36V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine speed</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	Less than 4.75V
74	G	Throttle position sensor 2	<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine speed</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully released</li> </ul>	Less than 4.75V
			<b>[Ignition switch "ON"]</b> <ul style="list-style-type: none"> <li>● Engine speed</li> <li>● Shift lever position is "D" (A/T model)</li> <li>● Shift lever position is "1st" (M/T model)</li> <li>● Accelerator pedal fully depressed</li> </ul>	More than 0.36V

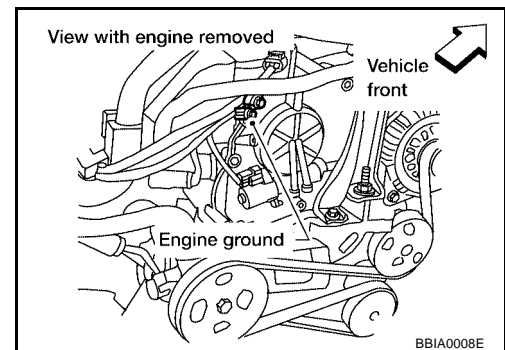
## Diagnostic Procedure

UBS006KT

### 1. RETIGHTEN GROUND SCREWS

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

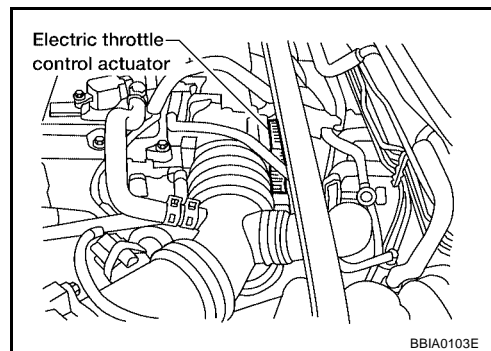
>> GO TO 2.



B8IA0008E

## 2. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch "ON".

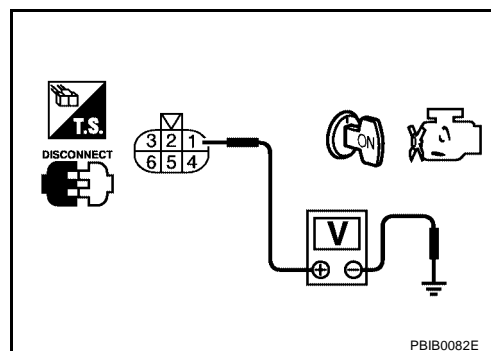


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-1
- Harness for open or short between electric throttle control actuator and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between electric throttle control actuator terminal 5 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-2
- Harness for open or short between electric throttle control actuator and ECM
- Harness for open or short between electric throttle control actuator and TCM

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 73 and electric throttle control actuator terminal 4, ECM terminal 74 and electric throttle control actuator terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

**7. CHECK THROTTLE POSITION SENSOR**

Refer to [EC-1768, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> GO TO 8.

**8. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR**

1. Replace the electric throttle control actuator.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-1255, "Idle Air Volume Learning"](#) .

>> INSPECTION END

**9. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

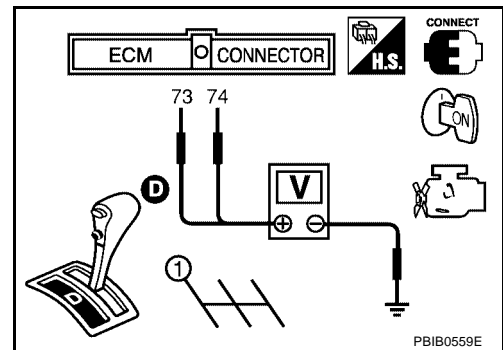
**Component Inspection  
THROTTLE POSITION SENSOR**

UBS006KU

1. Reconnect all harness connectors disconnected.
2. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch "ON".
4. Set selector lever to "D" position (A/T models) or "1st" position (M/T models).
5. Check voltage between ECM terminals 73 (TP sensor 1), 74 (TP sensor 2) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
73 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
74 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-1255, "Idle Air Volume Learning"](#) .



**Remove and Installation**  
**ELECTRIC THROTTLE CONTROL ACTUATOR**

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

A

EC

C

D

E

F

G

H

I

J

K

L

M

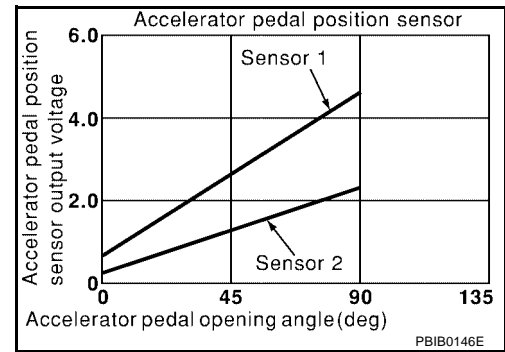
**DTC P2138 APP SENSOR**

**Component Description**

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN1 ACCEL SEN2★	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	0.41 - 0.71V
		Accelerator pedal: Fully depressed	More than 4.2V
CLSD THL POS	● Ignition switch: ON (engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

★: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.

**On Board Diagnosis Logic**

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2138 2138	Accelerator pedal position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	<ul style="list-style-type: none"> <li>● Harness or connector (The APP sensor 1 and 2 circuit is open or shorted.)</li> <li>● Accelerator pedal position sensor 1 and 2</li> </ul>

**FAIL-SAFE MODE**

When the malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.

**DTC Confirmation Procedure**

**NOTE:**

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

**TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

**WITH CONSULT-II**

1. Turn ignition switch "ON".

# DTC P2138 APP SENSOR

[QR25DE]

2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-1773, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

A

EC

C

D

E

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L

M

## WITH GST

Follow the procedure "WITH CONSULT-II" above.



# DTC P2138 APP SENSOR

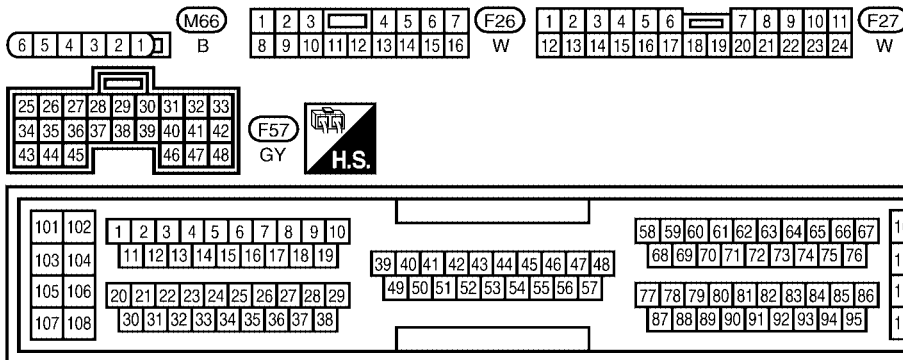
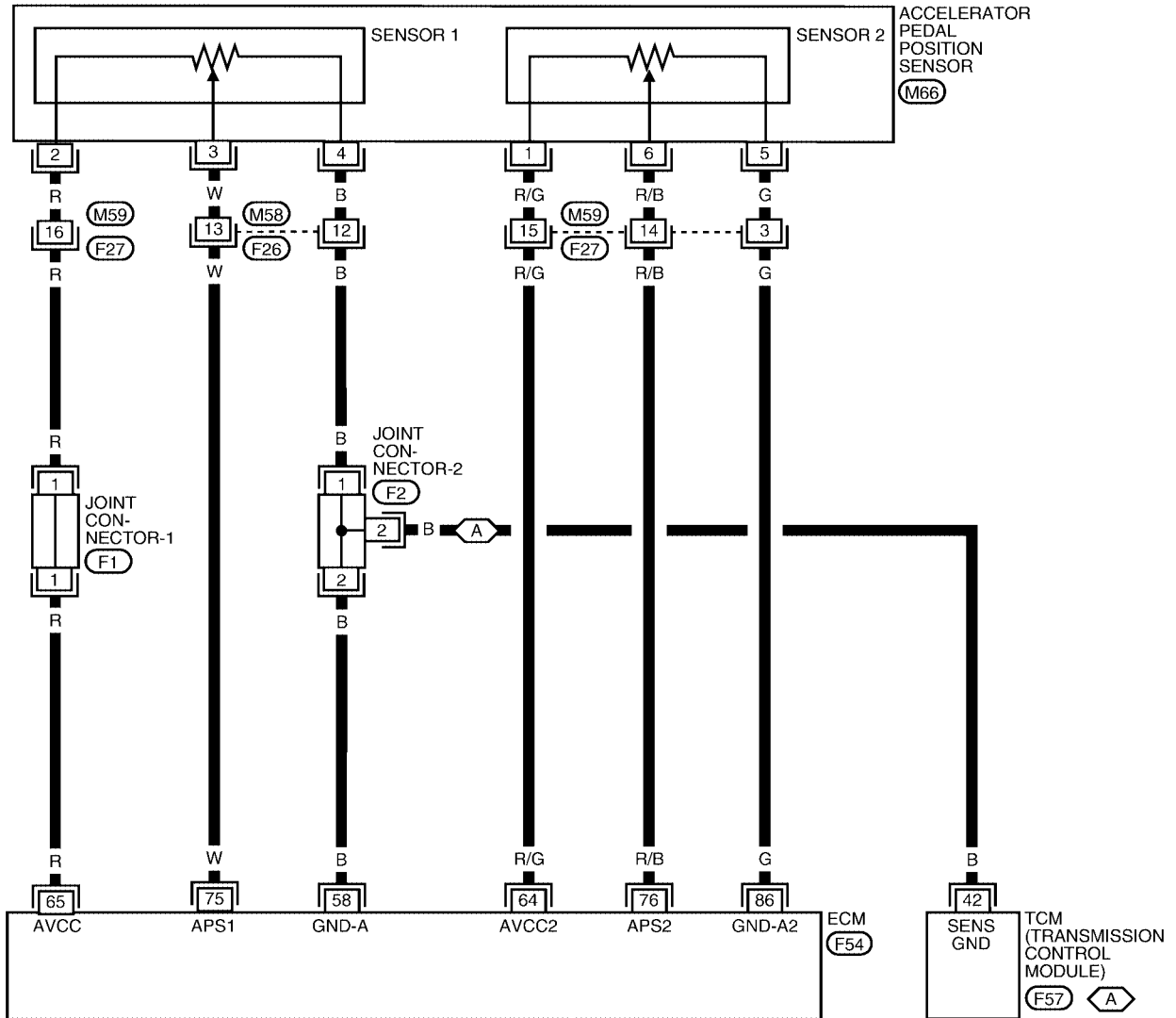
[QR25DE]

UBS006L0

## Wiring Diagram

EC-APPS3-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- A** : WITH A/T



REFER TO THE FOLLOWING.  
**(F1)** , **(F2)** - JOINT CONNECTOR



BBWA0254E

# DTC P2138 APP SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	<b>[Engine is running]</b> ● Warm-up condition ● Idle speed	Approximately 0V
64	R/G	Accelerator pedal position sensor 2 power supply	<b>[Ignition switch "ON"]</b>	Approximately 2.5V
65	R	Sensor's power supply	<b>[Ignition switch "ON"]</b>	Approximately 5V
75	W	Accelerator pedal position sensor 1	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.41 - 0.71V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 4.2V
76	R/B	Accelerator pedal position sensor 2	<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully released	0.21 - 0.36V
			<b>[Ignition switch "ON"]</b> ● Engine speed ● Accelerator pedal fully depressed	More than 2.1V
86	G	Accelerator pedal position sensor 2 ground	<b>[Ignition switch "ON"]</b>	Approximately 0V

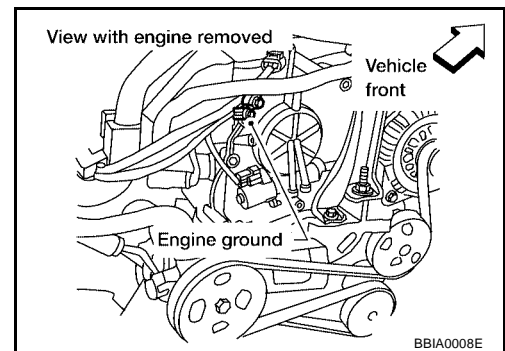
## Diagnostic Procedure

UBS006L1

### 1. RETIGHTEN GROUND SCREWS

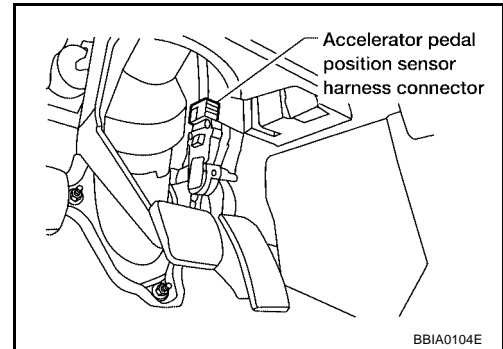
1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.

>> GO TO 2.



## 2. CHECK APP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch "ON".

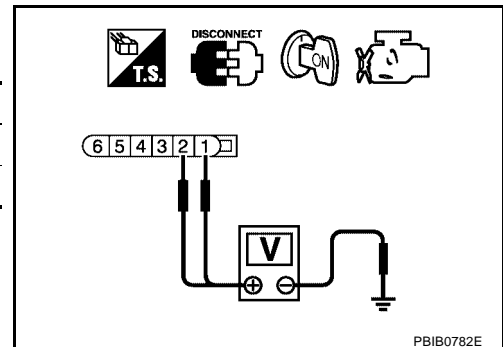


3. Check voltage between APP sensor terminals 1, 2 and ground with CONSULT-II or tester.

APP sensor terminal	Voltage (V)
1	Approximately 2.5
2	Approximately 5

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E59, F27
- Joint connector-1
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 4. CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between APP sensor terminal 4, 5 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
 NG >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness connectors M59, F27
- Joint connector-2
- Harness for open or short between ECM and accelerator pedal position sensor
- Harness for open or short between TCM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 75 and APP sensor terminal 3, ECM terminal 76 and APP sensor terminal 6.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M58, F26
- Harness connectors M59, F27
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK APP SENSOR

Refer to [EC-1775, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace accelerator pedal assembly.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

### Component Inspection ACCELERATOR PEDAL POSITION SENSOR

UBS006L2

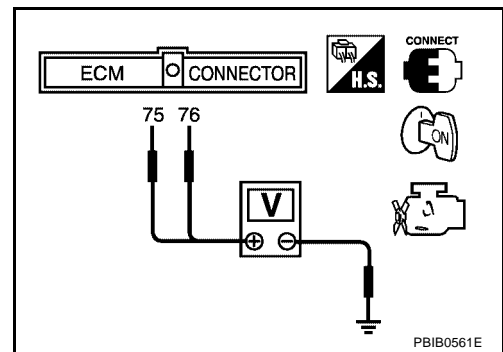
1. Reconnect all harness connectors disconnected.
2. Turn ignition switch "ON".

# DTC P2138 APP SENSOR

[QR25DE]

3. Check voltage between ECM terminals 75 (APP sensor 1 signal), 76 (APP sensor 2 signal) and engine ground under the following conditions.

Terminal	Accelerator pedal	Voltage
75 (Accelerator pedal position sensor 1)	Fully released	0.41 - 0.71V
	Fully depressed	More than 4.2V
76 (Accelerator pedal position sensor 2)	Fully released	0.21 - 0.36V
	Fully depressed	More than 2.1V



4. If NG, replace accelerator pedal assembly and go to next step.  
5. Perform [EC-1255, "Accelerator Pedal Released Position Learning"](#) .  
6. Perform [EC-1255, "Throttle Valve Closed Position Learning"](#) .  
7. Perform [EC-1255, "Idle Air Volume Learning"](#) .

## Remove and Installation ACCELERATOR PEDAL

UBS006L3

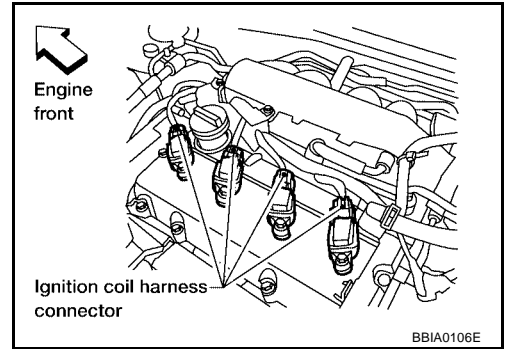
Refer to [ACC-2, "ACCELERATOR CONTROL SYSTEM"](#) .

## IGNITION SIGNAL

### Component Description

#### IGNITION COIL & POWER TRANSISTOR

The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns on and off the ignition coil primary circuit. This on-off operation induces the proper high voltage in the coil secondary circuit.



A  
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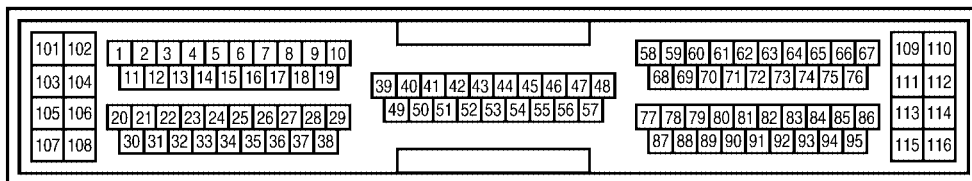
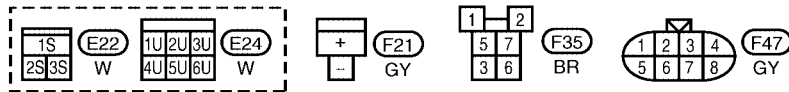
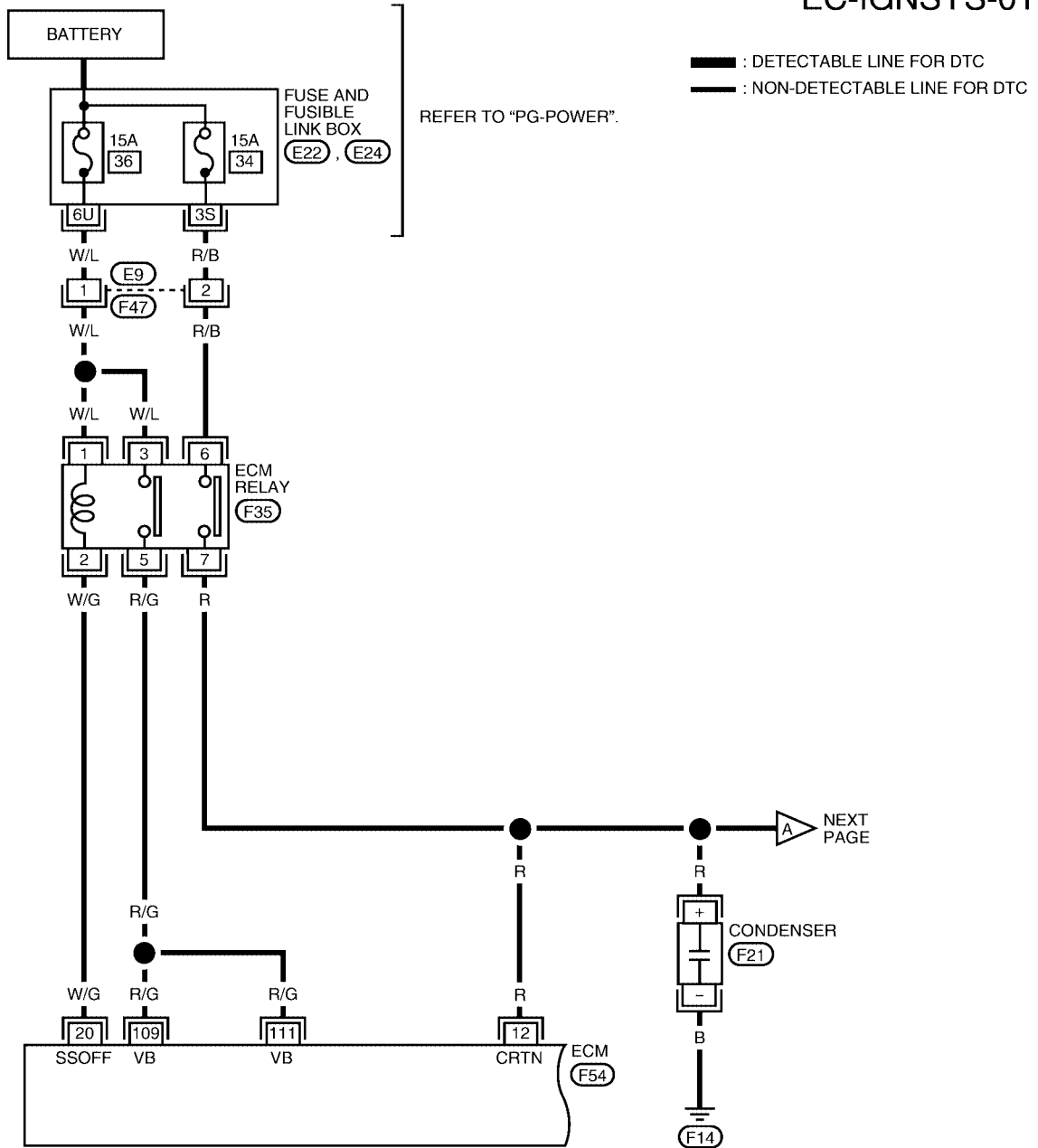
# IGNITION SIGNAL

[QR25DE]

UBS002LT

## Wiring Diagram

### EC-IGNSYS-01



BBWA0233E

# IGNITION SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
12	R	Counter current return	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
20	W/G	ECM relay (Self shut-off)	[Engine is running] [Ignition switch "OFF"] ● For 5 seconds after turning ignition switch "OFF"	0 - 1.0V
			[Ignition switch "OFF"] ● 5 seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)
109 111	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)

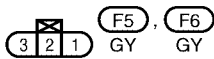
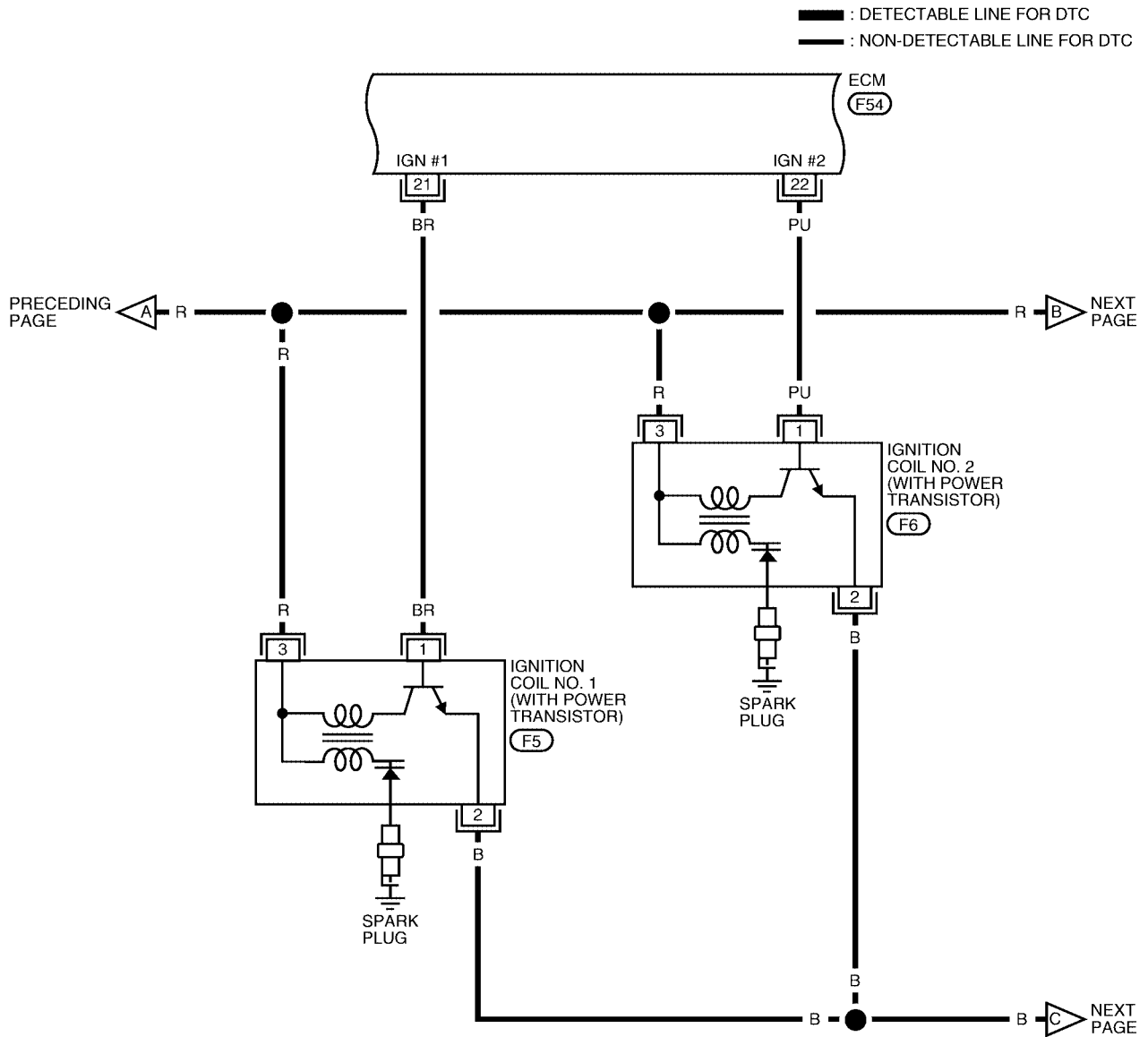
A  
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# IGNITION SIGNAL

[QR25DE]

## EC-IGNSYS-02



101	102	1	2	3	4	5	6	7	8	9	10			58	59	60	61	62	63	64	65	66	67	109	110									
103	104	11	12	13	14	15	16	17	18	19			39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76	111	112	
105	106	20	21	22	23	24	25	26	27	28	29	49	50	51	52	53	54	55	56	57			77	78	79	80	81	82	83	84	85	86	113	114
107	108	30	31	32	33	34	35	36	37	38													87	88	89	90	91	92	93	94	95	115	116	



BBWA0234E

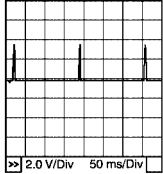
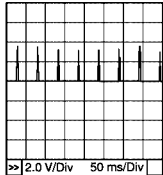
# IGNITION SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

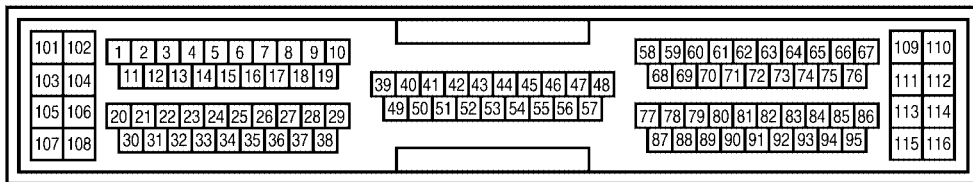
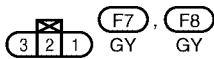
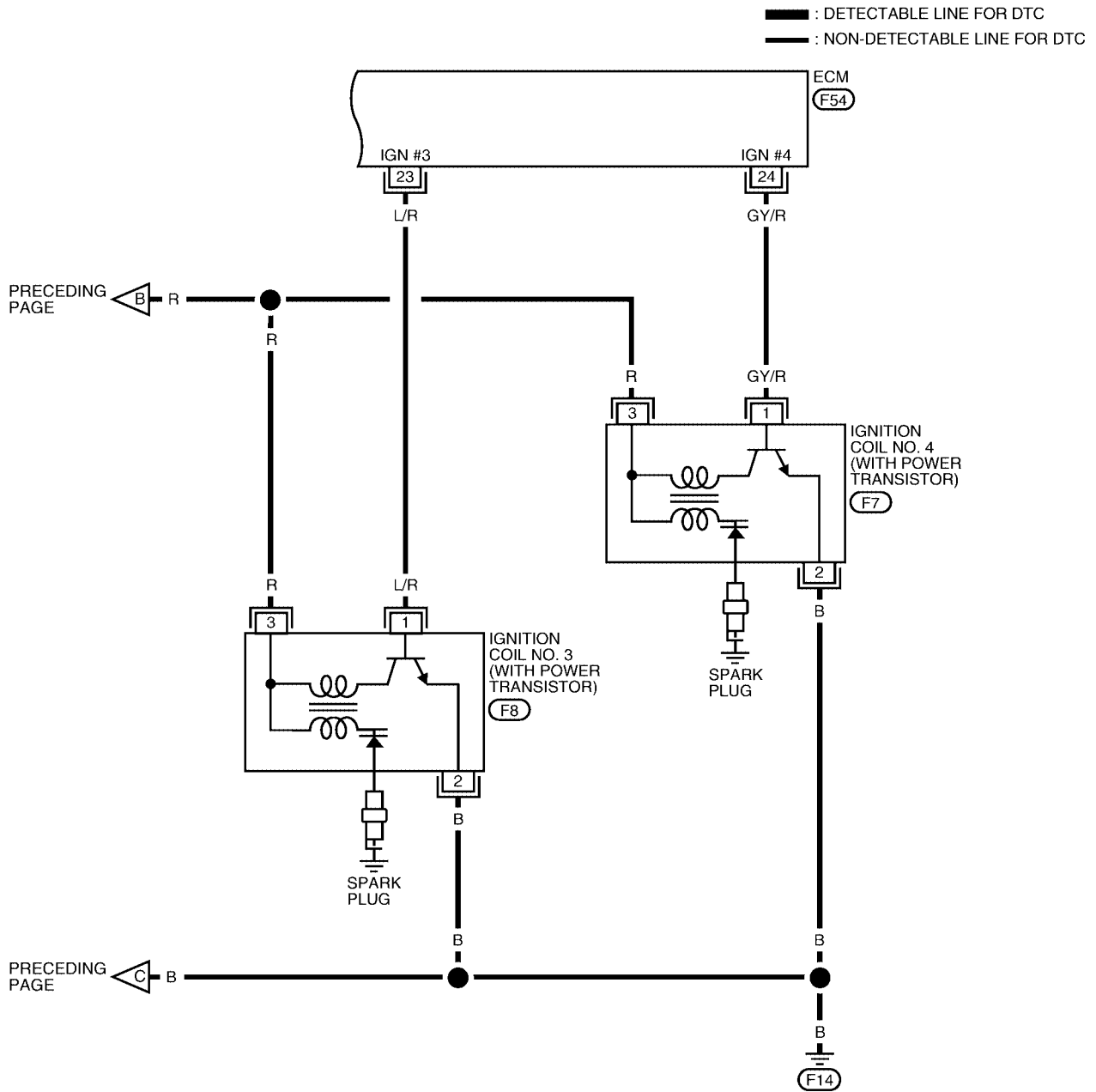
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
21 22	BR PU	Ignition signal No. 1 Ignition signal No. 2	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

# IGNITION SIGNAL

[QR25DE]

## EC-IGNSYS-03



BBWA0235E

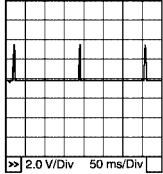
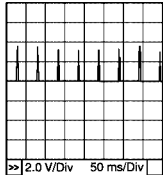
# IGNITION SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
23 24	L/R GY/R	Ignition signal No. 3 Ignition signal No. 4	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>0 - 0.1V★</p>  <p>PBIB0521E</p>
			<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm.</li> </ul>	<p>0 - 0.2V★</p>  <p>PBIB0522E</p>

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002LU

### 1. CHECK ENGINE START

Turn ignition switch "OFF", and restart engine.

**Is engine running?**

Yes or No

- Yes (With CONSULT-II)>>GO TO 2.
- Yes (Without CONSULT-II)>>GO TO 3.
- No >> GO TO 4.

### 2. CHECK OVERALL FUNCTION

④ With CONSULT-II

- Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
- Make sure that all circuits do not produce a momentary engine speed drop.

OK or NG

- OK >> INSPECTION END
- NG >> GO TO 8.

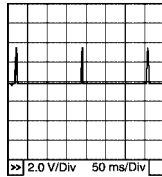
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

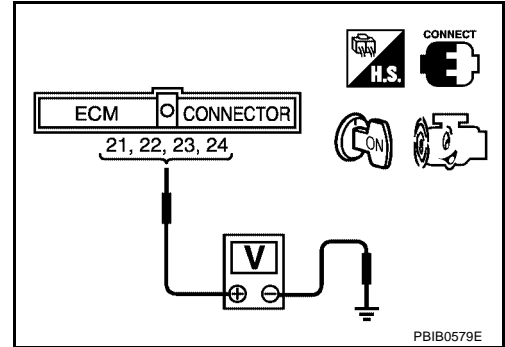
## 3. CHECK OVERALL FUNCTION

⊗ **Without CONSULT-II**

1. Let engine idle.
2. Read the voltage signal between ECM terminals 21, 22, 23, 24 and ground with an oscilloscope.
3. Verify that the oscilloscope screen shows the signal wave as shown below.



PBIB0521E



PBIB0579E

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 8.

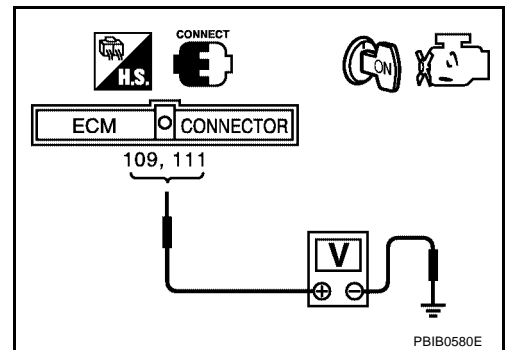
## 4. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

1. Turn ignition switch ON.
2. Check voltage between ECM terminals 109, 111 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.  
 NG >> Go to [EC-1342. "POWER SUPPLY CIRCUIT FOR ECM"](#).



PBIB0580E

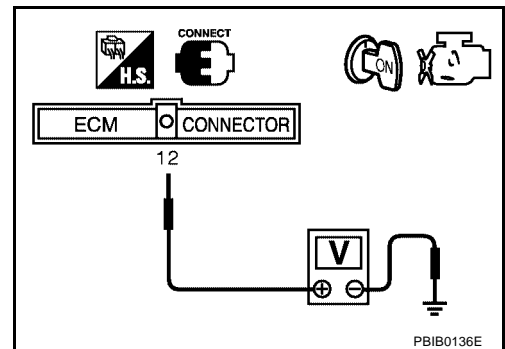
## 5. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II

Check voltage between ECM terminal 12 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 6.  
 NG >> Go to [EC-1342. "POWER SUPPLY CIRCUIT FOR ECM"](#).



PBIB0136E

## 6. CHECK CONDENSER CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check harness continuity between ECM terminal 12 and condenser terminal + , condenser terminal – and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK CONDENSER

Refer to [EC-1786, "Component Inspection"](#) .

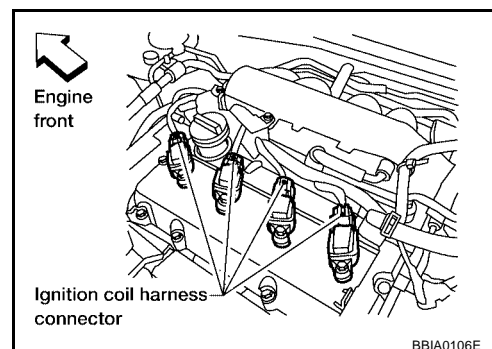
OK or NG

OK >> GO TO 8.

NG >> Replace condenser.

## 8. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect ignition coil harness connector.
4. Turn ignition switch ON.



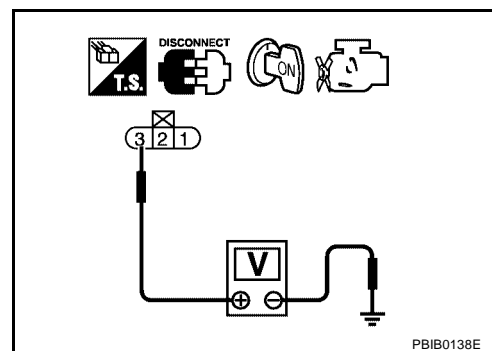
5. Check voltage between ignition coil terminal 3 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 10.

NG >> GO TO 9.



## 9. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ignition coil and ECM relay
- Harness for open or short between ignition coil and ECM

>> Repair or replace harness or connectors.

## 10. CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between ignition coil terminal 2 and engine ground.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 11.
- NG >> Repair open circuit or short to power in harness or connectors.

## 11. CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 21, 22, 23, 24 and ignition coil terminal 1.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 12.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to [EC-1786, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Replace ignition coil with power transistor.

## 13. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

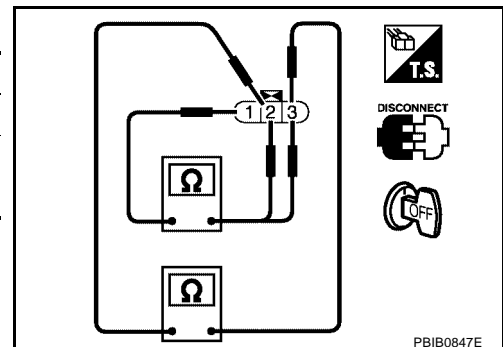
**>> INSPECTION END**

### Component Inspection IGNITION COIL WITH POWER TRANSISTOR

UBS002LV

1. Turn ignition switch "OFF".
2. Disconnect ignition coil harness connector.
3. Check resistance between ignition coil terminals as follows.

Terminal No.	Resistance $\Omega$ [at 25°C (77°F)]
1 and 2	Except 0 or $\infty$
1 and 3	Except 0
2 and 3	



### CONDENSER

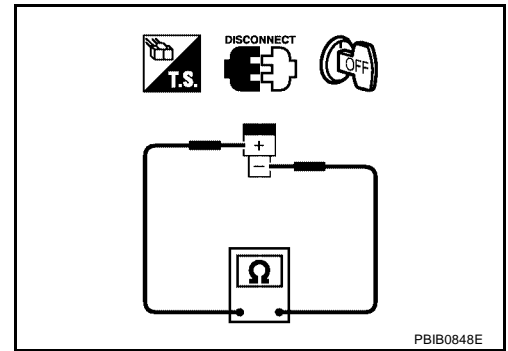
1. Turn ignition switch "OFF".
2. Disconnect condenser harness connector.

# IGNITION SIGNAL

[QR25DE]

3. Check resistance between condenser terminals as + and - .

**Resistance: Above 1 MΩ at 25°C (77°F)**



## Removal and Installation IGNITION COIL WITH POWER TRANSISTOR

Refer to [EM-115, "IGNITION COIL"](#) .

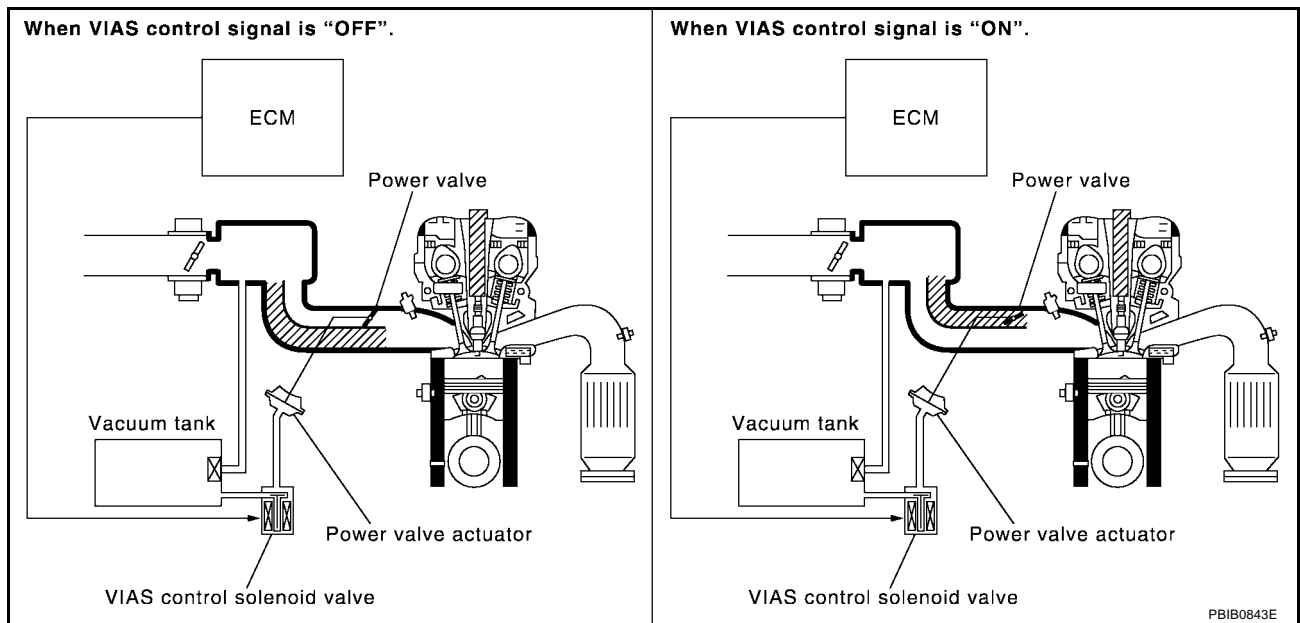
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M



**VIAS**

**Description  
SYSTEM DESCRIPTION**

Sensor	Input Signal to ECM	ECM function	Actuator
Mass air flow sensor	Amount of intake air	VIAS control	VIAS control solenoid valve
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Closed throttle position		
Ignition switch	Start signal		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed		
Engine coolant temperature sensor	Engine coolant temperature		



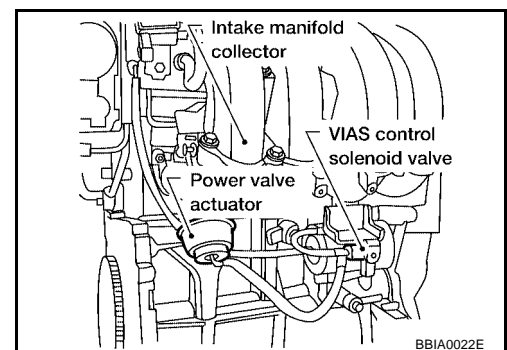
When the engine is running at low or medium speed, the power valve is fully closed. Under this condition, the effective suction port length is equivalent to the total length of the intake manifold collector's suction port including the intake valve. This long suction port provides increased air intake which results in improved suction efficiency and higher torque generation.

The surge tank and one-way valve are provided. When engine is running at high speed, the ECM sends the signal to the VIAS control solenoid valve. This signal introduces the intake manifold vacuum into the power valve actuator and therefore opens the power valve to two suction passages together in the collector. Under this condition, the effective port length is equivalent to the length of the suction port provided independently for each cylinder. This shortened port length results in enhanced engine output with reduced suction resistance under high speeds.

**COMPONENT DESCRIPTION**

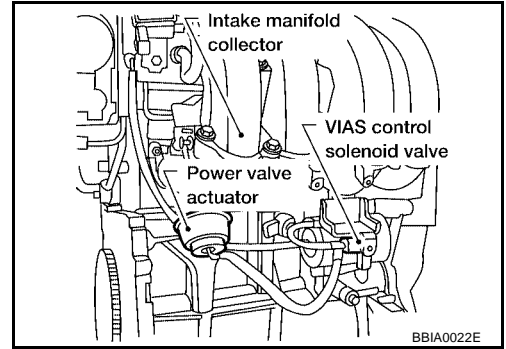
**Power Valve**

The power valve is installed in intake manifold collector and used to control the suction passage of the variable induction air control system. It is set in the fully closed or fully opened position by the power valve actuator operated by the vacuum stored in the surge tank. The vacuum in the surge tank is controlled by the VIAS control solenoid valve.



**VIAS Control Solenoid Valve**

The VIAS control solenoid valve cuts the intake manifold vacuum signal for power valve control. It responds to ON/OFF signals from the ECM. When the solenoid is off, the vacuum signal from the intake manifold is cut. When the ECM sends an ON signal the coil pulls the plunger downward and feeds the vacuum signal to the power valve actuator.



**CONSULT-II Reference Value in Data Monitor Mode**

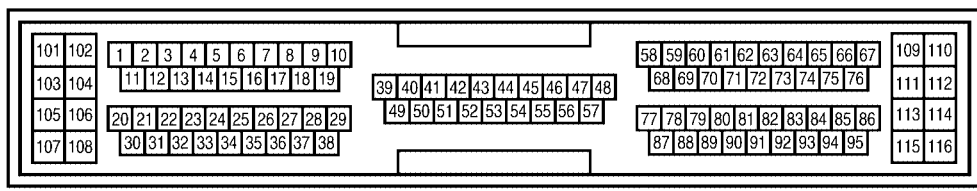
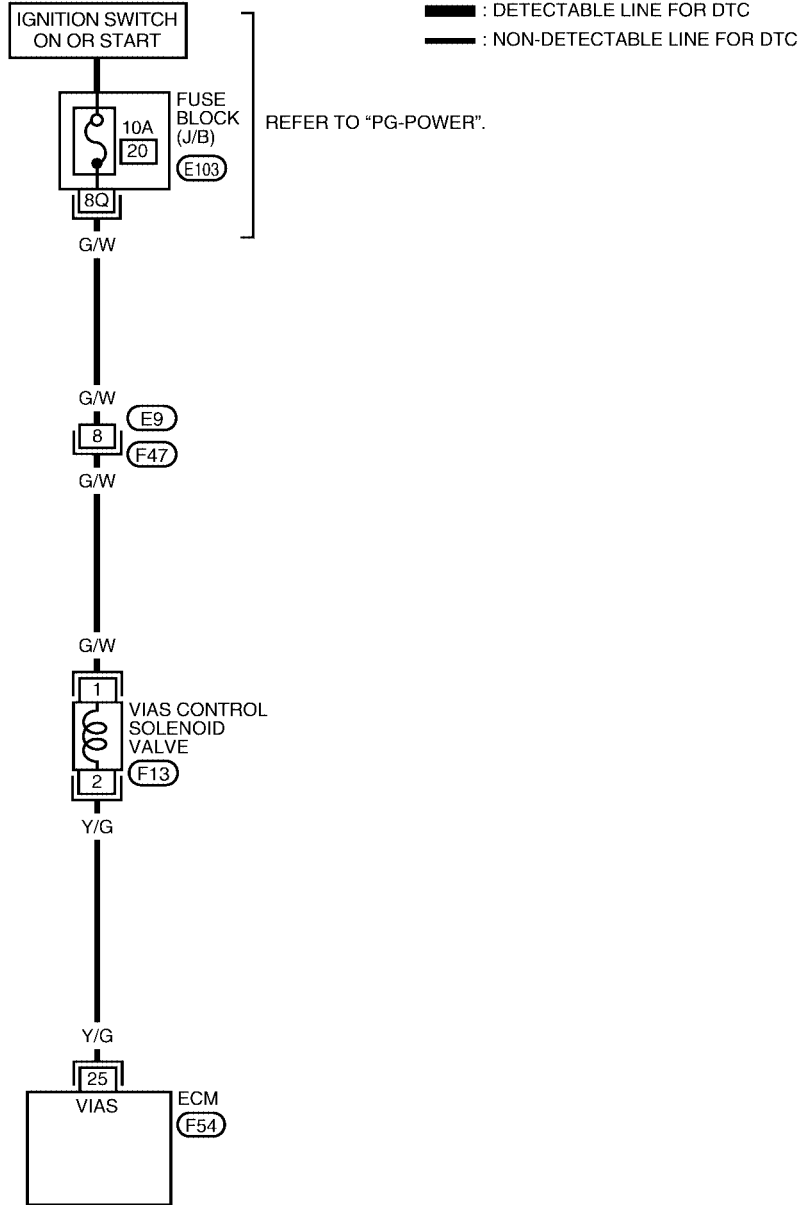
UBS002LY

MONITOR ITEM	CONDITION		SPECIFICATION
VIAS S/V	● Engine: After warming up	Idle	OFF
		More than 5,000 rpm	ON

A  
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J  
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M

Wiring Diagram

EC-VIAS-01



# VIAS

**[QR25DE]**

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	Y/G	VIAS control solenoid valve	<b>[Engine is running]</b> ● Idle speed	BATTERY VOLTAGE (11 - 14V)
			<b>[Engine is running]</b> ● Engine speed is above 5,000 rpm	0 - 1.0V

A  
EC  
C  
D  
E  
F  
G  
H  
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J  
K  
L  
M

**Diagnostic Procedure**

**1. CHECK OVERALL FUNCTION**

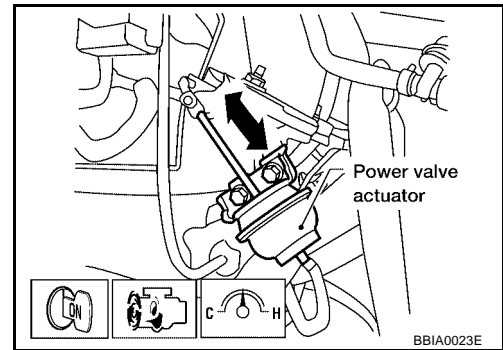
**④ With CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode with CONSULT-II.

ACTIVE TEST	
VIAS SOL VALVE	OFF
MONITOR	
ENG SPEED	XXX rpm

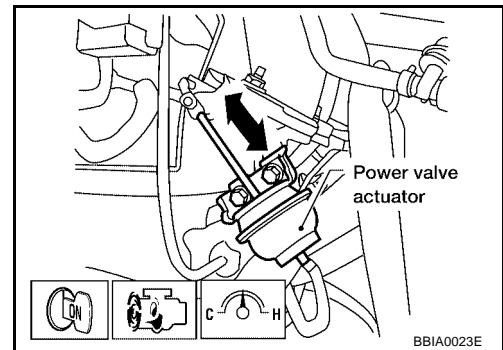
PBIB0844E

3. Turn VIAS control solenoid valve "ON" and "OFF", and make sure that power valve actuator rod moves.



**⊗ Without CONSULT-II**

1. Start engine and warm it up to normal operating temperature.
2. Rev engine quickly up to above 5,000 rpm and make sure that power valve actuator rod moves.



OK or NG

OK >> **INSPECTION END**

NG (With CONSULT-II)>>GO TO 2.

NG (Without CONSULT-II)>>GO TO 3.

## 2. CHECK VACUUM EXISTENCE

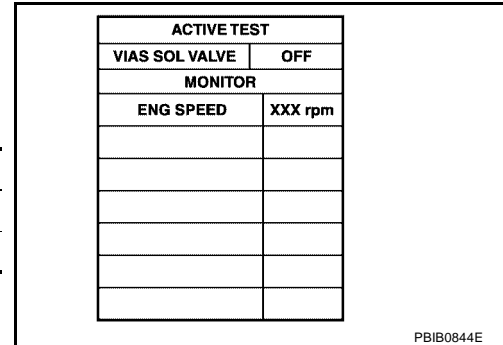
### With CONSULT-II

1. Stop engine and disconnect vacuum hose connected to power valve actuator.
2. Start engine and let it idle.
3. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode with CONSULT-II.
4. Turn VIAS control solenoid valve "ON" and "OFF", and check vacuum existence under the following conditions.

VIAS SOL VALVE	Vacuum
ON	Should exist.
OFF	Should not exist.

#### OK or NG

- OK >> Repair or replace power valve actuator.
- NG >> GO TO 4.



## 3. CHECK VACUUM EXISTENCE

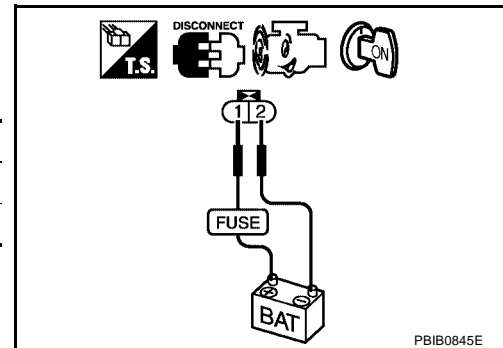
### Without CONSULT-II

1. Stop engine and disconnect vacuum hose connected to power valve actuator.
2. Disconnect VIAS control solenoid valve harness connector.
3. Start engine and let it idle.
4. Apply 12V of direct current between VIAS control solenoid valve terminals 1 and 2.
5. Check vacuum existence under the following conditions.

Condition	Vacuum
12V direct current supply	Should exist.
No supply	Should not exist.

#### OK or NG

- OK >> Repair or replace power valve actuator.
- NG >> GO TO 4.

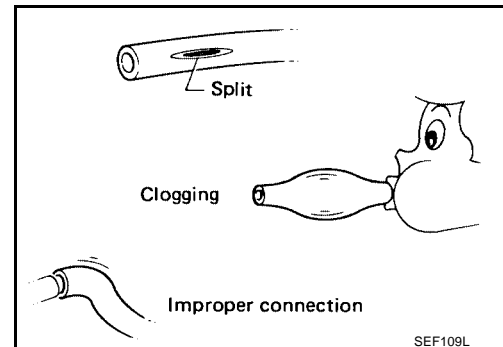


## 4. CHECK VACUUM HOSE

1. Stop engine.
2. Check hoses and tubes between intake manifold and power valve actuator for crack, clogging, improper connection or disconnection. Refer to [EC-1237, "Vacuum Hose Drawing"](#).

#### OK or NG

- OK >> GO TO 5.
- NG >> Repair hoses or tubes.



## 5. CHECK VACUUM TANK

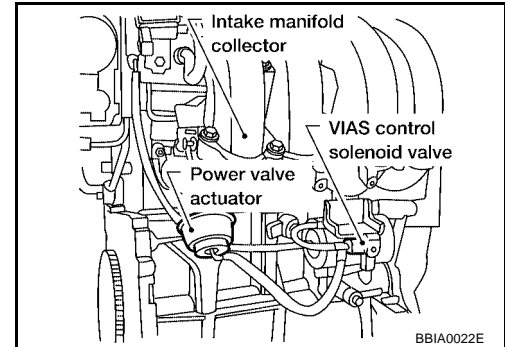
Refer to [EC-1795, "Component Inspection"](#).

#### OK or NG

- OK >> GO TO 6.
- NG >> Replace vacuum tank.

## 6. CHECK VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch "ON".
2. Disconnect VIAS control solenoid valve harness connector.
3. Turn ignition switch "ON".

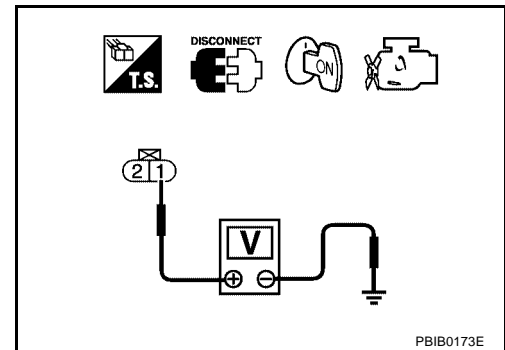


4. Check voltage between VIAS control solenoid valve terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.



## 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E9, F47
- Fuse block (J/B) connector E103
- 10A fuse
- Harness continuity between fuse and VIAS control solenoid valve

>> Repair harness or connectors.

## 8. CHECK VIAS CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 25 and VIAS control solenoid valve terminal 2. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK VIAS CONTROL SOLENOID VALVE

Refer to [EC-1795, "Component Inspection"](#).

OK or NG

- OK >> GO TO 10.  
NG >> Replace VIAS control solenoid valve.

10. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection**  
**VIAS CONTROL SOLENOID VALVE**

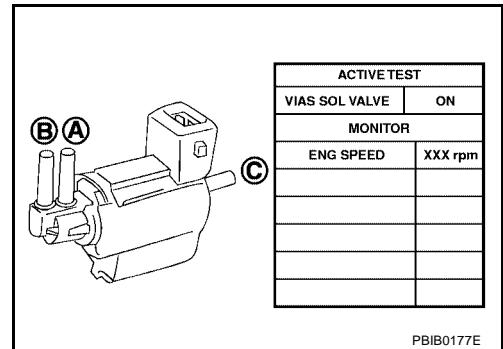
UBS002M1

**With CONSULT-II**

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode.
4. Check air passage continuity and operation delay time under the following conditions.

Condition VIAS SOL VALVE	Air passage continuity between <b>A</b> and <b>B</b>	Air passage continuity between <b>A</b> and <b>C</b>
ON	Yes	No
OFF	No	Yes

Operation takes less than 1 second.



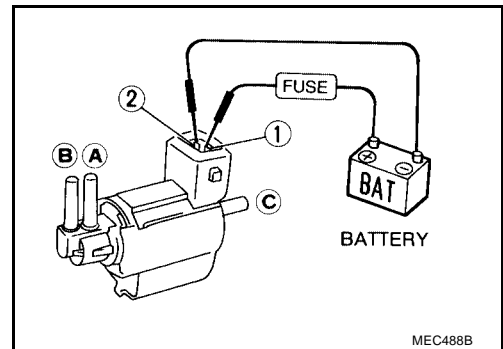
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**With GST**

Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between <b>A</b> and <b>B</b>	Air passage continuity between <b>A</b> and <b>C</b>
12V direct current supply between terminals 1 and 2	Yes	No
No supply	No	Yes

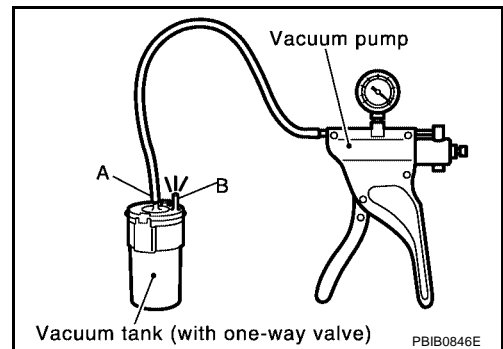
Operation takes less than 1 second.



MEC488B

**VACUUM TANK**

1. Disconnect vacuum hose connected to vacuum tank.
2. Connect a vacuum pump to the port **A** of vacuum pump.
3. Apply vacuum and make sure that vacuum exists at the port **B** .



PBIB0846E

**Removal and Installation**  
**VIAS CONTROL SOLENOID VALVE**

UBS002M2

Refer to [EM-105, "INTAKE MANIFOLD"](#) .

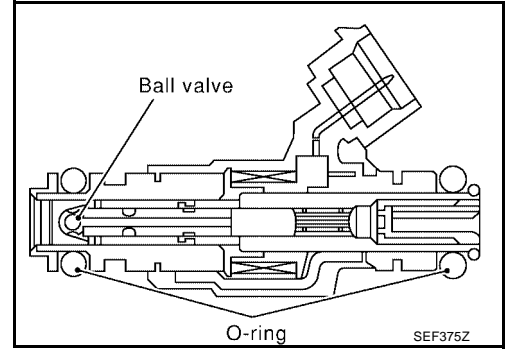


## INJECTOR CIRCUIT

### Component Description

UBS002M3

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the injector circuit, the coil in the injector is energized. The energized coil pulls the needle valve back and allows fuel to flow through the injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002M4

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
B/FUEL SCHDL	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	2.5 - 3.5 msec
		2,000 rpm	2.5 - 3.5 msec
INJ PULSE-B1	<ul style="list-style-type: none"> <li>● Engine: After warming up</li> <li>● Shift lever: N</li> <li>● Air conditioner switch: OFF</li> <li>● No-load</li> </ul>	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec

# INJECTOR CIRCUIT

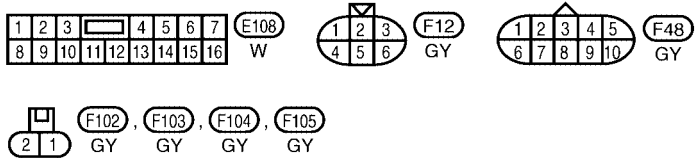
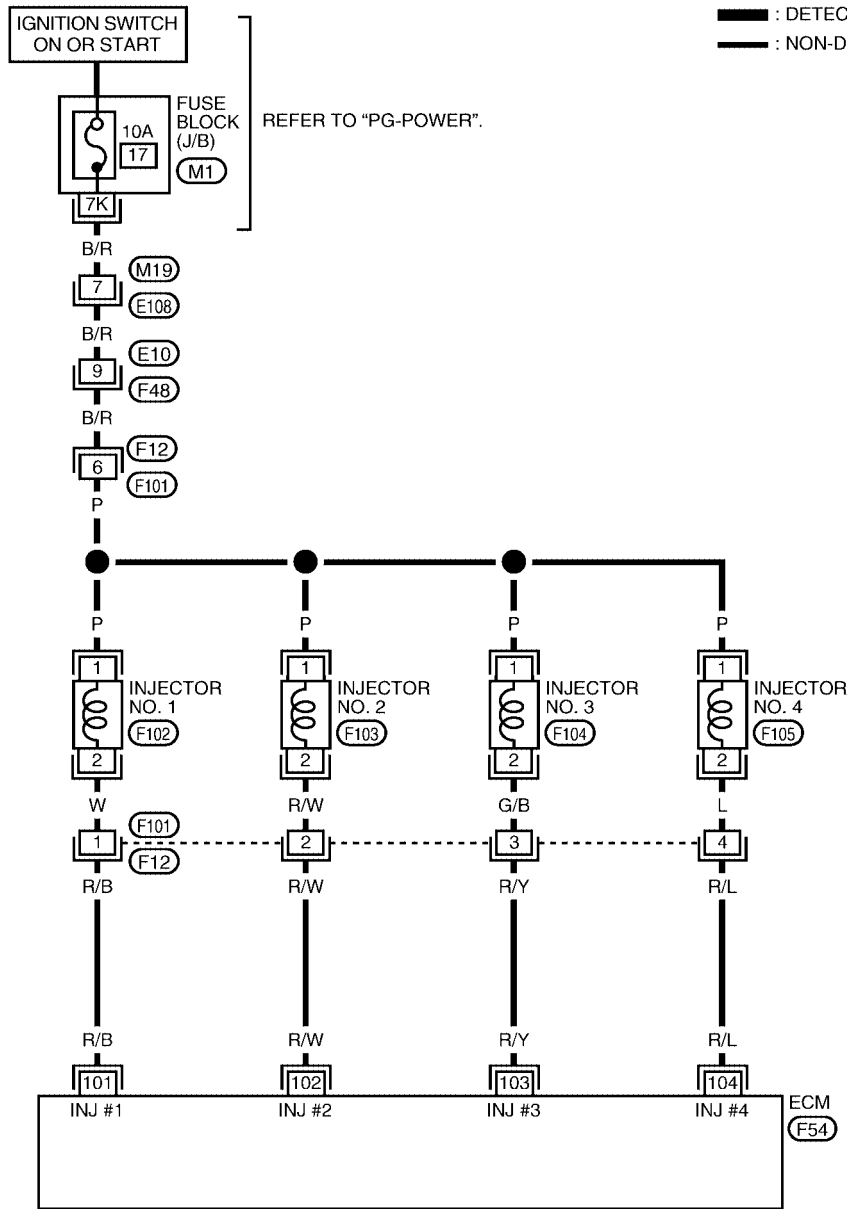
[QR25DE]

## Wiring Diagram

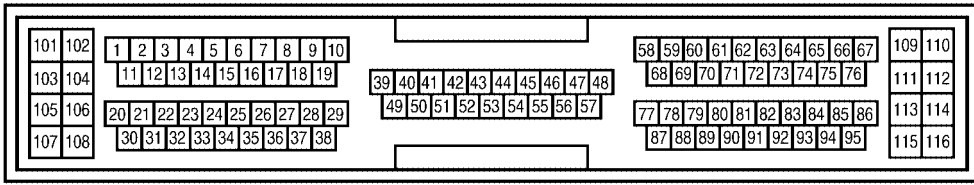
UBS002M5

### EC-INJECT-01

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
 (M1) - FUSE BLOCK  
 - JUNCTION BOX (J/B)



BBWA0244E

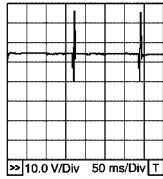
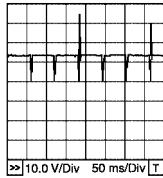
# INJECTOR CIRCUIT

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
101	R/B	Injector No. 1	<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Idle speed</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>PBIB0529E</p>	
102	R/W	Injector No. 2		<p>[Engine is running]</p> <ul style="list-style-type: none"> <li>● Warm-up condition</li> <li>● Engine speed is 2,000 rpm</li> </ul>	<p>BATTERY VOLTAGE (11 - 14V)★</p>  <p>PBIB0530E</p>
103	R/Y	Injector No. 3			
104	R/L	Injector No. 4			

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002M6

### 1. INSPECTION START

Turn ignition switch to "START".

**Is any cylinder ignited?**

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

## 2. CHECK OVERALL FUNCTION

**④ With CONSULT-II**

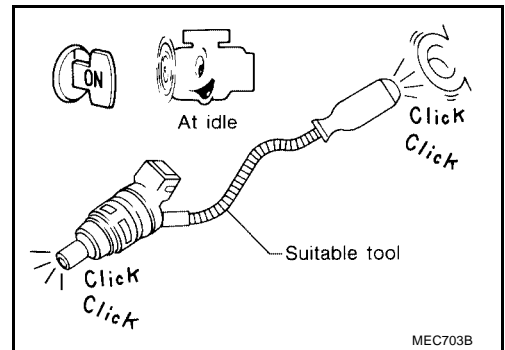
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

**⊗ Without CONSULT-II**

1. Start engine.
2. Listen to each injector operating sound.  
**Clicking noise should be heard.**

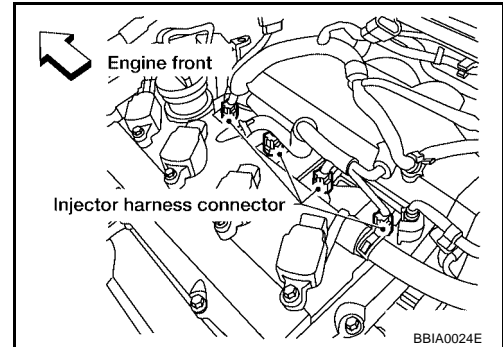


OK or NG

- OK    >> **INSPECTION END**  
 NG    >> GO TO 3.

## 3. CHECK INJECTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect injector harness connector.
3. Turn ignition switch "ON".

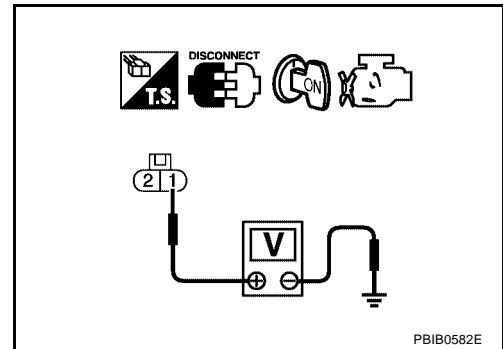


4. Check voltage between injector terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M19, E108
- Harness connectors E10, F48
- Harness connectors F12, F101
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between injector and fuse

>> Repair harness or connectors.

## 5. CHECK INJECTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between injector terminal 2 and ECM terminals 101, 102, 103, 104. Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F12, F101
- Harness for open or short between injector and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK INJECTOR

Refer to [EC-1801, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace injector.

## 8. CHECK INTERMITTENT INCIDENT

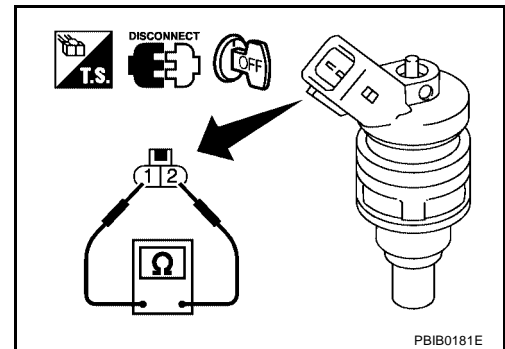
Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

### Component Inspection INJECTOR

1. Disconnect injector harness connector.
2. Check resistance between terminals as shown in the figure.

**Resistance: 12.1 - 12.9Ω [at 20°C (68°F)]**



### Removal and Installation INJECTOR

Refer to [EM-118, "FUEL INJECTOR AND FUEL TUBE"](#) .

# START SIGNAL

[QR25DE]

## START SIGNAL

PF:48750

### CONSULT-II Reference Value in Data Monitor Mode

UBS002M9

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
START SIGNAL	● Ignition switch: ON → START → ON	OFF → ON → OFF

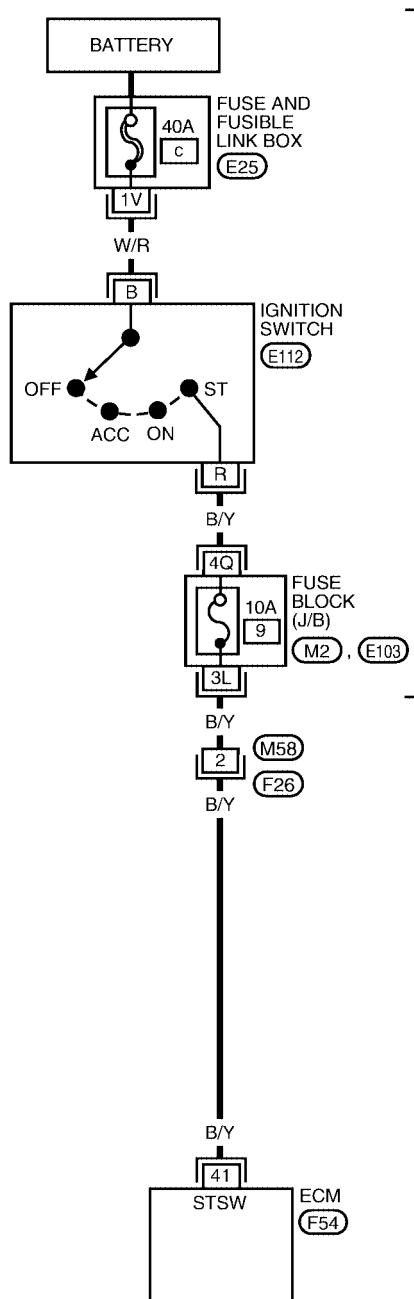
# START SIGNAL

[QR25DE]

UBS002MA

## Wiring Diagram

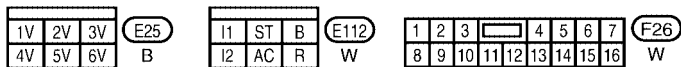
EC-S/SIG-01



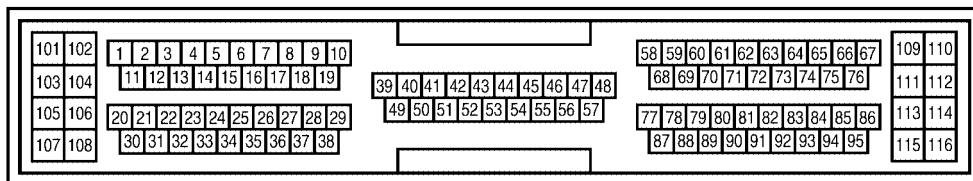
: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
 (M2), (E103) - FUSE BLOCK  
 - JUNCTION BOX (J/B)



BBWA0245E



# START SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
41	B/Y	Start signal	[Ignition switch "ON"]	Approximately 0V
			[Ignition switch "START"]	9 - 14V

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

## Diagnostic Procedure

UBS002MB

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

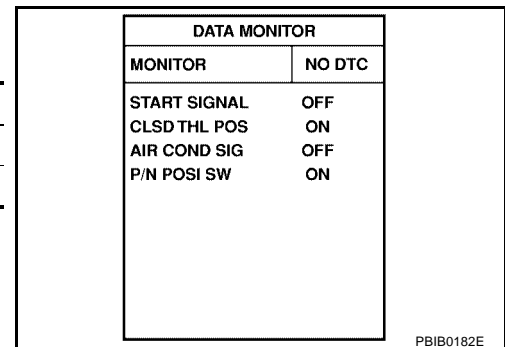
- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK OVERALL FUNCTION

**With CONSULT-II**

- Turn ignition switch "ON".
- Check "START SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	START SIGNAL
Ignition switch "ON"	OFF
Ignition switch "START"	ON



OK or NG

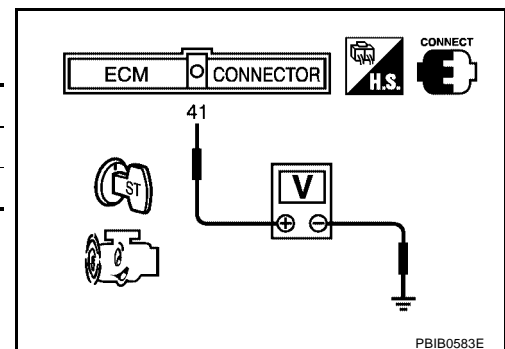
- OK >> **INSPECTION END**
- NG >> GO TO 4.

### 3. CHECK OVERALL FUNCTION

**Without CONSULT-II**

Check voltage between ECM terminal 41 and ground under the following conditions.

Condition	Voltage
Ignition switch "START"	Battery voltage
Other positions	Approximately 0V



OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 4.

### 4. CHECK STARTING SYSTEM

Turn ignition switch "OFF", then turn it to "START".

**Does starter motor operate?**

Yes or No

- Yes >> GO TO 5.
- No >> Refer to [SC-9, "STARTING SYSTEM"](#).

**5. CHECK FUSE**

1. Turn ignition switch "OFF".
2. Disconnect 10A fuse.
3. Check if 10A fuse is OK.

OK or NG

- OK >> GO TO 6.  
 NG >> Replace 10A fuse.

**6. CHECK START SIGNAL INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Disconnect ECM harness connector.
2. Disconnect ignition switch harness connector.
3. Check harness continuity between ECM terminal 41 and fuse block (J/B), ignition switch and fuse block (J/B). Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
 NG >> GO TO 7.

**7. DETECT MALFUNCTIONING PART**

Check the following.

- Harness connectors M58, F26
- Fuse block (J/B) connectors M2, E103
- Harness for open or short between ignition switch and fuse block (J/B)
- Harness for open or short between ECM and fuse block (J/B)

>> Repair open circuit or short to ground or short to power in harness or connectors.

**8. CHECK INTERMITTENT INCIDENT**

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

# FUEL PUMP CIRCUIT

[QR25DE]

## FUEL PUMP CIRCUIT

PFM:17042

### Description SYSTEM DESCRIPTION

UBS002MC

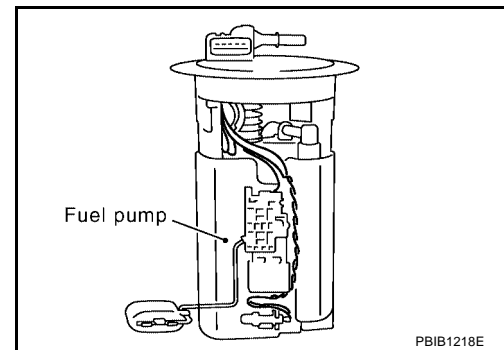
Sensor	Input Signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed	Fuel pump control	Fuel pump relay
Ignition switch	Start signal		

The ECM activates the fuel pump for several seconds after the ignition switch is turned on to improve engine startability. If the ECM receives a engine speed signal from the crankshaft position sensor (POS) and camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to operate. If the engine speed signal is not received when the ignition switch is ON, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 1 second.
Engine running and cranking	Operates.
When engine is stopped	Stops in 1.5 seconds.
Except as shown above	Stops.

### COMPONENT DESCRIPTION

A turbine type design fuel pump is used in the fuel tank.



### CONSULT-II Reference Value in Data Monitor Mode

UBS002MD

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FUEL PUMP RLY	● For 1 seconds after turning ignition switch ON	ON
	● Engine running or cranking	
	● Except above conditions	OFF







# FUEL PUMP CIRCUIT

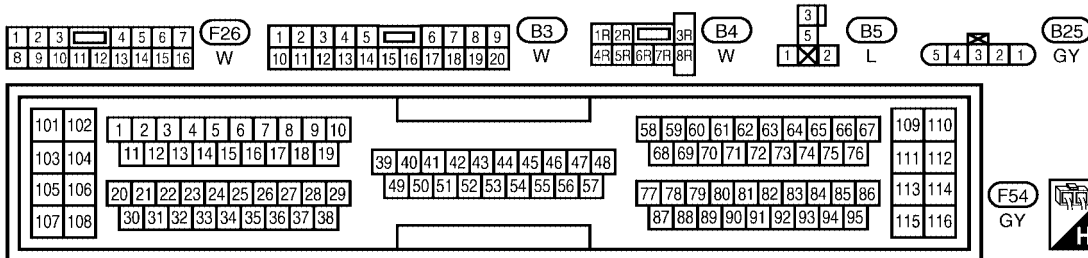
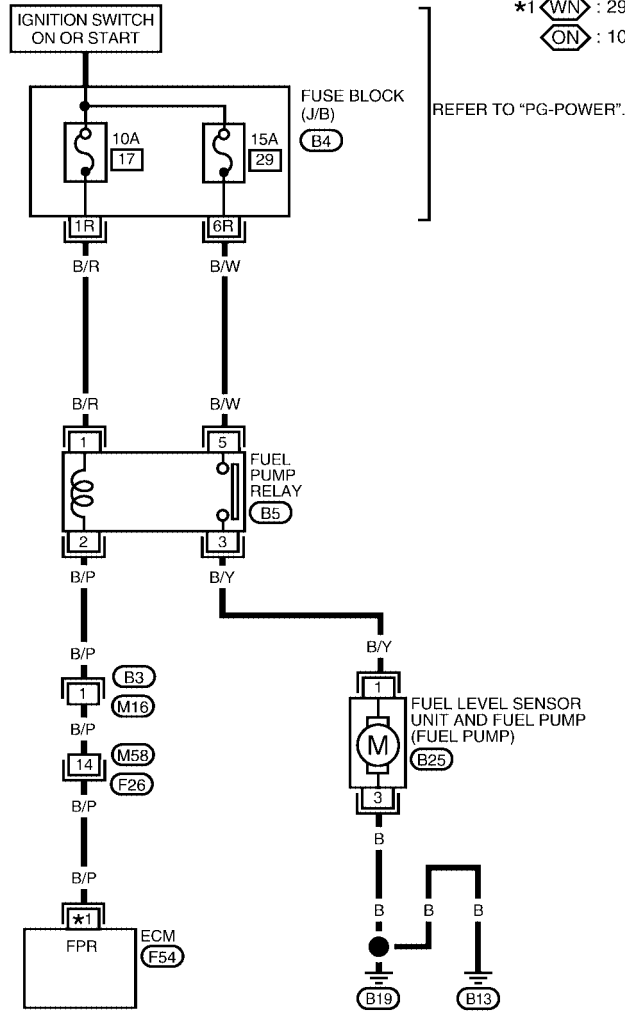
[QR25DE]

## Wiring Diagram

UBS002ME

EC-F/PUMP-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : WITH NVIS (NATS)
-  : WITHOUT NVIS (NATS)
- \*1  : 29
-  : 10



BBWA0423E

# FUEL PUMP CIRCUIT

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
10 (Without NVIS)	B/P	Fuel pump relay	[Ignition switch "ON"] ● For 1 seconds after turning ignition switch "ON"	0 - 1.0V
29 (With NVIS)			[Ignition switch "ON"] ● More than 1 seconds after turning ignition switch "ON".	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

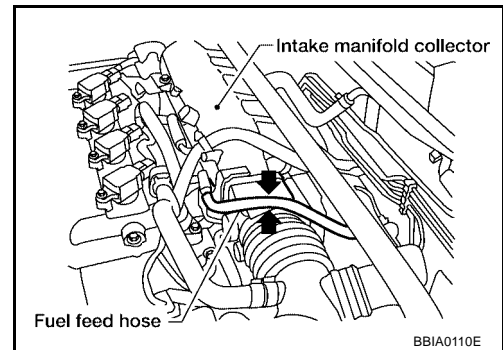
UBS002MF

### 1. CHECK OVERALL FUNCTION

- Turn ignition switch "ON".
- Pinch fuel feed hose with two fingers.  
**Fuel pressure pulsation should be felt on the fuel hose for 1 second after ignition switch is turned "ON".**

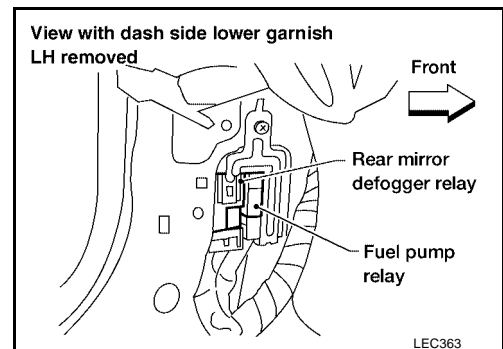
OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 2.



### 2. CHECK FUEL PUMP RELAY POWER SUPPLY CIRCUIT

- Turn ignition switch "OFF".
- Disconnect fuel pump relay.
- Turn ignition switch "ON".

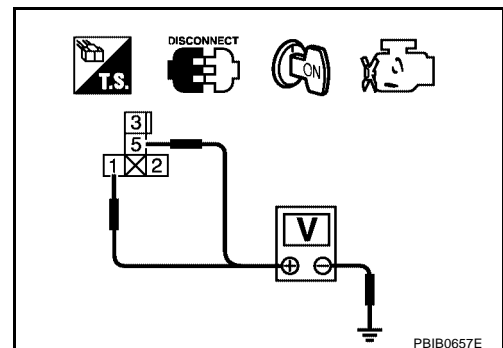


- Check voltage between fuel pump relay terminals 1, 5 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector B4
- 10A fuse
- 15A fuse
- Harness for open or short between fuse and fuel pump relay

>> Repair harness or connectors.

## 4. CHECK FUEL PUMP POWER SUPPLY AND GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect fuel level sensor unit and fuel pump harness connector.
3. Check harness continuity between fuel pump relay terminal 3 and fuel pump terminal 1, fuel pump terminal 3 and body ground.  
Refer to Wiring Diagram.

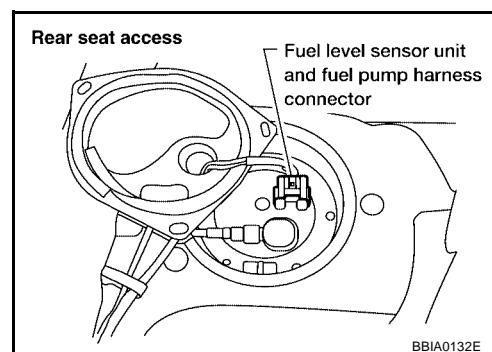
**Continuity should exist.**

4. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 5.

NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 5. CHECK FUEL PUMP RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 10 or 29 and fuel pump relay terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B3, M16
- Harness connectors M58, F26
- Harness for open or short between ECM and fuel pump relay

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK FUEL PUMP RELAY

Refer to [EC-1810, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace fuel pump relay.

## 8. CHECK FUEL PUMP

Refer to [EC-1810, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace fuel pump.

## 9. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

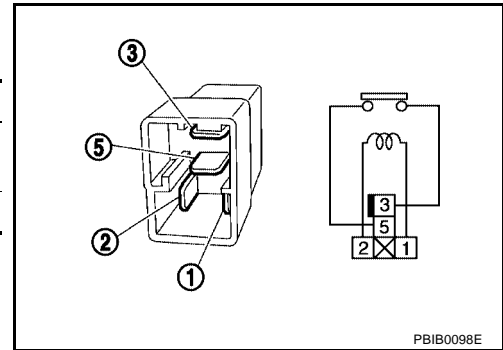
>> INSPECTION END

### Component Inspection FUEL PUMP RELAY

UBS002MG

Check continuity between terminals 3 and 5 under the following conditions.

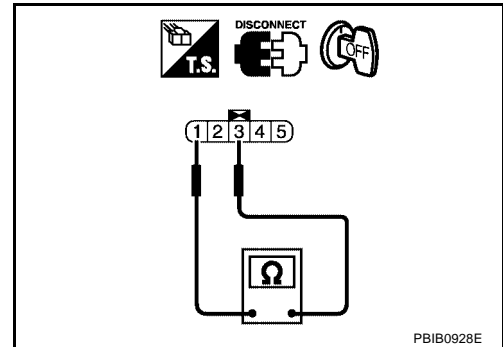
Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No



### FUEL PUMP

1. Disconnect fuel level sensor unit and fuel pump harness connector.
2. Check resistance between fuel level sensor unit and fuel pump terminals 1 and 3.

**Resistance: Approximately 1.0Ω [at 25°C (77°F)]**



### Removal and Installation FUEL PUMP

UBS002MH

Refer to [FL-3, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

# POWER STEERING OIL PRESSURE SWITCH

[QR25DE]

## POWER STEERING OIL PRESSURE SWITCH

PF:49761

### Component Description

UBS002MI

The power steering oil pressure switch is attached to the power steering high-pressure tube and detects a power steering load. When a power steering load is detected, it signals the ECM. The ECM controls the electric throttle control actuator and adjusts the throttle valve opening angle to increase the engine speed and adjusts the idle speed for the increased load.

### CONSULT-II Reference Value in Data Monitor Mode

UBS002MJ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
PW/ST SIGNAL	● Engine: After warming up, idle the engine	Steering wheel in neutral position (forward direction) OFF
		The steering wheel is fully turned ON



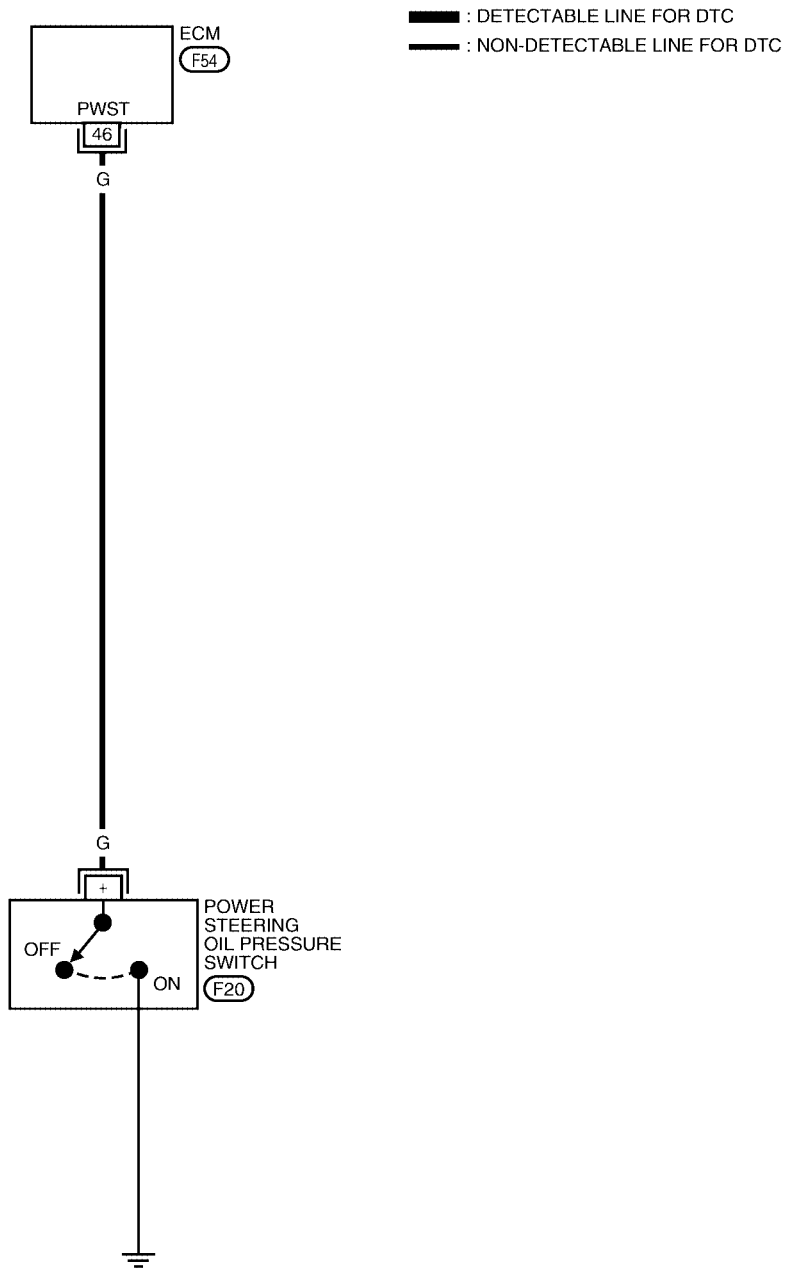
# POWER STEERING OIL PRESSURE SWITCH

[QR25DE]

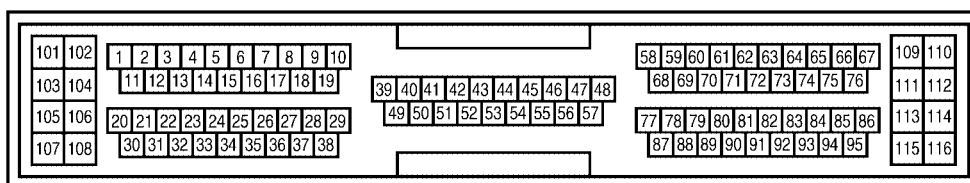
## Wiring Diagram

UBS002MK

EC-PST/SW-01



(+) F20  
GY



(F54) GY  
 H.S.

BBWA0247E

# POWER STEERING OIL PRESSURE SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
46	G	Power steering oil pressure switch	[Engine is running] ● Steering wheel is being turned	Approximately 0V
			[Engine is running] ● Steering wheel is not being turned	Approximately 5V

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## Diagnostic Procedure

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK OVERALL FUNCTION

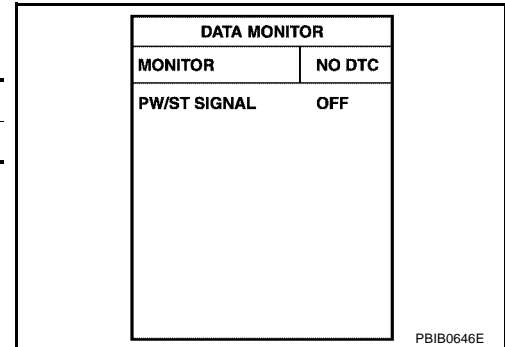
 **With CONSULT-II**

1. Start engine.
2. Check "PW/ST SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Steering in neutral position	OFF
Steering is turned	ON

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 4.



### 3. CHECK OVERALL FUNCTION

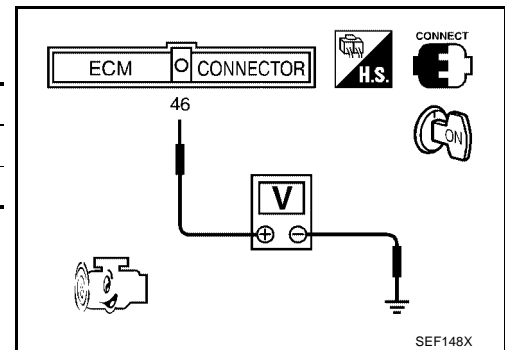
 **Without CONSULT-II**

1. Start engine.
2. Check voltage between ECM terminal 46 and ground under the following conditions.

Condition	Voltage
When steering wheel is turned quickly	Approximately 0V
Except above	Approximately 5V

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 4.



### 4. CHECK INPUT SIGNAL CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Disconnect power steering oil pressure switch harness connector.
4. Check harness continuity between ECM terminal 46 and power steering oil pressure switch terminal + . Refer to Wiring Diagram.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

**5. DETECT MALFUNCTIONING PART**

Check the harness for open or short between ECM and power steering oil pressure switch.

>> Repair open circuit or short to ground or short to power in harness or connectors.

**6. CHECK POWER STEERING OIL PRESSURE SWITCH**

Refer to [EC-1815, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace power steering oil pressure switch.

**7. CHECK INTERMITTENT INCIDENT**

Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**Component Inspection  
POWER STEERING OIL PRESSURE SWITCH**

UBS002MM

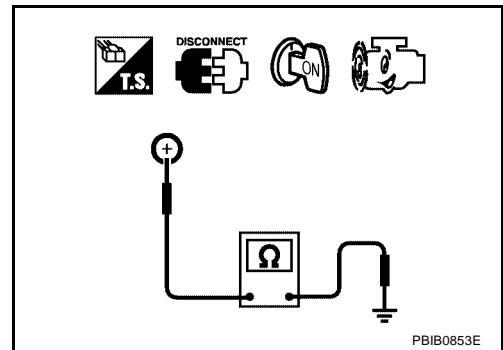
1. Turn ignition switch "OFF".
2. Disconnect power steering oil pressure switch harness connector.
3. Start engine.
4. Check continuity between power steering oil pressure switch terminal + and body ground.

Conditions	Continuity
Steering wheel is being turned	Yes
Steering wheel is not being turned	No

If NG, replace power steering oil pressure switch.

**Removal and Installation  
POWER STEERING OIL PRESSURE SWITCH**

Refer to [PS-21, "POWER STEERING OIL PUMP"](#) .



UBS002MN

# REFRIGERANT PRESSURE SENSOR

[QR25DE]

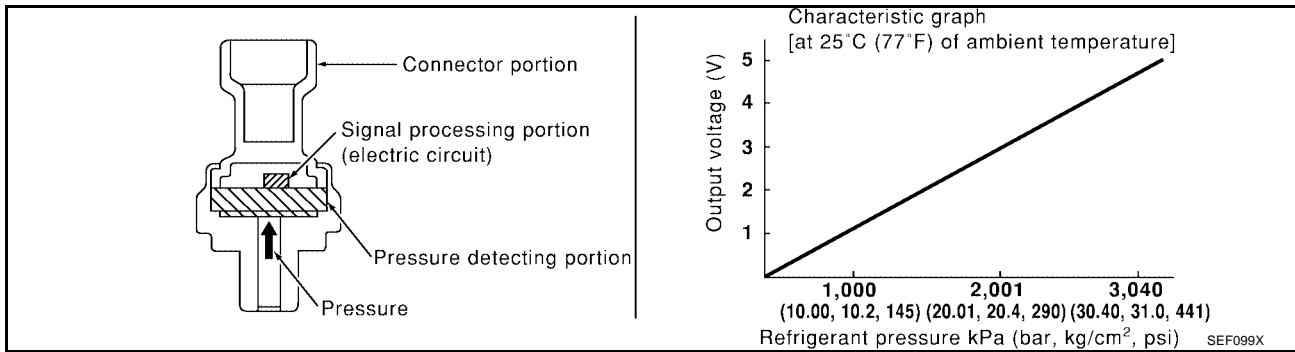
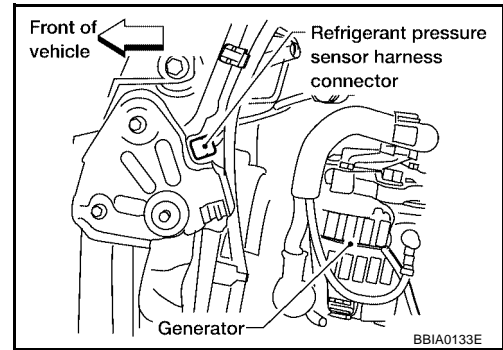
## REFRIGERANT PRESSURE SENSOR

PFP:92136

### Component Description

UBS002MO

The refrigerant pressure sensor is installed at the liquid tank of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.



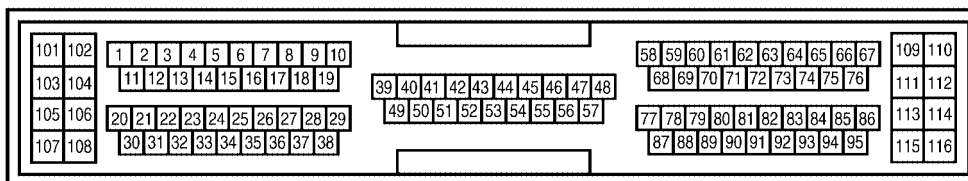
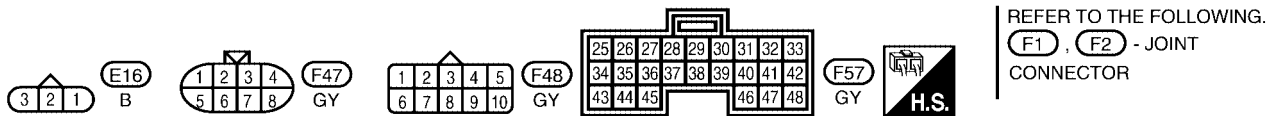
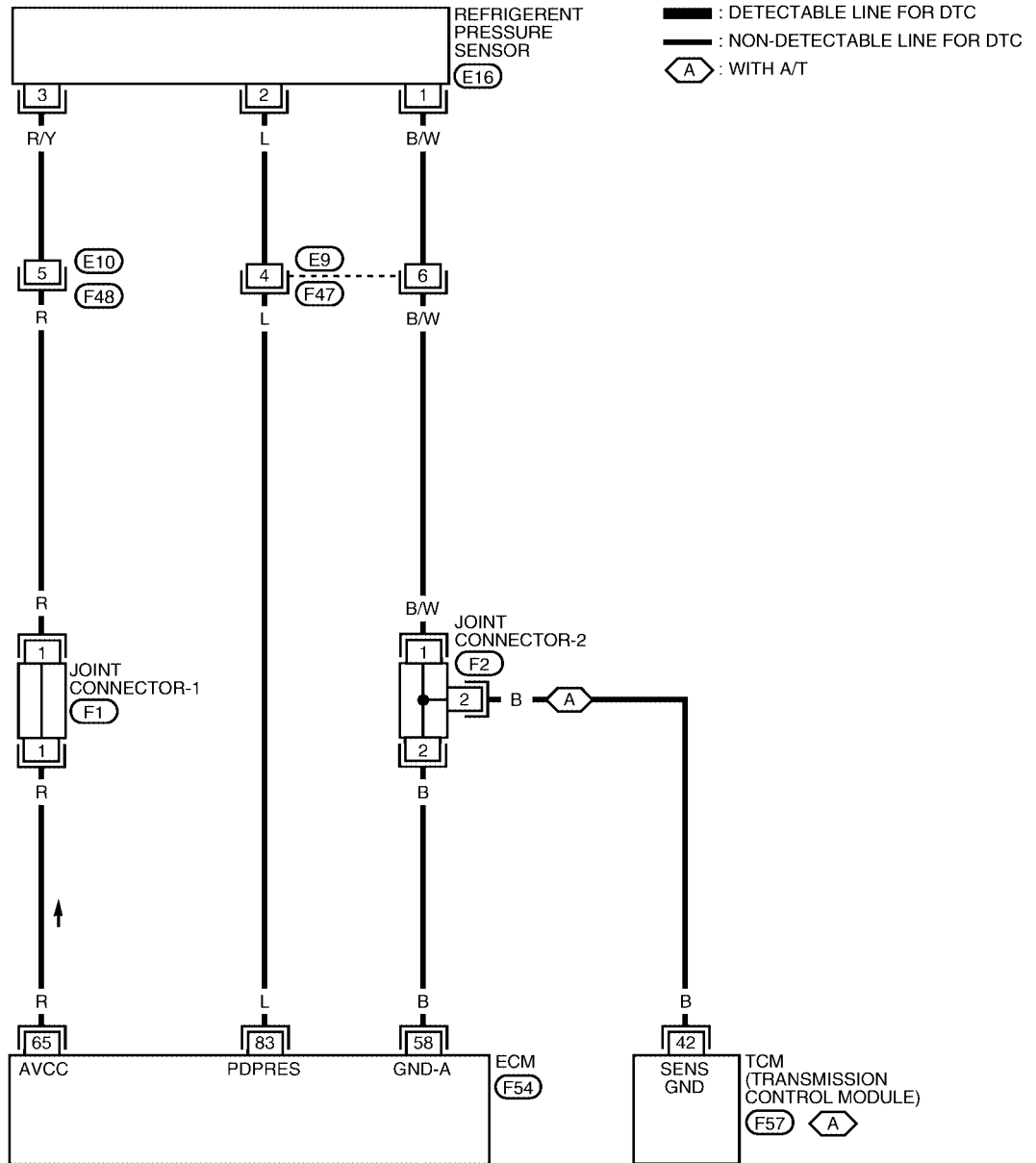
# REFRIGERANT PRESSURE SENSOR

[QR25DE]

## Wiring Diagram

UBS002MP

EC-RP/SEN-01



BBWA0424E

# REFRIGERANT PRESSURE SENSOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI-NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
58	B	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
65	R	Sensor's power supply	[Ignition switch "ON"]	Approximately 5V
83	L	Refrigerant pressure sensor	[Engine is running] ● Warm-up condition ● Both A/C switch and blower switch are "ON". (Compressor operates.)	1.0 - 4.0V

## Diagnostic Procedure

UBS002MQ

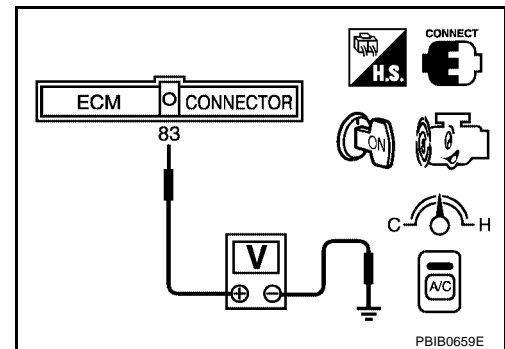
### 1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn A/C switch and blower switch "ON".
3. Check voltage between ECM terminal 83 and ground with CONSULT-II or tester.

**Voltage: 1.0 - 4.0V**

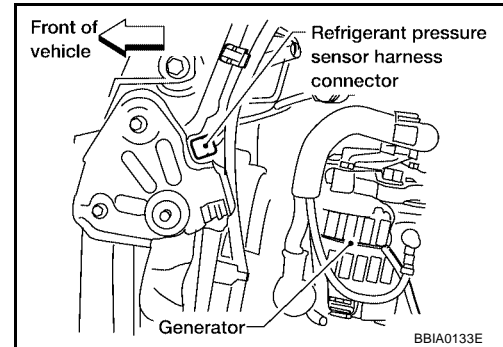
OK or NG

- OK >> **INSPECTION END**
- NG >> **GO TO 2.**



## 2. CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn A/C switch and blower switch "OFF".
2. Stop engine.
3. Disconnect refrigerant pressure sensor harness connector.
4. Turn ignition switch "ON".

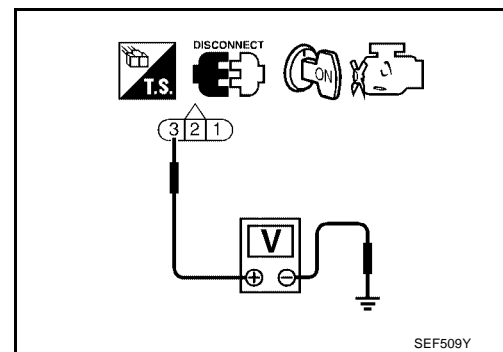


5. Check voltage between refrigerant pressure sensor terminal 3 and ground with CONSULT-II or tester.

**Voltage: Approximately 5V**

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E10, F48
- Joint connector-1
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair harness or connectors.

## 4. CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between refrigerant pressure sensor terminal 1 and engine ground. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Joint connector-2
- Harness for open or short between ECM and refrigerant pressure sensor
- Harness for open or short between TCM and refrigerant pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

---

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 83 and refrigerant pressure sensor terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors E9, F47
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> Replace refrigerant pressure sensor.  
NG >> Repair or replace.

### Removal and Installation REFRIGERANT PRESSURE SENSOR

Refer to [MTC-82, "REFRIGERANT LINES"](#) .

UBS002MR

# ELECTRICAL LOAD SIGNAL

[QR25DE]

PF2:25350

## ELECTRICAL LOAD SIGNAL

### CONSULT-II Reference Value in Data Monitor Mode

UBS002MS

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
LOAD SIGNAL	● Ignition switch: ON	Rear window defogger switch is ON and/or lighting switch is in 2nd.	ON
		Rear window defogger switch is OFF and lighting switch is OFF.	OFF

A

EC

C

D

E

F

G

H

I

J

K

L

M

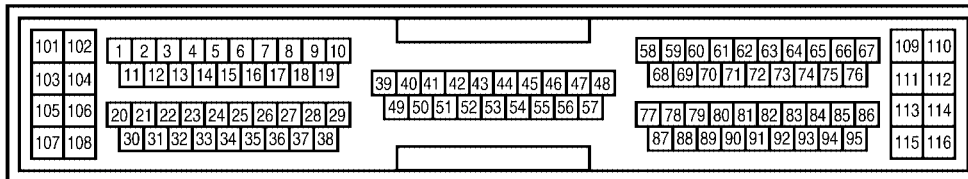
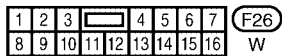
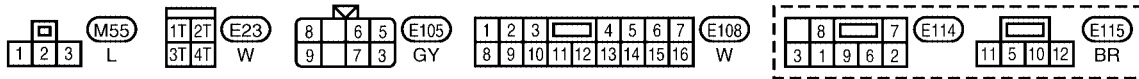
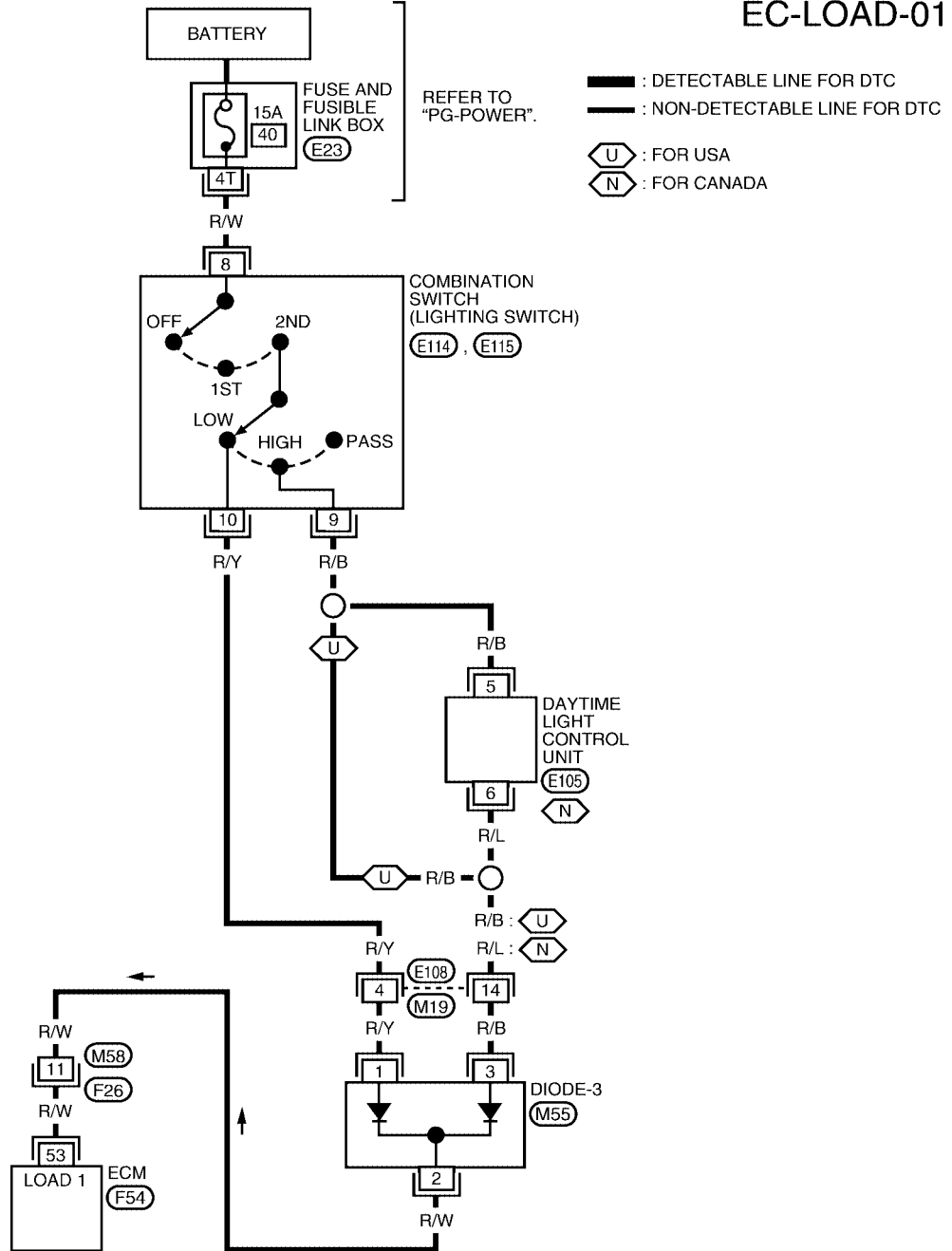
# ELECTRICAL LOAD SIGNAL

[QR25DE]

UBS002MT

## Wiring Diagram

### EC-LOAD-01



BBWA0428E

# ELECTRICAL LOAD SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

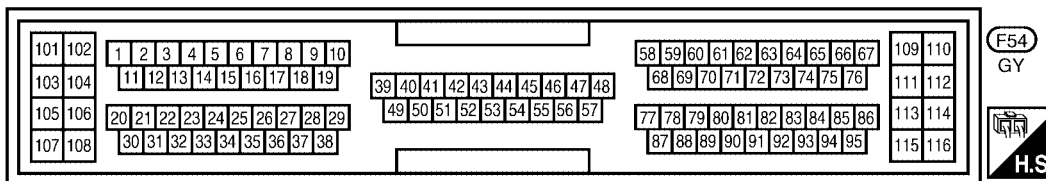
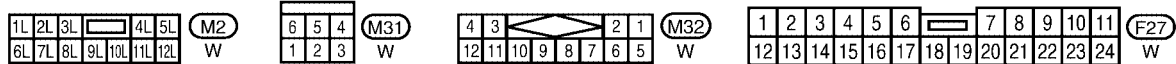
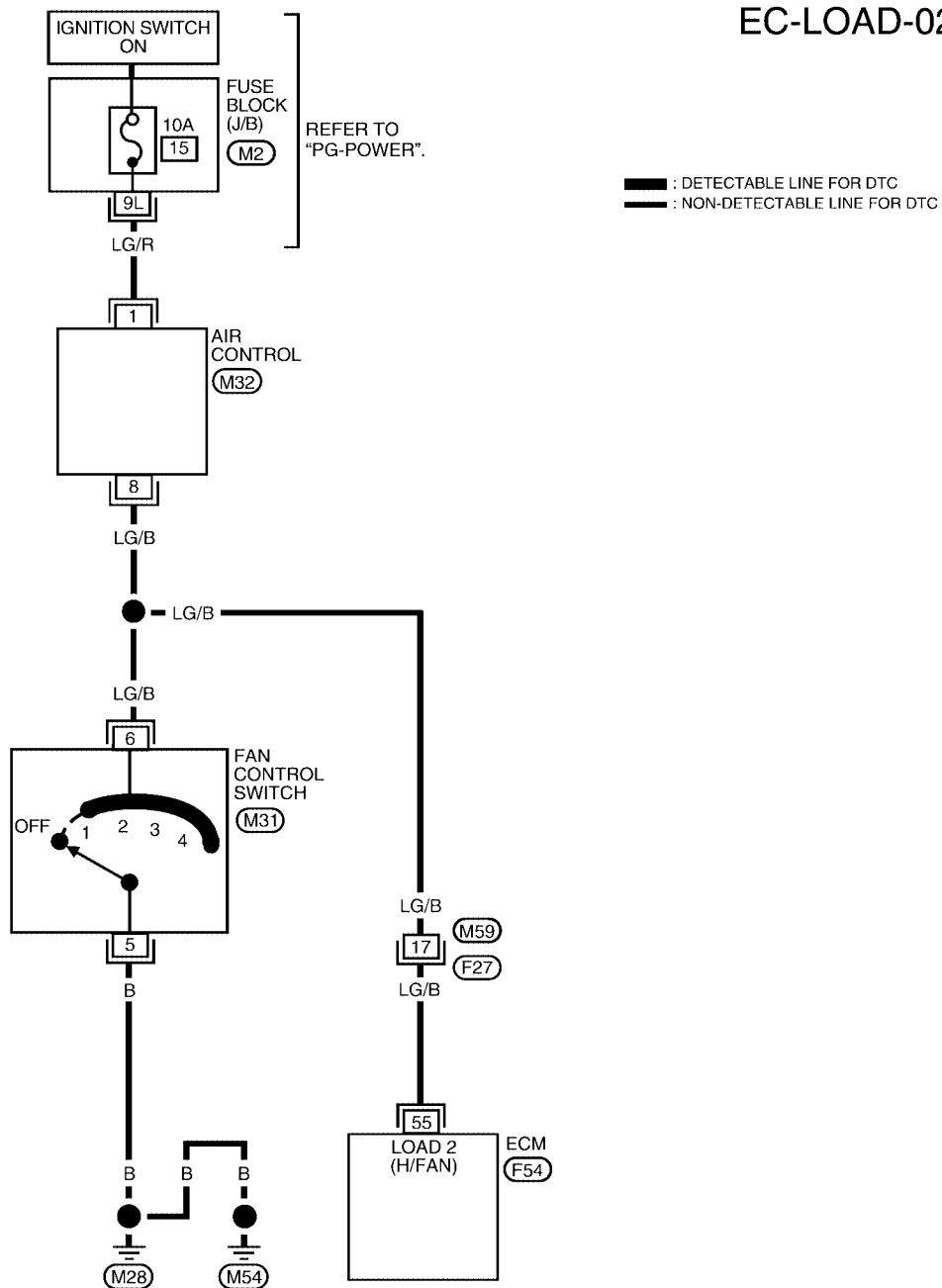
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
53	R/W	Electrical load signal (Headlamp signal)	<b>[Ignition switch "ON"]</b> ● Lighting switch is "2ND" position	BATTERY VOLTAGE (11 - 14V)
			<b>[Ignition switch "ON"]</b> ● Lighting switch is "OFF"	Approximately 0V

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# ELECTRICAL LOAD SIGNAL

[QR25DE]

## EC-LOAD-02



BBWA0429E

# ELECTRICAL LOAD SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

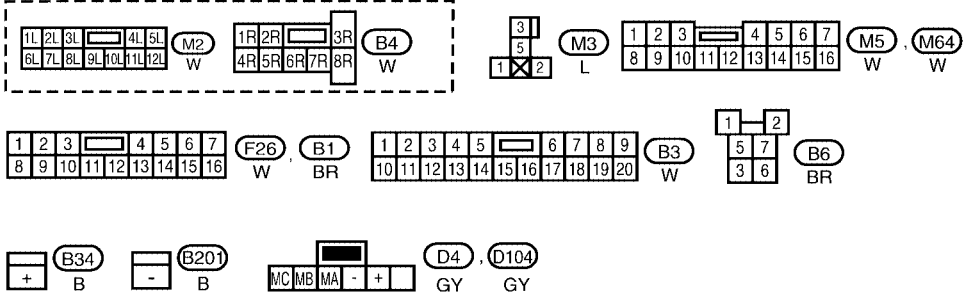
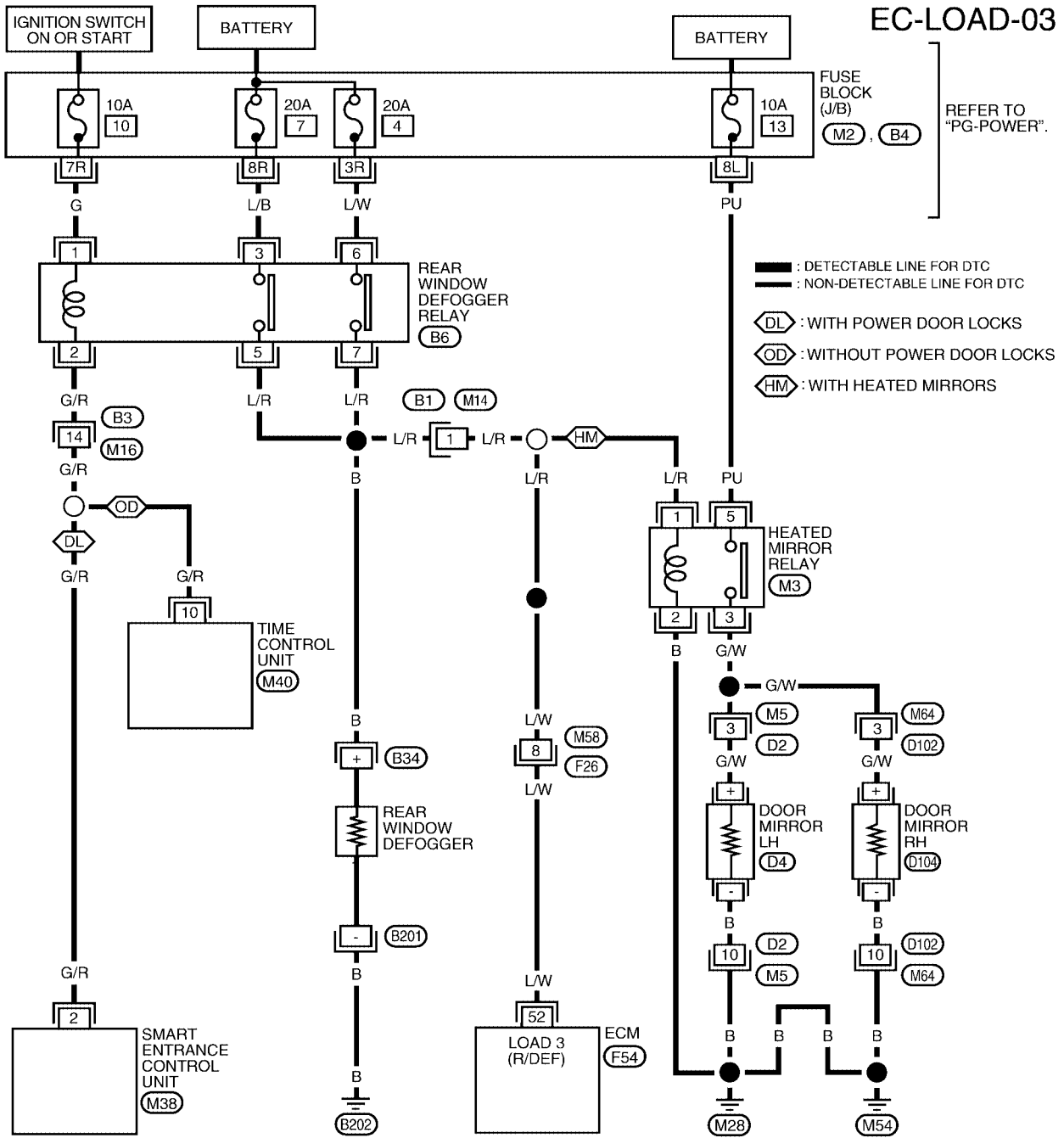
**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
55	LG/B	Heater fan switch	[Engine is running] ● Heater fan switch "ON"	Approximately 0V
			[Engine is running] ● Heater fan switch "OFF"	Approximately 5V

A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# ELECTRICAL LOAD SIGNAL

[QR25DE]



REFER TO THE FOLLOWING.  
M38, M40, F54  
- ELECTRICAL UNITS

BBWA0430E

# ELECTRICAL LOAD SIGNAL

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
52	L/W	Electrical load signal (Rear window defogger signal)	[Ignition switch "ON"] ● Rear window defogger switch is "ON"	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch "ON"] ● Rear window defogger switch is "OFF"	Approximately 0V

## Diagnostic Procedure

UBS002MU

### 1. INSPECTION START

Do you have CONSULT-II?

Yes or No

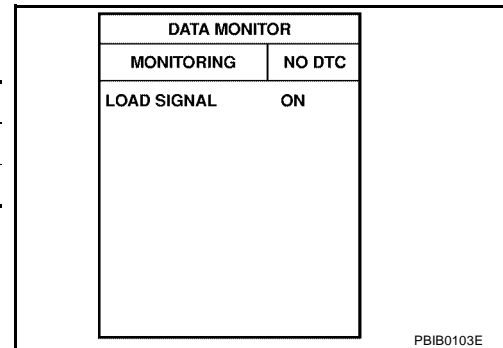
- Yes >> GO TO 2.
- No >> GO TO 3.

### 2. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-1

With CONSULT-II

- Turn ignition switch "ON".
- Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Lighting switch "ON" at 2nd position	ON
Lighting switch "OFF"	OFF



OK or NG

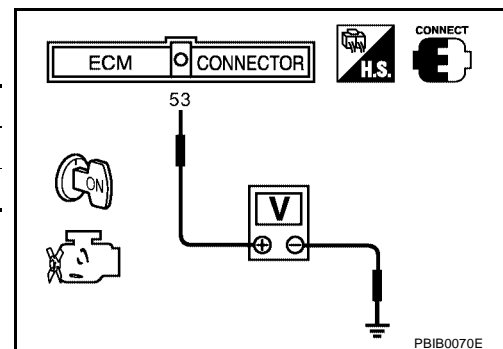
- OK >> GO TO 4.
- NG >> GO TO 8.

### 3. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-1

Without CONSULT-II

- Turn ignition switch "ON".
- Check voltage between ECM terminal 53 and ground under the following conditions.

Condition	Voltage
Lighting switch "ON" at 2nd position	BATTERY VOLTAGE
Lighting switch "OFF"	0V



OK or NG

- OK >> GO TO 5.
- NG >> GO TO 8.



## 4. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-2

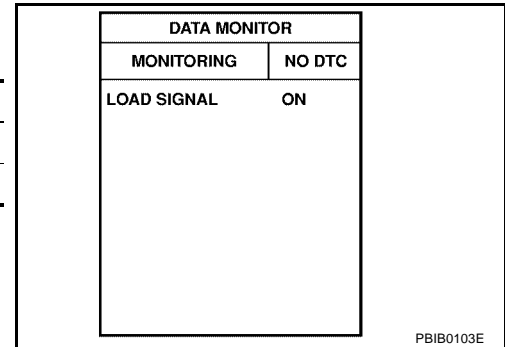
**With CONSULT-II**

1. Turn ignition switch "ON".
2. Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
FAN control switch "ON" in any position	ON
FAN control switch "OFF"	OFF

**OK or NG**

- OK >> GO TO 6.  
 NG >> GO TO 13.



## 5. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-2

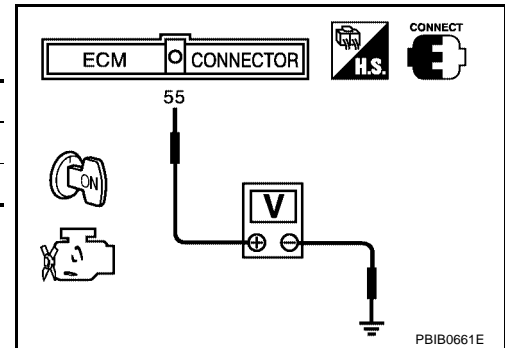
**Without CONSULT-II**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 55 and ground under the following conditions.

Condition	Voltage
FAN control switch "ON" in any position	Approximately 0V
FAN control switch "OFF"	Approximately 5V

**OK or NG**

- OK >> GO TO 7.  
 NG >> GO TO 13.



## 6. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-3

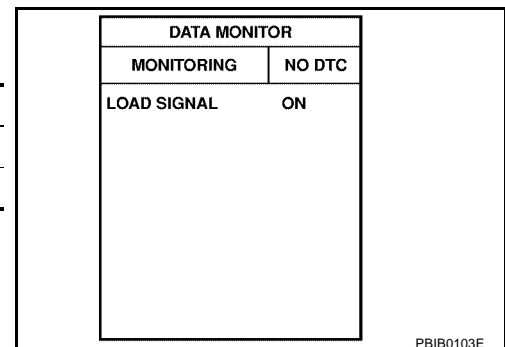
**With CONSULT-II**

1. Turn ignition switch "ON".
2. Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Rear window defogger switch "ON"	ON
Rear window defogger switch "OFF"	OFF

**OK or NG**

- OK >> INSPECTION END.  
 NG >> GO TO 16.



**7. CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-3**

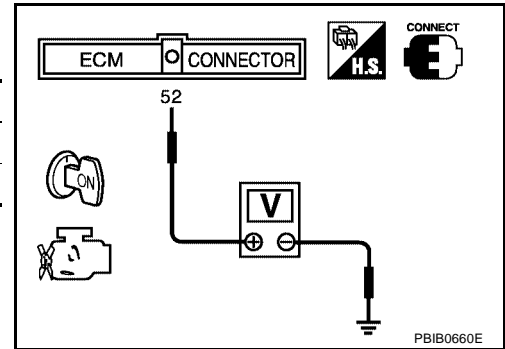
**⊗ Without CONSULT-II**

1. Turn ignition switch "ON".
2. Check voltage between ECM terminal 52 and ground under the following conditions.

Condition	Voltage
Rear window defogger switch "ON"	BATTERY VOLTAGE
Rear window defogger switch "OFF"	Approximately 0V

**OK or NG**

- OK >> INSPECTION END.
- NG >> GO TO 16.



**8. CHECK HEADLAMP FUNCTION**

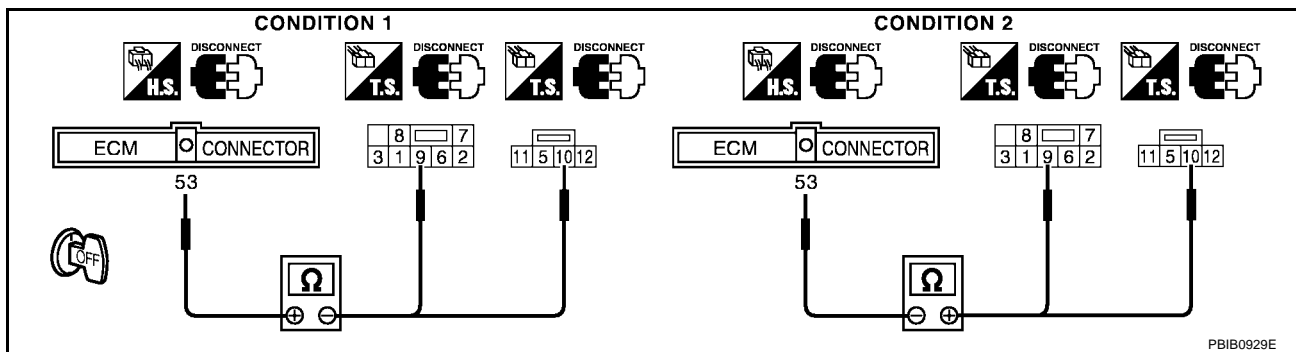
1. Start engine.
2. Turn the lighting switch "ON" at 2nd position.
3. Check that headlamps are illuminated.

**OK or NG**

- OK (Models for USA)>>GO TO 8.
- OK (Models for Canada)>>GO TO 11.
- NG >> Refer to [LT-6, "HEADLAMP \(FOR USA\)"](#) or [LT-10, "HEADLAMP \(FOR CANADA\) — DAYTIME LIGHT SYSTEM —"](#) .

**9. CHECK HEADLAMP INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT**

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect lighting switch harness connectors.
4. Check harness continuity between ECM terminal 53 and lighting switch terminal 9, 10 under the following conditions.



Condition	Continuity
1	Should not exist
2	Should exist

5. Also check harness for short to ground and short to power.

**OK or NG**

- OK >> GO TO 19.
- NG >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

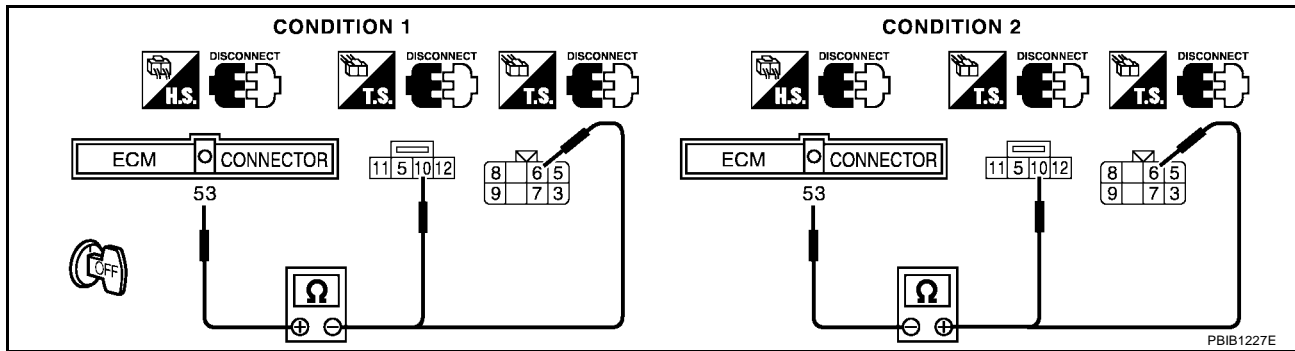
Check the following.

- Harness connectors E108, M19
- Harness connectors M58, F26
- Diode M55
- Harness for open and short between ECM and lighting switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 11. CHECK HEADLAMP INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect lighting switch harness connector E114.  
Disconnect daytime light control unit harness connector.
4. Check harness continuity between ECM terminal 53 and lighting switch terminal 10, daytime light control unit terminal 6 under the following conditions.



Condition	Continuity
1	Should not exist
2	Should exist

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 19.  
NG >> GO TO 12.

## 12. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E108, M19
- Harness connectors M58, F26
- Diode M55
- Harness for open and short between ECM and lighting switch
- Harness for open and short between ECM and daytime light control unit

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 13. CHECK HEATER FAN SWITCH FUNCTION

1. Start engine.
2. Turn the heater fan switch "ON" in any position.
3. Check that heater fan turns properly.

OK or NG

- OK >> GO TO 14.  
 NG >> Refer to [MTC-19, "TROUBLE DIAGNOSIS"](#)

### 14. CHECK HEATER FAN INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

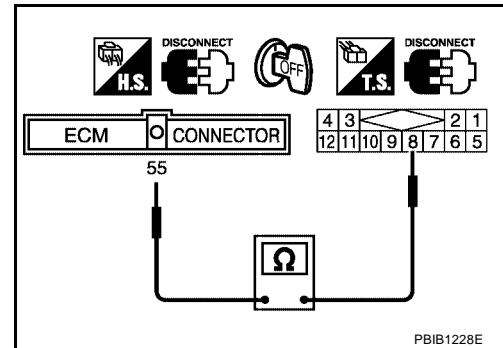
1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect air control connector.
4. Check harness continuity between ECM terminal 55 and air control terminal 8.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 19.  
 NG >> GO TO 15.



### 15. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open and short between ECM and air control

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 16. CHECK REAR WINDOW DEFOGGER FUNCTION

1. Start engine.
2. Turn "ON" the rear window defogger switch.
3. Check the rear windshield. Is the rear windshield heated up?

Yes or No

- Yes >> GO TO 17.  
 No >> Refer to [GW-17, "REAR WINDOW DEFOGGER"](#)

### 17. CHECK REAR WINDOW DEFOGGER INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

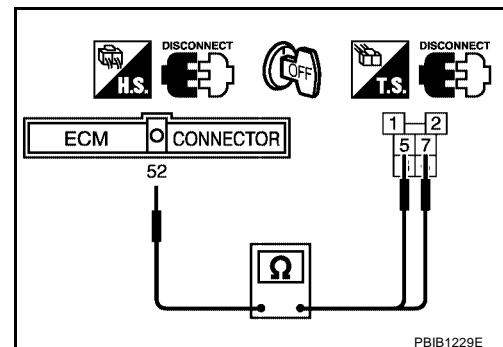
1. Stop engine.
2. Disconnect ECM harness connector.
3. Disconnect rear window defogger relay.
4. Check harness continuity between ECM terminal 52 and rear window defogger terminal 5, 7.

**Continuity should exist.**

5. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 19.  
 NG >> GO TO 18.



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## 18. DETECT MALFUNCTIONING PART

---

Check the following.

- Harness connectors B1, M14
- Harness connectors M56, F26
- Harness for open and short between ECM and rear window defogger relay.

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 19. CHECK INTERMITTENT INCIDENT

---

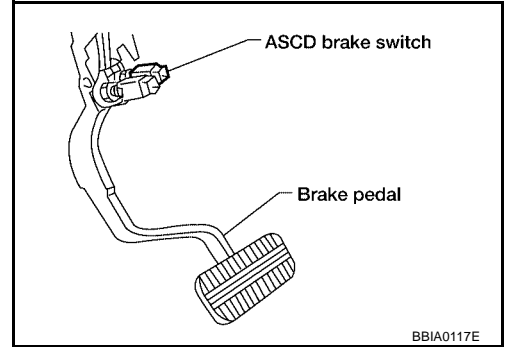
Perform [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

**ASC D BRAKE SWITCH**

**Component Description**

When depress on the brake pedal, ASC D brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal)  
 Refer to [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\)"](#) for the ASC D function.



**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1 (ASC D brake switch)	● Ignition switch: ON	● Brake pedal: Fully released	ON
		● Brake pedal: Slightly	OFF
BRAKE SW2 (Stop lamp switch)	● Ignition switch: ON	● Brake pedal: Fully released	OFF
		● Brake pedal: Depressed	ON

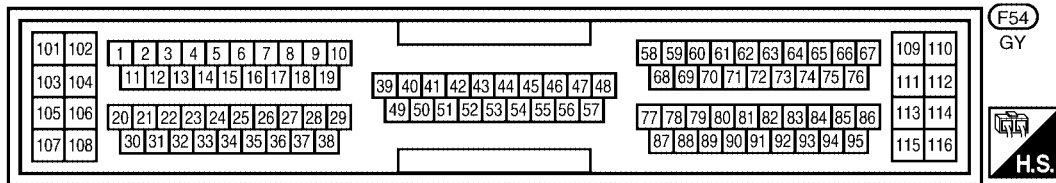
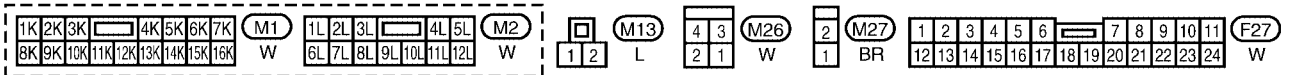
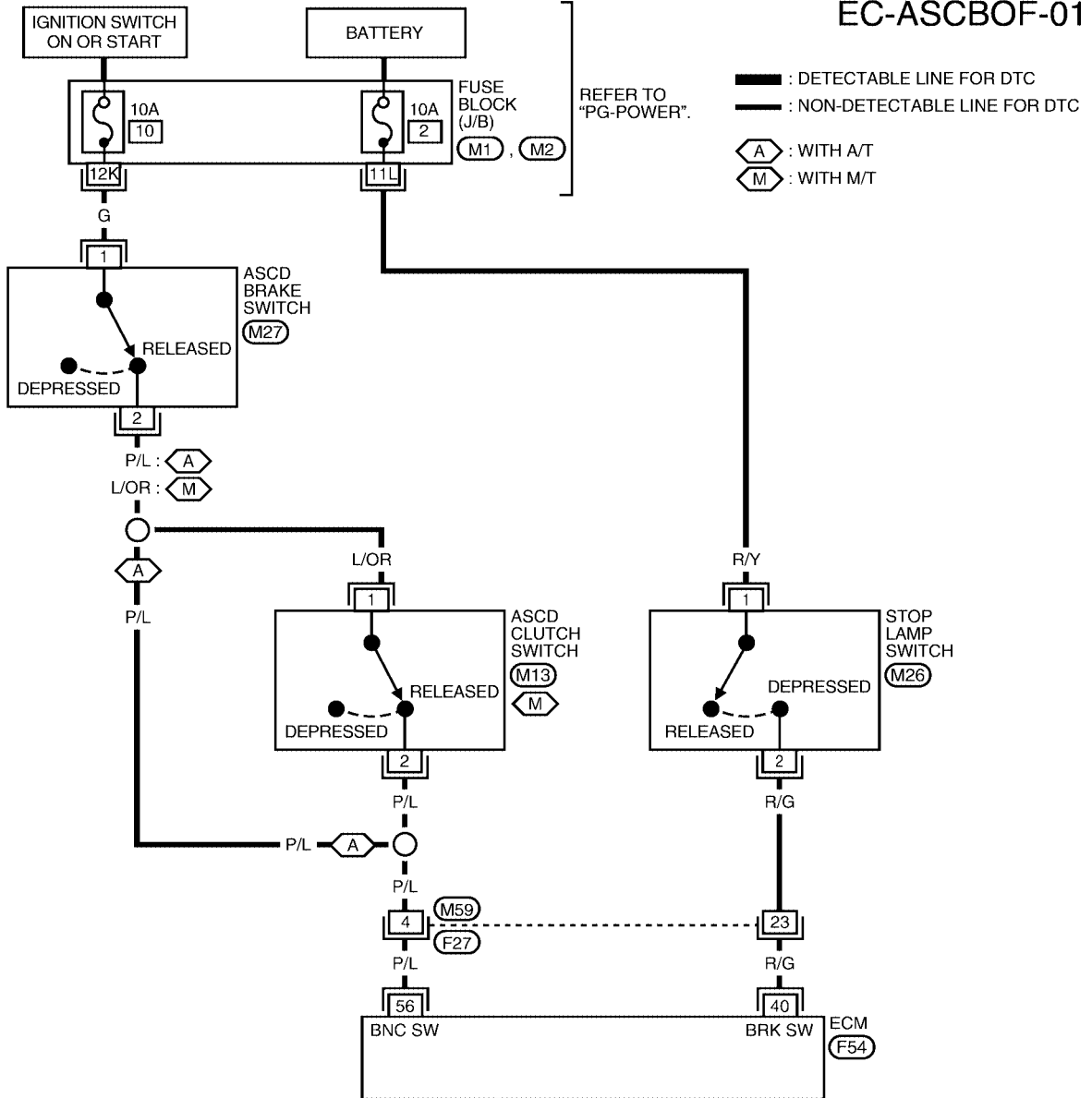
# ASCD BRAKE SWITCH

[QR25DE]

UBS002MX

## Wiring Diagram

EC-ASCBOF-01



BBWA0425E

# ASCD BRAKE SWITCH

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
40	R/G	Stop lamp switch	<b>[Engine is running]</b> ● Brake pedal fully released	Approximately 0V
			<b>[Engine is running]</b> ● Brake pedal depressed	BATTERY VOLTAGE (11 - 14V)
56	P/L	ASCD brake switch	<b>[Ignition switch "ON"]</b> ● Brake pedal is depressed ● Clutch pedal is depressed (M/T models)	Approximately 0V
			<b>[Ignition switch "ON"]</b> ● Brake pedal is fully released ● Clutch pedal is fully released (M/T models)	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

### 1. CHECK OVERALL FUNCTION-I

UBS002MY

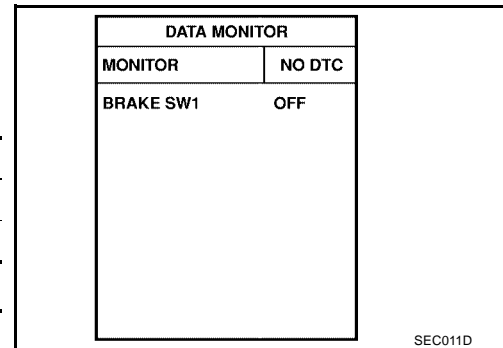
**Ⓜ With CONSULT-II**

- Turn ignition switch "ON".
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
- Check "BRAKE SW1" indication under the following conditions.  
**M/T models**

CONDITION	INDICATION
When clutch pedal or brake pedal is depressed	OFF
When clutch pedal and brake pedal are fully released	ON

**A/T models**

CONDITION	INDICATION
When brake pedal is depressed	OFF
When brake pedal is fully released	ON



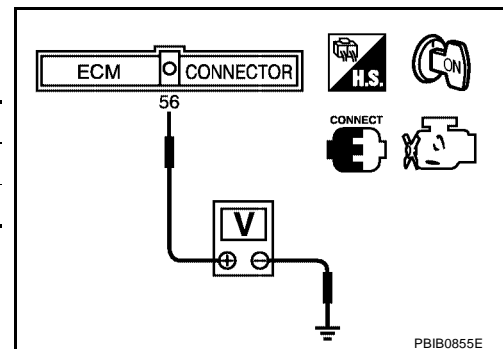
**⊗ Without CONSULT-II**

- Turn ignition switch "ON".
- Check voltage between ECM terminal 56 and ground under the following conditions.  
**M/T models**

CONDITION	VOLTAGE
When clutch pedal or brake pedal is depressed	Approximately 0V
When clutch pedal and brake pedal are fully released	Battery voltage

**A/T models**

CONDITION	VOLTAGE
When brake pedal is depressed	Approximately 0V
When brake pedal is fully released	Battery voltage



OK or NG

OK >> GO TO 2.

NG (M/T models) >>GO TO 3.

NG (A/T models) >>GO TO 4.

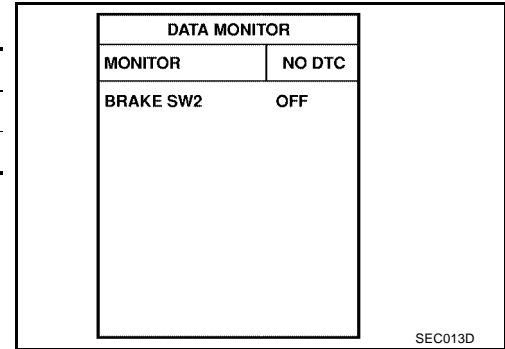


## 2. CHECK OVERALL FUNCTION-II

**④ With CONSULT-II**

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

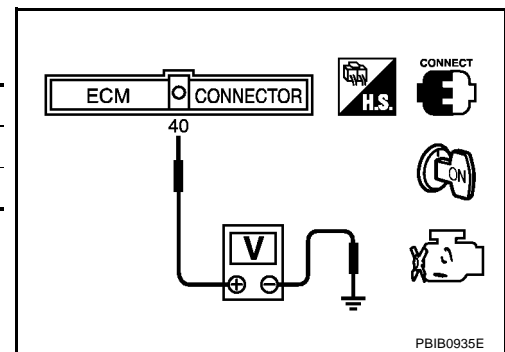
CONDITION	INDICATION
When brake pedal is released	OFF
When brake pedal is depressed	ON



**⊗ Without CONSULT-II**

Check voltage between ECM terminal 40 and ground under the following conditions.

CONDITION	VOLTAGE
When brake pedal is released	Approximately 0V
When brake pedal is depressed	Battery voltage

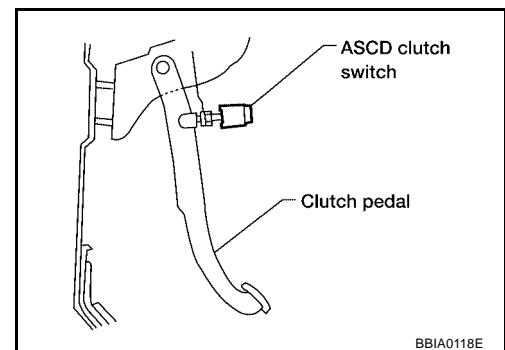


OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 13.

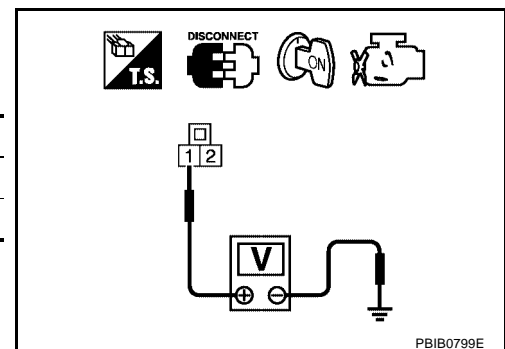
## 3. CHECK ASCD BRAKE SWITCH CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch "ON".



4. Check voltage between ASCD clutch switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
When brake pedal is released	Battery voltage
When brake pedal is depressed	Approx. 0V

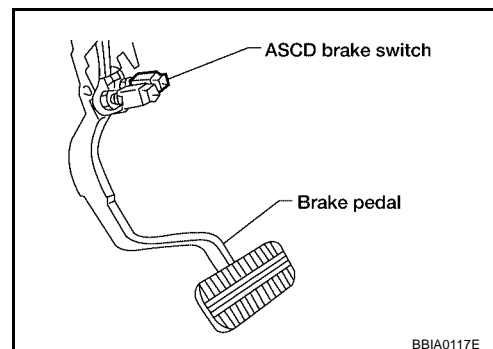


OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.

## 4. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch "ON".

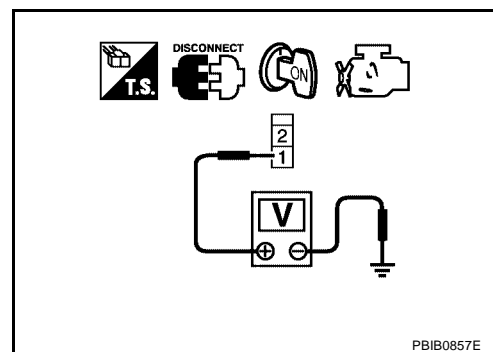


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

**Voltage: Battery voltage**

OK or NG

- OK (M/T models)>>GO TO 6.
- OK (A/T models)>>GO TO 7.
- NG >> GO TO 5.



## 5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check harness continuity between ASCD brake switch terminal 2 and ASCD clutch switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 9.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 56 and ASCD brake switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 9. CHECK ASCD BRAKE SWITCH

Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.
- NG >> Replace ASCD brake switch.

## 10. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 56 and ASCD clutch switch terminal 2.  
Refer to Wiring Diagram.

**Continuity should exist.**

4. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK ASCD CLUTCH SWITCH

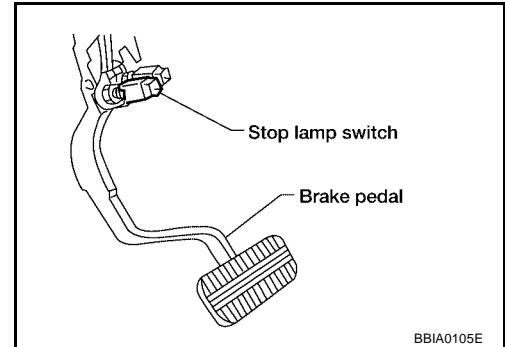
Refer to [EC-1738, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.
- NG >> Replace ASCD clutch switch.

### 13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect stop lamp switch harness connector.

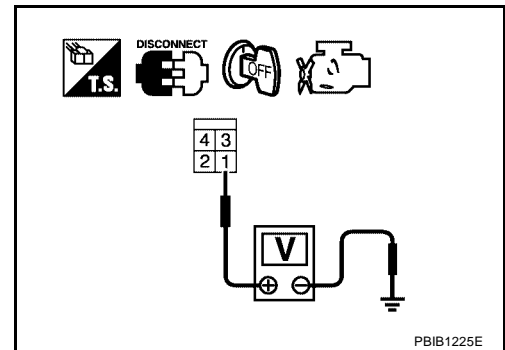


3. Check voltage between stop lamp switch terminal 1 and ground with CONSULT -II or tester.

**Voltage: Battery voltage**

OK or NG

- OK >> GO TO 15.
- NG >> GO TO 14.



### 14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 40 and stop lamp switch terminal 1. Refer to Wiring Diagram.

**Continuity should exist.**

3. Also check harness for short to ground and short to power.

OK or NG

- OK >> GO TO 17.
- NG >> GO TO 16.

### 16. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M59, F27
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

---

## 17. CHECK STOP LAMP SWITCH

---

Refer to [EC-1738, "Component Inspection"](#) .

OK or NG

OK >> GO TO 18.

NG >> Replace stop lamp switch.

---

## 18. CHECK INTERMITTENT INCIDENT

---

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

**ASCD INDICATOR**

**Component Description**

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE indicator illuminates when CRUISE switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET indicator illuminates when following conditions are met.

- CRUISE indicator is illuminated.
- SET switch on ASCD steering switch is turned ON while vehicle speed is within the range of ASCD setting.

SET indicator remains lit during ASCD control.

Refer to [EC-1860, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.

**CONSULT-II Reference Value in Data Monitor Mode**

Specification data are reference value.

MONITOR ITEM	CONDITION		SPECIFICATION
CRUISE LAMP	● Ignition switch: ON	● CRUISE switch is depressed at first time → second time	ON → OFF
SET LAMP	● CRUISE switch: ON ● When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	● SET switch pressed	ON
		● ASCD control is canceled	OFF

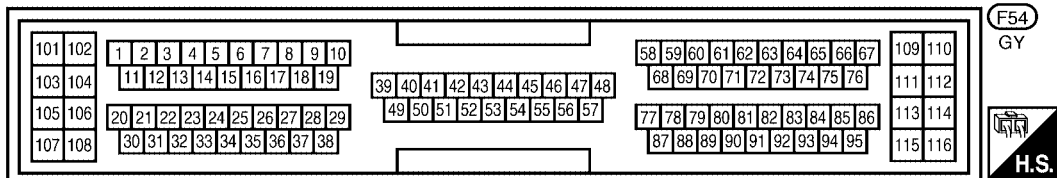
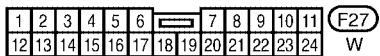
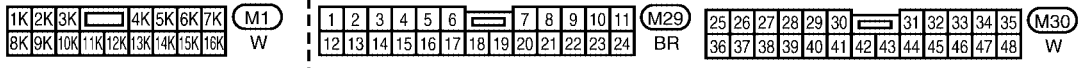
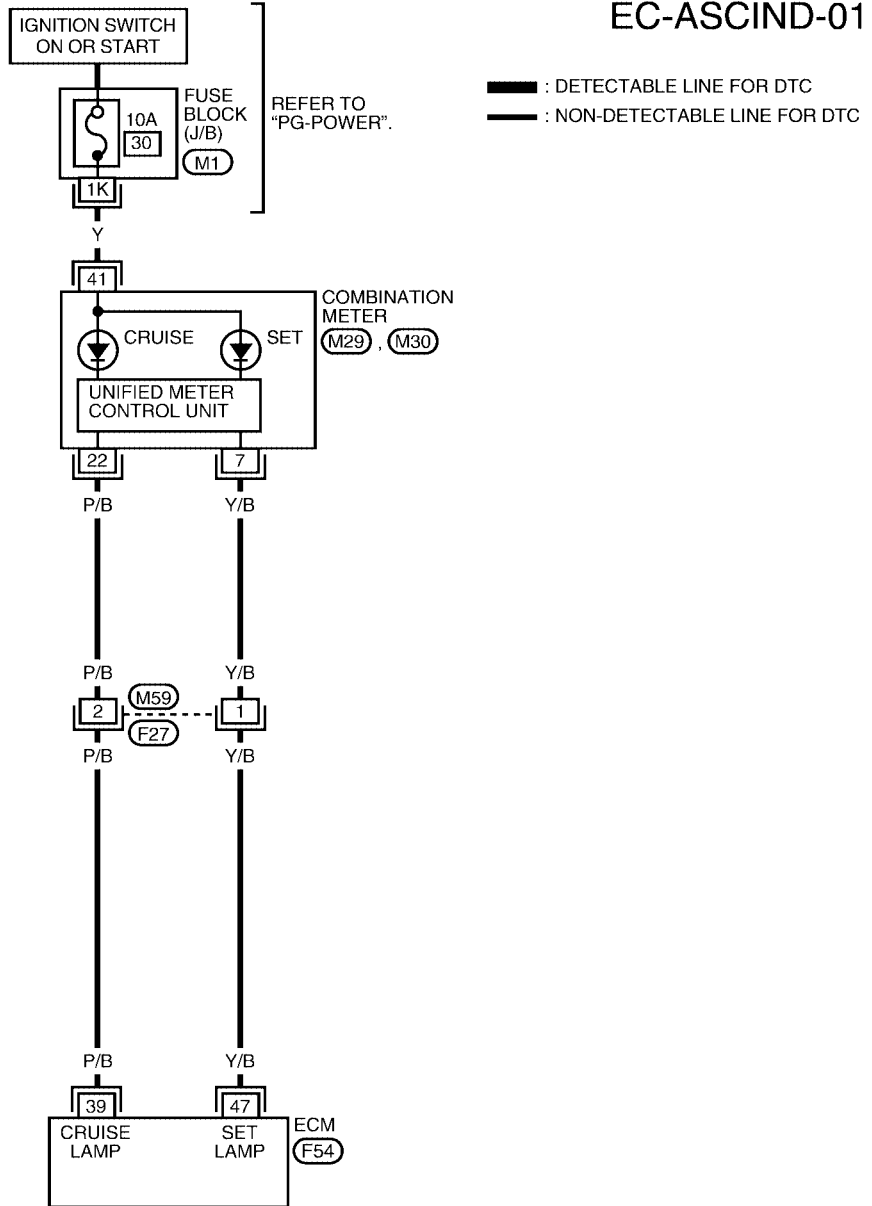
# ASC D INDICATOR

[QR25DE]

UBS002N1

## Wiring Diagram

EC-ASCIND-01



BBWA0426E

# ASCD INDICATOR

[QR25DE]

Specification data are reference values and are measured between each terminal and ground.

**CAUTION:**

**Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.**

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
39	P/B	ASCD CRUISE lamp	<b>[Ignition switch "ON"]</b> ● CRUISE switch is depressed at first time → second time	Approximately 0V ↓ BATTERY VOLTAGE (11 - 14V)
47	Y/B	ASCD SET lamp	<b>[Engine is running]</b> ● SET switch is "ON". ● ASCD control is operating.	Approximately 0V
			<b>[Engine is running]</b> ● ASCD control is not operating.	BATTERY VOLTAGE (11 - 14V)

## Diagnostic Procedure

UBS002N2

### 1. CHECK OVERALL FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION		SPECIFICATION
CRUISE lamp	● Ignition switch: ON	● CRUISE switch is depressed at first time → second time	ON → OFF
SET lamp	● CRUISE switch: ON ● When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	● SET switch pressed	ON
		● ASCD control is canceled	OFF

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

### 2. CHECK COMBINATION METER OPERATION

Does combination meter operate normally?

Yes or No

- Yes >> GO TO 3.
- No >> Check combination meter circuit. Refer to [DI-8, "Combination Meter"](#).

### 3. CHECK ASCD INDICATOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Disconnect combination meter harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between the following terminals. Refer to Wiring Diagram.

ECM terminal	Combination meter terminal
39	22
47	7

**Continuity should exist.**

5. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



## 4. DETECT MALFUNCTIONING PART

Check the following.

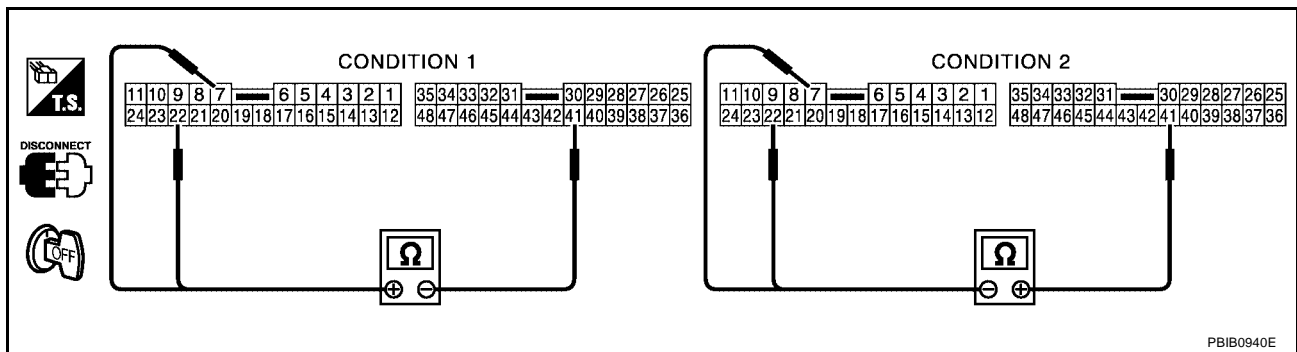
- Harness connectors M59, F27
- Harness for open and short between ECM and combination meter

>> Repair open circuit or short to ground or short to power in harness or connectors

## 5. CHECK COMBINATION METER

Check continuity under the following conditions.

CONDITION	Combination meter terminal No. (Polarity)	Continuity
1	7 (+) - 41 (-)	Should not exist.
	22 (+) - 41 (-)	
2	41 (+) - 7 (-)	Should exist.
	41 (+) - 22 (-)	



OK or NG

- OK >> GO TO 6.
- NG >> Replace combination meter. Refer to [DI-8](#).

## 6. CHECK INTERMITTENT INCIDENT

Refer to [EC-1341, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

# DATA LINK CONNECTOR

[QR25DE]

PFP:24814

EBS00KLH

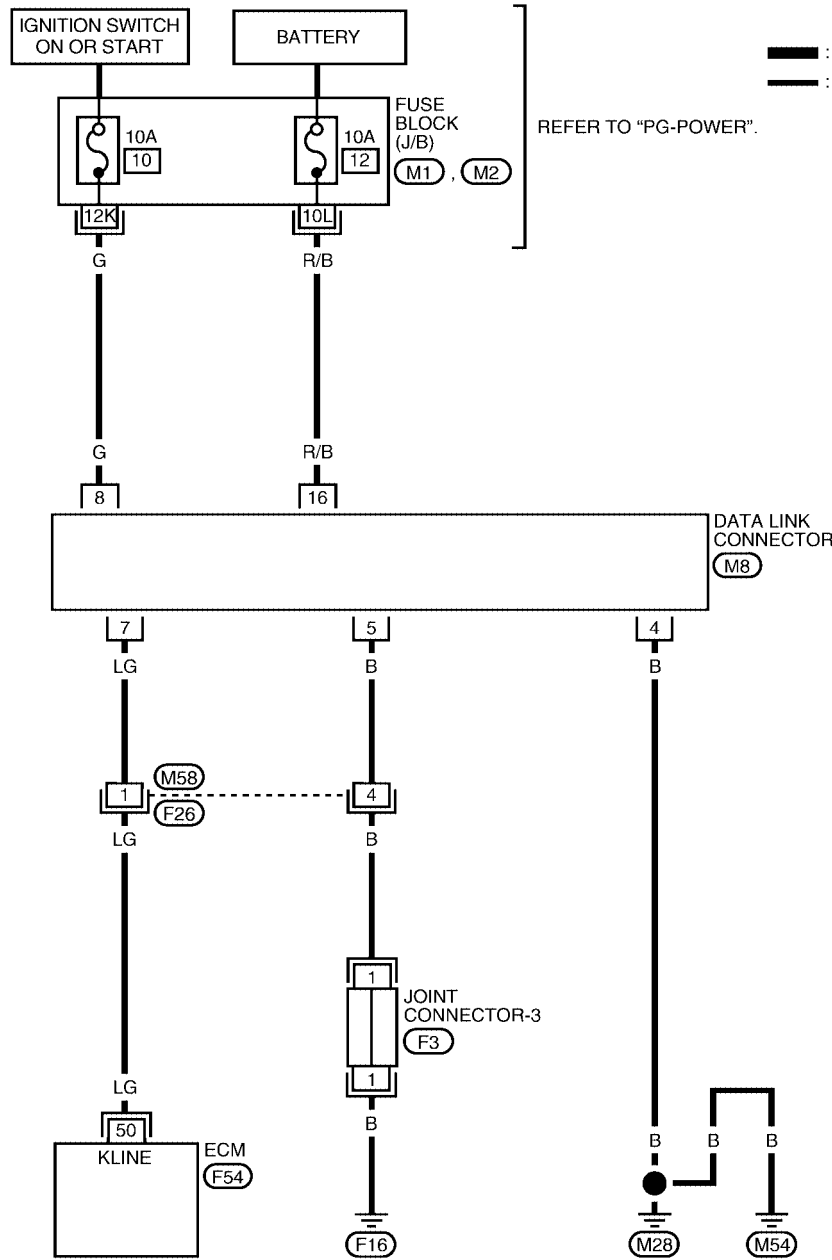
## DATA LINK CONNECTOR

### Wiring Diagram

### EC-DLC-01

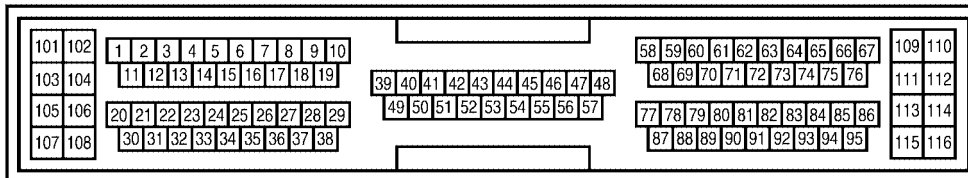
— : DETECTABLE LINE FOR DTC  
 — : NON-DETECTABLE LINE FOR DTC

REFER TO "PG-POWER".



REFER TO THE FOLLOWING.

- (M1), (M2) - FUSE BLOCK
- JUNCTION BOX (J/B)
- (F3) - JOINT CONNECTOR



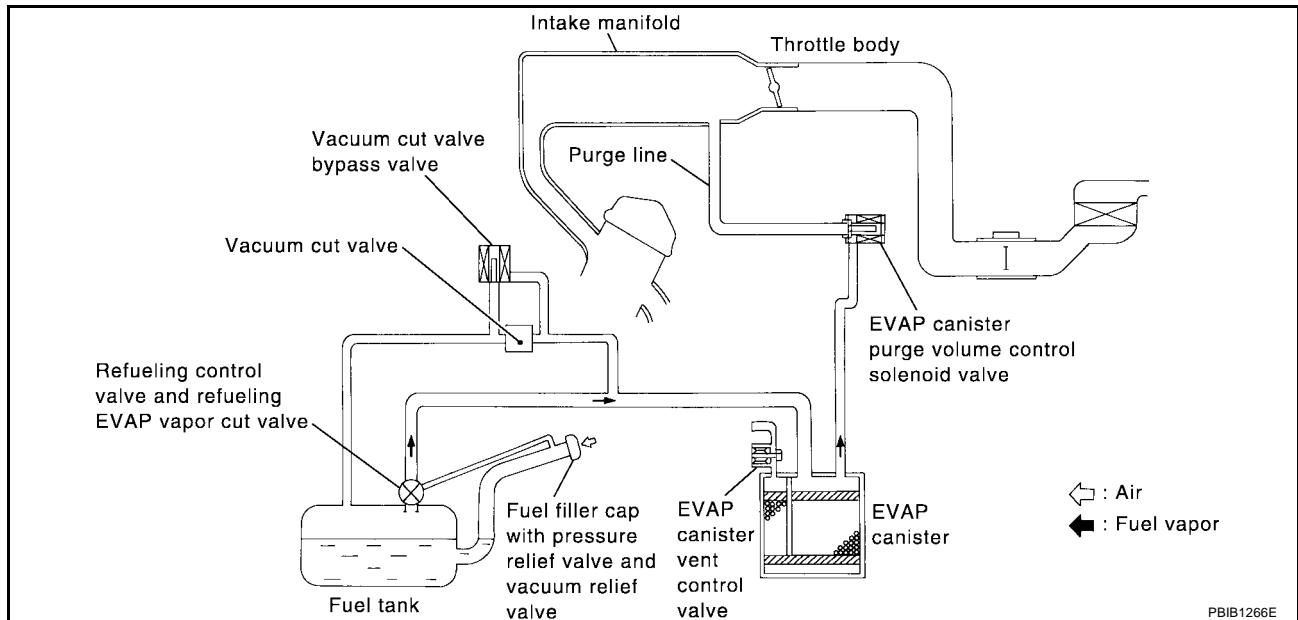
BBWA0427E

## EVAPORATIVE EMISSION SYSTEM

PFP:14950

### Description SYSTEM DESCRIPTION

UBS002N4

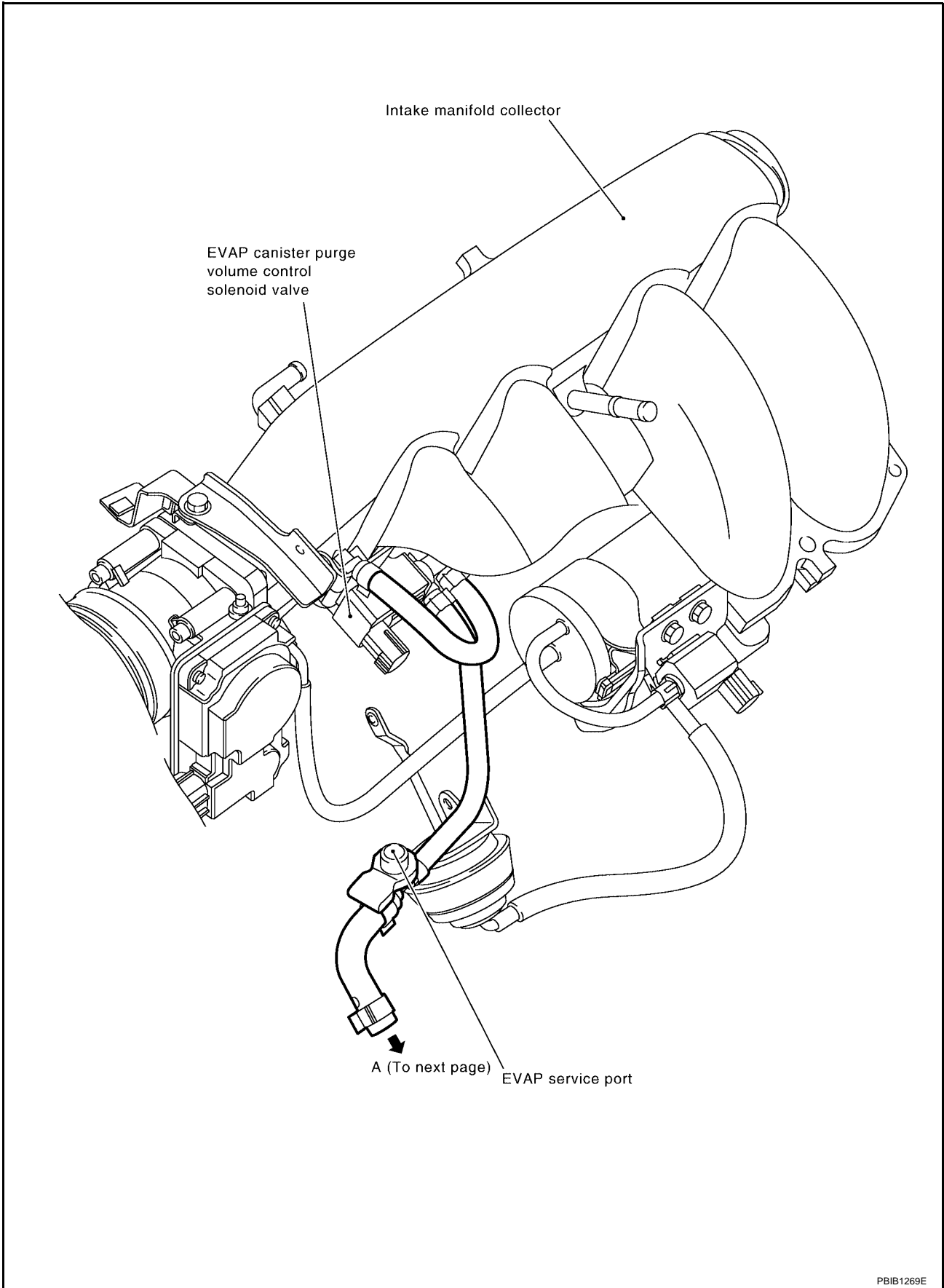


The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister. The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon and the vapor is stored there when the engine is not operating or when refueling to the fuel tank. The vapor in the EVAP canister is purged by the air through the purge line to the intake manifold when the engine is operating. EVAP canister purge volume control solenoid valve is controlled by ECM. When the engine operates, the flow rate of vapor controlled by EVAP canister purge volume control solenoid valve is proportionally regulated as the air flow increases. EVAP canister purge volume control solenoid valve also shuts off the vapor purge line during decelerating and idling.

# EVAPORATIVE EMISSION SYSTEM

[QR25DE]

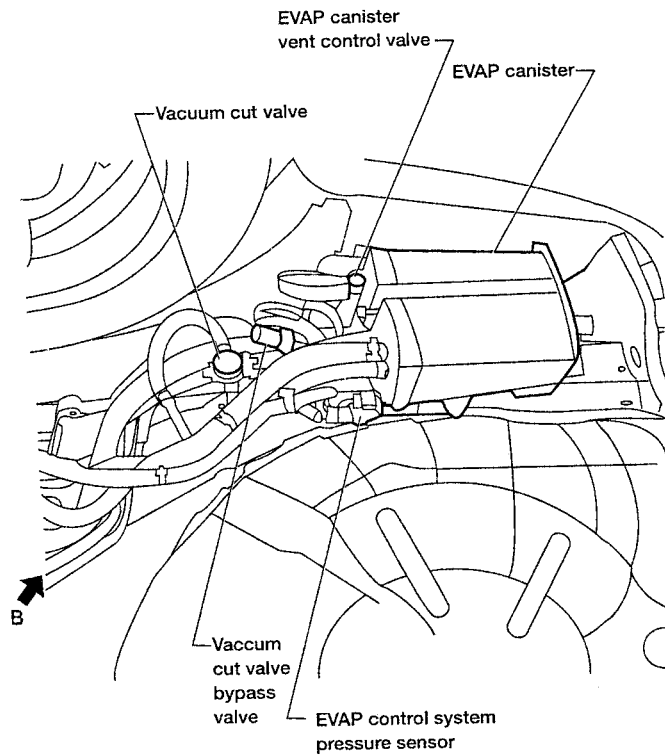
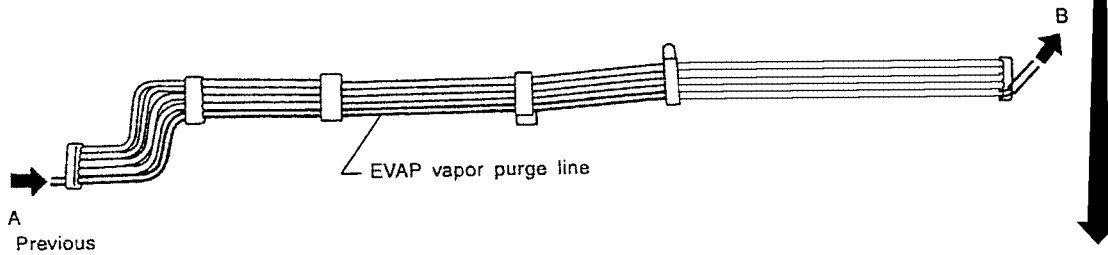
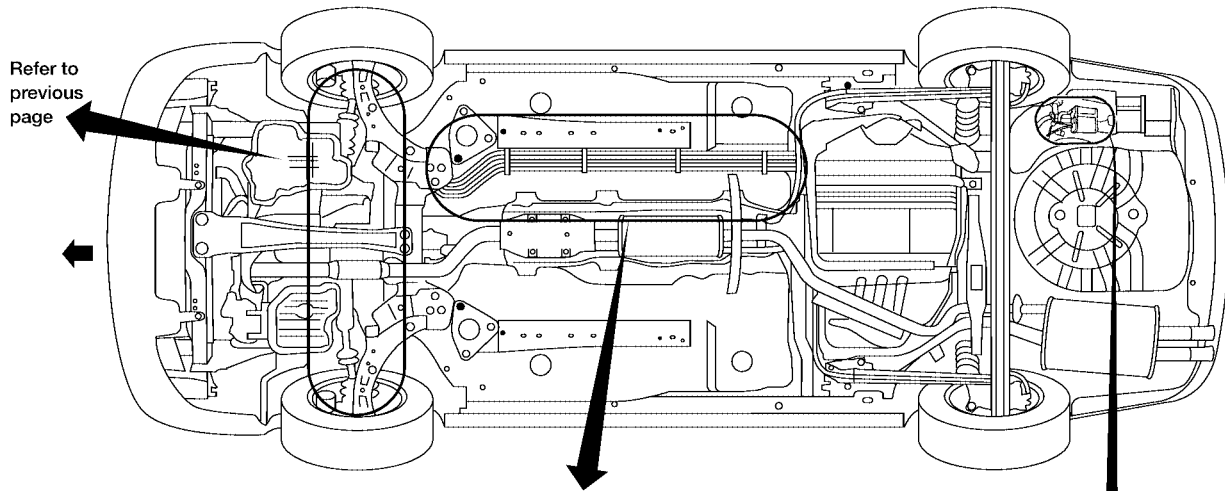
## EVAPORATIVE EMISSION LINE DRAWING



A  
EC  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# EVAPORATIVE EMISSION SYSTEM

[QR25DE]

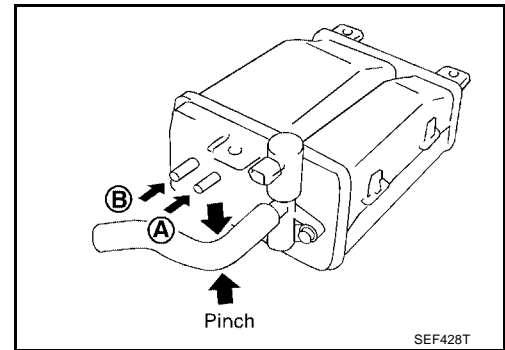


BBIA0212E

### Component Inspection EVAP CANISTER

Check EVAP canister as follows:

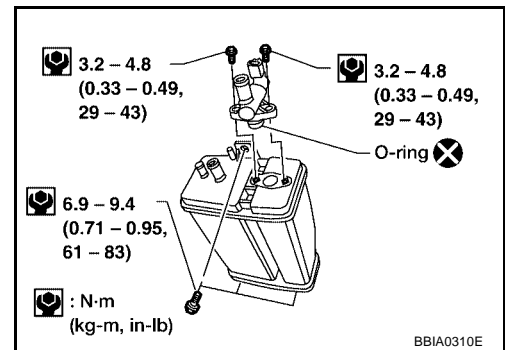
1. Pinch the fresh air hose.
2. Blow air into port **A** and check that it flows freely out of port **B**.



### Tightening Torque

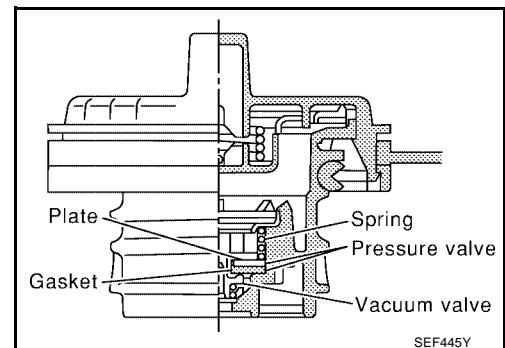
Tighten EVAP canister as shown in the figure.

**Make sure new O-ring is installed properly between EVAP canister and EVAP canister vent control valve.**



### FUEL TANK VACUUM RELIEF VALVE (BUILT INTO FUEL FULLER CAP)

1. Wipe clean valve housing.



2. Check valve opening pressure and vacuum.

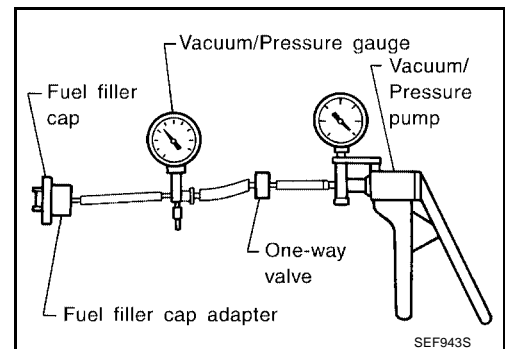
**Pressure:** 15.3 - 20.0 kPa  
(0.156 - 0.204 kg/cm<sup>2</sup>, 2.22 - 2.90 psi)

**Vacuum:** -6.0 to -3.4 kPa  
(-0.061 to -0.035 kg/cm<sup>2</sup>, -0.87 to -0.48 psi)

3. If out of specification, replace fuel filler cap as an assembly.

#### CAUTION:

**Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.**



### VACUUM CUT VALVE AND VACUUM CUT VALVE BYPASS VALVE

Refer to [EC-1712](#).

### EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

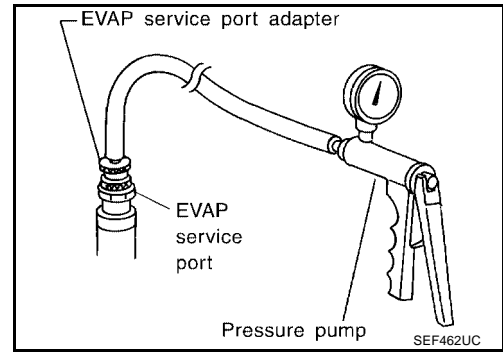
Refer to [EC-1526](#).

### FUEL TANK TEMPERATURE SENSOR

Refer to [EC-1456](#).

## EVAP SERVICE PORT

Positive pressure is delivered to the EVAP system through the EVAP service port. If fuel vapor leakage in the EVAP system occurs, use a leak detector to locate the leak.



UBS002N6

## How to Detect Fuel Vapor Leakage

### CAUTION:

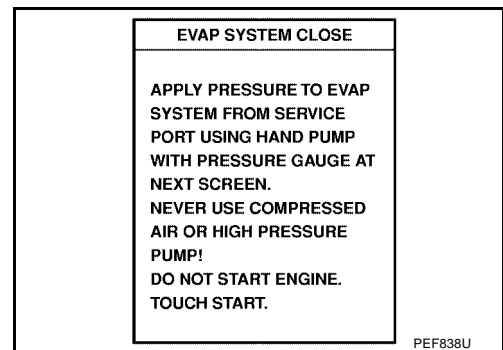
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm<sup>2</sup>, 0.6 psi) of pressure in EVAP system.

### NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

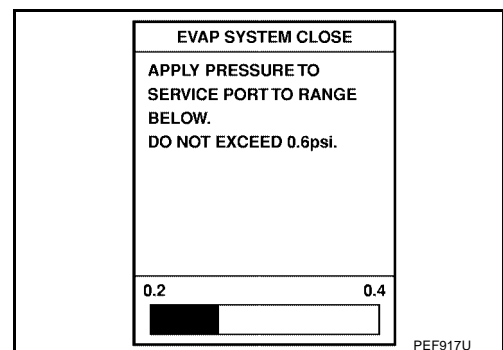
### Ⓟ WITH CONSULT-II

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump and hose to the EVAP service port adapter.
3. Turn ignition switch "ON".
4. Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT MODE" with CONSULT-II.
5. Touch "START". A bar graph (Pressure indicating display) will appear on the screen.



PEF838U

6. Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
7. Remove EVAP service port adapter and hose with pressure pump.

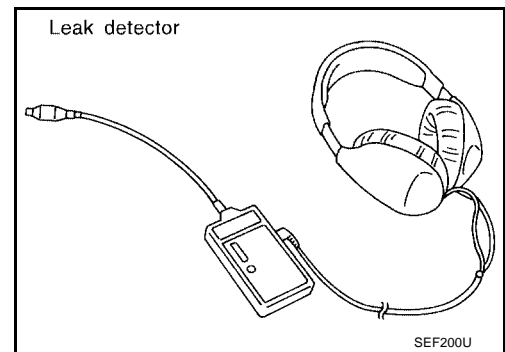


PEF917U

# EVAPORATIVE EMISSION SYSTEM

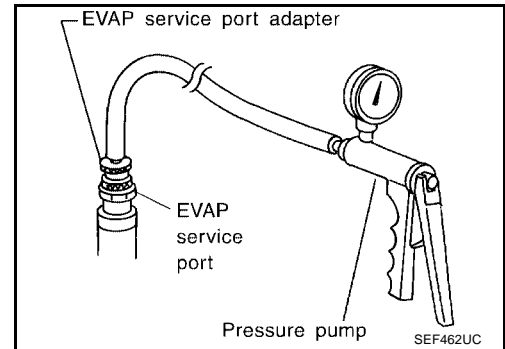
[QR25DE]

8. Locate the leak using a leak detector. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

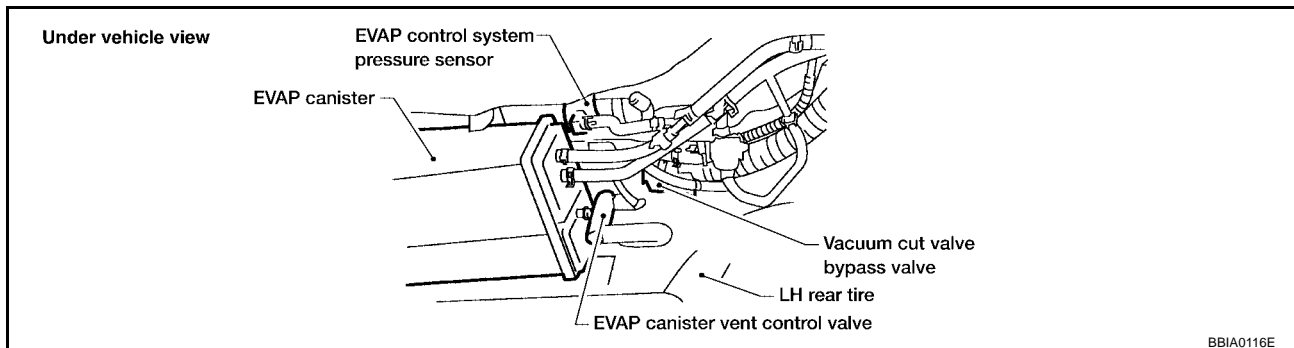


⊗ **WITHOUT CONSULT-II**

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump with pressure gauge to the EVAP service port adapter.



3. Apply battery voltage to between the terminals of both EVAP canister vent control valve and vacuum cut valve bypass valve to make a closed EVAP system.



4. To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm<sup>2</sup>, 0.2 to 0.4 psi).
5. Remove EVAP service port adapter and hose with pressure pump.
6. Locate the leak using a leak detector. Refer to [EC-1847, "EVAPORATIVE EMISSION LINE DRAWING"](#).

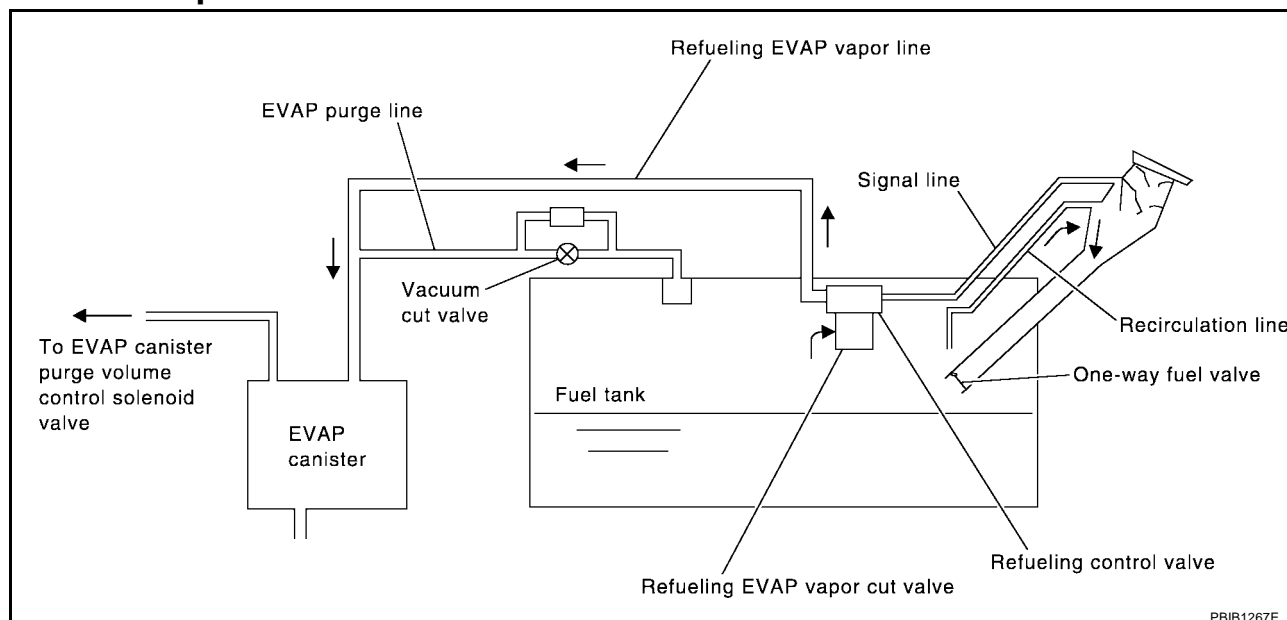


## ON BOARD REFUELING VAPOR RECOVERY (ORVR)

PFP:00032

## System Description

UBS002N7



PBIB1267E

From the beginning of refueling, the fuel tank pressure goes up. When the pressure reaches the setting value of the refueling control valve (RCV) opening pressure, the RCV is opened. After RCV opens, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve, RCV and refueling vapor line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.

When the refueling has reached the full level of the fuel tank, the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

The RCV is always closed during driving and the evaporative emission control system is operated the same as conventional system.

**WARNING:**

When conducting inspections below, be sure to observe the following:

- Put a "CAUTION: INFLAMMABLE" sign in workshop.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from work area.
- Be sure to furnish the workshop with a CO<sub>2</sub> fire extinguisher.

**CAUTION:**

- Before removing fuel line parts, carry out the following procedures:
  - Put drained fuel in an explosion-proof container and put lid on securely.
  - Release fuel pressure from fuel line. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#).
  - Disconnect battery ground cable.
- Always replace O-ring when the fuel gauge retainer is removed.
- Do not kink or twist hose and tube when they are installed.
- Do not tighten hose and clamps excessively to avoid damaging hoses.
- After installation, run engine and check for fuel leaks at connection.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically. Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.

**Diagnostic Procedure****SYMPTOM: FUEL ODOR FROM EVAP CANISTER IS STRONG.****1. CHECK EVAP CANISTER**

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.8 kg (4.0 lb).

OK or NG

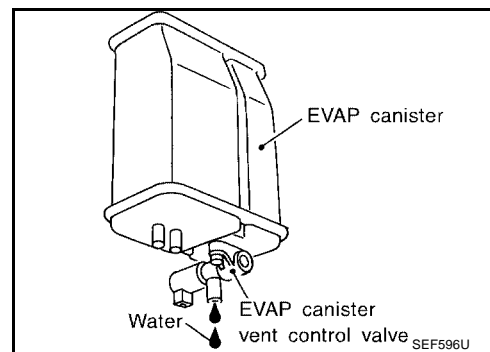
- OK >> GO TO 2.  
NG >> GO TO 3.

**2. CHECK IF EVAP CANISTER SATURATED WITH WATER**

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.  
No >> GO TO 5.

**3. REPLACE EVAP CANISTER**

Replace EVAP canister with a new one.

&gt;&gt; GO TO 4.

**4. DETECT MALFUNCTIONING PART**

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

&gt;&gt; Repair or replace EVAP hose.

**5. CHECK REFUELING EVAP VAPOR CUT VALVE**Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.  
NG >> Replace refueling EVAP vapor cut valve with fuel tank.

**6. CHECK REFUELING CONTROL VALVE**Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> Replace refueling control valve with fuel tank.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QR25DE]

**SYMPTOM: CANNOT REFUEL/FUEL ODOR FROM THE FUEL FILLER OPENING IS STRONG WHILE REFUELING.**

## 1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve attached.
2. Weigh the EVAP canister with EVAP canister vent control valve attached.  
The weight should be less than 1.8 kg (4.0 lb).

OK or NG

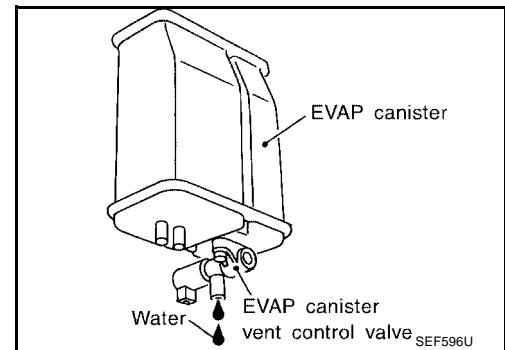
- OK >> GO TO 2.  
NG >> GO TO 3.

## 2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.  
No >> GO TO 5.



## 3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

>> Repair or replace EVAP hose.

## 5. CHECK VENT HOSES AND VENT TUBES

Check hoses and tubes between EVAP canister and refueling control valve for clogging, kink, looseness and improper connection.

OK or NG

- OK >> GO TO 6.  
NG >> Repair or replace hoses and tubes.

## 6. CHECK FILLER NECK TUBE

Check signal line and recirculation line for clogging, dents and cracks.

OK or NG

- OK >> GO TO 7.  
NG >> Replace filler neck tube.

## 7. CHECK REFUELING CONTROL VALVE

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> Replace refueling control valve with fuel tank.

**8. CHECK REFUELING EVAP VAPOR CUT VALVE**

Refer to [EC-1855, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 9.  
 NG >> Replace refueling EVAP vapor cut valve with fuel tank.

**9. CHECK FUEL FILLER TUBE**

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

OK or NG

- OK >> GO TO 10.  
 NG >> Replace fuel filler tube.

**10. CHECK ONE-WAY FUEL VALVE-I**

Check one-way valve for clogging.

OK or NG

- OK >> GO TO 11.  
 NG >> Repair or replace one-way fuel valve with fuel tank.

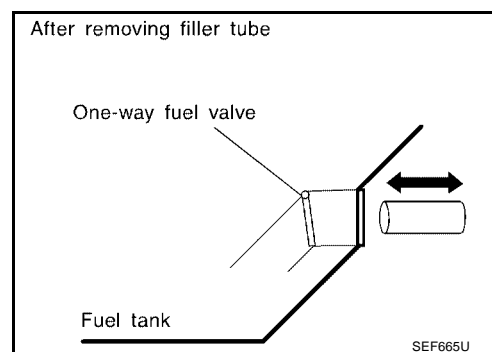
**11. CHECK ONE-WAY FUEL VALVE-II**

1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.
3. Check one-way fuel valve for operation as follows.  
 When a stick is inserted, the valve should open, when removing stick it should close.

**Do not drop any material into the tank.**

OK or NG

- OK >> **INSPECTION END**  
 NG >> Replace fuel filler tube or replace one-way fuel valve with fuel tank.



UBS002N9

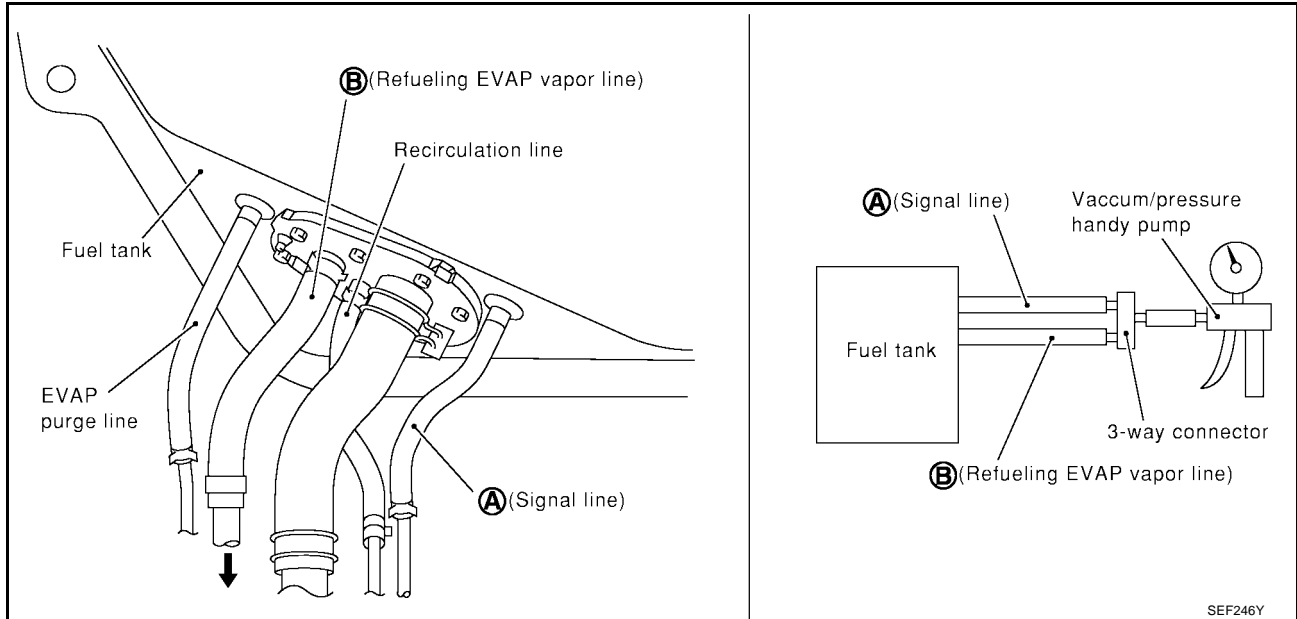
**Component Inspection  
REFUELING EVAP VAPOR CUT VALVE****Ⓟ With CONSULT-II**

1. Remove fuel tank. Refer to [FL-7, "FUEL TANK"](#) .
2. Drain fuel from the tank as follows:
  - a. Remove fuel feed hose located on the fuel gauge retainer.
  - b. Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
  - c. Drain fuel using "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT-II.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.  
 Blow air into the refueling EVAP vapor cut valve (from hose end **B** ), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck to open as follows.
  - a. Connect vacuum pump to hose ends **A** and **B** using a suitable 3-way connector.
  - b. Remove fuel gauge retainer with fuel gauge unit.  
**Always replace O-ring with new one.**
  - c. Put fuel tank upside down.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[QR25DE]

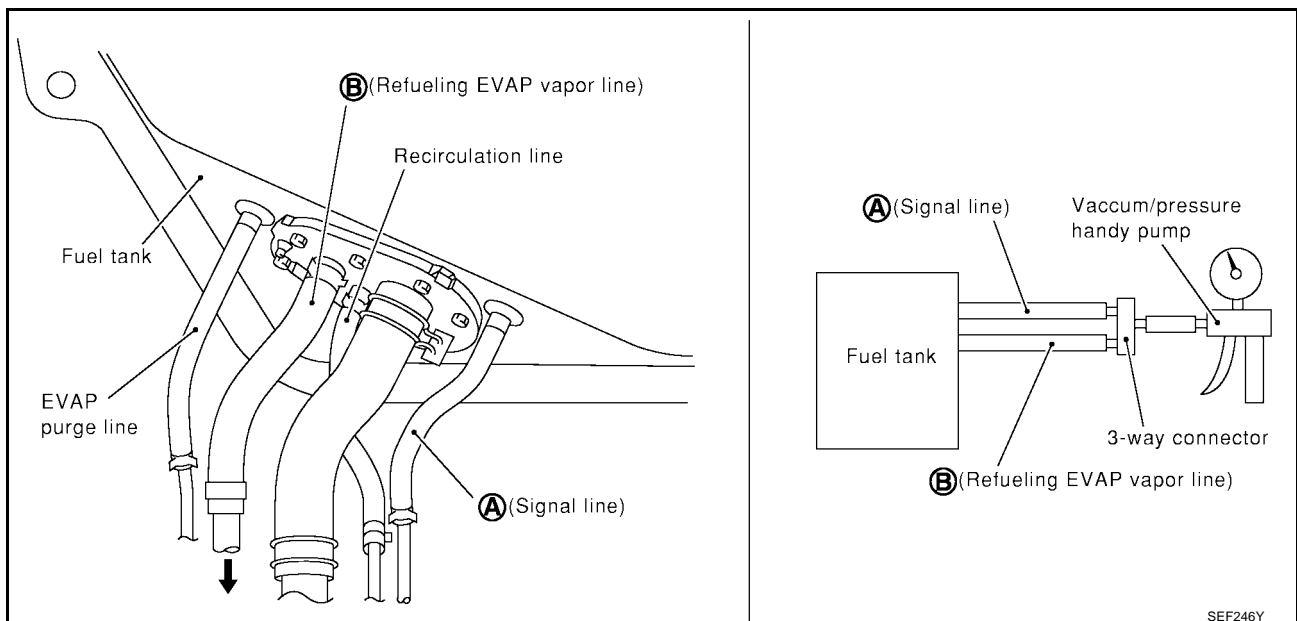
- d. Apply vacuum pressure to both hose ends **A** and **B** [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



SEF246Y

## With GST

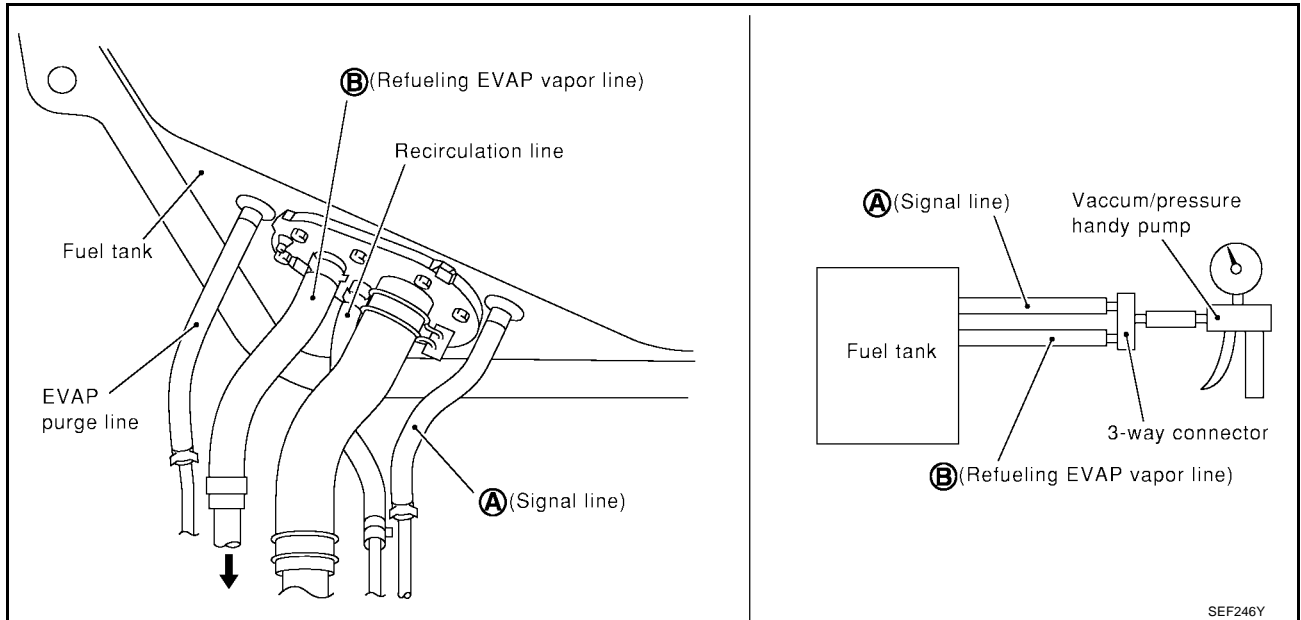
1. Remove fuel tank. Refer to [FL-7, "FUEL TANK"](#).
2. Drain fuel from the tank as follows:
  - a. Remove fuel gauge retainer.
  - b. Drain fuel from the tank using a hand pump into a fuel container.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows. Blow air into the refueling EVAP vapor cut valve (from hose end **B**), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck to open as follows.
  - a. Connect vacuum pump to hose ends **A** and **B** using a suitable 3-way connector.
  - b. Remove fuel gauge retainer with fuel gauge unit.  
**Always replace O-ring with new one.**
  - c. Put fuel tank upside down.
  - d. Apply vacuum pressure to both hose ends **A** and **B** [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



SEF246Y

## REFUELING CONTROL VALVE

1. Remove fuel filler cap.
2. Check air continuity between hose ends **A** and **B**.  
Blow air into the hose end **B**. Air should flow freely into the fuel tank.
3. Blow air into hose end **A** and check there is no leakage.
4. Apply pressure to both hose ends **A** and **B** [20 kPa (150 mmHg, 5.91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage.



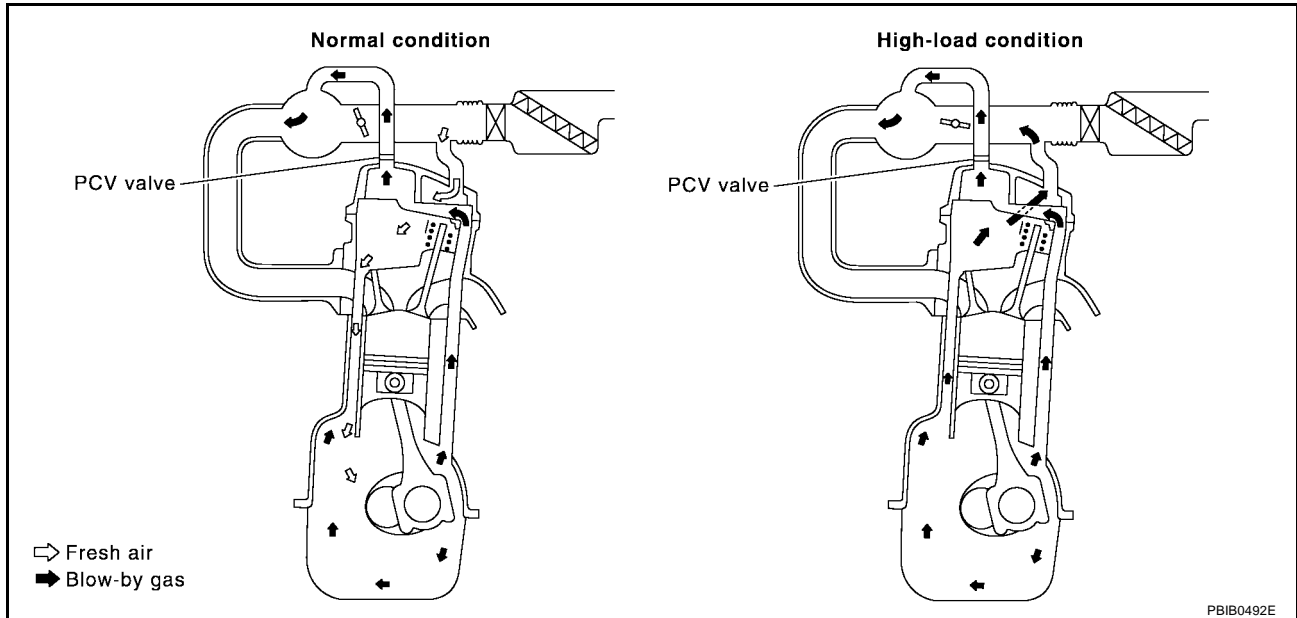
SEF246Y

POSITIVE CRANKCASE VENTILATION

PF1:11810

Description  
SYSTEM DESCRIPTION

UBS002NA

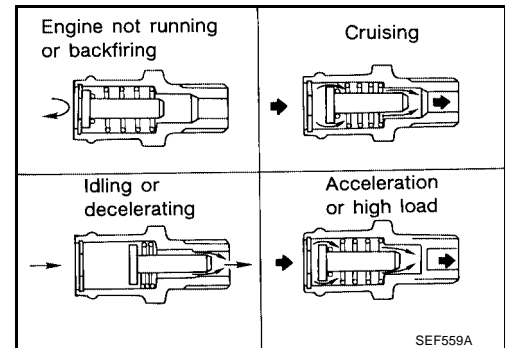


PBIB0492E

This system returns blow-by gas to the intake manifold.

The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold. During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve. Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air. The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover. Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.

On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the air inlet tubes under all conditions.

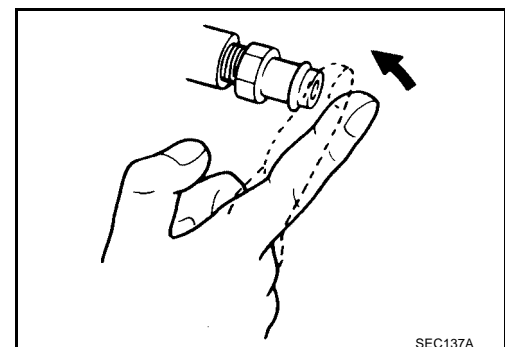


SEF559A

Component Inspection  
PCV (POSITIVE CRANKCASE VENTILATION) VALVE

UBS002NB

With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over valve inlet.



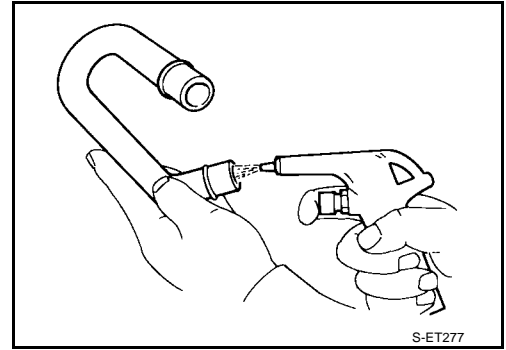
SEC137A

# POSITIVE CRANKCASE VENTILATION

[QR25DE]

## PCV VALVE VENTILATION HOSE

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and clean with compressed air. If any hose cannot be freed of obstructions, replace.



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## AUTOMATIC SPEED CONTROL DEVICE (ASCD)

PFP:18930

### System Description INPUT/OUTPUT SIGNAL CHART

UBS002NC

Sensor	Input signal to ECM	ECM function	Actuator
ASCD brake switch	Brake pedal operation	ASCD vehicle speed control	Electric throttle control actuator
Stop lamp switch	Brake pedal operation		
ASCD clutch switch (MT models)	Clutch pedal operation		
ASCD steering switch	ASCD steering switch operation		
Park/Neutral position (PNP) switch (AT models)	Gear position		
Combination meter	Vehicle speed		
TCM	Power train revolution		

### BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can set vehicle speed in advance between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH).

ECM controls throttle angle of electric throttle control actuator to regulate engine speed.

Operation status of ASCD is indicated by CRUISE indicator and SET indicator in combination meter. If any malfunction occurs in ASCD system, it automatically deactivates control.

### SET OPERATION

Press ASCD CRUISE switch (Main switch). (The CRUISE indicator in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET switch. (Then SET indicator in combination meter illuminates.)

### ACCEL OPERATION

If the RESUME/ACCEL switch is depressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system.

And then ASCD will keep the new set speed.

### CANCEL OPERATION

When any of following conditions exist, cruise operation will be canceled.

- CANCEL switch is depressed
- Brake pedal is depressed
- Clutch pedal is depressed (M/T models)
- A/T selector lever is shifted to P or N position (A/T models)

If MAIN switch is turned to OFF during ASCD is activated, all of ASCD operations will be canceled and vehicle speed memory will be erased.

### COAST OPERATION

When the SET/COAST switch is depressed during cruise control driving, decrease vehicle set speed until the switch is released. And then ASCD will keep the new set speed.

### RESUME OPERATION

When the RESUME/ACCEL switch is depressed after cancel operation other than depressing MAIN switch is performed, vehicle speed will return to last set speed. To resume vehicle set speed, vehicle condition must meet following conditions.

- Brake pedal is released.
- Clutch pedal is released (M/T models)
- A/T selector lever is in other than P and N positions (A/T models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

[QR25DE]

UBS002ND

## Component Description

### ASCD STEERING SWITCH

Refer to [EC-1723](#) .

### ASCD BRAKE SWITCH

Refer to [EC-1730](#) .

### ASCD CLUTCH SWITCH

Refer to [EC-1730](#) .

### STOP LAMP SWITCH

Refer to [EC-1730](#) .

### ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EC-1604](#)

### ASCD INDICATOR

Refer to [EC-1841](#) .

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# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Fuel Pressure

UBS002NE

Fuel pressure at idle	Approximately 350 kPa (3.57kg/cm <sup>2</sup> , 51psi)
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### Idle Speed and Ignition Timing

UBS002NF

Target idle speed	No-load*1 (in "P" or N" position)	700±50 rpm
Air conditioner: ON	In "P" or N" position	800 rpm or more
Ignition timing	In "P" or N" position	15°±5° BTDC

\*1: Under the following conditions:

- Air conditioner switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

### Calculated Load Value

UBS002NG

	Calculated load value % (Using CONSULT-II or GST)
At idle	10 - 35
At 2,500 rpm	10 - 35

### Mass Air Flow Sensor

UBS002NH

Supply voltage	Battery voltage (11 - 14V)
Output voltage at idle	1.1 - 1.5*V
Mass air flow (Using CONSULT-II or GST)	1.0 - 4.0 g·m/sec at idle* 4.0 - 10.0 g·m/sec at 2,500 rpm*

\*: Engine is warmed up to normal operating temperature and running under no-load.

### Intake Air Temperature Sensor

UBS002NI

Temperature °C (°F)	Resistance kΩ
25 (77)	1.9 - 2.1
80 (176)	0.31 - 0.37

### Engine Coolant Temperature Sensor

UBS002NJ

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260

### Heated Oxygen Sensor 1 Heater

UBS002NK

Resistance [at 25°C (77°F)]	2.3 - 4.3Ω
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### Heated Oxygen Sensor 2 Heater

UBS002NL

Resistance [at 25°C (77°F)]	2.3 - 4.3Ω
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### Crankshaft Position Sensor (POS)

UBS002NM

Refer to [EC-1494, "Component Inspection"](#) .

### Camshaft Position Sensor (PHASE)

UBS002NN

Refer to [EC-1500, "Component Inspection"](#) .

### Throttle Control Motor

UBS002NO

Resistance [at 25°C (77°F)]	Approximately 1 - 15Ω
-----------------------------	-----------------------

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## Injector

UBS002NP

Resistance [at 20°C (68°F)]	12.1 - 12.9Ω
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A

## Fuel Pump

UBS002NQ

Resistance [at 25°C (77°F)]	Approximately 1.0Ω
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**SECTION EI**  
**EXTERIOR & INTERIOR**

A  
B  
C  
D  
E  
F  
G  
H  
EI  
J  
K  
L  
M

**CONTENTS**

<b>PRECAUTIONS</b> .....	<b>2</b>	<b>UNDERHOOD</b> .....	<b>7</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	Diagnostic Worksheet .....	8
<b>PREPARATION</b> .....	<b>3</b>	<b>CLIP AND FASTENER</b> .....	<b>10</b>
Special Service Tools .....	3	Description .....	10
Commercial Service Tools .....	3	<b>BODY FRONT END</b> .....	<b>13</b>
<b>SQUEAK AND RATTLE TROUBLE DIAGNOSES</b> .....	<b>4</b>	Removal and Installation .....	13
Work Flow .....	4	FRONT BUMPER ASSEMBLY .....	13
CUSTOMER INTERVIEW .....	4	<b>BODY REAR END AND OPENER</b> .....	<b>18</b>
DUPLICATE THE NOISE AND TEST DRIVE .....	5	Removal and Installation .....	18
CHECK RELATED SERVICE BULLETINS .....	5	REAR BUMPER ASSEMBLY .....	18
LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE .....	5	<b>WINDSHIELD MOLDING</b> .....	<b>21</b>
REPAIR THE CAUSE .....	5	Windshield and Rear Window .....	21
CONFIRM THE REPAIR .....	6	<b>EXTERIOR</b> .....	<b>22</b>
Generic Squeak and Rattle Troubleshooting .....	6	Removal and Installation .....	22
INSTRUMENT PANEL .....	6	<b>SIDE AND FLOOR TRIM</b> .....	<b>28</b>
CENTER CONSOLE .....	6	Removal and Installation .....	28
DOORS .....	6	<b>DOOR FINISHER</b> .....	<b>31</b>
TRUNK .....	7	Removal and Installation .....	31
SUNROOF/HEADLINER .....	7	<b>ROOF TRIM</b> .....	<b>32</b>
SEATS .....	7	Removal and Installation .....	32
		<b>TRUNK ROOM TRIM</b> .....	<b>33</b>
		Removal and Installation .....	33

# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS001EH

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

# PREPARATION

## PREPARATION

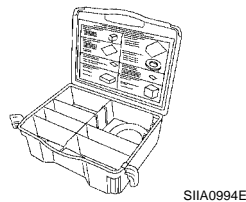
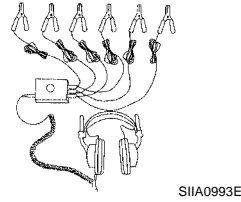
PFP:00002

### Special Service Tools

EIS0016R

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

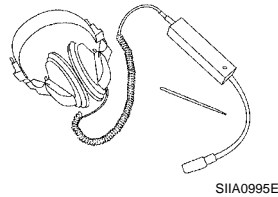
Tool number (Kent-Moore No.) Tool name	Description
— (J-39570) Chassis ear	Locating the noise
— (J-43980) NISSAN Squeak and Rattle kit	Repairing the cause of noise



### Commercial Service Tools

EIS0016S

Tool name	Description
Engine ear (J-39565)	Locating the noise



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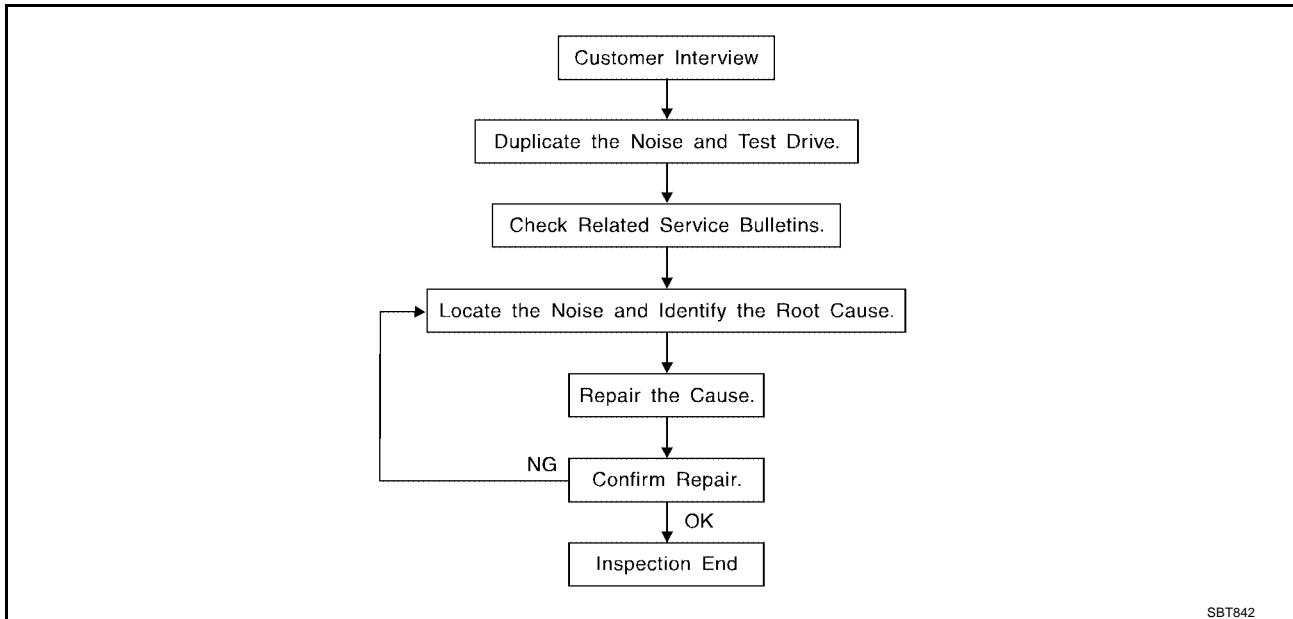
# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK AND RATTLE TROUBLE DIAGNOSES

PF0:00003

### Work Flow

EIS0016T



### CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [EI-8, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak — (Like tennis shoes on a clean floor)  
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak — (Like walking on an old wooden floor)  
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle — (Like shaking a baby rattle)  
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock — (Like a knock on a door)  
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick — (Like a clock second hand)  
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump — (Heavy, muffled knock noise)  
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz — (Like a bumblebee)  
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- Close a door.
- Tap or push/pull around the area where the noise appears to be coming from.
- Rev the engine.
- Use a floor jack to recreate vehicle "twist".
- At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
- Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
- If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

## CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

## LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
  - Removing the components in the area that you suspect the noise is coming from.  
**Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.**
  - Tapping or pushing/pulling the component that you suspect is causing the noise.  
**Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.**
  - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
  - Placing a piece of paper between components that you suspect are causing the noise.
  - Looking for loose components and contact marks.

Refer to [EI-6, "Generic Squeak and Rattle Troubleshooting"](#).

## REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
  - Separate components by repositioning or loosening and retightening the component, if possible.
  - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A NISSAN Squeak and Rattle Kit (J-43980) is available through your authorized NISSAN Parts Department.

### CAUTION:

**Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.**

The following materials are contained in the NISSAN Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

73982-9E000: 45 mm (1.77 in) thick, 50 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 x 50 mm (1.18 x 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 x 25 mm (0.59 x 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

## CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

## Generic Squeak and Rattle Troubleshooting

EIS0016U

Refer to Table of Contents for specific component removal and installation information.

## INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

### CAUTION:

**Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.**

## CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and upper/lower cluster lid C
3. Wiring harnesses behind audio and A/C control unit
4. Console lid to console bin.

The instrument panel repair and isolation procedures also apply to the center console.

## DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the NISSAN Squeak and Rattle Kit (J-43980) to repair the noise.

A

## TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner.

B

In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

C

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

D

## SUNROOF/HEADLINER

E

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

F

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

G

## SEATS

When isolating seat noises it is important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

H

Cause of seat noise include:

1. Headrest rods and holders
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

EI

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

J

## UNDERHOOD

K

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noises include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

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M

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## Diagnostic Worksheet

EIS0016V



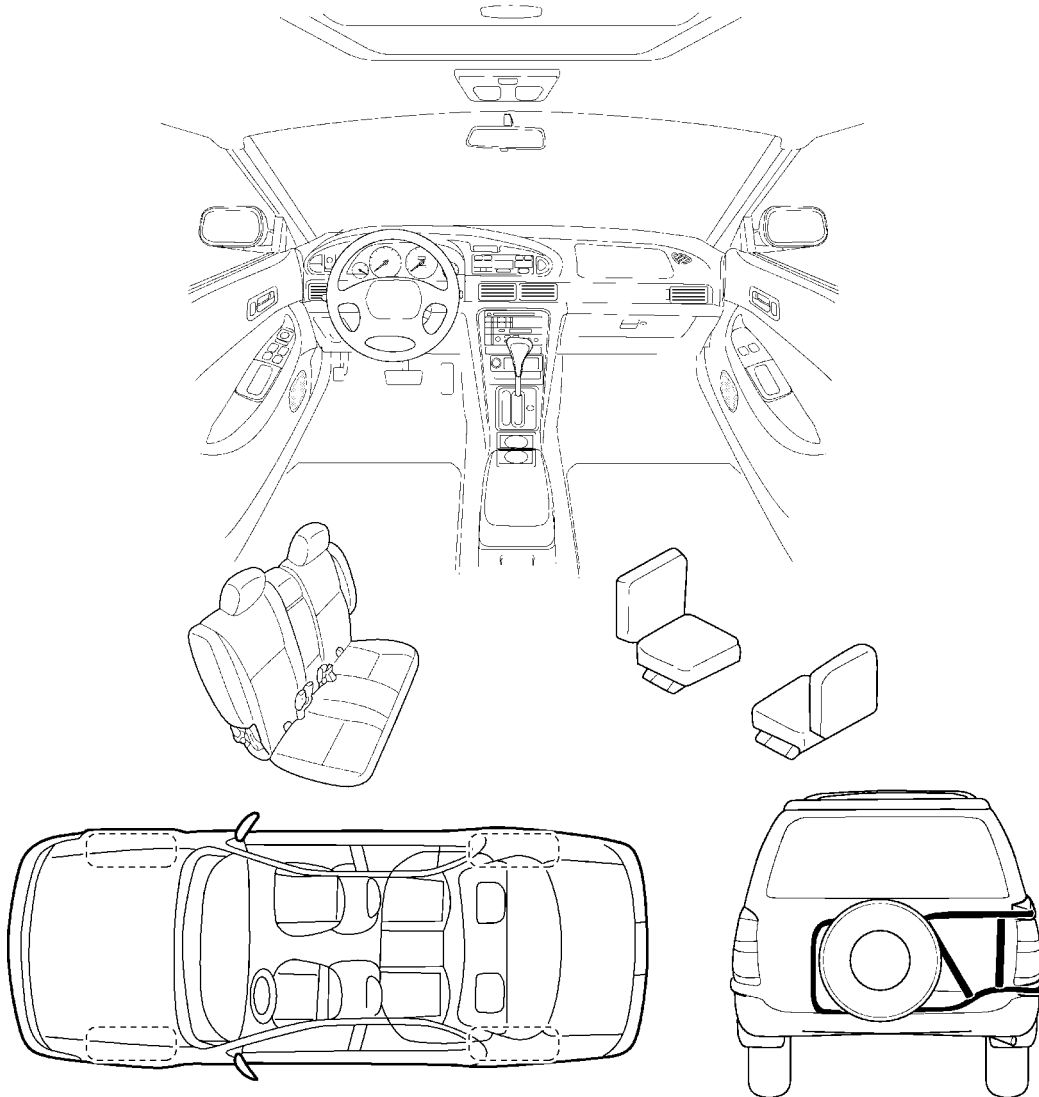
### SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

#### I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

LIWA0276E

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

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---

---

### II. WHEN DOES IT OCCUR? (check the boxes that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> anytime                             | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 <sup>st</sup> time in the morning | <input type="checkbox"/> when it is raining or wet    |
| <input type="checkbox"/> only when it is cold outside        | <input type="checkbox"/> dry or dusty conditions      |
| <input type="checkbox"/> only when it is hot outside         | <input type="checkbox"/> other: _____                 |

### III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about \_\_\_\_ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: \_\_\_\_\_
- after driving \_\_\_\_ miles or \_\_\_\_ minutes

### IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

### TO BE COMPLETED BY DEALERSHIP PERSONNEL

#### Test Drive Notes:

---

---

	<u>YES</u>	<u>NO</u>	<u>Initials of person performing</u>
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: \_\_\_\_\_ Customer Name: \_\_\_\_\_

W.O. #: \_\_\_\_\_ Date: \_\_\_\_\_

**This form must be attached to Work Order**

SBT844

# CLIP AND FASTENER


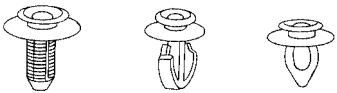
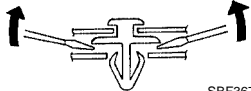

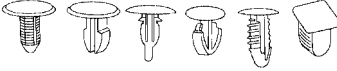
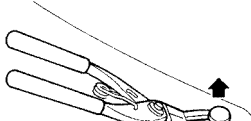

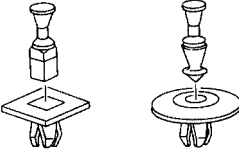
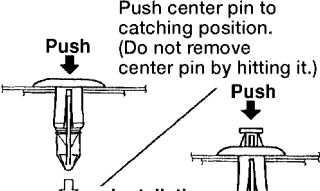

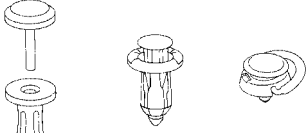
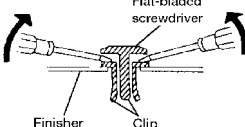

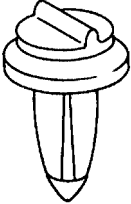
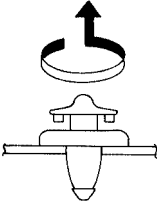

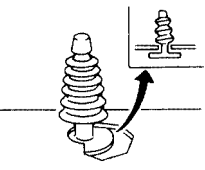
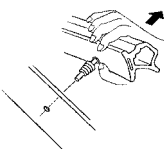
## CLIP AND FASTENER

PFP:76906

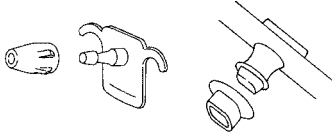
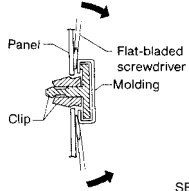

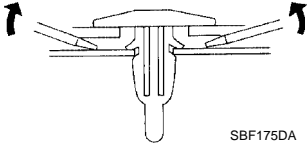

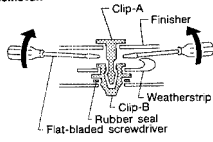

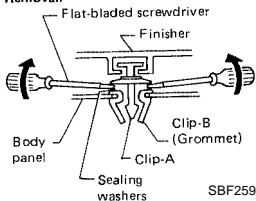
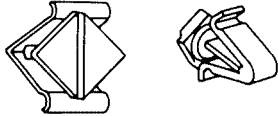
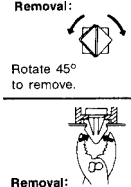
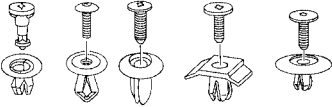
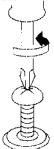
### Description

EIS0016W

- Clips and fasteners in EI section correspond to the following numbers and symbols.
- Replace any clips and/or fasteners which are damaged during removal or installation.

Symbol No.	Shapes	Removal & Installation
<p>C101</p> 	 <p style="text-align: center;">SBF302H</p>	<p><b>Removal:</b> Remove by bending up with flat-bladed screwdrivers or clip remover.</p>  <p style="text-align: right;">SBF367BA</p>
<p>C103</p> 	 <p style="text-align: center;">SBT095</p>	 <p><b>Removal:</b> Remove with a clip remover.</p> <p style="text-align: right;">SBF423H</p>
<p>C203</p> 	 <p style="text-align: center;">SBF258G</p>	<p>Push center pin to catching position. (Do not remove center pin by hitting it.)</p>  <p><b>Installation:</b> LIA0236E</p>
<p>C205</p> 	 <p style="text-align: center;">MBT080A</p>	<p><b>Removal:</b></p>  <p style="text-align: right;">SBF638CA</p>
<p>C206</p> 	 <p style="text-align: center;">MBF519B</p>	 <p style="text-align: right;">MBF520B</p>
<p>CE103</p> 	 <p style="text-align: center;">SBF104B</p>	<p><b>Removal:</b></p>  <p style="text-align: right;">SBF147B</p>

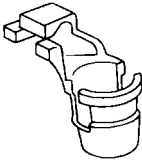
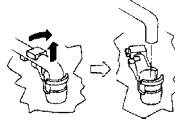

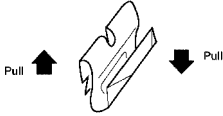
# CLIP AND FASTENER

Symbol No.	Shapes	Removal & Installation
CE107	 <p style="text-align: center;">SBF411H</p>	 <p style="text-align: center;">SBF767B</p>
CE117	 <p style="text-align: center;">SBF174D</p>	<p><b>Removal:</b> Remove by bending up with a flat-bladed screwdriver or pliers.</p>  <p style="text-align: center;">SBF175DA</p>
CF110	 <p style="text-align: center;">SBF648B</p>	<p><b>Removal:</b></p>  <p style="text-align: center;">SBF649B</p>
CF118	 <p style="text-align: center;">SBF151D</p>	<p><b>Removal:</b></p>  <p style="text-align: center;">SBF259G</p>
CG101	 <p style="text-align: center;">SBF145B</p>	<p><b>Removal:</b> Rotate 45° to remove.</p>  <p style="text-align: center;">SBF085B</p>
CS101	 <p style="text-align: center;">SBF078B</p>	<p><b>Removal:</b> 1. Screw out with a Phillips screwdriver. 2. Remove female portion with flat-bladed screwdriver.</p>  <p style="text-align: center;">SBF992G</p>

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# CLIP AND FASTENER

Symbol No.	Shapes	Removal & Installation
CR103	 <p style="text-align: center;">SBF768B</p>	<p><b>Removal:</b> Holder portion of clip must be spread out to remove rod.</p>  <p style="text-align: right;">SBF770B</p>
Metal Clip	 <p style="text-align: center;">WBT072</p>	<p><b>Removal:</b></p>  <p style="text-align: right;">WBT073</p>

# BODY FRONT END

## BODY FRONT END

PFPP:H5022

### Removal and Installation

EIS0016X

- When removing or installing hood, place a cloth or other padding on front fender panels and cowl top. This prevents vehicle body from being scratched.
- Bumper fascia is made of plastic. Do not use excessive force and be sure to keep oil away from it.
- Hood adjustment: Adjust at hinge portion. **B**
- Hood lock adjustment: After adjusting, check hood lock control operation. Apply a coat of grease to hood lock engaging mechanism.
- Hood opener: Do not attempt to bend cable forcibly. Doing so increases effort required to unlock hood.

### FRONT BUMPER ASSEMBLY

1. Remove screws securing left and right front fog lamps, and remove the lamps (if equipped); or remove filler trim panel.
2. Remove four clips C205 from the top of the front grille, pull up to unclip bottom and remove. **A**
3. Remove clips C205 and screws located on front side of fender protector at wheel opening.
4. Remove three bolts from the air deflector.
5. Remove two bolts securing lower side of front bumper fascia.
6. Pull off front bumper fascia and energy absorber.
7. Remove four nuts securing bumper reinforcement, then remove bumper reinforcement.
8. Remove four bolts securing front bumper side stays.
9. Remove front bumper side stays.
10. Remove the air dam if necessary.

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# BODY FRONT END

## QG18DE

### SEC. 620 • 623 • 630

#### Hood lock adjustment

Adjust hood so that hood primary lock meshes at a position 1 to 1.5mm (0.039 to 0.059 in) lower than fender.

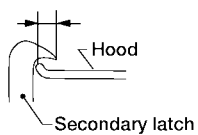
After hood lock adjustment, adjust bumper rubber.

When securing hood lock, ensure that it does not tilt. Striker must be positioned at the center of hood primary lock.

After adjustment, ensure that hood primary and secondary lock operate properly.

Hood lock secondary latch hooking length.

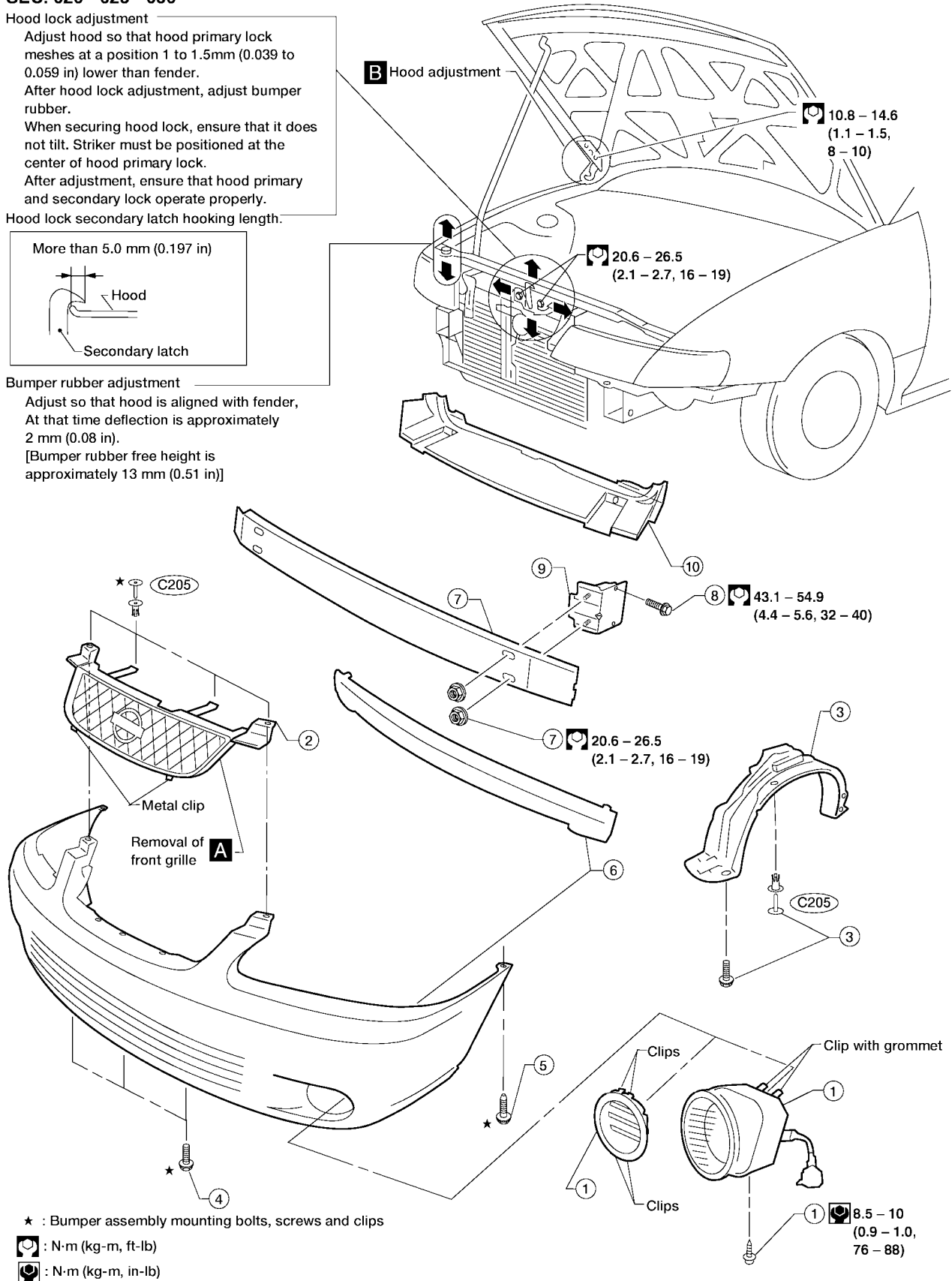
More than 5.0 mm (0.197 in)



#### Bumper rubber adjustment

Adjust so that hood is aligned with fender, At that time deflection is approximately 2 mm (0.08 in).

[Bumper rubber free height is approximately 13 mm (0.51 in)]



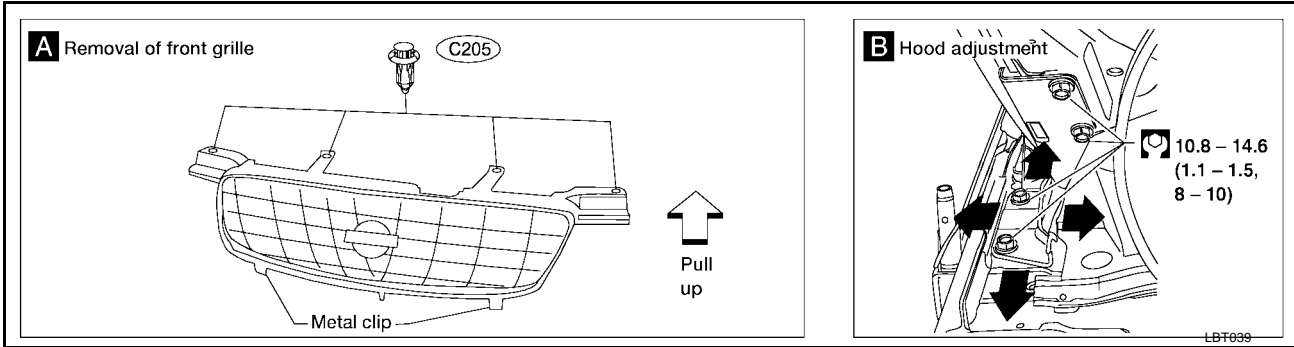
★ : Bumper assembly mounting bolts, screws and clips

☐ : N·m (kg-m, ft-lb)

☐ : N·m (kg-m, in-lb)

WBT038

# BODY FRONT END



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# BODY FRONT END

## QR25DE

### SEC. 620 • 623 • 630

#### Hood lock adjustment

Adjust hood so that hood primary lock meshes at a position 1 to 1.5 mm (0.039 to 0.059 in) lower than fender.

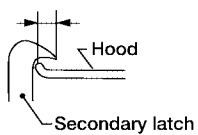
After hood lock adjustment, adjust bumper rubber.

When securing hood lock, ensure that it does not tilt. Striker must be positioned at the center of hood primary lock.

After adjustment, ensure that hood primary and secondary lock operate properly.

#### Hood lock secondary latch hooking length.

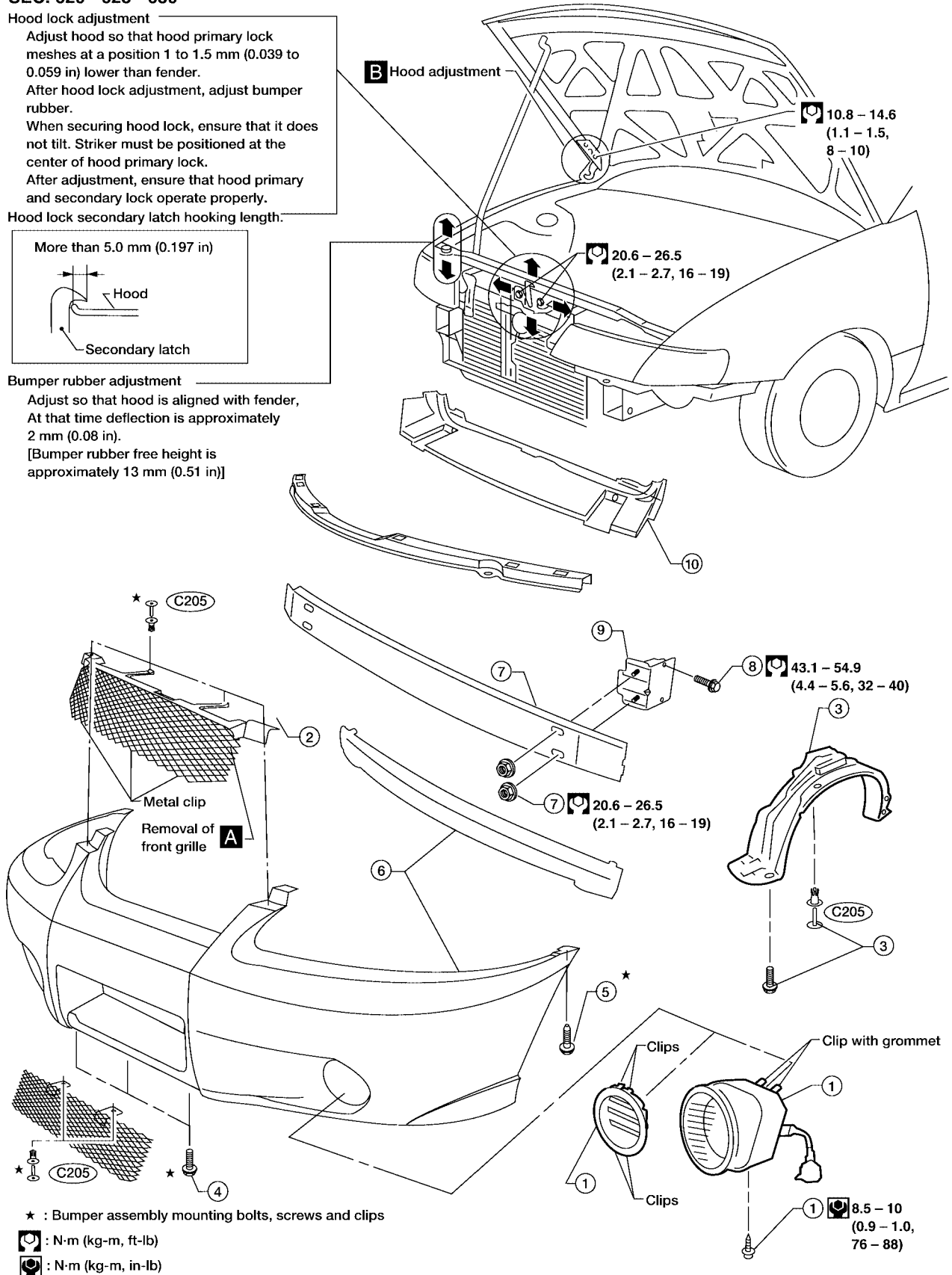
More than 5.0 mm (0.197 in)



#### Bumper rubber adjustment

Adjust so that hood is aligned with fender, At that time deflection is approximately 2 mm (0.08 in).

[Bumper rubber free height is approximately 13 mm (0.51 in)]



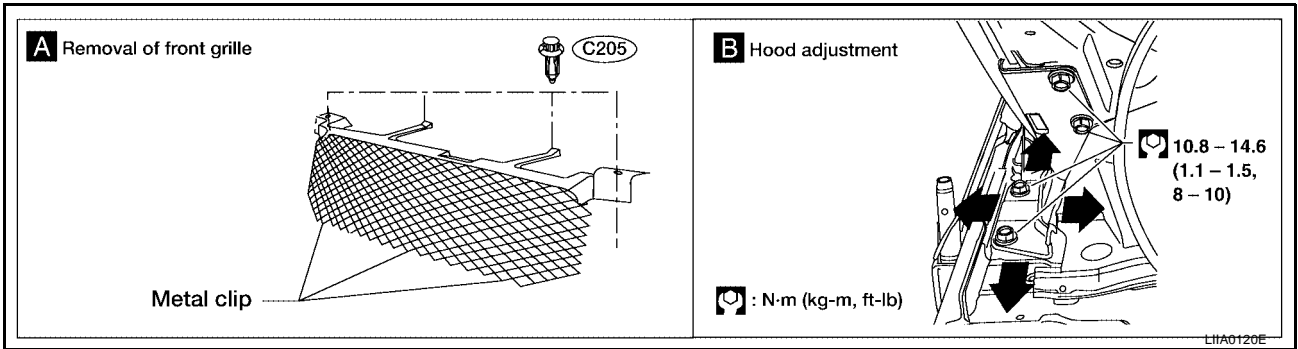
★ : Bumper assembly mounting bolts, screws and clips

⊙ : N-m (kg-m, ft-lb)

⊠ : N-m (kg-m, in-lb)

LIAA0119E

# BODY FRONT END



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# BODY REAR END AND OPENER

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## BODY REAR END AND OPENER

PF2:F2022

### Removal and Installation

EIS0016Y

- When removing or installing trunk lid, place a cloth or other padding on rear fender panels. This prevents vehicle body from being scratched.
- Bumper fascia is made of plastic. Do not use excessive force and be sure to keep oil away from it.
- Trunk lid adjustment: Adjust at hinge-trunk lid portion for proper trunk lid fit.
- Trunk lid lock system adjustment: Adjust striker so that it is in the center of the lock. After adjustment, check trunk lid lock operation.
- Opener cable: Do not attempt to bend cable using excessive force.
- After installation, make sure that trunk lid and fuel filler lid open smoothly.

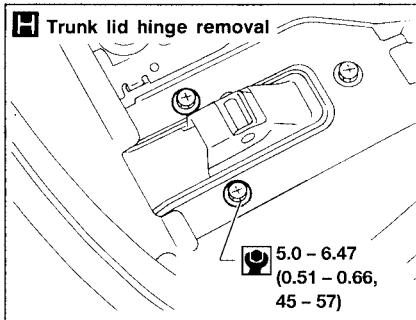
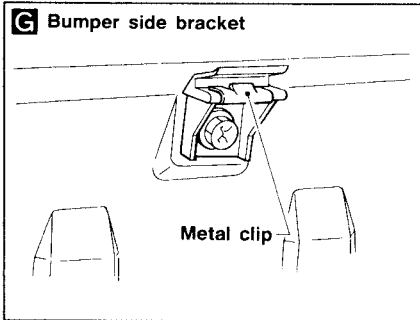
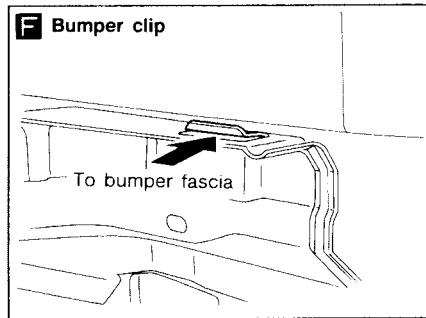
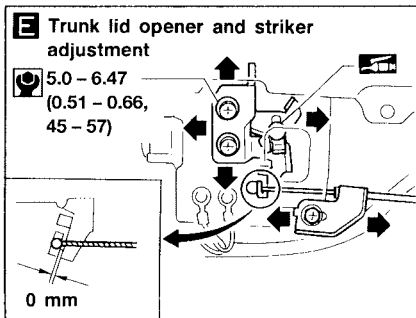
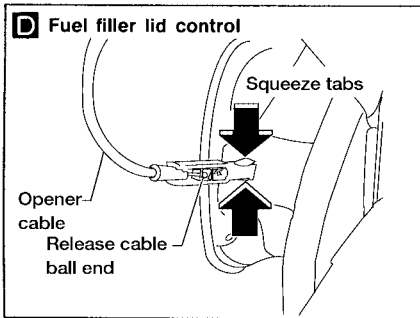
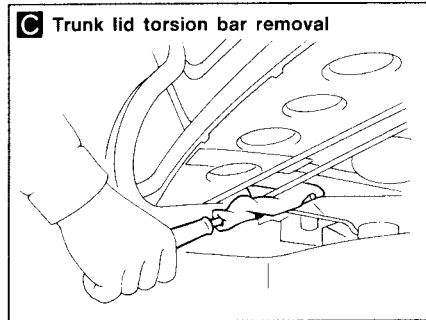
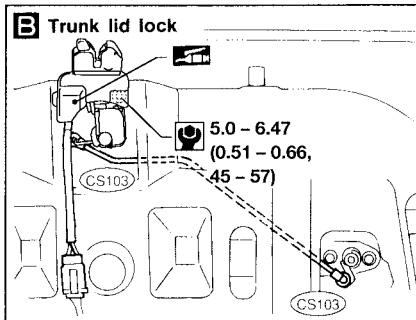
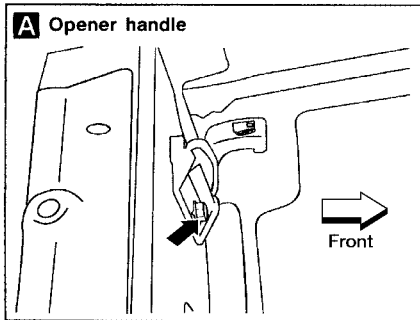
### REAR BUMPER ASSEMBLY

1. Remove four bolts and one clip C205 from lower side of rear bumper fascia.
2. Remove two screws from each quarter panel side.
3. Remove four clips C205 from upper side of rear bumper fascia.
4. Remove rear bumper fascia.
5. Remove four nuts securing bumper reinforcement, then remove bumper reinforcement.
6. Remove four bolts securing bumper side stays, then remove bumper side stays.





# BODY REAR END AND OPENER



: N·m (kg-m, in-lb)

WBT086

# WINDSHIELD MOLDING

## WINDSHIELD MOLDING

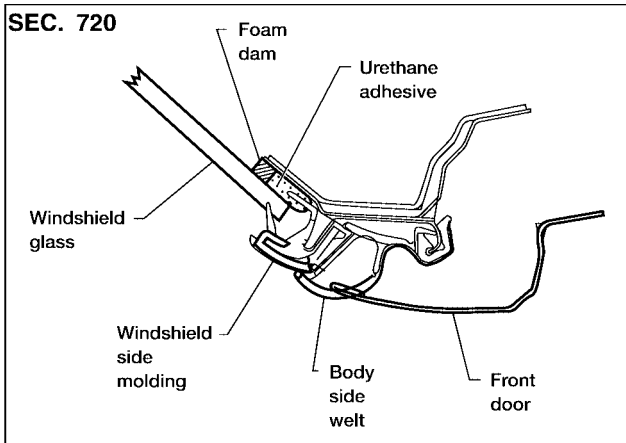
### Windshield and Rear Window

PFP:72700

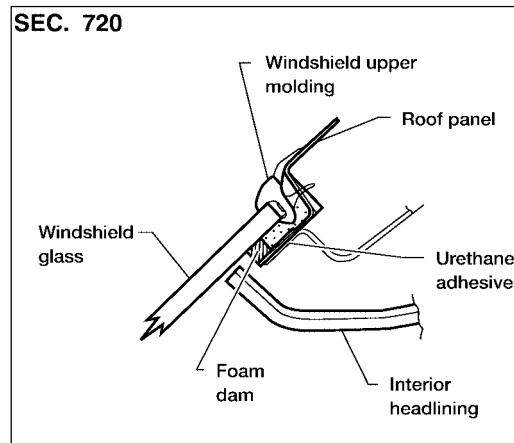
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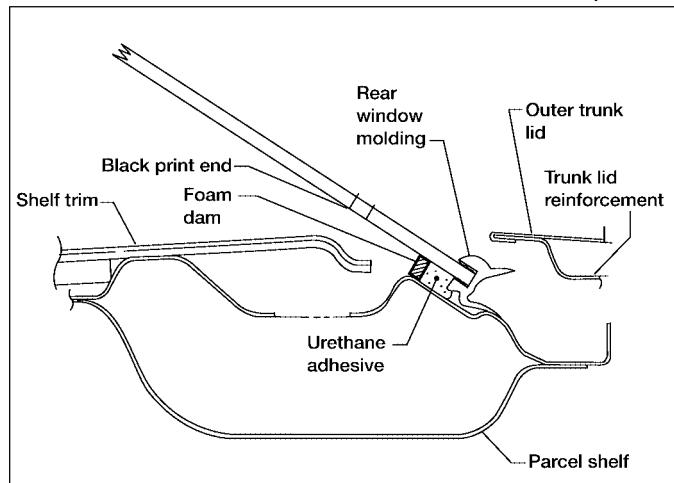
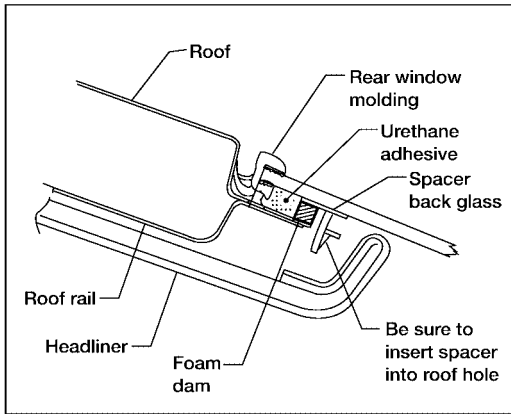
Windshield side molding



Windshield upper molding



Rear window molding



WBT114

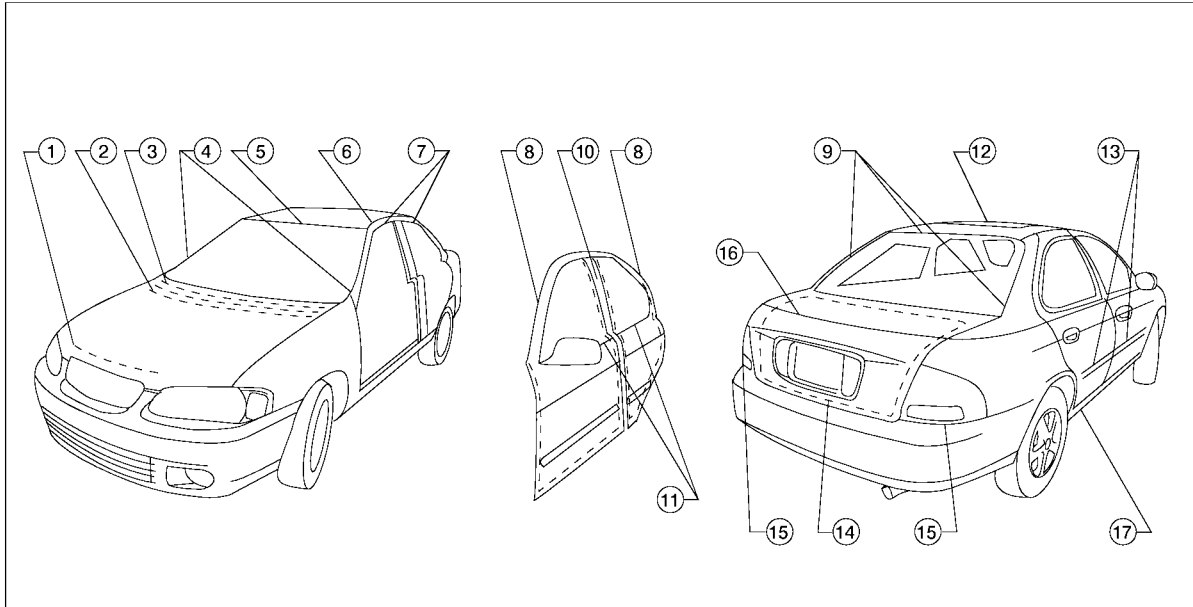
# EXTERIOR

## EXTERIOR

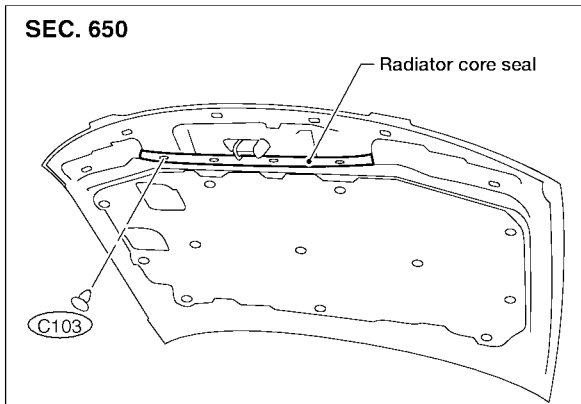
PFP:AAAAA

### Removal and Installation

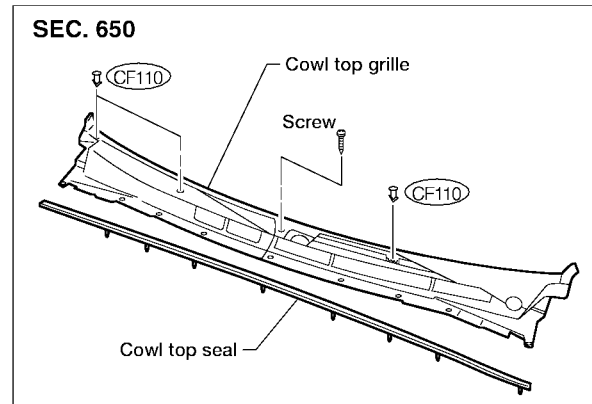
EIS00170



#### ① Hood front seal



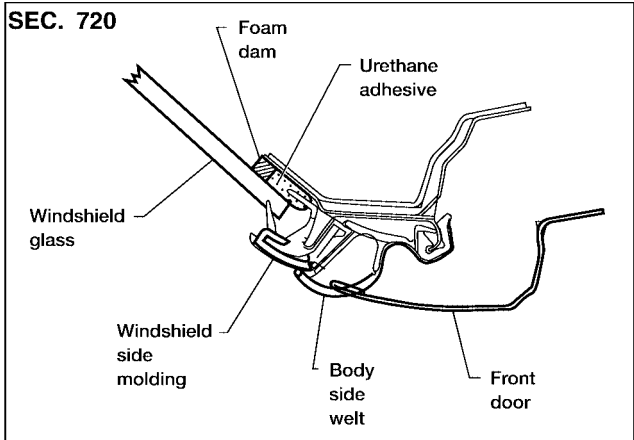
#### ② ③ Cowl top seal and cowl top grille



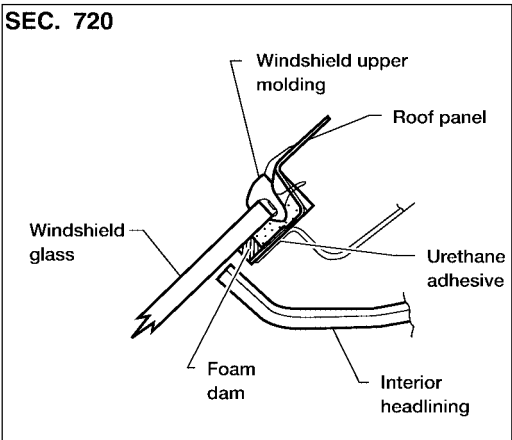
WBT054

# EXTERIOR

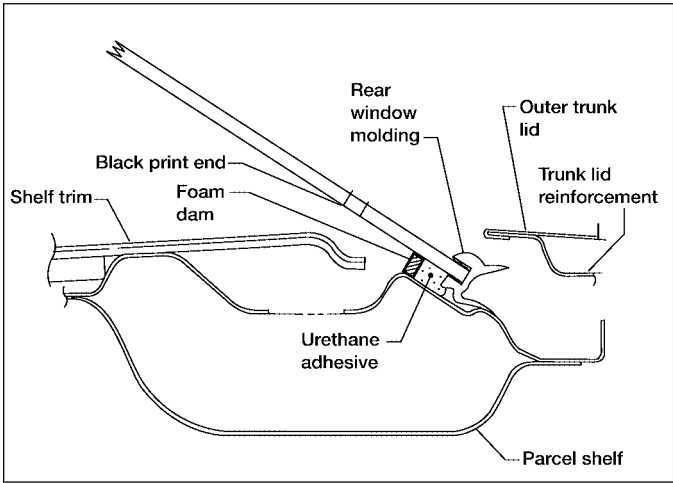
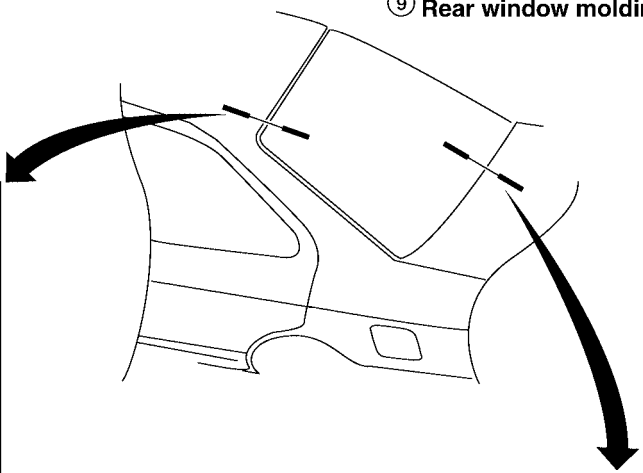
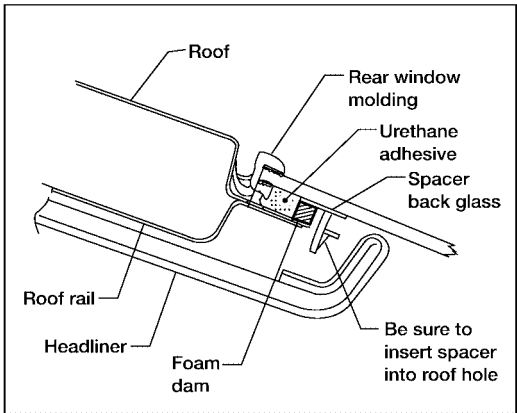
## ④ Windshield side molding



## ⑤ Windshield upper molding



## ⑨ Rear window molding



WBT113

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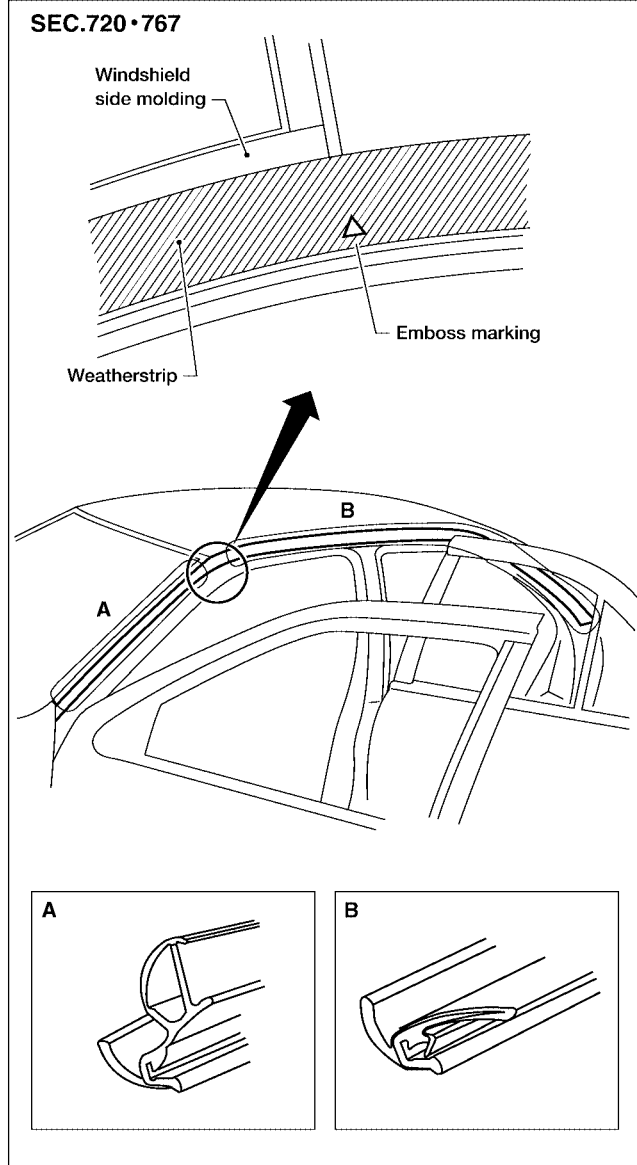
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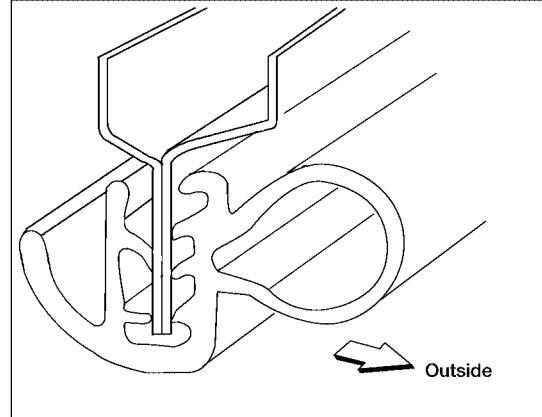
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# EXTERIOR

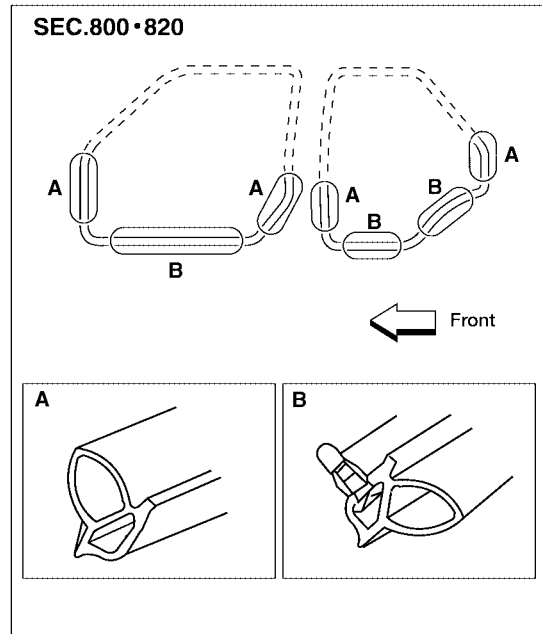
## ⑥ Drip weatherstrip



## ⑦ Body side welt



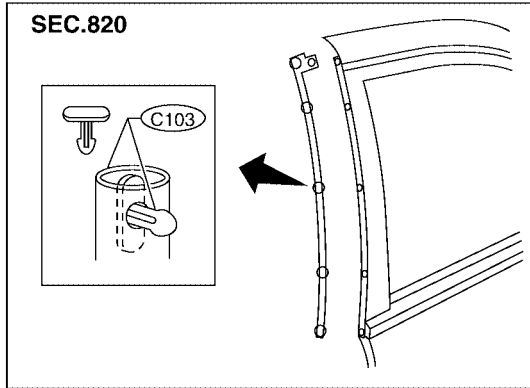
## ⑧ Door weatherstrip



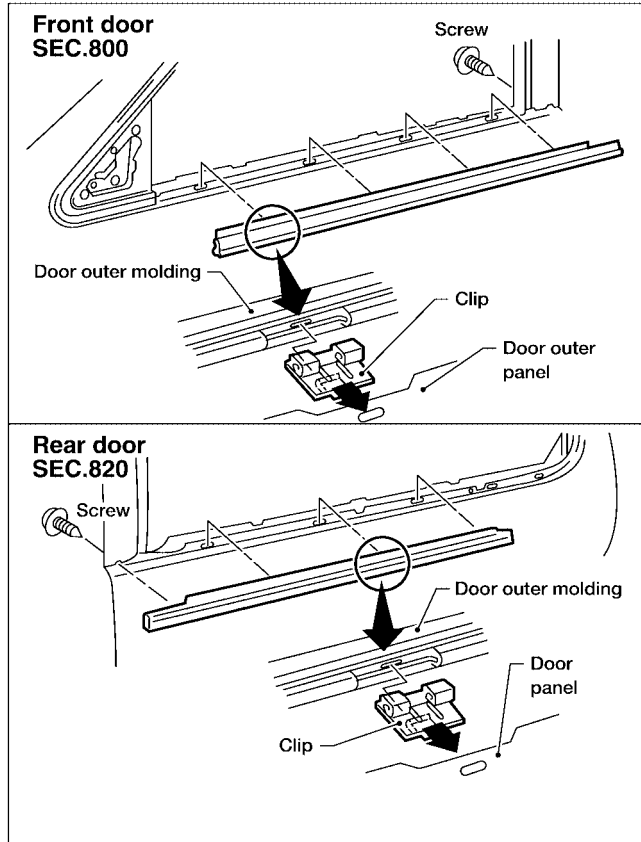
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# EXTERIOR

## ⑩ Rear door parting seal



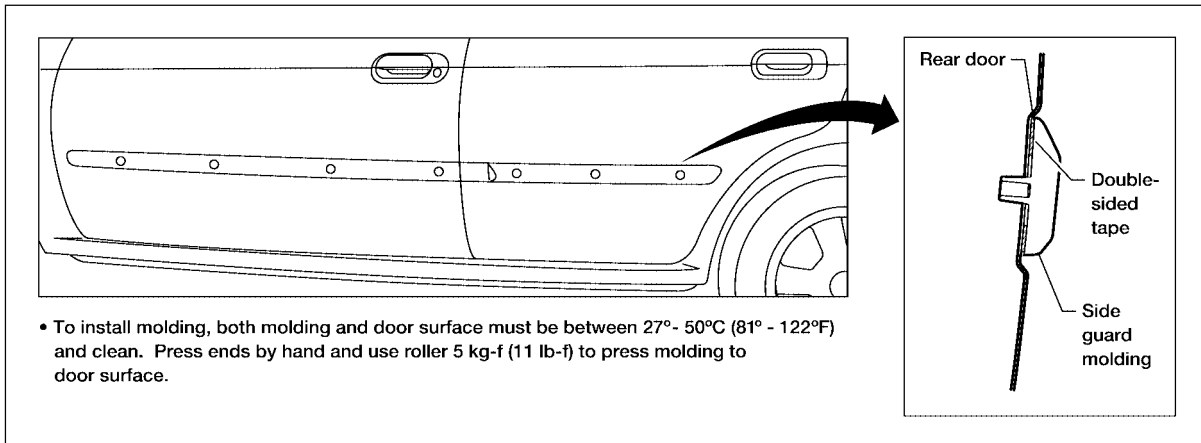
## ⑪ Door outside molding



## ⑫ Sunroof lid weatherstrip

Sunroof weatherstrip is part of the glass lid and must be replaced as an assembly.

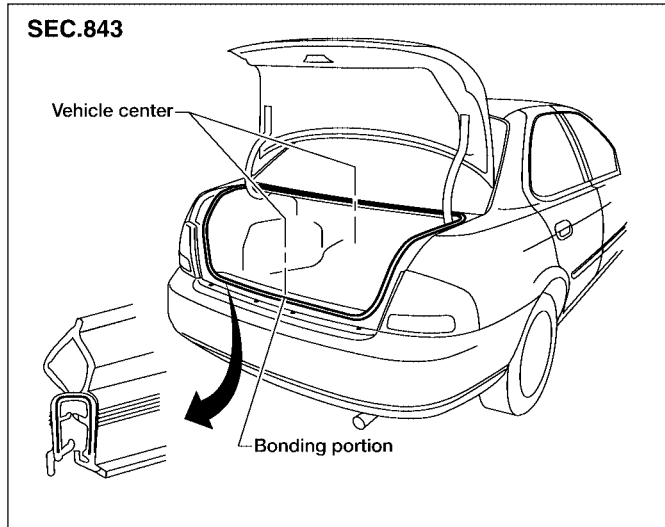
## ⑬ Side guard molding



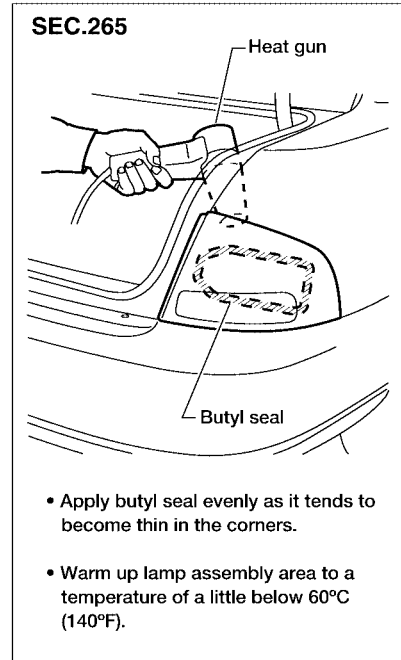
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## ⑭ Trunk lid weatherstrip



## ⑮ Rear combination lamp

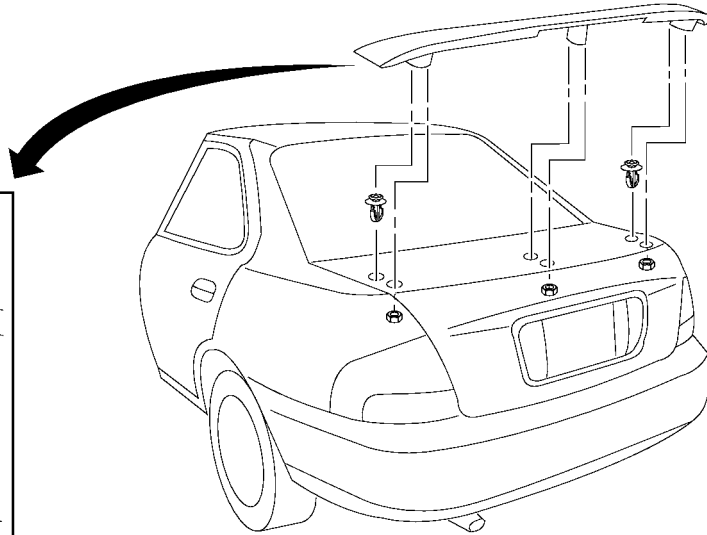
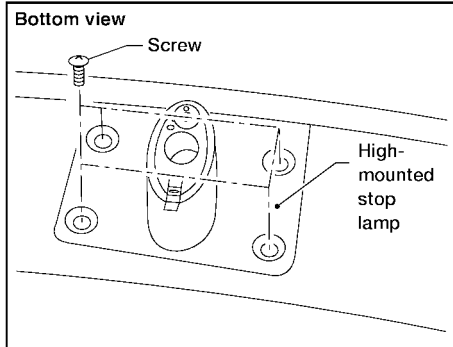


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# EXTERIOR

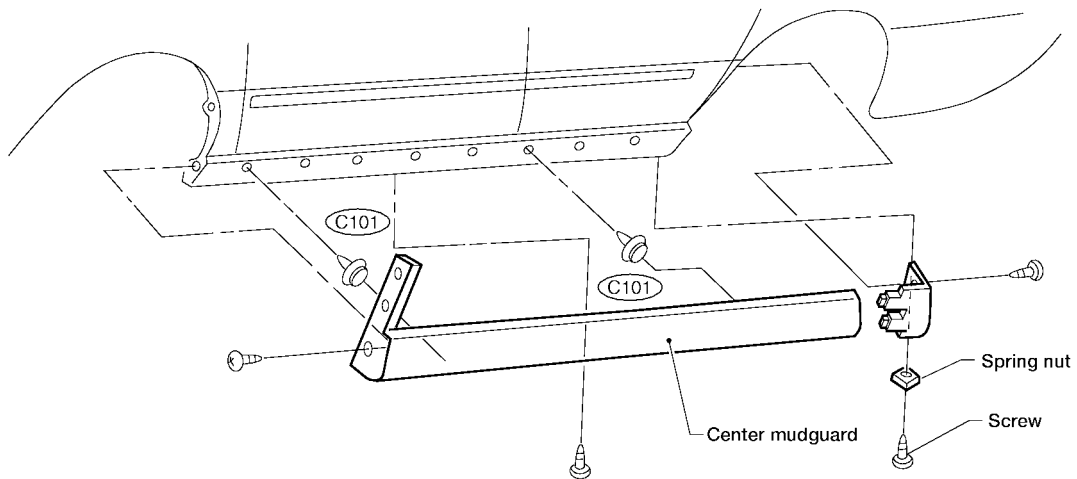
## SEC. 960

- ①⑥ Rear air spoiler and high-mounted stop lamp
- When installing, make sure that there are no gaps or waves at ends of air spoiler.
  - Before installing spoiler, clean and remove oil from surface where spoiler will be mounted.



LBT065

## ①⑦ Fender and center mudguard



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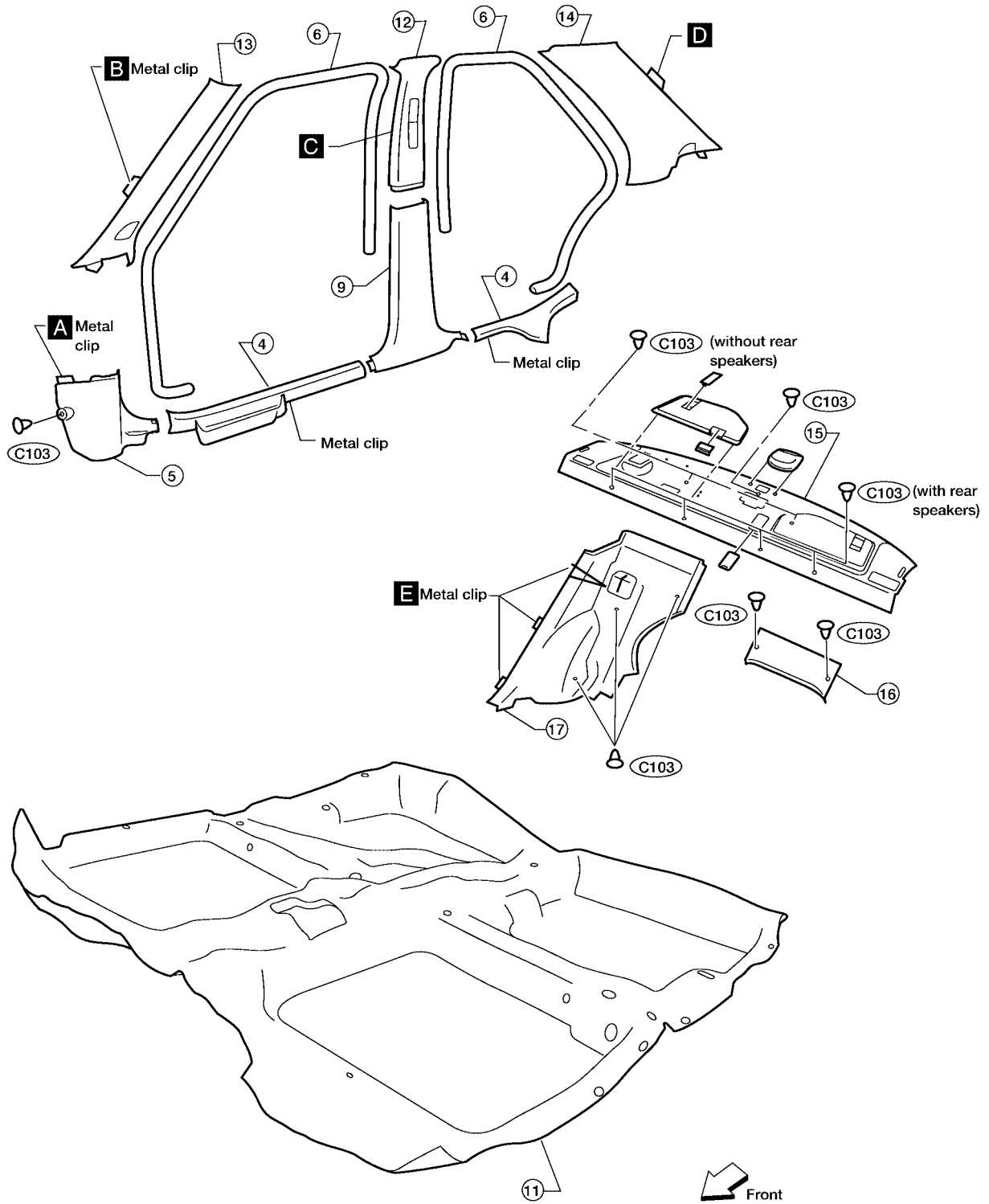
## SIDE AND FLOOR TRIM

### Removal and Installation

**CAUTION:**

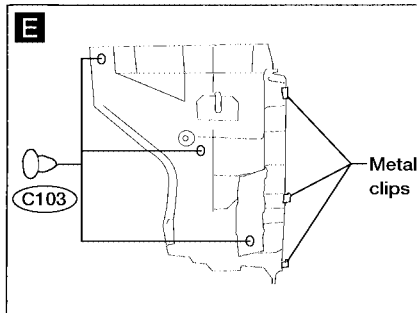
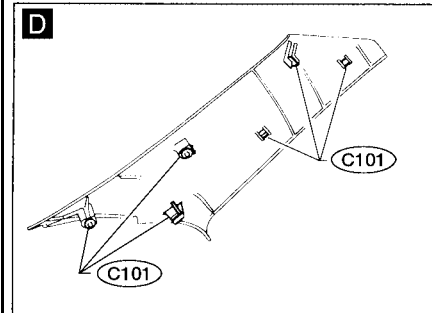
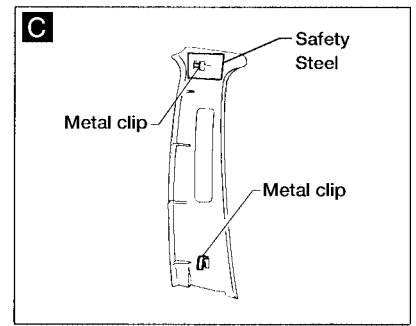
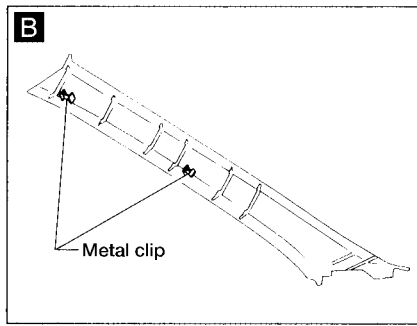
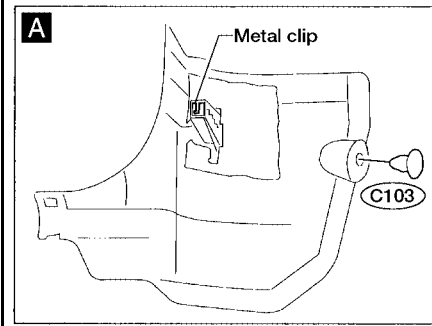
- **Wrap the tip of flat-bladed screwdriver with a cloth when removing metal clips from garnishes.**
1. Remove A/T finisher or M/T shift lever boot. Refer to [IP-10, "Removal and Installation"](#) .
  2. Remove the console. Refer to [IP-10, "Removal and Installation"](#) .
  3. Remove front and rear seats. Refer to [SE-3, "Removal and Installation"](#) (front), or [SE-5, "Removal and Installation"](#) (rear).
  4. Remove kick plates.
  5. Remove dash side lower garnish. **A**
  6. Remove body side welts.
  7. Remove front seat belt floor anchor bolt. Refer to [SB-3, "Removal and Installation"](#) .
  8. Remove rear seat belt floor anchor bolt. Refer to [SB-5, "Removal and Installation"](#) .
  9. Remove center pillar lower garnish.
  10. Remove adjuster cover and pillar shoulder bolt. Refer to [SB-3, "Removal and Installation"](#) .
  11. Remove floor carpet.
  12. Remove center pillar upper garnish. **C**
  13. Remove front pillar garnish. **B**
  14. Remove rear pillar garnish. **D**
  15. Remove parcel shelf.
  16. Remove center rear seat back finisher.
  17. Remove side rear seat back finishers. **E**

# SIDE AND FLOOR TRIM



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# SIDE AND FLOOR TRIM



WBT044

# DOOR FINISHER

PFP:80900

## DOOR FINISHER

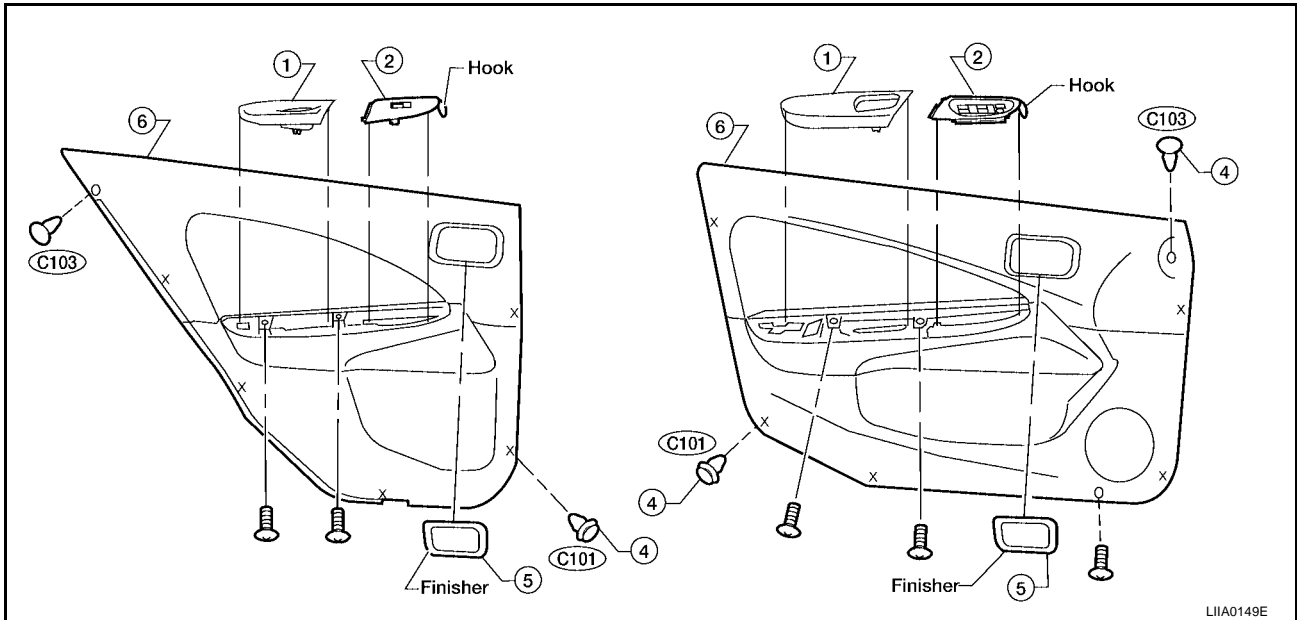
### Removal and Installation

EIS00172

#### CAUTION:

Wrap the tip of a flat-bladed screwdriver with cloth when prying pawls from door trim.

1. Remove the door pull finisher(s).
2. Remove power window switch(es) finisher(s), then disconnect the connector(s) (models equipped with power windows).
- **Do not lift the front of the power window switch assembly.**
3. Remove window regulator handle (models without power windows).
4. Remove screws and disconnect clips C101 and clips C103 from door.
5. Reach behind and carefully pull door trim panel from inside handle until finisher pops off.
6. Lift out door trim.



# ROOF TRIM

PFP:73910

EIS00173

## ROOF TRIM

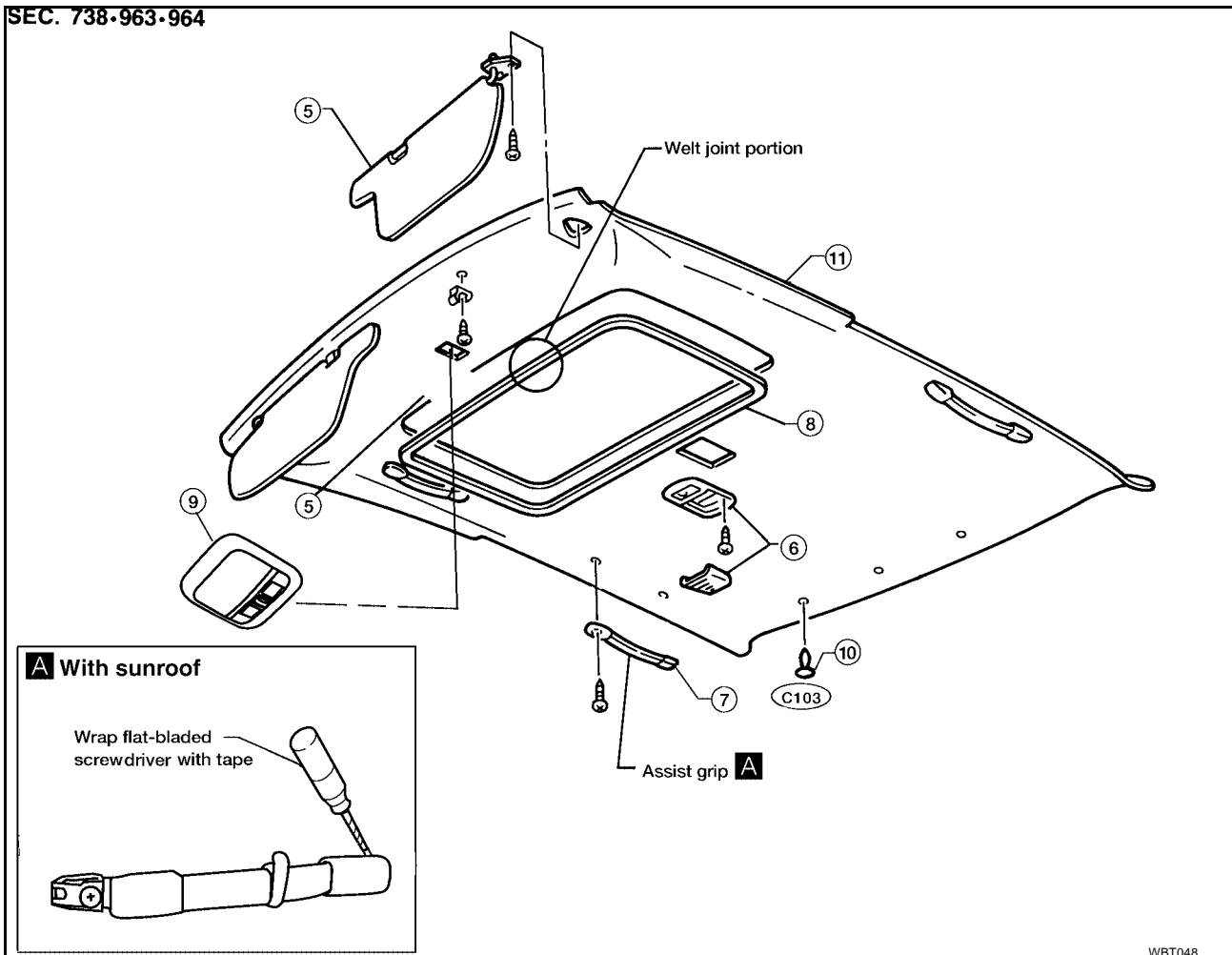
### Removal and Installation

#### CAUTION:

Disconnect both terminals from battery in advance.

1. Remove driver air bag module and steering wheel. Refer to [SRS-40, "Removal and Installation"](#) and [PS-11, "STEERING WHEEL"](#).
2. Fully tilt front right and left seat backs backward.
3. Remove front pillar garnish, front and rear kick plates. Refer to [EI-28, "Removal and Installation"](#).
4. Remove center pillar lower and upper garnish, and rear pillar garnish. Refer to [EI-28, "Removal and Installation"](#).
5. Remove sun visors.
6. Remove interior lamp.
7. Remove assist grips (if equipped). **A**
8. Remove sunroof welt (if equipped) and door welts.
9. Remove sunroof switch (if equipped) and map lamp assembly.
10. Remove clips attached to roof.
11. Take out headlining from the front passenger door.

SEC. 738-963-964



WBT048

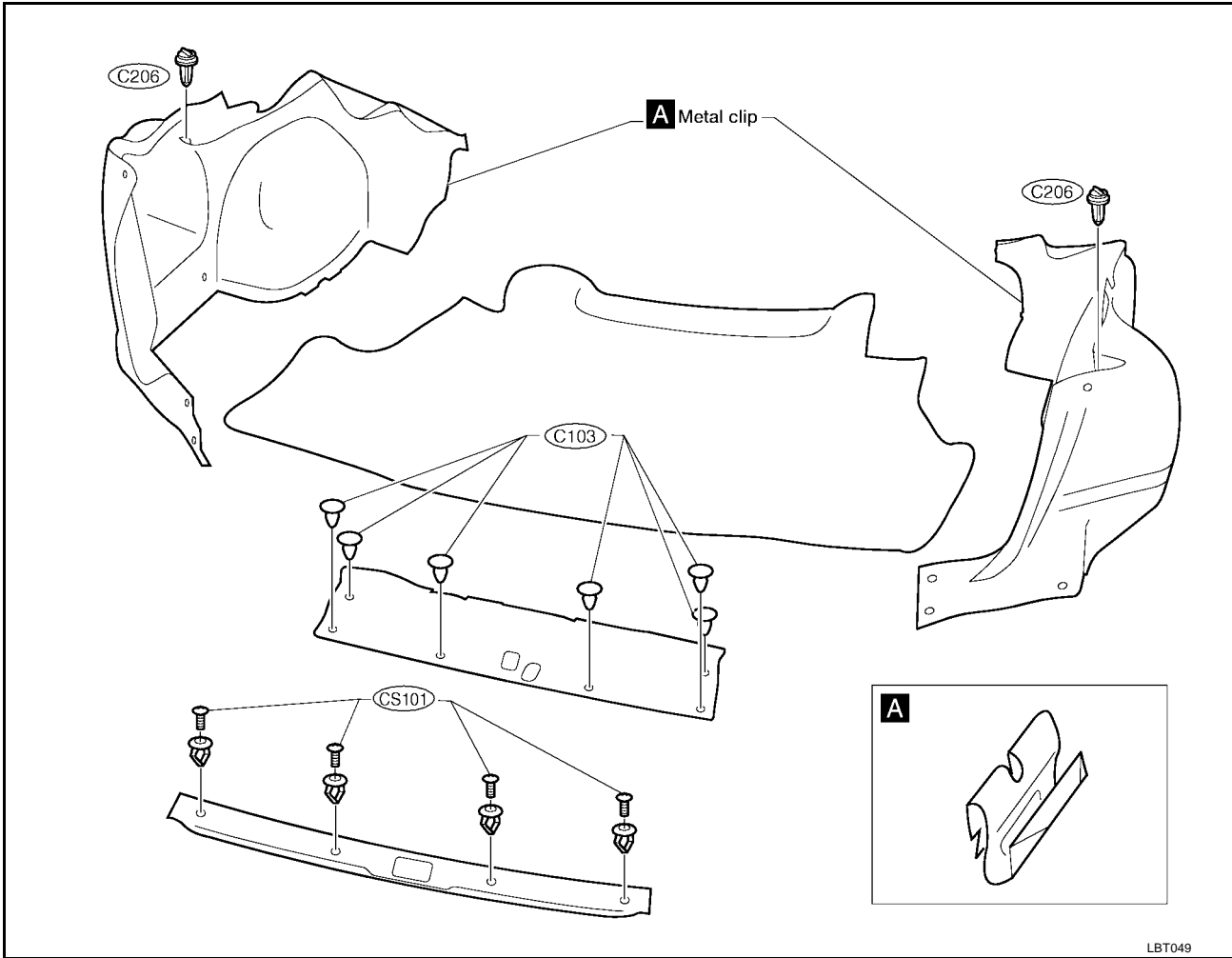
# TRUNK ROOM TRIM

## TRUNK ROOM TRIM

PFP:84920

### Removal and Installation

EIS00174



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# TRUNK ROOM TRIM

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# SECTION **EM**

## ENGINE MECHANICAL

### CONTENTS

<b>QG18DE</b>		
<b>PRECAUTIONS</b> .....	<b>4</b>	
Parts Requiring Angular Tightening .....	4	
Precautions for Liquid Gasket .....	4	
<b>REMOVAL OF LIQUID GASKET SEALING</b> .....	4	
<b>LIQUID GASKET APPLICATION PROCEDURE</b> .....	4	
Rocker Cover Bolts .....	5	
<b>PREPARATION</b> .....	<b>6</b>	
Special Service Tools .....	6	
Commercial Service Tools .....	8	
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		
<b>TROUBLESHOOTING</b> .....	<b>10</b>	
Noise, Vibration and Harshness (NVH) Trouble- shooting .....	10	
<b>NVH TROUBLESHOOTING — ENGINE NOISE</b> ..	10	
<b>OUTER COMPONENT PARTS</b> .....	<b>12</b>	
Removal and Installation .....	12	
<b>OIL PAN</b> .....	<b>16</b>	
Components .....	16	
Removal .....	16	
Installation .....	17	
<b>FUEL INJECTOR AND FUEL TUBE</b> .....	<b>19</b>	
Removal and Installation .....	19	
<b>REMOVAL</b> .....	19	
<b>INSTALLATION</b> .....	20	
<b>INSPECTION AFTER INSTALLATION</b> .....	22	
<b>ROCKER COVER</b> .....	<b>23</b>	
Removal and Installation .....	23	
<b>REMOVAL</b> .....	23	
<b>INSTALLATION</b> .....	24	
<b>CAMSHAFT</b> .....	<b>26</b>	
Removal and Installation .....	26	
<b>REMOVAL</b> .....	26	
<b>INSTALLATION</b> .....	29	
<b>INSPECTION AFTER REMOVAL</b> .....	32	
Valve Clearance .....	35	
<b>INSPECTION</b> .....	35	
<b>ADJUSTING</b> .....	36	
<b>TIMING CHAIN</b> .....	<b>39</b>	
Components .....	39	
Removal .....	40	
<b>INSPECTION AFTER REMOVAL</b> .....	45	
<b>INSTALLATION</b> .....	45	
<b>INSPECTION AFTER INSTALLATION</b> .....	48	
<b>OIL SEAL</b> .....	<b>49</b>	
Replacement .....	49	
<b>VALVE OIL SEAL</b> .....	49	
<b>FRONT OIL SEAL</b> .....	49	
<b>REAR OIL SEAL</b> .....	51	
<b>CYLINDER HEAD</b> .....	<b>52</b>	
On-Vehicle Service .....	52	
<b>CHECKING COMPRESSION PRESSURE</b> .....	52	
Removal and Installation .....	53	
<b>REMOVAL</b> .....	53	
<b>INSTALLATION</b> .....	54	
Disassembly and Assembly .....	56	
<b>DISASSEMBLY</b> .....	56	
<b>ASSEMBLY</b> .....	57	
Inspection after Disassembly .....	58	
<b>CYLINDER HEAD DISTORTION</b> .....	58	
<b>VALVE GUIDE CLEARANCE</b> .....	58	
<b>VALVE GUIDE REPLACEMENT</b> .....	59	
<b>VALVE SEATS</b> .....	60	
<b>REPLACING VALVE SEAT FOR SERVICE</b>		
<b>PARTS</b> .....	60	
<b>VALVE DIMENSIONS</b> .....	61	
<b>VALVE SPRING</b> .....	61	
<b>ENGINE ASSEMBLY</b> .....	<b>63</b>	
Removal and Installation .....	63	
<b>REMOVAL</b> .....	64	
<b>INSTALLATION</b> .....	66	
<b>CYLINDER BLOCK</b> .....	<b>67</b>	
Components .....	67	
Removal and Installation .....	68	
Disassembly .....	68	
<b>PISTON AND CRANKSHAFT</b> .....	68	
Inspection .....	69	
<b>PISTON AND PISTON PIN CLEARANCE</b> .....	69	
<b>PISTON RING SIDE CLEARANCE</b> .....	70	
<b>PISTON RING END GAP</b> .....	70	



CONNECTING ROD BEND AND TORSION .....	70
CYLINDER BLOCK DISTORTION AND WEAR..	71
PISTON-TO-BORE CLEARANCE .....	71
CRANKSHAFT .....	72
BEARING CLEARANCE .....	73
CONNECTING ROD BUSHING CLEARANCE (SMALL END) .....	76
REPLACEMENT OF CONNECTING ROD BUSHING (SMALL END) .....	76
FLYWHEEL RUNOUT .....	77
Assembly .....	77
PISTON .....	77
CRANKSHAFT .....	78
<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>81</b>
General Specifications .....	81
Compression Pressure .....	81
Cylinder Head .....	81
Valve .....	82
VALVE .....	82
VALVE SPRING .....	82
VALVE LIFTER .....	82
VALVE CLEARANCE .....	82
VALVE GUIDE .....	83
AVAILABLE SHIMS .....	83
VALVE SEAT .....	85
VALVE SEAT RESURFACE LIMIT .....	86
Camshaft and Camshaft Bearing .....	86
Cylinder Block .....	87
Piston, Piston Ring and Piston Pin .....	87
PISTON .....	87
PISTON RING .....	88
PISTON PIN .....	88
Connecting Rod .....	88
Crankshaft .....	89
Main Bearing .....	90
STANDARD .....	90
UNDERSIZE .....	90
Connecting Rod Bearing .....	90
STANDARD SIZE .....	90
UNDERSIZE .....	90
Bearing Clearance .....	90
Miscellaneous Components .....	90

## QR25DE

<b>PRECAUTIONS .....</b>	<b>91</b>
Precautions for Draining Coolant .....	91
Precautions for Disconnecting Fuel Piping .....	91
Precautions for Removal and Disassembly .....	91
Precautions for Inspection, Repair and Replace- ment .....	91
Precautions for Assembly and Installation .....	91
Parts Requiring Angular Tightening .....	91
Precautions for Liquid Gasket .....	92
REMOVAL OF LIQUID GASKET SEALING .....	92
LIQUID GASKET APPLICATION PROCEDURE..	92
<b>PREPARATION .....</b>	<b>93</b>
Special Service Tools .....	93
Commercial Service Tools .....	96

<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>	
<b>TROUBLESHOOTING .....</b>	<b>98</b>
NVH Troubleshooting —Engine Noise .....	98
Use the Chart Below to Help You Find the Cause of the Symptom. ....	99
<b>DRIVE BELTS .....</b>	<b>100</b>
Checking Drive Belts .....	100
Tension Adjustment .....	100
Removal and Installation .....	100
REMOVAL .....	100
INSTALLATION .....	101
Removal and Installation of Drive Belt Auto-ten- sioner .....	101
REMOVAL .....	101
INSTALLATION .....	101
<b>AIR CLEANER AND AIR DUCT .....</b>	<b>103</b>
Removal and Installation .....	103
REMOVAL .....	103
INSTALLATION .....	104
CHANGING THE AIR CLEANER ELEMENT ..	104
<b>INTAKE MANIFOLD .....</b>	<b>105</b>
Removal and Installation .....	105
REMOVAL .....	105
INSPECTION AFTER REMOVAL .....	107
INSTALLATION .....	108
INSPECTION AFTER INSTALLATION .....	109
<b>EXHAUST MANIFOLD AND THREE WAY CATA- LYST .....</b>	<b>110</b>
Removal and Installation .....	110
REMOVAL .....	110
INSPECTION AFTER REMOVAL .....	111
INSTALLATION .....	111
<b>OIL PAN AND OIL STRAINER .....</b>	<b>112</b>
Removal and Installation .....	112
REMOVAL .....	112
INSPECTION AFTER REMOVAL .....	113
INSTALLATION .....	113
INSPECTION AFTER INSTALLATION .....	114
<b>IGNITION COIL .....</b>	<b>115</b>
Removal and Installation .....	115
REMOVAL .....	115
INSTALLATION .....	115
<b>SPARK PLUG .....</b>	<b>116</b>
Removal and Installation .....	116
REMOVAL .....	116
INSPECTION AFTER REMOVAL .....	116
INSTALLATION .....	117
<b>FUEL INJECTOR AND FUEL TUBE .....</b>	<b>118</b>
Removal and Installation .....	118
REMOVAL .....	118
INSTALLATION .....	119
INSPECTION AFTER INSTALLATION .....	120
<b>ROCKER COVER .....</b>	<b>121</b>
Removal and Installation .....	121
REMOVAL .....	121
INSTALLATION .....	122
<b>CAMSHAFT .....</b>	<b>123</b>
Removal and Installation .....	123
REMOVAL .....	123

INSPECTION AFTER REMOVAL .....	125	HOW TO SELECT A CONNECTING ROD BEAR-	
INSTALLATION .....	128	ING .....	170
Valve Clearance .....	130	HOW TO SELECT A MAIN BEARING .....	172
INSPECTION .....	130	Inspection After Disassembly .....	175
VALVE ADJUSTMENT .....	132	CRANKSHAFT SIDE CLEARANCE .....	175
<b>TIMING CHAIN .....</b>	<b>134</b>	CONNECTING ROD SIDE CLEARANCE .....	176
Removal and Installation .....	134	PISTON AND PISTON PIN CLEARANCE .....	176
REMOVAL .....	135	PISTON RING SIDE CLEARANCE .....	177
INSPECTION AFTER REMOVAL .....	137	PISTON RING END GAP .....	177
INSTALLATION .....	138	CONNECTING ROD BEND AND TORSION ...	177
<b>OIL SEAL .....</b>	<b>142</b>	CONNECTING ROD BEARING (BIG END) ....	178
Removal and installation of Valve Oil Seal .....	142	CONNECTING ROD BUSHING OIL CLEAR-	
REMOVAL .....	142	ANCE (SMALL END) .....	178
INSTALLATION .....	142	CYLINDER BLOCK DISTORTION .....	179
Removal and Installation of Front Oil Seal .....	142	INNER DIAMETER OF MAIN BEARING HOUS-	
REMOVAL .....	142	ING .....	180
INSTALLATION .....	143	PISTON TO CYLINDER BORE CLEARANCE .	180
Removal and Installation of Rear Oil Seal .....	144	OUTER DIAMETER OF CRANKSHAFT MAIN	
REMOVAL .....	144	JOURNAL .....	181
INSTALLATION .....	144	OUTER DIAMETER OF CRANKSHAFT PIN	
<b>CYLINDER HEAD .....</b>	<b>145</b>	JOURNAL .....	182
On-Vehicle Service .....	145	OUT-OF-ROUND AND TAPER OF CRANK-	
CHECKING COMPRESSION PRESSURE .....	145	SHAFT .....	182
Removal and Installation .....	147	CRANKSHAFT RUNOUT .....	182
REMOVAL .....	148	OIL CLEARANCE OF CONNECTING ROD	
INSPECTION AFTER REMOVAL .....	148	BEARING .....	182
INSTALLATION .....	148	OIL CLEARANCE OF MAIN BEARING .....	183
Disassembly and Assembly .....	149	CRUSH HEIGHT OF MAIN BEARING .....	183
DISASSEMBLY .....	150	OUTER DIAMETER OF LOWER CYLINDER	
ASSEMBLY .....	150	BLOCK MOUNTING BOLT .....	184
Inspection After Disassembly .....	151	OUTER DIAMETER OF CONNECTING ROD	
CYLINDER HEAD DISTORTION .....	151	BOLT .....	184
VALVE DIMENSIONS .....	151	MOVEMENT AMOUNT OF FLYWHEEL (M/T	
VALVE GUIDE CLEARANCE .....	152	MODEL) .....	184
VALVE GUIDE REPLACEMENT .....	152	<b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>	<b>186</b>
VALVE SEAT CONTACT .....	153	Standard and Limit .....	186
VALVE SEAT REPLACEMENT .....	153	GENERAL SPECIFICATIONS .....	186
VALVE SPRING SQUARENESS .....	154	DRIVE BELTS .....	186
VALVE SPRING DIMENSIONS AND VALVE		INTAKE MANIFOLD AND EXHAUST MANI-	
SPRING PRESSURE LOAD .....	154	FOLD .....	186
<b>ENGINE ASSEMBLY .....</b>	<b>156</b>	SPARK PLUG .....	186
Removal and Installation .....	156	CYLINDER HEAD .....	187
REMOVAL .....	157	VALVE .....	187
INSTALLATION .....	159	CAMSHAFT AND CAMSHAFT BEARING .....	190
INSPECTION AFTER INSTALLATION .....	159	CYLINDER BLOCK .....	190
<b>CYLINDER BLOCK .....</b>	<b>160</b>	PISTON, PISTON RING, AND PISTON PIN ...	191
Disassembly and Assembly .....	160	CONNECTING ROD .....	192
DISASSEMBLY .....	161	CRANKSHAFT .....	193
ASSEMBLY .....	164	MAIN BEARING .....	194
How to Select Piston and Bearing .....	168	CONNECTING ROD BEARING .....	195
DESCRIPTION .....	168	Miscellaneous Components .....	195
HOW TO SELECT A PISTON .....	169		

## PRECAUTIONS

### Parts Requiring Angular Tightening

EBS00CE6

- Use an angle wrench for the final tightening of the following engine parts:
  - Cylinder head bolts
  - Main bearing cap bolts
  - Connecting rod cap nuts
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

### Precautions for Liquid Gasket

EBS00EXN

#### REMOVAL OF LIQUID GASKET SEALING

- After removing the mounting bolts and nuts, separate the mating surface using a seal cutter and remove the liquid gasket sealing.

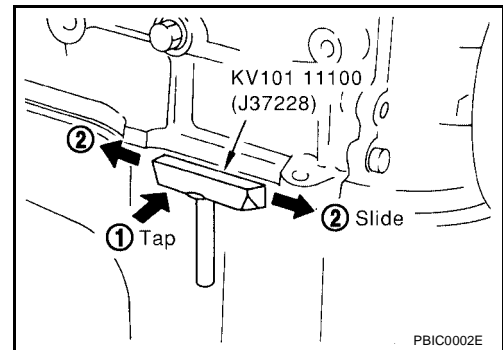
**CAUTION:**

**Be careful not to damage the mating surfaces.**

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap (1) the cutter where the Silicone RTV Sealant is applied. Use a plastic hammer to slide the cutter (2) by tapping on the side.

**CAUTION:**

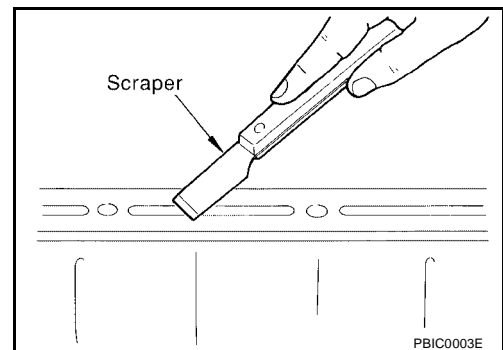
**If for some unavoidable reason a tool such as a flat-bladed screwdriver is used, be careful not to damage the mating surfaces.**



#### LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper, remove the old Silicone RTV Sealant adhering to the gasket application surface and the mating surface.
- Remove the sealant completely from the groove of the gasket application surface, mounting bolts, and bolt holes.
2. Thoroughly clean the gasket application surface and the mating surface and remove adhering moisture, grease and foreign materials.
3. Attach the sealant tube to the tube presser.
 

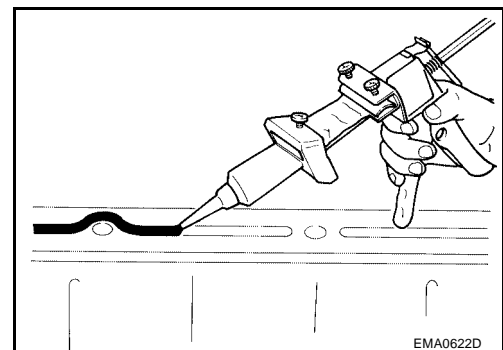
**Use Genuine Silicone RTV Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



4. Apply the sealant using Tool without breaks to the specified location with the specified dimensions.

**Tube presser**

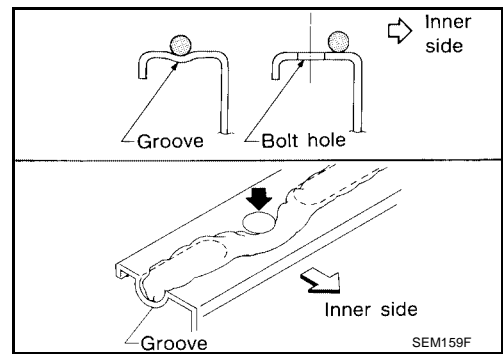
**WS39930000 (-)**



# PRECAUTIONS

[QG18DE]

- If there is a groove for the sealant application, apply the sealant to the groove.
- As for the bolt holes, normally apply the sealant inside the holes. If specified, it should be applied outside the holes. Make sure to read the text of this manual.
- Within five minutes of the sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed from the installation, fill the engine with the specified oil and coolant. Refer to [MA-13](#), "[RECOMMENDED FLUIDS AND LUBRICANTS](#)".



## CAUTION:

Follow all specific instructions in this manual.

## Rocker Cover Bolts

EBS00EWP

## NOTE:

Remove and install rocker cover bolts with a socket or wrench only.

# PREPARATION

[QG18DE]

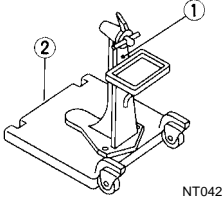
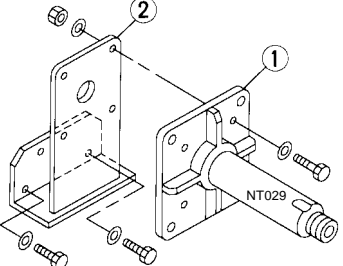
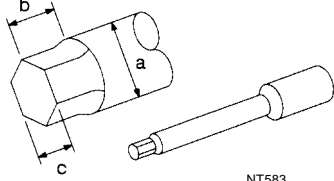
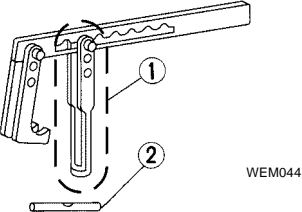
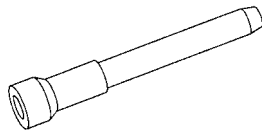
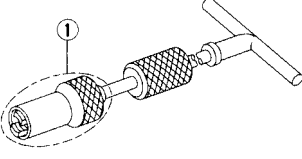
PF0:00002

EBS00CE8

## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST0501S000 ( — ) Engine stand assembly 1. ST05011000 ( — ) Engine stand 2. ST05012000 ( — ) Base	Disassembling and assembling 
Engine attachment assembly 1. KV10106500 ( — ) Engine attachment 2. KV10113300 ( — ) Sub-attachment	Overhauling engine 
ST10120000 (J24239-O1) Cylinder head bolt wrench	Loosening and tightening cylinder head bolt <b>a: 13 mm (0.51 in) dia.</b> <b>b: 12 mm (0.47 in)</b> <b>c: 10 mm (0.39 in)</b> 
KV10116200 (J26336-B) Valve spring compressor 1. KV10115900 (J26336-20) Attachment 2. KV10109220 ( — ) Adapter	Disassembling valve mechanism 
KV10115600 (J38958) Valve oil seal drift	Installing valve oil seal 
KV10107902 (J38959) Valve oil seal puller 1. KV10116100 Valve oil seal puller adapter	Displacing valve lip seal 

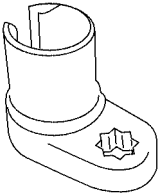
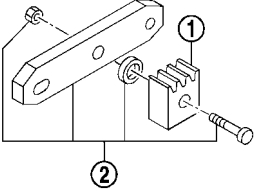
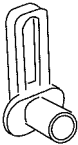
# PREPARATION

[QG18DE]

Tool number (Kent-Moore No.) Tool name	Description	A
KV101151S0 (J38972) Lifter stopper set 1. KV10115110 Camshaft pliers 2. KV10115120 Lifter stopper	Changing shims	EM C
EM03470000 (J8037) Piston ring compressor	Installing piston assembly into cylinder bore	D E
KV10111100 (J37228) Seal cutter	Removing oil pan	F G H
WS39930000 ( — ) Tube presser	Pressing the tube of liquid gasket	I J
KV10112100 (BT-8653-A) Angle wrench	Tightening bolts for bearing cap, cylinder head, etc. in angle.	K L
ST16610001 (J23907) Pilot bushing puller	Removing pilot bushing	M
KV1017100 (J36471-A) Front (heated) oxygen sensor wrench	Loosening or tightening heated oxygen sensor with 22 m (0.87 in) hexagon nut	

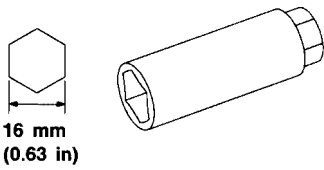
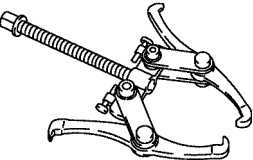
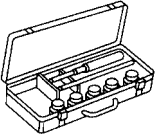
# PREPARATION

[QG18DE]

Tool number (Kent-Moore No.) Tool name		Description
(J44626) Air fuel ratio (A/F) sensor wrench	 <small>LEM054</small>	Loosening or tightening air fuel ratio (A/F) sensor 1
KV101056S0 ( — ) Rear gear stopper 1. KV10105620 ( — ) Adapter 2. KV10105610 ( — ) Plate assembly	 <small>NT773</small>	Preventing crankshaft from rotating
J-45488 Quick connector release	 <small>PBIC0198E</small>	Removing fuel tube quick connectors in engine room

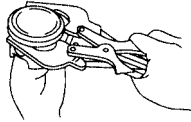
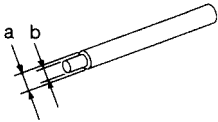
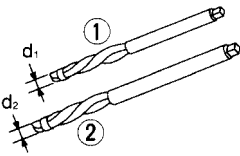
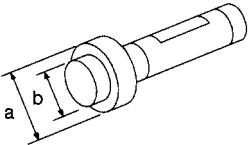
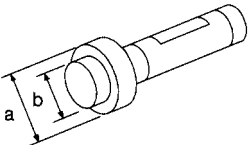
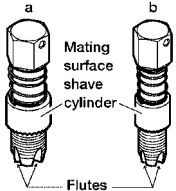
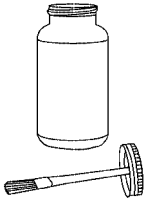
## Commercial Service Tools

EBS00CE9

Tool name Kent-Moore No.		Description
Spark plug wrench	 <small>NT047</small>	Removing and installing spark plug
Crankshaft pulley puller	 <small>PBIC0887E</small>	Removing crankshaft pulley
Valve seat cutter set	 <small>NT048</small>	Finishing valve seat dimensions

# PREPARATION

[QG18DE]

Tool name Kent-Moore No.	Description	
Piston ring expander   NT030	Removing and installing piston ring	A EM C
Valve guide drift   NT015	Removing and installing valve guide <b>Intake &amp; Exhaust:</b> <b>a: 9.5 mm (0.374 in) dia.</b> <b>b: 5.5 mm (0.217 in) dia.</b>	D E
Valve guide reamer   NT016	Reaming valve guide 1 or hole for oversize valve guide 2 <b>Intake &amp; Exhaust:</b> <b>d1 : 5.5 mm (0.217 in) dia.</b> <b>d2 : 9.685 mm (0.3813 in) dia.</b>	F G
Front oil seal drift   NT049	Installing front oil seal <b>a: 52 mm (2.05 in) dia.</b> <b>b: 40 mm (1.57 in) dia.</b>	H I
Rear oil seal drift   NT049	Installing rear oil seal <b>a: 103 mm (4.06 in) dia.</b> <b>b: 84 mm (3.31 in) dia.</b>	J K L
Oxygen sensor thread cleaner J-43897-18 J-43897-12   AEM488	Reconditioning the exhaust system threads before installing a new oxygen sensor (Use with anti-seize lubricant shown below.) <b>a: J-43897-18 [18 mm dia.] for zirconium oxygen sensor</b> <b>b: J-43897-12 [12 mm dia.] for titania oxygen sensor</b>	M
Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)   AEM489	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads	



# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[QG18DE]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### Noise, Vibration and Harshness (NVH) Troubleshooting NVH TROUBLESHOOTING — ENGINE NOISE

EBS00CEA

Use the chart below to help you find the cause of the symptom.

1. Locate the area where noise occurs.
2. Confirm the type of noise.
3. Specify the operating condition of engine.
4. Check specified noise source.

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of Engine Rocker Cover Cylinder Head	Ticking or click	C	A	—	A	B	—	Tappet noise	Valve clearance	<a href="#">EM-35</a>
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft journal clearance Camshaft runout	<a href="#">EM-33</a> , <a href="#">EM-34</a>
Crankshaft Pulley Cylinder Block (Side of Engine) Oil pan	Slap or knock	—	A	—	B	B	—	Piston pin noise	Piston and piston pin clearance Connecting rod bushing clearance	<a href="#">EM-69</a> , <a href="#">EM-76</a>
	Slap or rap	A	—	—	B	B	A	Piston slap noise	Piston-to-bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	<a href="#">EM-69</a> , <a href="#">EM-70</a> , <a href="#">EM-70</a> , <a href="#">EM-70</a>
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bearing clearance (Big end) Connecting rod bushing clearance (Small end)	<a href="#">EM-75</a> , <a href="#">EM-76</a>
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	<a href="#">EM-73</a> , <a href="#">EM-72</a>
Front of Engine Timing Chain Cover	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	<a href="#">EM-45</a>
Front of Engine	Squeak or fizzing	A	B	—	B	—	C	Drive belts (sticking or slipping)	Drive belts deflection	<a href="#">MA-16</a>
	Creaking	A	B	A	B	A	B	Drive belts (slipping)	Idler pulley bearing operation	
	Squall or creak	A	B	—	B	A	B	Water pump noise	Water pump operation	<a href="#">CO-10</a>

A: Closely related B: Related C: Sometimes related —: Not related

A

EM

C

D

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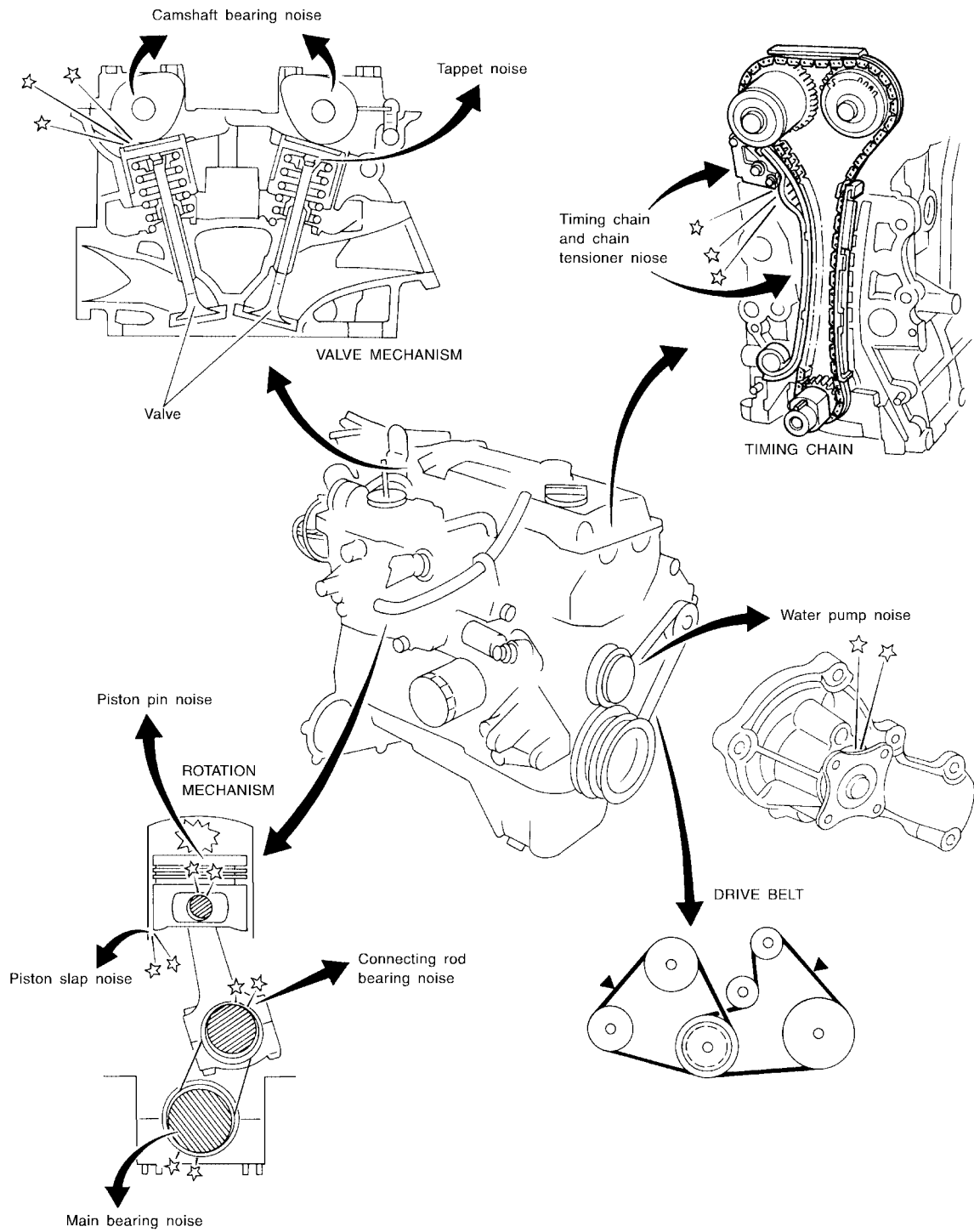
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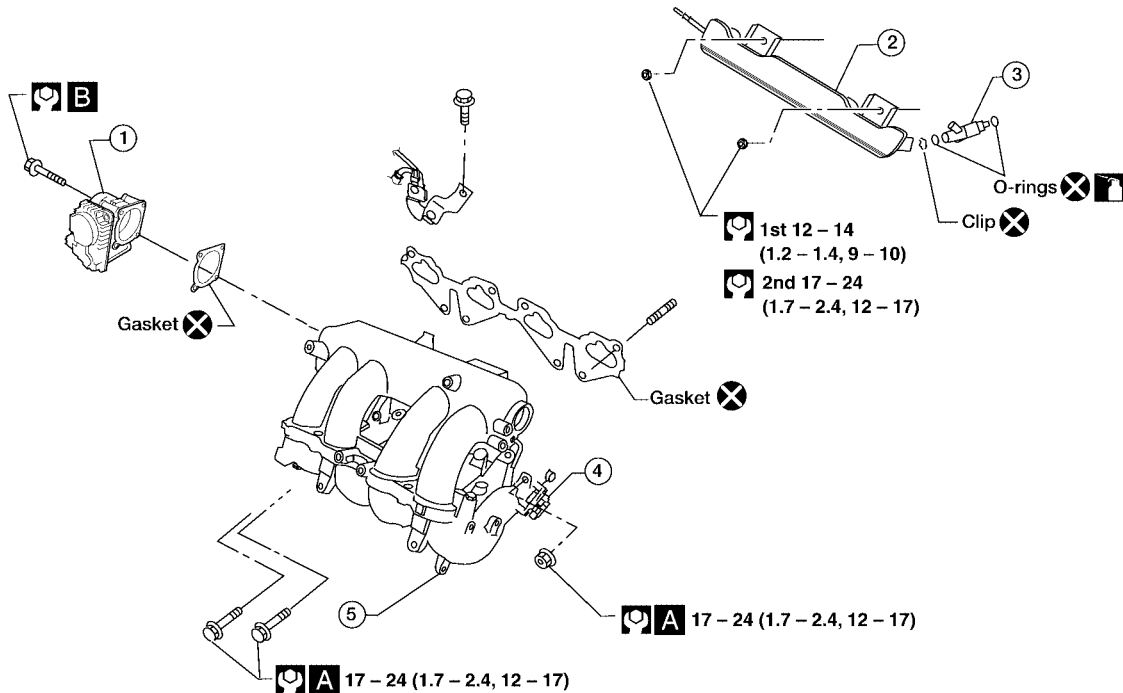
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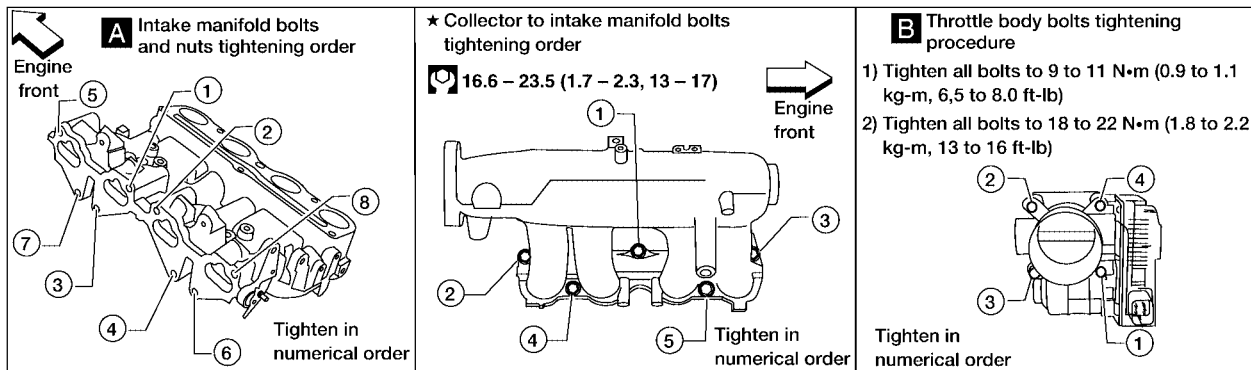
# OUTER COMPONENT PARTS

[QG18DE]

- |                                  |                                  |                       |
|----------------------------------|----------------------------------|-----------------------|
| 1. Oil pressure switch           | 2. Air relief plug               | 3. Intake manifold    |
| 4. Intake manifold upper support | 5. Intake manifold rear supports | 6. Oil filter         |
| 7. Thermostat                    | 8. Water pump                    | 9. Water pump pulley  |
| 10. Support container            | 11. Transmission gusset          | 12. Component bracket |



- : Lubricate with new engine oil
- : N·m (kg·m, in·lb)
- : N·m (kg·m, ft·lb)
- : Always replace after every disassembly.



- |   |                    |             |
|---|--------------------|-------------|
| 1. Throttle body                              | 2. Fuel rail       | 3. Injector |
| 4. Swirl control position sensor (SULEV only) | 5. Intake manifold |             |

WBIA0113E

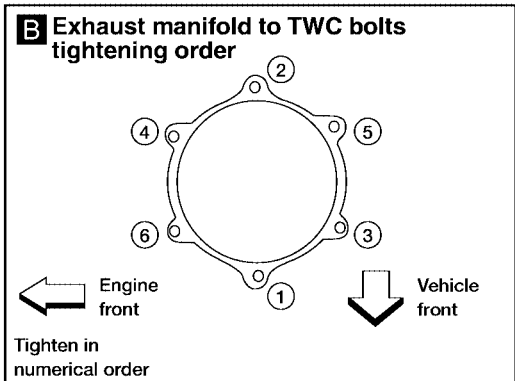
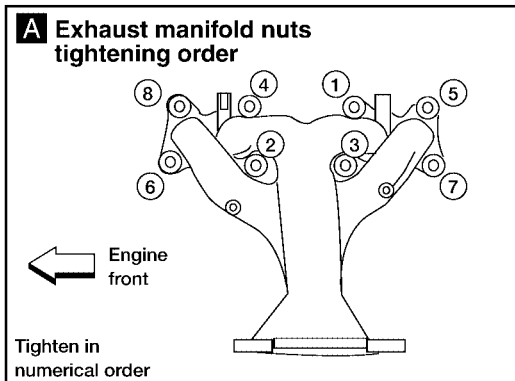
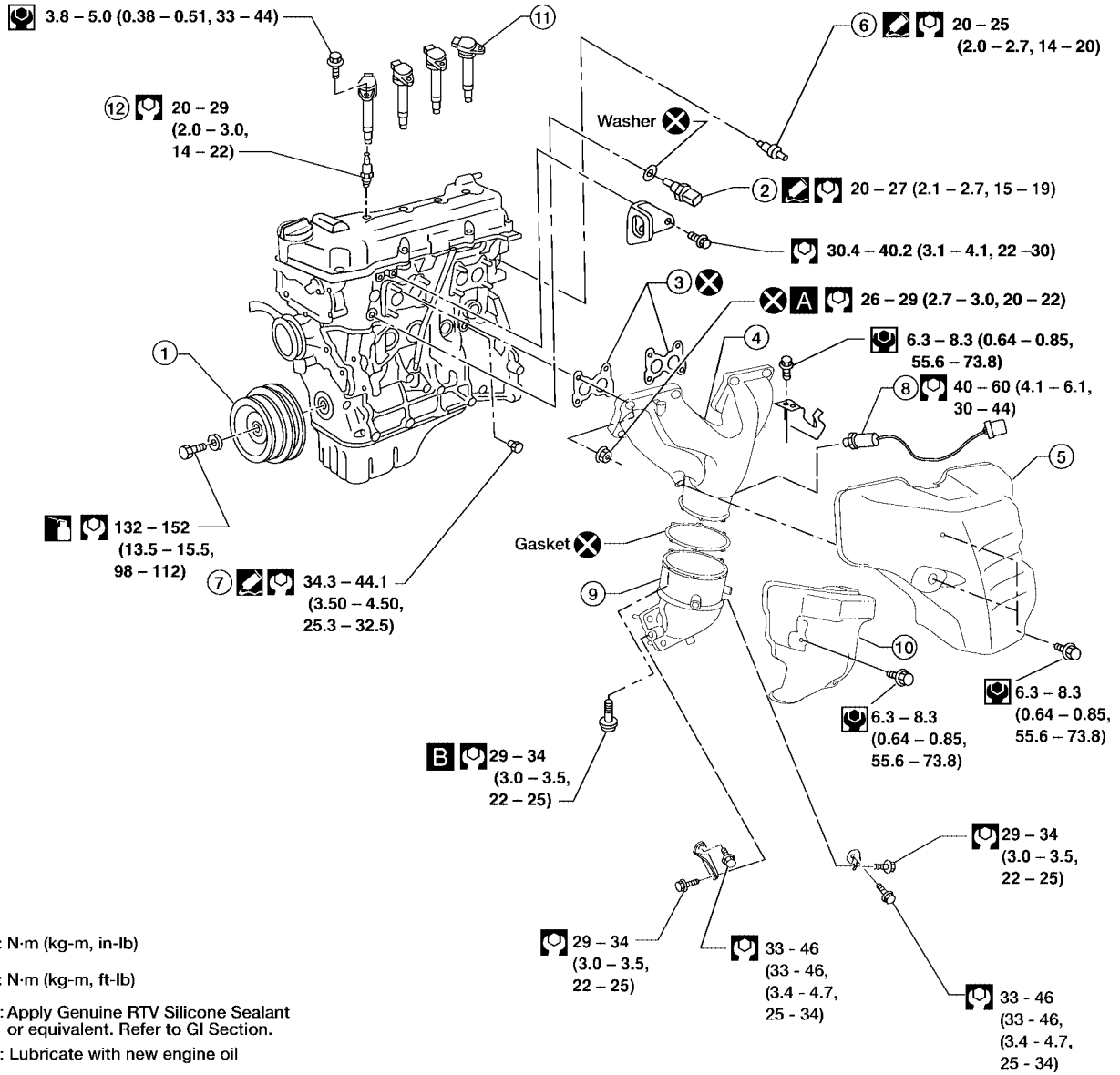
**CAUTION:**

- Perform "Throttle Valve Closed Position Learning" when harness connector of electronic throttle control actuator is disconnected. Refer to [EC-53, "Throttle Valve Closed Position Learning"](#) for QG18DE (ULEV) or [EC-634, "Throttle Valve Closed Position Learning"](#) for QG18DE (SULEV).

# OUTER COMPONENT PARTS

[QG18DE]

- Perform "Idle Air Volume Learning" when harness connector of electronic throttle control actuator is replaced. Refer to [EC-53, "Idle Air Volume Learning"](#) for QG18DE (ULEV) or [EC-635, "Idle Air Volume Learning"](#) for QG18DE (SULEV).



- |                      |                                      |                        |
|----------------------|--------------------------------------|------------------------|
| 1. Crankshaft pulley | 2. Engine coolant temperature sensor | 3. Gasket              |
| 4. Exhaust manifold  | 5. Exhaust manifold cover            | 6. Thermal transmitter |

WBIA0114E

# OUTER COMPONENT PARTS

[QG18DE]

- 
- |               |   |                   |
|---------------|---|-------------------|
| 7. Drain plug | 8. Heated oxygen sensor (ULEV)<br>Air fuel ratio (A/F) sensor (SULEV<br>only) | 9. TWC (manifold) |
| 10. TWC cover | 11. Ignition coil   | 12. Spark plug    |

A

**EM**

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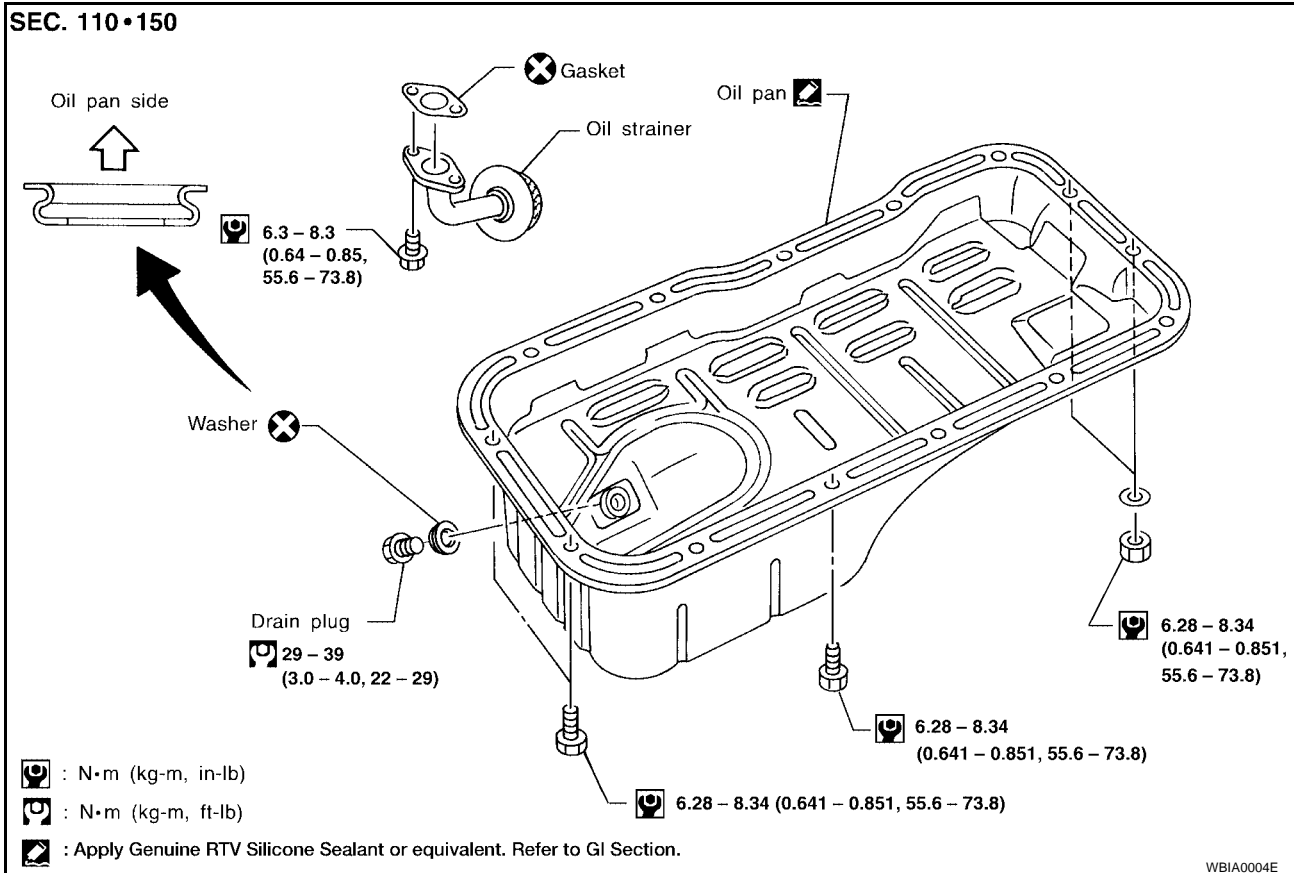
K

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M

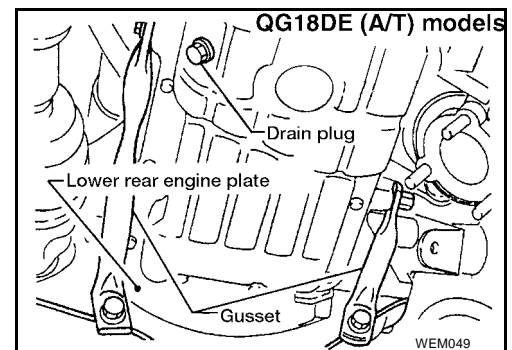
## OIL PAN

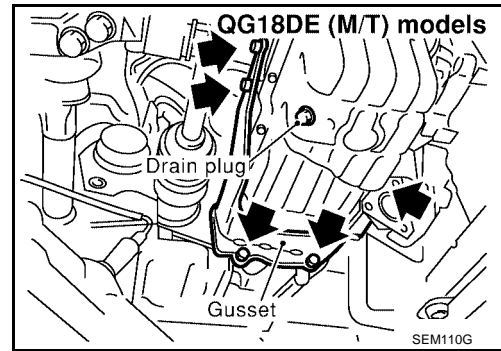
### Components



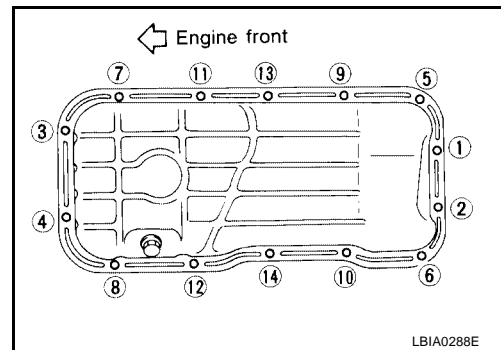
### Removal

1. Remove engine RH side undercover splash shield.
2. Drain engine oil.
3. Remove front exhaust tube.  
Refer to [EX-3, "Removal and Installation"](#).
4. Remove the exhaust manifold support.
5. Remove the engine gusset.





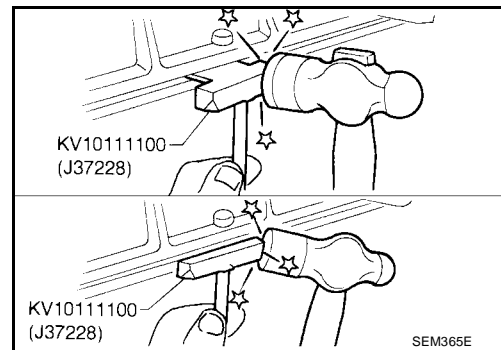
6. Remove rear plate cover (lower) (A/T models).
7. Remove oil pan.
  - a. Loosen and remove nuts and bolts of oil pan in order shown.



- b. Insert Tool between cylinder block and oil pan.
 

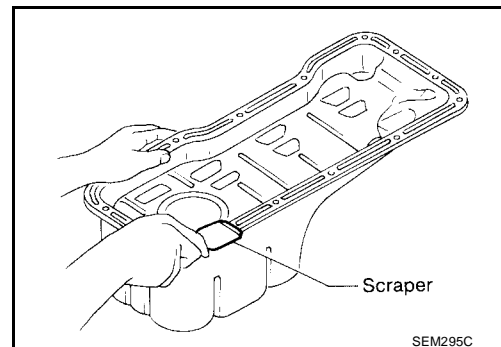
**CAUTION:**

  - Be careful not to damage aluminum mating face.
  - Do not insert screwdriver, or oil pan flange will be damaged.
- c. Slide Tool by tapping on the side of the Tool with a hammer.



## Installation

1. Use a scraper to remove old RTV Silicone Sealant from mating surface of oil pan.
  - Also remove old RTV Silicone Sealant from mating surface of cylinder block.

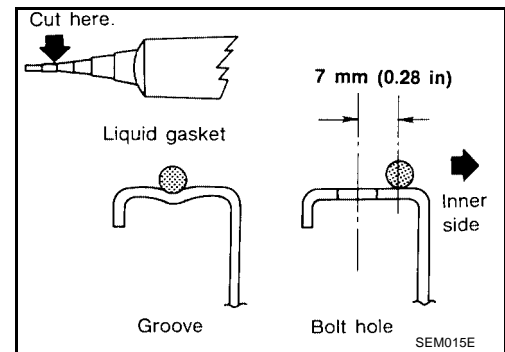




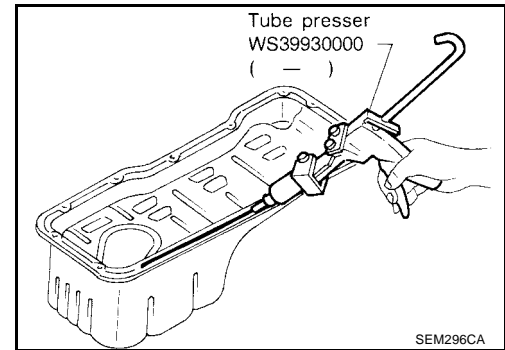
# OIL PAN

[QG18DE]

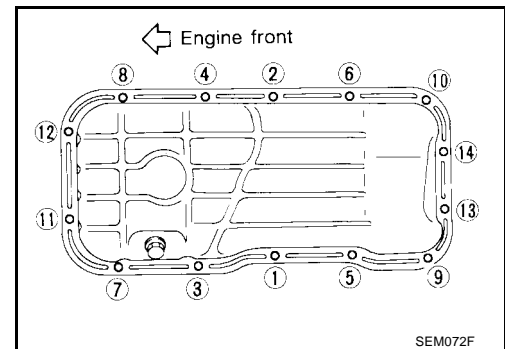
2. Apply a continuous bead of RTV Silicone Sealant to mating surface of oil pan.
  - Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - Apply to groove on mating surface.
  - Allow 7 mm (0.28 in) clearance around bolt holes.



- Be sure RTV Silicone Sealant diameter is 3.5 to 4.5 mm (0.138 to 0.177 in).
- Installation should be done within 5 minutes after applying sealant.

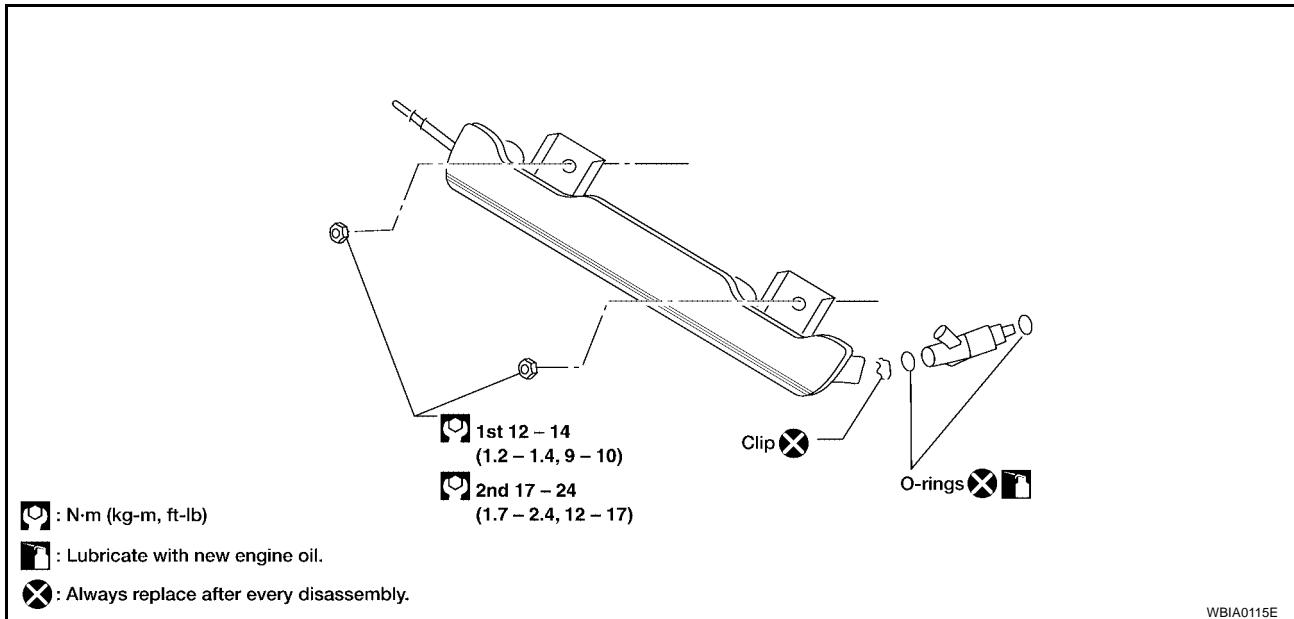


3. Install oil pan.
  - Tighten oil pan nuts and bolts in the numerical order.
  - Wait at least 30 minutes before refilling engine oil.
4. Install the remaining parts in the reverse order of removal.



## FUEL INJECTOR AND FUEL TUBE

### Removal and Installation

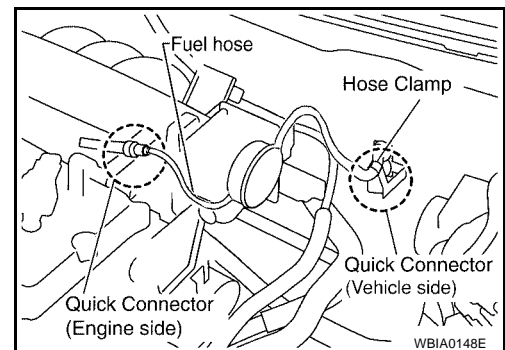


#### CAUTION:

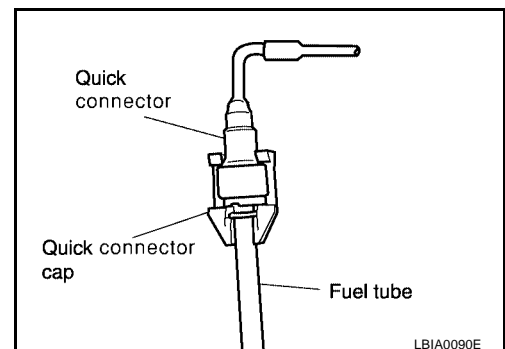
- Apply new engine oil when installing the parts that specified to do so in the figure.
- Do not remove or disassemble parts unless instructed as shown above.

#### REMOVAL

1. Release the fuel pressure. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) (ULEV), [EC-637, "FUEL PRESSURE RELEASE"](#) (SULEV).
2. Disconnect the intake manifold bracket.
3. Remove the PCV hose and bracket.
4. Disconnect the sub-harness for the fuel injectors.
5. Disconnect the fuel quick connector on the engine side.
  - Using the quick connector release tool (hereinafter called "release tool"), perform the following steps to disconnect quick connector.



- a. Remove quick connector cap.



# FUEL INJECTOR AND FUEL TUBE

[QG18DE]

- b. With the sleeve side of release facing quick connector, install release tool onto fuel tube.
- c. Insert release tool into quick connector until sleeve contacts and goes no further. Hold the release tool on that position.

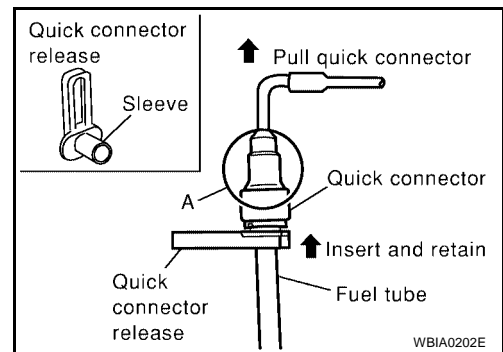
**CAUTION:**

Inserting the release tool hard will not disconnect quick connector. Hold release tool where it contacts and goes no further.

- d. Pull the quick connector straight out from the fuel tube.

**CAUTION:**

- Pull quick connector holding it at the "A" position, as shown in illustration.
- Do not pull with lateral force applied. O-ring inside quick connector may be damaged.
- Prepare container and cloth beforehand as fuel will leak out.
- Avoid fire and sparks.
- Be sure to cover openings of disconnected pipes with plug or plastic bag to avoid fuel leakage and entry of foreign materials.

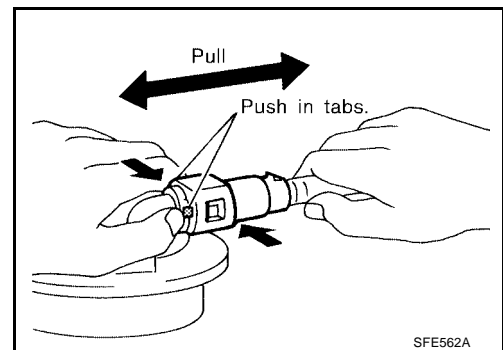


6. When removing fuel hose quick connector at vehicle piping side, perform as follows.

- a. Remove quick connector cap.
- b. Hold the sides of the connector, push in tabs and pull out the tube. (The figure is shown for reference only.)
  - If the connector and the tube are stuck together, push and pull several times until they start to move. Then disconnect them by pulling.

**CAUTION:**

- The tube can be removed when the tabs are completely depressed. Do not twist it more than necessary.
- Do not use any tools to remove the quick connector.
- Keep the resin tube away from heat. Be especially careful when welding near the tube.
- Prevent acid liquid such as battery electrolyte etc. from getting on the resin tube.
- Do not bend or twist the tube during installation and removal.
- Do not remove the remaining retainer on tube.
- When the tube is replaced, also replace the retainer with a new one. Retainer color: Green.
- To keep clean the connecting portion and to avoid damage and foreign materials, cover them completely with plastic bags or something similar.



7. Remove the fuel injectors from the fuel tube, as follows:

- a. Release the clip, and remove the fuel injector.
- b. Pull the fuel injector straight out of the fuel tube.

**CAUTION:**

- Be careful not to damage the nozzle.
- Avoid any impact, such as dropping the fuel injector.
- Do not disassemble or adjust the fuel injector.

## INSTALLATION

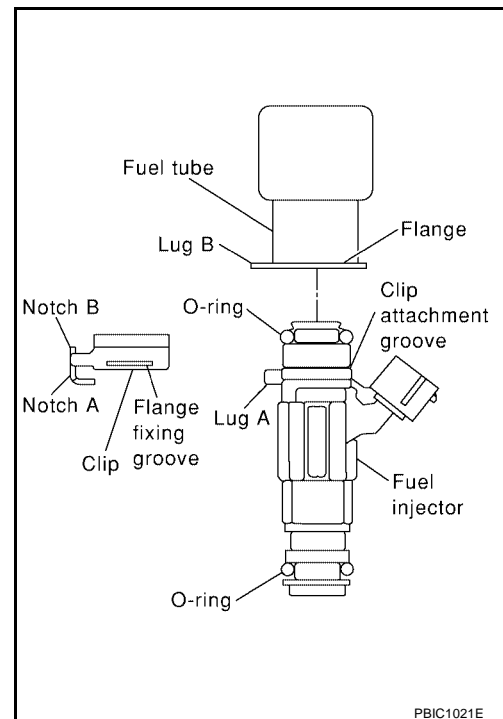
1. Installation is in the reverse order of removal.

- Install new O-rings on the fuel injectors.
- Lubricate the new O-rings lightly with new engine oil.
- Be careful not to scratch the injector during installation. Also be careful not to twist or stretch the O-ring. If the O-ring was stretched while it was installed, do not insert it into the fuel tube immediately.

# FUEL INJECTOR AND FUEL TUBE

[QG18DE]

- a. Install the fuel injector into the fuel tube with the following procedure:
  - Do not reuse the clip, replace it with a new one.
  - Insert the clip into the clip mounting groove on the fuel injector.
  - Insert clip so that projection A of fuel injector matches notch A of the clip.
- b. Insert fuel injector into fuel tube with clip attached.
  - Insert it while matching it to the axial center.
  - Insert fuel injector so that projection B of fuel injector matches notch B of the clip.
  - Make sure that fuel tube flange is securely fixed in flange fixing groove on the clip.
  - Make sure that installation is complete by checking that fuel injector does not rotate or come off.
- c. Install the fuel tube assembly with the following procedure:
  - Insert the tip of each fuel injector into the intake manifold.



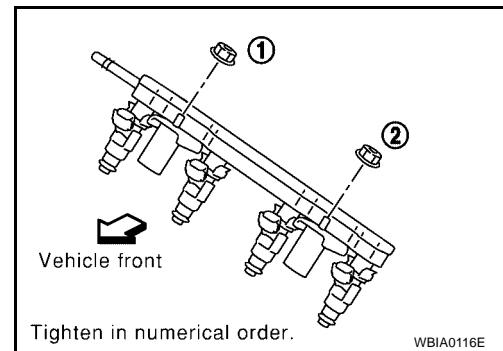
- Tighten the fuel tube mounting bolts in two stages in the numerical order shown.

**Stage 1** : 12 - 14 N·m (1.2 - 1.4 kg·m, 9 - 10 ft·lb)

**Stage 2** : 17 - 24 N·m (1.7 - 2.4 kg·m, 12 - 17 ft·lb)

### CAUTION:

- After properly connecting fuel tube assembly to injector and fuel hose, check connection for fuel leakage.



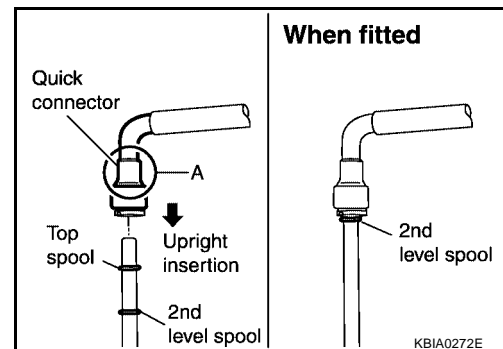
## CONNECTING QUICK CONNECTOR ON THE FUEL HOSE (ENGINE SIDE)

1. Make sure no foreign substances are deposited in and around the fuel tube and quick connector, and there is no damage to them.
2. Thinly apply new engine oil around the fuel tube tip end.
3. Align center to insert quick connector straight into fuel tube.

- Insert fuel tube into quick connector until the top spool on fuel tubes is inserted completely and the second level spool is positioned slightly below the quick connector bottom end.

### CAUTION:

- Hold at position "A" as shown, when inserting the fuel tube into the quick connector.
- Carefully align to center to avoid inclined insertion to prevent damage to the O-ring inside the quick connector.
- Insert the fuel tube until you hear a "click" sound and actually feel the engagement.
- To avoid misidentification of engagement with a similar sound, be sure to perform the next step.



4. Before clamping the fuel hose with the hose clamp, pull the quick connector hard by hand, holding at the "A" position, as shown. Make sure it is completely engaged (connected) so that it does not come off of the fuel tube.

### NOTE:

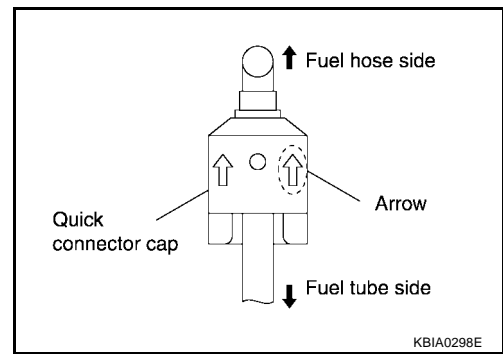
Recommended pulling force is 50 N (5.1 kg, 11.2 lb).

5. Install quick connector cap on quick connector joint.

# FUEL INJECTOR AND FUEL TUBE

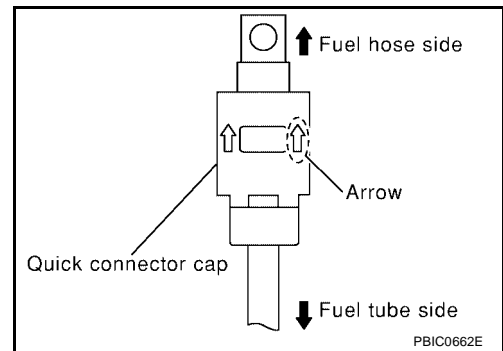
[QG18DE]

- Direct arrow mark on quick connector cap to upper side (fuel hose side).
6. Install fuel hose to hose clamp.



## CONNECTING QUICK CONNECTOR ON THE FUEL HOSE (VEHICLE PIPING SIDE)

1. Make sure no foreign substances are deposited in and around the fuel tube and quick connector, and there is no damage to them.
2. Align center to insert quick connector straight into fuel tube.
  - Insert fuel tube until a click is heard.
  - Install quick connector cap on quick connector joint. Direct arrow mark on quick connector cap upper side.
  - Install fuel hose to hose clamp.



## INSPECTION AFTER INSTALLATION

Make sure there is no fuel leakage at connections as follows:

1. Apply fuel pressure to fuel lines by turning ignition ON (with engine stopped). Then check for fuel leaks at connections.
2. Start the engine and rev it up and check for fuel leaks at connections.

### NOTE:

Use mirrors for checking on hard to see points of the fuel system.

### CAUTION:

**Do not touch the engine immediately after stopping, as the engine becomes extremely hot.**



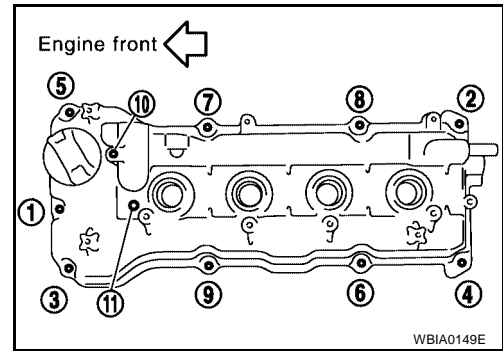
# ROCKER COVER

[QG18DE]

- Loosen the bolts in the numerical order as shown.
- If replacement is necessary, remove the rocker cover oil seal using a flat-head screwdriver.

**CAUTION:**

Be careful not to damage the rocker cover.



## INSTALLATION

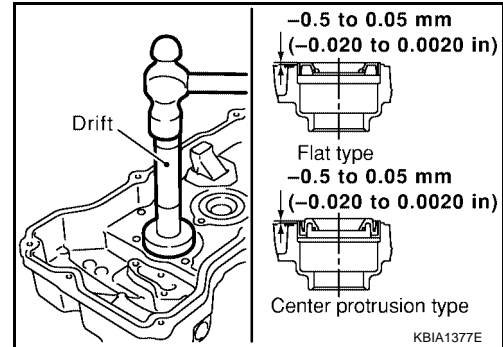
- Install the rocker cover oil seal.

- Using a drift with outer diameter 97 mm (3.82 in) and inner diameter 83 mm (3.27 in) to 88 mm (3.46 in), press in oil seal.

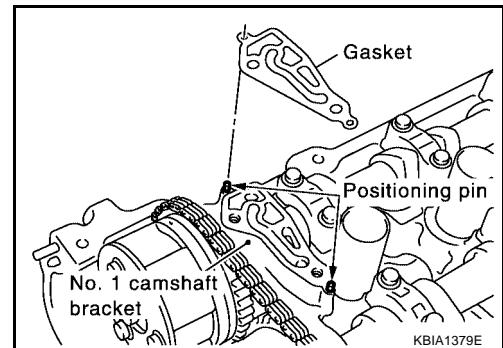
**NOTE:**

There are two types of oil seal. If oil seal with flat bottom surface is pressed in, drift with any inner diameter can be used.

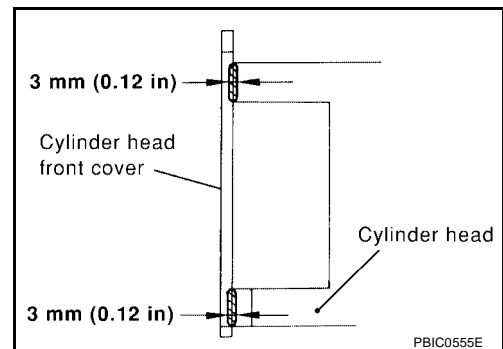
- Press oil seal in until it is flush with installation surface.



- Install the gasket on top of No. 1 camshaft bracket.
  - Position the gasket aligning its shape with camshaft bracket side. Align positioning stopper pin with hole gasket, and install.
- Install the gasket (for circumference, square type) to installation groove of rocker cover.



- Apply sealant to the positions shown, then install rocker cover.
  - Use Genuine RTV Silicone Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

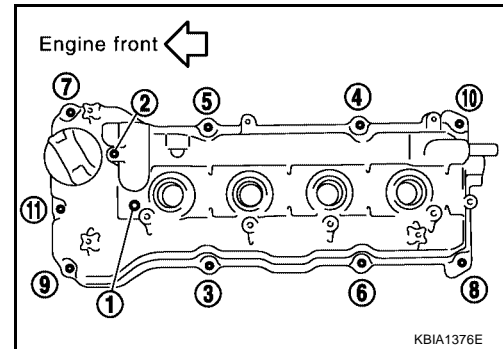


# ROCKER COVER

[QG18DE]

5. Tighten the rocker cover bolts to specified torque in two steps, in the numerical order as shown.

Bolt length:	Bolt position	Torque
25 mm (0.98 in)	: 1	: 6.9 - 9.5 N·m (0.70 - 0.97 kg·m, 61 - 84 in·lb)
65 mm (2.56 in)	: 2	: 6.9 - 9.5 N·m (0.70 - 0.97 kg·m, 61 - 84 in·lb)
20 mm (0.79 in)	Except the above (all circumference)	: 6.9 - 9.5 N·m (0.70 - 0.97 kg·m, 61 - 84 in·lb)



6. Install the intake valve timing control solenoid valve and camshaft position sensor (PHASE).  
 ● Tighten bolts after fully inserting into rocker cover.

Intake valve timing control solenoid valve bolt	: 8.82 - 10.78 N·m (0.9 - 1.0 kg·m, 78 - 95 in·lb)
Camshaft position sensor (PHASE) bolt	: 7.2 - 10.8 N·m (0.73 - 1.1, 64 - 95 in·lb)

7. Install the PCV control valve.

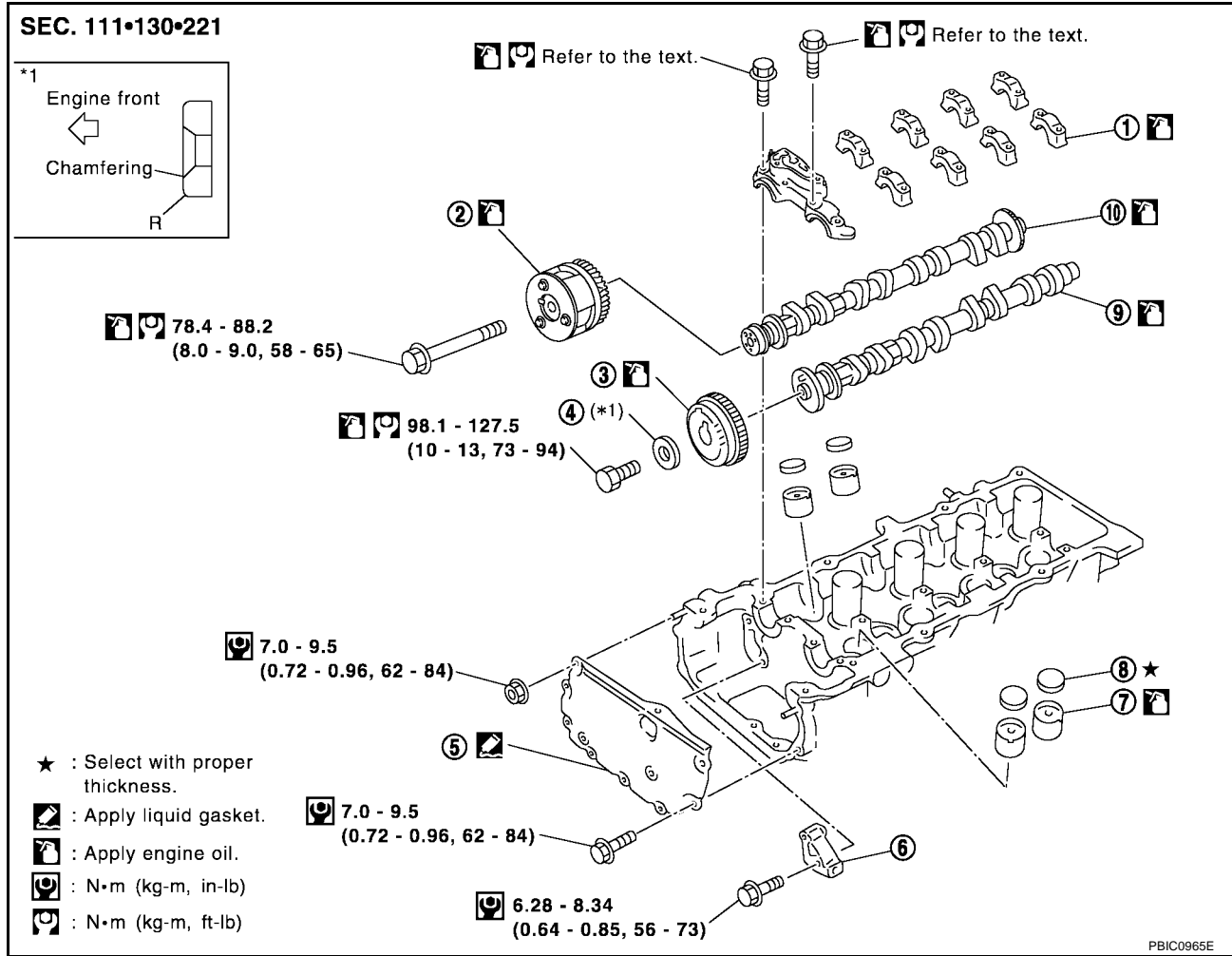
PCV control valve	: 19.6 - 29.4 N·m (2.0 - 2.9 kg·m, 15 - 21 ft·lb)
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8. Install the remaining components in the reverse order of removal.



## CAMSHAFT

### Removal and Installation



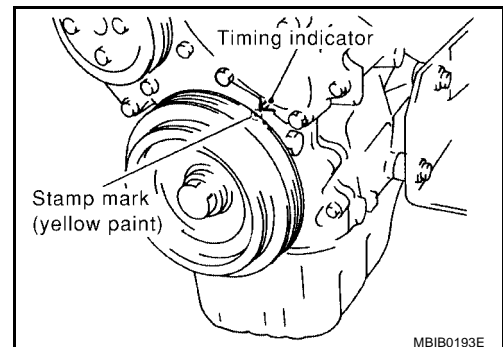
- |                      |                                 |                            |
|----------------------|---------------------------------|----------------------------|
| 1. Camshaft brackets | 2. Camshaft sprocket (INT)      | 3. Camshaft sprocket (EXH) |
| 4. Washer            | 5. Cylinder head front cover    | 6. Chain tensioner         |
| 7. Valve lifter      | 8. Adjusting shim (if equipped) | 9. Camshaft (EXH)          |
| 10. Camshaft (INT)   |                                 |                            |

**CAUTION:**

Prior to installation, apply engine oil to the parts marked in the figure.

**REMOVAL**

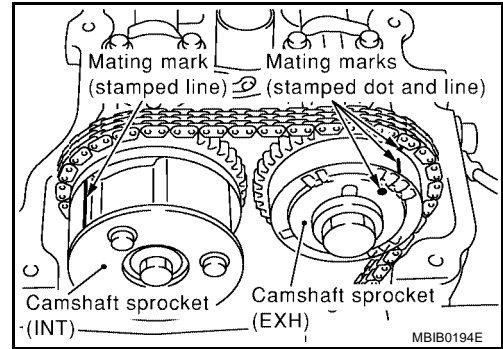
1. Remove the rocker cover. Refer to [EM-23, "ROCKER COVER"](#).
2. Remove the cylinder head front cover.
  - Move harness secured to the front surface beforehand.
3. Set No. 1 cylinder at TDC of its compression stroke.
  - a. Remove the RH splash cover.
  - b. Rotate crankshaft pulley clockwise and align the yellow paint mark with the timing indicator.



# CAMSHAFT

[QG18DE]

- c. Confirm mating marks stamped on intake and exhaust sprockets are located as shown.
  - If not, rotate crankshaft pulley as shown and align them.
- d. Referring to mating marks on the intake and exhaust camshaft sprockets, put paint mating marks on timing chain links.

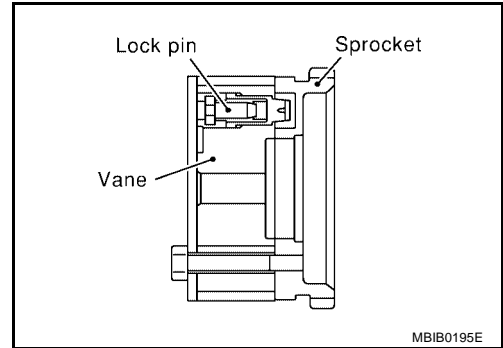


4. Set the intake camshaft sprocket to the most advanced position.

**CAUTION:**

Removal and installation of the intake camshaft sprocket is required to maintain the most advanced position because of the following reasons. Therefore, follow the procedure exactly.

- Sprocket and vane (camshaft in front) rotate and become offset within the specific angle range.
- When engine is stationary, the vane is located at the most retarded position. The vane is fixed to the sprocket by an internal lock pin. Therefore, it does not rotate.
- If the camshaft sprocket mounting bolts are turned under the above circumstance, the lock pin will be damaged by lateral load (shear stress). It may cause non-standard operation.



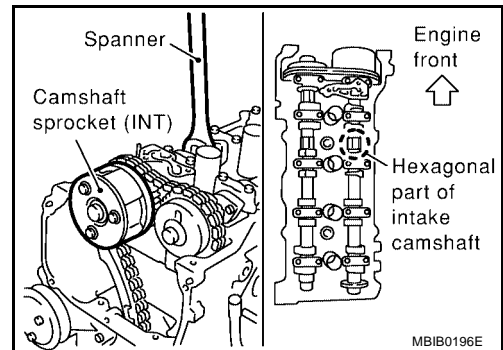
**NOTE:**

"Rotating direction" means direction viewed from the engine front side.

**CAUTION:**

Do not remove the chain tensioner before performing this step.

- a. Using a wrench, hold the hexagonal part so that the intake camshaft does not move.



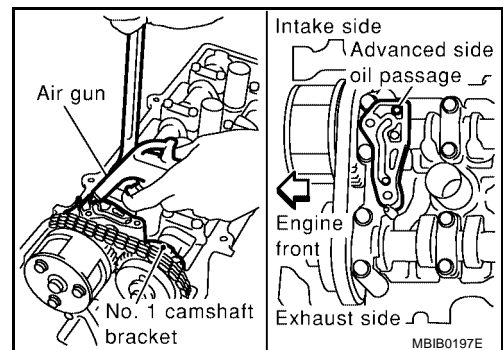
- b. Using an air gun, apply air pressure to the intake valve timing control solenoid valve advance side oil passage on the top surface of the No. 1 camshaft bracket.

**Compressed air pressure : 300 kPa (3.06 kg/cm<sup>2</sup>, 43.5 psi) or more**

- Keep applying air pressure until step "d" is completed.

**CAUTION:**

- Be careful not to damage the oil passage from interference of the air gun tip.
- Thoroughly wipe off the oil before applying air pressure. When applying air pressure, cover around the air gun using a rag. Wear protective glasses if necessary.



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# CAMSHAFT

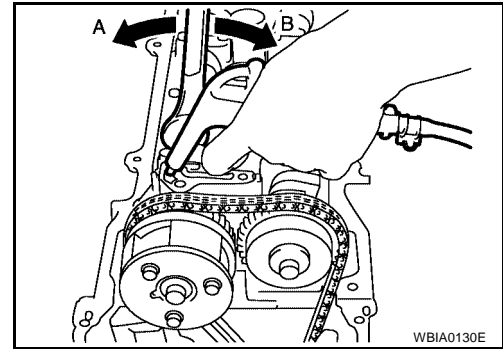
[QG18DE]

- c. Slowly turn the intake camshaft in direction A (counterclockwise: intake manifold side).  
 ● Perform while applying air pressure.

**CAUTION:**

**Be careful not to dislocate the camshaft retaining spanner.**

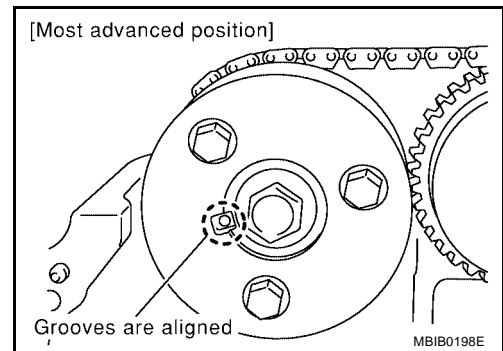
- d. During the above step, an operating click (a sound indicating internal lock pin is disengaged) is heard from the inside of the intake camshaft sprocket. After hearing it, slowly turn intake camshaft in direction B (clockwise: exhaust manifold side), and set to most advanced position.



- Perform while applying air pressure.
- When the vane rotates solely against sprocket, lock pin is disengaged even if operating click is not heard.
- If the lock pin is not disengaged, jiggle the camshaft with a wrench.
- If the lock pin is not disengaged with the above step, tap the intake camshaft in front with a plastic hammer.

- e. The following status indicates that the most advanced position is achieved: vane starts rotating on its own, then the sprocket also starts rotating when camshaft is turned. When above status is achieved, this step is complete.

- The most advanced position is confirmed when the stopper pin groove and lock pin breathing groove are aligned.



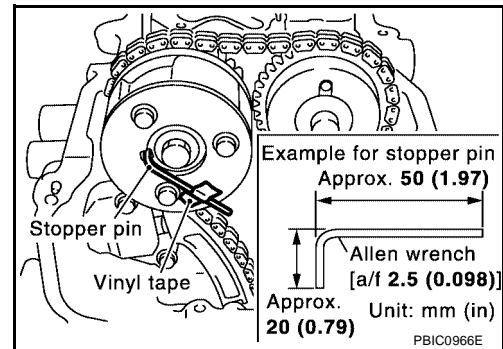
- f. Stop the air and insert stopper pin [approximately 3 mm (0.12 in) dia., length of inserted part is approximately 15 mm (0.59 in)] into pinhole on camshaft sprocket to fix the most advanced position.

**NOTE:**

In the figure, an Allen wrench [a/f 2.5 mm (0.091 in), short part: approximately 20 mm (0.79 in), long part: approximately 50 mm (1.97 in)] is used for stopper pin as an example.

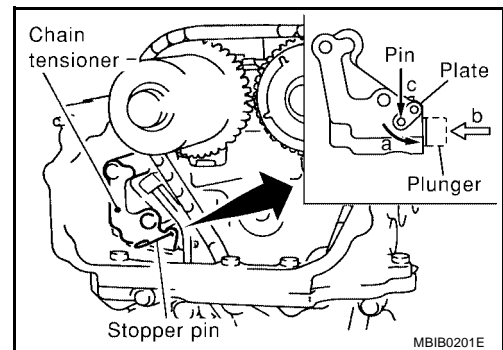
**CAUTION:**

**Load (spring reaction force) is not applied to stopper pin. Pin is easily detached. Therefore, secure it with vinyl tape to prevent detachment.**



5. Remove the chain tensioner.

- Press the plate down and release the stopper tab.
- Insert the plunger into the tensioner body until it stops.
- Secure the plate by passing the stopper pin (such as a hard wire) through the plate hole and body hole. (Plunger is also secured.)
- Remove the mounting bolts and remove the chain tensioner.



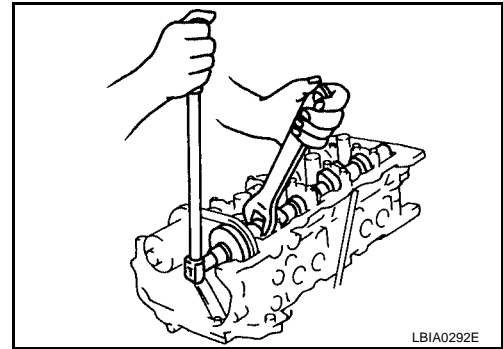
# CAMSHAFT

[QG18DE]

6. While holding the hexagonal part of the camshaft with a wrench, loosen the mounting bolts and remove the intake and exhaust camshaft sprockets.

**CAUTION:**

- Avoid securing the camshaft at other than the hexagonal part and loosening mounting bolts by utilizing tension of timing chain.
- After this step is completed, do not rotate crankshaft and camshaft separately in order to prevent interference between the valves and pistons.



7. Handle the intake camshaft sprocket as follows.

**CAUTION:**

- Secure the stopper pin with vinyl tape to prevent detachment.
- Avoid dropping it or subjecting it to impact.
- Do not disassemble. (Do not loosen the 3 bolts on front surface.)

**NOTE:**

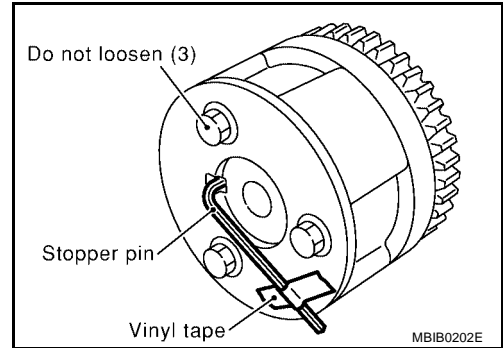
If stopper pin is detached and the lock pin is engaged at the most retarded position during removal, recover as follows.

- a. Reinstall the stopper pin to intake camshaft, and tighten the intake camshaft sprocket mounting bolts so that air does not leak.

**CAUTION:**

**Tightening torque for the mounting bolts must be minimum so that air does not leak, preventing damage to the internal lock pin.**

- b. Apply air pressure to disengage the lock pin, and turn the vane to the most advanced position. (This step can be performed with the timing chain removed.)
- c. Reinstall stopper pin.
- d. Remove intake camshaft sprocket from the camshaft.

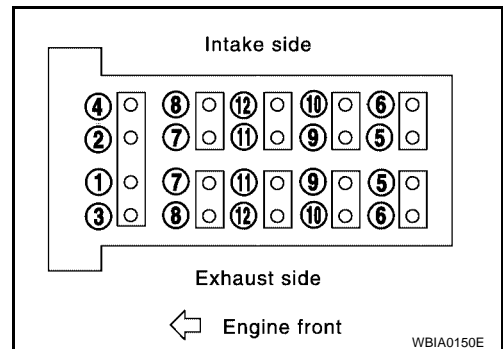


8. Loosen the camshaft bracket bolts in the order shown, and remove the camshaft brackets and camshafts.

**CAUTION:**

**Be careful not to damage signal plate on rear end of intake camshaft.**

9. Remove adjusting shims and valve lifters.
- Check mounting positions, and set them aside in the order removed.



## INSTALLATION

1. Install the valve lifter and adjusting shims.
- Install them in the same position from which they were removed.
  - Install adjusting shim with its stamped mark facing down (valve lifter side).

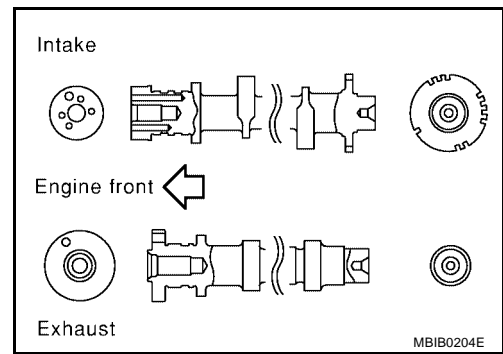
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# CAMSHAFT

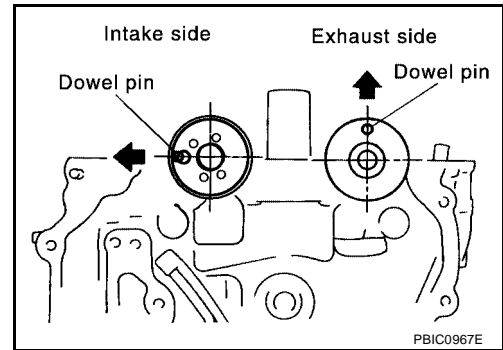
[QG18DE]

2. Install the camshafts.

- Intake and exhaust camshafts are distinguished by checking difference between front and rear end shapes.

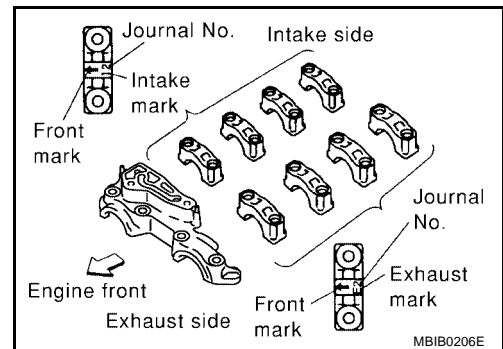


- Install camshafts so that the dowel pins on the front side are positioned as shown.



3. Install camshaft brackets.

- Completely remove any foreign material on mounting surfaces of camshaft brackets and mounting surface of cylinder head.
- Referring to marks on top surfaces of camshaft brackets, install them to their original positions and in their original directions.



4. Tighten camshaft bracket mounting bolts as follows.

- Different bolts are used depending on installation location. Refer to following for proper bolt locations.

**Bolt color:**

**1 to 10 in figure : black (reamer bolt)**

**11 and 12 in figure : gold**

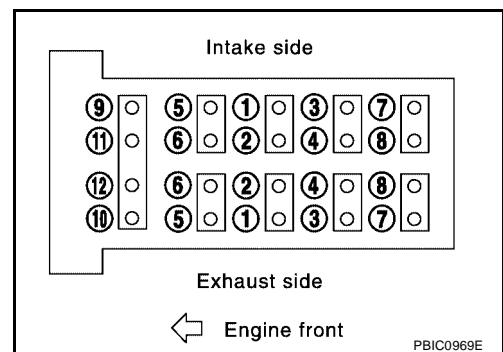
**Camshaft bracket bolt**

**Step 1 (bolts 9 - 12) : 2.0 N-m (0.2 kg-m, 18 in-lb)**

**Step 2 (bolts 1 - 8) : 2.0 N-m (0.2 kg-m, 18 in-lb)**

**Step 3 : 5.9 N-m (0.6 kg-m, 52 in-lb)**

**Step 4 : 9.0 - 11.8 N-m (0.92 - 1.2 kg-m, 80 - 104 in-lb)**



5. Install intake camshaft sprocket as follows.

- Before installation, make sure that stopper pin is inserted in intake camshaft sprocket.

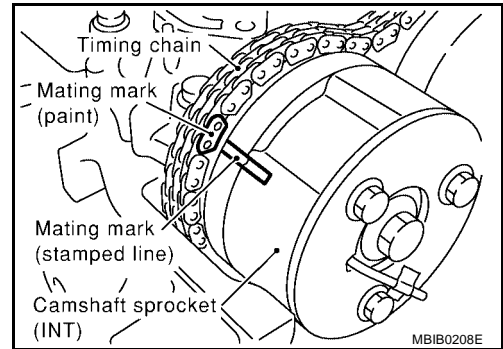
**NOTE:**

Service parts are provided with pin inserted.

**CAUTION:**

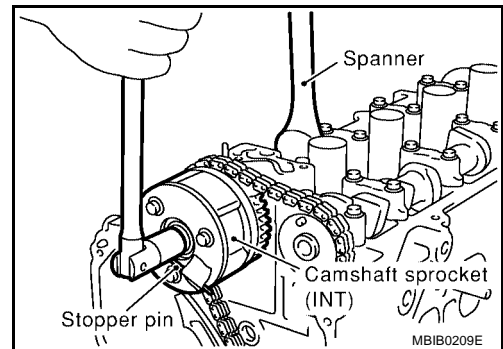
**Stopper pin is easily detached. Secure it with vinyl tape to prevent detachment.**

- a. Install timing chain by aligning the mating mark (marked when timing chain is removed) with mark on camshaft sprocket.
  - Align dowel pin on camshaft front surface and pinhole on sprocket backside, then install.



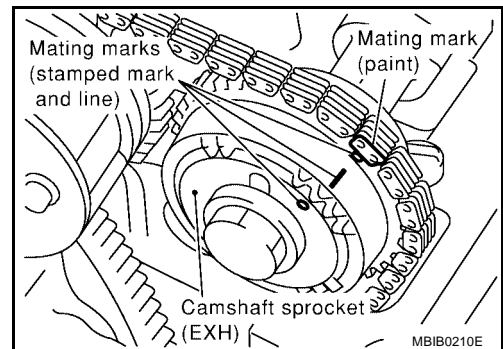
- b. While holding the hexagonal part of camshaft with a wrench, tighten intake camshaft sprocket bolt to specification.
  - Make sure that stopper pin is not detached.

**Intake camshaft sprocket bolt : 78.4 - 88.2 N·m (8.0 - 9.0 kg·m, 58 - 65 ft·lb)**



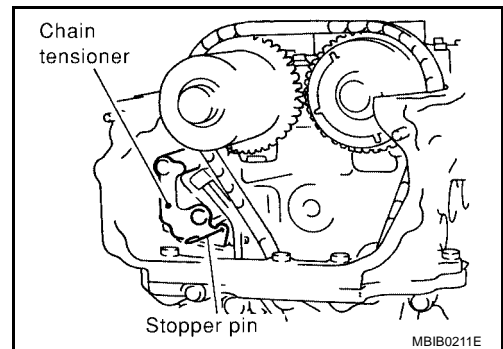
6. Install exhaust camshaft sprocket as follows.
  - a. Install timing chain by aligning the mating mark (marked when timing chain is removed) with mark on camshaft sprocket.
    - Align dowel pin on camshaft front surface and pinhole on sprocket, then install.
  - b. While holding the hexagonal part of the camshaft with a wrench, tighten exhaust camshaft sprocket bolt to specification.

**Exhaust camshaft sprocket bolt : 98.1 - 127.5 N·m (10 - 13 kg·m, 73 - 94 ft·lb)**



- c. Make sure that mating marks on intake/exhaust camshaft sprockets and mating mark on timing chain are aligned.

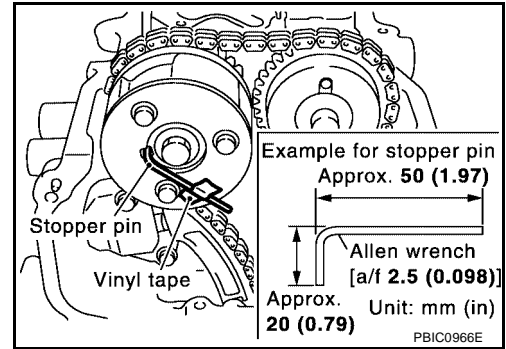
7. Install chain tensioner.
  - Hold plate and plunger with a stopper pin, then install them.
  - After installation, remove stopper pin and release plunger.
  - Make sure again that mating marks on intake/exhaust camshaft sprockets and mating mark on timing chain are aligned.



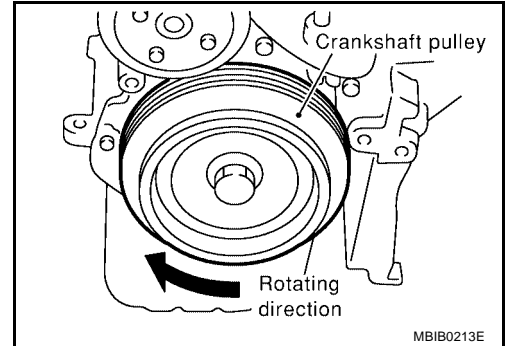
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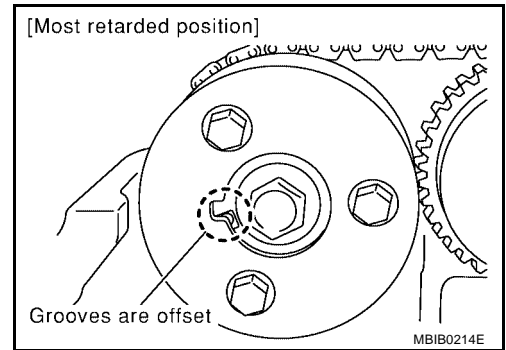
8. Remove stopper pin from intake camshaft sprocket.



9. Slowly turn crankshaft pulley clockwise to set intake camshaft sprocket to most retarded position.



- The sprocket begins turning after the crankshaft does. Once sprocket starts turning, keep turning crankshaft until the vane (camshaft) also begins turning. The most retarded position should now be achieved.
- The most retarded position is confirmed when stopper pin groove is at a clockwise offset from lock pin breathing groove.
- While turning crankshaft slightly more counterclockwise, confirm that the lock pin is engaged when vane and sprocket turn together.

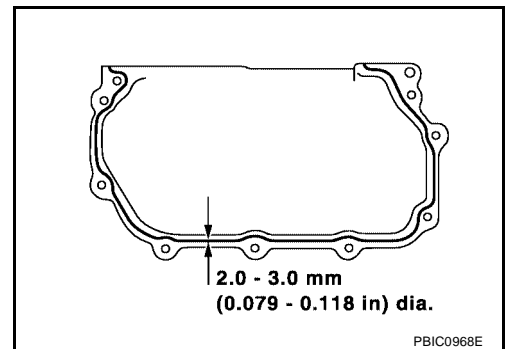


10. Install cylinder head front cover.

- Apply Genuine Anaerobic Liquid Gasket or equivalent as shown in the figure. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
- Install it by aligning the dowel pin on the cylinder head.

11. Check and adjust valve clearance. Refer to [EM-35, "Valve Clearance"](#).

12. Install the remaining components in the reverse order of removal.



## INSPECTION AFTER REMOVAL

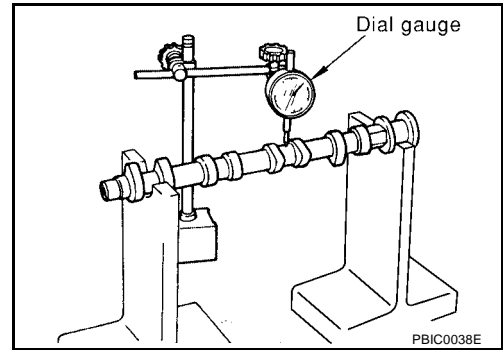
Check camshaft for scratches, seizure and wear.

## Camshaft Runout

1. Put the camshaft on a V-block supporting the No.2 and No.5 journals.
2. Set the dial gauge vertically on the No.3 journal.
3. Turn camshaft in one direction by hand, and measure the camshaft runout on the dial gauge total indicator reading.

**Standard** : Less than 0.02 mm (0.0008 in)  
**Limit** : 0.1 mm (0.004 in)

4. If it exceeds the limit, replace camshaft.



## Camshaft Cam Height

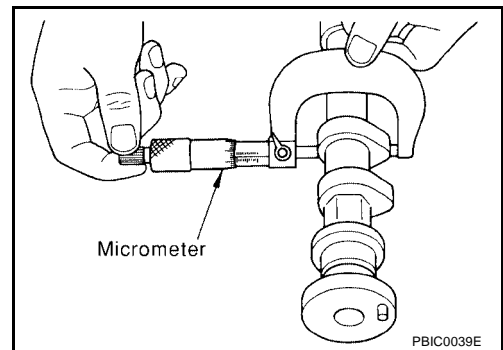
1. Measure the camshaft cam height.

**Standard intake cam height** : 40.61 - 40.8 mm (1.599 - 1.606 in)

**Standard exhaust cam height** : 38.965 - 39.155 mm (1.534 - 1.542 in)

**Cam wear limit** : 0.20 mm (0.0079 in)

2. If wear is beyond the limit, replace the camshaft.



## Camshaft Journal Clearance

1. Install the camshaft brackets and tighten the bolts to specified torque.
2. Using inside micrometer, measure inner diameter of camshaft bracket.

**Standard No. 1 Intake and exhaust** : 28.000 - 28.021 mm (1.1024 - 1.1032 in)

**Standard No.2, 3, 4, 5 Intake** : 23.985 - 24.006 mm (0.9443 - 0.9451 in)

**Exhaust** : 24.000 - 24.021 mm (0.9449 - 0.9457 in)

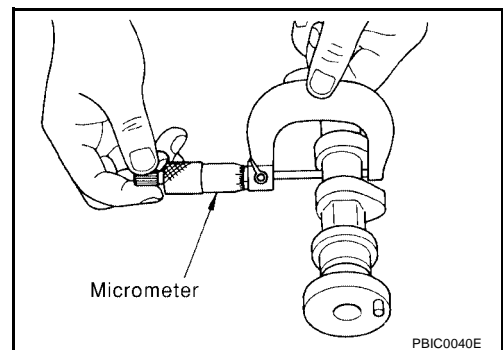
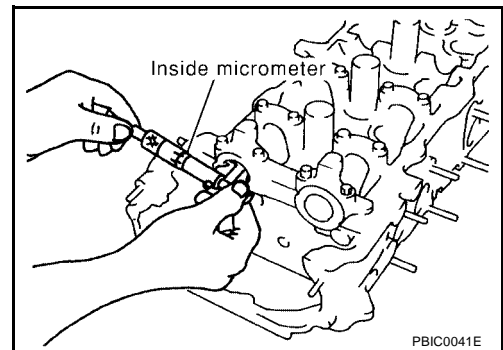
3. Measure the outer diameter of the camshaft journal.

**Standard No.1** : 27.935 - 27.955 mm (1.0998 - 1.1006 in)

**Standard No. 2, 3, 4, 5** : 23.935 - 23.955 mm (0.9423 - 0.9431 in)

4. If the journal clearance exceeds the limit, replace camshaft and/or cylinder head.

- (Camshaft journal clearance) = (inner diameter of camshaft bracket) – (outer diameter of camshaft journal)





## Camshaft journal clearance

### Standard

**Intake** : 0.030 - 0.071 mm (0.0012 - 0.0028 in)

**Exhaust** : 0.045 - 0.086 mm (0.0018 - 0.0034 in)

### Limit

**Intake** : 0.135 mm (0.0053 in)

**Exhaust** : 0.150 mm (0.0059 in)

### NOTE:

Inner diameter of the camshaft bracket is manufactured together with the cylinder head. If the camshaft bracket is out of specification, replace the entire cylinder head assembly.

## Camshaft End Play

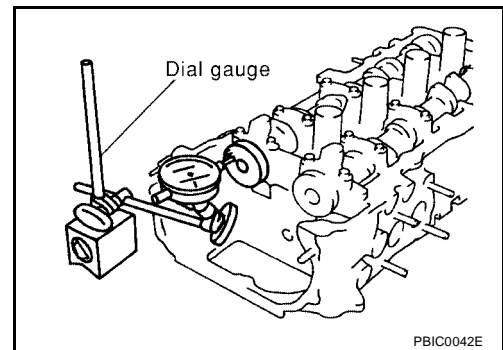
1. Install camshaft in cylinder head. Refer to [EM-29, "INSTALLATION"](#)
2. Install a dial gauge in the thrust direction on the front end of the camshaft. Measure the end play with the dial gauge while moving the camshaft forward and backward (in direction to axis).

### Camshaft end play

**Standard** : 0.115 - 0.188 mm (0.0045 - 0.0074 in)

**Limit** : 0.20 mm (0.0079 in)

3. If out of the specified range, replace with new camshaft and measure again.
4. If out of the specified range again, replace with new cylinder head assembly.

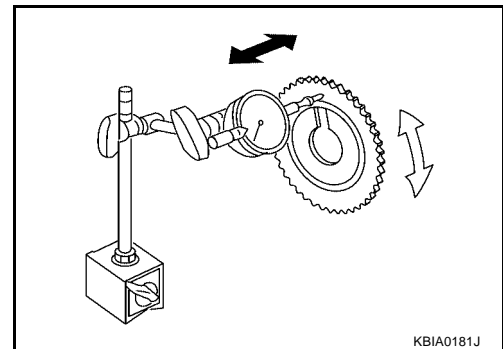


## Camshaft Sprocket Runout

1. Install the camshaft sprocket on the camshaft.
2. Measure camshaft sprocket runout while turning the camshaft by hand.

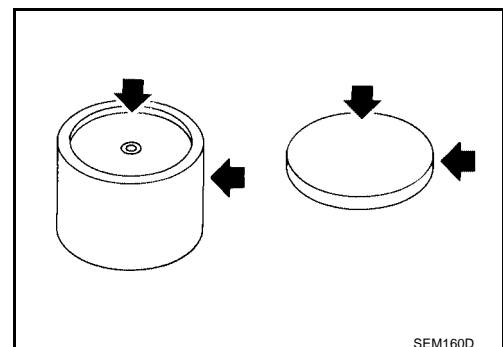
**Runout (total indicator reading)** : Less than 0.15 mm (0.0059 in)

3. If it exceeds the specification, replace camshaft sprocket.



## Valve Lifter and Valve Shim

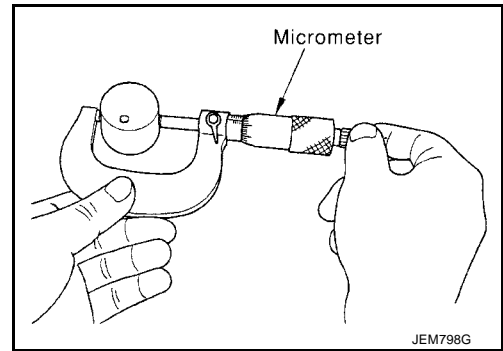
1. Check contact and sliding surfaces for excessive wear or cracks, replace as necessary.



2. Measure the valve lifter outer diameter.

**Valve lifter outer diameter : 29.960 - 29.975 mm (1.1795 - 1.1801 in)**

If out of the specified range, replace the valve lifter.

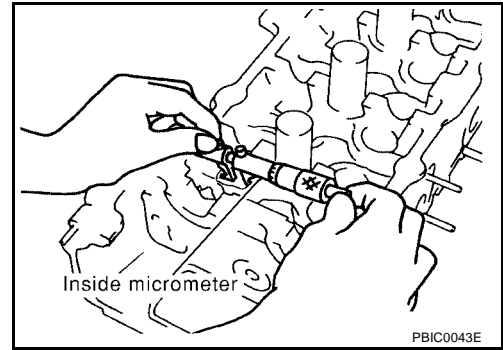


3. Measure the valve lifter guide bore.

**Standard : 30.000 - 30.021 mm (1.1811 - 1.1819 in)**

4. Calculate valve lifter clearance. If out of specified range, replace valve lifter and/or cylinder head of whichever exceeds standard limit.  
 (Valve lifter clearance) = (valve lifter guide bore) – (outer diameter of valve lifter)

**Valve lifter clearance : 0.025 - 0.065 mm (0.0010 - 0.0026 in)**



## Valve Clearance INSPECTION

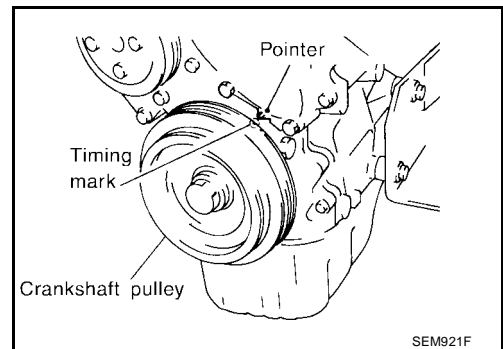
### NOTE:

The following procedure is applicable when: components related to camshafts or valves are removed, installed, or replaced. Driveability concerns (poor starting, poor idling, noise) are caused by valve clearance aging.

1. Warm engine and stop.
2. Remove RH splash cover.
3. Remove the rocker cover. Refer to [EM-23, "ROCKER COVER"](#).
4. Remove all of the spark plugs.
5. Set No. 1 cylinder at TDC on its compression stroke.
  - Align pointer with TDC mark on crankshaft pulley.
  - Check that both intake and exhaust cam noses on No. 1 cylinder face outward.
  - If not, turn crankshaft one revolution (360°) and align as described above.

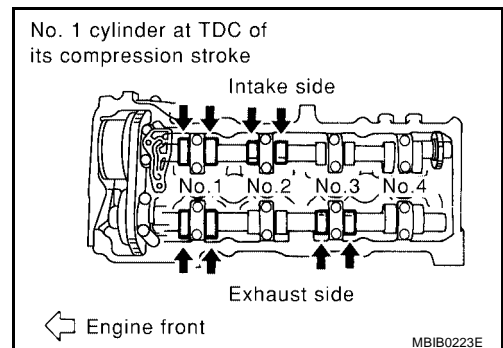
### NOTE:

Or, valves to be checked when No. 4 cylinder is at TDC of its compression stroke can be checked first following step 8.



6. Referring to figure, measure valve clearances of valves with x in table below using a thickness gauge.

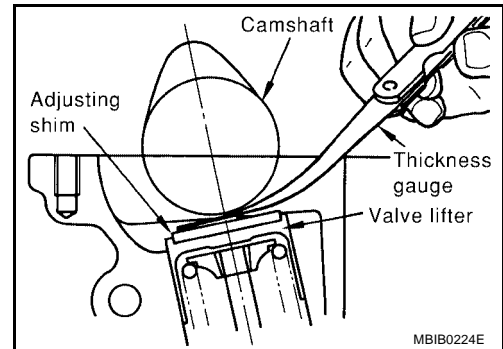
Cylinder	No. 1		No. 2		No. 3		No. 4	
	INT	EXH	INT	EXH	INT	EXH	INT	EXH
No. 1 cylinder at TDC of its compression stroke	X	X	X			X		



# CAMSHAFT

[QG18DE]

- Using a feeler gauge, measure clearance between valve lifter and camshaft.
- Record any valve clearance measurements which are out of specification. They will be used later to determine the required replacement adjusting shim.



MBIB0224E

## Valve clearance standard:

Hot	Intake	: 0.32 - 0.40 mm (0.013 - 0.016 in)
	Exhaust	: 0.37 - 0.45 mm (0.015 - 0.018 in)
Cold*	Intake	: 0.25 - 0.33 mm (0.010 - 0.013 in)
	Exhaust	: 0.32 - 0.40 mm (0.013 - 0.016 in)

\*: Approximately 20°C (68°F) (Reference data)

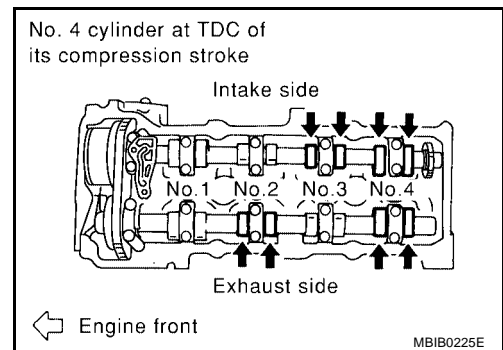
If an adjustment is done with a cold engine, confirm reference values with hot engine are met.

Limit values with hot engine (reference)	Intake	: 0.21 - 0.47 mm (0.008 - 0.019 in)
	Exhaust	: 0.30 - 0.56 mm (0.012 - 0.022 in)

- Turn crankshaft one revolution (360°) to position No. 4 cylinder at TDC of its compression stroke.
- Check only those valves shown in the figure and marked with an x in the table.

Cylinder	No. 1		No. 2		No. 3		No. 4	
	INT	EXH	INT	EXH	INT	EXH	INT	EXH
No. 4 cylinder at TDC of its compression stroke				X	X		X	X

- If outside the standard, adjust applicable valves. Refer to [EM-36, "ADJUSTING"](#).

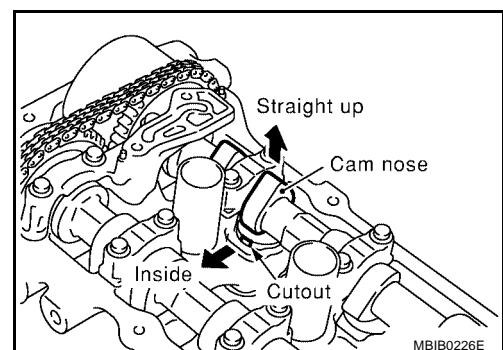


MBIB0225E

## ADJUSTING

Adjust valve clearance while engine is cold.

- Turn crankshaft clockwise (viewed from front) to position cam lobe upward on camshaft for valve that must be adjusted.
- Turn valve lifter and adjusting shim to removal direction.
  - Using a slotted screwdriver with an extra-thin tip, turn the valve lifter cutout in the direction shown by the arrow.



MBIB0226E

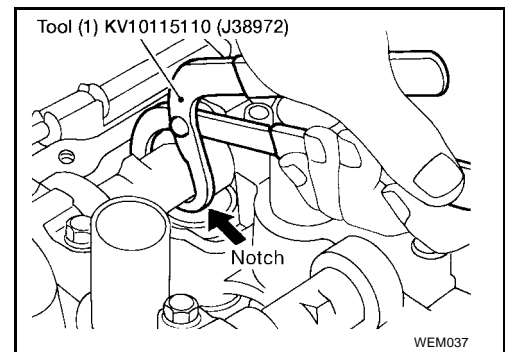
# CAMSHAFT

[QG18DE]

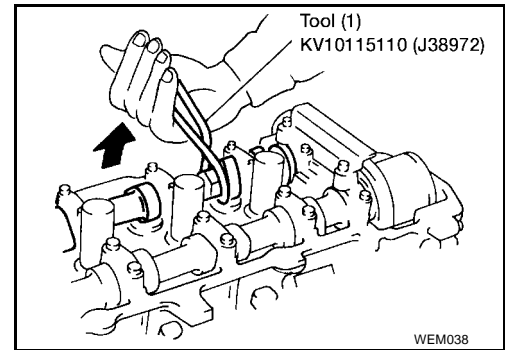
3. Place Tool (1) around camshaft as shown. **Before placing Tool (1), rotate notch toward center of cylinder head. This will simplify shim removal later.**

**CAUTION:**

- Be careful not to damage camshaft and cylinder head.
- Be careful not to damage surroundings of valve lifter.



4. Rotate Tool (1) so that valve lifter is pushed down, compressing the spring.

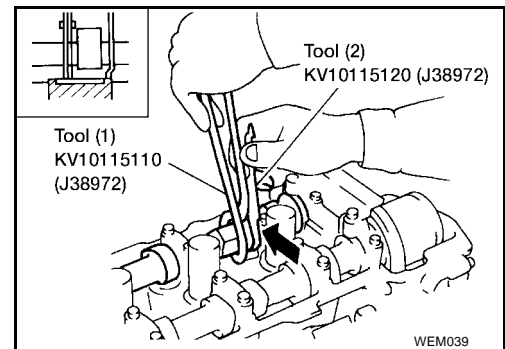


5. Place Tool (2) between camshaft and valve lifter to retain valve lifter.

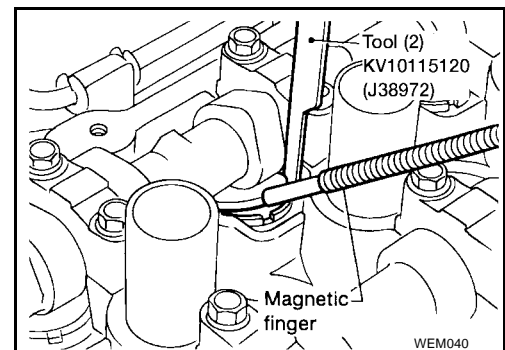
**CAUTION:**

- If camshaft pliers are suddenly turned back, the lifter stopper may contact and damage the camshaft journals. Turn back the camshaft pliers carefully to remove.
- Tool (2) must be placed as close to camshaft bracket as possible.
- Be careful not to damage cam surface with Tool (2).

6. Remove Tool (1).



7. Keep adjusting shim slightly up from the valve lifter. Remove adjusting shim using Tool and a magnetic finger.



A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

8. Determine replacement adjusting shim size using the following formula.

- Use a micrometer to determine thickness (t1) of removed shim at camshaft contact face (around center).
- Use  $t1 + (C1 - C2)$  to calculate thickness of new adjusting shim so valve clearance comes within specified values.

t1 = Thickness of removed shim  
 C1 = Measured valve clearance  
 C2 = Standard valve clearance

**Hot engine:**

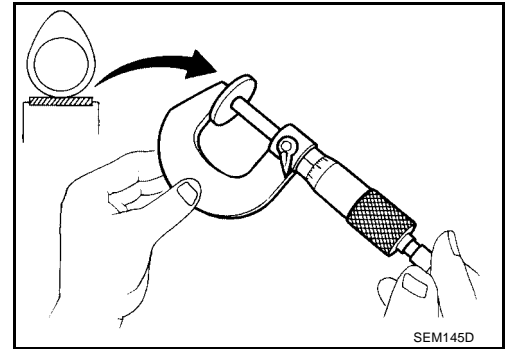
**Intake : 0.32 - 0.40 mm (0.013 - 0.016 in)**

**Exhaust : 0.37 - 0.45 mm (0.015 - 0.018 in)**

**Reference values with cold engine:**

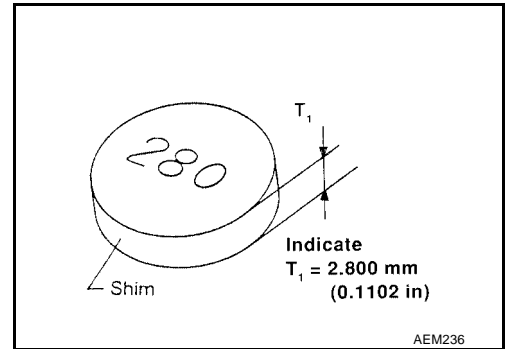
**Intake : 0.25 - 0.33 mm (0.010 - 0.013 in)**

**Exhaust : 0.32 - 0.40 mm (0.013 - 0.016 in)**



SEM145D

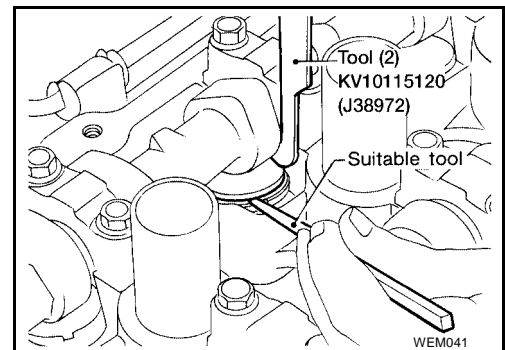
- Thickness of new adjusting shim is indicated with stamped mark on its back.
- **Shims are available in 50 sizes from 2.00 mm (0.0787 in) to 2.98 mm (0.1173 in), in steps of 0.02 mm (0.0008 in).**
- Select the closest size shim to the calculated thickness. Refer to [EM-83, "Available Shims"](#).



AEM236

9. Install new shim using a suitable tool.

- **Install with the surface on which the thickness is stamped facing down.**



WEM041

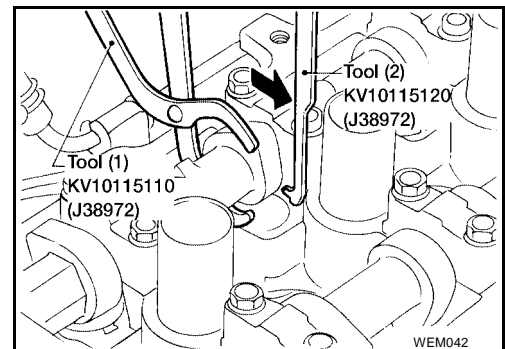
10. Place Tool (1) as explained in steps 4 and 5.

11. Remove Tool (2).

12. Remove Tool (1).

13. Turn the crankshaft a couple of times by hand.

14. Recheck the valve clearance.



WEM042

# TIMING CHAIN

[QG18DE]

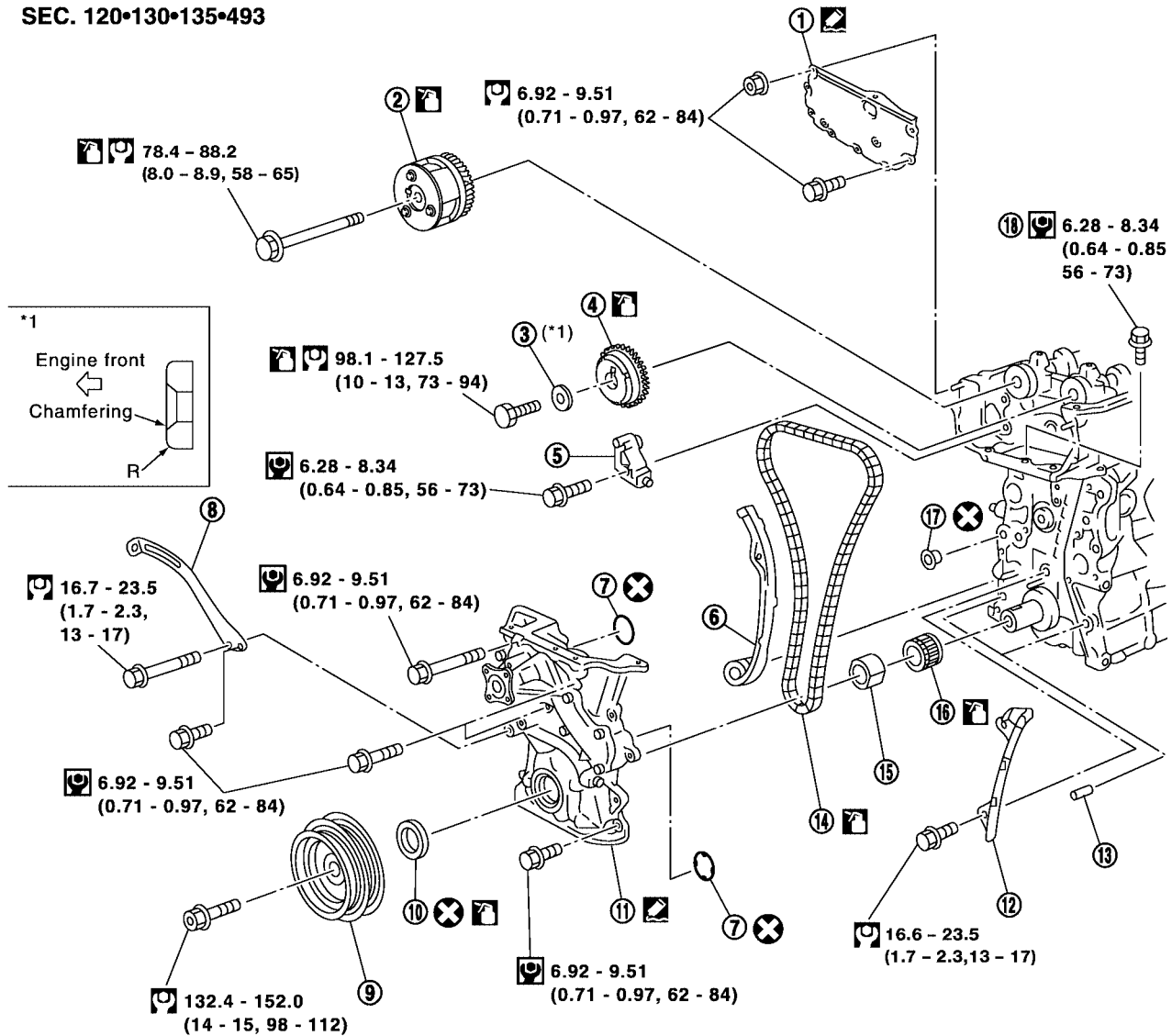
PFP:13028

EBS00CEH

## TIMING CHAIN

### Components

SEC. 120•130•135•493



⊗ : Always replace after every disassembly.

🔧 : Lubricate with new engine oil.

🔩 : Apply Genuine RTV Silicone Sealant or equivalent. Refer to GI Section.

🔩 : N•m (kg-m, ft-lb)

🔩 : N•m (kg-m, in-lb)

- |                              |                                      |                                     |
|------------------------------|--------------------------------------|-------------------------------------|
| 1. Cylinder head front cover | 2. Camshaft sprocket (INT)           | 3. Washer                           |
| 4. Camshaft sprocket (EXH)   | 5. Chain tensioner                   | 6. Chain slack guide                |
| 7. O-ring                    | 8. Power steering pump adjusting bar | 9. Crankshaft pulley                |
| 10. Front oil seal           | 11. Front cover                      | 12. Chain tensioner guide           |
| 13. Dowel pin                | 14. Timing chain                     | 15. Oil pump drive spacer           |
| 16. Crankshaft sprocket      | 17. O-ring (with collar)             | 18. Auxiliary bolt of cylinder head |

WBIA0298E

### CAUTION:

- After removing timing chain, do not turn crankshaft and camshaft separately, or valves will strike piston heads.
- When installing chain tensioner, oil seats, or other sliding parts, lubricate contacting surfaces with new engine oil.

# TIMING CHAIN

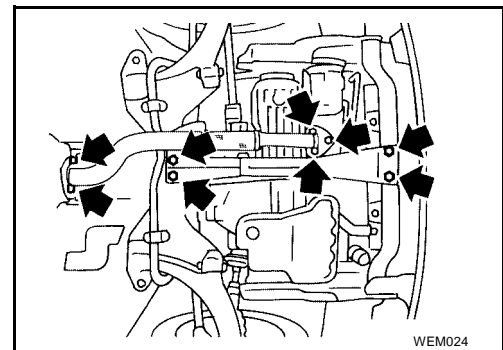
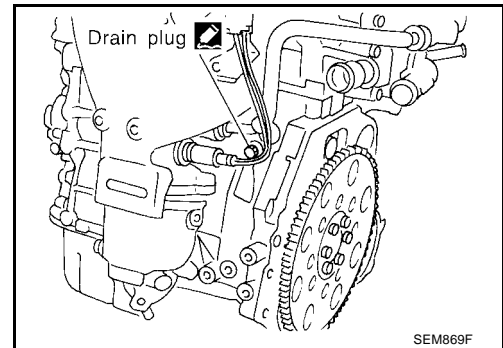
[QG18DE]

- Apply new engine oil to bolt threads and seat surfaces when installing camshaft sprocket and crankshaft pulley.

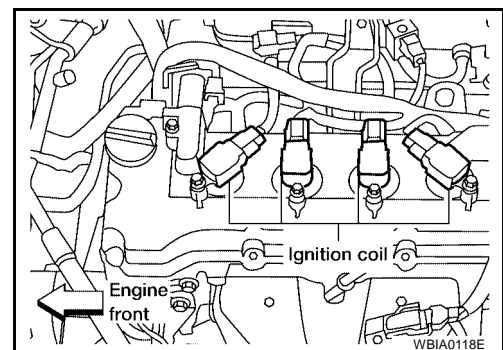
## Removal

EBS00CEI

1. Disconnect battery ground cable.
2. Drain engine coolant. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#) .  
Be careful not to spill coolant on drive belts.
3. Drain engine oil. Refer to [MA-20, "Changing Engine Oil"](#) .
4. Remove the following belts.
  - Power steering pump drive belt
  - Alternator drive belt
5. Remove power steering pump from adjusting bar.
6. Remove alternator. Refer to [SC-31, "Removal"](#) .
7. Remove front RH wheel. Refer to [WT-4, "Removal"](#) .
8. Remove front/right-side splash undercover.
9. Remove center member.
10. Remove front exhaust tube. Refer to [EX-3, "Removal and Installation"](#) .



11. Disconnect vacuum hoses for:
  - EVAP canister
  - Brake power booster
12. Remove ignition coils.
13. Remove spark plugs.



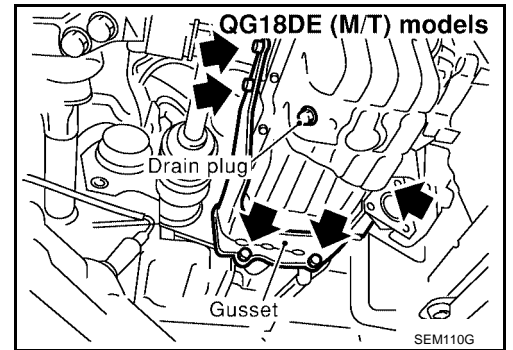
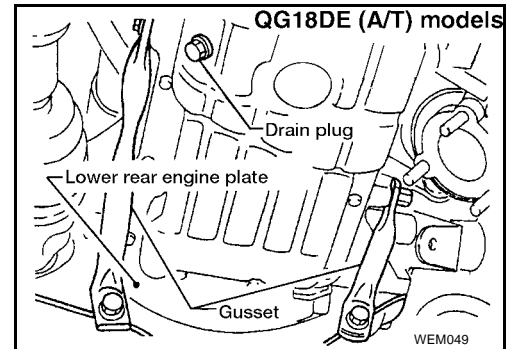
14. Remove rocker cover. Refer to [EM-23, "REMOVAL"](#)
15. Remove oil level gauge.



# TIMING CHAIN

[QG18DE]

16. Remove gusset.



17. Remove rear plate (lower)(A/T models).

18. Remove oil pan and oil strainer. Refer to [EM-16, "Removal"](#).

19. For safe operation, and to reduce load to mount insulator, install center member.

20. Remove RH engine mounting and RH engine mounting bracket. Refer to [EM-63, "ENGINE ASSEMBLY"](#).

a. Remove any parts that make it difficult to remove RH mount.

b. Support cylinder block bottom surface with a transmission jack.

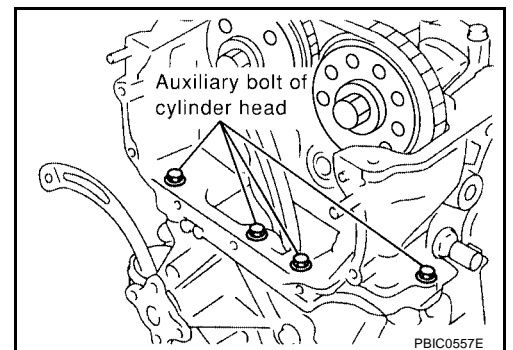
**CAUTION:**

● When positioning jack, use a wooden block to avoid damage to the oil pan mounting surface.

c. Separate and remove engine mounting bracket and engine mounting.

21. Remove cylinder head front cover.

22. Remove auxiliary bolts of cylinder head.



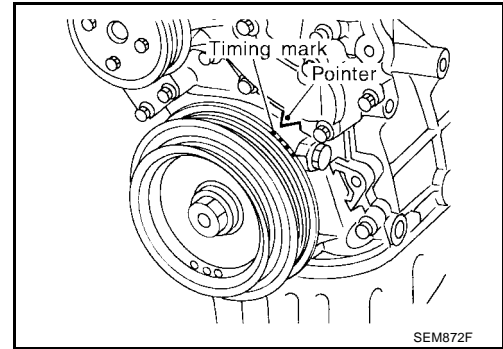
23. Set No. 1 piston at TDC on its compression stroke.



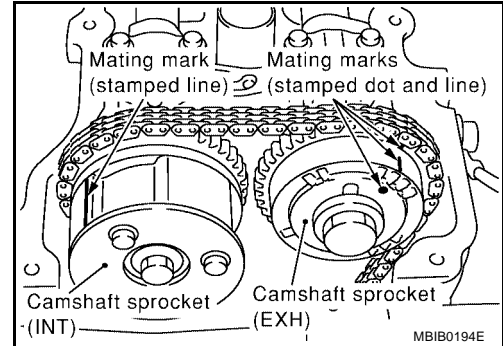
# TIMING CHAIN

[QG18DE]

- a. Turn the crankshaft pulley clockwise, and align the pointer to the timing mark on the pulley.



- b. Make sure the camshaft sprocket mating mark is in the position shown in the figure.
- If the mating mark is not in position, turn the crankshaft pulley once more and position it.

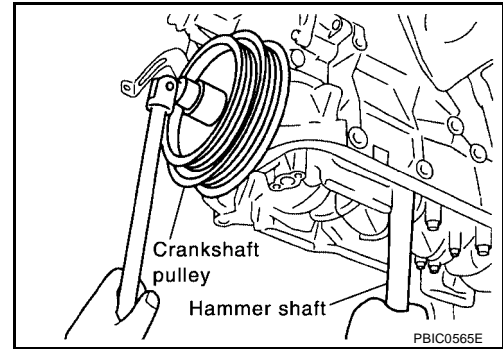


24. Remove crankshaft pulley as follows.

- a. Secure crankshaft counterweight with the handle of a hammer, and loosen crankshaft pulley bolt.

**CAUTION:**

Take care to prevent foreign material from entering the engine.

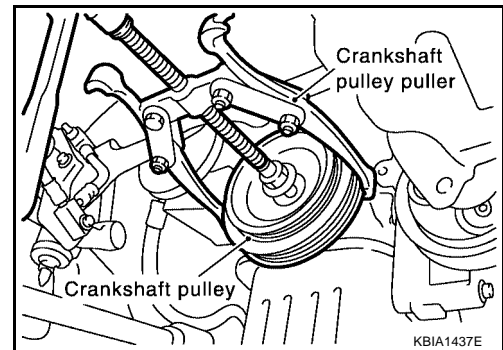


- b. Remove crankshaft pulley using crankshaft pulley puller.

**CAUTION:**

- Hook tab onto back of crankshaft pulley only.
- Do not remove crankshaft pulley bolt. Fully loosen, and then use it as support point.

25. Remove water pump pulley and idler pulley bracket assembly.



26. Remove front cover as follows.

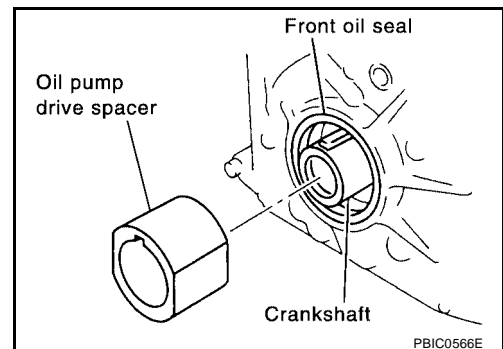
- a. To ease front cover removal, pull oil pump drive spacer out through front oil seal.

- Pull it straight out using long nose pliers or two flat-bladed screwdrivers.

**CAUTION:**

Be careful not to damage side of oil pump drive spacer and front oil seal lip.

- b. Remove power steering pump adjusting bar.



# TIMING CHAIN

[QG18DE]

c. Remove front cover carefully.

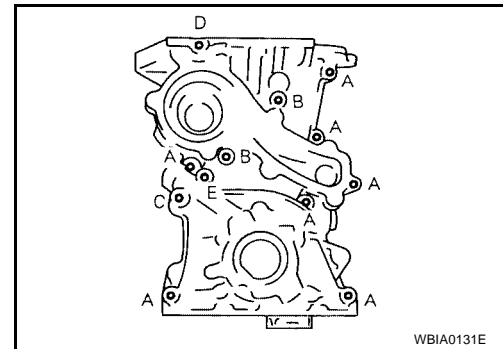
- Remove mounting bolts A - E shown in figure.

**NOTE:**

Bolts C and E have been removed in step b.

**CAUTION:**

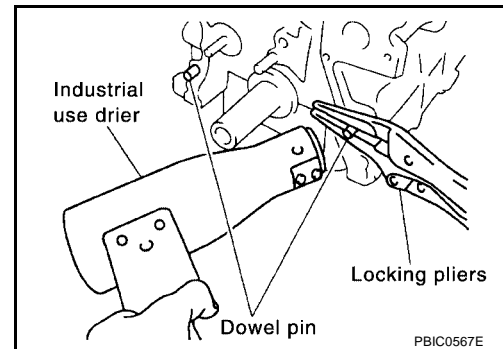
- When removing, be careful not to damage or bend front end of cylinder head gasket. Also after peeling off contact surface between front cover and gasket, their surfaces shall be smooth.
- If cylinder head gasket is damaged, replace it with a new one.



d. Remove O-rings from front cover and cylinder block.

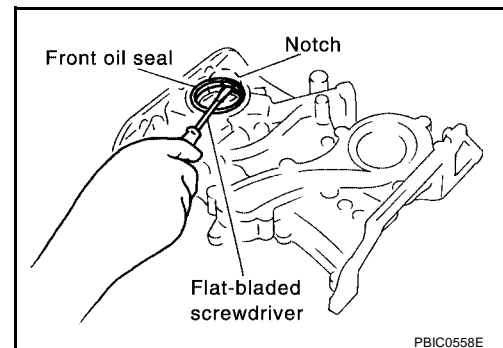
27. Pull two dowel pins for front cover out of cylinder block.

- Heat them sufficiently with industrial dryer, then pull them out using locking pliers.



28. If front oil seal is to be replaced, remove it from the front cover.

- Insert a flat-bladed screwdriver in notch on oil seal mounting point, and pry out oil seal.



29. Set the intake camshaft sprocket to the most advanced position.

**CAUTION:**

Do not remove the chain tensioner before performing this step.

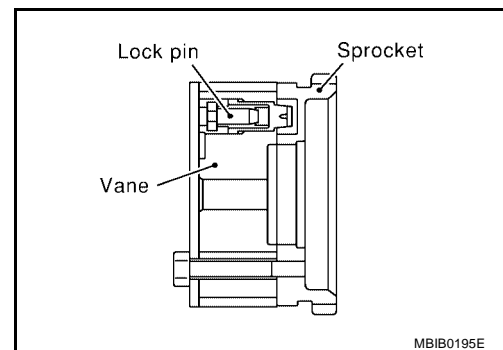
**CAUTION:**

Removal/installation of the intake camshaft sprocket is required to maintain the most advanced position because of the following reasons. Therefore, follow the procedure exactly.

- Sprocket and vane (camshaft in front) rotate and become offset within the specific angle range.
- When engine is stationary, the vane is located at the most retarded position. The vane is fixed to the sprocket by an internal lock pin. Therefore, it does not rotate.
- If the camshaft sprocket mounting bolts are turned under the above circumstance, the lock pin will be damaged by lateral load (shear stress). It may cause non-standard operation.

**NOTE:**

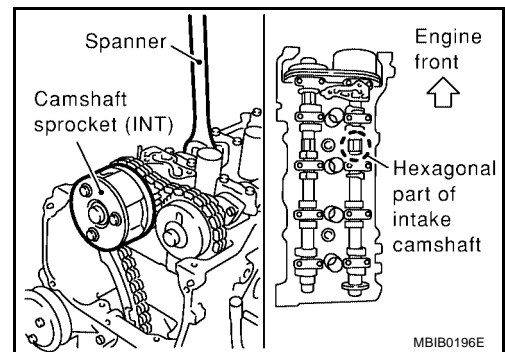
"Rotating direction" means direction viewed from the engine front side.



# TIMING CHAIN

[QG18DE]

- a. Using a wrench, hold the hexagonal part so that the intake camshaft does not move.



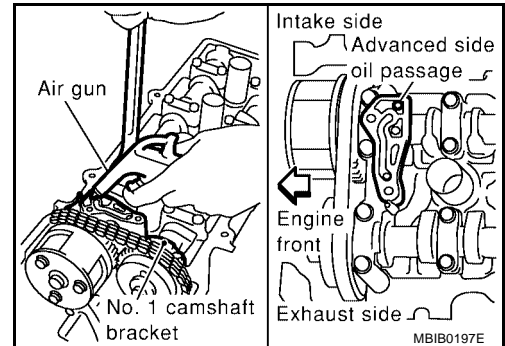
- b. Using an air gun, apply air pressure to the intake valve timing control solenoid valve advance side oil passage on the top surface of the No. 1 camshaft bracket.

**Compression pressure** :300 kPa (3.06 kg/cm<sup>2</sup>, 43.5 psi) or more

- Keep applying air pressure until substep d is completed.

**CAUTION:**

- Be careful not to damage the oil passage from interference of the air gun tip.
- Thoroughly wipe off the oil before applying air pressure. When applying air pressure, cover around the air gun using a rag. Wear protective glasses if necessary.



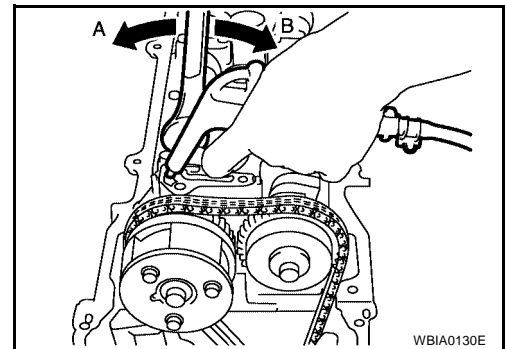
- c. Slowly turn the intake camshaft in direction A (counterclockwise: intake manifold side).

**CAUTION:**

**Be careful not to dislocate the camshaft retaining spanner.**

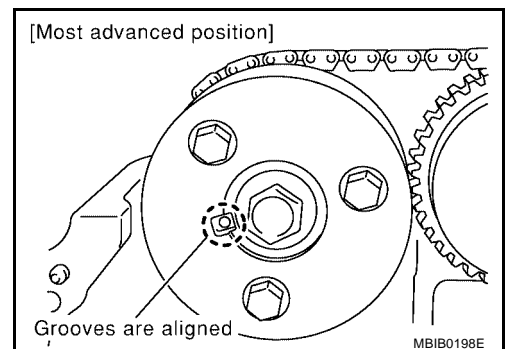
- d. During the above step, an operating click (a sound indicating internal lock pin is disengaged) is heard from the inside of the intake camshaft sprocket. After hearing it, slowly turn intake camshaft in direction B (clockwise: exhaust manifold side), and set to most advanced position.

- Perform while applying air pressure.
- When the vane rotates solely against sprocket, lock pin is disengaged even if operating click is not heard.
- If the lock pin is not disengaged, jiggle the camshaft with a wrench.
- If the lock pin is not disengaged with the above step, tap the intake camshaft in front with a plastic hammer.



- e. The following status indicates that the most advanced position is achieved: vane starts rotating on its own, then the sprocket also starts rotating when camshaft is turned. When above status is achieved, this step is complete.

- The most advanced position is confirmed when the stopper pin groove and lock pin breathing groove are aligned.



# TIMING CHAIN

[QG18DE]

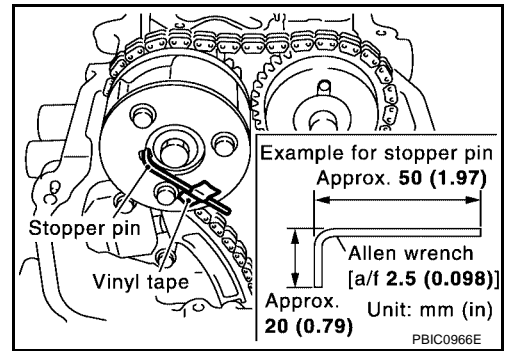
- f. Stop the air and insert stopper pin [approximately 3 mm (0.12 in) dia., length of inserted part is approximately 15 mm (0.59 in)] into pinhole on camshaft sprocket to fix the most advanced position.

**CAUTION:**

**Load (spring reaction force) is not applied to stopper pin. Pin is easily detached. Therefore, secure it with vinyl tape to prevent detachment.**

**NOTE:**

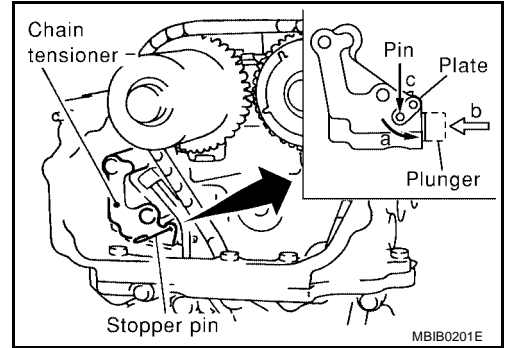
In the figure, an Allen wrench [a/f 2.5 mm (0.098 in), short part: approximately 20 mm (0.79 in), long part: approximately 50 mm (1.97 in)] is used for stopper pin as an example.



30. Remove the chain tensioner.

- Remove in the following order.

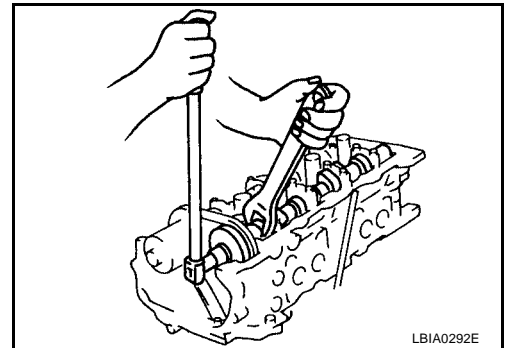
- Press the plate down and release the stopper tab.
- Insert the plunger into the tensioner body until it stops.
- Secure the plate by passing the stopper pin (such as a hard wire) through the plate hole and body hole. (Plunger is also secured.)
- Remove the mounting bolts and remove the chain tensioner.



31. While holding the hexagonal part of the camshaft with a wrench, loosen the mounting bolts and remove the intake and exhaust camshaft sprockets.

**CAUTION:**

- Avoid securing the camshaft at other than the hexagonal part and loosening mounting bolts by utilizing tension of timing chain.
- After this step is completed, do not rotate crankshaft and camshaft separately in order to prevent interference between the valves and pistons.

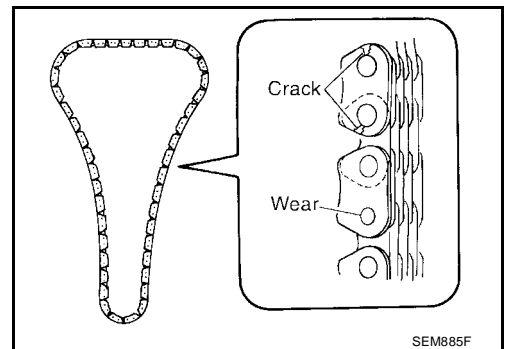


32. Remove the timing chain, timing chain slack guide and tension guide.

33. Remove crankshaft sprocket.

## INSPECTION AFTER REMOVAL

Check for cracks and excessive wear at roller links. Replace if necessary.



## INSTALLATION

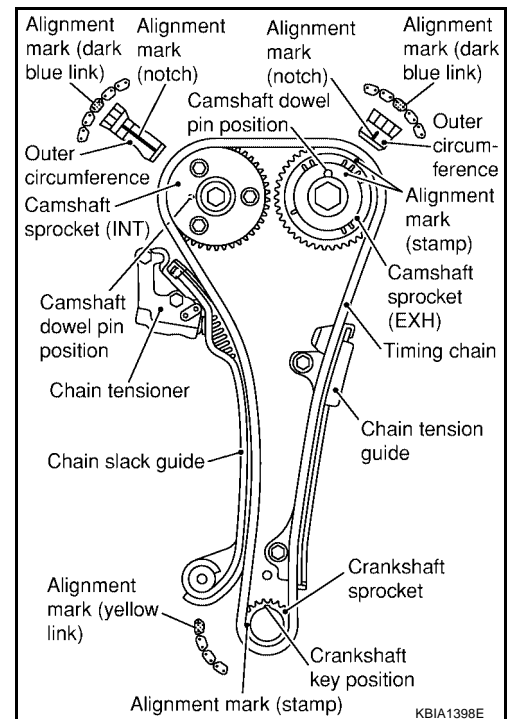
**CAUTION:**

- Use a scraper to completely remove all liquid gasket adhering to mounting surface. De-grease and clean mounting surfaces.
  - After installation, wipe off any protruding liquid gasket.
1. Install timing chain and its related parts as follows.

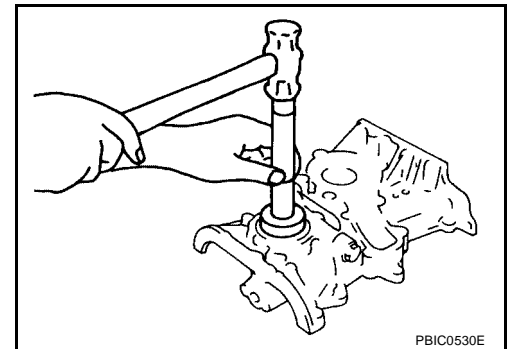
# TIMING CHAIN

[QG18DE]

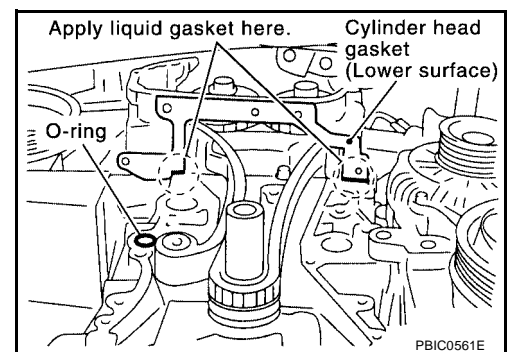
- Refer to figure for proper alignment positions for the sprockets, timing chain and their related parts.
  - Install each sprocket with its mating mark facing the engine front side.
- Install timing chain and crankshaft sprocket.
    - Make sure that the crankshaft key points straight up (No. 1 cylinder is at TDC).
    - Hook timing chain on front end of camshaft so that it will not fall off.
  - Install timing chain slack guide and tension guide.
  - Install the camshaft sprocket. Refer to [EM-29, "INSTALLATION"](#).
  - Install the chain tensioner. Refer to [EM-29, "INSTALLATION"](#).
  - Make sure that mating marks are properly aligned.
  - Temporarily install the oil pump drive spacer, crankshaft pulley and crankshaft pulley mounting bolt so that the crankshaft can be rotated.
  - Rotate crankshaft clockwise several times to make sure it rotates normally.
  - Remove parts installed in step f.



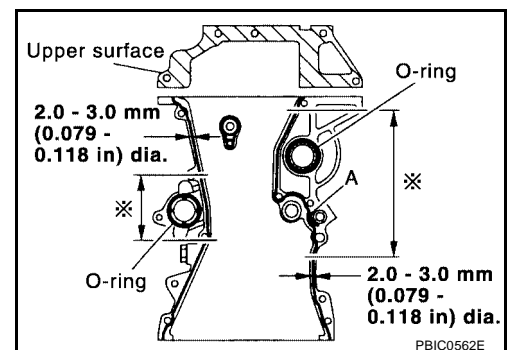
- Install front oil seal to front cover.
  - Install it so that identification letters on oil seal will face toward front side of the engine.
  - Using an oil seal drift, press oil seal in until it is flush with end surface of mounting position.
  - Make sure that oil seal outer circumference is free from damage and burrs.



- Install front cover as follows.
  - Install O-ring to cylinder block.
  - Apply a continuous bead of sealant to the positions shown in the figure between the cylinder head gasket lower surface and the cylinder block.
    - **Use Genuine RTV Silicone Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



- Apply a continuous bead of sealant to the back surface of the front cover as shown in the figure.
    - **Use Genuine RTV Silicone Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**
- CAUTION:**
- **Do not apply sealant to groove A shown in figure.**
  - **Be especially careful of amount of sealant being applied in locations indicated with a \* in the figure.**
- Apply sealant to the top surface of front cover lightly and evenly.





# TIMING CHAIN

[QG18DE]

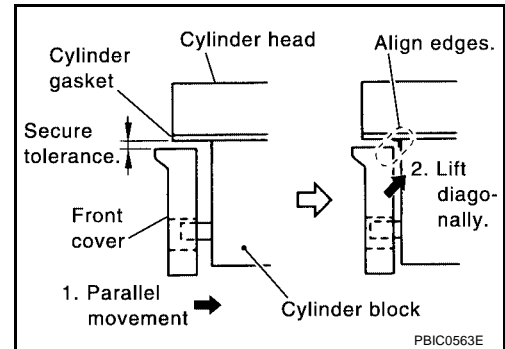
- Use Genuine RTV Silicone Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

- e. Install O-ring to back surface to front cover.
- f. With socket oil pump inner rotor placed on crankshaft top surface (clearance between front cover top surface and cylinder head gasket lower surface is secured), move front cover close to cylinder block.
- g. Lift front cover at an angle and install it to mounting position so that front cover will come in contact with both cylinder head gasket lower surface and cylinder block front surface at the same time.

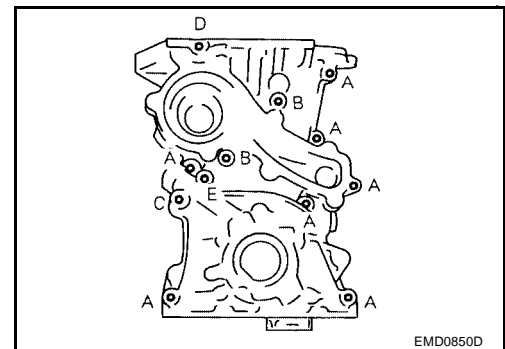
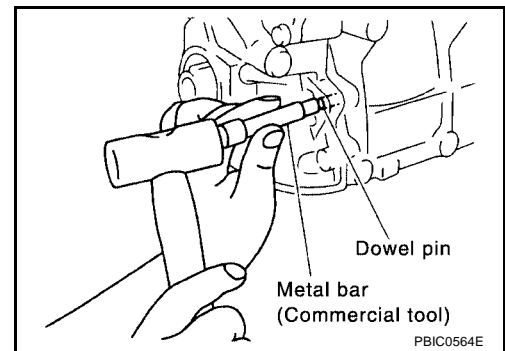
**CAUTION:**

- Be careful not to damage cylinder head gasket.
- Make sure both sealing surfaces are contacted at the same time to ensure proper sealant adhesion and location.

- h. Install the front cover with mounting bolts temporarily so that front cover will not move.
- i. Press fit the dowel pin into the cylinder block through the front cover.



- j. Tighten the front cover mounting bolts temporarily.
- A [M6 x 20 mm (0.79 in)], B [M6 x 40 mm (1.57 in)], C [M8 x 70 mm (2.76)], D [M6 x 73 mm (2.87 in)]
  - Bolt C also secures the power steering pump adjusting bar.
  - Bolt E [M6 x 12 mm (0.47 in)] is for installing power steering pump adjusting bar.
- k. Tighten the cylinder head auxiliary bolts (M6) temporarily.
- l. Tighten the front cover mounting bolts and cylinder head auxiliary bolts to specified torque.

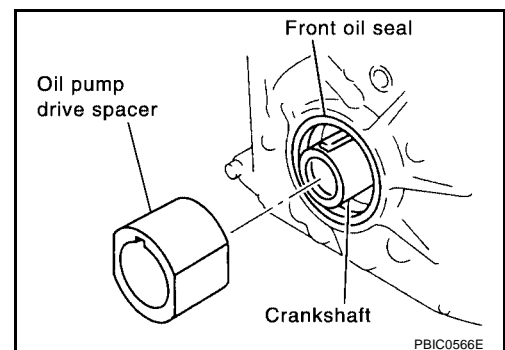


4. Install oil pump drive spacer.
- When installing, align with flat of oil pump rotor.
  - If they are not aligned, rotate inner rotor with a flat-bladed screwdriver to align them.

**CAUTION:**

- Be careful not to damage oil seal lips.

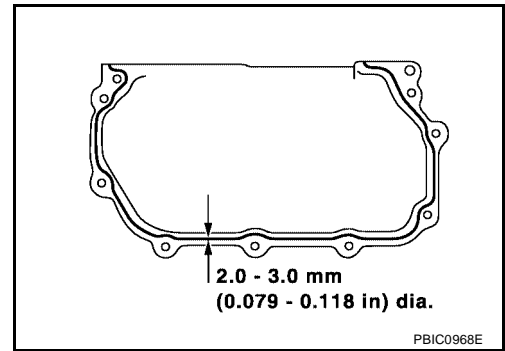
5. Install water pump pulley and idler pulley bracket assembly.
6. Install crankshaft pulley.
- When installing it, make sure that front oil seal lip is not inverted and garter spring is in position.
  - Secure crankshaft counterweight with the handle of a hammer, and tighten crankshaft pulley bolt.



# TIMING CHAIN

[QG18DE]

7. Install cylinder head front cover.
  - Apply Silicone RTV Sealant to cylinder head front cover in the specified thickness, as shown.
  - Use Genuine Silicone RTV Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
8. Install engine front mounting bracket.



9. Installation of the remaining parts is in reverse order of removal.

## INSPECTION AFTER INSTALLATION

EBS00EWJ

- In order to allow sealant to cure, perform inspection at least 30 minutes after the last step involving sealant is installed.
- With engine warmed up, check each part for engine oil leakage.

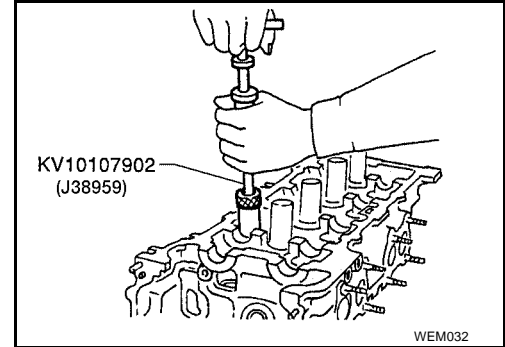
## OIL SEAL

### Replacement VALVE OIL SEAL

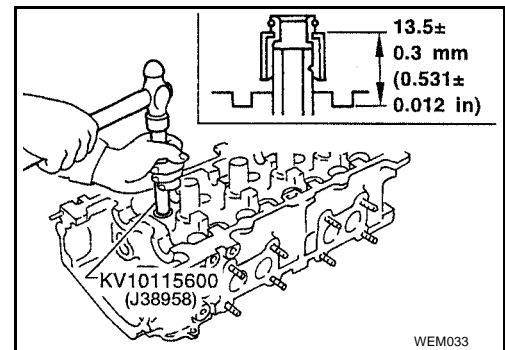
1. Remove rocker cover. Refer to [EM-23, "Removal and Installation"](#) .
2. Remove camshaft. Refer to [EM-26, "Removal and Installation"](#) .
3. Remove valve spring. Refer to [EM-56, "DISASSEMBLY"](#) .
4. Remove valve oil seal with Tool.

**CAUTION:**

**Piston concerned should be set at TDC to prevent valve from falling into combustion chamber.**

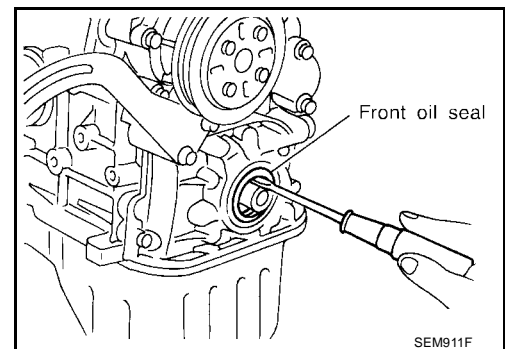


5. Apply new engine oil to new valve oil seal and install it with Tool.



### FRONT OIL SEAL

1. Remove the following parts:
  - Engine under cover
  - RH engine side cover
  - Generator and power steering drive belts
  - Crankshaft pulley
2. Remove front oil seal from front cover.
  - **Be careful not to scratch front cover.**

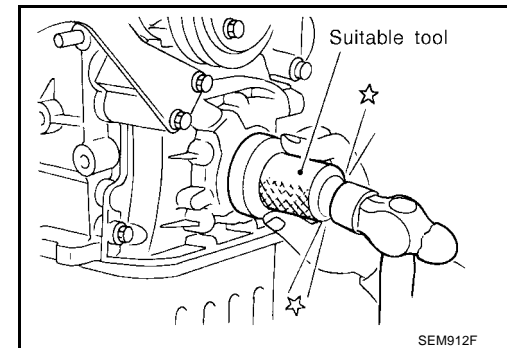
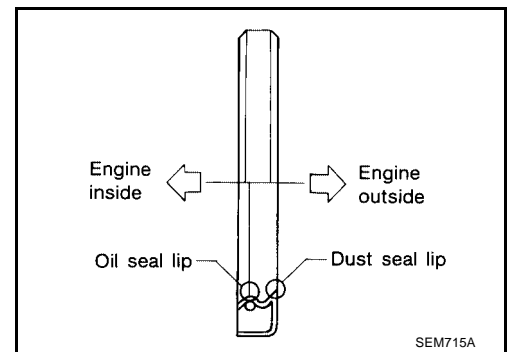




## OIL SEAL

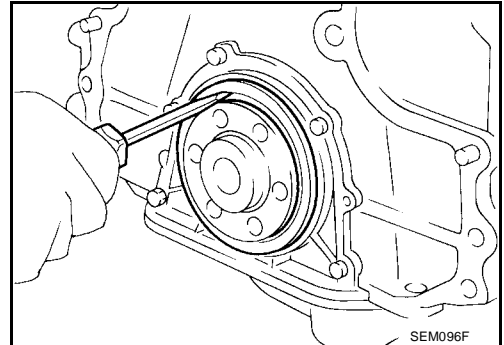
[QG18DE]

3. Apply new engine oil to new oil seal and install it using a suitable tool.
  - Install new oil seal in the direction shown.

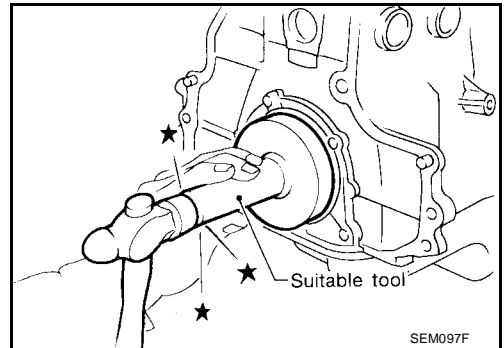
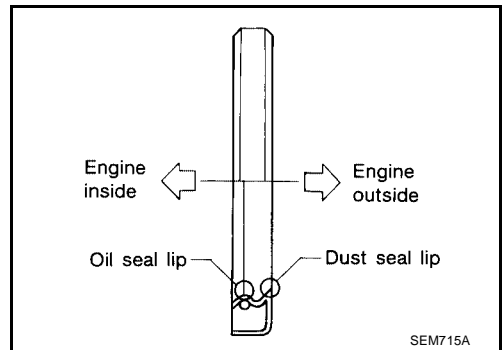


## REAR OIL SEAL

1. Remove the transaxle. Refer to [MT-16, "Removal and Installation"](#) (RS5F70A), [MT-82, "Removal and Installation"](#) (RS5F51A), [MT-143, "Removal and Installation"](#) (RS6F51H), or [AT-265, "REMOVAL AND INSTALLATION"](#) (RE4F03B), [AT-649, "REMOVAL AND INSTALLATION"](#) (RE4F04B).
2. Remove flywheel (MT) or drive plate (AT).
3. Remove rear oil seal.
  - **Be careful not to scratch rear oil seal retainer.**



4. Apply new engine oil to new oil seal and install it using a suitable tool.
  - **Install new oil seal in the direction shown.**

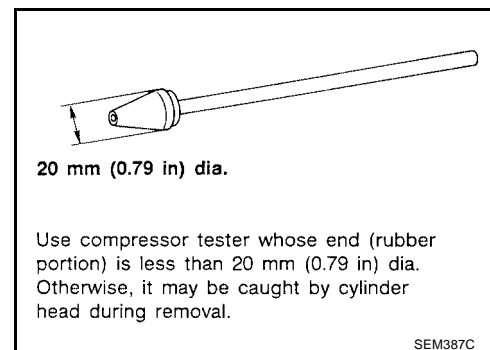
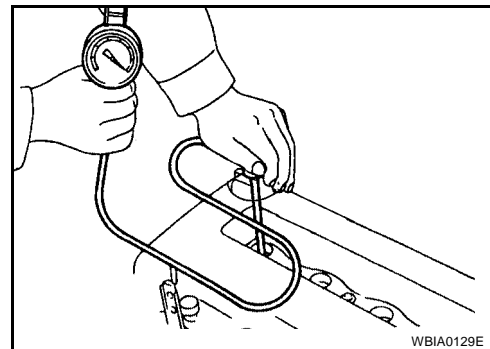


## CYLINDER HEAD

## On-Vehicle Service

## CHECKING COMPRESSION PRESSURE

1. Warm up the engine to full operating temperature.
2. Turn the ignition switch OFF.
3. Release the fuel pressure. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)], or [EC-637, "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)].
4. Remove the ignition coils.
5. Remove the spark plugs.
  - Clean the area around the spark plug with compressed air before removing the spark plug.
6. Attach a compression tester to No. 1 cylinder.

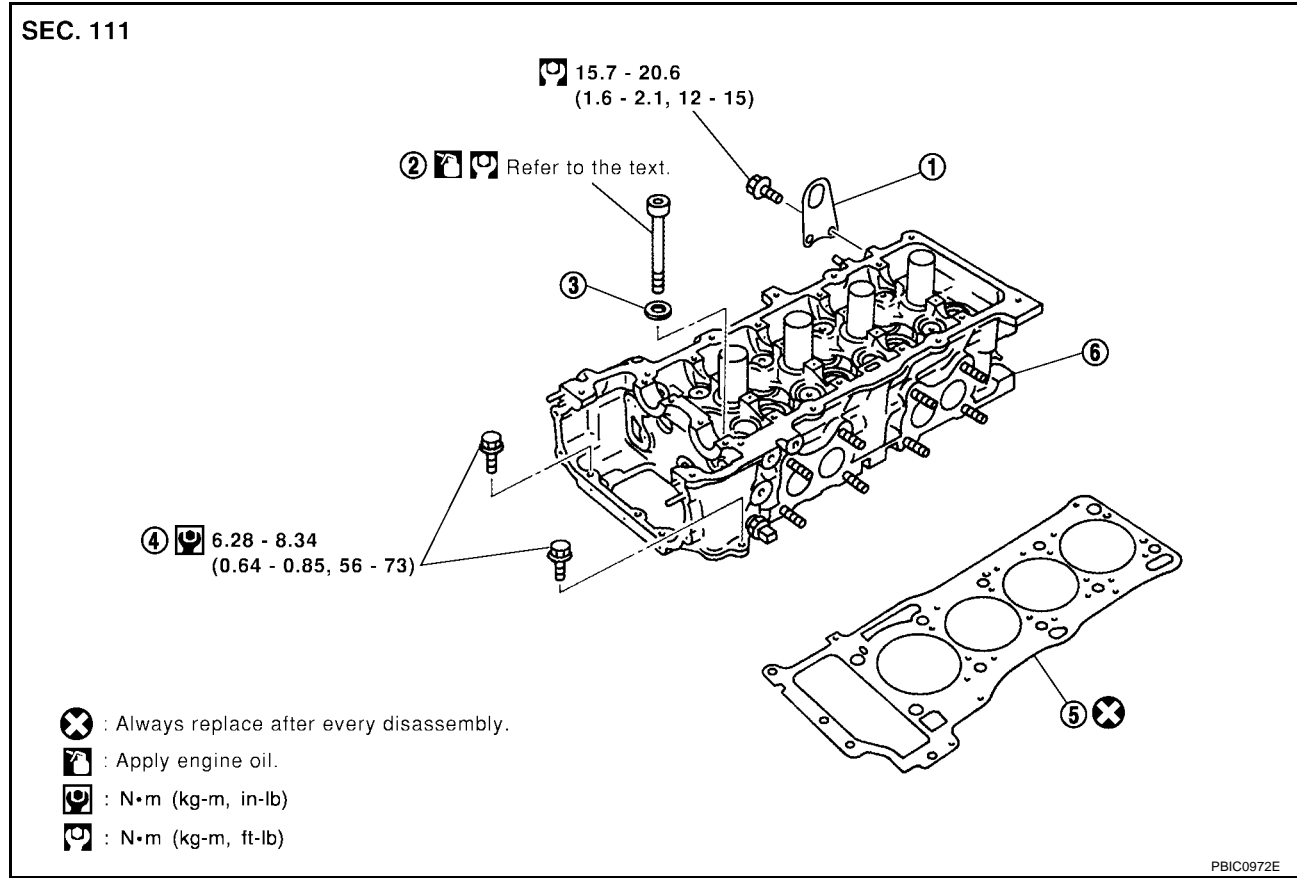


7. Depress the accelerator pedal fully to keep the throttle valve wide open.
  8. Crank the engine and record highest gauge indication.
  9. Repeat the measurement on each cylinder as shown above.
    - **Always use a fully-charged battery to obtain specified engine speed.**
- |  |                                      |
|--|--------------------------------------|
| Compression pressure                           | : kPa (kg/cm <sup>2</sup> , psi)/rpm |
| Standard                                       | : 1,324 (13.5, 192)/350              |
| Minimum  | : 1,157 (11.5, 168)/350              |
| Maximum allowable difference between cylinders | : 98 (1.0, 14)/350                   |
10. If cylinder compression in one or more cylinders is low, pour a small amount of engine oil into the cylinder through the spark plug hole and retest compression.
    - **If adding oil improves cylinder compression, piston rings may be worn or damaged. If so, replace piston rings after checking the piston and cylinder walls.**
    - **If pressure stays low, a valve may be sticking or seating improperly. Inspect and repair valve and valve seat. Refer to [EM-35, "INSPECTION"](#) , [EM-60, "VALVE SEATS"](#) . If valve or valve seat is damaged excessively, replace them.**
    - If compression in any two adjacent cylinders is low and if adding oil does not improve compression, there is leakage past the gasket surface. If so, replace cylinder head gasket.
  11. Install spark plugs, ignition coils and fuel pump fuse.

12. Erase DTC if any DTC appears. Refer to [EC-71, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (ULEV)], or [EC-651, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) [QG18DE (SULEV)].

## Removal and Installation

EBS00CEN



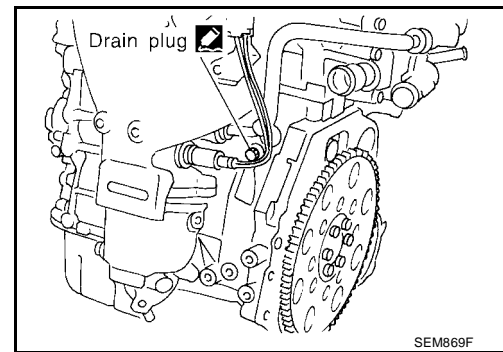
- |                                    |                         |                           |
|------------------------------------|-------------------------|---------------------------|
| 1. Rear engine slinger             | 2. Cylinder head bolt   | 3. Washer                 |
| 4. Auxiliary bolt of cylinder head | 5. Cylinder head gasket | 6. Cylinder head assembly |

### CAUTION:

- When installing camshaft and oil seal, lubricate contacting surfaces with new engine oil.
- When tightening cylinder head bolts, camshaft sprocket bolts and camshaft bracket bolts, lubricate bolt threads and seat surfaces with new engine oil.
- Attach tags to valve lifters so as not to mix them up.

### REMOVAL

1. Drain engine coolant.  
Be careful not to spill coolant on drive belts.

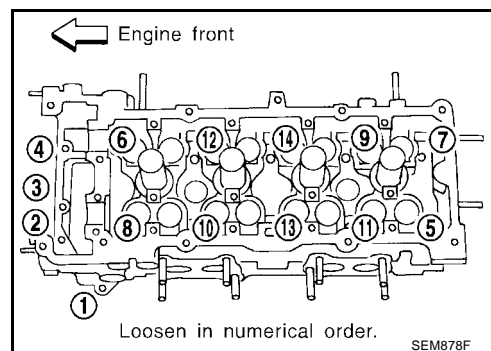


2. Release the fuel pressure. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) for [QG18DE (ULEV)], or [EC-637, "FUEL PRESSURE RELEASE"](#) for [QG18DE (SULEV)].
3. Remove the air duct to intake manifold collector.
4. Remove the engine drive belts.

5. Remove the front splash undercovers.
6. Remove the front exhaust tube.
7. Before removing the intake manifold collector from the engine, the following parts should be disconnected to remove the intake manifold collector:
  - Fuel injector tube quick connectors. Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#) .
  - Ground harness
 Harness connectors for:
  - Electric throttle control actuator
  - Heated oxygen sensor (ULEV) or Air fuel ratio (A/F) sensor (SULEV only)
  - Swirl control position sensor (SULEV only)
  - Swirl control valve (SULEV only)
  - Water hoses from collector
  - Heater hoses
  - PCV hose
 Vacuum hoses for:
  - EVAP canister
  - Power brake booster
8. Remove the intake manifold rear supports.
9. Remove the exhaust manifold.
10. Remove the spark plugs.
11. Remove rocker cover. Refer to [EM-23, "ROCKER COVER"](#) .
12. Remove camshafts. Refer to [EM-26, "CAMSHAFT"](#) .

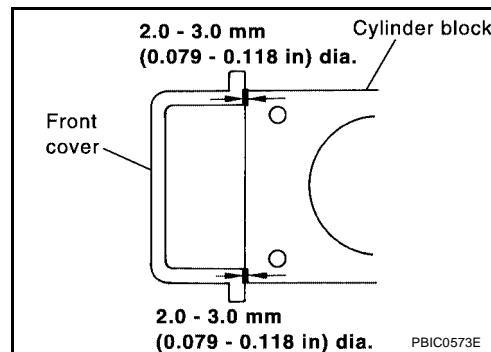
13. Remove cylinder head bolts.
  - Cylinder head bolts should be loosened in two or three steps.

**CAUTION:**  
**Head warping or cracking could result from removing the cylinder head bolts in incorrect order.**
14. Remove cylinder head with intake manifold.



## INSTALLATION

1. Before installing cylinder head gasket, apply a bead of Genuine RTV Silicone Sealant or equivalent, to mating surface of cylinder block as shown. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .
2. Install the cylinder head gasket.
  - **When installing the cylinder head with manifolds, use a new cylinder head gasket.**



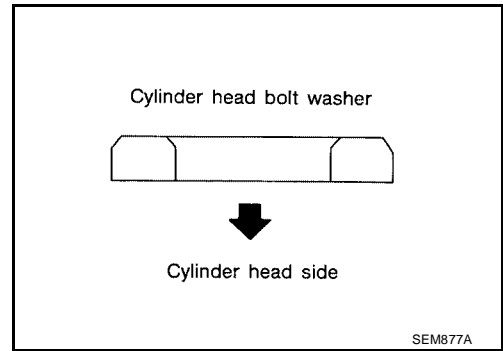
# CYLINDER HEAD

[QG18DE]

3. Install cylinder head assembly and cylinder head bolts with washers.
  - Apply new engine oil to threads and seating surface of mounting bolts.

**CAUTION:**

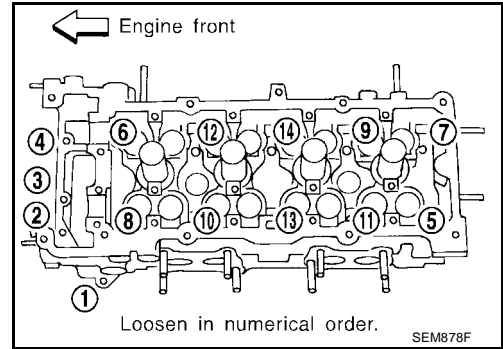
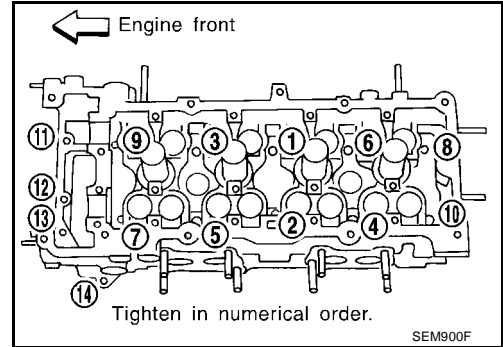
- Be sure to install washers between bolts and cylinder head with washer orientation as shown.



4. Tighten cylinder head bolts (1) to (10) in numerical order as shown in five stages.

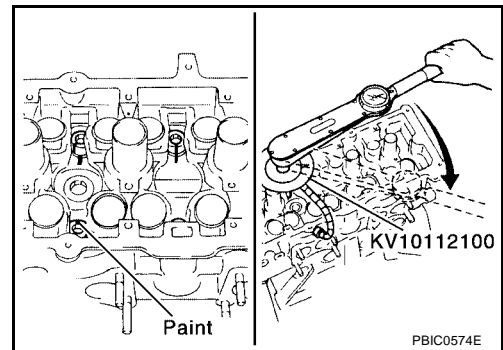
**Cylinder head bolts**

- Stage 1** : 29.4 N-m (3.0 kg-m, 22 ft-lb)
- Stage 2** : 58.8 N-m (6.0 kg-m, 43 ft-lb)
- Stage 3** : 0 N-m (0 kg-m, 0 ft-lb) (loosen)
- Stage 4** : 27.4 - 31.4 N-m (2.8 - 3.2 kg-m, 21 - 23 ft-lb)
- Stage 5** : 50° - 55° (target 50°) clockwise



**CAUTION:**

Check and confirm the tightening angle by using angle wrench.

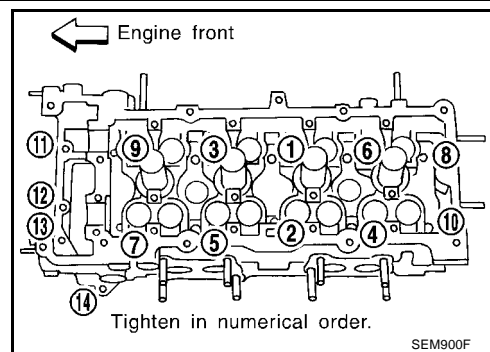


A  
EM  
C  
D  
E  
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# CYLINDER HEAD

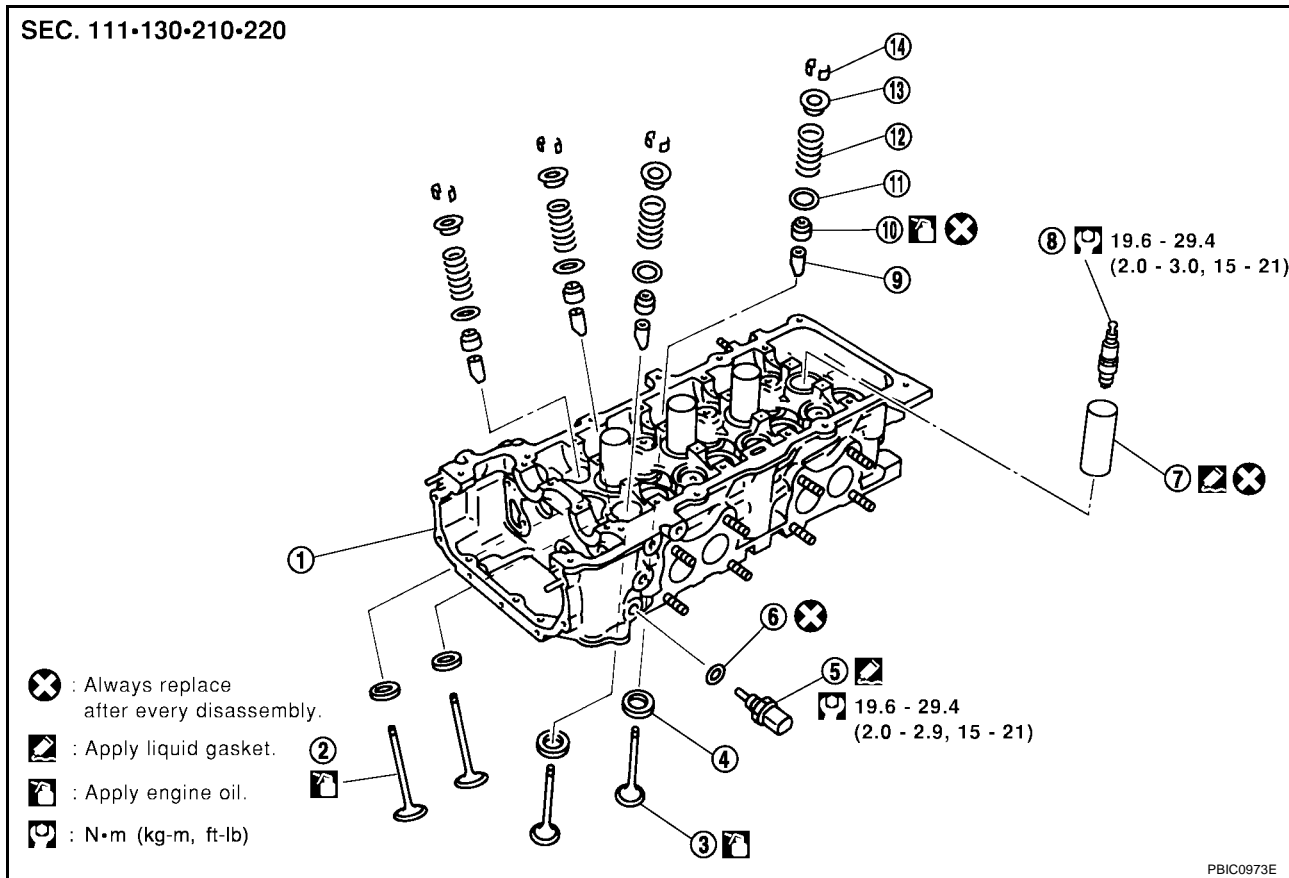
[QG18DE]

5. Tighten cylinder auxiliary bolts (11) to (14) in numerical order shown in figure.
  - Verify shank length under bolt head. [Bolt 11: 20 mm (0.79 in), bolts 12 - 14: 25 mm (0.98 in)]
6. Install the remaining components in the reverse order of removal.



## Disassembly and Assembly

EBS00EWV



PBIC0973E

- |                    |                                      |                  |
|--------------------|--------------------------------------|------------------|
| 1. Cylinder head   | 2. Valve (INT)                       | 3. Valve (EXH)   |
| 4. Valve seat      | 5. Engine coolant temperature sensor | 6. Copper washer |
| 7. Spark plug tube | 8. Spark plug                        |                  |

### CAUTION:

- When installing camshafts, chain tensioners, oil seals or other sliding parts, lubricate contacting surface with new engine oil.
- Apply new engine oil to threads and seat surface when installing cylinder head, camshaft sprocket, crankshaft pulley and camshaft bracket.
- Note valve lifter positions so as to ensure proper installation locations.

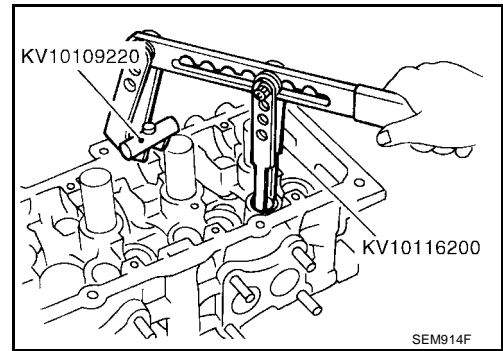
### DISASSEMBLY

1. Remove intake manifold assembly.
2. Remove adjusting shims (if equipped) and valve lifters.
  - Note locations for installation.

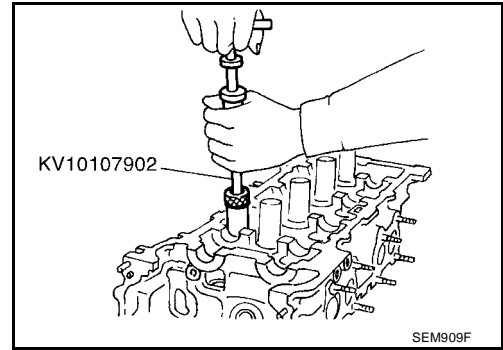
# CYLINDER HEAD

[QG18DE]

3. Remove valve collet.
  - compress valve spring using Tool as shown. Remove valve collet with magnet.
4. Remove valve spring retainer and valve spring.
5. Push valve stem through the combustion chamber side, and remove valve.
  - Inspect valve guide clearance before removal. Refer to [EM-58, "VALVE GUIDE CLEARANCE"](#).
  - Label components for installation in the same location.



6. Remove valve oil seal using Tool as shown.
7. Remove valve spring seat.
8. When valve seat must be replaced, refer to [EM-60, "REPLACING VALVE SEAT FOR SERVICE PARTS"](#).
9. When valve guide must be replaced, refer to [EM-59, "VALVE GUIDE REPLACEMENT"](#).
10. Remove spark plugs.
11. Remove engine coolant temperature sensor.



**CAUTION:**

**Do not shock it.**

12. Remove spark plug tubes, as necessary.
  - Using a pair of pliers, pull spark plug tube out of cylinder head.

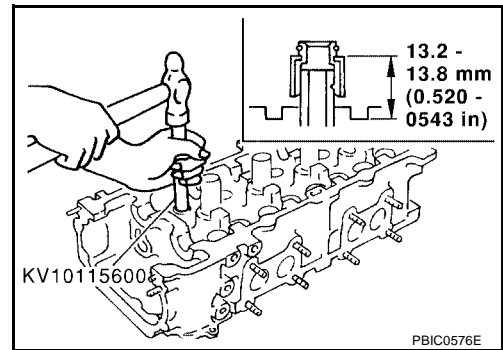
**CAUTION:**

● **Take care not to damage cylinder head.**

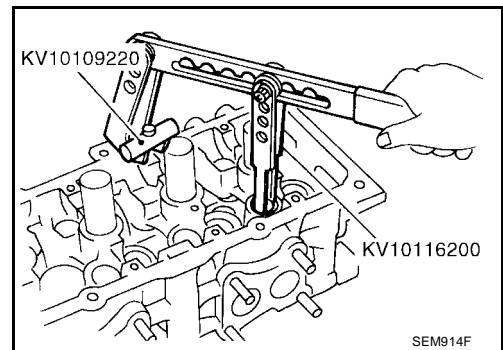
● **Spark plug tubes are deformed during removal and cannot be reused once removed. Do not remove unless necessary.**

## ASSEMBLY

1. If removed, install valve seat, refer to [EM-60, "REPLACING VALVE SEAT FOR SERVICE PARTS"](#).
2. If removed, install valve guide, refer to [EM-59, "VALVE GUIDE REPLACEMENT"](#).
3. Install valve oil seal using Tool as shown.
4. Install valve spring seat.
5. Install valve.
  - Install large diameter to intake side.
6. Install valve spring.
7. Install valve spring retainer.



8. Install valve collet.
  - Compress valve spring using Tool as shown. Install valve collet with magnet.
  - Tap stem edge lightly with plastic hammer after installation to check if installed securely.
9. Install adjusting shim, if equipped, using Tool.
10. Apply sealant to engine coolant temperature sensor threads.
  - Use Genuine Anaerobic Liquid Gasket, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
11. Install engine coolant temperature sensor.

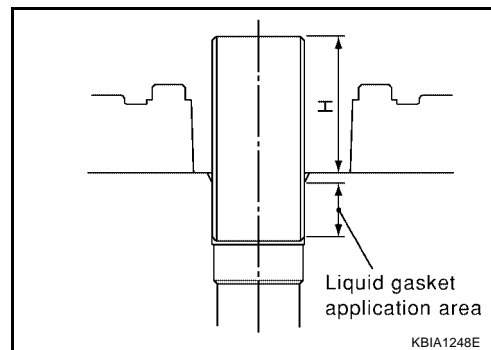




# CYLINDER HEAD

[QG18DE]

12. Install spark plug tube.
  - Press-fit spark tube as follows.
  - a. Remove old liquid gasket adhering to cylinder-head mounting hole.
  - b. Apply liquid gasket to area within approximately 15 mm (0.59 in) from edge of spark plug tube press-fit side as shown.
    - Use **Genuine Anaerobic Liquid Gasket, or equivalent**. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - c. Using a drift, press-fit the spark plug tube so that its height "H" is as shown.



**Standard press-fit height "H" : 41.0 - 42.0 mm (1.61 - 1.65 in)**

### CAUTION:

- When press-fitting, take care not to deform spark plug tube.
  - After press-fitting, wipe off liquid gasket protruding onto cylinder head upper surface.
13. Install spark plugs. Refer to [EM-12, "OUTER COMPONENT PARTS"](#).
  14. Install intake manifold. Refer to [EM-12, "OUTER COMPONENT PARTS"](#).

## Inspection after Disassembly CYLINDER HEAD DISTORTION

EBS00CEP

1. Clean surface of cylinder head.
2. Use a reliable straightedge and feeler gauge to check the flatness of cylinder head mating surface.
  - Check along six positions as shown.

### Head surface flatness

**Standard : Less than 0.03 mm (0.0012 in)**

**Limit : 0.1 mm (0.004 in)**

If beyond the specified limit, replace or resurface it.

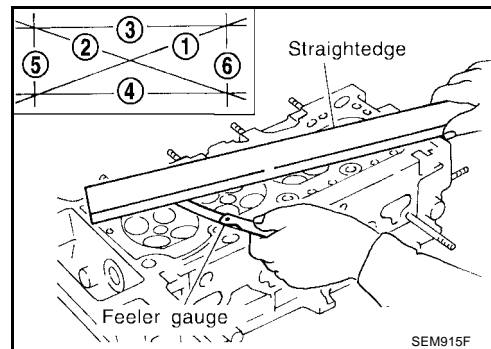
### Resurfacing limit:

The limit for cylinder head resurfacing is determined by the amount of cylinder block resurfacing.

Amount of cylinder head resurfacing is "A".

Amount of cylinder block resurfacing is "B".

**The maximum limit is :  $A + B = 0.2 \text{ mm (0.008 in)}$   
as follows**



After resurfacing cylinder head, check that camshaft rotates freely by hand. If resistance is felt, replace cylinder head.

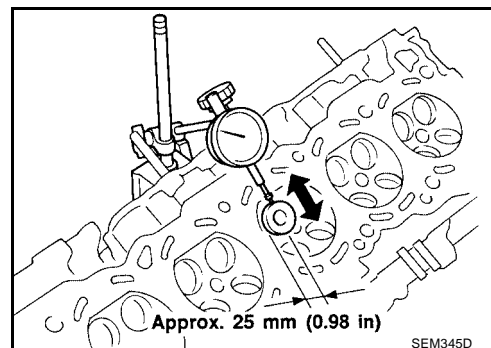
**Nominal cylinder head height : 117.8 - 118.0 mm (4.638 - 4.646 in)**

## VALVE GUIDE CLEARANCE

1. Measure valve deflection as shown in figure. (Valve and valve guide wear the most in this direction.)

### Valve deflection limit (dial gauge reading)

**Intake & Exhaust : 0.2 mm (0.008 in)**



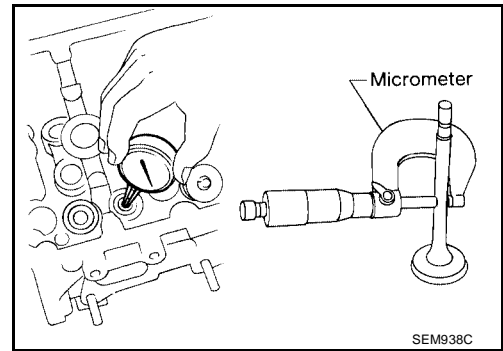
# CYLINDER HEAD

[QG18DE]

2. If it exceeds the limit, check valve to valve guide clearance.
  - a. Measure valve stem diameter and valve guide inner diameter.
  - b. Calculate valve to valve guide clearance.  
**Valve stem to valve guide clearance = valve guide inner diameter – valve stem diameter.**
  - c. Check that clearance is within specification.

Unit: mm (in)

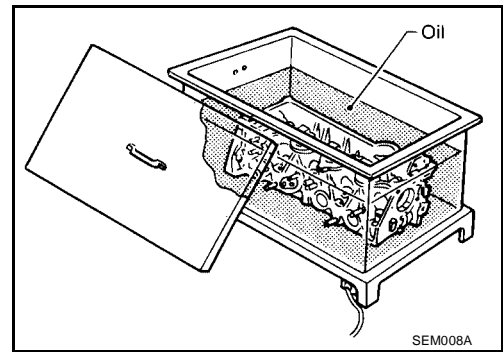
	Standard	Limit
Intake	0.020 - 0.050 (0.0008 - 0.0020)	0.1 (0.004)
Exhaust	0.040 - 0.070 (0.0016 - 0.0028)	0.1 (0.004)



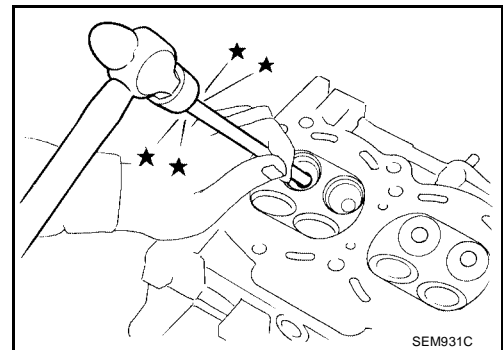
- If it exceeds the limit, replace valve and remeasure clearance.
- If limit is still exceeded after replacing valve, replace valve guide.

## VALVE GUIDE REPLACEMENT

1. To remove valve guide, heat cylinder head to 110° to 130°C (230° to 266°F).

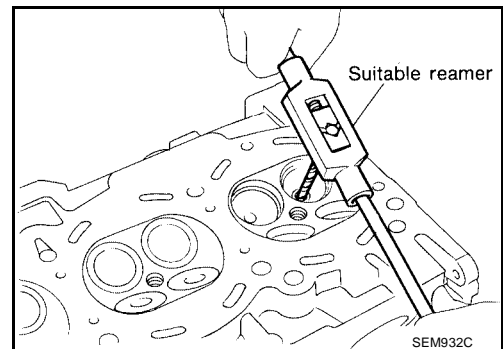


2. Drive out valve guide with a press [under a 20 kN (2 ton, 2.2 US ton, 2.0 Imp ton) pressure] or hammer and suitable tool.



3. Ream cylinder head valve guide hole.

**Valve guide hole diameter (for service parts)**  
**Intake & Exhaust : 9.685 - 9.696 mm**  
**(0.3813 - 0.3817 in)**

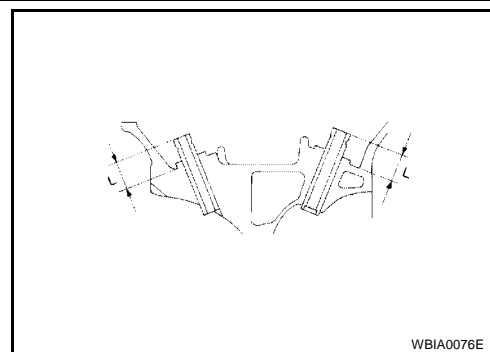


# CYLINDER HEAD

[QG18DE]

- Heat cylinder head to 110° to 130°C (230° to 266°F) and press service valve guide into cylinder head at specified height.

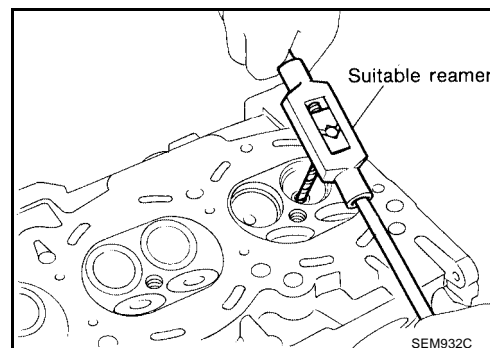
**Projection "L" : 11.5 - 11.7 mm (0.453 - 0.461 in)**



- Ream the new valve guide to the specified inner diameter.

**Inner diameter finished size**

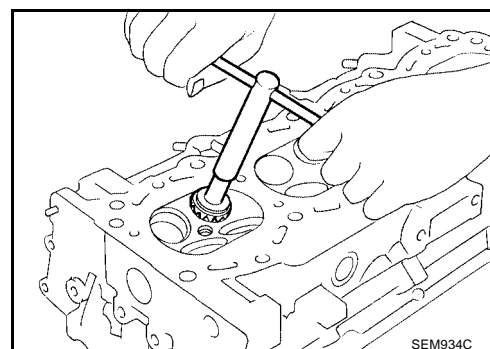
**Intake & Exhaust : 5.500 - 5.515 mm  
(0.2165 - 0.2171 in)**



## VALVE SEATS

Check valve seats for pitting at contact surface. Resurface or replace if excessively worn.

- Before repairing valve seats, check valve and valve guide for wear. If they have worn, replace them. Then correct valve seat.
- Use both hands to cut uniformly.

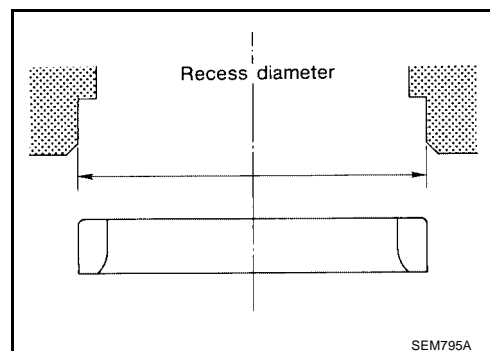


## REPLACING VALVE SEAT FOR SERVICE PARTS

- Bore out old seat until it collapses. Set machine depth stop so that boring cannot contact the bottom face of seat recess in cylinder head.
- Ream cylinder head recess. Refer to [EM-85, "Valve Seat"](#) for the reaming bore for the service valve seat.

### NOTE:

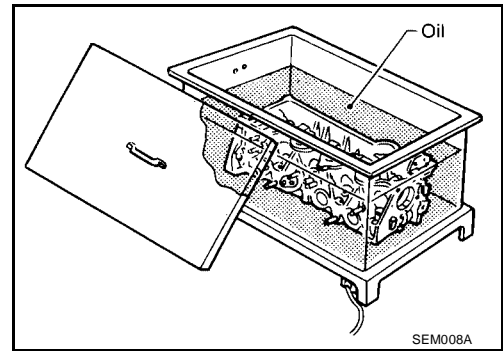
Use the valve guide center for reaming to ensure valve seat will have the correct fit.



# CYLINDER HEAD

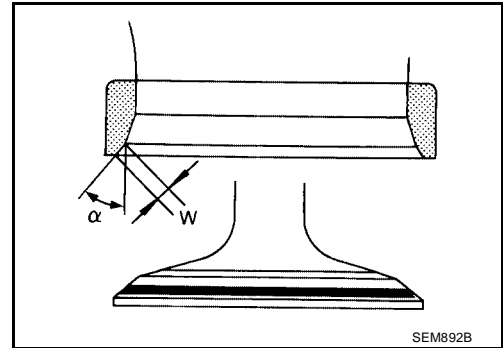
[QG18DE]

- Heat cylinder head to 110° to 130°C (230° to 266°F).
- Press fit valve seat until it seats on the bottom.
- Cut or grind valve seat using suitable tool to the specified dimensions. Refer to [EM-82, "Valve"](#).
- After cutting, lap valve seat with abrasive compound.



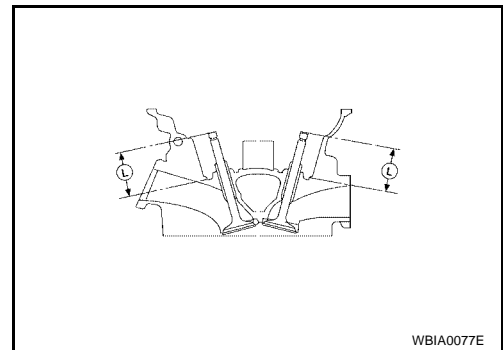
- Check valve seating condition.

<b>Seat face angle "α"</b>	<b>: 44°53' - 45°07'</b>
<b>Contacting width "W"</b>	
<b>Intake</b>	<b>: 1.06 - 1.34 mm (0.0417 - 0.0528 in)</b>
<b>Exhaust</b>	<b>: 1.34 - 1.63 mm (0.0528 - 0.0642 in)</b>



- Use a depth gauge to measure the distance "L" between the mounting surface of the cylinder head spring seat and the valve stem end. If the distance is shorter than specified, repeat step 5 above to correct it. If the distance is longer, replace the valve seat.

<b>Valve seat resurface limit</b>	
<b>Intake</b>	<b>: 35.95 - 36.55 mm (1.4154 - 1.4390 in)</b>
<b>Exhaust</b>	<b>: 35.92 - 36.52 mm (1.4142 - 1.4378 in)</b>



## VALVE DIMENSIONS

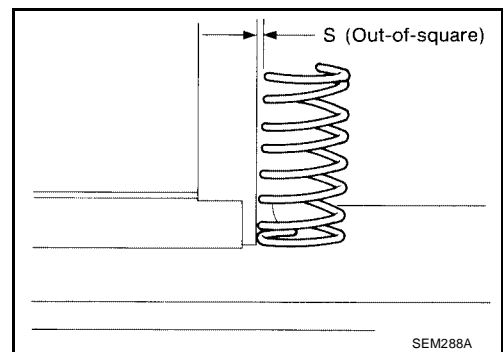
Check dimensions of each valve. Refer to [EM-82, "Valve"](#).

## VALVE SPRING

### Squareness

- Measure dimension "S".

<b>Out-of-square "S"</b>	<b>: Less than 1.75 mm (0.0689 in)</b>
--------------------------	--



- If it exceeds the limit, replace the spring.

# CYLINDER HEAD

[QG18DE]

## Pressure

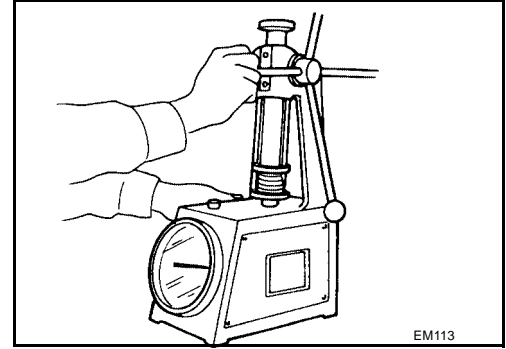
Check valve spring pressure at specified spring height.

### Pressure

**Standard : 370.0 N (37.73 kg, 83.19 lb) at 23.64 mm (0.9307 in)**

**Limit : More than 347.8 N (35.46 kg, 78.19 lb) at 23.64 mm (0.9307 in)**

If not within specification, replace the spring.

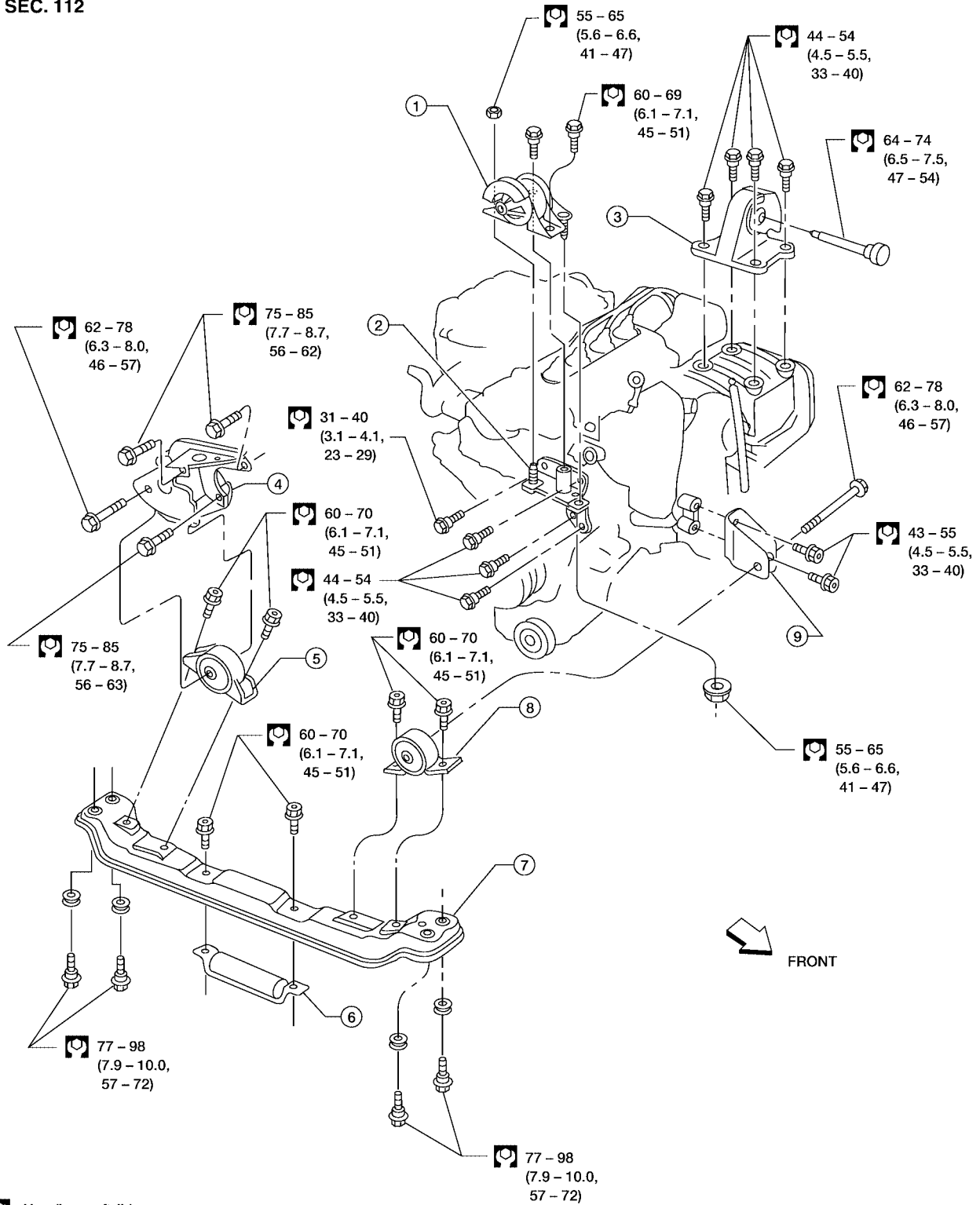


## ENGINE ASSEMBLY Removal and Installation

PF10001

EBS00CET

SEC. 112



: N·m (kg·m, ft·lb)

- |                                 |                               |                                  |
|---------------------------------|-------------------------------|----------------------------------|
| 1. RH engine mounting           | 2. RH engine mounting bracket | 3. LH engine mounting            |
| 4. Rear engine mounting bracket | 5. Rear engine mounting       | 6. Dynamic damper                |
| 7. Center member                | 8. Front engine mounting      | 9. Front engine mounting bracket |

WBIA0206E

**WARNING:**

- Position vehicle on a flat and solid surface.
- Place chocks at front and back of rear wheels.
- Do not remove engine until exhaust system has completely cooled off, otherwise, you may burn yourself and/or fire may break out in fuel line.
- Before disconnecting fuel hose, release pressure.  
Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)], or [EC-637, "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)].
- Be sure to lift engine and transaxle in a safe manner.
- For engines not equipped with engine slingers, attach proper slingers and bolts described in PARTS CATALOG.

**CAUTION:**

- When lifting engine, be sure to clear surrounding parts. Use special care near accelerator wire casing, brake lines and brake master cylinder.
- When lifting the engine, always use engine slingers in a safe manner.
- When removing drive shaft, be careful not to damage grease seal of transaxle.
- Before separating engine and transaxle, remove crankshaft position sensor (POS) from the cylinder block assembly.
- Always be extra careful not to damage edge of crankshaft position sensor (POS), or signal plate teeth.

Engine cannot be removed separately from transaxle. Remove engine with transaxle as an assembly.

**REMOVAL**

1. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)], or [EC-637, "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)].
2. Drain coolant from radiator and cylinder block. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#) .
3. Remove coolant reservoir tank.
4. Drain engine oil. Refer to [MA-20, "Changing Engine Oil"](#) .
5. Remove battery and battery tray. Refer to [SC-4, "BATTERY"](#) .
6. Remove air cleaner and air duct.
7. Remove drive belts.
8. Remove generator and air conditioner compressor from engine and position aside. Refer to [SC-31, "Removal"](#) , [MTC-68, "Removal and Installation"](#) .
9. Remove power steering oil pump from engine and position aside. Refer to [PS-21, "COMPONENTS"](#) .

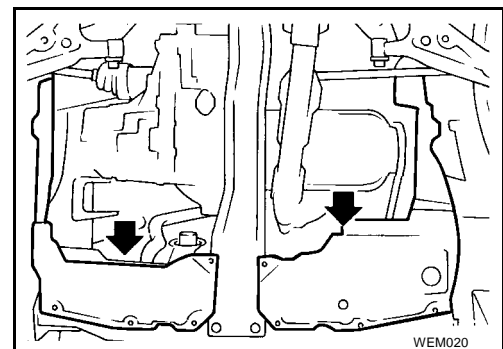
**NOTE:**

Power steering oil pump does not need to be disconnected from power steering tubes.

10. Remove the following parts:
  - RH and LH front tires
  - Front splash undercovers
  - RH and LH drive shaft. Refer to [FAX-14, "Removal"](#) .

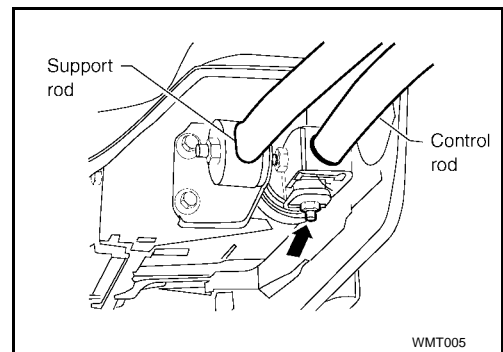
**CAUTION:**

When removing the drive shaft, be careful not to damage transaxle side grease seal.

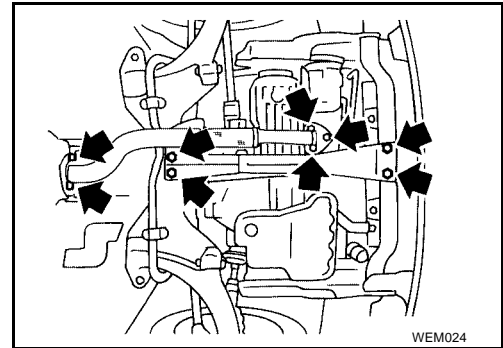


WEM020

- Disconnect control rod and support rod from transaxle (M/T models).
- Disconnect control cable from transaxle (A/T models). Refer to [AT-263, "Control Cable Adjustment"](#) .



- Center member
- Front exhaust tube. Refer to [EX-3, "Removal and Installation"](#) .
- Stabilizer bar. Refer to [FSU-11, "Removal and Installation"](#) .
- Radiator/Cooling fan. Refer to [CO-13, "Removal"](#) .
- Fuel injector tube quick connectors (Refer to [EM-19, "FUEL INJECTOR AND FUEL TUBE"](#) .)



- Ground harness

Harness connectors for:

- Electric throttle control actuator
- Swirl control valve (SULEV only)
- Swirl control position switch (SULEV only)
- Heated oxygen sensor (ULEV only) or Air fuel ratio (A/F) sensor SULEV only)
- Water hoses from collector
- Heater hoses
- PCV hose
- Intake valve timing control solenoid

Vacuum hoses for:

- EVAP canister
- Power brake booster

11. If necessary, install engine slingers and support engine from above with a hoist.
12. Lift up engine slightly and disconnect or remove all engine mountings.

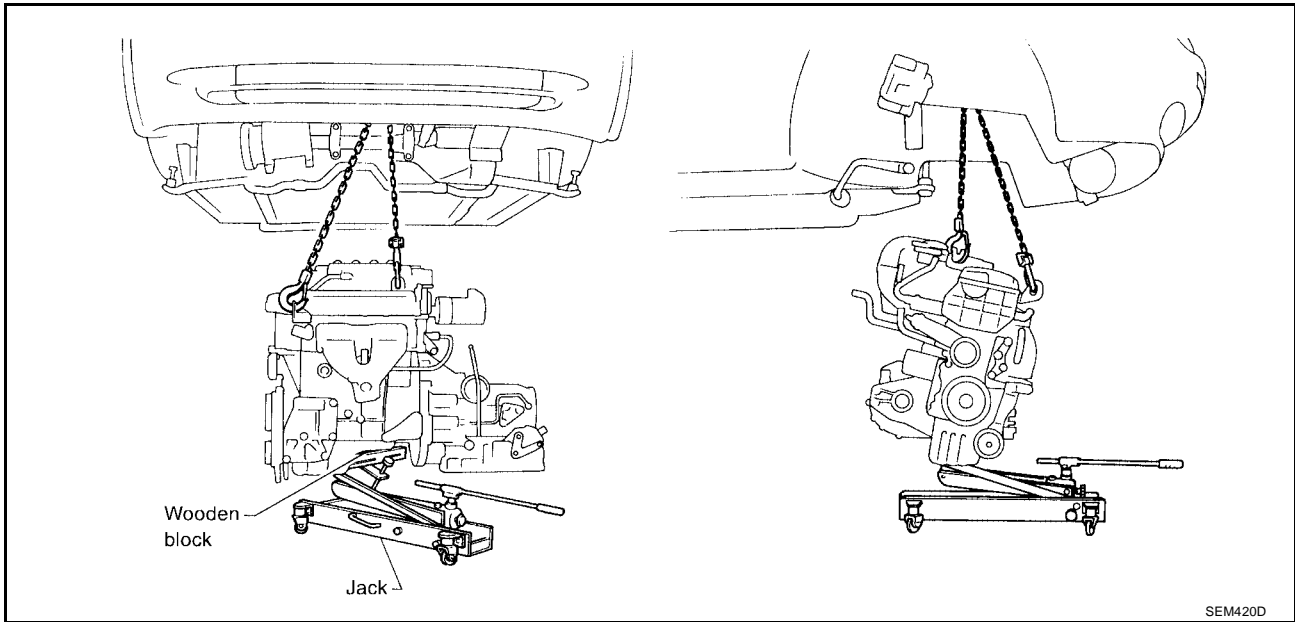
**CAUTION:**

**When lifting engine, be sure to clear surrounding parts. Use special care near brake tubes and brake master cylinder.**

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



13. Remove engine with transaxle as shown.



## INSTALLATION

- Installation is in the reverse order of removal.

# CYLINDER BLOCK

[QG18DE]

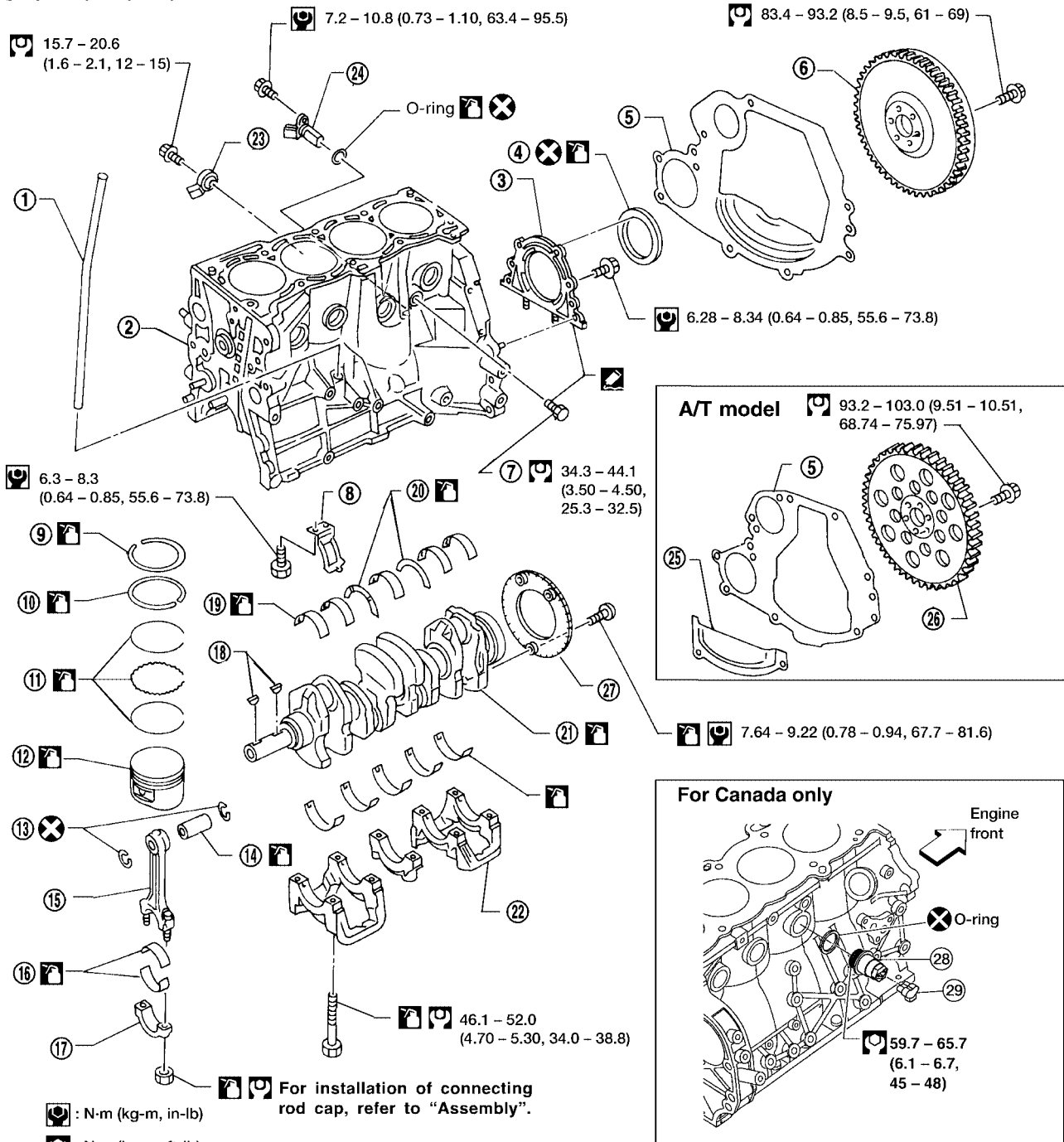
PF11010

EBS00CEU

## CYLINDER BLOCK

### Components

SEC. 110•120•226



- |                          |                   |                           |
|--------------------------|-------------------|---------------------------|
| 1. Oil level gauge guide | 2. Cylinder block | 3. Rear oil seal retainer |
| 4. Rear oil seal         | 5. Rear plate     | 6. Flywheel               |
| 7. Drain plug            | 8. Baffle plate   | 9. Top ring               |
| 10. 2nd ring             | 11. Oil ring      | 12. Piston                |

WBIA0135E

- |                                |  |                                      |
|--------------------------------|--|--------------------------------------|
| 13. Snap ring                  | 14. Piston pin                             | 15. Connecting rod                   |
| 16. Connecting rod bearing     | 17. Connecting rod cap                     | 18. Key                              |
| 19. Main bearing               | 20. Thrust bearing                         | 21. Crankshaft                       |
| 22. Main bearing cap           | 23. Knock sensor                           | 24. Crankshaft position sensor (POS) |
| 25. Rear lower plate           | 26. Drive plate                            | 27. Signal plate                     |
| 28. Block heater (Canada only) | 29. Connector protective cap (Canada only) |                                      |

## Removal and Installation

EBS00CEV

### CAUTION:

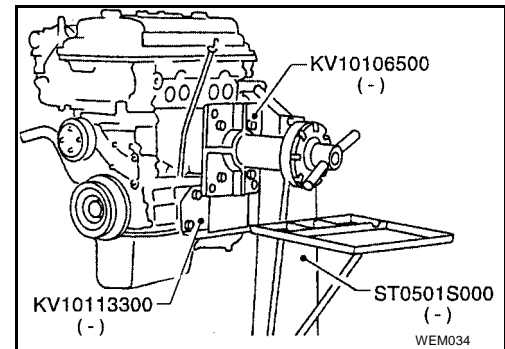
- When installing sliding parts such as bearings and pistons, apply engine oil on the sliding surfaces.
- Place removed parts, such as bearings and bearing caps, in their proper order and direction.
- When installing connecting rod nuts and main bearing cap bolts, apply new engine oil to threads and seating surfaces.
- Do not allow any magnetic materials to contact the signal plate teeth of flywheel or drive plate, and rear plate.
- Remove the crankshaft position sensor (POS).
- Be careful not to damage sensor edges and signal plate teeth.

## Disassembly

### PISTON AND CRANKSHAFT

EBS00CEW

1. Place engine on a work stand.
2. Drain any remaining engine coolant and oil.
3. Remove timing chain. Refer to [EM-40, "Removal"](#) .

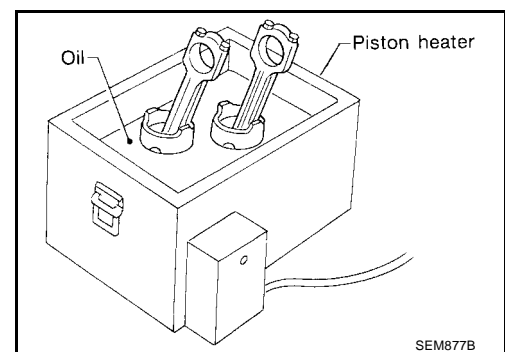


4. Remove pistons with connecting rod.
  - When disassembling piston and connecting rod, remove snap ring first. Then heat piston to 60° to 70°C (140° to 158°F) or use piston pin press stand at room temperature.

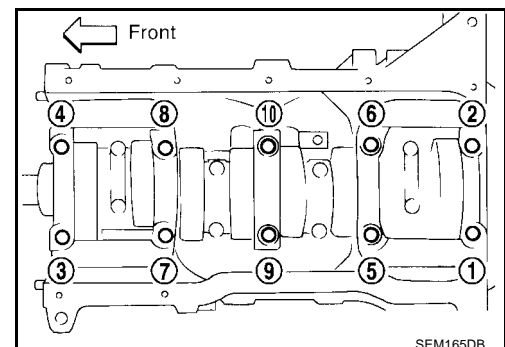
### CAUTION:

- When piston rings are not replaced, make sure that piston rings are mounted in their original positions.
- When replacing piston rings, if there is no punch mark, install with either side up.

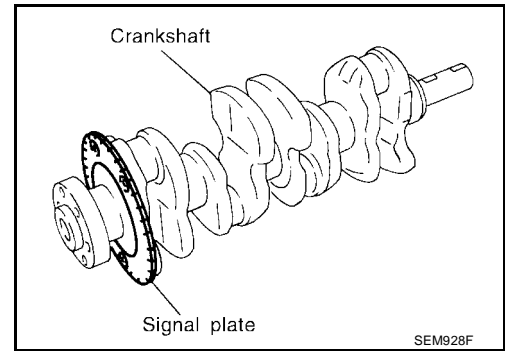
5. Measure crankshaft end play. Refer to [EM-72, "Crankshaft"](#) .



6. Loosen main bearing caps in numerical order as shown in figure.
  - Bolts should be loosened in two or three steps.
7. Remove bearing caps, main bearings and crankshaft.



- Remove signal plate from crankshaft.

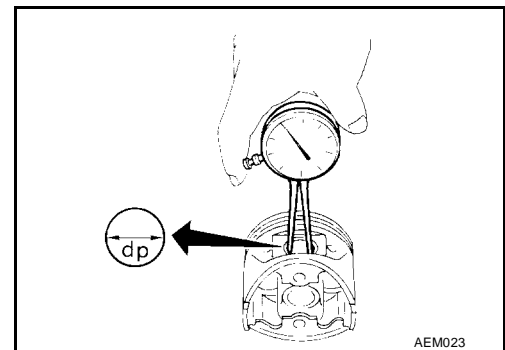


EBS00CEX

## Inspection PISTON AND PISTON PIN CLEARANCE

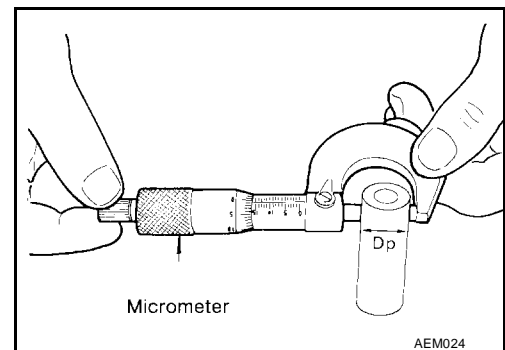
- Measure inner diameter of piston pin hole "dp".

**Standard diameter "dp" :18.993 - 19.005 mm  
(0.7478 - 0.7482 in)**



- Measure outer diameter of piston pin "Dp".

**Standard diameter "Dp" :18.989 - 19.001 mm  
(0.7476 - 0.7481 in)**



- Calculate piston pin clearance  $Dp - dp$ .

**Piston pin to piston clearance : 0.002 - 0.006 mm (0.0001 - 0.0002 in)**

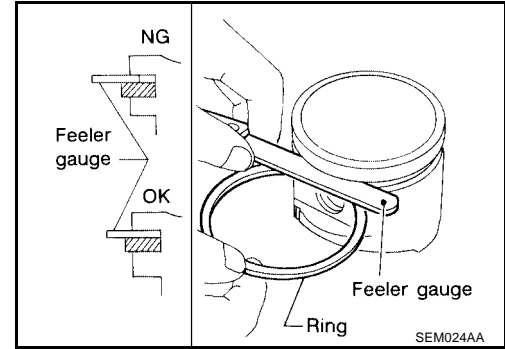
If it exceeds the above value, replace piston assembly with pin.

## PISTON RING SIDE CLEARANCE

### Side clearance

<b>Top ring</b>	<b>: 0.045 - 0.080 mm (0.0018 - 0.0031 in)</b>
<b>2nd ring</b>	<b>: 0.030 - 0.070 mm (0.0012 - 0.0028 in)</b>
<b>Oil ring</b>	<b>: 0.065 - 0.135 mm (0.0026 - 0.0053 in)</b>
<b>Limit</b>	<b>: 0.2 mm (0.008 in)</b>

If out of specification, replace piston and/or piston ring assembly.



## PISTON RING END GAP

### End gap

<b>Top ring</b>	<b>: 0.20 - 0.39 mm (0.0079 - 0.0154 in)</b>
<b>2nd ring</b>	<b>: 0.32 - 0.56 mm (0.0126 - 0.0220 in)</b>
<b>Oil ring</b>	<b>: 0.20 - 0.69 mm (0.0079 - 0.0272 in)</b>

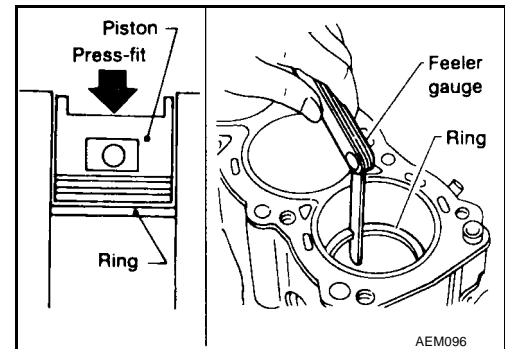
### Limit of end gap

<b>Top ring</b>	<b>: 0.49 mm (0.0193 in)</b>
<b>2nd ring</b>	<b>: 0.64 mm (0.0252 in)</b>
<b>Oil ring</b>	<b>: 1.09 mm (0.0429 in)</b>

If out of specification, replace piston ring. If gap exceeds maximum limit with a new ring, rebore cylinder and use oversized piston and piston rings.

Refer to [EM-87, "Piston, Piston Ring and Piston Pin"](#).

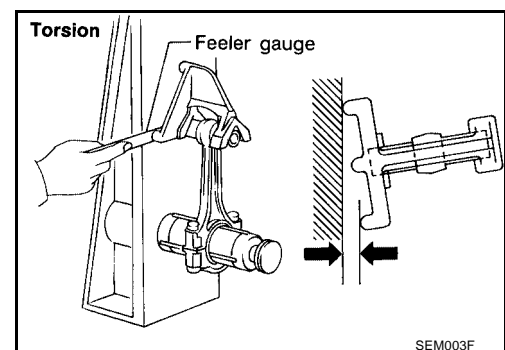
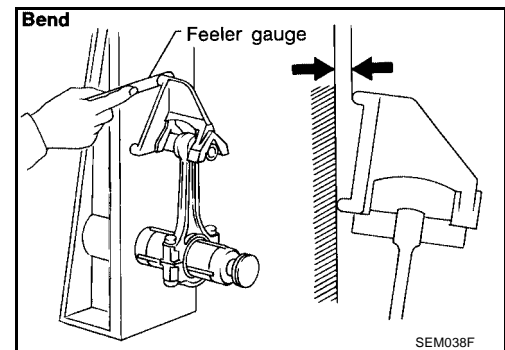
- When replacing the piston, check the cylinder block surface for scratches or seizure. If scratches or seizure is found, hone or replace the cylinder block.



## CONNECTING ROD BEND AND TORSION

<b>Bend Limit</b>	<b>: 0.15 mm (0.0059 in) per 100 mm (3.94 in) length</b>
<b>Torsion Limit</b>	<b>: 0.3 mm (0.012 in) per 100 mm (3.94 in) length</b>

If it exceeds the limit, replace connecting rod assembly.



## CYLINDER BLOCK DISTORTION AND WEAR

Clean upper surface of cylinder block.

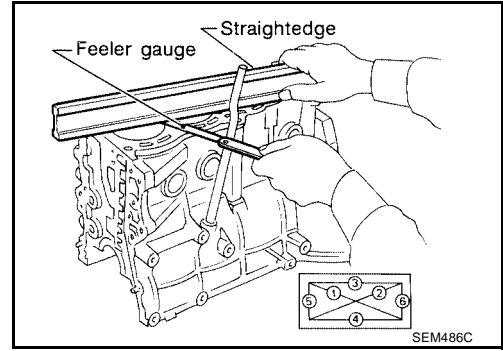
Use a reliable straightedge and feeler gauge to check the flatness of cylinder block surface. Check along six positions shown in figure.

### Block surface flatness

**Standard** : Less than 0.03 mm (0.0012 in)

**Limit** : 0.1 mm (0.004 in)

If out of specification, resurface it.



The limit for cylinder block resurfacing is determined by the amount of cylinder head resurfacing.

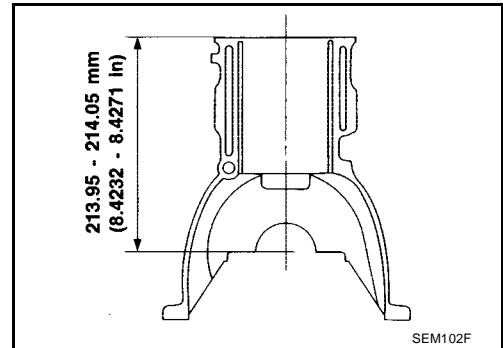
**Amount of cylinder head resurfacing is "A".**

**Amount of cylinder block resurfacing is "B".**

**The maximum limit is as follows A + B : 0.2 mm (0.008 in)**

**Nominal cylinder block height from crankshaft center 213.95 - 214.05 mm (8.4232 - 8.4271 in)**

If necessary, replace cylinder block.



## PISTON-TO-BORE CLEARANCE

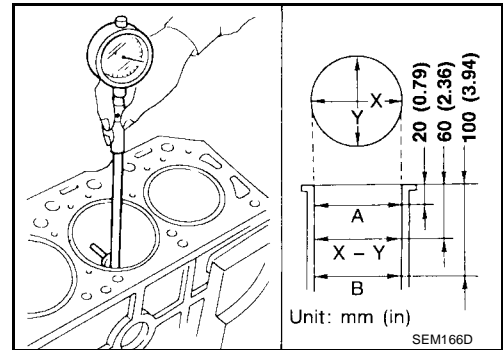
1. Using a bore gauge, measure cylinder bore for wear, out-of-round and taper. The Y axis is in the longitudinal direction of the engine.

**Standard inner diameter (Grade No. 1) :80.000 - 80.010 mm (3.1496 - 3.1500 in)**

**Wear limit :0.2 mm (0.008 in)**

**Out-of-round (X - Y) standard :Less than 0.015 mm (0.0006 in)**

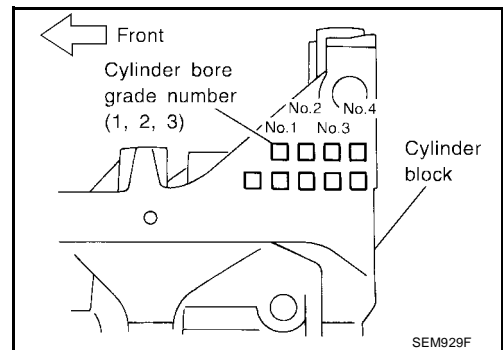
**Taper (B - A) standard :Less than 0.01 mm (0.0004 in)**



If it exceeds the limit, rebore all cylinders. Replace cylinder block if necessary.

2. Check for score and seizure. If seizure is found, hone it.

- **If cylinder block or piston is replaced, match piston grade with grade number on cylinder block lower surface.**



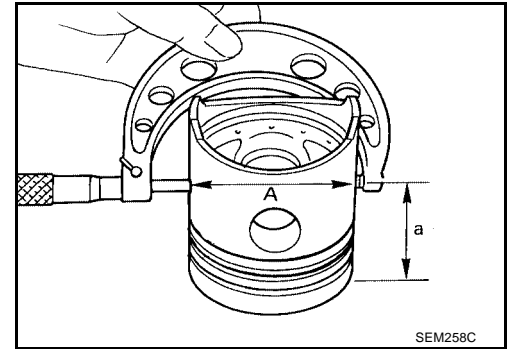
# CYLINDER BLOCK

[QG18DE]

3. Measure piston skirt diameter.

**Piston diameter "A"** :Refer to [EM-87, "Piston, Piston Ring and Piston Pin"](#) .

**Measuring point "a"** :42.3 mm (1.665 in)  
(Distance from the top)



4. Check that piston-to-bore clearance is within specification.

**Piston-to-bore clearance** :0.025 - 0.045 mm  
(0.0010 - 0.0018 in)  
**= cylinder bore measurement "B" – Piston diameter "A"**

5. Determine piston oversize according to amount of cylinder wear.

- **Oversize pistons are available for service. Refer to [EM-87, "Piston, Piston Ring and Piston Pin"](#) .**

6. Cylinder bore size is determined by adding piston-to-bore clearance to piston diameter "A".

## Rebored size calculation

$$D = A + B - C$$

where:

**D** : Bored diameter  
**A** : Piston diameter as measured  
**B** : Piston-to-bore clearance  
**C** : Honing allowance 0.02 mm  
(0.0008 in)

7. Install main bearing caps and tighten bolts to the specified torque. This will prevent distortion of cylinder bores.

8. Cut cylinder bores.

- **When any cylinder needs boring, all other cylinders must also be bored.**
- **Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so at a time.**

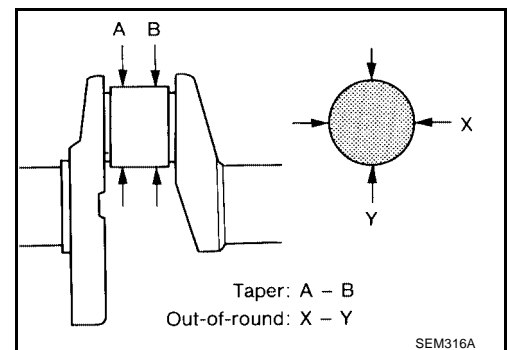
- 9.hone cylinders to obtain specified piston-to-bore clearance.

10. Measure finished cylinder bore for out-of-round and taper.

- **Measurement should be done after cylinder bore cools down.**

## CRANKSHAFT

1. Check crankshaft main and pin journals for score, wear or cracks.



2. With a micrometer, measure journals for taper and out-of-round.

**Out-of-round, (X – Y)**

**Standard** : Less than 0.003 mm  
(0.0001 in)

**Limit** : Less than 0.005 mm  
(0.0002 in)

**Taper, (A – B)**

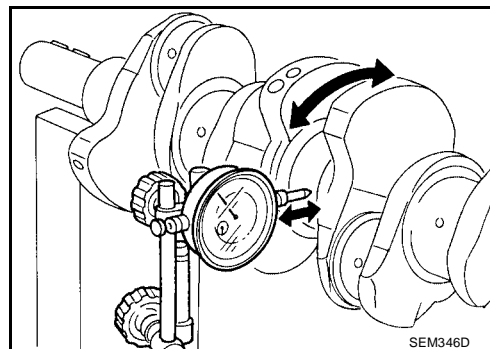
**Standard** : Less than 0.004 mm  
(0.0002 in)

**Limit** : Less than 0.005 mm  
(0.0002 in)

3. Measure crankshaft runout.

**Runout, Standard (Total indicator reading)** : Less than 0.04 mm  
(0.0016 in)

**Limit** : Less than 0.05 mm  
(0.0020 in)



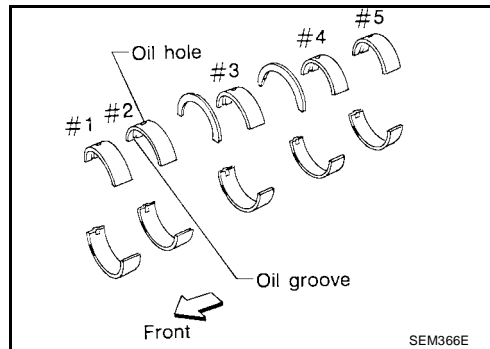
**BEARING CLEARANCE**

Use Method A or Method B. Method A is preferred because it is more accurate.

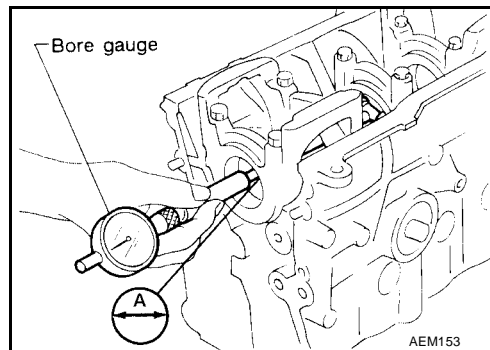
**Method A (Using bore gauge and micrometer)**

**Main bearing**

1. Set main bearings in their proper positions on cylinder block and main bearing cap.
2. Install main bearing cap to cylinder block.  
**Tighten all bolts in correct order in two or three stages. Refer to [EM-77, "Assembly"](#) .**



3. Measure inner diameter "A" of each main bearing.



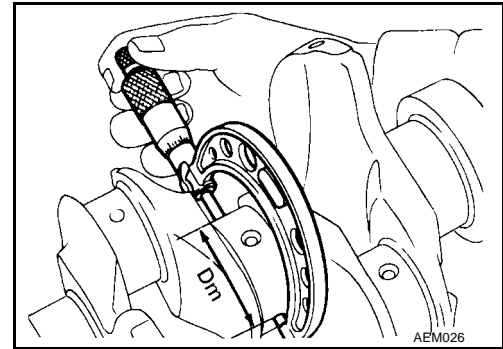
A  
EM  
C  
D  
E  
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G  
H  
I  
J  
K  
L  
M



# CYLINDER BLOCK

[QG18DE]

4. Measure outer diameter "Dm" of each main journal in crankshaft.



5. Calculate main bearing clearance.

**Main bearing clearance = A – Dm**

**Standard : 0.018 - 0.042 mm (0.0007 - 0.0017 in)**

**Limit : 0.1 mm (0.004 in)**

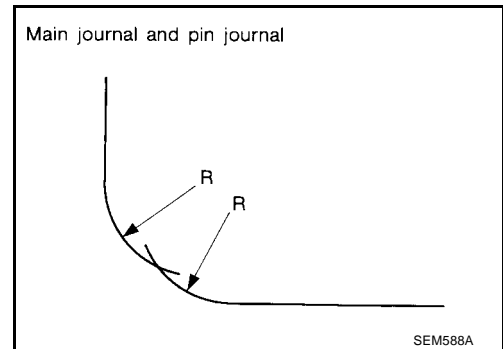
If it exceeds the limit, replace bearing.

If clearance cannot be adjusted within standard of any bearing, grind crankshaft journal and use undersized bearing.

**When grinding crank pin and crank journal:**

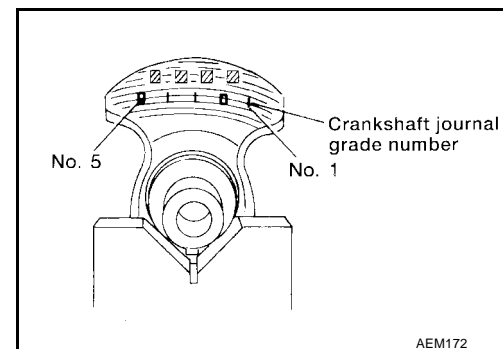
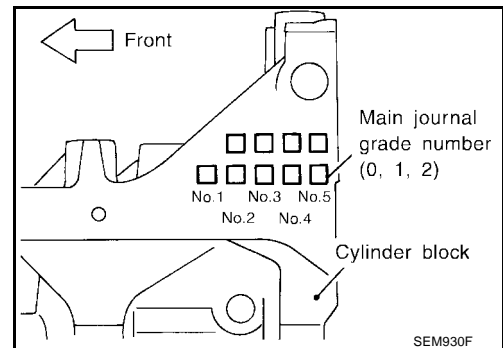
- Grind until clearance is within specified standard bearing clearance.
- Fillets should be finished as shown in the figure. R: 2.3 - 2.5 mm (0.091 - 0.098 in)

Refer to [EM-90, "Bearing Clearance"](#) for standard bearing clearance and available spare parts.



6. If the crankshaft is replaced, select thickness of main bearings as follows:

- a. Grade number of each cylinder block main journal is punched on the respective cylinder block. These numbers are punched in either Arabic or Roman numerals.
- b. Grade number of each crankshaft main journal is punched on the respective crankshaft. These numbers are punched in either Arabic or Roman numerals.



# CYLINDER BLOCK

[QG18DE]

c. Select main bearing with suitable thickness according to the following table.

**Main bearing grade color:**

Crankshaft main journal grade number	Cylinder block main journal grade number		
	0	1 or I	2 or II
0	0 (Black)	1 (Brown)	2 (Green)
1 or I	1 (Brown)	2 (Green)	3 (Yellow)
2 or II	2 (Green)	3 (Yellow)	4 (Blue)

For example:

Cylinder block main journal grade number: 1

Crankshaft main journal grade number: 2

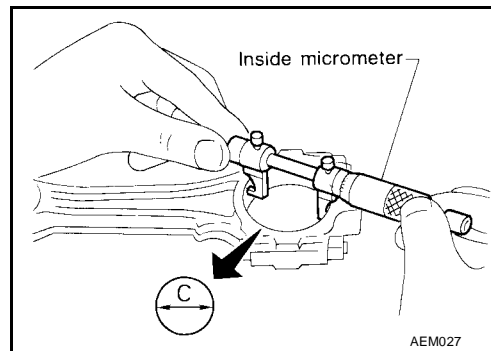
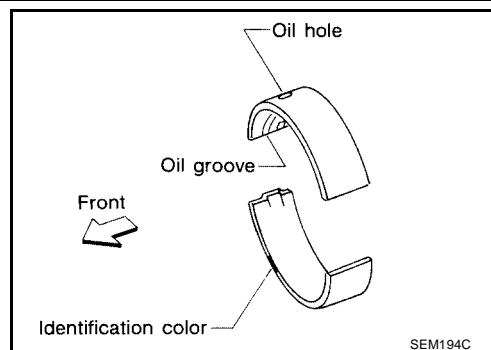
Main bearing grade number = 1 + 2 = 3 (Yellow)

## Connecting Rod Bearing (Big End)

1. Install connecting rod bearing to connecting rod and cap.
2. Install connecting rod cap to connecting rod.

**Tighten bolts to the specified torque.**

3. Measure inner diameter "C" of each bearing.



4. Measure outer diameter "Dp" of each crankshaft pin journal.
5. Calculate connecting rod bearing clearance.

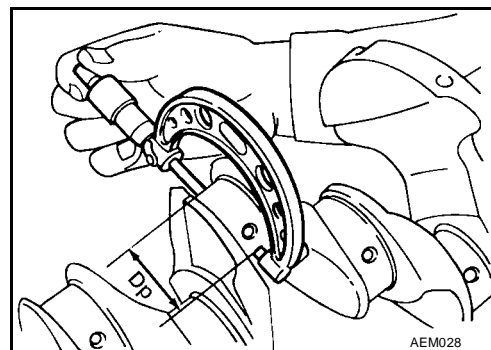
**Connecting rod bearing clearance = C – Dp**

**Standard : 0.014 - 0.039 mm (0.0006 - 0.0015 in)**

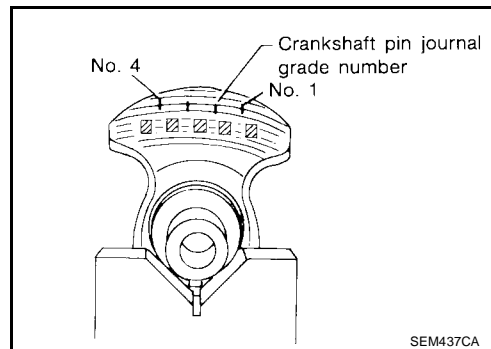
**Limit : 0.1 mm (0.004 in)**

If it exceeds the limit, replace bearing.

If clearance cannot be adjusted using any standard bearing grade, grind crankshaft journal and use undersized bearing. Refer to [EM-90, "Bearing Clearance"](#).



- If a new bearing, crankshaft or connecting rod is replaced, select connecting rod bearing according to the following table.



## Connecting rod bearing grade number:

These numbers are punched in either Arabic or Roman numerals.

Crankshaft pin journal grade number	Connecting rod bearing grade color
0	—

# CYLINDER BLOCK

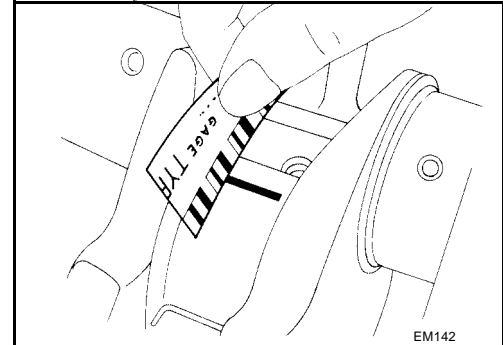
[QG18DE]

Crankshaft pin journal grade number	Connecting rod bearing grade color
1 or I	Brown
2 or II	Green

## Method B (Using Plastigage)

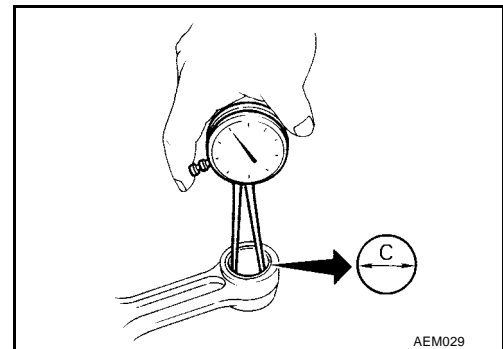
### CAUTION:

- Do not turn crankshaft or connecting rod while Plastigage is being inserted.
- If incorrect bearing clearance exists, use a thicker or undersized main bearing to ensure specified clearance.



## CONNECTING ROD BUSHING CLEARANCE (SMALL END)

1. Measure inner diameter "C" of bushing.



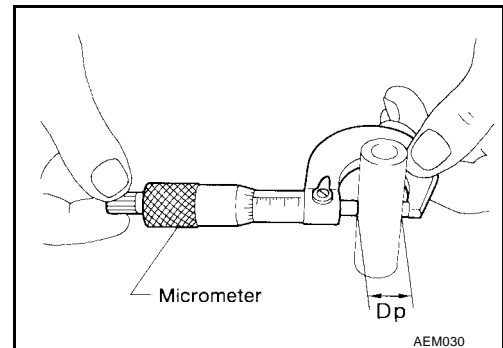
2. Measure outer diameter "Dp" of piston pin.
3. Calculate piston pin to connecting rod bushing clearance.

**Piston pin to connecting rod bushing clearance =  
C – Dp**

**Standard :0.005 - 0.017 mm (0.0002 - 0.0007 in)**

**Limit :0.023 mm (0.0009 in)**

If it exceeds the limit, replace connecting rod assembly or connecting rod bushing and/or piston pin.



## REPLACEMENT OF CONNECTING ROD BUSHING (SMALL END)

1. Drive in small end bushing until it is flush with end surface of rod.

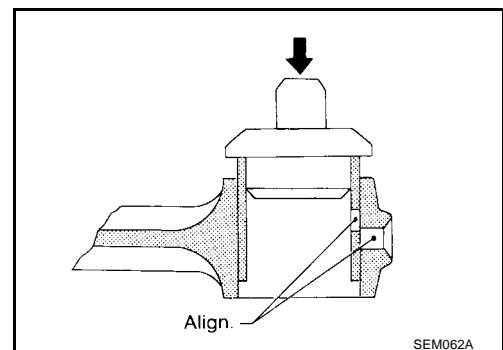
**Be sure to align the oil holes.**

2. Ream the bushing so that clearance with piston pin is within specification.

**Piston pin to connecting rod bushing clearance**

**Standard : 0.005 - 0.017 mm (0.0002 - 0.0007 in)**

**Limit : 0.023 mm (0.0009 in)**



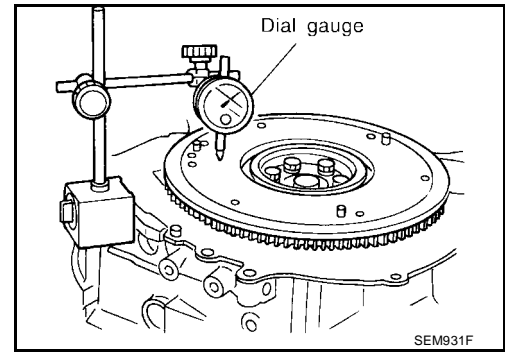
## FLYWHEEL RUNOUT

Runout (Total indicator reading)

Flywheel (M/T models) :Less than 0.15 mm  
(0.0059 in)

**CAUTION:**

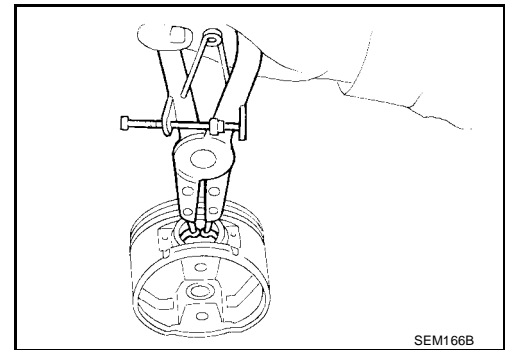
- Do not allow any magnetic materials to contact the ring gear teeth and rear plate.
- Do not resurface flywheel. Replace as necessary.



EBS00CEY

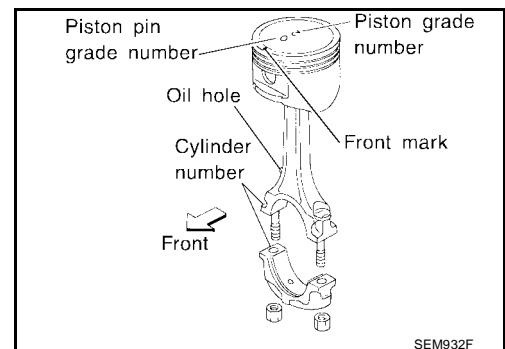
## Assembly PISTON

1. Install new snap ring on one side of piston pin hole.



2. Heat piston to 60° to 70°C (140° to 158°F) and assemble piston, piston pin, connecting rod and new snap ring.

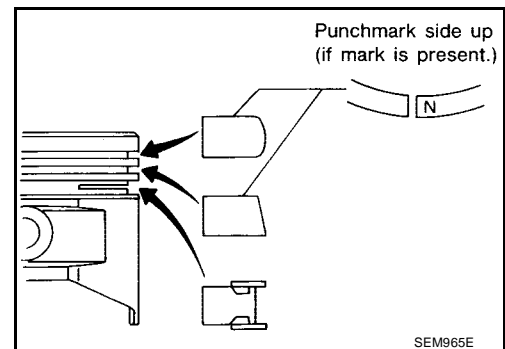
- Align the direction of piston and connecting rod.
- Numbers stamped on connecting rod and cap correspond to each cylinder.
- After assembly, make sure connecting rod swings smoothly.



3. Set piston rings as shown.

**CAUTION:**

- When piston rings are not replaced, make sure that piston rings are mounted in their original position.
- Install new piston rings either side up if there is no punch mark.

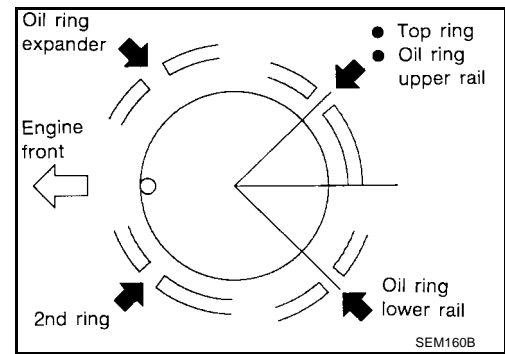


A  
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M

# CYLINDER BLOCK

[QG18DE]

- Align piston rings so that end gaps are positioned as shown.

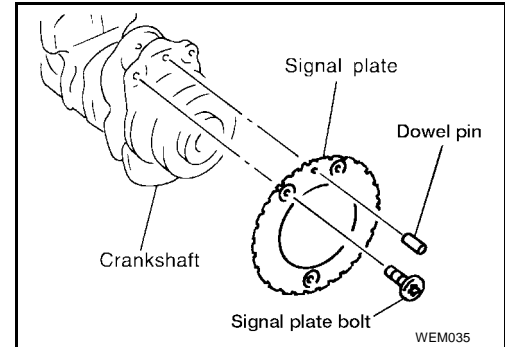


## CRANKSHAFT

1. Install signal plate to crankshaft using dowel pin to properly position the signal plate. Remove the dowel pin after the signal plate bolts are tightened. Tighten the signal plate bolts.

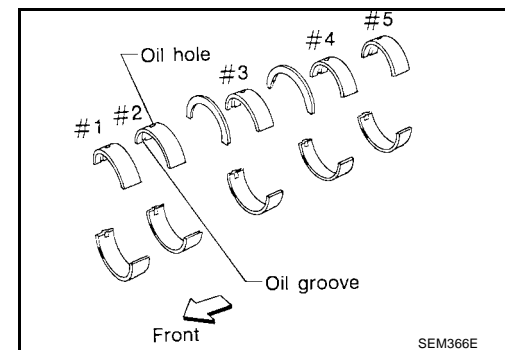
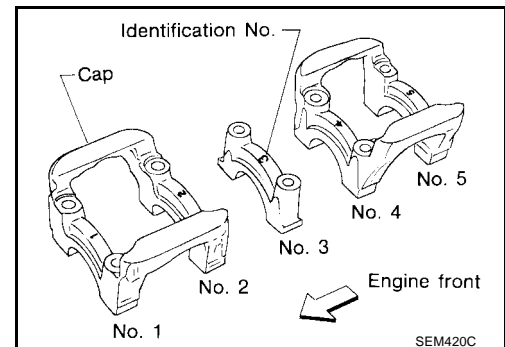
**Signal plate bolts : 7.64 - 9.22 N·m (0.78 - 0.94 kg·m, 67.7 - 81.6 in·lb)**

**Dowel pin diameter : 6 mm (0.24 in)**



2. Set main bearings in their proper positions on cylinder block and main bearing cap.

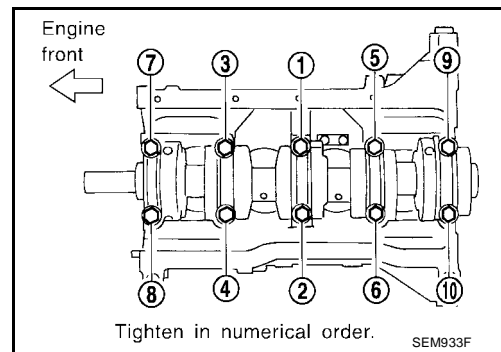
- Confirm that correct main bearings are selected by using **Method A** or **Method B**. Refer to **EM-90, "Bearing Clearance"**.
- Apply new engine oil to bearing surfaces.



# CYLINDER BLOCK

[QG18DE]

3. Install crankshaft and main bearing caps and tighten bolts to the specified torque.
  - Apply new engine oil to the bolt thread and seat surface.
  - Prior to tightening bearing cap bolts, shift crankshaft back and forth to properly seat the bearing caps.
  - Tighten bearing cap bolts gradually in two or three stages. Start with center bearing and move outward as shown in figure.
  - After securing bearing cap bolts, make sure crankshaft turns smoothly by hand.



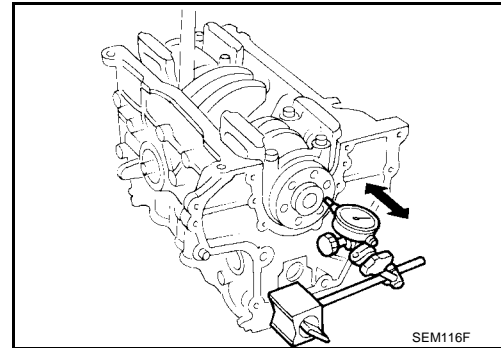
4. Measure crankshaft free end play.

### Crankshaft free end play

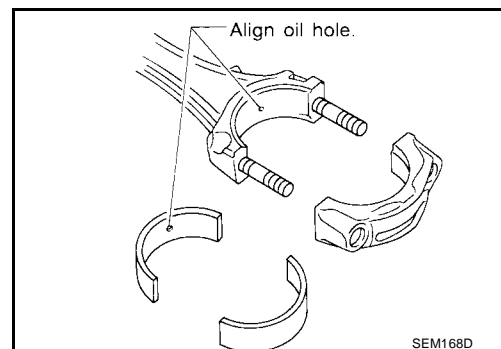
**Standard**      0.060 - 0.220 mm (0.0024 - 0.0087 in)

**Limit**          0.3 mm (0.012 in)

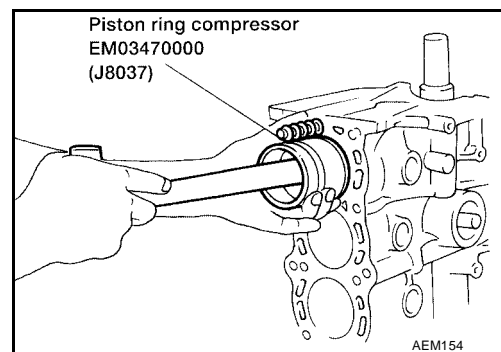
If beyond the limit, replace thrust bearing with new ones.



5. Install connecting rod bearings in connecting rods and connecting rod caps.
  - Confirm that correct bearings are used. Refer to [EM-90, "Connecting Rod Bearing"](#).
  - Install bearings so that oil hole in connecting rod aligns with oil hole of bearing.
  - Apply new engine oil to bolt threads and bearing surfaces.



6. Install pistons with connecting rods.
  - a. Install them into corresponding cylinders with Tool.
    - Make sure connecting rod does not scratch cylinder wall.
    - Make sure connecting rod bolts do not scratch crankshaft pin journals.
    - Arrange so that front mark on piston head faces engine.
    - Apply new engine oil to piston rings and sliding surface of piston.



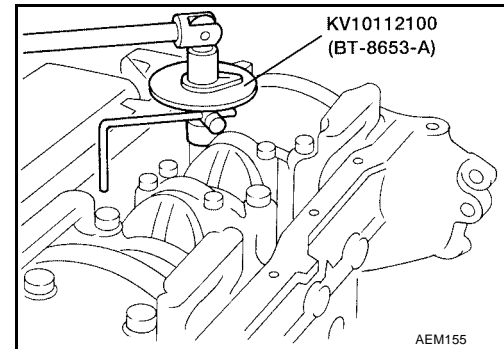
# CYLINDER BLOCK

[QG18DE]

- b. Install connecting rod caps.  
Apply new engine oil to bolt threads and nut seating surfaces.  
Tighten connecting rod cap nuts in two stages:

**Stage 1 : 13.72 - 15.68 N·m (1.399 - 1.599 kg·m,  
10.120 - 11.566 ft·lb)**

**Stage 2 : 35 - 40 degrees clockwise, or 23 - 28 N·m  
(2.3 - 2.9 kg·m, 17 - 21 ft·lb)**



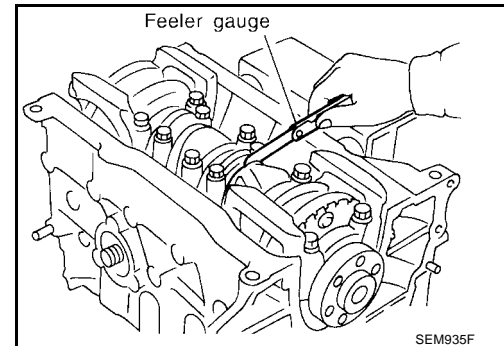
7. Measure connecting rod side clearance.

**Connecting rod side clearance**

**Standard : 0.200 - 0.470 mm (0.0079 - 0.0185 in)**

**Limit : 0.52 mm (0.0205 in)**

**If beyond the limit, replace connecting rod and/or crankshaft.**

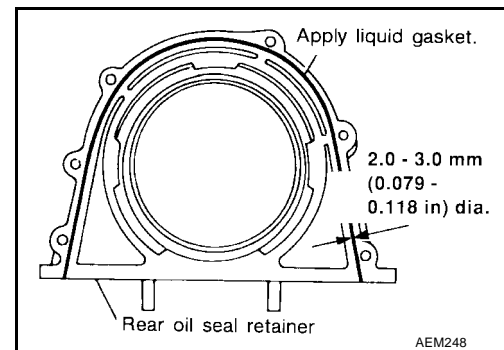


8. Install rear oil seal retainer.

- a. Before installing rear oil seal retainer, remove old Silicone RTV Sealant from cylinder block and retainer.

- b. Apply a continuous bead of Silicone RTV Sealant to rear oil seal retainer.

- **Use Genuine Silicone RTV Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**
- **Apply around inner side of bolt holes.**

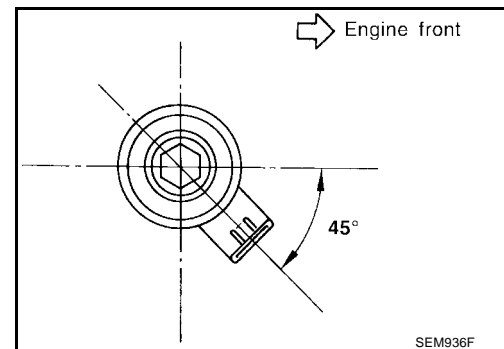


9. Install crankshaft position sensor (POS).

**Crankshaft position sensor bolt : 7.2 - 10.8 N·m (0.73 - 1.10 kg·m, 63.4 - 95.5 in·lb)**

10. Install knock sensor at correct angle.

**Knock sensor bolt : 15.7 - 20.6 N·m (1.6 - 2.1 kg·m,  
12 - 15 ft·lb)**



# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

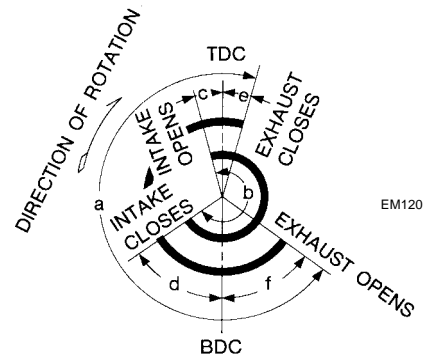
PF0:00030

### General Specifications

EBS00CEZ

Engine	QG18DE	
Classification	Gasoline	
Cylinder arrangement	4, in-line	
Displacement cm <sup>3</sup> (cu in)	1,769 (107.94)	
Bore × stroke mm (in)	80.0 x 88.0 (3.150 x 3.465)	
Valve arrangement	DOHC	
Firing order	1-3-4-2	
Number of piston rings	Compression	2
	Oil	1
Number of main bearings	5	
Compression ratio	9.5	

Valve timing  
(Intake valve timing control - OFF)



	a	b	c	d	e	f	Unit: degree
	204	236	5	51	-2	26	

### Compression Pressure

EBS00CF0

Unit: kPa (kg/cm<sup>2</sup>, psi)/350 rpm

Standard	1,324 (13.5, 192)	
Minimum	1,157 (11.5, 168)	
Difference limit between cylinders	98 (1.0, 14)	

### Cylinder Head

EBS00CF1

Unit: mm (in)

	Standard	Limit
Head surface flatness	Less than 0.03 (0.0012)	0.1 (0.004)
Nominal height	117.8 - 118.0 (4.638 - 4.646)	—



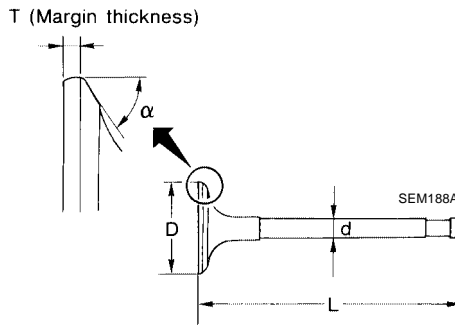
# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

EBS00CF2

## Valve VALVE

Unit: mm (in)



Valve head diameter "D"	Intake	29.9 - 30.2 (1.177 - 1.189)
	Exhaust	24.9 - 25.2 (0.980 - 0.992)
Valve length "L"	Intake	92.00 - 92.50 (3.6220 - 3.6417)
	Exhaust	92.37 - 92.87 (3.6366 - 3.6563)
Valve stem diameter "d"	Intake	5.465 - 5.480 (0.2152 - 0.2157)
	Exhaust	5.445 - 5.460 (0.2144 - 0.2150)
Valve face angle "α"		45°15' - 45°45'
Valve face contact width	Intake	1.06 - 1.34 (0.0417 - 0.0528)
	Exhaust	1.34 - 1.63 (0.0528 - 0.0642)
Valve margin "T" limit		1.05 - 1.35 (0.0413 - 0.0531)
Valve stem end surface grinding limit		0.2 (0.008)

## VALVE SPRING

Free height mm (in)		41.19 (1.622)
Pressure N (kg, lb) at height mm (in)	Standard	370.0 (37.73, 83.19) at 23.64 (0.9307)
	Limit	More than 347.8 (35.46, 78.19) at 23.64 (0.9307)
Out-of-square mm (in)		Less than 1.75 (0.0689)

## VALVE LIFTER

Unit: mm (in)

Valve lifter outer diameter	29.960 - 29.975 (1.1795 - 1.1801)
Valve lifter guide bore	30.000 - 30.021 (1.1811 - 1.1819)
Clearance between valve lifter and valve lifter guide	0.025 - 0.065 (0.0010 - 0.0026)

## VALVE CLEARANCE

Unit: mm (in)

	For adjusting (Standard)		For checking (Reference)
	Hot	Cold* (reference data)	Hot
Intake	0.32 - 0.40 (0.013 - 0.016)	0.25 - 0.33 (0.010 - 0.013)	0.21 - 0.47 (0.008 - 0.019)
Exhaust	0.37 - 0.45 (0.015 - 0.018)	0.32 - 0.40 (0.013 - 0.016)	0.30 - 0.56 (0.012 - 0.022)

\*: At a temperature of approximately 20°C (68°F)

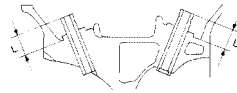
**Whenever valve clearances are adjusted to cold specifications, check that the clearances satisfy hot specifications and adjust again if necessary.**

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## VALVE GUIDE

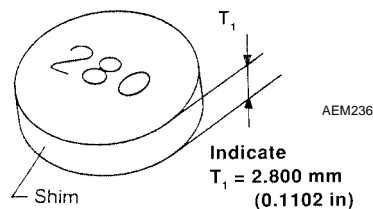
Unit: mm (in)



MEM096A

		Intake		Exhaust	
		Standard	Service	Standard	Service
Valve guide	Outer diameter	9.523 - 9.534 (0.3749 - 0.3754)	9.723 - 9.734 (0.3828 - 0.3832)	9.523 - 9.534 (0.3749 - 0.3754)	9.723 - 9.734 (0.3828 - 0.3832)
	Inner diameter [Finished size]	5.500 - 5.515 (0.2165 - 0.2171)		5.500 - 5.515 (0.2165 - 0.2171)	
Cylinder head valve guide hole diameter		9.475 - 9.496 (0.3730 - 0.3739)	9.685 - 9.696 (0.3813 - 0.3817)	9.475 - 9.496 (0.3730 - 0.3739)	9.685 - 9.696 (0.3813 - 0.3817)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	0.027 - 0.049 (0.0011 - 0.0019)	0.027 - 0.059 (0.0011 - 0.0023)	0.027 - 0.049 (0.0011 - 0.0019)
Stem to guide clearance		0.020 - 0.050 (0.0008 - 0.0020)		0.040 - 0.070 (0.0016 - 0.0028)	
Stem to guide clearance limit		0.1 (0.004)		0.1 (0.004)	
Valve deflection limit (Dial gauge reading)		0.2 (0.008)			
Projection length "L"		11.5 - 11.7 (0.453 - 0.461)			

## AVAILABLE SHIMS



Thickness mm (in)	Identification mark
2.00 (0.0787)	200
2.02 (0.0795)	202
2.04 (0.0803)	204
2.06 (0.0811)	206
2.08 (0.0819)	208
2.10 (0.0827)	210
2.12 (0.0835)	212
2.14 (0.0843)	214
2.16 (0.0850)	216
2.18 (0.0858)	218
2.20 (0.0866)	220

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

2.21 (0.0870)	221
2.22 (0.0874)	222
2.23 (0.0877)	223
2.24 (0.0882)	224
2.25 (0.0885)	225
2.26 (0.0890)	226
2.27 (0.0893)	227
2.28 (0.0898)	228
2.29 (0.0901)	229
2.30 (0.0906)	230
2.31 (0.0909)	231
2.32 (0.0913)	232
2.33 (0.0917)	233
2.34 (0.0921)	234
2.35 (0.0925)	235
2.36 (0.0929)	236
2.37 (0.0933)	237
2.38 (0.0937)	238
2.39 (0.0940)	239
2.40 (0.0945)	240
2.41 (0.0948)	241
2.42 (0.0953)	242
2.43 (0.0956)	243
2.44 (0.0961)	244
2.45 (0.0964)	245
2.46 (0.0969)	246
2.47 (0.0972)	247
2.48 (0.0976)	248
2.49 (0.0980)	249
2.50 (0.0984)	250
2.51 (0.0988)	251
2.52 (0.0992)	252
2.53 (0.0996)	253
2.54 (0.1000)	254
2.55 (0.1003)	255
2.56 (0.1008)	256
2.57 (0.1011)	257
2.58 (0.1016)	258
2.59 (0.1019)	259
2.60 (0.1024)	260
2.61 (0.1027)	261
2.62 (0.1031)	262
2.63 (0.1035)	263
2.64 (0.1039)	264
2.65 (0.1043)	265

# SERVICE DATA AND SPECIFICATIONS (SDS)

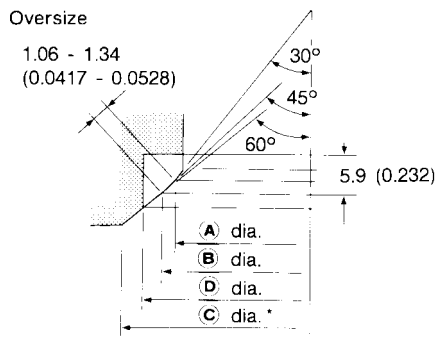
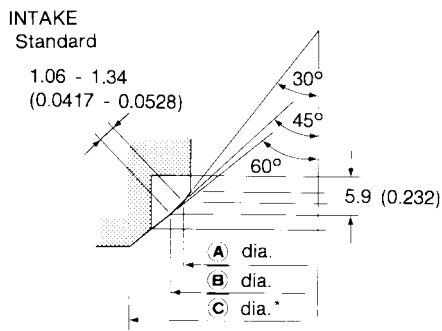
[QG18DE]

2.66 (0.1047)	266
2.68 (0.1055)	268
2.70 (0.1063)	270
2.72 (0.1071)	272
2.74 (0.1079)	274
2.76 (0.1087)	276
2.78 (0.1094)	278
2.80 (0.1102)	280
2.82 (0.1110)	282
2.84 (0.1118)	284
2.86 (0.1126)	286
2.88 (0.1134)	288
2.90 (0.1142)	290
2.92 (0.1150)	292
2.94 (0.1157)	294
2.96 (0.1165)	296
2.98 (0.1173)	298

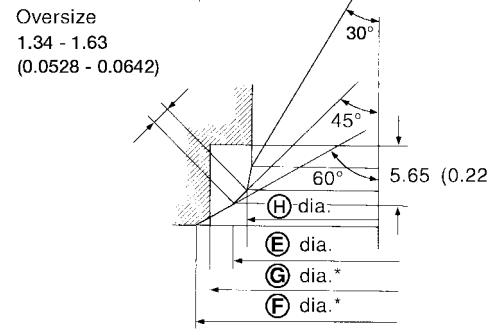
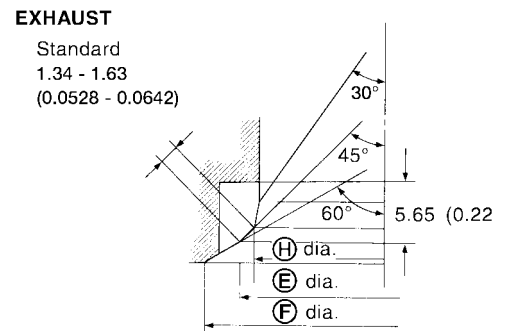
A  
EM  
C  
D  
E  
F  
G

## VALVE SEAT

Unit: mm (in)



\* Cylinder head machining data SEM573DA



\* Cylinder head machining data SEM047

H  
I  
J  
K  
L  
M

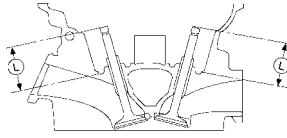
Dia.	Specification	Dia.	Specification
A	27.8 - 28.0 (1.094 - 1.102)	E	24.5 - 24.7 (0.965 - 0.972)
B	29.5 - 29.7 (1.161 - 1.169)	F	26.500 - 26.516 (1.0433 - 1.0439)
C	31.9 - 32.1 (1.256 - 1.264)	G	26.2 - 26.4 (1.031 - 1.039)
D	31.500 - 31.516 (1.2402 - 1.2408)	H	22.4 - 22.6 (0.8819 - 0.8898)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## VALVE SEAT RESURFACE LIMIT

Unit: mm (in)



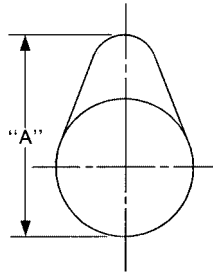
AEM343

Depth (L)	Intake	35.95 - 36.55 (1.4154 - 1.4390)
	Exhaust	35.92 - 36.52 (1.4142 - 1.4378)

## Camshaft and Camshaft Bearing

EBS00CF3

Unit: mm (in)



SEM671

Cam height "A"	Intake	40.61 - 40.80 (1.599 - 1.606)	
	Exhaust	38.965 - 39.155 (1.534 - 1.542)	
Cam wear limit	0.20 (0.0079)		
Camshaft journal clearance	Standard		Limit
	Intake: 0.030 - 0.071 (0.0012 - 0.0028) Exhaust: 0.045 - 0.086 (0.0018 - 0.0034)		Intake: 0.135 (0.0053) Exhaust: 0.150 (0.0059)
Inner diameter of camshaft bracket	No. 1	28.000 - 28.021 (1.1024 - 1.1032)	—
	No. 2, 3, 4, 5	Intake: 23.985 - 24.006 (0.9443 - 0.9451) Exhaust: 24.000 - 24.021 (0.9449 - 0.9457)	
Outer diameter of camshaft journal	No. 1	27.935 - 27.955 (1.0998 - 1.1006)	—
	No. 2, 3, 4, 5	23.935 - 23.955 (0.9423 - 0.9431)	
Camshaft runout [TIR*]	Less than 0.02 (0.0008)		0.1 (0.004)
Camshaft sprocket runout [TIR*]	Less than 0.15 (0.0059)		
Camshaft end play	0.115 - 0.188 (0.0045 - 0.0074)		0.20 (0.0079)

\*Total indicator reading

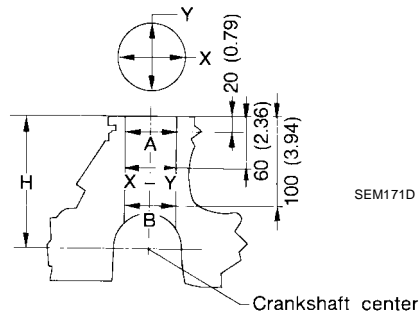
# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## Cylinder Block

EBS00CF4

Unit: mm (in)

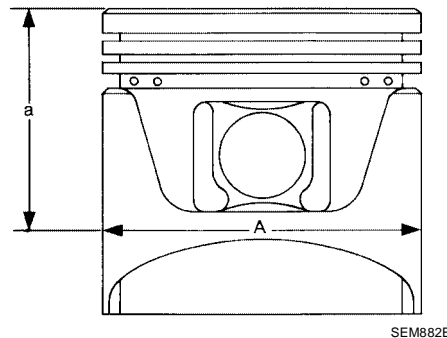


		Standard	Limit
Surface flatness		Less than 0.03 (0.0012)	0.1 (0.004)
Height "H" (nominal)		213.95 - 214.05 (8.4232 - 8.4271)	—
Cylinder bore inner diameter	Standard	Grade No. 1 80.000 - 80.010 (3.1496 - 3.1500)	0.2 (0.008)
		Grade No. 2 80.010 - 80.020 (3.1500 - 3.1504)	
		Grade No. 3 80.020 - 80.030 (3.1504 - 3.1508)	
Out-of-round (X - Y)		Less than 0.015 (0.0006)	—
Taper (B - A)		Less than 0.01 (0.0004)	—
Difference in inner diameter between cylinders		0.05 (0.0020)	0.2 (0.008)

## Piston, Piston Ring and Piston Pin PISTON

EBS00CF5

Unit: mm (in)



Piston skirt diameter "A"	Standard	Grade No. 1	79.965 - 79.975 (3.1482 - 3.1486)
		Grade No. 2	79.975 - 79.985 (3.1486 - 3.1490)
		Grade No. 3	79.985 - 79.995 (3.1490 - 3.1494)
	0.25 (0.0098) oversize (service)		80.215 - 80.245 (3.1581 - 3.1592)
	0.5 (0.020) oversize (service)		80.465 - 80.495 (3.1679 - 3.1691)
"a" distance from the top			42.3 (1.665)
Piston pin hole inner diameter			18.993 - 19.005 (0.7478 - 0.7482)
Piston-to-bore clearance			0.025 - 0.045 (0.0010 - 0.0018)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## PISTON RING

Unit: mm (in)

		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.2 (0.008)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	
	Oil	0.065 - 0.135 (0.0026 - 0.0053)	
End gap	Top	0.20 - 0.39 (0.0079 - 0.0154)	0.49 (0.0193)
	2nd	0.32 - 0.56 (0.0126 - 0.0220)	0.64 (0.0252)
	Oil	0.20 - 0.69 (0.0079 - 0.0272)	1.09 (0.0429)

## PISTON PIN

Unit: mm (in)

Piston pin outer diameter		18.989 - 19.001 (0.7476 - 0.7481)
Piston pin to piston clearance		0.002 - 0.006 (0.0001 - 0.0002)
Piston pin to connecting rod bushing clearance (small end)	Standard	0.005 - 0.017 (0.0002 - 0.0007)
	Limit	0.023 (0.0009)

## Connecting Rod

EBS00CF6

Unit: mm (in)

Center distance		140.45 - 140.55 (5.5295 - 5.5335)
Bend limit [per 100 (3.94) length]		0.15 (0.0059)
Torsion limit [per 100 (3.94) length]		0.3 (0.012)
Connecting rod bushing inner diameter* (small end)		19.000 - 19.012 (0.7480 - 0.7485)
Connecting rod big end inner diameter		43.000 - 43.013 (1.6929 - 1.6934)
Side clearance	Standard	0.200 - 0.470 (0.0079 - 0.0185)
	Limit	0.52 (0.0205)

\*After installing in connecting rod

# SERVICE DATA AND SPECIFICATIONS (SDS)

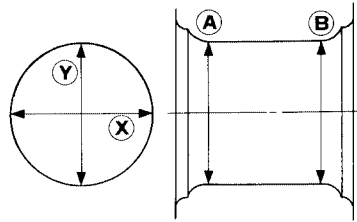
[QG18DE]

## Crankshaft

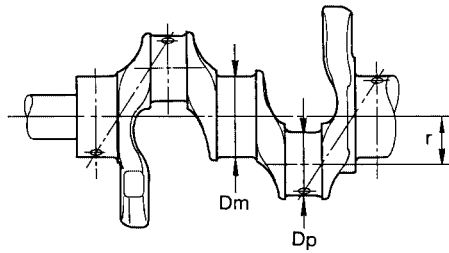
EBS00CF7

Unit: mm (in)

Out-of-round (X) - (Y)  
Taper (A) - (B)



SEM715



SEM645

Main journal dia. "Dm"	Grade No. 0	49.956 - 49.964 (1.9668 - 1.9671)
	Grade No. 1	49.948 - 49.956 (1.9665 - 1.9668)
	Grade No. 2	49.940 - 49.948 (1.9661 - 1.9665)
Pin journal dia. "Dp"	Grade No. 0	39.968 - 39.974 (1.5735 - 1.5738)
	Grade No. 1	39.962 - 39.968 (1.5733 - 1.5735)
	Grade No. 2	39.956 - 39.962 (1.5731 - 1.5733)
Center distance "r"		43.95 - 44.05 (1.7303 - 1.7342)
Out-of-round (X - Y)	Standard	Less than 0.003 (0.0001)
	Limit	Less than 0.005 (0.0002)
Taper (A - B)	Standard	Less than 0.004 (0.0002)
	Limit	Less than 0.005 (0.0002)
Runout [TIR*]	Standard	Less than 0.04 (0.0016)
	Limit	Less than 0.05 (0.0020)
Free end play	Standard	0.060 - 0.220 (0.0024 - 0.0087)
	Limit	0.3 (0.012)

\*: Total indicator reading



# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## Main Bearing STANDARD

EBS00CF8

Grade No.	Thickness "T" mm (in)	Identification color
0	1.827 - 1.831 (0.0719 - 0.0720)	Black
1	1.831 - 1.835 (0.0720 - 0.0722)	Brown
2	1.835 - 1.839 (0.0722 - 0.0724)	Green
3	1.839 - 1.843 (0.0724 - 0.0725)	Yellow
4	1.843 - 1.847 (0.0725 - 0.0727)	Blue

## UNDERSIZE

Unit: mm (in)

	Thickness "T"
0.25 (0.0098)	1.960 - 1.964 (0.0772 - 0.0773)
0.50 (0.0197)	2.085 - 2.089 (0.0821 - 0.0822)

## Connecting Rod Bearing STANDARD SIZE

EBS00CF9

Unit: mm (in)

Grade No.	Thickness	Identification color or number
0	1.503 - 1.506 (0.0592 - 0.0593)	—
1	1.506 - 1.509 (0.0593 - 0.0594)	Brown
2	1.509 - 1.512 (0.0594 - 0.0595)	Green

## UNDERSIZE

Unit: mm (in)

Grade No.	Thickness	Identification color or number
0.08 (0.0031)	1.542 - 1.546 (0.0607 - 0.0609)	—
0.12 (0.0047)	1.562 - 1.566 (0.0615 - 0.0617)	—
0.25 (0.0098)	1.627 - 1.631 (0.0641 - 0.0642)	—

## Bearing Clearance

EBS00CFA

Unit: mm (in)

Main bearing clearance	Standard	0.018 - 0.042 (0.0007 - 0.0017)
	Limit	0.1 (0.004)
Connecting rod bearing clearance	Standard	0.014 - 0.039 (0.0006 - 0.0015)
	Limit	0.1 (0.004)

## Miscellaneous Components

EBS00CFB

Unit: mm (in)

Flywheel runout [TIR*]	Less than 0.15 (0.0059)
Camshaft sprocket runout [TIR*]	Less than 0.15 (0.0059)

\*: Total indicator reading at measuring point 115 mm (4.53 in) from crankshaft center.

## PRECAUTIONS

PFP:00001

### Precautions for Draining Coolant

EBS00CFC

- Drain coolant when engine is cooled.

### Precautions for Disconnecting Fuel Piping

EBS00CFD

- Before starting work, make sure no fire or spark producing items are in the work area.
- Release fuel pressure before any removal or disassembly.
- After disconnecting pipes, plug openings to stop fuel leakage.

### Precautions for Removal and Disassembly

EBS00CFE

- When instructed to use special service tools, use the specified tools. Always be careful to work safely, avoid forceful operations.
- Use maximum care to avoid damage to mating or sliding surfaces.
- Cover openings of engine system with tape or equivalent, if necessary, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and assembly.
- When loosening nuts and bolts, as a basic rule, start with the one furthest outside, then the one diagonally opposite, and so on. If the order of loosening is specified, follow the specifications.

### Precautions for Inspection, Repair and Replacement

EBS00CFF

- Before repairing or replacing, thoroughly inspect parts. Inspect new replacement parts in the same way, and replace if necessary.

### Precautions for Assembly and Installation

EBS00CFG

- Use torque wrench to tighten bolts or nuts.
- When tightening nuts and bolts, as a basic rule, equally tighten in several different steps starting with the ones in center, then ones on inside and outside diagonally in this order. If the order of tightening is specified, follow the specifications.
- Always replace the old with a new gasket, packing, oil seal or O-ring.
- Thoroughly wash, clean, and air-blow each part. Carefully check oil or coolant passages for any restriction and blockage.
- Avoid damaging sliding or mating surfaces. Completely remove foreign materials such as cloth lint or dust. Before assembly, oil sliding surfaces well.
- Bleed the air trapped within the system after draining the coolant.
- Before starting engine, apply fuel pressure to fuel lines with turning ignition switch ON (with engine stopped). Then make sure that there are no leaks at fuel line connections.
- After repairing, start engine and increase engine speed to check coolant, fuel, oil, and exhaust systems for leakage or rattles.

### Parts Requiring Angular Tightening

EBS00CFH

- Use an angle wrench for the final tightening of the following engine parts.
  - Cylinder head bolts
  - Lower cylinder block bolts
  - Connecting rod cap bolts
  - Crankshaft pulley bolt (No angle wrench is required as the bolt flange is provided with notches for angular tightening)
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

# PRECAUTIONS

[QR25DE]

EBS00EZ4

## Precautions for Liquid Gasket REMOVAL OF LIQUID GASKET SEALING

- After removing the mounting bolts and nuts, separate the mating surface using a seal cutter and remove the liquid gasket sealing.

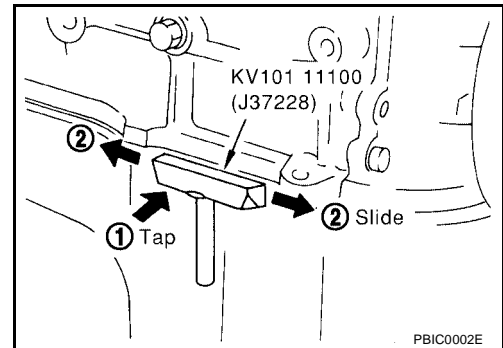
### CAUTION:

Be careful not to damage the mating surfaces.

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap (1) the cutter where the Silicone RTV Sealant is applied. Use a plastic hammer to slide the cutter (2) by tapping on the side.

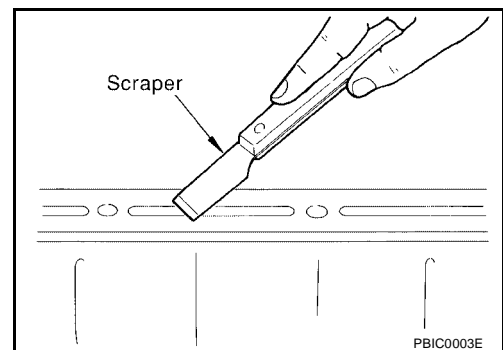
### CAUTION:

If for some unavoidable reason a tool such as a flat-bladed screwdriver is used, be careful not to damage the mating surfaces.



## LIQUID GASKET APPLICATION PROCEDURE

- Using a scraper, remove the old Silicone RTV Sealant adhering to the gasket application surface and the mating surface.
- Remove the sealant completely from the groove of the gasket application surface, mounting bolts, and bolt holes.
- Thoroughly clean the gasket application surface and the mating surface and remove adhering moisture, grease and foreign materials.

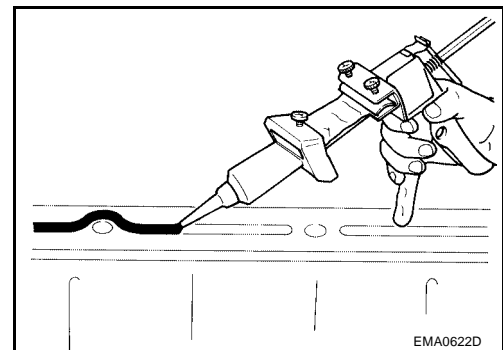


- Attach the sealant tube to the tube presser.  
**Use Genuine Silicone RTV Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**

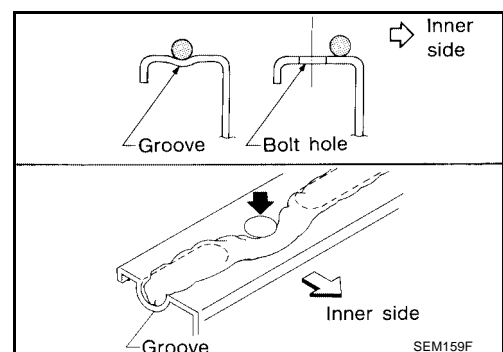
- Apply the sealant using Tool without breaks to the specified location with the specified dimensions.

**Tube presser**

**WS39930000 (-)**



- If there is a groove for the sealant application, apply the sealant to the groove.
- As for the bolt holes, normally apply the sealant inside the holes. If specified, it should be applied outside the holes. Make sure to read the text of this manual.
- Within five minutes of the sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed from the installation, fill the engine with the specified oil and coolant. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).



### CAUTION:

Follow all specific instructions in this manual.

# PREPARATION

[QR25DE]

PFP:00002

EBS00CFJ

## PREPARATION

### Special Service Tools

The actual shapes of the Kent-Moore tools may differ from those of the special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV10111100 (J-37228) Seal cutter	Removing oil pan and timing chain case
ST0501S000 Engine stand assembly 1. ST05011000 ( — ) Engine stand 2. ST05012000 ( — ) Base	Disassembling and assembling
KV10106500 ( — ) Engine stand shaft	Disassembling and assembling
KV10115300 ( — ) Engine sub-attachment	Disassembling and assembling
KV10116200 (J-26336-B) Valve spring compressor 1. KV10115900 (J-26336-20) Attachment 2. KV10109220 ( — ) Adapter	Disassembling valve mechanism
KV10112100 (BT-8653-A) Angle wrench	Tightening bolts for bearing cap, cylinder head, etc. in angle.

A

EM

C

D

E

F

G

H

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J

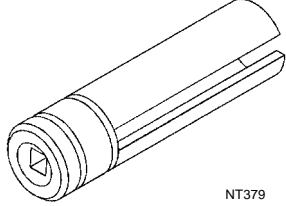
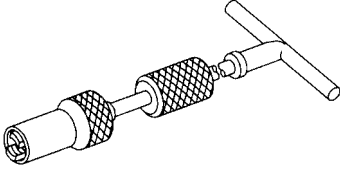
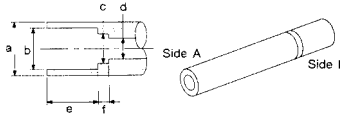
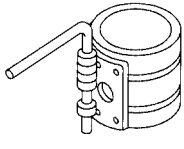
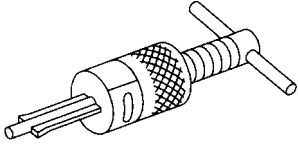
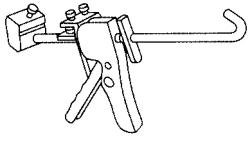
K

L

M

# PREPARATION

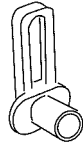
[QR25DE]

Tool number (Kent-Moore No.) Tool name	Description
KV10117100 (J-36471-A) Heated oxygen sensor wrench   NT379	Loosening or tightening heated oxygen sensors with 22 mm (80.87 in) hexagon nut
KV10107902 (J-38959) Valve oil seal puller   S-NT011	Removing valve oil seal
KV10115600 (J-38958) Valve oil seal drift   S-NT603	Installing valve oil seal <b>Use side A.</b> <b>a: 20 (0.79) dia.</b> <b>d: 8 (0.31) dia.</b> <b>b: 13 (0.51) dia.</b> <b>e: 10.7 (0.421) dia.</b> <b>c: 10.3 (0.406) dia.</b> <b>f: 5 (0.20) dia.</b> Unit: mm (in)
EM03470000 (J-8037) Piston ring compressor   S-NT044	Installing piston assembly into cylinder bore
ST16610001 (J-23907) Pilot bushing puller   S-NT045	Removing crankshaft pilot bushing
WS39930000 ( — ) Tube presser   S-NT052	Pressing the tube of liquid gasket

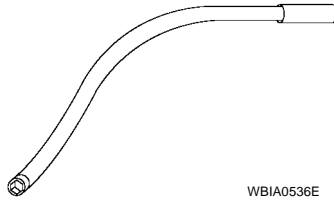
# PREPARATION

[QR25DE]

Tool number (Kent-Moore No.) Tool name	Description	A
— (J-45488) Quick connector release	Removing fuel tube quick connectors in engine room	<b>EM</b>
— (J-46535) Drive belt tension releaser	Releasing drive belt tension	C
		D
		E
		F
		G
		H
		I
		J
		K
		L
		M



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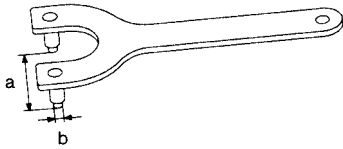
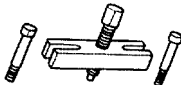
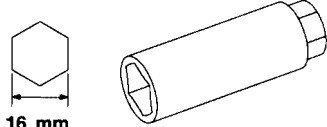
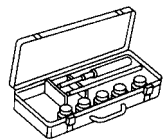
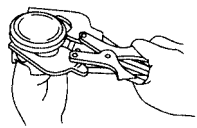
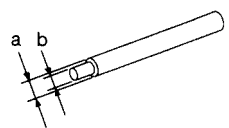
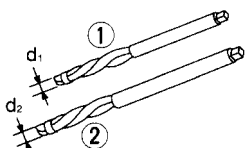
WBIA0536E

# PREPARATION

[QR25DE]

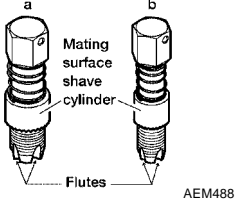

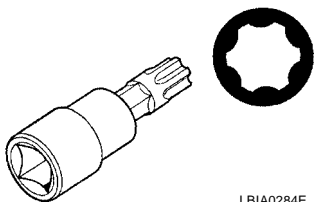
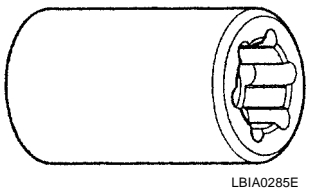
EBS00CFK

## Commercial Service Tools

(Kent-Moore No.) Tool name	Description
Pulley holder  NT628	Crankshaft pulley removing and installing <b>a: 68 mm (2.68 in) dia.</b> <b>b: 8mm (0.31 in) dia.</b>
Crank puller  ZZA0010D	Crankshaft pulley removing
Spark plug wrench  16 mm (0.63 in) S-NT047	Removing and installing spark plug
Valve seat cutter set  S-NT048	Finishing valve seat dimensions
Piston ring expander  S-NT030	Removing and installing piston ring
Valve guide drift  S-NT015	Removing and installing valve guide <b>Intake &amp; Exhaust:</b> <b>a: 9.5 mm (0.374 in) dia.</b> <b>b: 5.5 mm (0.217 in) dia.</b>
Valve guide reamer  S-NT016	1: Reaming valve guide inner hole 2: Reaming hole for oversize valve guide <b>Intake &amp; Exhaust:</b> <b>d1 : 6.0 mm (0.236 in) dia.</b> <b>d2 : 10.2 mm (0.402 in) dia.</b>

# PREPARATION

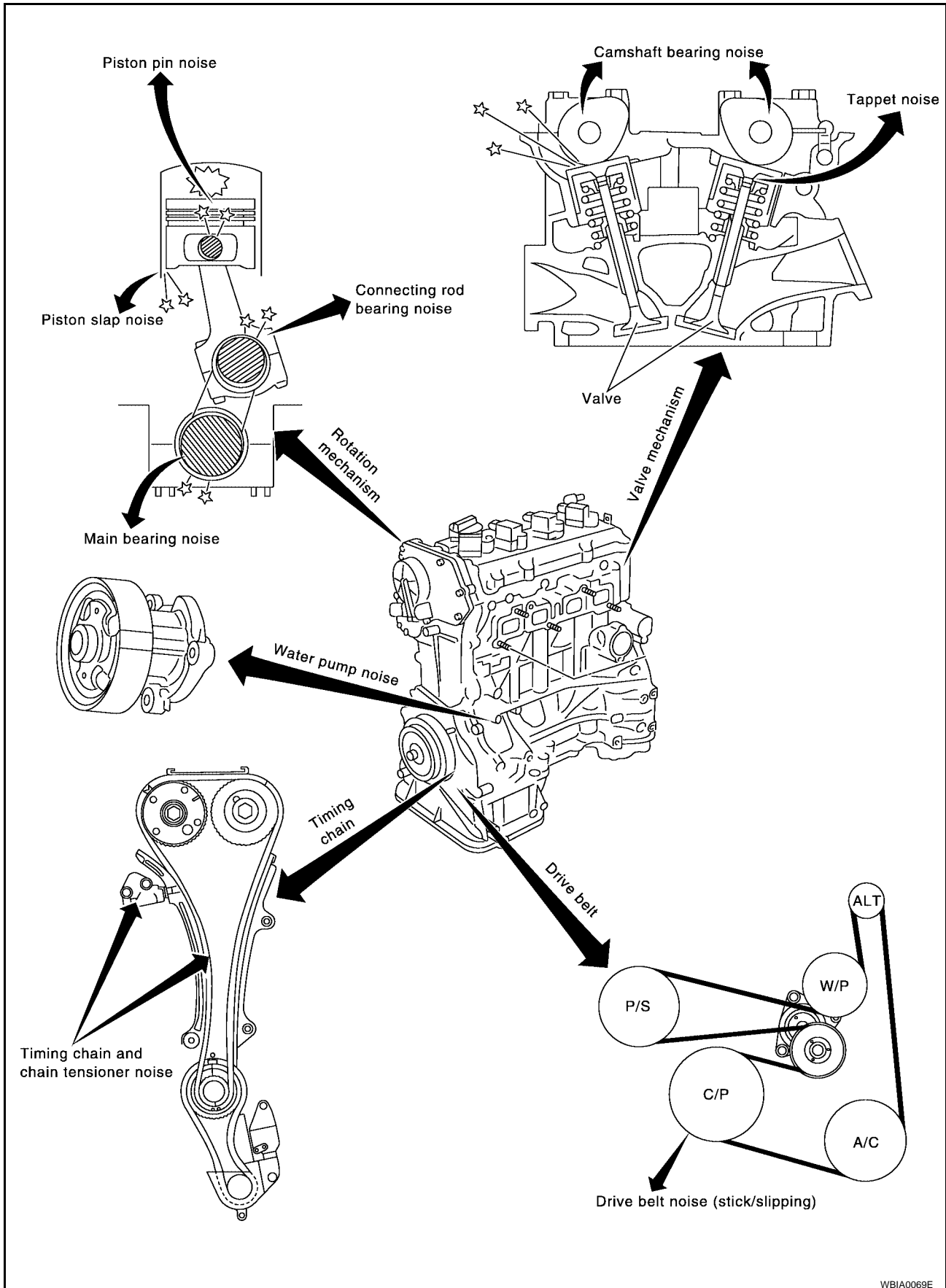
[QR25DE]

(Kent-Moore No.) Tool name	Description	
Oxygen sensor thread cleaner a: (J-43897-18) b: (J-43897-12)	 <p>Reconditioning the exhaust system threads before installing a new oxygen sensor (Use with anti-seize lubricant shown below.)  <b>a: (18 mm 0.71in) for zirconia oxygen sensor</b>  <b>b: (12 mm 0.47 in) for titania oxygen sensor</b></p>	A EM C
Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)	 <p>Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads</p>	D E
TP50 Torx plus Bit (J-45737)	 <p>Removing and installing M/T flywheel bolts (QR25DE M/T)</p>	F G
E20 Torx Socket (J-45816)	 <p>Removing and installing A/T drive plate bolts (QR25DE A/T)</p>	H I J



NVH Troubleshooting —Engine Noise

EBS00CFL



WBIA0069E

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[QR25DE]

EBS00CFM

## Use the Chart Below to Help You Find the Cause of the Symptom.

1. Locate the area where noise occurs.
2. Confirm the type of noise.
3. Specify the operating condition of engine.
4. Check specified noise source.

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	—	A	B	—	Tappet noise	Valve clearance	<a href="#">EM-130</a>
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft journal clearance Camshaft runout	<a href="#">EM-126</a> <a href="#">EM-125</a>
Crankshaft pulley Cylinder block (Side of engine) Oil pan	Slap or knock	—	A	—	B	B	—	Piston pin noise	Piston and piston pin clearance Connecting rod bushing clearance	<a href="#">EM-178</a> <a href="#">EM-178</a>
	Slap or rap	A	—	—	B	B	A	Piston slap noise	Piston-to-bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	<a href="#">EM-177</a> <a href="#">EM-177</a> <a href="#">EM-177</a> <a href="#">EM-177</a>
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing clearance (Small end) Connecting rod bearing clearance (Big end)	<a href="#">EM-178</a> <a href="#">EM-178</a>
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	<a href="#">EM-183</a> <a href="#">EM-182</a>
Front of engine Timing chain cover	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	<a href="#">EM-134</a>
Front of engine	Squeaking or fizzing	A	B	—	B	—	B	Drive belts (Sticking or slipping)	Drive belts deflection	<a href="#">EM-100</a>
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	—	B	A	B	Water pump noise	Water pump operation	<a href="#">CO-23</a>

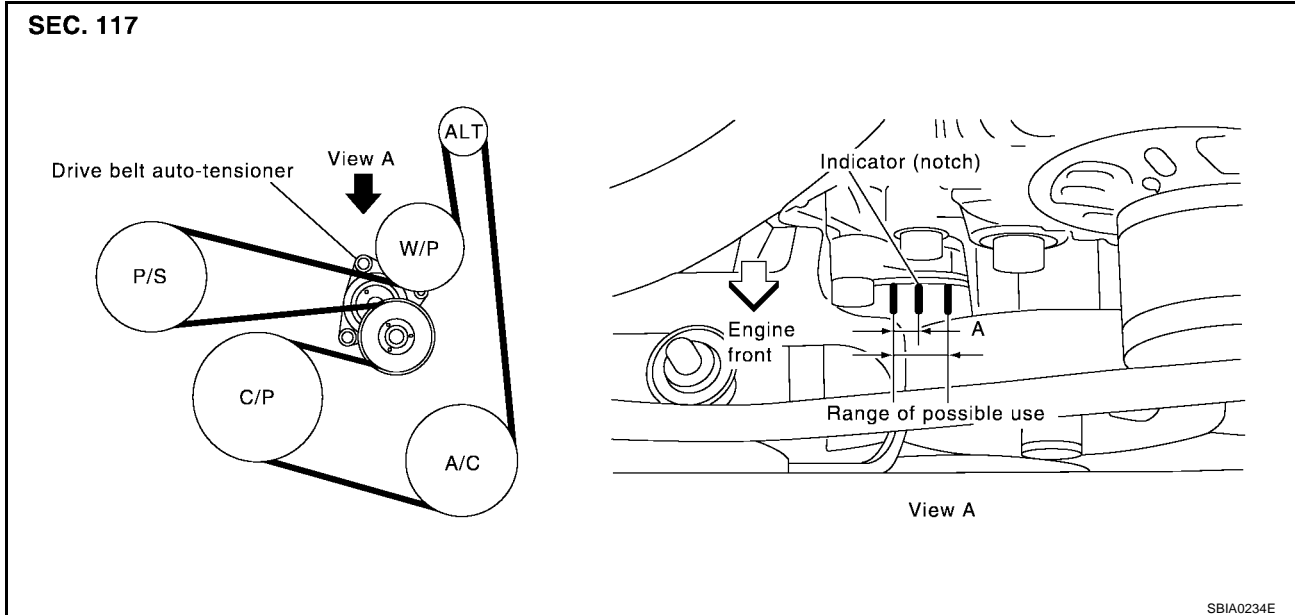
A: Closely related B: Related C: Sometimes related —: Not related

DRIVE BELTS

PF0:02117

Checking Drive Belts

EBS00KBL



NOTE:

On vehicles not equipped with A/C, there is an idler pulley in the position for the drive belt routing.

**WARNING:**

Inspect the drive belt only when the engine is stopped.

- Make sure that the stamp mark of drive belt auto-tensioner is within the usable range.

NOTE:

- Check the drive belt auto-tensioner indication when the engine is cold.
- When the new drive belt is installed, the range should be A.
- Visually check entire belt for wear, damage or cracks.
- If the indicator is out of allowable use range or belt is damaged, replace the belt.

Tension Adjustment

EBS00KBM

Belt tension is not manually adjustable, it is automatically adjusted by the drive belt auto-tensioner.

Removal and Installation

EBS00KBN

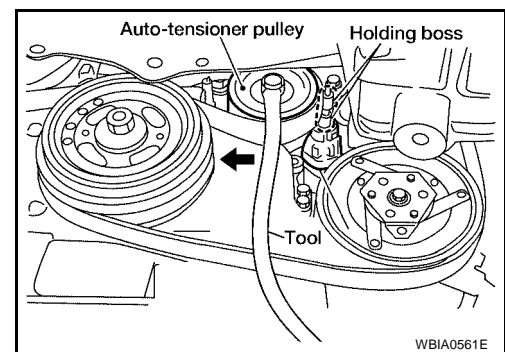
REMOVAL

1. Remove front RH engine side cover.
2. While securely holding the hexagonal part in pulley center of drive belt auto-tensioner, move in the direction of arrow (loosening direction of tensioner) using Tool.

Tool number : — (J-46535)

**CAUTION:**

- Avoid placing hand in a location where pinching may occur if the holding tool accidentally comes off.
- Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.



3. Insert a rod approximately 6 mm (0.24 in) in diameter through the rear of tensioner into retaining boss to lock tensioner pulley.

NOTE:

Leave tensioner pulley arm locked until belt is installed again.

4. Loosen auxiliary drive belt from water pump pulley in sequence, and remove it.

**INSTALLATION**

Installation is in the reverse order of removal.

**CAUTION:**

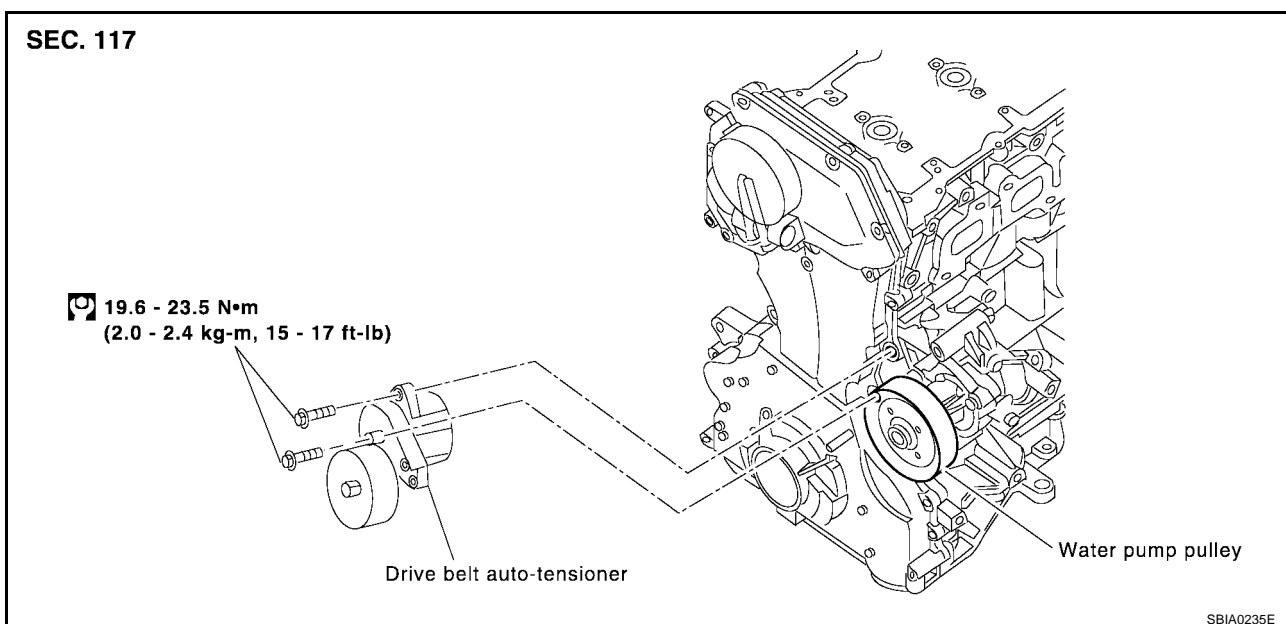
- Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.
- Avoid placing hand in a location where pinching may occur if the holding tool accidentally comes off.
- Confirm belts are completely set on the pulleys.

**NOTE:**

- Turn crankshaft pulley clockwise several times to equalize tension between each pulley.
- Confirm tension of drive belt at indicator (notch on fixed side) is within the possible use range. Refer to [EM-100](#).

**Removal and Installation of Drive Belt Auto-tensioner**

EBS00KBO

**CAUTION:**

The complete auto-tensioner must be replaced as a unit, including the pulley.

**REMOVAL**

1. Remove the front RH engine side cover.
2. Remove the drive belt. Refer to [EM-100, "REMOVAL"](#).
3. Remove the alternator. Refer to [SC-32, "Removal"](#).
4. Remove the drive belt auto-tensioner, using power tool.

**CAUTION:**

Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.

**INSTALLATION**

1. Install drive belt auto-tensioner.
2. While securely holding the hexagonal part in pulley center of drive belt auto-tensioner, move in the direction of arrow (loosening direction of tensioner) using Tool.

Tool number : — (J-46535)

**CAUTION:**

- Avoid placing hand in a location where pinching may occur if the holding tool accidentally comes off.

## DRIVE BELTS

[QR25DE]

- 
- **Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.**
  - 3. Insert a rod approximately 6 mm (0.24 in) in diameter through the rear of tensioner into retaining boss to lock tensioner pulley.

**NOTE:**

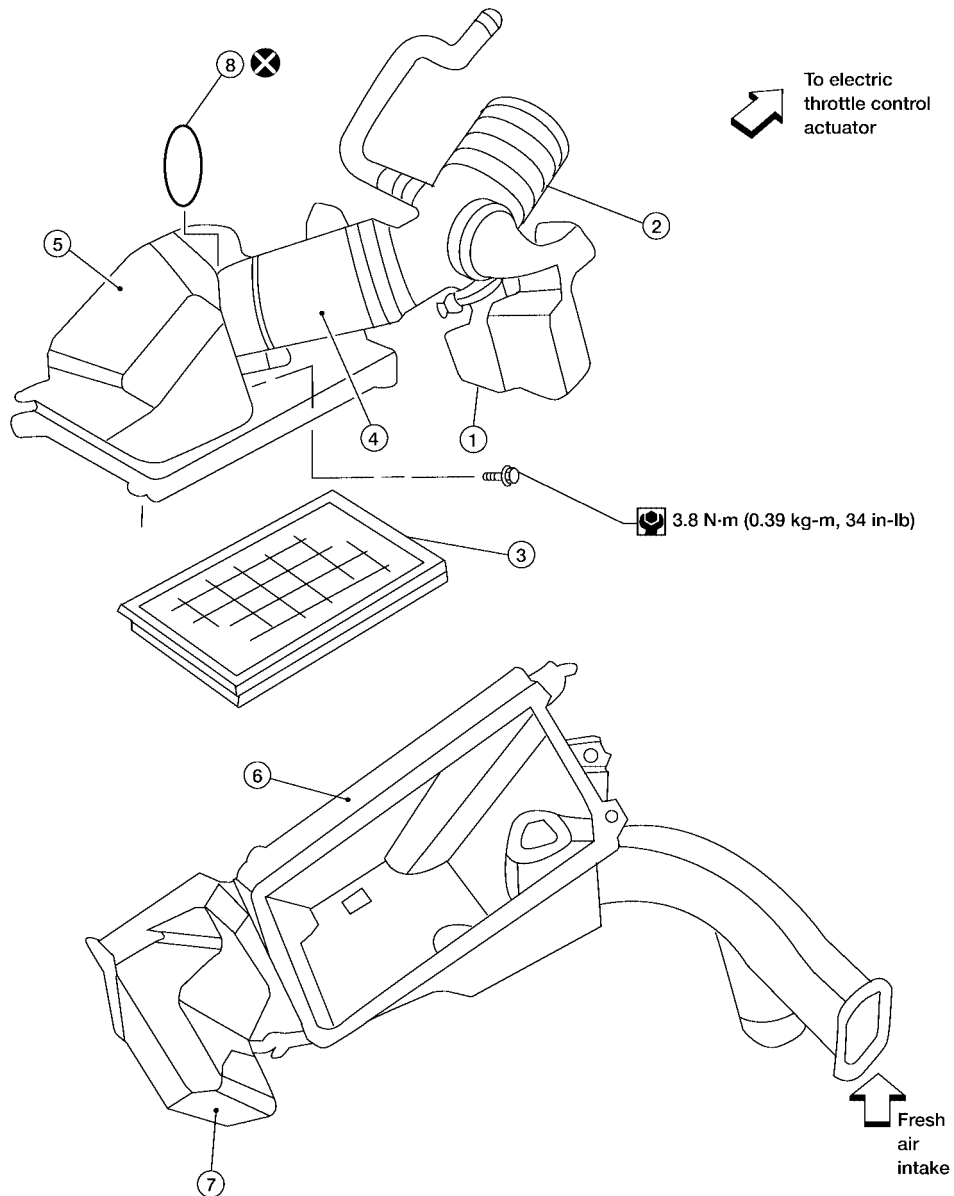
Leave tensioner pulley arm locked until belt is installed.

**CAUTION:**

- **Install the drive belt auto-tensioner carefully so not to damage the water pump pulley.**
- **If there is damage greater than peeled paint, replace the drive belt auto-tensioner.**
- **Do not swap the pulley between the new and old auto-tensioner unit.**
- 4. Installation of the remaining components is in the reverse order of removal.

## AIR CLEANER AND AIR DUCT

### Removal and Installation



: Always replace after every disassembly.

- |                         |   |                             |
|-------------------------|---|-----------------------------|
| 1. Resonator            | 2. Air cleaner to electric throttle control actuator tube | 3. Air cleaner element      |
| 4. Mass air flow sensor | 5. Air cleaner case (upper)                               | 6. Air cleaner case (lower) |
| 7. Resonator            | 8. O-ring   |                             |

#### REMOVAL

1. Disconnect the mass air flow sensor electrical connector.
2. Disconnect the tube clamp at the electric throttle control actuator.
3. Remove air cleaner to electric throttle control actuator tube and air cleaner case (upper) with the mass air flow sensor attached.
4. Remove mass air flow sensor from air cleaner case (upper), as necessary.

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

**CAUTION:**

Handle the mass air flow sensor with care:

- Do not shock it.
- Do not disassemble it.
- Do not touch the internal sensor.

5. Remove the air cleaner element, as necessary and replace it with a new element.
6. Remove the air cleaner case (lower).

**INSTALLATION**

Installation is in the reverse order of removal.

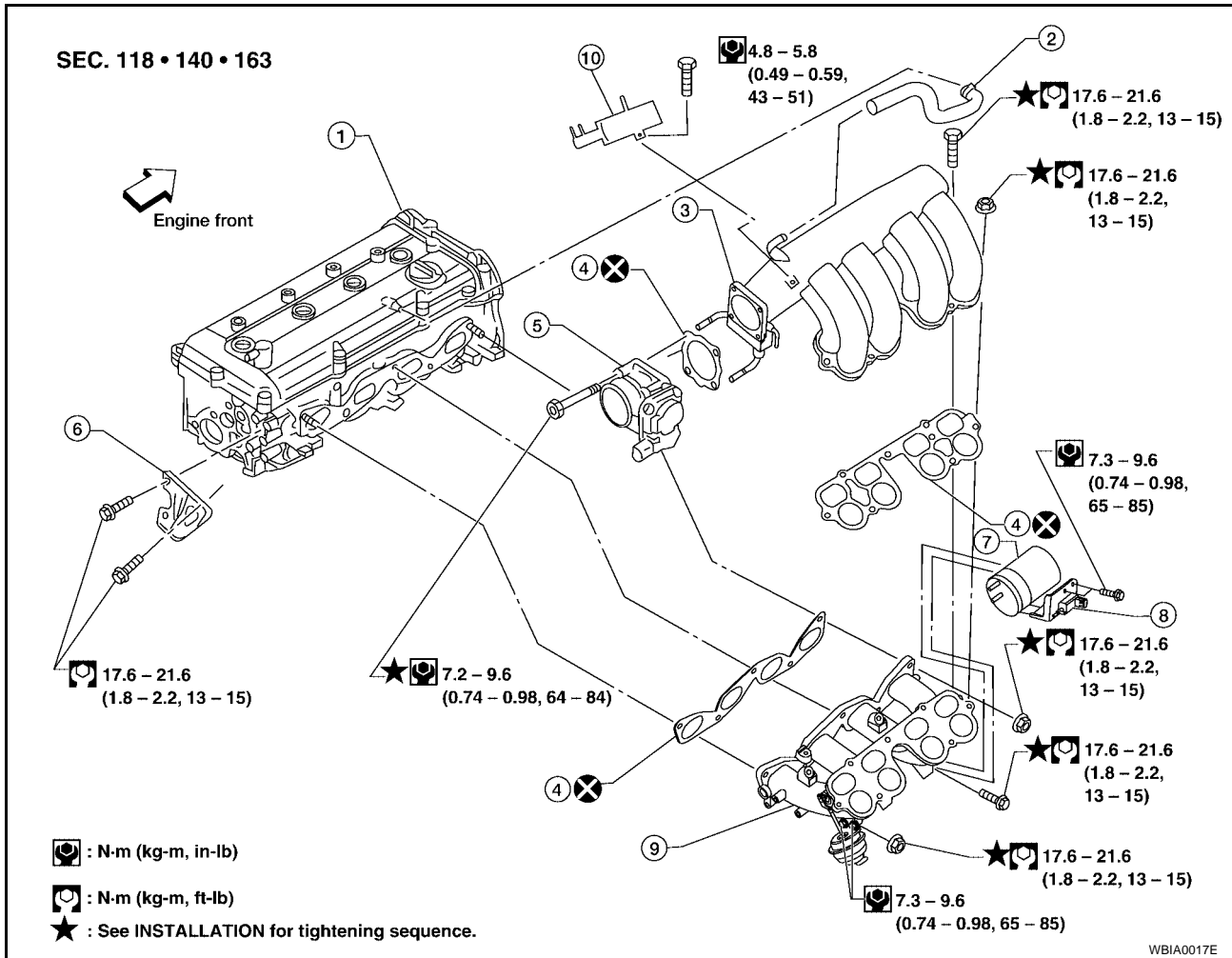
- Attach each joint according to the alignment marks made during removal. Screw all clamps firmly.

**CHANGING THE AIR CLEANER ELEMENT**

1. Unhook the air cleaner case side clips and raise the air cleaner case (upper).
2. Remove the air cleaner element.
3. Replace the air cleaner element with a new element and install the air cleaner case (upper).

## INTAKE MANIFOLD

### Removal and Installation



- |   |                                       |                              |
|---|---------------------------------------|------------------------------|
| 1. Cylinder head assembly                       | 2. PCV hose                           | 3. Intake manifold collector |
| 4. Gasket                                       | 5. Electric throttle control actuator | 6. Intake manifold support   |
| 7. Vacuum reservoir tank                        | 8. VIAS control solenoid valve        | 9. Intake manifold           |
| 10. EVAP canister purge volume control solenoid |                                       |                              |

### REMOVAL

#### **WARNING:**

**To avoid the danger of being scalded, never drain the coolant when the engine is hot.**

1. Disconnect the negative battery terminal.
2. Release the fuel pressure.  
Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
3. Drain coolant when engine is cooled. Refer to [MA-23, "DRAINING ENGINE COOLANT"](#) .
4. Disconnect the MAF sensor electrical connector.
5. Remove air cleaner case and air duct assembly.  
Refer to [EM-103, "Removal and Installation"](#) .
6. Disconnect the following components at the intake side:
  - a. PCV hose
  - b. EVAP canister purge volume control solenoid
  - c. Electric throttle control actuator
  - d. Brake booster vacuum hose



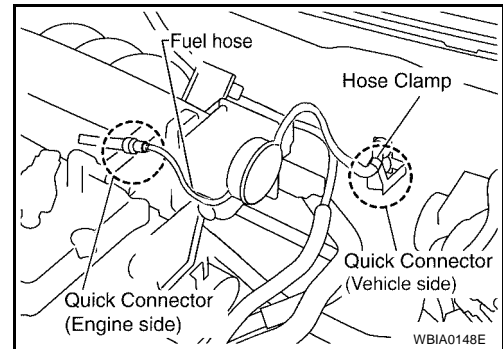
# INTAKE MANIFOLD

[QR25DE]

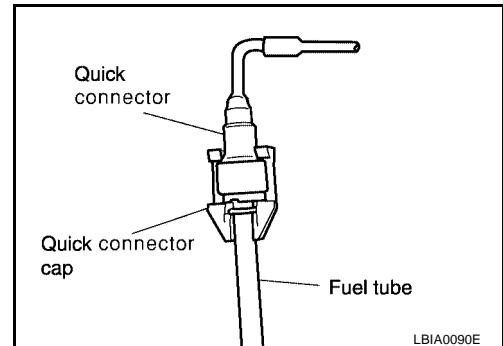
7. Disconnect the fuel quick connector on the engine side.

- Using Tool perform the following steps to disconnect the quick connector.

Tool number : — (J-45488)



a. Remove quick connector cap.



b. With the sleeve side of Tool facing quick connector, install Tool onto fuel tube.

c. Insert Tool into quick connector until sleeve contacts and goes no further. Hold the Tool on that position.

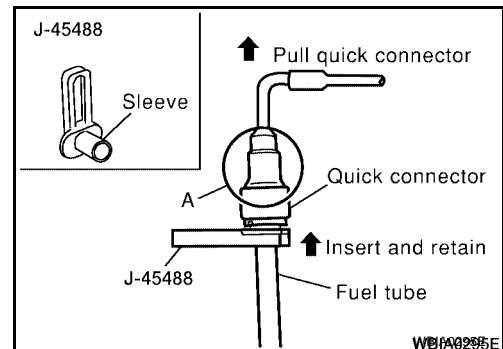
**CAUTION:**

Inserting the Tool hard will not disconnect quick connector. Hold Tool where it contacts and goes no further.

d. Pull the quick connector straight out from the fuel tube.

**CAUTION:**

- Pull quick connector holding it at the "A" position, as shown.



- Do not pull with lateral force applied. O-ring inside quick connector may be damaged.

- Prepare container and cloth beforehand as fuel will leak out.

- Avoid fire and sparks.

- Be sure to cover openings of disconnected pipes with plug or plastic bag to avoid fuel leakage and entry of foreign materials.

8. When removing fuel hose quick connector at vehicle piping side, perform as follows.

a. Remove quick connector cap.

b. Hold the sides of the connector, push in tabs and pull out the tube. (The figure is shown for reference only.)

- If the connector and the tube are stuck together, push and pull several times until they start to move. Then disconnect them by pulling.

**CAUTION:**

- The tube can be removed when the tabs are completely depressed. Do not twist it more than necessary.

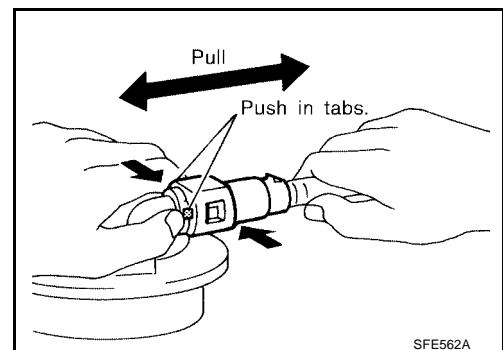
- Do not use any tools to remove the quick connector.

- Keep the resin tube away from heat. Be especially careful when welding near the tube.

- Prevent acid liquid such as battery electrolyte etc. from getting on the resin tube.

- Do not bend or twist the tube during installation and removal.

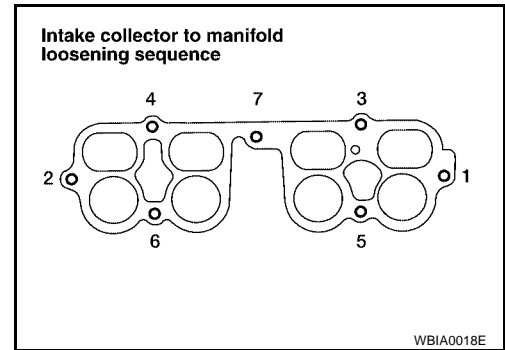
- Do not remove the remaining retainer on tube.



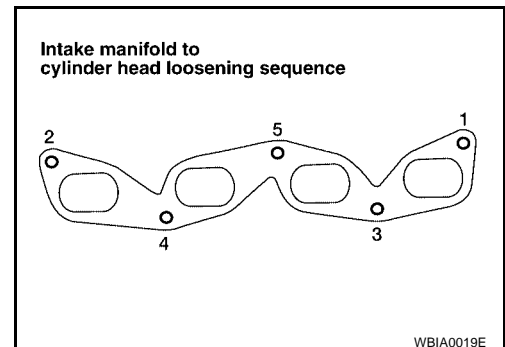
# INTAKE MANIFOLD

[QR25DE]

- When the tube is replaced, also replace the retainer with a new one.  
Retainer color: Green.
  - To keep clean the connecting portion and to avoid damage and foreign materials, cover them completely with plastic bags or something similar.
9. Loosen mounting bolts diagonally, and remove the electric throttle control actuator.
- CAUTION:**  
Handle carefully to avoid any damage.
10. Disconnect intake manifold collector harness, and vacuum hose.
- CAUTION:**  
Cover engine openings to avoid entry of foreign materials.
11. Remove intake manifold collector mounting bolts on the support.
12. Loosen the mounting bolts and nuts in the order shown to remove the intake manifold collector.



13. Loosen the bolts in the order shown to remove the intake manifold assembly.

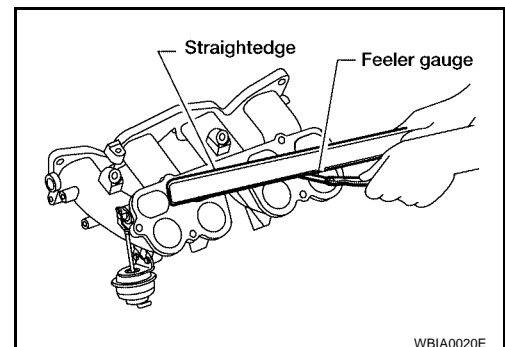


## INSPECTION AFTER REMOVAL

### Surface Distortion

- Using straightedge and feeler gauge, inspect surface distortion of intake manifold collector and intake manifold surface.

**Standard : 0.1 mm (0.004 in)**



## INSTALLATION

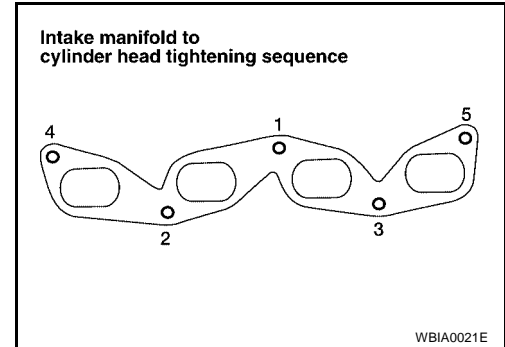
Installation is in the reverse order of removal.

### Tightening Intake Manifold Bolts and Nuts

- Install the intake manifold bolts and nuts in the numerical order of the tightening sequence as shown.

**CAUTION:**

After tightening No.5, retighten the No.1 mounting bolt to specification.

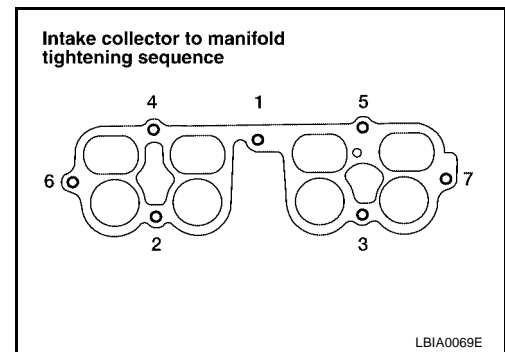


### Tightening Intake Manifold Collector Bolts and Nuts

- Tighten in numerical order as shown.

**CAUTION:**

After tightening No.7, retighten the No.1 mounting bolt to specification.



### Installation of Electric Throttle Control Actuator:

- Tighten the mounting bolts of electric throttle control actuator equally and diagonally in several steps.

**Electric throttle control actuator mounting bolts**

: 7.2 - 9.6 N·m (0.74 - 0.98 kg·m, 64 - 84 in·lb)

- After installation perform procedure in [EM-109, "INSPECTION AFTER INSTALLATION"](#).

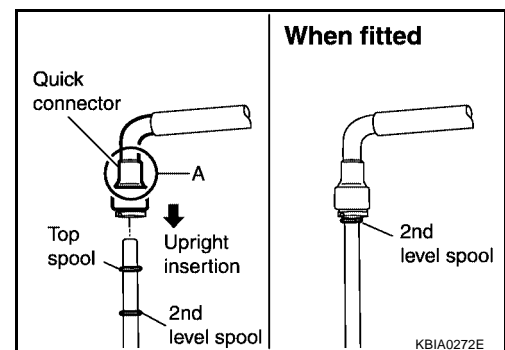
## CONNECTING QUICK CONNECTOR ON THE FUEL HOSE (ENGINE SIDE)

1. Make sure no foreign substances are deposited in and around the fuel tube and quick connector, and there is no damage to them.
2. Thinly apply new engine oil around the fuel tube tip end.
3. Align center to insert quick connector straight into fuel tube.

- Insert fuel tube into quick connector until the top spool on fuel tubes is inserted completely and the second level spool is positioned slightly below the quick connector bottom end.

**CAUTION:**

- Hold at position "A" as shown, when inserting the fuel tube into the quick connector.
- Carefully align to center to avoid inclined insertion to prevent damage to the O-ring inside the quick connector.
- Insert the fuel tube until you hear a "click" sound and actually feel the engagement.
- To avoid misidentification of engagement with a similar sound, be sure to perform the next step.



4. Before clamping the fuel hose with the hose clamp, pull the quick connector hard by hand, holding at the "A" position, as shown. Make sure it is completely engaged (connected) so that it does not come off of the fuel tube.

**NOTE:**

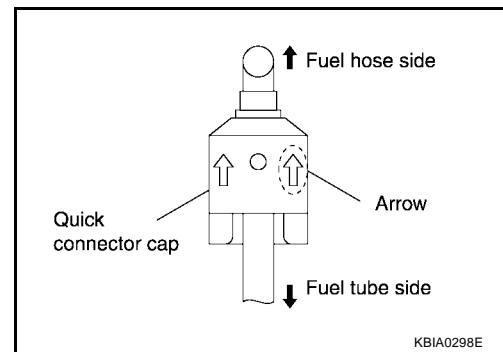
Recommended pulling force is 50 N (5.1 kg, 11.2 lb).

5. Install quick connector cap on quick connector joint.

# INTAKE MANIFOLD

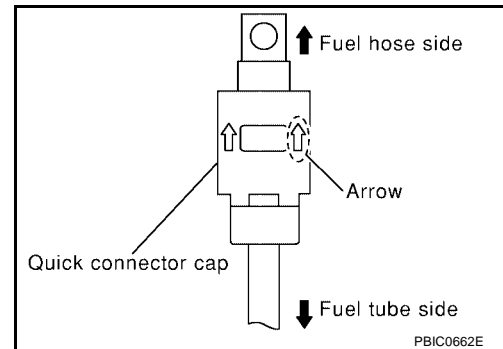
[QR25DE]

- Direct arrow mark on quick connector cap to upper side (fuel hose side).
6. Install fuel hose to hose clamp.



## CONNECTING QUICK CONNECTOR ON THE FUEL HOSE (VEHICLE PIPING SIDE)

1. Make sure no foreign substances are deposited in and around the fuel tube and quick connector, and there is no damage to them.
2. Align center to insert quick connector straight into fuel tube.
  - Insert fuel tube until a click is heard.
  - Install quick connector cap on quick connector joint. Direct arrow mark on quick connector cap upper side.
  - Install fuel hose to hose clamp.



## INSPECTION AFTER INSTALLATION

Make sure there is no fuel leakage at connections as follows:

1. Apply fuel pressure to fuel lines by turning ignition switch ON (with engine stopped). Then check for fuel leaks at connections.
2. Start the engine and rev it up and check for fuel leaks at connections.

### NOTE:

Use mirrors for checking on connections out of the direct line of sight.

### CAUTION:

**Do not touch engine immediately after stopping as engine is extremely hot.**

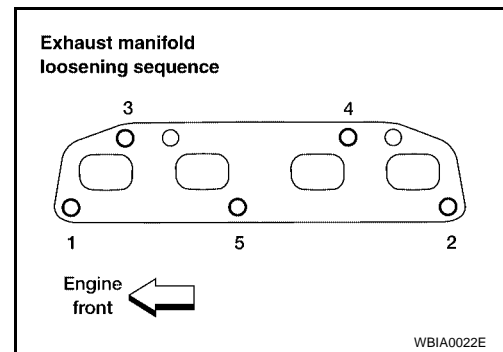
- Perform procedures for "Throttle Valve Closed Position Learning" after finishing repairs. Refer to [EC-1255, "Throttle Valve Closed Position Learning"](#).
- If electric throttle control actuator is replaced, perform procedures for "Idle Air Volume Learning" after finishing repairs. Refer to [EC-1255, "Idle Air Volume Learning"](#).



# EXHAUST MANIFOLD AND THREE WAY CATALYST

[QR25DE]

- Loosen the nuts in the sequence shown, on the exhaust manifold and three way catalyst.
- Remove the exhaust manifold and three way catalyst assembly and gasket. Discard the gasket.

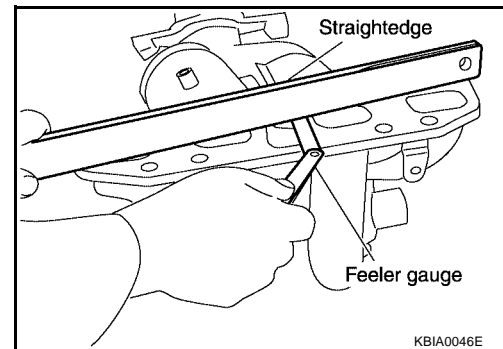


## INSPECTION AFTER REMOVAL

### Surface Distortion

- Use a reliable straightedge and feeler gauge to check the flatness of exhaust manifold fitting surface.

**Standard : 0.3 mm (0.012 in)**

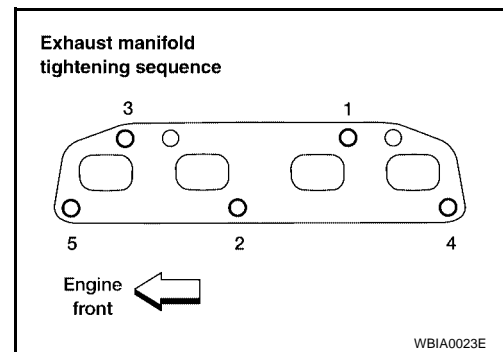


## INSTALLATION

Installation is in the reverse order of removal. Pay attention to the following.

### Tightening Exhaust Manifold Nuts

- Tighten the nuts in the numerical order shown, to specification. After tightening No.5, retighten No.1 and then No.3 to specification.



### Installation of Heated Oxygen Sensors

Clean the heated oxygen sensor threads with the Tool, then apply the anti-seize lubricant to the threads before installing the heated oxygen sensors.

### **CAUTION:**

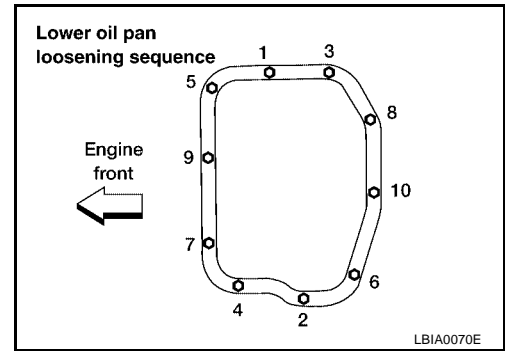
**Do not over-tighten the heated oxygen sensors. Doing so may cause damage to the heated oxygen sensors, resulting in a malfunction and the MIL coming on.**



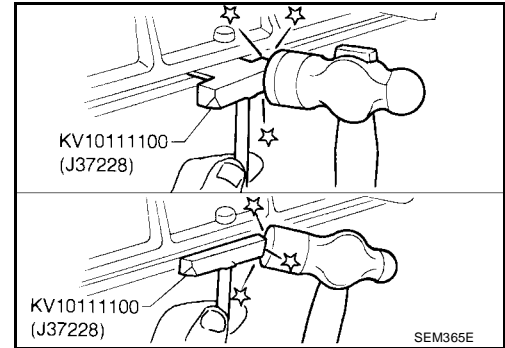
# OIL PAN AND OIL STRAINER

[QR25DE]

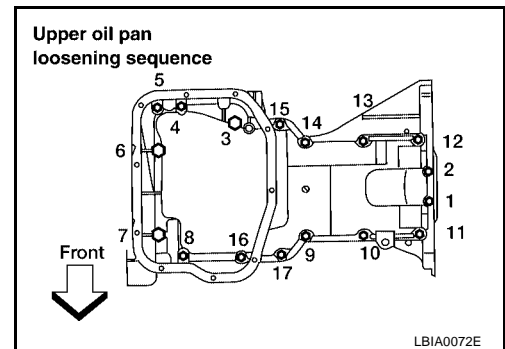
7. Remove the lower oil pan bolts. Loosen the bolts in the order shown.



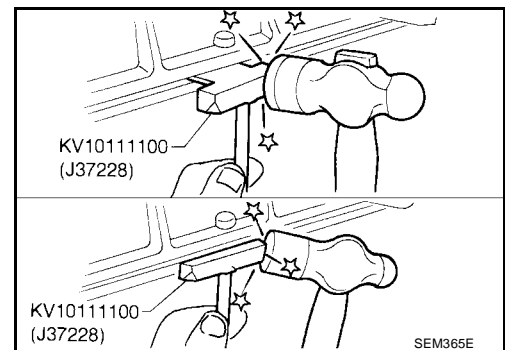
8. Insert the Tool (Seal cutter) between lower oil pan and the upper oil pan to separate them. Tap gently on the side to move the Tool around the pan; do not damage the mating surface.
9. Remove the lower oil pan.
10. Remove the oil pickup screen.
11. Remove rear plate cover, and four engine to transaxle bolts.



12. Loosen the upper oil pan bolts in the numerical order shown to remove the upper oil pan.



13. Insert the Tool (Seal cutter) between the upper oil pan and the cylinder block to separate them. Tap gently on the side to move the Tool around the pan; do not damage the mating surface.



14. Remove the upper oil pan.

## INSPECTION AFTER REMOVAL

- Clean the oil pickup screen to remove any foreign material.

## INSTALLATION

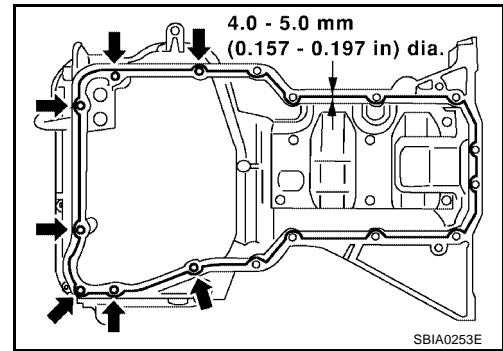
1. Installation is in the reverse order of removal. Pay attention to the following.



# OIL PAN AND OIL STRAINER

[QR25DE]

- a. Apply Genuine Silicone RTV Sealant, or equivalent, to the upper oil pan. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) , and [EM-92, "Precautions for Liquid Gasket"](#) .
- Install the two new O-rings in the upper oil pan.



- b. Tighten the upper oil pan bolts in the order as shown.
- Bolt No.10,11,18 indicate a double tightening in the sequence of bolt No.s 1, 2, 3.

**NOTE:**

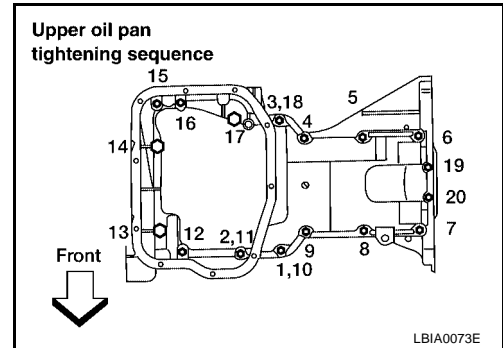
Refer below for specified bolt sizes:

M6 × 20 mm (0.79 in): No.19, 20

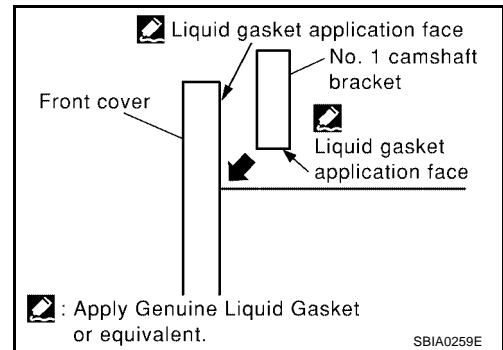
M8 × 25 mm (0.98 in): No.1, 3, 4, 9

M8 x 45 mm (1.77 in): No.2, 5, 6, 7, 8, 17

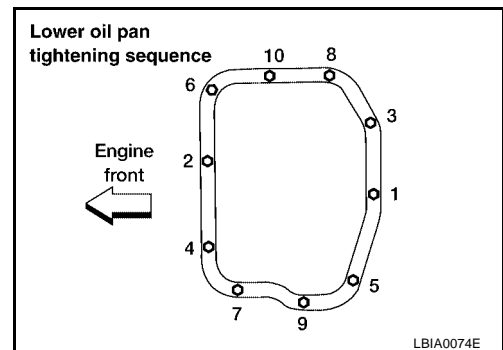
M8 x100 mm (3.97 in): No.12, 13, 14, 15, 16



- c. Apply Genuine Silicone RTV Sealant, or equivalent to the lower oil pan. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) , and [EM-92, "Precautions for Liquid Gasket"](#) .



- d. Tighten the lower oil pan bolts in the numerical order shown.
- Wait at least 30 minutes after the oil pans are installed before filling the engine with oil.

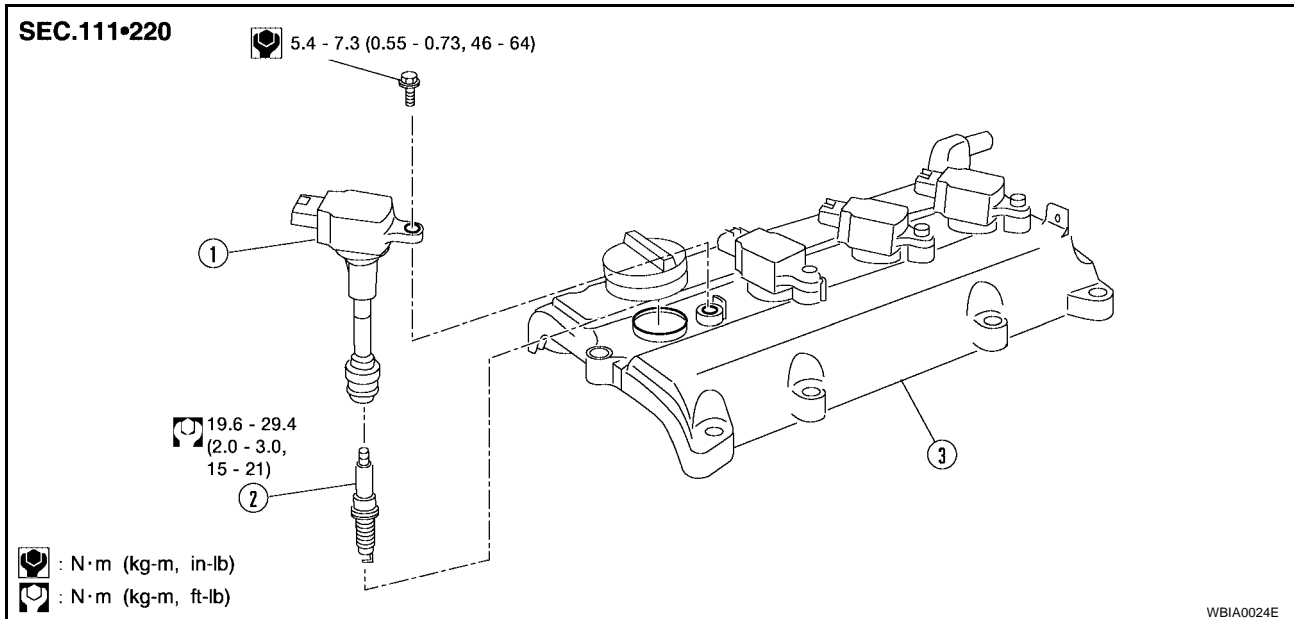


## INSPECTION AFTER INSTALLATION

- Check for any engine oil leaks with the engine at full operating temperature and running at idle.

## IGNITION COIL

### Removal and Installation



1. Ignition coil

2. Spark plug

3. Rocker cover

### REMOVAL

1. Remove the engine cover.
2. Disconnect the harness connector from the ignition coil.
3. Remove the ignition coil.

**CAUTION:**

**Do not drop or shock it.**

### INSTALLATION

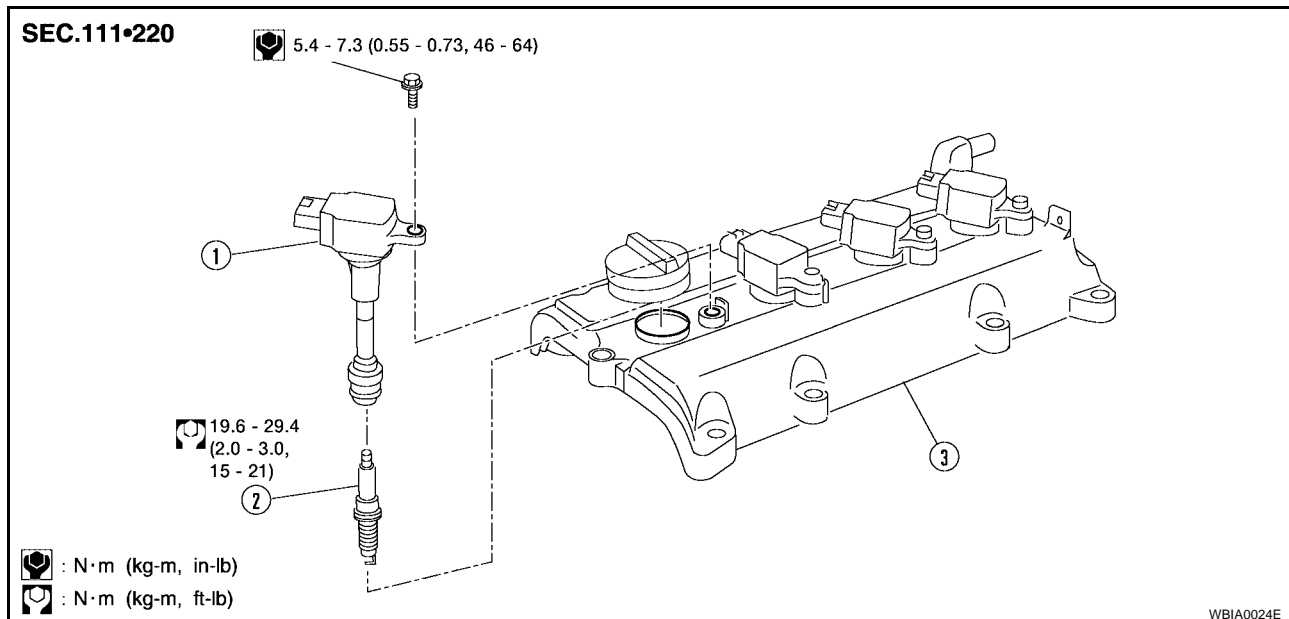
Installation is in the reverse order of removal.

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## SPARK PLUG

### Removal and Installation

EBS00CFW



1. Ignition coil

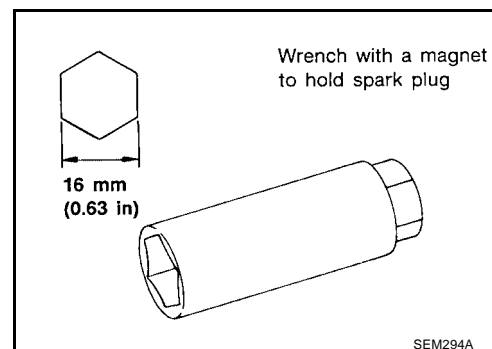
2. Spark plug

3. Rocker cover

### REMOVAL

1. Remove the ignition coil. Refer to [EM-115, "Removal and Installation"](#).
2. Remove the spark plug with a suitable spark plug wrench.

Temperature range	NGK
Standard type	PLFR5A-11 (Platinum tipped)
Hot type	PLFR4A-11(Platinum tipped)
Cold type	PLFR6A-11(Platinum tipped)



### INSPECTION AFTER REMOVAL

- Use standard type spark plug for normal conditions.

The hot type spark plug is suitable when fouling occurs with the standard type spark plug under conditions such as:

- Frequent engine starts.
- Low ambient temperatures.

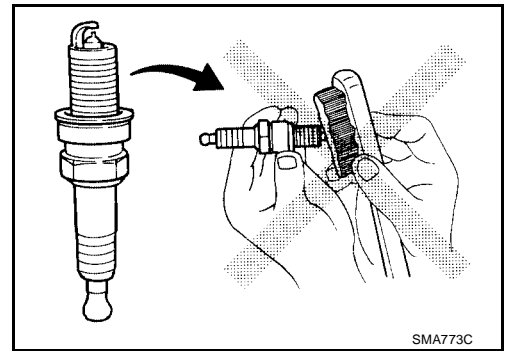
The cold type spark plug is suitable when spark plug knock occurs with the standard type spark plug under conditions such as:

- Extended highway driving.
- Frequent high engine revolution.

# SPARK PLUG

[QR25DE]

Do not use a wire brush for cleaning the spark plugs. Replace as necessary.



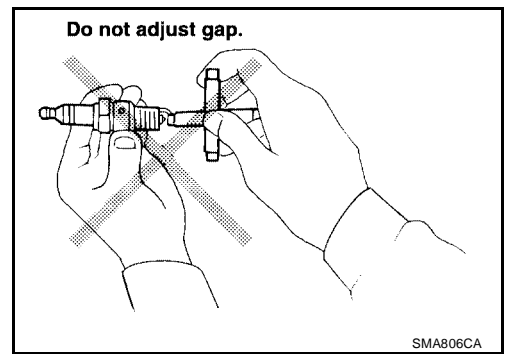
If plug is covered with carbon, a spark cleaner may be used.

**Cleaner air pressure** : less than 588 kPa (6kg/cm<sup>2</sup>, 85 psi)

**Cleaning time** : less than 20 seconds

Checking and adjusting plug gap is not required between change intervals.

**Gap nominal** : 1.1 mm ( 0.043 in)



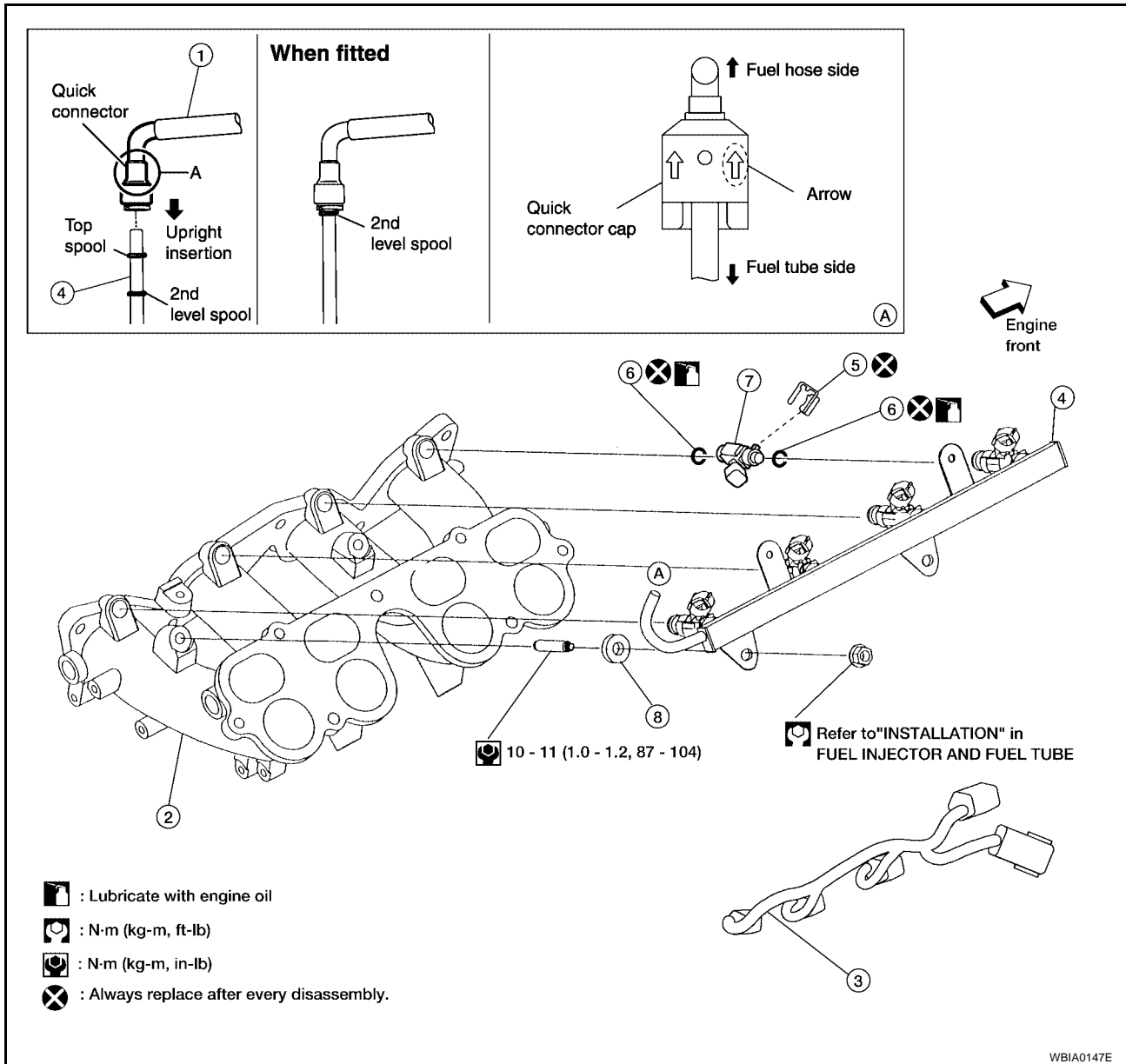
## INSTALLATION

- Installation is in the reverse order of removal.

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## FUEL INJECTOR AND FUEL TUBE

### Removal and Installation



- |                  |                    |                |
|------------------|--------------------|----------------|
| 1. Fuel hose     | 2. Intake manifold | 3. Sub-harness |
| 4. Fuel tube     | 5. Clip            | 6. O-ring      |
| 7. Fuel injector | 8. Insulator       |                |

#### CAUTION:

- Apply new engine oil to parts before installing the parts, as shown above.
- Do not remove or disassemble parts unless instructed as shown in the figure.

#### REMOVAL

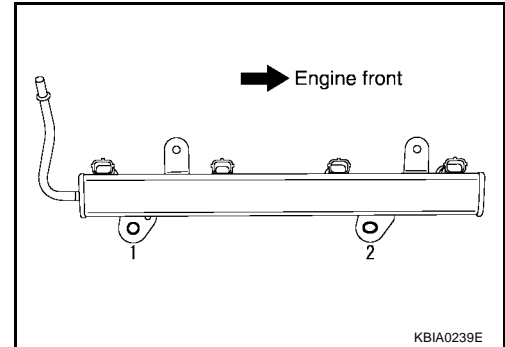
1. Release the fuel pressure. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
2. Remove the intake air duct. Refer to [EM-103, "Removal and Installation"](#) .
3. Partially drain the engine coolant. Refer to [MA-23, "DRAINING ENGINE COOLANT"](#) .
4. Remove the intake collector. Refer to [EM-105, "INTAKE MANIFOLD"](#) .
5. Disconnect the fuel hose quick connector at the fuel tube side.
  - For how to disconnect and connect the quick connector, refer to [EM-105, "INTAKE MANIFOLD"](#) .

# FUEL INJECTOR AND FUEL TUBE

[QR25DE]

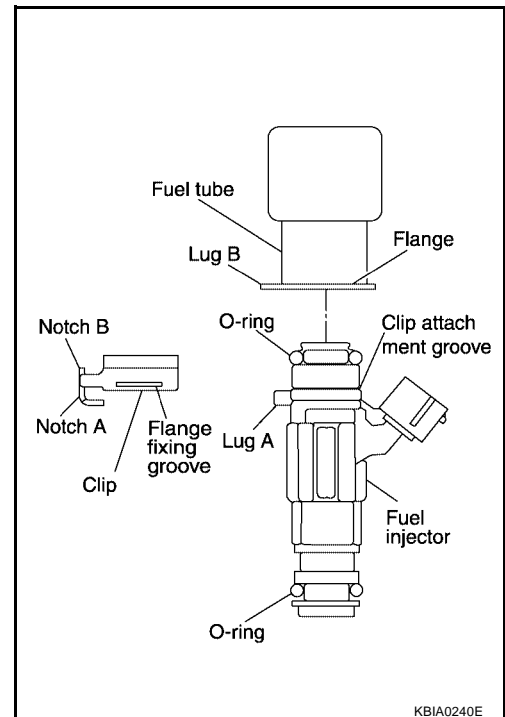
## CAUTION:

- Prepare a container and cloth for catching any spilled fuel.
  - This operation should be performed in a place that is free from any open flames.
  - While hoses are disconnected seal their openings with vinyl bag or similar material to prevent foreign material from entering them.
6. Disconnect sub-harness for injector at engine front side, and remove it from bracket.
  7. Loosen the mounting bolts in the order as shown, then remove fuel tube and fuel injectors as an assembly.
  8. Remove the fuel injectors from the fuel tube.
    - Release the clip and remove the fuel injector.
    - Pull fuel injector straight out of the fuel tube.
    - Be careful not to damage the nozzle.
    - Avoid any impact, such as dropping the fuel injector.
    - Do not disassemble or adjust the fuel injector.



## INSTALLATION

1. Install new O-rings on the fuel injector.
  - Lubricate the O-rings lightly with new engine oil.
  - Be careful not to scratch it during installation. Also be careful not to twist or stretch the O-ring. If the O-ring was stretched while it is attached, do not insert it into the fuel tube immediately.
2. Install the fuel injector into the fuel tube with the following procedure:
  - Do not reuse the clip, replace it with a new one.
  - Insert the new clip into the clip mounting groove on fuel injector.
  - Insert the clip so that the projection on "Lug A" of fuel injector matches notch "A" of the clip.
3. Insert fuel injector into fuel tube with clip attached.
  - Insert it while matching it to the axial center.
  - Insert fuel injector so that the projection on "Lug B" of fuel injector matches notch "B" of the clip.
  - Make sure that fuel tube flange is securely fixed in flange fixing groove on the clip.
  - Make sure that installation is complete by checking that fuel injector does not rotate or come off.
4. Install fuel tube assembly.
  - a. Insert the tip of each fuel injector into intake manifold.



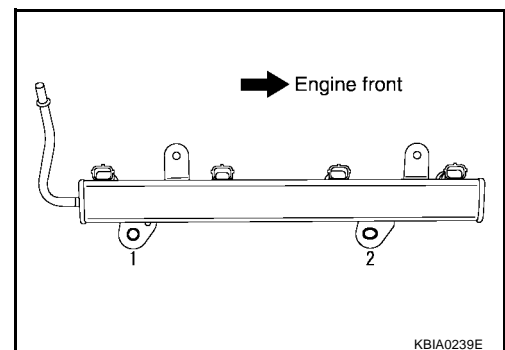
- b. Tighten the mounting bolts in two steps in the numerical order shown.

**Fuel tube bolt** : 9.3 - 10.8 N-m (0.95 - 1.1 kg-m,  
tightening 1st step 83 - 95 in-lb)

**Fuel tube bolt** : 20.6 - 26.5 N-m (2.1 - 2.7 kg-m,  
tightening 2nd step 16 - 19 ft-lb)

## CAUTION:

- After properly connecting fuel tube assembly to injector and fuel hose, check connection for fuel leakage.



5. Connect the fuel hose quick connector. Refer to [EM-105, "INTAKE MANIFOLD"](#) .
6. Install the intake collector. Refer to [EM-105, "INTAKE MANIFOLD"](#) .
7. Installation of the remaining components is in the reverse order of removal.

### INSPECTION AFTER INSTALLATION

Make sure there is no fuel leakage at connections as follows:

1. Apply fuel pressure to fuel lines by turning ignition switch ON (with engine stopped). Then check for fuel leaks at connections.
2. Start the engine and rev it up and check for fuel leaks at connections.

**NOTE:**

Use mirrors for checking on connections out of the direct line of sight.

**CAUTION:**

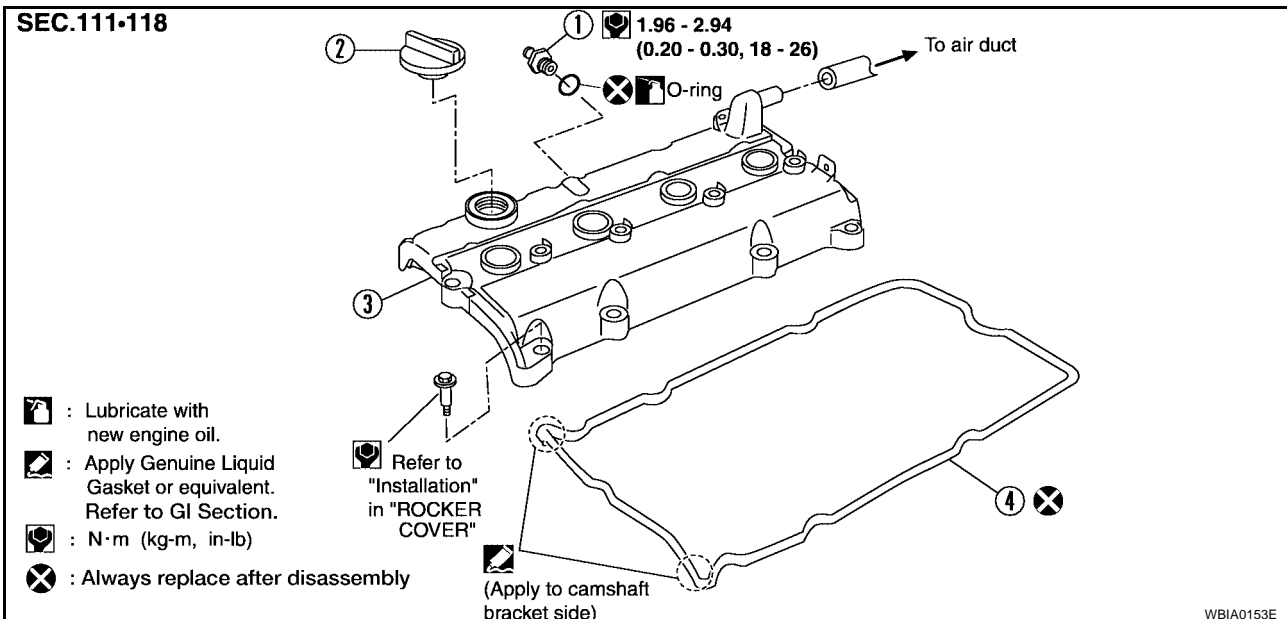
**Do not touch engine immediately after stopping as engine is extremely hot.**

- Perform procedures for "Throttle Valve Closed Position Learning" after finishing repairs. Refer to [EC-1255, "Throttle Valve Closed Position Learning"](#) .
- If electric throttle control actuator is replaced, perform procedures for "Idle Air Volume Learning" after finishing repairs. Refer to [EC-1255, "Idle Air Volume Learning"](#) .

## ROCKER COVER

### Removal and Installation

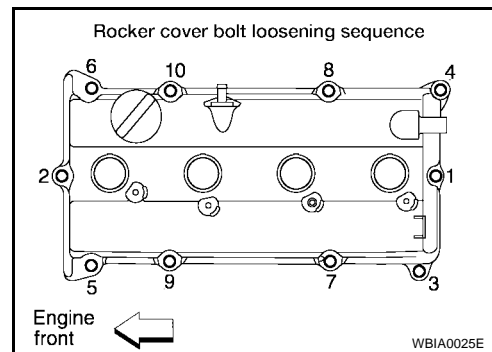
SEC.111-118



1. PCV valve
2. Oil filler cap
3. Rocker cover
4. Rocker cover gasket

### REMOVAL

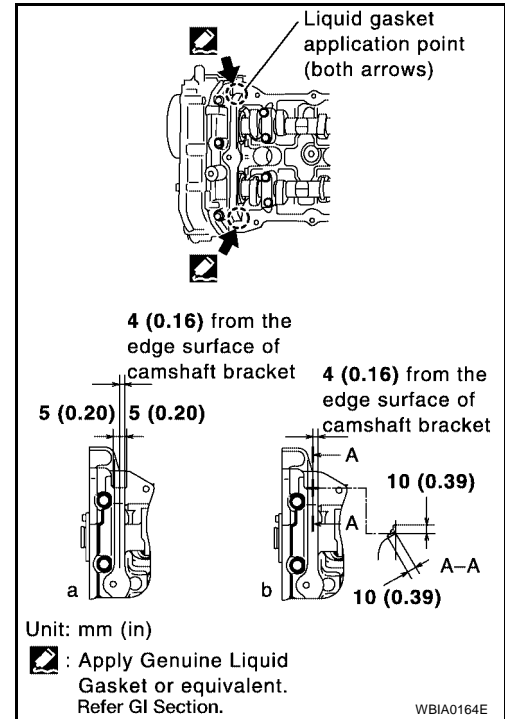
1. Remove the ignition coils. Refer to [EM-115, "Removal and Installation"](#).
2. Disconnect the PCV hose and breather hose from the rocker cover.
3. Loosen the bolts in the numerical order as shown.
4. Remove the rocker cover. Remove the oil filler cap and PCV valve if necessary, to transfer to the new rocker cover.





## INSTALLATION

1. Apply Silicone RTV Sealant to the joint part of the cylinder head and camshaft bracket following the steps below:
  - a. Refer to illustration "a" to apply sealant to joint part of No.1 camshaft bracket and cylinder head.
  - b. Refer to illustration "b" to apply sealant in a 90° degree angle to the illustration "a".
- **Use Genuine Silicone RTV Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**
2. Install the rocker cover.
  - The rocker cover gasket must be securely installed in the groove in the rocker cover.

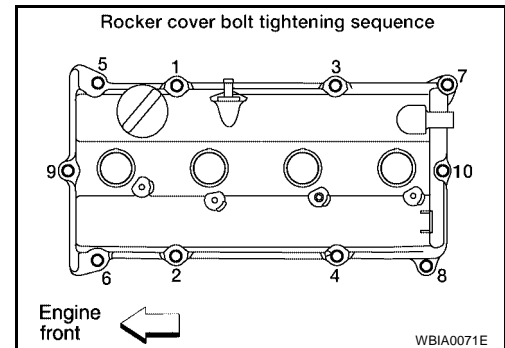


3. Tighten the rocker cover bolts in two steps, in the numerical order as shown.

**Rocker cover bolt : 1.0 - 2.9 N·m (0.1 - 0.3 kg-m, 9 - 26 in-lb)**  
**tightening 1st step**

**Rocker cover bolt : 7.4 - 9.3 N·m (0.75 - 0.95 kg-m, 65 - 82 in-lb)**  
**tightening 2nd step**

4. Connect the PCV hose and breather hose to the rocker cover. If necessary, install the oil filler cap and PCV valve and lubricate the PCV valve O-ring with new engine oil.
5. Install the ignition coils. Refer to [EM-115, "Removal and Installation"](#).

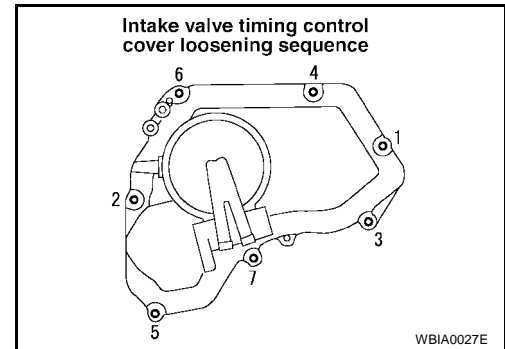




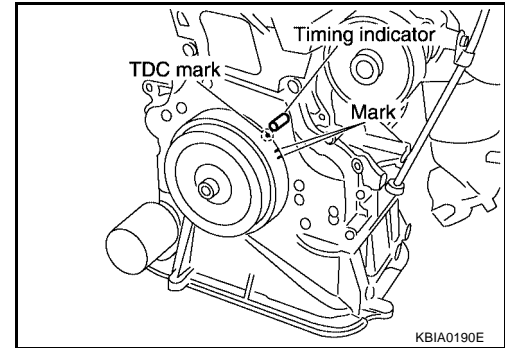
# CAMSHAFT

[QR25DE]

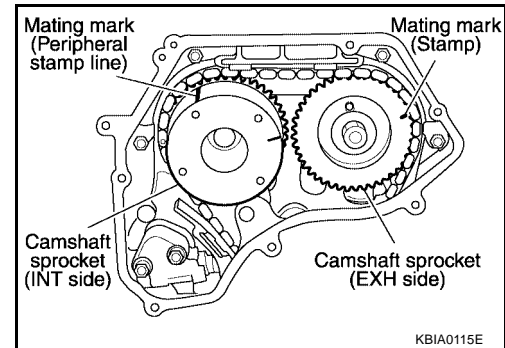
8. Remove the IVT control (intake valve timing control) cover by cutting the sealant using Tool.
- Loosen the bolts in the order shown.



9. Set the No.1 cylinder at TDC on its compression stroke with the following procedure:
- Open the access cover on RH undercover.
  - Rotate crankshaft pulley clockwise, and align mating marks for TDC with timing indicator on front cover, as shown.



- At the same time, make sure that the mating marks on camshaft sprockets are lined up with the yellow links in the timing chain, as shown.
- If not, rotate crankshaft pulley one more turn to line up the mating marks to the yellow links, as shown.



10. Pull the timing chain guide out between the camshaft sprockets through front cover.

11. Remove camshaft sprockets with the following procedure.

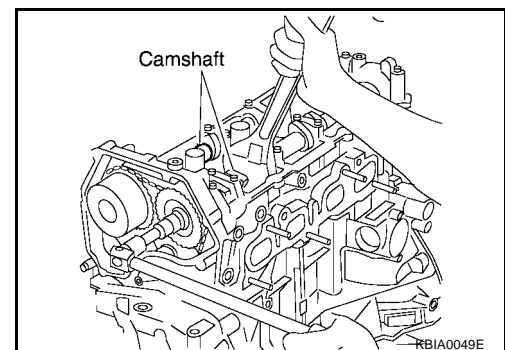
**CAUTION:**

- Do not rotate the crankshaft or camshaft while the timing chain is removed. It causes interference between valve and piston.

**NOTE:**

- Chain tension holding work is not necessary. Crank sprocket and timing chain do not disconnect structurally while front cover is attached.

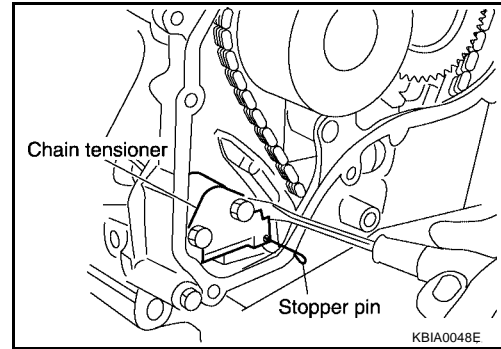
- Line up the mating marks on camshaft sprockets with the yellow links in the timing chain, and paint an indelible mating mark on the sprocket and timing chain link plate.



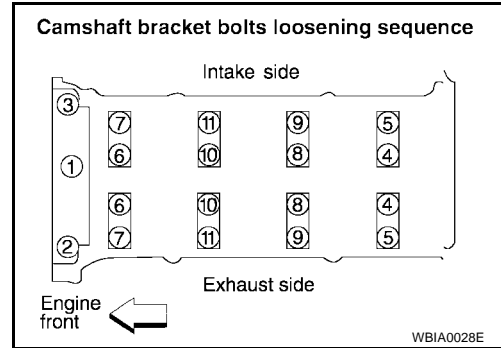
# CAMSHAFT

[QR25DE]

- b. Push in the tensioner plunger and hold. Insert a stopper pin into the hole on tensioner body to hold the chain tensioner. Remove the timing chain tensioner.
  - Use a wire with 0.5 mm (0.02 in) diameter for a stopper pin.
- c. Secure the hexagonal part of camshaft with a suitable tool. Loosen the camshaft sprocket mounting bolts and remove the camshaft sprockets.



12. Loosen the camshaft bracket bolts in the order shown, and remove the camshaft brackets and camshafts.
  - Remove No.1 camshaft bracket by slightly tapping it with a rubber mallet.
13. Remove the valve lifters.
  - Check mounting positions, and set them aside in the order removed.

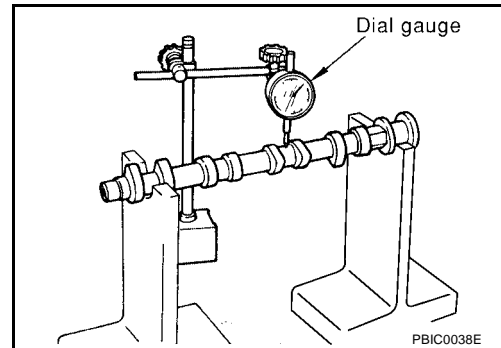


## INSPECTION AFTER REMOVAL

### Camshaft Runout

1. Put the camshaft on a V-block supporting the No.2 and No.5 journals.
2. Set the dial gauge vertically on the No.3 journal.
3. Turn camshaft in one direction by hand, and measure the camshaft runout on the dial gauge total indicator reading.

**Standard : Less than 0.04 mm (0.0016 in)**



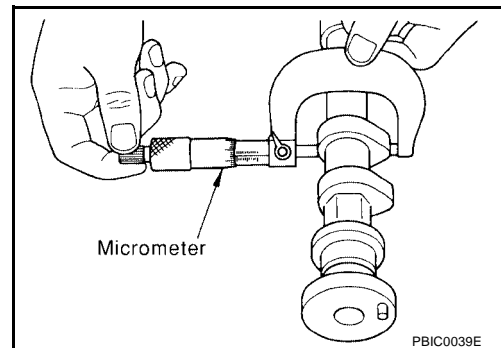
### Camshaft Cam Height

1. Measure the camshaft cam height.

**Standard intake cam height : 45.665 - 45.855 mm (1.7978 - 1.8053 in)**

**Standard exhaust cam height : 43.975 - 44.165 mm (1.7313 - 1.7388 in)**

2. If wear is beyond the limit, replace the camshaft.



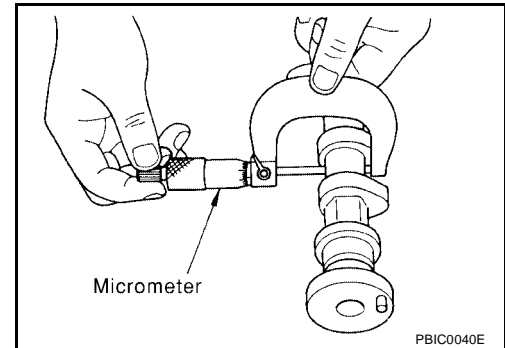
## Camshaft Journal Clearance

### Outer Diameter of Camshaft Journal

- Measure the outer diameter of the camshaft journal.

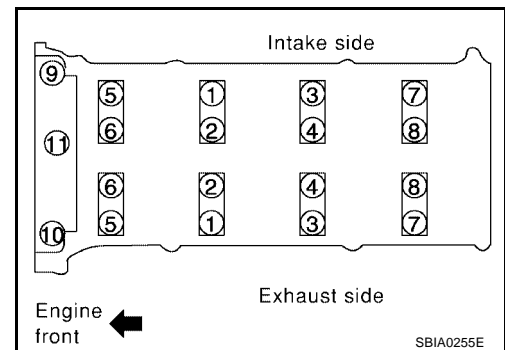
**Standard No.1 outer diameter** : 27.935 - 27.955 mm (1.0998 - 1.1006 in)

**Standard No.2, 3, 4, 5, outer diameter** : 23.435 - 23.455 mm (0.9226 - 0.9234 in)



### Inner Diameter of Camshaft Bracket

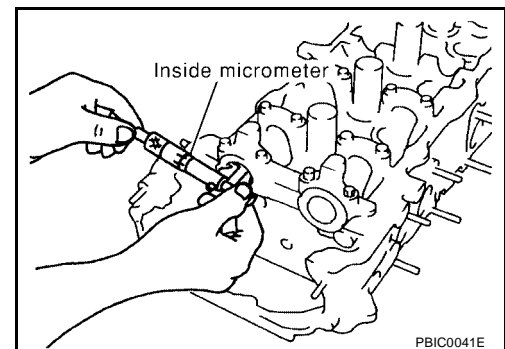
- Tighten the camshaft bracket bolts to the specified torque following the tightening pattern as shown. Refer to [EM-128, "INSTALLATION"](#).



- Using inside micrometer, measure inner diameter of camshaft bracket.

**Standard No.1** : 28.000 - 28.021 mm (1.1024 - 1.1032 in)

**Standard No.2, 3, 4, 5** : 23.500 - 23.521 mm (0.9252 - 0.9260 in)



### Calculation of Camshaft Journal Clearance

- (Journal clearance) = (inner diameter of camshaft bracket) – (outer diameter of camshaft journal)

**Standard** : 0.045 - 0.086 mm (0.0018 - 0.0034 in)

- When out of the specified range above, replace either or both the camshaft and the cylinder head assembly.

#### NOTE:

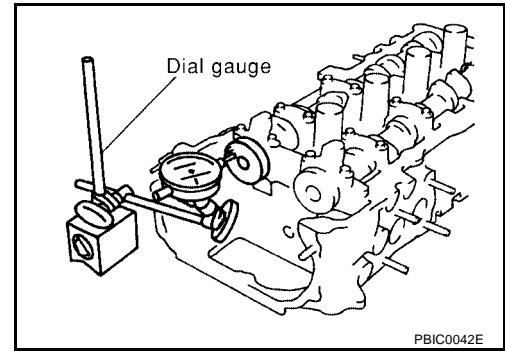
Inner diameter of the camshaft bracket is manufactured together with the cylinder head. If the camshaft bracket is out of specification, replace the entire cylinder head assembly.

## Camshaft End Play

1. Install a dial gauge in the thrust direction on the front end of the camshaft. Measure the end play with the dial gauge while moving the camshaft forward and backward (in direction to axis).

**Standard end play** : 0.115 - 0.188 mm (0.0045 - 0.0074 in)

2. If out of the specified range, replace with new camshaft and measure again.
3. If out of the specified range again, replace with new cylinder head assembly.

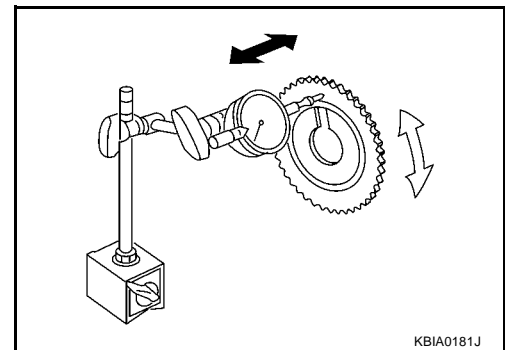


## Camshaft Sprocket Runout

1. Install the camshaft in the cylinder head.
2. Install the camshaft sprocket on the camshaft.
3. Measure camshaft sprocket runout while turning the camshaft by hand.

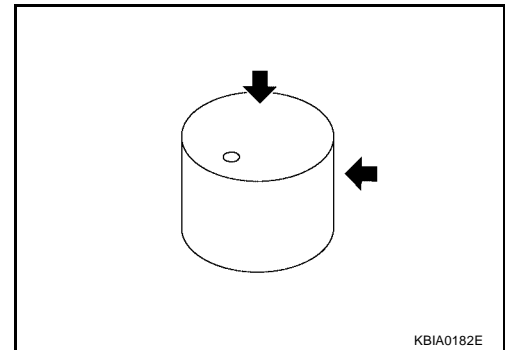
**Runout** : Less than 0.15 mm (0.0059 in)

4. If it exceeds the specification, replace camshaft sprocket.



## Valve Lifter

- Check if the surface of the valve lifter has any excessive wear or cracks, replace as necessary.



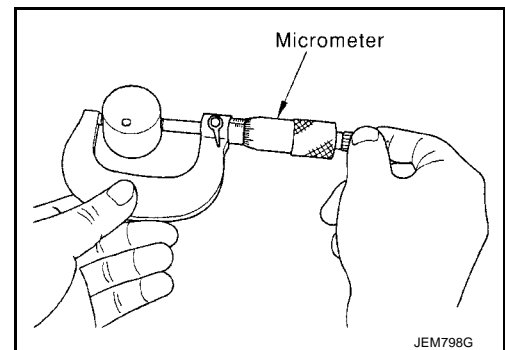
## Valve Lifter Clearance

### Outer Diameter of Valve Lifter

- Measure the valve lifter outer diameter.

**Valve lifter outer diameter** : 33.965 - 33.980 mm (1.3372 - 1.3378 in)

- If out of the specified range, replace the valve lifter.



# CAMSHAFT

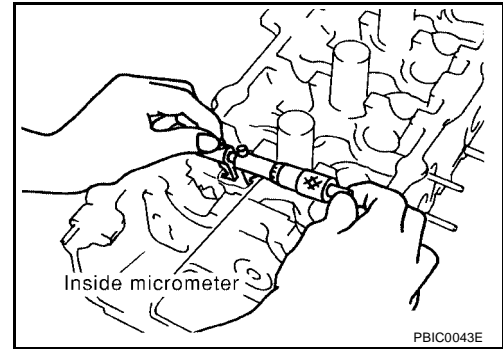
[QR25DE]

## Valve Lifter Hole Diameter

- Using inside micrometer, measure valve lifter guide bore diameter of cylinder head.

**Standard : 34.000 - 34.021 mm (1.3386 - 1.3394 in)**

- If out of the specified range, replace the cylinder head assembly.



## Calculation of Valve Lifter Clearance

- (Valve lifter clearance) = (valve lifter bore diameter) – (valve lifter outer diameter)

**Standard : 0.020 - 0.056 mm (0.0008 - 0.0022 in)**

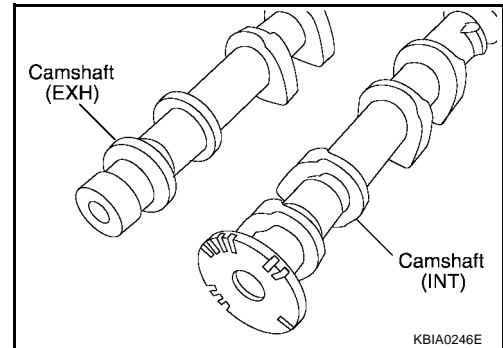
- If out of specified range, replace either or both valve lifter and cylinder head assembly.

## INSTALLATION

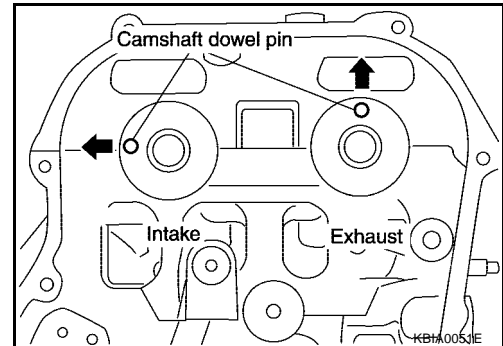
- Install the valve lifter.
  - Install them in the same position from which they were removed.
- Install the camshafts.
  - The distinction between the intake and exhaust camshafts is in a difference of shapes of the back end:

Intake: Signal plate for the camshaft position sensor (PHASE)

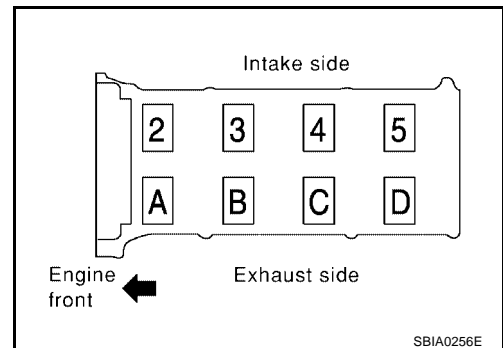
Exhaust: Cone end shape



- Install camshafts so that the dowel pins on the front side are positioned as shown.



- Install camshaft brackets.
  - Install by referring to identification mark on upper surface mark.
  - Install so that identification mark can be correctly read when viewed from the exhaust side.
  - Install No. 1 camshaft bracket as follows.
    - Apply sealant to No.1 camshaft bracket as shown.



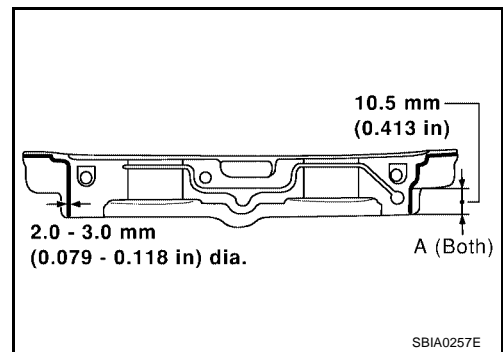
# CAMSHAFT

[QR25DE]

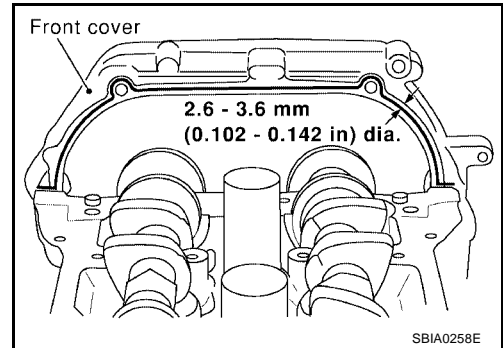
- Use Genuine Silicone RTV Sealant, or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

**CAUTION:**

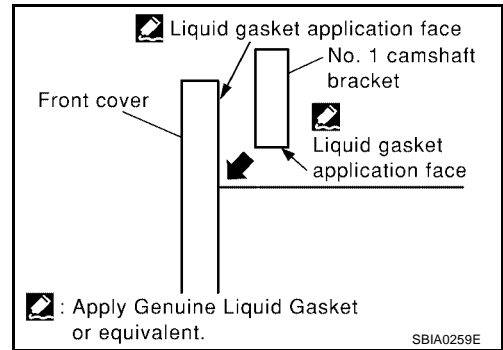
- After installation, be sure to wipe off any excessive sealant leaking from part "A" (both on right and left sides).



- Apply sealant to camshaft bracket contact surface on the front cover backside.
- Apply sealant to the outside of bolt hole on front cover.



- Position the No.1 camshaft bracket near the mounting position, and install it without disturbing the sealant applied to the surfaces.

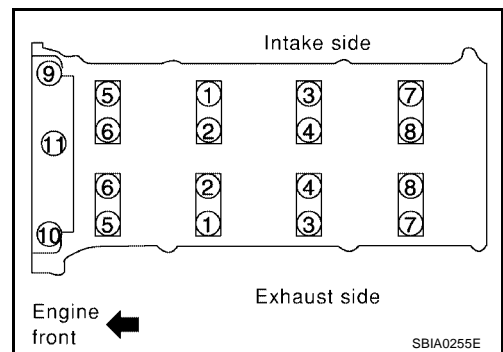


4. Tighten camshaft bracket bolts in four steps in the order shown.
  - a. Tighten in the order from 9 to 11 with tightening torque 2.0 N·m (0.2 kg·m, 17 in·lb).
  - b. Tighten in the order from 1 to 8 with tightening torque 2.0 N·m (0.2 kg·m, 17 in·lb)
  - c. Tighten all bolts in specific order with tightening torque 5.9 N·m (0.5 kg·m, 52 in·lb).
  - d. Tighten in the order from 1 to 11 with tightening torque 9.0 to 11.8 N·m (0.92 to 1.2 kg·m, 80 to 104 in·lb).

**CAUTION:**

After tightening camshaft bracket bolts, be sure to wipe off excessive sealant from the parts listed below.

- Mating surface of rocker cover.
- Mating surface of front cover, when installed without the front cover.





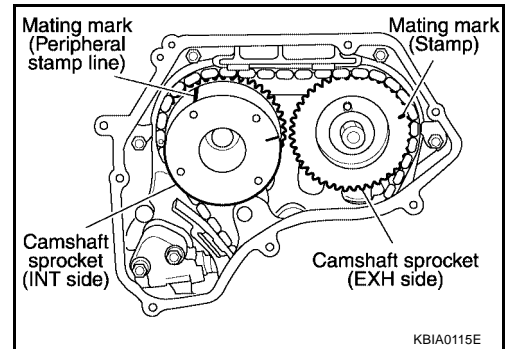
# CAMSHAFT

[QR25DE]

5. Install camshaft sprockets.
  - Install them by lining up the mating marks on each camshaft sprocket with the ones painted on the timing chain during removal.
  - Before installation of chain tensioner, it is possible to re-match the marks on timing chain with the ones on each sprocket.

**CAUTION:**

- **Aligned mating marks could slip. Therefore, after matching them, hold the timing chain in place by hand.**
- **Before and after installing chain tensioner, check again to make sure that mating marks have not slipped.**

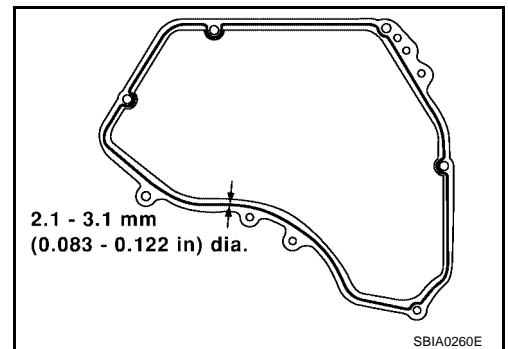


6. Install chain tensioner.

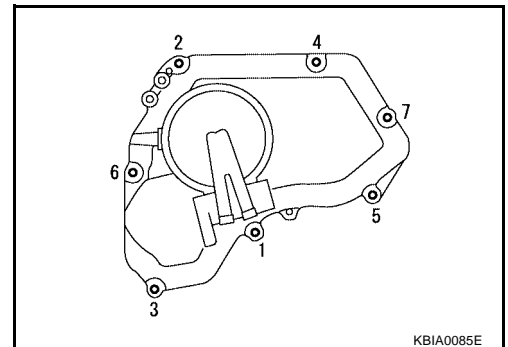
**CAUTION:**

**After installation, pull the stopper pin off completely, and make sure that the tensioner is fully released.**

7. Install chain guide.
8. Install IVT control (intake valve timing control) cover with the following procedure.
  - a. Install IVT control solenoid valve to intake valve timing control cover.
  - b. Install O-ring to front cover side.
  - c. Apply Genuine Silicone RTV Sealant to the positions shown in the figure. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).



- d. Install IVT control cover.
  - Tighten the bolts in the numerical order as shown.
9. Check and adjust valve clearances. Refer to [EM-130, "Valve Clearance"](#).
10. Install the remaining components in the reverse order of removal.



## Valve Clearance INSPECTION

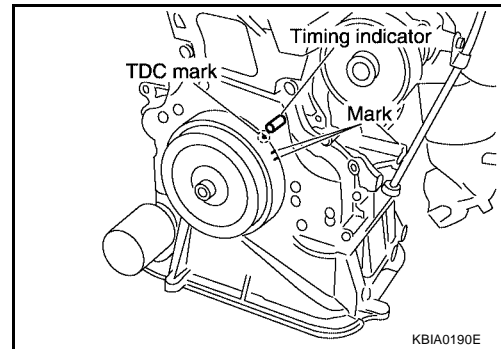
- Perform this inspection as follows after removal, installation, or replacement of the camshaft or any valve-related parts, or if there are any unusual engine conditions due to changes in valve clearance over time (starting, idling, and/or noise).
  1. Warm up the engine, then stop it.
  2. Remove front RH engine undercover.
  3. Remove the rocker cover.  
Refer to [EM-121, "Removal and Installation"](#).

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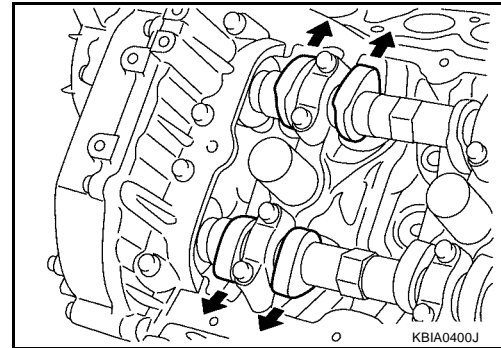
# CAMSHAFT

[QR25DE]

- Turn crankshaft pulley in normal direction (clockwise when viewed from front) to align TDC identification mark (without paint mark) with timing indicator.



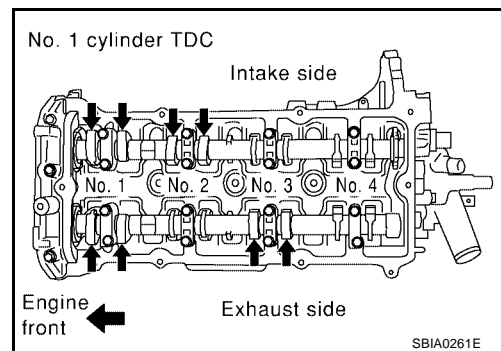
- At this time, check that both the intake and exhaust cam noses of No. 1 cylinder face outside.
  - If they do not face outside, turn crankshaft pulley once more.



- By referring to the figure, measure valve clearances at locations marked X as shown in the table below (locations indicated with black arrow in figure) with a feeler gauge.

- No.1 cylinder compression TDC.

Cylinder	No.1		No.2		No.3		No.4	
	INT	EXH	INT	EXH	INT	EXH	INT	EXH
Measurable	x	x	x			x		



- Use a feeler gauge, measure clearance between valve and camshaft.

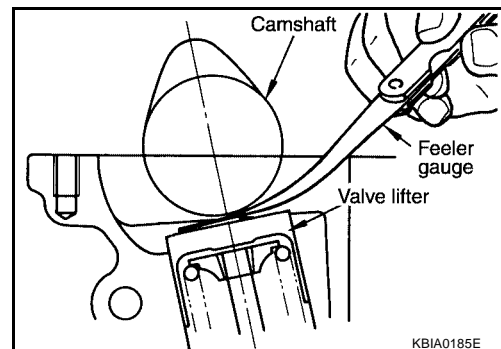
**Valve clearance standard:**

<b>Hot</b>	<b>Intake</b>	<b>: 0.32 - 0.40 mm (0.013 - 0.016 in)</b>
	<b>Exhaust</b>	<b>: 0.33 - 0.41 mm (0.013 - 0.016 in)</b>
<b>Cold*</b>	<b>Intake</b>	<b>: 0.24 - 0.32 mm (0.009 - 0.013 in)</b>
	<b>Exhaust</b>	<b>: 0.26 - 0.34 mm (0.010 - 0.013 in)</b>

\*Reference data at approximately 20°C (68°F)

**CAUTION:**

If inspection was carried out with cold engine, check that values with fully warmed up engine are still within specifications.

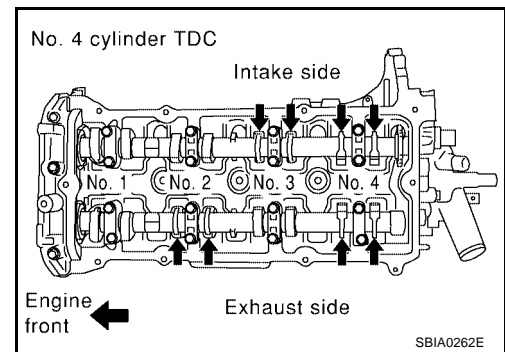


- Turn crankshaft one complete revolution (360°) and align mark on crankshaft pulley with pointer.

8. By referring to the figure, measure valve clearances at locations marked X as shown in the table below (locations indicated with black arrow in figure).

- No.4 cylinder compression TDC.

Cylinder	No.1		No.2		No.3		No.4	
	INT	EXH	INT	EXH	INT	EXH	INT	EXH
Measurable				x	x		x	x

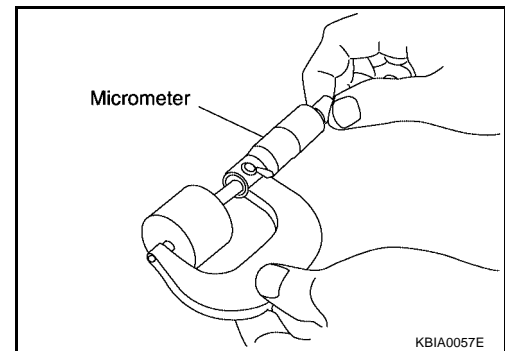


9. If out of specifications, adjust as follows.

### VALVE ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
- The specified valve lifter thickness is the dimension at normal temperatures. Ignore dimensional differences caused by temperature. Use the specifications for hot engine condition to adjust.

1. Remove camshaft. Refer to [EM-123, "Removal and Installation"](#) .
2. Remove the valve lifters at the locations that are outside the standard.
3. Measure the center thickness of the removed valve lifters with a micrometer.

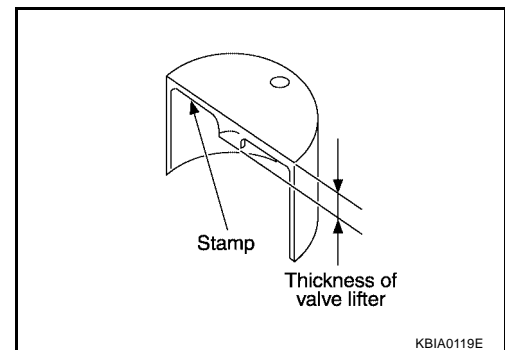


4. Use the equation below to calculate valve lifter thickness for replacement.

- Valve lifter thickness calculation.  
 $t = t1 + (C1 - C2)$   
 $t$  = Thickness of replacement valve lifter.  
 $t1$  = Thickness of removed valve lifter.  
 $C1$  = Measured valve clearance.  
 $C2$  = Standard valve clearance.

- Thickness of a new valve lifter can be identified by stamp marks on the reverse side (inside the cylinder). Stamp mark 696 indicates a thickness of 6.96 mm (0.2740 in) **Available thickness of valve lifter: 26 sizes with a range of 6.96 to 7.46 mm (0.2740 to 0.2937 in), in steps of 0.02 mm (0.0008 in), when assembled at the factory.**

5. Install the selected valve lifter.
6. Install camshaft.
7. Manually turn crankshaft pulley a few turns.
8. Check that valve clearances for cold engine are within specifications, by referring to the specified values.
9. After completing the repair, check valve clearances again with the specifications for warmed engine. Use a feeler gauge to measure the clearance between the valve and camshaft. Make sure the values are within specifications.



# CAMSHAFT

[QR25DE]

## Valve clearance:

Unit: mm (in)

	Cold* (reference data)	Hot
Intake	0.24 - 0.32 (0.009 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.26 - 0.34 (0.010 - 0.013)	0.308 - 0.432 (0.012 - 0.017)

\*: Reference data at approximately 20°C (68°F)

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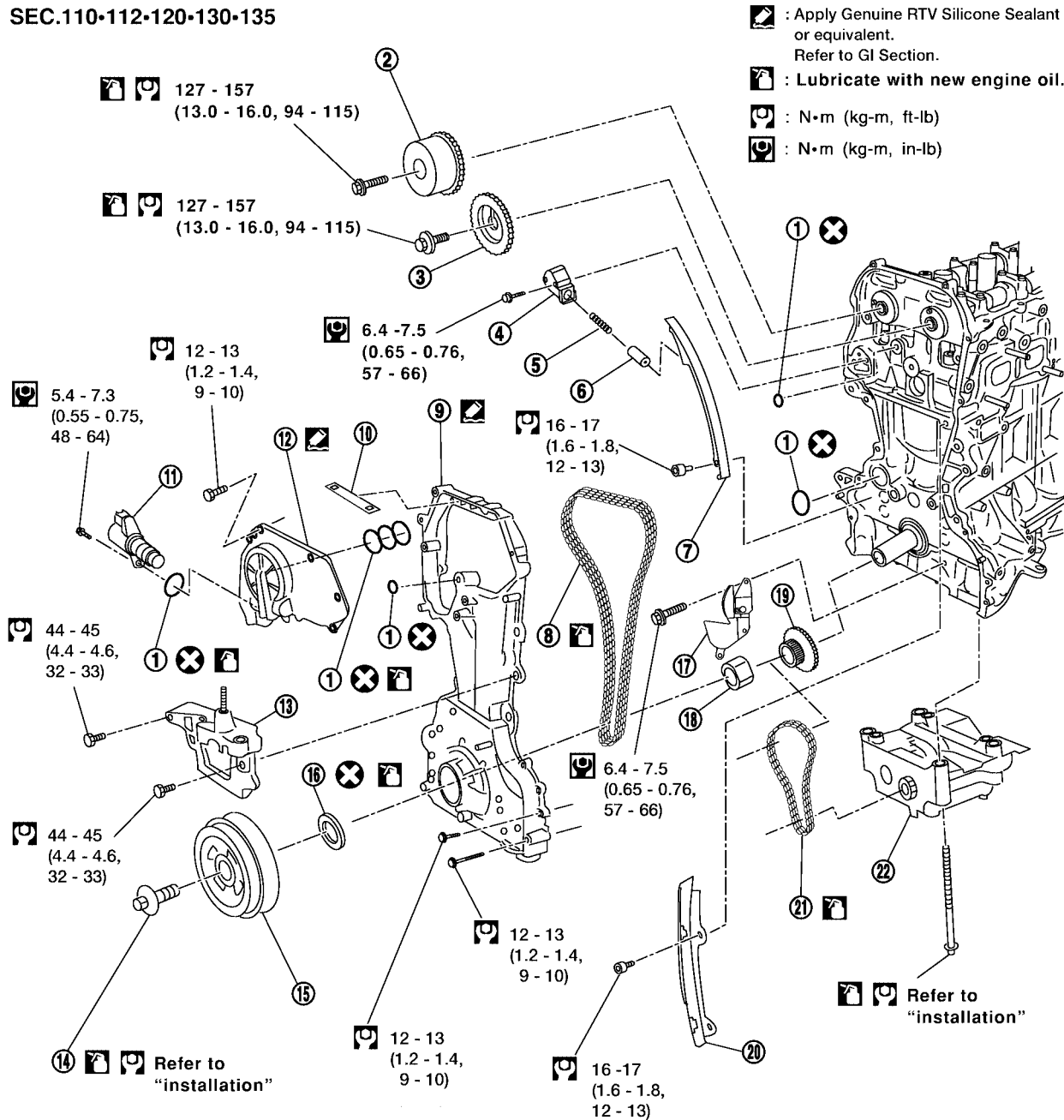
L

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## TIMING CHAIN

### Removal and Installation

SEC.110•112•120•130•135



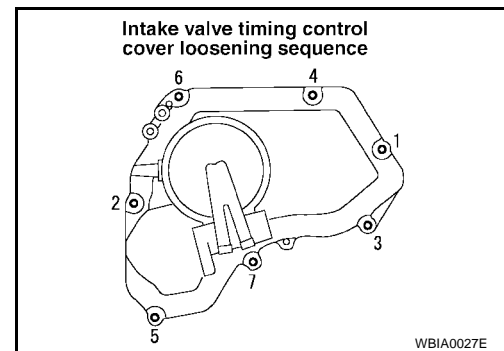
WBIA0031E

- |                             |  |                                |
|-----------------------------|--|--------------------------------|
| 1. Oil rings                | 2. Camshaft sprocket (INT)               | 3. Camshaft sprocket (EXH)     |
| 4. Chain tensioner          | 5. Spring                                | 6. Chain tensioner plunger     |
| 7. Timing chain slack guide | 8. Timing chain                          | 9. Front cover                 |
| 10. Chain guide             | 11. IVT control solenoid valve           | 12. IVT control cover          |
| 13. Engine mounting bracket | 14. Crankshaft pulley bolt               | 15. Crankshaft pulley          |
| 16. Front oil seal          | 17. Balancer unit timing chain tensioner | 18. Oil pump drive spacer      |
| 19. Crankshaft sprocket     | 20. Timing chain tension guide           | 21. Balancer unit timing chain |
| 22. Balancer unit           |  |                                |

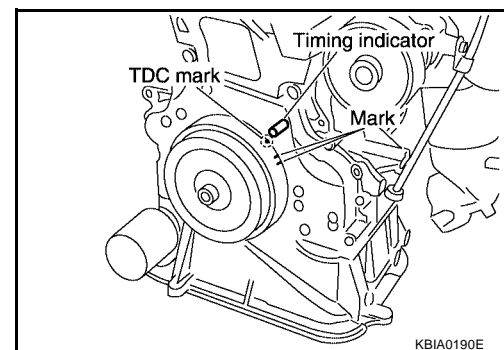
**CAUTION:**  
Apply new engine oil to parts marked in illustration before installation.

**REMOVAL**

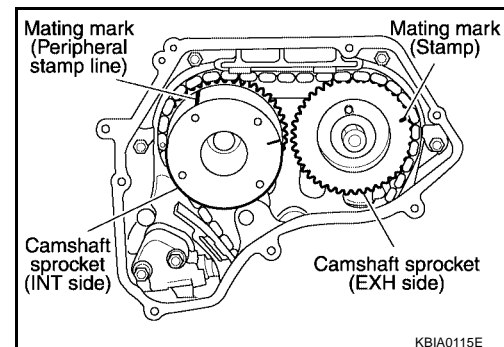
1. Release the fuel pressure. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
2. Remove the air cleaner and air duct assembly. Refer to [EM-103, "Removal and Installation"](#) .
3. Remove the spark plugs. Refer to [EM-116, "Removal and Installation"](#) .
4. Remove the rocker cover. Refer to [EM-121, "Removal and Installation"](#) .
5. Remove the coolant overflow reservoir tank.
6. Remove the auxiliary drive belt auto-tensioner. Refer to [EM-101, "Removal and Installation of Drive Belt Auto-tensioner"](#) .
7. Remove the alternator. Refer to [SC-31, "Removal and Installation"](#) .
8. Remove the strut tower brace.
9. Dismount and position aside the A/C compressor with the piping attached.
10. Dismount and position aside the power steering pump and reservoir tank with the piping attached.
11. Remove the upper and lower oil pan, and oil strainer. Refer to [EM-112, "Removal and Installation"](#) .
12. Remove the IVT control (intake valve timing control) cover.
  - a. Loosen bolts in the numerical order as shown.
  - b. Remove the cover with suitable tool to cut the sealant.
13. Pull chain guide between camshaft sprockets out through front cover.



14. Set the No.1 cylinder at TDC on the compression stroke with the following procedure:
  - a. Rotate the crankshaft pulley clockwise and align the mating marks to the timing indicator on the front cover.



- b. At the same time, make sure that the mating marks on the camshaft sprockets are lined up as shown.
    - If not lined up, rotate the crankshaft pulley one more turn to line up the mating marks to the positions as shown.

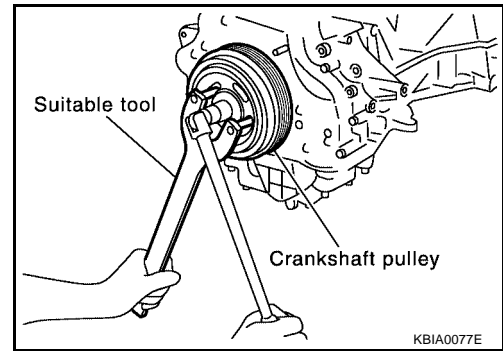


# TIMING CHAIN

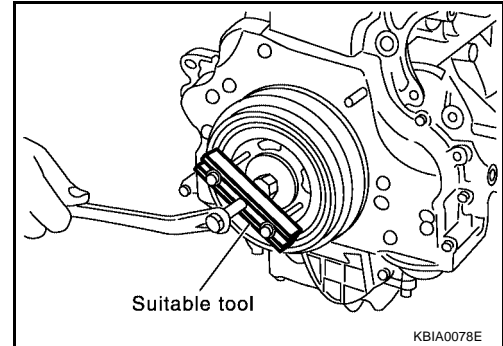
[QR25DE]

15. Remove crankshaft pulley with the following procedure:

- a. Hold the crankshaft pulley with a suitable tool, then loosen the crankshaft pulley mounting bolt, and pull the pulley out about 10 mm (0.39 in). Remove the crankshaft pulley mounting bolt.



- b. Attach a pulley puller in the M 6 (0.24 in diameter) thread hole on crankshaft pulley, and remove crankshaft pulley.



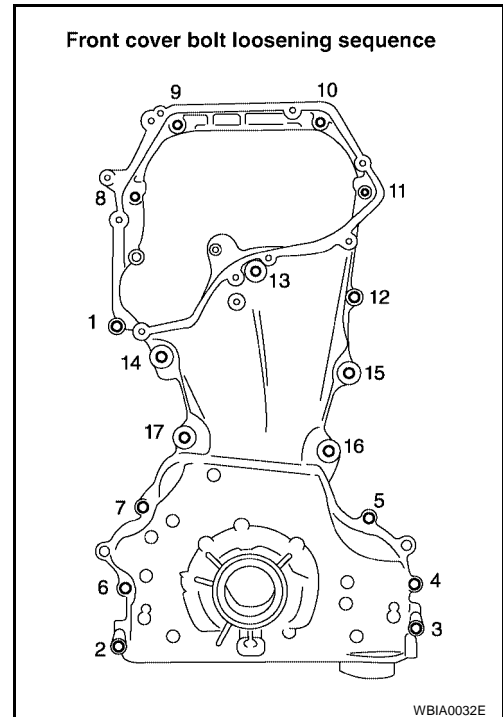
16. Remove the front cover with the following procedure:

- a. Loosen the mounting bolts in the numerical order as shown, and remove them.
- b. Remove the front cover.

**CAUTION:**

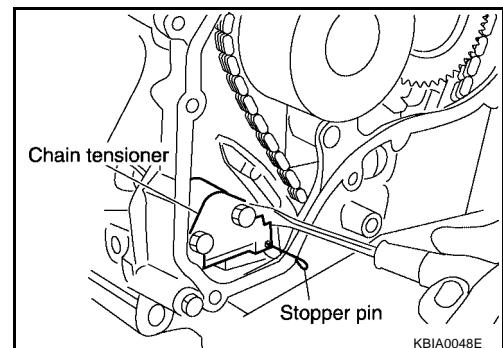
- Be careful not to damage the mounting surface.

17. If the front oil seal needs to be replaced, lift it out with a screwdriver to remove it.



18. Remove timing chain with the following procedure:

- a. Push in the tensioner plunger. Insert a stopper pin into the hole on the tensioner body to hold the chain tensioner.
  - Use a wire of 0.5 mm (0.02 in) diameter as a stopper pin.
- b. Remove the chain tensioner.



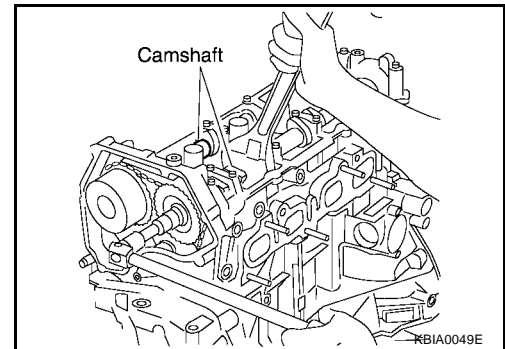
# TIMING CHAIN

[QR25DE]

- c. Secure hexagonal part of the camshaft with a wrench and loosen the camshaft sprocket mounting bolt and remove the camshaft sprocket for both camshafts.

**CAUTION:**

- Do not rotate the crankshaft or camshafts while the timing chain is removed. It can cause damage to the valve and piston.

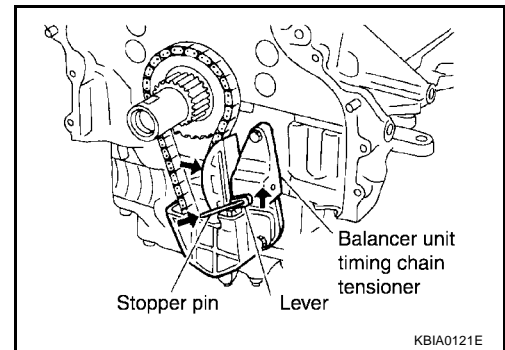


19. Remove the chain slack guide, tension guide, timing chain, and oil pump drive spacer.

20. Remove the timing chain tensioner for the balancer unit with the following procedure:

- Lift the tensioner lever up, and release the ratchet claw.
- Push tensioner sleeve in, and hold it.
- Matching the hole on lever with the one on body, insert a stopper pin to secure tensioner sleeve.
- Remove the timing chain tensioner for the balancer unit.

21. Remove timing chain for balancer unit and crankshaft sprocket.

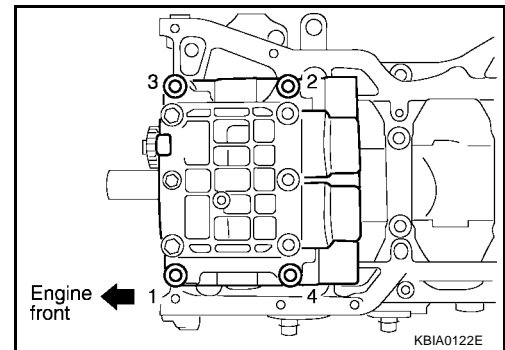


22. Loosen mounting bolts in reverse order shown in the figure, and remove balancer unit.

- Use Torx socket (size E14)

**CAUTION:**

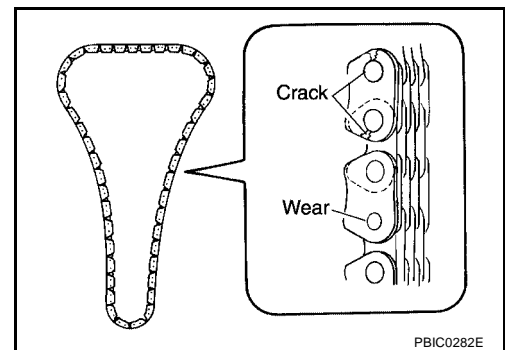
- Do not disassemble balancer unit.



## INSPECTION AFTER REMOVAL

### Timing Chain

Check the timing chain for cracks or serious wear. If a defect is detected, replace it.

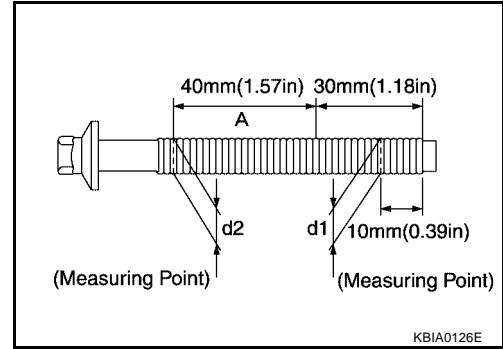




## Balancer Unit Mounting Bolt Outer Diameter

- Measure outer diameters (d1, d2) at the two positions shown in the figure.
- Measure d2 within the range A.
- If the value difference (d1 - d2) exceeds the limit (a dimension difference is large), replace it with a new one.

**Limit : 0.15 mm (0.0059 in) or more**



## INSTALLATION

### NOTE:

- There may be two color variations of the link marks (link colors) on the timing chain.
- There are 26 links between the gold/yellow mating marks on the timing chain; and 64 links between the camshaft sprocket gold/yellow link and the crankshaft sprocket orange/blue link, on the timing chain side without the tensioner.

1. Make sure the crankshaft key points straight up.
2. Install the balancer unit and tighten the mounting bolts in the numerical order shown with the following procedure:

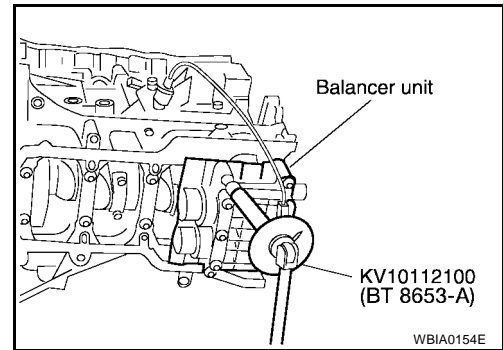
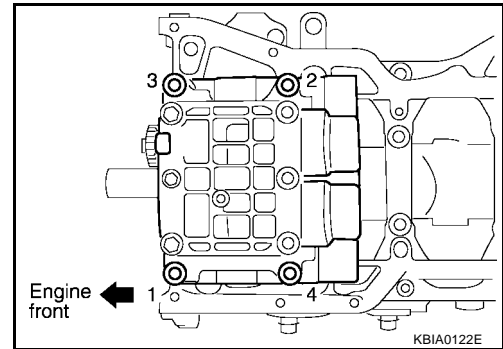
### CAUTION:

- **When reusing a mounting bolt, check its outer diameter before installation. Refer to [EM-138, "Balancer Unit Mounting Bolt Outer Diameter"](#).**

- a. Apply new engine oil to threads and seating surfaces of mounting bolts.
- b. Tighten them to 45.2 - 51.0 N·m (4.6 - 5.2 kg·m, 34 - 37 ft·lb).
- c. Turn them another 90° - 95° degrees (Target: 90° degrees).
- d. Fully loosen in the reverse order of tightening to 0 N·m (0 kg·m, 0 ft·lb).
- e. Tighten them to 45.2 - 51.0 N·m (4.6 - 5.2 kg·m, 34 - 37 ft·lb).
- f. Turn them another 90° - 95° degrees (Target: 90° degrees).

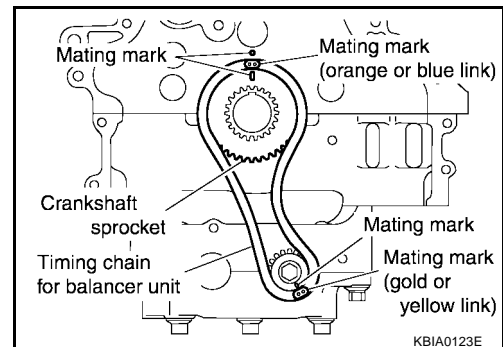
### CAUTION:

- **Check tightening angle with an angle wrench or a protractor. Do not make judgment by visual check alone.**



3. Install the crankshaft sprocket and timing chain for the balancer unit.

- Make sure that the crankshaft sprocket is positioned with mating marks on the block and sprocket meeting at the top.
- Install it by lining up mating marks on each sprocket and timing chain.



# TIMING CHAIN

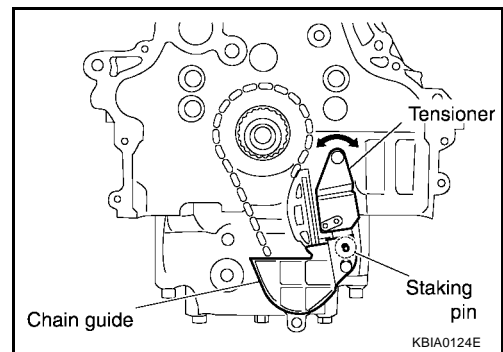
[QR25DE]

4. Install timing chain tensioner for balancer unit.

**NOTE:**

Chain guide and tensioner move freely with the caulking pin as the axle. Therefore, bolt hole position of the three points could be changed during removal. If points change, temporarily fix the two mounting bolts on the chain guide and move the tensioner to match the bolt holes.

- Be careful not to let mating marks of each sprocket and timing chain slip.
- After installation, make sure the mating marks have not slipped, then remove stopper pin and release tensioner.



5. Install timing chain and related parts.

- Install by lining up mating marks on each sprocket and timing chain as shown.

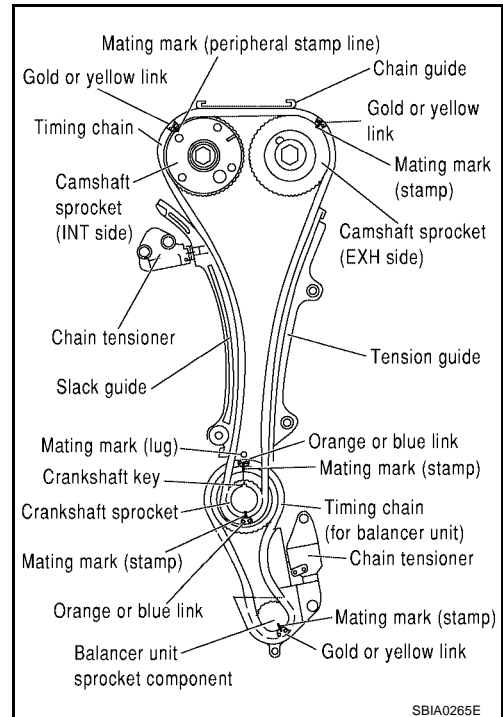
**NOTE:**

Before installing chain tensioner, it is possible to change the position of mating mark on timing chain for that of each sprocket for alignment.

**CAUTION:**

**For the above reason, after the mating marks are aligned, keep them aligned by holding them with a hand.**

- Before and after installing chain tensioner, check again to make sure that mating marks have not slipped.
- After installing chain tensioner, remove stopper pin, and make sure the tensioner moves freely.
- To avoid skipped teeth, do not move crankshaft and camshaft until front cover is installed.

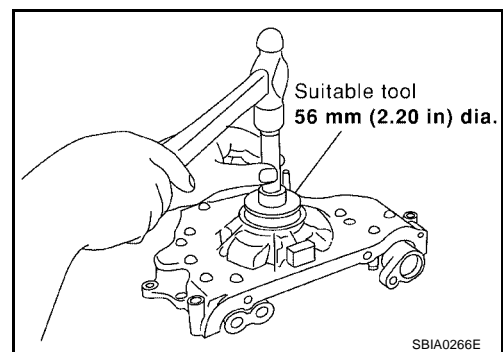


6. Install front oil seal to front cover.

- Using a drift of 56 mm (2.20 in) diameter, press oil seal in until it is flush with front end surface of front cover.

**CAUTION:**

- Be careful not to cause damage to circumference of oil seal.



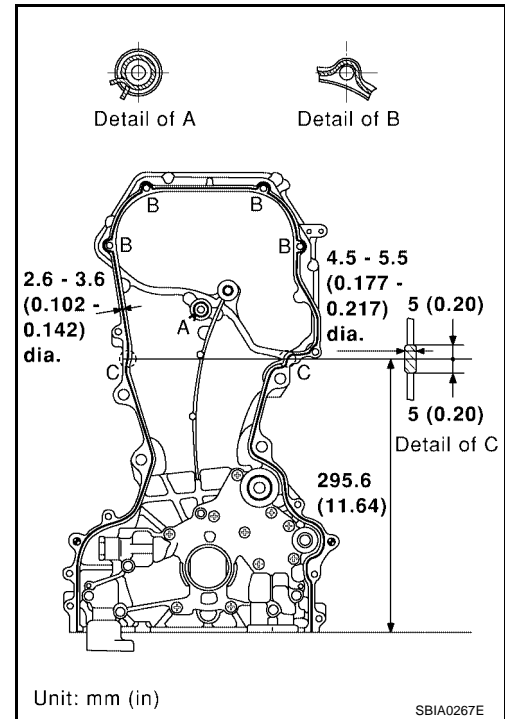
# TIMING CHAIN

[QR25DE]

7. Install front cover with the following procedure:
  - a. Install O-rings to cylinder head and cylinder block.
  - b. Apply Genuine Silicone RTV Sealant or equivalent, to positions specified in the figure. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - c. Make sure the mating marks on the timing chain and each sprocket are still aligned. Then install the front cover.

**CAUTION:**

- Be careful not to damage the front oil seal during installation with the front end of the crankshaft.



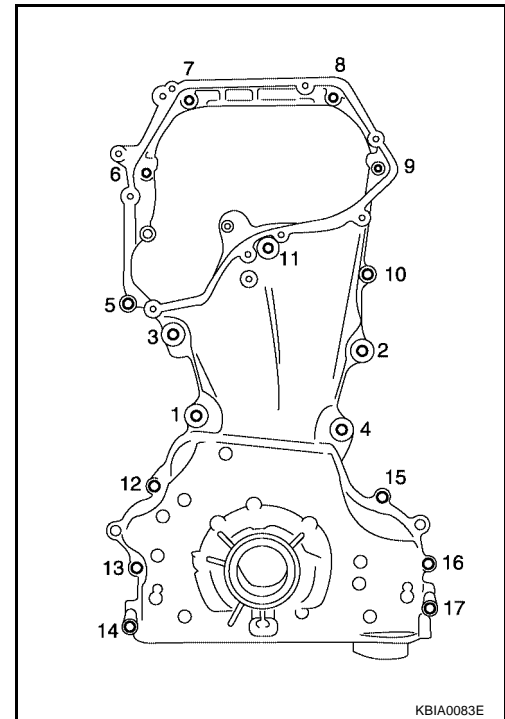
- d. Tighten mounting bolts in the numerical order as shown.
- e. After all bolts are tightened, retighten them to the specified torque.

**Front cover bolts : 12 - 13 N·m (1.2 - 1.4 kg·m, 9 - 10 ft-lb)**

**CAUTION:**

**Wipe off any excess sealant leaking at the surface for installing the oil pan.**

8. Install the chain guide between the camshaft sprockets.

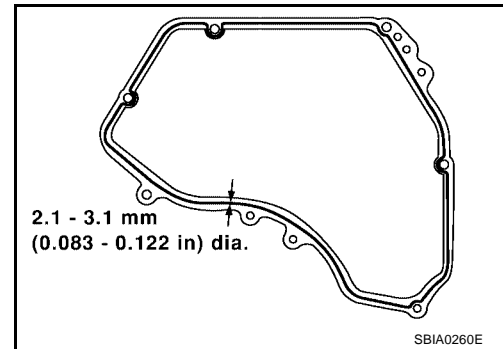


9. Install IVT control cover with the following procedure:
  - a. Install IVT control solenoid valves to IVT control cover.
  - b. Install oil rings to the intake camshaft sprocket insertion points on IVT control backside cover.
  - c. Install O-ring to front cover.

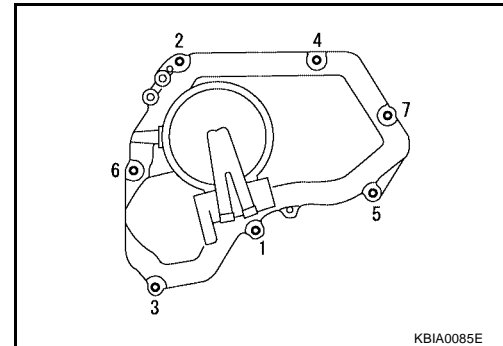
# TIMING CHAIN

[QR25DE]

d. Apply Silicone RTV Sealant to the positions as shown.



e. Tighten the mounting bolts in the numerical order as shown.



10. Insert crankshaft pulley by aligning with crankshaft key.

- Tap its center with a plastic hammer to insert.

11. Tighten crankshaft pulley mounting bolts.

- Secure crankshaft pulley with a pulley holder to tighten the bolt.
- Perform angle tightening with the following procedure:

- Apply new engine oil to threads and seat surfaces of mounting bolts.
- Tighten to initial specifications:-

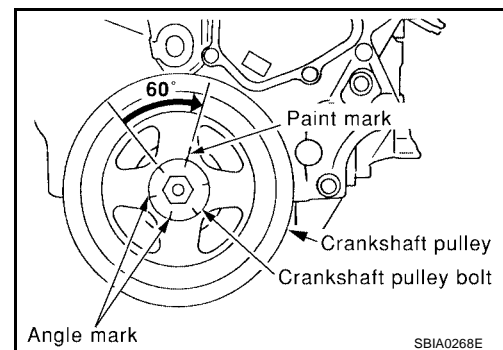
**Crankshaft pulley bolt initial tightening : 37.3 - 47.1 N·m (3.8 - 4.8 kg·m, 28 - 34 ft-lb)**

c. Apply a paint mark on the front cover, mating with any one of six easy to recognize stamp marks on bolt flange.

d. Turn crankshaft pulley bolt another 60° to 66° degrees [Target: 60° degrees].

- Check vertical mounting angle with movement of one stamp mark.

12. Installation of the remaining parts is in reverse order of removal.



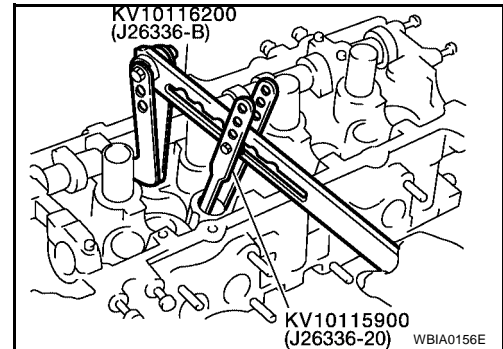
**OIL SEAL****Removal and installation of Valve Oil Seal  
REMOVAL**

1. Remove camshaft. Refer to [EM-123, "REMOVAL"](#)
2. Remove valve lifter. Refer to [EM-123, "REMOVAL"](#) .
3. Rotate crankshaft, and set piston whose oil seal is to be removed to top dead center. This prevents valve from dropping inside cylinder.

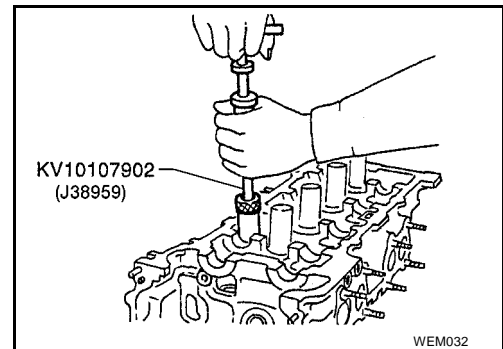
**CAUTION:**

**When rotating crankshaft, be careful to avoid scarring the front cover with the timing chain.**

4. Remove valve collet, valve spring retainer and valve spring with Tool.



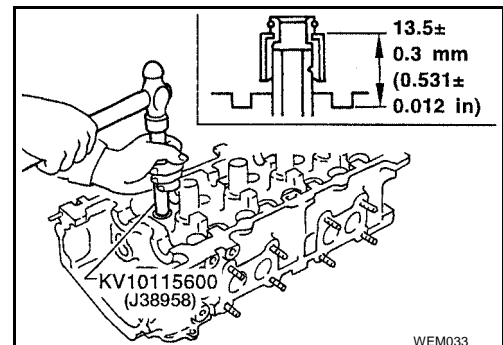
5. Remove valve oil seal with Tool.



6. Installation of the remaining components is in reverse order of removal.

**INSTALLATION**

1. Apply new engine oil to new valve oil seal joint surface and seal lip.
2. Press in valve oil seal to the position shown with Tool.

**Removal and Installation of Front Oil Seal  
REMOVAL**

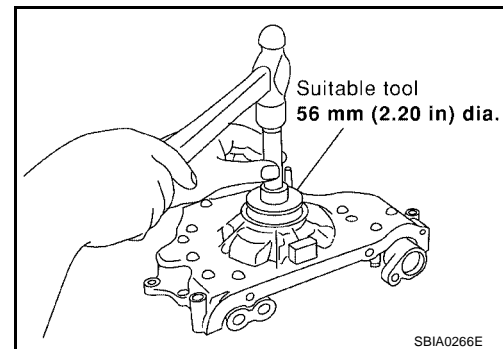
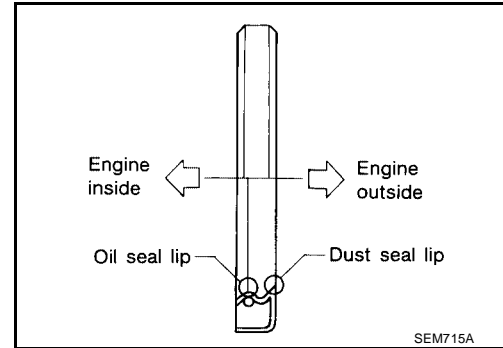
1. Remove the following parts:
  - Engine under cover
  - Drive belts. Refer to [EM-100, "REMOVAL"](#) .
  - Crankshaft pulley. Refer to [EM-134, "TIMING CHAIN"](#)
2. Remove front oil seal from front cover.

**CAUTION:**

Be careful not to scratch front cover.

**INSTALLATION**

1. Apply new engine oil to new oil seal and install it using a suitable tool.
  - Install new oil seal in the direction shown.



2. Installation of the remaining components is in reverse order of removal.

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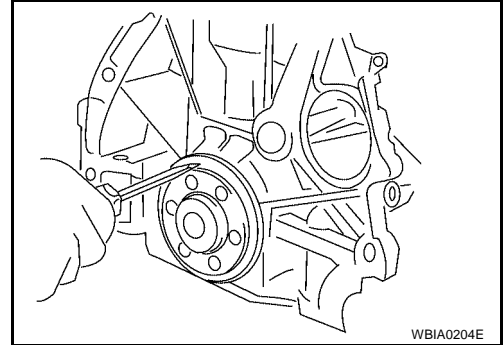
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## Removal and Installation of Rear Oil Seal

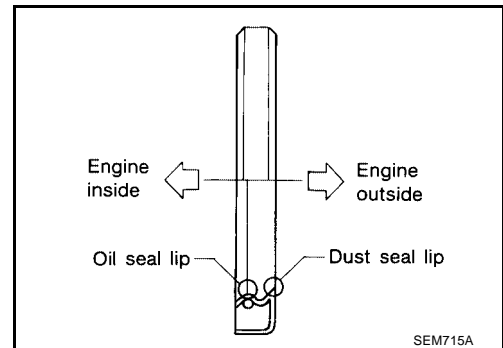
### REMOVAL

1. Remove the transaxle. Refer to [MT-16, "Removal and Installation"](#) (RS5F70A), [MT-82, "Removal and Installation"](#) (RS5F51A), [MT-143, "Removal and Installation"](#) (RS6F51H), or [AT-265, "REMOVAL AND INSTALLATION"](#) (RE4F03B), [AT-649, "REMOVAL AND INSTALLATION"](#) (RE4F04B).
2. Remove flywheel (MT) or drive plate (AT).
3. Remove rear oil seal.
  - Be careful not to damage crankshaft and/or cylinder block.



### INSTALLATION

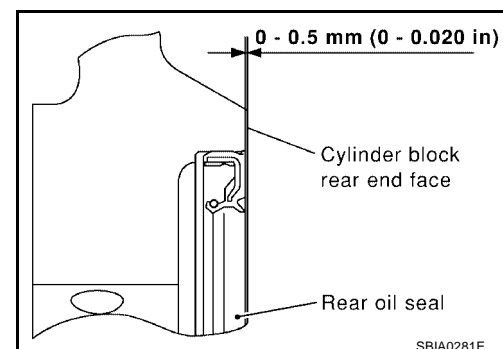
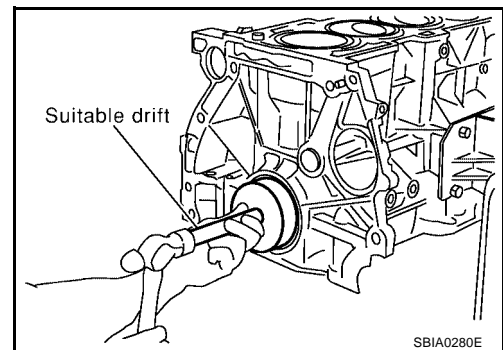
1. Apply new engine oil to new oil seal and install it using a suitable tool.
  - Install new oil seal in the direction shown.



2. Install rear oil seal with a suitable drift.

#### CAUTION:

- Do not touch grease applied onto oil seal lip.
- Be careful not to damage crankshaft and/or cylinder block.
- Press fit oil seal straight to avoid causing burrs or tilting.



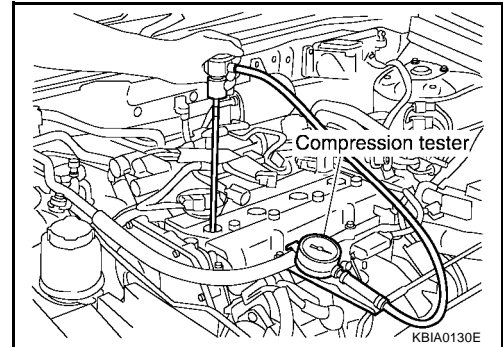
3. Installation of the remaining components is in reverse order of removal.

**CYLINDER HEAD**

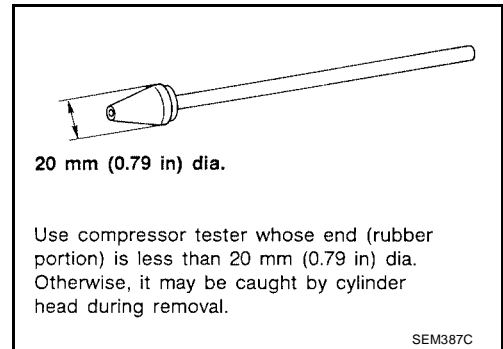
**On-Vehicle Service**

**CHECKING COMPRESSION PRESSURE**

1. Warm up the engine to full operating temperature.
2. Turn ignition switch OFF.
3. Release the fuel pressure. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
4. Remove the ignition coil and spark plug from each cylinder. Refer to [EM-116, "Removal and Installation"](#) .
5. Connect engine tachometer (not required in use of CONSULT-II).
6. Disconnect the fuel injector harness connector to avoid any residual fuel injection during the measurement.
7. Install the compression tester with the adapter into the spark plug hole.



- Use compression gauge whose picking up end inserted to spark plug hole is smaller than 20 mm (0.79 in) in diameter. Otherwise, it may be caught by cylinder head during removal.



8. With the accelerator pedal fully depressed, turn the ignition switch to the "START" position to crank over the engine. When the gauge pointer stabilizes, read the compression pressure and engine rpm. Perform these steps to check each cylinder.

Unit: kPa (kg/cm<sup>2</sup> , psi) / rpm

Standard	Minimum	Difference limit between cylinders
1,250 (12.8, 181.3) / 250	1,060 (10.8, 153.7) / 250	100 (1.0, 14) / 250

**CAUTION:**

**Always use a fully charged battery to obtain specified engine cranking speed.**

- If the engine speed is out of specified rpm range, check the battery. Check engine speed again with a fully charged battery.
- If compression pressure is below minimum value, check valve clearances and parts associated with combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, cylinder head gasket). After the checking, measure compression pressure again.
- If some cylinders have low compression pressure, pour small amount of engine oil into the spark plug hole of the cylinder to re-check it for compression.
  - If the added engine oil improves the compression, the piston rings may be worn or damaged. Check the piston rings and replace if necessary.



## CYLINDER HEAD

[QR25DE]

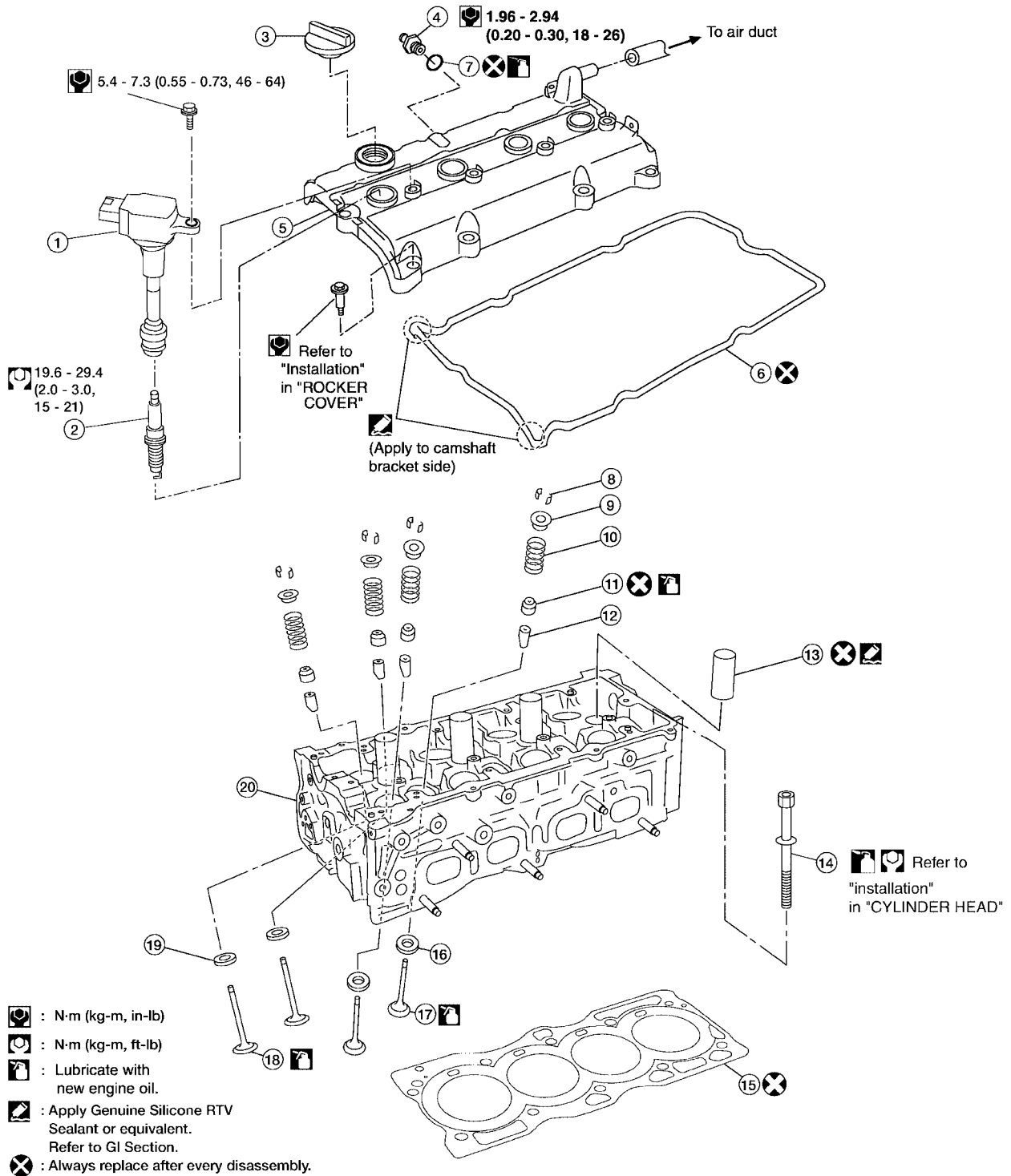
- 
- If the compression pressure remains at low level despite the addition of engine oil, the valves may be malfunctioning. Check the valves for damage. Replace the valve or valve seat accordingly.
  - If two adjacent cylinders have respectively low compression pressure and their compression remains low even after the addition of engine oil, the head gasket is leaking. In such a case, replace the cylinder head gasket.
9. Install spark plug, ignition coil and harness connectors.

# CYLINDER HEAD

[QR25DE]

## Removal and Installation

EBS00CG3



- |                     |                        |                          |
|---------------------|------------------------|--------------------------|
| 1. Ignition coil    | 2. Spark plug          | 3. Oil filler cap        |
| 4. PCV valve        | 5. Rocker cover        | 6. Rocker cover gasket   |
| 7. O-ring           | 8. Valve collet        | 9. Valve spring retainer |
| 10. Valve spring    | 11. Valve oil seal     | 12. Valve guide          |
| 13. Spark plug tube | 14. Cylinder head bolt | 15. Cylinder head gasket |

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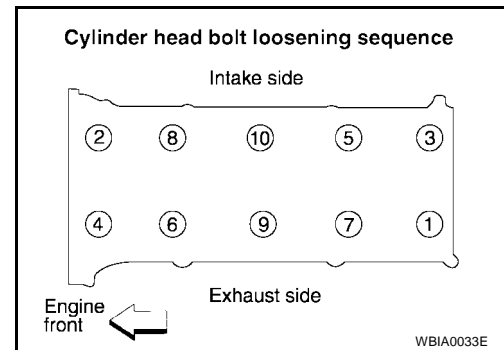
- 16. Valve seat (EXH)
- 19. Valve seat (INT)

- 17. Valve (EXH)
- 20. Cylinder head

- 18. Valve (INT)

## REMOVAL

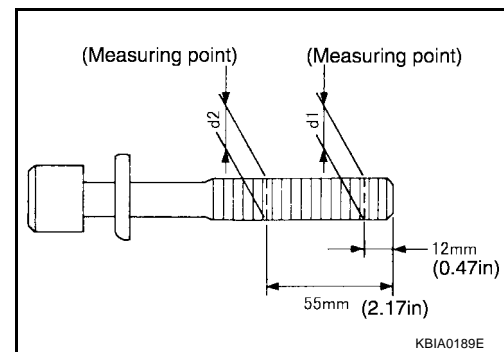
1. Release fuel pressure. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) .
2. Remove the strut tower brace.
3. Drain engine coolant and engine oil. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#) , [MA-20, "Changing Engine Oil"](#) .
4. Remove the engine undercovers.
5. Remove the timing chain. Refer to [EM-134, "Removal and Installation"](#) .
6. Remove the camshafts. Refer to [EM-123, "CAMSHAFT"](#) .
7. Remove the exhaust manifold. Refer to [EM-110, "REMOVAL"](#) .
8. Support the engine with suitable hoist and floor jack.
9. Remove cylinder head loosening bolts in the numerical order as shown.
10. If necessary to transfer to new cylinder head or remove for reconditioning, remove the intake manifold collector, intake manifold, and fuel tube assembly. Refer to [EM-105, "Removal and Installation"](#) .



## INSPECTION AFTER REMOVAL

### Outer Diameter of Cylinder Head Bolts

- Cylinder head bolts are tightened by plastic zone tightening method. Whenever the size difference between d1 and d2 exceeds the limit, replace the bolts with new ones.  
**Limit (d1 - d2) : 0.23 mm (0.0091 in) or less**
- If reduction of outer diameter appears in a position other than d2, use it as d2 point.



## INSTALLATION

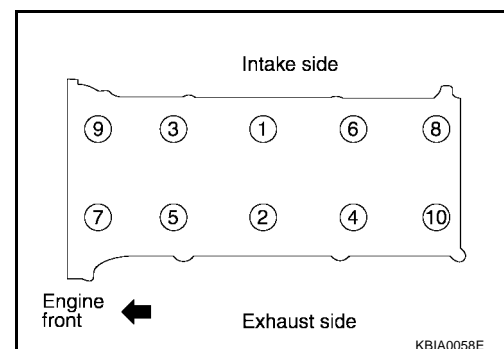
1. Install a new cylinder head gasket.
2. Follow the steps below to tighten the cylinder head bolts in the numerical order as shown.

### CAUTION:

- **If cylinder head bolts are re-used, check their outer diameters before installation. Refer to [EM-148, "Outer Diameter of Cylinder Head Bolts"](#) .**
- Apply new engine oil to the threads and the seating surfaces of mounting bolts.

### Cylinder head bolts

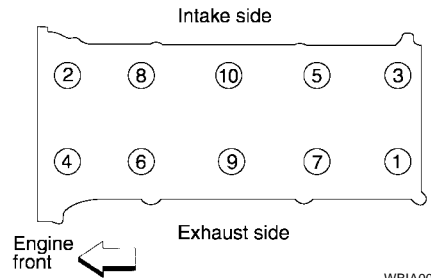
- Step 1 : 98.1 N·m (10 kg·m, 72 ft·lb)**
- Step 2 : 0 N·m (0 kg·m, 0 ft·lb) (loosen)**
- Step 3 : 34.3 - 44.1 N·m (3.5 - 4.4 kg·m, 26 - 32 ft·lb)**
- Step 4 : 75° - 80° (target: 75°) clockwise**
- Phase 5 : 75° - 80° (target: 75°) clockwise**



# CYLINDER HEAD

[QR25DE]

## Cylinder head bolt loosening sequence

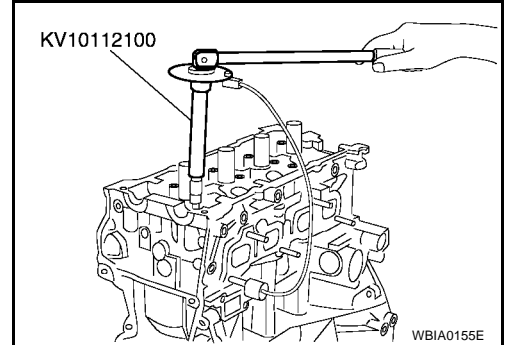


WBIA0033E

### CAUTION:

Check and confirm the tightening angle by using an angle wrench or protractor. Avoid judgement by visual inspection without the tool.

- Installation of the remaining components is in reverse order of removal.

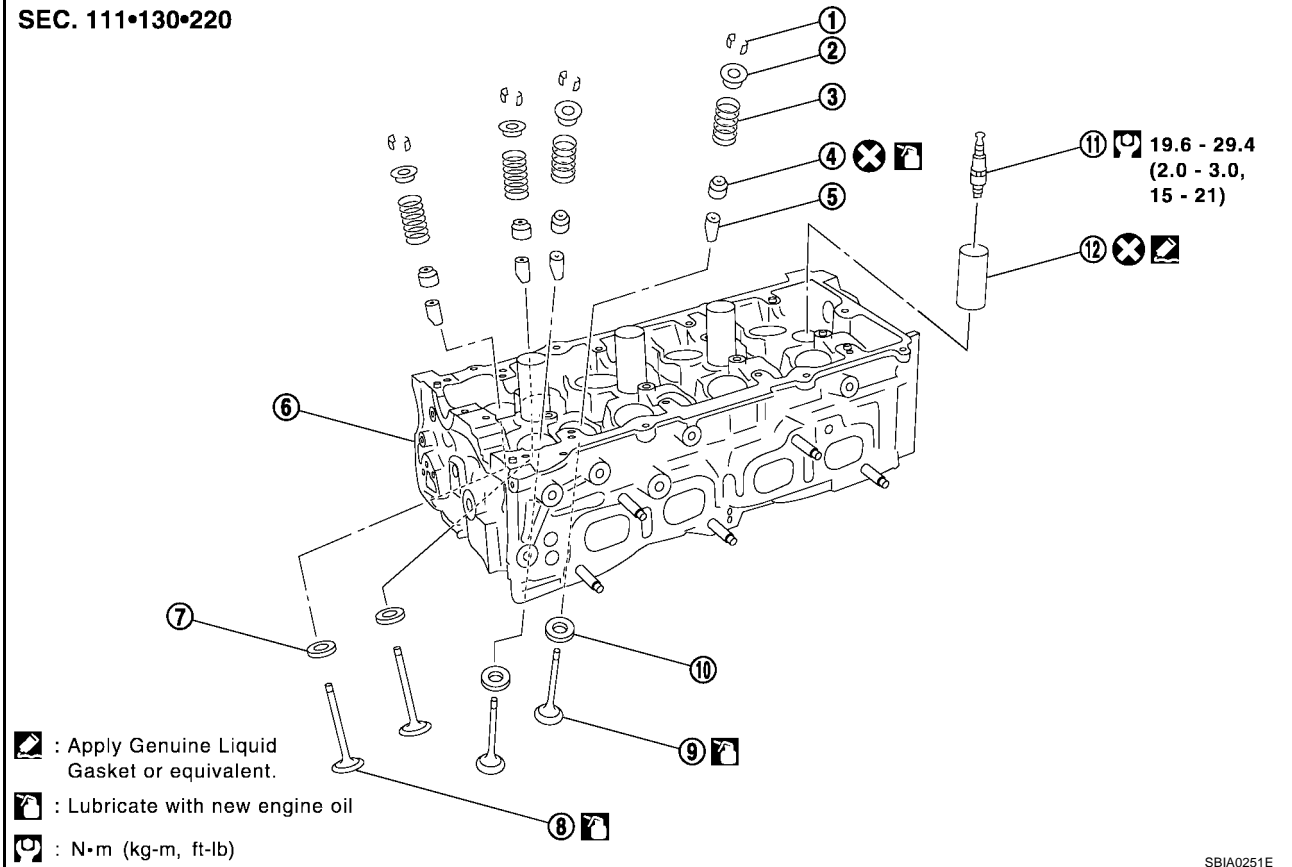


WBIA0155E

## Disassembly and Assembly

EBS00CG4

SEC. 111•130•220



SBIA0251E

- |                      |                          |  |
|----------------------|--------------------------|--|
| 1. Valve collet      | 2. Valve spring retainer | 3. Valve spring (with valve spring seat) |
| 4. Valve oil seal    | 5. Valve guide           | 6. Cylinder head                         |
| 7. Valve seat (INT)  | 8. Valve (INT)           | 9. Valve (EXH)                           |
| 10. Valve seat (EXH) | 11. Spark plug           | 12. Spark plug tube                      |

**CAUTION:**

- When installing camshafts, chain tensioners, oil seals or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to threads and seat surfaces when installing the cylinder head, camshaft sprocket, crankshaft pulley and camshaft bracket.
- Attach tags to valve lifters so all parts are assembled in their original position.

**DISASSEMBLY**

1. Remove the valve lifter.
  - Note installation point.
2. Remove the valve collet.
  - Compress valve spring with valve spring compressor. Remove valve collet with magnet driver.
3. Remove valve spring retainer and valve spring.

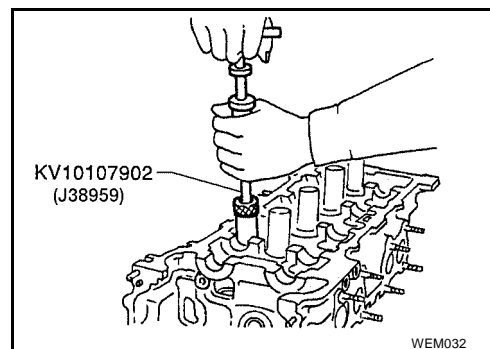
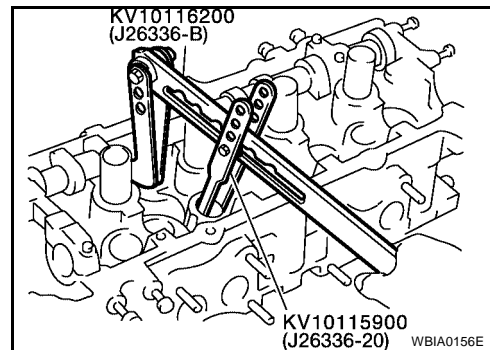
**CAUTION:**

**Do not remove valve spring seat from valve spring.**

4. Push valve stem to combustion chamber side, and remove valve.
  - Inspect valve guide clearance before removal. Refer to [EM-152, "VALVE GUIDE CLEARANCE"](#) .
  - Note installation point.
5. Remove valve oil seal with valve oil seal puller.
6. When valve seat must be replaced, refer to [EM-153, "VALVE SEAT REPLACEMENT"](#) .
7. When valve guide must be replaced, refer to [EM-152, "VALVE GUIDE REPLACEMENT"](#) .
8. Remove spark plug with spark plug wrench.
9. Remove spark plug tube, if necessary using pliers.

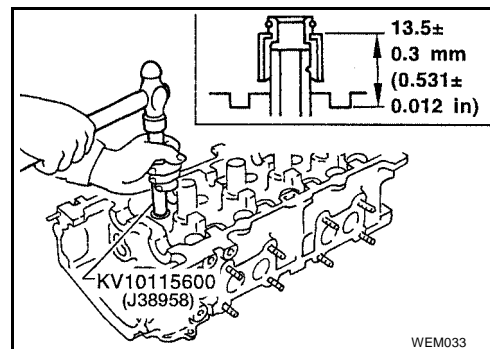
**CAUTION:**

- Be careful not to damage cylinder head.
- Do not remove spark plug tube if not necessary. Once removed, the spark plug tube cannot be reused because of deformation.



**ASSEMBLY**

1. Install valve guide. Refer to [EM-152, "VALVE GUIDE REPLACEMENT"](#) .
2. Install valve seat. Refer to [EM-153, "VALVE SEAT REPLACEMENT"](#) .
3. Install valve oil seal.
  - Install with valve oil seal drift to match dimension in illustration.
4. Install valve.
  - Install larger diameter to intake side.

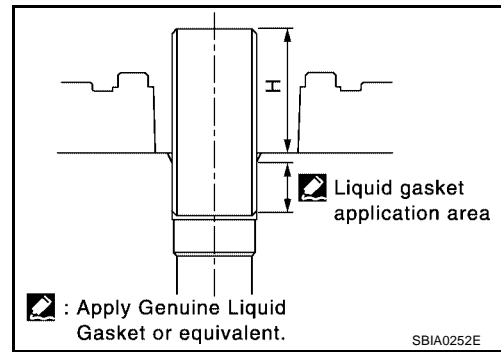
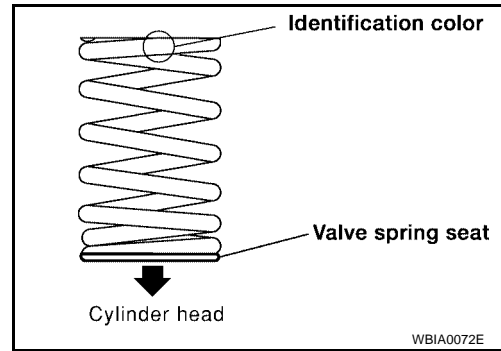


# CYLINDER HEAD

[QR25DE]

5. Install valve spring.
  - Install smaller pitch (valve spring seat side) to cylinder head side.
  - Note the identification color of the valve spring:
    - Intake: blue
    - Exhaust: yellow
6. Install valve spring retainer.
7. Install valve collet.
  - Compress valve spring with valve spring compressor. Install valve collet with magnet wand.
  - Tap stem edge lightly with plastic hammer after installation to check its installed condition.
8. Install valve lifter.
9. Install spark plug tube.
  - a. Remove old liquid gasket from cylinder head side mounting hole.
  - b. Apply liquid gasket all around on spark plug tube with a 12 mm (0.47 in) width from edge of spark plug tube on the press fit side.
    - Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - c. Press fit spark plug tube so that height is to "H" as shown.
 

**Press fit height "H" standard value : 38.55 - 38.65 mm (1.518 - 1.522 in)**



**CAUTION:**

- When press fitting be careful not to deform spark plug tube.
- After press fitting, wipe off any protruding liquid gasket on top surface of cylinder head.

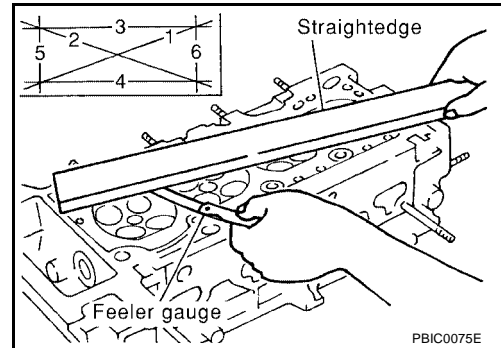
10. Install spark plug.

## Inspection After Disassembly CYLINDER HEAD DISTORTION

1. Wipe off oil and remove water scale deposits, old gasket, old sealer, and carbon with a scraper.
 

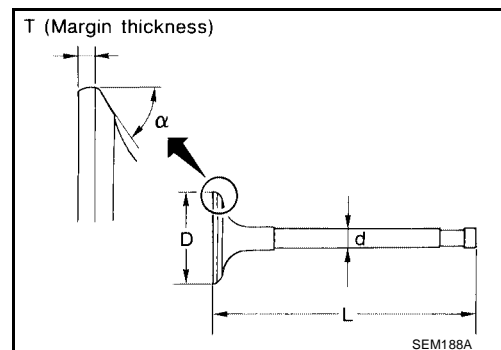
**CAUTION:**  
Use care not to allow gasket debris to enter passages for oil or water.
2. At each of several locations on bottom surface of cylinder head, measure distortion in six directions.

**Standard : 0.1 mm (0.004 in) or less**



## VALVE DIMENSIONS

Check dimensions of each valve. Refer to [EM-187, "VALVE"](#).



## VALVE GUIDE CLEARANCE

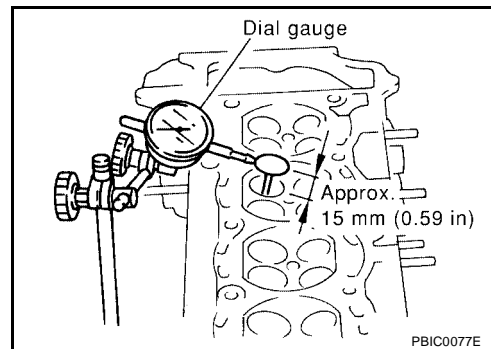
Perform this inspection before removing the valve guide.

1. Make sure that the valve stem diameter is within the specification.
2. Push the valve out by approximately 15 mm (0.59 in) toward the combustion chamber side to measure the valve's run-out volume (in the direction of dial gauge) with dial gauge.
3. Half of the run-out volume accounts for the valve guide clearance.

### Valve to guide clearance

**Intake : 0.020 - 0.053 mm (0.0008 - 0.0021 in)**

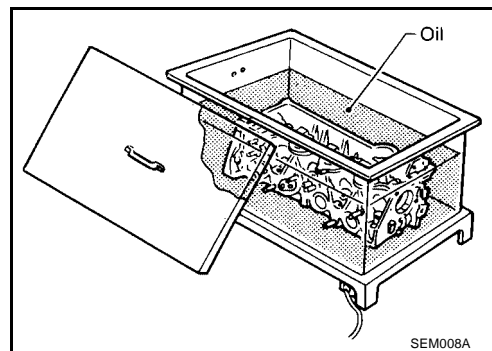
**Exhaust : 0.030 - 0.063 mm (0.0012 - 0.0025 in)**



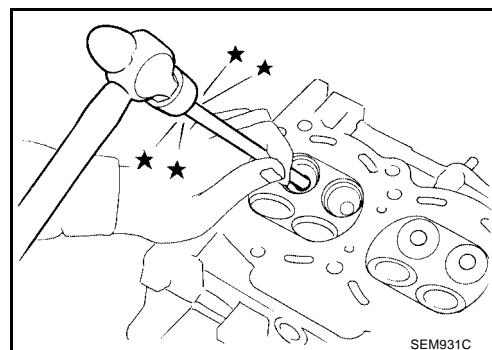
## VALVE GUIDE REPLACEMENT

When valve guide is removed, replace with oversized (0.2 mm, 0.008 in) valve guide.

1. To remove valve guide, heat cylinder head to 110° to 130°C (230° to 266°F) by soaking in heated oil.



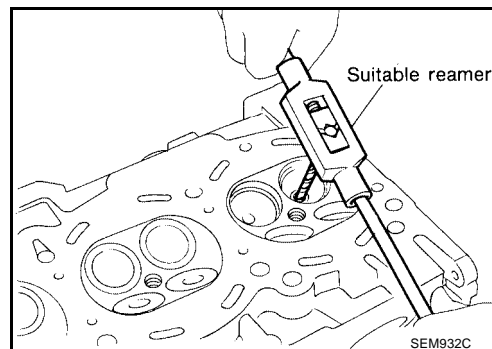
2. Drive out valve guide with a press [under a 20 kN (2.2 ton-force) pressure] or hammer and suitable tool.



3. Ream cylinder head valve guide hole.

**Valve guide hole diameter for intake and exhaust : 10.175 - 10.196 mm (0.4006 - 0.4014 in)**

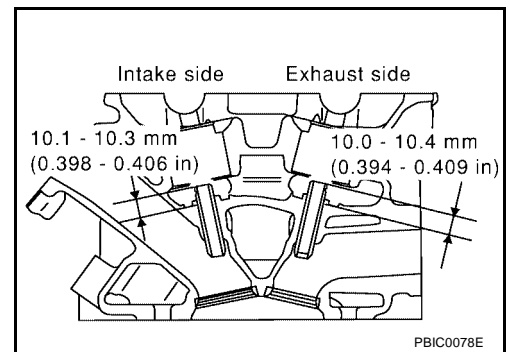
4. Heat cylinder head to 110° to 130°C (230° to 266°F) by soaking in heated oil.



# CYLINDER HEAD

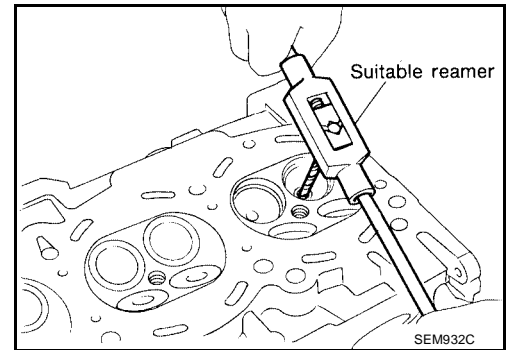
[QR25DE]

5. Press valve guide from camshaft side to dimensions as in illustration.



6. Using valve guide reamer, apply reamer finish to valve guide.

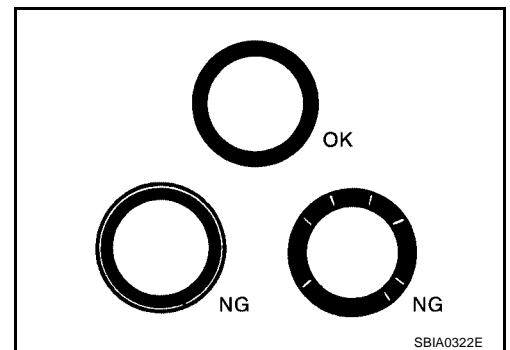
**Intake and exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)**



## VALVE SEAT CONTACT

After confirming that the dimensions of valve guides and valves are within specifications, perform this procedure:

- Apply prussian blue (or white lead) onto contacting surface of valve seat to check the condition of the valve contact on the seat surface.
- Check if the contact area band is continuous all around the circumference.
- If not, grind to adjust valve fitting and check again. If the contacting surface still has NG conditions even after the re-check, replace the valve seat.



## VALVE SEAT REPLACEMENT

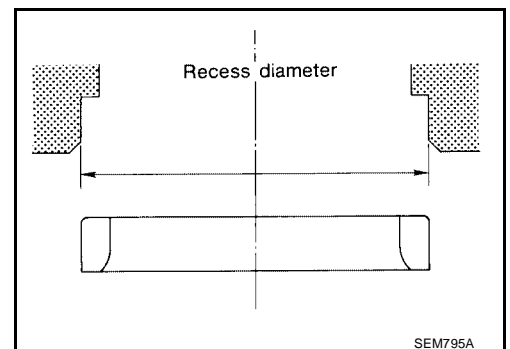
When valve seat is removed, replace with an oversized [0.5 mm, (0.020 in)] valve seat.

1. Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in the cylinder head. Set the machine depth stop to ensure this.
2. Ream cylinder head recess diameter for service valve seat.

**Intake : 37.000 - 37.016 mm (1.4567 - 1.4573 in)**

**Exhaust : 32.000 - 32.016 mm (1.2598 - 1.2605 in)**

- Be sure to ream in circles concentric to the valve guide center. This will enable the valve seat to fit correctly.





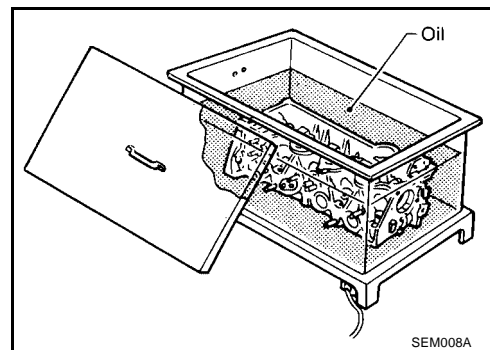
# CYLINDER HEAD

[QR25DE]

- Heat cylinder head to 110° to 130°C (230° to 266°F) by soaking in heated oil.
- Provide valve seats cooled well with dry ice. Force fit valve seat into cylinder head.

**CAUTION:**

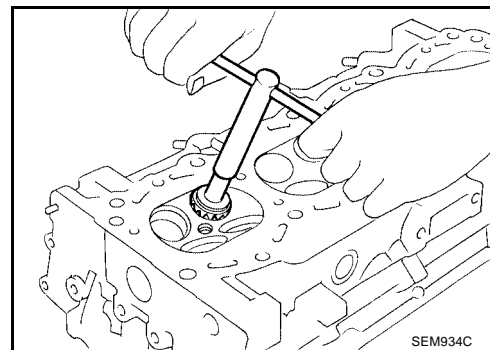
Avoid directly touching the cold valve seats.



- Using a valve seat cutter set or a valve seat grinder, finish the seat to the specified dimensions.

**CAUTION:**

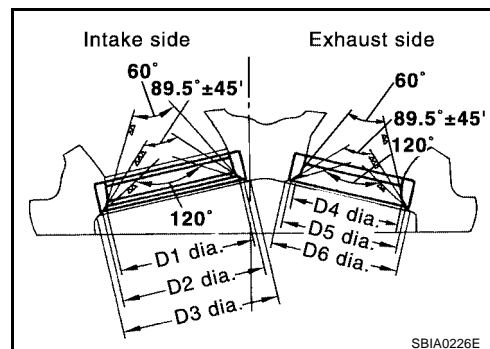
When using valve seat cutter, firmly grip the cutter handle with both hands. Then, press on the contacting surface all around the circumference to cut in a single drive. Improper pressure on the cutter or cutting many different times may result in a defective valve seat.



Grind to obtain the dimensions indicated as shown.

**Standard**

- D1 dia. : 33.5 mm (1.3189 in)
- D2 dia. : 35.1 - 35.3 mm (1.382 - 1.390 in)
- D3 dia. : 39.0 - 39.2 mm (1.535 - 1.543 in)
- D4 dia. : 28 mm (1.10 in)
- D5 dia. : 29.9 - 30.1 mm (1.177 - 1.185 in)
- D6 dia. : 33.5 - 33.7 mm (1.319 - 1.327 in)

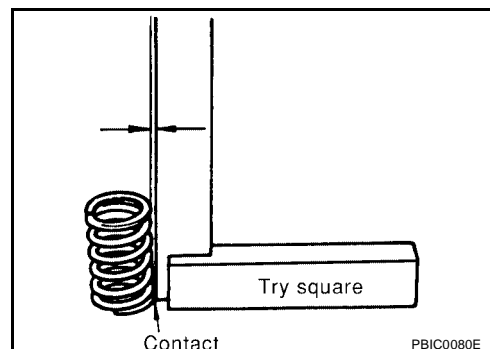


- Using compound, grind to adjust valve fitting.
- Check again for normal contact.

## VALVE SPRING SQUARENESS

Set try square along the side of the valve spring and rotate the spring. Measure the maximum clearance between the top face of the spring and the try square.

**Limit : 1.9 mm (0.0748 in)**



## VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

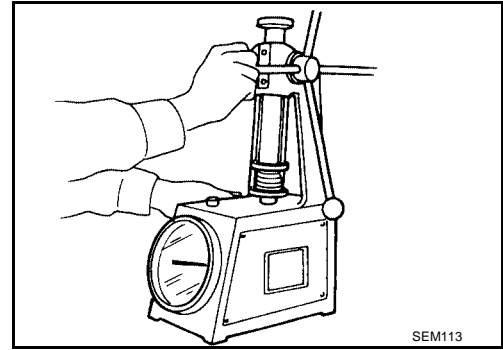
Check valve spring pressure with valve spring seat installed at specified spring height. Replace if not within specifications.

# CYLINDER HEAD

[QR25DE]

**CAUTION:**

Do not remove the valve spring seat.



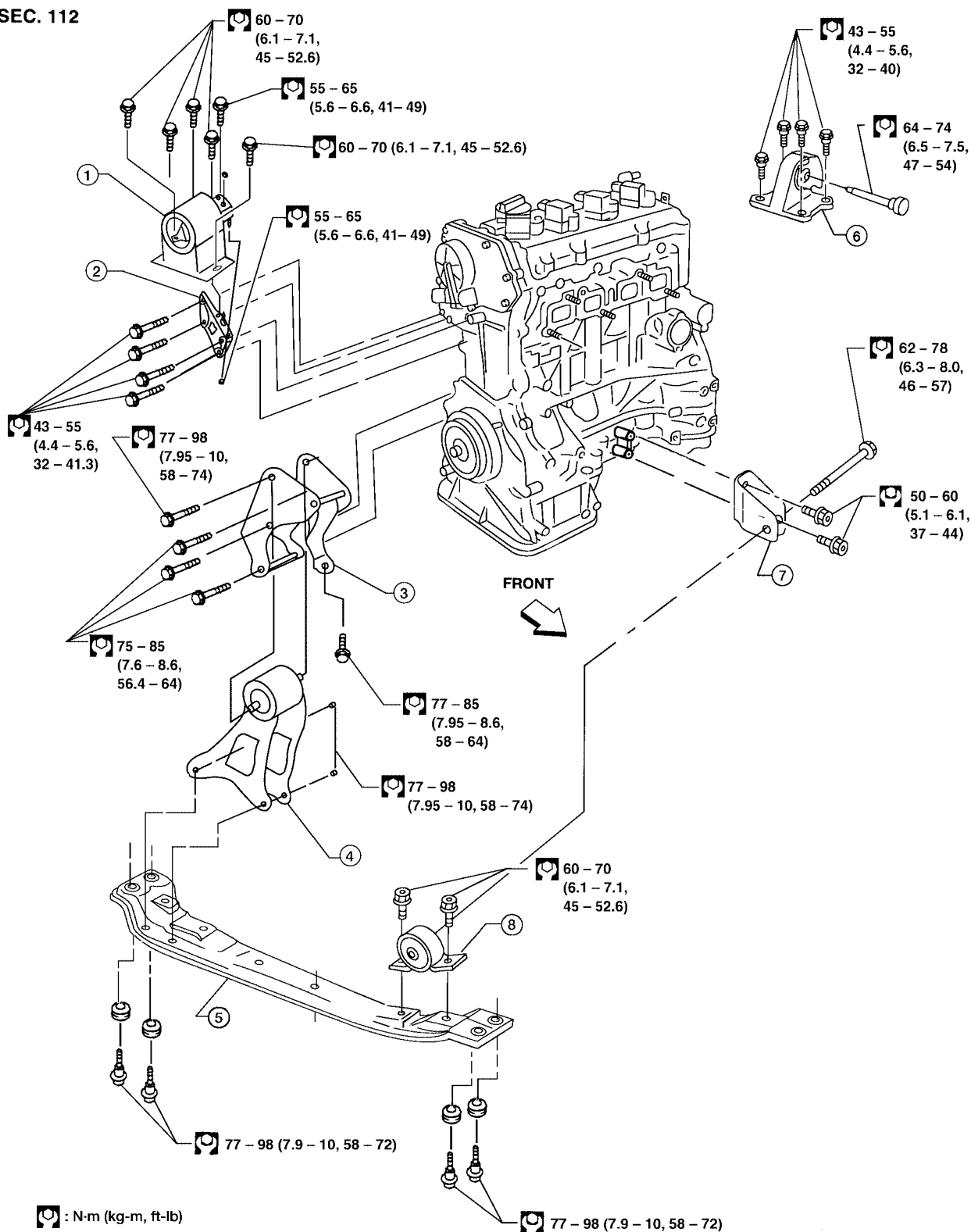
STANDARD	INTAKE (identification color: blue)	EXHAUST (identification color: yellow)
Free height	44.84 - 45.34 mm (1.7654 - 1.7850 in)	45.28 - 45.78 mm (1.7827 - 1.8024 in)
Installation height	35.30 mm (1.390 in)	35.30 mm (1.390 in)
Installation load	151 - 175 N (15.4 - 17.8 kg-force, 34 - 39 lb-force)	151 - 175 N (15.4 - 17.8 kg-force, 34 - 39 lb-force)
Height during valve open	24.94 mm (0.9819 in)	26.39 mm (1.0390 in)
Load with valve open	358 - 408 N (36.5 - 41.6 kg-force, 80 - 92 lb-force)	325 - 371 N (33.1 - 37.8 kg-force, 73 - 83 lb-force)

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## ENGINE ASSEMBLY

### Removal and Installation

SEC. 112



WBIA0205E

- |                       |                                  |                                 |
|-----------------------|----------------------------------|---------------------------------|
| 1. RH engine mount    | 2. RH engine mounting bracket    | 3. Rear engine mounting bracket |
| 4. Rear engine mount  | 5. Center member                 | 6. LH engine mount              |
| 7. Front engine mount | 8. Front engine mounting bracket |                                 |

**WARNING:**

- Place chocks at the front and back of the rear wheels. A
- For engines not equipped with slingers, attach proper slingers and bolts as described in the Parts Catalog. EM

**CAUTION:**

- Do not start working until the exhaust system and coolant are cool. C
- If items or work required are not covered by the engine main body section, refer to the applicable sections. D
- Use the correct supporting points for lifting and jacking. Refer to [GI-39, "Lifting Points and Tow Truck Towing"](#) . E
- In removing the drive shaft, be careful not to damage the grease seals on the transaxle.
- Before separating the engine and transaxle, remove the crankshaft position sensor (POS) from the assembly.
- Be sure not to damage the edge of the crankshaft position sensor (POS) or the ring gear teeth.

**REMOVAL**

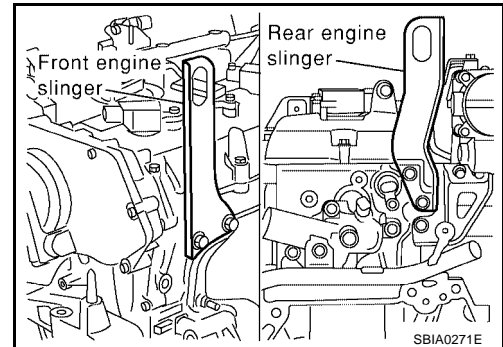
1. Release fuel pressure. Refer to [EC-1257, "FUEL PRESSURE RELEASE"](#) . F
2. Disconnect the fuel rail at the fuel hose quick connector (engine side). Refer to [EM-105, "INTAKE MANIFOLD"](#) . G
3. Drain the engine oil. Refer to [LU-17, "Changing Engine Oil"](#) .
4. Drain the engine coolant. Refer to [MA-23, "DRAINING ENGINE COOLANT"](#) .
5. Remove the engine hood assembly. Refer to [EI-13, "Removal and Installation"](#) .
6. Remove the battery, battery hold downs, and battery tray. Refer to [SC-4, "BATTERY"](#) . H
7. Disconnect the MAF sensor electrical connector.
8. Remove the air duct and air cleaner case assembly. Refer to [EM-103, "Removal and Installation"](#) . I
9. Disconnect the heater hoses.
10. Remove the radiator and radiator fan assembly. Refer to [CO-30, "Removal and Installation"](#) . J
11. Remove the alternator. Refer to [SC-32, "Removal"](#) .
12. Remove the left and right drive shafts. Refer to [FAX-14, "Removal"](#) .
13. Remove the engine undercovers.
14. Dismount the A/C compressor with piping connected and secure with wire to the radiator support.
15. Disconnect the transaxle shift control cables, if equipped (A/T only).
16. Disconnect the brake power booster vacuum hose.
17. Disconnect the following engine compartment electrical harness connectors: L
  - Heated oxygen sensors
  - Starter assembly
  - Coolant temperature sensor
  - Camshaft position sensor (PHASE)
  - EVAP canister purge volume control solenoid
  - Backup lamp switch
  - Vehicle speed sensor
  - Electric throttle control actuator
  - Ignition coils
  - Fuel injector harness
  - Engine ground straps
  - Intake valve timing control solenoid
  - Transaxle sensors (A/T only)
  - Crankshaft position sensor (POS)
  - Knock sensor
  - Oil pressure switch
  - Swirl control valve

- Power steering pressure switch
18. Remove clutch operating cylinder from transaxle, and move it aside (M/T models).
  19. Remove engine coolant reservoir tank.
  20. Remove front exhaust tube. Refer to [EX-3, "Removal and Installation"](#) .
  21. Dismount the power steering pump with piping connected and position it aside with wire.
  22. Install engine slingers into front left cylinder head and rear right cylinder head.

- Use alternator bracket mounting bolt holes for the front slinger.
- Use the proper slingers and bolts as described in the Parts Catalog.

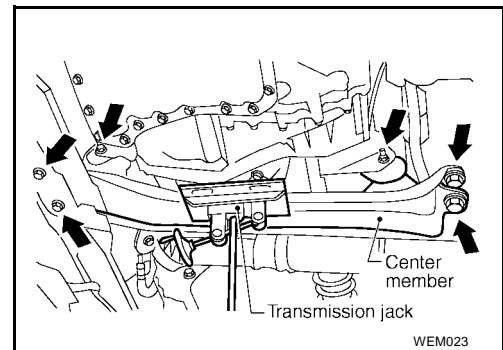
**Slinger bolts - front** : 51.0 - 64.7 N·m (5.2 - 6.5 kg·m,  
38 - 47 ft·lb)

**Slinger bolts - rear** : 24.5 - 31.4 N·m (2.5 - 3.2 kg·m,  
18 - 23 ft·lb)



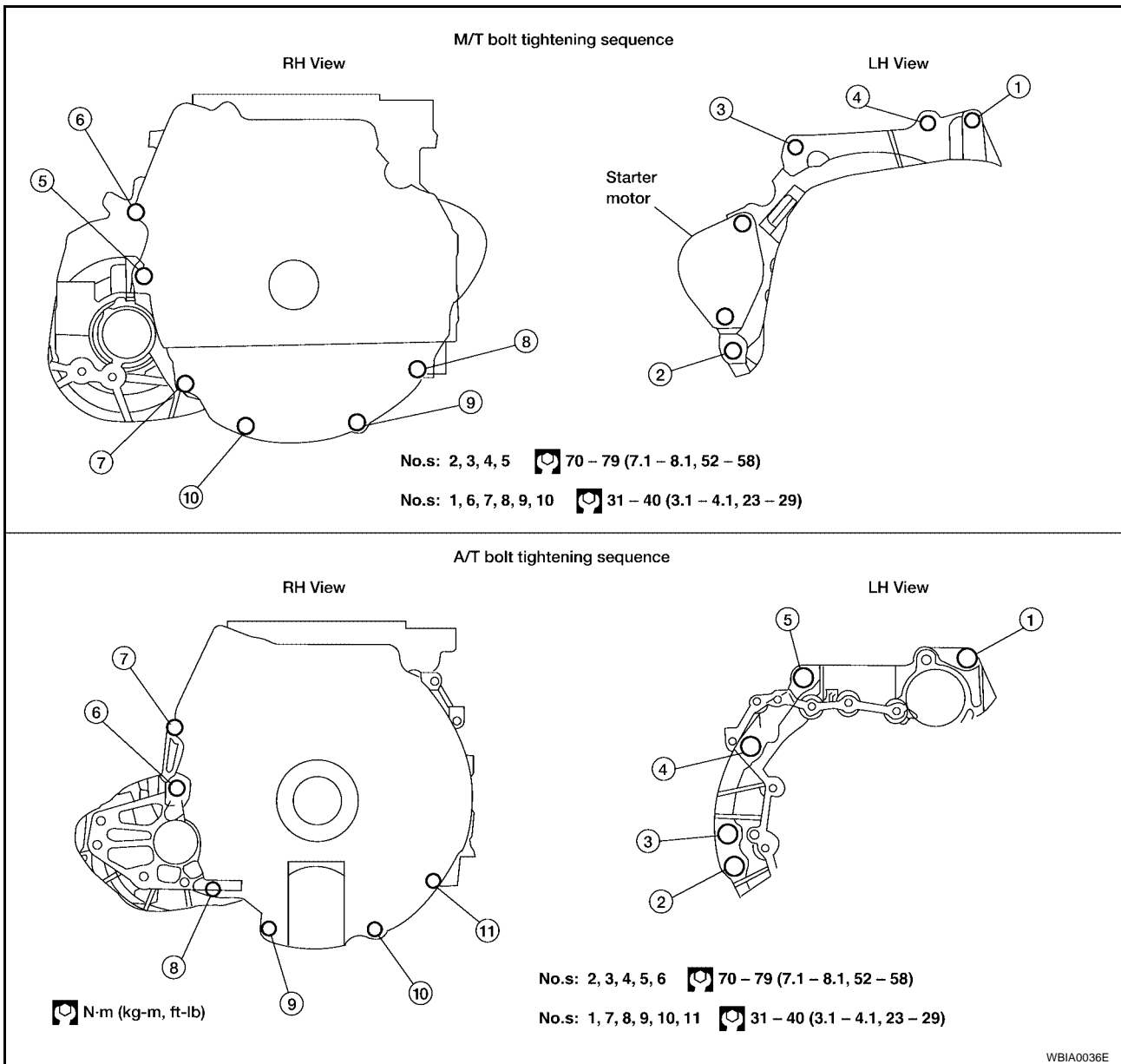
23. Support the engine/transaxle assembly with engine lifting equipment from the top and a suitable transmission jack under the engine/transaxle assembly, with the vehicle raised on a hoist.

24. Remove the center member.
  - Remove front and rear engine mounting insulator through-bolt and the center member bolts.
25. Remove RH engine mounting insulator.
26. Remove LH transaxle mounting insulator through-bolts.
27. Lower the engine/transaxle assembly from the engine compartment on the platform jack, steady it safely with the lifting equipment.
28. Remove the starter motor. Refer to [SC-21, "Removal"](#) .
29. Separate the engine and transaxle.



## INSTALLATION

Installation is in the reverse order of removal.



- Do not allow oil to get on mounting insulators. Be careful not to damage mounting insulators.
- If parts have a direction mark (arrow) this indicates front of the vehicle, and the parts must be installed according to the identification mark.

## INSPECTION AFTER INSTALLATION

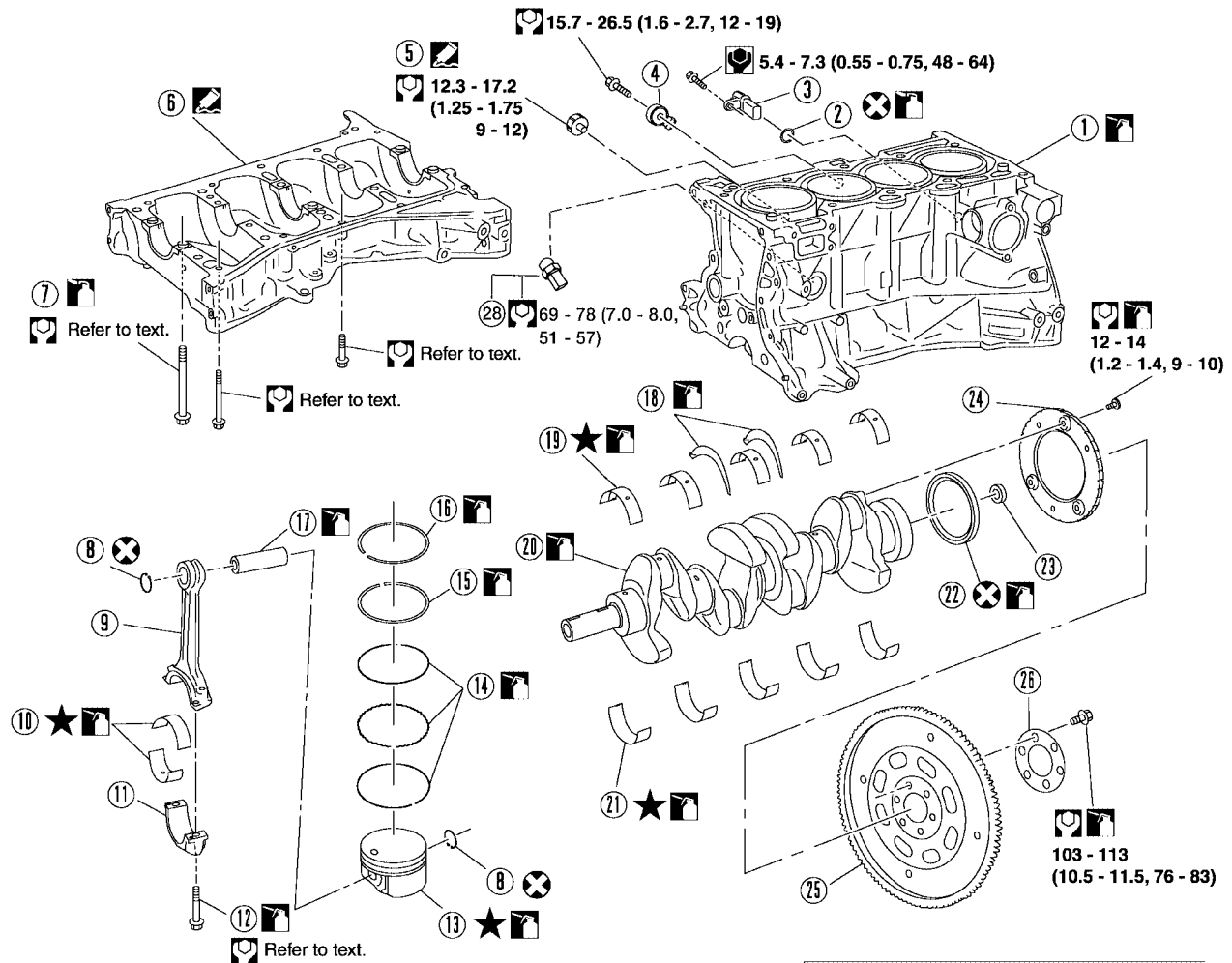
- Before starting engine, check the levels of engine coolant, lubricants, engine oil. If less than required quantity, fill to the specified level.
- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to make sure there is no leakage of coolant, lubricants, oil, fuel, and exhaust gas.
- Bleed air from passages in pipes and tubes of applicable lines.

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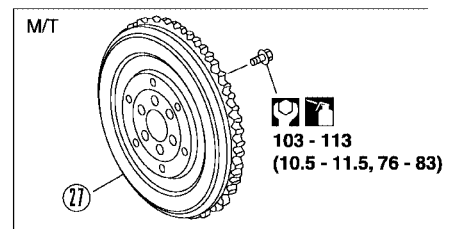
## CYLINDER BLOCK

### Disassembly and Assembly

SEC.110 • 120 • 221 • 226



- ★ : Select with proper clearance.
- ☑ : Apply engine oil.
- ☑ : Apply Genuine RTV Silicone Sealant or equivalent.  
Refer to GI Section.
- ⊙ : N·m (kg·m, ft·lb)
- ⊙ : N·m (kg·m, in·lb)



- |   |                                |                                     |
|---|--------------------------------|-------------------------------------|
| 1. Cylinder block                       | 2. O-ring                      | 3. Crankshaft position sensor (POS) |
| 4. Knock sensor                         | 5. Oil pressure switch         | 6. Lower cylinder block             |
| 7. Lower cylinder block bolt            | 8. Snap ring                   | 9. Connecting rod                   |
| 10. Connecting rod bearing              | 11. Connecting rod bearing cap | 12. Connecting rod bearing cap bolt |
| 13. Piston                              | 14. Oil ring                   | 15. Second ring                     |
| 16. Top ring                            | 17. Piston pin                 | 18. Main thrust bearing             |
| 19. Main bearing upper                  | 20. Crankshaft                 | 21. Main bearing lower              |
| 22. Crankshaft rear oil seal            | 23. Pilot converter (A/T only) | 24. Crankshaft signal plate         |
| 25. Drive plate                         | 26. Reinforcement plate        | 27. Flywheel                        |
| 28. Cylinder block heater (if equipped) |                                |                                     |

WBIA0073E

**CAUTION:**

Apply new engine oil to parts marked in illustration before installation.

**DISASSEMBLY**

1. Remove the engine and transaxle as an assembly from the vehicle, and separate the transaxle from the engine. Refer to [EM-156, "Removal and Installation"](#).
2. Mount the engine on a suitable engine stand.
3. Drain any remaining engine oil and coolant from the engine.
4. Remove the following components and associated parts.
  - Exhaust manifold and three way catalyst assembly. Refer to [EM-110, "Removal and Installation"](#).
  - Intake manifold collector. Refer to [EM-105, "Removal and Installation"](#).
  - Intake manifold and fuel tube assembly. Refer to [EM-105, "Removal and Installation"](#).
  - Ignition coils. Refer to [EM-115, "Removal and Installation"](#).
  - Rocker cover. Refer to [EM-121, "Removal and Installation"](#).
  - Front cover, timing chain, and balancer unit. Refer to [EM-134, "Removal and Installation"](#).
  - Cylinder head. Refer to [EM-147, "Removal and Installation"](#).
5. Remove the cylinder block heater, if equipped.
6. Remove the knock sensor.

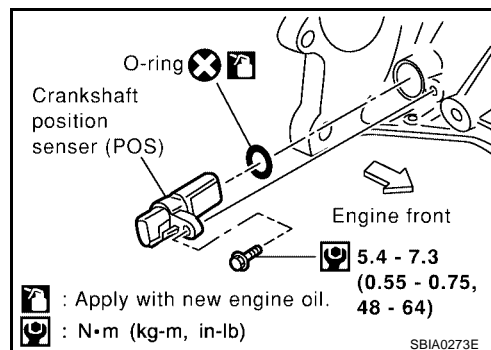
**CAUTION:**

Carefully handle the sensor and do not drop the sensor.

7. Remove crankshaft position sensor (POS).

**CAUTION:**

- Avoid impacts such as a dropping.
- Do not disassemble.
- Keep it away from metal particles.
- Do not place sensor close to magnetic materials.



8. Remove the flywheel (M/T models) or drive plate (A/T models). Hold the crankshaft with a stopper plate and remove the mounting bolts using Tool.

**Tool numbers**

For Flywheel bolt : J-45737

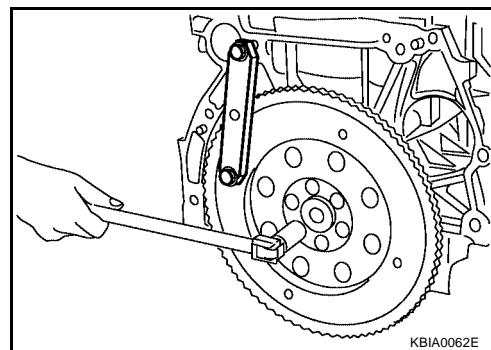
For Drive plate bolt : J-45816

**CAUTION:**

- Be careful not to damage the flywheel contact surface for the clutch disc.

**NOTE:**

- The flywheel two-block construction allows movement in response to transmission side pressure, or when twisted in its rotational direction, therefore, some amount of noise is normal.

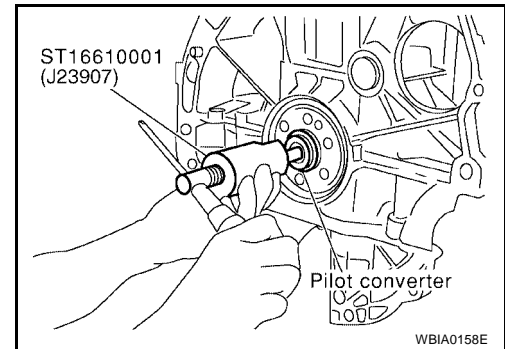




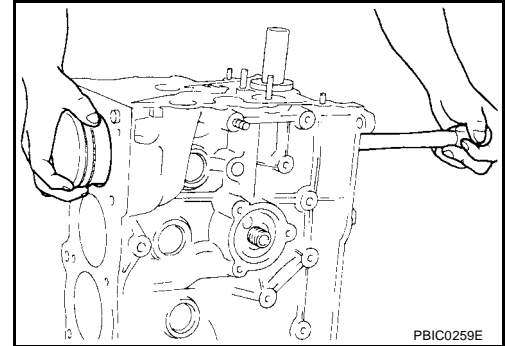
# CYLINDER BLOCK

[QR25DE]

9. Remove pilot converter using Tool (A/T models).



10. Remove the piston and connecting rod assemblies.
- Position the crankshaft and corresponding connecting rod, to be removed, to the bottom dead center stroke.
  - Remove the connecting rod cap. Number the cap so it can be assembled in the same position.
  - Using a hammer handle or similar tool, push the piston and connecting rod assembly out of the top of the cylinder block. Number the piston and rod so it can be assembled in the same position.
    - Before removing the piston and connecting rod assembly, check the connecting rod side clearance. Refer to [EM-176, "CONNECTING ROD SIDE CLEARANCE"](#).



11. Remove the connecting rod bearings. If reusing, number them so they can be assembled in the same position and direction.

**CAUTION:**

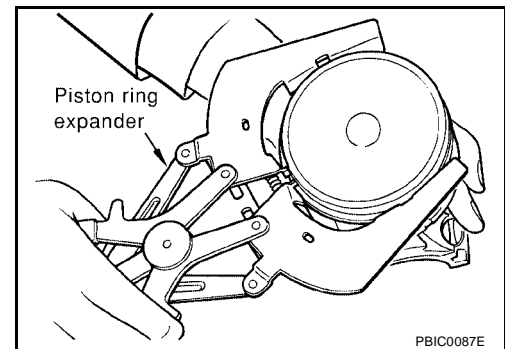
- When removing them, note the installation position. Keep them in the correct order.

12. Remove the piston rings from the piston.

- Use a piston ring expander.

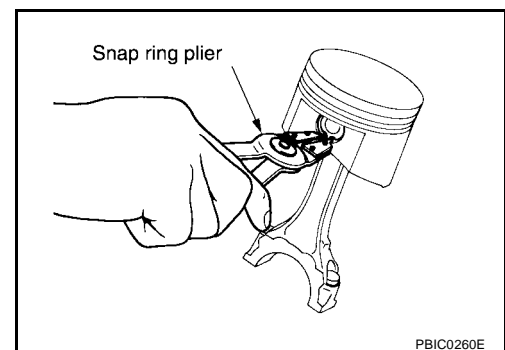
**CAUTION:**

- When removing the piston rings, be careful not to damage the piston.
- Be careful not to damage piston rings by expanding them excessively, if reusing them.
- Before removing the piston rings, check the piston ring side clearance. Refer to [EM-177, "PISTON RING SIDE CLEARANCE"](#).



13. Remove the piston from the connecting rod as follows.

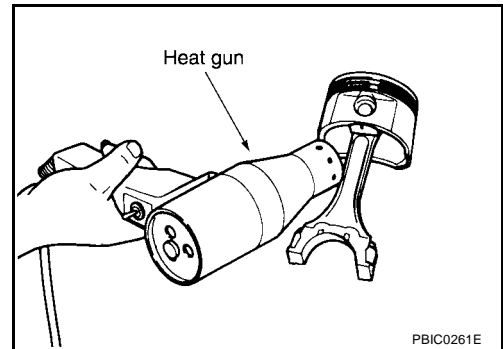
- Using a snap ring pliers, remove the two snap rings.



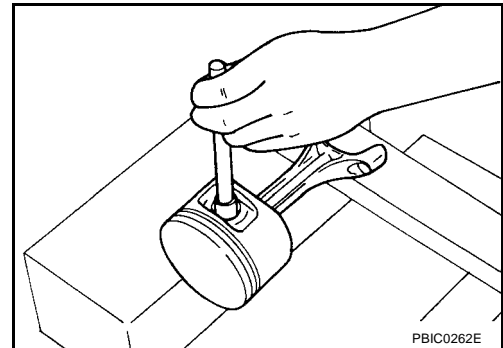
# CYLINDER BLOCK

[QR25DE]

- b. Heat the piston to 60° - 70°C (140° - 158°F) with a heat gun, or equivalent.

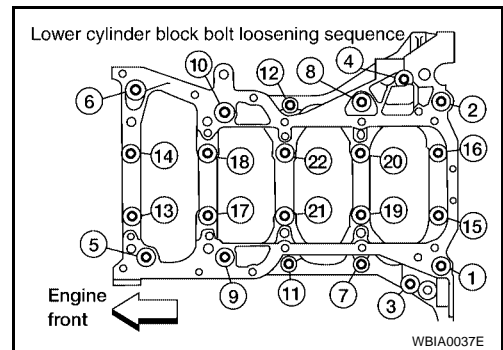


- c. Push out piston pin with a punch of an outer diameter of approximately 19 mm (0.75 in).



14. Remove the lower cylinder block mounting bolts.

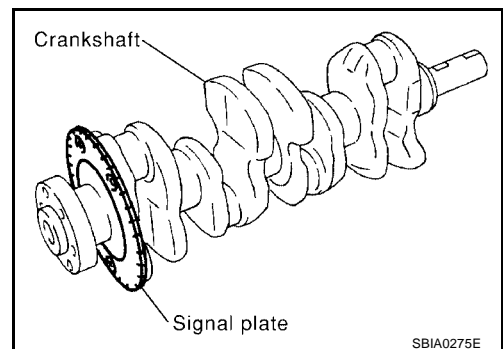
- Before loosening the lower cylinder block mounting bolts, measure the crankshaft side clearance. Refer to [EM-175](#), "["CRANKSHAFT SIDE CLEARANCE"](#) .
- Loosen them in the order shown to remove them.



15. Remove the lower cylinder block.

- Using Tool (seal cutter) cut the Silicone RTV Sealant and remove the lower cylinder block from the cylinder block.

**CAUTION:**  
Be careful not to damage the mounting surface.



16. Remove the crankshaft.

- CAUTION:**
- Do not damage or deform the signal plate while mounted on the crankshaft.
  - When setting the crankshaft on a flat surface, use a block of wood to avoid interference between the signal plate and the surface.
  - Do not remove signal plate unless it is necessary.

17. Pull the rear oil seal out of the rear end of the crankshaft.

**CAUTION:**  
Do not to damage the crankshaft or cylinder block when removing the rear oil seal.

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**NOTE:**

When replacing the rear oil seal without removing the cylinder block, use a screwdriver to pull it out from between crankshaft and block.

- Remove the main bearings and thrust bearings from the cylinder block and lower cylinder block.

**CAUTION:**

**Identify and number the bearings, if reusing them, so that they are assembled in the same position and direction.**

**ASSEMBLY**

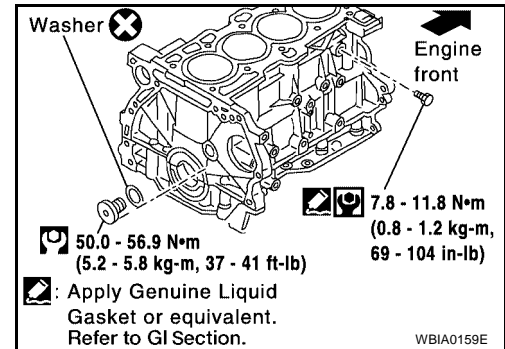
- Using compressed air, clean out the coolant and oil passages in the cylinder block, the cylinder bore and the crankcase to remove any foreign material.

**CAUTION:**

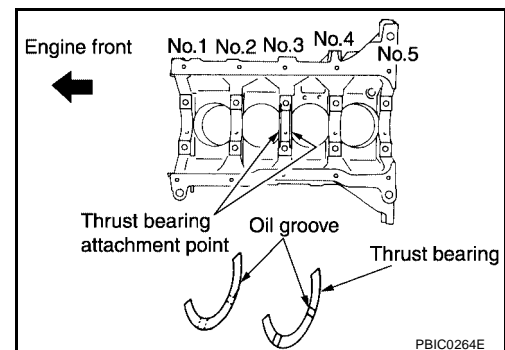
**Use approved safety glasses to protect your eyes.**

- Install the drain plugs on the cylinder block.

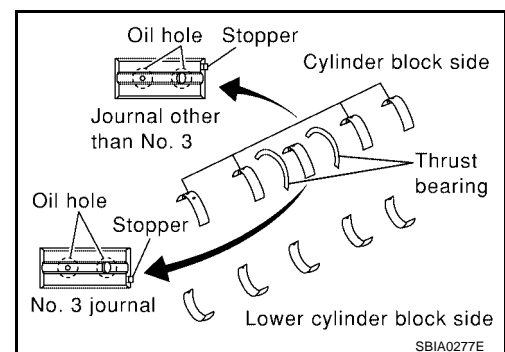
- Apply Silicone RTV Sealant.  
**Use Genuine Silicone RTV Sealant, or equivalent. Refer to GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".**
- Replace the copper washers with new ones.



- Install the main bearings and the thrust bearings.
  - Remove dust, dirt, and oil from the bearing mating surfaces of the cylinder block and lower cylinder block.
  - Install the thrust bearings to both sides of the No. 3 main bearing journal on the cylinder block.
    - Install the thrust bearings with the oil groove facing the crankshaft arm (outside).



- Install the main bearings paying attention to their position and direction.
  - The main bearing with an oil hole and groove goes on the cylinder block. The one without them goes on the lower cylinder block.
  - Only the main bearing (on the cylinder block) for No. 3 journal has different specifications.
  - Before installing the bearings, apply engine oil to the bearing friction surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
  - When installing, align the bearing stopper to the notch.
  - Make sure that the oil holes on the cylinder block and those on the corresponding bearing are aligned.



# CYLINDER BLOCK

[QR25DE]

4. Install the signal plate to the crankshaft.

**Signal plate bolts** : 12 - 14 N·m (1.22 - 1.43 kg·m,  
9 - 10 ft·lb)

- Position the crankshaft and signal plate using a positioning dowel pin, and tighten the mounting bolts to specification.
- Remove the dowel pin.

**CAUTION:**

Be sure to remove dowel pin before installing the crankshaft.

**NOTE:**

Dowel pins for the crankshaft and signal plate are supplied as a set for each.

- Install the crankshaft onto the cylinder block.
  - While turning the crankshaft by hand, check that it turns smoothly.
- Install the lower cylinder block.

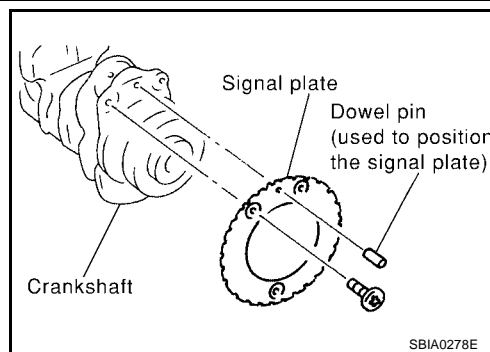
- Apply Silicone RTV Sealant to positions shown in the figure.

**NOTE:**

Cylinder block and lower cylinder block are machined together. Neither of them can be replaced separately.

**CAUTION:**

After the Silicone RTV Sealant is applied, the lower cylinder block installation must be finished within 5 minutes.



- Tighten lower cylinder block mounting bolts in the numerical order shown and according to the following steps:

**NOTE:**

Apply new engine oil to threads and seat surfaces of the mounting bolts.

**Lower cylinder block mounting bolts**

**Step 1 (bolts 11 - 22)** : 22.6 - 27.5 N·m (2.3 - 2.8 kg·m,  
17 - 20 ft·lb)

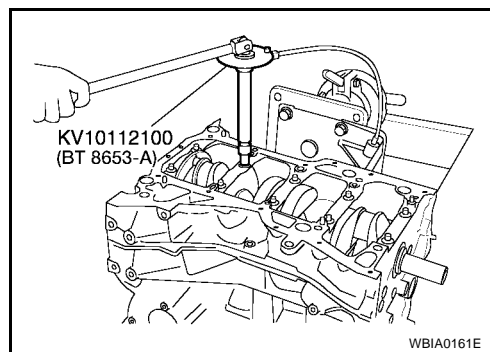
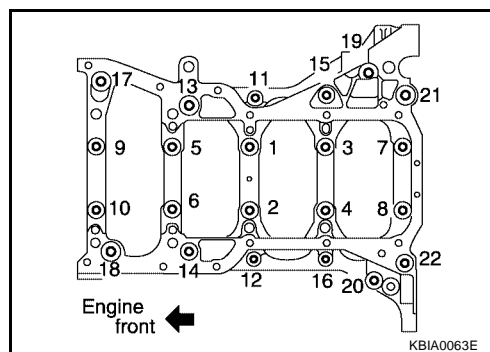
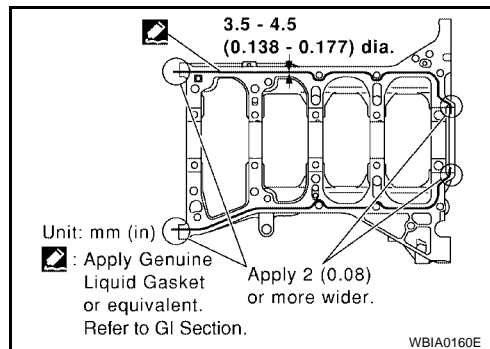
**Step 2 (bolts 1 - 10)** : 36.3 - 42.2 N·m (3.7 - 4.3 kg·m,  
27 - 31 ft·lb)

**Step 3 (bolts 1 - 10)** : 60° - 65° (target: 60°)

**CAUTION:**

Use an angle wrench (special service tool) or protractor to check tightening angle. Do not tighten by visual inspection.

- Wipe off completely any protruding Silicone RTV Sealant on the exterior of engine.
- Check crankshaft side clearance. Refer to [EM-175. "CRANK-SHAFT SIDE CLEARANCE"](#).
- After installing the mounting bolts, make sure that the crankshaft can be rotated smoothly by hand.

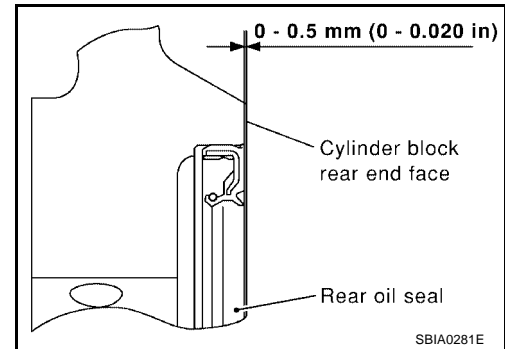


- Install the rear oil seal.

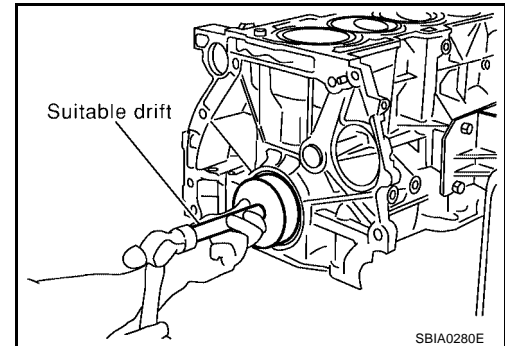
# CYLINDER BLOCK

[QR25DE]

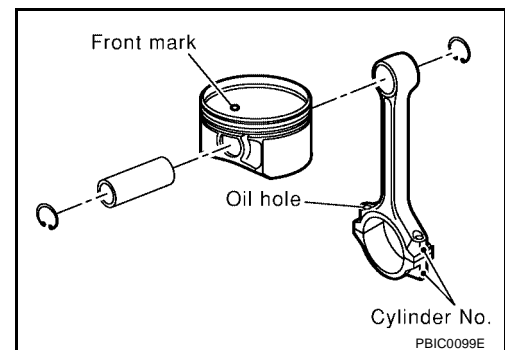
- Press in rear oil seal to the position shown in the figure.



- Press the oil seal between cylinder block and crankshaft with a suitable drift.
- Be careful not to touch the grease on the oil seal lip.
- Be careful not to cause scratches or burrs when pressing in the rear oil seal.



9. Install the piston to the connecting rod. Assemble the components in their original positions.
  - a. Using a snap ring pliers, install the snap ring into the grooves of the piston's rear side.
    - Insert the piston pin snap ring fully into groove.
  - b. Install the piston to the connecting rod.
    - Using a heat gun, heat the piston [approximately 60° - 70° C (140° - 158° F)] until the piston pin can be pushed in by hand without excessive force. From the front to the rear, insert the piston pin into the piston and the connecting rod.
    - Assemble so that the front mark on the piston crown and the oil holes and the cylinder No. on the connecting rod are positioned as shown in the figure.
  - c. Install the piston pin snap ring into the front of the piston.
    - Check that the connecting rod moves smoothly.



10. Using a piston ring expander, install the piston rings. Assemble the components in their original positions.

**CAUTION:**

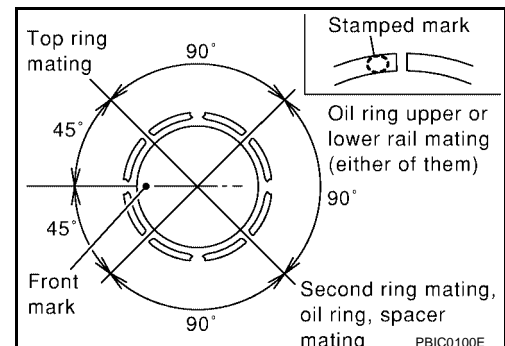
**Be careful not to damage the piston.**

- Position each ring with the gap as shown in the figure, referencing the piston front mark as the starting point.
- Install the top ring and the second ring with the stamped surface facing upward.

**Stamped mark**

**: A (top ring)**

**: 2A (second ring)**

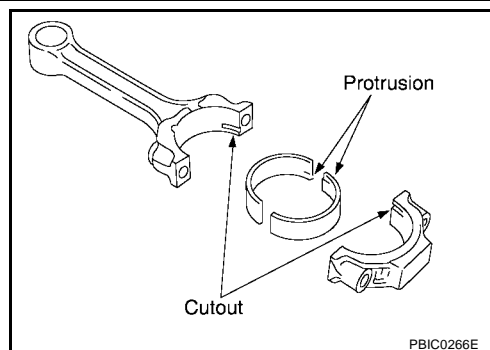


# CYLINDER BLOCK

[QR25DE]

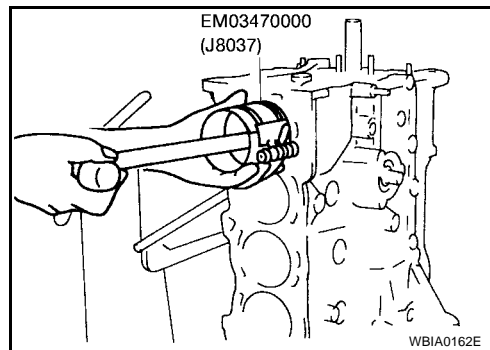
11. Install the connecting rod bearings to the connecting rod and the connecting rod cap. Assemble the components in their original positions.

- When installing the connecting rod bearings, apply engine oil to the bearing friction surface (inside). Do not apply oil to the back surface, but thoroughly clean the back.
- When installing, align the connecting rod bearing stopper protrusion with the notch of the connecting rod to install.
- Check the oil holes on the connecting rod and those on the corresponding bearing are aligned.



12. Install the piston and connecting rod assembly to the crankshaft. Assemble the components in their original positions.

- Rotate the crankshaft so the pin corresponding to the connecting rod to be installed is at the bottom dead center position.
- Apply engine oil sufficiently to the cylinder bore, piston, and crankshaft pin.
- Match the cylinder position number with the cylinder No. on the connecting rod for installation.
- Using a piston ring compressor, install the piston with the front mark on the piston crown facing the front of the engine.

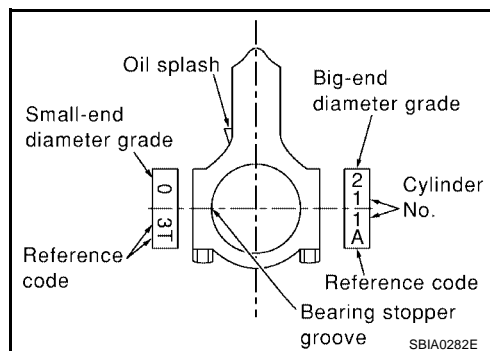


**CAUTION:**

**Be careful not to damage the crankshaft pin, resulting from an interference of the connecting rod big end.**

13. Install the connecting rod caps. Assemble the components in their original positions.

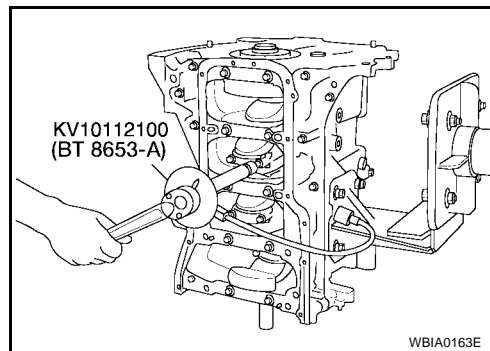
- Match the stamped cylinder number marks on the connecting rod with those on the cap to install.



14. Tighten the connecting rod bolt as follows:  
Apply engine oil to the threads and seats of the connecting rod bolts.

**CAUTION:**

**Always use either an angle wrench or protractor. Avoid tightening based on visual check alone.**



**Step 1 : 18.6 - 20.6 N·m (1.9 - 2.1 kg·m, 14 - 15 ft·lb)**

**Step 2 : 85° - 95° (target 90° degrees)**

- Check the connecting rod side clearance. Refer to [EM-176, "CONNECTING ROD SIDE CLEARANCE"](#)
- After tightening the bolts, make sure that the crankshaft rotates smoothly.

# CYLINDER BLOCK

[QR25DE]

15. Install flywheel (M/T Models), or drive plate (A/T Models).

- Install drive plate, reinforcement plate and pilot converter as shown in figure.
- Using a drift with 33 mm (1.30 in) diameter, push pilot converter into the end of the crankshaft.

16. Install the cylinder block heater.

**Cylinder block heater : 69 - 78 N·m (7.0 - 8.0 kg·m, 51 - 57 ft·lb)**

17. Install the knock sensor.

- Make sure that there is no foreign material on the cylinder block mating surface and the back surface of the knock sensor.
- Install the knock sensor with the connector facing lower left by 45° as shown.
- Do not tighten the mounting bolts while holding the connector.
- Make sure that the knock sensor does not interfere with other parts.

**Knock sensor bolt : 15.7 - 26.5 N·m (1.6 - 2.7 kg·m, 12 - 19 ft·lb)**

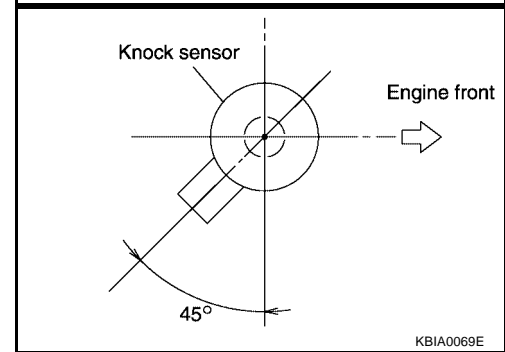
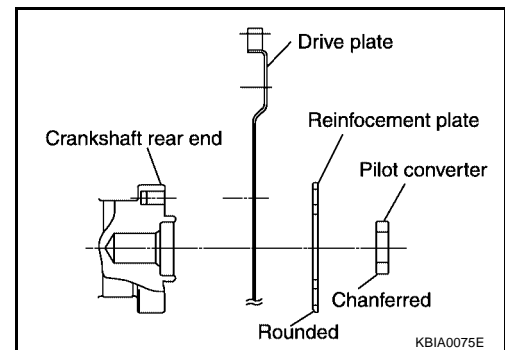
**CAUTION:**

**If the knock sensor is dropped, replace it with new one.**

18. Install the crankshaft position sensor (POS).

**Crankshaft position sensor bolt : 5.4 - 7.3 N·m (0.55 - 0.75 kg·m, 48 - 65 in·lb)**

19. Installation of remaining components is in the reverse order of removal.



## How to Select Piston and Bearing DESCRIPTION

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Selection points	Selection parts	Selection items	Selection methods
Between cylinder block to crankshaft	Main bearing	Main bearing grade (bearing thickness)	Determined by match of cylinder block bearing housing grade (inner diameter of housing) and crankshaft journal grade (outer diameter of journal)
Between crankshaft to connecting rod	Connecting rod bearing	Connecting rod bearing grade (bearing thickness)	Combining service grades for connecting rod big end inner diameter and crankshaft pin outer diameter determine connecting rod bearing selection
Between cylinder block to piston	Piston and piston pin assembly (The piston is available together with piston pin as an assembly)	Piston grade (piston outer diameter)	Piston grade = cylinder bore grade (inner diameter of bore)
*Between piston to connecting rod	—	—	—

\*For the service parts, the grade for fitting cannot be selected between a piston pin and a connecting rod. (Only 0 grade is available.) The information at the shipment from the plant is described as a reference.

- The identification grade stamped on each part is the grade for the dimension measured in new condition. This grade cannot apply to reused parts.



# CYLINDER BLOCK

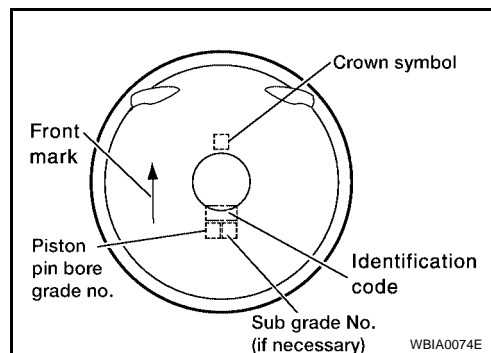
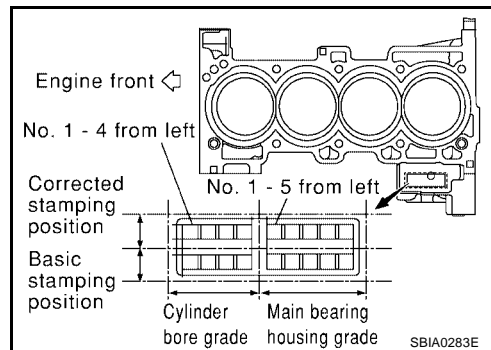
[QR25DE]

- For reused or repaired parts, measure the dimension accurately. Determine the grade by comparing the measurement with the values of each selection table.
- For details of the measurement method of each part, the reuse standards, and the selection method of the selective fitting parts, refer to the text.

## HOW TO SELECT A PISTON

### When New Cylinder Block is Used:

- Check the cylinder bore grade on rear left side of cylinder block, and select a piston of the same grade.
- If there is a corrected stamp mark on the cylinder block, use it as a correct reference.



### When a Cylinder Block is Reused:

1. Measure the cylinder block bore inner diameter.
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "Piston Selection Table". Select the piston of the same grade.

### Piston Selection Table

Unit: mm (in)

Grade number (Mark)	1	2 (or no mark)	3
Inner diameter of cylinder bore	89.000-89.010 (3.5039-3.5043)	89.010-89.020 (3.5043-3.5047)	89.020-89.030 (3.5047-3.5051)
Outer diameter of piston	88.980-88.990 (3.5031-3.5035)	88.990-89.000 (3.5035-3.5039)	89.000-89.010 (3.5039-3.5043)

### NOTE:

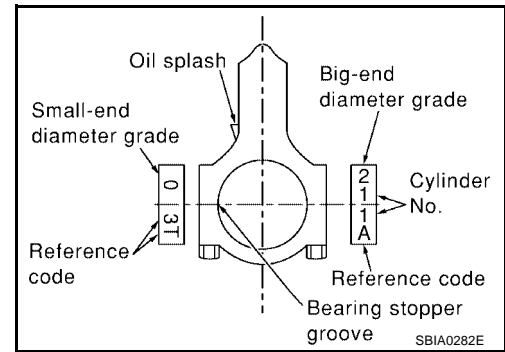
- The piston is available together with piston pin as an assembly.
- The piston pin (piston pin bore) grade is provided only for the parts installed at the plant. For service parts, no grades can be selected. Only 0 grade is available.



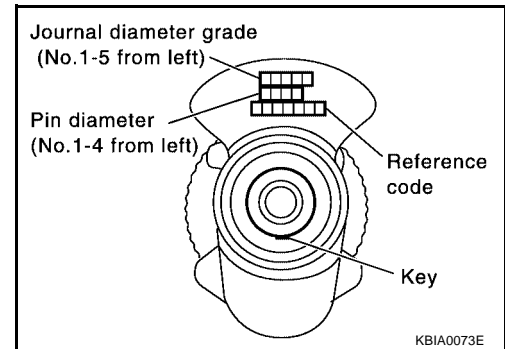
## HOW TO SELECT A CONNECTING ROD BEARING

### When New Connecting Rod and Crankshaft are Used:

1. Apply big end inside diameter grade stamped on connecting rod side face to the row in the "Connecting Rod Bearing Selection Table".



2. Apply pin diameter grade stamped on crankshaft front side to the column in the "Connecting Rod Bearing Selection Table".
3. Read the symbol at the cross point of selected row and column in the "Connecting Rod Bearing Selection Table".
4. Apply the symbol obtained to connecting rod bearing grade table to select.



### When Crankshaft and Connecting Rod are Reused:

1. Measure dimensions of the big end inner diameter of connecting rod and outer diameter of crankshaft pin individually.
2. Apply the dimension measured to the "Connecting Rod Bearing Selection Table" below.

# CYLINDER BLOCK

[QR25DE]

**Connecting Rod Bearing Selection Table**

Mark	Outer diameter Unit: mm (in)	Connecting rod big end. inner diameter		Mark																								
		Crankshaft pin outer diameter		Inner diameter Unit: mm (in)																								
		48.000 - 48.001 (1.8898 - 1.8898)	48.001 - 48.002 (1.8898 - 1.8898)	48.002 - 48.003 (1.8899 - 1.8899)	48.003 - 48.004 (1.8899 - 1.8899)	48.004 - 48.005 (1.8900 - 1.8900)	48.005 - 48.006 (1.8900 - 1.8900)	48.006 - 48.007 (1.8900 - 1.8900)	48.007 - 48.008 (1.8900 - 1.8901)	48.008 - 48.009 (1.8901 - 1.8901)	48.009 - 48.010 (1.8901 - 1.8902)	48.010 - 48.011 (1.8902 - 1.8902)	48.011 - 48.012 (1.8902 - 1.8902)	48.012 - 48.013 (1.8902 - 1.8903)	0	1	2	3	4	5	6	7	8	9	A	B	C	
A	44.974 - 44.973 (1.7706 - 1.7706)	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
B	44.973 - 44.972 (1.7706 - 1.7705)	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
C	44.972 - 44.971 (1.7705 - 1.7705)	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
D	44.971 - 44.970 (1.7705 - 1.7705)	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1
E	44.970 - 44.969 (1.7705 - 1.7704)	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	2
F	44.969 - 44.968 (1.7704 - 1.7704)	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	2	2
G	44.968 - 44.967 (1.7704 - 1.7704)	0	0	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
H	44.967 - 44.966 (1.7704 - 1.7703)	0	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
J	44.966 - 44.965 (1.7703 - 1.7703)	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
K	44.965 - 44.964 (1.7703 - 1.7702)	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
L	44.964 - 44.963 (1.7702 - 1.7702)	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
M	44.963 - 44.962 (1.7702 - 1.7702)	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
N	44.962 - 44.961 (1.7702 - 1.7701)	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3
P	44.961 - 44.960 (1.7701 - 1.7701)	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
R	44.960 - 44.959 (1.7701 - 1.7700)	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
S	44.959 - 44.958 (1.7700 - 1.7700)	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3
T	44.958 - 44.957 (1.7700 - 1.7700)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3
U	44.957 - 44.956 (1.7700 - 1.7699)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3

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**Connecting Rod Bearing Grade Table**

Grade	0	1	2	3
Upper / Lower thickness mm (in)	1.499 / 1.495 (0.0590 / 0.0589)	1.503 / 1.499 (0.0592 / 0.0590)	1.507 / 1.503 (0.0593 / 0.0592)	1.511 / 1.507 (0.0595 / 0.0593)
Identification color	Black	Brown	Green	Yellow

**Undersize Bearing Usage Guide**

- When the specified oil clearance is not obtained with standard size connecting rod bearing, use undersize (U.S.) bearing.
- When using undersize bearing, measure the bearing inner diameter with bearing installed, and grind the crankshaft pin so that the oil clearance satisfies the standard.

A  
EM  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# CYLINDER BLOCK

[QR25DE]

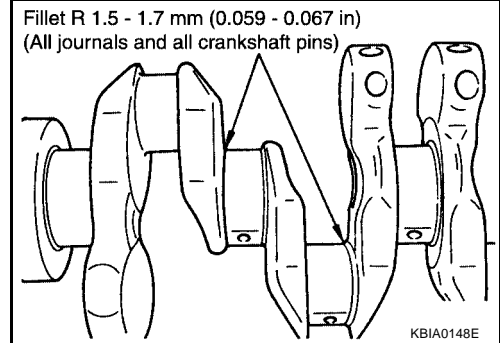
## Bearing Undersize Table

Unit: mm (in)

Size U.S.	Thickness
0.25 (0.0098)	1.624 - 1.632 (0.0639 - 0.0643)

### CAUTION:

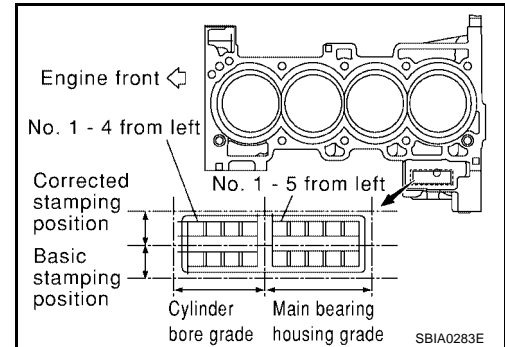
In grinding the crankshaft pin to use undersize bearings, do not damage the fillet R (All crankshaft pins).



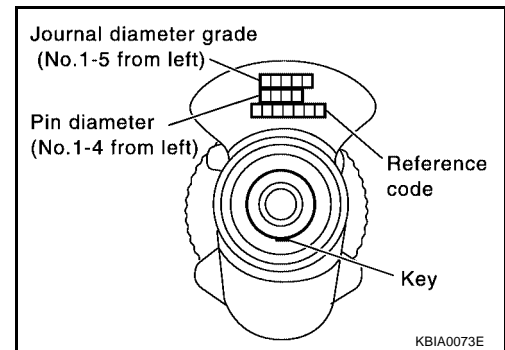
## HOW TO SELECT A MAIN BEARING

### When New Cylinder Block and Crankshaft are Used:

- "Main Bearing Selection Table" rows correspond to bearing housing grade on rear left side of cylinder block.
  - If there is a corrected stamp mark on the cylinder block, use it as a correct reference.



- Apply journal diameter grade stamped on crankshaft front side to column in "Main Bearing Selection Table".



- Find value at crossing of row and column in "Main Bearing Selection Table".

### CAUTION:

- There are two main bearing selection tables. One is for odd-numbered journals (1, 3, and 5) and the other is for even-numbered journals (2 and 4). Make certain to use the appropriate table. This is due to differences in the specified clearances.

- Apply the symbol obtained to "Main Bearing Grade Table" to select.

### NOTE:

- Service parts are available as a set of both upper and lower.

### When Cylinder Block and Crankshaft are Reused:

- Measure inner diameter of cylinder block main bearing housing and outer diameter of crankshaft journal.
- Apply measurement in above step 1 to the "Main Bearing Selection Table".
- Follow steps 3 and 4 in "When New Cylinder Block and Crankshaft are Used".





# CYLINDER BLOCK

[QR25DE]

01	UPR	1.973 - 1.976 (0.0777 - 0.0778)	Black / Red	Grade and color are different for upper and lower bearings.
	LWR	1.976 - 1.979 (0.0778 - 0.0779)		
12	UPR	1.976 - 1.979 (0.0778 - 0.0779)	Red / Green	
	LWR	1.979 - 1.982 (0.0779 - 0.0780)		
23	UPR	1.979 - 1.982 (0.0779 - 0.0780)	Green / Yellow	
	LWR	1.982 - 1.985 (0.0780 - 0.0781)		
34	UPR	1.982 - 1.985 (0.0780 - 0.0781)	Yellow / Blue	
	LWR	1.985 - 1.988 (0.0781 - 0.0783)		
45	UPR	1.985 - 1.988 (0.0781 - 0.0783)	Blue / Pink	
	LWR	1.988 - 1.991 (0.0783 - 0.0784)		
56	UPR	1.988 - 1.991 (0.0783 - 0.0784)	Pink / Purple	
	LWR	1.991 - 1.994 (0.0784 - 0.0785)		
67	UPR	1.991 - 1.994 (0.0784 - 0.0785)	Purple / Orange	
	LWR	1.994 - 1.997 (0.0785 - 0.0786)		

## Use Undersize Bearing Usage Guide

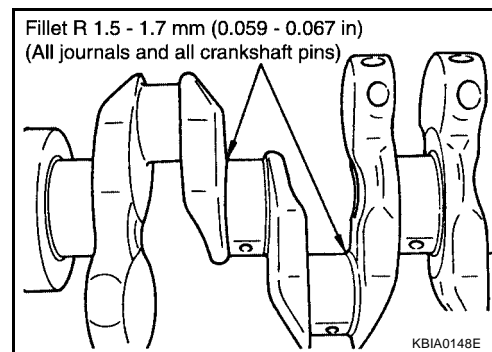
- Use undersize (U.S.) bearing when oil clearance with standard size main bearing is not within specification.
- When using undersize (U.S.) bearing, measure the bearing inner diameter with the bearing installed and grind journal until oil clearance falls within specification.

## Bearing Undersize Table

Unit: mm (in)	
Size U.S.	Thickness
0.25 (0.0098)	2.106 - 2.114 (0.0829 - 0.0832)

### CAUTION:

Do not damage fillet R when grinding crankshaft journal in order to use an undersize bearing (all journals).



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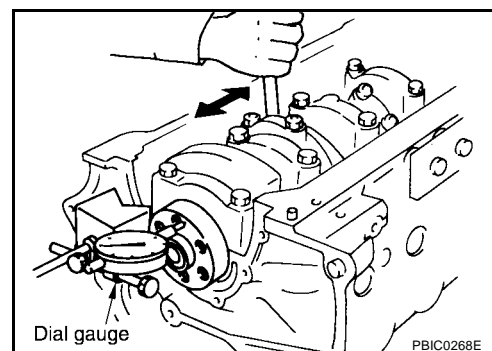
## Inspection After Disassembly CRANKSHAFT SIDE CLEARANCE

- Using a dial gauge, measure the clearance between the thrust bearings and the crankshaft arm when the crankshaft is moved fully forward or backward.

**Standard : 0.10 - 0.26 mm (0.0039 - 0.0102 in)**

**Limit : 0.30 mm (0.0118 in)**

- If the measured value exceeds the limit, replace the thrust bearings, and measure again. If it still exceeds the limit, replace the crankshaft.



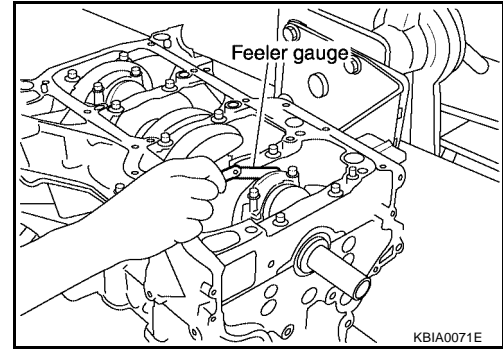
## CONNECTING ROD SIDE CLEARANCE

- Measure side clearance between connecting rod and crankshaft arm with feeler gauge.

**Standard** : 0.20 - 0.35 mm (0.0079 - 0.0138 in)

**Limit** : 0.50 mm (0.0197 in)

- If the measured value exceeds the limit, replace the connecting rod bearings, and measure again. If it still exceeds the limit, replace the crankshaft also.



## PISTON AND PISTON PIN CLEARANCE

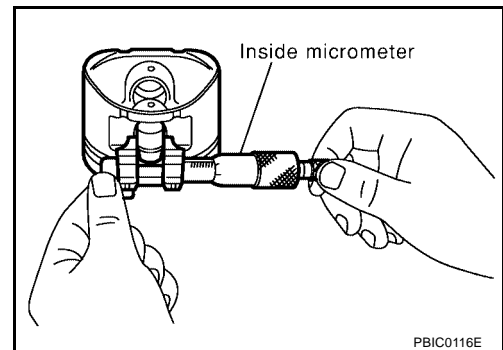
### Piston Pin Bore Diameter

- Measure the piston pin bore diameter with an inside micrometer.
- Service parts apply only to grade 0.

**Piston pin bore diameter**

**Grade No. 0** : 19.993 - 19.999 mm (0.7871 - 0.7874 in)

**Grade No. 1** : 19.999 - 20.005 mm (0.7874 - 0.7876 in)



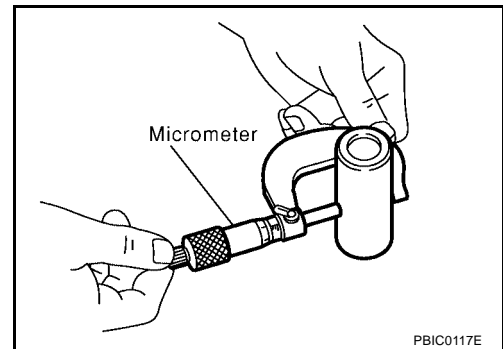
### Outer Diameter of Piston Pin

- Measure outer diameter of piston pin with a micrometer.

**Piston pin outer diameter**

**Grade No. 0** : 19.989 - 19.995 mm (0.7870 - 0.7872 in)

**Grade No. 1** : 19.995 - 20.001 mm (0.7872 - 0.7874 in)

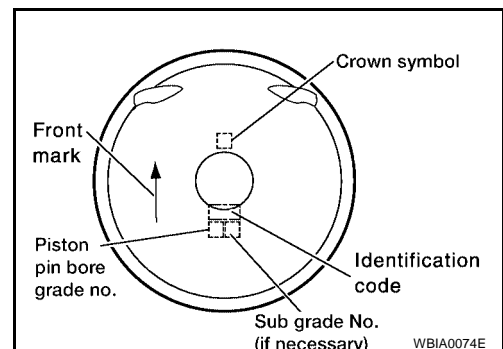


### Piston to Piston Pin Clearance

(Piston to piston pin clearance) = (Piston pin bore diameter) – (Outer diameter of piston pin)

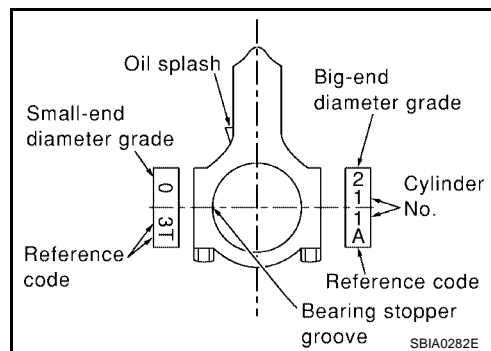
**Standard** : 0.002 - 0.006 mm (0.0001 - 0.0002 in)

- If clearance exceeds specification, replace either or both of piston/piston pin assembly and connecting rod assembly with reference to specification of each parts.
- Refer to piston selection table to replace piston/piston pin assembly. Refer to [EM-169, "HOW TO SELECT A PISTON"](#) .
- Refer to connecting rod bearing selection table to replace connecting rod. Refer to [EM-170, "HOW TO SELECT A CONNECTING ROD BEARING"](#) .



**NOTE:**

- The connecting rod small end grade and piston pin hole (piston pin) grade are provided only for the parts installed at the plant. For service parts, no grades can be selected. Only 0 grade is available.
- Refer to [EM-178, "CONNECTING ROD BUSHING OIL CLEARANCE \(SMALL END\)"](#) for the values for each grade at the plant.
- Regarding marks on piston head, refer to [EM-169, "HOW TO SELECT A PISTON"](#).



**PISTON RING SIDE CLEARANCE**

- Measure side clearance of piston ring and piston ring groove with feeler gauge.

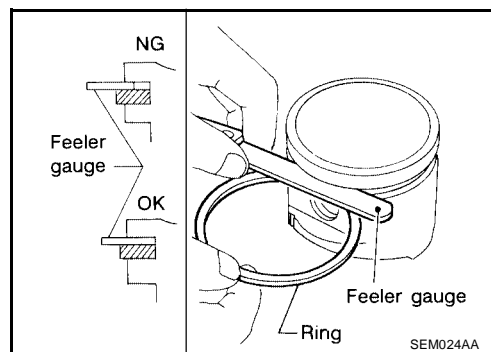
**Standard**

- Top ring** : 0.045 - 0.080 mm (0.0018 - 0.0031 in)
- 2nd ring** : 0.030 - 0.070 mm (0.0012 - 0.0028 in)
- Oil ring** : 0.065 - 0.135 mm (0.0026 - 0.0053 in)

**Limit**

- Top ring** : 0.11 mm (0.0043 in)
- 2nd ring** : 0.10 mm (0.004 in)
- Oil ring** : —

- If out of specification, replace piston and/or piston ring assembly.



**PISTON RING END GAP**

- Check if inner diameter of cylinder bore is within specification. Refer to [EM-180, "PISTON TO CYLINDER BORE CLEARANCE"](#).
- Insert piston ring until middle of cylinder with piston, and measure gap.

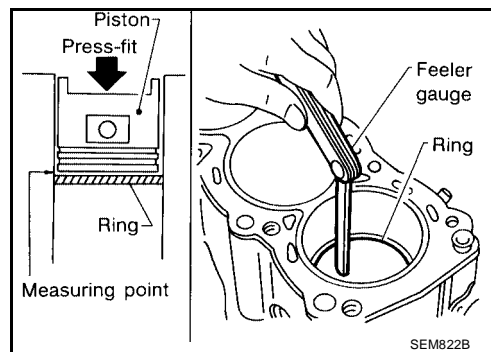
**Standard**

- Top ring** : 0.21 - 0.31 mm (0.0083 - 0.0122 in)
- 2nd ring** : 0.32 - 0.47 mm (0.0126 - 0.0185 in)
- Oil ring** : 0.20 - 0.60 mm (0.0079 - 0.0236 in)

**Limit**

- Top ring** : 0.54 mm (0.0213 in)
- 2nd ring** : 0.67 mm (0.0264 in)
- Oil ring** : 0.95 mm (0.0374 in)

- If out of specification, replace piston ring. If gap still exceeds the limit even with a new ring, re-bore cylinder and use oversized piston and piston ring.



**CONNECTING ROD BEND AND TORSION**

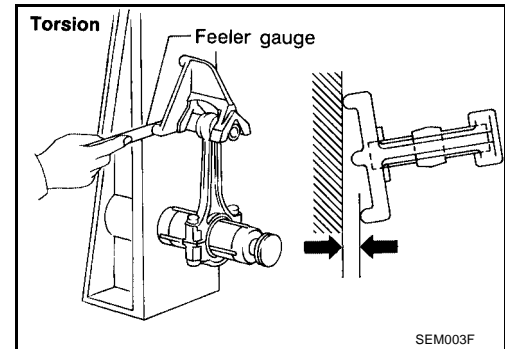
- Check with connecting rod aligner.



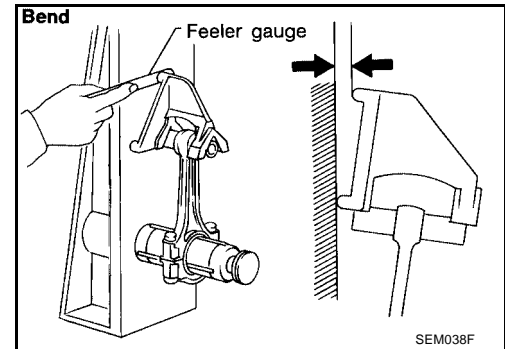
# CYLINDER BLOCK

[QR25DE]

- Bend limit** : 0.15 mm (0.0059 in) per 100 mm (3.94 in) length
- Torsion limit** : 0.30 mm (0.0118 in) per 100 mm (3.94 in) length



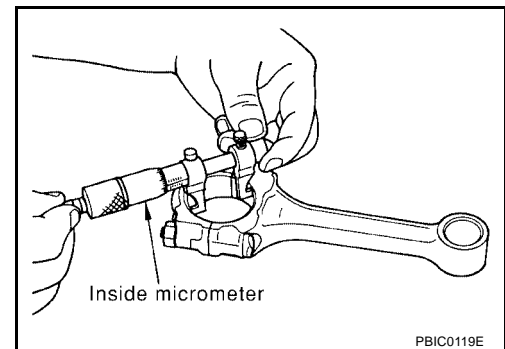
- If it exceeds the limit, replace connecting rod assembly.



## CONNECTING ROD BEARING (BIG END)

- Install the connecting rod cap without the connecting rod bearing installed. After tightening the connecting rod bolt to the specified torque, measure the connecting rod big end inner diameter using an inside micrometer.

**Standard** : 48.000 - 48.013 mm (1.8898 - 1.8903 in)



## CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)

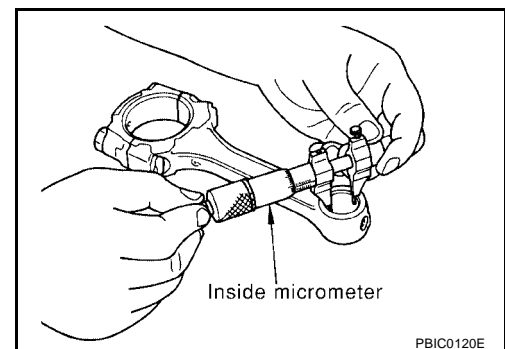
### Inner Diameter of Connecting Rod (Small End)

- Measure inner diameter of bushing.

**Connecting rod small end inner diameter**

**Grade No. 0** : 20.000 - 20.006 mm (0.7874 - 0.7876 in)

**Grade No. 1** : 20.006 - 20.012 mm (0.7876 - 0.7879 in)



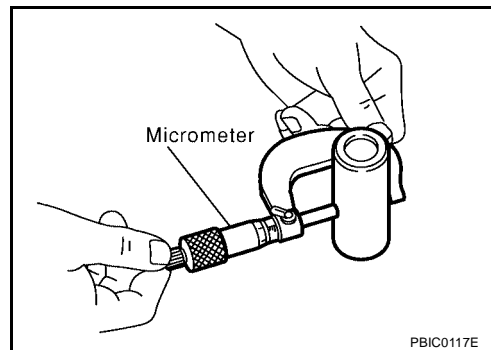
## Outer Diameter of Piston Pin

- Measure outer diameter of piston pin.

### Piston pin outer diameter

**Grade No. 0 : 19.989 - 19.995 mm (0.7870 - 0.7872 in)**

**Grade No. 1 : 19.995 - 20.001 mm (0.7872 - 0.7874 in)**

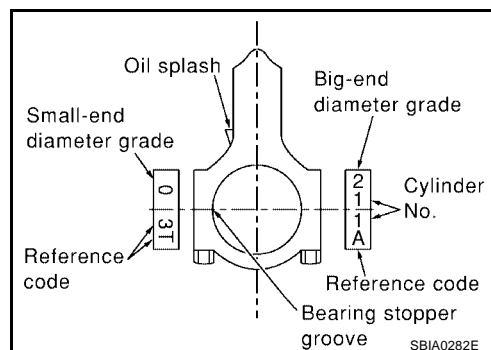


## Connecting Rod Oil Clearance (Small End)

(Connecting rod small end oil clearance) = (Inner diameter of connecting rod small end) – (Outer diameter of piston pin)

**Standard : 0.005 - 0.017 mm (0.0002 - 0.0007 in)**

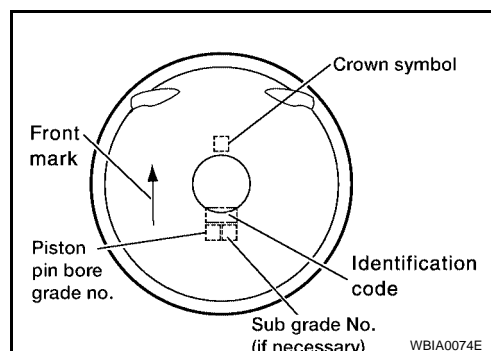
- If the measured value exceeds the standard, replace the connecting rod assembly and/or piston and piston pin assembly.
- If replacing the piston and piston pin assembly, refer to the "Piston Selection Table" to select the piston corresponding to the applicable bore grade of the cylinder block to be used. Refer to [EM-169, "HOW TO SELECT A PISTON"](#).



## Factory Installed Parts Grading:

- Service parts apply only to grade 0.

Grade	Unit: mm (in)	
	0	1
Connecting rod small end inner diameter	20.000 - 20.006 (0.7874 - 0.7876)	20.006 - 20.012 (0.7876 - 0.7879)
Piston pin outer diameter	19.989 - 19.995 (0.7870 - 0.7872)	19.995 - 20.001 (0.7872 - 0.7874)
Piston pin bore diameter	19.993 - 19.999 (0.7871 - 0.7874)	19.999 - 20.005 (0.7874 - 0.7876)



## CYLINDER BLOCK DISTORTION

- Using a scraper, remove gasket on the cylinder block surface, and also remove oil, scale, carbon, or other contamination.

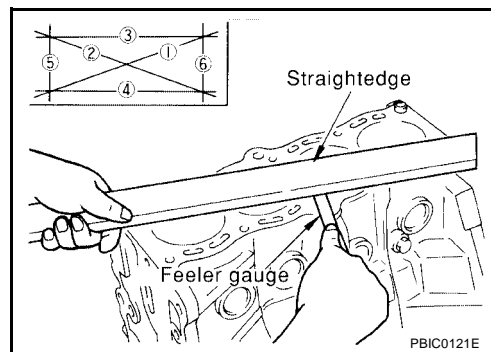
### CAUTION:

**Be careful not to allow gasket debris to enter the oil or coolant passages.**

- Measure the distortion on the block upper face at some different points in 6 directions.

**Limit : 0.1 mm (0.004 in)**

- If out of the distortion limit, replace the cylinder block.

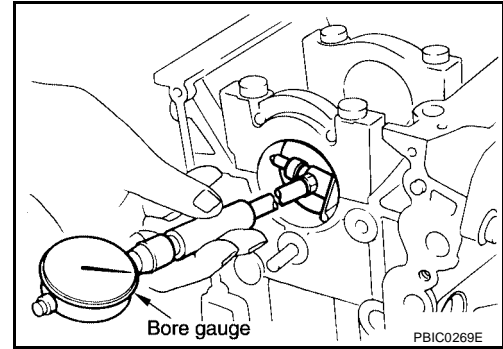


## INNER DIAMETER OF MAIN BEARING HOUSING

- Install the main bearing caps with the main bearings removed and tighten the mounting bolts to the specified torque. Refer to [EM-164, "ASSEMBLY"](#) .
- Using a bore gauge, measure the inner diameter of the main bearing housing. Refer to [EM-190, "CYLINDER BLOCK"](#) .
- If out of the standard, replace the cylinder block and lower cylinder block assembly.

**NOTE:**

These components cannot be replaced as a single unit because they were processed together.



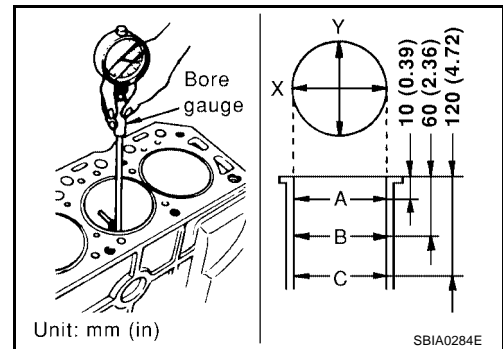
## PISTON TO CYLINDER BORE CLEARANCE

### Inner Diameter of Cylinder Bore

- Using a bore gauge, measure cylinder bore for wear, out-of-round and taper at 6 different points on each cylinder. (X and Y directions at A, B and C). The Y axis is in the longitudinal direction of the engine.

**NOTE:**

When determining cylinder bore grade, measure cylinder bore at B position.



### Cylinder bore inner diameter

**Grade No. 1** : 89.000 - 89.010 mm (3.5039 - 3.5043 in)

**Grade No. 2** : 89.010 - 89.020 mm (3.5043 - 3.5047 in)

**Grade No. 3** : 89.020 - 89.030 mm (3.5047 - 3.5051 in)

**Wear limit:** 0.2 mm (0.008 in)

**Out-of-round (difference between, X – Y):** 0.015 mm (0.0006 in)

**Taper limit (difference between, C – A):** 0.01 mm (0.0004 in)

- If the measured value rebore exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone the inner wall.
- An oversize piston is provided. When using an oversize piston, rebore the cylinder so that the clearance of the piston cylinder satisfies the standard.

### Piston oversize (OS)

**Clearance** : 0.2 mm (0.008 in)

**Diameter** : 89.180 - 89.210 mm (3.5110 - 3.5122 in)

## Outer Diameter of Piston

- Measure piston skirt diameter (A).

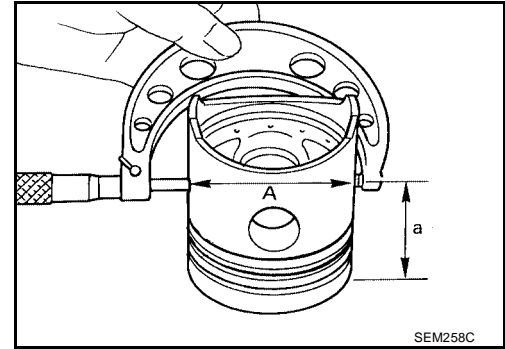
### Piston skirt diameter

**Grade No. 1 : 88.980 - 88.990 mm (3.5031 - 3.5035 in)**

**Grade No. 2 : 88.990 - 89.000 mm (3.5035 - 3.5039 in)**

**Grade No. 3 : 89.000 - 89.010 mm (3.5039 - 3.5043 in)**

**Oversize clearance : 0.20 mm (0.0079 in)**



- Measure point (a) (distance from the top): 42 mm (1.65 in)

## Piston to Cylinder Bore Clearance

- Calculate by outer diameter of piston skirt and inner diameter of cylinder (direction X, position B).  
(Clearance) = (Inner diameter of cylinder) – (Outer diameter of piston skirt).

**Standard : 0.010 - 0.030 mm (0.0004 - 0.0012 in)**

**Limit : 0.08 mm (0.0031 in)**

- If it exceeds the limit, replace piston/piston pin assembly.

## Reboring Cylinder Bore

1. Cylinder bore size is determined by adding piston-to-bore clearance to piston diameter "A".

**Rebored size calculation:  $D = A + B - C$**

**D: Bored diameter**

**A: Piston diameter as measured**

**B: Piston-to-bore clearance (standard value)**

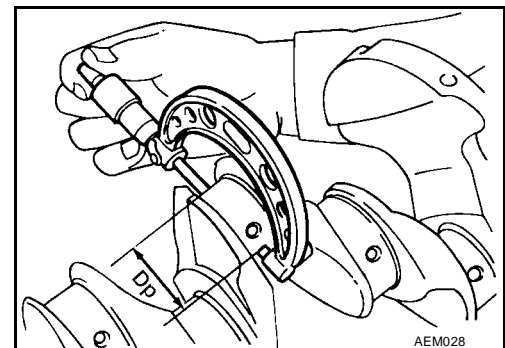
**C: Honing allowance 0.02 mm (0.0008 in)**

2. Install main bearing caps, and tighten to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.
3. Cut cylinder bores.
  - **When any cylinder needs boring, all other cylinders must also be bored.**
  - **Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.**
- 4.hone cylinders to obtain specified piston-to-bore clearance.
5. Measure finished cylinder bore for out-of-round and taper.
  - **Measurement should be done after cylinder bore cools down.**

## OUTER DIAMETER OF CRANKSHAFT MAIN JOURNAL

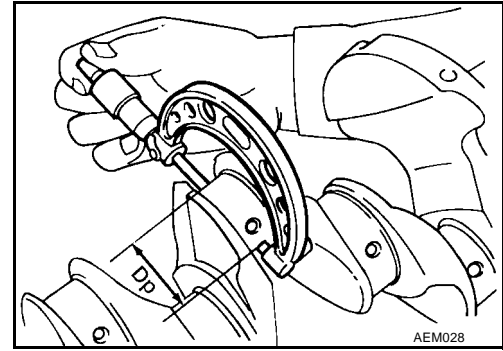
- Measure outer diameter of crankshaft main journals "Dm".

**Standard : 54.955 - 54.979 mm (2.1636 - 2.1645 in)**  
**"Dm"**



## OUTER DIAMETER OF CRANKSHAFT PIN JOURNAL

- Measure outer diameter of crankshaft pin journals.
  - Standard** : 44.956 - 44.974 mm (1.7699 - 1.7706 in)
  - "Dp"**



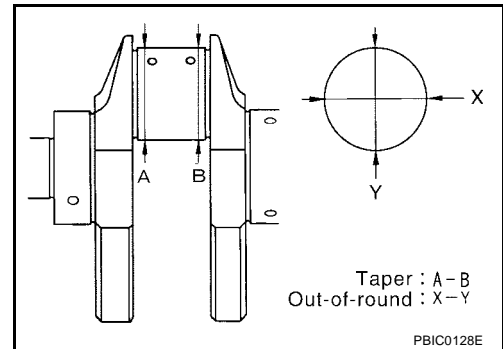
## OUT-OF-ROUND AND TAPER OF CRANKSHAFT

- Using a micrometer, measure the dimensions at four different points shown in the figure on each journal and pin.
- Out-of-round is indicated by the difference in dimensions between "X" and "Y" at "A" and "B".
- Taper is indicated by the difference in dimension between "A" and "B" at "X" and "Y".

**Limit**

**Out-of-round (X - Y)** : 0.005 mm (0.0002 in)

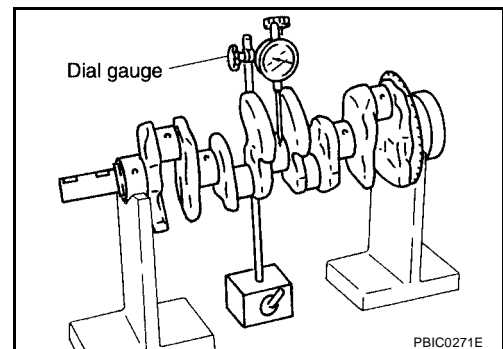
**Taper (A - B)** : 0.005 mm (0.0002 in)



## CRANKSHAFT RUNOUT

- Place a V-block on a precise flat table to support the journals on both ends of the crankshaft.
- Place a dial gauge straight up on the No. 3 journal.
- While rotating the crankshaft, read the movement of the pointer on the dial gauge, the total indicator reading.

**Limit** : 0.05 mm (0.002 in)



## OIL CLEARANCE OF CONNECTING ROD BEARING

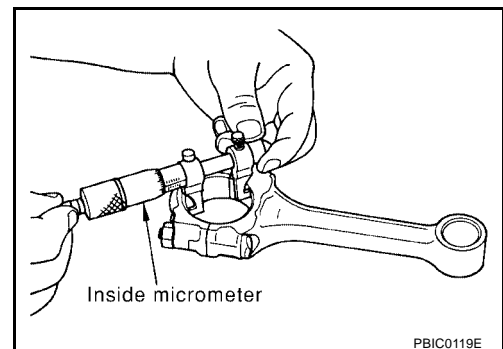
### Method of Measurement

- Install the connecting rod bearings to the connecting rod and the cap, and tighten the connecting rod bolts to the specified torque. Using an inside micrometer measure the inner diameter of connecting rod bearing.
  - (Oil clearance) = (Inner diameter of connecting rod bearing) – (Outer diameter of crankshaft pin)

**Standard** : 0.028 - 0.045 mm (0.0011 - 0.0018 in)

**Limit** : 0.10 mm (0.0039 in)

- If clearance cannot be adjusted within the standard, grind crankshaft pin and use undersized bearing. Refer to [EM-170, "HOW TO SELECT A CONNECTING ROD BEARING"](#).



## Method of Using Plastigage

- Remove oil and dust on the crankshaft pin and the surfaces of each bearing completely.
- Cut the Plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install the connecting rod bearings to the connecting rod cap, and tighten the connecting rod bolts to the specified torque.

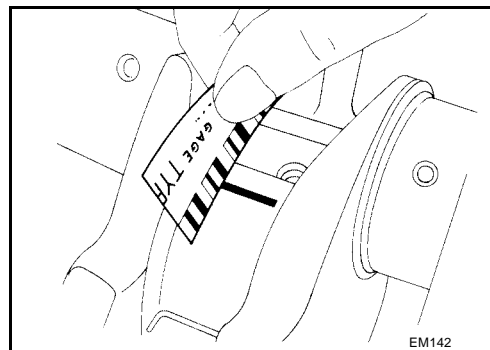
**CAUTION:**

**Never rotate the crankshaft.**

- Remove the connecting rod cap and bearings, and using the scale on the Plastigage bag, measure the Plastigage width.

**NOTE:**

The procedure when the measured value exceeds the limit is same as that described in the method by calculation.



## OIL CLEARANCE OF MAIN BEARING

### Method of Measurement

- Install the main bearings to the cylinder block and bearing cap. Measure the main bearing inner diameter with the bearing cap bolt tightened to the specified torque.  
(Oil clearance) = (Inner diameter of main bearing) – (Outer diameter of crankshaft journal)

**Standard:**

**No. 1, 3, and 5 journals : 0.012 - 0.022 mm (0.0005 - 0.0009 in)**

**No. 2 and 4 journals : 0.018 - 0.028 mm (0.0007 - 0.0011 in)**

**Limit : 0.1 mm (0.004 in)**

- If the measured value exceeds the limit, select main bearings referring to the main bearing inner diameter and crankshaft journal outer diameter, so that the oil clearance satisfies the standard. Refer to [EM-172, "HOW TO SELECT A MAIN BEARING"](#).

### Method of Using Plastigage

- Remove oil and dust on the crankshaft journal and the surfaces of each bearing completely.
- Cut the Plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Tighten the main bearing bolts to the specified torque.

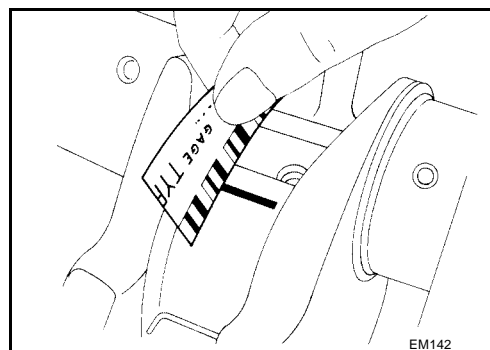
**CAUTION:**

**Never rotate the crankshaft.**

- Remove the bearing cap and bearings, and using the scale on the Plastigage bag, measure the Plastigage width.

**NOTE:**

The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".

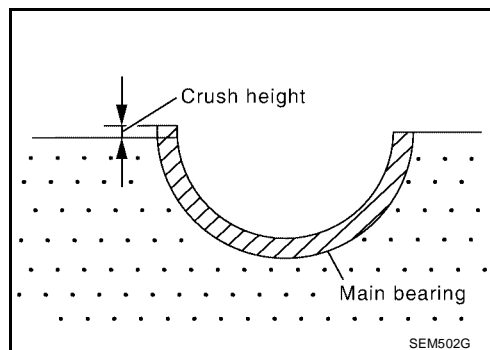


## CRUSH HEIGHT OF MAIN BEARING

- When the bearing cap is removed after being tightened to the specified torque with main bearings installed, the tip end of bearing must protrude.

**Standard : There must be crush height.**

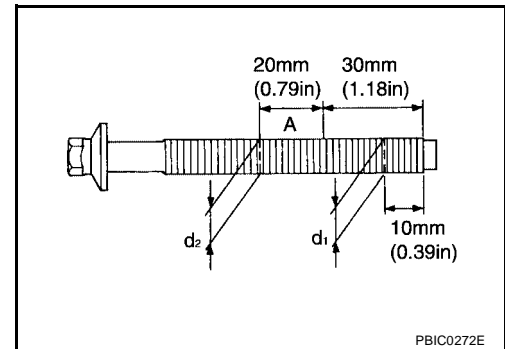
- If the standard is not met, replace main bearings.



## OUTER DIAMETER OF LOWER CYLINDER BLOCK MOUNTING BOLT

- Perform only with M10 (0.39 in) bolts.
- Measure outer diameters (d1, d2) at two positions as shown.
- Measure d2 at a point within block A.
- When the value of d1- d2 exceeds the limit (a large difference in dimensions), replace the bolt with a new one.

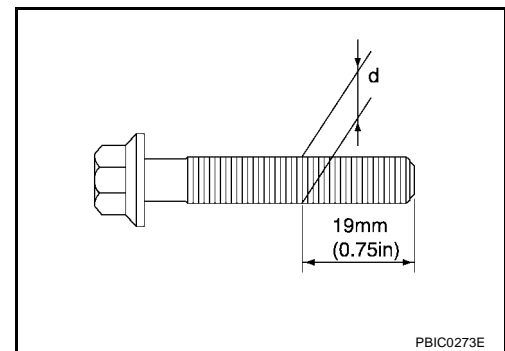
**Limit : 0.13 mm (0.0051 in) or more**



## OUTER DIAMETER OF CONNECTING ROD BOLT

- Measure outer diameter (d) at position shown in the figure.
- When "d" exceeds the limit (when it becomes thinner), replace the bolt with a new one.

**Limit : 7.75 mm (0.3051 in) or less**



## MOVEMENT AMOUNT OF FLYWHEEL (M/T MODEL)

### NOTE:

- Inspection for double mass flywheel only.
- Do not disassemble double mass flywheel.

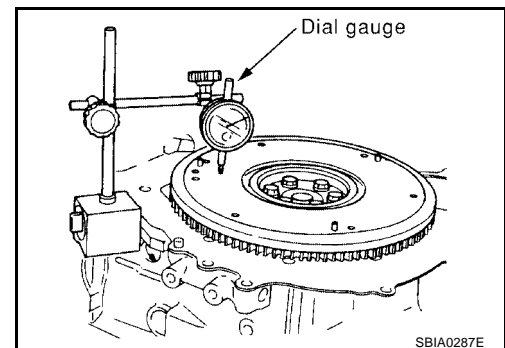
### Flywheel Runout

- Measure runout of flywheel contact surface to the clutch with a dial gauge.
- Measure runout at 210 mm (8.27 in) dia.

**Standard : 0.45 mm (0.0177 in) or less**

**Limit : 1.3 mm (0.051 in) or less**

- When measured value exceeds the limit, replace the flywheel with a new one.



### Movement Amount in Rotation Direction

- Check the movement amount in the following procedure.
  1. Install a bolt to clutch cover mounting hole, and place a torque wrench on the extended line of the flywheel center line.
- Tighten bolt to keep it from loosening at a force of 9.8 N·m (1 kg·m, 87 in·lb).

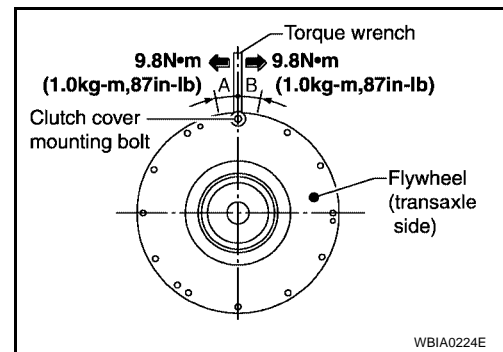
# CYLINDER BLOCK

[QR25DE]

- Put a mating mark on circumferences of the two flywheel masses without applying any load (measurement standard points).
- Apply a force of 9.8 N·m (1 kg·m, 87 in·lb) in each direction, and mark the movement amount on the mass on the transaxle side.
- Measure dimensions of movement amounts A and B on circumference of the flywheel on the transaxle side.

**Standard : 28.3 mm (1.114 in) or less**

- When measured value is outside the standard, replace flywheel.



A

EM

C

D

E

F

G

H

I

J

K

L

M



# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Standard and Limit GENERAL SPECIFICATIONS

EBS00CGA

Cylinder arrangement		In-line 4
Displacement cm <sup>3</sup> (cu in)		2,488 (151.82)
Bore and stroke mm (in)		89.0 x 100 (3.50 - 3.94)
Valve arrangement		DOHC
Firing order		1-3-4-2
Number of piston rings	Compression	2
	Oil	1
Compression ratio		9.5
Compression pressure kPa (kg/cm <sup>2</sup> , psi) / 250 rpm	Standard	1,250 (12.8, 181.3)
	Minimum	1,060 (10.8, 153.7)
	Differential limit between cylinders	100 (1.0, 14)

Valve timing	<p style="text-align: right; font-size: small;">PBIC0187E</p>
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Unit: degree

a	b	c	d	e	f
224	244	0	64	3	41

### DRIVE BELTS

Tension of drive belts	Auto adjustment by auto-tensioner
------------------------	-----------------------------------

### INTAKE MANIFOLD AND EXHAUST MANIFOLD

Unit: mm (in)

		Limit
Surface distortion	Intake manifold collector	0.1 (0.004)
	Intake manifold	0.1 (0.004)
	Exhaust manifold	0.3 (0.012)

### SPARK PLUG

Make	NGK
Standard type	PLFR5A-11 (Platinum type)
Hot type	PLFR4A-11 (Platinum type)
Cold type	PLFR6A-11 (Platinum type)
Gap (nominal)	1.1 mm (0.043 in)

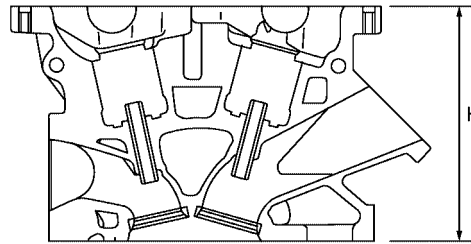
# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## CYLINDER HEAD

Unit: mm (in)

Limit



Nominal cylinder head height:  
H = 129.4 mm (5.09 in)

PBIC0283E

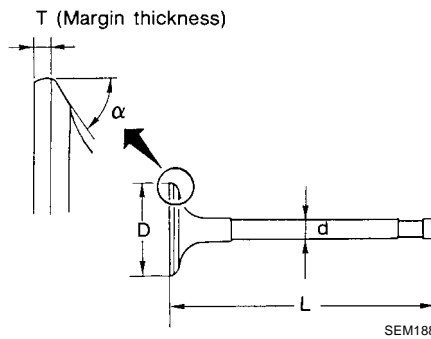
Head surface distortion

0.1 (0.004)

## VALVE

### Valve Dimensions

Unit: mm (in)



Valve head diameter "D"	Intake	35.5 - 35.8 (1.398 - 1.409)
	Exhaust	30.5 - 30.8 (1.201 - 1.213)
Valve length "L"	Intake	97.16 (3.8252)
	Exhaust	98.82 (3.8905)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle " $\alpha$ "	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)

### Valve Clearance

Unit: mm (in)

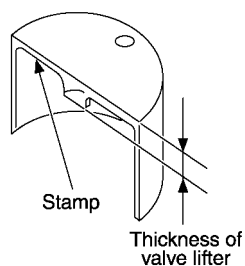
	Cold* (reference data)	Hot
Intake	0.24 - 0.32 (0.009 - 0.013)	0.32 - 0.40 (0.013 - 0.016)
Exhaust	0.26 - 0.34 (0.010 - 0.013)	0.33 - 0.41 (0.013 - 0.016)

\*: Approximately 20°C (68 °F)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## Available Valve Lifter



KBIA0119E

Thickness mm (in)	Identification mark
6.96 (0.2740)	696
6.98 (0.2748)	698
7.00 (0.2756)	700
7.02 (0.2764)	702
7.04 (0.2772)	704
7.06 (0.2780)	706
7.08 (0.2787)	708
7.10 (0.2795)	710
7.12 (0.2803)	712
7.14 (0.2811)	714
7.16 (0.2819)	716
7.18 (0.2827)	718
7.20 (0.2835)	720
7.22 (0.2843)	722
7.24 (0.2850)	724
7.26 (0.2858)	726
7.28 (0.2866)	728
7.30 (0.2874)	730
7.32 (0.2882)	732
7.34 (0.2890)	734
7.36 (0.2898)	736
7.38 (0.2906)	738
7.40 (0.2913)	740
7.42 (0.2921)	742
7.44 (0.2929)	744
7.46 (0.2937)	746

## Valve Spring

Free height standard mm (in)	Intake (blue)	44.84 - 45.34 (1.7654 - 1.7850)
	Exhaust (yellow)	45.28 - 45.78 (1.7827 - 1.8024)
Pressure standard N (kg-force, lb-force) at height mm (in)	Intake (blue) and Exhaust (yellow)	151 - 175 (15.4 - 17.8, 34 - 39) at 35.30 (1.390)
Out-of-square mm (in)		1.9 (0.0748)
Installation height mm (in)	Intake (blue) and Exhaust (yellow)	35.30 (1.390)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Height during valve open mm (in)	Intake (blue)	24.94 (0.9819)
	Exhaust (yellow)	26.39 (1.0390)
Load with valve open N (kg-force, lb-force)	Intake (blue)	358 - 408 (36.5 - 41.6, 80 - 92)
	Exhaust (yellow)	325 - 371 (33.1 - 37.8, 73 - 83)

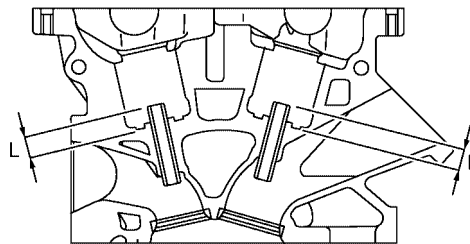
## Valve Lifter

Unit: mm (in)

	Standard
Valve lifter outer diameter	33.965 - 33.980 (1.3372 - 1.3378)
Valve lifter guide bore diameter	34.000 - 34.021 (1.3386 - 1.3394)
Clearance between lifter and lifter guide bore	0.020 - 0.056 (0.0008 - 0.0022)

## Valve Guide

Unit: mm (in)



PBIC0184E

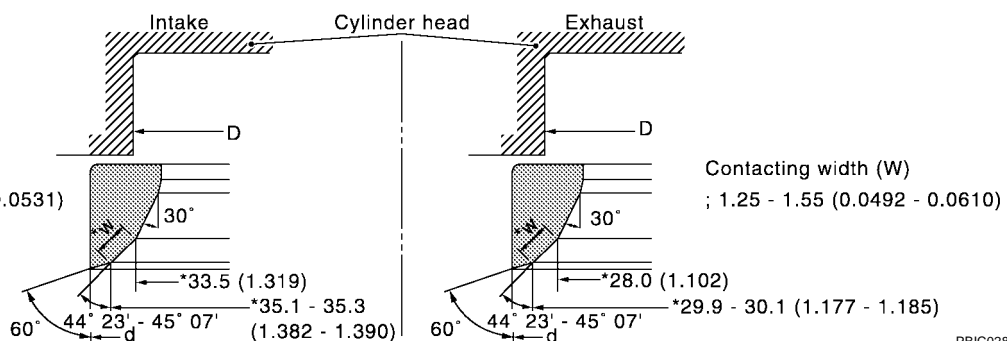
		Standard	Service
Valve guide	Outer diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (0.4025 - 0.4029)
	Inner diameter (Finished size)	6.000 - 6.018 (0.2362 - 0.2369)	
Valve guide bore diameter		9.975 - 9.996 (0.3927 - 0.3935)	10.175 - 10.196 (0.4006 - 0.4014)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
Standard			
Valve to guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025)	
Projection length "L"	Intake	10.1 - 10.3 (0.398 - 0.406)	
	Exhaust	10.0 - 10.4 (0.394 - 0.409)	

## Valve Seat

Unit: mm (in)

\*: Machining data

Contacting width (W)  
; 1.05 - 1.35 (0.0413 - 0.0531)



PBIC0284E

	Standard	Service
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# SERVICE DATA AND SPECIFICATIONS (SDS)

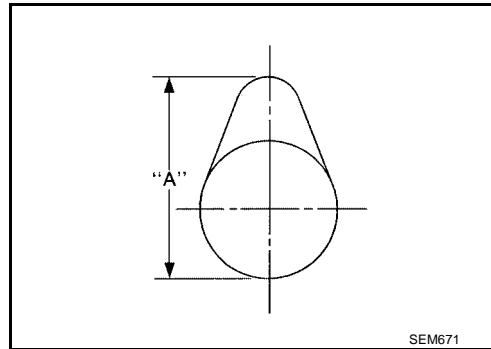
[QR25DE]

Cylinder head seat recess diameter (D)	Intake	36.500 - 36.516 (1.4370 - 1.4376)	37.000 - 37.016 (1.4567 - 1.4573)
	Exhaust	31.500 - 31.516 (1.2402 - 1.2408)	32.000 - 32.016 (1.2598 - 1.2605)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.084 - 0.116 (0.0033 - 0.0046)	
Valve seat outer diameter (d)	Intake	36.597 - 36.613 (1.4408 - 1.4415)	37.097 - 37.113 (1.4605 - 1.4611)
	Exhaust	31.600 - 31.616 (1.2441 - 1.2447)	32.100 - 32.116 (1.2638 - 1.2644)

## CAMSHAFT AND CAMSHAFT BEARING

Unit: mm (in)

	Standard
Camshaft runout [TIR*]	Less than 0.04 (0.0016)

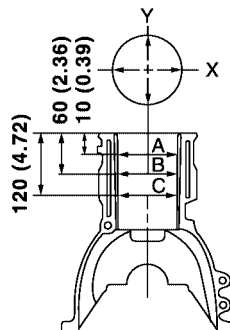


Cam height "A"	Intake	45.665 - 45.855 (1.7978 - 1.8053)
	Exhaust	43.975 - 44.165 (1.7313 - 1.7388)
Outer diameter of camshaft journal	No. 1	27.935 - 27.955 (1.0998 - 1.1006)
	No. 2, 3, 4, 5	23.435 - 23.455 (0.9226 - 0.9234)
Inner diameter of camshaft bracket	No. 1	28.000 - 28.021 (1.1024 - 1.1032)
	No. 2, 3, 4, 5	23.500 - 23.521 (0.9252 - 0.9260)
Camshaft journal clearance		0.045 - 0.086 (0.0018 - 0.0034)
Camshaft end play		0.115 - 0.188 (0.0045 - 0.0074)
Camshaft sprocket runout [TIR*]		Less than 0.15 (0.0059)

\*: Total indicator reading

## CYLINDER BLOCK

Unit: mm (in)



Surface distortion	Limit	0.1 (0.004)
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# SERVICE DATA AND SPECIFICATIONS (SDS)

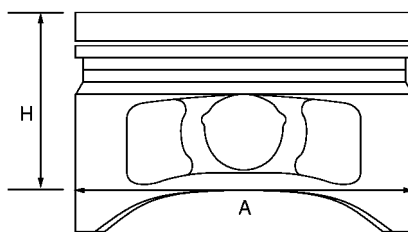
[QR25DE]

Cylinder bore	Inner diameter	Standard	Grade No. 1	89.000 - 89.010 (3.5039 - 3.5043)	A
			Grade No. 2	89.010 - 89.020 (3.5043 - 3.5047)	
			Grade No. 3	89.020 - 89.030 (3.5047 - 3.5051)	
			Wear limit	0.2 (0.008)	EM
Out-of-round (X - Y)				Less than 0.015 (0.0006)	
Taper (C - A)				Less than 0.01 (0.0004)	
Main journal inner diameter grade (Without bearing)	Grade No. A			58.944 - 58.945 (2.3206 - 2.3207)	C
	Grade No. B			58.945 - 58.946 (2.3207 - 2.3207)	
	Grade No. C			58.946 - 58.947 (2.3207 - 2.3207)	
	Grade No. D			58.947 - 58.948 (2.3207 - 2.3208)	D
	Grade No. E			58.948 - 58.949 (2.3208 - 2.3208)	
	Grade No. F			58.949 - 58.950 (2.3208 - 2.3209)	
	Grade No. G			58.950 - 58.951 (2.3209 - 2.3209)	
	Grade No. H			58.951 - 58.952 (2.3209 - 2.3209)	E
	Grade No. J			58.952 - 58.953 (2.3209 - 2.3210)	
	Grade No. K			58.953 - 58.954 (2.3210 - 2.3210)	
	Grade No. L			58.954 - 58.955 (2.3210 - 2.3211)	
	Grade No. M			58.955 - 58.956 (2.3211 - 2.3211)	F
	Grade No. N			58.956 - 58.957 (2.3211 - 2.3211)	
	Grade No. P			58.957 - 58.958 (2.3211 - 2.3212)	
	Grade No. R			58.958 - 58.959 (2.3212 - 2.3212)	
	Grade No. S			58.959 - 58.960 (2.3212 - 2.3213)	G
	Grade No. T			58.960 - 58.961 (2.3213 - 2.3213)	
Grade No. U			58.961 - 58.962 (2.3213 - 2.3213)		
Grade No. V			58.962 - 58.963 (2.3213 - 2.3214)		
Grade No. W			58.963 - 58.964 (2.3214 - 2.3214)	H	
Grade No. X			58.964 - 58.965 (2.3214 - 2.3215)		
Grade No. Y			58.965 - 58.966 (2.3215 - 2.3215)		
Grade No. 4			58.966 - 58.967 (2.3215 - 2.3215)	I	
Grade No. 7			58.967 - 58.968 (2.3215 - 2.3216)		
Difference in inner diameter between cylinders	Standard			Less than 0.03 (0.0012)	J

## PISTON, PISTON RING, AND PISTON PIN

### Available Piston

Unit: mm (in)



PBIC0188E

Piston skirt diameter "A"	Standard	Grade No. 1	88.980 - 88.990 (3.5031 - 3.5035)	
		Grade No. 2	88.990 - 89.000 (3.5035 - 3.5039)	
		Grade No. 3	89.000 - 89.010 (3.5039 - 3.5043)	
		0.20 (0.0079) oversize clearance (service)	89.180 - 89.210 (3.5110 - 3.5122)	
"H" dimension			42 (1.65)	
Piston pin bore diameter	Grade No. 0		19.993 - 19.999 (0.7871 - 0.7874)	
	Grade No. 1		19.999 - 20.005 (0.7874 - 0.7876)	

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Piston to cylinder bore clearance	Standard	0.010 - 0.030 (0.0004 - 0.0012)
	Limit	0.08 (0.0031)

## Piston Ring

Unit: mm (in)

		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.10 (0.004)
	Oil ring	0.065 - 0.135 (0.0026 - 0.0053)	—
End gap	Top	0.21 - 0.31 (0.0083 - 0.0122)	0.54 (0.0213)
	2nd	0.32 - 0.47 (0.0126 - 0.0185)	0.67 (0.0264)
	Oil (rail ring)	0.20 - 0.60 (0.0079 - 0.0236)	0.95 (0.0374)

## Piston Pin

Unit: mm (in)

Piston pin outer diameter	Grade No.0	19.989 - 19.995 (0.7870 - 0.7872)
	Grade No.1	19.995 - 20.001 (0.7872 - 0.7874)
Piston pin to piston clearance		0.002 - 0.006 (0.0001 - 0.0002)
Piston pin to connecting rod oil clearance	Standard	0.005 - 0.017 (0.0002 - 0.0007)

## CONNECTING ROD

Unit: mm (in)

Center distance		143.00 - 143.10 (5.63 - 5.63)
Bend [per 100 (3.94)]	Limit	0.15 (0.0059)
Torsion [per 100 (3.94)]	Limit	0.30 (0.0118)
Connecting rod small end inner diameter		22.000 - 22.012 (0.7874 - 0.7879)
Connecting rod small end inner diameter*	Grade No. 0	20.000 - 20.006 (0.7874 - 0.7876)
	Grade No. 1	20.006 - 20.012 (0.7876 - 0.7879)
Connecting rod big end inner diameter		48.000 - 48.013 (1.8898 - 1.8903)
Side clearance	Standard	0.20 - 0.35 (0.0079 - 0.0138)
	Limit	0.50 (0.0197)
Connecting rod bearing housing	Grade No. 0	48.000 - 48.001 (1.8898 - 1.8898)
	Grade No. 1	48.001 - 48.002 (1.8898 - 1.8898)
	Grade No. 2	48.002 - 48.003 (1.8898 - 1.8899)
	Grade No. 3	48.003 - 48.004 (1.8899 - 1.8899)
	Grade No. 4	48.004 - 48.005 (1.8899 - 1.8899)
	Grade No. 5	48.005 - 48.006 (1.8899 - 1.8900)
	Grade No. 6	48.006 - 48.007 (1.8900 - 1.8900)
	Grade No. 7	48.007 - 48.008 (1.8900 - 1.8901)
	Grade No. 8	48.008 - 48.009 (1.8901 - 1.8901)
	Grade No. 9	48.009 - 48.010 (1.8901 - 1.8902)
	Grade No. A	48.010 - 48.011 (1.8902 - 1.8902)
	Grade No. B	48.011 - 48.012 (1.8902 - 1.8902)
Grade No. C	48.012 - 48.013 (1.8902 - 1.8903)	

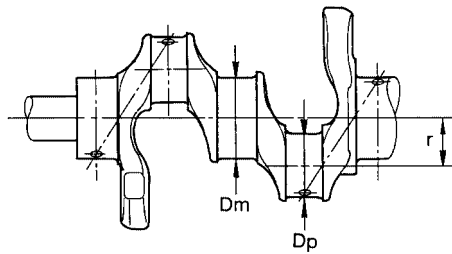
\*: After installing in connecting rod

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

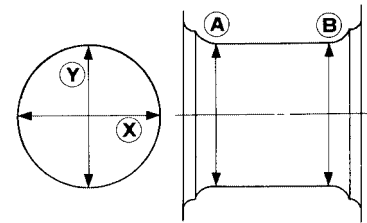
## CRANKSHAFT

Unit: mm (in)



SEM645

Out-of-round (X - Y)  
Taper (A - B)



SEM715

Pin journal "DP" grade	Grade No. A	44.974 - 44.973 (1.7706 - 1.7706)	A
	Grade No. B	44.973 - 44.972 (1.7706 - 1.7705)	B
	Grade No. C	44.972 - 44.971 (1.7705 - 1.7705)	C
	Grade No. D	44.971 - 44.970 (1.7705 - 1.7705)	D
	Grade No. E	44.970 - 44.969 (1.7705 - 1.7704)	E
	Grade No. F	44.969 - 44.968 (1.7704 - 1.7704)	F
	Grade No. G	44.968 - 44.967 (1.7704 - 1.7704)	G
	Grade No. H	44.967 - 44.966 (1.7704 - 1.7703)	H
	Grade No. J	44.966 - 44.965 (1.7703 - 1.7703)	I
	Grade No. K	44.965 - 44.964 (1.7703 - 1.7702)	J
	Grade No. L	44.964 - 44.963 (1.7702 - 1.7702)	K
	Grade No. M	44.963 - 44.962 (1.7702 - 1.7702)	L
	Grade No. N	44.962 - 44.961 (1.7702 - 1.7701)	M
	Grade No. P	44.961 - 44.960 (1.7701 - 1.7701)	
Grade No. R	44.960 - 44.959 (1.7701 - 1.7700)		
Grade No. S	44.959 - 44.958 (1.7700 - 1.7700)		
Grade No. T	44.958 - 44.957 (1.7700 - 1.7700)		
Grade No. U	44.957 - 44.956 (1.7700 - 1.7699)		
Main journal "Dm" grade	Grade No. A	54.979 - 54.978 (2.1645 - 2.1645)	J
	Grade No. B	54.978 - 54.977 (2.1645 - 2.1644)	K
	Grade No. C	54.977 - 54.976 (2.1644 - 2.1644)	L
	Grade No. D	54.976 - 54.975 (2.1644 - 2.1644)	M
	Grade No. E	54.975 - 54.974 (2.1644 - 2.1643)	
	Grade No. F	54.974 - 54.973 (2.1643 - 2.1643)	
	Grade No. G	54.973 - 54.972 (2.1643 - 2.1642)	
	Grade No. H	54.972 - 54.971 (2.1642 - 2.1642)	
	Grade No. J	54.971 - 54.970 (2.1642 - 2.1642)	
	Grade No. K	54.970 - 54.969 (2.1642 - 2.1641)	
	Grade No. L	54.969 - 54.968 (2.1641 - 2.1641)	
	Grade No. M	54.968 - 54.967 (2.1641 - 2.1641)	
	Grade No. N	54.967 - 54.966 (2.1641 - 2.1640)	
	Grade No. P	54.966 - 54.965 (2.1640 - 2.1640)	
	Grade No. R	54.965 - 54.964 (2.1640 - 2.1639)	
	Grade No. S	54.964 - 54.963 (2.1639 - 2.1639)	
	Grade No. T	54.963 - 54.962 (2.1639 - 2.1639)	
Grade No. U	54.962 - 54.961 (2.1639 - 2.1638)		
Grade No. V	54.961 - 54.960 (2.1638 - 2.1638)		
Grade No. W	54.960 - 54.959 (2.1638 - 2.1637)		
Grade No. X	54.959 - 54.958 (2.1637 - 2.1637)		
Grade No. Y	54.958 - 54.957 (2.1637 - 2.1637)		
Grade No. 4	54.957 - 54.956 (2.1637 - 2.1636)		
Grade No. 7	54.956 - 54.955 (2.1636 - 2.1636)		
Center distance "r"		49.60 - 50.04 (1.9528 - 1.9701)	
Out-of-round (X - Y)	Standard	Less than 0.005 (0.0002)	
Taper (A - B)	Standard	Less than 0.005 (0.0002)	
Runout [TIR*]	Limit	Less than 0.05 (0.002)	
Free end play	Standard	0.10 - 0.26 (0.0039 - 0.0102)	
	Limit	0.30 (0.0118)	



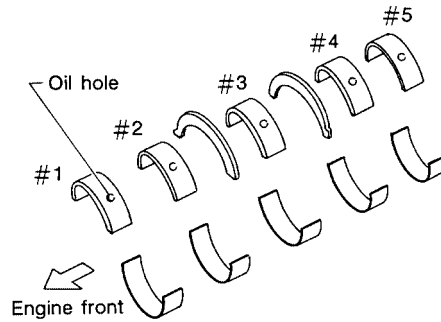
# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

\*: Total indicator reading

## MAIN BEARING

Unit: mm (in)



SEM685D

Grade number	Thickness	Identification color (UPR / LWR)	Remarks
0	1.973 - 1.976 (0.0777 - 0.0778)	Black	Grade and color are the same for upper and lower bearings.
1	1.976 - 1.979 (0.0778 - 0.0779)	Red	
2	1.979 - 1.982 (0.0779 - 0.0780)	Green	
3	1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
4	1.985 - 1.988 (0.0781 - 0.0783)	Blue	
5	1.988 - 1.991 (0.0783 - 0.0784)	Pink	
6	1.991 - 1.994 (0.0784 - 0.0785)	Purple	
7	1.994 - 1.997 (0.0785 - 0.0786)	Orange	
01	UPR	1.973 - 1.976 (0.0777 - 0.0778)	Grade and color are different for upper and lower bearings.
	LWR	1.976 - 1.979 (0.0778 - 0.0779)	
12	UPR	1.976 - 1.979 (0.0778 - 0.0779)	
	LWR	1.979 - 1.982 (0.0779 - 0.0780)	
23	UPR	1.979 - 1.982 (0.0779 - 0.0780)	
	LWR	1.982 - 1.985 (0.0780 - 0.0781)	
34	UPR	1.982 - 1.985 (0.0780 - 0.0781)	
	LWR	1.985 - 1.988 (0.0781 - 0.0783)	
45	UPR	1.985 - 1.988 (0.0781 - 0.0783)	
	LWR	1.988 - 1.991 (0.0783 - 0.0784)	
56	UPR	1.988 - 1.991 (0.0783 - 0.0784)	
	LWR	1.991 - 1.994 (0.0784 - 0.0785)	
67	UPR	1.991 - 1.994 (0.0784 - 0.0785)	
	LWR	1.994 - 1.997 (0.0785 - 0.0786)	

## Undersize

Unit: mm (in)

Size U.S.	Thickness	Main journal diameter
0.25 (0.0098)	2.106 - 2.114 (0.0829 - 0.0832)	Grind so that bearing clearance is the specified value.

## Bearing Oil Clearance

Unit: mm (in)

Main bearing oil clearance	Standard	No.1, 3, and 5	0.012 - 0.022 (0.0005 - 0.0009)
		No.2 and 4	0.018 - 0.028 (0.0007 - 0.0011)
	Limit		0.1 (0.004)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## CONNECTING ROD BEARING

Grade number	Thickness mm (in)	Identification color (mark)
0	1.499 - 1.495 (0.0590 - 0.0589)	Black
1	1.503 - 1.499 (0.0592 - 0.0590)	Brown
2	1.507 - 1.503 (0.0593 - 0.0592)	Green
3	1.511 - 1.507 (0.0595 - 0.0593)	Yellow

## Undersize

Unit: mm (in)

Size U.S.	Thickness	Crank pin journal diameter
0.25 (0.0098)	1.624 - 1.632 (0.0639 - 0.0643)	Grind so that bearing clearance is the specified value.

## Bearing Oil Clearance

Unit: mm (in)

Connecting rod bearing oil clearance	Standard	0.028 - 0.045 (0.0011 - 0.0018)
	Limit	0.10 (0.0039)

## Miscellaneous Components

EBS00EZ6

Unit: mm (in)

Flywheel runout [TIR*]	Less than 0.15 (0.0059)
Rotational movement 9.8 N.m (1.0 kg-m, 87 in-lb) force applied	Less than 28.3 mm (1.114 in)

\*: Total indicator reading at measuring point 115 mm (4.53 in) from crankshaft center.



SECTION **EX**  
EXHAUST SYSTEM

A  
EX  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

CONTENTS

<b>PREPARATION</b> .....	<b>2</b>	<b>EXHAUST SYSTEM</b> .....	<b>3</b>
Special Service Tool .....	2	Removal and Installation .....	3
Commercial Service Tools .....	2		

# PREPARATION

PFP:00002

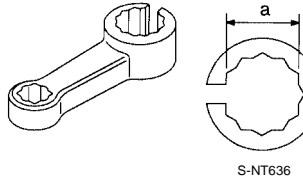
## PREPARATION

### Special Service Tool

EBS00DTK

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV10114400 (J-38365-A) Heated oxygen sensor wrench	Loosening or tightening front and rear heated oxygen sensors <b>a: 22 mm (0.87 in)</b>



### Commercial Service Tools

EBS00DTL

(Kent-Moore No.) Tool name		Description
(J-43897-18) (J-43897-12) Oxygen sensor thread cleaner		Reconditioning the exhaust system threads before installing a new oxygen sensor (Use with anti-seize lubricant shown below.) <b>a: J-43897-18 (18 mm) for zirconia oxygen sensor</b> <b>b: J-43897-12 (12 mm) for titania oxygen sensor</b>
Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)		Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads

# EXHAUST SYSTEM

PFP:20100

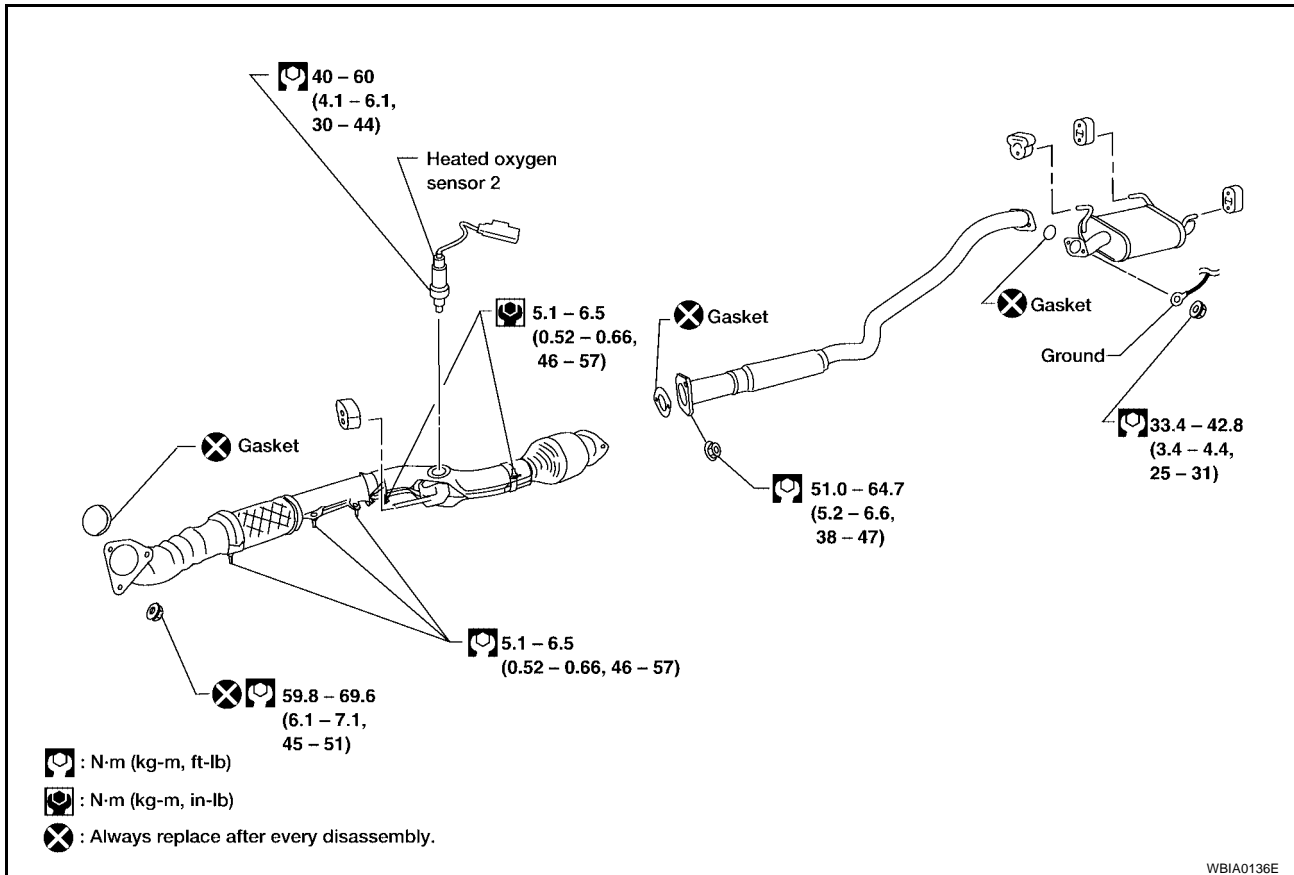
EBS00DTM

## EXHAUST SYSTEM

### Removal and Installation

Refer to the following figures for removal and installation.

#### QG18DE



A

EX

C

D

E

F

G

H

I

J

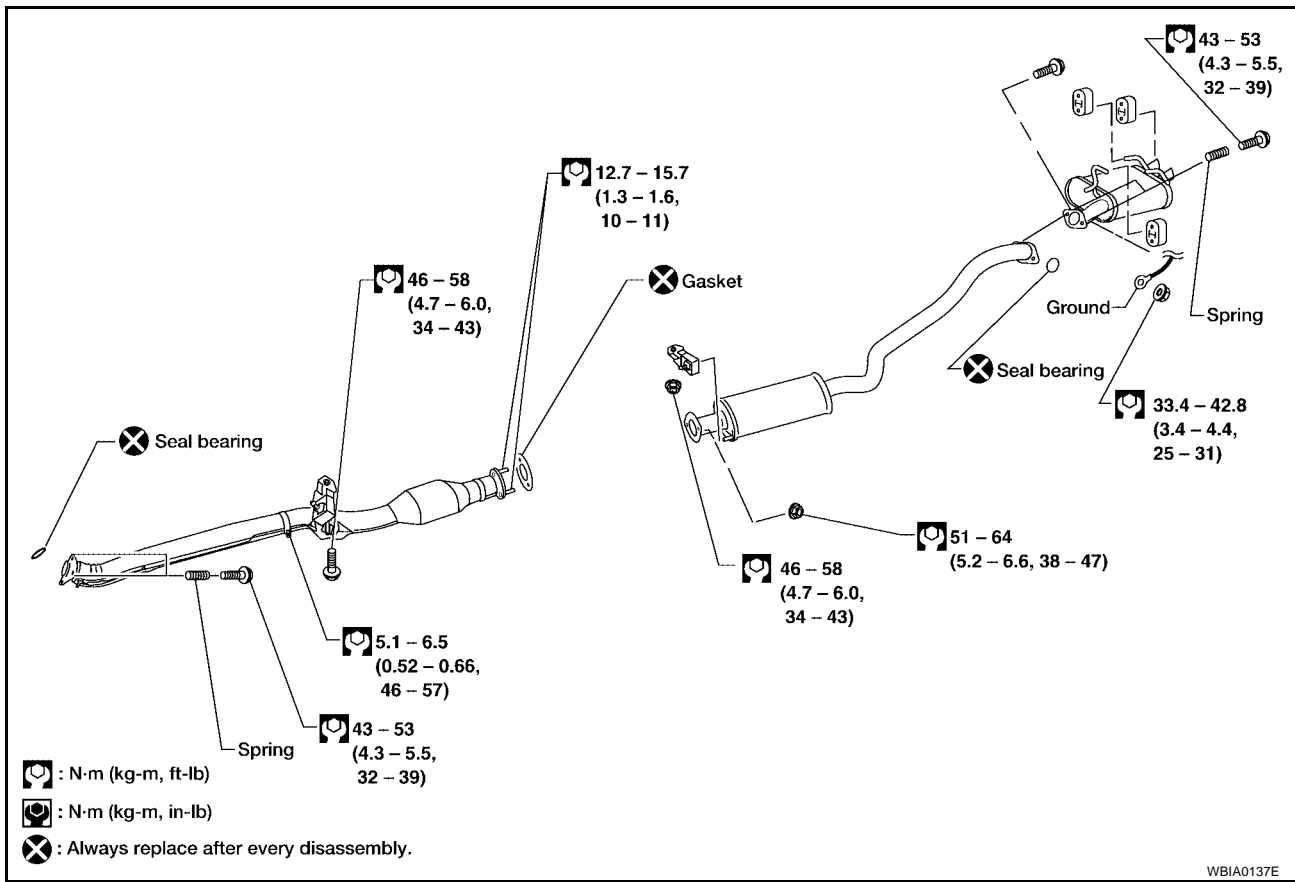
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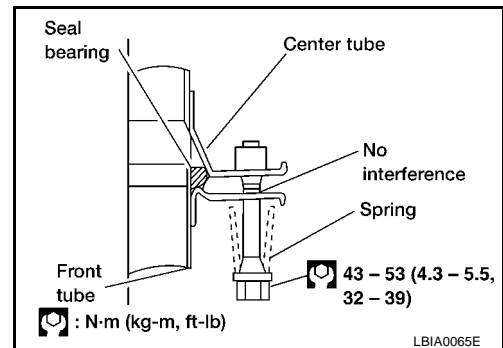
# EXHAUST SYSTEM

## QR25DE



### CAUTION:

- Always replace exhaust gaskets with new ones when reassembling.
- For the QR25DE engine, install the front combination seal bearing as shown. Position the conical spring so that the wide end is against the flange as shown.



- With engine running, check all tube connections for exhaust gas leaks, and entire system for unusual noises.
- Check to ensure that mounting brackets and mounting insulators are installed properly and free from undue stress. Improper installation could result in excessive noise or vibration.
- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace it with a new one.
- Before installing a new oxygen sensor, clean exhaust system threads using oxygen sensor thread cleaner tool, J-43897-18 or J-43897-12, and apply anti-seize lubricant.
- Do not over-tighten the oxygen sensor. Doing so may cause damage to the oxygen sensor, resulting in the MIL coming on.

SECTION **FAX**  
FRONT AXLE

A  
B  
C

FAX

CONTENTS

E

<b>PRECAUTIONS</b> .....	2	Components .....	11	F
Precautions .....	2	Removal .....	14	
<b>PREPARATION</b> .....	3	Installation .....	16	
Special Service Tools .....	3	TRANSAXLE SIDE .....	16	G
Commercial Service Tools .....	3	WHEEL SIDE .....	16	
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		Disassembly .....	16	H
<b>TROUBLESHOOTING</b> .....	4	TRANSAXLE SIDE (TS79C AND T86 TYPE) ....	16	
NVH Troubleshooting Chart .....	4	TRANSAXLE SIDE (D90,D90+B AND D86+B		
<b>ON-VEHICLE SERVICE</b> .....	5	TYPE) .....	17	I
Front Axle Parts .....	5	WHEEL SIDE (ZF90, B90 AND B86 TYPE) .....	17	
Front Wheel Bearing .....	5	SUPPORT BEARING .....	17	
Drive Shaft .....	5	Inspection .....	18	J
<b>WHEEL HUB AND KNUCKLE</b> .....	6	DRIVE SHAFT .....	18	
Components .....	6	BOOT .....	18	
Removal .....	6	JOINT ASSEMBLY (TRANSAXLE SIDE) .....	18	K
Installation .....	8	JOINT ASSEMBLY (WHEEL SIDE) .....	19	
Disassembly .....	8	Assembly .....	19	
WHEEL HUB .....	9	SUPPORT BEARING .....	19	L
WHEEL BEARING .....	9	WHEEL SIDE (ZF90, B90 AND B86 TYPE) .....	20	
Inspection .....	9	DYNAMIC DAMPER .....	21	
WHEEL HUB AND KNUCKLE .....	9	TRANSAXLE SIDE (TS79C AND T86) .....	21	
SNAP RING .....	9	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>23</b>	
Assembly .....	10	Drive Shaft .....	23	M
<b>DRIVE SHAFT</b> .....	<b>11</b>	Wheel Bearing (Front) .....	23	



# PRECAUTIONS

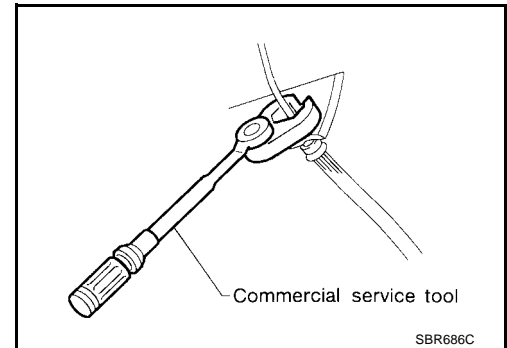
## PRECAUTIONS

PFP:00001

### Precautions

EDS00006

- When installing rubber parts, final tightening must be carried out under unladen condition\* with tires on ground.  
\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- After installing removed suspension parts, check wheel alignment and adjust if necessary.
- Use flare nut wrench when removing or installing brake tubes.
- Always torque brake lines when installing.



# PREPARATION

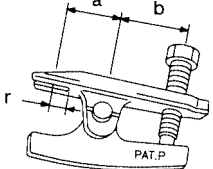
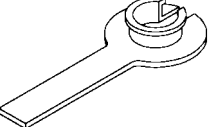
## PREPARATION

PFP:00002

### Special Service Tools

EDS000Q7

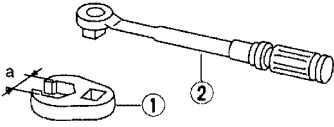
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
HT72520000 (J25730-B) Ball joint remover	 <p>NT546</p> Removing tie-rod outer end and lower ball joint <b>a: 33 mm (1.30 in)</b> <b>b: 50 mm (1.97 in)</b> <b>r: R11.5 mm (0.453 in)</b>
KV38106800 (J34297-1) Differential side oil seal protector	 <p>NT147</p> Installing drive shaft

A  
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FAX  
E  
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K  
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### Commercial Service Tools

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Tool name	Description
1 Flare nut crowfoot 2 Torque wrench	 <p>NT360</p> Removing and installing each brake piping <b>a: 10 mm (0.39 in)</b>



# ON-VEHICLE SERVICE

## ON-VEHICLE SERVICE

PF0:0000

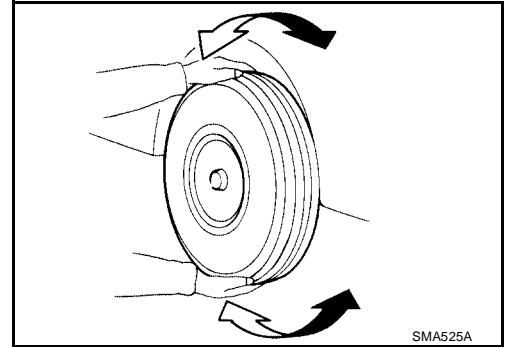
### Front Axle Parts

EDS000QA

Check front axle and front suspension parts for excessive play, cracks, wear or other damage.

- Shake each front wheel to check for excessive play.
- Make sure that the cotter pin is properly installed.
- Retighten all axle and suspension nuts and bolts to the specified torque.

**Tightening torque** : Refer to [FSU-5, "Components"](#) .



### Front Wheel Bearing

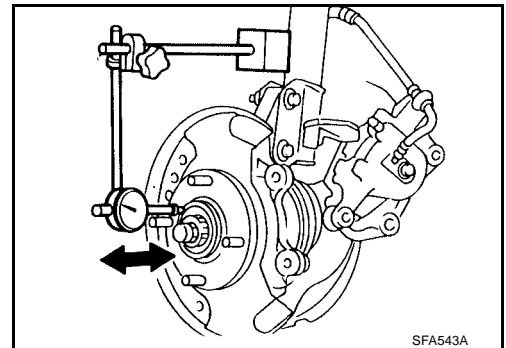
EDS000QB

- Rotate wheel hub to check that wheel bearings operate smoothly.
- Check axial end play.

**Axial end play** : 0.05 mm (0.0020 in) or less

If out of specification or wheel bearing does not turn smoothly, replace wheel bearing assembly.

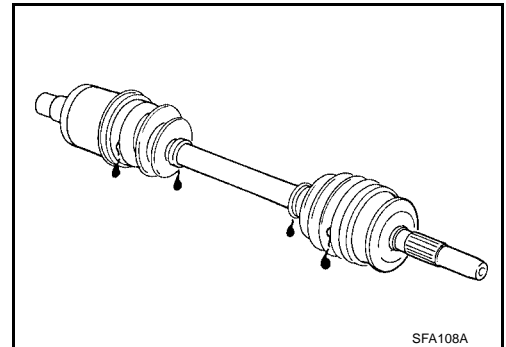
Refer to [FAX-6, "WHEEL HUB AND KNUCKLE"](#) .



### Drive Shaft

EDS000QC

Check for grease leakage or other damage.



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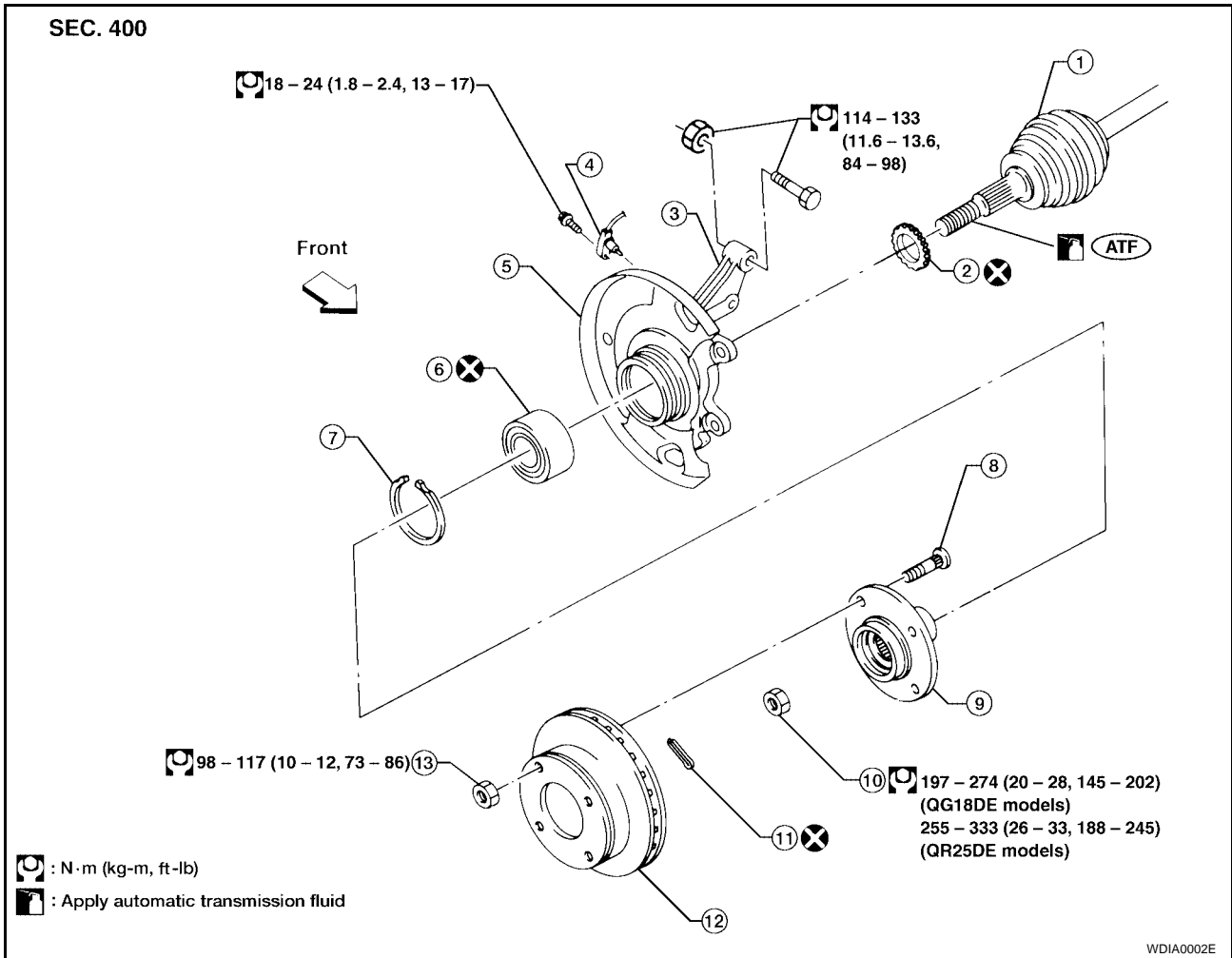
# WHEEL HUB AND KNUCKLE

PF0:40202

EDS000QD

## WHEEL HUB AND KNUCKLE

### Components



- |                               |                               |                           |
|-------------------------------|-------------------------------|---------------------------|
| 1. Drive shaft                | 2. Sensor rotor (if equipped) | 3. Knuckle                |
| 4. Wheel sensor (if equipped) | 5. Baffle plate               | 6. Wheel bearing assembly |
| 7. Snap ring                  | 8. Wheel bolt                 | 9. Wheel hub              |
| 10. Wheel bearing lock nut    | 11. Cotter pin                | 12. Disc rotor            |
| 13. Wheel nut                 |                               |                           |

### Removal

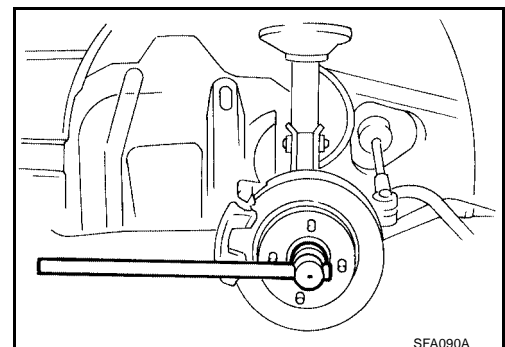
EDS000QE

#### CAUTION:

Before removing the front axle assembly, disconnect the wheel sensor from the assembly. Then move it away from the front axle assembly area.

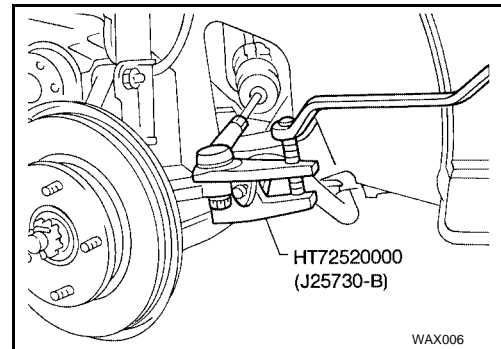
Failure to do so may result in damage to the sensor wires and the wheel sensor becoming inoperative.

1. Remove cotter pin and wheel bearing lock nut.

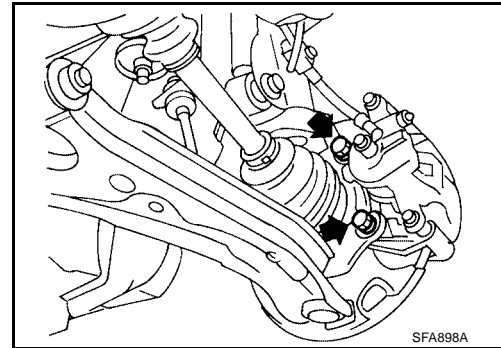


# WHEEL HUB AND KNUCKLE

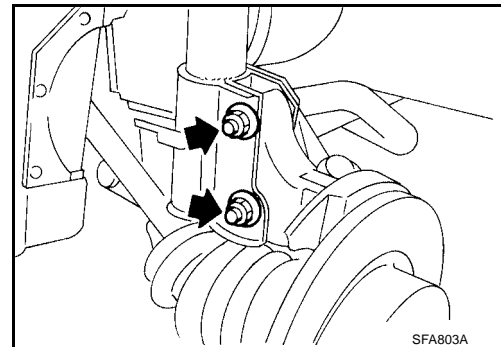
2. Separate tie-rod from knuckle with Tool.
- **Install stud nut on stud bolt to prevent damage to stud bolt.**



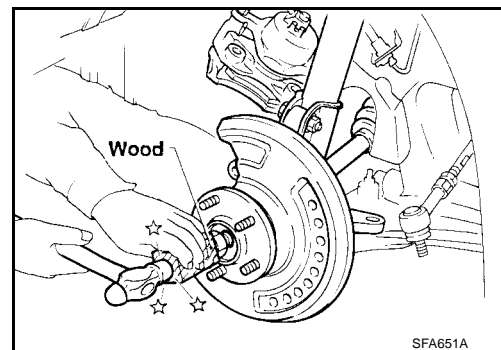
3. Remove brake caliper assembly, torque member and rotor.
- **Brake hose need not be disconnected from brake caliper. In this case, suspend caliper assembly with wire so as not to stretch brake hose. Be careful not to depress brake pedal, or piston will pop out. Make sure brake hose is not twisted.**



4. Remove strut lower mounting nuts and bolts.



5. Separate drive shaft from knuckle by lightly tapping it. If it is hard to remove, use a puller.
- **Cover boots with shop towel so as not to damage them when removing drive shaft.**



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FAX

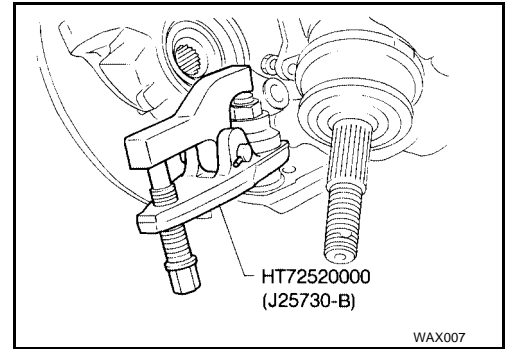
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# WHEEL HUB AND KNUCKLE

6. Loosen lower ball joint nut.
7. Remove knuckle from lower ball joint stud with Tool.



EDS000QF


## Installation


1. Install in reverse order of removal.
  - Install knuckle with wheel hub.  
**When installing knuckle to strut, be sure to hold bolts and tighten nuts.**

 : 114 - 133 N·m (11.6 - 13.6 kg·m, 84 - 98 ft·lb)

**Before tightening, apply oil to threaded portion of drive shaft.**

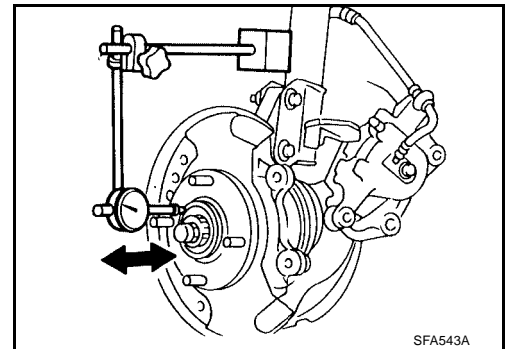
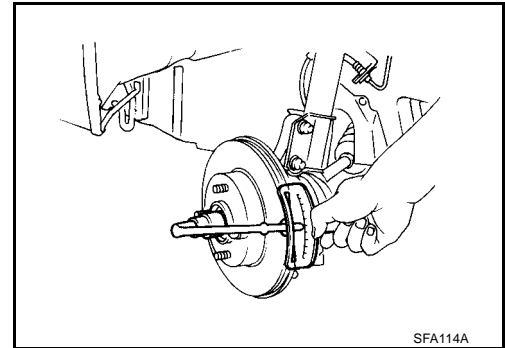
- Tighten wheel bearing lock nut.

 : 197 - 274 N·m (20 - 28 kg·m, 145 - 202 ft·lb)  
(QG18DE models)

 : 255 - 333 N·m (26 - 33 kg·m, 188 - 245 ft·lb)  
(QR25DE models)

- Rotate wheel hub to check that wheel bearings operate smoothly.
- Rotate wheel hub to check wheel bearing axial end play.

**Axial end play : 0.05 mm (0.0020 in) or less**



EDS000QG

## Disassembly

### CAUTION:

When removing wheel hub or wheel bearing from knuckle, replace wheel bearing assembly (outer race and inner race) with a new one.

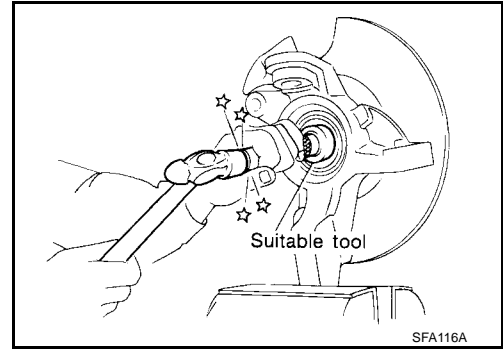
Wheel bearing does not require maintenance. If any of the following symptoms are noted, replace wheel bearing assembly.

- Growling noise is emitted from wheel bearing during operation.
- Wheel bearing drags or turns roughly. This occurs when turning hub by hand after bearing lock nut is tightened to specified torque.

# WHEEL HUB AND KNUCKLE

## WHEEL HUB

Drive out hub and inner race from knuckle with a suitable tool.



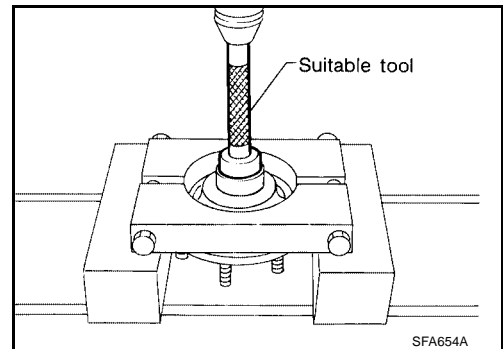
A  
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FAX

## WHEEL BEARING

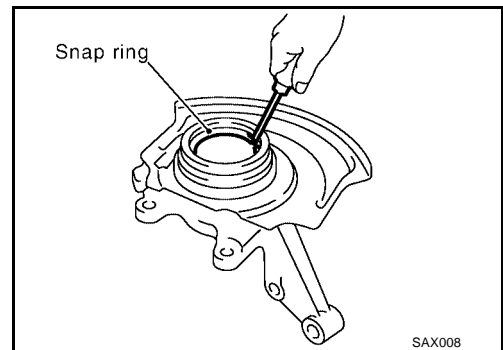
When replacing wheel bearing, replace complete wheel bearing assembly (inner race and outer race).

1. Remove bearing inner race.



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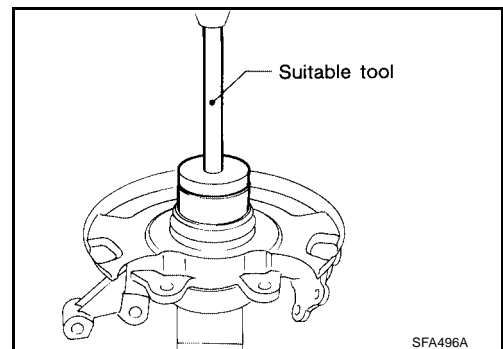
2. Remove snap rings.



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3. Press out bearing outer race.

4. Remove baffle plate, if required.



M

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## Inspection

### WHEEL HUB AND KNUCKLE

Check wheel hub and knuckle for cracks by using a magnetic exploration or dyeing test.

### SNAP RING

Check snap ring for wear or cracks. Replace if necessary.

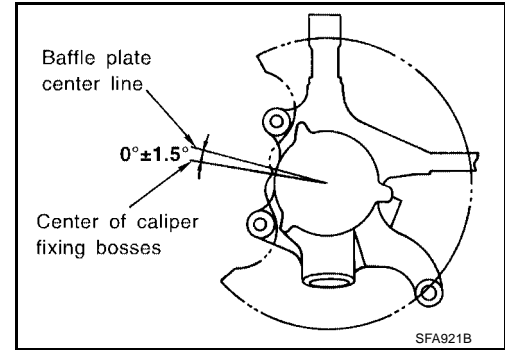


# WHEEL HUB AND KNUCKLE

EDS000QI

## Assembly

- If baffle plate has been removed, replace it with a new one.
- When installing the baffle plate, press new plate so that it is in contact with knuckle wall. Refer to figure at right.

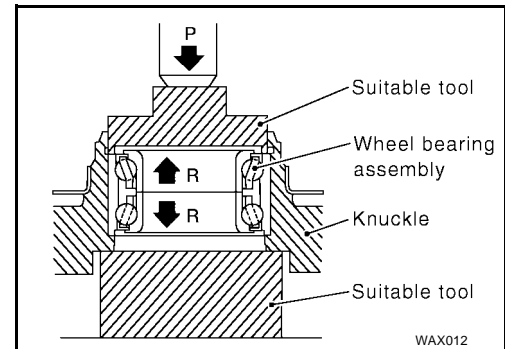


1. Press new wheel bearing assembly into knuckle until it seats against knuckle shoulder.

**Maximum load P : 29.4 kN  
(3.0 ton, 3.3 US ton, 2.95 Imp ton)**

### CAUTION:

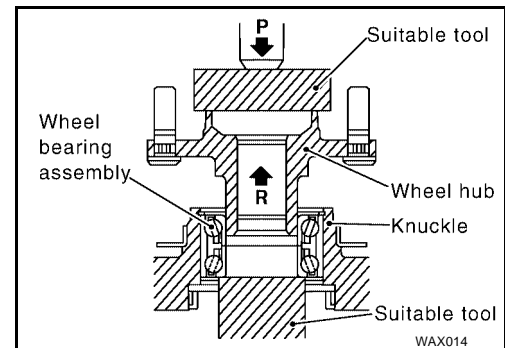
- Do not apply disassembly force in direction "R". There is a possibility of breaking the seal. In case of separation (except range of initial clearance) and disassembling of inner race, the wheel bearing must be replaced with a new part.
- Do not press inner race of wheel bearing assembly or seal.
- Do not apply oil or grease to mating surfaces of wheel bearing outer race and knuckle.



2. Install outer snap ring into groove of knuckle.
3. Press wheel hub into knuckle until it stops when the end of the wheel bearing is hit.

**Maximum load P : 49.0 kN  
(5.0 ton, 5.5 US ton, 4.9 Imp ton)**

- Do not move wheel hub in direction "R".

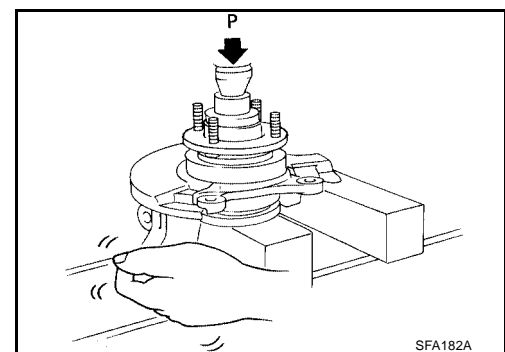


4. Check bearing operation.

- a. Add load P with press.

**Load P : 34.3 - 49.0 kN  
(3.5 - 5.0 ton, 3.9 - 5.5 US ton,  
3.44 - 4.92 Imp ton)**

- b. Spin knuckle several turns in both directions.
- c. Make sure that wheel bearings operate smoothly.



# DRIVE SHAFT

PFP:39100

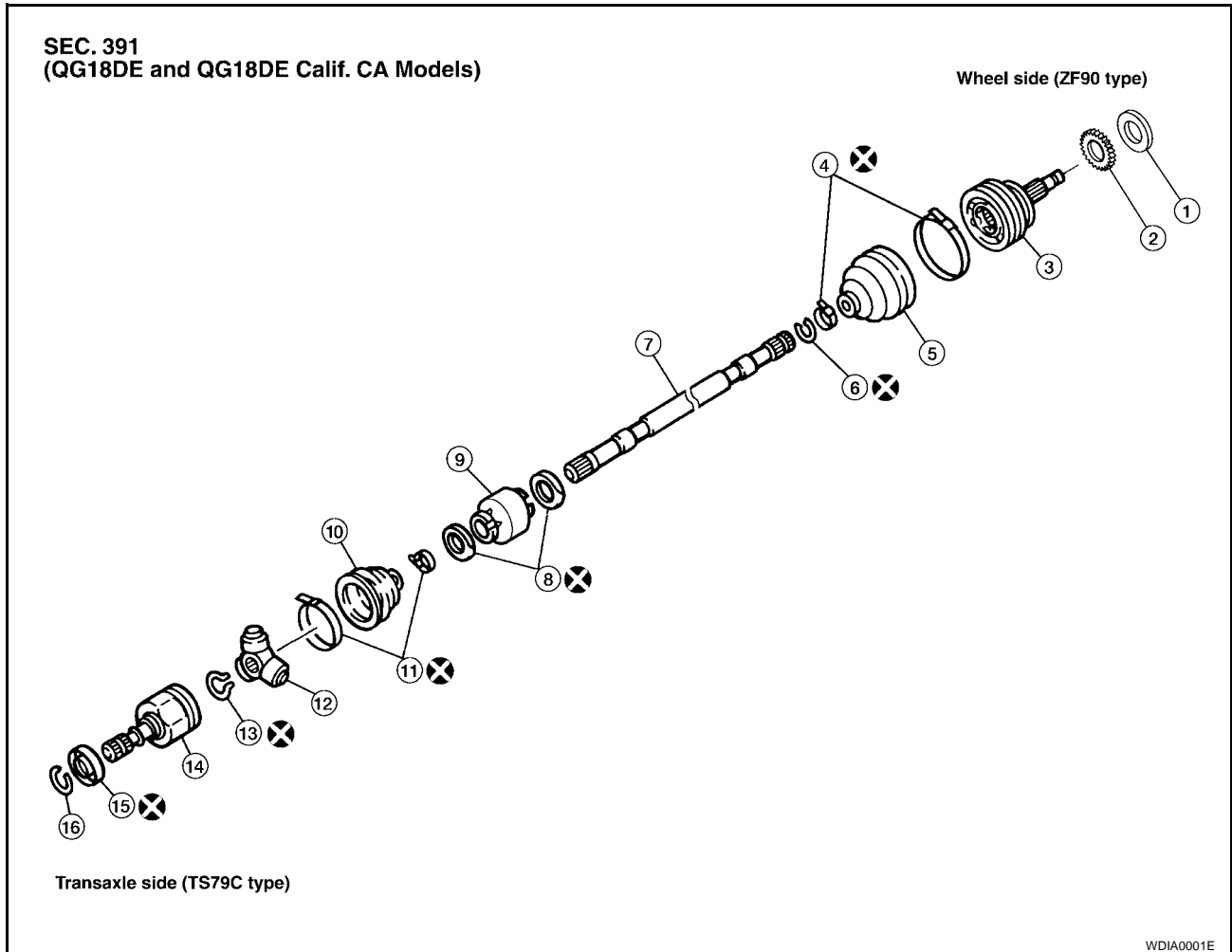
## DRIVE SHAFT

### Components

EDS000QJ

#### CAUTION:

- Circular clips should be properly meshed with differential side gear (transaxle side) and with joint assembly (wheel side). Make sure they will not come out.
- Be careful not to damage boots. Use suitable protector or cloth during removal and installation.



- |                   |                              |                     |
|-------------------|------------------------------|---------------------|
| 1. Dust shield    | 2. Sensor rotor, if equipped | 3. Joint assembly   |
| 4. Boot band      | 5. Boot                      | 6. Circular clip    |
| 7. Drive shaft    | 8. Dynamic damper band       | 9. Dynamic damper   |
| 10. Boot          | 11. Boot band                | 12. Spider assembly |
| 13. Snap ring     | 14. Slide joint housing      | 15. Dust shield     |
| 16. Circular clip |                              |                     |

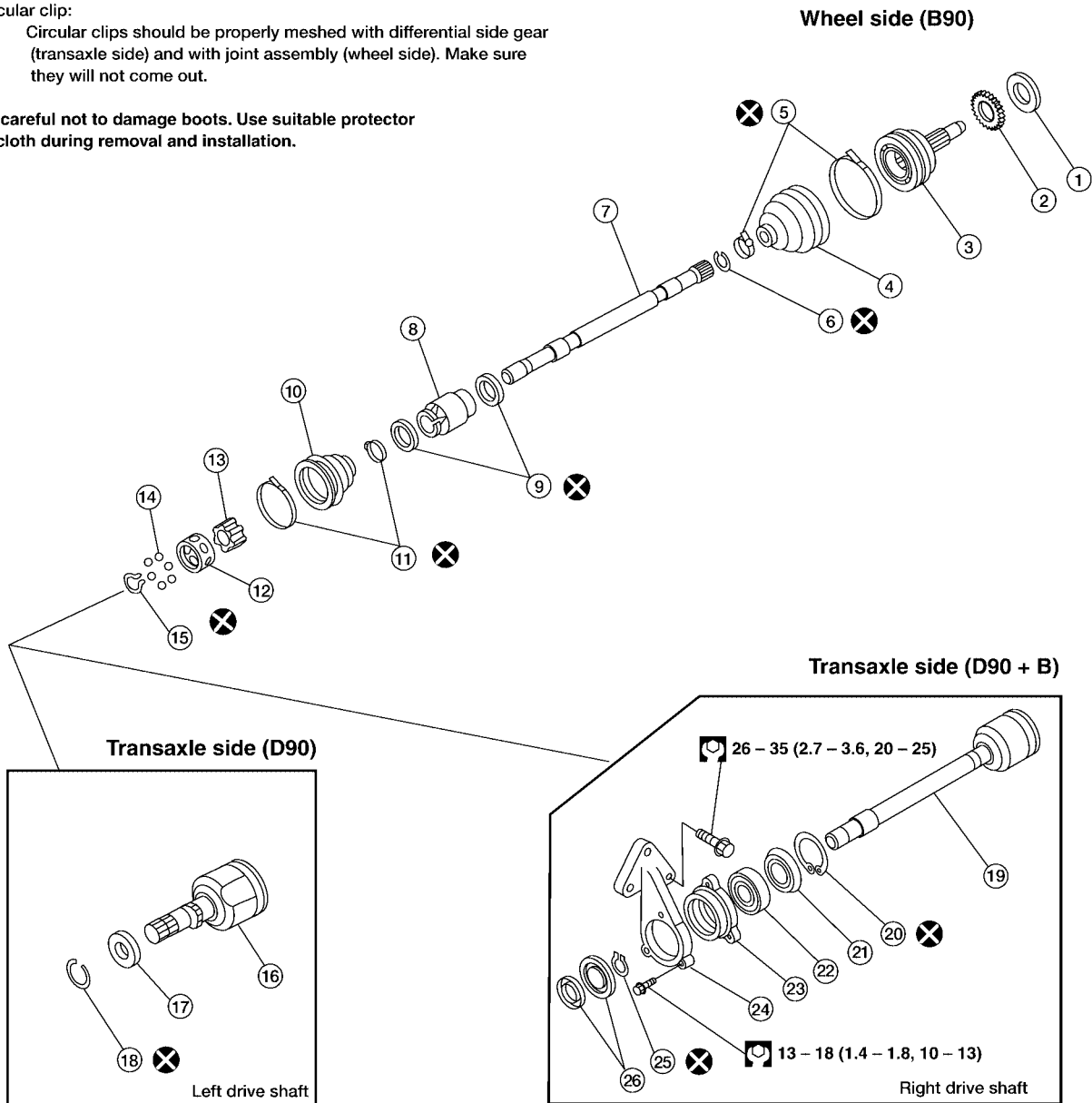
# DRIVE SHAFT

## SEC. 391 (QR25DE Models)

### Circular clip:

Circular clips should be properly meshed with differential side gear (transaxle side) and with joint assembly (wheel side). Make sure they will not come out.

Be careful not to damage boots. Use suitable protector or cloth during removal and installation.



N·m (kg·m, ft·lb)

LDIA0013E

- |  |                              |                        |
|--|------------------------------|------------------------|
| 1. Dust shield                               | 2. Sensor rotor, if equipped | 3. Joint assembly      |
| 4. Boot                                      | 5. Boot band                 | 6. Circular clip       |
| 7. Drive shaft                               | 8. Dynamic damper            | 9. Dynamic damper band |
| 10. Boot                                     | 11. Boot band                | 12. Cage               |
| 13. Inner race                               | 14. Ball                     | 15. Snap ring          |
| 16. Slide joint assembly                     | 17. Dust shield              | 18. Circular clip      |
| 19. Slide joint housing with extension shaft | 20. Snap ring                | 21. Dust shield        |
| 22. Support bearing                          | 23. Support bearing retainer | 24. Bracket            |
| 25. Snap ring                                | 26. Dust shield              |                        |

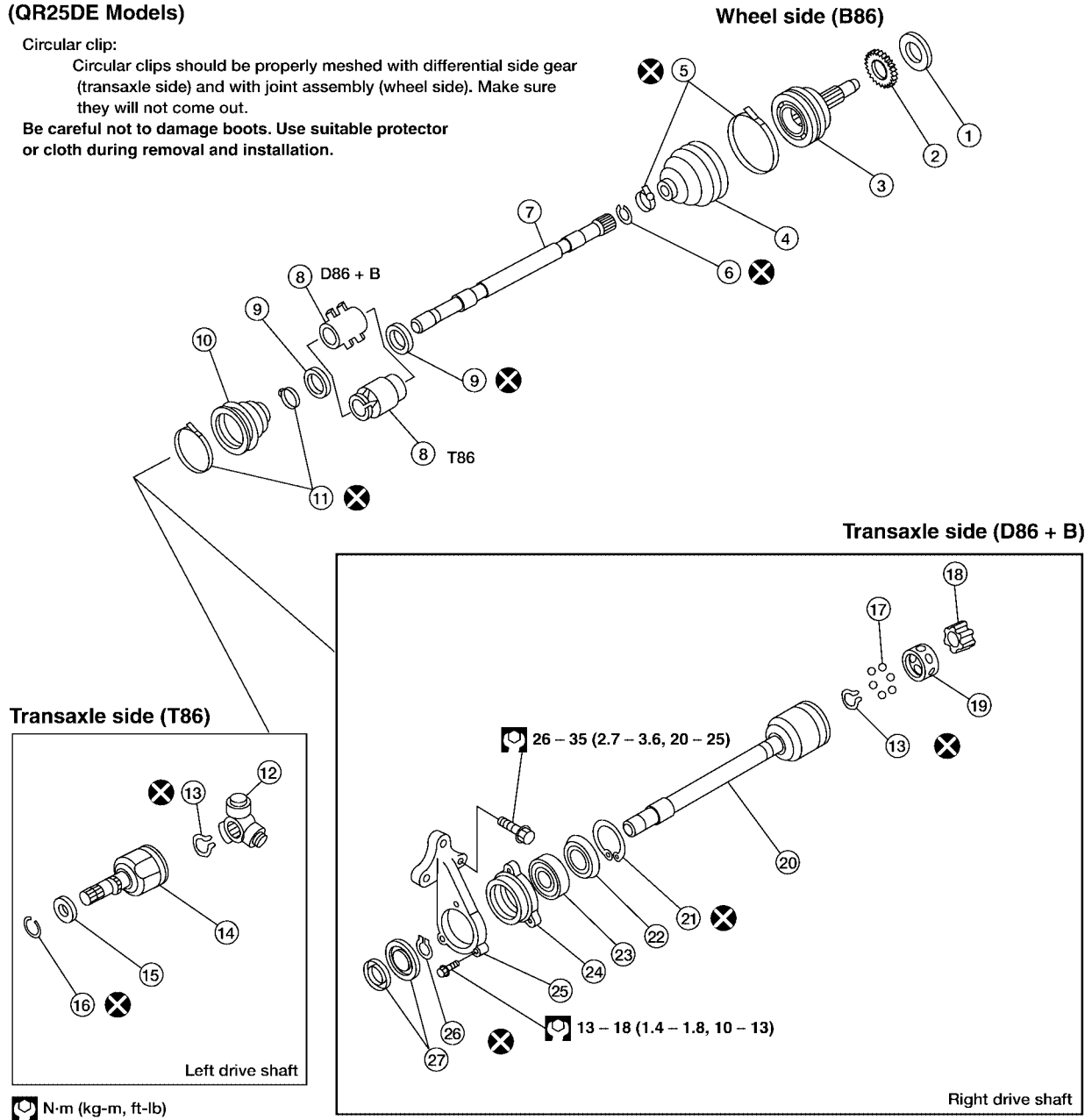
# DRIVE SHAFT

## SEC. 391 (QR25DE Models)

### Circular clip:

Circular clips should be properly meshed with differential side gear (transaxle side) and with joint assembly (wheel side). Make sure they will not come out.

Be careful not to damage boots. Use suitable protector or cloth during removal and installation.



- |                   |  |                              |
|-------------------|--|------------------------------|
| 1. Dust shield    | 2. Sensor rotor, if equipped                 | 3. Joint assembly            |
| 4. Boot           | 5. Boot band                                 | 6. Circular clip             |
| 7. Drive shaft    | 8. Dynamic damper                            | 9. Dynamic damper band       |
| 10. Boot          | 11. Boot band                                | 12. Spider assembly          |
| 13. Snap ring     | 14. Slide joint assembly                     | 15. Dust shield              |
| 16. Circular clip | 17. Ball                                     | 18. Inner race               |
| 19. Cage          | 20. Slide joint housing with extension shaft | 21. Snap ring                |
| 22. Dust shield   | 23. Support bearing                          | 24. Support bearing retainer |
| 25. Bracket       | 26. Snap ring                                | 27. Dust shield              |

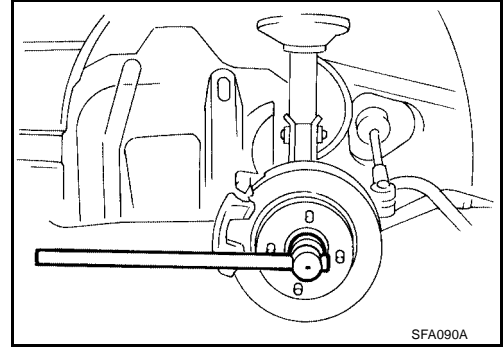
LDIA0014E

# DRIVE SHAFT

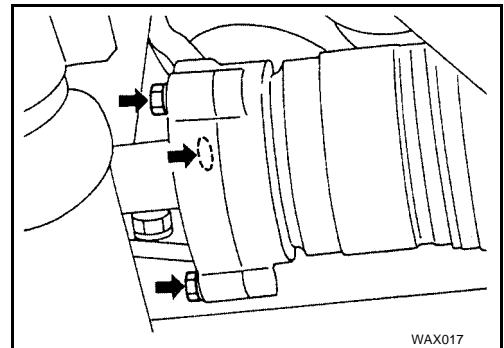
## Removal

EDS000QK

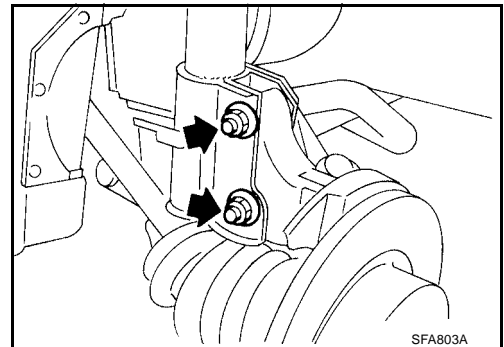
1. Remove cotter pin and wheel bearing lock nut.



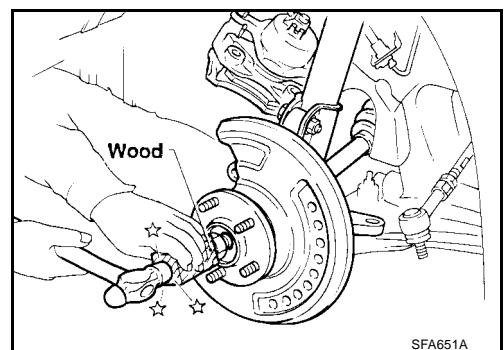
2. Remove drive shaft center support bearing bolts.



3. Remove strut lower mounting nuts and bolts.
4. Remove brake hose clip.

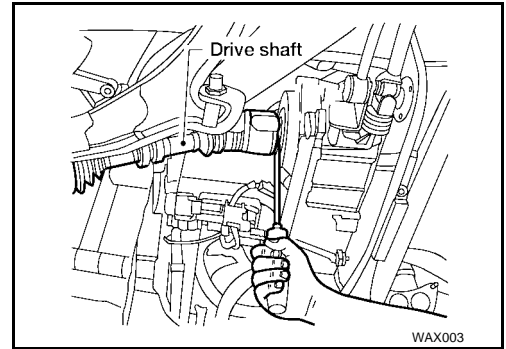


5. Separate drive shaft from knuckle by lightly tapping it. If it is hard to remove, use a puller.
  - **Cover boots with shop towel so as not to damage them when removing drive shaft.**



# DRIVE SHAFT

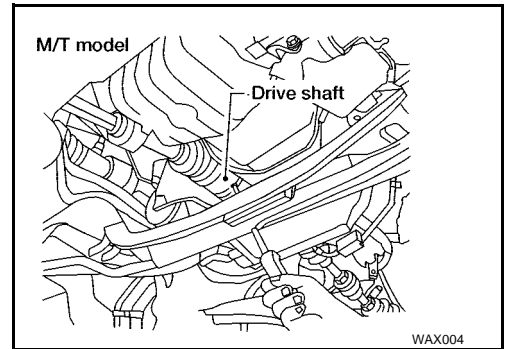
6. Remove left drive shaft from transaxle.



7. Remove right drive shaft from transaxle.

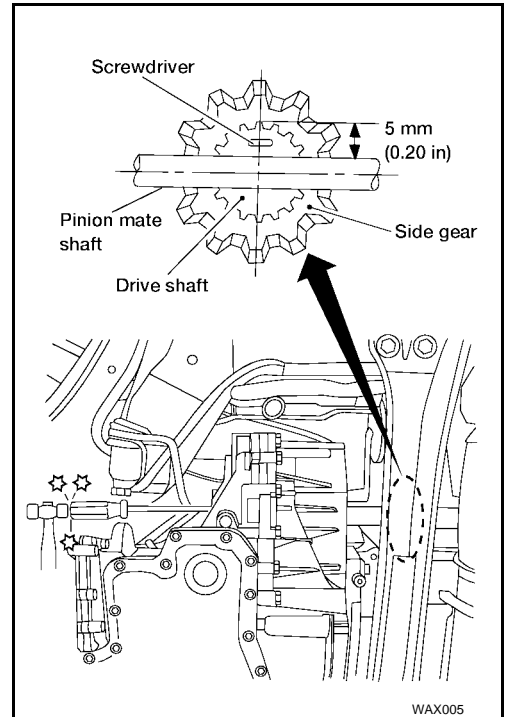
— For M/T models —

- Pry off drive shaft from transaxle as shown at right.



— For A/T models —

- Insert screwdriver into transaxle opening for right drive shaft and strike with a hammer.
- **Be careful not to damage pinion mate shaft and side gear.**



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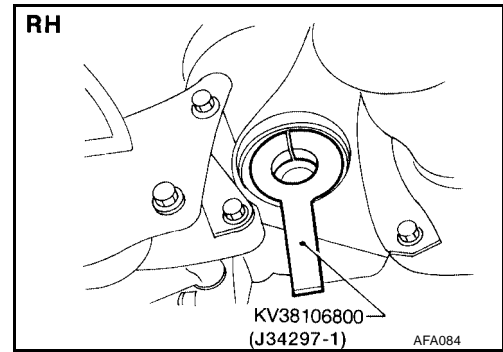
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# DRIVE SHAFT

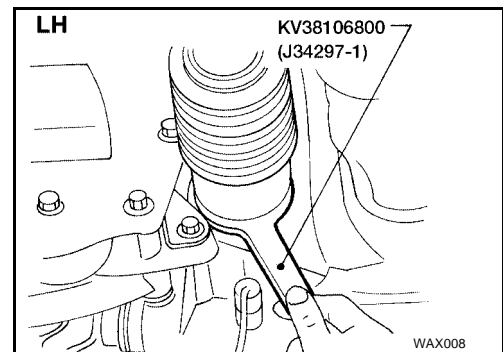
EDS000QL

## Installation TRANSAXLE SIDE

1. Drive a new oil seal to transaxle. Refer to [MT-12, "SIDE OIL SEAL"](#) , [MT-77, "SIDE OIL SEAL"](#) , [MT-138, "SIDE OIL SEAL"](#) [AT-264, "Differential Side Oil Seal Replacement"](#) , or [AT-647, "Differential Side Oil Seal Replacement"](#) .
2. Set Tool along the inner circumference of oil seal.



3. Insert drive shaft into transaxle. Be sure to properly align the serrations and then withdraw Tool.
4. Push drive shaft, then press-fit circular clip on the drive shaft into circular clip groove of side gear.
5. After its insertion, try to pull the flange out of the slide joint by hand. If it pulls out, the circular clip is not properly meshed with the side gear.



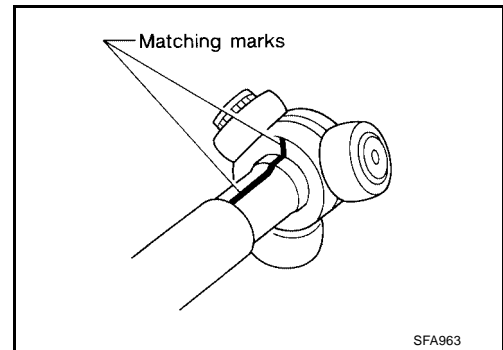
## WHEEL SIDE

1. Install drive shaft into knuckle.
2. Tighten strut lower mounting nuts and wheel bearing lock nut.

## Disassembly TRANSAXLE SIDE (TS79C AND T86 TYPE)

EDS000QM

1. Remove boot bands.
2. Put matching marks on slide joint housing and drive shaft before separating joint assembly.
3. Put matching marks on spider assembly and drive shaft.

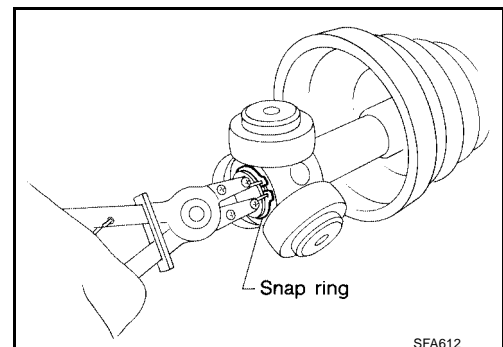


4. Remove snap ring, then remove spider assembly.

### CAUTION:

**Do not disassemble spider assembly.**

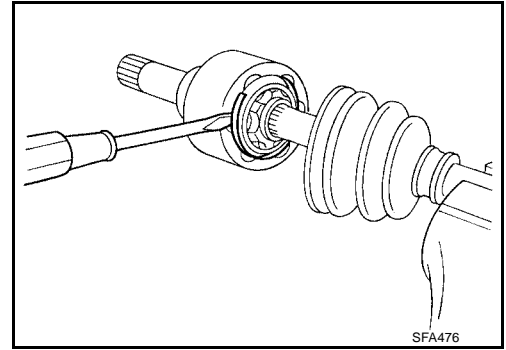
5. Draw out boot.
  - **Cover drive shaft serrations with tape so as not to damage the boot.**



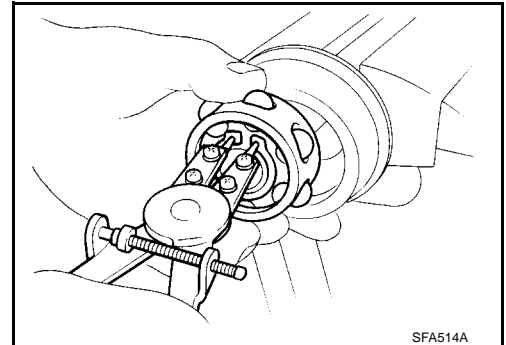
# DRIVE SHAFT

## TRANSAXLE SIDE (D90,D90+B AND D86+B TYPE)

1. Remove boot bands.
2. Put matching marks on slide joint housing and drive shaft before separating joint assembly.
3. Pry off snap ring with a screwdriver, and pull out slide joint housing.



4. Put matching marks on inner race and drive shaft.
  5. Remove snap ring, then remove ball cage, inner race and balls as a unit.
  6. Draw out boot.
- **Cover drive shaft serrations with tape so as not to damage the boot.**

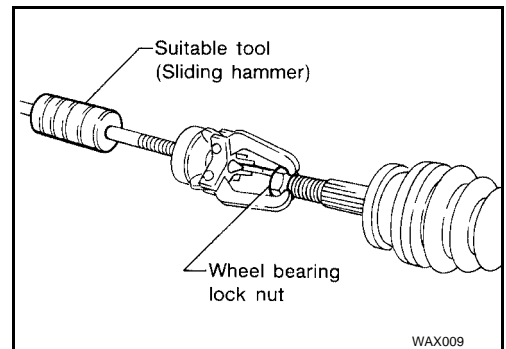


## WHEEL SIDE (ZF90, B90 AND B86 TYPE)

### CAUTION:

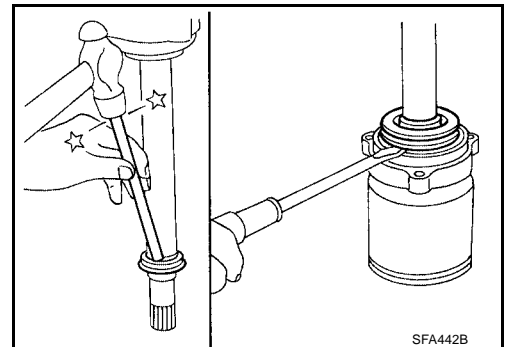
The joint on the wheel side cannot be disassembled.

1. Before separating joint assembly, put matching marks on drive shaft and joint assembly.
  2. Separate joint assembly with a suitable tool.
- **Be careful not to damage threads on drive shaft.**
3. Remove boot bands.



## SUPPORT BEARING

1. Remove dust shield.

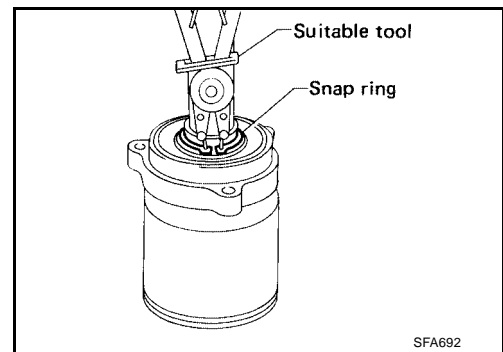


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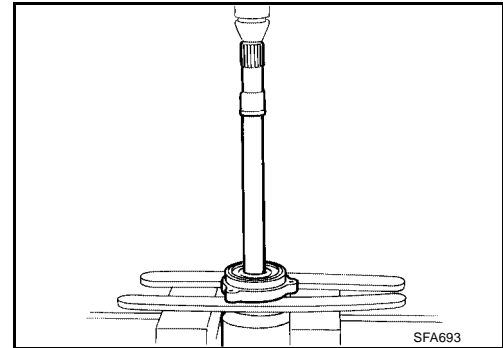


# DRIVE SHAFT

2. Remove snap ring.



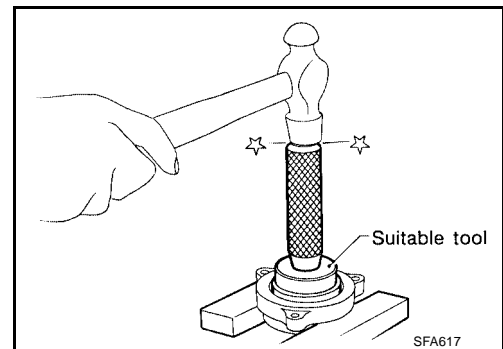
3. Press support bearing assembly off drive shaft.



4. Remove snap ring.

5. Remove dust shield.

6. Separate support bearing from retainer.



## Inspection

Thoroughly clean all parts in cleaning solvent, then dry with compressed air. Check parts for evidence of deformation and other damage.

## DRIVE SHAFT

Replace drive shaft if it is twisted or cracked.

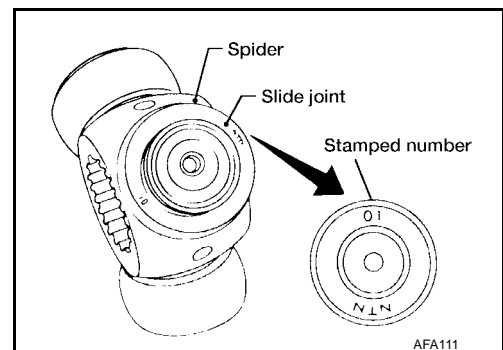
## BOOT

Check boot for fatigue, cracks or wear. Replace with new boot and boot bands.

## JOINT ASSEMBLY (TRANSAXLE SIDE)

### TS79C AND T86 TYPE

- Check spider assembly for needle bearing and washer damage. Replace if necessary.
- Check roller surfaces for scratches, wear and other damage. Replace if necessary.
- Check serration for deformation. Replace if necessary.
- Check slide joint housing for any damage. Replace if necessary.
- When replacing only spider assembly, select a new spider assembly from among those listed in table below. Ensure that the number stamped on slide joint is the same as that stamped on new part.



# DRIVE SHAFT

**Housing alone cannot be replaced. It must be replaced together with spider assembly.**

Stamped number	Part No.*
01	39720-61E01
02	39720-61E02
03	39720-61E03
04	39720-61E04
05	39720-61E05
06	39720-61E06
07	39720-61E07

\*: Always check with the Parts Department for the latest parts information.

## D90+B TYPE

- Replace any parts of double offset joint which show signs of scorching, rust, wear or excessive play.
- Check serration for deformation. Replace if necessary.
- Check slide joint housing for any damage. Replace if necessary.

## JOINT ASSEMBLY (WHEEL SIDE)

Replace joint assembly if it is deformed or damaged.

## SUPPORT BEARING

Make sure support bearing rolls freely and is free from noise, cracks, pitting and wear.

## SUPPORT BEARING BRACKET

Check support bearing bracket for cracks with a magnetic exploration or dyeing test.

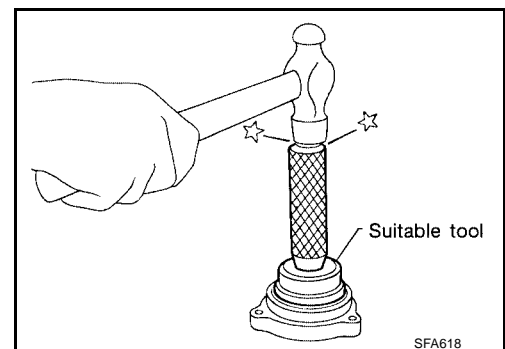
## Assembly

EDS000QO

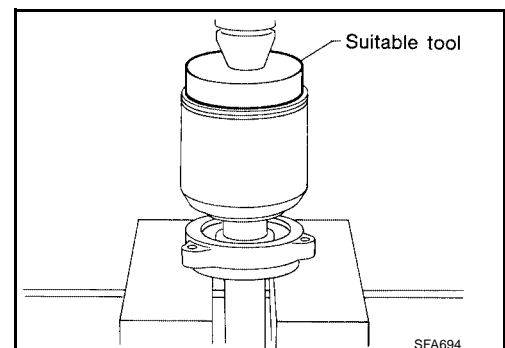
- After drive shaft has been assembled, ensure that it moves smoothly over its entire range without binding.
- Use Genuine NISSAN grease or equivalent after every overhaul.

## SUPPORT BEARING

1. Install bearing into retainer.

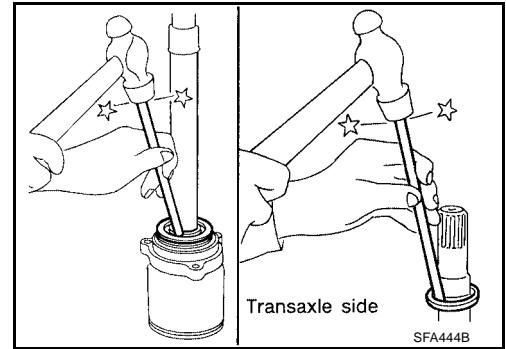


2. Install dust shield.
3. Install snap ring.
4. Press drive shaft into bearing.



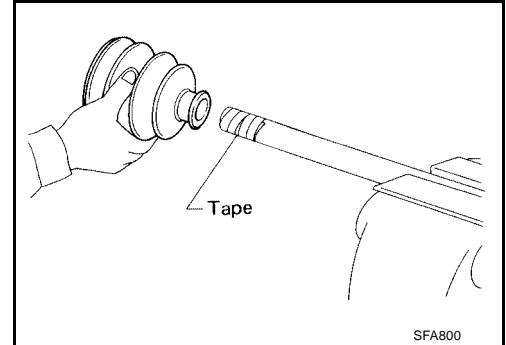
# DRIVE SHAFT

5. Install snap ring.
6. Install new dust shield.

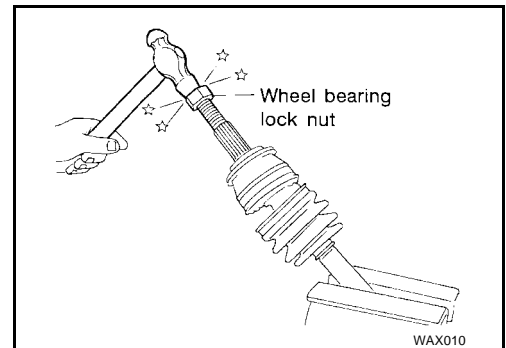


## WHEEL SIDE (ZF90, B90 AND B86 TYPE)

1. Install boot and new small boot band on drive shaft.
  - Cover drive shaft serration with tape to prevent damage to boot during installation.



2. Set joint assembly onto drive shaft by lightly tapping it.
  - Ensure that marks which were made during disassembly are properly aligned.

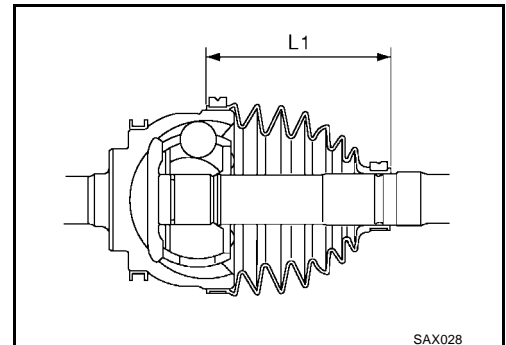


3. Pack drive shaft with specified amount of grease.

<b>Specified amount of grease</b>	: QG18DE 115 - 125 g (4.06 - 4.41 oz) : QR25DE A/T 120 - 140 g (4.23 - 4.94 oz) : QR25DE M/T 115 - 135 g (4.06 - 4.76 oz)
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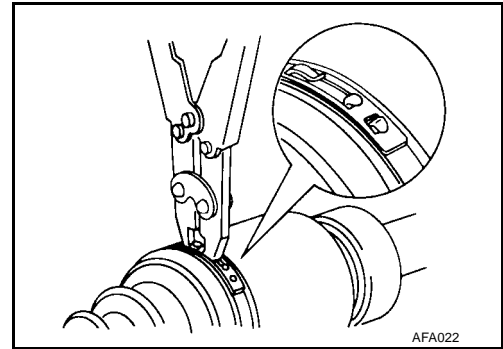
4. Make sure that boot is properly installed on the drive shaft groove.  
Set boot so that it does not swell and deform when its length is "L1".

<b>Length "L1"</b>	
<b>QG18DE</b>	: 97 mm (3.82 in)
<b>QR25DE A/T</b>	: 115.7 mm (4.56 in)
<b>QR25DE M/T</b>	: 124.2 mm (4.89 in)

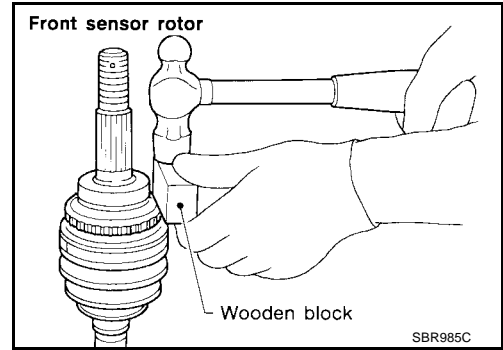


# DRIVE SHAFT

- Lock new large and small boot bands securely with a suitable tool.



- Install the sensor rotor, if equipped. For front sensor rotor, use a hammer and wooden block. For rear sensor rotor, use a suitable drift and press.
  - Always replace sensor rotor with a new one.

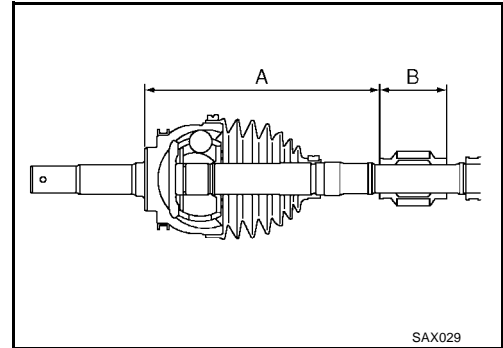


## DYNAMIC DAMPER

- Use a new damper band when reinstalling.
- Install dynamic damper from stationary-joint side while holding it securely:

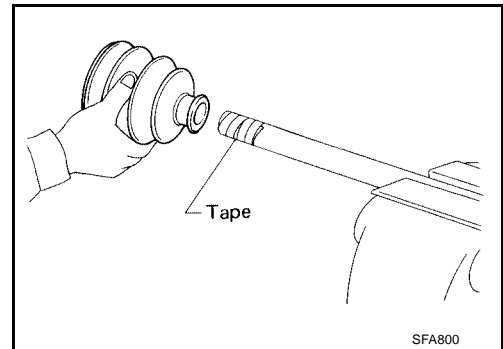
Unit: mm (in)

Applied model	QG18DE	
	LH	RH
"A"	175-185 (6.89 - 7.28)	420-430 (16.54 - 16.93)
"B"	70 (2.76)	64 (2.52)
Applied model	QR25DE	
	LH	RH
"A"	173 - 179 (6.81 - 7.05)	200 - 206 (7.87 - 8.11)
"B"	50 (1.97)	68 (2.68)



## TRANSAXLE SIDE (TS79C AND T86)

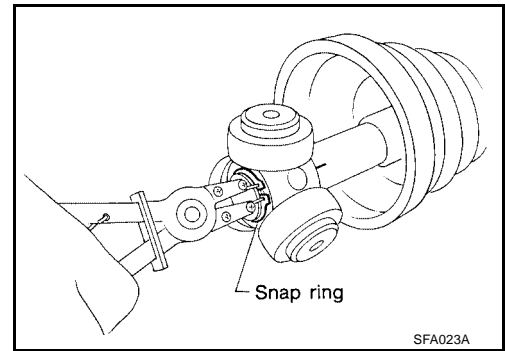
- Install boot and new small boot band on drive shaft.
  - Cover drive shaft serration with tape to prevent damage to boot during installation.



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# DRIVE SHAFT

2. Install spider assembly securely, making sure the matching marks which were made during disassembly are properly aligned.
3. Install new snap ring.



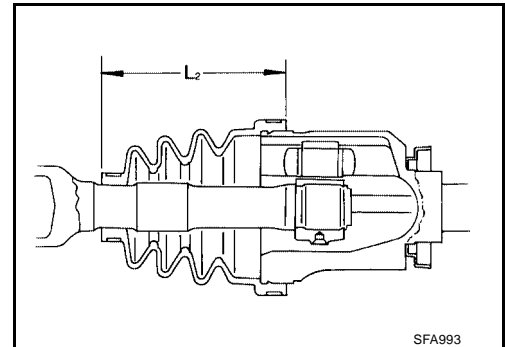
4. Pack drive shaft with specified amount of grease.

<b>Specified amount of grease</b>	<b>: QG18DE 155 - 165 g (5.47 - 5.82 oz)</b>
	<b>: QR25DE A/T 145 - 165 g (5.11 - 5.82 oz)</b>
	<b>: QR25DE M/T D86+B 135 - 155 g (4.76 - 5.47 oz)</b>
	<b>: QR25DE M/T T86 140 - 160 g (4.94 - 5.64 oz)</b>

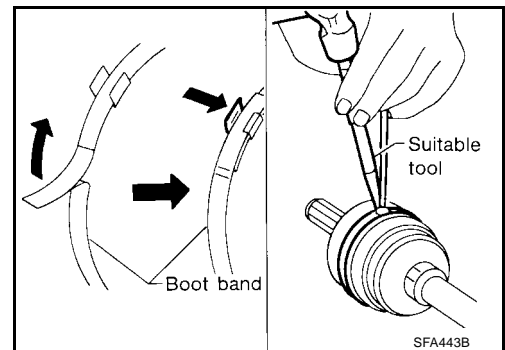
5. Install slide joint housing.
6. Set boot so that it does not swell and deform when its length is "L2".

<b>Length "L2"</b>	
<b>QG18DE</b>	<b>: 102.5 mm (4.035 in)</b>
<b>QR25DE A/T</b>	<b>: 98 mm (3.86 in)</b>
<b>QR25DE M/T D86+B</b>	<b>: 98 mm (3.86 in)</b>
<b>QR25DE M/T T86</b>	<b>: 98.5 mm (3.88 in)</b>

- **Make sure the boot is properly installed on the drive shaft groove.**



7. Lock new large and small boot bands securely with a suitable tool.



# SERVICE DATA AND SPECIFICATIONS (SDS)

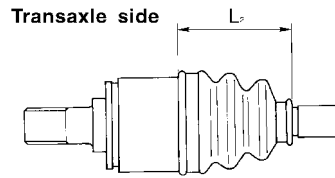
## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

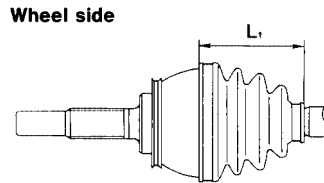
### Drive Shaft

EDS000QP

Applied model		QG18DE	QR25DE
Joint type	Transaxle side	TS79C	D90+B, D90, D86+B and T86
	Wheel side	ZF90	B90 and B86
Grease	Quality		Genuine NISSAN grease or equivalent
	Capacity g (oz)	Transaxle side	TS79C 155 - 165 (5.47 - 5.82)
			D90+B and D90 145 - 165 (5.11- -5.82)
	Wheel side	ZF90 115 - 125 (4.06 - 4.41)	
		D86+B 135 - 155 (4.76 - 5.47)	
T86 140 - 160 (4.94 - 5.64)			
Boot length mm (in)	Transaxle side "L2"	ZF90 115 - 125 (4.06 - 4.41)	
		TS79C 102.5 (4.035)	
		D90+B and D90 98 (3.86)	
	Wheel side "L1"	ZF90 97 (3.82)	
		D86+B 98 (3.86)	
		T86 98.5 (3.88)	
		B90 115.7 (4.56)	
		B86 124.2 (4.89)	



SFA961AA



SFA962A

### Wheel Bearing (Front)

EDS000QQ

Wheel bearing axial end play limit mm (in)	0.05 (0.0020 in) or less
Wheel bearing lock nut tightening torque N-m (kg-m, ft-lb)	197 - 274 (20 - 28, 145 - 202)
Knuckle to strut tightening torque N-m (kg-m, ft-lb)	114 - 133 (11.6 - 13.6, 84 - 98)

# SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **FL**  
FUEL SYSTEM

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CONTENTS

<b>FUEL SYSTEM</b> .....	2	<b>FUEL TANK</b> .....	7
Checking Fuel Lines .....	2	Removal and Installation .....	7
General Precautions .....	2	REMOVAL .....	7
<b>FUEL LEVEL SENSOR UNIT, FUEL FILTER AND</b>		INSTALLATION .....	9
<b>FUEL PUMP ASSEMBLY</b> .....	3	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	10
Removal and Installation .....	3	Standard and Limit .....	10
REMOVAL .....	3		
INSTALLATION .....	6		



## FUEL SYSTEM

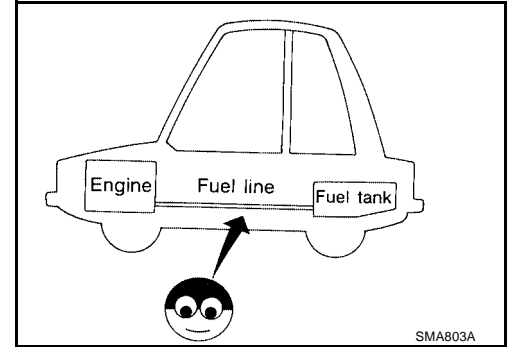
PF17503

### Checking Fuel Lines

EBS00DTF

Inspect the fuel lines, filler cap, and fuel tank for incorrect attachment, leaks, cracks, damage, loose connections, chafing, and deterioration.

If necessary, repair or replace the faulty parts.



### General Precautions

EBS00DTG

#### **WARNING:**

When replacing the fuel line parts, observe the following:

- Place a "CAUTION: FLAMMABLE" sign in the workshop.
- Do not smoke while servicing the fuel system. Keep open flames and sparks away from the work area.
- Have a CO<sub>2</sub> fire extinguisher in the workshop.

#### **CAUTION:**

Before removing the fuel line parts, use the following procedures:

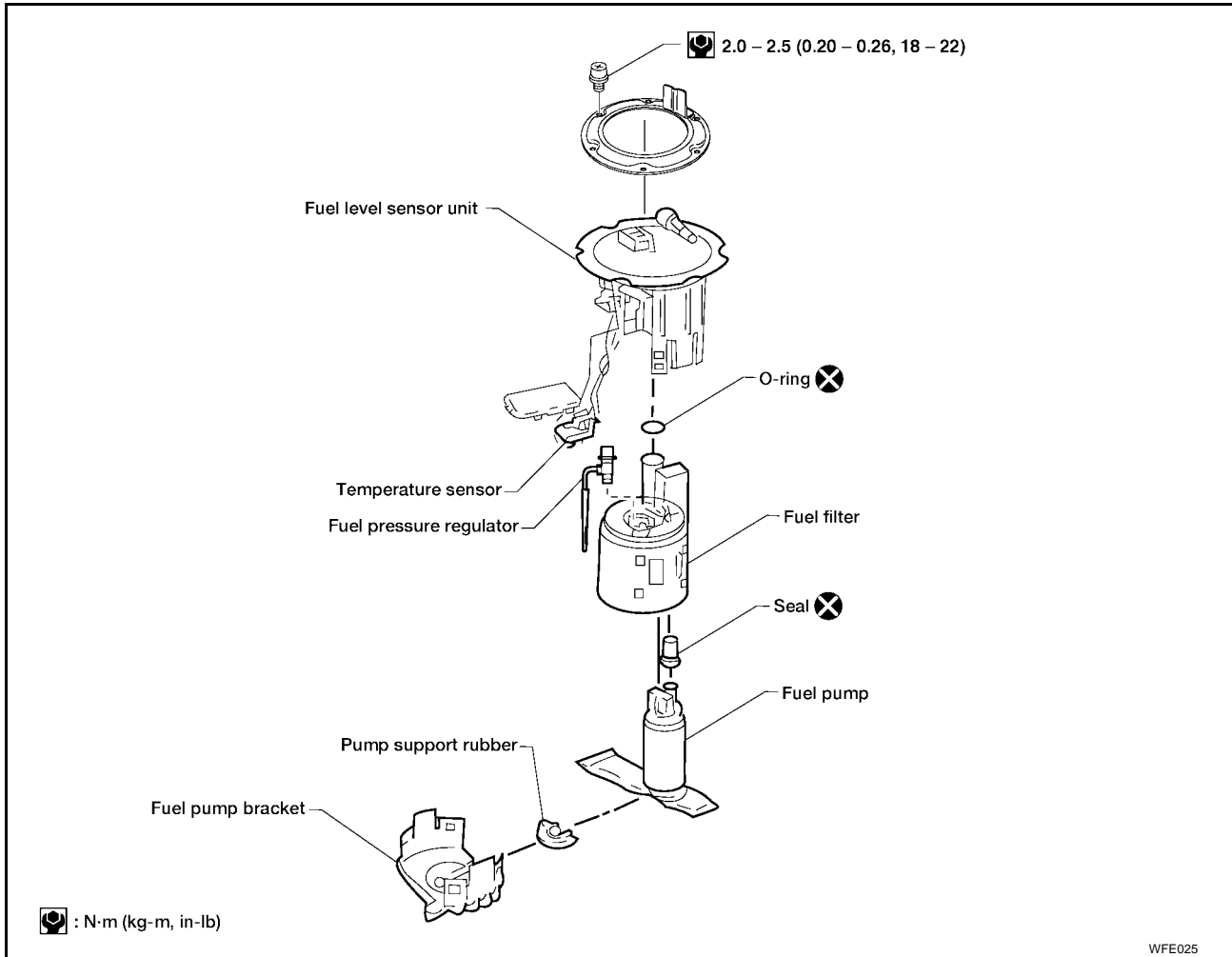
- Put drained fuel in an explosion-proof container and put the lid on securely.
- Release the fuel pressure from the fuel system. Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)], [EC-637, "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)], [EC-1257, "FUEL PRESSURE RELEASE"](#) (QR25DE).
- Disconnect the battery ground cable.
- Always replace the O-ring seals with new ones.
- Do not kink or twist any of the hoses and tubes when installing.
- Do not over tighten the hose clamps to avoid damaging hoses.
- After installation, run the engine and check for fuel leaks at the connections.
- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- For inspection and installation of EVAP system parts, refer to [EC-33, "System Diagram"](#) [QG18DE (ULEV)], [EC-614, "System Diagram"](#) [QG18DE (SULEV)], [EC-1236, "System Diagram"](#) (QR25DE).
- For inspection and installation of ORVR system parts, refer to [EC-33, "System Diagram"](#) [QG18DE (ULEV)], [EC-614, "System Diagram"](#) [QG18DE (SULEV)], [EC-1236, "System Diagram"](#) (QR25DE).

# FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY

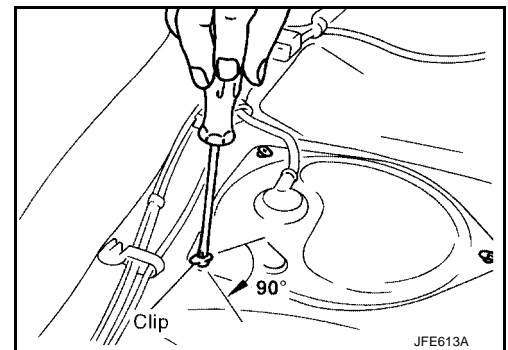
## FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY PFP:17042

### Removal and Installation REMOVAL

EBS00DTH

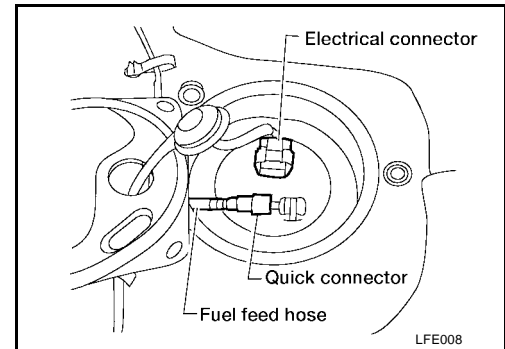


1. Release the fuel pressure from the fuel line.  
**Refer to [EC-56, "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)] [EC-637, "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)], [EC-1257, "FUEL PRESSURE RELEASE"](#) (QR25DE).**
2. Disconnect the battery ground cable.
3. Open the fuel filler lid and filler cap.
4. Remove the rear seat cushion. Refer to [SE-5, "Removal and Installation"](#).
5. Remove the inspection hole cover located under the rear seat cushion.



# FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY

6. Disconnect the fuel pump assembly electrical connector.

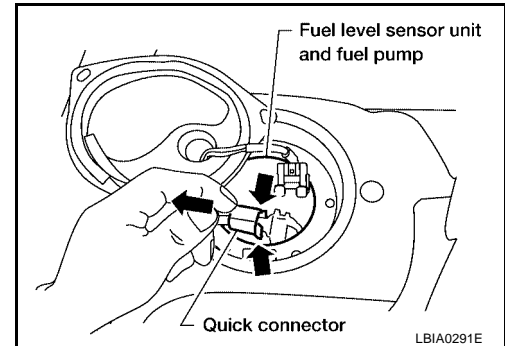


7. Disconnect the fuel feed hose quick connector as follows:

- a. Align the mating marks on the fuel pump outlet and the quick connector.
- b. Hold the quick connector and push in the tabs, then pull out from the fuel pump outlet that is inserted in the quick connector.

**CAUTION:**

- The quick connector can be removed when the tabs are completely depressed. Do not twist the fuel hose more than necessary.
- Do not use any tools to remove the quick connector.

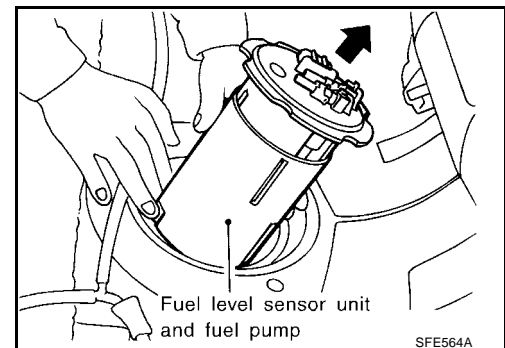


8. Remove the six retainer ring screws.

9. To remove, pull up on the fuel level sensor unit and fuel pump.

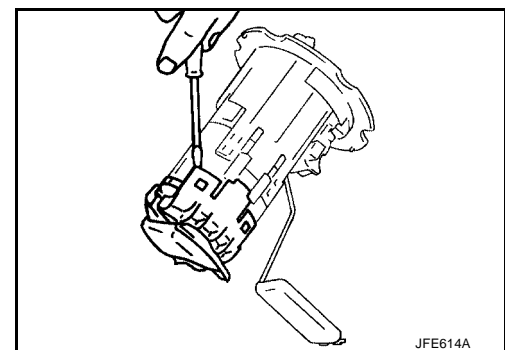
**CAUTION:**

Do not damage the arm of the fuel level sensor and fuel tank temperature sensor when removing.



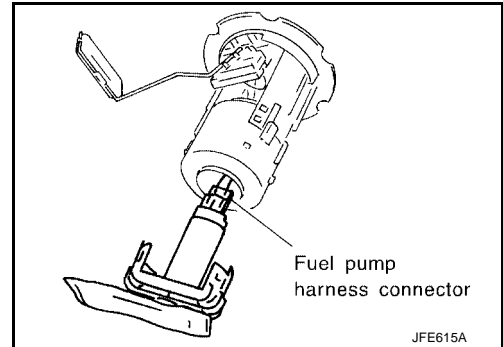
10. Remove the fuel pump as shown in the figure.

- Apply mating marks on the fuel pump and fuel filter for proper alignment for installation.



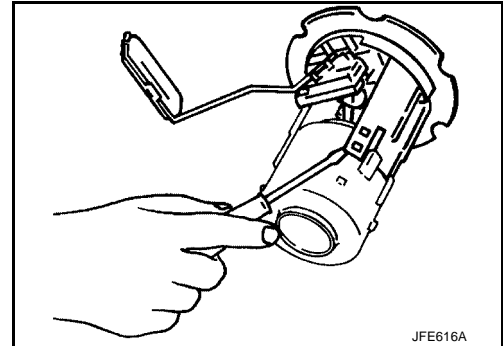
# FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY

11. Disconnect the fuel pump harness connector.

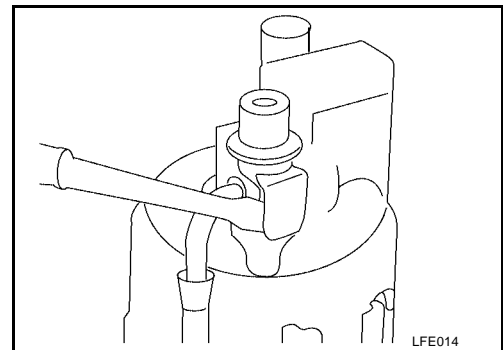


12. Remove the fuel filter from fuel level sensor unit as shown.

- Apply mating marks on fuel filter and fuel level sensor unit for proper alignment for installation.



13. Remove the fuel pressure regulator from the fuel filter, if necessary.



A

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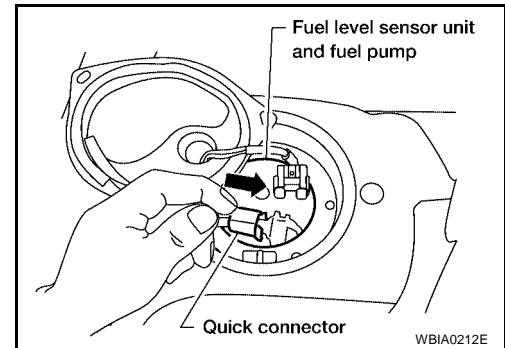
# FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY

## INSTALLATION

Installation is in reverse order of removal.

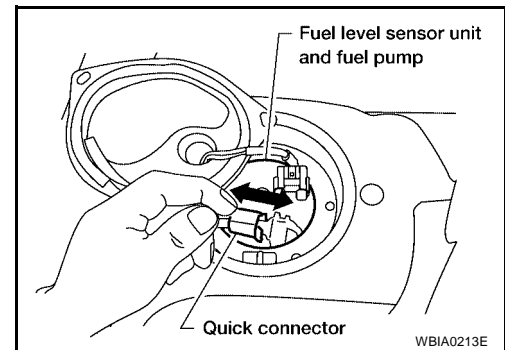
Connect the quick connector as follows:

1. Align the mating marks on the fuel pump outlet and quick connector for installation.
2. Align the push tabs with the quick connector slots.
3. Insert the fuel pump outlet into the center of the quick connector until you hear a click.



After connecting the quick connector, make sure the connection is fully seated as follows:

1. Pull on the quick connector to make sure it is firmly connected.
2. Apply fuel pressure to the fuel lines by turning the ignition switch ON (without starting the engine). Then check for fuel leaks at the connections.
3. Start the engine and increase the engine speed, verify there are no fuel leaks.



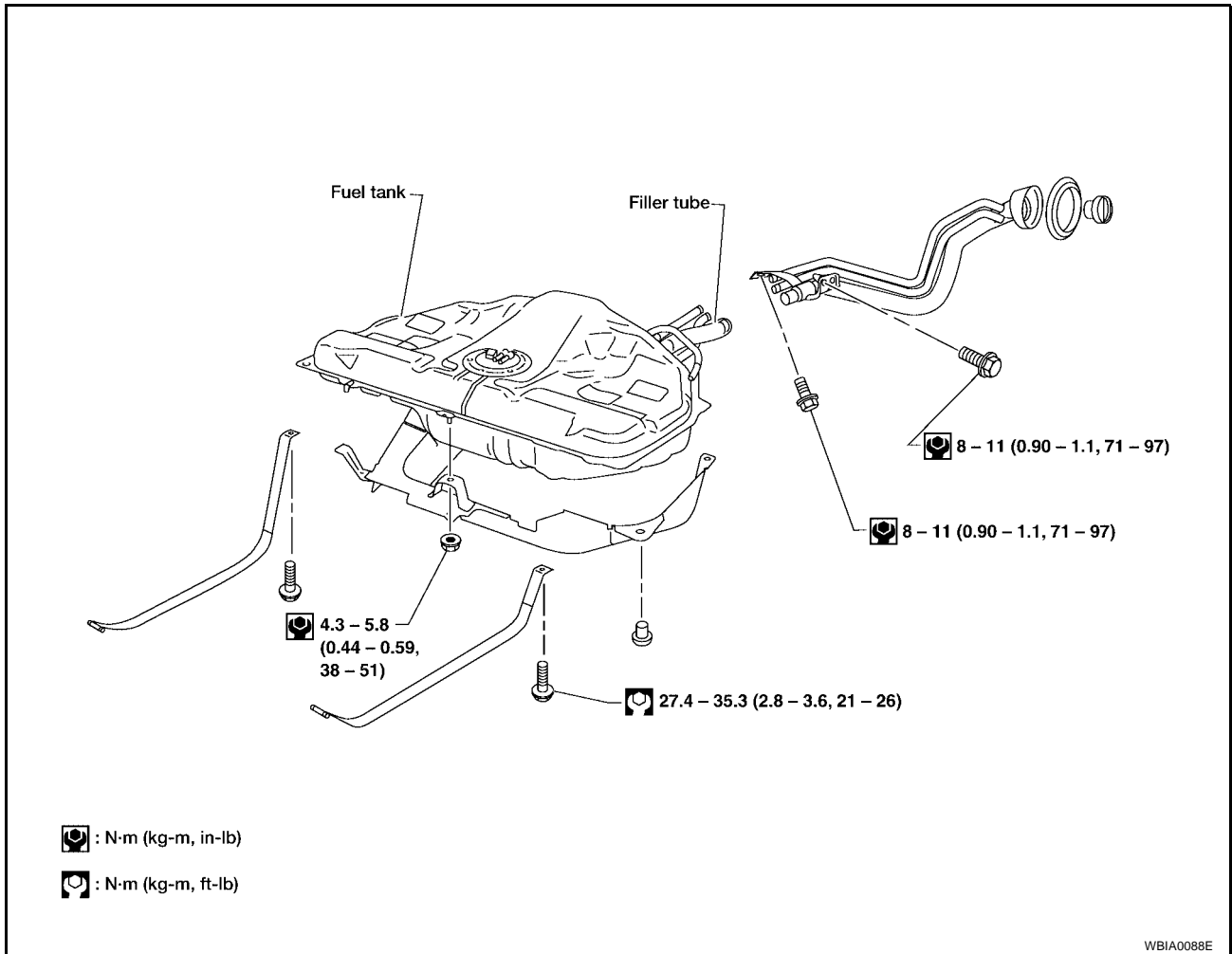
# FUEL TANK

PF17202

EBS00DT1

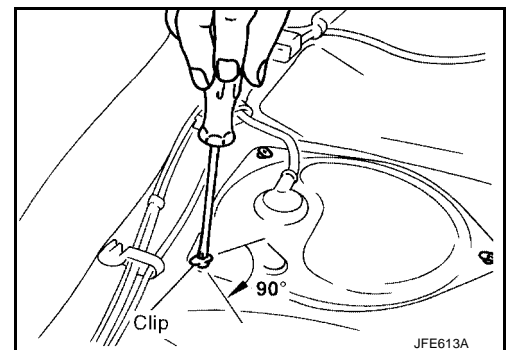
## FUEL TANK

### Removal and Installation



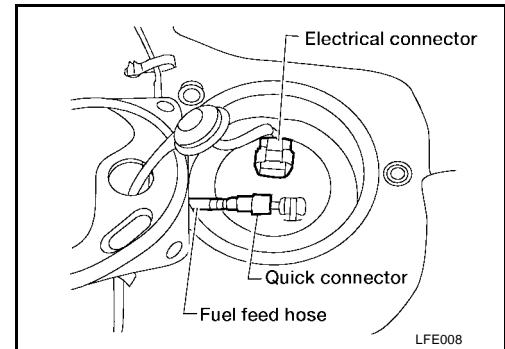
### REMOVAL

1. Release the fuel pressure.  
Refer to [EC-56. "FUEL PRESSURE RELEASE"](#) [QG18DE (ULEV)], [EC-637. "FUEL PRESSURE RELEASE"](#) [QG18DE (SULEV)], [EC-1257. "FUEL PRESSURE RELEASE"](#) (QR25DE).
2. Disconnect the battery ground cable.
3. Open the fuel filler lid and filler cap.
4. Drain the fuel from fuel tank.
5. Remove the rear seat cushion. Refer to [SE-5. "Removal and Installation"](#) .
6. Remove the inspection hole cover located under rear seat.



# FUEL TANK

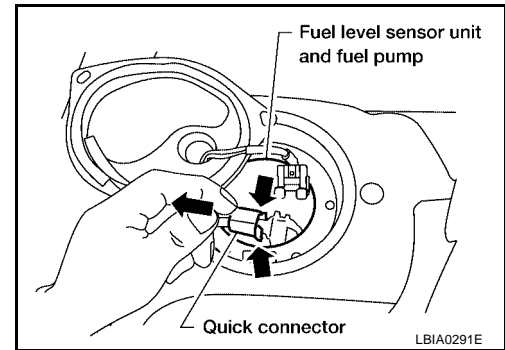
7. Disconnect the fuel pump electrical connector.



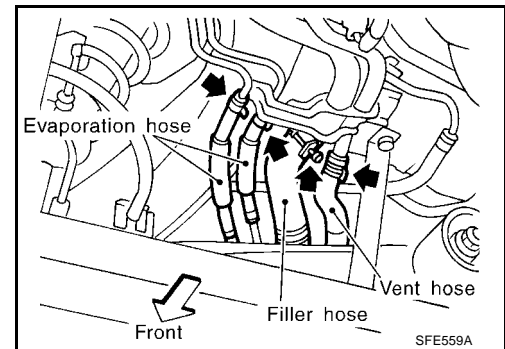
8. Disconnect the fuel feed hose quick connector as follows:
- Apply mating marks on the fuel pump outlet and the quick connector for installation.
  - Hold the quick connector and push in the tabs, then pull out off of the fuel pump outlet that is inserted into the quick connector.

**CAUTION:**

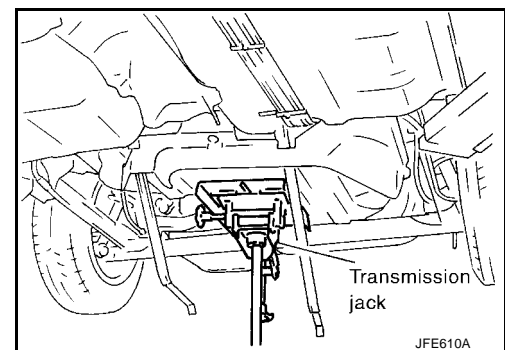
- The quick connector can be removed when the tabs are completely depressed. Do not twist the fuel feed hose more than necessary.
- Do not use any tools to remove the quick connector.



9. Remove the center exhaust tube. Refer to [EX-3, "Removal and Installation"](#).
10. From rear left area of the fuel tank, remove the filler hose, vent hose, and evaporation hoses as shown.



11. Support the fuel tank with a suitable transmission jack as shown.

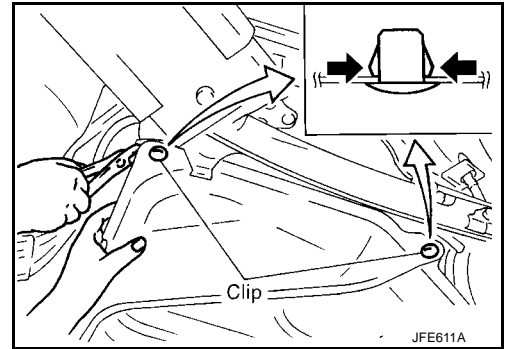


12. Remove the fuel tank mounting band bolts while supporting the fuel tank.

# FUEL TANK

- Lower the fuel tank by 70 - 80 mm (2.76 - 3.15 in), then remove the nuts and clips holding the fuel tank protector, and remove the protector.

- To remove the clips, use pliers to squeeze the extensions as shown by the arrows, and then remove the clip from above.

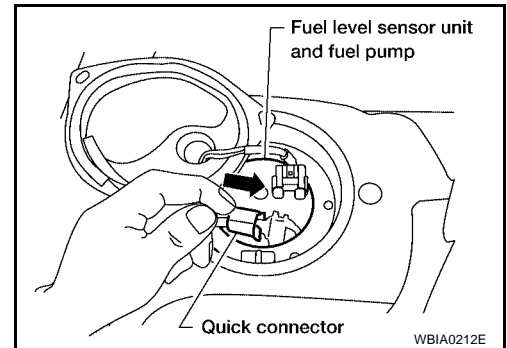


- Remove the fuel tank.

## INSTALLATION

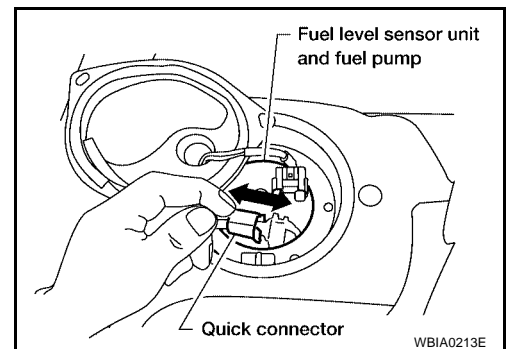
Installation is in the reverse order of removal.  
Connect the quick connector as follows:

- Align mating marks on the fuel pump outlet and the quick connector for correct installation.
- Align the push tabs with the quick connector slots.
- Insert the fuel pump outlet into the center of the quick connector until you hear a click.



After connecting the quick connector, check that the quick connector is fully seated as follows:

- Pull on the quick connector to make sure it is firmly connected.
- Apply fuel pressure to the fuel lines by turning the ignition switch ON (without starting the engine). Then check for fuel leaks at the hose connections.
- Start the engine and increase engine speed, verify that there are no fuel leaks.





# SERVICE DATA AND SPECIFICATIONS (SDS)

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## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Standard and Limit

EBS00DTJ

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Fuel tank capacity	50 ℓ (13 1/4 US gal, 11 Imp gal)
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SECTION **FSU**  
FRONT SUSPENSION

A  
B  
C  
D

**FSU**

CONTENTS

<b>PRECAUTIONS</b> .....	2	Disassembly .....	9	F
Precautions .....	2	Inspection .....	9	
<b>PREPARATION</b> .....	3	SHOCK ABSORBER ASSEMBLY .....	9	
Special Service Tools .....	3	MOUNTING INSULATOR AND RUBBER PARTS..	10	G
Commercial Service Tools .....	3	THRUST BEARING .....	10	
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		COIL SPRING .....	10	
<b>TROUBLESHOOTING</b> .....	4	Assembly .....	10	H
NVH Troubleshooting Chart .....	4	<b>STABILIZER BAR</b> .....	11	
<b>FRONT SUSPENSION ASSEMBLY</b> .....	5	Removal and Installation .....	11	
Components .....	5	<b>TRANSVERSE LINK AND LOWER BALL JOINT ...</b>	13	I
On-Vehicle Service .....	6	Removal and Installation .....	13	
Front Wheel Alignment .....	6	Inspection .....	13	
PRELIMINARY INSPECTION .....	7	TRANSVERSE LINK .....	13	J
CAMBER, CASTER AND KINGPIN INCLINA-		LOWER BALL JOINT .....	14	
TION .....	7	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	15	
TOE-IN .....	7	General Specifications (Front) .....	15	
FRONT WHEEL TURNING ANGLE .....	8	Front Wheel Alignment (Unladen*1) .....	15	K
<b>COIL SPRING AND SHOCK ABSORBER</b> .....	9	Lower Ball Joint .....	16	
Removal and Installation .....	9	Wheelarch Height (Unladen*) .....	16	L

M

# PRECAUTIONS

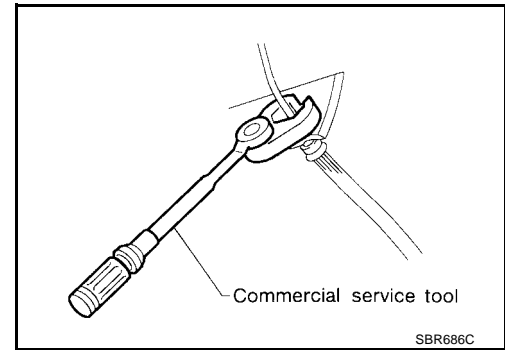
## PRECAUTIONS

PFP:00001

### Precautions

EES0001B

- When installing rubber parts, final tightening must be carried out under unladen condition\* with tires on ground. Oil will shorten the life of rubber bushings. Be sure to wipe off any spilled oil.  
\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- After installing removed suspension parts, check wheel alignment and adjust if necessary.
- Use flare nut wrench when removing or installing brake tubes.
- Always torque brake lines when installing.
- Lock nuts are un reusable parts; always use new ones. When replacing, do not wipe the oil off the new lock nut before tightening.





# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### NVH Troubleshooting Chart

EES0001E

Use the following chart to help you find the cause of the symptom. If necessary, repair or replace these parts.

Symptom		Possible Cause and SUSPECTED PARTS														Reference page								
		Improper installation, looseness	Shock absorber deformation, damage or deflection	Bushing or mounting deterioration	Parts interference	Spring fatigue	Suspension looseness	Incorrect wheel alignment	Stabilizer bar fatigue	Out-of-round	Imbalance	Incorrect air pressure	Uneven tire wear	Deformation or damage	Non-uniformity	Incorrect tire size	DRIVE SHAFT	AXLE	SUSPENSION	TIRES	ROAD WHEEL	BRAKES	STEERING	
SUSPENSION	Noise	x	x	x	x	x	x									x	x		x	x	x	x		Refer to <a href="#">FSU-5</a>
	Shake	x	x	x	x		x									x	x		x	x	x	x		Refer to <a href="#">FSU-5</a>
	Vibration	x	x	x	x	x										x	x		x	x	x	x		Refer to <a href="#">FSU-5</a>
	Shimmy	x	x	x	x			x									x		x	x	x	x		Refer to <a href="#">FSU-16</a>
	Judder	x	x	x													x		x	x	x	x		Refer to <a href="#">FSU-5</a> , <a href="#">FSU-6</a>
	Poor quality ride or handling	x	x	x	x	x		x	x									x		x	x	x		Refer to <a href="#">FSU-5</a> , <a href="#">FSU-6</a>
	TIRES	Noise	x							x	x	x	x	x	x		x	x	x	x		x	x	Refer to <a href="#">FSU-6</a>
		Shake	x							x	x	x	x	x		x	x	x	x		x	x	x	Refer to <a href="#">FSU-6</a>
		Vibration										x				x	x	x	x				x	Refer to <a href="#">FSU-11</a>
		Shimmy	x							x	x	x	x	x	x	x		x	x	x		x	x	Refer to <a href="#">FSU-6</a>
		Judder	x							x	x	x	x	x	x		x	x	x		x	x	x	Refer to <a href="#">WT-4</a>
		Poor quality ride or handling	x							x	x	x	x	x	x		x		x	x		x	x	
ROAD WHEEL	Noise	x							x	x			x			x	x	x	x		x	x	Refer to <a href="#">WT-6</a>	
	Shake	x							x	x			x			x	x	x	x		x	x	Refer to <a href="#">FAX-4</a>	
	Shimmy, Judder	x							x	x			x				x	x	x		x	x	Refer to <a href="#">FAX-4</a>	
	Poor quality ride or handling	x							x	x			x				x	x	x		x	x	Refer to <a href="#">FAX-4</a>	
		SUSPENSION in this chart.																				Refer to <a href="#">SUSPENSION</a> in this chart.		
		TIRES																				Refer to <a href="#">TIRES</a> in this chart.		
		ROAD WHEEL																				Refer to <a href="#">ROAD WHEEL</a> in this chart.		
		BRAKES																				Refer to <a href="#">BR-5</a>		
		STEERING																				Refer to <a href="#">PS-6</a>		

x: Applicable

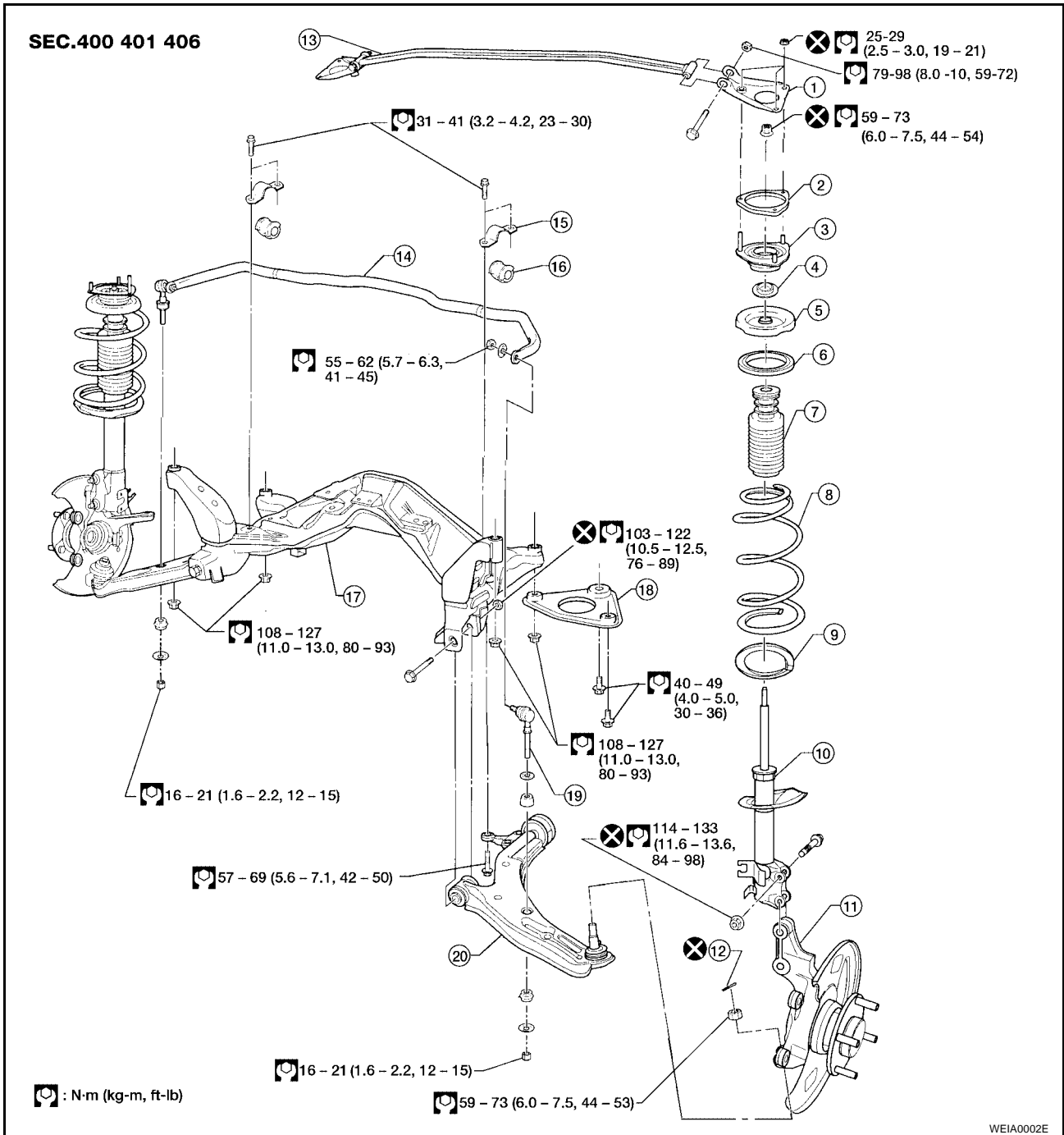
# FRONT SUSPENSION ASSEMBLY

## FRONT SUSPENSION ASSEMBLY

PFP:54010

### Components

EES0001F



- |  |                                    |                             |
|--|------------------------------------|-----------------------------|
| 1. Strut tower bar bracket (if equipped) | 2. Strut spacer                    | 3. Strut mount bracket      |
| 4. Strut mount bearing                   | 5. Spring upper seat               | 6. Upper spring rubber seat |
| 7. Bound bumper rubber                   | 8. Coil spring                     | 9. Lower spring rubber seat |
| 10. Shock absorber                       | 11. Wheel hub and steering knuckle | 12. Cotter pin              |
| 13. Strut tower bar (if equipped)        | 14. Stabilizer                     | 15. Stabilizer clamp        |
| 16. Bushing                              | 17. Suspension member              | 18. Rebound stopper         |
| 19. Connecting rod                       | 20. Transverse link                |                             |

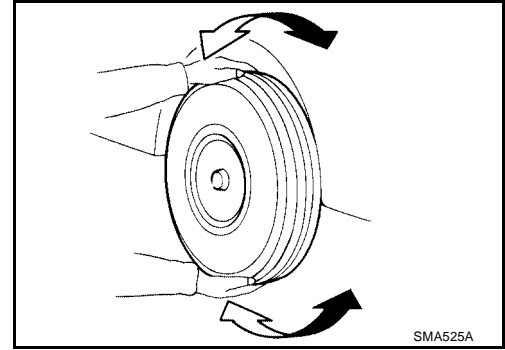
# FRONT SUSPENSION ASSEMBLY

EES000IG

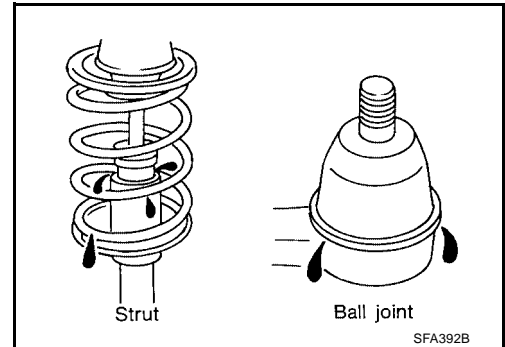
## On-Vehicle Service

Check front axle and front suspension parts for excessive play, cracks, wear or other damage.

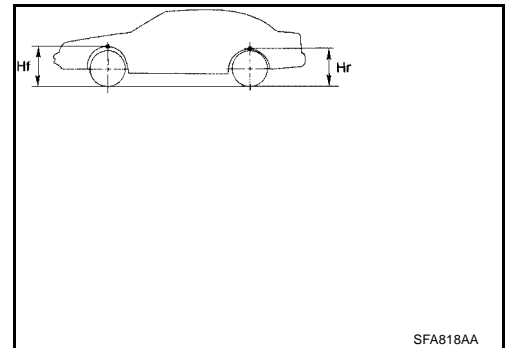
- Shake each front wheel to check for excessive play.
- Make sure that cotter pin is inserted.
- Retighten all axle and suspension nuts and bolts to the specified torque. Refer to [FSU-5, "Components"](#).



- Check strut (shock absorber) for oil leakage or other damage.
- Check suspension ball joint for grease leakage and ball joint dust cover for cracks or other damage. If ball joint dust cover is cracked or damaged, replace transverse link.



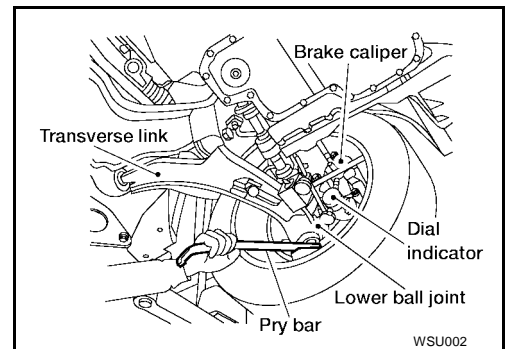
- Check spring height from top of wheelarch to the ground.
  - Vehicle must be unladen\*, parked on a level surface, and tires checked for proper inflation and wear (tread wear indicator must not be showing).  
\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
  - Bounce vehicle up and down several times before measuring.



**Standard height** : Refer to [FSU-16, "Wheelarch Height \(Unladen\\*\)"](#)

- Spring height is not adjustable. If out of specification, check for worn springs or suspension parts.

- Check suspension ball joint end play.
  - Jack up front of vehicle and set the stands.
  - Clamp dial indicator onto transverse link and place indicator tip on lower edge of brake caliper.
  - Make sure front wheels are straight and brake pedal is depressed.
  - Place a pry bar between transverse link and inner rim of road wheel.
  - While raising and releasing pry bar, observe maximum dial indicator value.



**Vertical end play** : 0 mm (0 in)

- If ball joint movement is beyond specifications, remove and replace it.

## Front Wheel Alignment

EES000IH

Before checking front wheel alignment, be sure to make a preliminary inspection (unladen\*).

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

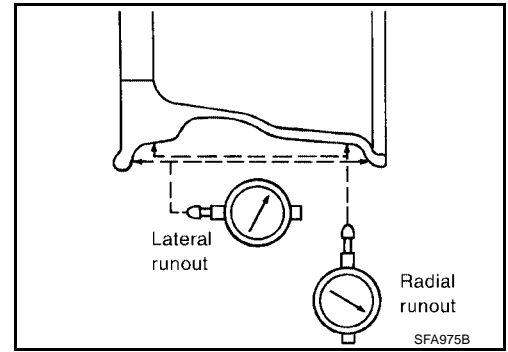
# FRONT SUSPENSION ASSEMBLY

## PRELIMINARY INSPECTION

1. Check tires for wear and improper inflation.
2. Check wheels for deformation, cracks and other damage. If deformed, remove wheel and check wheel runout.
- a. Remove tire from wheel and mount wheel on a tire balance machine.
- b. Set dial indicator as shown in the illustration.

**Wheel runout (Dial indicator value) : Refer to [WT-3, "ROAD WHEEL"](#) .**

3. Check front wheel bearings for looseness.
4. Check front suspension for looseness.
5. Check steering linkage for looseness.
6. Check that front shock absorbers work properly.
7. Check vehicle wheelarch height (unladen\*). Refer to [FSU-16, "Wheelarch Height \(Unladen\\*\)"](#) .
  - \*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.



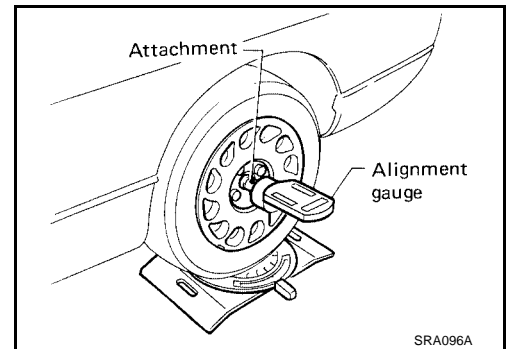
## CAMBER, CASTER AND KINGPIN INCLINATION

**Camber, caster and kingpin inclination are preset at factory and cannot be adjusted.**

1. Measure camber, caster and kingpin inclination of both right and left wheels with a suitable alignment gauge.

**Camber, caster and kingpin inclination : Refer to [FSU-15, "Front Wheel Alignment \(Unladen\\*1\)"](#) .**

2. If camber, caster or kingpin inclination is not within specification, inspect front suspension parts. Replace damaged or worn out parts.



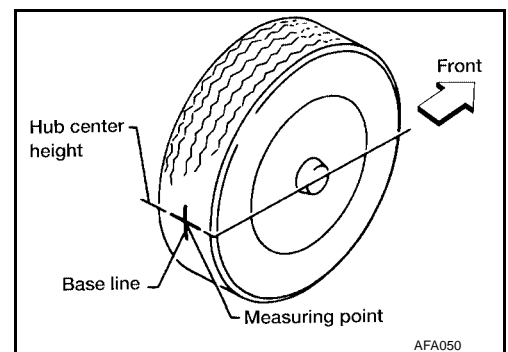
## TOE-IN

**Measure toe-in using the following procedure.**

### WARNING:

- Always perform the following procedure on a flat surface.
- Make sure that no person is in front of the vehicle before pushing it.

1. Bounce front of vehicle up and down to stabilize the posture.
2. Push the vehicle straight ahead about 5 m (16 ft).
3. Put a mark on base line of tread (rear side) of both tires at the same height as hub center. These are measuring points.

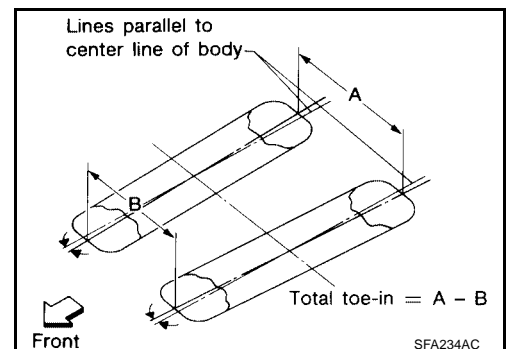


4. Measure distance "A" (rear side).
5. Push the vehicle slowly ahead to rotate the wheels 180 degrees (1/2 turn).

**If the wheels have rotated more than 180 degrees (1/2 turn), try the above procedure again from the beginning. Never push vehicle backward.**

6. Measure distance "B" (front side).

**Total toe-in : Refer to [FSU-15, "Front Wheel Alignment \(Unladen\\*1\)"](#) .**



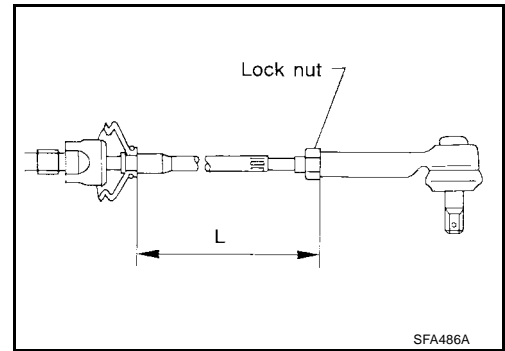


## FRONT SUSPENSION ASSEMBLY

7. Adjust toe-in by varying the length of steering tie-rods.
  - a. Loosen lock nuts.
  - b. Adjust toe-in by screwing tie-rods in and out.

**Standard length "L"** : Refer to [FSU-15, "Front Wheel Alignment \(Unladen\\*1\)"](#) .

- c. Tighten lock nuts to specified torque. Refer to [FSU-5, "Components"](#) .

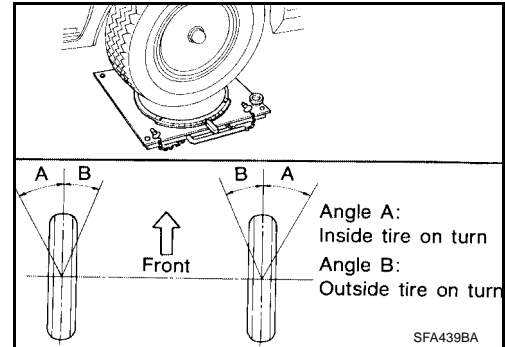


### FRONT WHEEL TURNING ANGLE

1. Set wheels in straight-ahead position. Then move vehicle forward until front wheels rest on turning radius gauge properly.
2. Rotate steering wheel all the way right and left; measure turning angle.

**Do not hold the steering wheel on full lock for more than 15 seconds.**

**Wheel turning angle (Full turn)** : Refer to [FSU-15, "Front Wheel Alignment \(Unladen\\*1\)"](#) .



# COIL SPRING AND SHOCK ABSORBER

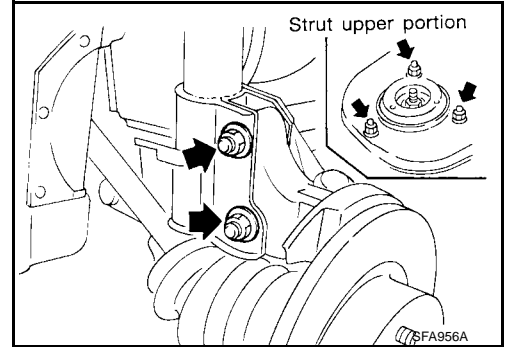
PFP:56210

## COIL SPRING AND SHOCK ABSORBER

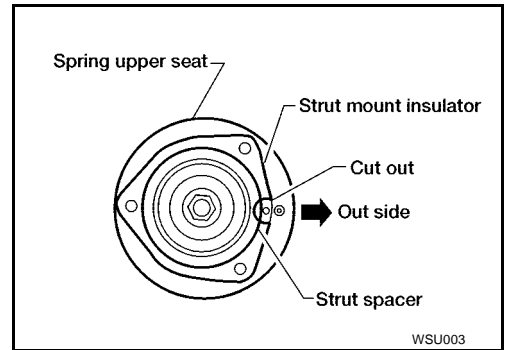
### Removal and Installation

EES000II

- Remove shock absorber fixing bolt and nut (to hoodledge).
- Do not remove piston rod lock nut on vehicle.



- When installing strut spacer, it must be positioned as shown.



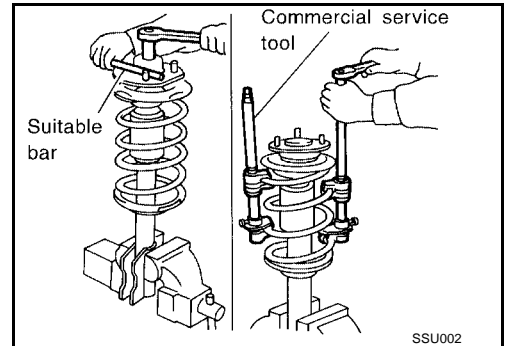
### Disassembly

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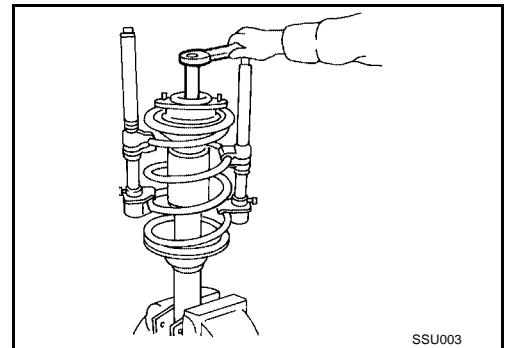
1. Set shock absorber on vise, then **loosen** piston rod lock nut.
  - Do not remove piston rod lock nut at this time.
2. Compress spring with Tool so that shock absorber mounting insulator can be turned by hand.

#### **WARNING:**

**Make sure that the pawls of the two spring compressors are firmly hooked on the spring. The spring compressors must be tightened alternately so as not to tilt the spring.**



3. Remove piston rod lock nut.



### Inspection

#### SHOCK ABSORBER ASSEMBLY

EES000IK

- Check for smooth operation through a full stroke, both compression and extension.
- Check for oil leakage on welded or gland packing portions.
- Check piston rod for cracks, deformation or other damage and replace if necessary.

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# COIL SPRING AND SHOCK ABSORBER

## MOUNTING INSULATOR AND RUBBER PARTS

- Check cemented rubber-to-metal portion for separation or cracks. Check rubber parts for deterioration and replace if necessary.

## THRUST BEARING

- Check thrust bearing parts for abnormal noise or excessive rattle in axial direction and replace if necessary.

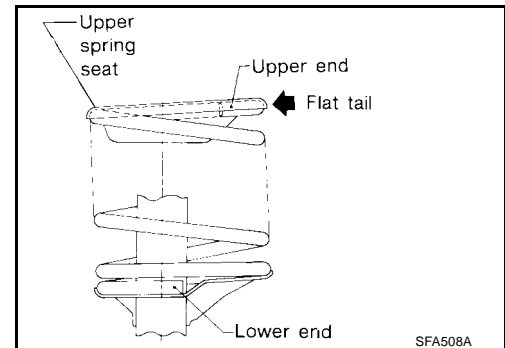
## COIL SPRING

- Check for cracks, deformation or other damage and replace if necessary.

## Assembly

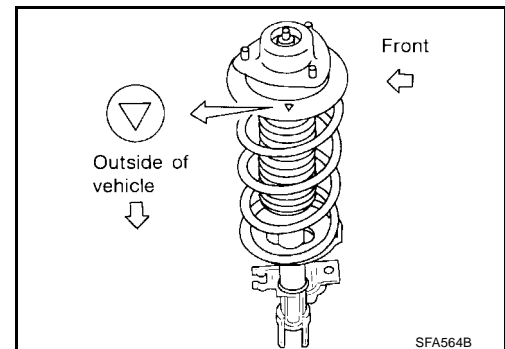
- When installing coil spring on strut, it must be positioned as shown.

EES0001L



- Install upper spring seat with alignment mark facing the outer side of vehicle, in line with strut-to-knuckle attachment points.
- **Replace strut lower mounting nuts.**
- **When installing strut to knuckle, be sure to hold bolts and tighten nuts.**

**Strut to knuckle  
tightening torque : 114 - 133 N·m  
(11.6 - 13.6 kg-m, 84 - 98 ft-lb)**

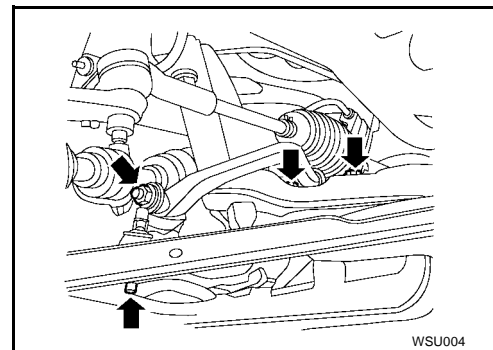


# STABILIZER BAR

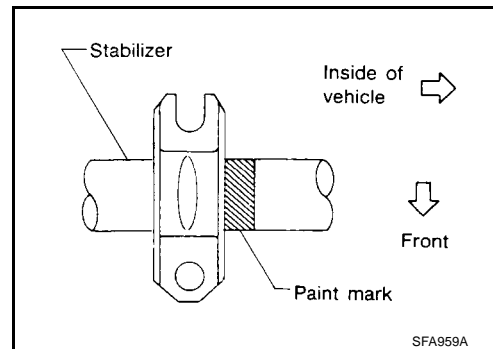
## STABILIZER BAR

### Removal and Installation

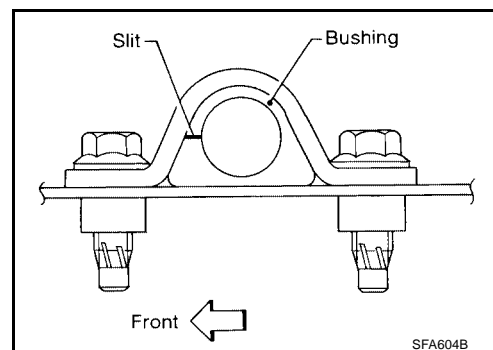
- Remove four stabilizer bar mounting nuts from each side.



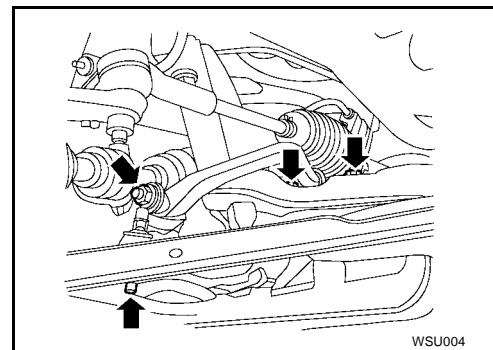
- When installing stabilizer, make sure the paint mark and clamp face in their correct directions.



- Make sure that the slit in the bushing is in the position shown.



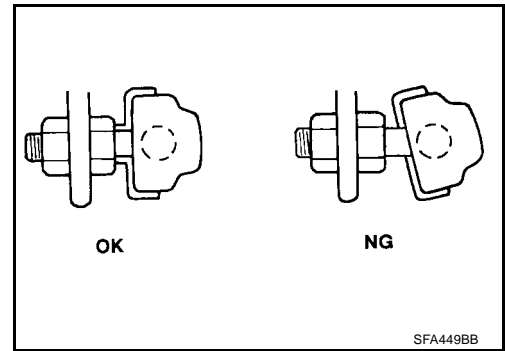
- Install four stabilizer bar mounting nuts at each side.



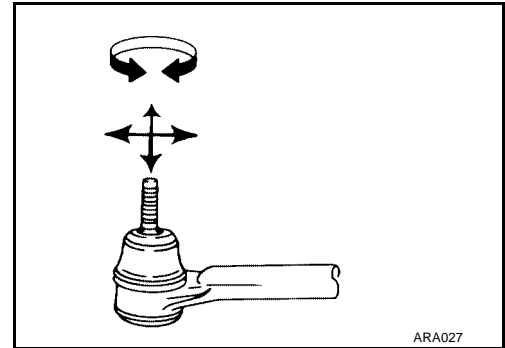
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## STABILIZER BAR

- Install stabilizer bar with ball joint socket properly placed.



- Check stabilizer for deformation or cracks and replace if necessary.
- Check rubber bushings for deterioration or cracks and replace if necessary.
- Check ball joint can rotate in all directions. If movement is not smooth and free, replace stabilizer bar connecting rod.



# TRANSVERSE LINK AND LOWER BALL JOINT

PFP:54500

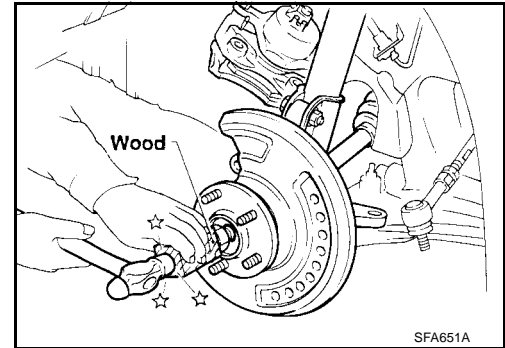
## TRANSVERSE LINK AND LOWER BALL JOINT

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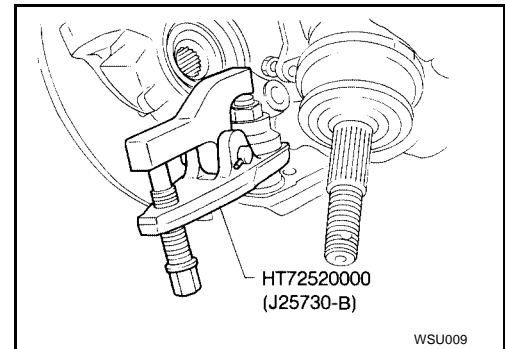
### Removal and Installation

1. Remove wheel bearing lock nut.
2. Remove tie-rod ball joint.
3. Remove strut lower bracket fixing bolts and nuts.
4. Separate drive shaft from knuckle by slightly tapping drive shaft end.

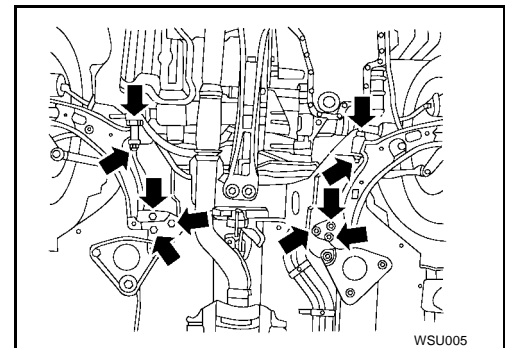
Cover boots with shop towel so as not to damage them when removing drive shaft.



5. Separate lower ball joint stud from knuckle with suitable tool.



6. Remove fixing bolts.
7. Remove transverse link and lower ball joint.
8. During installation, final tightening must be carried out at curb weight with tires on the ground. Refer to [FSU-5, "Components"](#).
9. After installation, check wheel alignment. Refer to [FSU-6, "Front Wheel Alignment"](#).



### Inspection

#### TRANSVERSE LINK

- Check transverse link for damage, cracks or deformation and replace if necessary.
- Check rubber bushing for damage, cracks and deformation and replace if necessary.

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## TRANSVERSE LINK AND LOWER BALL JOINT

### LOWER BALL JOINT

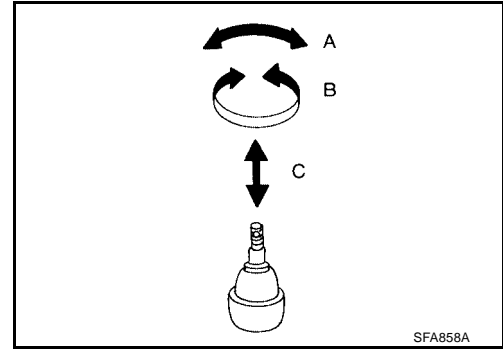
- Check ball joint for play. Replace transverse link assembly if any of the following cases occur: Ball stud is worn, play in axial direction is excessive or joint is hard to swing. Before checking, turn ball joint at least 10 revolutions so that ball joint is properly broken in.

**Swinging force "A"** : 7.8 - 77.5 N (0.8 - 7.9 kg,  
1.8 - 17.4 lb)  
(measuring point  
cotter pin hole of  
ball stud)

**Turning torque "B"** : 0.50 - 4.90 N·m  
(5.1 - 50 kg-cm,  
4.4 - 43.4 in-lb)

**Vertical end play "C"** : 0 mm (0 in)

- Check dust cover for damage. Replace it and cover clamp if necessary.



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

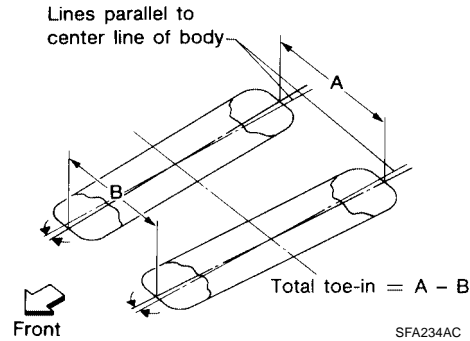
### General Specifications (Front)

EES0001P

Suspension type	Independent MacPherson strut
Shock absorber type	Double-acting hydraulic
Stabilizer bar	Standard equipment

### Front Wheel Alignment (Unladen\*1)

EES0001Q



Engine		QG18DE	QR25DE	
Camber Degree minute (Decimal degree)	Minimum	-1°10' (-1.17°)	-1°12' (-1.2°)	
	Nominal	-0°25' (-0.42°)	-0°27' (-0.45°)	
	Maximum	0°20' (0.33°)	0°18' (0.3°)	
	Left and right difference	45' (0.75°) or less	45' (0.75°) or less	
Caster Degree minute (Decimal degree)	Minimum	0°51' (0.85°)	0°58' (0.97°)	
	Nominal	1°36' (1.60°)	1°43' (1.72°)	
	Maximum	2°21' (2.35°)	2°28' (2.47°)	
	Left and right difference	45' (0.75°) or less	45' (0.75°) or less	
Kingpin inclination Degree minute (Decimal degree)	Minimum	13°58' (13.97°)	14°03' (14.05°)	
	Nominal	14°43' (14.72°)	14°46' (14.77°)	
	Maximum	15°28' (15.47°)	15°31' (15.52°)	
Total toe-in	Distance (A - B) mm (in)	Minimum	1 (0.039")	1 (0.039")
		Nominal	2 (0.079")	2 (0.079")
		Maximum	3 (0.118")	3 (0.118")
	Angle (left plus right) Degree minute (Decimal degree)	Minimum	5.5' (0.08°)	5.5' (0.08°)
		Nominal	11' (0.18°)	11' (0.18°)
		Maximum	16' (0.27°)	16' (0.27°)
Wheel turning angle Full turn*2	Inside Degree minute (Decimal degree)	Minimum	34° (34.0°)	29° (29.0°)
		Nominal	37° (37.0°)	32° (32.0°)
		Maximum	38° (38.0°)	33° (33.0°)
	Outside Degree minute (Decimal degree)	Nominal	31° (31.0°)	27° (27.0°)

\*1: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

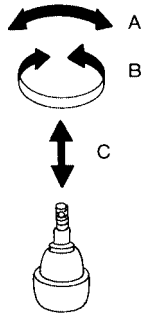
\*2: On power steering models, wheel turning force (at circumference of steering wheel) of 98 to 147 N (10 to 15 kg, 22 to 33 lb) with engine idle.



# SERVICE DATA AND SPECIFICATIONS (SDS)

## Lower Ball Joint

EES0001R

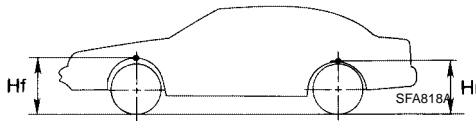


SFA858A

Swinging force "A" (Measuring point: cotter pin hole of ball stud) N (kg, lb)	7.8 - 77.5 (0.8 - 7.9, 1.8 - 17.4)
Turning torque "B" N-m (kg-cm, in-lb)	0.50 - 4.90 (5.1 - 50.0, 4.4 - 43.4)
Vertical end play "C" mm (in)	0 (0)

## Wheelarch Height (Unladen\*)

EES0001S



Engine	QG18DE		QR25DE	
	XE, GXE	LE	SE-R	SPEC-V
Tire Size	P195/60HR15	P195/60HR15	P195/55HR16	P215/45ZR17
Front (Hf) mm (in)	659 (25.94)	659 (25.94)	660 (25.98)	664 (26.14)
Rear (Hr) mm (in)	653 (25.71)	653 (25.71)	652 (25.67)	655 (25.79)

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

# SECTION **GI**

## GENERAL INFORMATION

### CONTENTS

<b>PRECAUTIONS</b> .....	<b>3</b>	<b>CONNECTOR SYMBOLS</b> .....	<b>13</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	3	SAMPLE/WIRING DIAGRAM - EXAMPL - DESCRIPTION .....	15
Description .....	3	Abbreviations .....	21
General Precautions .....	3	<b>SERVICE INFORMATION FOR ELECTRICAL INCIDENT</b> .....	<b>23</b>
Precautions for NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS) (If Equipped) .....	5	How to Check Terminal .....	23
Precautions for Three Way Catalyst .....	5	CONNECTOR AND TERMINAL PIN KIT .....	23
Precautions for Fuel (Unleaded Regular Gasoline Recommended) .....	5	HOW TO PROBE CONNECTORS .....	23
Precautions for Fuel (Unleaded Premium Gasoline Recommended) .....	5	How to Perform Efficient Diagnosis for an Electrical Incident .....	26
Precautions for Multiport Fuel Injection System or Engine Control System .....	6	WORK FLOW .....	26
Precautions for Hoses .....	6	INCIDENT SIMULATION TESTS .....	26
HOSE REMOVAL AND INSTALLATION .....	6	CIRCUIT INSPECTION .....	29
HOSE CLAMPING .....	7	Control Units and Electrical Parts .....	34
Precautions for Engine Oils .....	7	PRECAUTIONS .....	34
HEALTH PROTECTION PRECAUTIONS .....	7	SMJ INSTALLATION .....	35
ENVIRONMENTAL PROTECTION PRECAUTIONS .....	7	<b>CONSULT CHECKING SYSTEM</b> .....	<b>36</b>
Precautions for Air Conditioning .....	7	Description .....	36
<b>HOW TO USE THIS MANUAL</b> .....	<b>8</b>	Function and System Application .....	36
Description .....	8	Nickel Metal Hydride Battery Replacement .....	37
Terms .....	8	Checking Equipment .....	37
Units .....	8	CONSULT-II Start Procedure .....	37
Contents .....	8	CONSULT-II Data Link Connector (DLC) Circuit ...	38
Components .....	8	INSPECTION PROCEDURE .....	38
SYMBOLS .....	9	<b>LIFTING POINT</b> .....	<b>39</b>
How to Follow Trouble Diagnoses .....	9	Lifting Points and Tow Truck Towing .....	39
DESCRIPTION .....	9	SPECIAL SERVICE TOOLS .....	39
HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES .....	10	GARAGE JACK AND SAFETY STAND .....	39
HARNES WIRE COLOR AND CONNECTOR NUMBER INDICATION .....	11	2-POLE LIFT .....	40
KEY TO SYMBOLS SIGNIFYING MEASUREMENTS OR PROCEDURES .....	12	BOARD-ON LIFT .....	40
How to Read Wiring Diagrams .....	13	<b>TOW TRUCK TOWING</b> .....	<b>41</b>
		Tow Truck Towing .....	41
		Vehicle Recovery (Freeing a stuck vehicle) .....	42
		<b>TIGHTENING TORQUE OF STANDARD BOLTS</b> ...	<b>43</b>
		Tightening Torque Table .....	43
		<b>RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS</b> .....	<b>44</b>
		Recommended Chemical Products and Sealants...	44

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<b>IDENTIFICATION INFORMATION</b> .....	<b>45</b>	<b>TERMINOLOGY</b> .....	<b>50</b>
Identification Information .....	45	SAE J1930 Terminology List .....	50
MODEL VARIATION .....	45		
IDENTIFICATION NUMBER .....	46		
DIMENSIONS .....	48		
WHEELS & TIRES .....	49		

# PRECAUTIONS

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## PRECAUTIONS

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EAS000X3

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

#### Description

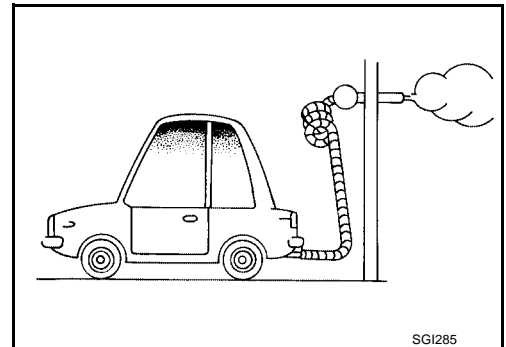
EAS000V5

Observe the following precautions to ensure safe and proper servicing. These precautions are not described in each individual section.

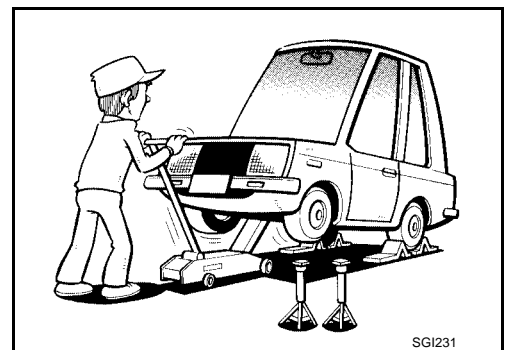
#### General Precautions

EAS000V6

- Do not operate the engine for an extended period of time without proper exhaust ventilation. Keep the work area well ventilated and free of any inflammable materials. Special care should be taken when handling any inflammable or poisonous materials, such as gasoline, refrigerant gas, etc. When working in a pit or other enclosed area, be sure to properly ventilate the area before working with hazardous materials. Do not smoke while working on the vehicle.

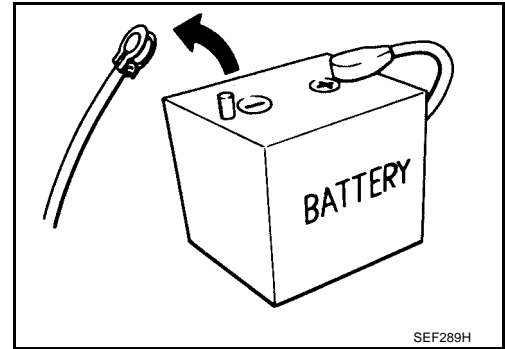


- Before jacking up the vehicle, apply wheel chocks or other tire blocks to the wheels to prevent the vehicle from moving. After jacking up the vehicle, support the vehicle weight with safety stands at the points designated for proper lifting before working on the vehicle. These operations should be done on a level surface.
- When removing a heavy component such as the engine or transaxle/transmission, be careful not to lose your balance and drop them. Also, do not allow them to strike adjacent parts, especially the brake tubes and master cylinder.

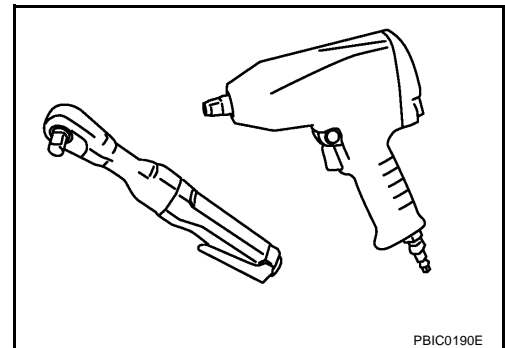


## PRECAUTIONS

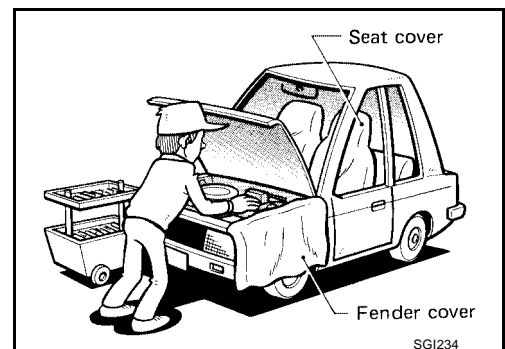
- Before starting repairs which do not require battery power:  
Turn off ignition switch.  
Disconnect the negative battery terminal.
- If the battery terminals are disconnected, recorded memory of radio and each control unit is erased.



- To prevent serious burns:  
Avoid contact with hot metal parts.  
Do not remove the radiator cap when the engine is hot.
- Dispose of drained oil or the solvent used for cleaning parts in an appropriate manner.
- Do not attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically.  
Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.
- Clean all disassembled parts in the designated liquid or solvent prior to inspection or assembly.
- Replace oil seals, gaskets, packings, O-rings, locking washers, cotter pins, self-locking nuts, etc. with new ones.
- Replace inner and outer races of tapered roller bearings and needle bearings as a set.
- Arrange the disassembled parts in accordance with their assembled locations and sequence.
- Do not touch the terminals of electrical components which use microcomputers (such as ECM).  
Static electricity may damage internal electronic components.
- After disconnecting vacuum or air hoses, attach a tag to indicate the proper connection.
- Use only the fluids and lubricants specified in this manual.
- Use approved bonding agent, sealants or their equivalents when required.
- Use hand tools, power tools (disassembly only) and recommended special tools where specified for safe and efficient service repairs.
- When repairing the fuel, oil, water, vacuum or exhaust systems, check all affected lines for leaks.



- Before servicing the vehicle:  
Protect fenders, upholstery and carpeting with appropriate covers.  
Take caution that keys, buckles or buttons do not scratch paint.



# PRECAUTIONS

## **WARNING:**

To prevent ECM from storing the diagnostic trouble codes, do not carelessly disconnect the harness connectors which are related to the engine control system and TCM (transmission control module) system. The connectors should be disconnected only when working according to the WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.

## **Precautions for NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS) (If Equipped)**

EAS000V7

NVIS/IVIS (NATS) will immobilize the engine if someone tries to start it without the registered key of NVIS/IVIS (NATS).

Both of the originally supplied ignition key IDs have been NVIS/IVIS (NATS) registered.

The security indicator is located on the instrument panel. The indicator blinks when the immobilizer system is functioning.

Therefore, NVIS/IVIS (NATS) warns outsiders that the vehicle is equipped with the anti-theft system.

- When NVIS/IVIS (NATS) detects trouble, the security indicator lamp lights up while ignition switch is in "ON" position.  
This lighting up indicates that the anti-theft is not functioning, so prompt service is required.
- When servicing NVIS/IVIS (NATS) (trouble diagnoses, system initialization and additional registration of other NVIS/IVIS (NATS) ignition key IDs), CONSULT-II hardware and CONSULT-II NVIS/IVIS (NATS) software is necessary.  
Regarding the procedures of NVIS/IVIS (NATS) initialization and NVIS/IVIS (NATS) ignition key ID registration, refer to CONSULT-II operation manual, NVIS/IVIS (NATS).

**Therefore, CONSULT-II NVIS/IVIS (NATS) software (program card and operation manual) must be kept strictly confidential to maintain the integrity of the anti-theft function.**

- When servicing NVIS/IVIS (NATS) (trouble diagnoses, system initialization and additional registration of other NVIS/IVIS (NATS) ignition key IDs), it may be necessary to re-register original key identification. Therefore, be sure to receive all keys from vehicle owner. A maximum of four or five key IDs can be registered into NVIS/IVIS (NATS).
- When failing to start the engine first time using the key of NVIS/IVIS (NATS), start as follows.
  1. Leave the ignition key in "ON" position for approximately 5 seconds.
  2. Turn ignition key to "OFF" or "LOCK" position and wait approximately 5 seconds.
  3. Repeat step 1 and 2 again.
  4. Restart the engine while keeping the key separate from any others on key-chain.

## **Precautions for Three Way Catalyst**

EAS000V8

If a large amount of unburned fuel flows into the catalyst, the catalyst temperature will be excessively high. To prevent this, follow the instructions.

- Use unleaded gasoline only. Leaded gasoline will seriously damage the three way catalyst.
- When checking for ignition spark or measuring engine compression, make tests quickly and only when necessary.
- Do not run engine when the fuel tank level is low, otherwise the engine may misfire, causing damage to the catalyst.

Do not place the vehicle on flammable material. Keep flammable material off the exhaust pipe and the three way catalyst.

## **Precautions for Fuel (Unleaded Regular Gasoline Recommended)**

EAS000X4

Use unleaded regular gasoline with an octane rating of at least 87 AKI (Anti-Knock Index) number (Research octane number 91).

## **CAUTION:**

**Do not use leaded gasoline. Using leaded gasoline will damage the three way catalyst. Using a fuel other than that specified could adversely affect the emission control devices and systems, and could also affect the warranty coverage validity.**

## **Precautions for Fuel (Unleaded Premium Gasoline Recommended)**

EAS000X5

Use unleaded regular gasoline with an octane rating of at least 87 AKI (Anti-Knock Index) number (Research octane number 91).

# PRECAUTIONS

For improved vehicle performance, NISSAN/INFINITI recommend the use of unleaded premium gasoline with an octane rating of at least 91 AKI number (Research octane number 96).

## CAUTION:

**Do not use leaded gasoline. Using leaded gasoline will damage the three way catalyst. Using a fuel other than that specified could adversely affect the emission control devices and systems, and could also affect the warranty coverage validity.**

## Precautions for Multiport Fuel Injection System or Engine Control System

EAS000VA

- Before connecting or disconnecting any harness connector for the multiport fuel injection system or ECM:  
Turn ignition switch to "OFF" position.  
Disconnect negative battery terminal.  
Otherwise, there may be damage to ECM.
- Before disconnecting pressurized fuel line from fuel pump to injectors, be sure to release fuel pressure.
- Be careful not to jar components such as ECM and mass air flow sensor.

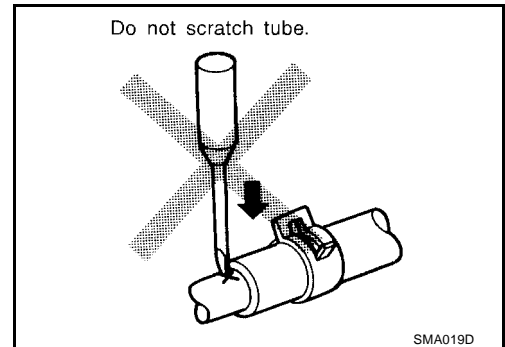


## Precautions for Hoses

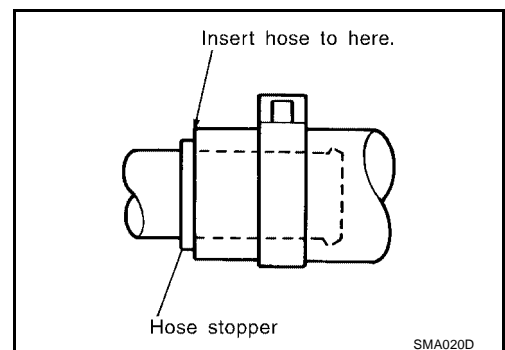
### HOSE REMOVAL AND INSTALLATION

EAS000VB

- To prevent damage to rubber hose, do not pry off rubber hose with tapered tool or screwdriver.



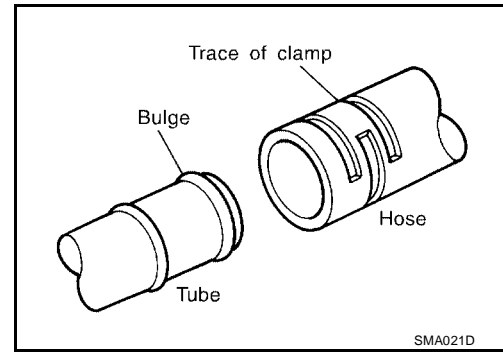
- To reinstall the rubber hose securely, make sure that hose insertion length and orientation is correct. (If tube is equipped with hose stopper, insert rubber hose into tube until it butts up against hose stopper.)



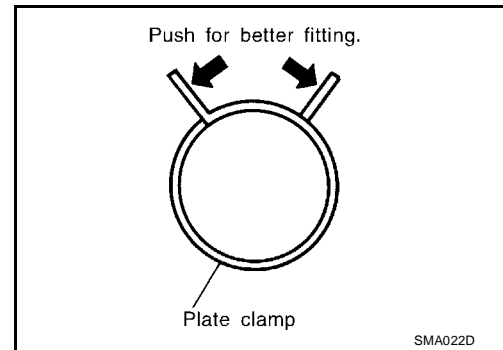
# PRECAUTIONS

## HOSE CLAMPING

- If old rubber hose is re-used, install hose clamp in its original position (at the indentation where the old clamp was). If there is a trace of tube bulging left on the old rubber hose, align rubber hose at that position.
- Discard old clamps; replace with new ones.



- After installing plate clamps, apply force to them in the direction of the arrow, tightening rubber hose equally all around.



## Precautions for Engine Oils

EAS000VC

Prolonged and repeated contact with used engine oil may cause skin cancer. Try to avoid direct skin contact with used oil.

If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.

## HEALTH PROTECTION PRECAUTIONS

- Avoid prolonged and repeated contact with oils, particularly used engine oils.
- Wear protective clothing, including impervious gloves where practicable.
- Do not put oily rags in pockets.
- Avoid contaminating clothes, particularly underpants, with oil.
- Heavily soiled clothing and oil-impregnated footwear should not be worn. Overalls must be cleaned regularly.
- First aid treatment should be obtained immediately for open cuts and wounds.
- Use barrier creams, applying them before each work period, to help the removal of oil from the skin.
- Wash with soap and water to ensure all oil is removed (skin cleansers and nail brushes will help). Preparations containing lanolin replace the natural skin oils which have been removed.
- Do not use gasoline, kerosene, diesel fuel, gas oil, thinners or solvents for cleaning skin.
- If skin disorders develop, obtain medical advice without delay.
- Where practical, degrease components prior to handling.
- Where there is a risk of eye contact, eye protection should be worn, for example, chemical goggles or face shields; in addition an eye wash facility should be provided.

## ENVIRONMENTAL PROTECTION PRECAUTIONS

Dispose of used oil and used oil filters through authorized waste disposal contractors to licensed waste disposal sites, or to the waste oil reclamation trade. If in doubt, contact the local authority for advice on disposal facilities.

It is illegal to pour used oil on to the ground, down sewers or drains, or into water sources.

The regulations concerning pollution vary between regions.

## Precautions for Air Conditioning

EAS000VD

Use an approved refrigerant recovery unit any time the air conditioning system must be discharged. Refer to ATC/MTC section "HFC-134a (R-134a) Service Procedure", "REFRIGERANT LINES" for specific instructions.



# HOW TO USE THIS MANUAL

## HOW TO USE THIS MANUAL

PFP:00008

### Description

EAS000VE

This volume explains "Removal, Disassembly, Installation, Inspection and Adjustment" and "Trouble Diagnoses".

### Terms

EAS000VF

- The captions **WARNING** and **CAUTION** warn you of steps that must be followed to prevent personal injury and/or damage to some part of the vehicle.  
**WARNING** indicates the possibility of personal injury if instructions are not followed.  
**CAUTION** indicates the possibility of component damage if instructions are not followed.  
**BOLD TYPED STATEMENTS** except **WARNING** and **CAUTION** give you helpful information.  
Standard value: Tolerance at inspection and adjustment.  
Limit value: The maximum or minimum limit value that should not be exceeded at inspection and adjustment.

### Units

EAS000VG

- The **UNITS** given in this manual are primarily expressed as the SI UNIT (International System of Unit), and alternatively expressed in the metric system and in the yard/pound system.  
"Example"

**Outer Socket Lock Nut : 59 - 78 N-m (6.0 - 8.0 kg-m, 43 - 58 ft-lb)**

### Contents

EAS000VH

- **ALPHABETICAL INDEX** is provided at the end of this manual so that you can rapidly find the item and page you are searching for.
- **A QUICK REFERENCE INDEX**, a black tab (e.g. **BR**) is provided on the first page. You can quickly find the first page of each section by matching it to the section's black tab.
- **THE CONTENTS** are listed on the first page of each section.
- **THE TITLE** is indicated on the upper portion of each page and shows the part or system.
- **THE PAGE NUMBER** of each section consists of two or three letters which designate the particular section and a number (e.g. "BR-5").
- **THE SMALL ILLUSTRATIONS** show the important steps such as inspection, use of special tools, knacks of work and hidden or tricky steps which are not shown in the previous large illustrations. Assembly, inspection and adjustment procedures for the complicated units such as the automatic transaxle or transmission, etc. are presented in a step-by-step format where necessary.

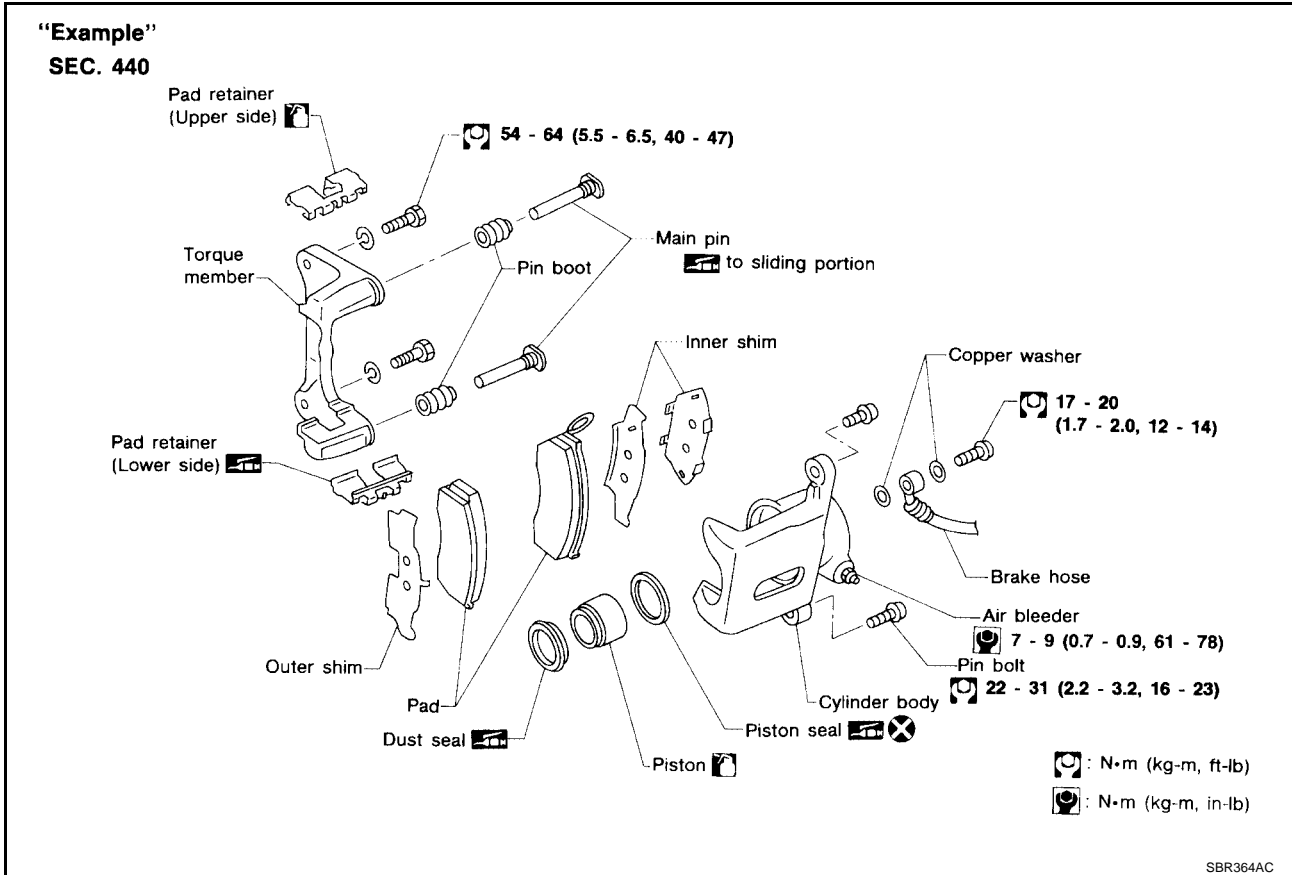
### Components

EAS000VI

- **THE LARGE ILLUSTRATIONS** are exploded views (See the following) and contain tightening torques, lubrication points, section number of the **PARTS CATALOG** (e.g. SEC. 440) and other information necessary to perform repairs.

# HOW TO USE THIS MANUAL

The illustrations should be used in reference to service matters only. When ordering parts, refer to the appropriate **PARTS CATALOG**.



## SYMBOLS

SYMBOL	DESCRIPTION
	Tightening torque
	Should be lubricated with grease. Unless otherwise indicated, use recommended multi-purpose grease.
	Should be lubricated with oil.
	Sealing point
	Checking point
	Always replace after every disassembly.
 P	Apply petroleum jelly.
	Apply ATF.
★	Select with proper thickness.
☆	Adjustment is required.

## How to Follow Trouble Diagnoses

### DESCRIPTION

EAS000VJ

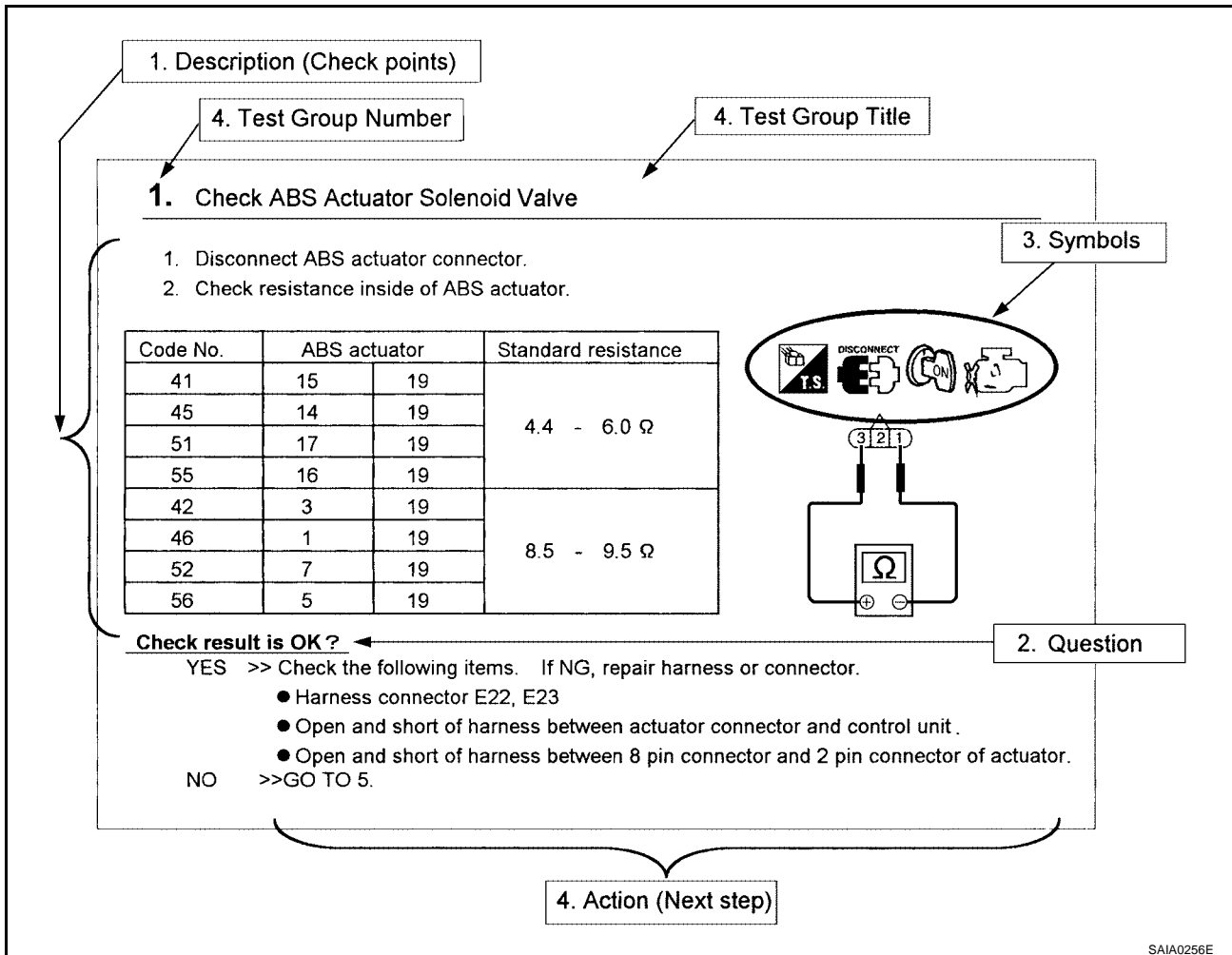
### NOTICE:

Trouble diagnoses indicate work procedures required to diagnose problems effectively. Observe the following instructions before diagnosing.

# HOW TO USE THIS MANUAL

1. Before performing trouble diagnoses, read the "Preliminary Check", the "Symptom Chart" or the "Work Flow".
2. After repairs, re-check that the problem has been completely eliminated.
3. Refer to Component Parts and Harness Connector Location for the Systems described in each section for identification/location of components and harness connectors.
4. Refer to the Circuit Diagram for quick pinpoint check.  
If you need to check circuit continuity between harness connectors in more detail, such as when a sub-harness is used, refer to Wiring Diagram in each individual section and Harness Layout in PG section for identification of harness connectors.
5. When checking circuit continuity, ignition switch should be OFF.
6. Before checking voltage at connectors, check battery voltage.
7. After accomplishing the Diagnostic Procedures and Electrical Components Inspection, make sure that all harness connectors are reconnected as they were.

## HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES



1. **Work and diagnostic procedure**  
Start to diagnose a problem using procedures indicated in enclosed test groups.
2. **Questions and required results**  
Questions and required results are indicated in bold type in test group.  
The meaning of are as follows:
  - a. **Battery voltage** → 11 - 14V or approximately 12V
  - b. **Voltage** : Approximately 0V → Less than 1V
3. **Symbol used in illustration**

# HOW TO USE THIS MANUAL

Symbols included in illustrations refer to measurements or procedures. Before diagnosing a problem, familiarize yourself with each symbol. Refer to "Connector Symbols" in GI Section and "KEY TO SYMBOLS SIGNIFYING MEASUREMENTS OR PROCEDURES" below.

## 4. Action items

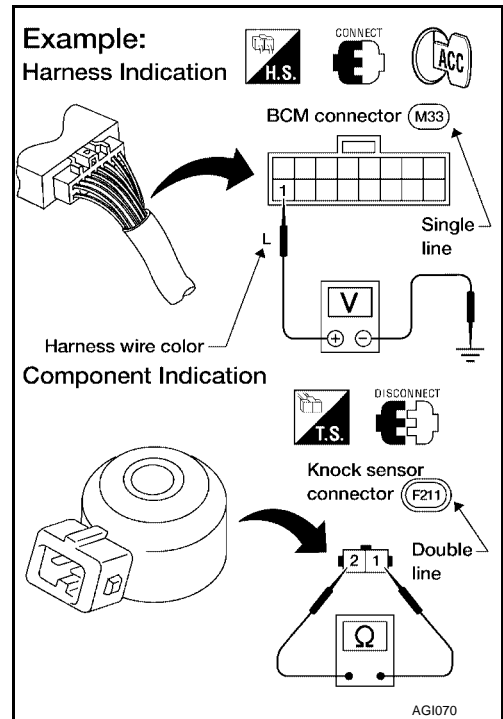
Next action for each test group is indicated based on result of each question. Test group number is shown in the left upper portion of each test group.

## HARNESS WIRE COLOR AND CONNECTOR NUMBER INDICATION

There are two types of harness wire color and connector number indication.

### TYPE 1: Harness Wire Color and Connector Number are Shown in Illustration

- Letter designations next to test meter probe indicate harness wire color.
- Connector numbers in a single circle (e.g. M33) indicate harness connectors.
- Connector numbers in a double circle (e.g. F211) indicate component connectors.



# HOW TO USE THIS MANUAL

## TYPE 2: Harness Wire Color and Connector Number are Shown in Text

**Example 1:**

**2 CHECK INTAKE SENSOR CIRCUIT BETWEEN INTAKE SENSOR AND AUTO AMP. (LCU)**

1. Disconnect auto amp. (LCU) harness connector.
2. Check circuit continuity between intake sensor harness connector M59 terminal No. 2 (GW) and auto amp. (LCU) harness connector M56 terminal No. 11 (GW).

OK or NG

**Example 2:**

**POWER SUPPLY AND GROUND CIRCUIT CHECK**

**Power Supply Circuit Check**

—NCEL00-16807  
INDEL00-16807/01

Connector	Terminals (+)	Terminal (Wire color)	(-)	Ignition switch position		
				OFF	ACC	ON
M40		37 (Y)	Ground	Battery voltage	Battery voltage	Battery voltage
M41		1 (Y)	Ground	0V	0V	Battery voltage

If NG, check the following.

- 7.5A fuse (No. 5, located in fuse block (J/B))
- 10A fuse (No. 11, located in fuse block (J/B))
- Harness for open or short between fuse and combination meter

Connector number    Wire color

SGI144A

## KEY TO SYMBOLS SIGNIFYING MEASUREMENTS OR PROCEDURES

Symbol	Symbol explanation	Symbol	Symbol explanation
	Check after disconnecting the connector to be measured.		Procedure with Generic Scan Tool (GST, OBD-II scan tool)
	Check after connecting the connector to be measured.		Procedure without CONSULT, CONSULT-II or GST
	Insert key into ignition switch.		A/C switch is "OFF".
	Remove key from ignition switch.		A/C switch is "ON".
	Turn ignition switch to "OFF" position.		REC switch is "ON".
	Turn ignition switch to "ON" position.		REC switch is "OFF".
	Turn ignition switch to "START" position.		Fan switch is "ON". (At any position except for "OFF" position)
	Turn ignition switch from "OFF" to "ACC" position.		Fan switch is "OFF".
	Turn ignition switch from "ACC" to "OFF" position.		Apply positive voltage from battery with fuse directly to components.

# HOW TO USE THIS MANUAL

Symbol	Symbol explanation	Symbol	Symbol explanation
	Turn ignition switch from "OFF" to "ON" position.		Drive vehicle.
	Turn ignition switch from "ON" to "OFF" position.		Disconnect battery negative cable.
	Do not start engine, or check with engine stopped.		Depress brake pedal.
	Start engine, or check with engine running.		Release brake pedal.
	Apply parking brake.		Depress accelerator pedal.
	Release parking brake.		Release accelerator pedal.
	Check after engine is warmed up sufficiently.	<p>TCM CONNECTOR or ECM CONNECTOR</p> <p>VOLTMETER</p> <p>OHMMETER</p> <p>AMMETER</p> <p>OSCILLOSCOPE</p> <p>H.S. DISCONNECT</p>	<p>Pin terminal check for SMJ type ECM and TCM connectors.  <b>For details regarding the terminal arrangement, refer to the "ELECTRICAL UNITS" electrical reference page at the end of the manual.</b></p>
	Voltage should be measured with a voltmeter.		
	Circuit resistance should be measured with an ohmmeter.		
	Current should be measured with an ammeter.		
	Pulse signal should be checked with an oscilloscope.		
	Procedure with CONSULT-II		
	Procedure without CONSULT-II		

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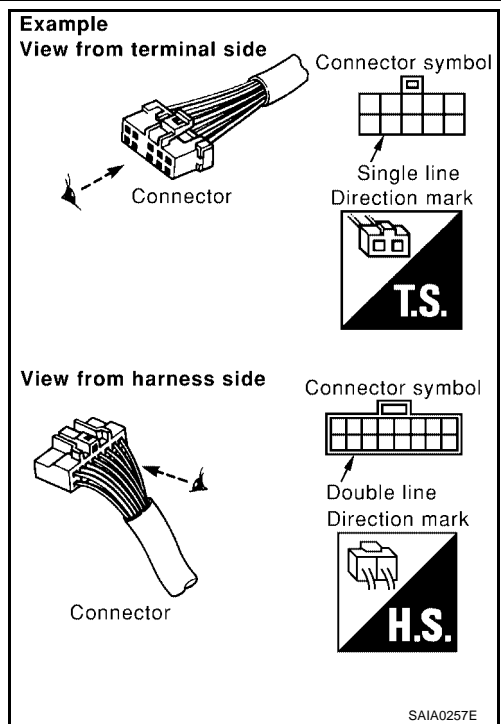
## How to Read Wiring Diagrams CONNECTOR SYMBOLS

EAS000VK

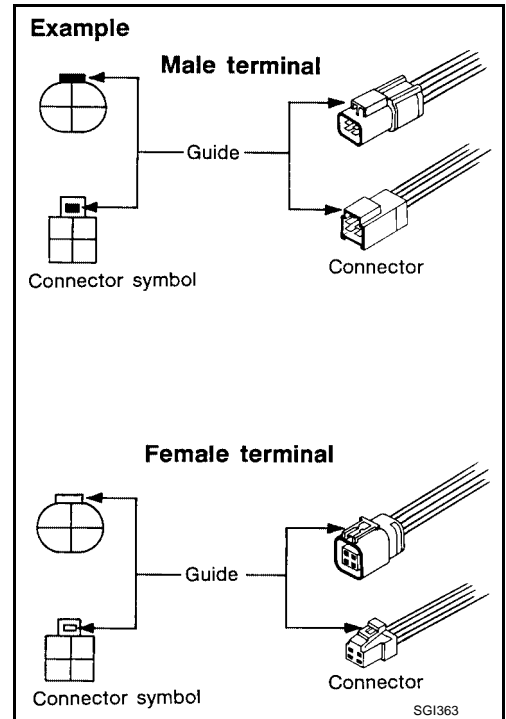
Most of connector symbols in wiring diagrams are shown from the terminal side.

## HOW TO USE THIS MANUAL

- Connector symbols shown from the terminal side are enclosed by a single line and followed by the direction mark.
- Connector symbols shown from the harness side are enclosed by a double line and followed by the direction mark.
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to PG section, "Description", "HARNESS CONNECTOR".



- Male and female terminals  
Connector guides for male terminals are shown in black and female terminals in white in wiring diagrams.

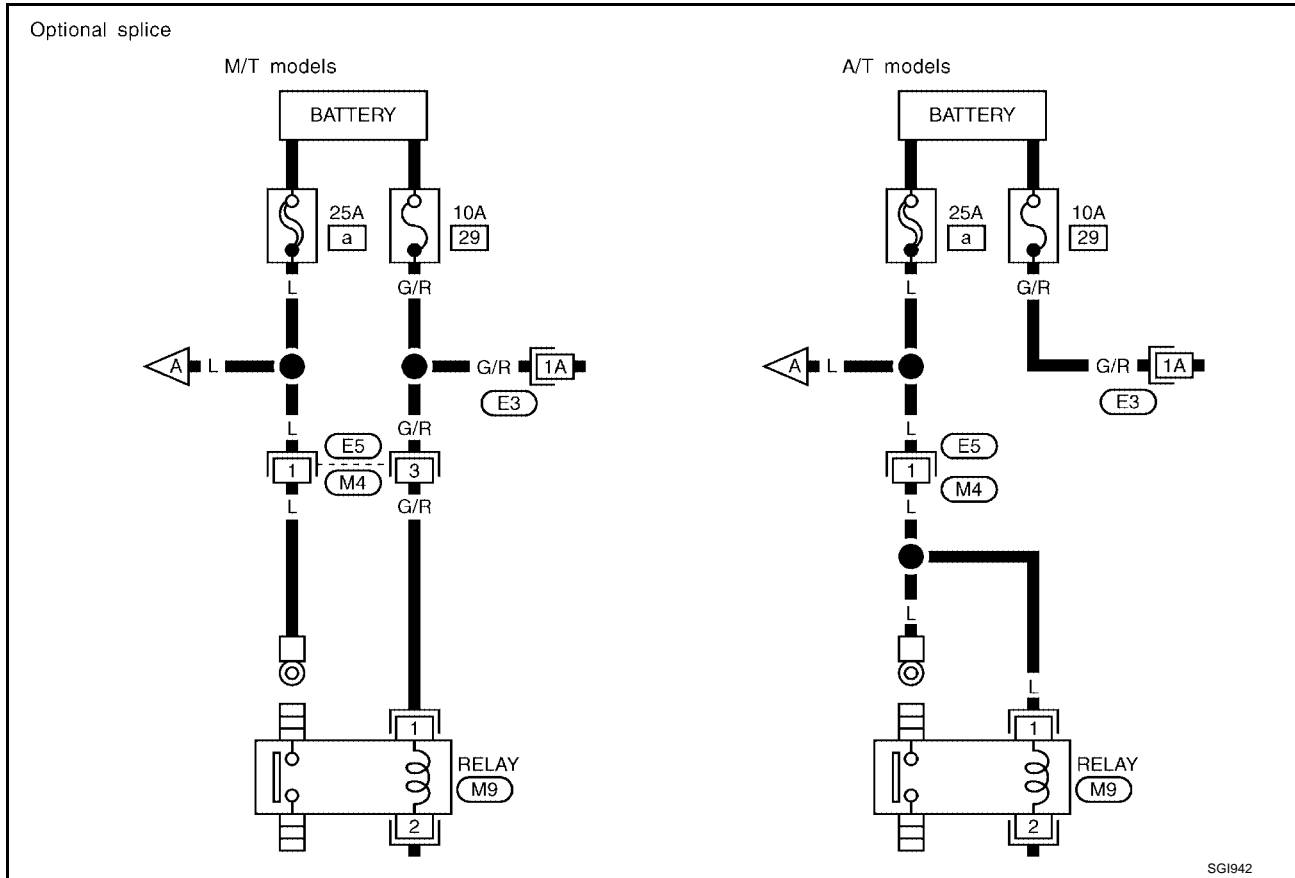






# HOW TO USE THIS MANUAL

## Optional Splice



## DESCRIPTION

Number	Item	Description
1	Power condition	<ul style="list-style-type: none"> <li>This shows the condition when the system receives battery positive voltage (can be operated).</li> </ul>
2	Fusible link	<ul style="list-style-type: none"> <li>The double line shows that this is a fusible link.</li> <li>The open circle shows current flow in, and the shaded circle shows current flow out.</li> </ul>
3	Fusible link/fuse location	<ul style="list-style-type: none"> <li>This shows the location of the fusible link or fuse in the fusible link or fuse box. For arrangement, refer to PG section, POWER SUPPLY ROUTING.</li> </ul>
4	Fuse	<ul style="list-style-type: none"> <li>The single line shows that this is a fuse.</li> <li>The open circle shows current flow in, and the shaded circle shows current flow out.</li> </ul>
5	Current rating	<ul style="list-style-type: none"> <li>This shows the current rating of the fusible link or fuse.</li> </ul>
6	Connectors	<ul style="list-style-type: none"> <li>This shows that connector E3 is female and connector M1 is male.</li> <li>The G/R wire is located in the 1A terminal of both connectors.</li> <li>Terminal number with an alphabet (1A, 5B, etc.) indicates that the connector is SMJ connector. Refer to PG section, SMJ (SUPER MULTIPLE JUNCTION).</li> </ul>
7	Optional splice	<ul style="list-style-type: none"> <li>The open circle shows that the splice is optional depending on vehicle application.</li> </ul>
8	Splice	<ul style="list-style-type: none"> <li>The shaded circle shows that the splice is always on the vehicle.</li> </ul>
9	Page crossing	<ul style="list-style-type: none"> <li>This arrow shows that the circuit continues to an adjacent page.</li> <li>The A will match with the A on the preceding or next page.</li> </ul>
10	Common connector	<ul style="list-style-type: none"> <li>The dotted lines between terminals show that these terminals are part of the same connector.</li> </ul>
11	Option abbreviation	<ul style="list-style-type: none"> <li>This shows that the circuit is optional depending on vehicle application.</li> </ul>
12	Relay	<ul style="list-style-type: none"> <li>This shows an internal representation of the relay. For details, refer to PG section, STANDARDIZED RELAY.</li> </ul>
13	Connectors	<ul style="list-style-type: none"> <li>This shows that the connector is connected to the body or a terminal with bolt or nut.</li> </ul>

## HOW TO USE THIS MANUAL

Number	Item	Description																
14	Wire color	<ul style="list-style-type: none"> <li>This shows a code for the color of the wire.</li> </ul>																
		<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">B = Black</td> <td style="width: 50%;">BR = Brown</td> </tr> <tr> <td>W = White</td> <td>OR or O = Orange</td> </tr> <tr> <td>R = Red</td> <td>P = Pink</td> </tr> <tr> <td>G = Green</td> <td>PU or V (Violet) = Purple</td> </tr> <tr> <td>L = Blue</td> <td>GY or GR = Gray</td> </tr> <tr> <td>Y = Yellow</td> <td>SB = Sky Blue</td> </tr> <tr> <td>LG = Light Green</td> <td>CH = Dark Brown</td> </tr> <tr> <td></td> <td>DG = Dark Green</td> </tr> </table>	B = Black	BR = Brown	W = White	OR or O = Orange	R = Red	P = Pink	G = Green	PU or V (Violet) = Purple	L = Blue	GY or GR = Gray	Y = Yellow	SB = Sky Blue	LG = Light Green	CH = Dark Brown		DG = Dark Green
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Y = Yellow	SB = Sky Blue																	
LG = Light Green	CH = Dark Brown																	
	DG = Dark Green																	
<p>When the wire color is striped, the base color is given first, followed by the stripe color as shown below: Example: L/W = Blue with White Stripe</p>																		
15	Option description	<ul style="list-style-type: none"> <li>This shows a description of the option abbreviation used on the page.</li> </ul>																
16	Switch	<ul style="list-style-type: none"> <li>This shows that continuity exists between terminals 1 and 2 when the switch is in the A position. Continuity exists between terminals 1 and 3 when the switch is in the B position.</li> </ul>																
17	Assembly parts	<ul style="list-style-type: none"> <li>Connector terminal in component shows that it is a harness incorporated assembly.</li> </ul>																
18	Cell code	<ul style="list-style-type: none"> <li>This identifies each page of the wiring diagram by section, system and wiring diagram page number.</li> </ul>																
19	Current flow arrow	<ul style="list-style-type: none"> <li>Arrow indicates electric current flow, especially where the direction of standard flow (vertically downward or horizontally from left to right) is difficult to follow.</li> <li>A double arrow “” shows that current can flow in either direction depending on circuit operation.</li> </ul>																
20	System branch	<ul style="list-style-type: none"> <li>This shows that the system branches to another system identified by cell code (section and system).</li> </ul>																
21	Page crossing	<ul style="list-style-type: none"> <li>This arrow shows that the circuit continues to another page identified by cell code.</li> <li>The C will match with the C on another page within the system other than the next or preceding pages.</li> </ul>																
22	Shielded line	<ul style="list-style-type: none"> <li>The line enclosed by broken line circle shows shield wire.</li> </ul>																
23	Component box in wave line	<ul style="list-style-type: none"> <li>This shows that another part of the component is also shown on another page (indicated by wave line) within the system.</li> </ul>																
24	Component name	<ul style="list-style-type: none"> <li>This shows the name of a component.</li> </ul>																
25	Connector number	<ul style="list-style-type: none"> <li>This shows the connector number.</li> <li>The letter shows which harness the connector is located in.</li> <li>Example: <b>M</b> : main harness. For detail and to locate the connector, refer to PG section "Main Harness", "Harness Layout". A coordinate grid is included for complex harnesses to aid in locating connectors.</li> </ul>																
26	Ground (GND)	<ul style="list-style-type: none"> <li>The line spliced and grounded under wire color shows that ground line is spliced at the grounded connector.</li> </ul>																
27	Ground (GND)	<ul style="list-style-type: none"> <li>This shows the ground connection. For detailed ground distribution information, refer to "Ground Distribution" in PG section.</li> </ul>																
28	Connector views	<ul style="list-style-type: none"> <li>This area shows the connector faces of the components in the wiring diagram on the page.</li> </ul>																
29	Common component	<ul style="list-style-type: none"> <li>Connectors enclosed in broken line show that these connectors belong to the same component.</li> </ul>																
30	Connector color	<ul style="list-style-type: none"> <li>This shows a code for the color of the connector. For code meaning, refer to wire color codes, Number 14 of this chart.</li> </ul>																
31	Fusible link and fuse box	<ul style="list-style-type: none"> <li>This shows the arrangement of fusible link(s) and fuse(s), used for connector views of "POWER SUPPLY ROUTING" in PG section. The open square shows current flow in, and the shaded square shows current flow out.</li> </ul>																
32	Reference area	<ul style="list-style-type: none"> <li>This shows that more information on the Super Multiple Junction (SMJ) and Joint Connectors (J/C) exists on the PG section. Refer to "Reference Area" for details.</li> </ul>																

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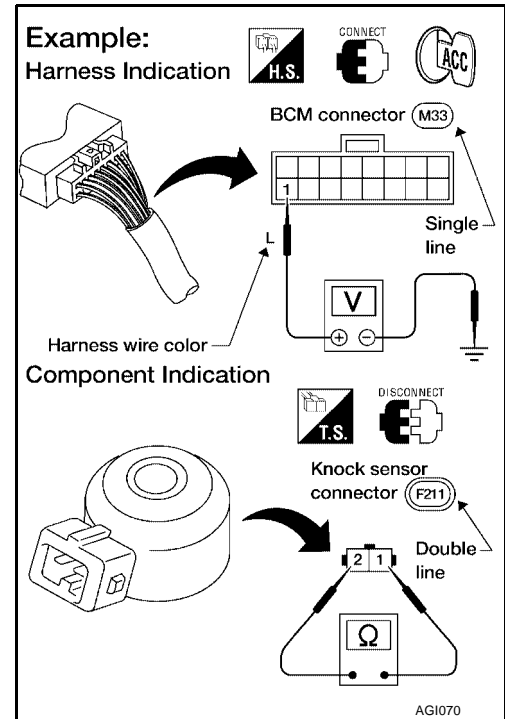
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# HOW TO USE THIS MANUAL

## Harness Indication

- Letter designations next to test meter probe indicate harness (connector) wire color.
- Connector numbers in a single circle M33 indicate harness connectors.



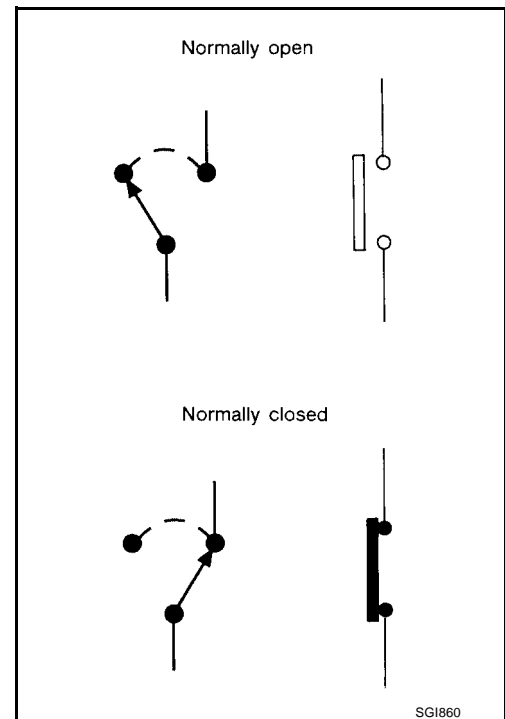
## Component Indication

Connector numbers in a double circle F211 indicate component connectors.

## Switch Positions

Switches are shown in wiring diagrams as if the vehicle is in the “normal” condition. A vehicle is in the “normal” condition when:

- ignition switch is “OFF”,
- doors, hood and trunk lid/back door are closed,
- pedals are not depressed, and
- parking brake is released.

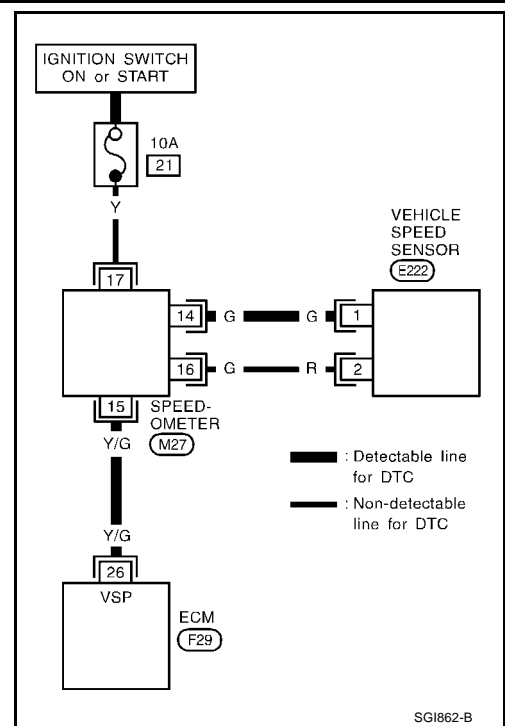


## Detectable Lines and Non-Detectable Lines

In some wiring diagrams, two kinds of lines, representing wires, with different weight are used.

# HOW TO USE THIS MANUAL

- A line with regular weight (wider line) represents a “detectable line for DTC (Diagnostic Trouble Code)”. A “detectable line for DTC” is a circuit in which ECM can detect its malfunctions with the on board diagnostic system.
- A line with less weight (thinner line) represents a “non-detectable line for DTC”. A “non-detectable line for DTC” is a circuit in which ECM cannot detect its malfunctions with the on board diagnostic system.



## Multiple Switch

The continuity of multiple switch is described in two ways as shown below.

- The switch chart is used in schematic diagrams.

# HOW TO USE THIS MANUAL

- The switch diagram is used in wiring diagrams.

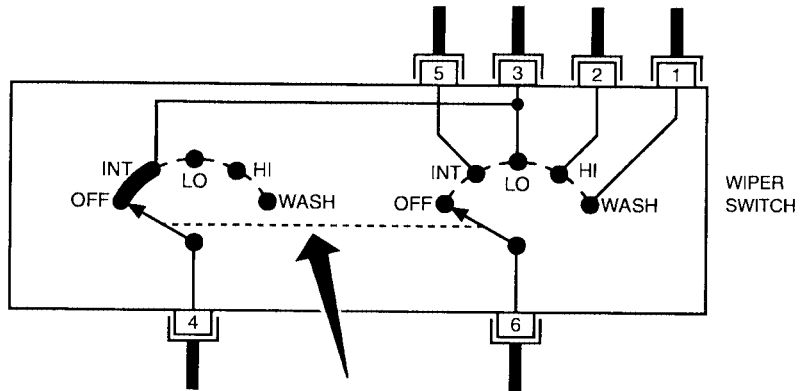
## Example

(SWITCH CHART)

WIPER SWITCH

	OFF	INT	LO	HI	WASH
1					○
2				○	
3	○	○	○		
4	○	○			
5		○			
6		○	○	○	

(SWITCH DIAGRAM)



Both switches are turned in combination.

Continuity circuit of wiper switch

SWITCH POSITION	CONTINUITY CIRCUIT
OFF	3-4
INT	3-4, 5-6
LO	3-6
HI	2-6
WASH	1-6

SGI875



## HOW TO USE THIS MANUAL

ABBREVIATION	DESCRIPTION
D3	Drive range 3rd gear
D4	Drive range 4th gear
FR, RR	Front, Rear
LH, RH	Left-Hand, Right-Hand
M/T	Manual Transaxle/Transmission
OD	Overdrive
P/S	Power Steering
SAE	Society of Automotive Engineers, Inc.
SDS	Service Data and Specifications
SST	Special Service Tools
2WD	2-Wheel Drive
22	2nd range 2nd gear
21	2nd range 1st gear
12	1st range 2nd gear
11	1st range 1st gear

## SERVICE INFORMATION FOR ELECTRICAL INCIDENT

PF0:0000

EAS000VM

### How to Check Terminal Connector and Terminal Pin Kit

Use the connector and terminal pin kits listed below when replacing connectors or terminals. The connector and terminal pin kits contain some of the most commonly used NISSAN/INFINITI connectors and terminals. For detailed connector and terminal pin replacement procedures, refer to the latest NISSAN/INFINITI CONNECTOR AND TERMINAL PIN SERVICE MANUAL.

Tool number (Kent-Moore No.) Tool name	Description
- (J38751-95NI) Connector and terminal pin kit (NISSAN)	<div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span>WAI A0004E</span> <span>WAI A0005E</span> </div>
- (J38751-95INF) Connector and terminal pin kit (INFINITI)	
- (J42992-98KIT) OBD and terminal repair kit	
- (J42992-2000UPD) OBD-II Connector Kit Update	

### HOW TO PROBE CONNECTORS

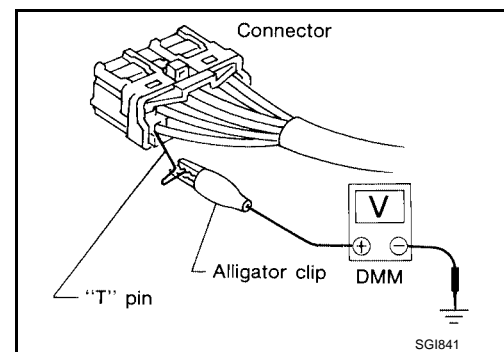
Connector damage and an intermittent connection can result from improperly probing of the connector during circuit checks.

The probe of a digital multimeter (DMM) may not correctly fit the connector cavity. To correctly probe the connector, follow the procedures below using a "T" pin. For the best contact grasp the "T" pin using an alligator clip.

#### Probing from Harness Side

Standard type (not waterproof type) connector should be probed from harness side with "T" pin.

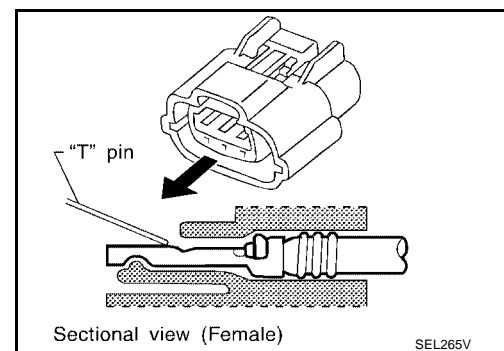
- If the connector has a rear cover such as a ECM connector, remove the rear cover before probing the terminal.
- Do not probe waterproof connector from harness side. Damage to the seal between wire and connector may result.



#### Probing from Terminal Side

##### FEMALE TERMINAL

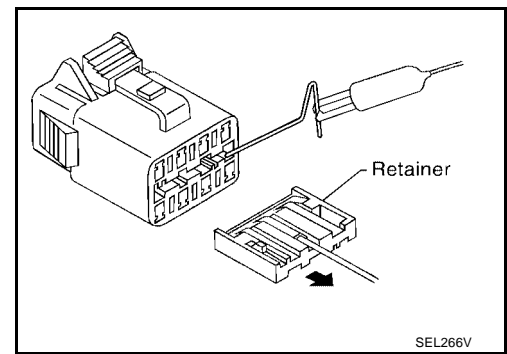
- There is a small notch above each female terminal. Probe each terminal with the "T" pin through the notch. Do not insert any object other than the same type male terminal into female terminal.





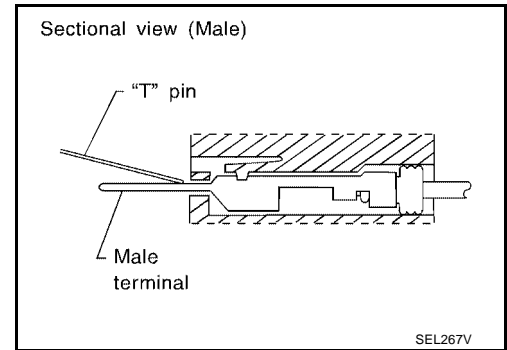
## SERVICE INFORMATION FOR ELECTRICAL INCIDENT

- Some connectors do not have a notch above each terminal. To probe each terminal, remove the connector retainer to make contact space for probing.



### MALE TERMINAL

Carefully probe the contact surface of each terminal using a "T" pin.  
**Do not bend terminal.**

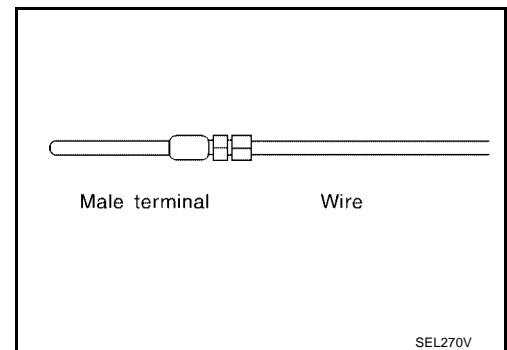


### How to Check Enlarged Contact Spring of Terminal

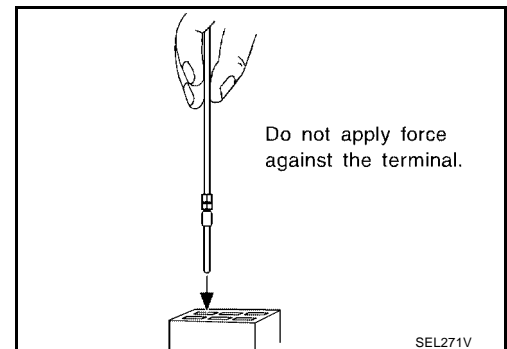
An enlarged contact spring of a terminal may create intermittent signals in the circuit.

If the intermittent open circuit occurs, follow the procedure below to inspect for open wires and enlarged contact spring of female terminal.

- Assemble a male terminal and approx. 10 cm (3.9 in) of wire.  
**Use a male terminal which matches the female terminal.**
- Disconnect the suspected faulty connector and hold it terminal side up.

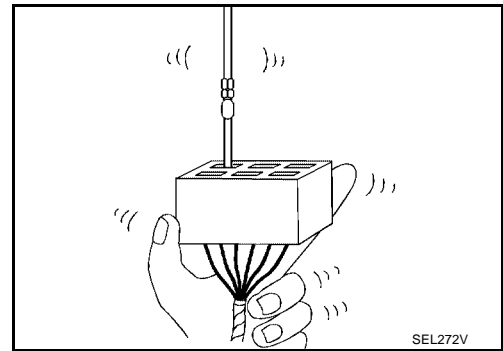


- While holding the wire of the male terminal, try to insert the male terminal into the female terminal.  
**Do not force the male terminal into the female terminal with your hands.**

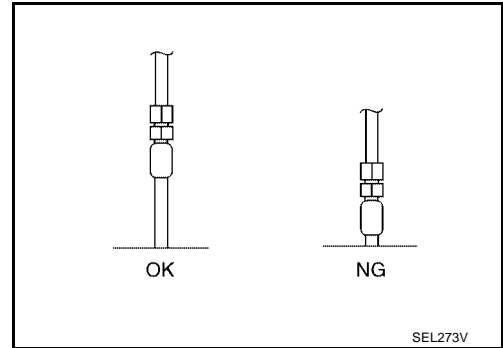


# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

4. While moving the connector, check whether the male terminal can be easily inserted or not.



- If the male terminal can be easily inserted into the female terminal, replace the female terminal.

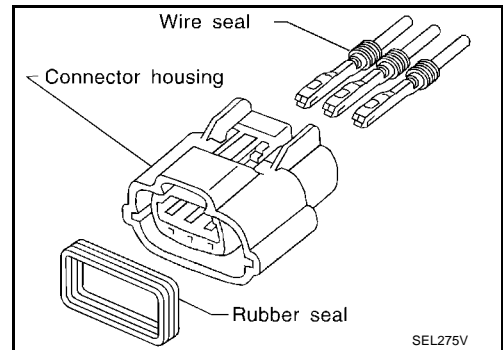


## Waterproof Connector Inspection

If water enters the connector, it can short interior circuits. This may lead to intermittent problems. Check the following items to maintain the original waterproof characteristics.

### RUBBER SEAL INSPECTION

- Most waterproof connectors are provided with a rubber seal between the male and female connectors. If the seal is missing, the waterproof performance may not meet specifications.
- The rubber seal may come off when connectors are disconnected. Whenever connectors are reconnected, make sure the rubber seal is properly installed on either side of male or female connector.

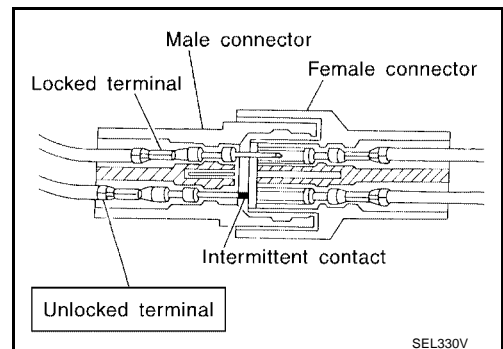


### WIRE SEAL INSPECTION

The wire seal must be installed on the wire insertion area of a waterproof connector. Be sure that the seal is installed properly.

### Terminal Lock Inspection

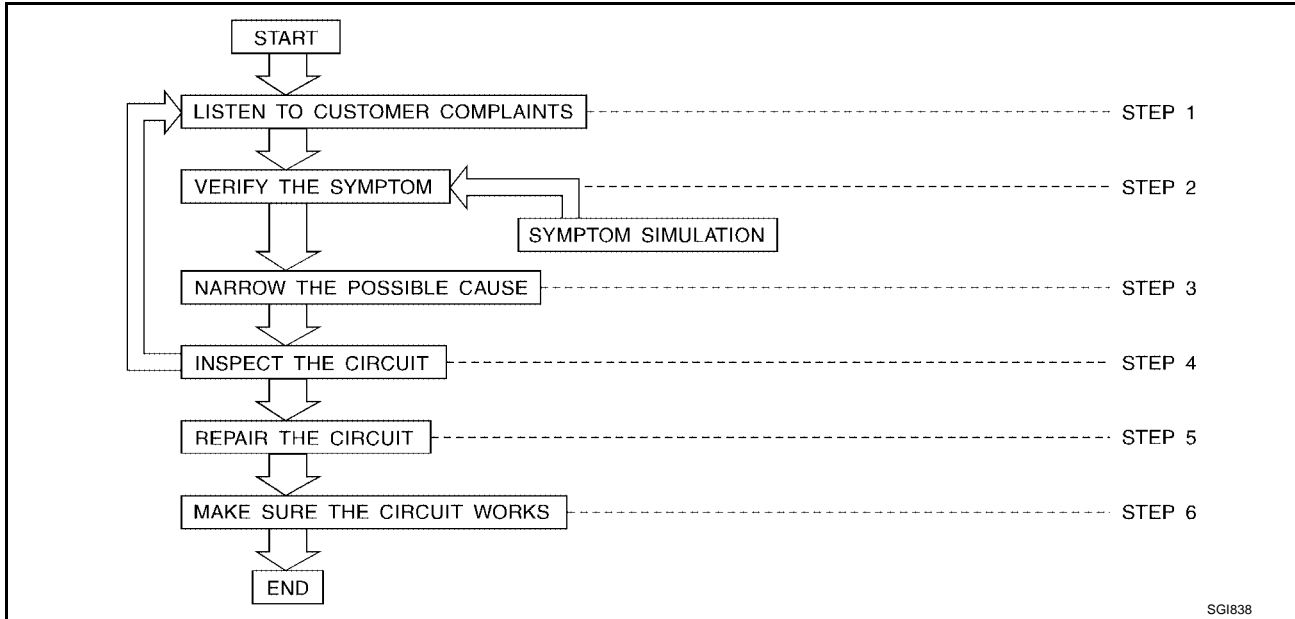
Check for unlocked terminals by pulling wire at the end of connector. An unlocked terminal may create intermittent signals in the circuit.



# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

EAS000VN

## How to Perform Efficient Diagnosis for an Electrical Incident WORK FLOW



SGI838

STEP	DESCRIPTION								
STEP 1	Get detailed information about the conditions and the environment when the incident occurred. The following are key pieces of information required to make a good analysis: <table border="1"> <tr> <td><b>WHAT</b></td> <td>Vehicle Model, Engine, Transmission/Transaxle and the System (i.e. Radio).</td> </tr> <tr> <td><b>WHEN</b></td> <td>Date, Time of Day, Weather Conditions, Frequency.</td> </tr> <tr> <td><b>WHERE</b></td> <td>Road Conditions, Altitude and Traffic Situation.</td> </tr> <tr> <td><b>HOW</b></td> <td>System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed.</td> </tr> </table>	<b>WHAT</b>	Vehicle Model, Engine, Transmission/Transaxle and the System (i.e. Radio).	<b>WHEN</b>	Date, Time of Day, Weather Conditions, Frequency.	<b>WHERE</b>	Road Conditions, Altitude and Traffic Situation.	<b>HOW</b>	System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed.
<b>WHAT</b>	Vehicle Model, Engine, Transmission/Transaxle and the System (i.e. Radio).								
<b>WHEN</b>	Date, Time of Day, Weather Conditions, Frequency.								
<b>WHERE</b>	Road Conditions, Altitude and Traffic Situation.								
<b>HOW</b>	System Symptoms, Operating Conditions (Other Components Interaction). Service History and if any After Market Accessories have been installed.								
STEP 2	Operate the system, road test if necessary. Verify the parameter of the incident. If the problem cannot be duplicated, refer to "Incident Simulation Tests".								
STEP 3	Get the proper diagnosis materials together including: <ul style="list-style-type: none"> <li>● Power Supply Routing</li> <li>● System Operation Descriptions</li> <li>● Applicable Service Manual Sections</li> <li>● Check for any Service Bulletins</li> </ul> Identify where to begin diagnosis based upon your knowledge of the system operation and the customer comments.								
STEP 4	Inspect the system for mechanical binding, loose connectors or wiring damage. Determine which circuits and components are involved and diagnose using the Power Supply Routing and Harness Layouts.								
STEP 5	Repair or replace the incident circuit or component.								
STEP 6	Operate the system in all modes. Verify the system works properly under all conditions. Make sure you have not inadvertently created a new incident during your diagnosis or repair steps.								

## INCIDENT SIMULATION TESTS

### Introduction

Sometimes the symptom is not present when the vehicle is brought in for service. If possible, re-create the conditions present at the time of the incident. Doing so may help avoid a No Trouble Found Diagnosis. The following section illustrates ways to simulate the conditions/environment under which the owner experiences an electrical incident.

The section is broken into the six following topics:

- Vehicle vibration
- Heat sensitive

# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

- Freezing
- Water intrusion
- Electrical load
- Cold or hot start up

Get a thorough description of the incident from the customer. It is important for simulating the conditions of the problem.

## Vehicle Vibration

The problem may occur or become worse while driving on a rough road or when engine is vibrating (idle with A/C on). In such a case, you will want to check for a vibration related condition. Refer to the following illustration.

## CONNECTORS & HARNESS

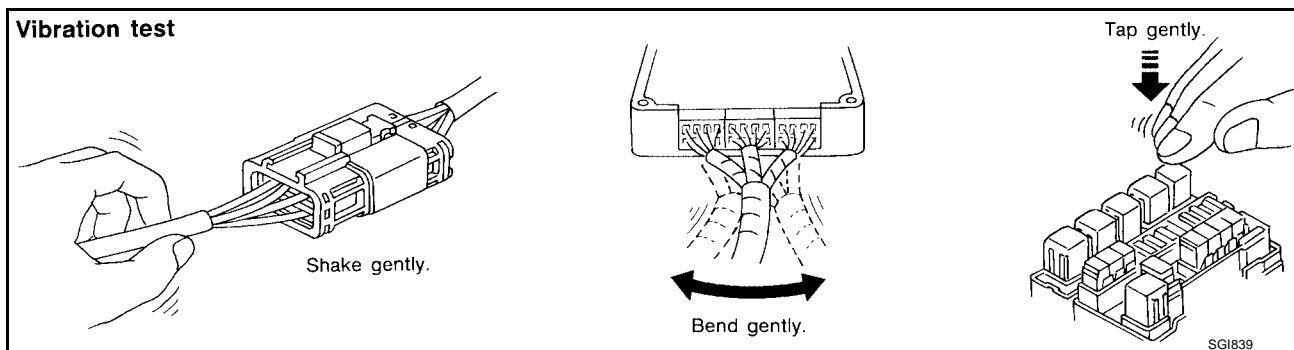
Determine which connectors and wiring harness would affect the electrical system you are inspecting. Gently shake each connector and harness while monitoring the system for the incident you are trying to duplicate. This test may indicate a loose or poor electrical connection.

## HINT

Connectors can be exposed to moisture. It is possible to get a thin film of corrosion on the connector terminals. A visual inspection may not reveal this without disconnecting the connector. If the problem occurs intermittently, perhaps the problem is caused by corrosion. It is a good idea to disconnect, inspect and clean the terminals on related connectors in the system.

## SENSORS & RELAYS

**Gently** apply a slight vibration to sensors and relays in the system you are inspecting. This test may indicate a loose or poorly mounted sensor or relay.



## ENGINE COMPARTMENT

There are several reasons a vehicle or engine vibration could cause an electrical complaint. Some of the things to check for are:

- Connectors not fully seated.
- Wiring harness not long enough and is being stressed due to engine vibrations or rocking.
- Wires laying across brackets or moving components.
- Loose, dirty or corroded ground wires.
- Wires routed too close to hot components.

To inspect components under the hood, start by verifying the integrity of ground connections. (Refer to Ground Inspection described later.) First check that the system is properly grounded. Then check for loose connection by gently shaking the wiring or components as previously explained. Using the wiring diagrams inspect the wiring for continuity.

## BEHIND THE INSTRUMENT PANEL

An improperly routed or improperly clamped harness can become pinched during accessory installation. Vehicle vibration can aggravate a harness which is routed along a bracket or near a screw.

## UNDER SEATING AREAS

# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

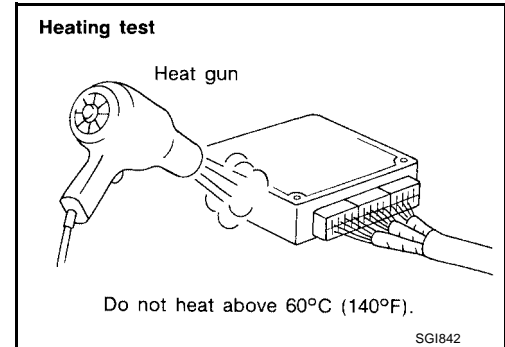
An unclamped or loose harness can cause wiring to be pinched by seat components (such as slide guides) during vehicle vibration. If the wiring runs under seating areas, inspect wire routing for possible damage or pinching.

## Heat Sensitive

The customer's concern may occur during hot weather or after car has sat for a short time. In such cases you will want to check for a heat sensitive condition.

To determine if an electrical component is heat sensitive, heat the component with a heat gun or equivalent.

**Do not heat components above 60°C (140°F).** If incident occurs while heating the unit, either replace or properly insulate the component.

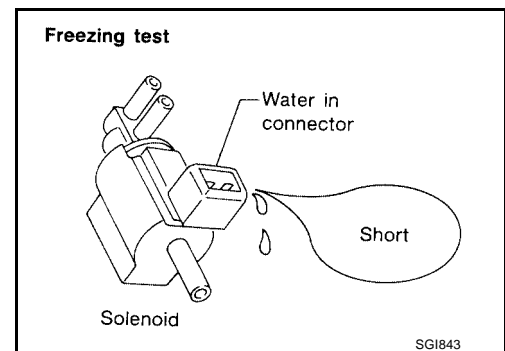


## Freezing

The customer may indicate the incident goes away after the car warms up (winter time). The cause could be related to water freezing somewhere in the wiring/electrical system.

There are two methods to check for this. The first is to arrange for the owner to leave his car overnight. Make sure it will get cold enough to demonstrate his complaint. Leave the car parked outside overnight. In the morning, do a quick and thorough diagnosis of those electrical components which could be affected.

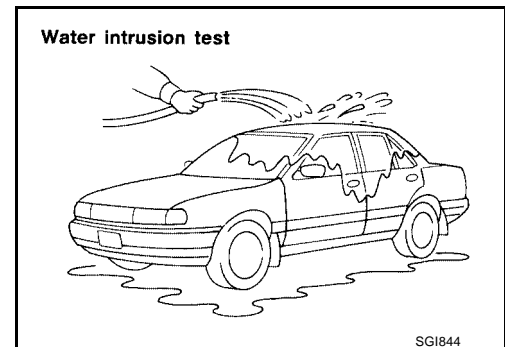
The second method is to put the suspect component into a freezer long enough for any water to freeze. Reinstall the part into the car and check for the reoccurrence of the incident. If it occurs, repair or replace the component.



## Water Intrusion

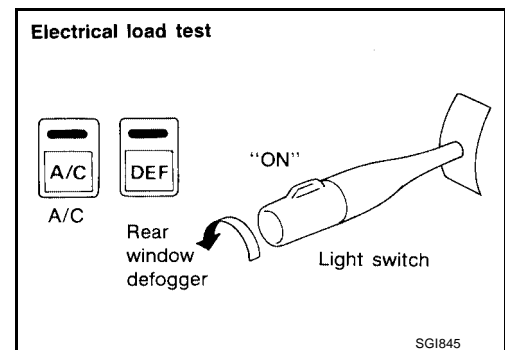
The incident may occur only during high humidity or in rainy/snowy weather. In such cases the incident could be caused by water intrusion on an electrical part. This can be simulated by soaking the car or running it through a car wash.

**Do not spray water directly on any electrical components.**



## Electrical Load

The incident may be electrical load sensitive. Perform diagnosis with all accessories (including A/C, rear window defogger, radio, fog lamps) turned on.



## Cold or Hot Start Up

On some occasions an electrical incident may occur only when the car is started cold, or it may occur when the car is restarted hot shortly after being turned off. In these cases you may have to keep the car overnight to make a proper diagnosis.

# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

## CIRCUIT INSPECTION

### Introduction

In general, testing electrical circuits is an easy task if it is approached in a logical and organized method. Before beginning it is important to have all available information on the system to be tested. Also, get a thorough understanding of system operation. Then you will be able to use the appropriate equipment and follow the correct test procedure.

You may have to simulate vehicle vibrations while testing electrical components. Gently shake the wiring harness or electrical component to do this.

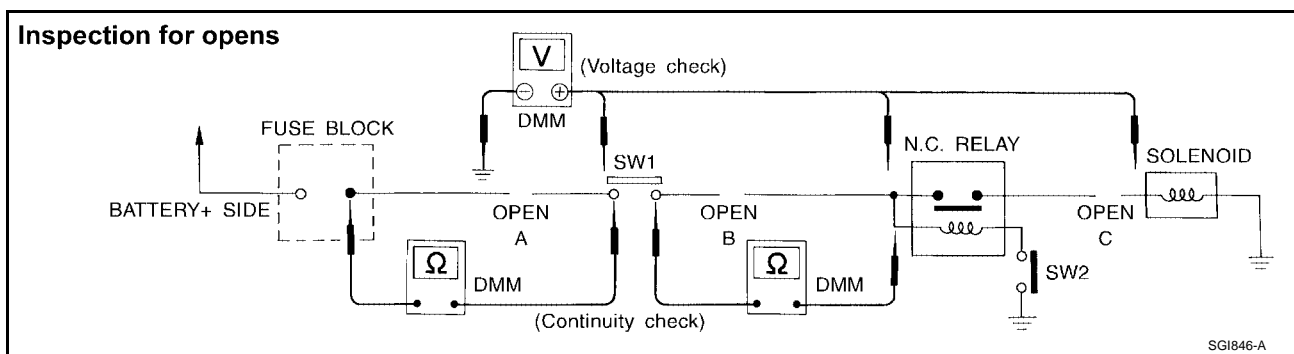
OPEN	A circuit is open when there is no continuity through a section of the circuit.	
SHORT	There are two types of shorts.	
	● SHORT CIRCUIT	When a circuit contacts another circuit and causes the normal resistance to change.
	● SHORT TO GROUND	When a circuit contacts a ground source and grounds the circuit.

### NOTE:

Refer to "How to Check Terminal" to probe or check terminal.

### Testing for "Opens" in the Circuit

Before you begin to diagnose and test the system, you should rough sketch a schematic of the system. This will help you to logically walk through the diagnosis process. Drawing the sketch will also reinforce your working knowledge of the system.



### CONTINUITY CHECK METHOD

The continuity check is used to find an open in the circuit. The digital multimeter (DMM) set on the resistance function will indicate an open circuit as over limit (no beep tone or no ohms symbol). Make sure to always start with the DMM at the highest resistance level.

To help in understanding the diagnosis of open circuits, please refer to the previous schematic.

- Disconnect the battery negative cable.
- Start at one end of the circuit and work your way to the other end. (At the fuse block in this example)
- Connect one probe of the DMM to the fuse block terminal on the load side.
- Connect the other probe to the fuse block (power) side of SW1. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point A)
- Connect the probes between SW1 and the relay. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point B)
- Connect the probes between the relay and the solenoid. Little or no resistance will indicate that portion of the circuit has good continuity. If there were an open in the circuit, the DMM would indicate an over limit or infinite resistance condition. (point C)

Any circuit can be diagnosed using the approach in the previous example.

### VOLTAGE CHECK METHOD

To help in understanding the diagnosis of open circuits please refer to the previous schematic.

In any powered circuit, an open can be found by methodically checking the system for the presence of voltage. This is done by switching the DMM to the voltage function.

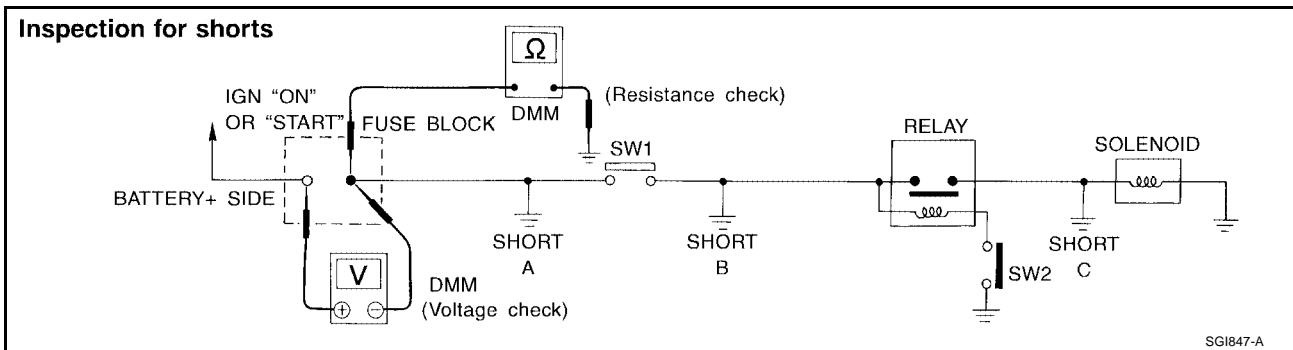
# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

- Connect one probe of the DMM to a known good ground.
- Begin probing at one end of the circuit and work your way to the other end.
- With SW1 open, probe at SW1 to check for voltage.  
voltage; open is further down the circuit than SW1.  
no voltage; open is between fuse block and SW1 (point A).
- Close SW1 and probe at relay.  
voltage; open is further down the circuit than the relay.  
no voltage; open is between SW1 and relay (point B).
- Close the relay and probe at the solenoid.  
voltage; open is further down the circuit than the solenoid.  
no voltage; open is between relay and solenoid (point C).

Any powered circuit can be diagnosed using the approach in the previous example.

## Testing for “Shorts” in the Circuit

To simplify the discussion of shorts in the system, please refer to the following schematic.



## RESISTANCE CHECK METHOD

- Disconnect the battery negative cable and remove the blown fuse.
- Disconnect all loads (SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Connect one probe of the DMM to the load side of the fuse terminal. Connect the other probe to a known good ground.
- With SW1 open, check for continuity.  
continuity; short is between fuse terminal and SW1 (point A).  
no continuity; short is further down the circuit than SW1.
- Close SW1 and disconnect the relay. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.  
continuity; short is between SW1 and the relay (point B).  
no continuity; short is further down the circuit than the relay.
- Close SW1 and jump the relay contacts with jumper wire. Put probes at the load side of fuse terminal and a known good ground. Then, check for continuity.  
continuity; short is between relay and solenoid (point C).  
no continuity; check solenoid, retrace steps.

## VOLTAGE CHECK METHOD

- Remove the blown fuse and disconnect all loads (i.e. SW1 open, relay disconnected and solenoid disconnected) powered through the fuse.
- Turn the ignition key to the ON or START position. Verify battery voltage at the battery + side of the fuse terminal (one lead on the battery + terminal side of the fuse block and one lead on a known good ground).
- With SW1 open and the DMM leads across both fuse terminals, check for voltage.  
voltage; short is between fuse block and SW1 (point A).  
no voltage; short is further down the circuit than SW1.
- With SW1 closed, relay and solenoid disconnected and the DMM leads across both fuse terminals, check for voltage.  
voltage; short is between SW1 and the relay (point B).

# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

no voltage; short is further down the circuit than the relay.

- With SW1 closed, relay contacts jumped with fused jumper wire check for voltage.  
voltage; short is down the circuit of the relay or between the relay and the disconnected solenoid (point C).  
no voltage; retrace steps and check power to fuse block.

## Ground Inspection

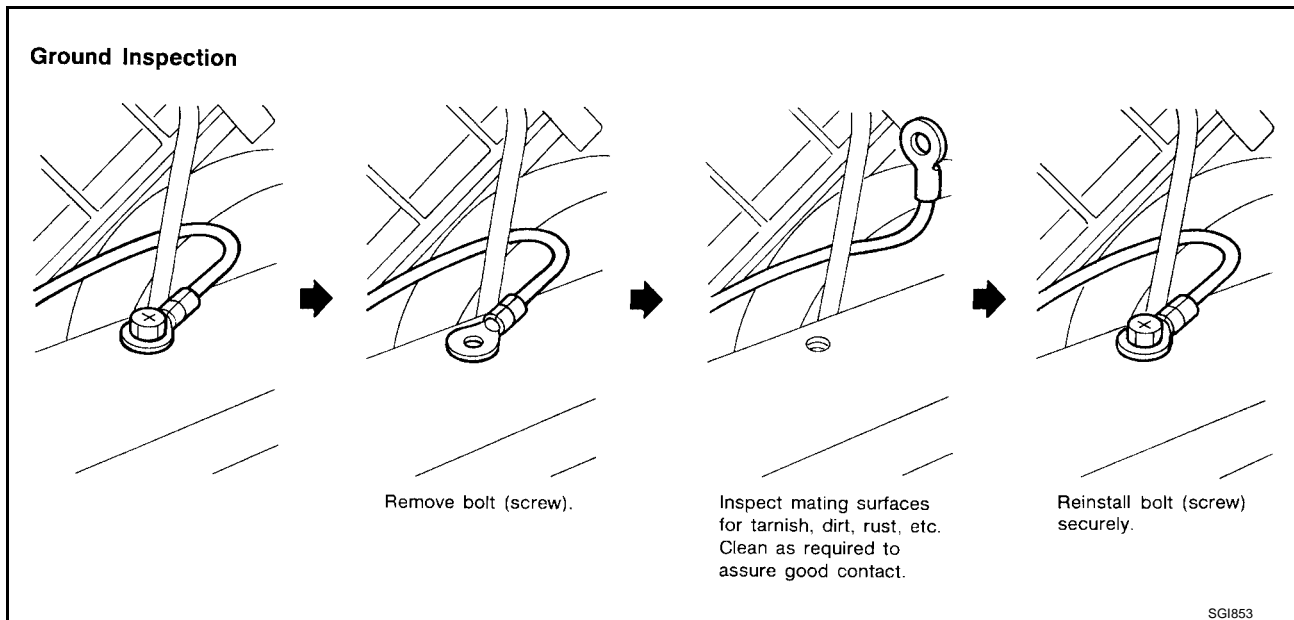
Ground connections are very important to the proper operation of electrical and electronic circuits. Ground connections are often exposed to moisture, dirt and other corrosive elements. The corrosion (rust) can become an unwanted resistance. This unwanted resistance can change the way a circuit works.

Electronically controlled circuits are very sensitive to proper grounding. A loose or corroded ground can drastically affect an electronically controlled circuit. A poor or corroded ground can easily affect the circuit. Even when the ground connection looks clean, there can be a thin film of rust on the surface.

When inspecting a ground connection follow these rules:

- Remove the ground bolt or screw.
- Inspect all mating surfaces for tarnish, dirt, rust, etc.
- Clean as required to assure good contact.
- Reinstall bolt or screw securely.
- Inspect for “add-on” accessories which may be interfering with the ground circuit.
- If several wires are crimped into one ground eyelet terminal, check for proper crimps. Make sure all of the wires are clean, securely fastened and providing a good ground path. If multiple wires are cased in one eyelet make sure no ground wires have excess wire insulation.

For detailed ground distribution information, refer to “Ground Distribution” in PG section.



## Voltage Drop Tests

Voltage drop tests are often used to find components or circuits which have excessive resistance. A voltage drop in a circuit is caused by a resistance when the circuit is in operation.

Check the wire in the illustration. When measuring resistance with DMM, contact by a single strand of wire will give reading of 0 ohms. This would indicate a good circuit. When the circuit operates, this single strand of wire is not able to carry the current. The single strand will have a high resistance to the current. This will be picked up as a slight voltage drop.

Unwanted resistance can be caused by many situations as follows:

- Undersized wiring (single strand example)
- Corrosion on switch contacts
- Loose wire connections or splices.

If repairs are needed always use wire that is of the same or larger gauge.

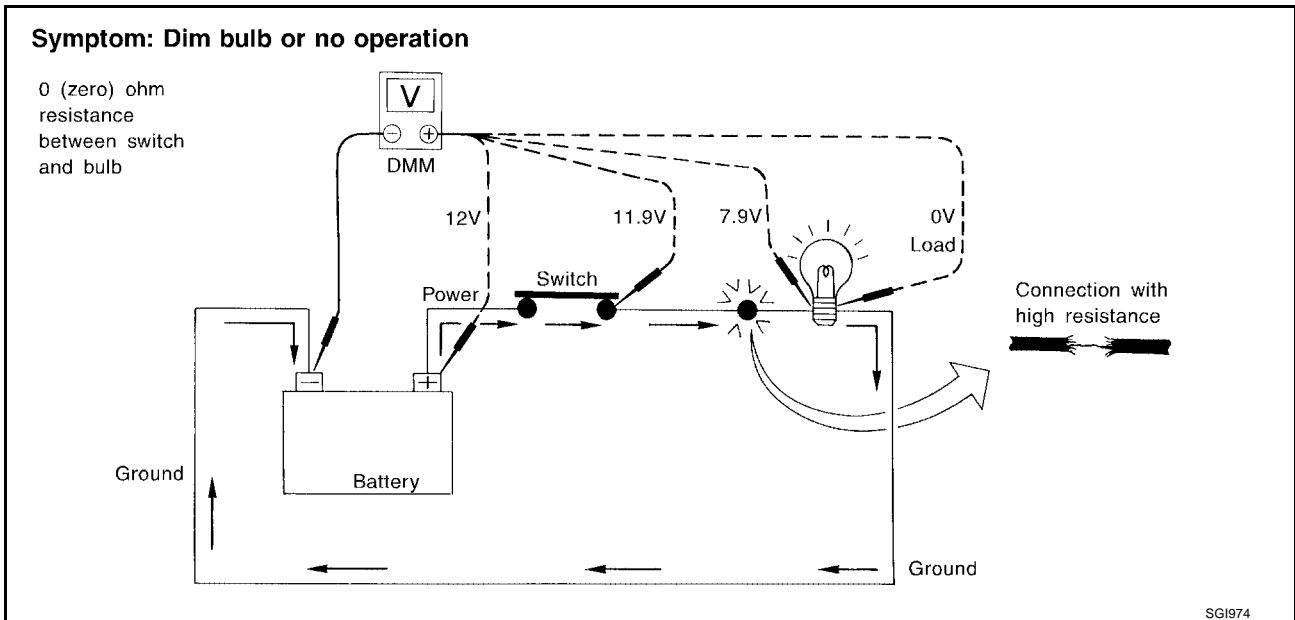
## MEASURING VOLTAGE DROP — ACCUMULATED METHOD



# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

- Connect the DMM across the connector or part of the circuit you want to check. The positive lead of the DMM should be closer to power and the negative lead closer to ground.
- Operate the circuit.
- The DMM will indicate how many volts are being used to “push” current through that part of the circuit.

**Note in the illustration that there is an excessive 4.1 volt drop between the battery and the bulb.**



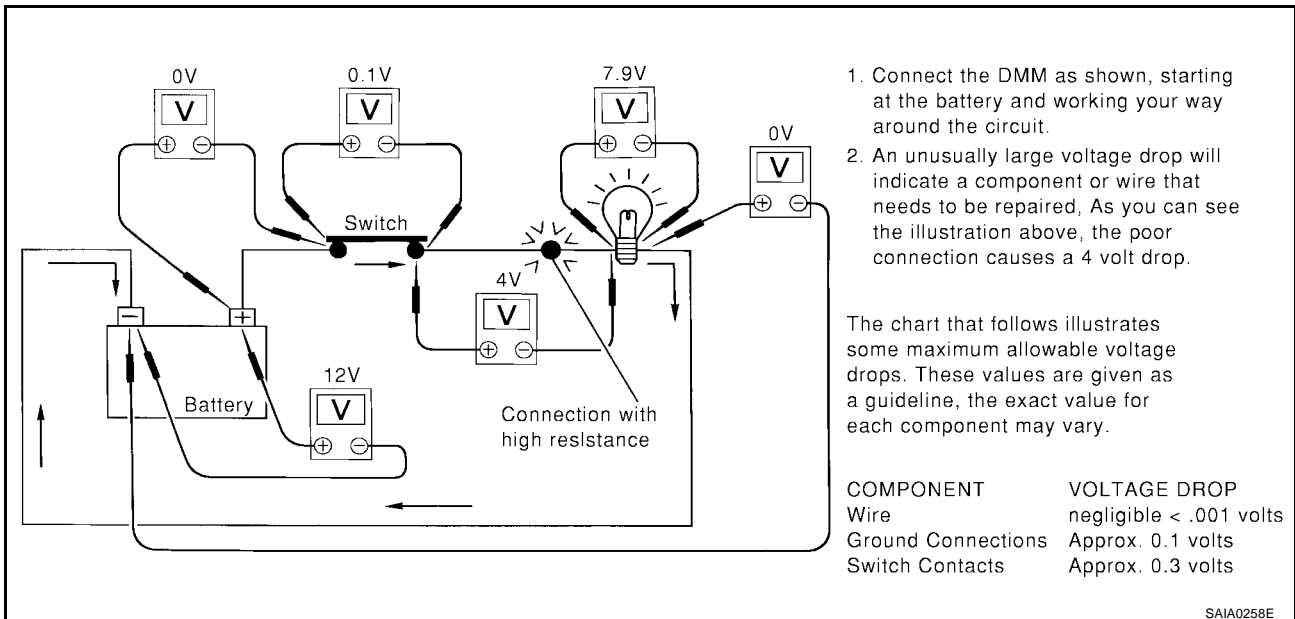
## MEASURING VOLTAGE DROP — STEP-BY-STEP

The step-by-step method is most useful for isolating excessive drops in low voltage systems (such as those in “Computer Controlled Systems”).

Circuits in the “Computer Controlled System” operate on very low amperage.

The (Computer Controlled) system operations can be adversely affected by any variation in resistance in the system. Such resistance variation may be caused by poor connection, improper installation, improper wire gauge or corrosion.

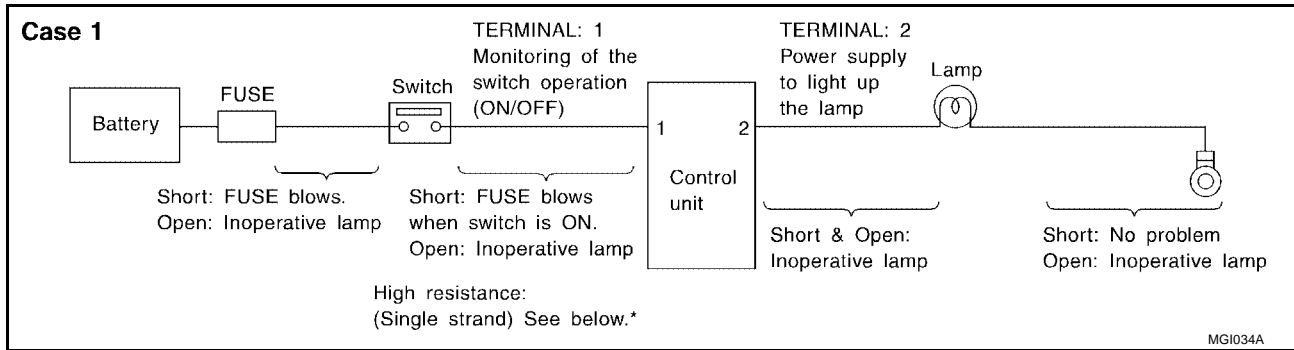
The step by step voltage drop test can identify a component or wire with too much resistance.



# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

## Control Unit Circuit Test

System Description: When the switch is ON, the control unit lights up the lamp.

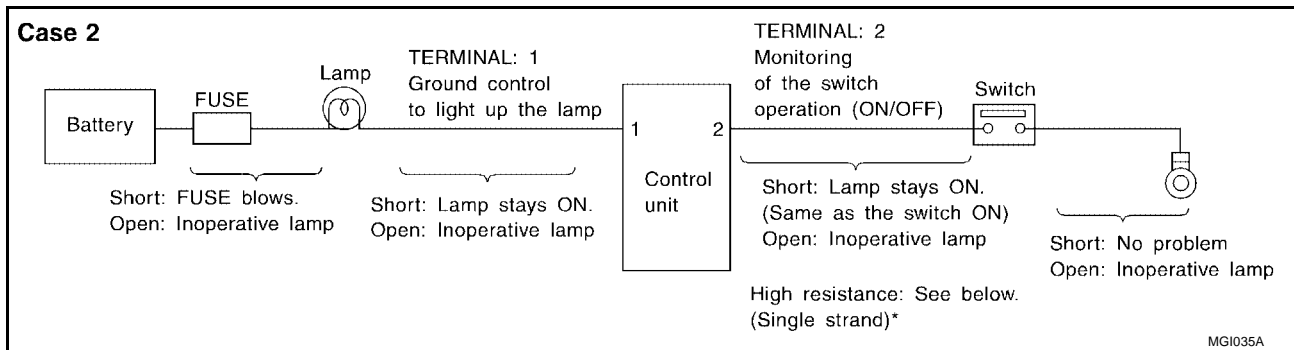


## INPUT-OUTPUT VOLTAGE CHART

Pin No.	Item	Condition	Voltage value [V]	In case of high resistance such as single strand [V] *
1	Switch	Switch ON	Battery voltage	Lower than battery voltage Approx. 8 (Example)
		Switch OFF	Approx. 0	Approx. 0
2	Lamp	Switch ON	Battery voltage	Approx. 0 (Inoperative lamp)
		Switch OFF	Approx. 0	Approx. 0

The voltage value is based on the body ground.

\*:If high resistance exists in the switch side circuit (caused by a single strand), terminal 1 does not detect battery voltage. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not supply power to light up the lamp.



## INPUT-OUTPUT VOLTAGE CHART

Pin No.	Item	Condition	Voltage value [V]	In case of high resistance such as single strand [V] *
1	Lamp	Switch ON	Approx. 0	Battery voltage (Inoperative lamp)
		Switch OFF	Battery voltage	Battery voltage
2	Switch	Switch ON	Approx. 0	Higher than 0 Approx. 4 (Example)
		Switch OFF	Approx. 5	Approx. 5

The voltage value is based on the body ground.

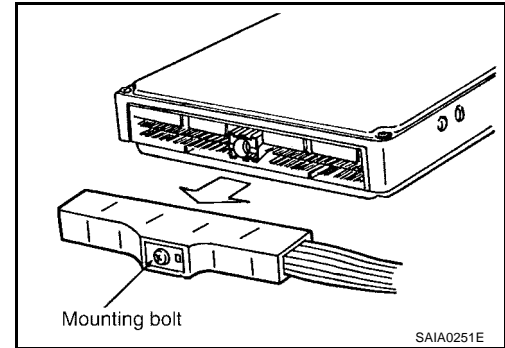
\*:If high resistance exists in the switch side circuit (caused by a single strand), terminal 2 does not detect approx. 0V. Control unit does not detect the switch is ON even if the switch does not turn ON. Therefore, the control unit does not control ground to light up the lamp.

# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

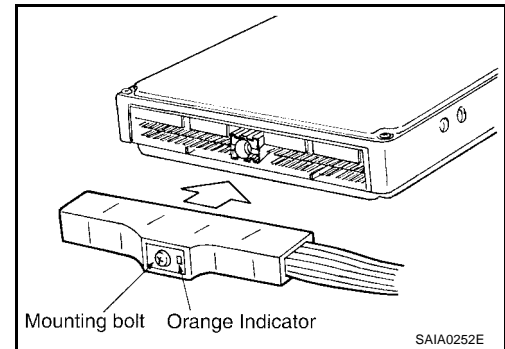
EAS000VO

## Control Units and Electrical Parts PRECAUTIONS

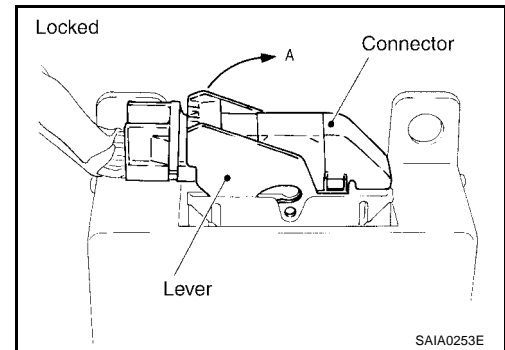
- Never reverse polarity of battery terminals.
- Install only parts specified for a vehicle.
- Before replacing the control unit, check the input and output and functions of the component parts.
- Do not apply excessive force when disconnecting a connector.
- If a connector is installed by tightening bolts, loosen bolt mounting it, then take it out by hand.



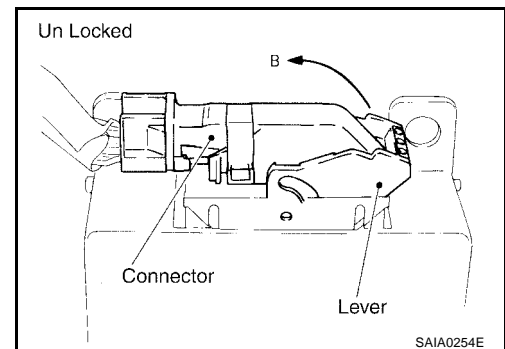
- Before installing a connector, make sure the terminal is not bent or damaged, and then correctly connect it. When installing a connector by tightening bolts, fix it by tightening the mounting bolt until the painted projection of the connector becomes even with the surface.



- For removal of the lever type connector, pull the lever up to the direction pointed to by the arrow A in the figure, and then remove the connector.

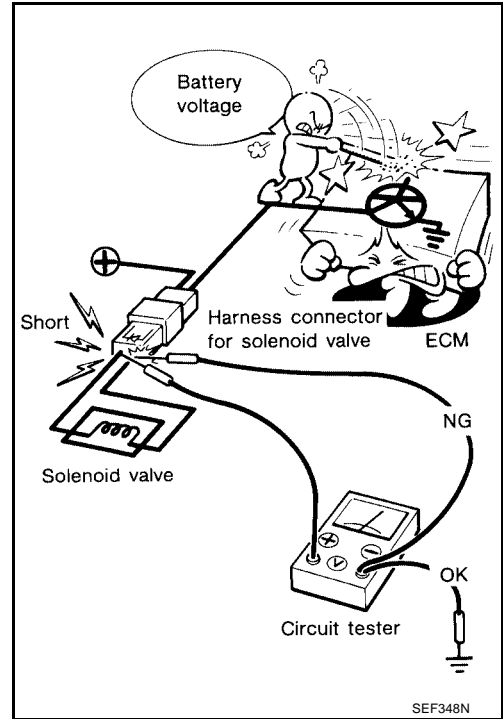


- For installation of the lever type connector, pull down the lever to the direction pointed by the arrow B in the figure, and then push the connector until a clicking noise is heard.



# SERVICE INFORMATION FOR ELECTRICAL INCIDENT

- Do not apply excessive shock to the control unit by dropping or hitting it.
  - Be careful to prevent condensation in the control unit due to rapid temperature changes and do not let water or rain get on it. If water is found in the control unit, dry it fully and then install it in the vehicle.
  - Be careful not to let oil get on the control unit connector.
  - Avoid cleaning the control unit with volatile oil.
  - Do not disassemble the control unit, and do not remove the upper and lower covers.
- 
- When using a DMM, be careful not to let test probes get close to each other to prevent the power transistor in the control unit from damaging battery voltage because of short circuiting.
  - When checking input and output signals of the control unit, use the specified check adapter.



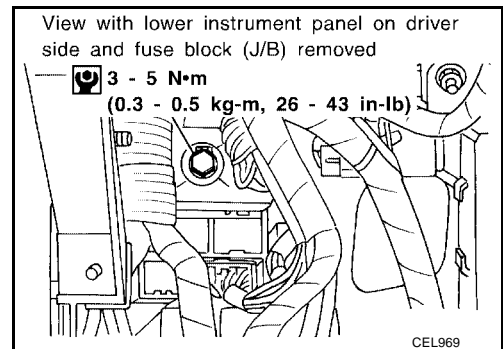
## SMJ INSTALLATION

To install SMJ, tighten bolts until orange "fulltight" mark appears and then retighten to specified torque as required.

**SMJ** :3 - 5 N·m (0.3 - 0.5 kg·m, 26 - 43 in·lb)

### CAUTION:

Do not overtighten bolts, otherwise, they may be damaged.



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# CONSULT CHECKING SYSTEM

## CONSULT CHECKING SYSTEM

PFP:00000

### Description

*EAS000VP*

- CONSULT-II is a hand-held type tester. When it is connected with a diagnostic connector equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests.
- Refer to "CONSULT Operator's Manual" for more information.

### Function and System Application

*EAS000VQ*

Diagnostic test mode	Function	ENGINE	A/T	ABS	AIR BAG	SMART ENTRANCE	NVIS (NATS)*
Work support	This mode enables a technician to adjust some devices faster and more accurate by following the indications on CONSULT-II.	x	x	—	—	—	—
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	x	x	x	x	—	x
Trouble diagnostic record	Current self-diagnostic results and all trouble diagnostic records previously stored can be read.	—	—	—	x	—	—
ECU discriminated No.	Classification number of a replacement ECU can be read to prevent an incorrect ECU from being installed.	—	—	—	x	—	—
Data monitor	Input/Output data in the ECU (ECM) can be read.	x	x	x	—	—	—
DTC work support	This mode enables a technician to set operating conditions to confirm self-diagnosis status/results.	—	x	—	—	—	—
Data monitor (Spec.)	The specified values will be displayed when an OK/NG judgement is difficult for the DATA MONITOR items by Bar Chart and Line Graph.	x	—	—	—	—	—
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECU (ECM) and also shifts some parameters in a specified range.	x	—	x	—	—	—
ECU (ECM) part number	ECU (ECM) part number can be read.	x	x	x	—	—	—
Control unit initialization	All registered ignition key IDs in NATS components can be initialized and new IDs can be registered.	—	—	—	—	—	x
Function test	Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	x	—	—	x	—	—
SRT & DTC confirmation	The results of SRT (System Readiness Test) and the self-diagnosis status/results can be confirmed.	x	—	—	—	—	—
REMO CONT ID SET UP	A maximum of four IDs (identifications) can be registered in the memory using the remote controller. These IDs can also be confirmed and erased.	—	—	—	—	x	—

# CONSULT CHECKING SYSTEM

x: Applicable

\*: NVIS (NATS) [Nissan Vehicle Immobilizer System (Nissan Anti-Theft System)]

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## Nickel Metal Hydride Battery Replacement

EAS000VR

CONSULT-II contains a nickel metal hydride battery. When replacing the battery obey the following:

### WARNING:

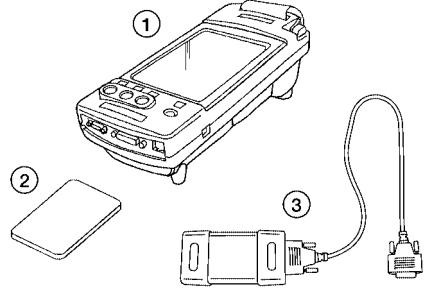
Replace the nickel metal hydride battery with **Genuine CONSULT-II battery only**. Use of another battery may present a risk of fire or explosion. The battery may present a fire or chemical burn hazard if mistreated. Do not recharge, disassemble or dispose of in fire.

Keep the battery out of reach of children and discard used battery conforming to the local regulations.

## Checking Equipment

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When ordering the below equipment, contact your NISSAN distributor.

Tool name	Description
<b>NISSAN CONSULT-II (J-44200)</b> 1. CONSULT-II unit (Tester internal soft: Resident version 3.3.0) and accessories 2. Program card AED03C and AEN02C (For NATS) To confirm the best combination of these softwares, refer to CONSULT-II Operation Manual. 3. CONSULT-II coverter	 <p style="text-align: right;">LAlA0038E</p>

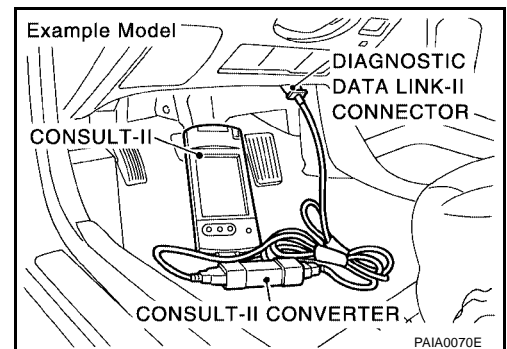
### NOTE:

- The CONSULT-II must be used in conjunction with a program card. CONSULT-II does not require loading (Initialization) procedure.
- Be sure the CONSULT-II is turned off before installing or removing a program card.

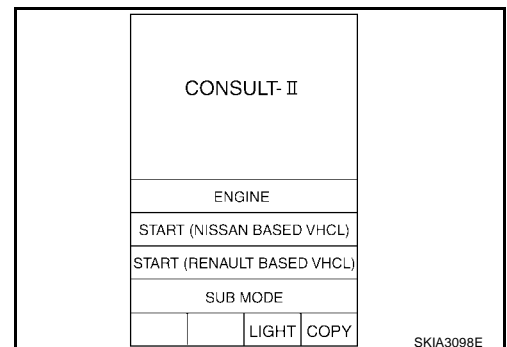
## CONSULT-II Start Procedure

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1. Turn off the ignition switch.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.



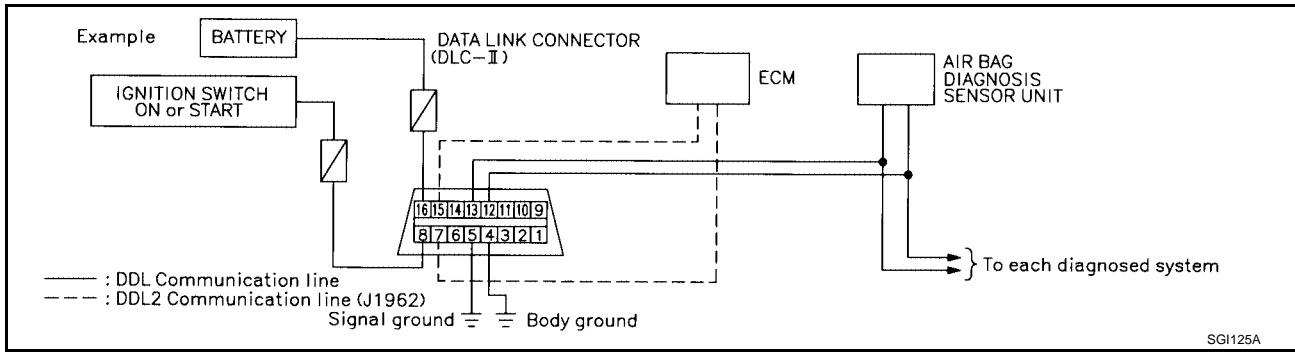
3. Turn on the ignition switch.
4. Touch "START (NISSAN BASED VECL)" or "System Shortcut" (eg: Engine) on the screen.



# CONSULT CHECKING SYSTEM

## CONSULT-II Data Link Connector (DLC) Circuit

EAS000VU



### INSPECTION PROCEDURE

If the CONSULT-II cannot diagnose the system properly, check the following items.

Symptom	Check item
CONSULT-II cannot access any system.	<ul style="list-style-type: none"> <li>● CONSULT-II DLC power supply circuit (Terminal 8) and ground circuit (Terminal 4) (For detailed circuit, refer to "MIL &amp; Data Link Connectors Wiring Diagram" in EC section.)</li> <li>● CONSULT-II DLC cable</li> </ul>
CONSULT-II cannot access individual system. (Other systems can be accessed.)	<ul style="list-style-type: none"> <li>● CONSULT-II program card (Check the appropriate CONSULT-II program card for the system. Refer to "Checking Equipment".)</li> <li>● Power supply and ground circuit for the control unit of the system (For detailed circuit, refer to wiring diagram for each system.)</li> <li>● Open or short circuit between the system and CONSULT-II DLC (For detailed circuit, refer to wiring diagram for each system.)</li> </ul>

#### NOTE:

The DDL1 and DDL2 circuits from DLC pins 12, 13, 14 and 15 may be connected to more than one system. A short in a DDL circuit connected to a control unit in one system may affect CONSULT-II access to other systems.

# LIFTING POINT

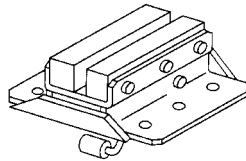
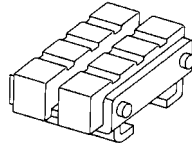
## LIFTING POINT

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### Lifting Points and Tow Truck Towing SPECIAL SERVICE TOOLS

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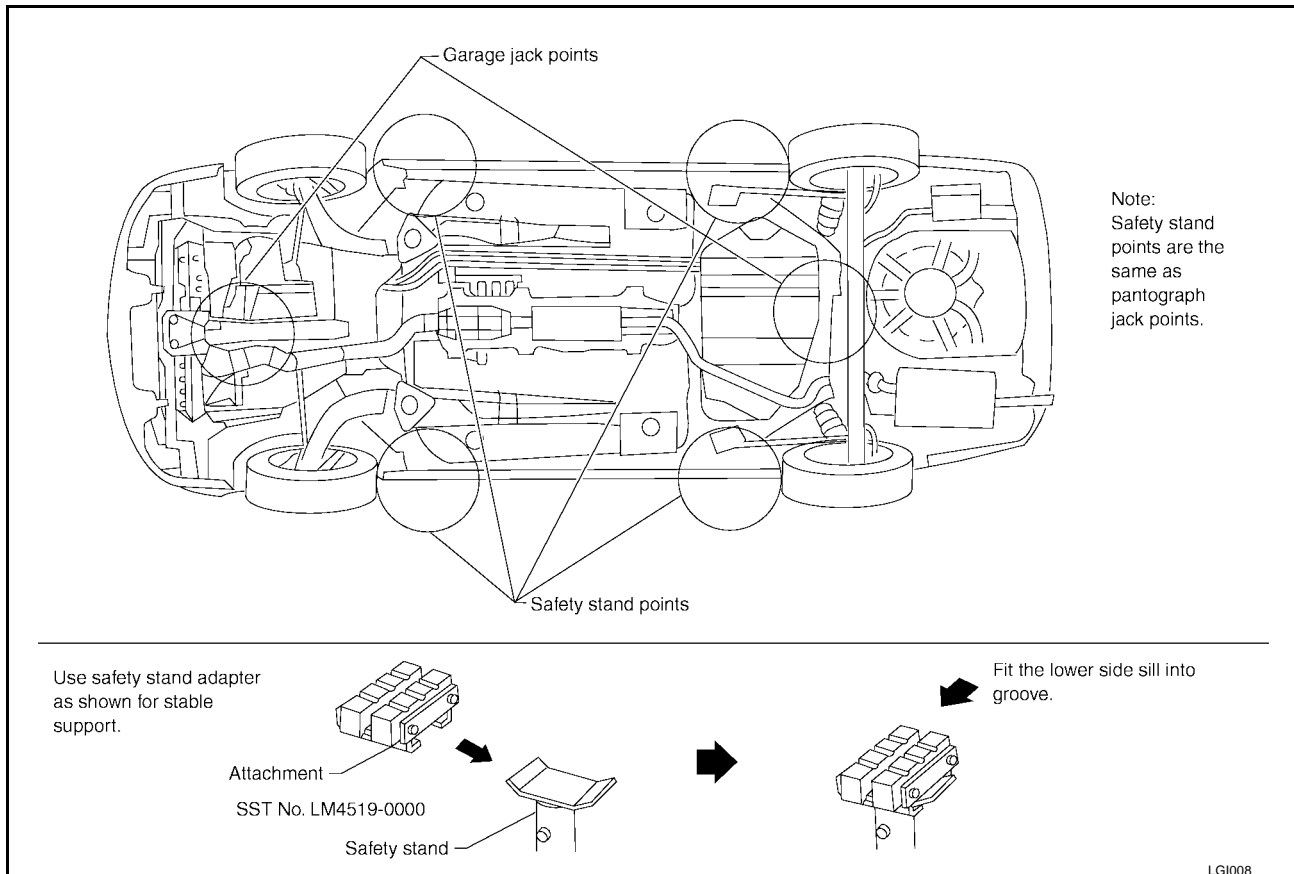
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore number) Tool name	Description
LM4086-0200 ( — ) Board-on attachment	 <p style="text-align: right;">NT001</p>
LM4519-0000 ( — ) Safety stand attachment	 <p style="text-align: right;">NT002</p>

## GARAGE JACK AND SAFETY STAND

### WARNING:

- Never get under the vehicle while it is supported only by the jack. Always use safety stands when you have to get under the vehicle.
- Place wheel chocks at both front and back of the wheels on the ground.





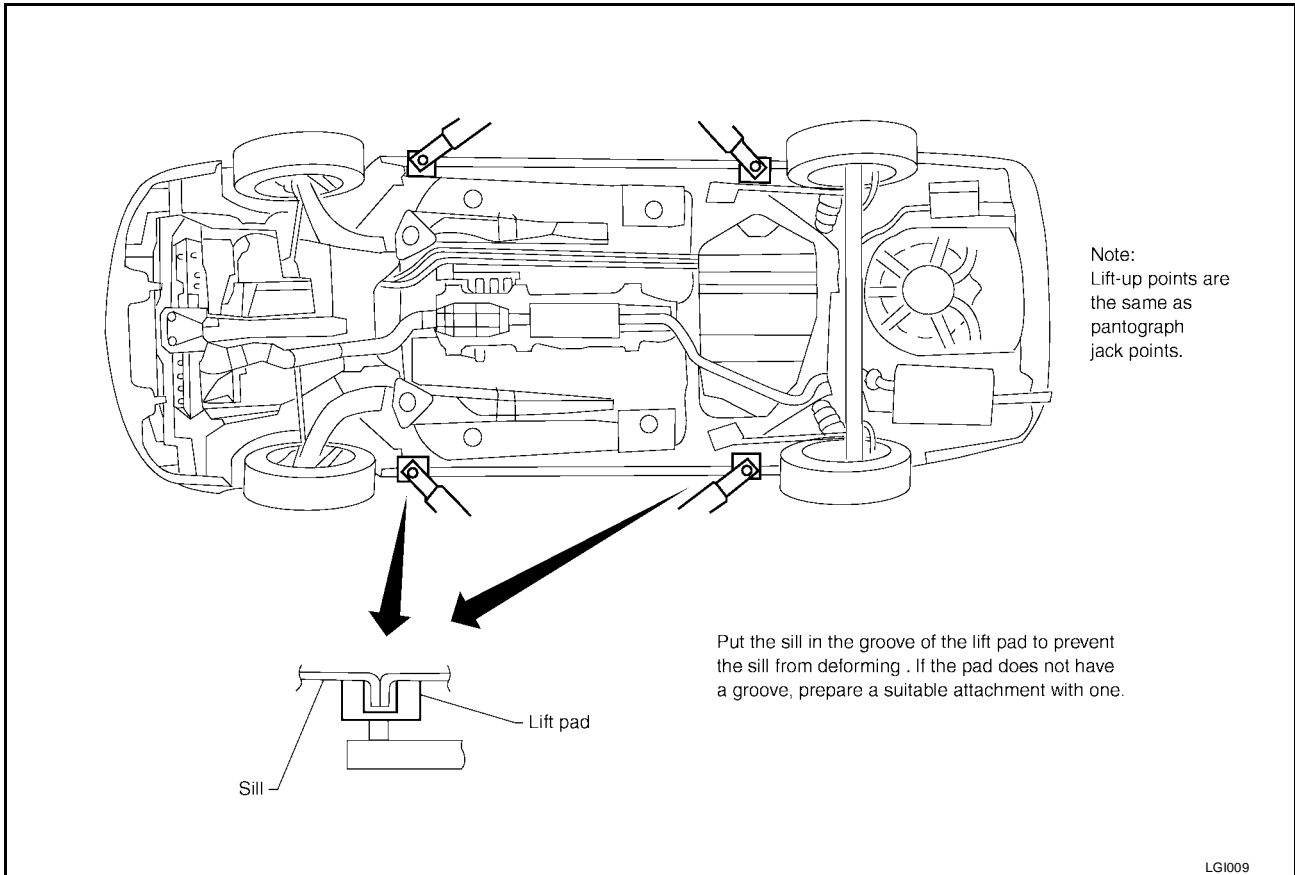
# LIFTING POINT

## 2-POLE LIFT

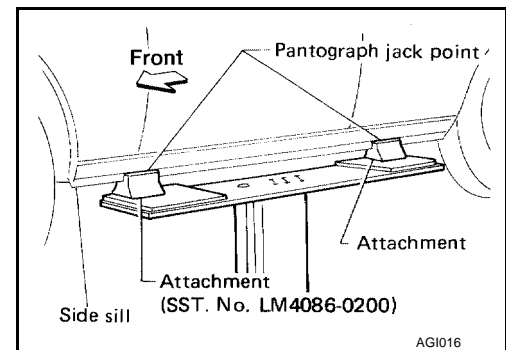
### WARNING:

When lifting the vehicle, open the lift arms as wide as possible and ensure that the front and rear of the vehicle are well balanced.

When setting the lift arm, do not allow the arm to contact the brake tubes, brake cable, fuel lines and sill spoiler.



## BOARD-ON LIFT



### CAUTION:

Make sure vehicle is empty when lifting.

- The board-on lift attachment (LM4086-0200) set at front end of vehicle should be set on the front of the sill under the front door opening.
- Position attachments at front and rear ends of board-on lift.

# TOW TRUCK TOWING

## TOW TRUCK TOWING

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### Tow Truck Towing

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#### CAUTION:

- All applicable state or Provincial (in Canada) laws and local laws regarding the towing operation must be obeyed.
- It is necessary to use proper towing equipment to avoid possible damage to the vehicle during towing operation. Towing is in accordance with Towing Procedure Manual at dealer.
- Always attach safety chains before towing.
- When towing, make sure that the transmission, steering system and power train are in good order. If any unit is damaged, dollies must be used.

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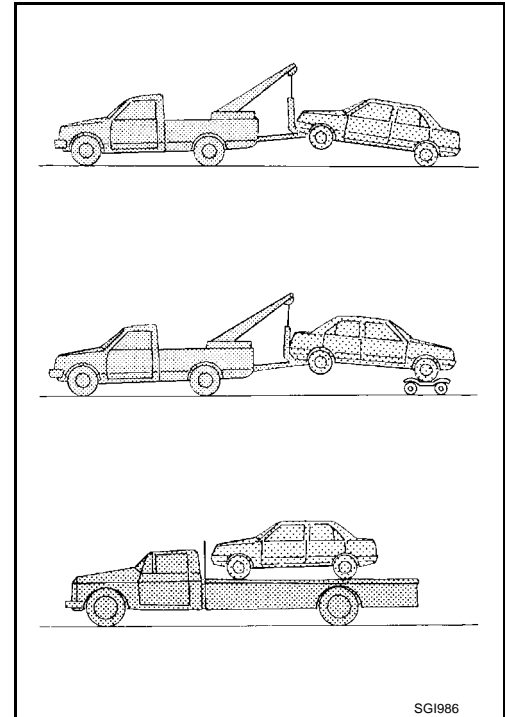
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NISSAN recommends that the vehicle be towed with the driving (front) wheels off the ground as illustrated.

#### CAUTION:

- Always release the parking brake when towing the vehicle with the front wheels raised with the rear wheels on the ground.
- When towing manual transaxle models with the front wheels on the ground (if a towing dolly is not used), turn the ignition key to the OFF position, and secure the steering wheel in the straight-ahead position with a rope or similar device. Never place the ignition key in the LOCK position. This will result in damage to the steering lock mechanism. Move the shift lever to the N (Neutral) position.
- Never tow an automatic transaxle model with the rear wheels raised and the front wheels on the ground. This may cause serious and expensive damage to the transaxle. If it is necessary to tow the vehicle with the rear wheels raised, always use towing dollies under the front wheels.
- Never tow an automatic transaxle model from the rear (that is backward) with four wheels on the ground. This may cause serious and expensive damage to the transaxle.

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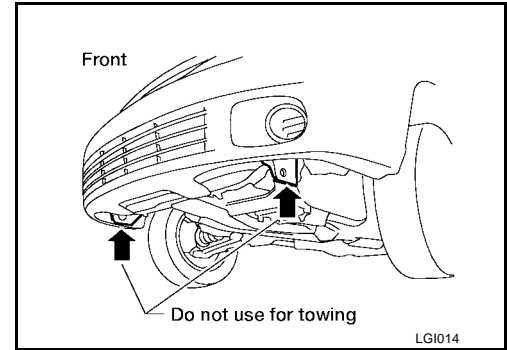
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# TOW TRUCK TOWING

## Vehicle Recovery (Freeing a stuck vehicle)

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- Tow chains or cables must be attached only to the main structural members of the vehicle.
- Pulling devices should be routed so they do not touch any part of the suspension, steering, brake or cooling systems.
- Always pull the cable straight out from the front of the vehicle. Never pull on the vehicle at an angle.
- Pulling devices such as ropes or canvas straps are not recommended for use in vehicle towing or recovery.



# TIGHTENING TORQUE OF STANDARD BOLTS

## TIGHTENING TORQUE OF STANDARD BOLTS

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### Tightening Torque Table

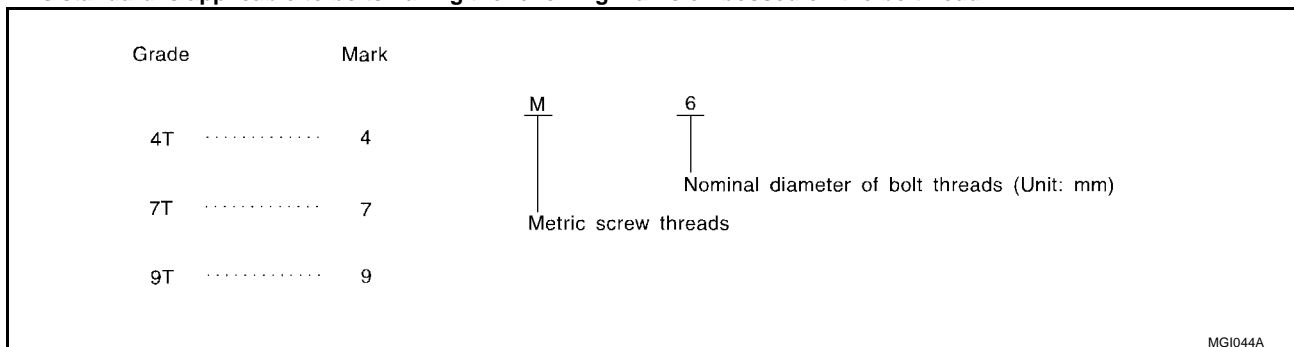
EAS000VY

Grade	Bolt size	Bolt diameter * mm	Pitch mm	Tightening torque (Without lubricant)							
				Hexagon head bolt				Hexagon flange bolt			
				N·m	kg·m	ft·lb	in·lb	N·m	kg·m	ft·lb	in·lb
4T	M6	6.0	1.0	5.1	0.52	3.8	45.1	6.1	0.62	4.5	53.8
	M8	8.0	1.25	13	1.3	9	—	15	1.5	11	—
			1.0	13	1.3	9	—	16	1.6	12	—
	M10	10.0	1.5	25	2.5	18	—	29	3.0	22	—
			1.25	25	2.6	19	—	30	3.1	22	—
	M12	12.0	1.75	42	4.3	31	—	51	5.2	38	—
1.25			46	4.7	34	—	56	5.7	41	—	
M14	14.0	1.5	74	7.5	54	—	88	9.0	65	—	
7T	M6	6.0	1.0	8.4	0.86	6.2	74.6	10	1.0	7	87
	M8	8.0	1.25	21	2.1	15	—	25	2.5	18	—
			1.0	22	2.2	16	—	26	2.7	20	—
	M10	10.0	1.5	41	4.2	30	—	48	4.9	35	—
			1.25	43	4.4	32	—	51	5.2	38	—
	M12	12.0	1.75	71	7.2	52	—	84	8.6	62	—
1.25			77	7.9	57	—	92	9.4	68	—	
M14	14.0	1.5	127	13.0	94	—	147	15.0	108	—	
9T	M6	6.0	1.0	12	1.2	9	—	15	1.5	11	—
	M8	8.0	1.25	29	3.0	22	—	35	3.6	26	—
			1.0	31	3.2	23	—	37	3.8	27	—
	M10	10.0	1.5	59	6.0	43	—	70	7.1	51	—
			1.25	62	6.3	46	—	74	7.5	54	—
	M12	12.0	1.75	98	10.0	72	—	118	12.0	87	—
1.25			108	11.0	80	—	137	14.0	101	—	
M14	14.0	1.5	177	18.0	130	—	206	21.0	152	—	

\*: Nominal diameter

1. **Special parts are excluded.**

2. **This standard is applicable to bolts having the following marks embossed on the bolt head.**



# RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

## RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS

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### Recommended Chemical Products and Sealants

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Refer to the following chart for help in selecting the appropriate chemical product or sealant.

	Product Description	Purpose	Nissan North America Part No. (USA)	Nissan Canada Part No. (Canada)	Aftermarket Cross-reference Part Nos.
1	Rear View Mirror Adhesive	Used to permanently remount rear view mirrors to windows.	999MP-AM000P	99998-50505	Permatex 81844
2	Anaerobic Liquid Gasket	For metal-to-metal flange sealing. Can fill a 0.38 mm (0.015 inch) gap and provide instant sealing for most powertrain applications.	999MP-AM001P	99998-50503	Permatex 51813 and 51817
3	High Performance Thread Sealant	Provides instant sealing on any threaded straight or parallel threaded fitting. (Thread sealant only, no locking ability.) ● Do not use on plastic.	999MP-AM002P	999MP-AM002P	Permatex 56521
4	Silicone RTV	Gasket Maker	999MP-AM003P (Ultra Grey)	99998-50506 (Ultra Grey)	Permatex Ultra Grey 82194; Three Bond 1207, 1215, 1216, 1217F and 1217G; Nissan RTV Part No. 999MP-A7007
		Gasket Maker for Maxima/Quest 5-speed automatic transmission (RE5F22A)	-	-	Three Bond 1281B or exact equivalent in its quality
5	High Temperature, High Strength Thread Locking Sealant (Red)	Threadlocker	999MP-AM004P	999MP-AM004P	Permatex 27200; Three Bond 1360, 1360N, 1305 N&P, 1307N, 1335, 1335B, 1363B, 1377C, 1386B, D&E and 1388
6	Medium Strength Thread Locking Sealant (Blue)	Threadlocker (service tool removable)	999MP-AM005P	999MP-AM005P	Permatex 24200, 24206, 24240, 24283 and 09178; Three Bond 1322, 1322N, 1324 D&N, 1333D, 1361C, 1364D, 1370C and 1374

# IDENTIFICATION INFORMATION

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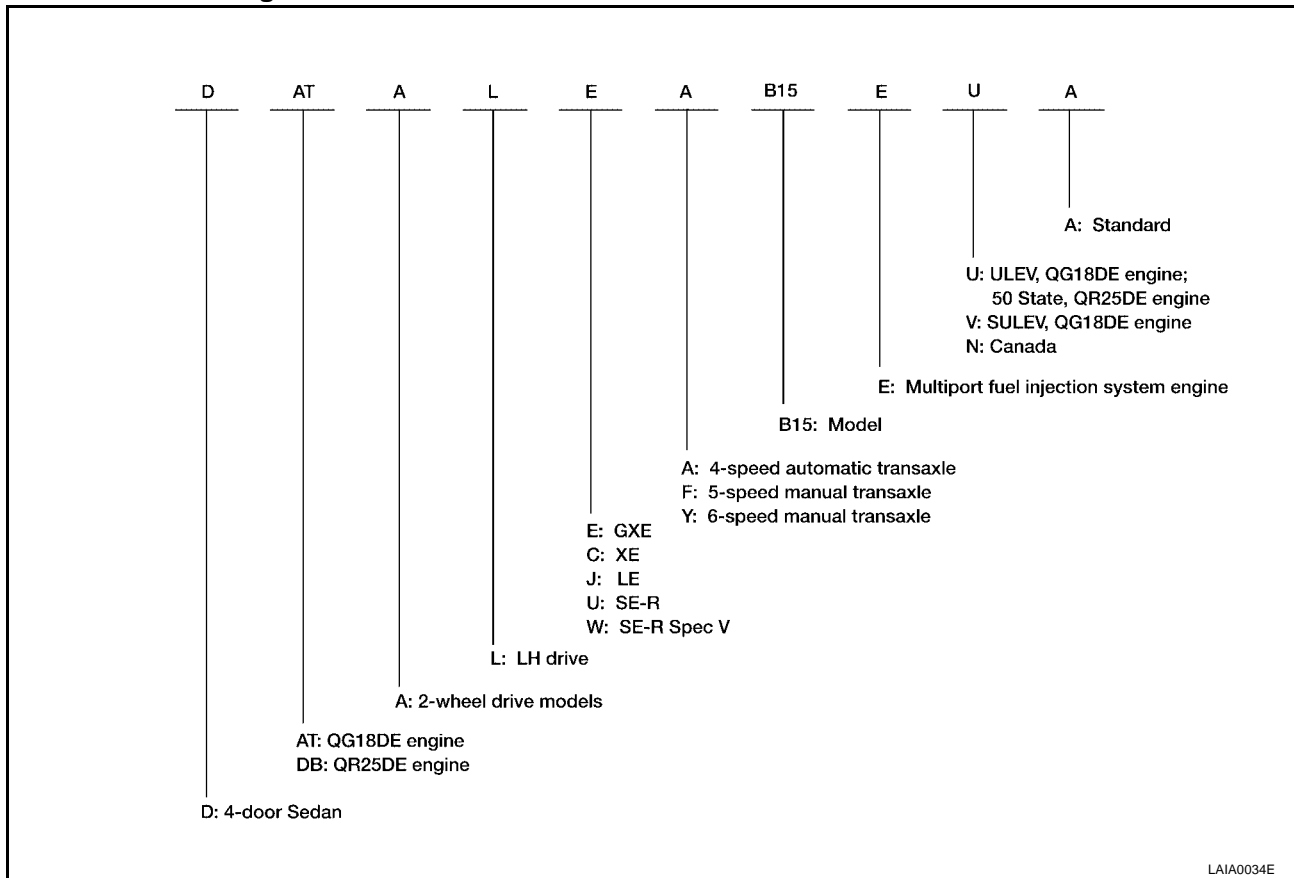
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## IDENTIFICATION INFORMATION

### Identification Information MODEL VARIATION

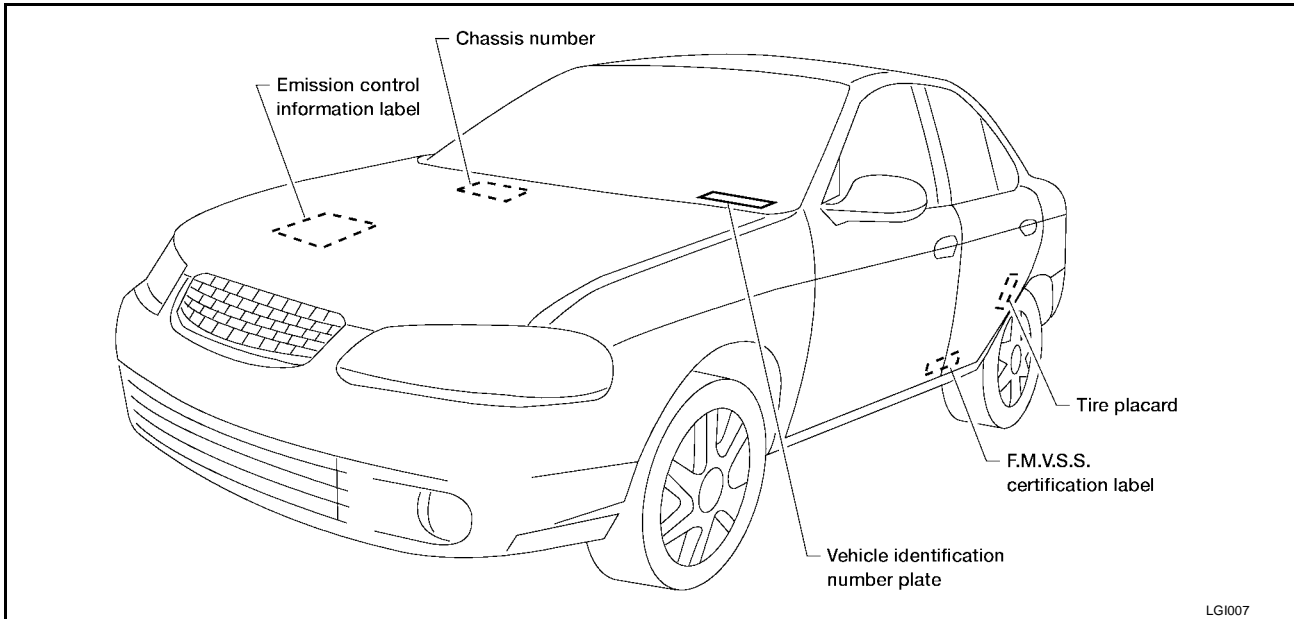
Body	Grade	Transaxle	Destination/Engine				
			USA			Canada	
			QG18DE (ULEV)	QG18DE (SULEV)	QR25DE	QG18DE	QR25DE
Sedan	XE	RE4F03B (A/T)	DATALCA-EUA	DATALCA-EVA	—	DATALCA-ENA	—
		RS5F70A (M/T)	DATALCF-EUA	DATALCF-EVA	—	DATALCF-ENA	—
	GXE	RE4F03B (A/T)	DATALEA-EUA	DATALEA-EVA	—	DATALEA-ENA	—
		RS5F70A (M/T)	DATALEF-EUA	DATALEF-EVA	—	DATALEF-ENA	—
	LE	RE4F04B (A/T)	—	—	DDBALJA-EUA	—	DDBALJA-ENA
	SE-R	RS5F51A (M/T)	—	—	DDBALUF-EUA	—	DDBALUF-ENA
		RE4F04B (A/T)	—	—	DDBALUA-EUA	—	DDBALUA-ENA
	SE-R SPEC V	RS6F51A (6M/T)	—	—	DDBALWY-EUA	—	DDBALWY-ENA

#### Prefix and suffix designations:



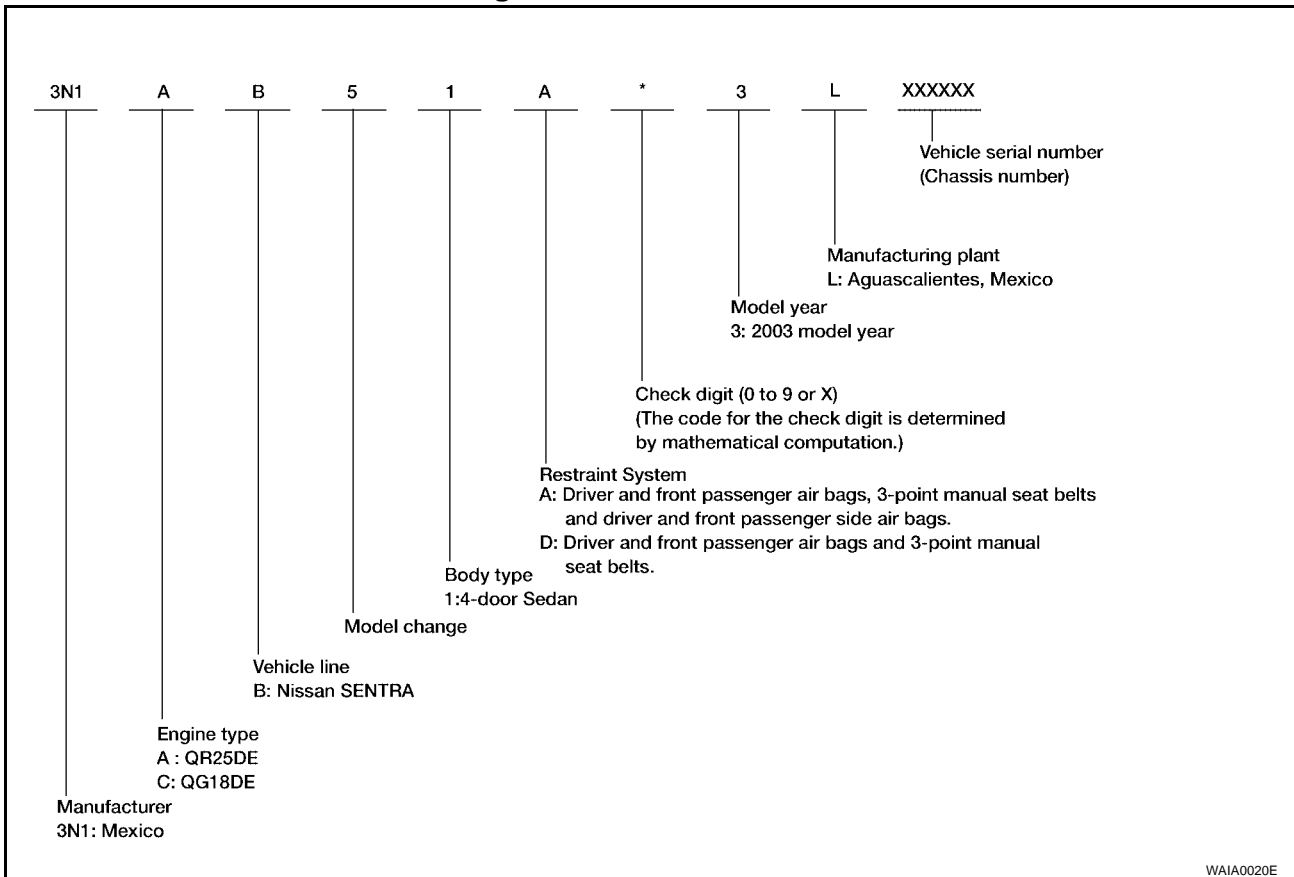
# IDENTIFICATION INFORMATION

## IDENTIFICATION NUMBER



LG1007

## Vehicle Identification Number Arrangement



WAIA0020E

# IDENTIFICATION INFORMATION

## F.M.V.S.S. Certification Label


For US Vehicles

**MANUFACTURED BY NISSAN MOTOR CO., LTD.**

DATE: MM/YY                      GVWR: ②  
 GAWR FR: ①                      GAWR RR: ③

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VIN: ⑤                      PASSENGER CAR ④  
 COLOR ⑥    TRIM ⑦    TRANS ⑧    AXLE ⑨    ENGINE ⑩

MODEL: ⑪                      

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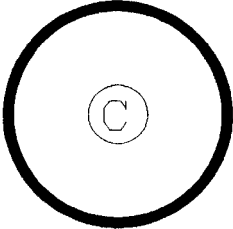
1. Gross front axle weight (in pounds)
2. Gross vehicle weight (in pounds)
3. Gross rear axle weight (in pounds)
4. Type
5. Vehicle identification number (chassis number)
6. Body color code
7. Trim color code
8. Transaxle
9. Axle model
10. Engine model
11. Model

For Canadian Vehicles


**MANUFACTURED BY NISSAN MOTOR CO., LTD.**

DATE: MM/YY                      GVWR/PWBV: ②  
 GAWR/PWBE FR: ①                      RR: ③

VIN: ④  
 TYPE: PC/VT ⑤  
 COMPLIES/CONFORME: ICES-2 ⑥

COLOR    TRIM    TRANS                      

AXLE                      ENGINE

MODEL:                                            02000

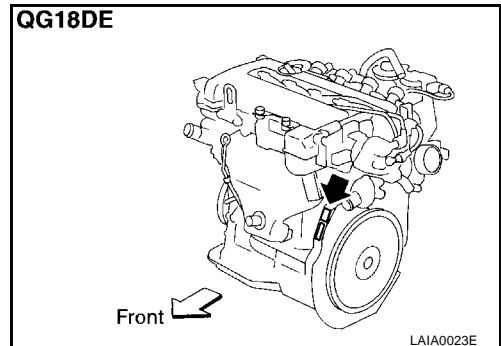
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1. Gross axle weight rating front in English and French (in kilograms)
2. Gross vehicle weight rating in English and French (in kilograms)
3. Gross axle weight rating rear in English and French (in kilograms)
4. Vehicle identification number (chassis number)
5. Type of vehicle in English and French.
6. Radio frequency interference statement in English and French.

LG1013

## Engine Serial Number

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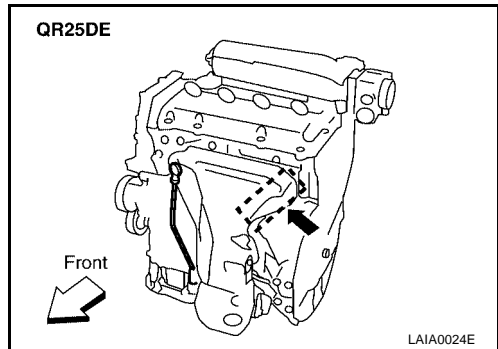
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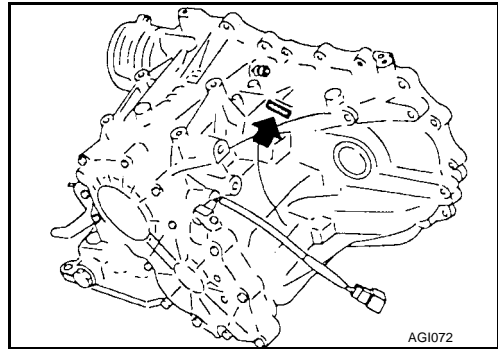
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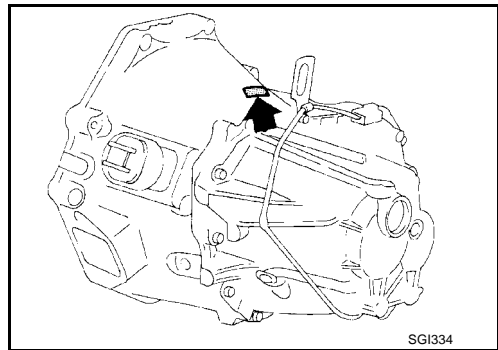
# IDENTIFICATION INFORMATION



## Automatic Transaxle Number



## Manual Transaxle Number



## DIMENSIONS

Unit: mm (in)

Overall length	4,505 (177.4)
Overall width	1,710 (67.3)
Overall height	1,410 (55.5)
Front tread	
14 inch	1,480 (58.3)
15/16 inch	1,470 (57.9)
17 inch	1466 (57.7)
Rear tread	
14 inch	1,460 (57.5)
15/16 inch	1,450 (57.1)
17 inch	1446 (56.9)
Wheelbase	2,535 (99.8)
Gross vehicle weight rating kg (lb)	
Gross axle weight rating	See the "F.M.V.S.S. certification label" on the driver's side lock pillar.
Front kg (lb)	
Rear kg (lb)	

# IDENTIFICATION INFORMATION

## WHEELS & TIRES

Road wheel Offset mm (in)	15 × 6JJ (steel) 45 (1.77)	15 × 6JJ (aluminum) 45 (1.77)	16 × 6JJ (aluminum) 45 (1.77)	17 x 7JJ (aluminum) 47 (1.85)
Conventional tire	P195/60HR15	P195/60HR15	P195/55HR16	P215/45ZR17
Spare tire	T125/70*14	T125/70*15	T125/70*15	T135/80D15T2

\*: D or R, depending on manufacturer.

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# TERMINOLOGY

## TERMINOLOGY

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### SAE J1930 Terminology List

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All emission related terms used in this publication in accordance with SAE J1930 are listed. Accordingly, new terms, new acronyms/abbreviations and old terms are listed in the following chart.

NEW TERM	NEW ACRONYM / ABBREVIATION	OLD TERM
Air cleaner	ACL	Air cleaner
Barometric pressure	BARO	***
Barometric pressure sensor-BCDD	BAROS-BCDD	BCDD
Camshaft position	CMP	***
Camshaft position sensor	CMPS	Crank angle sensor
Canister	***	Canister
Carburetor	CARB	Carburetor
Charge air cooler	CAC	Intercooler
Closed loop	CL	Closed loop
Closed throttle position switch	CTP switch	Idle switch
Clutch pedal position switch	CPP switch	Clutch switch
Continuous fuel injection system	CFI system	***
Continuous trap oxidizer system	CTOX system	***
Crankshaft position	CKP	***
Crankshaft position sensor	CKPS	***
Data link connector	DLC	***
Data link connector for CONSULT-II	DLC for CONSULT-II	Diagnostic connector for CONSULT-II
Diagnostic test mode	DTM	Diagnostic mode
Diagnostic test mode selector	DTM selector	Diagnostic mode selector
Diagnostic test mode I	DTM I	Mode I
Diagnostic test mode II	DTM II	Mode II
Diagnostic trouble code	DTC	Malfunction code
Direct fuel injection system	DFI system	***
Distributor ignition system	DI system	Ignition timing control
Early fuel evaporation-mixture heater	EFE-mixture heater	Mixture heater
Early fuel evaporation system	EFE system	Mixture heater control
Electrically erasable programmable read only memory	EEPROM	***
Electronic ignition system	EI system	Ignition timing control
Engine control	EC	***
Engine control module	ECM	ECCS control unit
Engine coolant temperature	ECT	Engine temperature
Engine coolant temperature sensor	ECTS	Engine temperature sensor
Engine modification	EM	***
Engine speed	RPM	Engine speed
Erasable programmable read only memory	EPROM	***
Evaporative emission canister	EVAP canister	Canister
Evaporative emission system	EVAP system	Canister control solenoid valve
Exhaust gas recirculation valve	EGR valve	EGR valve

# TERMINOLOGY

NEW TERM	NEW ACRONYM / ABBREVIATION	OLD TERM	GI
Exhaust gas recirculation control-BPT valve	EGRC-BPT valve	BPT valve	
Exhaust gas recirculation control-solenoid valve	EGRC-solenoid valve	EGR control solenoid valve	B
Exhaust gas recirculation temperature sensor	EGRT sensor	Exhaust gas temperature sensor	C
EGR temperature sensor			
Flash electrically erasable programmable read only memory	FEEPROM	***	D
Flash erasable programmable read only memory	FEPROM	***	
Flexible fuel sensor	FFS	***	E
Flexible fuel system	FF system	***	
Fuel pressure regulator	***	Pressure regulator	F
Fuel pressure regulator control solenoid valve	***	PRVR control solenoid valve	
Fuel trim	FT	***	G
Heated Oxygen sensor	HO2S	Exhaust gas sensor	
Idle air control system	IAC system	Idle speed control	H
Idle air control valve-air regulator	IACV-air regulator	Air regulator	
Idle air control valve-auxiliary air control valve	IACV-AAC valve	Auxiliary air control (AAC) valve	I
Idle air control valve-FICD solenoid valve	IACV-FICD solenoid valve	FICD solenoid valve	
Idle air control valve-idle up control solenoid valve	IACV-idle up control solenoid valve	Idle up control solenoid valve	J
Idle speed control-FI pot	ISC-FI pot	FI pot	
Idle speed control system	ISC system	***	K
Ignition control	IC	***	
Ignition control module	ICM	***	L
Indirect fuel injection system	IFI system	***	
Intake air	IA	Air	M
Intake air temperature sensor	IAT sensor	Air temperature sensor	
Knock	***	Detonation	
Knock sensor	KS	Detonation sensor	
Malfunction indicator lamp	MIL	Check engine light	
Manifold absolute pressure	MAP	***	
Manifold absolute pressure sensor	MAPS	***	
Manifold differential pressure	MDP	***	
Manifold differential pressure sensor	MDPS	***	
Manifold surface temperature	MST	***	
Manifold surface temperature sensor	MSTS	***	
Manifold vacuum zone	MVZ	***	
Manifold vacuum zone sensor	MVZS	***	
Mass air flow sensor	MAFS	Air flow meter	
Mixture control solenoid valve	MC solenoid valve	Air-fuel ratio control solenoid valve	
Multiport fuel injection System	MFI system	Fuel injection control	

# TERMINOLOGY

NEW TERM	NEW ACRONYM / ABBREVIATION	OLD TERM
Nonvolatile random access memory	NVRAM	***
On board diagnostic system	OBD system	Self-diagnosis
Open loop	OL	Open loop
Oxidation catalyst	OC	Catalyst
Oxidation catalytic converter system	OC system	***
Oxygen sensor	O2S	Exhaust gas sensor
Park position switch	***	Park switch
Park/neutral position switch	PNP switch	Park/neutral switch Inhibitor switch Neutral position switch
Periodic trap oxidizer system	PTOX system	***
Positive crankcase ventilation	PCV	Positive crankcase ventilation
Positive crankcase ventilation valve	PCV valve	PCV valve
Powertrain control module	PCM	***
Programmable read only memory	PROM	***
Pulsed secondary air injection control solenoid valve	PAIRC solenoid valve	AIV control solenoid valve
Pulsed secondary air injection system	PAIR system	Air induction valve (AIV) control
Pulsed secondary air injection valve	PAIR valve	Air induction valve
Random access memory	RAM	***
Read only memory	ROM	***
Scan tool	ST	***
Secondary air injection pump	AIR pump	***
Secondary air injection system	AIR system	***
Sequential multipoint fuel injection system	SFI system	Sequential fuel injection
Service reminder indicator	SRI	***
Simultaneous multipoint fuel injection system	***	Simultaneous fuel injection
Smoke puff limiter system	SPL system	***
Supercharger	SC	***
Supercharger bypass	SCB	***
System readiness test	SRT	***
Thermal vacuum valve	TVV	Thermal vacuum valve
Three way catalyst	TWC	Catalyst
Three way catalytic converter system	TWC system	***
Three way + oxidation catalyst	TWC + OC	Catalyst
Three way + oxidation catalytic converter system	TWC + OC system	***
Throttle body	TB	Throttle chamber SPI body
Throttle body fuel injection system	TBI system	Fuel injection control
Throttle position	TP	Throttle position
Throttle position sensor	TPS	Throttle sensor
Throttle position switch	TP switch	Throttle switch
Torque converter clutch solenoid valve	TCC solenoid valve	Lock-up cancel solenoid Lock-up solenoid

# TERMINOLOGY

NEW TERM	NEW ACRONYM / ABBREVIATION	OLD TERM
Transmission control module	TCM	A/T control unit
Turbocharger	TC	Turbocharger
Vehicle speed sensor	VSS	Vehicle speed sensor
Volume air flow sensor	VAFS	Air flow meter
Warm up oxidation catalyst	WU-OC	Catalyst
Warm up oxidation catalytic converter system	WU-OC system	***
Warm up three way catalyst	WU-TWC	Catalyst
Warm up three way catalytic converter system	WU-TWC system	***
Wide open throttle position switch	WOTP switch	Full switch

\*\*\*: Not applicable

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# TERMINOLOGY

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**SECTION GW**

**GLASSES, WINDOW SYSTEM & MIRRORS**

**CONTENTS**

<b>PRECAUTIONS</b> .....	<b>2</b>	Component Parts and Harness Connector Location..	17	F
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	System Description .....	18	
<b>WINDSHIELD AND WINDOWS</b> .....	<b>3</b>	WITHOUT POWER DOOR LOCKS .....	18	G
Removal and Installation .....	3	WITH POWER DOOR LOCKS .....	18	
REMOVAL .....	3	Wiring Diagram — DEF — .....	20	
INSTALLATION .....	3	CONSULT-II Inspection Procedure (With Power Door Locks) .....	22	H
WINDSHIELD AND REAR WINDOW .....	5	"REAR DEFOGGER" .....	22	
QUARTER WINDOW .....	6	CONSULT-II Application Items (With Power Door Locks) .....	23	
<b>POWER WINDOW</b> .....	<b>7</b>	"REAR DEFOGGER" .....	23	GW
System Description .....	7	Trouble Diagnoses (Without Power Door Locks) ...	24	
MANUAL OPERATION .....	7	DIAGNOSTIC PROCEDURE .....	24	
AUTO OPERATION .....	8	Trouble Diagnoses (With Power Door Locks) .....	26	J
POWER WINDOW LOCK .....	8	DIAGNOSTIC PROCEDURE .....	26	
Wiring Diagram — WINDOW — .....	9	Electrical Components Inspection .....	30	
Trouble Diagnoses .....	11	REAR WINDOW DEFOGGER RELAY .....	30	K
<b>FRONT DOOR GLASS AND REGULATOR</b> .....	<b>12</b>	REAR WINDOW DEFOGGER SWITCH .....	30	
Front Door .....	12	Filament Check .....	30	
<b>REAR DOOR GLASS AND REGULATOR</b> .....	<b>13</b>	Filament Repair .....	31	L
Rear Door .....	13	REPAIR EQUIPMENT .....	31	
<b>DOOR MIRROR</b> .....	<b>14</b>	REPAIRING PROCEDURE .....	31	
Wiring Diagram — MIRROR — .....	14	<b>REAR VIEW MIRROR</b> .....	<b>33</b>	M
Wiring Diagram — H/MIRR — .....	15	Removal and Installation .....	33	
Removal and Installation .....	16	REMOVAL .....	33	
<b>REAR WINDOW DEFOGGER</b> .....	<b>17</b>	INSTALLATION .....	33	



# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS0015U

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

# WINDSHIELD AND WINDOWS

PF0:72700

EIS0015V

## WINDSHIELD AND WINDOWS

### Removal and Installation REMOVAL

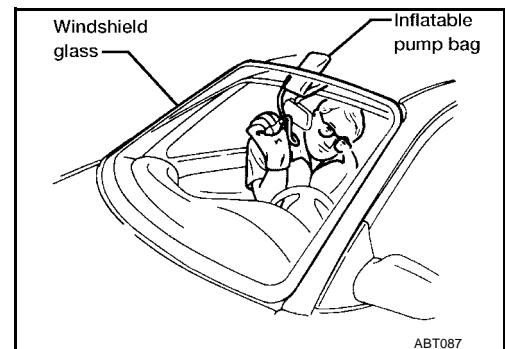
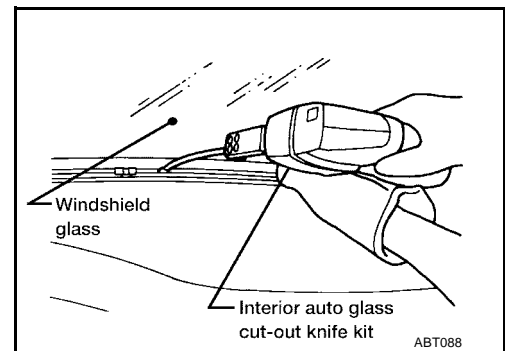
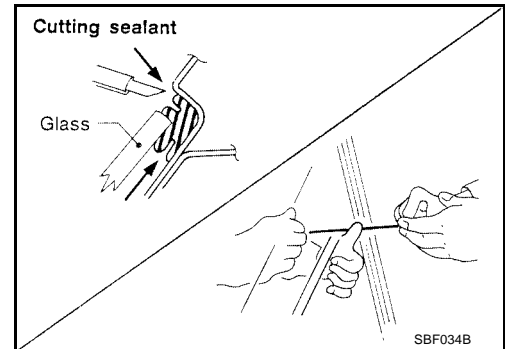
After removing interior moldings and trim to access edge of glass, remove glass using piano wire or power cutting tool and an inflatable pump bag.

#### **WARNING:**

When removing the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

#### **CAUTION:**

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



### INSTALLATION

- Use genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

#### **WARNING:**

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

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## WINDSHIELD AND WINDOWS

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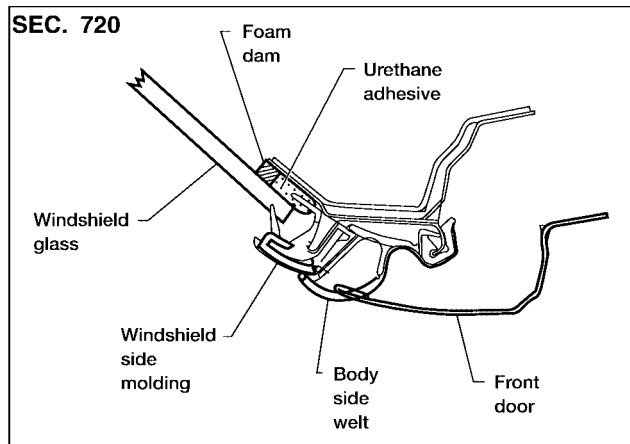
### **CAUTION:**

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidities. The curing time will increase under higher temperatures and lower humidities.

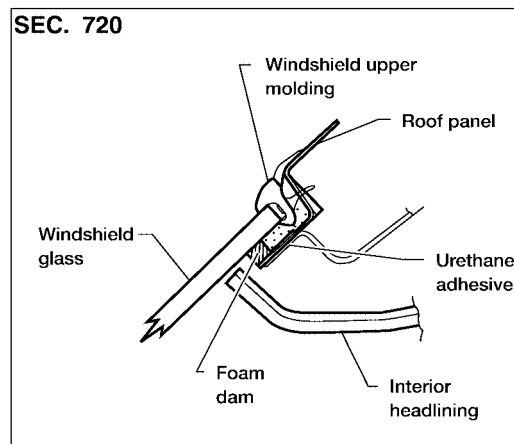
# WINDSHIELD AND WINDOWS

## WINDSHIELD AND REAR WINDOW

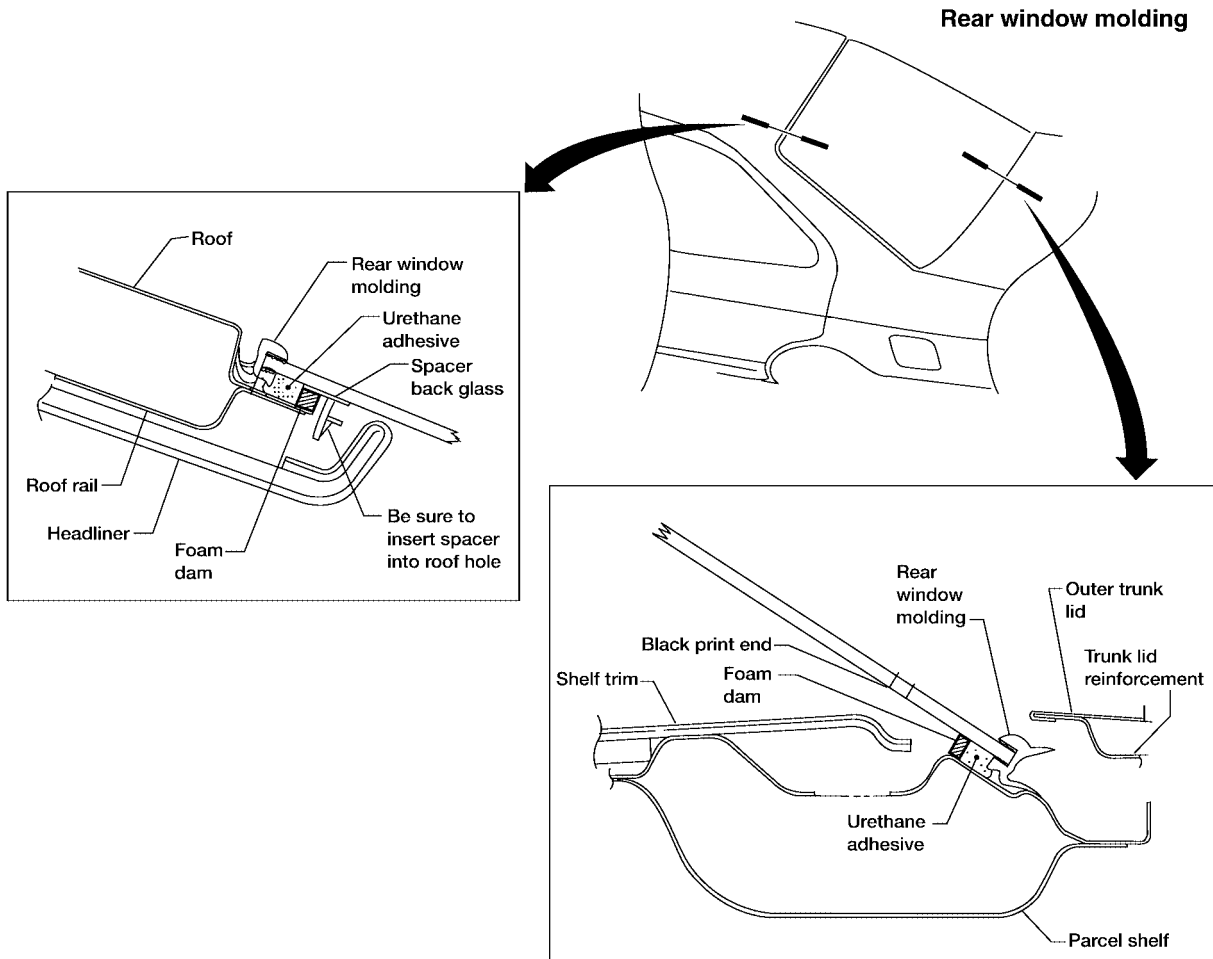
Windshield side molding



Windshield upper molding



Rear window molding



WBT114

### Repairing Water Leaks for Windshield

Leaks can be repaired without removing and reinstalling glass.

**If water is leaking between caulking material and body or glass, determine the extent of leakage. This can be determined by applying water while pushing glass outward.**

To stop the leak, apply primer and then sealant to the leak point.

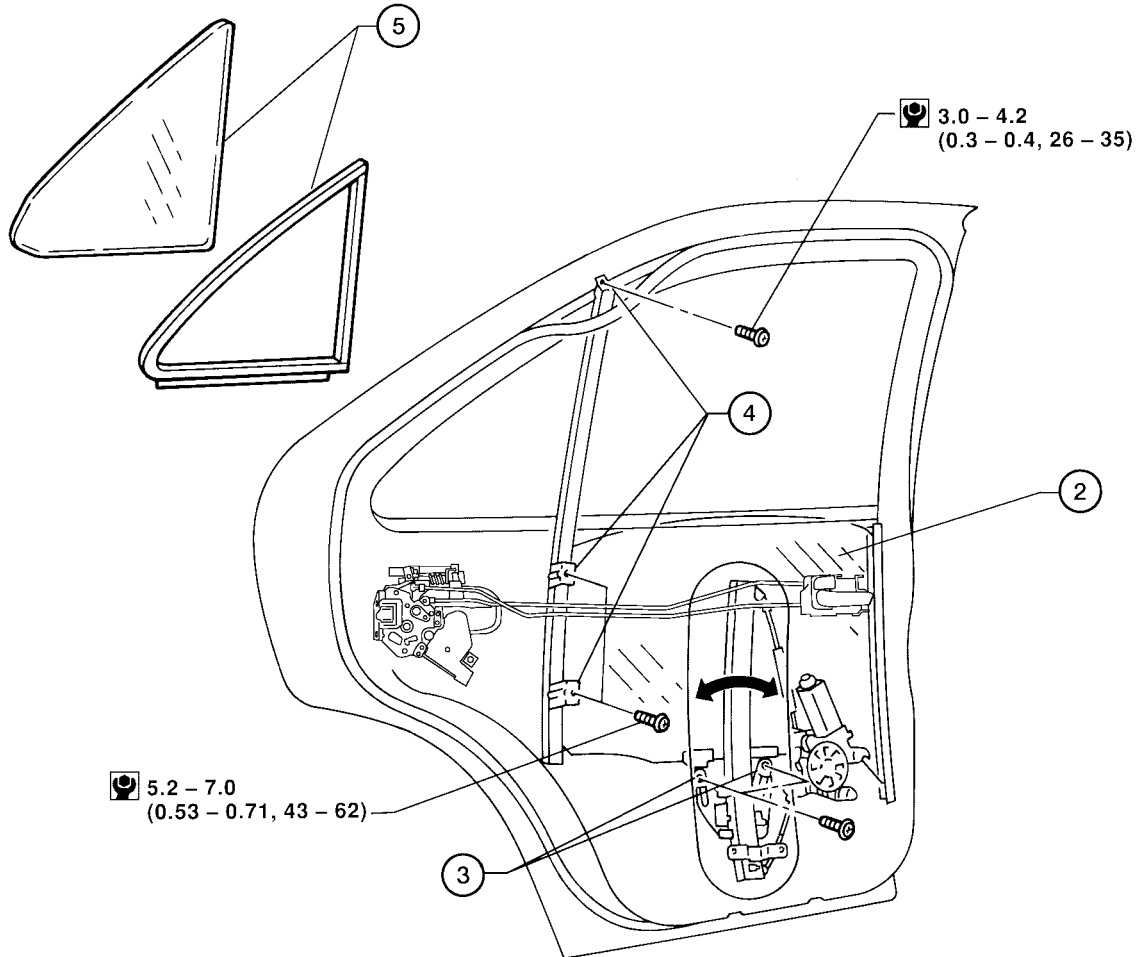
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GW

# WINDSHIELD AND WINDOWS

## QUARTER WINDOW

SEC. 820-823-825



 : N·m (kg-m, in-lb)

WBT074

1. Remove the rear door finisher. Refer to [EI-31, "Removal and Installation"](#) .
2. Lower the rear window.
3. Remove two screws securing rear glass, then remove rear glass.
4. Remove two bolts and one top screw securing rear door center sash, then remove rear door center sash.
5. Remove quarter glass and rubber seal.

## POWER WINDOW

### System Description

EIS0015W

Power is supplied at all times:

- from 30A fusible link (letter **d** , located in the fuse and fusible link box)
- to circuit breaker terminal +,
- through circuit breaker terminal -,
- to power window relay terminal 5.

With ignition switch in ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)],
- to power window relay terminal 1.

Ground is supplied:

- to power window relay terminal 2
- through body grounds M28 and M54.

The power window relay is energized and power is supplied:

- through power window relay terminal 3,
- to main power window and door lock/unlock switch terminal 1,
- to front power window switch RH terminal 5,
- to rear power window switch LH and RH terminal 5.

### MANUAL OPERATION

#### Front Door LH

Ground is supplied:

- to main power window and door lock/unlock switch terminal 3,
- through body grounds M28 and M54.

#### WINDOW UP

When the front LH switch in the main power window and door lock/unlock switch is pressed in the up position, power is supplied:

- to front power window motor LH terminal UP,
- through main power window and door lock/unlock switch terminal 9.

Ground is supplied:

- to front power window motor LH terminal DN,
- through main power window and door lock/unlock switch terminal 8.

Then, the motor raises the window until the switch is released, or until the window reaches the end of its travel.

#### WINDOW DOWN

When the LH switch in the main power window and door lock/unlock switch is pressed in the down position, power is supplied:

- to front power window motor LH terminal DN,
- through main power window and door lock/unlock switch terminal 8.

Ground is supplied:

- to front power window motor LH terminal UP,
- through main power window and door lock/unlock switch terminal 9.

Then, the motor lowers the window until the switch is released, or until the window reaches the end of its travel.

#### Front Door RH

Ground is supplied:

- to main power window and door lock/unlock switch terminal 3,
- through body grounds M28 and M54.

#### NOTE:

Numbers in parentheses are terminal numbers, when power window switch is pressed in the UP and DOWN positions respectively.

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# POWER WINDOW

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## MAIN SWITCH OPERATION

Power is supplied:

- through main power window and door lock/unlock switch (5, 6),
- to front power window switch RH (3, 4).

The subsequent operation is the same as the sub-switch operation.

## SUB-SWITCH OPERATION

Power is supplied:

- through front power window switch RH (1, 2),
- to front power window motor RH (UP, DN).

Ground is supplied:

- to front power window motor RH (DN, UP),
- through front power window switch RH (2, 1),
- to front power window switch RH (4, 3),
- through main power window and door lock/unlock switch (6, 5).

Then, the motor raises or lowers the window until the switch is released.

## Rear Door

Rear door windows will raise and lower in the same manner as front door RH window.

## AUTO OPERATION

The power window AUTO feature enables the driver to open the driver's window without holding the window switch in the down or up position.

The AUTO feature only operates on the driver's window.

## POWER WINDOW LOCK

The power window lock is designed to lock operation of all windows except for driver's door window.

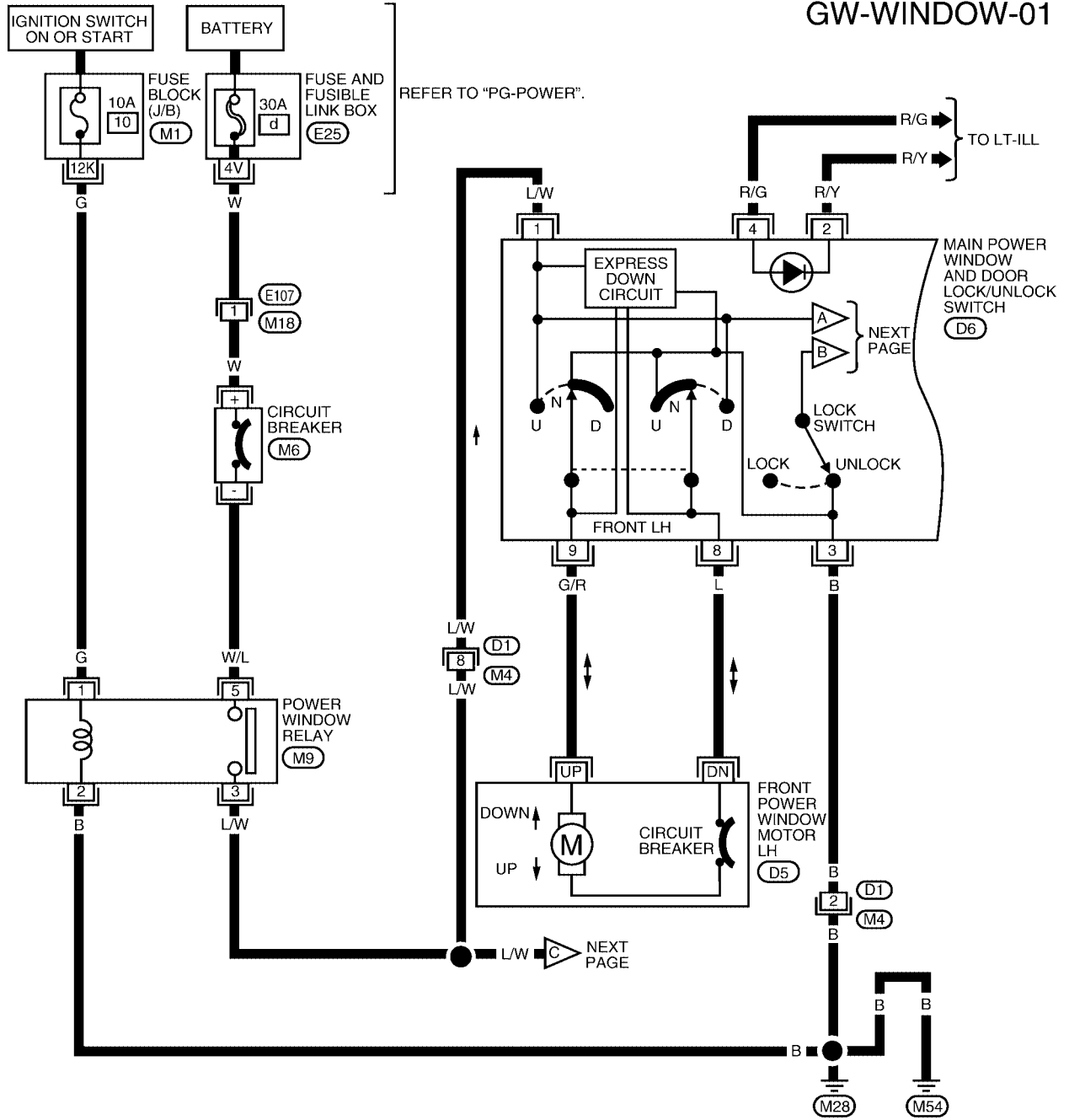
When the lock switch is pressed to lock position, ground of the sub-switches in the main power window and door lock/unlock switch is disconnected. This prevents the power window motors from operating.

# POWER WINDOW

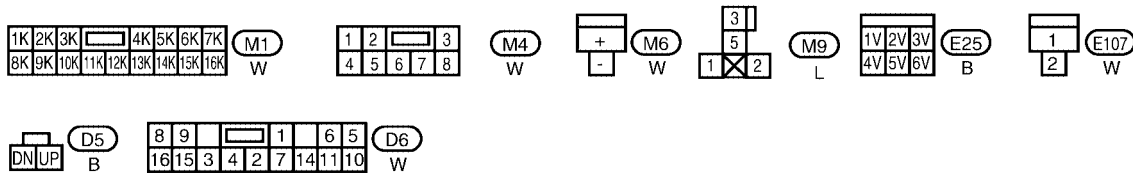
## Wiring Diagram — WINDOW —

EIS0015X

GW-WINDOW-01



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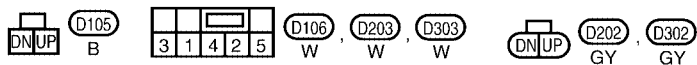
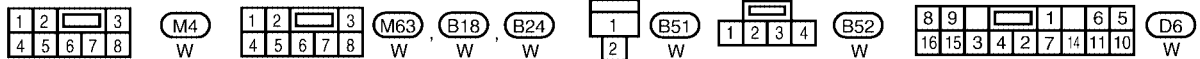
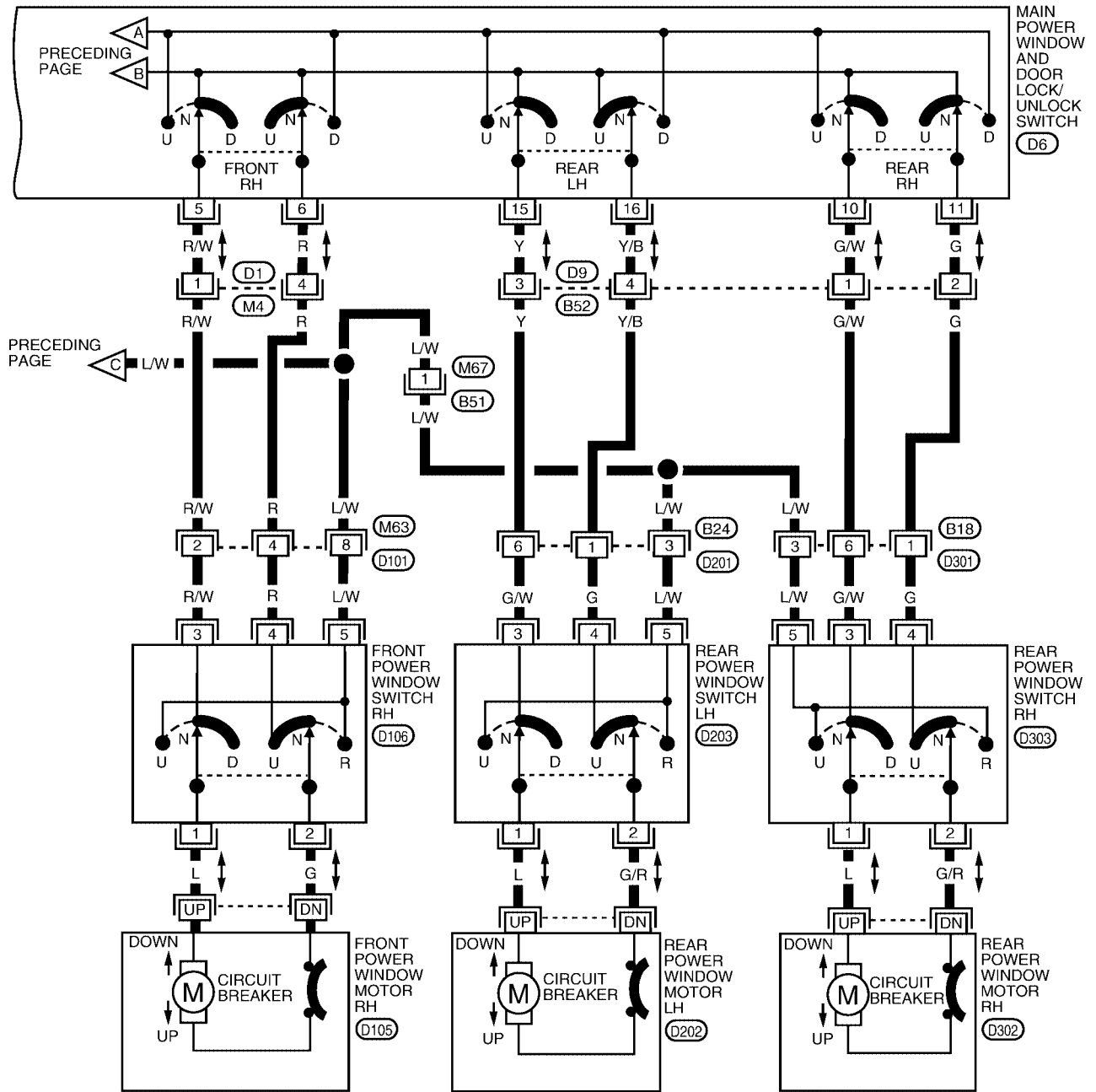


WIWA0093E



# POWER WINDOW

GW-WINDOW-02



WIWA0094E

# POWER WINDOW

## Trouble Diagnoses

EIS0015Y

Symptom	Possible cause	Repair order
None of the power windows can be operated using any switch.	<ol style="list-style-type: none"> <li>1. 10A fuse, 30A fusible link</li> <li>2. M6 circuit breaker</li> <li>3. Power window relay</li> <li>4. M6 circuit breaker and power window relay related wiring</li> <li>5. Ground circuit</li> <li>6. Main power window and door lock/unlock switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check 10A fuse [No. 10, located in fuse block (J/B)], 30A fusible link (letter <b>d</b> , located in fuse and fusible link box).</li> <li>2. Check M6 circuit breaker.</li> <li>3. Check power window relay.</li> <li>4. Check the following.                             <ul style="list-style-type: none"> <li>- Check harness between M6 circuit breaker and 30A fusible link (letter <b>d</b> , located in fuse and fusible link box).</li> <li>- Check harness between M6 circuit breaker and power window relay.</li> <li>- Check harness between power window relay and power window relay main power window and door lock/unlock switch.</li> <li>- Check harness between 10A fuse [No. 10, located in fuse block (J/B)] and power window relay.</li> </ul> </li> <li>5. Check the following.                             <ul style="list-style-type: none"> <li>- Check ground circuit of main power window and door lock/unlock switch terminal 3.</li> <li>- Check power window relay ground circuit.</li> </ul> </li> <li>6. Check main power window and door lock/unlock switch.</li> </ol>
Driver side power window cannot be operated but other windows can be operated.	<ol style="list-style-type: none"> <li>1. Driver side power window regulator circuit</li> <li>2. Driver side power window regulator</li> <li>3. Main power window and door lock/unlock switch circuit</li> <li>4. Main power window and door lock/unlock switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check harness between main power window and door lock/unlock switch and driver side power window regulator for open or short circuit.</li> <li>2. Check driver side power window regulator.</li> <li>3. Check harness between power window relay and main power window and lock/unlock switch.</li> <li>4. Check main power window and door lock/unlock switch.</li> </ol>
One or more power windows except driver's side window cannot be operated.	<ol style="list-style-type: none"> <li>1. Power window sub-switches</li> <li>2. Power window regulators</li> <li>3. Main power window and door lock/unlock switch</li> <li>4. Power window circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check power window sub-switch.</li> <li>2. Check power window regulator.</li> <li>3. Check main power window and door lock/unlock switch.</li> <li>4. Check the following.                             <ul style="list-style-type: none"> <li>- Check harness between the power window sub switch terminal 5 and power window relay.</li> <li>- Check harnesses between main power window and door lock/unlock switch and power window sub-switch for open/short circuit.</li> <li>- Check harnesses between power window sub-switch and power window regulator for open/short circuit.</li> </ul> </li> </ol>
Power windows except driver's side window cannot be operated using main power window and door lock/unlock switch but can be operated by power window sub-switch.	<ol style="list-style-type: none"> <li>1. Main power window and door lock/unlock switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check main power window and door lock/unlock switch.</li> </ol>

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# FRONT DOOR GLASS AND REGULATOR

PFP:80300

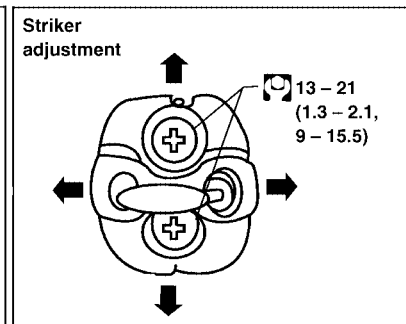
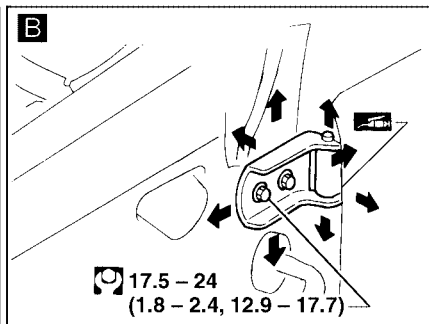
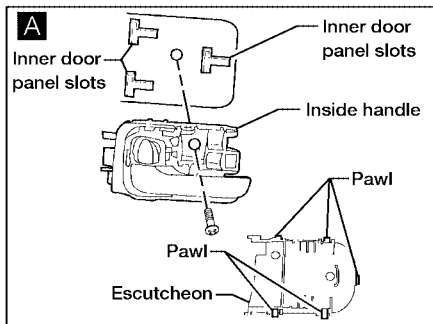
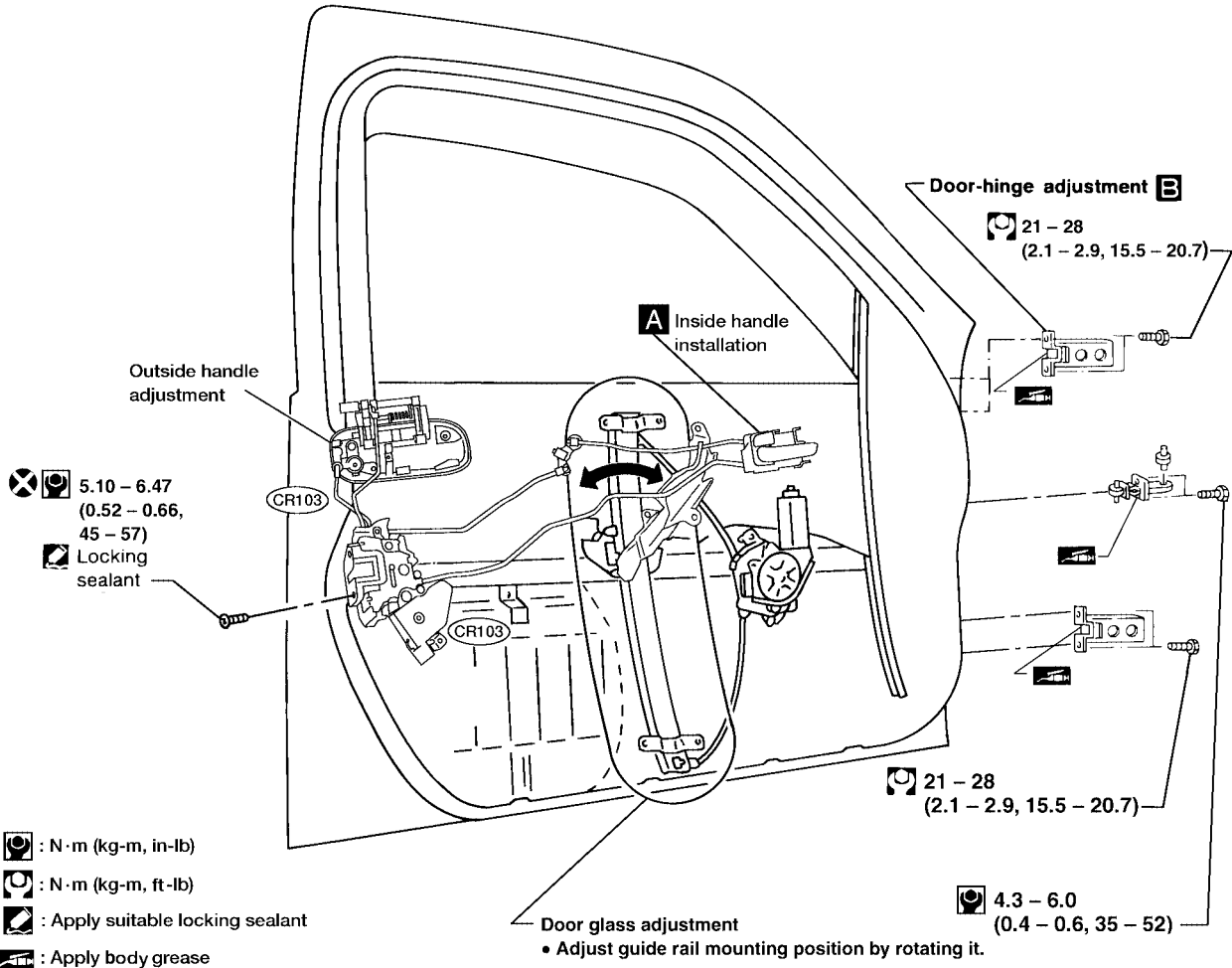
EIS0015Z

## FRONT DOOR GLASS AND REGULATOR

### Front Door

- For removal of door finisher, refer to [EI-31, "Removal and Installation"](#).
- After adjusting the door or door lock, check the door lock operation.

SEC. 800-803-805



WIIA0006E

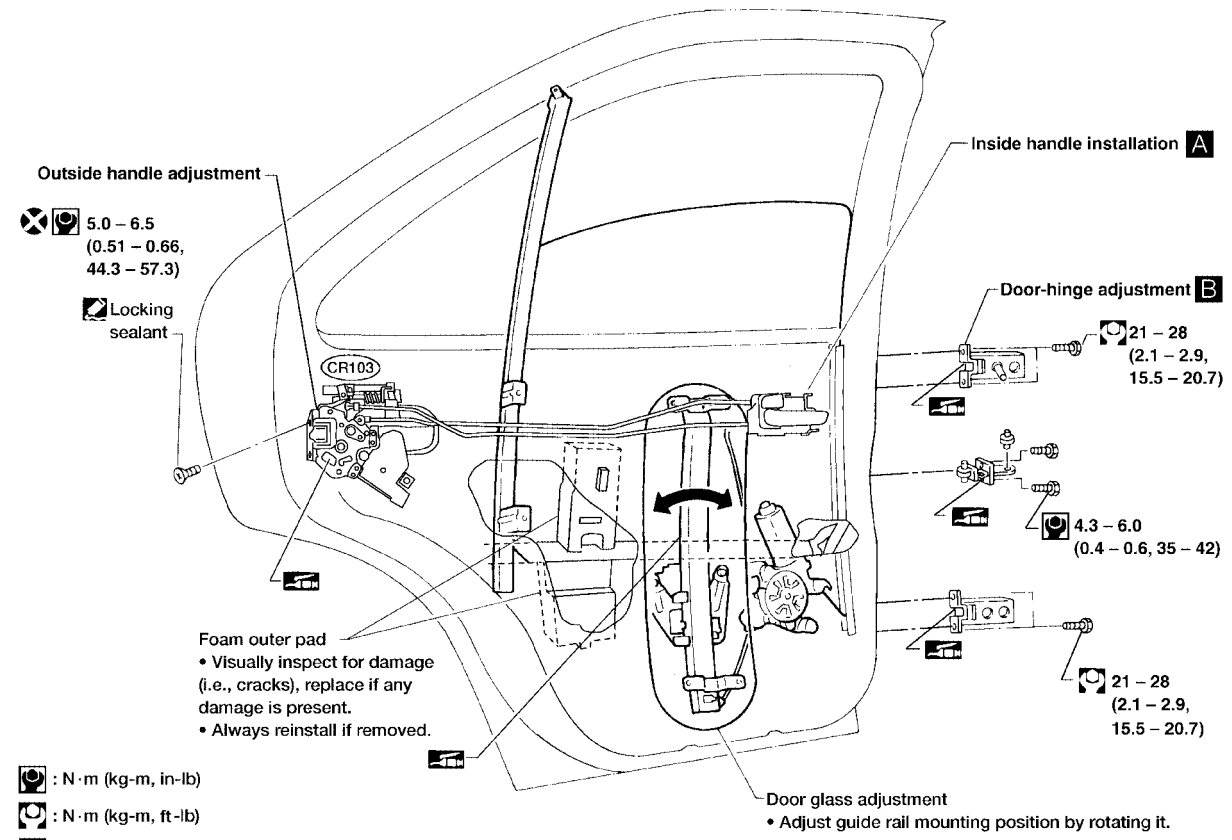
# REAR DOOR GLASS AND REGULATOR

## REAR DOOR GLASS AND REGULATOR

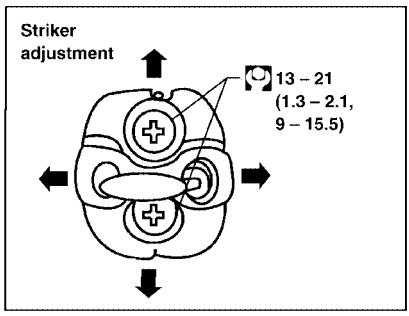
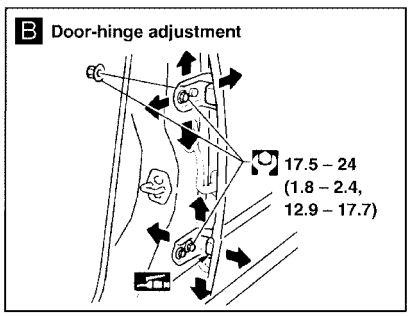
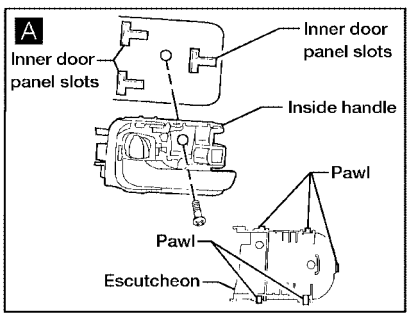
### Rear Door

PFP:82300

EIS00160



- ⊗ : N·m (kg-m, in-lb)
- ⊗ : N·m (kg-m, ft-lb)
- ☑ : Apply suitable locking sealant
- ☑ : Apply body grease



WIIA0002E

# DOOR MIRROR

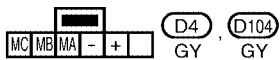
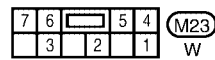
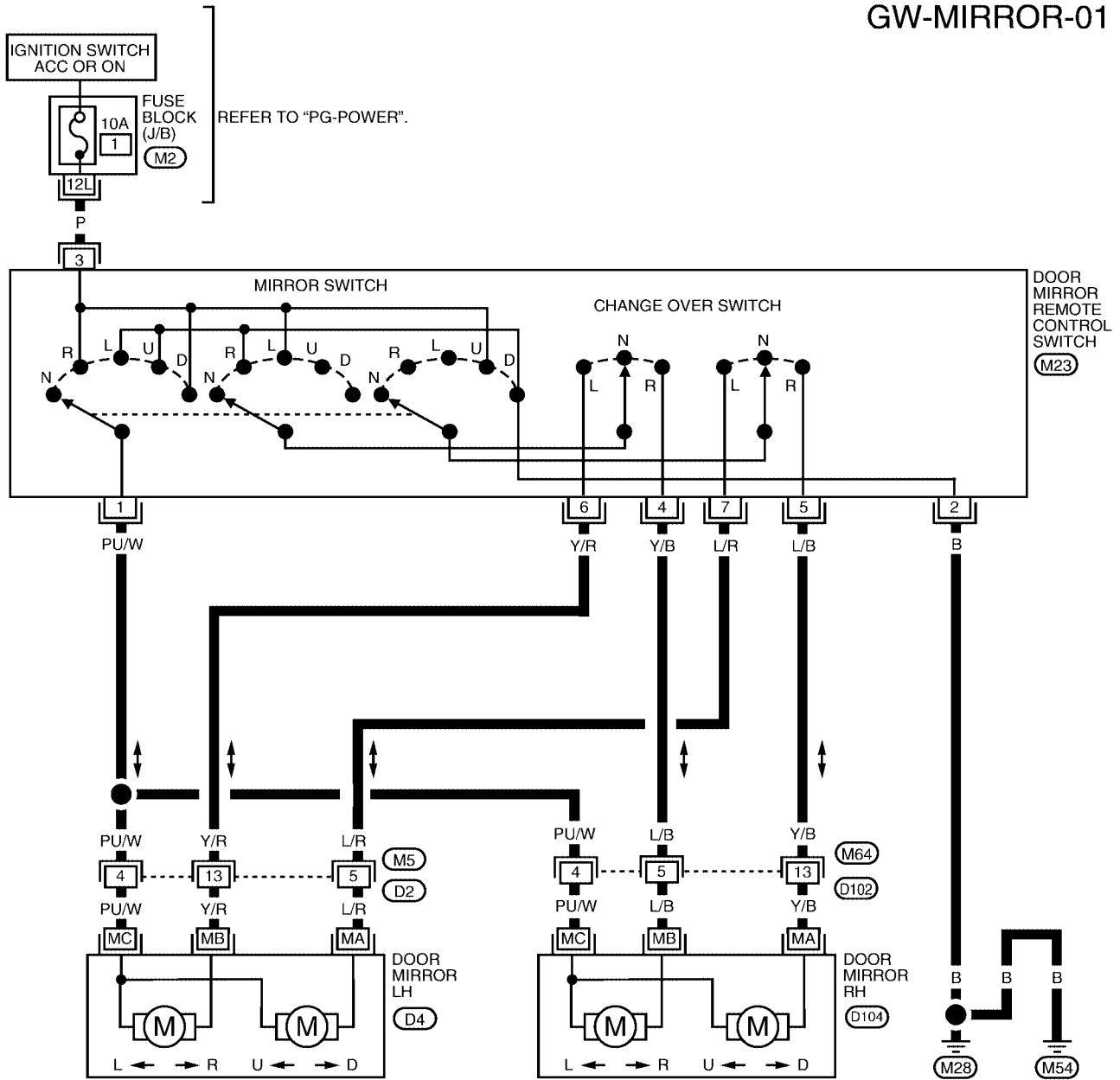
PF9:96301

EIS00161

## DOOR MIRROR

### Wiring Diagram — MIRROR —

## GW-MIRROR-01



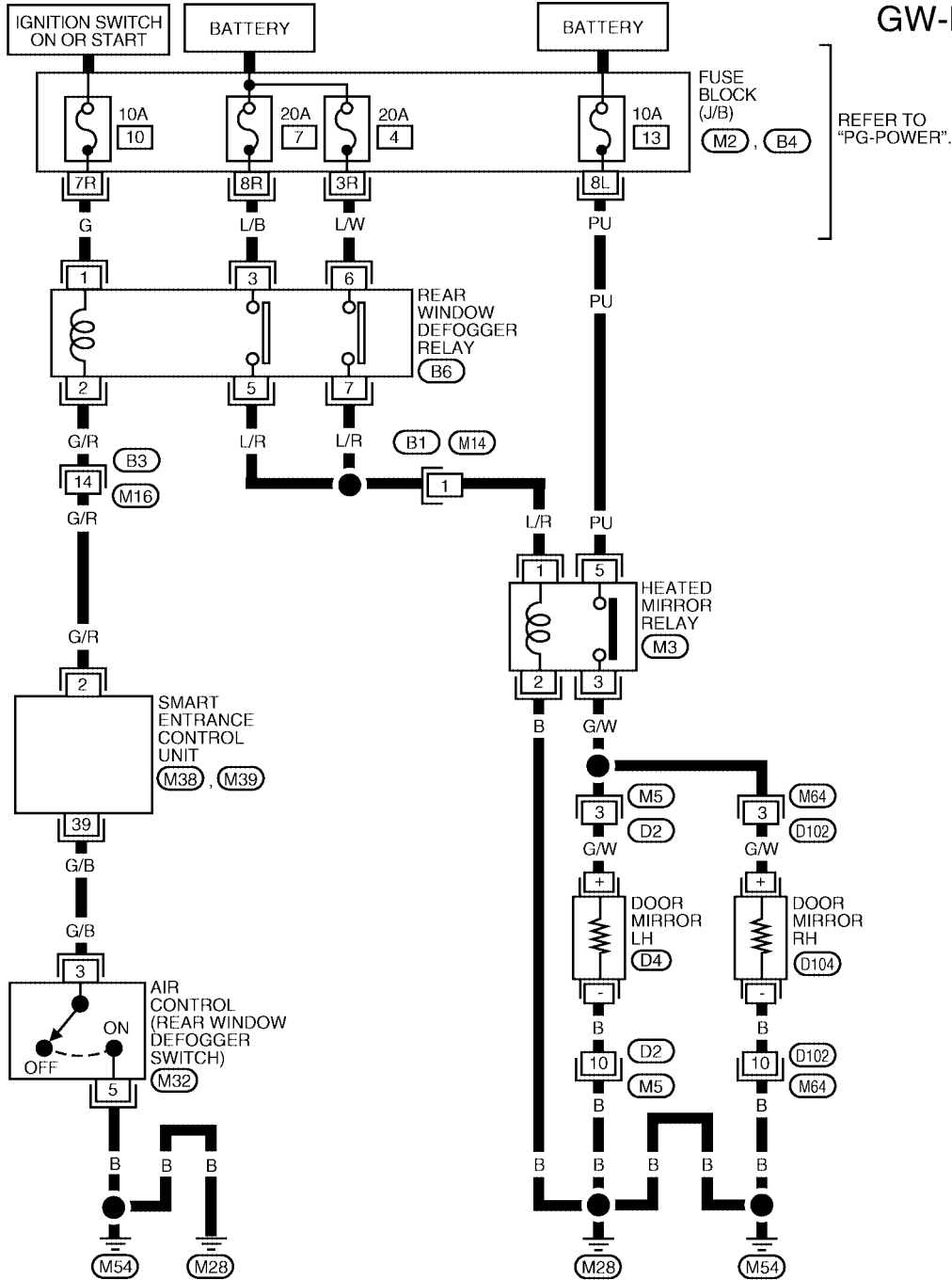
WIWA0095E

# DOOR MIRROR

## Wiring Diagram — H/MIRR —

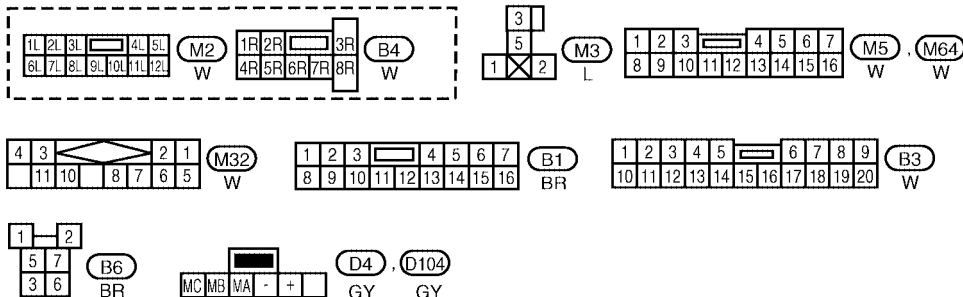
EIS00162

GW-H/MIRR-01



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REFER TO THE FOLLOWING.  
 (M38), (M39) - ELECTRICAL UNITS

# DOOR MIRROR

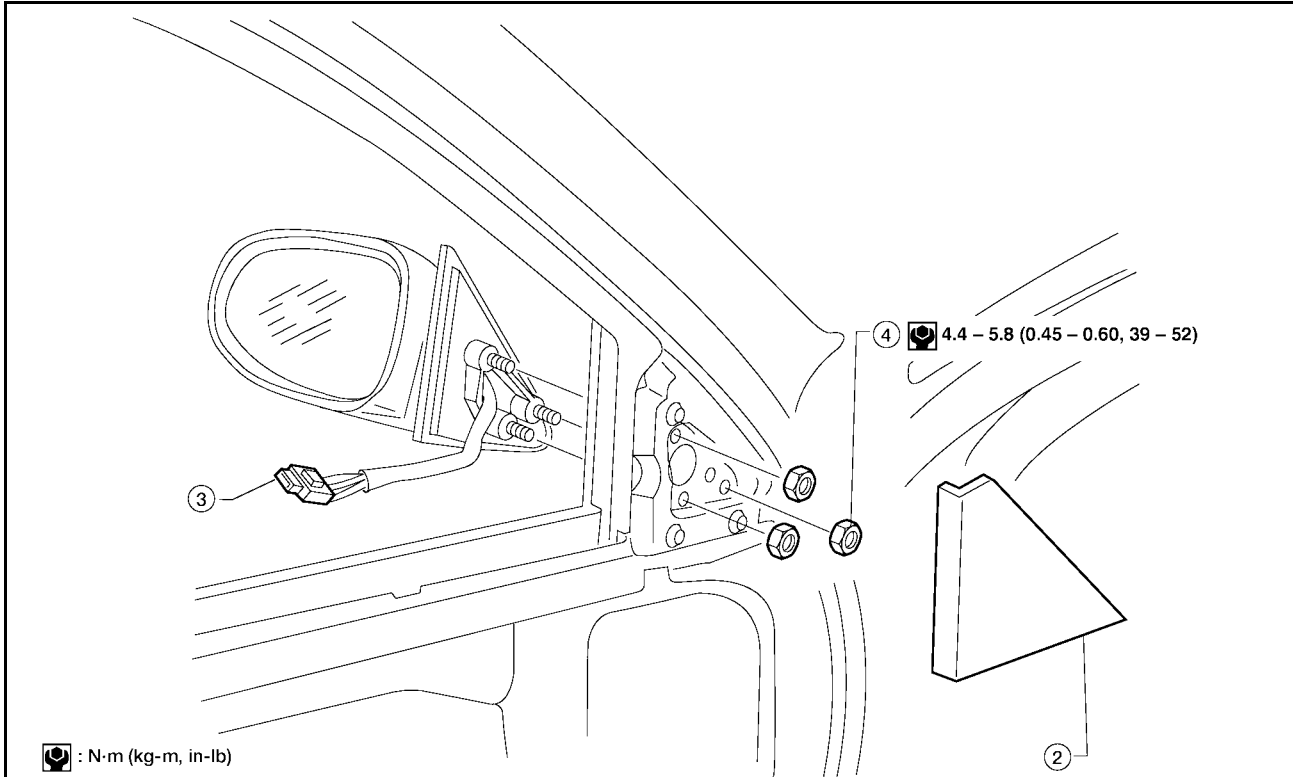
EIS00163

## Removal and Installation

### CAUTION:

Be careful not to scratch door mirror body.

1. Remove door finisher. Refer to [EI-31, "Removal and Installation"](#).
2. Remove inner cover from front corner of door.
3. Disconnect door mirror harness connector.
4. Remove three nuts securing door mirror assembly.



### Mirror glass replacement

#### CAUTION:

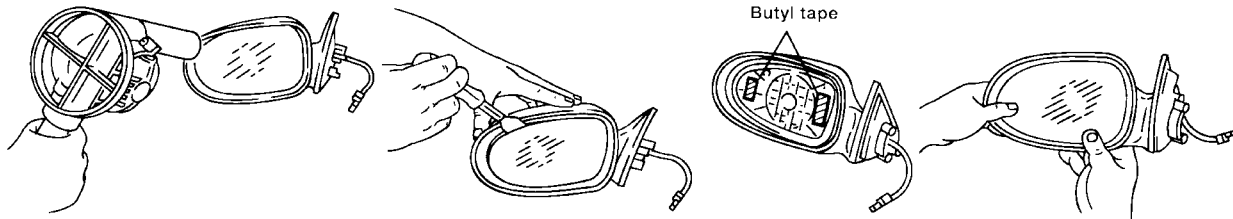
Do not exceed specified temperature or time limit. Excess heat or duration may cause damage to the mirror housing.

#### • Removal

1. Use a heat lamp (at least 500 watts) to thoroughly warm the frame edge of the door mirror glass to approximately 70°C (159°F) for three minutes.
2. Insert a stiff blade scraper between the mirror glass and the frame. Pry the glass loose.
3. Remove any remaining adhesive (butyl tape) from the mounting surface on the frame.

#### • Installation

1. Install butyl/adhesive tape (2 pieces) on the frame.
2. Warm the mirror glass frame edge thoroughly with a heat lamp.
3. Position mirror glass on frame. Carefully press on the mirror glass to seat it in place.



WBT052

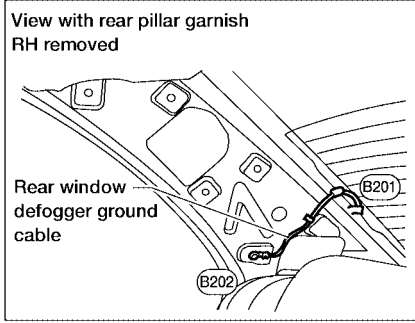
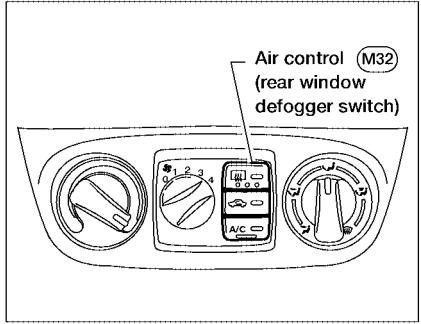
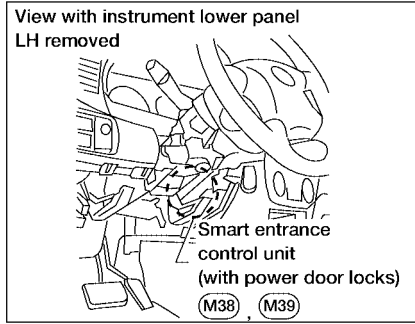
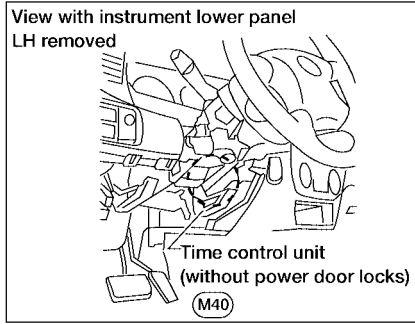
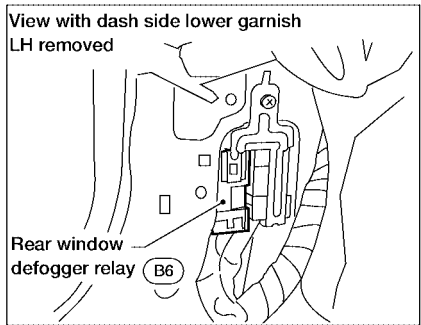
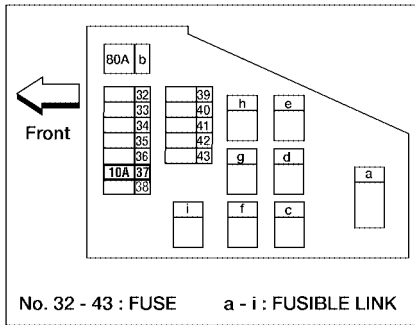
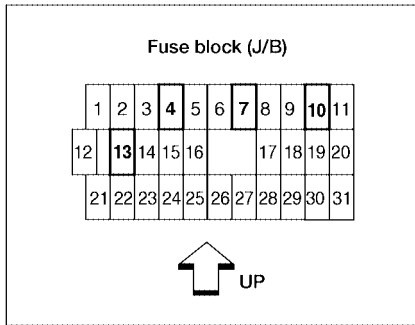
# REAR WINDOW DEFOGGER

## REAR WINDOW DEFOGGER

PF2:25350

### Component Parts and Harness Connector Location

EIS00164



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WIIA0112E



# REAR WINDOW DEFOGGER

EIS00165

## System Description WITHOUT POWER DOOR LOCKS

The rear window defogger system is controlled by the time control unit. The rear window defogger operates for approximately 15 minutes.

Power is supplied at all times:

- to rear window defogger relay terminal 3
- through 20A fuse [No. 7, located in the fuse block (J/B)],
- to rear window defogger relay terminal 6
- through 20A fuse [No. 4, located in the fuse block (J/B)], and
- to time control unit terminal 7
- through 10A fuse [No. 13, located in the fuse block (J/B)].

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to the rear window defogger relay terminal 1, and
- to time control unit terminal 9.

Ground is supplied to terminal 5 of the rear window defogger switch (built into the air control) through body grounds M28 and M54.

When the rear defogger switch is turned ON, ground is supplied:

- through terminal 3 of the rear window defogger switch
- to time control unit terminal 3.

Terminal 10 of the time control unit then supplies ground to the rear window defogger relay terminal 2.

With power and ground supplied, the rear window defogger relay is energized.

Power is supplied:

- through terminals 5 and 7 of the rear window defogger relay
- to the rear window defogger.

The rear window defogger has an independent ground.

With power and ground supplied, the rear window defogger filaments heat and defog the rear window.

When the system is activated, the rear window defogger indicator illuminates in the rear window defogger switch.

Power is supplied:

- to terminal 4 of the rear window defogger switch
- from terminals 5 and 7 of the rear window defogger relay.

Terminal 5 of the rear window defogger switch is grounded through body grounds M28 and M54.

## WITH POWER DOOR LOCKS

The rear window defogger system is controlled by the smart entrance control unit. The rear window defogger operates for approximately 15 minutes.

Power is supplied at all times:

- to rear window defogger relay terminal 3
- through 20A fuse [No. 7, located in the fuse block (J/B)],
- to rear window defogger relay terminal 6
- through 20A fuse [No. 4, located in the fuse block (J/B)], and
- to smart entrance control unit terminal 10
- through 10A fuse (No. 37, located in the fuse and fusible link box).

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to the rear window defogger relay terminal 1, and
- to smart entrance control unit terminal 33.

Ground is supplied to terminal 5 of the rear window defogger switch (built into the air control) through body grounds M28 and M54.

When the rear defogger switch is turned ON, ground is supplied:

- through terminal 3 of the rear window defogger switch

## REAR WINDOW DEFOGGER

---

- to smart entrance control unit terminal 39.

Terminal 2 of the smart entrance control unit then supplies ground to the rear window defogger relay terminal 2.

With power and ground supplied, the rear window defogger relay is energized.

Power is supplied:

- through terminals 5 and 7 of the rear window defogger relay
- to the rear window defogger.

The rear window defogger has an independent ground.

With power and ground supplied, the rear window defogger filaments heat and defog the rear window.

When the system is activated, the rear window defogger indicator illuminates in the rear window defogger switch.

Power is supplied:

- to terminal 4 of the rear window defogger switch
- from terminals 5 and 7 of the rear window defogger relay.

Terminal 5 of the rear window defogger switch is grounded through body grounds M28 and M54.

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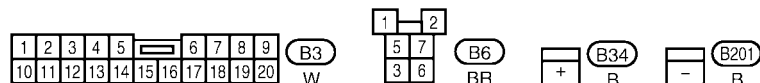
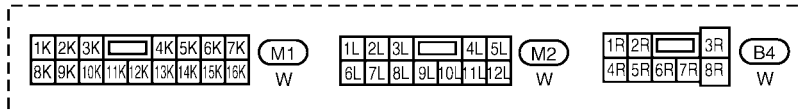
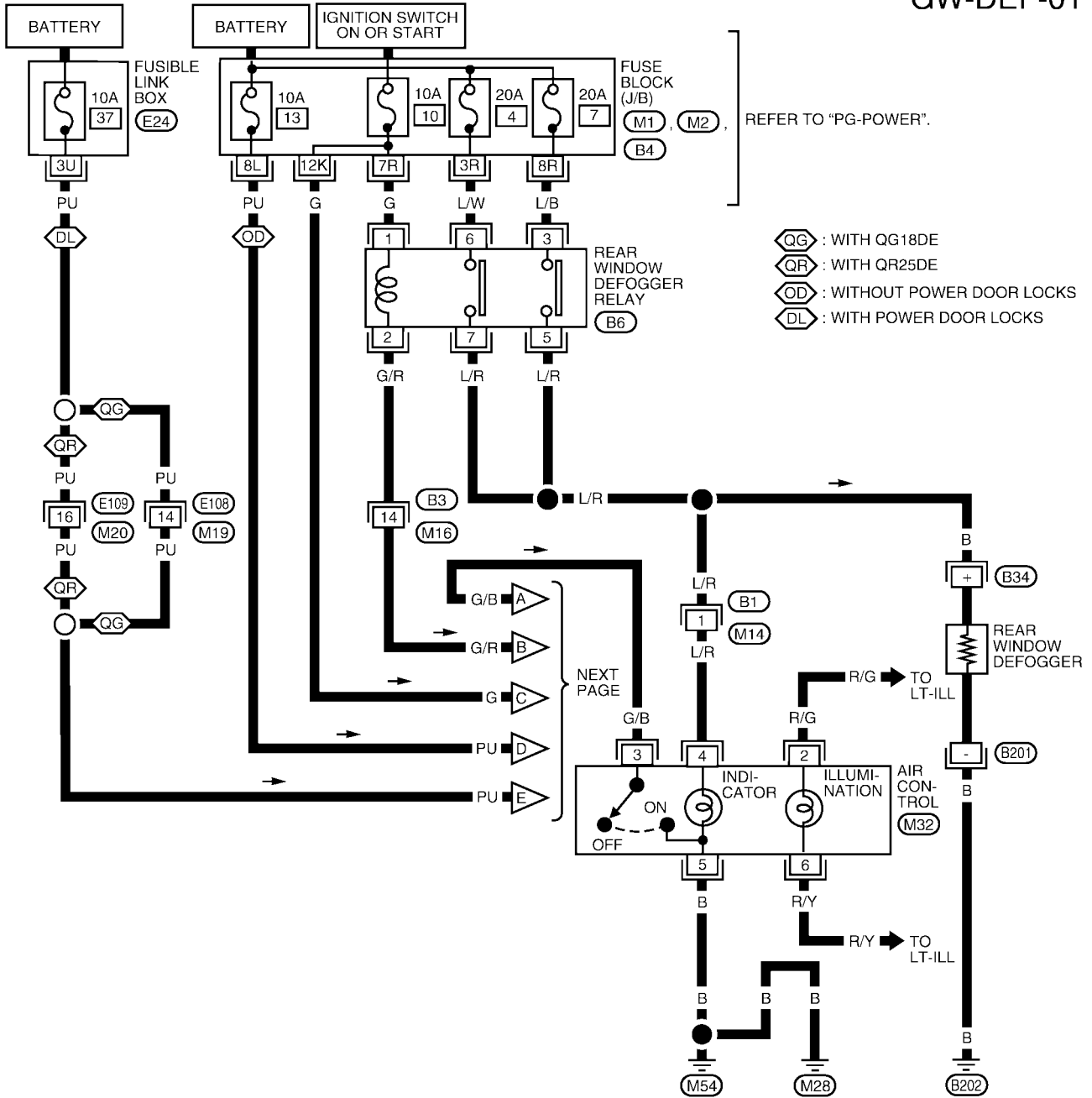
M

# REAR WINDOW DEFOGGER

## Wiring Diagram — DEF —

EIS00166

GW-DEF-01

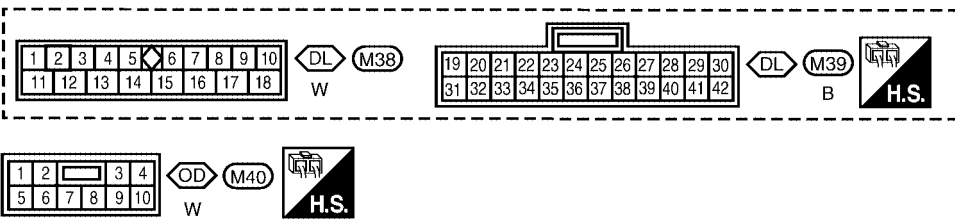
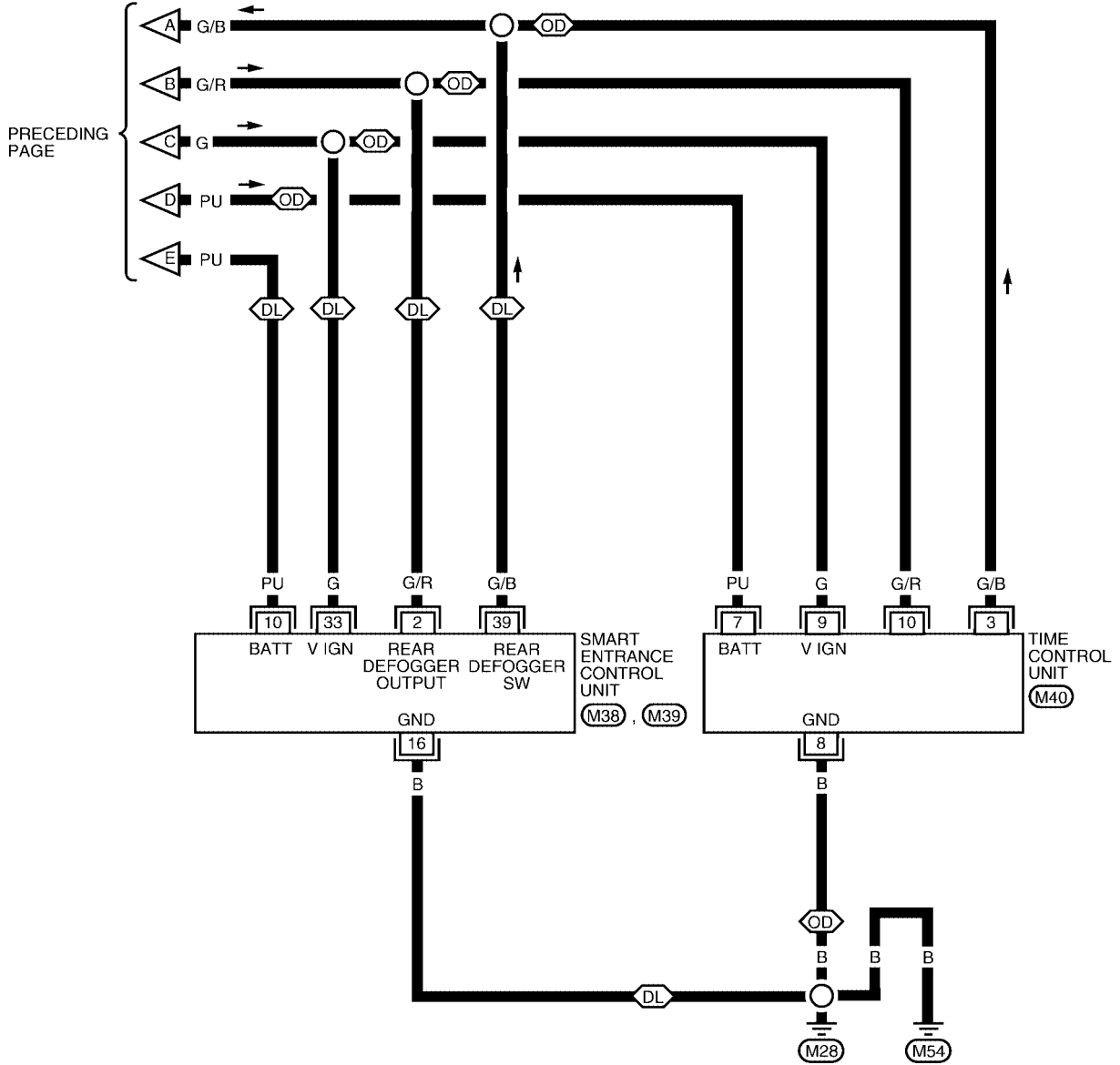


WIWA0097E

# REAR WINDOW DEFOGGER

GW-DEF-02

⊖DL : WITHOUT POWER DOOR LOCKS  
 ⊖DL : WITH POWER DOOR LOCKS



WIWA0037E

# REAR WINDOW DEFOGGER

TIME CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND (WITHOUT POWER DOOR LOCKS)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
3	G/B	AIR CONTROL (REAR WINDOW DEFOGGER SWITCH)	OFF	5V
			ON	0V
7	PU	POWER SOURCE (FUSE)	—	12V
8	B	GROUND	—	—
9	G	IGNITION SWITCH (ON)	IGNITION KEY IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IN START POSITION	12V
10	G/R	REAR WINDOW DEFOGGER RELAY	OFF	0V
			ON (IGNITION KEY IN ON POSITION)	12V

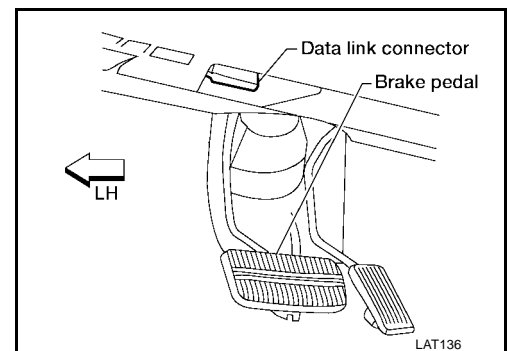
SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND (WITH POWER DOOR LOCKS)

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	G/R	REAR WINDOW DEFOGGER RELAY	OFF	0V
			ON (IGNITION KEY IN ON POSITION)	12V
10	PU	POWER SOURCE (FUSE)	—	12V
16	B	GROUND	—	—
33	G	IGNITION SWITCH (ON)	IGNITION KEY IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IN START POSITION	12V
39	G/B	AIR CONTROL (REAR WINDOW DEFOGGER SWITCH)	OFF	5V
			ON	0V

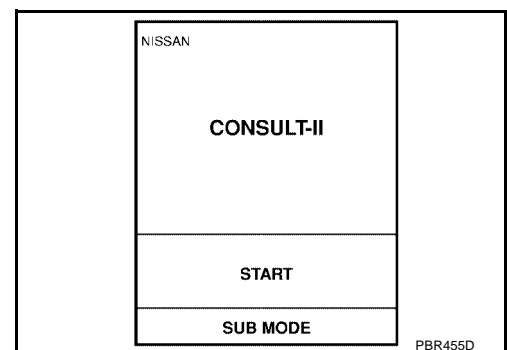
## CONSULT-II Inspection Procedure (With Power Door Locks) “REAR DEFOGGER”

EIS00167

1. Turn ignition switch “OFF”.

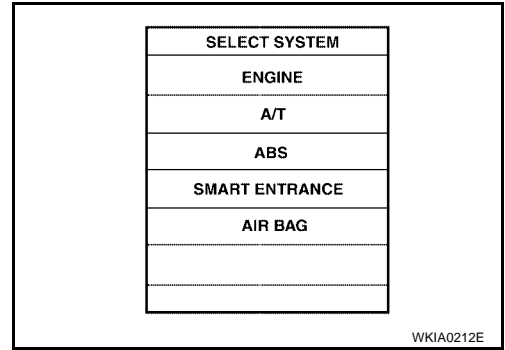


2. Connect “CONSULT-II” to the data link connector.
3. Turn ignition switch “ON”.
4. Touch “START”.



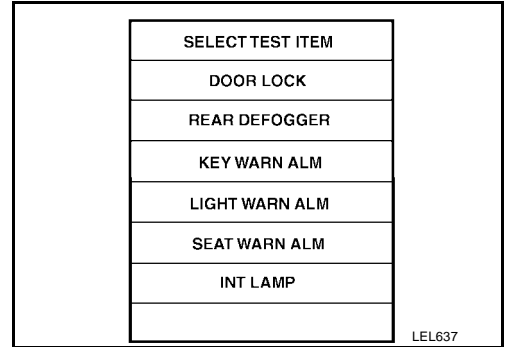
# REAR WINDOW DEFOGGER

5. Touch "SMART ENTRANCE".



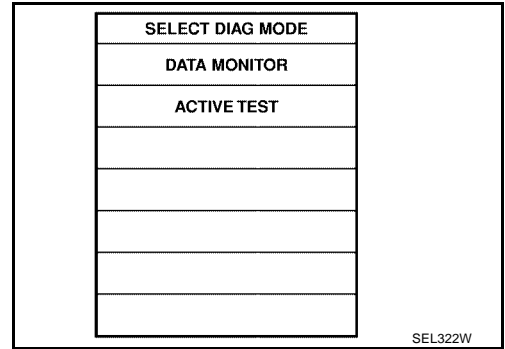
A  
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6. Touch "REAR DEFOGGER".



E  
F  
G

7. Select diagnosis mode.  
"DATA MONITOR" and "ACTIVE TEST" are available.



H

**GW**

J  
K

## CONSULT-II Application Items (With Power Door Locks) "REAR DEFOGGER"

EIS00168

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
REAR DEF SW	Indicates [ON/OFF] condition of rear window defogger switch.

L  
M

### Active Test

Test Item	Description
REAR DEFOGGER	This test is able to check rear window defogger operation. Rear window defogger activates when "ON" on CONSULT-II screen is touched.

# REAR WINDOW DEFOGGER

EIS00169

## Trouble Diagnoses (Without Power Door Locks) DIAGNOSTIC PROCEDURE

Symptom: Rear Window Defogger Does Not Activate, or Does Not Go Off After Deactivating.

### 1. CHECK REAR WINDOW DEFOGGER OUTPUT SIGNAL

1. Turn ignition switch to ON position.
2. Check voltage between time control unit harness connector M40 terminal 10 (G/R) and ground.

**Voltage (V) Approx.:**

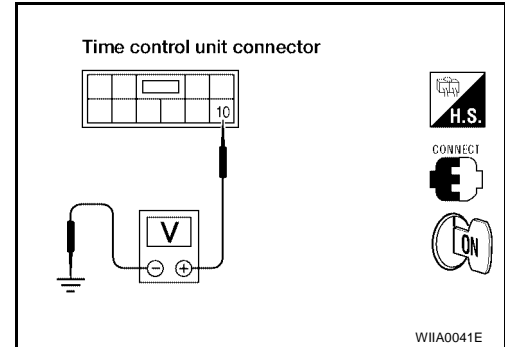
**Rear window defogger  
switch is "OFF" : 12V**

**Rear window defogger  
switch is "ON" : 0V**

OK or NG

- OK >> Check the following.
- Refer to [GW-30, "Filament Check"](#).

NG >> GO TO 2.



### 2. CHECK DEFOGGER RELAY COIL SIDE CIRCUIT

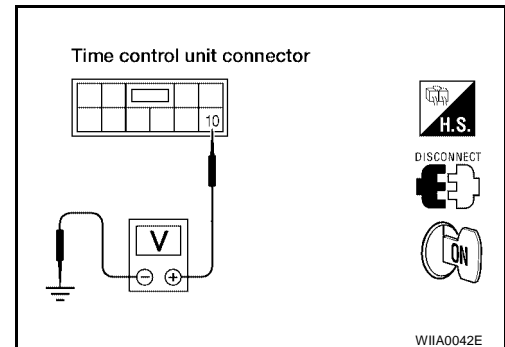
1. Disconnect time control unit harness connector M40.
2. Turn ignition switch to ON position.
3. Check voltage between time control unit harness connector M40 terminal 10 (G/R) and ground.

**Battery voltage should exist.**

OK or NG

OK >> GO TO 3.

- NG >> Check the following.
- 10A fuse [No. 10, located in the fuse block (J/B)]
  - Rear window defogger relay
  - Harness for open or short between 10A fuse [No. 10, located in the fuse block (J/B)] and rear window defogger relay
  - Harness for open or short between rear window defogger relay and time control unit



# REAR WINDOW DEFOGGER

## 3. CHECK REAR WINDOW DEFOGGER SWITCH INPUT SIGNAL

Check continuity between time control unit harness connector M40 terminal 3 (G/B) and ground.

**Continuity:**

**Rear window defogger switch is pushed. Continuity should exist.**

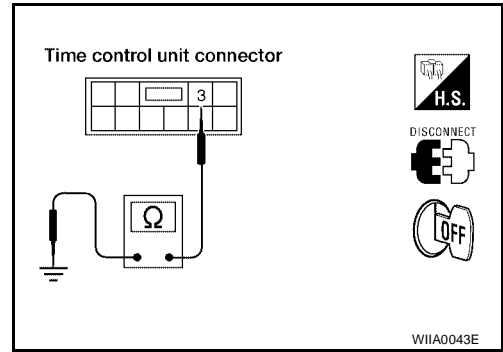
**Rear window defogger switch is released. Continuity should not exist.**

OK or NG

OK >> GO TO 4.

NG >> Check the following.

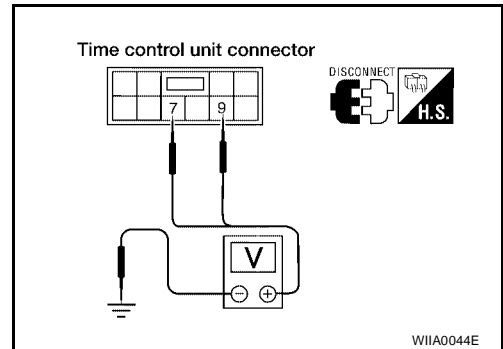
- Rear window defogger switch  
(Refer to [GW-30, "REAR WINDOW DEFOGGER SWITCH"](#) .)
- Harness for open or short between time control unit and rear window defogger switch
- Rear window defogger switch ground circuit



## 4. CHECK POWER SUPPLY AND IGNITION INPUT SIGNAL

Check voltage between time control unit harness connector M40 terminals 7 (PU), 9 (G) and ground.

Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
7	Ground	Battery voltage	Battery voltage	Battery voltage
9	Ground	0V	0V	Battery voltage



OK or NG

OK >> GO TO 5.

NG >> Check the following.

- 10A fuse [No. 10 or No. 13, located in the fuse block (J/B)]
- Harness for open or short between time control unit and fuse

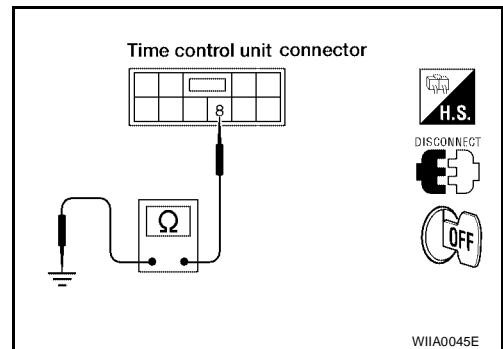
## 5. CHECK TIME CONTROL UNIT GROUND CIRCUIT

Check continuity between time control unit harness connector M40 terminal 8 and ground.

**Continuity should exist.**

Yes >> Replace time control unit.

No >> Repair harness or connectors.





# REAR WINDOW DEFOGGER

EIS0016A

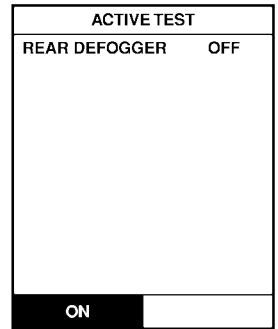
## Trouble Diagnoses (With Power Door Locks) DIAGNOSTIC PROCEDURE

Symptom: Rear Window Defogger Does Not Activate, or Does Not Go Off After Activating.

### 1. CHECK REAR WINDOW DEFOGGER OUTPUT SIGNAL

#### With CONSULT-II

Select "ACTIVE TEST" in "REAR DEFOGGER" with CONSULT-II.

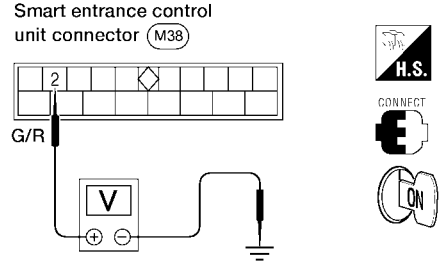


Rear window defogger and rear window defogger switch indicator should operate when the "ON" button on the CONSULT-II screen is touched.

SEL353W

#### Without CONSULT-II

1. Turn ignition switch to ON position.
2. Check voltage between smart entrance control unit harness terminal 2 and ground.



Smart entrance control unit connector (M38)

2

G/R

V

+

-

H.S.

CONNECT

ON

Voltage [V]:  
Rear window defogger switch is "OFF".  
Approx. 12  
Rear window defogger switch is "ON".  
0

LEL482

#### OK or NG

OK >> Check the following.

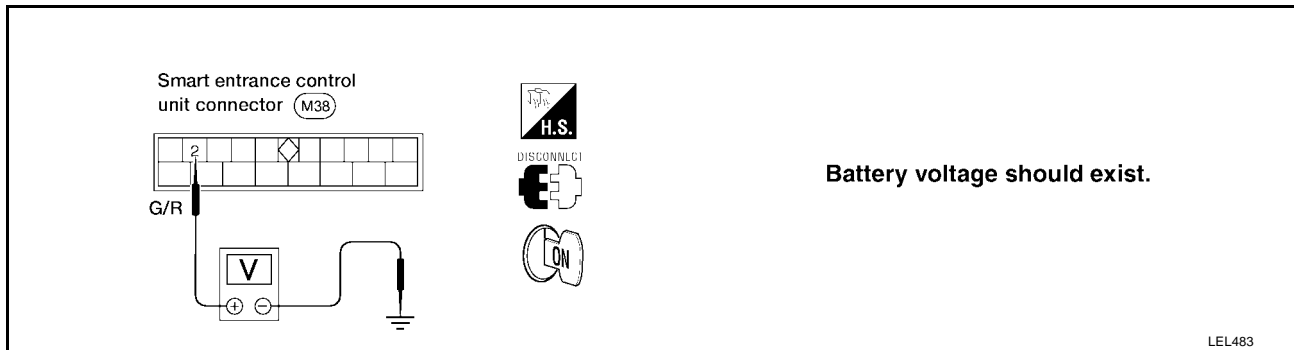
- Refer to [GW-30, "REAR WINDOW DEFOGGER RELAY"](#) .
- Rear window defogger circuit
- Refer to [GW-30, "Filament Check"](#) .

NG >> GO TO 2.

# REAR WINDOW DEFOGGER

## 2. CHECK DEFOGGER RELAY COIL SIDE CIRCUIT

1. Disconnect control unit connector.
2. Turn ignition switch to ON position.
3. Check voltage between smart entrance control unit terminal 2 and ground.



### OK or NG

OK >> GO TO 3.

NG >> Check the following.

- 10A fuse [No. 10, located in the fuse block (J/B)]
- Rear window defogger relay
- Harness for open or short between 10A fuse [No. 10, located in the fuse block (J/B)] and rear window defogger relay
- Harness for open or short between rear window defogger relay and smart entrance control unit

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# REAR WINDOW DEFOGGER

## 3. CHECK REAR WINDOW DEFOGGER SWITCH INPUT SIGNAL

### With CONSULT-II

Select "REAR DEF SW" in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
REAR DEF SW	ON

When rear window defogger switch is pushed:  
**REAR DEF SW should be ON.**

SEL352W

### Without CONSULT-II

Check continuity between smart entrance control unit terminal 39 and ground.

**H.S.**

DISCONNECT

**OFF**

**Continuity:**  
Rear window defogger switch is pushed.  
**Continuity should exist.**  
Rear window defogger switch is released.  
**Continuity should not exist.**

LEL484

### OK or NG

OK >> GO TO 4.

NG >> Check the following.

- Refer to [GW-30, "REAR WINDOW DEFOGGER SWITCH"](#) .
- Harness for open or short between smart entrance control unit and rear window defogger switch
- Rear window defogger switch ground circuit

## 4. CHECK POWER SUPPLY AND IGNITION INPUT SIGNAL

Check voltage between smart entrance control unit terminals 10 and 33 and ground.

**H.S.**

DISCONNECT

Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
10	Ground	Battery voltage	Battery voltage	Battery voltage
33	Ground	0V	0V	Battery voltage

LEL485

### OK or NG

OK >> GO TO 5.

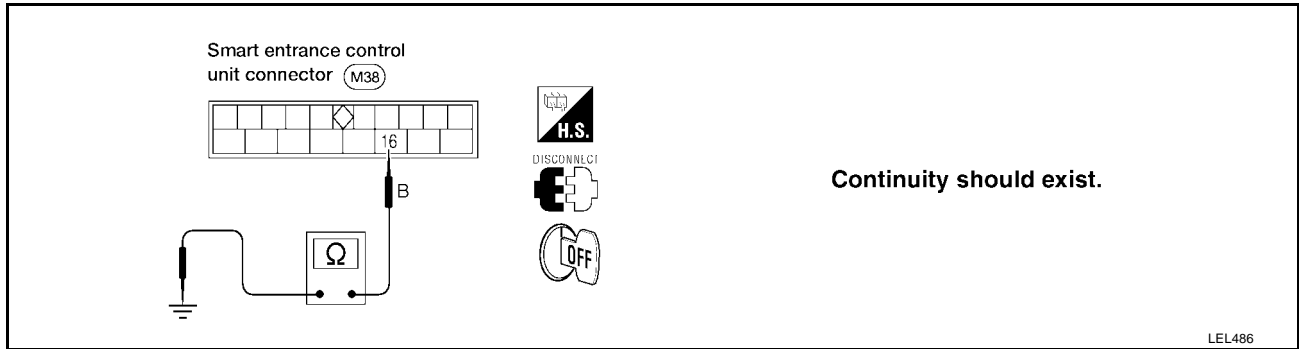
NG >> Check the following.

- 10A fuse [No. 10 or No. 37, located in the fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

# REAR WINDOW DEFOGGER

## 5. CHECK SMART ENTRANCE CONTROL UNIT GROUND CIRCUIT

Check continuity between smart entrance control unit terminal 16 and ground.



- Yes >> Replace smart entrance control unit.
- No >> Repair harness or connectors.

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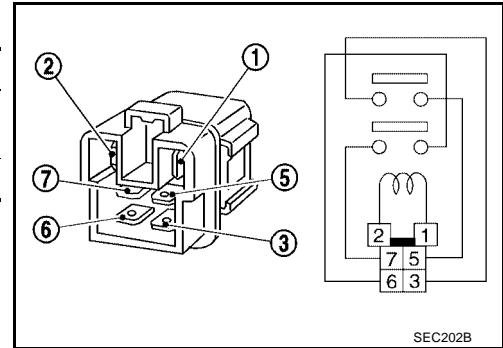
# REAR WINDOW DEFOGGER

EIS0016B

## Electrical Components Inspection REAR WINDOW DEFOGGER RELAY

Check continuity between terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

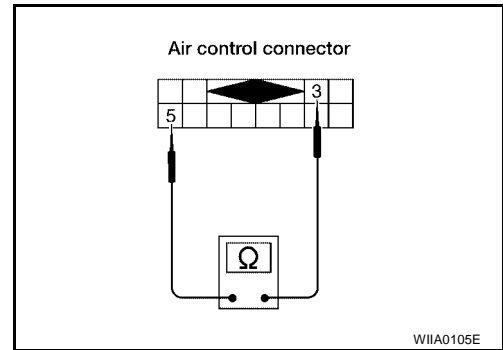


SEC202B

## REAR WINDOW DEFOGGER SWITCH

With air control (rear window defogger switch) connector M32 disconnected, check continuity between terminals 3 and 5 when rear window defogger switch is pushed and released.

Terminals		Condition	Continuity
(+)	(-)	Switch pushed	Yes
3	5	Switch released	No

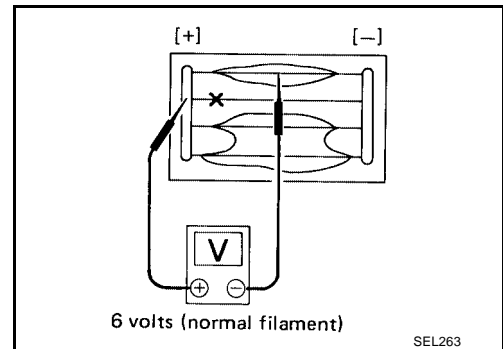


WIIA0105E

## Filament Check

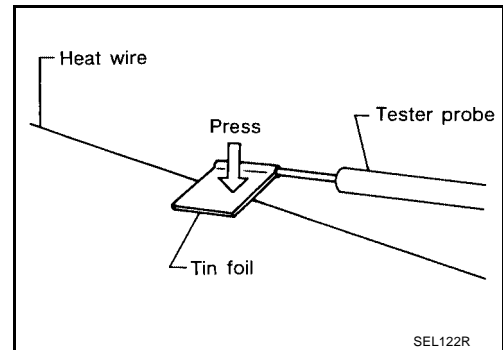
- Attach probe circuit tester (in volt range) to middle portion of each filament.

EIS0016C



SEL263

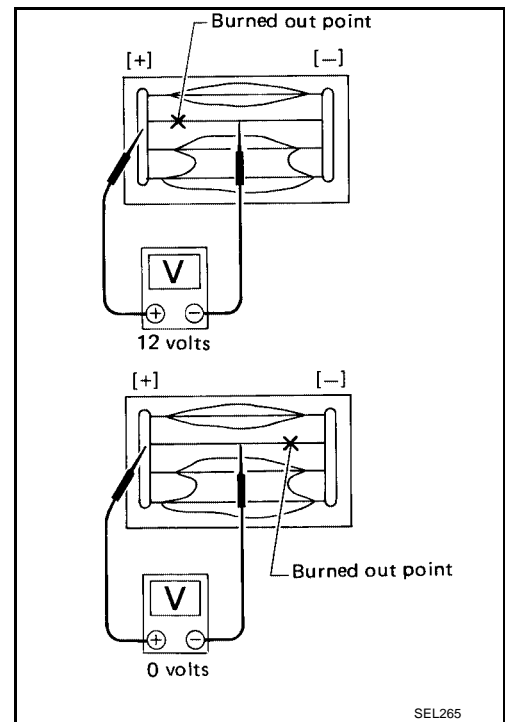
- When measuring voltage, wrap tin foil around the top of the negative probe. Then press the foil against the wire with your finger.



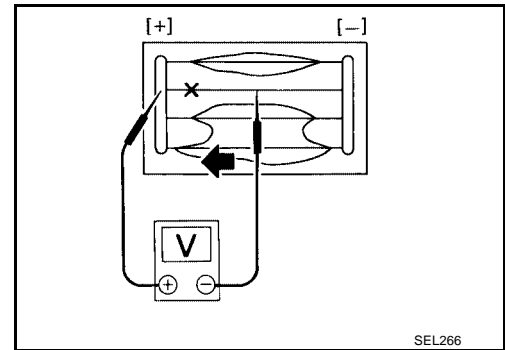
SEL122R

# REAR WINDOW DEFOGGER

- If a filament is burned out, circuit tester registers 0 or 12 volts.



- To locate burned out point, move probe to left and right along filament. Test needle will swing abruptly when probe passes the point.

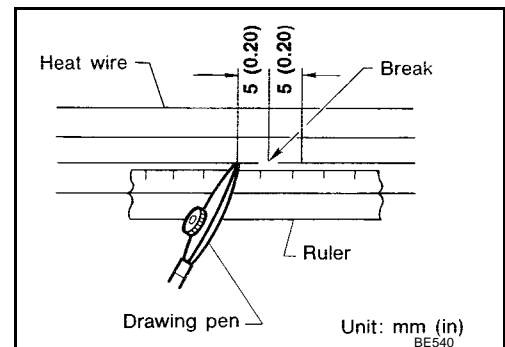


## Filament Repair REPAIR EQUIPMENT

- Conductive silver composition (Dupont No. 4817 or equivalent)
- Ruler 30 cm (11.8 in) long
- Drawing pen
- Heat gun
- Alcohol
- Cloth

## REPAIRING PROCEDURE

- Wipe broken heat wire and its surrounding area clean with a cloth dampened in alcohol.



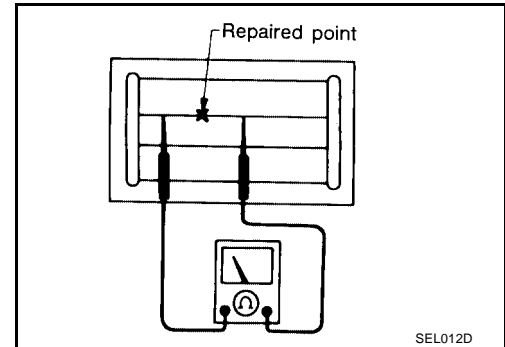
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## REAR WINDOW DEFOGGER

2. Apply a small amount of conductive silver composition to tip of drawing pen.

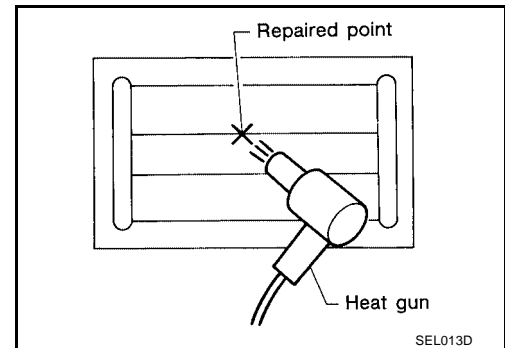
### Shake silver composition container before use.

3. Place ruler on glass along broken line. Deposit conductive silver composition on break with drawing pen. Slightly overlap existing heat wire on both sides [preferably 5 mm (0.20 in)] of the break.
4. After repair has been completed, check repaired wire for continuity. This check should be conducted 10 minutes after silver composition is deposited.



### Do not touch repaired area while test is being conducted.

5. Apply a constant stream of hot air directly to the repaired area for approximately 20 minutes with a heat gun. A minimum distance of 3 cm (1.2 in) should be kept between repaired area and hot air outlet. If a heat gun is not available, let the repaired area dry for 24 hours.



# REAR VIEW MIRROR

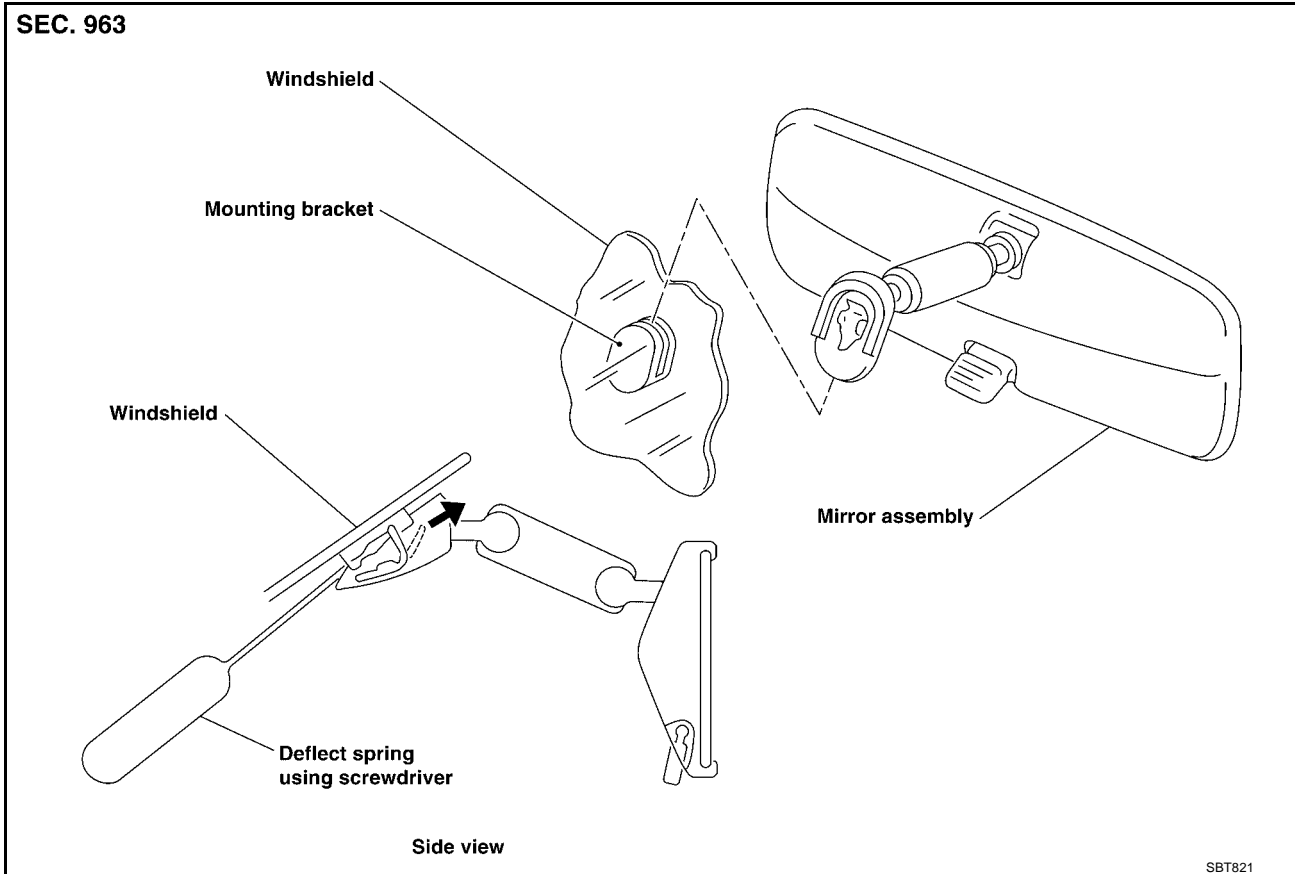
PFP:96321

EIS0016E

## REAR VIEW MIRROR

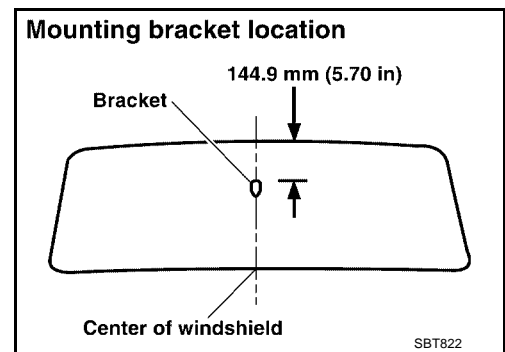
### Removal and Installation REMOVAL

Remove rear view mirror by pushing deflect spring with screwdriver as shown in the figure.



### INSTALLATION

1. Install mounting bracket as follows:
  - a. Determine mounting bracket position on windshield by measuring from top of windshield to top of mounting bracket as shown in the figure.
  - b. Mark location on outside of windshield with wax pencil or equivalent.
  - c. Clean attaching point on inside of windshield with an alcohol-saturated paper towel.
  - d. Sand bonding surface of mounting bracket with sandpaper (No. 320 or No. 360).
  - e. Clean bonding surface of mounting bracket with an alcohol-saturated paper towel.
  - f. Apply Genuine Mirror Adhesive or equivalent to bonding surface of mounting bracket. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
  - g. Install mounting bracket at pre-marked position and press mounting bracket against glass for 30 to 60 seconds.
  - h. After five minutes, wipe off excess adhesive with an alcohol-moistened paper towel.
2. Install rear view mirror.





# REAR VIEW MIRROR

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SECTION **IDX**  
ALPHABETICAL INDEX

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L

IDX

# ALPHABETICAL INDEX

## A

- A/C - Wiring diagram ..... [MTC-27](#)  
A/C air flow ..... [MTC-21](#)  
A/C component layout ..... [MTC-19](#)  
A/C compressor clutch removal and installation . [MTC-69](#)  
A/C compressor mounting ..... [MTC-68](#)  
A/C compressor precaution ..... [MTC-8](#)  
A/C compressor special service tool ..... [MTC-11](#)  
A/C control linkage adjustment (manual A/C) . [MTC-41](#)  
A/C control operation (manual A/C) ..... [MTC-20](#)  
A/C diagnostic work flow (manual A/C) ..... [MTC-34](#)  
A/C HFC134a (R134a) system identification .... [MTC-4](#)  
A/C HFC134a (R134a) system introduction ... [MTC-15](#)  
A/C HFC134a (R134a) system precaution ..... [MTC-3](#)  
A/C HFC134a (R134a) system service procedure ..... [MTC-82](#)  
A/C HFC134a (R134a) system service tools .. [MTC-12](#)  
A/C HFC134a system service equipment precaution ... [MTC-8](#)  
A/C lubricant (R134a) ..... [MTC-16](#)  
A/C lubrication oil ..... [MTC-16](#)  
A/C operational check ..... [MTC-35](#)  
A/C performance chart ..... [MTC-58](#)  
A/C performance test diagnoses ..... [MTC-58](#)  
A/C pressure switch ..... [MTC-15](#)  
A/C push control ..... [MTC-20](#)  
A/C reray ..... [MTC-55](#)  
A/C service data specification ..... [MTC-91](#)  
A/C switch ..... [MTC-20](#)  
A/C, M - Wiring diagram ..... [MTC-27](#)  
A/F - Wiring diagram .... [EC-1036](#), [EC-1042](#), [EC-1048](#),  
[EC-1055](#), [EC-1062](#), [EC-1068](#), [EC-1076](#)  
A/FH - Wiring diagram ..... [EC-932](#)  
A/T - Wiring diagram ..... [AT-407](#)  
A/T fluid temperature sensor ..... [AT-126](#), [AT-497](#)  
A/T self-diagnoses ..... [AT-433](#), [AT-441](#), [AT-442](#)  
A/T shift lock system ..... [AT-253](#), [AT-637](#)  
A/T shift lock system - Wiring diagram [AT-254](#), [AT-638](#)  
A/T trouble diagnoses ..... [AT-57](#)  
A/T Wiring diagram AT - 1ST ..... [AT-138](#), [AT-514](#)  
A/T Wiring diagram AT - 2ND ..... [AT-143](#), [AT-519](#)  
A/T Wiring diagram AT - 3RD ..... [AT-148](#), [AT-524](#)  
A/T Wiring diagram AT - 4TH ..... [AT-154](#), [AT-529](#)  
A/T Wiring diagram AT - BA/FTS ..... [AT-200](#), [AT-575](#)  
A/T Wiring diagram AT - CAN ..... [AT-210](#), [AT-591](#)  
A/T Wiring diagram AT - ENG SS ..... [AT-133](#), [AT-509](#)  
A/T Wiring diagram AT - FTS ..... [AT-123](#), [AT-499](#)  
A/T Wiring diagram AT - LPSV ..... [AT-175](#), [AT-549](#)  
A/T Wiring diagram AT - MAIN ..... [AT-113](#), [AT-488](#)  
A/T Wiring diagram AT - NONDTC .... [AT-216](#), [AT-597](#)  
A/T Wiring diagram AT - OVRCSV .... [AT-195](#), [AT-570](#)  
A/T Wiring diagram AT - PNP/SW .... [AT-117](#), [AT-493](#)  
A/T Wiring diagram AT - SSV/A ..... [AT-181](#), [AT-555](#)  
A/T Wiring diagram AT - SSV/B ..... [AT-185](#), [AT-560](#)  
A/T Wiring diagram AT - TCCSIG ..... [AT-167](#), [AT-541](#)  
A/T Wiring diagram AT - TCV ..... [AT-161](#), [AT-536](#)  
A/T Wiring diagram AT - TPS ..... [AT-191](#), [AT-565](#)  
A/T Wiring diagram AT - VSS A/T ..... [AT-129](#), [AT-505](#)  
A/T Wiring diagram AT - VSSMTR ... [AT-206](#), [AT-582](#),  
[AT-587](#)  
ABS - Wiring diagram ..... [BRC-10](#)  
ABS (anti-lock brake system) ..... [BRC-5](#)  
ABS sensor rotor ..... [RAX-6](#)  
Accelerator pedal position (APP) sensor [EC-1125](#), [EC-1147](#), [EC-1751](#), [EC-1757](#), [EC-1770](#)  
Accelerator pedal released position learning ... [EC-52](#),  
[EC-1255](#)  
Air bag ..... [SRS-3](#)  
Air bag disposal ..... [SRS-47](#)  
Air bag precautions ..... [GI-3](#)  
Air bleeding (hydraulic clutch) ..... [CL-7](#), [CL-24](#)  
Air bleeding for brake system ..... [BR-7](#)  
Air cleaner and air duct ..... [EM-103](#)  
Air cleaner filter replacementQG18DE ..... [MA-19](#)  
Air cleaner filter replacementQR25DE ..... [MA-26](#)  
Air conditioner - Wiring diagram ..... [MTC-27](#)  
Air conditioner cut control ..... [EC-1242](#)  
Air control cable adjustment ..... [MTC-43](#)  
Air flow meter - See Mass air flow sensor [EC-163](#), [EC-171](#), [EC-379](#), [EC-1368](#), [EC-1375](#), [EC-1594](#)  
Air fuel ratio sensor 1 ... [EC-1033](#), [EC-1039](#), [EC-1045](#),  
[EC-1052](#), [EC-1059](#), [EC-1065](#), [EC-1073](#)  
Air fuel ratio sensor 1 heater ..... [EC-930](#)  
Air mix door control linkage adjustment ..... [MTC-45](#)  
Air spoiler, rear ..... [EI-22](#)  
Alternator ..... [SC-30](#)  
Angular tightening application ..... [EM-4](#), [EM-91](#)  
Antenna ..... [AV-12](#)  
Anti-lock brake system - See ABS ..... [BRC-5](#)  
Anti-lock brake system - Wiring diagram ..... [BRC-10](#)  
APPS1 - Wiring diagram . [EC-506](#), [EC-1127](#), [EC-1753](#)  
APPS2 - Wiring diagram . [EC-513](#), [EC-1134](#), [EC-1759](#)  
APPS3 - Wiring diagram . [EC-528](#), [EC-1149](#), [EC-1772](#)  
ASC/BS - Wiring diagram [EC-483](#), [EC-1104](#), [EC-1732](#)  
ASC/SW - Wiring diagram [EC-476](#), [EC-1097](#), [EC-1725](#)  
ASCBOF - Wiring diagram [EC-571](#), [EC-1193](#), [EC-1834](#)  
ASCD ..... [EC-598](#), [EC-1860](#)  
ASCD (automatic speed control device) ..... [EC-1220](#),  
[ACS-2](#)  
ASCIND - Wiring diagram [EC-580](#), [EC-1202](#), [EC-1842](#)  
Audio ..... [AV-2](#)  
AUDIO - Wiring diagram ..... [AV-4](#)  
Audio and A/C control removal and installation - See Instrument panel ..... [IP-10](#)  
Automatic transaxle number ..... [GI-48](#)  
Automatic transmission fluid replacement ..... [MA-31](#)  
Axle ..... [MA-35](#)

## B

- Back door window ..... [GW-12](#)  
BACK/L - Wiring diagram ..... [LT-22](#)  
Back-up lamp ..... [LT-22](#)  
Back-up lamp switch (M/T) ..... [MT-13](#)  
Back-up lamp switch (M/T)Back-up lamp switch .. [MT-78](#), [MT-139](#)



# ALPHABETICAL INDEX

Data link connector ..... [EC-582](#), [EC-1204](#), [EC-1845](#)  
Data link connector for Consult . [EC-115](#), [EC-637](#), [EC-696](#), [EC-1318](#)  
Daytime light system ..... [LT-10](#)  
Daytime running light - See Daytime light system .. [LT-10](#)  
DEF - Wiring diagram ..... [GW-20](#)  
Detonation sensor - See Knock sensor ..... [EC-832](#)  
Diagnosis sensor unit ..... [SRS-37](#)  
Diagnostic trouble code (DTC) for OBD system [EC-61](#), [EC-643](#), [EC-1224](#)  
Diagnostic trouble code (DTC) inspection priority chart [EC-86](#), [EC-666](#), [EC-1288](#)  
Differential gear (FF A/T) ..... [AT-356](#)  
Differential gear (FF M/T) [MT-23](#), [MT-58](#), [MT-88](#), [MT-149](#)  
Dimensions ..... [GI-48](#)  
DLC - Wiring diagram ..... [EC-582](#), [EC-1204](#), [EC-1845](#)  
Dome light - See Interior lamp ..... [LT-35](#)  
Door adjustment (front) ..... [BL-31](#)  
Door adjustment (rear) ..... [BL-31](#)  
Door glass ..... [BL-31](#), [GW-6](#), [GW-12](#), [GW-13](#)  
Door glass Fitting Adjustment ..... [BL-31](#)  
Door mirror ..... [GW-14](#), [GW-16](#)  
Door trim ..... [EI-31](#)  
Door, front ..... [BL-31](#), [GW-12](#)  
Door, rear ..... [BL-31](#), [GW-13](#)  
Drive belt ..... [EM-100](#)  
Drive belt inspectionQG18DE ..... [MA-16](#)  
Drive belt inspectionQR25DE ..... [MA-23](#)  
Drive plate runout ..... [EM-77](#)  
Drive shaft ..... [MA-36](#)  
Drive shaft (front) ..... [FAX-5](#), [FAX-11](#)  
Dropping resistor (A/T) ..... [AT-179](#), [AT-547](#)  
DTC work support ..... [EC-123](#), [EC-706](#), [EC-1327](#)  
DTRL - Wiring diagram ..... [LT-14](#)

## E

ECM input/output signal .... [EC-105](#), [EC-686](#), [EC-1307](#)  
ECM power supply [EC-138](#), [EC-375](#), [EC-721](#), [EC-936](#), [EC-1342](#), [EC-1590](#)  
ECM/PW - Wiring diagram ..... [EC-376](#), [EC-1591](#)  
ECTS - Wiring diagram ..... [EC-183](#), [EC-762](#), [EC-1388](#)  
Electric throttle control actuator [EC-390](#), [EC-392](#), [EC-404](#), [EC-952](#), [EC-954](#), [EC-966](#), [EC-1604](#), [EC-1606](#)  
Electrical diagnoses ..... [GI-23](#)  
Electrical load signal circuit ..... [EC-564](#), [EC-1185](#), [EC-1821](#)  
Electrical units location ..... [PG-42](#)  
Electronic ignition (EI) system ..... [EC-38](#), [EC-1241](#)  
Engine compartment ..... [BL-116](#)  
Engine control circuit diagram .. [EC-103](#), [EC-684](#), [EC-1305](#)  
Engine control component parts location ... [EC-97](#), [EC-678](#), [EC-1300](#)  
Engine control module (ECM) ... [EC-372](#), [EC-927](#), [EC-1583](#)  
Engine control system diagram and chart . [EC-33](#), [EC-](#)

[614](#), [EC-1236](#)  
Engine coolant temperature sensor (ECTS) .. [EC-181](#), [EC-193](#), [EC-760](#), [EC-772](#), [EC-1386](#), [EC-1398](#)  
Engine fail-safe system ..... [EC-87](#), [EC-668](#), [EC-1290](#)  
Engine oil filter replacementQG18DE ..... [MA-20](#)  
Engine oil filter replacementQR25DE ..... [MA-27](#)  
Engine oil precautions ..... [GI-7](#)  
Engine oil replacementQG18DE ..... [MA-20](#)  
Engine oil replacementQR25DE ..... [MA-26](#)  
Engine outer component parts ..... [EM-12](#)  
Engine removal ..... [EM-63](#), [EM-156](#)  
Engine room - See Engine compartment ..... [BL-116](#)  
Engine serial number ..... [GI-47](#)  
ETC1 - Wiring diagram ..... [EC-393](#), [EC-955](#), [EC-1607](#)  
ETC2 - Wiring diagram ..... [EC-401](#), [EC-963](#), [EC-1615](#)  
ETC3 - Wiring diagram ..... [EC-405](#), [EC-967](#), [EC-1619](#)  
EVAP canister ..... [EC-586](#), [EC-1208](#)  
EVAP canister purge volume control solenoid valve .... [EC-311](#), [EC-460](#), [EC-867](#), [EC-1081](#), [EC-1521](#), [EC-1672](#)  
EVAP canister vent control valve [EC-317](#), [EC-468](#), [EC-873](#), [EC-1089](#), [EC-1527](#), [EC-1680](#), [EC-1687](#)  
EVAP control system (small leak) diagnosis .. [EC-301](#), [EC-338](#), [EC-346](#), [EC-858](#), [EC-893](#), [EC-1513](#), [EC-1547](#), [EC-1555](#), [EC-1695](#)  
EVAP control system pressure sensor ... [EC-324](#), [EC-880](#), [EC-886](#), [EC-1534](#), [EC-1540](#)  
EVAP control system purge flow monitoring diagnosis . [EC-294](#), [EC-852](#), [EC-1507](#)  
EVAP system close mode ..... [EC-1209](#)  
EVAP vapor lines inspectionQG18DE ..... [MA-22](#)  
EVAP vapor lines inspectionQR25DE ..... [MA-28](#)  
Evaporative emission (EVAP) system ..... [EC-1846](#)  
Exhaust system ..... [EX-3](#)  
Exhaust system inspection ..... [MA-29](#)  
Exterior ..... [EI-22](#)

## F

F/FOG - Wiring diagram ..... [LT-25](#)  
F/PUMP - Wiring diagram [EC-554](#), [EC-1175](#), [EC-1807](#)  
Fan switch ..... [MTC-50](#)  
Final drive (FF A/T) ..... [AT-356](#)  
Final drive (FF M/T) ... [MT-23](#), [MT-58](#), [MT-88](#), [MT-149](#)  
Finisher, interior - See Trim ..... [EI-28](#)  
Finisher, trunk lid ..... [EI-33](#)  
Floor trim ..... [EI-28](#)  
Flow charts ..... [GI-26](#)  
FLS1 - Wiring diagram ..... [EC-1565](#)  
FLS2 - Wiring diagram ..... [EC-1572](#)  
FLS3 - Wiring diagram ..... [EC-1705](#)  
Fluid temperature sensor (A/T) ..... [AT-126](#), [AT-497](#)  
Fluids ..... [MA-13](#)  
Flywheel (clutch) ..... [CL-18](#), [CL-34](#)  
Flywheel runout ..... [EM-77](#)  
Fog lamp, front ..... [LT-24](#)  
Fog lamp, front, removal and installation ..... [EI-13](#)  
Fork rod (M/T) ..... [MT-22](#), [MT-87](#), [MT-148](#)  
Forward clutch ..... [AT-325](#)  
Freeze frame data ..... [EC-62](#), [EC-643](#), [EC-1264](#)

# ALPHABETICAL INDEX

Front axle .....	<a href="#">FAX-5</a>	Headlamp .....	<a href="#">LT-6</a>	
Front bumper .....	<a href="#">EI-13</a>	Headlamp removal and installation .....	<a href="#">EI-13</a>	A
Front combination lamp removal and installation .....	<a href="#">EI-13</a>	Headlining - See Roof trim .....	<a href="#">EI-32</a>	
Front disc brake .....	<a href="#">BR-19</a>	Heated oxygen sensor 1 .....	<a href="#">EC-201</a> , <a href="#">EC-207</a> , <a href="#">EC-216</a> , <a href="#">EC-409</a> , <a href="#">EC-415</a> , <a href="#">EC-1406</a> , <a href="#">EC-1412</a> , <a href="#">EC-1421</a> , <a href="#">EC-1623</a> , <a href="#">EC-1629</a>	B
Front door .....	<a href="#">BL-31</a> , <a href="#">GW-12</a>	Heated oxygen sensor 1 heater .....	<a href="#">EC-151</a> , <a href="#">EC-1356</a>	
Front fog lamp .....	<a href="#">LT-24</a>	Heated oxygen sensor 2 .....	<a href="#">EC-223</a> , <a href="#">EC-230</a> , <a href="#">EC-421</a> , <a href="#">EC-428</a> , <a href="#">EC-780</a> , <a href="#">EC-787</a> , <a href="#">EC-992</a> , <a href="#">EC-1000</a> , <a href="#">EC-1428</a> , <a href="#">EC-1435</a> , <a href="#">EC-1635</a> , <a href="#">EC-1642</a>	C
Front fog lamp removal and installation .....	<a href="#">EI-13</a>	Heated oxygen sensor 2 heater .....	<a href="#">EC-157</a> , <a href="#">EC-734</a> , <a href="#">EC-1362</a>	D
Front passenger air bag .....	<a href="#">SRS-44</a>	HEATER - Wiring diagram .....	<a href="#">MTC-25</a>	
Front seat .....	<a href="#">SE-3</a>	Heater mirror .....	<a href="#">GW-15</a>	E
Front seat belt .....	<a href="#">SB-3</a>	Heater system - Wiring diagram .....	<a href="#">MTC-25</a>	
Front washer .....	<a href="#">WW-3</a>	Heater unit (heater core) .....	<a href="#">MTC-78</a>	
Front wiper .....	<a href="#">WW-3</a>	Height (Dimensions) .....	<a href="#">GI-48</a>	F
FTTS - Wiring diagram .....	<a href="#">EC-253</a> , <a href="#">EC-257</a> , <a href="#">EC-811</a> , <a href="#">EC-815</a> , <a href="#">EC-1458</a>	HFC134a (R134a) system identification .....	<a href="#">MTC-4</a>	
FUEL - Wiring diagram .....	<a href="#">EC-240</a> , <a href="#">EC-247</a> , <a href="#">EC-797</a> , <a href="#">EC-804</a> , <a href="#">EC-1444</a> , <a href="#">EC-1451</a>	HFC134a (R134a) system introduction .....	<a href="#">MTC-15</a>	
Fuel cut control (at no load high engine speed) ....	<a href="#">EC-620</a> , <a href="#">EC-1242</a>	HFC134a (R134a) system precaution .....	<a href="#">MTC-3</a>	
Fuel gauge .....	<a href="#">DI-3</a>	HFC134a (R134a) system service procedure .....	<a href="#">MTC-82</a>	G
Fuel injection system ...	<a href="#">EC-238</a> , <a href="#">EC-245</a> , <a href="#">EC-660</a> , <a href="#">EC-795</a> , <a href="#">EC-802</a> , <a href="#">EC-1442</a> , <a href="#">EC-1449</a>	HFC134a (R134a) system service tools .....	<a href="#">MTC-12</a>	
Fuel injector .....	<a href="#">EC-547</a>	HFC134a system service equipment precaution .....	<a href="#">MTC-8</a>	
Fuel injector and fuel tube .....	<a href="#">EM-19</a> , <a href="#">EM-118</a>	High clutch .....	<a href="#">AT-319</a>	H
Fuel level sensor ..	<a href="#">EC-354</a> , <a href="#">EC-356</a> , <a href="#">EC-359</a> , <a href="#">EC-910</a> , <a href="#">EC-912</a> , <a href="#">EC-914</a> , <a href="#">EC-1564</a> , <a href="#">EC-1569</a> , <a href="#">EC-1571</a> , <a href="#">EC-1704</a>	HO2S1 - Wiring diagram .....	<a href="#">EC-203</a> , <a href="#">EC-210</a> , <a href="#">EC-219</a> , <a href="#">EC-1408</a> , <a href="#">EC-1415</a> , <a href="#">EC-1424</a>	
Fuel line inspection .....	<a href="#">FL-2</a> , <a href="#">MA-19</a>	HO2S1H - Wiring diagram .....	<a href="#">EC-153</a> , <a href="#">EC-1358</a>	I
Fuel line inspection QR25DE .....	<a href="#">MA-25</a>	HO2S2 - Wiring diagram ...	<a href="#">EC-225</a> , <a href="#">EC-233</a> , <a href="#">EC-423</a> , <a href="#">EC-431</a> , <a href="#">EC-782</a> , <a href="#">EC-790</a> , <a href="#">EC-995</a> , <a href="#">EC-1003</a> , <a href="#">EC-1430</a> , <a href="#">EC-1437</a> , <a href="#">EC-1637</a> , <a href="#">EC-1644</a>	
Fuel precautions .....	<a href="#">GI-3</a> , <a href="#">GI-5</a>	HO2S2H - Wiring diagram .	<a href="#">EC-159</a> , <a href="#">EC-736</a> , <a href="#">EC-1364</a>	J
Fuel pressure check .....	<a href="#">EC-56</a> , <a href="#">EC-1257</a>	Hood .....	<a href="#">EI-13</a>	
Fuel pressure release .....	<a href="#">EC-56</a> , <a href="#">EC-637</a> , <a href="#">EC-1257</a>	Horn .....	<a href="#">WW-9</a>	
Fuel pump .....	<a href="#">EC-553</a> , <a href="#">EC-1174</a> , <a href="#">EC-1806</a>	HORN - Wiring diagram .....	<a href="#">WW-9</a>	K
Fuel tank temperature sensor ...	<a href="#">EC-251</a> , <a href="#">EC-256</a> , <a href="#">EC-809</a> , <a href="#">EC-814</a> , <a href="#">EC-1455</a> , <a href="#">EC-1457</a>	How to erase DTC .....	<a href="#">EC-651</a> , <a href="#">EC-652</a>	
Fuel tank vacuum relief valve .....	<a href="#">EC-586</a> , <a href="#">EC-1208</a>	How to erase DTC for OBD system ...	<a href="#">EC-71</a> , <a href="#">EC-651</a> , <a href="#">EC-1273</a>	L
Fuel tank Removal and Installtion .....	<a href="#">FL-7</a>			
Fuse .....	<a href="#">PG-45</a>			
Fuse and fusible link box .....	<a href="#">PG-55</a>			
Fuse block .....	<a href="#">PG-54</a>			
Fusible link .....	<a href="#">PG-45</a>			

## G

Garage jack and safety stand .....	<a href="#">GI-39</a>
Gauges .....	<a href="#">DI-3</a>
Gear components (M/T) .....	<a href="#">MT-21</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>
Generator .....	<a href="#">SC-30</a>
Generator - See Alternator .....	<a href="#">SC-30</a>
Generic scan tool (GST) ...	<a href="#">EC-125</a> , <a href="#">EC-709</a> , <a href="#">EC-1329</a>
Ground distribution .....	<a href="#">PG-12</a>

## H

H/LAMP - Wiring diagram .....	<a href="#">LT-7</a>
H/MIRROR - Wiring diagram .....	<a href="#">GW-15</a>
Harness connector .....	<a href="#">PG-46</a>
Harness connector inspection .....	<a href="#">GI-23</a>
Harness layout .....	<a href="#">PG-21</a>
Hazard warning lamp .....	<a href="#">LT-27</a>

IATS - Wiring diagram .....	<a href="#">EC-178</a> , <a href="#">EC-757</a> , <a href="#">EC-1383</a>
Identification plate .....	<a href="#">GI-47</a>
Idle air volume learning .....	<a href="#">EC-53</a> , <a href="#">EC-1255</a>
Idle mixture ratio .....	<a href="#">EC-43</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
Idle speed .....	<a href="#">EC-43</a> , <a href="#">EC-88</a> , <a href="#">EC-623</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
Idle speed control (ISC) .....	<a href="#">EC-363</a> , <a href="#">EC-365</a> , <a href="#">EC-918</a> , <a href="#">EC-920</a> , <a href="#">EC-1579</a> , <a href="#">EC-1581</a>
Ignition coil .....	<a href="#">EM-115</a> , <a href="#">EC-535</a> , <a href="#">EC-1156</a> , <a href="#">EC-1777</a>
Ignition control system .....	<a href="#">EC-535</a> , <a href="#">EC-1156</a> , <a href="#">EC-1777</a>
Ignition timing ...	<a href="#">EC-43</a> , <a href="#">EC-88</a> , <a href="#">EC-623</a> , <a href="#">EC-624</a> , <a href="#">EC-1245</a> , <a href="#">EC-1291</a>
IGNSYS - Wiring diagram .....	<a href="#">EC-536</a> , <a href="#">EC-1157</a> , <a href="#">EC-1778</a>
ILL - Wiring diagram .....	<a href="#">LT-33</a>
Illumination .....	<a href="#">LT-32</a>
INJECT - Wiring diagram .	<a href="#">EC-548</a> , <a href="#">EC-1169</a> , <a href="#">EC-1797</a>
Injector .....	<a href="#">EC-1168</a> , <a href="#">EC-1796</a>
Input shaft (FF M/T) ...	<a href="#">MT-21</a> , <a href="#">MT-41</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>
Instrument panel .....	<a href="#">IP-10</a>



# ALPHABETICAL INDEX

INT/L - Wiring diagram ..... [LT-37](#)  
Intake air temperature sensor ... [EC-177](#), [EC-196](#), [EC-755](#), [EC-775](#), [EC-1381](#), [EC-1401](#)  
Intake door control linkage adjustment ..... [MTC-41](#)  
Intake door motor ..... [MTC-38](#)  
Intake manifold ..... [EM-12](#), [EM-105](#)  
Intake sensor ..... [MTC-66](#)  
Intake valve timing control . [EC-148](#), [EC-385](#), [EC-731](#), [EC-947](#), [EC-1353](#)  
Intake valve timing control solenoid valve [EC-385](#), [EC-947](#), [EC-1600](#)  
Interior ..... [EI-28](#)  
Interior lamp ..... [LT-35](#)  
IVC - Wiring diagram ..... [EC-387](#), [EC-949](#), [EC-1601](#)  
IVIS (Infiniti vehicle immobilizer system) precautions ... [GI-5](#)

## J

Jacking points ..... [GI-39](#)  
Joint connector (J/C) ..... [PG-49](#)  
Junction box (J/B) ..... [PG-54](#)

## K

Keyless entry system - See Multi-remote control system [BL-34](#)  
Knock sensor (KS) ..... [EC-273](#), [EC-832](#), [EC-1486](#)  
KS - Wiring diagram ..... [EC-274](#), [EC-833](#), [EC-1487](#)

## L

Length (Dimensions) ..... [GI-48](#)  
License lamp ..... [LT-19](#)  
Lifting points ..... [GI-39](#), [GI-40](#)  
Line pressure solenoid valve ..... [AT-159](#), [AT-547](#)  
Line pressure test (A/T) ..... [AT-68](#), [AT-456](#)  
Liquid gasket application ..... [EM-4](#), [EM-92](#)  
LOAD - Wiring diagram ... [EC-565](#), [EC-1185](#), [EC-1186](#)  
Location of electrical units ..... [PG-42](#)  
Low and reverse brake ..... [AT-333](#)  
Lubricant (R134a) A/C ..... [MTC-16](#)  
Lubrication circuit (engine) ..... [LU-4](#)  
Lubrication oil A/C ..... [MTC-16](#)  
Lubrication-locks, hinges and hood latches ..... [MA-36](#)  
Luggage room lamp ..... [LT-35](#)

## M

M/T major overhaul ..... [MT-20](#), [MT-88](#), [MT-149](#)  
M/T oil replacementM/T oil replacement ... [MT-76](#), [MT-137](#)  
M/T removal and installation ..... [MT-16](#)  
MAFS - Wiring diagram [EC-166](#), [EC-173](#), [EC-381](#), [EC-743](#), [EC-750](#), [EC-942](#), [EC-1371](#), [EC-1377](#), [EC-1596](#)  
Magnet clutch ..... [MTC-69](#)  
MAIN - Wiring diagram ..... [EC-138](#), [EC-721](#), [EC-1342](#)  
Main drive gear (M/T) ..... [MT-21](#)  
Mainshaft (M/T) ..... [MT-21](#), [MT-48](#), [MT-85](#), [MT-146](#)

Maintenance ..... [MA-5](#)  
Maintenance (engine)QG18DE ..... [MA-16](#)  
Maintenance (engine)QR25DE ..... [MA-23](#)  
Malfunction indicator lamp (MIL) . [EC-72](#), [EC-653](#), [EC-1275](#), [EC-1586](#)  
Manual air conditioner - Wiring diagram ..... [MTC-27](#)  
Manual transaxle number ..... [GI-48](#)  
Manual transmission oil replacement ..... [MA-29](#)  
Mass air flow sensor (MAFS) .... [EC-163](#), [EC-171](#), [EC-379](#), [EC-740](#), [EC-748](#), [EC-1368](#), [EC-1375](#), [EC-1594](#)  
Master cylinder (clutch) ..... [CL-9](#), [CL-26](#)  
Meter ..... [DI-3](#)  
METER - Wiring diagram ..... [DI-13](#)  
MIL - Wiring diagram ..... [EC-1587](#)  
MIRROR - Wiring diagram ..... [GW-14](#)  
Mirror defogger ..... [GW-15](#)  
Mirror, door ..... [GW-14](#), [GW-16](#)  
Mirror, out side ..... [GW-16](#)  
Misfire ..... [EC-267](#), [EC-825](#), [EC-1481](#)  
Model variation ..... [GI-45](#)  
Molding - See Exterior ..... [EI-22](#)  
MULTI - Wiring diagram ..... [BL-39](#)  
Multiport fuel injection (MFI) system .. [EC-36](#), [EC-617](#), [EC-1239](#)  
Multiport fuel injection precautions ..... [GI-3](#), [GI-6](#)  
Multi-remote control system ..... [BL-34](#)

## N

NATS (Nissan anti-theft system) ..... [BL-95](#)  
NVH troubleshooting (BR) ..... [BR-5](#)  
NVH troubleshooting (EM) ..... [EM-10](#), [EM-98](#)  
NVH troubleshooting (FA) ..... [FAX-4](#)  
NVH troubleshooting (RA) ..... [RAX-4](#)  
NVH troubleshooting (WT) ..... [WT-2](#)  
NVIS (Nissan vehicle immobilizer system) ..... [BL-95](#)  
NVIS (Nissan vehicle immobilizer system) precautions [GI-3](#), [GI-5](#)

## O

Oil change (capacity) ..... [MA-13](#)  
Oil pan (engine) ..... [EM-16](#), [EM-112](#)  
Oil pump (A/T) ..... [AT-293](#)  
Oil pump (engine) ..... [LU-8](#), [LU-19](#)  
Oil pump regulator valve (engine) ..... [LU-10](#)  
Oil seal replacement (engine) ..... [EM-49](#), [EM-142](#)  
On board diagnostic system ..... [EC-1260](#)  
Operating cylinder (clutch) ..... [CL-11](#), [CL-28](#)  
ORVR (On-board Refueling Vapor Recovery) [EC-590](#), [EC-1212](#), [EC-1852](#)  
Overdrive control switch ..... [AT-250](#), [AT-252](#), [AT-632](#)  
Overheat ..... [EC-438](#), [EC-1009](#)  
Overrun clutch ..... [AT-325](#)  
Overrun clutch solenoid valve ..... [AT-568](#)

## P

Park/Neutral position switch .... [EC-493](#), [EC-1115](#), [EC-](#)

# ALPHABETICAL INDEX

[1742](#)

Park/neutral position switch (A/T) ..... [AT-116](#), [AT-491](#)  
 Park/neutral position switch (M/T) ..... [MT-13](#)  
 Park/neutral position switch (M/T)Park/neutral position  
 switch (M/T) ..... [MT-78](#), [MT-139](#)  
 Parking brake control ..... [PB-2](#)  
 Parking drum brake ..... [BR-31](#)  
 Parking lamp ..... [LT-19](#)  
 PCV (positive crankcase ventilation) [EC-596](#), [EC-1218](#),  
[EC-1858](#)  
 Periodic maintenance ..... [MA-7](#)  
 PGC/V - Wiring diagram [EC-313](#), [EC-462](#), [EC-869](#), [EC-1083](#),  
[EC-1523](#), [EC-1674](#)  
 PHASE - Wiring diagram ... [EC-284](#), [EC-843](#), [EC-1497](#)  
 Piston assembly ..... [EM-77](#)  
 Piston pin inspection ..... [EM-69](#)  
 Piston ring inspection ..... [EM-70](#)  
 Piston to bore clearance ..... [EM-71](#), [EM-181](#)  
 PNP/SW - Wiring diagram [EC-495](#), [EC-1117](#), [EC-1744](#)  
 POS - Wiring diagram ..... [EC-279](#), [EC-838](#), [EC-1491](#)  
 POWER - Wiring diagram ..... [EC-937](#), [PG-4](#)  
 Power door lock ..... [BL-12](#)  
 Power door mirror ..... [GW-14](#)  
 Power steering fluid level ..... [PS-8](#), [MA-34](#)  
 Power steering gear ..... [PS-15](#)  
 Power steering hydraulic pressure ..... [PS-9](#)  
 Power steering oil pressure switch ..... [EC-1811](#)  
 Power steering oil pump ..... [PS-21](#)  
 Power steering pressure (PSP) sensor ..... [EC-922](#)  
 Power steering system bleeding ..... [PS-8](#)  
 Power supply routing ..... [PG-2](#)  
 Power window ..... [GW-7](#)  
 Power window main switch ..... [GW-7](#)  
 PRE/SE - Wiring diagram ... [EC-326](#), [EC-882](#), [EC-888](#),  
[EC-1536](#), [EC-1542](#)  
 Precautions (General) ..... [GI-3](#)  
 Pressure plate - See Clutch cover ..... [CL-17](#), [CL-33](#)  
 Pressure test (A/T) ..... [AT-68](#), [AT-456](#)  
 PS/SEN - Wiring diagram ..... [EC-368](#), [EC-923](#)  
 PST/SW - Wiring diagram ..... [EC-1812](#)

## R

Radiator ..... [CO-13](#)  
 Radio - See Audio ..... [AV-2](#)  
 Rear air spoiler ..... [EI-22](#)  
 Rear axle ..... [RAX-5](#)  
 Rear axle (disc brake type) ..... [RAX-6](#)  
 Rear axle (drum brake type) ..... [RAX-6](#)  
 Rear bumper ..... [EI-18](#)  
 Rear combination lamp removal and installation [EI-22](#)  
 Rear disc brake ..... [BR-23](#)  
 Rear door ..... [BL-31](#), [GW-13](#)  
 Rear drum brake ..... [BR-31](#)  
 Rear seat ..... [SE-5](#)  
 Rear seat belt ..... [SB-5](#)  
 Rear suspension ..... [RSU-5](#)  
 Rear window ..... [GW-3](#)  
 Rear window defogger ..... [GW-17](#)

Refrigerant connection precaution ..... [MTC-5](#)  
 Refrigerant general precaution ..... [MTC-4](#)  
 Refrigerant lines ..... [MTC-82](#)  
 Refrigerant pressure sensor .... [EC-559](#), [EC-1180](#), [EC-1816](#),  
[MTC-56](#)  
 Refrigeration cycle ..... [MTC-15](#)  
 Release bearing (clutch) ..... [CL-14](#), [CL-31](#)  
 Remote keyless entry system ..... [BL-34](#)  
 Removal and installation (A/T) ..... [AT-265](#)  
 Reverse clutch ..... [AT-314](#)  
 Reverse idler shaft (M/T) ..... [MT-20](#), [MT-85](#), [MT-146](#)  
 Reverse lamp switch (M/T) - See Back-up lamp switch  
 (M/T) ..... [MT-13](#)  
 Reverse main gear (M/T) ..... [MT-21](#), [MT-85](#), [MT-146](#)  
 Revolution sensor (A/T) ..... [AT-503](#)  
 Road wheel size ..... [GI-49](#)  
 Rocker cover ..... [EM-121](#)  
 Roof trim ..... [EI-32](#)  
 Room lamp - See Interior lamp ..... [LT-35](#)  
 RP/SEN - Wiring diagram [EC-560](#), [EC-1181](#), [EC-1817](#)

## S

S/SIG - Wiring diagram ..... [EC-1803](#)  
 SAE J1979 - Mode 1 - 7 ..... [EC-1260](#)  
 Seal - See Exterior ..... [EI-22](#)  
 Seat belt inspection ..... [SB-7](#), [MA-37](#)  
 Seat belt pre-tensioner disposal ..... [SRS-47](#)  
 Seat belt, front ..... [SB-3](#)  
 Seat belt, rear ..... [SB-5](#)  
 Seat, front ..... [SE-3](#)  
 Seat, rear ..... [SE-5](#)  
 SEN/PW - Wiring diagram [EC-456](#), [EC-1029](#), [EC-1669](#)  
 Sheft warning system ..... [BL-64](#)  
 SHIFT - Wiring diagram ..... [AT-254](#), [AT-638](#)  
 Shift control components (M/T) [MT-22](#), [MT-87](#), [MT-148](#)  
 Shift control components (M/T)Shift control components  
 (M/T) ..... [MT-79](#), [MT-140](#)  
 Shift fork (M/T) ..... [MT-22](#), [MT-87](#), [MT-148](#)  
 Shift lever ..... [MT-14](#)  
 Shift lock system ..... [AT-253](#), [AT-637](#)  
 Shift schedule ..... [AT-386](#), [AT-752](#)  
 Shift solenoid valve A (A/T) .. [AT-140](#), [AT-150](#), [AT-553](#)  
 Shift solenoid valve B (A/T) ..... [AT-140](#), [AT-558](#)  
 Shock absorber (front) ..... [FSU-9](#)  
 Shock absorber (rear) ..... [RSU-10](#)  
 Side trim ..... [EI-28](#)  
 Smart entrance control unit ..... [BCS-3](#)  
 Spare tire size ..... [GI-49](#)  
 Spark plug replacementQG18DE ..... [MA-21](#)  
 Spark plug replacementQR25DE ..... [MA-27](#)  
 Specification value ..... [EC-1337](#)  
 Speedometer ..... [DI-3](#)  
 SROOF - Wiring diagram ..... [RF-12](#)  
 SRS - Wiring diagram ..... [SRS-14](#)  
 SRS Trouble diagnoses ..... [SRS-8](#)  
 Stabilizer bar (front) ..... [FSU-11](#)  
 Stall test (A/T) ..... [AT-64](#), [AT-452](#)  
 Standardized relay ..... [PG-52](#)

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L

INDEX



# ALPHABETICAL INDEX

START - Wiring diagram .....	<a href="#">SC-10</a>	Timing chain .....	<a href="#">EM-39</a> , <a href="#">EM-134</a>
Start signal .....	<a href="#">EC-1802</a>	Tire rotation .....	<a href="#">MA-31</a>
Starter .....	<a href="#">SC-18</a>	Tire size .....	<a href="#">GI-49</a>
Starting system .....	<a href="#">SC-9</a>	TLID - Wiring diagram .....	<a href="#">BL-33</a>
Steering gear and linkage inspection .....	<a href="#">MA-34</a>	Top tether strap child restraint .....	<a href="#">SB-10</a>
Steering linkage .....	<a href="#">PS-15</a>	Torque converter installation <a href="#">AT-266</a> , <a href="#">AT-650</a> , <a href="#">AT-745</a>	
Steering wheel and column .....	<a href="#">PS-11</a>	Torque convertor clutch solenoid valve .....	<a href="#">AT-534</a>
Steering wheel play .....	<a href="#">PS-7</a>	Tow truck towing .....	<a href="#">GI-41</a>
Steering wheel turning force .....	<a href="#">PS-9</a>	Towing point .....	<a href="#">GI-42</a>
Stop lamp .....	<a href="#">LT-21</a>	TPS1 - Wiring diagram .....	<a href="#">EC-262</a> , <a href="#">EC-1477</a>
Stop lamp switch .....	<a href="#">EC-497</a> , <a href="#">EC-1746</a>	TPS2 - Wiring diagram .....	<a href="#">EC-188</a> , <a href="#">EC-767</a> , <a href="#">EC-1393</a>
STOP/L - Wiring diagram .....	<a href="#">LT-21</a>	TPS3 - Wiring diagram .....	<a href="#">EC-520</a> , <a href="#">EC-1142</a> , <a href="#">EC-1765</a>
Striking rod (M/T) .....	<a href="#">MT-22</a>	Transmission case (M/T) .....	<a href="#">MT-20</a> , <a href="#">MT-84</a> , <a href="#">MT-145</a>
Strut (front) .....	<a href="#">FSU-9</a>	Tread-FR&RR (Dimensions) .....	<a href="#">GI-48</a>
Strut (rear) .....	<a href="#">RSU-8</a>	Trim .....	<a href="#">EI-28</a>
Sub-gear (M/T) .....	<a href="#">MT-21</a>	Trouble diagnoses .....	<a href="#">GI-9</a> , <a href="#">GI-23</a>
Sunroof .....	<a href="#">RF-11</a>	Trunk lid .....	<a href="#">EI-18</a>
Supplemental restraint system - Wiring diagram	<a href="#">SRS-14</a>	Trunk lid finisher .....	<a href="#">EI-33</a>
Suspension .....	<a href="#">MA-35</a>	Trunk lid opener - See Trunk lid .....	<a href="#">EI-18</a>
Swirl control valve .....	<a href="#">EC-971</a> , <a href="#">EC-984</a>	Trunk lid opener, electric .....	<a href="#">BL-33</a>
Swirl control valve control position sensor	<a href="#">EC-976</a> , <a href="#">EC-984</a>	Trunk lid trim .....	<a href="#">EI-33</a>
Swirl control valve control solenoid valve .....	<a href="#">EC-984</a>	Trunk room lamp .....	<a href="#">LT-35</a>
SWL/S - Wiring diagram .....	<a href="#">EC-978</a> , <a href="#">EC-986</a>	Trunk room trim .....	<a href="#">EI-33</a>
SWL/V - Wiring diagram .....	<a href="#">EC-971</a> , <a href="#">EC-973</a> , <a href="#">EC-984</a>	TURN - Wiring diagram .....	<a href="#">LT-29</a>
Symbols and abbreviations .....	<a href="#">GI-8</a> , <a href="#">GI-9</a> , <a href="#">GI-21</a>	Turn signal lamp .....	<a href="#">LT-27</a>
Symptom matrix chart .....	<a href="#">EC-93</a> , <a href="#">EC-674</a> , <a href="#">EC-1295</a>	Two trip detection logic .....	<a href="#">EC-58</a> , <a href="#">EC-639</a> , <a href="#">EC-1260</a>
Synchronizer (M/T) .....	<a href="#">MT-21</a> , <a href="#">MT-85</a> , <a href="#">MT-146</a>	Two-pole lift .....	<a href="#">GI-40</a>
System readiness test (SRT) code .....	<a href="#">EC-63</a> , <a href="#">EC-644</a> , <a href="#">EC-1265</a>		

## T

Tachometer .....	<a href="#">DI-3</a>
Tail lamp .....	<a href="#">LT-19</a>
TAIL/L - Wiring diagram .....	<a href="#">LT-19</a>
TCM circuit diagram .....	<a href="#">AT-18</a> , <a href="#">AT-407</a>
TCM inspection table .....	<a href="#">AT-110</a> , <a href="#">AT-485</a>
Temperature control cable and linkage adjustment .....	<a href="#">MTC-45</a>
Thermal protector .....	<a href="#">MTC-76</a>
Thermostat .....	<a href="#">CO-11</a> , <a href="#">CO-28</a>
Three way catalyst function	<a href="#">EC-289</a> , <a href="#">EC-848</a> , <a href="#">EC-1502</a>
Three way catalyst precautions .....	<a href="#">GI-3</a> , <a href="#">GI-5</a>
Throttle control motor .....	<a href="#">EC-1618</a>
Throttle control motor relay	<a href="#">EC-399</a> , <a href="#">EC-961</a> , <a href="#">EC-1613</a>
Throttle position sensor (TPS) ..	<a href="#">EC-186</a> , <a href="#">EC-260</a> , <a href="#">EC-451</a> , <a href="#">EC-453</a> , <a href="#">EC-518</a> , <a href="#">EC-765</a> , <a href="#">EC-1024</a> , <a href="#">EC-1026</a> , <a href="#">EC-1140</a> , <a href="#">EC-1391</a> , <a href="#">EC-1475</a> , <a href="#">EC-1664</a> , <a href="#">EC-1666</a> , <a href="#">EC-1763</a>
Throttle position sensor adjustment .....	<a href="#">EC-669</a>
Throttle position switch .....	<a href="#">AT-250</a> , <a href="#">AT-632</a>
Throttle valve closed position learning .....	<a href="#">EC-1255</a>
Throwout bearing - See Clutch release bearing	<a href="#">CL-14</a> , <a href="#">CL-31</a>
Tie-rod .....	<a href="#">PS-19</a>
Tie-rod ball joints .....	<a href="#">PS-19</a>
Tightening torque of standard bolts .....	<a href="#">GI-43</a>
Time control system .....	<a href="#">BCS-10</a>

## U

Under body .....	<a href="#">BL-119</a>
------------------	------------------------

## V

Vacuum cut valve bypass valve ....	<a href="#">EC-1707</a> , <a href="#">EC-1714</a>
Vacuum hose (brake system) .....	<a href="#">BR-18</a>
Vacuum hose drawing (Engine control) ....	<a href="#">EC-34</a> , <a href="#">EC-1237</a>
Valve clearance .....	<a href="#">EM-35</a> , <a href="#">EM-130</a>
Valve guide .....	<a href="#">EM-58</a> , <a href="#">EM-152</a>
Valve seat .....	<a href="#">EM-60</a> , <a href="#">EM-153</a>
Valve spring .....	<a href="#">EM-61</a> , <a href="#">EM-154</a>
Variable induction air control system (VIAS) .	<a href="#">EC-1788</a>
Vehicle identification number .....	<a href="#">GI-46</a>
Vehicle recovery (freeing a stuck vehicle) .....	<a href="#">GI-42</a>
Vehicle security (theft warning) system .....	<a href="#">BL-64</a>
Vehicle speed sensor (VSS) .....	<a href="#">EC-361</a> , <a href="#">EC-916</a> , <a href="#">EC-1575</a>
VEHSEC - Wiring diagram .....	<a href="#">BL-71</a>
Vent mode switch .....	<a href="#">MTC-20</a>
VENT/V - Wiring diagram ...	<a href="#">EC-319</a> , <a href="#">EC-470</a> , <a href="#">EC-875</a> , <a href="#">EC-1091</a> , <a href="#">EC-1529</a> , <a href="#">EC-1682</a> , <a href="#">EC-1690</a>
VIAS - Wiring diagram .....	<a href="#">EC-1790</a>
Viscosity number (SAE) .....	<a href="#">MA-14</a>
VSS - Wiring diagram .....	<a href="#">EC-1576</a>

## W

WARN - Wiring diagram .....	<a href="#">DI-29</a>
-----------------------------	-----------------------

# ALPHABETICAL INDEX

---

Warning chime .....	<a href="#">DI-37</a>	
Warning lamps .....	<a href="#">DI-27</a>	A
Washer, front .....	<a href="#">WW-3</a>	
Water pump .....	<a href="#">CO-9</a>	
Water temperature gauge .....	<a href="#">DI-3</a>	B
Weatherstrip - See Exterior .....	<a href="#">EI-22</a>	
Wheel alignment (front) .....	<a href="#">FSU-6</a>	
Wheel alignment (rear) .....	<a href="#">RSU-6</a>	C
Wheel balance .....	<a href="#">MA-31</a>	
Wheel bearing (front axle) .....	<a href="#">FAX-9</a>	
Wheel bearing (front) .....	<a href="#">FAX-5</a>	
Wheel bearing (rear) .....	<a href="#">RAX-5</a>	D
Wheel hub (front) .....	<a href="#">FAX-6</a> , <a href="#">FAX-9</a>	
Wheel hub (rear) .....	<a href="#">RAX-6</a>	
Wheel sensors (ABS) .....	<a href="#">BRC-44</a>	E
Wheel size .....	<a href="#">GI-49</a>	
Wheelbase (Dimensions) .....	<a href="#">GI-48</a>	
Width (Dimensions) .....	<a href="#">GI-48</a>	F
WINDOW - Wiring diagram .....	<a href="#">GW-9</a>	
Window, back door .....	<a href="#">GW-12</a>	
Window, door .....	<a href="#">GW-6</a> , <a href="#">GW-12</a>	
Window, rear .....	<a href="#">GW-3</a>	G
Windshield .....	<a href="#">GW-3</a>	
Windshield washer - See Front washer .....	<a href="#">WW-3</a>	
Windshield wiper - See Front wiper .....	<a href="#">WW-3</a>	H
WIPER - Wiring diagram .....	<a href="#">WW-5</a>	
Wiper and washer .....	<a href="#">WW-3</a>	
Wiper, front .....	<a href="#">WW-3</a>	I
Wiring Diagram (Cell code) list .....	<a href="#">PG-39</a>	
Wiring diagrams .....	<a href="#">GI-8</a> , <a href="#">GI-13</a>	
Withdrawal lever (clutch) .....	<a href="#">CL-14</a> , <a href="#">CL-31</a>	J
Wrist pin - See Piston pin inspection .....	<a href="#">EM-69</a>	

SECTION **IP**  
INSTRUMENT PANEL

A  
B  
C  
D  
E  
F  
G  
H  
IP  
J  
K  
L  
M

CONTENTS

<b>PRECAUTIONS</b> .....	2	REPAIR THE CAUSE .....	5
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	CONFIRM THE REPAIR .....	6
<b>PREPARATION</b> .....	3	Generic Squeak and Rattle Troubleshooting .....	6
Special Service Tools .....	3	INSTRUMENT PANEL .....	6
Commercial Service Tools .....	3	CENTER CONSOLE .....	6
<b>SQUEAK AND RATTLE TROUBLE DIAGNOSES</b> .....	4	DOORS .....	6
Work Flow .....	4	TRUNK .....	7
CUSTOMER INTERVIEW .....	4	SUNROOF/HEADLINER .....	7
DUPLICATE THE NOISE AND TEST DRIVE .....	5	SEATS .....	7
CHECK RELATED SERVICE BULLETINS .....	5	UNDERHOOD .....	7
LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE .....	5	Diagnostic Worksheet .....	8
		<b>INSTRUMENT PANEL ASSEMBLY</b> .....	10
		Removal and Installation .....	10

# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS001E1

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

# PREPARATION

## PREPARATION

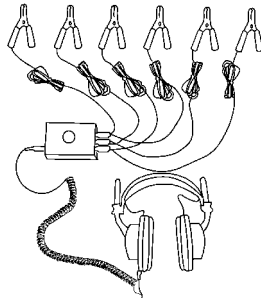
PFP:00002

### Special Service Tools

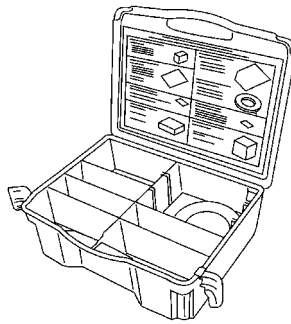
EIS00176

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
— (J-39570) Chassis ear	Locating the noise
— (J-43980) NISSAN Squeak and Rattle kit	Repairing the cause of noise



SBT839

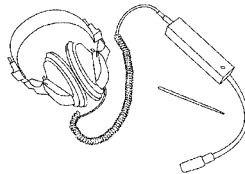


SBT840

### Commercial Service Tools

EIS00177

Tool name	Description
Engine ear (J-39565)	Locating the noise



SIIA0995E

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B  
C  
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IP  
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L  
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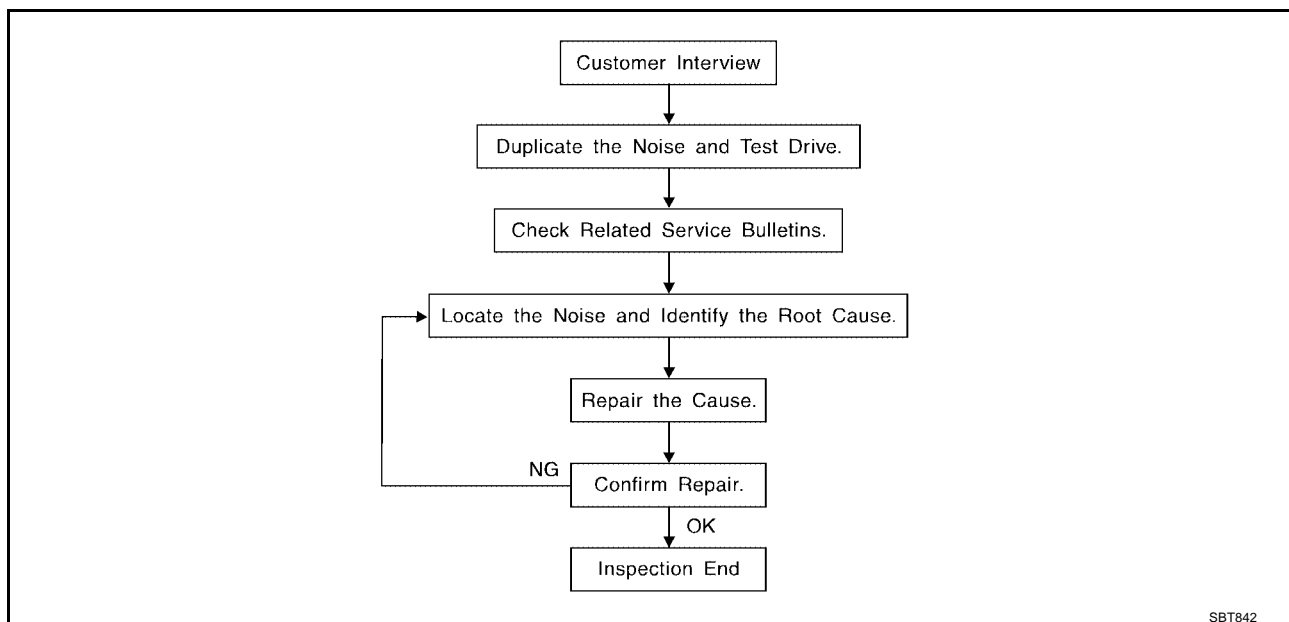
# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK AND RATTLE TROUBLE DIAGNOSES

PF0:00003

### Work Flow

EIS00178



### CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [IP-8, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak — (Like tennis shoes on a clean floor)  
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak — (Like walking on an old wooden floor)  
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle — (Like shaking a baby rattle)  
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock — (Like a knock on a door)  
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick — (Like a clock second hand)  
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump — (Heavy, muffled knock noise)  
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz — (Like a bumblebee)  
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

1. Close a door.
  2. Tap or push/pull around the area where the noise appears to be coming from.
  3. Rev the engine.
  4. Use a floor jack to recreate vehicle "twist".
  5. At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
  6. Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
  - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

## CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

## LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
  - Removing the components in the area that you suspect the noise is coming from.  
**Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.**
  - Tapping or pushing/pulling the component that you suspect is causing the noise.  
**Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.**
  - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
  - Placing a piece of paper between components that you suspect are causing the noise.
  - Looking for loose components and contact marks.

Refer to [IP-6, "Generic Squeak and Rattle Troubleshooting"](#).

## REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
  - Separate components by repositioning or loosening and retightening the component, if possible.
  - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A NISSAN Squeak and Rattle Kit (J-43980) is available through your authorized NISSAN Parts Department.

### CAUTION:

**Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.**

The following materials are contained in the NISSAN Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

73982-9E000: 45 mm (1.77 in) thick, 50 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 x 50 mm (1.18 x 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 x 25 mm (0.59 x 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

## CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

## Generic Squeak and Rattle Troubleshooting

EIS00179

Refer to Table of Contents for specific component removal and installation information.

### INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

#### CAUTION:

**Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.**

### CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and upper/lower cluster lid C
3. Wiring harnesses behind audio and A/C control unit
4. Console lid to console bin.

The instrument panel repair and isolation procedures also apply to the center console.

### DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops



# SQUEAK AND RATTLE TROUBLE DIAGNOSES

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the NISSAN Squeak and Rattle Kit (J-43980) to repair the noise.

A

## TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner.

B

In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

C

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

D

## SUNROOF/HEADLINER

E

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

F

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

G

## SEATS

When isolating seat noises it is important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

H

Cause of seat noise include:

1. Headrest rods and holders
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

IP

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

J

## UNDERHOOD

K

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noises include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

L

M

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## Diagnostic Worksheet

EIS0017A



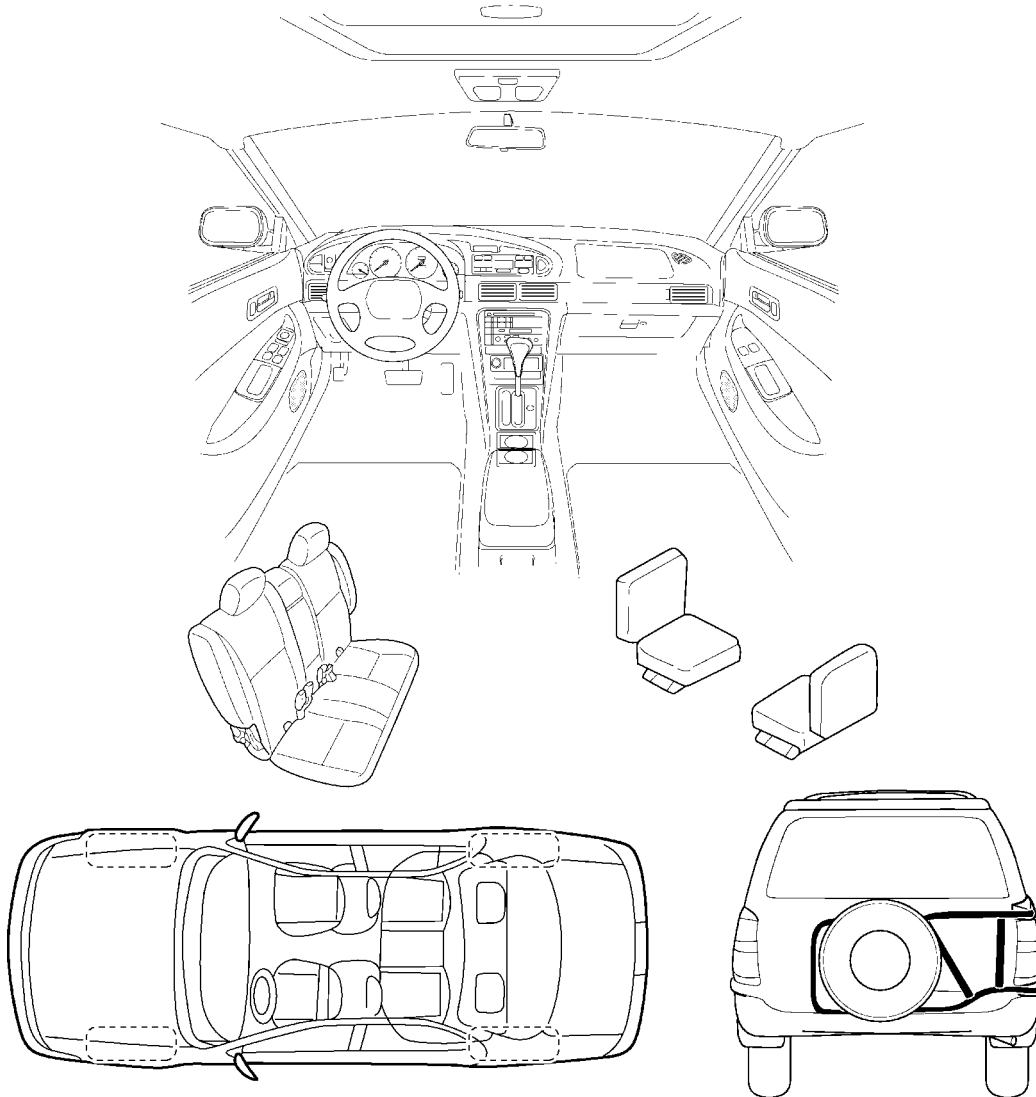
### SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

#### I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

LIWA0276E

# SQUEAK AND RATTLE TROUBLE DIAGNOSES

## SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

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---

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### II. WHEN DOES IT OCCUR? (check the boxes that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> anytime                             | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 <sup>st</sup> time in the morning | <input type="checkbox"/> when it is raining or wet    |
| <input type="checkbox"/> only when it is cold outside        | <input type="checkbox"/> dry or dusty conditions      |
| <input type="checkbox"/> only when it is hot outside         | <input type="checkbox"/> other: _____                 |

### III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about \_\_\_\_ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: \_\_\_\_\_
- after driving \_\_\_\_ miles or \_\_\_\_ minutes

### IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

### TO BE COMPLETED BY DEALERSHIP PERSONNEL

#### Test Drive Notes:

---

---

	<u>YES</u>	<u>NO</u>	<u>Initials of person performing</u>
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: \_\_\_\_\_ Customer Name: \_\_\_\_\_

W.O. #: \_\_\_\_\_ Date: \_\_\_\_\_

**This form must be attached to Work Order**

SBT844

# INSTRUMENT PANEL ASSEMBLY

PFP:68200

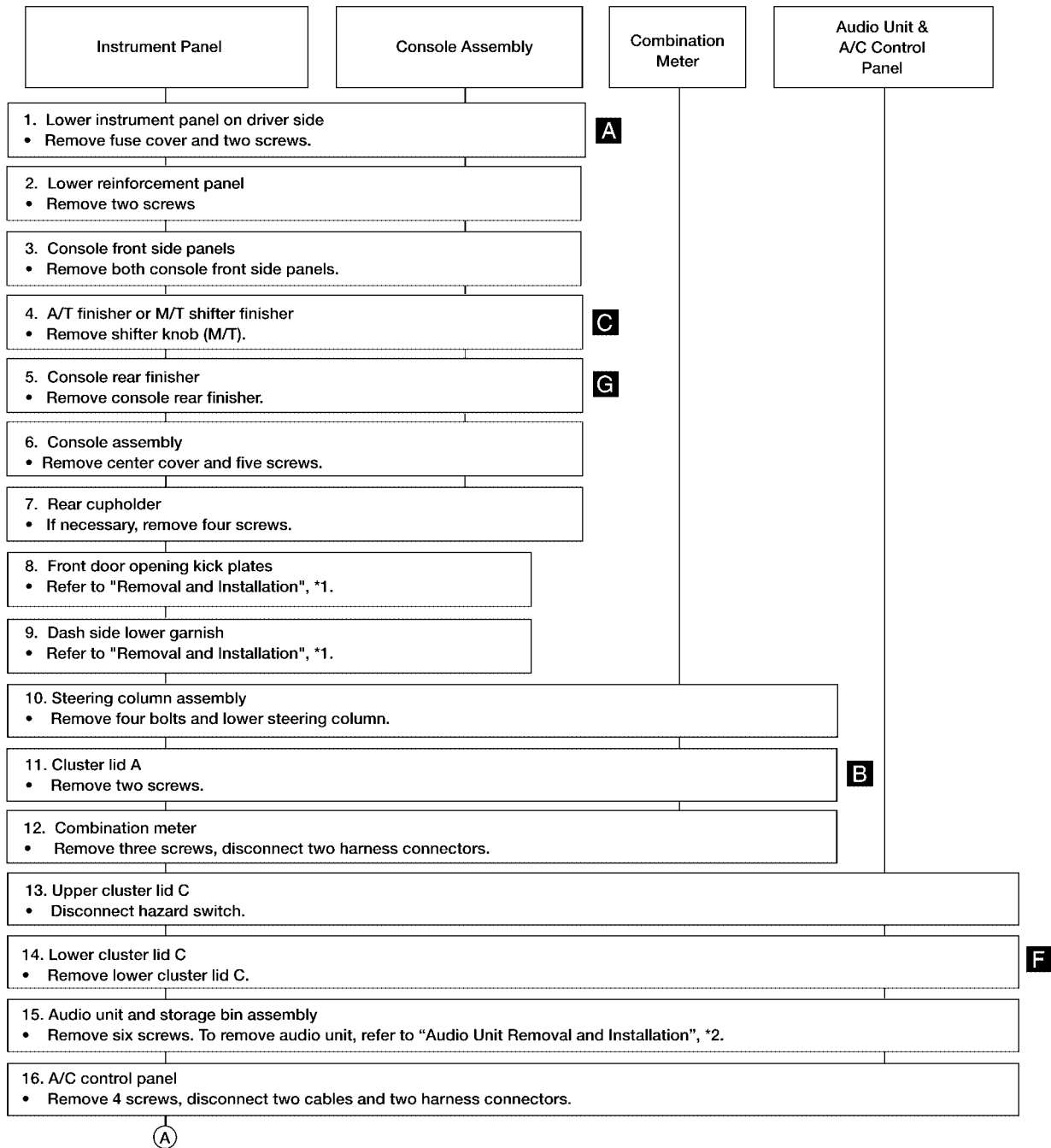
EIS0017B

## INSTRUMENT PANEL ASSEMBLY

### Removal and Installation

#### CAUTION:

- Lock the CD changer unit mechanism (models with CD changer). Refer to [AV-10, "LOCKING CD CHANGER UNIT MECHANISM"](#) .
- Disconnect both terminals from battery and wait three minutes.
- Disconnect air bag module connectors in advance.
- Be careful not to scratch pad and other parts.
- Never tamper with or force air bag lid open, as this may adversely affect air bag performance.



\*1 [EI-28](#)

\*2 [AV-10](#)

LIA0001E

# INSTRUMENT PANEL ASSEMBLY

A		
	17. Glove box assembly • Remove to screws, two dampers, and six screws.	<b>D</b>
	18. Front passenger air bag • Remove front passenger air bag module, refer to *1, "REMOVAL".	
	19. Front pillar garnish • Refer to "Removal and Installation", *2.	
	20. Instrument panel assembly • Remove two bolts, three screws, and two nuts.	<b>E</b>
	21. Instrument stay assemblies, if necessary • Remove two bolts and two nuts.	
	22. Steering member assembly, if necessary • Remove four nuts and two bolts.	

\*1 [SRS-44](#)

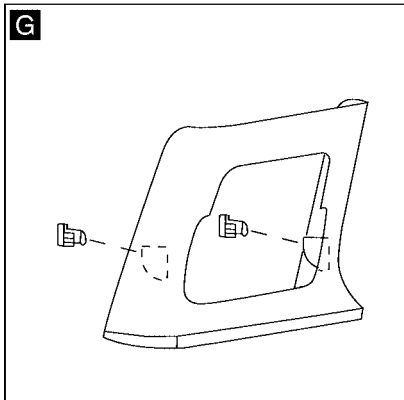
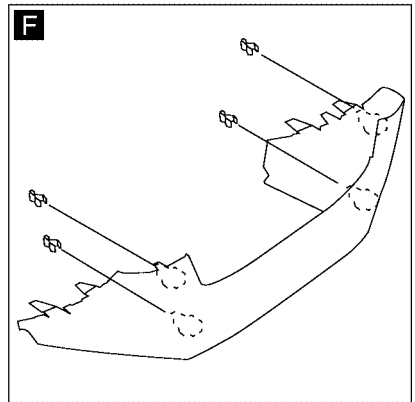
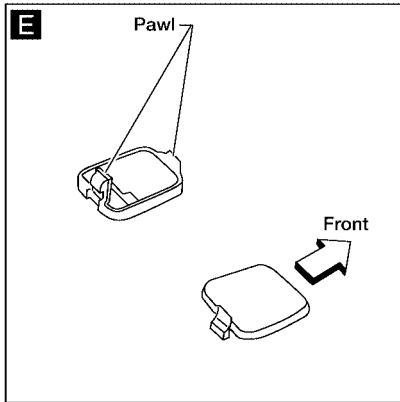
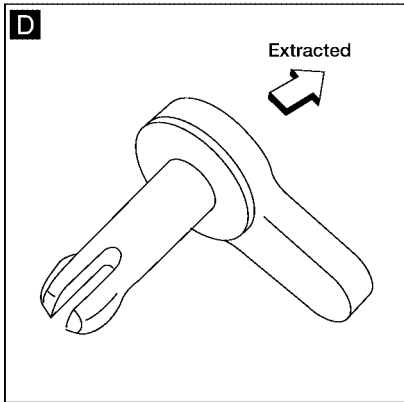
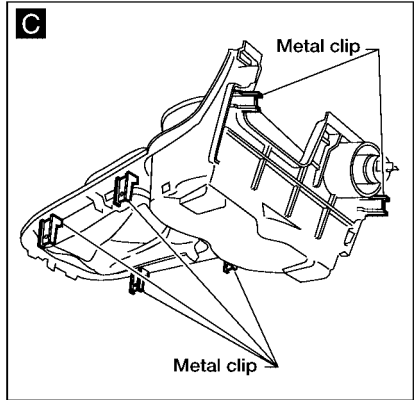
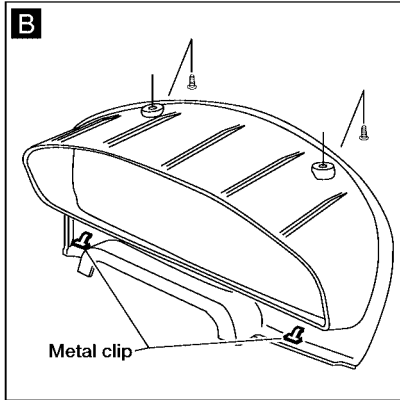
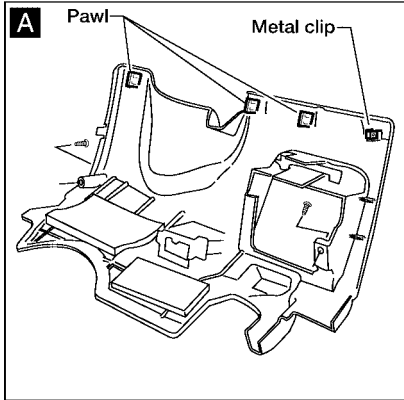
\*2 [EI-28](#)

LIIA0002E

A  
B  
C  
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L  
M



# INSTRUMENT PANEL ASSEMBLY



A  
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M

LIA0004E

# INSTRUMENT PANEL ASSEMBLY

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SECTION **LAN**  
LAN SYSTEM

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
LAN  
L  
M

CONTENTS

<b>CAN</b>		
<b>PRECAUTIONS</b> .....	<b>2</b>	
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	
Precautions For Trouble Diagnosis .....	2	
CAN SYSTEM .....	2	
Precautions For Harness Repair .....	2	
CAN SYSTEM .....	2	
<b>CAN COMMUNICATION</b> .....	<b>3</b>	
System Description .....	3	
CAN Communication Unit .....	3	
TYPE 1 .....	3	
TYPE 2 .....	5	
TYPE 3 .....	5	
<b>CAN SYSTEM (TYPE 1)</b> .....	<b>6</b>	
System Description .....	6	
Component Parts and Harness Connector Location... ..	6	
Wiring Diagram — CAN — .....	7	
Work Flow .....	8	
CHECK SHEET .....	9	
CHECK SHEET RESULTS (EXAMPLE) .....	10	
ECM Circuit Check .....	12	
TCM Circuit Check .....	12	
Combination Meter Circuit Check .....	13	
		CAN Communication Circuit Check .....
		Component Inspection .....
		ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION .....
		<b>CAN SYSTEM (TYPE 2)</b> .....
		System Description .....
		Component Parts and Harness Connector Location.. ..
		Wiring Diagram — CAN — .....
		Work Flow .....
		CHECK SHEET .....
		CHECK SHEET RESULTS (EXAMPLE) .....
		CAN Communication Circuit Check .....
		Component Inspection .....
		ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION .....
		<b>CAN SYSTEM (TYPE 3)</b> .....
		System Description .....
		Component Parts and Harness Connector Location.. ..
		Wiring Diagram — CAN — .....
		Work Flow .....
		CHECK SHEET .....
		CHECK SHEET RESULTS (EXAMPLE) .....
		CAN Communication Circuit Check .....
		Component Inspection .....
		ECM/TCM INTERNAL CIRCUIT INSPECTION... ..

## PRECAUTIONS

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS003A9

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions For Trouble Diagnosis CAN SYSTEM

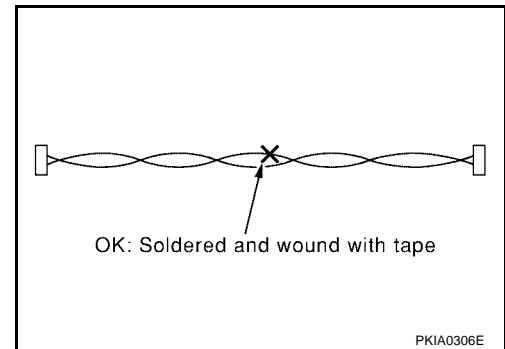
EKS003AA

- Do not apply voltage of 7.0V or higher to the measurement terminals.
- Use the tester with its open terminal voltage being 7.0V or less.

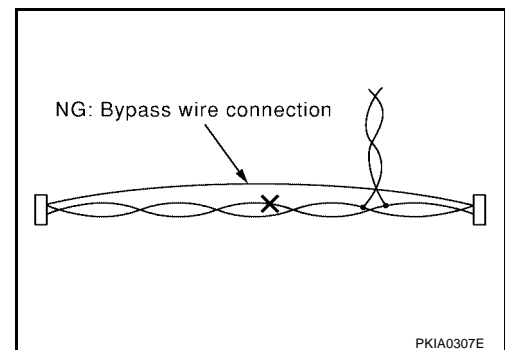
### Precautions For Harness Repair CAN SYSTEM

EKS003AB

- Solder the repaired parts, and wrap with tape. [Frays of twisted line must be within 110 mm (4.33 in).]



- Do not perform bypass wire connections for the repair parts. (The spliced wire will become separated and the characteristics of twisted line will be lost.)



## CAN COMMUNICATION

PFP:23710

### System Description

EKS003K5

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### CAN Communication Unit

EKS003K6

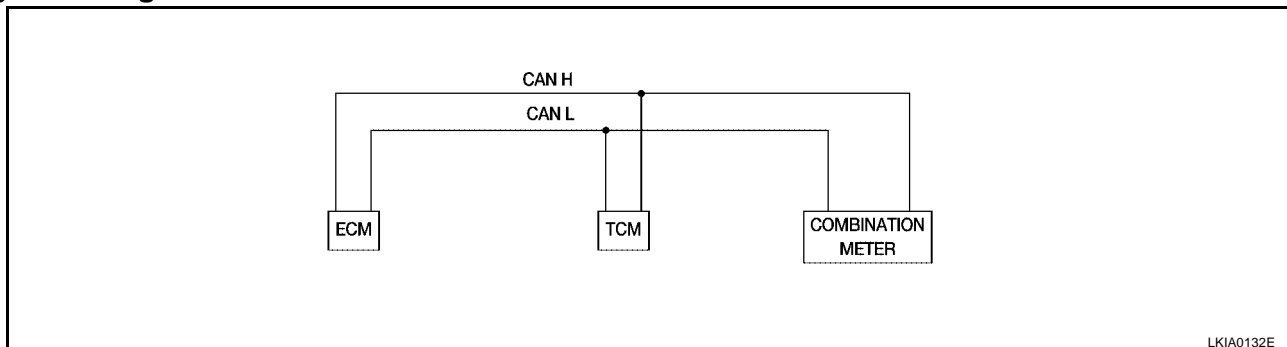
Go to CAN system, when selecting your CAN system type from the following table.

Body type	Sedan		
Axle	2WD		
Engine	QG18DE		QR25DE
Transmission	A/T	M/T	A/T
CAN system type	1	2	3
CAN system trouble diagnosis	<a href="#">LAN-6, "CAN SYSTEM (TYPE 1)"</a>	<a href="#">LAN-16, "CAN SYSTEM (TYPE 2)"</a>	<a href="#">LAN-23, "CAN SYSTEM (TYPE 3)"</a>

×: Applicable

### TYPE 1

#### System diagram



#### Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM	Combination Meter
Accelerator pedal position signal	T	R	
Output shaft revolution signal	R	T	
A/T self-diagnosis signal	R	T	
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Overdrive control switch signal		R	T
O/D OFF indicator signal		T	R
Engine speed signal	T		R
Engine coolant temperature signal	T		R
Vehicle speed signal	R		T
Fuel level sensor signal	R		T
Malfunction indicator lamp signal	T		R

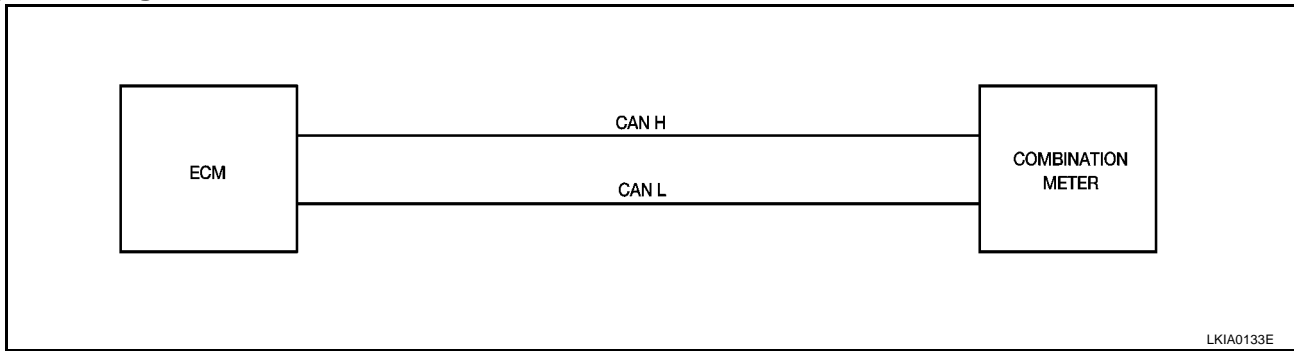
# CAN COMMUNICATION

[CAN]

Signals	ECM	TCM	Combination Meter
ASCD SET lamp signal	T		R
ASCD CRUISE lamp signal	T		R

## TYPE 2

### System diagram



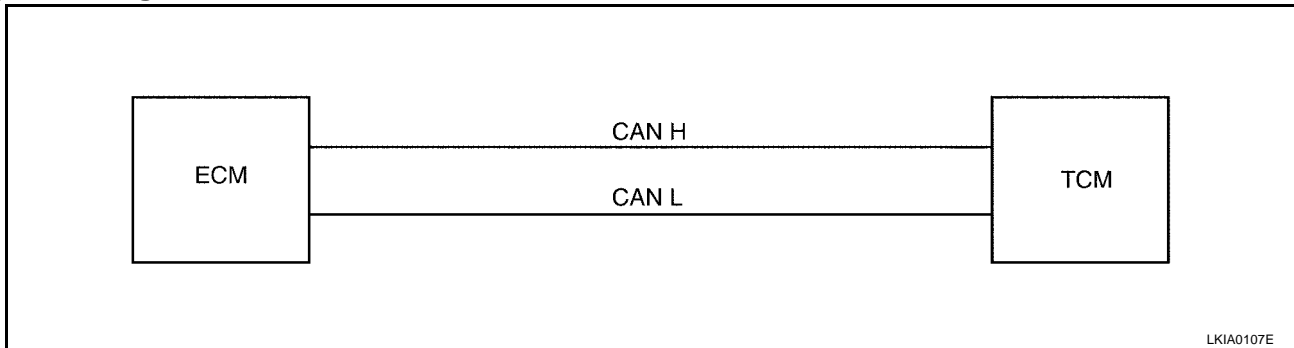
### Input/output signal chart

T: Transmit R: Receive

Signals	ECM	Combination Meter
Engine speed signal	T	R
Engine coolant temperature signal	T	R
Vehicle speed signal	R	T
Fuel level sensor signal	R	T
Malfunction indicator lamp signal	T	R
ASCD SET lamp signal	T	R
ASCD CRUISE lamp signal	T	R

## TYPE 3

### System diagram



### Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM
Accelerator pedal position signal	T	R
Output shaft revolution signal	R	T
A/T self-diagnosis signal	R	T
Wide open throttle position signal	T	R
Overdrive cancel signal	T	R

## CAN SYSTEM (TYPE 1)

PFP:23710

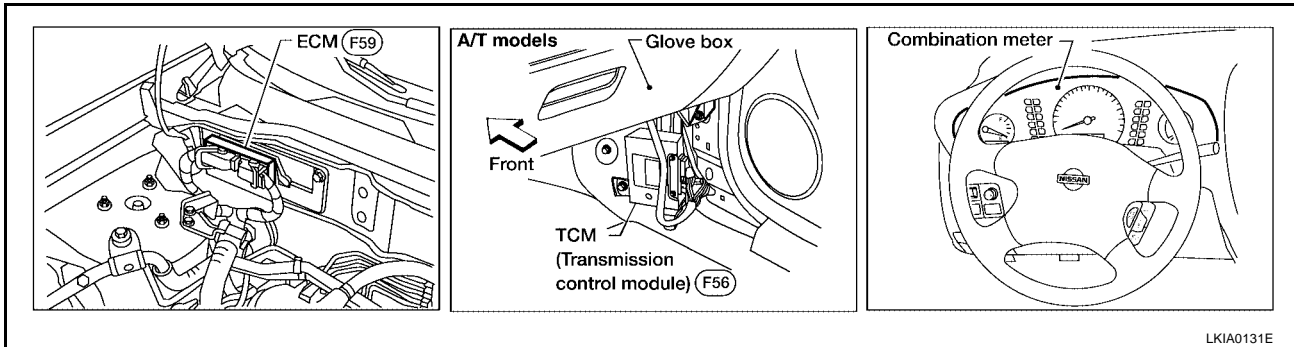
### System Description

EKS003K7

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### Component Parts and Harness Connector Location

EKS003K8



# CAN SYSTEM (TYPE 1)

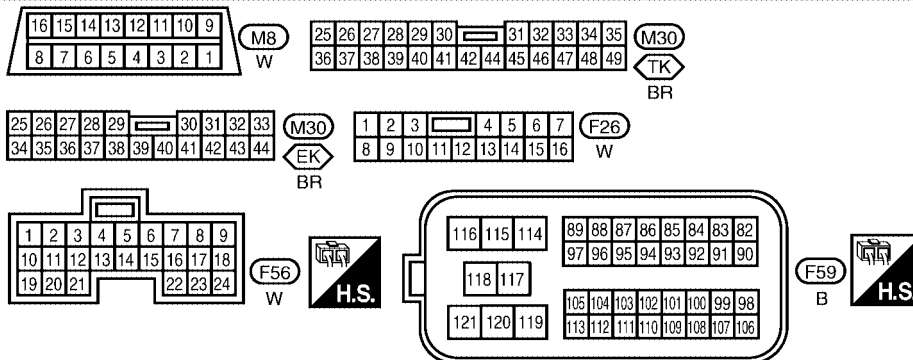
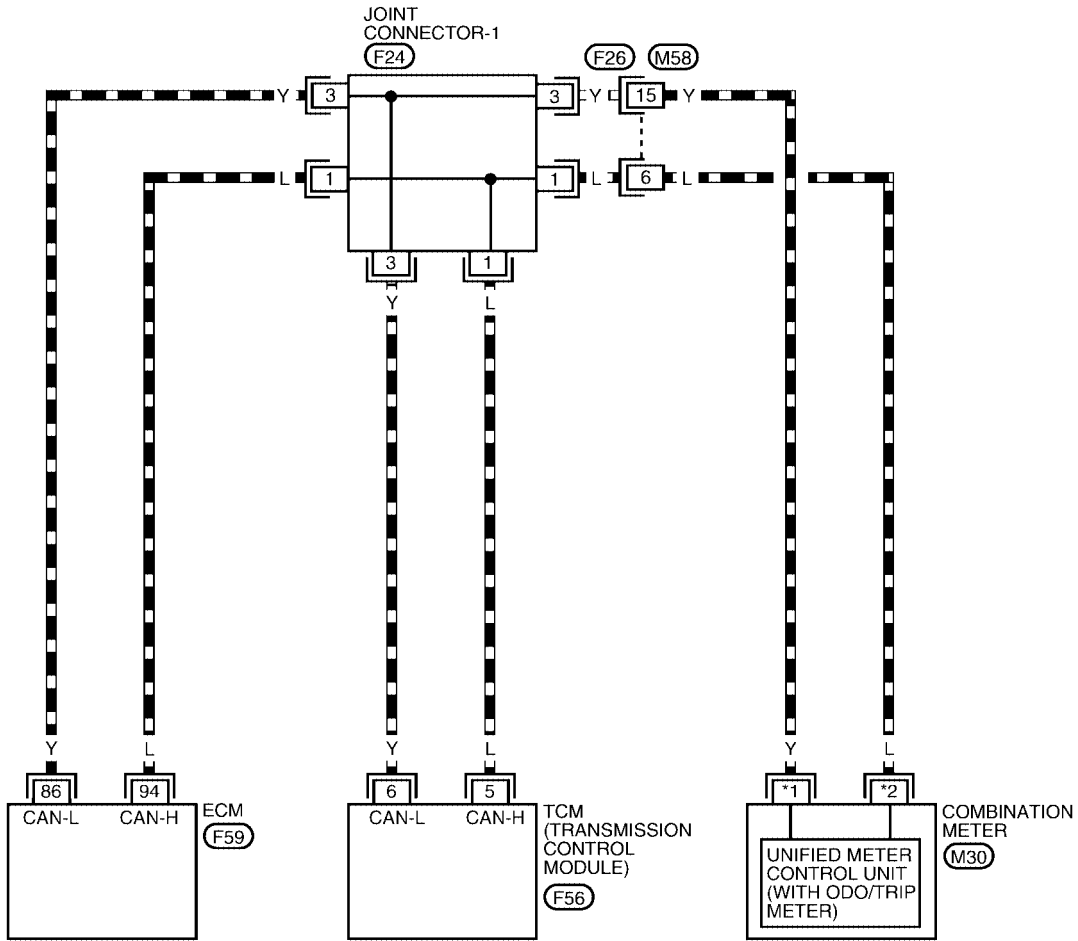
[CAN]

## Wiring Diagram — CAN —

EKS003K9

### LAN-CAN-01

- : DATA LINE
- ⬡EK⬡ : WITHOUT TACHOMETER
- ⬡TK⬡ : WITH TACHOMETER
- \*1 ⬡EK⬡ : 35
- ⬡TK⬡ : 39
- \*2 ⬡EK⬡ : 34
- ⬡TK⬡ : 38



REFER TO THE FOLLOWING.  
 (F24) - JOINT CONNECTOR

WKWA0149E

## Work Flow

- Print all the data of "SELF-DIAG RESULTS" for "ENGINE" and "A/T" displayed on CONSULT-II.

(Example)

SELECT DIAG MODE			
WORK SUPPORT			
SELF-DIAG RESULTS			
DATA MONITOR			
DATA MONITOR (SPEC)			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
			Scroll Down
BACK	LIGHT	COPY	

➔

SELF-DIAG RESULTS			
DTC RESULTS		TIME	
CAN COMM CIRCUIT (U1000)		0	
			F.F.DATA
ERASE		PRINT	
MODE	BACK	LIGHT	COPY

PKIA8260E

- Print all the data of "CAN DIAG SUPPORT MNTR" for "ENGINE" and "A/T" displayed on CONSULT-II.

(Example)

SELECT DIAG MODE			
WORK SUPPORT			
SELF-DIAG RESULTS			
DATA MONITOR			
DATA MONITOR (SPEC)			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
			Scroll Down
BACK	LIGHT	COPY	

➔

CAN DIAG SUPPORT MNTR			
ENGINE			
		PRSNT	
INITIAL DIAG	OK		
TRANSMIT DIAG	OK		
TCM	OK		
VDC/TCS/ABS	OK		
METER/M&A	OK		
ICC	UNKWN		
BCM/SEC	OK		
IPDM E/R	OK		
AWD/4WD/e4WD	UNKWN		
PRINT		Scroll Down	
MODE	BACK	LIGHT	COPY

PKIA8343E

- Attach the printed sheet of "SELF-DIAG RESULTS" and "CAN DIAG SUPPORT MNTR" onto the check sheet. Refer to [LAN-9, "CHECK SHEET"](#).
- Based on the "CAN DIAG SUPPORT MNTR" results, put check marks onto the items with "UNKWN" or "NG" in the check sheet table. Refer to [LAN-9, "CHECK SHEET"](#).

**NOTE:**

If "NG" is displayed on "INITIAL DIAG (initial diagnosis)" as "CAN DIAG SUPPORT MNTR" for the diagnosed control unit, replace the control unit.

- According to the check sheet results (example), start inspection. Refer to [LAN-10, "CHECK SHEET RESULTS \(EXAMPLE\)"](#).



# CAN SYSTEM (TYPE 1)

[CAN]

## CHECK SHEET

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR				
	Initial diagnosis	Transmit diagnosis	Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN	..	UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN	.	UNKWN

Symptoms:

Attach copy of  
ENGINE SELF-DIAG  
RESULTS

Attach copy of  
A/T SELF-DIAG  
RESULTS

Attach copy of  
ENGINE  
CAN DIAG SUPPORT  
MNTR

Attach copy of  
A/T  
CAN DIAG SUPPORT  
MNTR

LKIA0514E

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

LAN

# CAN SYSTEM (TYPE 1)

[CAN]

## CHECK SHEET RESULTS (EXAMPLE)

### Case 1

Replace ECM.

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR				
	Initial diagnosis	Transmit diagnosis	Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG ✓	UNKWN	-	UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN	-	UNKWN

LKIA0515E

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR				
	Initial diagnosis	Transmit diagnosis	Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN	-	UNKWN ✓	UNKWN ✓
A/T	NG	UNKWN	UNKWN	-	UNKWN

WKIA2937E

### Case 2

Replace TCM.

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR				
	Initial diagnosis	Transmit diagnosis	Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN	-	UNKWN ✓	UNKWN
A/T	NG ✓	UNKWN	UNKWN	-	UNKWN

WKIA2938E

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR				
	Initial diagnosis	Transmit diagnosis	Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN	-	UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN ✓	-	UNKWN ✓

WKIA2939E

## Case 3

Check ECM Circuit. Refer to [LAN-12, "ECM Circuit Check"](#) .

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR		
			Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN		UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN		UNKWN

WKIA2940E

## Case 4

Check TCM Circuit. Refer to [LAN-12, "TCM Circuit Check"](#) .

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR		
			Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN		UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN		UNKWN

WKIA2941E

## Case 5

Check combination meter Circuit. Refer to [LAN-13, "Combination Meter Circuit Check"](#)

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR		
			Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN		UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN		UNKWN

WKIA2942E

## Case 6

Check CAN communication Circuit. Refer to [LAN-13, "CAN Communication Circuit Check"](#) .

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR		
			Receive diagnosis		
			ECM	TCM	METER/M&A
ENGINE	NG	UNKWN		UNKWN	UNKWN
A/T	NG	UNKWN	UNKWN		UNKWN

WKIA2943E

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

LAN

**ECM Circuit Check****1. CHECK CONNECTOR**

1. Turn ignition switch OFF.
2. Check the terminals and connector of ECM for damage, bend and loose connection (control module-side and harness-side).

OK or NG

- OK >> GO TO 2.  
 NG >> Repair terminal or connector.

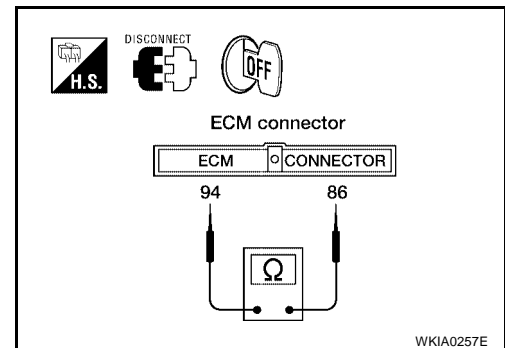
**2. CHECK HARNESS FOR OPEN CIRCUIT**

1. Disconnect ECM connector.
2. Check resistance between ECM harness connector F59 terminals 94 (L) and 86 (Y).

**94 (L) – 86 (Y) : Approx. 108 – 132Ω**

OK or NG

- OK >> Replace ECM.  
 NG >> Repair harness between ECM and TCM.

**TCM Circuit Check****1. CHECK CONNECTOR**

1. Turn ignition switch OFF.
2. Check the terminals and connector of TCM for damage, bend and loose connection (control module-side and harness-side).

OK or NG

- OK >> GO TO 2.  
 NG >> Repair terminal or connector.

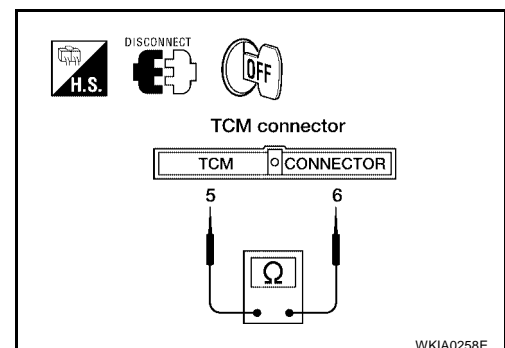
**2. CHECK HARNESS FOR OPEN CIRCUIT**

1. Disconnect TCM connector.
2. Check resistance between TCM harness connector F56 terminals 5 (L) and 6 (Y).

**5 (L) – 6 (Y) : Approx. 54 – 66Ω**

OK or NG

- OK >> Replace TCM.  
 NG >> Repair harness between TCM and ECM.



**Combination Meter Circuit Check****1. CHECK CONNECTOR**

1. Turn ignition switch OFF.
2. Check terminals and connector of combination meter for damage, bend and loose connection (meter-side and harness-side).

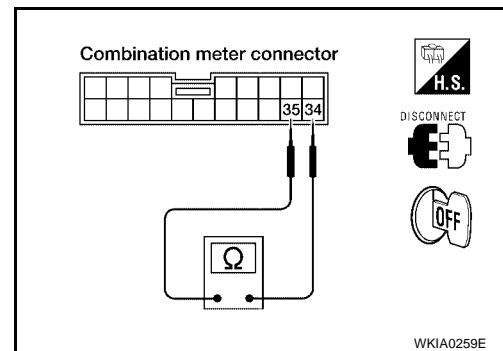
OK or NG

- OK >> GO TO 2.  
 NG >> Repair terminal or connector.

**2. CHECK HARNESS FOR OPEN CIRCUIT**

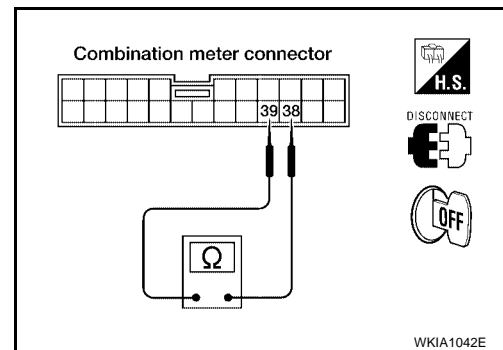
1. Disconnect combination meter connector.
2. Check the following.
  - Without tachometer:  
Resistance between combination meter harness connector M30 terminals 34 (L) and 35 (Y).

**34 (L) – 35 (Y)**  
**(Without tachometer) : Approx. 108 – 132Ω**



- With tachometer:  
Resistance between combination meter harness connector M30 terminals 38 (L) and 39 (Y).

**38 (L) – 39 (Y)**  
**(With tachometer) : Approx. 108 – 132Ω**

OK or NG

- OK >> Replace combination meter.  
 NG >> Repair harness between combination meter and TCM.

**CAN Communication Circuit Check****1. CHECK CONNECTOR**

1. Turn ignition switch OFF.
2. Check following terminals and connector for damage, bend and loose connection (meter-side, control module-side and harness-side).
  - Combination meter
  - TCM
  - ECM
  - Between combination meter and ECM

OK or NG

- OK >> GO TO 2.  
 NG >> Repair terminal or connector.

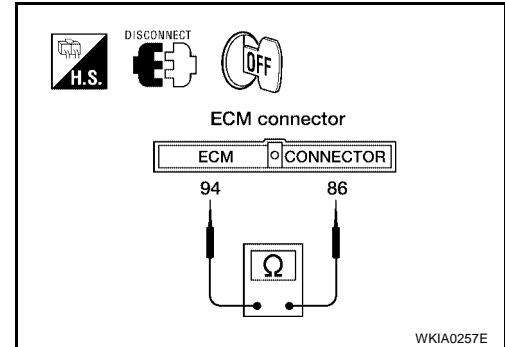
## 2. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect ECM connector, TCM connector and harness connector F26.
2. Check continuity between ECM harness connector F59 terminals 94 (L) and 86 (Y).

**94 (L) – 86 (Y) : Continuity should not exist.**

OK or NG

- OK >> GO TO 3.  
 NG >> ● Repair harness between ECM and harness connector F26.  
           ● Repair harness between ECM and TCM.



## 3. CHECK HARNESS FOR SHORT CIRCUIT

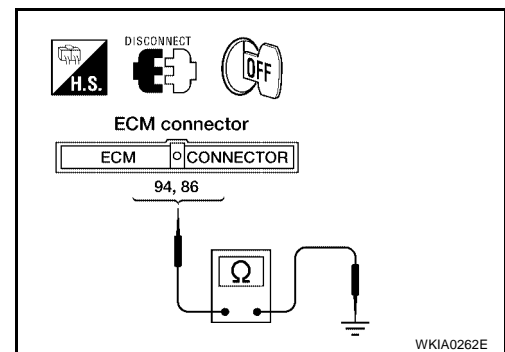
Check continuity between ECM harness connector F59 terminals 94 (L), 86 (Y) and ground.

**94 (L) – ground : Continuity should not exist.**

**86 (Y) – ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 4.  
 NG >> ● Repair harness between ECM and harness connector F26.  
           ● Repair harness between ECM and TCM.



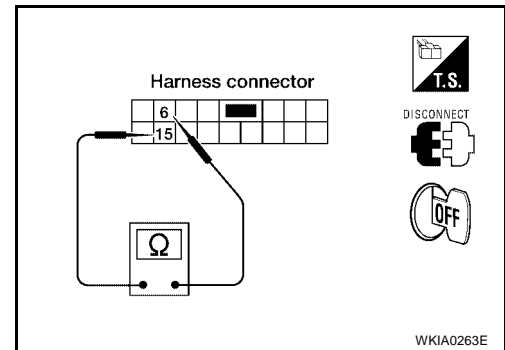
## 4. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect combination meter connector.
2. Check continuity between harness connector M58 terminals 6 (L) and 15 (Y).

**6 (L) – 15 (Y) : Continuity should not exist.**

OK or NG

- OK >> GO TO 5.  
 NG >> Repair harness between harness connector M58 and combination meter.



## 5. CHECK HARNESS FOR SHORT CIRCUIT

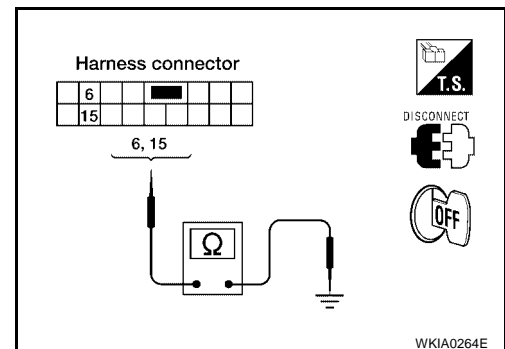
Check continuity between harness connector M58 terminals 6 (L), 15 (Y) and ground.

**6 (L) – ground : Continuity should not exist.**

**15 (Y) – ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 6.  
 NG >> Repair harness between harness connector M58 and combination meter.



**6. ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION**

Check components inspection. Refer to [LAN-15, "ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION"](#) .

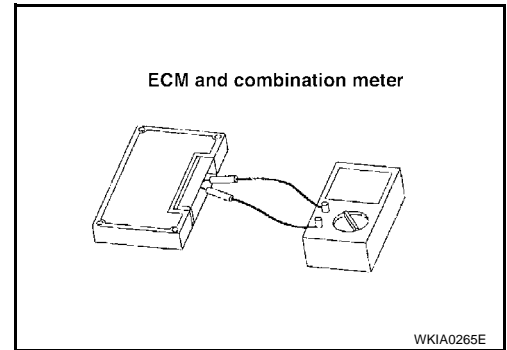
OK or NG

- OK >> Connect all the connectors and diagnose again. Refer to [LAN-8, "Work Flow"](#) .
- NG >> Replace ECM and/or combination meter.

**Component Inspection**  
**ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION**

EKS003KF

- Remove ECM and combination meter from vehicle.
- Check resistance between ECM terminals 94 and 86.
- Check resistance between combination meter terminals 34 and 35 (Without tachometer).
- Check resistance between combination meter terminals 38 and 39 (With tachometer).



Unit	Terminal	Resistance value (Ω) (Approx.)
ECM	94 – 86	108 - 136
Combination meter (Without tachometer)	34 – 35	
Combination meter (With tachometer)	38 – 39	

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

LAN

**CAN SYSTEM (TYPE 2)**

PFP:23710

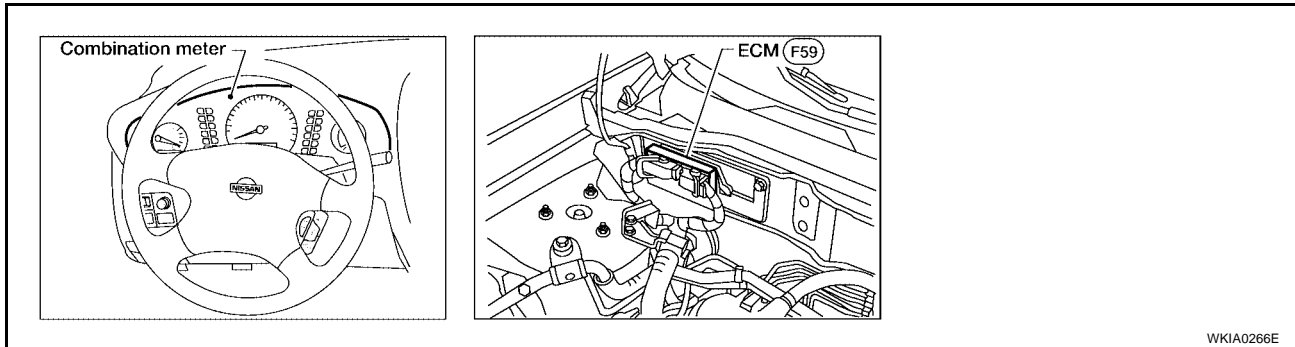
**System Description**

EKS003KG

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

**Component Parts and Harness Connector Location**

EKS003KH



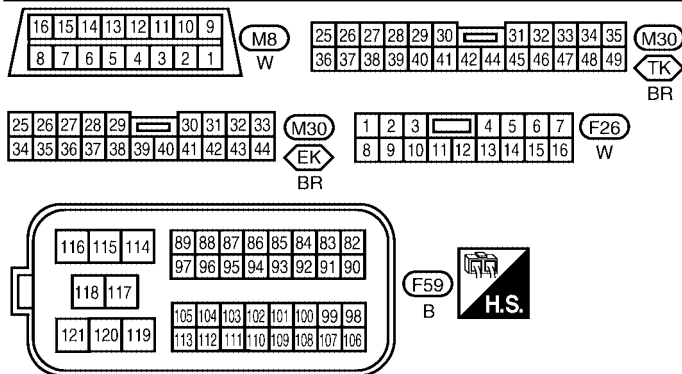
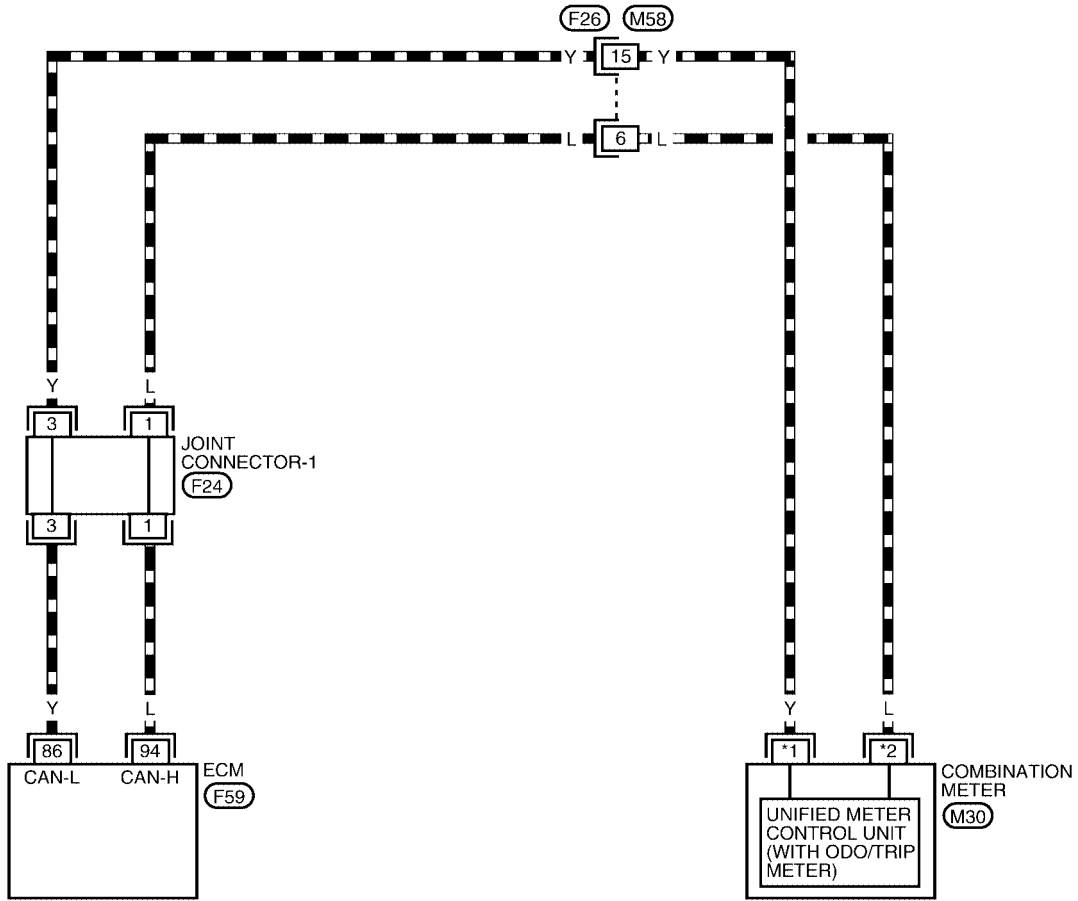
WKIA0266E



Wiring Diagram — CAN —

LAN-CAN-02

- : DATA LINE
- ⬡EK : WITHOUT TACHOMETER
- ⬡TK : WITH TACHOMETER
- \*1 EK : 35
- TK : 39
- \*2 EK : 34
- TK : 38



REFER TO THE FOLLOWING.  
 (F24) - JOINT CONNECTOR



# CAN SYSTEM (TYPE 2)

[CAN]

## CHECK SHEET

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR			
	Initial diagnosis	Transmit diagnosis	Receive diagnosis	
			ECM	METER/M&A
ENGINE	NG	UNKWN		UNKWN

Symptoms:

Attach copy of  
ENGINE SELF-DIAG  
RESULTS

Attach copy of  
ENGINE  
CAN DIAG SUPPORT  
MNTR

WKIA2944E

A  
B  
C  
D  
E  
F  
G  
H  
I  
J

## CHECK SHEET RESULTS (EXAMPLE)

### Case 1

Replace ECM.

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR			
	Initial diagnosis	Transmit diagnosis	Receive diagnosis	
			ECM	METER/M&A
ENGINE	✔	UNKWN	...	UNKWN

WKIA2945E

LAN  
L  
M

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR			
	Initial diagnosis	Transmit diagnosis	Receive diagnosis	
			ECM	METER/M&A
ENGINE	NG	UNKN ✓	..	UNKWN

WKIA2946E

## Case 2

Check CAN communication Circuit. Refer to [LAN-20, "CAN Communication Circuit Check"](#).

SELECT SYSTEM screen	CAN DIAG SUPPORT MNTR			
	Initial diagnosis	Transmit diagnosis	Receive diagnosis	
			ECM	METER/M&A
ENGINE	NG	UNKN ✓	..	UNKN ✓

WKIA2947E

## CAN Communication Circuit Check

EKS003KK

### 1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Check following terminals and connector for damage, bend and loose connection (meter-side, control module-side and harness-side).

- Combination meter
- ECM
- Between combination meter and ECM

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

### 2. CHECK HARNESS FOR SHORT CIRCUIT

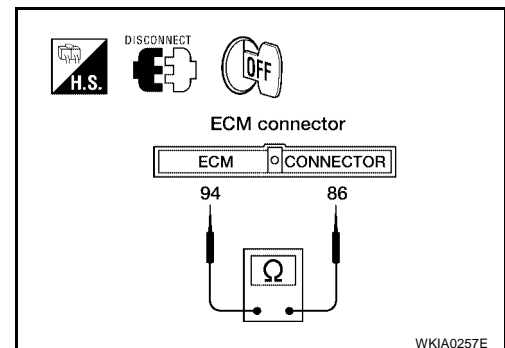
1. Disconnect ECM connector and harness connector F26.
2. Check continuity between ECM harness connector F59 terminals 94 (L) and 86 (Y).

**94 (L) – 86 (Y) : Continuity should not exist.**

OK or NG

OK >> GO TO 3.

NG >> Repair harness between ECM and harness connector F26.



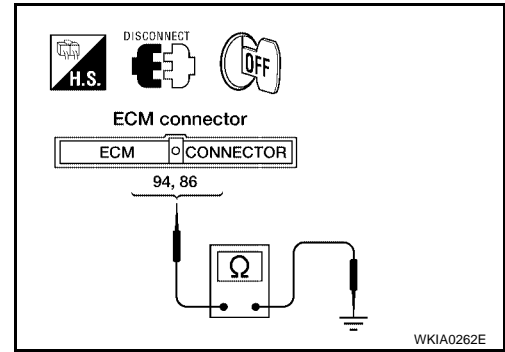
**3. CHECK HARNESS FOR SHORT CIRCUIT**

Check continuity between ECM harness connector F59 terminals 94 (L), 86 (Y) and ground.

- 94 (L) – ground : Continuity should not exist.**
- 86 (Y) – ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 4.
- NG >> Repair harness between ECM and harness connector F26.



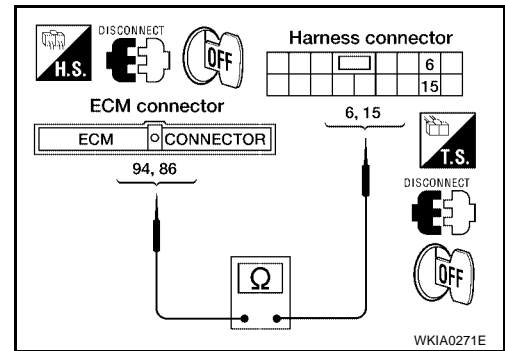
**4. CHECK HARNESS FOR OPEN CIRCUIT**

Check continuity between ECM harness connector F59 terminals 94 (L), 86 (Y) and harness connector F26 terminals 6 (L), 15 (Y).

- 94 (L) – 6 (L) : Continuity should exist.**
- 86 (Y) – 15 (Y) : Continuity should exist.**

OK or NG

- OK >> GO TO 5.
- NG >> Repair harness.



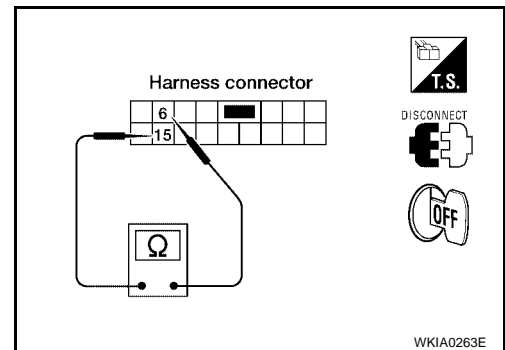
**5. CHECK HARNESS FOR SHORT CIRCUIT**

1. Disconnect combination meter connector.
2. Check continuity between harness connector M58 terminals 6 (L) and 15 (Y).

- 6 (L) – 15 (Y) : Continuity should not exist.**

OK or NG

- OK >> GO TO 6.
- NG >> Repair harness between harness connector M58 and combination meter.



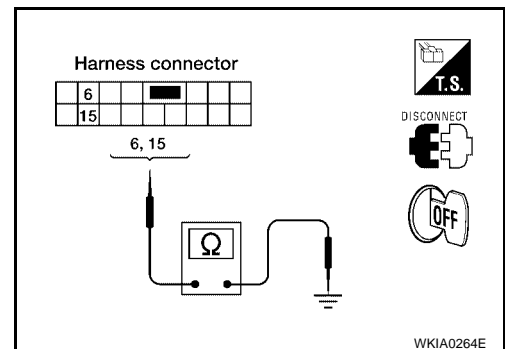
**6. CHECK HARNESS FOR SHORT CIRCUIT**

Check continuity between harness connector M58 terminals 6 (L), 15 (Y) and ground.

- 6 (L) – ground : Continuity should not exist.**
- 15 (Y) – ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 7.
- NG >> Repair harness between harness connector M58 and combination meter.



A  
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H  
I  
J  
LAN  
L  
M

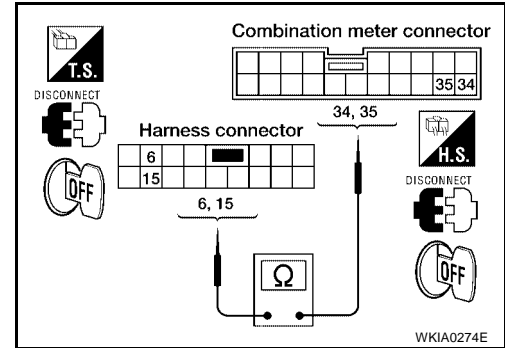
**7. CHECK HARNESS FOR OPEN CIRCUIT**

1. Check the following.

- Without tachometer:  
Continuity between harness connector M58 terminals 6 (L), 15 (Y) and combination meter harness connector M30 terminals 34 (L), 35 (Y).

**6 (L) – 34 (L) : Continuity should exist.**  
**(Without tachometer)**

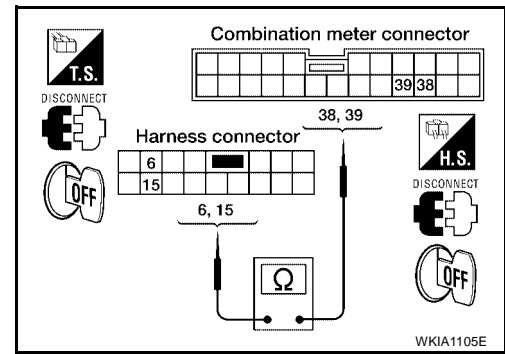
**15 (Y) – 35 (Y) : Continuity should exist.**  
**(Without tachometer)**



- With tachometer:  
Continuity between harness connector M58 terminals 6 (L), 15 (Y) and combination meter harness connector M30 terminals 38 (L), 39 (Y).

**6 (L) – 38 (L) : Continuity should exist.**  
**(With tachometer)**

**15 (Y) – 39 (Y) : Continuity should exist.**  
**(With tachometer)**



OK or NG

OK >> GO TO 8.

NG >> Repair harness.

**8. ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION**

Check components inspection. Refer to [LAN-22, "ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION"](#).

OK or NG

OK >> Connect all the connectors and diagnose again. Refer to [LAN-18, "Work Flow"](#).

NG >> Replace ECM and/or combination meter.

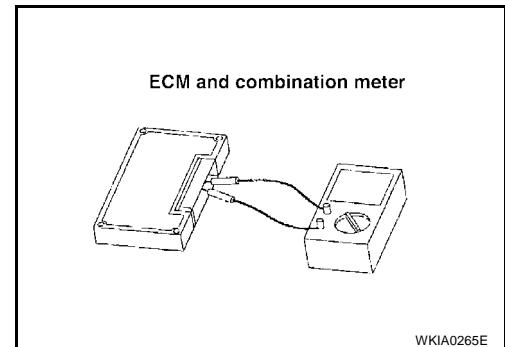
**Component Inspection**

**ECM/COMBINATION METER INTERNAL CIRCUIT INSPECTION**

EKS003KL

- Remove ECM and combination meter from vehicle.
- Check resistance between ECM terminals 94 and 86.
- Check resistance between combination meter terminals 34 and 35 (Without tachometer).
- Check resistance between combination meter terminals 38 and 39 (With tachometer).

Unit	Terminal	Resistance value (Ω) (Approx.)
ECM	94 – 86	108 - 136
Combination meter (Without tachometer)	34 – 35	
Combination meter (With tachometer)	38 – 39	



WKIA0265E

## CAN SYSTEM (TYPE 3)

PFP:23710

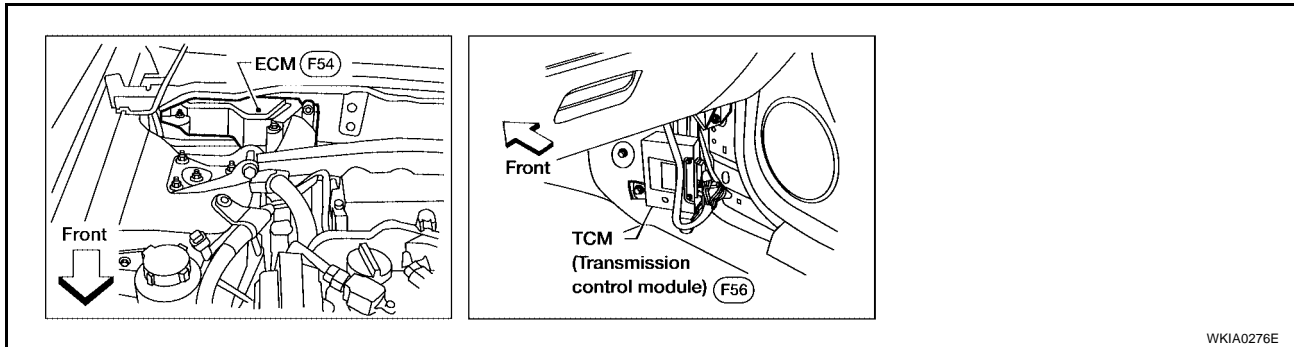
### System Description

EKS003KM

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

### Component Parts and Harness Connector Location

EKS003KN



WKIA0276E

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

LAN

# CAN SYSTEM (TYPE 3)

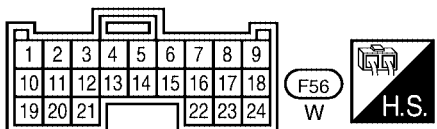
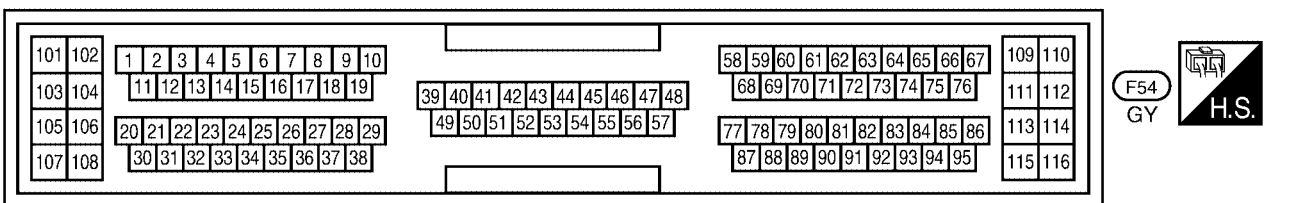
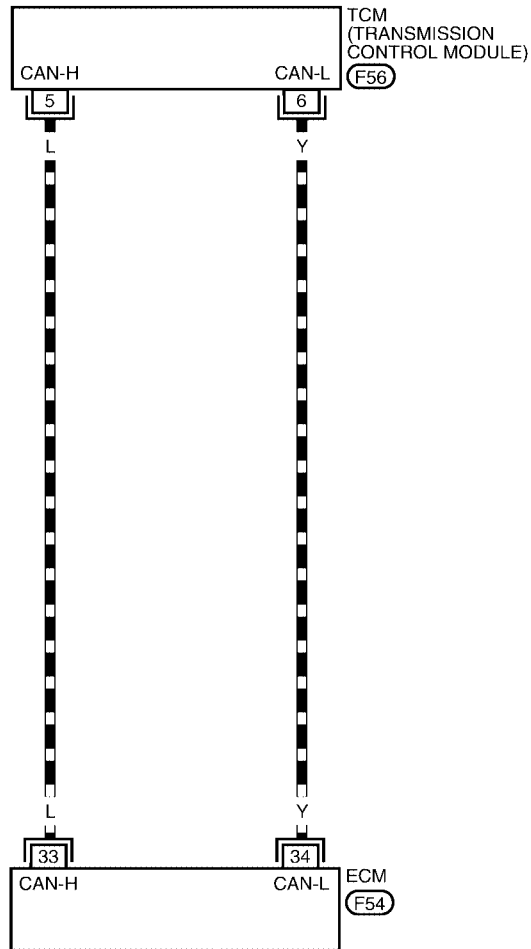
[CAN]

## Wiring Diagram — CAN —

EKS003KO

### LAN-CAN-03

— : DATA LINE



WKWA0151E



## Work Flow

- Print all the data of "SELF-DIAG RESULTS" for "ENGINE" and "A/T" displayed on CONSULT-II.

(Example)

SELECT DIAG MODE			
WORK SUPPORT			
SELF-DIAG RESULTS			
DATA MONITOR			
DATA MONITOR (SPEC)			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
			Scroll Down
BACK	LIGHT	COPY	

➔

SELF-DIAG RESULTS			
DTC RESULTS		TIME	
CAN COMM CIRCUIT (U1000)		0	
			F.F.DATA
ERASE		PRINT	
MODE	BACK	LIGHT	COPY

PKIA8260E

- Print all the data of "CAN DIAG SUPPORT MNTR" for "ENGINE" and "A/T" displayed on CONSULT-II.

(Example)

SELECT DIAG MODE			
WORK SUPPORT			
SELF-DIAG RESULTS			
DATA MONITOR			
DATA MONITOR (SPEC)			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
			Scroll Down
BACK	LIGHT	COPY	

➔

CAN DIAG SUPPORT MNTR			
ENGINE			
		PRSNT	
INITIAL DIAG		OK	
TRANSMIT DIAG		OK	
TCM		OK	
VDC/TCS/ABS		OK	
METER/M&A		OK	
ICC		UNKWN	
BCM/SEC		OK	
IPDM E/R		OK	
AWD/4WD/e4WD		UNKWN	
PRINT		Scroll Down	
MODE	BACK	LIGHT	COPY

PKIA8343E

- Attach the printed sheet of "SELF-DIAG RESULTS" and "CAN DIAG SUPPORT MNTR" onto the check sheet. Refer to [LAN-26, "CHECK SHEET"](#) .
- Based on the "CAN DIAG SUPPORT MNTR" results, put check marks onto the items with "UNKWN" or "NG" in the check sheet table. Refer to [LAN-26, "CHECK SHEET"](#) .

**NOTE:**

If "NG" is displayed on "INITIAL DIAG (initial diagnosis)" as "CAN DIAG SUPPORT MNTR" for the diagnosed control unit, replace the control unit.

- According to the check sheet results (example), start inspection. Refer to [LAN-27, "CHECK SHEET RESULTS \(EXAMPLE\)"](#) .

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
LAN  
L  
M

# CAN SYSTEM (TYPE 3)

[CAN]

## CHECK SHEET

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR	
			Receive diagnosis	
			ECM	TCM
ENGINE	NG	UNKWN		UNKWN
A/T	NG	UNKWN	UNKWN	

Symptoms:

Attach copy of  
ENGINE SELF-DIAG  
RESULTS

Attach copy of  
A/T SELF-DIAG  
RESULTS

Attach copy of  
ENGINE  
CAN DIAG SUPPORT  
MNTR

Attach copy of  
A/T  
CAN DIAG SUPPORT  
MNTR

WKIA2948E

## CHECK SHEET RESULTS (EXAMPLE)

### Case 1

Replace ECM.

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR	
			Receive diagnosis	
			ECM	TCM
ENGINE	✓	UNKWN	-	UNKWN
A/T	NG	UNKWN	UNKWN	-

WKIA2949E

### Case 2

Replace TCM.

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR	
			Receive diagnosis	
			ECM	TCM
ENGINE	NG	UNKWN	..	UNKWN ✓
A/T	✓	UNKWN	UNKWN	.

WKIA2950E

### Case 3

Check Can communication Circuit. Refer to [LAN-27, "CAN Communication Circuit Check"](#) .

SELECT SYSTEM screen	Initial diagnosis	Transmit diagnosis	CAN DIAG SUPPORT MNTR	
			Receive diagnosis	
			ECM	TCM
ENGINE	NG	UNKWN ✓	..	UNKWN ✓
A/T	NG	UNKWN ✓	UNKWN ✓	.

WKIA2951E

## CAN Communication Circuit Check

EKS003KQ

### 1. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Check following terminals and connector for damage, bend and loose connection (control module-side and harness-side).
  - TCM
  - ECM

OK or NG

OK >> GO TO 2.

NG >> Repair terminal or connector.

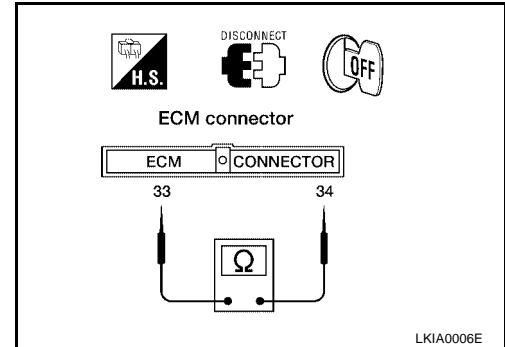
## 2. CHECK HARNESS FOR SHORT CIRCUIT

1. Disconnect ECM connector and TCM connector.
2. Check continuity between ECM harness connector F54 terminals 33 (L) and 34 (Y).

**33 (L) – 34 (Y) : Continuity should not exist.**

OK or NG

- OK >> GO TO 3.  
NG >> Repair harness between ECM and TCM.



## 3. CHECK HARNESS FOR SHORT CIRCUIT

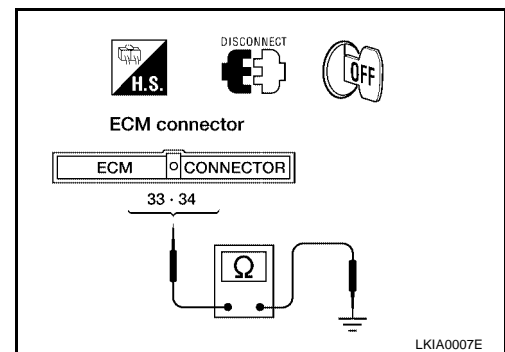
Check continuity between ECM harness connector F54 terminals 33 (L), 34 (Y) and ground.

**33 (L) – ground : Continuity should not exist.**

**34 (Y) – ground : Continuity should not exist.**

OK or NG

- OK >> GO TO 4.  
NG >> Repair harness between ECM and TCM.



## 4. CHECK HARNESS FOR OPEN CIRCUIT

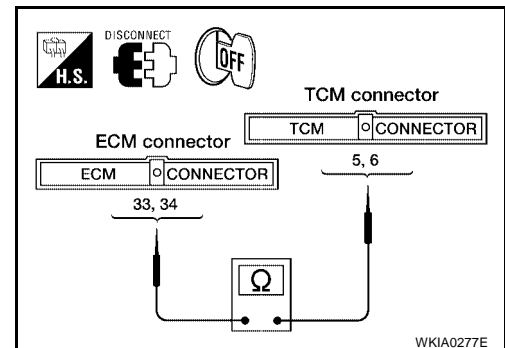
Check continuity between ECM harness connector F54 terminals 33 (L), 34 (Y) and TCM harness connector F56 terminals 5 (L), 6 (Y).

**33 (L) – 5 (L) : Continuity should exist.**

**34 (Y) – 6 (Y) : Continuity should exist.**

OK or NG

- OK >> GO TO 5.  
NG >> Repair harness.



## 5. ECM/TCM INTERNAL CIRCUIT INSPECTION

Check components inspection. Refer to [LAN-29, "ECM/TCM INTERNAL CIRCUIT INSPECTION"](#).

OK or NG

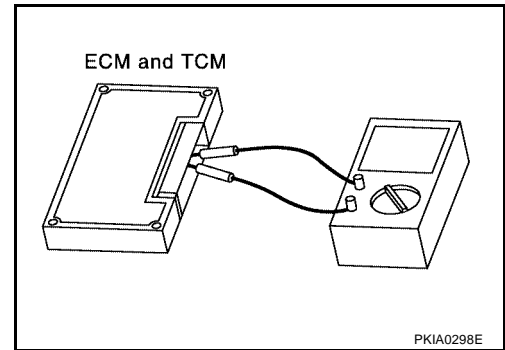
- OK >> Connect all the connectors and diagnose again. Refer to [LAN-25, "Work Flow"](#).  
NG >> Replace ECM and/or TCM.

## Component Inspection

### ECM/TCM INTERNAL CIRCUIT INSPECTION

- Remove ECM and TCM from vehicle.
- Check resistance between ECM terminals 33 and 34.
- Check resistance between TCM terminals 5 and 6.

Unit	Terminal	Resistance value ( $\Omega$ ) (Approx.)
ECM	33 - 34	108 - 136
TCM	5 - 6	



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**SECTION**  
**LIGHTING SYSTEM**

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B  
C

**CONTENTS**

<p><b>PRECAUTIONS</b> ..... 3</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 3</p> <p style="padding-left: 20px;">Wiring Diagrams and Trouble Diagnosis ..... 3</p> <p><b>COMBINATION SWITCH</b> ..... 4</p> <p style="padding-left: 20px;">Check ..... 4</p> <p style="padding-left: 20px;">Replacement ..... 5</p> <p><b>HEADLAMP (FOR USA)</b> ..... 6</p> <p style="padding-left: 20px;">System Description ..... 6</p> <p style="padding-left: 40px;">LOW BEAM OPERATION ..... 6</p> <p style="padding-left: 40px;">HIGH BEAM OPERATION/FLASH-TO-PASS OPERATION ..... 6</p> <p style="padding-left: 40px;">VEHICLE SECURITY SYSTEM ..... 6</p> <p style="padding-left: 20px;">Wiring Diagram — H/LAMP — ..... 7</p> <p style="padding-left: 20px;">Trouble Diagnoses ..... 8</p> <p style="padding-left: 20px;">Bulb Replacement ..... 8</p> <p style="padding-left: 20px;">Aiming Adjustment ..... 9</p> <p style="padding-left: 40px;">LOW BEAM ..... 9</p> <p><b>HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —</b> ..... 10</p> <p style="padding-left: 20px;">Component Parts and Harness Connector Location. 10</p> <p style="padding-left: 20px;">System Description ..... 10</p> <p style="padding-left: 40px;">HEADLAMP OPERATION ..... 10</p> <p style="padding-left: 40px;">DAYTIME LIGHT OPERATION ..... 11</p> <p style="padding-left: 40px;">OPERATION (FOR CANADA) ..... 12</p> <p style="padding-left: 40px;">VEHICLE SECURITY SYSTEM ..... 12</p> <p style="padding-left: 20px;">Schematic ..... 13</p> <p style="padding-left: 20px;">Wiring Diagram — DTRL — ..... 14</p> <p style="padding-left: 20px;">Trouble Diagnoses ..... 17</p> <p style="padding-left: 40px;">DAYTIME LIGHT CONTROL UNIT INSPECTION TABLE ..... 17</p> <p style="padding-left: 20px;">Bulb Replacement ..... 18</p> <p style="padding-left: 20px;">Aiming Adjustment ..... 18</p> <p><b>PARKING, LICENSE AND TAIL LAMPS</b> ..... 19</p> <p style="padding-left: 20px;">Wiring Diagram — TAIL/L — ..... 19</p> <p><b>STOP LAMP</b> ..... 21</p> <p style="padding-left: 20px;">Wiring Diagram — STOP/L — ..... 21</p>	<p><b>BACK-UP LAMP</b> ..... 22</p> <p style="padding-left: 20px;">Wiring Diagram — BACK/L — ..... 22</p> <p style="padding-left: 40px;">QG18DE ..... 22</p> <p style="padding-left: 40px;">QR25DE ..... 23</p> <p><b>FRONT FOG LAMP</b> ..... 24</p> <p style="padding-left: 20px;">System Description ..... 24</p> <p style="padding-left: 40px;">FOG LAMP OPERATION ..... 24</p> <p style="padding-left: 20px;">Wiring Diagram — F/FOG — ..... 25</p> <p style="padding-left: 20px;">Aiming Adjustment ..... 26</p> <p><b>TURN SIGNAL AND HAZARD WARNING LAMPS..</b> 27</p> <p style="padding-left: 20px;">System Description ..... 27</p> <p style="padding-left: 40px;">TURN SIGNAL OPERATION ..... 27</p> <p style="padding-left: 40px;">HAZARD LAMP OPERATION ..... 27</p> <p style="padding-left: 40px;">REMOTE KEYLESS ENTRY SYSTEM OPERATION ..... 28</p> <p style="padding-left: 20px;">Wiring Diagram — TURN — ..... 29</p> <p style="padding-left: 20px;">Trouble Diagnoses ..... 31</p> <p style="padding-left: 20px;">Electrical Components Inspection ..... 31</p> <p style="padding-left: 40px;">COMBINATION FLASHER UNIT CHECK ..... 31</p> <p><b>ILLUMINATION</b> ..... 32</p> <p style="padding-left: 20px;">System Description ..... 32</p> <p style="padding-left: 20px;">Wiring Diagram — ILL — ..... 33</p> <p><b>INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS</b> ..... 35</p> <p style="padding-left: 20px;">System Description ..... 35</p> <p style="padding-left: 40px;">WITHOUT POWER DOOR LOCKS ..... 35</p> <p style="padding-left: 40px;">WITH POWER DOOR LOCKS ..... 35</p> <p style="padding-left: 20px;">Wiring Diagram — INT/L — ..... 37</p> <p style="padding-left: 40px;">WITHOUT POWER DOOR LOCKS ..... 37</p> <p style="padding-left: 40px;">WITH POWER DOOR LOCKS ..... 38</p> <p style="padding-left: 20px;">CONSULT-II Inspection Procedure (With Power Door Locks) ..... 41</p> <p style="padding-left: 40px;">"INT LAMP"/"BATTERY SAVER" ..... 41</p> <p style="padding-left: 20px;">CONSULT-II Application Items (With Power Door Locks) ..... 42</p> <p style="padding-left: 40px;">"INT LAMP" ..... 42</p> <p style="padding-left: 40px;">"BATTERY SAVER" ..... 42</p> <p style="padding-left: 20px;">Trouble Diagnoses for Interior Lamp Timer (With Power Door Locks) ..... 43</p> <p style="padding-left: 40px;">DIAGNOSTIC PROCEDURE 1 (SYMPTOM:</p>
--	--

D  
E

F

G

H

I

J

LT

L

M

---

INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY) .....	43
---	----

<b>BULB SPECIFICATIONS</b> .....	<b>48</b>
Bulb Specifications .....	48
HEADLAMP .....	48
EXTERIOR LAMP .....	48
INTERIOR LAMP .....	48



# PRECAUTIONS

## PRECAUTIONS

PF0:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS00650

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Wiring Diagrams and Trouble Diagnosis

EKS00385

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

Check for any Service bulletins before servicing the vehicle.

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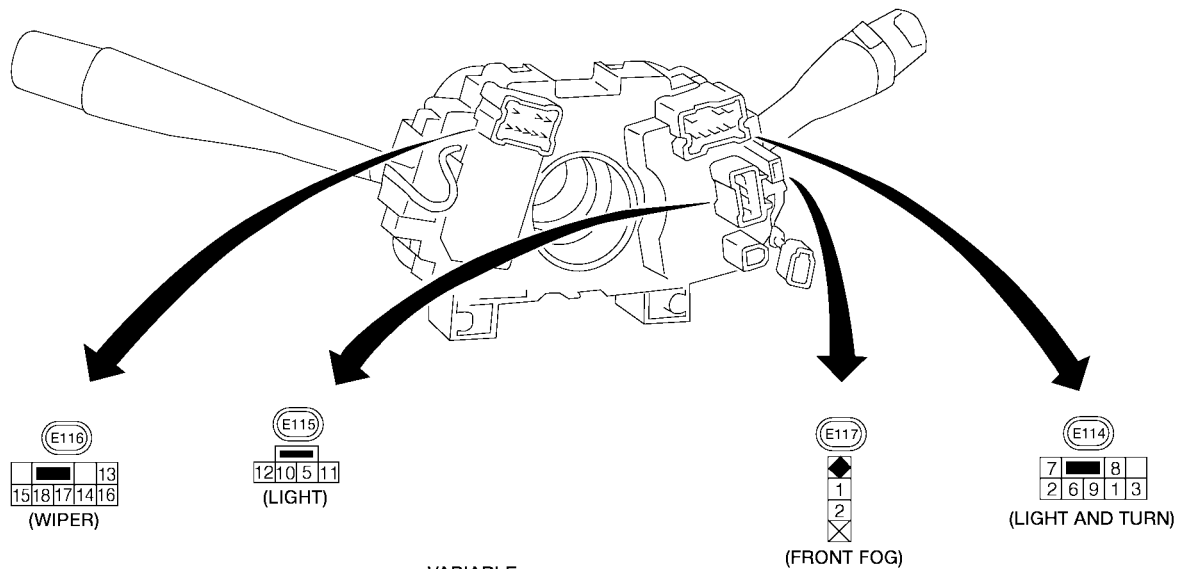
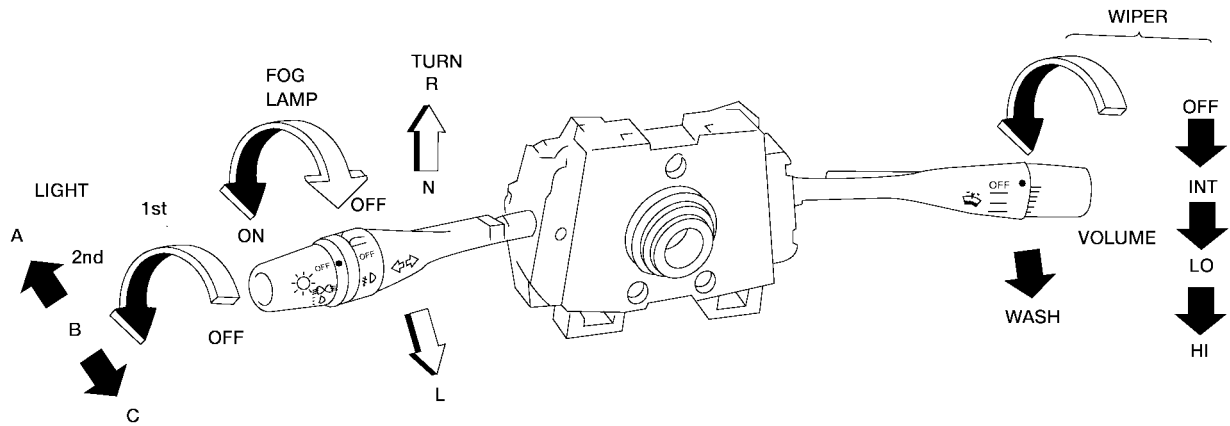
# COMBINATION SWITCH

## COMBINATION SWITCH

PFP:25567

### Check

EKS00386



FRONT WIPER AND WASHER SWITCH (WITH INTERMITTENT OPERATION)

	LO	AUTO STOP	AMP	WASH	HI	EARTH
OFF	<input type="checkbox"/>	<input type="checkbox"/>				
INT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
LO	<input type="checkbox"/>					<input type="checkbox"/>
HI					<input type="checkbox"/>	<input type="checkbox"/>
WASH				<input type="checkbox"/>		

WIPER AMP.

14      15      13      16      17      18

VARIABLE INTERMITTENT WIPER VOLUME



LIGHTING SWITCH

	OFF			1ST			2ND		
	A	B	C	A	B	C	A	B	C
5		<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>	
6			<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>
7									<input type="checkbox"/>
8		<input type="checkbox"/>			<input type="checkbox"/>			<input type="checkbox"/>	
9								<input type="checkbox"/>	
10									<input type="checkbox"/>
11				<input type="checkbox"/>			<input type="checkbox"/>		
12				<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	

TURN SIGNAL LAMP SWITCH

	R	N	L
1	<input type="checkbox"/>	<input type="checkbox"/>	
2	<input type="checkbox"/>		<input type="checkbox"/>
3			<input type="checkbox"/>

WIPER SWITCH (WITHOUT INTERMITTENT OPERATION)

	OFF	LO	HI	WASH
13	<input type="checkbox"/>			
14	<input type="checkbox"/>	<input type="checkbox"/>		
16			<input type="checkbox"/>	
17		<input type="checkbox"/>	<input type="checkbox"/>	
18				<input type="checkbox"/>

FRONT FOG LAMP SWITCH

	OFF	ON
1	<input type="checkbox"/>	
2		<input type="checkbox"/>

LEL576

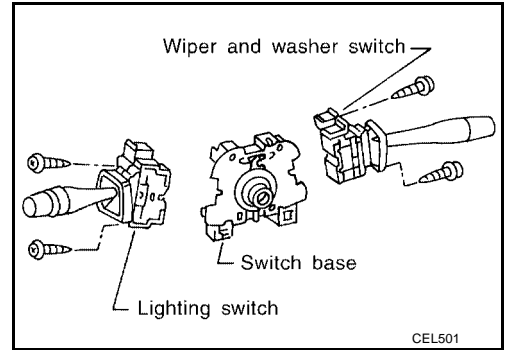
# COMBINATION SWITCH

## Replacement

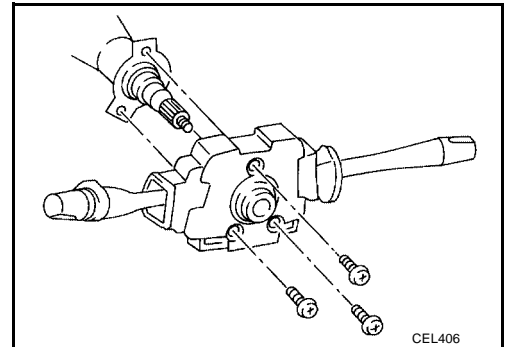
EKS00387

For removal and installation of spiral cable, refer to [SRS-42, "Removal and Installation"](#).

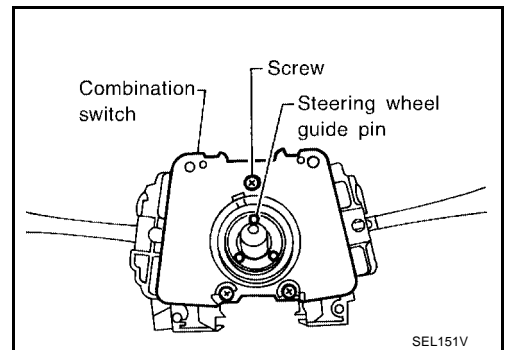
- Each switch can be replaced without removing switch base.



- To remove switch base, remove switch base attaching screws.



- Before installing the steering wheel, align the steering wheel guide pins with the screws which secure the combination switch as shown in the figure.



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# HEADLAMP (FOR USA)

## HEADLAMP (FOR USA)

PF2:26010

### System Description

EKS00388

The headlamps are controlled by the lighting switch which is built into the combination switch. Power is supplied at all times:

- to lighting switch terminal 5
- through 15A fuse (No. 39, located in the fuse and fusible link box), and
- to lighting switch terminal 8
- through 15A fuse (No. 40, located in the fuse and fusible link box).

### LOW BEAM OPERATION

When the lighting switch is turned to headlamp "ON" (2ND) position, "LOW BEAM" (B), power is supplied:

- from lighting switch terminal 10
- to terminal LO of the LH headlamp, and
- from lighting switch terminal 7
- to terminal LO of the RH headlamp.

Ground is supplied:

- to RH and LH headlamp terminal E
- through body grounds E7 and E37.

With power and ground supplied, the headlamps will illuminate.

### HIGH BEAM OPERATION/FLASH-TO-PASS OPERATION

When the lighting switch is turned to headlamp "ON" (2ND) position, "HIGH BEAM" (A) or "FLASH TO PASS" (C) position, power is supplied:

- from lighting switch terminal 9
- to terminal HI of the LH headlamp, and
- from lighting switch terminal 6
- to terminal HI of the RH headlamp, and
- to combination meter terminal 2 (with tachometer), 12 (without tachometer) for the high beam indicator.

Ground is supplied to terminal 3 (with tachometer), 14 (without tachometer) of the combination meter through body grounds M28 and M54.

With power and ground supplied, the high beams and the high beam indicator illuminate.

### VEHICLE SECURITY SYSTEM

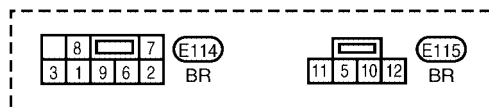
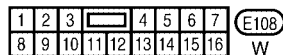
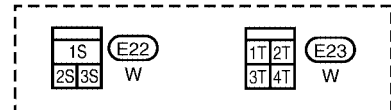
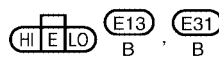
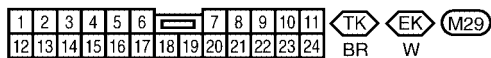
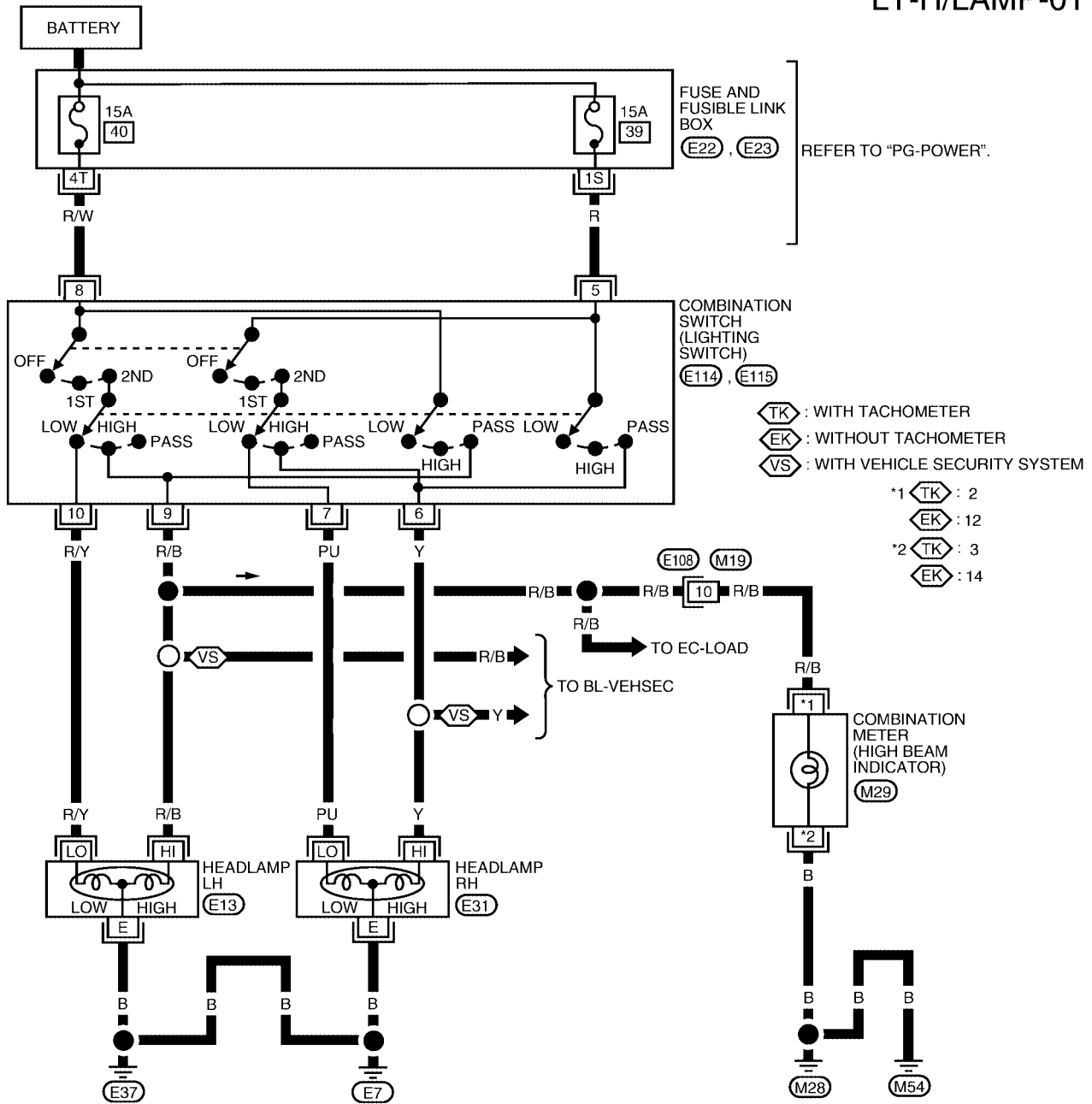
The vehicle security system will flash the high beams if the system is triggered. Refer to [BL-64, "VEHICLE SECURITY \(THEFT WARNING\) SYSTEM"](#).

# HEADLAMP (FOR USA)

## Wiring Diagram — H/LAMP —

EKS00389

### LT-H/LAMP-01



WKWA0525E

# HEADLAMP (FOR USA)

## Trouble Diagnoses

EKS0038A

Symptom	Possible cause	Repair order
LH headlamp does not operate.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Grounds E7 and E37</li> <li>3. 15A fuse</li> <li>4. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check grounds E7 and E37.</li> <li>3. Check 15A fuse (No. 40, located in fuse and fusible link box.) Verify battery positive voltage is present at terminal 8 of lighting switch.</li> <li>4. Check lighting switch.</li> </ol>
RH headlamp does not operate.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Grounds E7 and E37</li> <li>3. 15A fuse</li> <li>4. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check grounds E7 and E37.</li> <li>3. Check 15A fuse (No. 39, located in fuse and fusible link box). Verify battery positive voltage is present at terminal 5 of lighting switch.</li> <li>4. Check lighting switch.</li> </ol>
LH high beam does not operate, but LH low beam operates.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Open in LH high beam circuit</li> <li>3. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check R/B wire between lighting switch and LH headlamp for an open circuit.</li> <li>3. Check lighting switch.</li> </ol>
LH low beam does not operate, but LH high beam operates.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Open in LH low beam circuit</li> <li>3. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check R/Y wire between lighting switch and LH headlamp for an open circuit.</li> <li>3. Check lighting switch.</li> </ol>
RH high beam does not operate, but RH low beam operates.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Open in RH high beam circuit</li> <li>3. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check Y wire between lighting switch and RH headlamp for an open circuit.</li> <li>3. Check lighting switch.</li> </ol>
RH low beam does not operate, but RH high beam operates.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Open in RH low beam circuit</li> <li>3. Lighting switch</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check PU wire between lighting switch and RH headlamp for an open circuit.</li> <li>3. Check lighting switch.</li> </ol>
High beam indicator does not work.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Grounds M28 and M54</li> <li>3. Open in high beam circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb in combination meter.</li> <li>2. Check grounds M28 and M54.</li> <li>3. Check R/B wire between lighting switch and combination meter for an open circuit.</li> </ol>

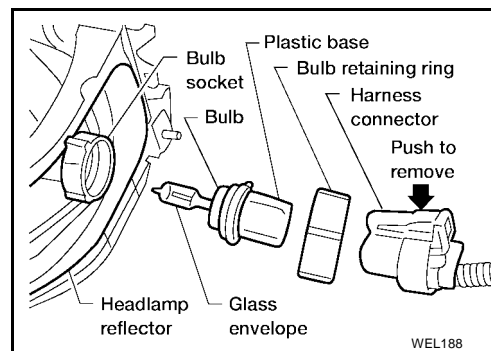
## Bulb Replacement

EKS006AP

The headlamp is a semi-sealed beam type which uses a replaceable halogen bulb. The bulb can be replaced from the engine compartment side without removing the headlamp body.

- **Grasp only the plastic base when handling the bulb. Never touch the glass envelope.**

1. Disconnect the battery cable.
2. Disconnect the harness connector from the back side of the headlamp bulb.
3. Turn the bulb retaining ring counterclockwise and remove.
4. Remove the bulb by pulling it straight out of the headlamp assembly. Do not shake the bulb when removing it.
5. Install in the reverse order of removal.



WEL188

### CAUTION:

**Do not leave headlamp reflector without bulb for a long period of time. Dust, moisture, smoke, etc. entering headlamp body may affect the performance of the headlamp. Remove headlamp bulb from the headlamp reflector just before a replacement bulb is installed.**

# HEADLAMP (FOR USA)

EKS006AQ

## Aiming Adjustment

For details, refer to the regulations in your own country.

### NOTE:

By regulation, no means for horizontal adjustment is provided from the factory on a finished vehicle. Horizontal aim will only be serviced in the case of headlamp replacement. After initial aim is set on the replacement headlamp, access to the horizontal adjusting screw must be prevented by installation of the headlamp aim locking cap that is provided with the replacement headlamp assembly.

Before performing aiming adjustment, check the following.

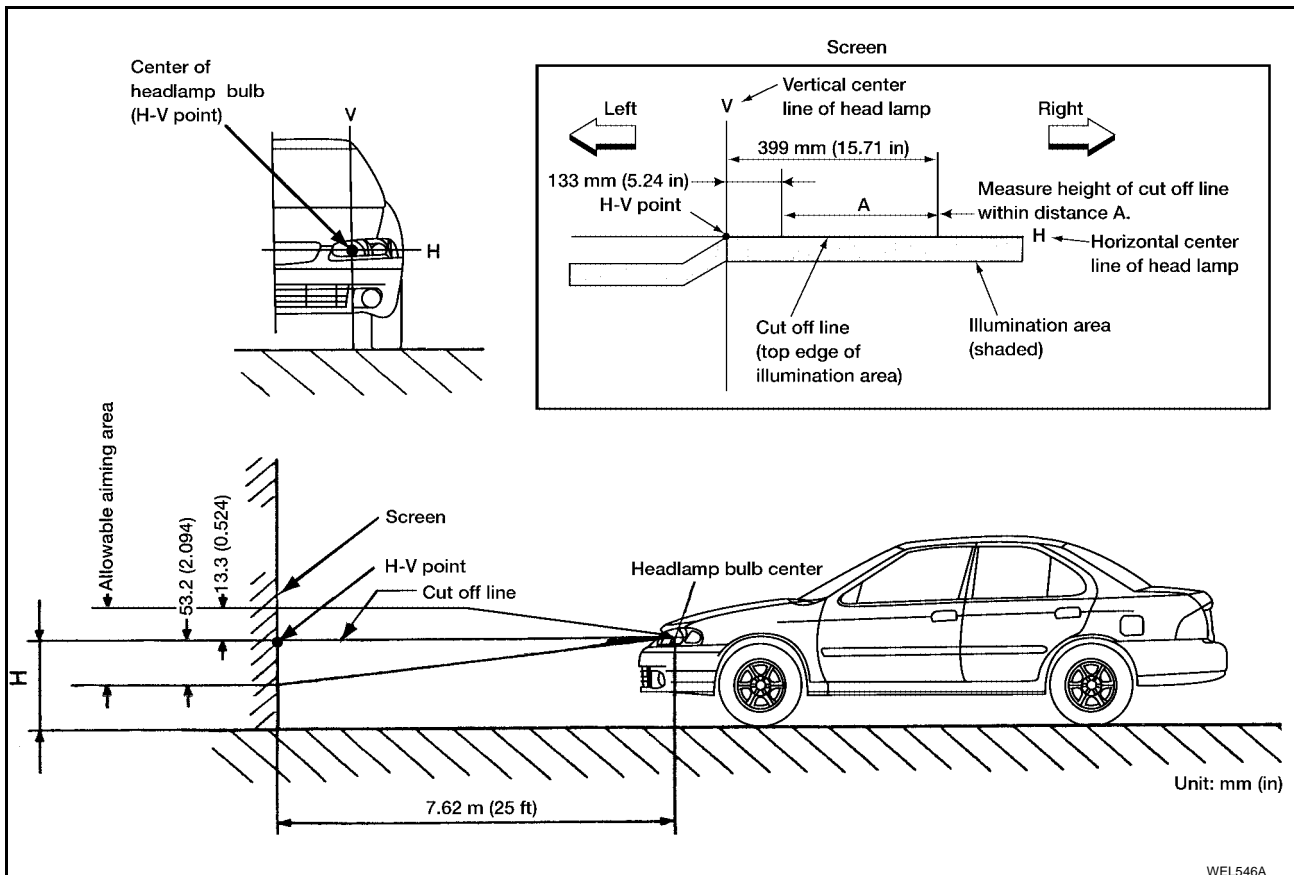
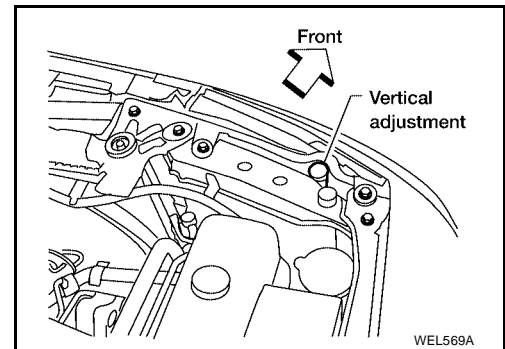
1. Inflate all tires to correct pressures.
2. Place vehicle on flat surface.
3. See that the vehicle is unloaded (except for full levels of coolant, engine oil and fuel, and spare tire, jack, and tools). Have the driver or equivalent weight placed in the driver's seat.

### LOW BEAM

1. Turn headlamp low beam on.
2. Use adjusting screw to perform aiming adjustment.

### CAUTION:

Do not tighten adjusting screw beyond a torque of 1.67 N-m (17 kg-cm, 14.8 in-lb) or damage may occur.



If the vehicle front body has been repaired and/or the headlamp assembly has been replaced, check aiming. Use the aiming chart shown in the figure.

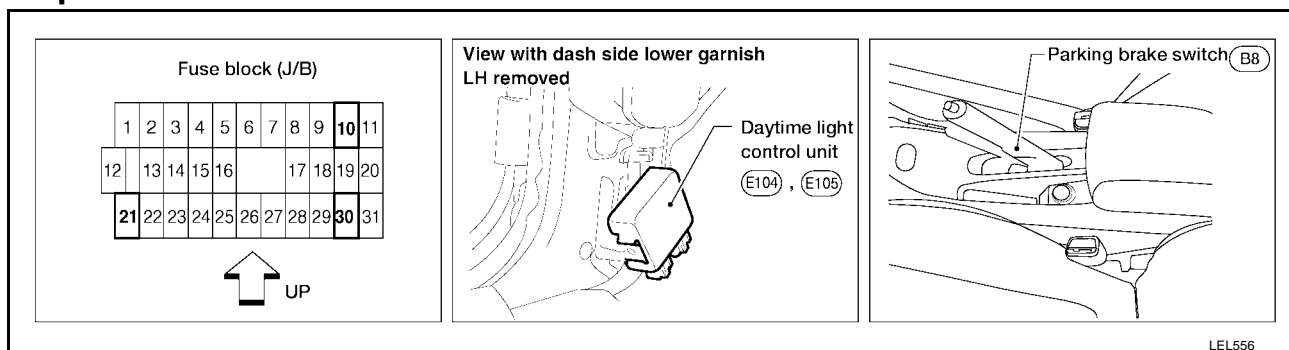
- **Basic illuminating area for adjustment should be within the range shown on the aiming chart. Adjust headlamps accordingly.**

## HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

PF2:26010

### Component Parts and Harness Connector Location

EKS0038D



### System Description

EKS0038E

The headlamp system for Canada vehicles contains a daytime light control unit. This unit activates the high beam headlamps at approximately half illumination whenever the engine is running. If the parking brake is applied before the engine is started, daytime lights will not be illuminated. The daytime lights will illuminate once the parking brake is released. Thereafter, the daytime lights will continue to operate when the parking brake is applied. If the daytime light control unit receives a ground signal from the generator, the daytime lights will not be illuminated. The daytime lights will illuminate once a battery positive voltage signal is sent to the daytime light control unit from the generator.

Power is supplied at all times:

- through 15A fuse (No. 39, located in the fuse and fusible link box)
- to daytime light control unit terminal 2 and
- to lighting switch terminal 5.

Power is also supplied at all times:

- through 15A fuse (No. 40, located in the fuse and fusible link box)
- to daytime light control unit terminal 3 and
- to lighting switch terminal 8.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse (No. 10, located in the fuse block [J/B])
- to daytime light control unit terminal 12.

With the ignition switch in the START position, power is supplied:

- through 10A fuse (No. 21, located in the fuse block [J/B])
- to daytime light control unit terminal 1.

Ground is supplied to daytime light control unit terminal 9 through body grounds E7 and E37.

### HEADLAMP OPERATION

#### Low Beam Operation

When the lighting switch is turned to headlamp "ON" (2ND) position, "LOW BEAM" (B) position, power is supplied:

- from lighting switch terminal 7
- to RH headlamp terminal LO.

Ground is supplied:

- to RH headlamp terminal E
- through body grounds E7 and E37.

Also, when the lighting switch is moved to headlamp "ON" (2ND) position, "LOW BEAM" (B) position, power is supplied:

- from lighting switch terminal 10
- to LH headlamp terminal LO.

Ground is supplied:

- to LH headlamp terminal E



## HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

- from daytime light control unit terminal 7
- through daytime light control unit terminal 9
- through body grounds E7 and E37.

With power and ground supplied, the low beam headlamps illuminate.

### High Beam Operation/Flash-to-pass Operation

When the lighting switch is moved to headlamp “ON” (2ND) position, “HIGH BEAM” (A) or “FLASH TO PASS” (C) position, power is supplied:

- from lighting switch terminal 6
- to RH headlamp terminal HI, and
- from lighting switch terminal 9
- to daytime light control unit terminal 5, and
- to combination meter terminal 2 (with tachometer), 12 (without tachometer) for the high beam indicator
- through daytime light control unit terminal 6
- to LH headlamp terminal HI.

Ground is supplied in the same manner as low beam operation.

Ground is supplied to terminal 3 (with tachometer), 14 (without tachometer) of the combination meter through body grounds M28 and M54.

With power and ground supplied, the high beam headlamps and high beam indicator illuminate.

### DAYTIME LIGHT OPERATION

With the engine running and the lighting switch in the “OFF” or parking lamp (1ST) position and parking brake released, power is supplied:

- to daytime light control unit terminal 3
- through daytime light control unit terminal 6
- to LH headlamp terminal HI
- through LH headlamp terminal E
- to daytime light control unit terminal 7
- through daytime light control unit terminal 8
- to RH headlamp terminal HI.

Ground is supplied:

- to RH headlamp terminal E
- through body grounds E7 and E37.

Because the high beam headlamps are wired in series during daytime light operation, they operate at half illumination.

A

B

C

D

E

F

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H

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## HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

### OPERATION (FOR CANADA)

The headlamps' high beams automatically turn on after starting the engine with the lighting switch in the "OFF" or parking lamp (1st) position. All other lighting switch functions operate the same as conventional light systems.

Engine		With engine stopped									With engine running								
Lighting switch		OFF			1ST			2ND			OFF			1ST			2ND		
		A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Headlamp	High beam	X	X	O	X	X	O	O	X	O	*	*	O	*	*	O	O	X	O
	Low beam	X	X	X	X	X	X	X	O	X	X	X	X	X	X	X	X	O	X
Front parking and tail lamp		X	X	X	O	O	O	O	O	O	X	X	X	O	O	O	O	O	O
License and instrument illumination lamp		X	X	X	O	O	O	O	O	O	X	X	X	O	O	O	O	O	O

- A: "HIGH BEAM" position
- B: "LOW BEAM" position
- C: "FLASH TO PASS" position
- O : Lamp ON
- X : Lamp OFF
- : Lamp on at half brightness
- \*: When starting the engine with the parking brake released, the daytime light will come ON.  
When starting the engine with the parking brake applied, the daytime light will not come ON. Once the parking brake is released, the daytime light will come ON. Thereafter, the daytime light will continue to operate when the parking brake is applied. If the daytime light control unit receives a ground signal from the generator, the daytime light will not come ON. The daytime light will come ON when battery voltage is sent to the daytime light control unit from the generator (engine is running).

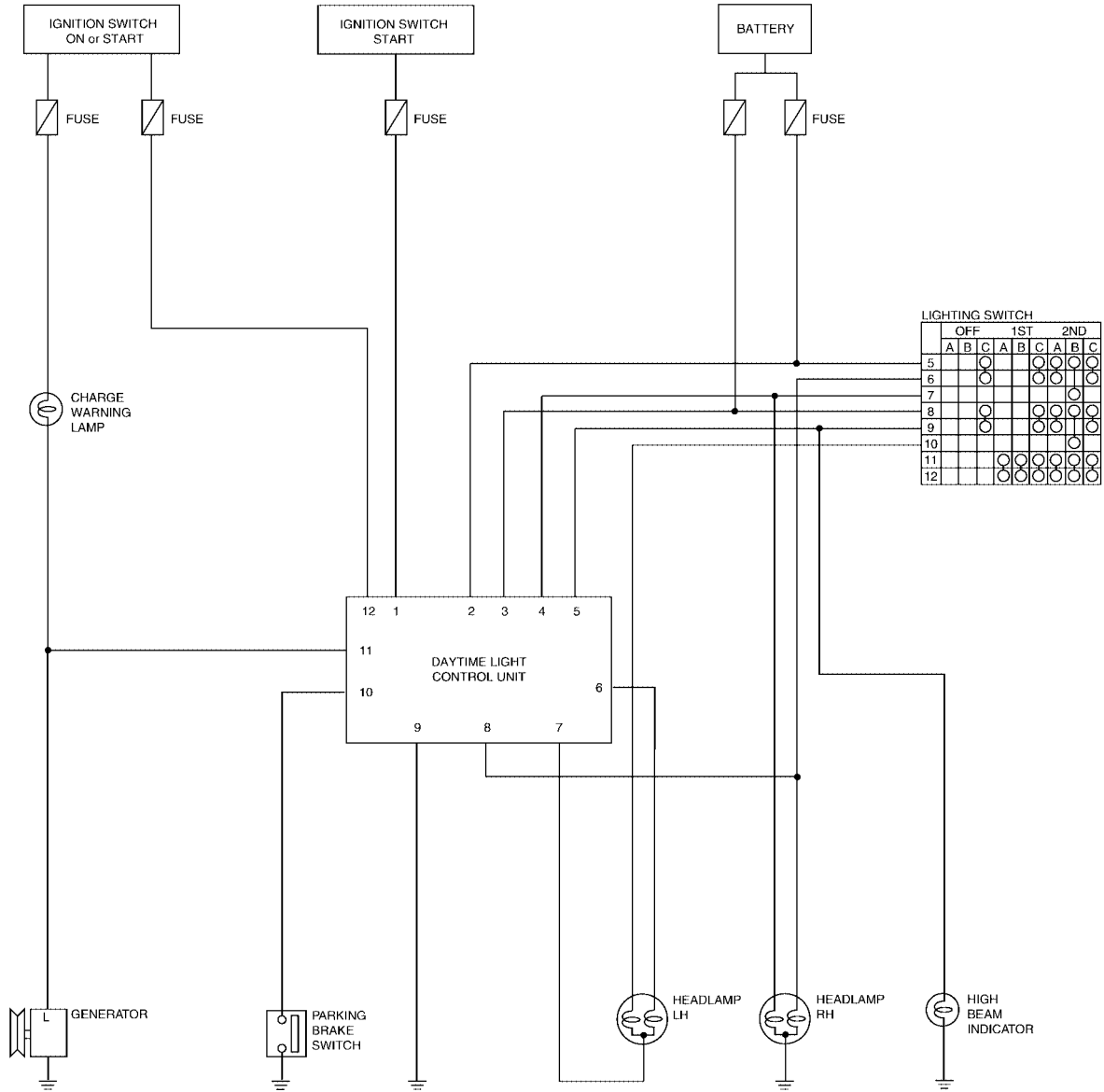
### VEHICLE SECURITY SYSTEM

The vehicle security system will flash the high beams if the system is triggered. Refer to [BL-64, "VEHICLE SECURITY \(THEFT WARNING\) SYSTEM"](#).

# HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

## Schematic

EKS0038F



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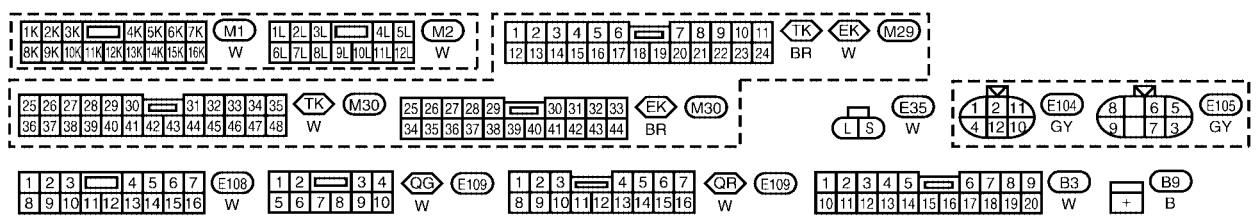
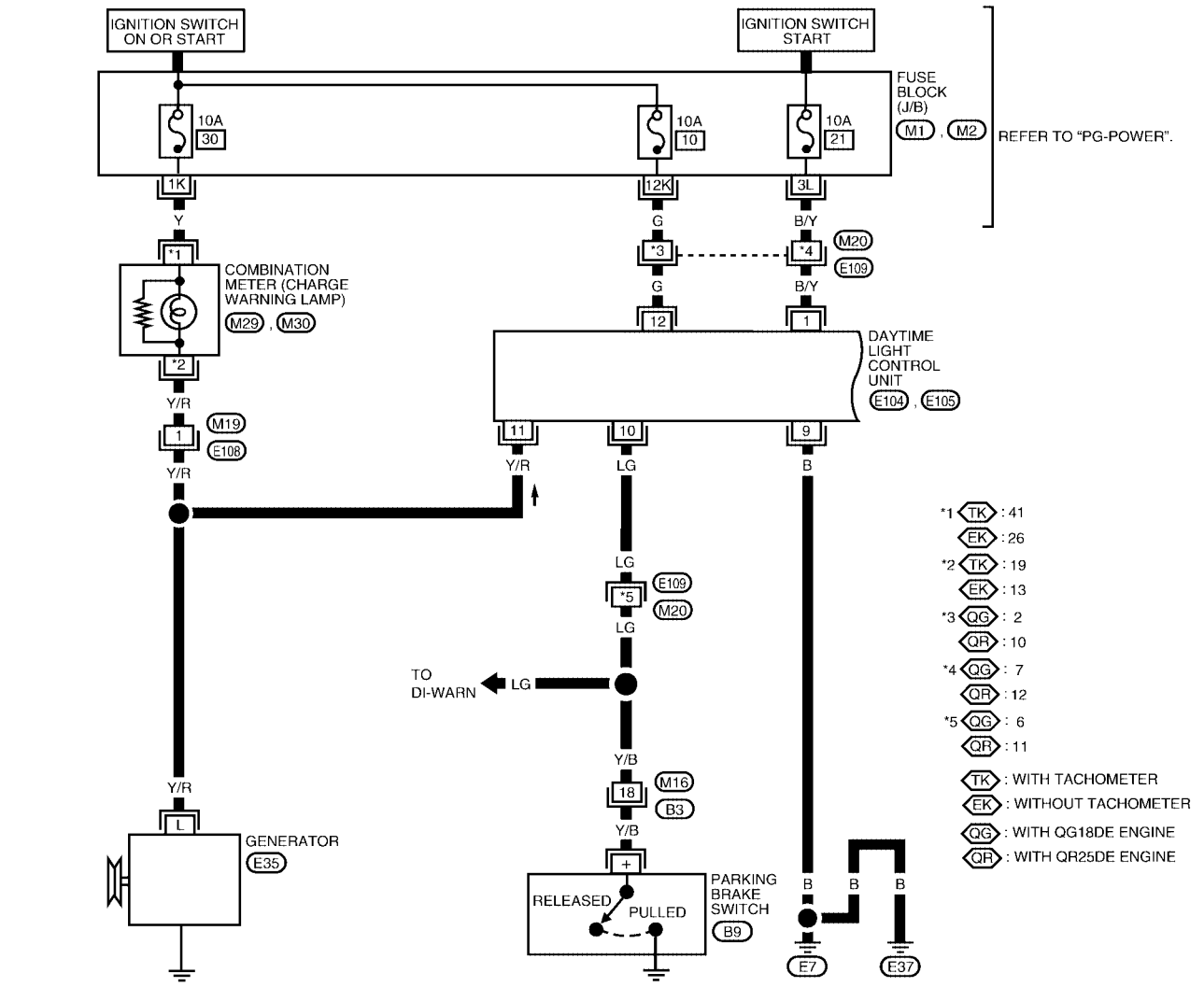
WKWA0526E

# HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

## Wiring Diagram — DTRL —

EKS0038G

LT-DTRL-01



WKWA0527E

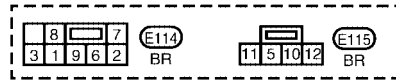
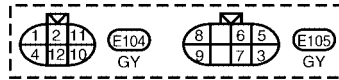
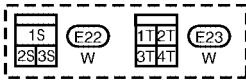
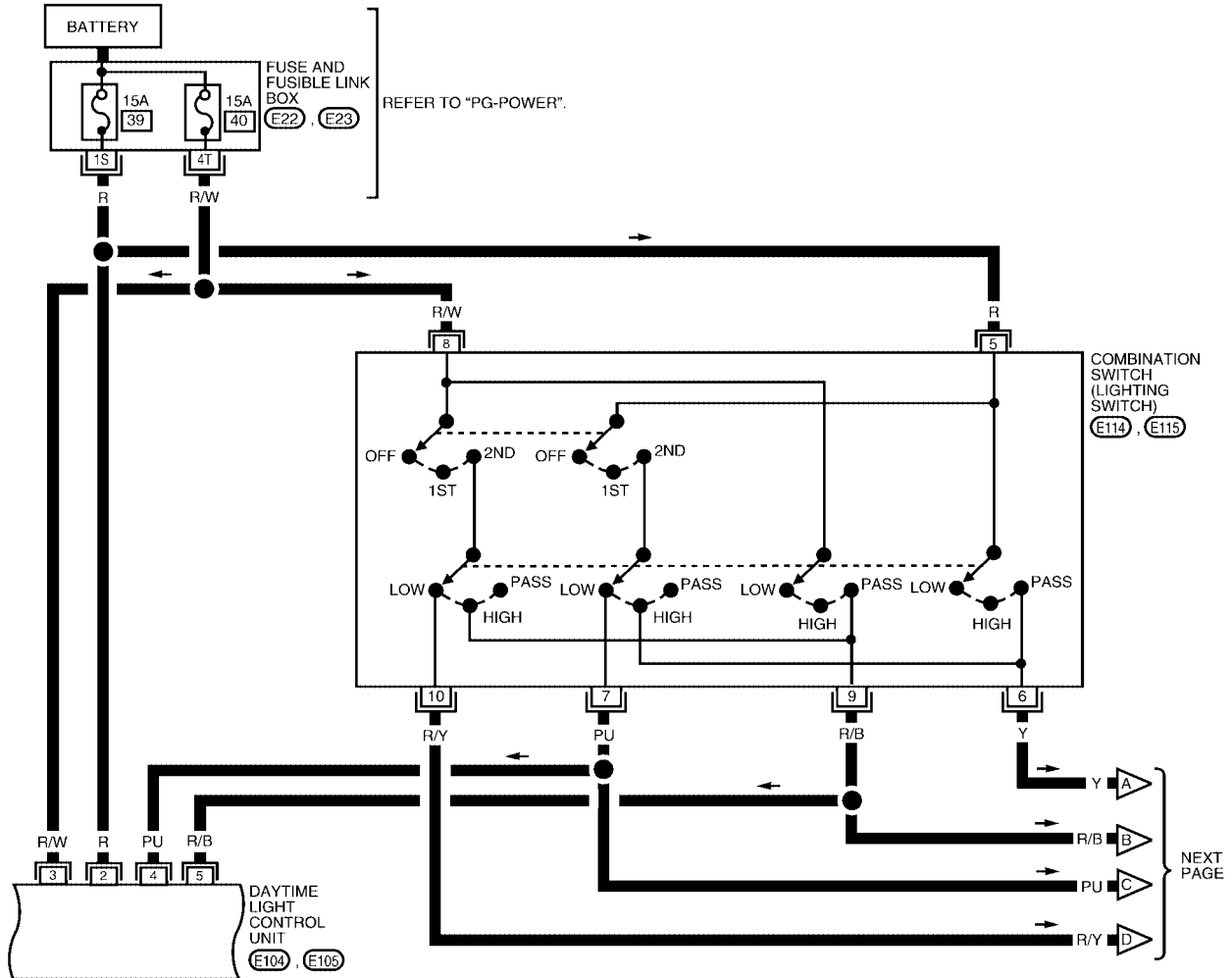
DAYTIME LIGHT CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	B/Y	IGNITION SWITCH (START)	WHEN TURNING IGNITION SWITCH TO START POSITION	BATTERY VOLTAGE
9	B	DAYTIME LIGHT CONTROL UNIT GROUND	—	—
10	LG	PARKING BRAKE SWITCH	WHEN PARKING BRAKE IS RELEASED WHEN PARKING BRAKE IS APPLIED	BATTERY VOLTAGE 1.5V OR LESS
11	Y/R	GENERATOR	WHEN TURNING IGNITION SWITCH TO ON POSITION WHEN ENGINE IS RUNNING WHEN TURNING IGNITION SWITCH TO OFF POSITION	4.6V OR LESS B+ VOLTAGE 1V OR LESS
12	G	IGNITION SWITCH (ON OR START)	WHEN TURNING IGNITION SWITCH TO ON POSITION WHEN TURNING IGNITION SWITCH TO START POSITION	BATTERY VOLTAGE BATTERY VOLTAGE

LEL592

# HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

LT-DTRL-02



WKWA0076E

DAYTIME LIGHT CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	R	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO ON POSITION	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO OFF POSITION	BATTERY VOLTAGE
3	R/W	POWER SOURCE	WHEN TURNING IGNITION SWITCH TO ON POSITION	BATTERY VOLTAGE
			WHEN TURNING IGNITION SWITCH TO OFF POSITION	BATTERY VOLTAGE
4	PU	LIGHTING SWITCH (LOW BEAM)	WHEN TURNING LIGHTING SWITCH TO HEADLAMP ON (2ND) POSITION, LOW BEAM	BATTERY VOLTAGE
			WHEN TURNING LIGHTING SWITCH TO HIGH (A)	BATTERY VOLTAGE
5	R/B	LIGHTING SWITCH (HIGH BEAM)	WHEN TURNING LIGHTING SWITCH TO FLASH TO PASS	BATTERY VOLTAGE
				BATTERY VOLTAGE








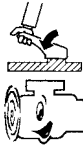
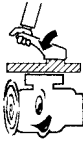
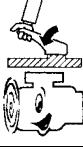
LEC555



# HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —







## Trouble Diagnoses DAYTIME LIGHT CONTROL UNIT INSPECTION TABLE

EKS0038H

Terminal No.	Wire color	Item	Condition	Voltage (Approx. values)
1	B/Y	Start signal	 When turning ignition switch to ST	Battery voltage
			 When turning ignition switch to ON from ST	Less than 1V
			 When turning ignition switch to OFF	Less than 1V
2	R	Power source	 When turning ignition switch to ON	Battery voltage
			 When turning ignition switch to OFF	Battery voltage
3	R/W	Power source	 When turning ignition switch to ON	Battery voltage
			 When turning ignition switch to OFF	Battery voltage
4	PU	Lighting switch (Low beam)	When turning lighting switch to headlamp ON (2ND) position, LOW BEAM	Battery voltage
5	R/B	Lighting switch (High beam)	When turning lighting switch to HIGH (A)	Battery voltage
			When turning lighting switch to FLASH TO PASS	Battery voltage
6	R/L	LH high beam	When turning lighting switch to HIGH (A)	Battery voltage
			 When releasing parking brake with engine running and turning lighting switch to OFF (daytime light operation) <b>CAUTION:</b> <b>Block wheels and ensure selector lever is in N or P position.</b>	Battery voltage
7	R/G	LH headlamp control (ground)	When lighting switch is turned to headlamp ON (2ND) position, LOW BEAM	1V or less
			 When releasing parking brake with engine running and turning lighting switch OFF (daytime light operation) <b>CAUTION:</b> <b>Block wheels and ensure selector lever is in N or P position.</b>	Half battery voltage
8	Y	RH high beam	When turning lighting switch to HIGH (A)	Battery positive voltage
			 When releasing parking brake with engine running and turning lighting switch OFF (daytime light operation) <b>CAUTION:</b> <b>Block wheels and ensure selector level is in N or P position.</b>	Half battery voltage
9	B	Ground	—	—
10	LG	Parking brake switch	When parking brake is released	Battery voltage
			When parking brake is applied	1.5V or less

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# HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM —

Terminal No.	Wire color	Item	Condition	Voltage (Approx. values)
11	Y/R	Generator	 When turning ignition switch ON	4.6V or less
			 When engine is running	Battery voltage
			 When turning ignition switch OFF	1V or less
12	G	Power source	 When turning ignition switch ON	Battery voltage
			 When turning ignition switch to ST	Battery voltage
			 When turning ignition switch OFF	1V or less

## Bulb Replacement

EKS0038I

Refer to [LT-18, "Bulb Replacement"](#) .

## Aiming Adjustment

EKS0038J

Refer to [LT-18, "Aiming Adjustment"](#) .



# PARKING, LICENSE AND TAIL LAMPS

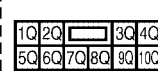
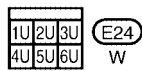
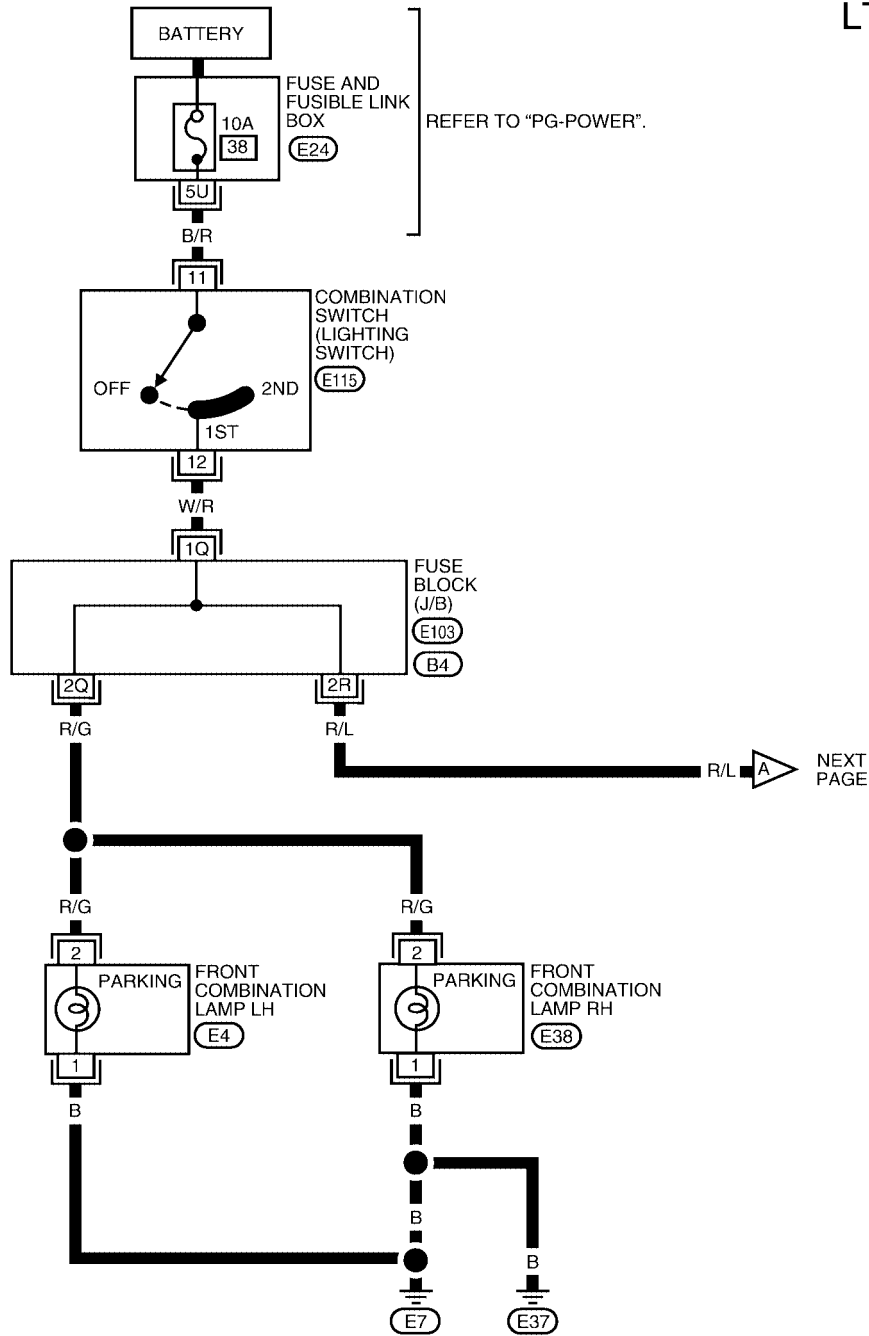
## PARKING, LICENSE AND TAIL LAMPS

### Wiring Diagram — TAIL/L —

PFP:26550

EKS0038K

LT-TAIL/L-01





# STOP LAMP

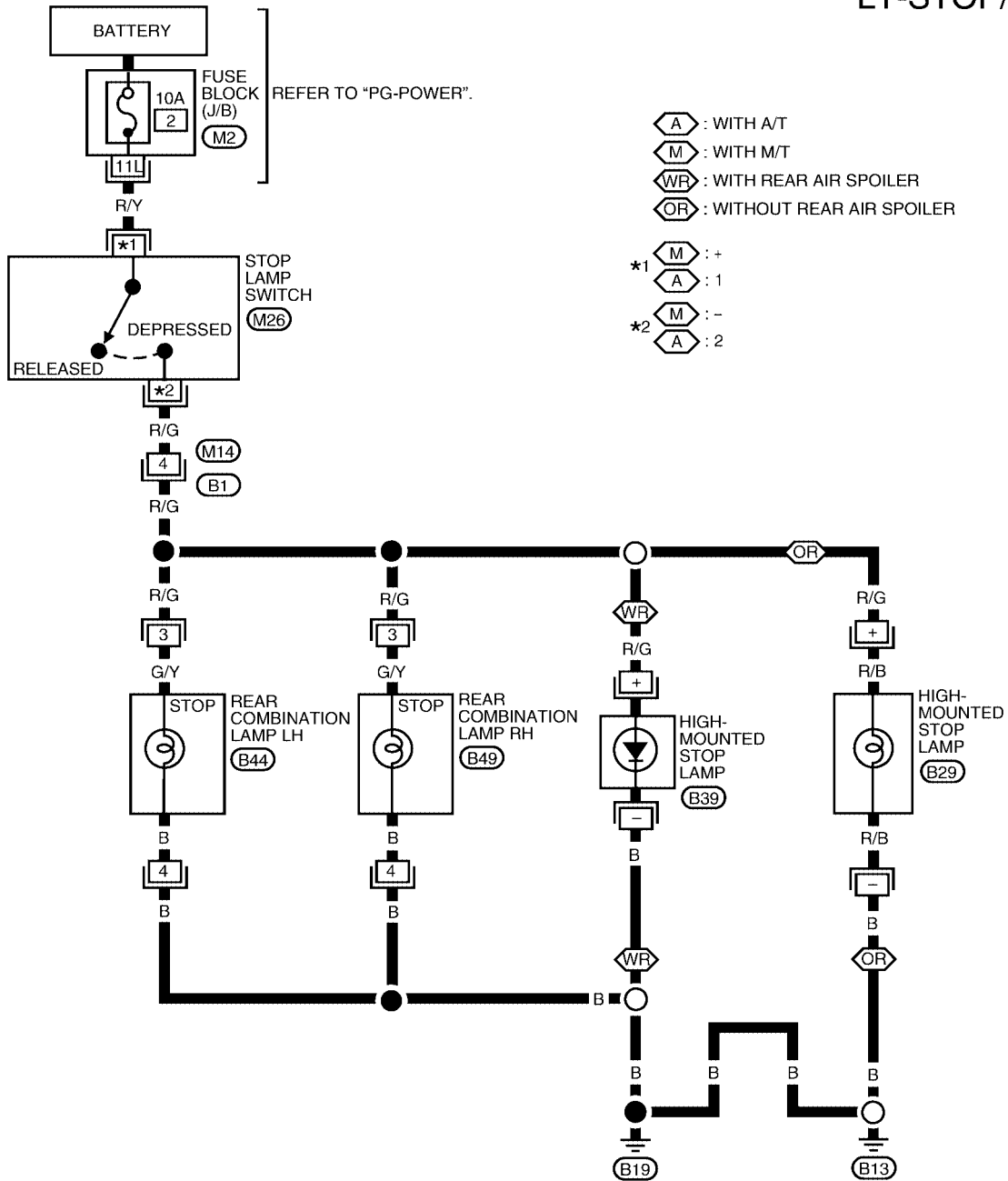
## STOP LAMP

### Wiring Diagram — STOP/L —

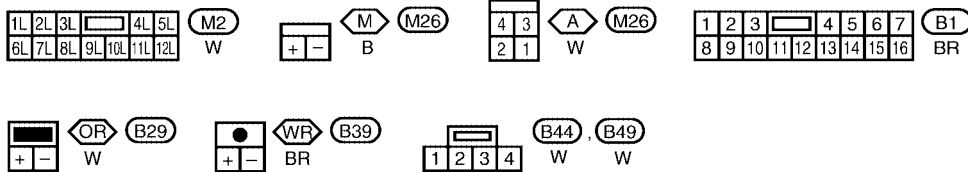
PF2:26550

EKS0038L

## LT-STOP/L-01



- ⬡ (A) : WITH A/T
- ⬡ (M) : WITH M/T
- ⬡ (WR) : WITH REAR AIR SPOILER
- ⬡ (OR) : WITHOUT REAR AIR SPOILER
- \*1 ⬡ (M) : +
- ⬡ (A) : 1
- \*2 ⬡ (M) : -
- ⬡ (A) : 2



WKWA0218E

# BACK-UP LAMP

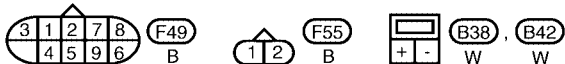
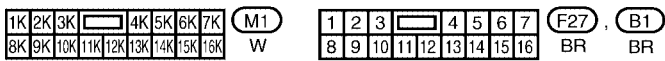
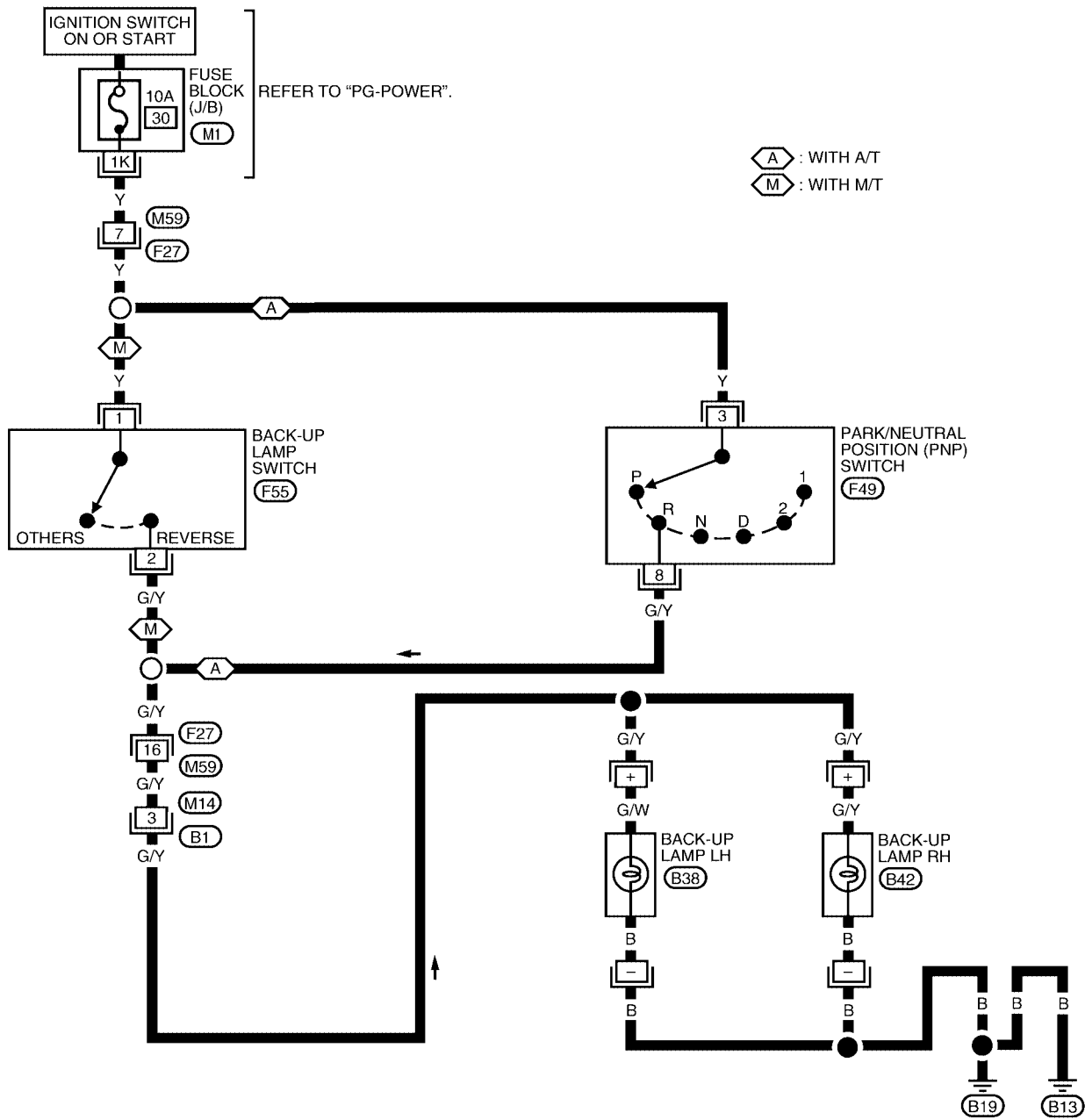
PF26550

EKS0038M

## BACK-UP LAMP

### Wiring Diagram — BACK/L — QG18DE

LT-BACK/L-01



WKWA0515E



# FRONT FOG LAMP

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## FRONT FOG LAMP

PF2:26150

### System Description

EKS006AJ

Power is supplied at all times to front fog lamp relay terminal 5 through:

- 15A fuse (No. 43, located in the fuse and fusible link box.)

With the lighting switch in headlamp "ON" (2ND) position, "LOW BEAM" (B) position, power is supplied:

- through 15A fuse (No. 39, located in the fuse and fusible link box)
- to lighting switch terminal 5
- through terminal 7 of the lighting switch
- to front fog lamp relay terminal 1.

### FOG LAMP OPERATION

The front fog lamp switch is built into the combination switch. The lighting switch must be in headlamp "ON" (2ND) position and "LOW BEAM" (B) position for fog lamp operation.

With the front fog lamp switch in the ON position ground is supplied:

- to front fog lamp relay terminal 2
- through the front fog lamp switch
- to body grounds E7 and E37.

The front fog lamp relay is energized and power is supplied:

- from front fog lamp relay terminal 3
- to terminal + of each front fog lamp.

Ground is supplied to terminal - of each front fog lamp through body grounds E7 and E37.

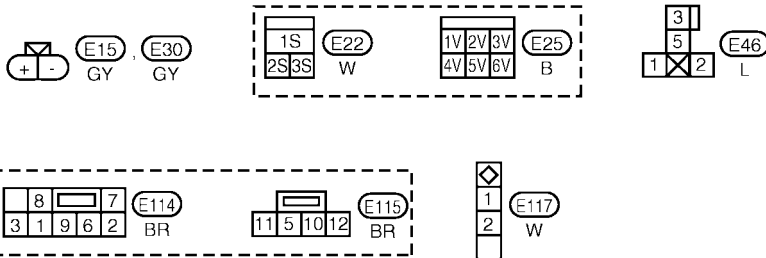
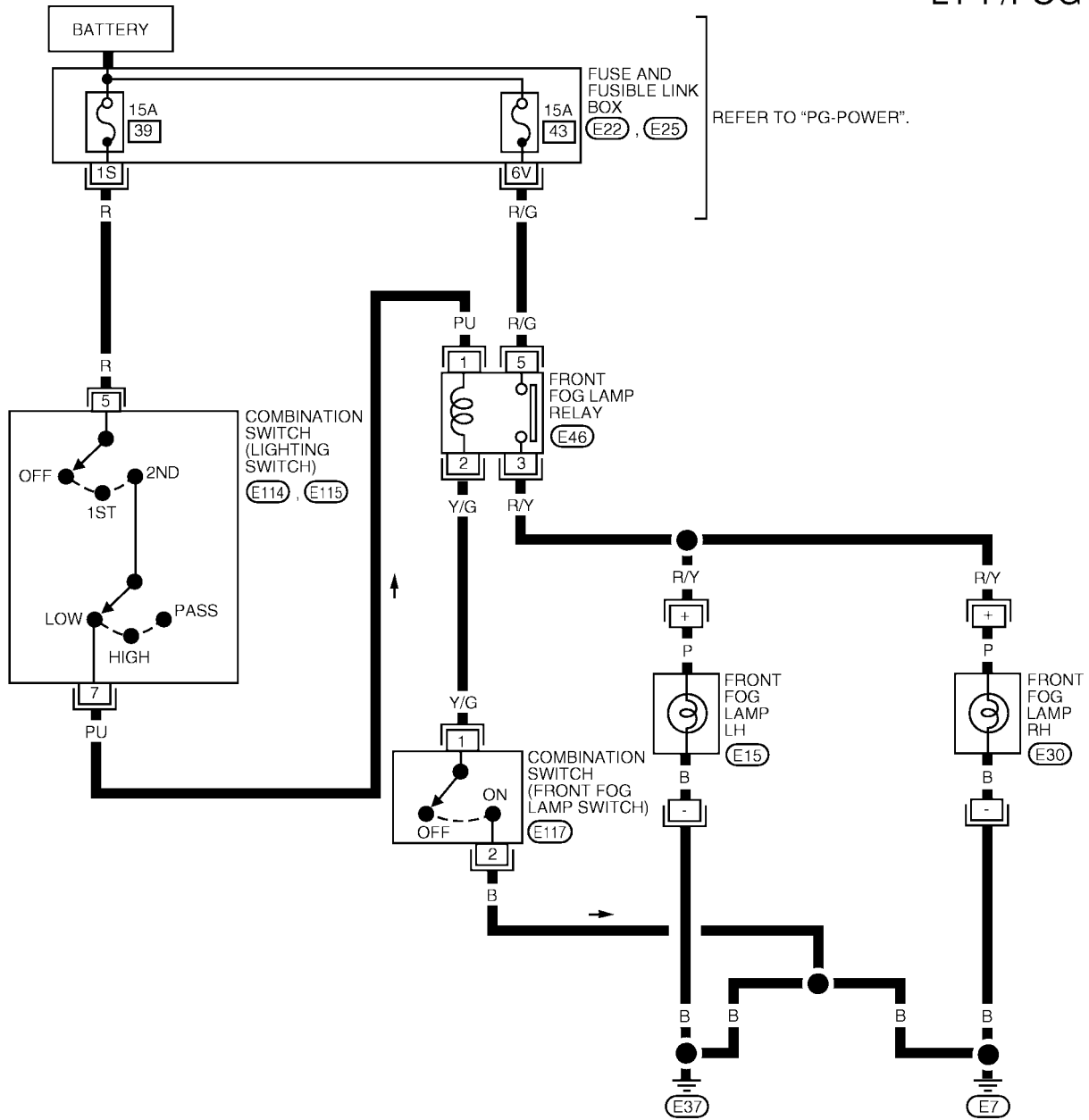
With power and ground supplied, the front fog lamps illuminate.

# FRONT FOG LAMP

## Wiring Diagram — F/FOG —

EKS006AK

LT-F/FOG-01



WKWA0024E

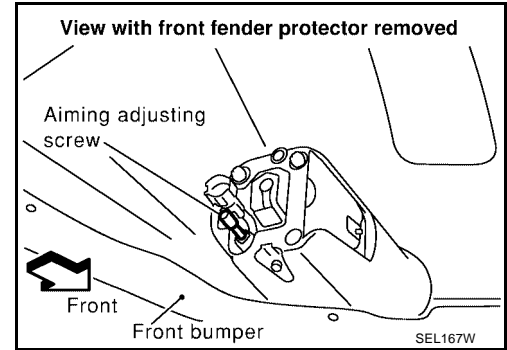
# FRONT FOG LAMP

EKS006AL

## Aiming Adjustment

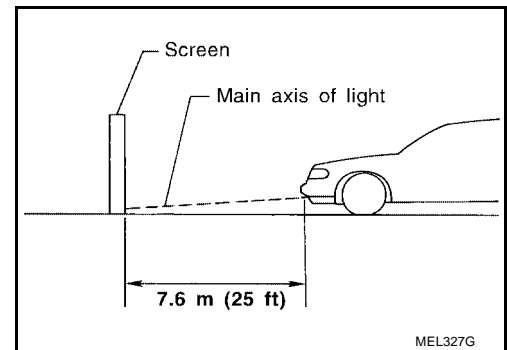
Before performing aiming adjustment, make sure of the following.

1. Inflate all tires to correct pressure.
2. Place vehicle on level ground.
3. See that vehicle is unloaded (except for full levels of coolant, engine oil and fuel, and spare tire, jack, and tools). Have the driver or equivalent weight placed in driver's seat.

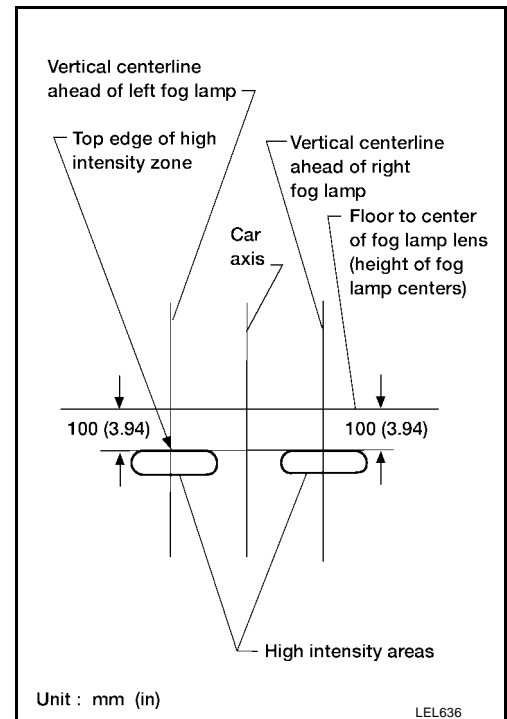


Adjust aiming in the vertical direction by turning the adjusting screw.

1. Set the distance between the screen and the center of the fog lamp lens as shown.



2. Turn front fog lamps ON.
3. Adjust front fog lamps so that the top edge of the high intensity zone is 100 mm (3.94 in) below the height of the fog lamp centers as shown.
  - When performing adjustment, if necessary, cover the headlamps and opposite fog lamp.





# TURN SIGNAL AND HAZARD WARNING LAMPS

## TURN SIGNAL AND HAZARD WARNING LAMPS

PF2:26120

### System Description

EKS0038Q

### TURN SIGNAL OPERATION

With the hazard switch in the OFF position and the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 26, located in the fuse block (J/B)]
- to hazard switch terminal 2
- through terminal 1 of the hazard switch
- to combination flasher unit terminal B
- through terminal L of the combination flasher unit
- to turn signal switch terminal 1.

Ground is supplied to combination flasher unit terminal E through body grounds M28 and M54.

### LH Turn

When the turn signal switch is moved to the LH position, power is supplied from turn signal switch terminal 3 to:

- front combination lamp LH terminal 3
- combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- rear combination lamp LH terminal 2.

Ground is supplied to the front combination lamp LH terminal 1 through body grounds E7 and E37.

Ground is supplied to the rear combination lamp LH terminal 4 through body grounds B13 and B19.

Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.

With power and ground supplied, the combination flasher unit controls the flashing of the LH turn signal lamps.

### RH Turn

When the turn signal switch is moved to the RH position, power is supplied from turn signal switch terminal 2 to:

- front combination lamp RH terminal 3
- combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- rear combination lamp RH terminal 2.

Ground is supplied to the front combination lamp RH terminal 1 through body grounds E7 and E37.

Ground is supplied to the rear combination lamp RH terminal 4 through body grounds B13 and B19.

Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.

With power and ground supplied, the combination flasher unit controls the flashing of the RH turn signal lamps.

### HAZARD LAMP OPERATION

Power is supplied at all times to hazard switch terminal 3 through:

- 15A fuse [No. 5, located in the fuse block (J/B)].

With the hazard switch in the ON position, power is supplied:

- through terminal 1 of the hazard switch
- to combination flasher unit terminal B
- through terminal L of the combination flasher unit
- to hazard switch terminal 4.

Ground is supplied to combination flasher unit terminal E through body grounds M28 and M54.

Power is supplied through terminal 5 of the hazard switch to:

- front combination lamp LH terminal 3
- combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- rear combination lamp LH terminal 2.

Power is supplied through terminal 6 of the hazard switch to:

- front combination lamp RH terminal 3

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## TURN SIGNAL AND HAZARD WARNING LAMPS

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- combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- rear combination lamp RH terminal 2.

Ground is supplied to terminal 1 of each front combination lamp through body grounds E7 and E37.

Ground is supplied to terminal 4 of each rear combination lamp through body grounds B13 and B19.

Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.

With power and ground supplied, the combination flasher unit controls the flashing of the hazard warning lamps.

### REMOTE KEYLESS ENTRY SYSTEM OPERATION

Power is supplied at all times:

- through 15A fuse [No. 5, located in the fuse block (J/B)]
- to remote keyless entry relay terminals 1, 6 and 3.

Ground is supplied to remote keyless entry relay terminal 2, when the remote keyless entry system is triggered through the smart entrance control unit.

Refer to [BL-34, "REMOTE KEYLESS ENTRY SYSTEM"](#).

The remote keyless entry relay is energized.

Power is supplied through terminal 5 of the remote keyless entry relay:

- to front combination lamp LH terminal 3
- to combination meter terminal 35 (with tachometer) or 40 (without tachometer)
- to rear combination lamp LH terminal 2.

Power is supplied through terminal 7 of the remote keyless entry relay:

- to front combination lamp RH terminal 3
- to combination meter terminal 4 (with tachometer) or 41 (without tachometer)
- to rear combination lamp RH terminal 2.

Ground is supplied to terminal 1 of each front combination lamp through body grounds E7 and E37.

Ground is supplied to terminal 4 of each rear combination lamp through body grounds B13 and B19.

Ground is supplied to combination meter terminal 12 (with tachometer) or 39 (without tachometer) through body grounds M28 and M54.

With power and ground supplied, the smart entrance control unit controls the flashing of the hazard warning lamps.

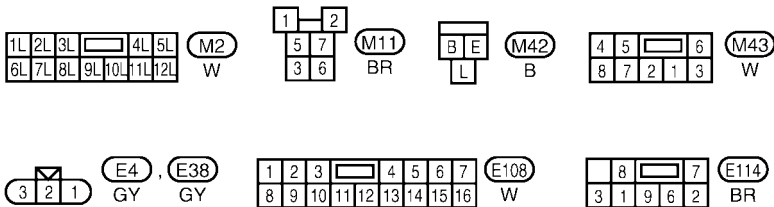
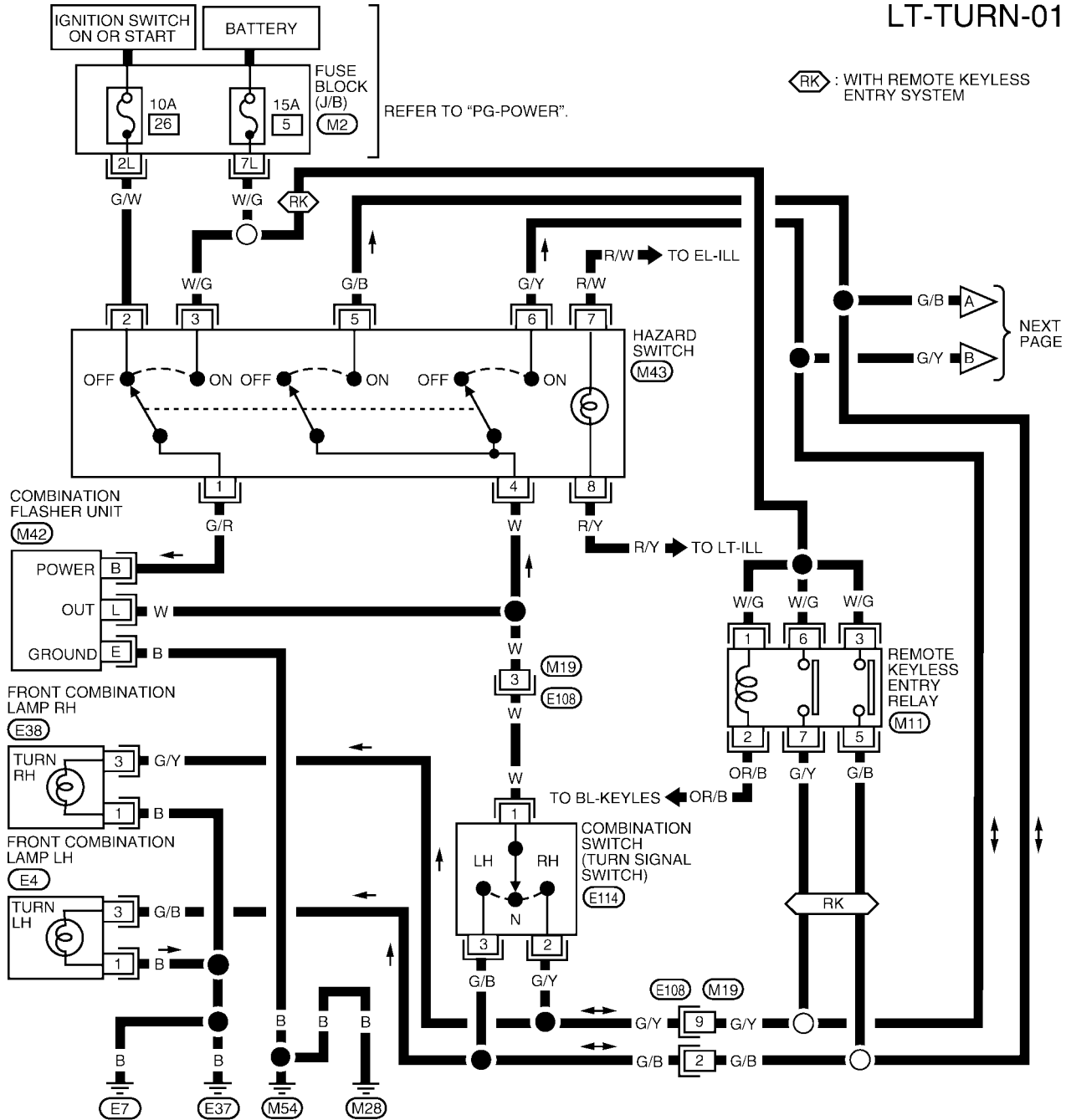
# TURN SIGNAL AND HAZARD WARNING LAMPS

## Wiring Diagram — TURN —

EKS0038R

LT-TURN-01

**RK** : WITH REMOTE KEYLESS ENTRY SYSTEM

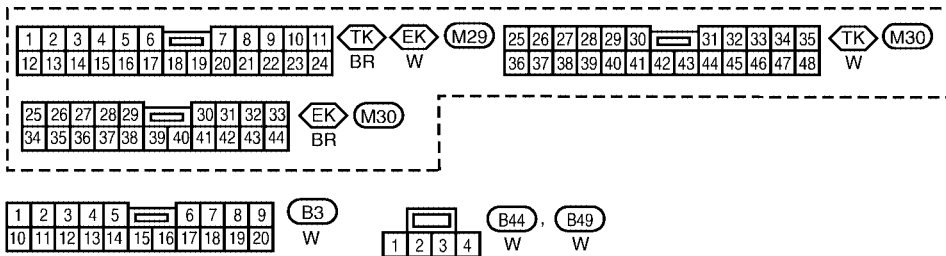
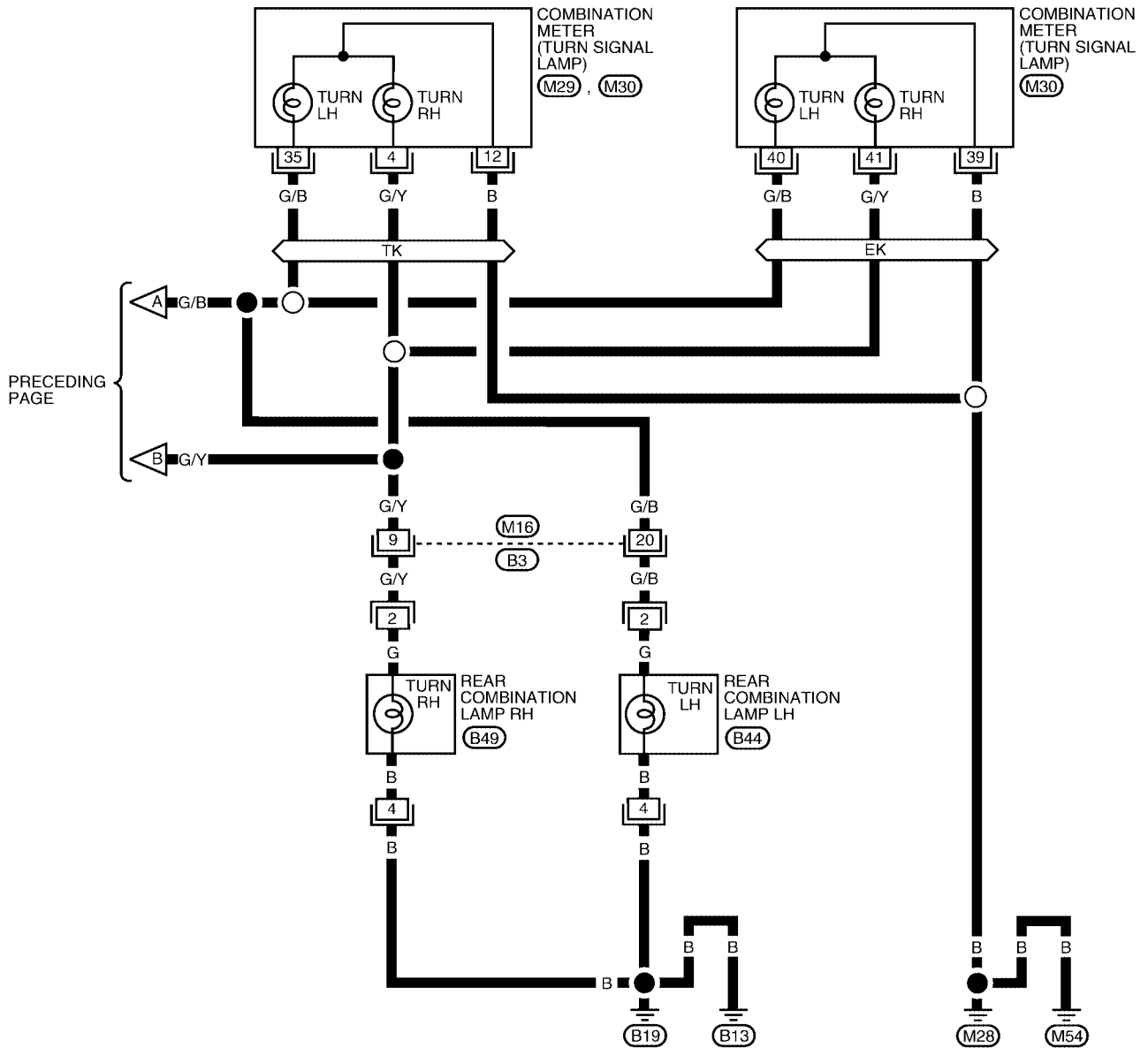


WKWA0221E

# TURN SIGNAL AND HAZARD WARNING LAMPS

LT-TURN-02

TK : WITH TACHOMETER  
EK : WITHOUT TACHOMETER



WKWA0222E

# TURN SIGNAL AND HAZARD WARNING LAMPS

## Trouble Diagnoses

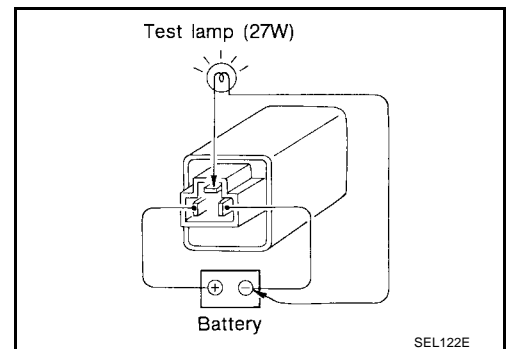
EKS0038S

Symptom	Possible cause	Repair order
Turn signal and hazard warning lamps do not operate.	<ol style="list-style-type: none"> <li>1. Hazard switch</li> <li>2. Combination flasher unit</li> <li>3. Open in combination flasher unit circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check hazard switch.</li> <li>2. Refer to combination flasher unit check.</li> <li>3. Check wiring to combination flasher unit for open circuit.</li> </ol>
Turn signal lamps do not operate but hazard warning lamps operate.	<ol style="list-style-type: none"> <li>1. 10A fuse</li> <li>2. Hazard switch</li> <li>3. Turn signal switch</li> <li>4. Open in turn signal switch circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check 10A fuse [No. 26, located in fuse block (J/B)]. Turn ignition switch ON and verify battery positive voltage is present at terminal 2 of hazard switch.</li> <li>2. Check hazard switch.</li> <li>3. Check turn signal switch.</li> <li>4. Check the wire between combination flasher unit terminal L and turn signal switch terminal 1 for open circuit.</li> </ol>
Hazard warning lamps do not operate but turn signal lamps operate.	<ol style="list-style-type: none"> <li>1. 15A fuse</li> <li>2. Hazard switch</li> <li>3. Open in hazard switch circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check 15A fuse [No. 5, located in fuse block (J/B)]. Verify battery positive voltage is present at terminal 3 of hazard switch.</li> <li>2. Check hazard switch.</li> <li>3. Check the wire between combination flasher unit terminal L and hazard switch terminal 4 for open circuit.</li> </ol>
Front turn signal lamp LH or RH does not operate.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Grounds E7 and E37</li> <li>3. Open in front combination lamp circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check grounds E7 and E37.</li> <li>3. Check the wire between combination switch terminal 3 (LH) or terminal 2 (RH) and front combination lamp terminal 3.</li> </ol>
Rear turn signal lamp LH or RH does not operate.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Grounds B13 and B19</li> <li>3. Open in rear combination lamp circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb.</li> <li>2. Check grounds B13 and B19.</li> <li>3. Check the wire between combination switch terminal 3 (LH) or terminal 2 (RH) and rear combination lamp terminal 2.</li> </ol>
LH and RH turn indicators do not operate.	<ol style="list-style-type: none"> <li>1. Ground</li> </ol>	<ol style="list-style-type: none"> <li>1. Check grounds M28 and M54.</li> </ol>
LH or RH turn indicator does not operate.	<ol style="list-style-type: none"> <li>1. Bulb</li> <li>2. Turn indicator circuit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check bulb in combination meter.</li> <li>2. Check the wire between combination switch and combination meter.</li> </ol>

## Electrical Components Inspection COMBINATION FLASHER UNIT CHECK

EKS0038T

- Before checking, ensure that bulbs meet specifications.
- Connect a battery and test lamp to the combination flasher unit, as shown. Combination flasher unit is properly functioning if it blinks when power is supplied to the circuit.



# ILLUMINATION

## ILLUMINATION

PF2:27545

### System Description

EKS0038U

Power is supplied at all times:

- through 10A fuse (No. 38, located in the fuse and fusible link box)
- to lighting switch terminal 11.

The lighting switch must be in parking lamp (1ST) or headlamp "ON" (2ND) position for illumination. The illumination control switch controls the amount of current to the illumination system. As the amount of current increases, the illumination becomes brighter.

The following chart shows the power and ground connector terminals for the components included in the illumination system.

Component	Connector No.	Power terminal	Ground terminal
Illumination control switch	M22	1	3
Combination meter	M29 or M30	16 or 33	17 or 32
Hazard switch	M43	7	8
Air control	M32	2	6
A/T device indicator*	M44	3	4
Main power window and door lock/unlock switch*	D6	4	2
Audio unit	M45	8	7
CD changer*	M47, M48	23	25


\* If equipped.

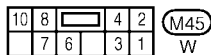
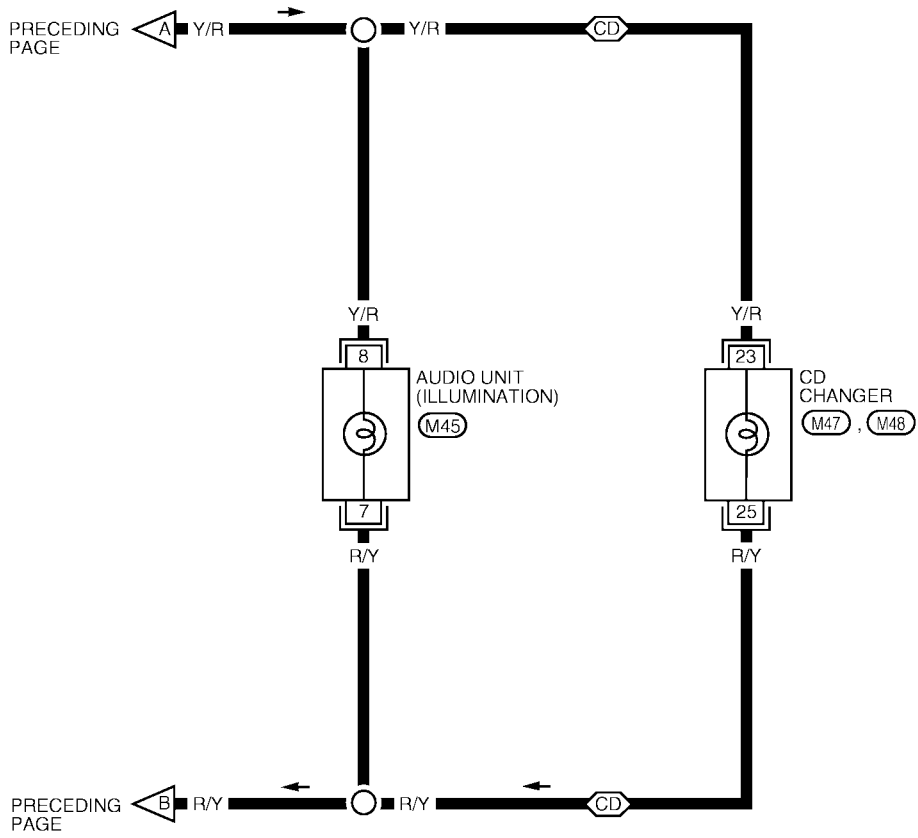
The ground for all of the components is controlled through terminals 2 and 3 of the illumination control switch to body grounds M28 and M54.



# ILLUMINATION

LT-ILL-02

 : WITH CD CHANGER



WKWA0028E



# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

PF2:26410

### System Description WITHOUT POWER DOOR LOCKS

EKS0038W

#### Power Supply and Ground

Power is supplied at all times:

- through 10A fuse [No. 13, located in the fuse block (J/B)]
- to interior lamp terminal +.

#### Switch Operation

When interior lamp switch is in the DOOR position and any door is opened, ground is supplied to interior lamp through the door switches.

When interior lamp switch is in the ON position, ground is supplied:

- through case ground of interior lamp
- to interior lamp.

#### WITH POWER DOOR LOCKS

#### Power Supply and Ground

Power is supplied at all times:

- through 10A fuse (No. 37, located in the fuse and fusible link box)
- to smart entrance control unit terminal 10.

Power is supplied at all times:

- through 10A fuse [No. 12, located in the fuse block (J/B)]
- to key switch terminal 2 and
- through 10A fuse [No. 13, located in the fuse block (J/B)]
- to trunk room lamp terminal 1.

When the key is removed from ignition key cylinder, power is interrupted:

- through key switch terminal 1
- to smart entrance control unit terminal 32.

With the ignition key switch in the ON or START position, power is supplied:

- through 10A fuse [No. 10, located in the fuse block (J/B)]
- to smart entrance control unit terminal 33.

Ground is supplied:

- to smart entrance control unit terminal 16
- through body grounds M28 and M54.

#### Switch Operation

When map lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to map lamp terminal –.

Power is supplied:

- to map lamp terminal +
- from smart entrance control unit terminal 17.

When vanity lamp (LH and/or RH) is ON, ground is supplied:

- through body grounds M28 and M54
- to vanity lamps (LH and RH) terminal 2.

Power is supplied:

- to vanity lamps (LH and RH) terminal 1
- from smart entrance control unit terminal 17.

When trunk room lamp switch is ON (trunk lid is opened), ground is supplied:

- through body grounds B13 and B19
- to trunk room lamp switch terminal –

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## INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

---

- from trunk room lamp switch terminal +
- to trunk room lamp terminal 2

With power and ground supplied, interior lamps turn ON.

### **Battery Saver**

The lamps turn off automatically when interior lamp, map lamp and/or vanity lamps are illuminated with the ignition key in OFF position, if the lamp remains lit by the door switch open signal or if the lamp switch is in ON position for approximately 10 minutes.

After lamps turn OFF by the battery saver system, the lamps illuminate again when:

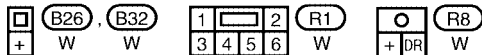
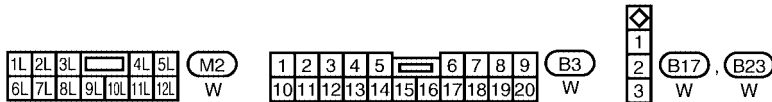
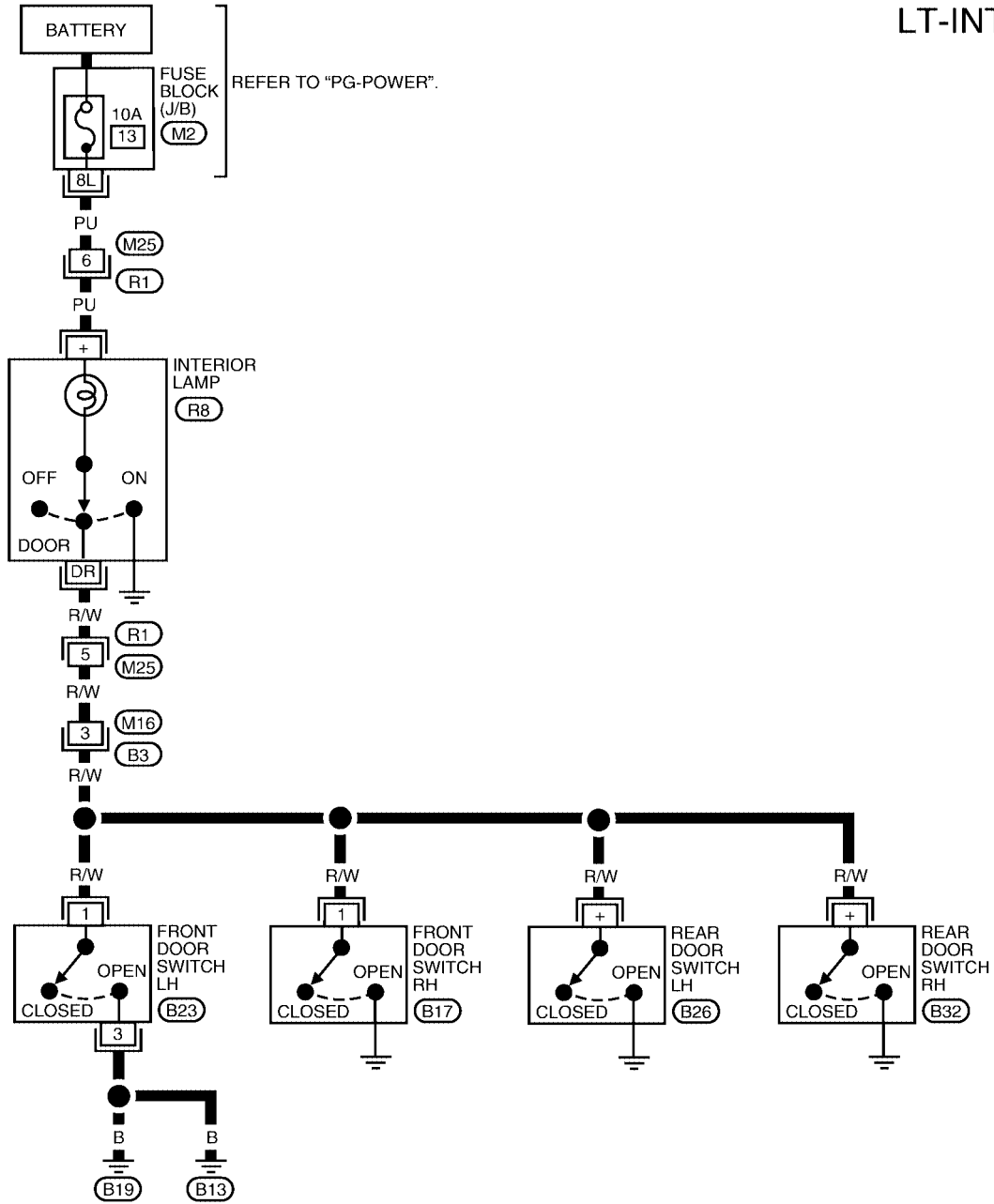
- driver door is locked or unlocked,
- door is opened or closed,
- key is inserted in or removed from ignition key cylinder.

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## Wiring Diagram — INT/L — WITHOUT POWER DOOR LOCKS

EKS0038X

LT-INT/L-01

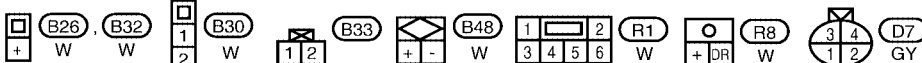
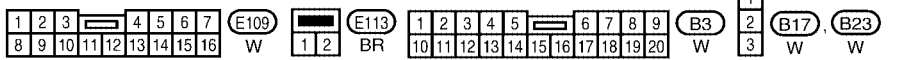
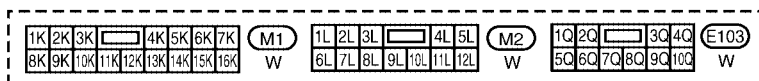
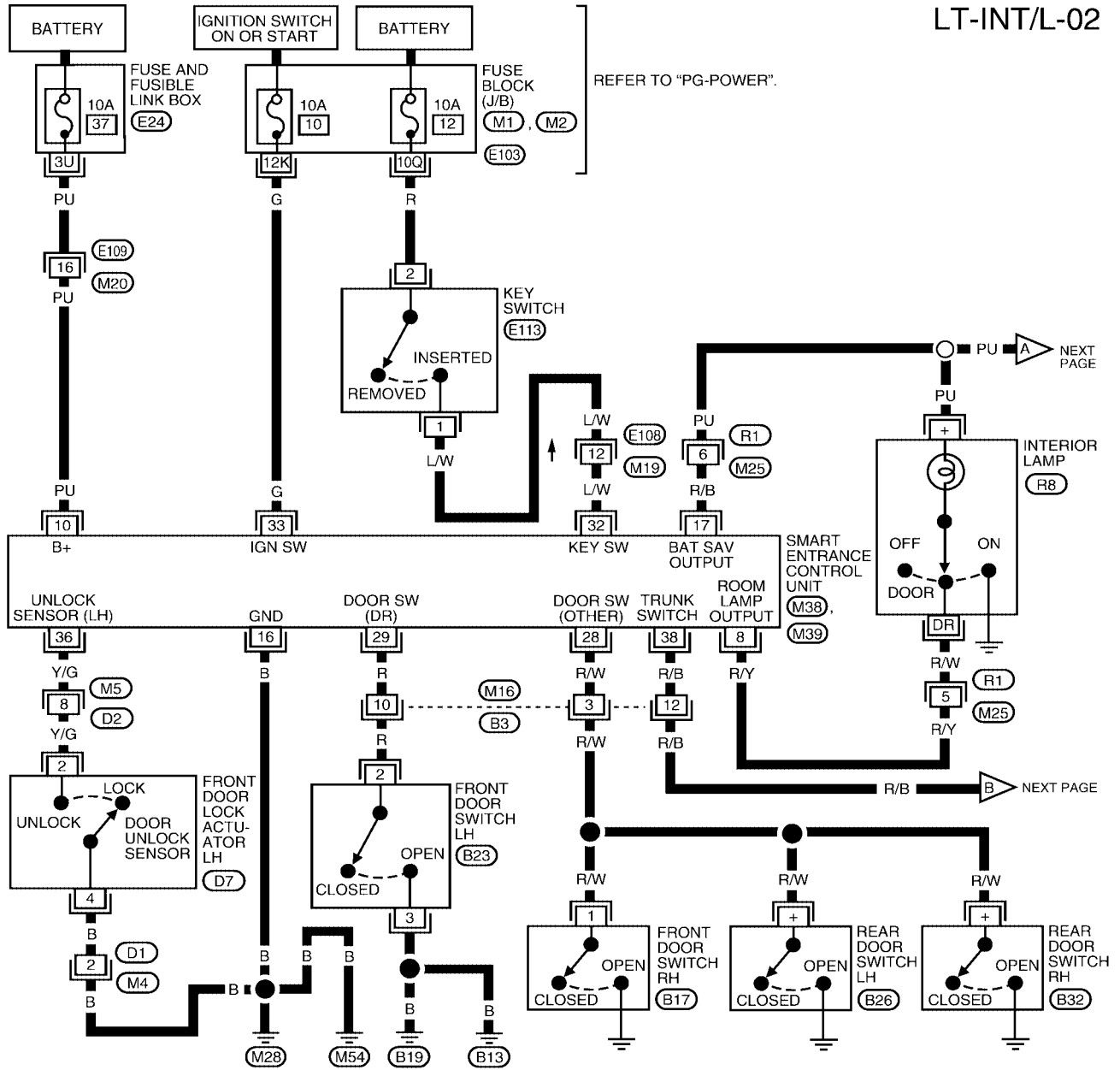


WKWA0529E

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## WITH POWER DOOR LOCKS

LT-INT/L-02

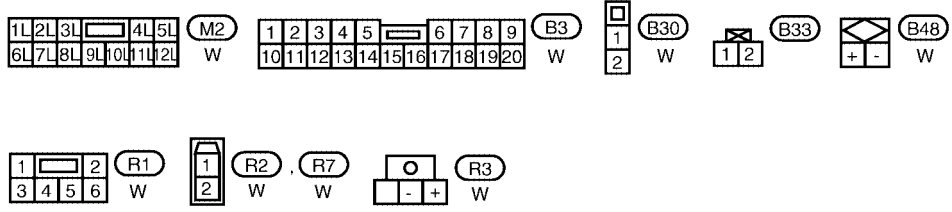
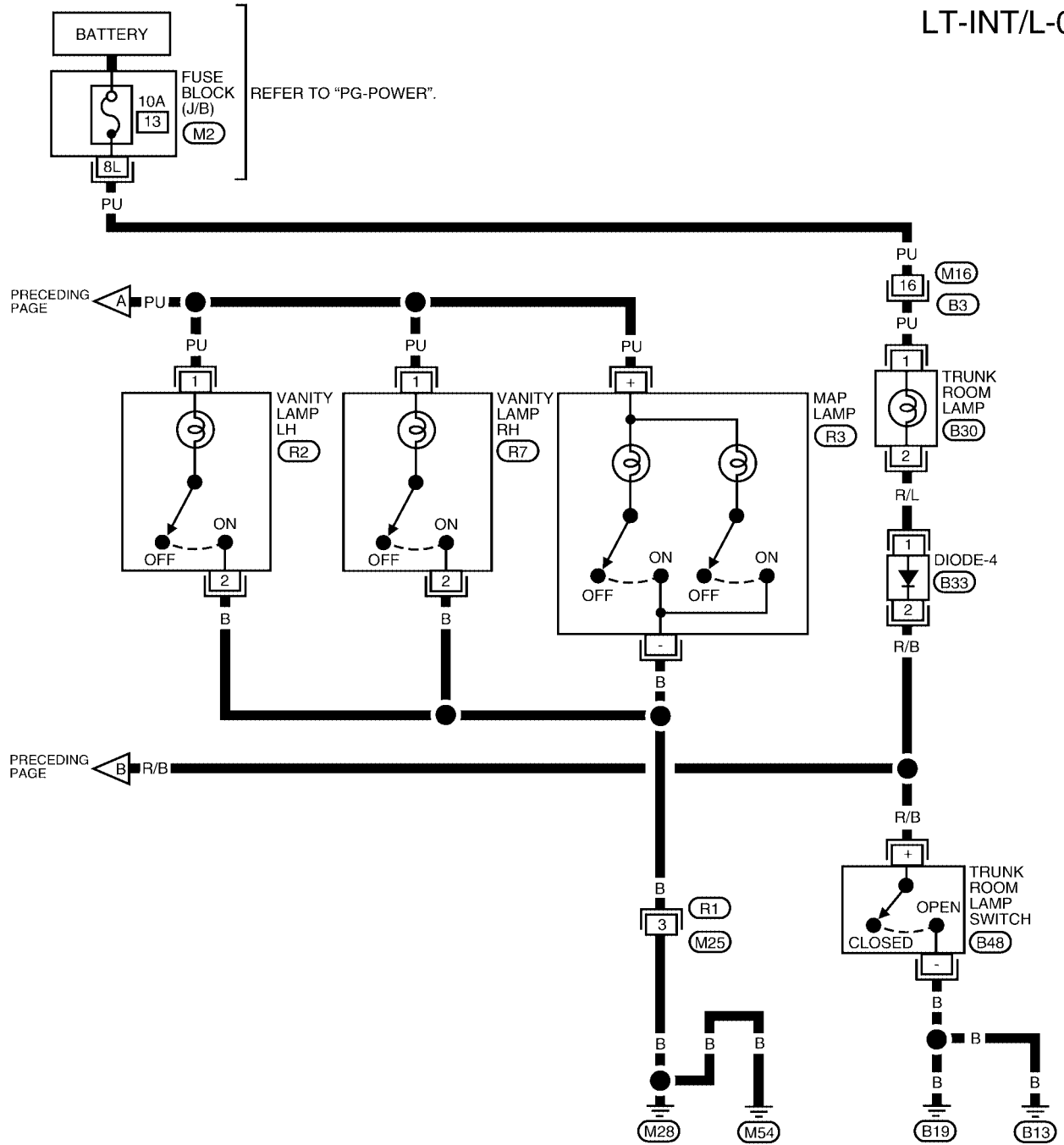


REFER TO THE FOLLOWING.  
 (M38), (M39) - ELECTRICAL  
 UNITS

WKWA0530E

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

LT-INT/L-03



SMART ENTRANCE CONTROL UNIT TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

## INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

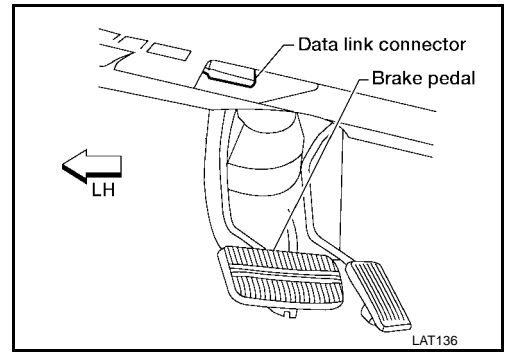
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
8	R/Y	INTERIOR LAMP	LAMP SWITCH IN DOOR POSITION	12V
10	PU	POWER SOURCE (FUSE)	—	12V
16	B	GROUND	—	—
17	R/B	BATTERY SAVER (INTERIOR LAMP)	BATTERY SAVER DOES NOT OPERATE	12V
			BATTERY SAVER OPERATES	0V
28	R/W	OTHER DOOR SWITCHES	OFF (CLOSED)	5V
			ON (OPEN)	0V
29	R	FRONT DOOR SWITCH LH	OFF (CLOSED)	5V
			ON (OPEN)	0V
32	L/W	IGNITION KEY SWITCH (INSERT)	IGNITION KEY IS INSERTED	12V
			IGNITION KEY IS REMOVED	0V
33	G	IGNITION SWITCH (ON)	IGNITION KEY IS IN ON POSITION	12V
		IGNITION SWITCH (START)	IGNITION KEY IS IN START POSITION	12V
36	Y/G	DOOR UNLOCK SENSOR LH	DRIVER DOOR: LOCKED	5V
			DRIVER DOOR: UNLOCKED	0V
38	R/B	TRUNK ROOM LAMP SWITCH	ON (OPEN)	0V
			OFF (CLOSED)	12V

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

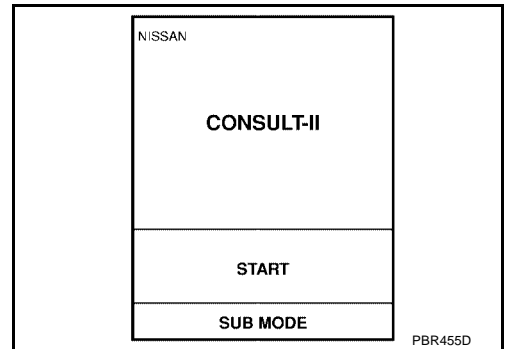
## CONSULT-II Inspection Procedure (With Power Door Locks) “INT LAMP”/“BATTERY SAVER”

EKS0038Y

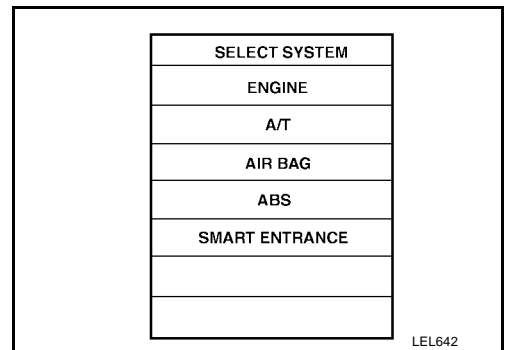
1. Turn ignition switch “OFF”.
2. Connect “CONSULT-II” to the data link connector.



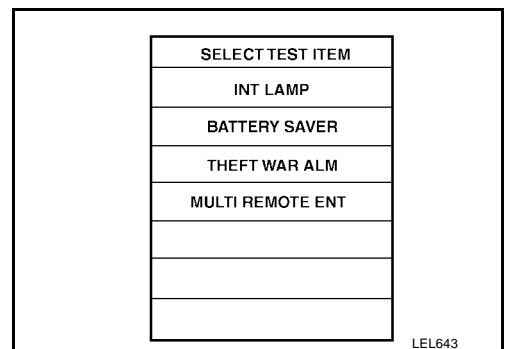
3. Turn ignition switch “ON”.
4. Touch “START”.



5. Touch “SMART ENTRANCE”.



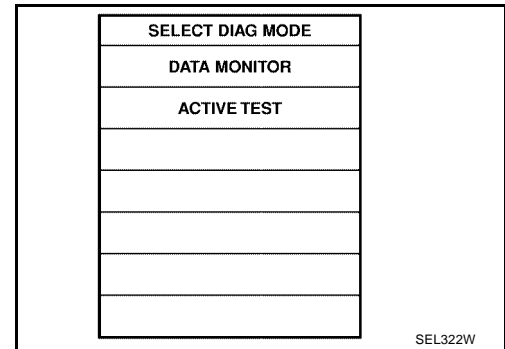
6. Touch “INT LAMP” or “BATTERY SAVER”.



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# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

7. Select diagnosis mode.  
 "DATA MONITOR" and "ACTIVE TEST" are available for "INT LAMP" and "BATTERY SAVER".



## CONSULT-II Application Items (With Power Door Locks) "INT LAMP"

EKS0038Z

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (All).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
UN BUTTON/SIG	Indicates [ON/OFF] condition of unlock signal from remote controller.

### Active Test

Test Item	Description
INT LAMP	This test enables to check interior lamp, map lamp, and vanity lamps operations. When touch "ON" on CONSULT-II screen. <ul style="list-style-type: none"> <li>● Interior lamp turns on when the switch is in DOOR or ON.                          (Smart entrance control unit supplies power and ground to interior lamp.)</li> <li>● Map lamp and vanity lamps turn on when the switch is in ON.                          (Smart entrance control unit supplies power to map lamp and vanity lamps.)</li> </ul>

## "BATTERY SAVER"

### Data Monitor

Monitored Item	Description
IGN ON SW	Indicates [ON/OFF] condition of ignition switch.
KEY ON SW	Indicates [ON/OFF] condition of key switch.
DOOR SW DR	Indicates [ON/OFF] condition of front door switch LH.
DOOR SW-ALL	Indicates [ON/OFF] condition of door switch (ALL).
LOCK SIG DR	Indicates [ON/OFF] condition of front door unlock sensor LH.
TRUNK SW	Indicates [ON/OFF] condition of trunk room lamp switch.

### Active Test

Test Item	Description
BATTERY SAVER	This test enables to check interior lamp, map lamp, and vanity lamp operations. When touch "ON" on CONSULT-II screen. <ul style="list-style-type: none"> <li>● Interior lamp turns on when the switch is in ON.                          (Smart entrance control unit supplies power to interior lamp.)</li> <li>● Map lamp and vanity lamps turn on when the switch is in ON.                          (Smart entrance control unit supplies power to map lamps and vanity lamps.)</li> </ul>



# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## Trouble Diagnoses for Interior Lamp Timer (With Power Door Locks) DIAGNOSTIC PROCEDURE 1 (SYMPTOM: INTERIOR LAMP TIMER DOES NOT OPERATE PROPERLY)

EKS00391

### 1. CHECK IGNITION ON SIGNAL

#### ④ With CONSULT-II

Check ignition switch ON signal ("IGN ON SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
IGN ON SW	ON


When ignition switch is ON:  
**IGN ON SW ON**

When ignition switch is OFF:  
**IGN ON SW OFF**

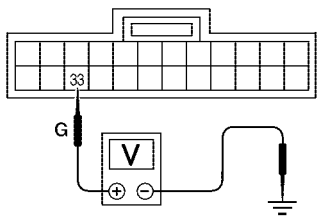
SEL318W

#### ⊗ Without CONSULT-II

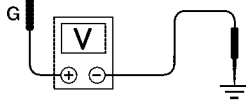
Check voltage between smart entrance control unit harness connector terminal 33 and ground.



Smart entrance control unit connector (M39)



Terminals		Ignition switch position		
(+)	(-)	OFF	ACC	ON
33	Ground	0V	0V	Battery voltage



LEL450

OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 10A fuse [No. 10, located in fuse block (J/B)]
- Harness for open or short between smart entrance control unit and fuse

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## 2. CHECK DOOR SWITCH INPUT SIGNAL

### With CONSULT-II

Check driver door switch signal ("DOOR SW-DR") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	DATA
DOOR SW-DR	OFF

When driver's door is open:  
**DOOR SW-DR ON**

When driver's door is closed:  
**DOOR SW-DR OFF**

SEL319W

### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 29 and ground.

Smart entrance control unit connector (M39)

CONNECT

**Voltage [V]:**

Condition of driver's door: **CLOSED**  
Approx. 5

Condition of driver's door: **OPENED**  
0

LEL451

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.

## 3. CHECK FRONT DOOR SWITCH LH

Check continuity between front door switch LH terminals 2 and 3.

Front door switch LH connector (E23)

DISCONNECT

**Continuity:**

Door switch is pushed.  
No

Door switch is released.  
Yes

LEL443

OK or NG

- OK >> Check the following.
  - Front door switch LH ground circuit and condition
  - Harness for open or short between smart entrance control unit and front door switch LH
- NG >> Replace front door switch LH.

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## 4. CHECK DOOR UNLOCK SENSOR LH INPUT SIGNAL

### With CONSULT-II

Perform "LOCK SIG DR" in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
LOCK SIG DR	OFF

When front LH door is locked:  
**LOCK SIG DR OFF**

When front LH door is unlocked:  
**LOCK SIG DR ON**

SEL344W

### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 36 and ground.

Smart entrance control unit connector (M39)

Y/G

V

CONNECT

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front LH door	36	Ground	Locked	Approx. 5
			Unlocked	0

LEL452

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

## 5. CHECK DOOR UNLOCK SENSOR LH

1. Disconnect door unlock sensor LH harness connector.
2. Check continuity between door unlock sensor LH terminals.

Front door lock actuator LH connector (D7)

Ω

DISCONNECT

**Continuity:**  
**Condition: Locked**  
 No  
**Condition: Unlocked**  
 Yes

WEL497

OK or NG

- OK >> Check the following.
  - Door unlock sensor LH ground circuit
  - Harness for open or short between smart entrance control unit and door unlock sensor LH
- NG >> Replace door unlock sensor LH.

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## 6. CHECK DOOR SWITCHES INPUT SIGNAL

### With CONSULT-II

Check door switches (“DOOR SW-ALL”) in “DATA MONITOR” mode with CONSULT-II.

DATA MONITOR	
MONITOR	
DOOR SW-ALL	OFF

When any doors are open:  
**DOOR SW-ALL ON**

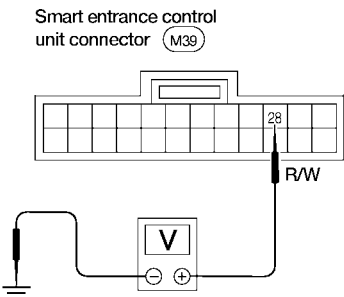
When all doors are closed:  
**DOOR SW-ALL OFF**

SEL323W

### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 28 and ground.

Smart entrance control unit connector (M39)



H.S.

CONNECT

OFF

	Terminals		Condition	Voltage [V]
	(+)	(-)		
Front RH and rear door switches	28	Ground	Open	0
			Closed	Approx. 5

LEL453

#### OK or NG

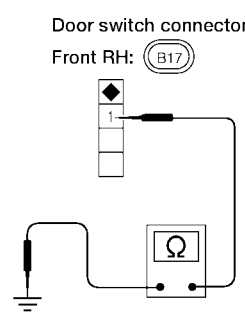
- OK >> GO TO 8.
- NG >> GO TO 7.

## 7. CHECK DOOR SWITCHES

1. Disconnect door switch harness connector.
2. Check continuity between door switch terminals 1, + and ground.

Door switch connector

Front RH: (B17)



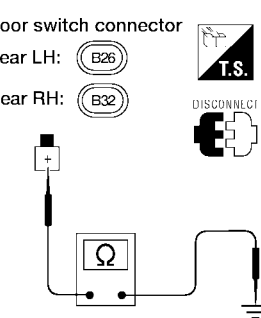
T.S.

DISCONNECT

Door switch connector

Rear LH: (B26)

Rear RH: (B32)



T.S.

DISCONNECT

	Terminals	Condition	Continuity
Front door switch RH	1 - Ground	Closed	No
		Open	Yes
Rear door switches	(+) - Ground	Closed	No
		Open	Yes

LEL447

#### OK or NG

- OK >> Check the following.
  - Door switch ground circuit or door switch ground condition
  - Harness for open or short between smart entrance control unit and door switch
- NG >> Replace door switch.

# INTERIOR, MAP, VANITY AND TRUNK ROOM LAMPS

## 8. CHECK KEY SWITCH INPUT SIGNAL

### With CONSULT-II

Check key switch ("KEY ON SW") in "DATA MONITOR" mode with CONSULT-II.

DATA MONITOR	
MONITOR	
KEY ON SW	ON

When key is inserted to ignition key cylinder:  
**KEY ON SW ON**

When key is removed from ignition key cylinder:  
**KEY ON SW OFF**

SEL315W

### Without CONSULT-II

Check voltage between smart entrance control unit harness connector terminal 32 and ground.

Smart entrance control unit connector (M39)

Voltage [V]:  
Condition of key switch: Key is inserted.  
**Approx. 12**  
Condition of key switch: Key is removed.  
**0**

LEL454

OK or NG

- OK >> Replace smart entrance control unit.
- NG >> GO TO 9.

## 9. CHECK KEY SWITCH

Check continuity between terminals 1 and 2.

Key switch connector (E113)

Continuity:  
Condition of key switch: Key is inserted.  
**Yes**  
Condition of key switch: Key is removed.  
**No**

LEL449

OK or NG

- OK >> Check the following.
  - 10A fuse [No. 12, located in fuse block (J/B)]
  - Harness for open or short between key switch and fuse
  - Harness for open or short between smart entrance control unit and key switch
- NG >> Replace key switch.

# BULB SPECIFICATIONS

## BULB SPECIFICATIONS

PFP:26297

### Bulb Specifications HEADLAMP

EKS006AM

Item	Wattage (W)	Bulb No.*
High/Low	65/55	9007 (HB5)

\*Always check with the Parts Department for the latest parts information.

### EXTERIOR LAMP

Item	Wattage (W)	Bulb No.*	
Front parking and turn signal lamp	8/27	3157AK	
Fog light	55	H3	
Rear combination lamp	Turn signal	27	1156A
	Stop/Tail	27/8	1157
Back-up	18	921	
License plate lamp	5	194	
High-mounted stop lamp (parcel shelf mount)	18	921	
High-mounted stop lamp (rear air spoiler mount)	*	*	

\*Always check with the Parts Department for the latest parts information.

### INTERIOR LAMP

Item	Wattage (W)	Bulb No.*
Interior lamp	8	*
Map lamp	8	*
Trunk lamp	3.4	158

\*Always check with the Parts Department for the latest parts information.

A  
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# SECTION LU

## ENGINE LUBRICATION SYSTEM

C

### CONTENTS

<b>QG18DE</b>	<b>QR25DE</b>
<b>PRECAUTIONS</b> ..... 2	<b>PRECAUTIONS</b> ..... 12
Precautions for Liquid Gasket ..... 2	Precautions for Liquid Gasket ..... 12
<b>REMOVAL OF LIQUID GASKET SEALING</b> ..... 2	<b>REMOVAL OF LIQUID GASKET SEALING</b> ..... 12
<b>LIQUID GASKET APPLICATION PROCEDURE</b> ..... 2	<b>LIQUID GASKET APPLICATION PROCEDURE</b> .. 12
<b>PREPARATION</b> ..... 3	<b>PREPARATION</b> ..... 13
Special Service Tools ..... 3	Special Service Tools ..... 13
<b>LUBRICATION SYSTEM</b> ..... 4	<b>LUBRICATION SYSTEM</b> ..... 14
Lubrication Circuit ..... 4	Lubrication Circuit ..... 14
<b>ENGINE OIL</b> ..... 5	<b>ENGINE OIL</b> ..... 16
Inspection ..... 5	Inspection ..... 16
<b>OIL LEVEL AND MUDDINESS</b> ..... 5	<b>OIL LEVEL AND MUDINESS</b> ..... 16
<b>OIL LEAKAGE</b> ..... 5	<b>OIL LEAKAGE</b> ..... 16
<b>OIL PRESSURE CHECK</b> ..... 5	<b>OIL PRESSURE CHECK</b> ..... 16
Changing Engine Oil ..... 6	Changing Engine Oil ..... 17
<b>OIL FILTER</b> ..... 7	<b>OIL FILTER</b> ..... 18
Removal and Installation ..... 7	Removal and Installation ..... 18
<b>REMOVAL</b> ..... 7	<b>REMOVAL</b> ..... 18
<b>INSTALLATION</b> ..... 7	<b>INSTALLATION</b> ..... 18
<b>OIL PUMP</b> ..... 8	<b>OIL PUMP</b> ..... 19
Removal and Installation ..... 8	Removal and Installation ..... 19
Disassembly and Assembly ..... 8	Disassembly and Assembly ..... 19
Inspection ..... 8	<b>DISASSEMBLY</b> ..... 19
Regulator Valve Inspection ..... 10	<b>INSPECTION AFTER DISASSEMBLY</b> ..... 19
<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> ..... 11	<b>ASSEMBLY</b> ..... 21
Oil Pressure ..... 11	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> ..... 22
Oil Pump ..... 11	Oil Pressure ..... 22
Regulator Valve ..... 11	Oil Pump ..... 22
Oil Capacity ..... 11	Regulator Valve ..... 22
	Oil Capacity ..... 22

## PRECAUTIONS

### Precautions for Liquid Gasket

#### REMOVAL OF LIQUID GASKET SEALING

- After removing the mounting bolts and nuts, disconnect and remove the sealant using a seal cutter.

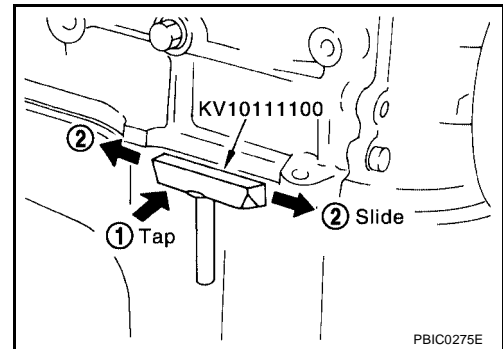
**CAUTION:**

**Be careful not to damage the mating surfaces.**

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap the areas where the sealant is applied.

**CAUTION:**

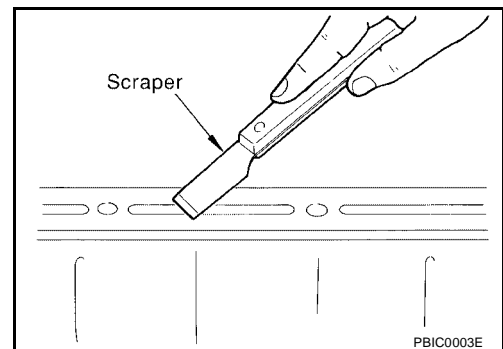
**If for some unavoidable reason a tool such as a flat-bladed screwdriver is used, be careful not to damage the mating surfaces.**



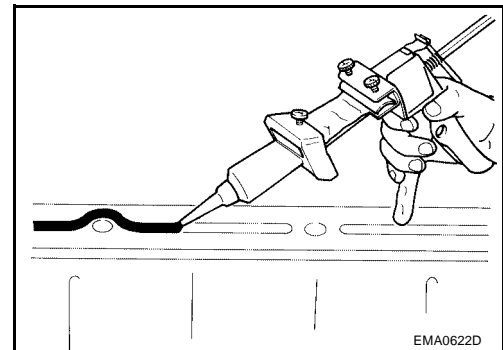
#### LIQUID GASKET APPLICATION PROCEDURE

- Using a scraper, remove the old sealant adhering to the gasket application surface and the mating surface.
  - Remove the old sealant completely from the groove of the gasket application surface, mounting bolts, and bolt holes.
- Clean the mating surface to remove dirt, moisture, grease, and foreign material.
- Attach the sealant tube to the tube presser.

**Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



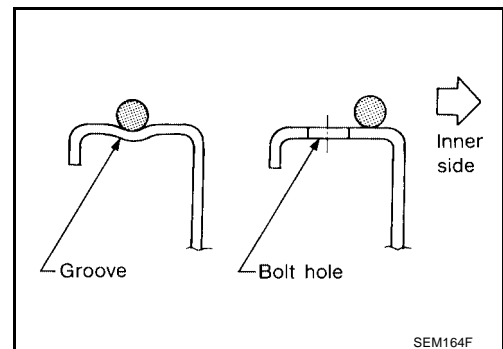
- Apply the sealant without breaks to the specified location with the specified dimensions.
  - If there is a groove for the sealant application, apply the Sealant to the groove.
  - As for the bolt holes, normally apply the sealant inside the holes. Occasionally, it should be applied outside the holes.



- Within five minutes of sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed after installation, fill the engine with oil and coolant.

**CAUTION:**

**If there are specific instructions in the service manual, observe them.**





# PREPARATION

[QG18DE]

PF0:00002

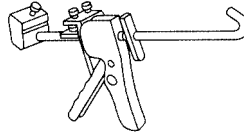
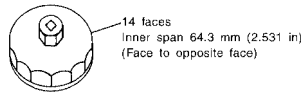
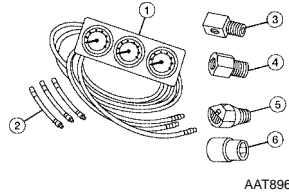
EBS00CGC

## PREPARATION

### Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
(J34301-C) Oil pressure gauge set 1. (J34301-1) Oil pressure gauge 2. (J34301-2) Hoses 3. (J34298) Adapter 4. (J34282-1) Adapter 5. (790-301-1230-A) 60° adapter 6. (J34301-15) Square socket	Measuring oil pressure <b>Maximum measuring range:                      1,373 kPa (14 kg/cm<sup>2</sup> , 199 psi)</b>
KV10115800 (J-37140-A) Oil filter wrench	Removing oil filter
WS39930000 ( — ) Tube presser	Pressing the tube of liquid gasket



A  
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 M

# LUBRICATION SYSTEM

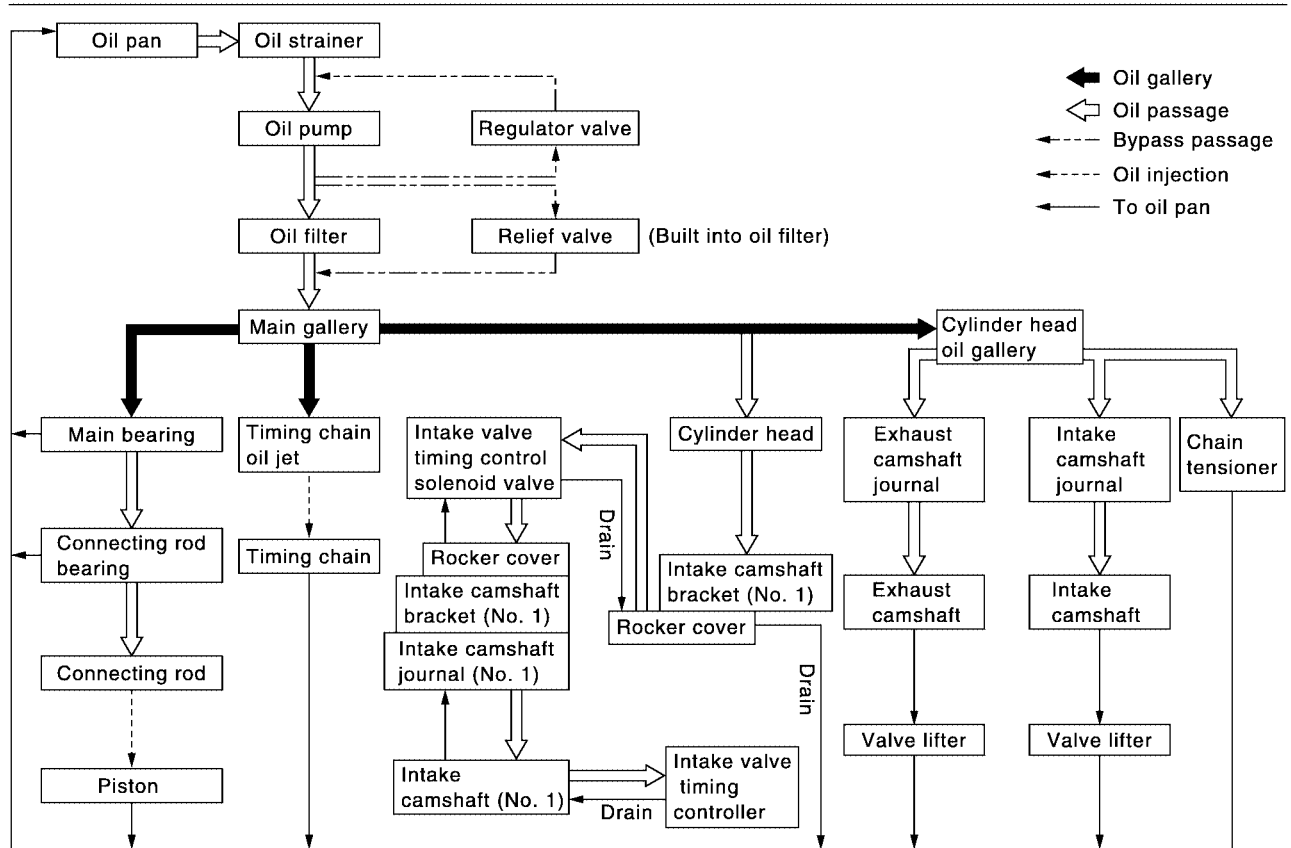
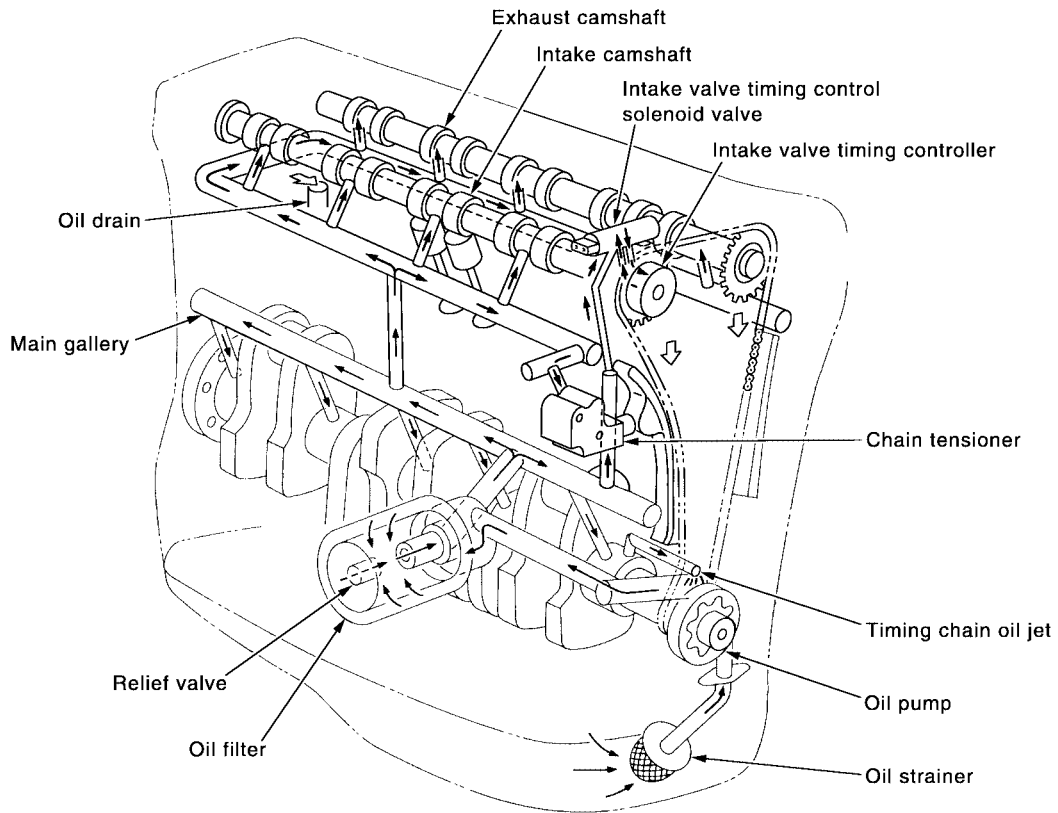
[QG18DE]

PF1:15010

EBS00CGD

## LUBRICATION SYSTEM

### Lubrication Circuit



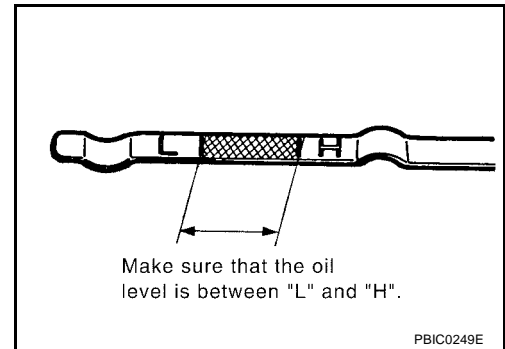
PBIC1071E

## ENGINE OIL

### Inspection

#### OIL LEVEL AND MUDDINESS

- Ensure the vehicle is on a level surface with engine off, then check the oil level. If the engine is already started, stop it and allow 10 minutes before checking.
- Check that the oil level is within the range shown in the figure.
- If it is out of range, add oil as necessary. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#) .
- Check the oil for white turbidity or remarkable contamination.
- If the oil becomes turbid and white, it is highly probable that it is contaminated with coolant. Diagnose the problem and correct as necessary.



#### OIL LEAKAGE

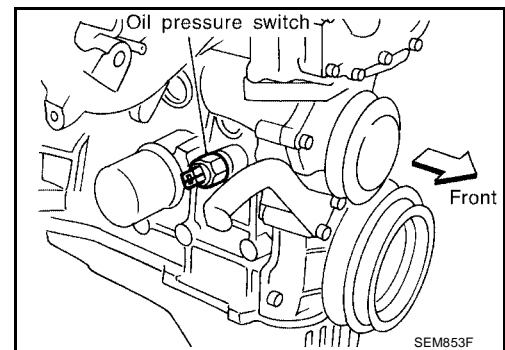
Check for oil leakage around the following areas.

- Oil pan
- Oil pan drain plug
- Oil pressure switch
- Oil filter
- Front cover
- Mating surface between cylinder block and cylinder head
- Mating surface between cylinder head and rocker cover
- Crankshaft oil seal.

#### OIL PRESSURE CHECK

##### **WARNING:**

- **Be careful not to burn yourself, as the engine oil may be hot.**
  - **For M/T models, put gearshift lever in Neutral. For A/T models, put the selector lever in Park "P" position.**
1. Check the oil level.
  2. Remove the oil pressure switch.
  3. Connect the oil pressure gauge using the Tool.
  4. After warming up the engine to the normal operating temperature, check that oil pressure corresponding to the engine speed is produced.



#### Engine oil pressure [Oil temperature is 80°C (176°F)]

Engine speed (rpm)	Idle speed	2,000	6,000
Engine pressure kPa (kg/cm <sup>2</sup> , psi)	Approx. 98 (1.0, 14) or more	Approx. 294 (3.0, 43) or more	Approx. 392 (4.0, 57) or more

5. After checking, install the oil pressure switch as follows.
  - a. Remove old sealant adhering to the switch and engine.
  - b. Apply thread sealant. Tighten switch to specification.  
**Use Genuine High Performance Thread Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .**

**Oil pressure switch : 12 - 17 N-m (1.22 - 1.73 kg-m, 8.8 - 12.5 ft-lb)**

## Changing Engine Oil

**WARNING:**

- Be careful not to burn yourself, as the engine oil may be hot.
  - Prolonged and repeated contact with used engine oil may cause skin cancer: try to avoid direct skin contact with used oil. if skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.
1. Warm up engine, and check for oil leakage from engine components.
  2. Stop engine and wait for 10 minutes.
  3. Remove drain plug and oil filler cap to drain the oil.
  4. Remove the oil filter and install a new filter.
  5. Install the oil pan drain plug with a new washer.

**CAUTION:**

- Be sure to clean the drain plug and install with new washer.  
 Oil pan drain plug : 29 - 39 N-m (3.0 - 4.0 kg-m, 22 - 29 ft-lb)
  - The refill capacity depends on the oil temperature and drain time. Use these specifications for reference only.  
 Always use the dipstick to determine that the proper amount of oil is in the engine.
6. Fill the engine with oil.

Oil specification and viscosity

- Refer to [MA-13, "Fluids and Lubricants"](#) .

Oil capacity (Approximate):

Drain and refill	With oil filter change	2.7 ℓ (2-7/8 US qt, 2-3/8 Imp qt)
	Without oil filter change	2.5 ℓ (2-5/8 US qt, 2-1/4 Imp qt)
Dry engine (engine overhaul)		3.1 ℓ (3-1/4 US qt, 2-3/4 Imp qt)

7. Warm up the engine and check the area around the drain plug and oil filter for oil leakage.
8. Stop the engine and wait for 10 minutes.
9. Check the oil level. Refer to [LU-5, "ENGINE OIL"](#) .

## OIL FILTER

## Removal and Installation

## REMOVAL

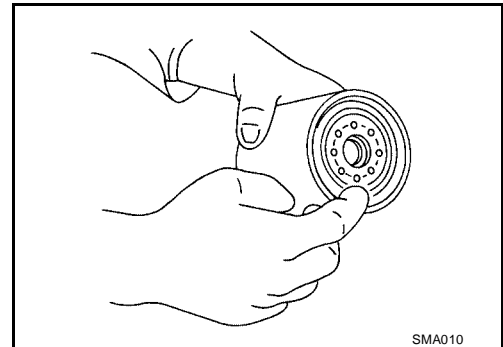
1. Remove the RH engine under cover.
2. Using an oil filter wrench, remove the oil filter.

**CAUTION:**

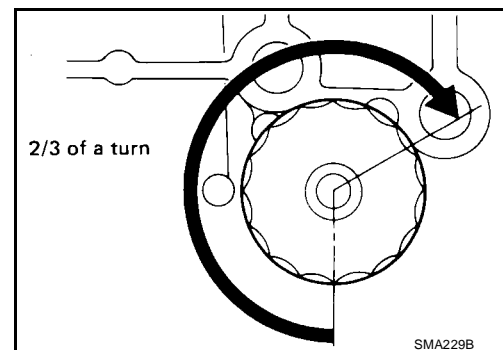
- Be careful not to get burned when the engine and engine oil are hot.
- When removing, prepare a shop cloth to absorb any oil leakage or spillage.
- Do not allow engine oil to adhere to the drive belts.
- Completely wipe off any oil that adheres to the engine and the vehicle.

## INSTALLATION

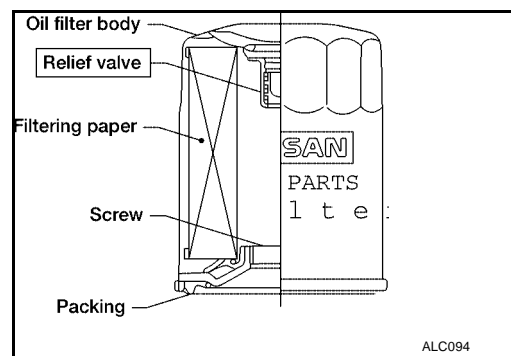
1. Remove foreign materials adhering to the oil filter installation surface.
2. Apply engine oil to the oil seal circumference of the new oil filter.



3. Screw the oil filter manually until it touches the installation surface, then tighten it by 2/3 turn.



4. After warming up the engine, check for engine oil leakage.
5. Check oil level with the dipstick and add engine oil as necessary. Refer to [LU-5, "ENGINE OIL"](#).
6. Install the RH engine under cover.



## OIL PUMP

PFP:15010

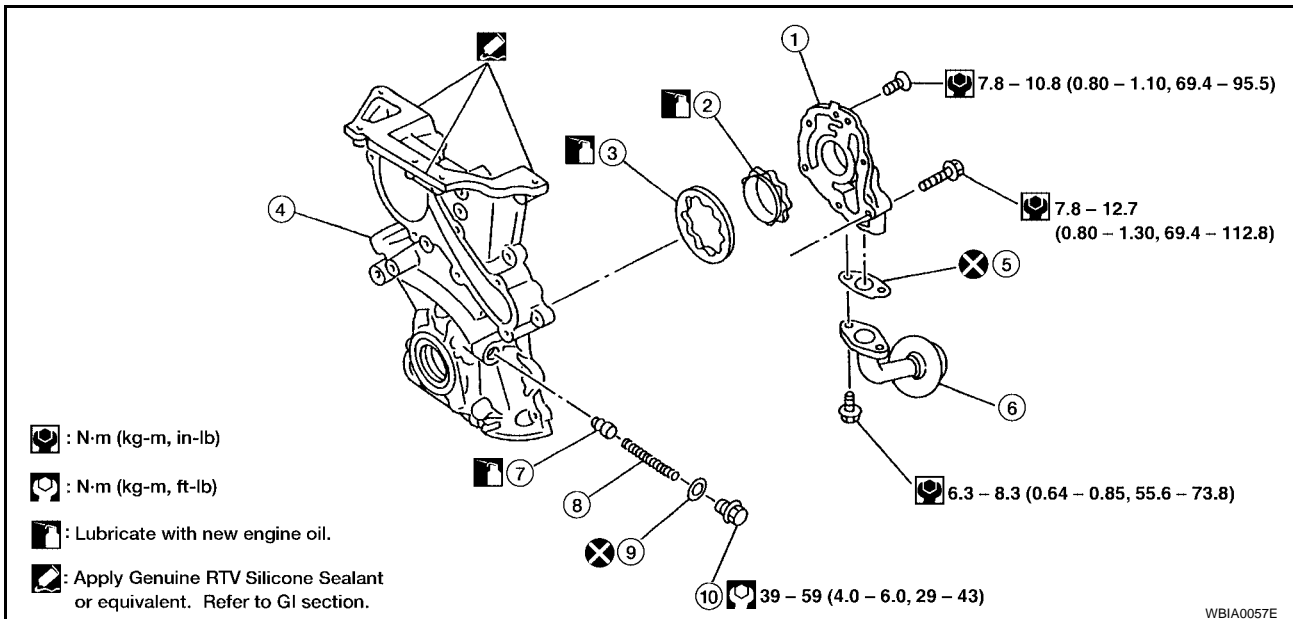
### Removal and Installation

EBS00CGH

- When installing the oil pump, apply clean engine oil to the rotor.
  - Make sure that O-ring seal is fitted properly.
  - Use a scraper to remove the old sealant from the mating surface of the front cover.
  - Also remove all traces of the old sealant from the mating surface of the engine block.
1. Remove the drive belts.
  2. Remove the oil pan. Refer to [EM-16, "Removal"](#) .
  3. Remove the oil strainer.
  4. Remove the front cover. Refer to [EM-40, "Removal"](#) .
  5. Install the front cover, applying a continuous bead of Genuine RTV Silicone Sealant or equivalent to mating surface of front cover assembly. Refer to [LU-2, "LIQUID GASKET APPLICATION PROCEDURE"](#) .
  6. Installation is in the reverse order of removal.

### Disassembly and Assembly

EBS00CGI

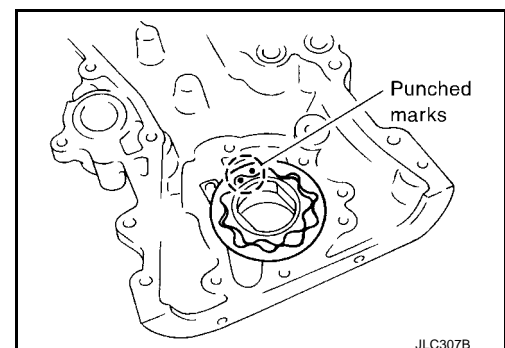


- |                    |                |                 |
|--------------------|----------------|-----------------|
| 1. Oil pump cover  | 2. Inner rotor | 3. Outer rotor  |
| 4. Front cover     | 5. Gasket      | 6. Oil strainer |
| 7. Regulator valve | 8. Spring      | 9. Washer       |
| 10. Plug           |                |                 |

### Inspection

EBS00CGJ

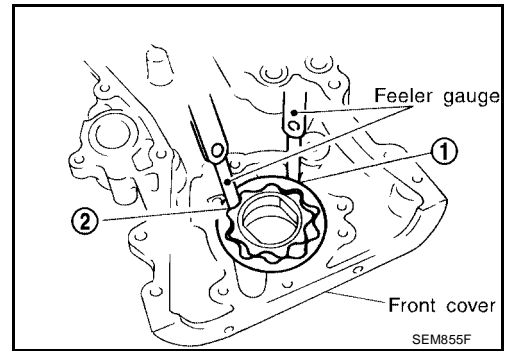
- Install the oil pump rotors with the punch marks on the oil pump cover side, as shown.



# OIL PUMP

[QG18DE]

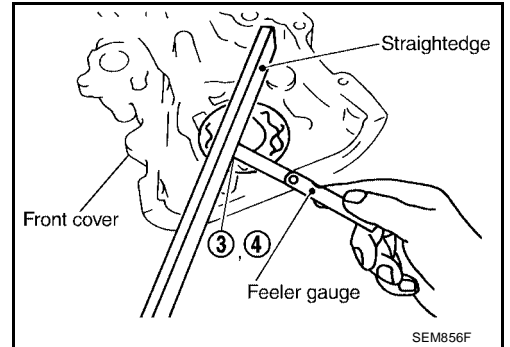
- Using a feeler gauge, check the following clearances.



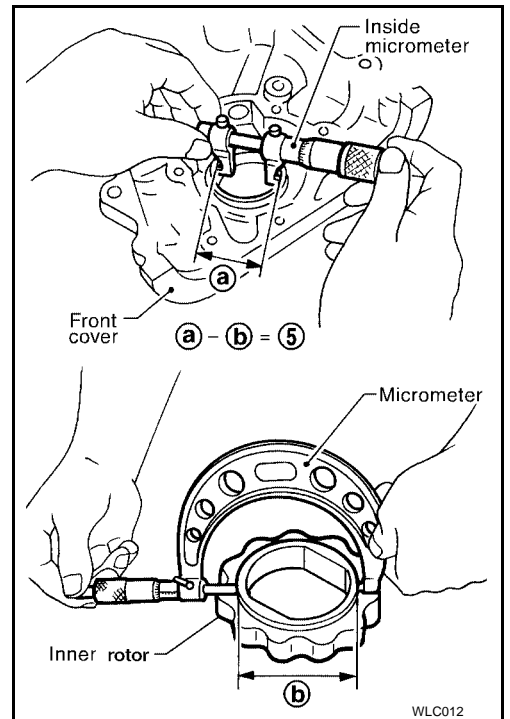
## Standard clearance:

Unit: mm (in)

Body to outer rotor radial clearance 1	0.114 - 0.200 (0.0045 - 0.0079)
Inner rotor to outer rotor tip clearance 2	Below 0.18 (0.0071)
Body to inner rotor clearance 3	0.030 - 0.070 (0.0012 - 0.0028)
Body to outer rotor axial clearance 4	0.030 - 0.090 (0.0012 - 0.0035)
Inner rotor to brazed portion of housing clearance 5	0.045 - 0.091 (0.0018 - 0.0036)

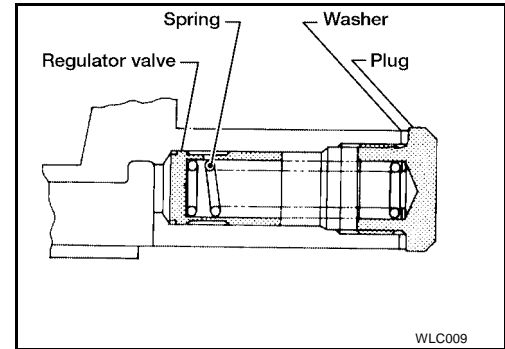


- If the tip clearance (2) exceeds the limit, replace the rotor set.
- If the body to rotor clearances (1, 3, 4, 5) exceed the limit, replace the front cover assembly.



## Regulator Valve Inspection

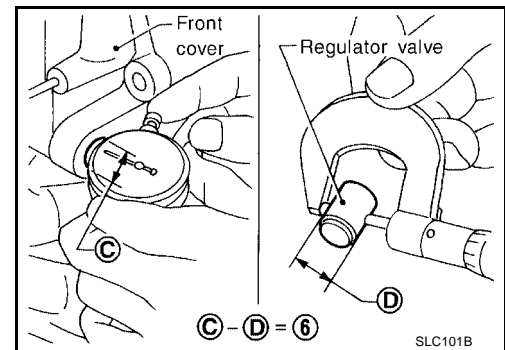
1. Visually inspect components for wear and damage.
2. Check oil pressure regulator valve sliding surface and valve spring.
3. Coat regulator valve with engine oil.
  - Check that the regulator valve falls smoothly into the valve hole by its own weight and gravity.
  - If damaged, replace the regulator valve set or front cover assembly.



4. Check regulator valve to front cover clearance.

**Clearance : 0.040 - 0.097 mm (0.0016 - 0.0038 in)**

- If the valve exceeds the specification, replace the front cover assembly.





# SERVICE DATA AND SPECIFICATIONS (SDS)

[QG18DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Oil Pressure

EBS00CGL

Engine speed (rpm)	Approximate discharge pressure kPa (kg/cm <sup>2</sup> , psi)
Idle speed	Approx. 98 (1.0, 14) or more
2,000	Approx. 294 (3.0, 43) or more
6,000	Approx. 392 (4.0, 57) or more

### Oil Pump

EBS00CGM

Unit: mm (in)

Body to outer rotor radial clearance	0.114 - 0.200 (0.0045 - 0.0079)
Inner rotor to outer rotor tip clearance	Below 0.18 (0.0071)
Body to inner rotor clearance	0.030 - 0.070 (0.0012 - 0.0028)
Body to outer rotor axial clearance	0.030 - 0.090 (0.0012 - 0.0035)
Inner rotor to brazed portion of housing clearance	0.045 - 0.091 (0.0018 - 0.0036)

### Regulator Valve

EBS00CGN

Unit: mm (in)

Regulator valve to oil pump cover clearance	0.040 - 0.097 (0.0016 - 0.0038)
---	---------------------------------

### Oil Capacity

EBS00EYQ

Unit: ℓ (US qt., Imp qt.)

With oil filter change	2.7 (2-7/8, 2-3/8)
Without oil filter change	2.5 (2-5/8, 2-1/4)
Dry engine (engine overhaul)	3.1 (3-1/4, 2-3/4)

## PRECAUTIONS

### Precautions for Liquid Gasket

#### REMOVAL OF LIQUID GASKET SEALING

- After removing the mounting bolts and nuts, disconnect and remove the sealant using a seal cutter.

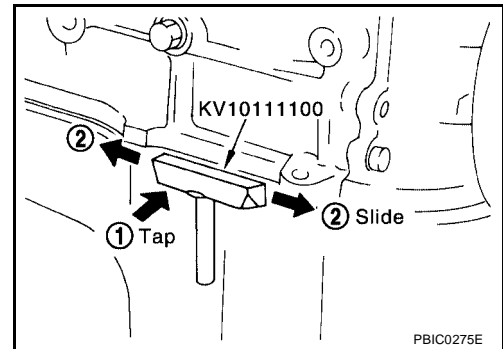
**CAUTION:**

**Be careful not to damage the mating surfaces.**

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap the areas where the sealant is applied.

**CAUTION:**

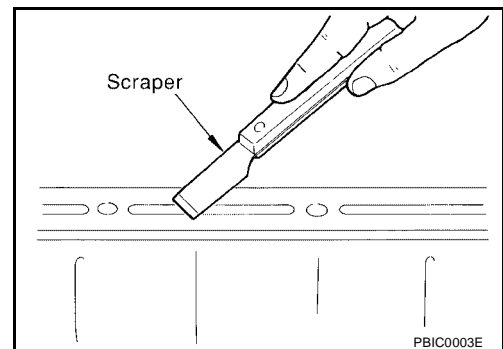
**If for some unavoidable reason a tool such as a flat-bladed screwdriver is used, be careful not to damage the mating surfaces.**



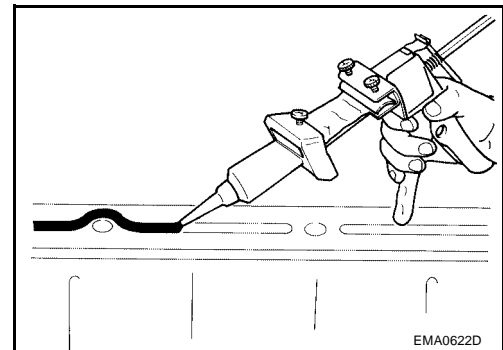
#### LIQUID GASKET APPLICATION PROCEDURE

- Using a scraper, remove the old sealant adhering to the gasket application surface and the mating surface.
  - Remove the old sealant completely from the groove of the gasket application surface, mounting bolts, and bolt holes.
- Clean the mating surface to remove dirt, moisture, grease, and foreign material.
- Attach the sealant tube to the tube presser.

**Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**



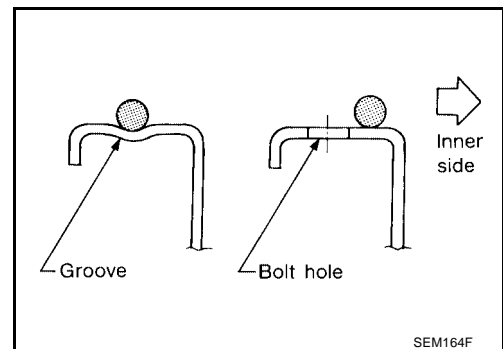
- Apply the sealant without breaks to the specified location with the specified dimensions.
  - If there is a groove for the sealant application, apply the Sealant to the groove.
  - As for the bolt holes, normally apply the sealant inside the holes. Occasionally, it should be applied outside the holes.



- Within five minutes of sealant application, install the mating component.
- If the sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- After 30 minutes or more have passed after installation, fill the engine with oil and coolant.

**CAUTION:**

**If there are specific instructions in the service manual, observe them.**



# PREPARATION

[QR25DE]

PF0:00002

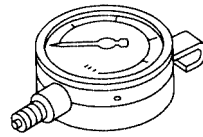
EBS00CGP

## PREPARATION

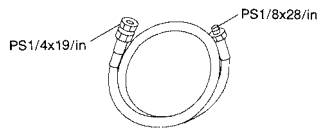
### Special Service Tools

The actual shape of Kent-Moore tools may differ from those of special service tools illustrated here.

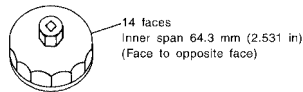
Tool number Tool name	Description
ST25051001 (J34301-1) Oil pressure gauge	Measuring oil pressure <b>Maximum measuring range:</b> <b>2,452 kPa (25 kg/cm<sup>2</sup>, 356 psi)</b>
ST25052000 (J34301-2) Hose	Adapting oil pressure gauge to cylinder block
KV10115801 (J37140-A) Oil filter wrench	Removing oil filter
WS39930000 (-) Tube presser	Pressing the tube of RTV Silicone Sealant



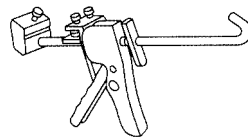
S-NT050



S-NT559



S-NT772



S-NT052

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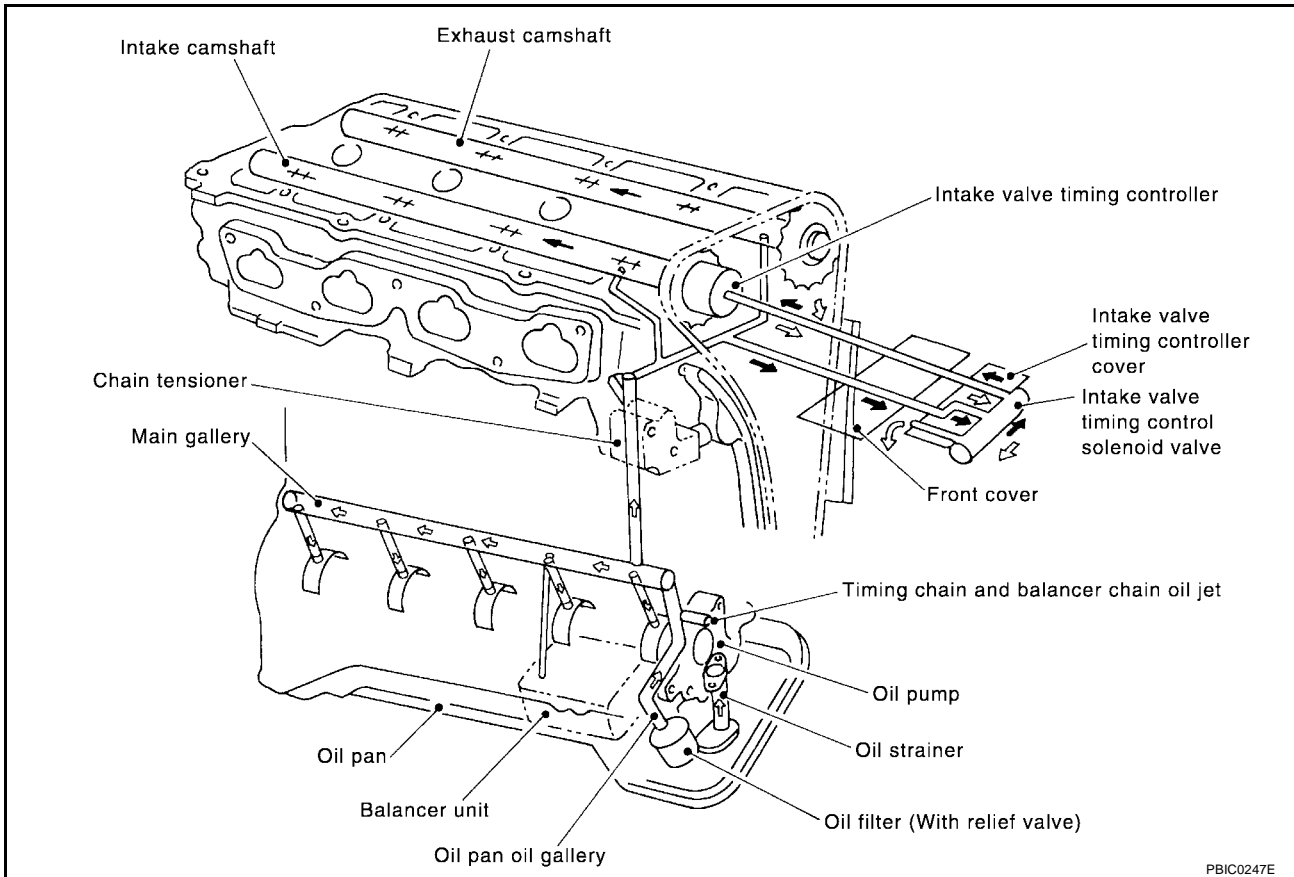
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## LUBRICATION SYSTEM

### Lubrication Circuit

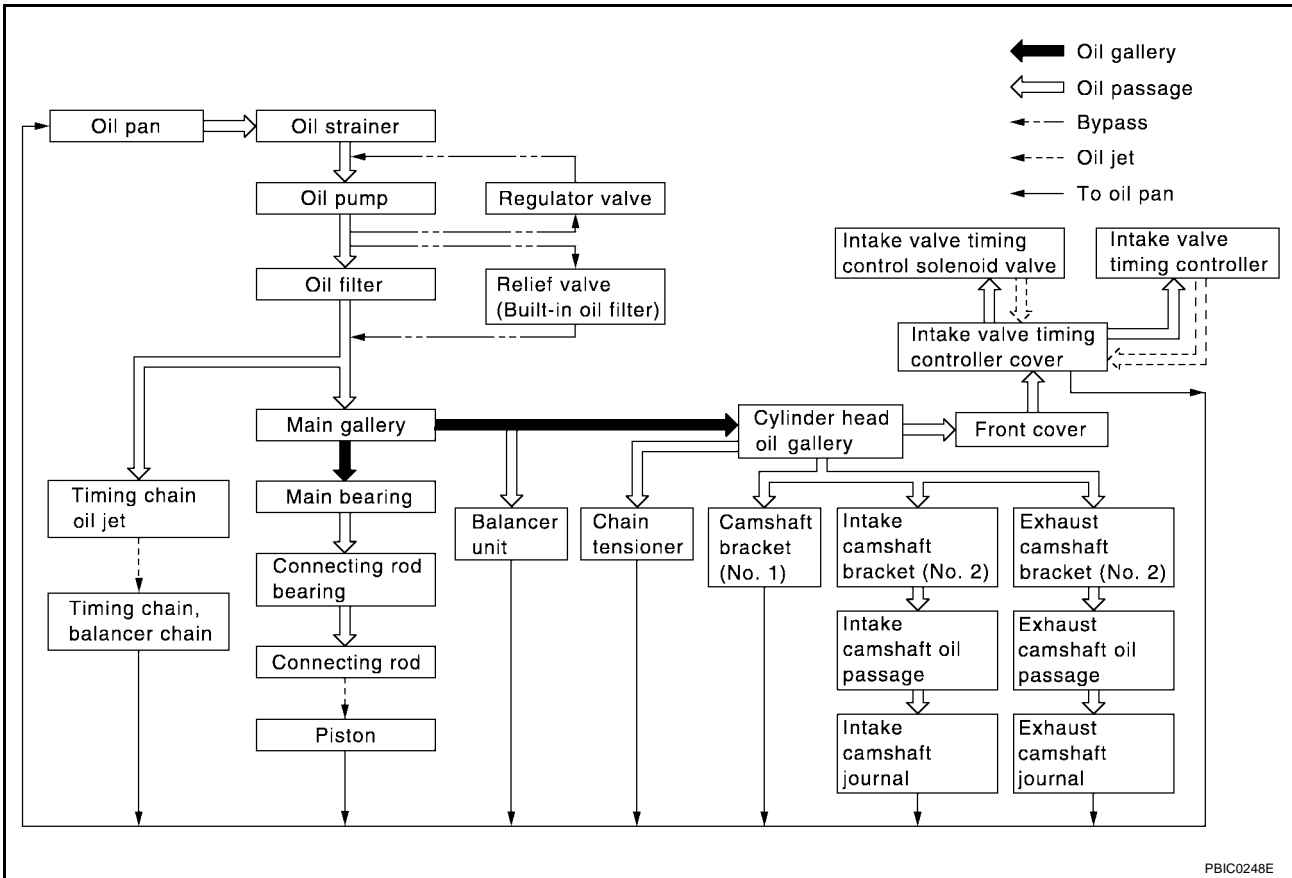


# LUBRICATION SYSTEM

[QR25DE]

## System Drawing

EBS00CGR



PBIC0248E

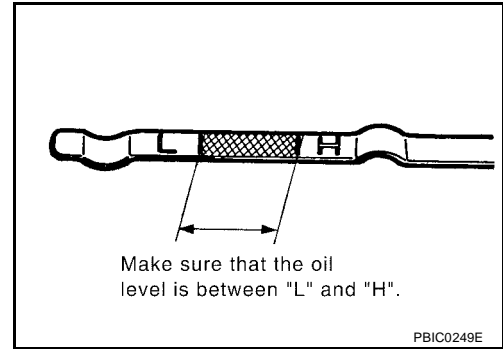
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## ENGINE OIL

### Inspection

#### OIL LEVEL AND MUDINESS

- Ensure the vehicle is on a level surface with engine off, then check the oil level. If the engine is already started, stop it and allow 10 minutes before checking.
- Check that the oil level is within the range shown in the figure and adjust if necessary.
- If it is out of range, add oil as necessary. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#) .
- Check the oil for white turbidity or remarkable contamination.
- If the oil becomes turbid and white, it is highly probable that it is contaminated with coolant. Diagnose the problem and correct as necessary.



#### OIL LEAKAGE

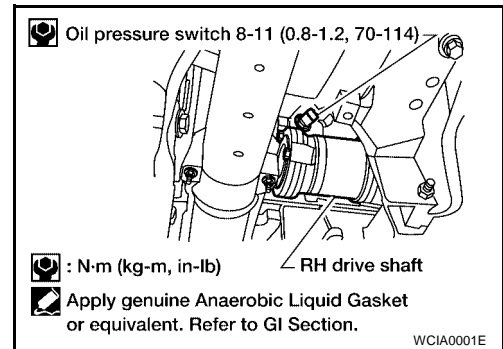
Check for oil leakage around the following areas.

- Oil pan
- Oil pan drain plug
- Oil pressure switch
- Oil filter
- IVTC (intake valve timing control) cover
- Front cover
- Mating surface between cylinder block and cylinder head
- Mating surface between cylinder head and rocker cover
- Crankshaft oil seal

#### OIL PRESSURE CHECK

##### WARNING:

- **Be careful not to burn yourself, as the engine oil may be hot.**
  - **For M/T models, put gearshift lever in Neutral position. For A/T models, put selector lever in Park "P" position.**
1. Check the oil level.
  2. Remove the under cover.
  3. Remove the oil pressure switch to connect the oil pressure gauge.
  4. After warming up the engine to the normal operating temperature, check that oil pressure corresponding to the engine speed is produced.



#### Engine oil pressure [Oil temperature is 80 °C (176 °F)]

Engine speed (rpm)	Idle speed	2,000	6,000
Engine pressure kPa (kg/cm <sup>2</sup> , psi)	Approx. 98 (1.0, 14) or more	Approx. 294 (3.0, 43) or more	Approx. 392 (4.0, 57) or more

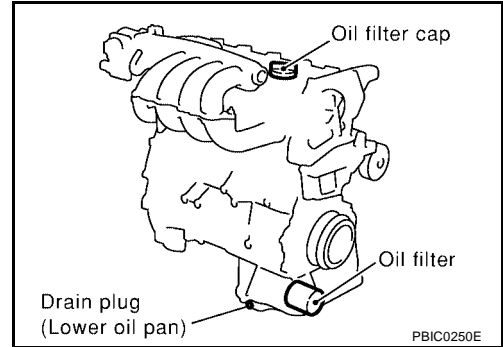
5. After checking, install the oil pressure switch as follows:
  - a. Remove the old thread sealant adhering to the switch and engine.
  - b. Apply thread sealant. Tighten the switch to specification.  
**Use Genuine High Performance Thread Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .**

**Oil pressure switch : 12.3 - 17.2 N·m (1.25 - 1.75 kg·m, 10 - 12 ft·lb)**

## Changing Engine Oil

**WARNING:**

- Be careful not to burn yourself, as the engine oil is hot.
  - Prolonged and repeated contact with used engine oil may cause skin cancer: try to avoid direct skin contact with used oil. If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.
1. Warm up engine, and check for oil leakage from engine components.
  2. Stop the engine and wait for 10 minutes.
  3. Remove the oil drain plug and oil filler cap to drain the oil.
  4. Remove the oil filter and replace it with a new oil filter.
  5. Install the oil drain plug using a new washer.



**Oil pan drain plug : 29 - 39 N·m (3.0 - 4.0 kg·m, 22 - 29 ft·lb)**

**CAUTION:**

- Clean the oil drain plug and install with a new washer.
6. Fill the engine with the specified oil.
    - Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
- Oil capacity (Approximate):

Drain and refill	With oil filter change	3.9 ℓ (4-1/8 US qt, 3-3/8 Imp qt)
	Without oil filter change	3.7 ℓ (3-7/8 US qt, 3-1/4 Imp qt)
Dry engine (engine overhaul)		4.4 ℓ (4-5/8 US qt, 3-7/8 Imp qt)

- The refill capacity depends on the oil temperature and drain time. Use these specifications for reference only.
  - Always use the dipstick to determine when the proper amount of oil is in the engine.
7. Warm up the engine and check the area around the oil drain plug and oil filter for oil leakage.
  8. Stop the engine and wait for 10 minutes.
  9. Check the oil level using the dipstick. Refer to [LU-16, "ENGINE OIL"](#).

## OIL FILTER

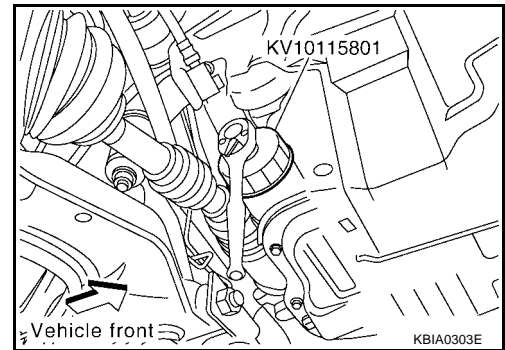
### Removal and Installation

#### REMOVAL

1. Open the oil filter installation/removal access cover on the RH engine under cover.
2. Using an oil filter wrench, remove the oil filter.

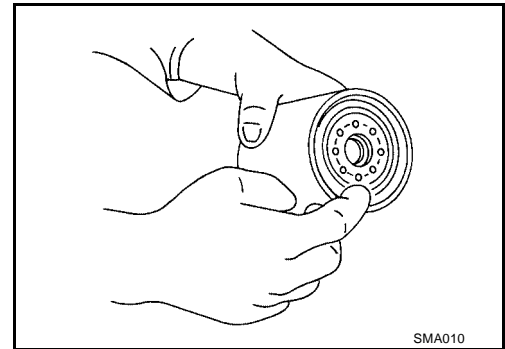
#### CAUTION:

- Be careful not to get burned when the engine and engine oil are hot.
- When removing, prepare a shop cloth to absorb any oil leakage or spillage.
- Do not allow engine oil to adhere to the drive belts.
- Completely wipe off any oil that adheres to the engine and the vehicle.



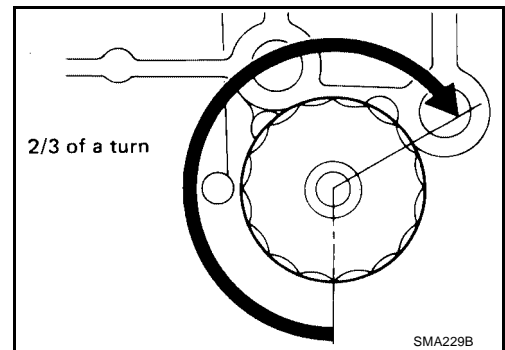
#### INSTALLATION

1. Remove foreign material adhering to the oil filter installation surface.
2. Apply a thin coating of engine oil to the oil seal surface of the new oil filter.

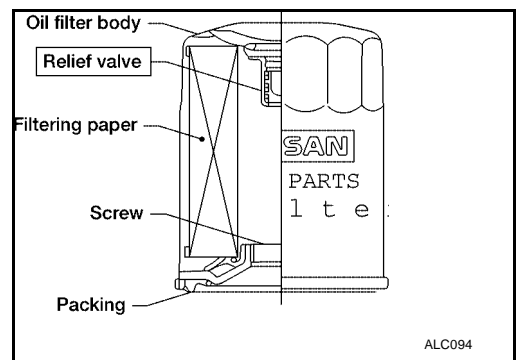


3. Screw the oil filter manually until it touches the installation surface and then tighten it by 2/3 turn. Or tighten the oil filter to the correct specification.

**Oil filter :14.7 - 20.5 N-m (1.5 - 2.1 kg-m, 11 - 15 ft-lb)**



4. After warming up the engine, check for engine oil leakage.
5. Check the oil level and adjust the engine oil level as necessary. Refer to [LU-16, "ENGINE OIL"](#).



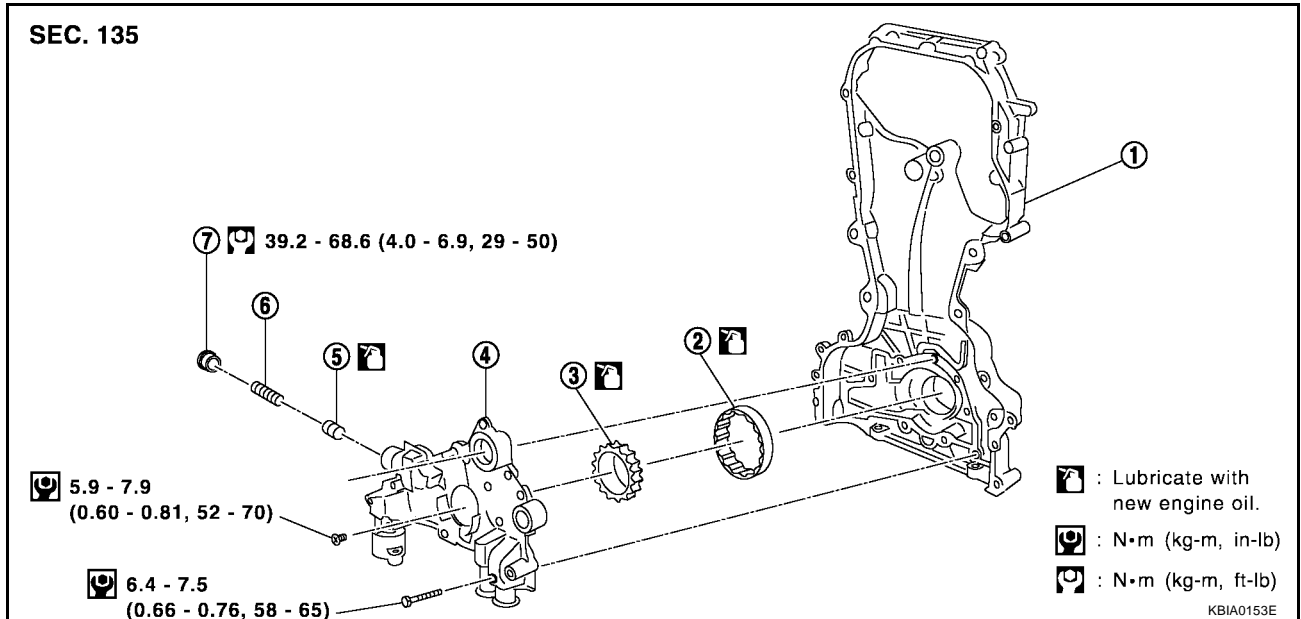


## OIL PUMP

### Removal and Installation

1. To remove the oil pump, remove the front cover. Refer to [EM-134, "TIMING CHAIN"](#).
  - Only perform the steps necessary to remove the front cover.
2. Installation is in the reverse order of removal.

### Disassembly and Assembly



- |                   |                    |                           |
|-------------------|--------------------|---------------------------|
| 1. Front cover    | 2. Outer rotor     | 3. Inner rotor            |
| 4. Oil pump cover | 5. Regulator valve | 6. Regulator valve spring |
| 7. Regulator plug |                    |                           |

**CAUTION:**

Before installation, apply new engine oil to the parts as instructed in the figure.

#### DISASSEMBLY

1. Remove the oil pump cover.
2. Remove the inner rotor and the outer rotor from the front cover.
3. After removing the regulator plug, remove the regulator valve spring and the regulator valve.

#### INSPECTION AFTER DISASSEMBLY

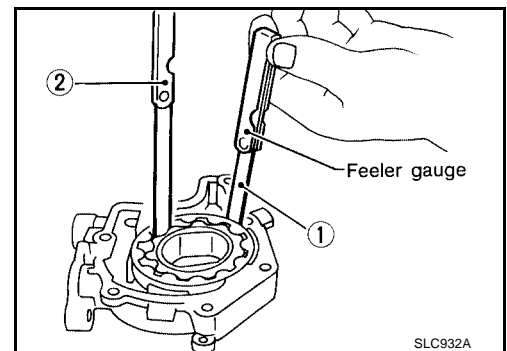
1. Measuring the internal clearance of the oil pump components.
  - Measure the clearance with a feeler gauge.

Clearance between outer rotor and oil pump body (position 1):

**Standard : 0.114 - 0.179 mm (0.0045 - 0.0070 in) clearance**

Tip clearance between inner rotor and outer rotor (position 2):

**Standard : Less than 0.220 mm (0.0087 in) clearance**



# OIL PUMP

[QR25DE]

- Measure clearance with feeler gauge and straightedge. Side clearance between inner rotor and oil pump body (position 3):

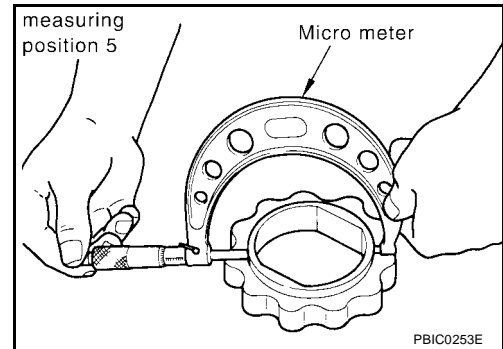
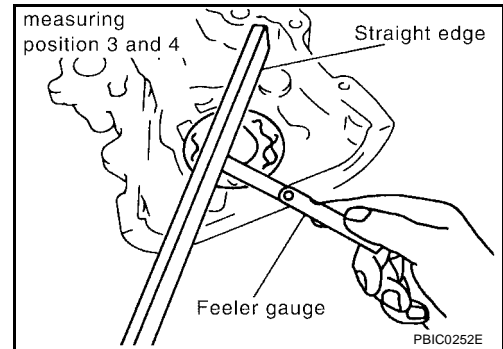
**Standard clearance : 0.030 - 0.070 mm  
(0.0012 - 0.0028 in)**

- Side clearance between outer rotor and oil pump body (position 4):

**Standard clearance : 0.060 - 0.110 mm  
(0.0024 - 0.0043 in)**

- Calculate the clearance between inner rotor and oil pump body as follows.

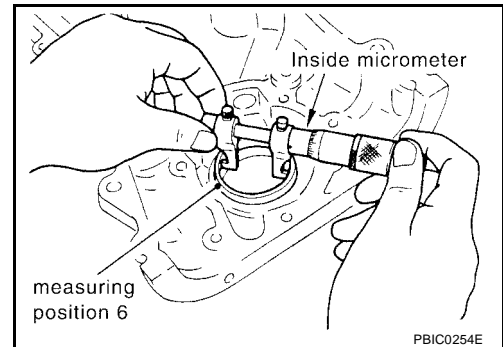
2. Measure the outer diameter of protruded portion of inner rotor (Position 5).



3. Measure the inner diameter of oil pump body with an inside micrometer (Position 6).

(Clearance) = (Inner diameter of oil pump body) – (Outer diameter of inner rotor):

**Standard clearance : 0.035 - 0.070 mm  
(0.0014 - 0.0028 in)**



4. Measure the regulator valve clearance.

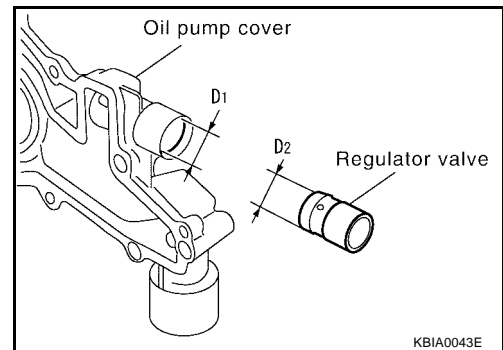
- (Clearance) = D1 (Valve hole diameter) – D2 (Outer diameter of valve):

**Standard clearance : 0.040 - 0.097 mm  
(0.0016 - 0.0038 in)**

**CAUTION:**

**Coat the regulator valve with engine oil.**

**Check that it falls smoothly into the valve hole by its own weight.**

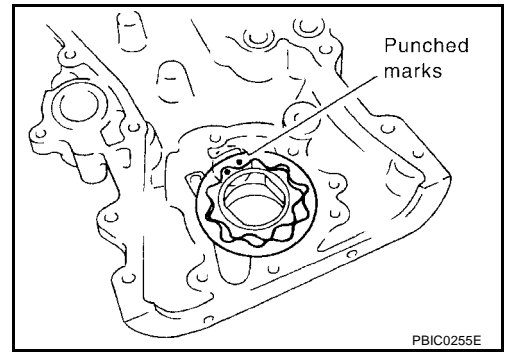


# OIL PUMP

[QR25DE]

## ASSEMBLY

- Assembly is in the reverse order of disassembly.
- Install the inner rotor and outer rotor with the punched marks on the oil pump cover side.



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# SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Oil Pressure

EBS00CGX

Engine speed (rpm)	Approximate discharge pressure kPa (kg/cm <sup>2</sup> , psi)
Idle speed	Approx. 98 (1.0, 14) or more
2,000	Approx. 294 (3.0, 43) or more
6,000	Approx. 392 (4.0, 57) or more

### Oil Pump

EBS00CGY

Unit: mm (in)

Body to outer rotor radial clearance	0.114 - 0.179 (0.0045-0.0070)
Inner rotor to outer rotor tip clearance	Less than 0.220 (0.0087)
Body to inner rotor axial clearance	0.030 - 0.070 (0.0012 - 0.0028)
Body to outer rotor axial clearance	0.060 - 0.110 (0.0024 - 0.0043)
Inner rotor to brazed portion of housing clearance	0.035 - 0.070 (0.0014 - 0.0028)

### Regulator Valve

EBS00CGZ

Unit: mm (in)

Regulator valve to oil pump cover clearance	0.040 - 0.097 (0.0016 - 0.0038)
---	---------------------------------

### Oil Capacity

EBS00CH0

Unit: ℓ (US qt., Imp qt.)

With oil filter change	Approximately 3.9 (4-1/8, 3-3/8)
Without oil filter change	Approximately 3.7 (3-7/8, 3-1/4)
Dry engine (engine overhaul)	Approximately 4.4 (4-5/8, 3-7/8)

**SECTION MA**  
**MAINTENANCE**

A  
B  
C

**CONTENTS**

<p><b>PRECAUTIONS</b> ..... 3</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 3</p> <p><b>PREPARATION</b> ..... 4</p> <p style="padding-left: 20px;">Special Service Tool ..... 4</p> <p style="padding-left: 20px;">Commercial Service Tool ..... 4</p> <p><b>GENERAL MAINTENANCE</b> ..... 5</p> <p style="padding-left: 20px;">Explanation of General Maintenance ..... 5</p> <p style="padding-left: 20px;">General Maintenance ..... 5</p> <p><b>PERIODIC MAINTENANCE</b> ..... 7</p> <p style="padding-left: 20px;">Introduction of Periodic Maintenance ..... 7</p> <p style="padding-left: 20px;">Schedule 1 ..... 7</p> <p style="padding-left: 40px;">EMISSION CONTROL SYSTEM MAINTENANCE ..... 7</p> <p style="padding-left: 40px;">CHASSIS AND BODY MAINTENANCE ..... 10</p> <p style="padding-left: 20px;">Schedule 2 ..... 11</p> <p style="padding-left: 40px;">EMISSION CONTROL SYSTEM MAINTENANCE ..... 11</p> <p style="padding-left: 40px;">CHASSIS AND BODY MAINTENANCE ..... 12</p> <p><b>RECOMMENDED FLUIDS AND LUBRICANTS</b> ..... 13</p> <p style="padding-left: 20px;">Fluids and Lubricants ..... 13</p> <p style="padding-left: 20px;">SAE Viscosity Number ..... 14</p> <p style="padding-left: 20px;">Anti-freeze Coolant Mixture Ratio ..... 14</p> <p><b>ENGINE MAINTENANCE (QG18DE ENGINE)</b> ..... 16</p> <p style="padding-left: 20px;">Checking Drive Belts ..... 16</p> <p style="padding-left: 20px;">Changing Engine Coolant ..... 16</p> <p style="padding-left: 40px;">DRAINING ENGINE COOLANT ..... 16</p> <p style="padding-left: 40px;">REFILLING ENGINE COOLANT ..... 17</p> <p style="padding-left: 40px;">FLUSHING COOLING SYSTEM ..... 18</p> <p style="padding-left: 20px;">Checking Fuel Lines ..... 19</p> <p style="padding-left: 20px;">Changing Air Cleaner Filter ..... 19</p> <p style="padding-left: 20px;">Changing Engine Oil ..... 20</p> <p style="padding-left: 20px;">Changing Oil Filter ..... 20</p> <p style="padding-left: 20px;">Changing Spark Plugs (Double Platinum - Tipped Type) ..... 21</p> <p style="padding-left: 20px;">Checking EVAP Vapor Lines ..... 22</p> <p><b>ENGINE MAINTENANCE (QR25DE ENGINE)</b> ..... 23</p> <p style="padding-left: 20px;">Checking Drive Belts ..... 23</p> <p style="padding-left: 20px;">Changing Engine Coolant ..... 23</p>	<p style="padding-left: 20px;">DRAINING ENGINE COOLANT ..... 23</p> <p style="padding-left: 20px;">REFILLING ENGINE COOLANT ..... 24</p> <p style="padding-left: 20px;">FLUSHING COOLING SYSTEM ..... 25</p> <p style="padding-left: 20px;">Checking Fuel Lines ..... 25</p> <p style="padding-left: 20px;">Changing Air Cleaner Filter ..... 26</p> <p style="padding-left: 20px;">Changing Engine Oil ..... 26</p> <p style="padding-left: 20px;">Changing Oil Filter ..... 27</p> <p style="padding-left: 20px;">Changing Spark Plugs (Double Platinum - Tipped Type) ..... 27</p> <p style="padding-left: 20px;">Checking EVAP Vapor Lines ..... 28</p> <p><b>CHASSIS AND BODY MAINTENANCE</b> ..... 29</p> <p style="padding-left: 20px;">Checking Exhaust System ..... 29</p> <p style="padding-left: 20px;">Checking Clutch Fluid Level and Leaks ..... 29</p> <p style="padding-left: 20px;">Checking M/T Oil ..... 29</p> <p style="padding-left: 20px;">Changing M/T Oil ..... 29</p> <p style="padding-left: 20px;">Checking A/T Fluid ..... 30</p> <p style="padding-left: 20px;">Changing A/T Fluid ..... 31</p> <p style="padding-left: 20px;">Balancing Wheels ..... 31</p> <p style="padding-left: 20px;">Tire Rotation ..... 31</p> <p style="padding-left: 20px;">Checking Brake Fluid Level and Leaks ..... 32</p> <p style="padding-left: 20px;">Checking Brake Lines and Cables ..... 32</p> <p style="padding-left: 20px;">Changing Brake Fluid ..... 32</p> <p style="padding-left: 20px;">Checking Disc Brakes ..... 32</p> <p style="padding-left: 40px;">ROTOR ..... 32</p> <p style="padding-left: 40px;">CALIPER ..... 33</p> <p style="padding-left: 40px;">PAD ..... 33</p> <p style="padding-left: 20px;">Checking Drum Brake ..... 33</p> <p style="padding-left: 40px;">WHEEL CYLINDER ..... 33</p> <p style="padding-left: 40px;">DRUM ..... 33</p> <p style="padding-left: 40px;">LINING ..... 34</p> <p style="padding-left: 20px;">Checking Steering Gear and Linkage ..... 34</p> <p style="padding-left: 40px;">STEERING GEAR ..... 34</p> <p style="padding-left: 40px;">STEERING LINKAGE ..... 34</p> <p style="padding-left: 20px;">Checking Power Steering Fluid and Lines ..... 34</p> <p style="padding-left: 40px;">CHECKING FLUID LEVEL ..... 34</p> <p style="padding-left: 40px;">CHECKING LINES ..... 34</p> <p style="padding-left: 20px;">Axle and Suspension Parts ..... 35</p> <p style="padding-left: 20px;">Drive Shaft ..... 36</p> <p style="padding-left: 20px;">Lubricating Locks, Hinges and Hood Latches ..... 36</p> <p style="padding-left: 20px;">Checking Seat Belt, Buckles, Retractors, Anchors</p>
---	---

D  
E  
F  
G  
H  
I  
J  
K

MA

M

---

and Adjusters .....	37	Engine Maintenance (QR25DE) .....	38
<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>38</b>	BELT DEFLECTION AND TENSION .....	38
Engine Maintenance (QG18DE) .....	38	SPARKPLUGS (DOUBLE PLATINUM-TIPPED)..	38
BELT DEFLECTION AND TENSION .....	38	Chassis and Body Maintenance .....	38
SPARKPLUGS (DOUBLE PLATINUM-TIPPED)..	38	WHEEL BALANCE .....	38

# PRECAUTIONS

## PRECAUTIONS

PF0:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

ELS0001F

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

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# PREPARATION

## PREPARATION

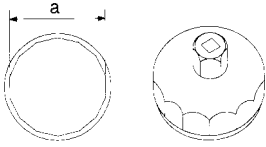
PFP:00002

### Special Service Tool

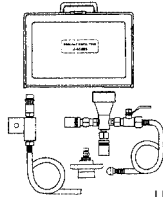
ELS0001G

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV10115801 (J-37140-A) Oil filter cap wrench	Removing oil filter <b>a: 64.3 mm (2.531 in)</b>
— (J-45695) Coolant refill tool	Refilling engine coolant



NT375

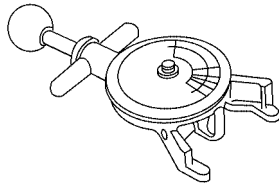


LMA053

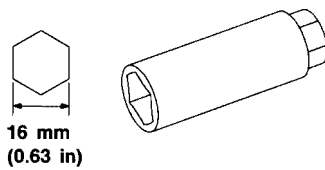
### Commercial Service Tool

ELS0001H

Tool name (Kent-Moore No.)	Description
Belt tension gauge (BT3373-F)	Checking drive belt tension of QG18DE engine
Spark plug wrench	Removing and installing spark plugs



AMA126



16 mm  
(0.63 in)

S-NT047



# GENERAL MAINTENANCE

## GENERAL MAINTENANCE

PFP:00000

### Explanation of General Maintenance

ELS000II

### General Maintenance

ELS000IJ

General maintenance includes those items which should be checked during the normal day-to-day operation of the vehicle. They are essential if the vehicle is to continue operating properly. The owners can perform checks and inspections themselves or they can have their NISSAN dealers do them.

#### OUTSIDE THE VEHICLE

The maintenance items listed here should be performed from time to time, unless otherwise specified.

Item		Reference page
<b>Tires</b>	Check the pressure including the spare, at least once a month and always prior to a long distance trip. Adjust to the specified pressure if necessary. Check carefully for damage, cuts or excessive wear.	—
<b>Wheel nuts</b>	When checking the tires, make sure no nuts are missing, and check for any loose nuts. Tighten if necessary.	—
<b>Windshield</b>	Clean the windshield on a regular basis. Check the windshield at least every six months for cracks or other damage. Repair as necessary.	—
<b>Tire rotation</b>	Tires should be rotated every 12,000 km (7,500 miles).	<a href="#">MA-31, "Tire Rotation"</a>
<b>Wheel alignment and balance</b>	If the vehicle pulls to either side while driving on a straight and level road, or if you detect uneven or abnormal tire wear, there may be a need for wheel alignment. If the steering wheel or seat vibrates at normal highway speeds, wheel balancing may be needed.	<a href="#">FSU-6, "Front Wheel Alignment"</a> and <a href="#">MA-31, "Balancing Wheels"</a>
<b>Windshield wiper blades</b>	Check for cracks or wear if they do not wipe properly.	—
<b>Doors and engine hood</b>	Check that all doors and the engine hood operate smoothly as well as the trunk lid and back hatch. Also make sure that all latches lock securely. Lubricate if necessary. Make sure that the secondary latch keeps the hood from opening when the primary latch is released. When driving in areas using road salt or other corrosive materials, check lubrication frequently.	<a href="#">MA-36, "Lubricating Locks, Hinges and Hood Latches"</a>
<b>Lamps</b>	Make sure that the headlamps, stop lamps, tail lamps, turn signal lamps, and other lamps are all operating properly and installed securely. Also check headlamp aim. Clean the headlamps on a regular basis.	—

#### INSIDE THE VEHICLE

The maintenance items listed here should be checked on a regular basis, such as when performing periodic maintenance, and cleaning the vehicle.

Item		Reference page
<b>Warning lamps and buzzers/chimes</b>	Make sure that all warning lamps and buzzers/chimes are operating properly.	—
<b>Windshield wiper and washer</b>	Check that the wipers and washer operate properly and that the wipers do not streak.	—
<b>Windshield defroster</b>	Check that the air comes out of the defroster outlets properly and in sufficient quantity when operating the heater or air conditioning.	—
<b>Steering wheel</b>	Check that it has the specified play. Be sure to check for changes in the steering condition, such as excessive play, hard steering or strange noises. <b>Free play: Less than 35 mm (1.38 in)</b>	—
<b>Seats</b>	Check seat position controls such as seat adjusters, seat back recliner, etc. to make sure they operate smoothly and that all latches lock securely in every position. Check that the head restraints move up and down smoothly and that the locks (if equipped) hold securely in all latched positions. Check that the latches lock securely for folding-down rear seat backs.	—
<b>Seat belts</b>	Check that all parts of the seat belt system (e.g. buckles, anchors, adjusters and retractors) operate properly and smoothly and are installed securely. Check the belt webbing for cuts, fraying, wear or damage.	<a href="#">SB-7, "Seat Belt Inspection"</a>
<b>Accelerator pedal</b>	Check the pedal for smooth operation and make sure the pedal does not catch or require uneven effort. Keep the floor mats away from the pedal.	—

# GENERAL MAINTENANCE

Item		Reference page
<b>Clutch pedal</b>	Make sure the pedal operates smoothly and check that it has the proper free play.	<a href="#">CL-7, "CLUTCH PEDAL INSPECTION AND ADJUSTMENT"</a>
<b>Brakes</b>	Check that the brake does not pull the vehicle to one side when applied.	—
<b>Brake pedal and booster</b>	Check the pedal for smooth operation and make sure it has the proper distance under it when depressed fully. Check the brake booster function. Be sure to keep floor mats away from the pedal.	<a href="#">BR-12, "BRAKE PEDAL HEIGHT"</a> and <a href="#">BR-16, "OPERATING CHECK"</a>
<b>Parking brake</b>	Check that the lever has the proper travel and make sure that the vehicle is held securely on a fairly steep hill when only the parking brake is applied.	<a href="#">PB-2, "Inspection"</a>
<b>Automatic transaxle "Park" mechanism</b>	Check that the lock release button on the selector lever operates properly and smoothly. On a fairly steep hill check that the vehicle is held securely with the selector lever in the "P" position without applying any brakes.	—

## UNDER THE HOOD AND VEHICLE

The maintenance items listed here should be checked periodically (e.g. each time you check the engine oil or refuel).

Item		Reference page	
		QG18DE	QR25DE
<b>Windshield washer fluid</b>	Check that there is adequate fluid in the tank.	—	
<b>Engine coolant level</b>	Check the coolant level when the engine is cold.	<a href="#">CO-7, "CHECKING COOLING SYSTEM FOR LEAKS"</a>	<a href="#">CO-24, "System Check"</a>
<b>A/C condenser, radiator and hoses</b>	Check the front of the condenser and radiator and clean off any dirt, insects, leaves, etc., that may have accumulated. Make sure the radiator hoses have no cracks, deformation, deterioration or loose connections.	—	
<b>Brake and clutch fluid levels</b>	Make sure that the brake and clutch fluid levels are between the "MAX" and "MIN" lines on the reservoirs.	<a href="#">MA-32, "Checking Brake Fluid Level and Leaks"</a> and <a href="#">MA-29, "Checking Clutch Fluid Level and Leaks"</a>	
<b>Battery</b>	Check the fluid level in each cell. It should be between the "MAX" and "MIN" lines. Vehicles operated in high temperatures or under severe conditions require frequent checks of the battery fluid level.	—	
<b>Engine drive belts</b>	Make sure that no belt is frayed, worn, cracked or oily.	<a href="#">MA-16, "Checking Drive Belts"</a>	<a href="#">MA-23, "Checking Drive Belts"</a>
<b>Engine oil level</b>	Check the level on the dipstick after parking the vehicle on a level spot and turning off the engine.	—	—
<b>Power steering fluid level and lines</b>	Check the level is between the "MAX" and "MIN" lines on the reservoir with the engine off. Check the lines for improper attachment, leaks, cracks, etc.	<a href="#">MA-34, "Checking Power Steering Fluid and Lines"</a>	
<b>Automatic transaxle fluid level</b>	Check the level on the dipstick after putting the selector lever in "P" with the engine idling.	<a href="#">MA-30, "Checking A/T Fluid"</a>	
<b>Exhaust system</b>	Make sure there are no loose supports, cracks or holes. If the sound of the exhaust seems unusual or there is a smell of exhaust fumes, immediately locate the trouble and correct it.	<a href="#">MA-29, "Checking Exhaust System"</a>	
<b>Underbody</b>	The underbody is frequently exposed to corrosive substances such as those used on icy roads or to control dust. It is very important to remove these substances, otherwise rust will form on the floor pan, frame, fuel lines and around the exhaust system. At the end of winter, the underbody should be thoroughly flushed with plain water, being careful to clean those areas where mud and dirt can easily accumulate.	—	
<b>Fluid leaks</b>	Check under the vehicle for fuel, oil, water or other fluid leaks after the vehicle has been parked for a while. Water dripping from the air conditioner after use is normal. If you should notice any leaks or gasoline fumes are evident, check for the cause and correct it immediately.	—	

# PERIODIC MAINTENANCE

## PERIODIC MAINTENANCE

PFP:00026

### Introduction of Periodic Maintenance

ELS0001K

Two different maintenance schedules are provided, and should be used, depending upon the conditions in which the vehicle is mainly operated. **After 60,000 miles (96,000 km) or 48 months, continue the periodic maintenance at the same mileage/time intervals.**

Schedule 1	Follow Periodic Maintenance Schedule 1 if your driving habits frequently includes one or more of the following driving conditions: <ul style="list-style-type: none"> <li>● Repeated short trips of less than 5 miles (8 km).</li> <li>● Repeated short trips of less than 10 miles (16 km) with outside temperatures remaining below freezing.</li> <li>● Operating in hot weather in stop-and-go "rush hour" traffic.</li> <li>● Extensive idling and/or low speed driving for long distances, such as police, taxi or door-to-door delivery use.</li> <li>● Driving in dusty conditions.</li> <li>● Driving on rough, muddy, or salt spread roads.</li> <li>● Towing a trailer, using a camper or a car-top carrier.</li> </ul>	Emission Control System Maintenance	<a href="#">MA-7.</a> <a href="#">"EMIS- SION CON- TROL SYSTEM MAINTENANCE"</a>
		Chassis and Body Maintenance	<a href="#">MA-10.</a> <a href="#">"CHAS- SIS AND BODY MAINTENANCE"</a>
Schedule 2	Follow Periodic Maintenance Schedule 2 if none of the driving conditions shown in Schedule 1 apply to your driving habits.	Emission Control System Maintenance	<a href="#">MA-11.</a> <a href="#">"EMIS- SION CON- TROL SYSTEM MAINTENANCE"</a>
		Chassis and Body Maintenance	<a href="#">MA-12.</a> <a href="#">"CHAS- SIS AND BODY MAINTENANCE"</a>

### Schedule 1

#### EMISSION CONTROL SYSTEM MAINTENANCE

ELS0001L

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. []: At the mileage intervals only

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title	
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000) Months	3.75	7.5	11.25	15	18.75	22.5	26.25	30	QG18DE	QR25DE
		(6) 3	(12) 6	(18) 9	(24) 12	(30) 15	(36) 18	(42) 21	(48) 24		
Drive belt	NOTE (1)									<a href="#">MA-16.</a> <a href="#">"Checking Drive Belts"</a>	<a href="#">MA-23.</a> <a href="#">"Checking Drive Belts"</a>
Air cleaner filter	NOTE (2)								[R]	<a href="#">MA-19.</a> <a href="#">"Changing Air Cleaner Filter"</a>	<a href="#">MA-26.</a> <a href="#">"Changing Air Cleaner Filter"</a>
EVAP vapor lines									I*	<a href="#">MA-22.</a> <a href="#">"Checking EVAP Vapor Lines"</a>	<a href="#">MA-28.</a> <a href="#">"Checking EVAP Vapor Lines"</a>

# PERIODIC MAINTENANCE

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title	
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000)	3.75 (6)	7.5 (12)	11.25 (18)	15 (24)	18.75 (30)	22.5 (36)	26.25 (42)	30 (48)	QG18DE	QR25DE
	Months	3	6	9	12	15	18	21	24		
Fuel lines									I*	<a href="#">MA-19. "Checking Fuel Lines"</a>	<a href="#">MA-25. "Checking Fuel Lines"</a>
Fuel filter	NOTE (3)									—	
Engine coolant	NOTE (4)									<a href="#">MA-16. "Changing Engine Coolant"</a>	<a href="#">MA-23. "Changing Engine Coolant"</a>
Engine oil		R	R	R	R	R	R	R	R	<a href="#">MA-20. "Changing Engine Oil"</a>	<a href="#">MA-26. "Changing Engine Oil"</a>
Engine oil filter (Use part No. 15208-65F01, 15208-9E000 or equiv.)		R	R	R	R	R	R	R	R	<a href="#">MA-20. "Changing Oil Filter"</a>	—
Engine oil filter (Use part No. 15208-9E000 or equiv.)		R	R	R	R	R	R	R	R	—	<a href="#">MA-27. "Changing Oil Filter"</a>
Spark plugs (Double PLATINUM-TIPPED type)		Replace every 105,000 miles (169,000 km)								<a href="#">MA-21. "Changing Spark Plugs (Double Platinum - Tipped Type)"</a>	<a href="#">MA-27. "Changing Spark Plugs (Double Platinum - Tipped Type)"</a>
Intake and exhaust valve clearance	NOTE (5)*									<a href="#">EM-35. "Valve Clearance"</a>	—

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. []: At the mileage intervals only

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title	
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000)	33.75 (54)	37.5 (60)	41.25 (66)	45 (72)	48.75 (78)	52.5 (84)	56.25 (90)	60 (96)	QG18DE	QR25DE
	Months	27	30	33	36	39	42	45	48		
Drive belt	NOTE (1)								I*	<a href="#">MA-16. "Checking Drive Belts"</a>	<a href="#">MA-23. "Checking Drive Belts"</a>
Air cleaner filter	NOTE (2)								[R]	<a href="#">MA-19. "Changing Air Cleaner Filter"</a>	<a href="#">MA-26. "Changing Air Cleaner Filter"</a>
EVAP vapor lines									I*	<a href="#">MA-22. "Checking EVAP Vapor Lines"</a>	<a href="#">MA-28. "Checking EVAP Vapor Lines"</a>

# PERIODIC MAINTENANCE

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title		
		Miles x 1,000 (km x 1,000) Months	33.75 (54) 27	37.5 (60) 30	41.25 (66) 33	45 (72) 36	48.75 (78) 39	52.5 (84) 42	56.25 (90) 45	60 (96) 48	QG18DE	QR25DE
Perform at number of miles, kilometers or months, whichever comes first.										I*	<a href="#">MA-19, "Checking Fuel Lines"</a>	<a href="#">MA-25, "Checking Fuel Lines"</a>
Fuel lines												
Fuel filter	NOTE (3)										—	
Engine coolant	NOTE (4)									R*	<a href="#">MA-16, "Changing Engine Coolant"</a>	<a href="#">MA-23, "Changing Engine Coolant"</a>
Engine oil		R	R	R	R	R	R	R	R		<a href="#">MA-20, "Changing Engine Oil"</a>	<a href="#">MA-26, "Changing Engine Oil"</a>
Engine oil filter (Use part No. 15208-65F01, 15208-9E000 or equiv.)		R	R	R	R	R	R	R	R		<a href="#">MA-20, "Changing Oil Filter"</a>	—
Engine oil filter (Use part No. 15208-9E000 or equiv.)		R	R	R	R	R	R	R	R		—	<a href="#">MA-27, "Changing Oil Filter"</a>
Spark plugs (Double PLATINUM-TIPPED type)		Replace every 105,000 miles (169,000 km)									<a href="#">MA-21, "Changing Spark Plugs (Double Platinum - Tipped Type)"</a>	<a href="#">MA-27, "Changing Spark Plugs (Double Platinum - Tipped Type)"</a>
Intake and exhaust valve clearance	NOTE (5)*										<a href="#">EM-35, "Valve Clearance"</a>	—

**NOTE:**

- (1) After 60,000 miles (96,000 km) or 48 months, inspect every 15,000 miles (24,000 km) or 12 months. Replace the drive belt if found damaged or if the auto belt tensioner reading (for QR25DE engine) reaches the maximum limit.
- (2) If operating mainly in dusty conditions, more frequent maintenance may be required.
- (3) Maintenance-free item.
- (4) After 60,000 miles (96,000 km) or 48 months, replace every 30,000 miles (48,000 km) or 24 months.
- (5) If valve noise increases, inspect valve clearance.

Maintenance items and intervals with "\*" are recommended by NISSAN for reliable vehicle operation. The owner need not perform such maintenance in order to maintain the emission warranty or manufacturer recall liability. Other maintenance items and intervals are required.

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# PERIODIC MAINTENANCE

## CHASSIS AND BODY MAINTENANCE

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. L = Lubricate.

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000) Months	3.75 (6) 3	7.5 (12) 6	11.25 (18) 9	15 (24) 12	18.75 (30) 15	22.5 (36) 18	26.25 (42) 21	30 (48) 24	
Brake lines & cables					I				I	<a href="#">MA-32</a>
Brake pads, rotors, drums & linings (QG18DE)			I		I		I		I	<a href="#">MA-32</a> and <a href="#">MA-33</a>
Brake pads & rotors (QR25DE)			I		I		I		I	<a href="#">MA-32</a>
Manual transaxle oil or automatic transaxle fluid	NOTE (1)				I				I	<a href="#">MA-29</a> or <a href="#">MA-31</a>
Steering gear & linkage, axle & suspension parts			I		I		I		I	<a href="#">MA-34</a> , <a href="#">MA-35</a>
Tire rotation	NOTE (2)									<a href="#">MA-31</a>
Front drive shaft boots			I		I		I		I	<a href="#">MA-36</a>
Exhaust system			I		I		I		I	<a href="#">MA-29</a>
In-cabin microfilter					R				R	<a href="#">MTC-77</a>

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. L = Lubricate.

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000) Months	33.75 (54) 27	37.5 (60) 30	41.25 (66) 33	45 (72) 36	48.75 (78) 39	52.5 (84) 42	56.25 (90) 45	60 (96) 48	
Brake lines & cables					I				I	<a href="#">MA-32</a>
Brake pads, rotors, drums & linings (QG18DE)			I		I		I		I	<a href="#">MA-32</a> and <a href="#">MA-33</a>
Brake pads & rotors (QR25DE)			I		I		I		I	<a href="#">MA-32</a>
Manual transaxle oil or automatic transaxle fluid	NOTE (1)				I				I	<a href="#">MA-29</a> or <a href="#">MA-31</a>
Steering gear & linkage, axle & suspension parts			I		I		I		I	<a href="#">MA-34</a> , <a href="#">MA-35</a>
Tire rotation	NOTE (2)									<a href="#">MA-31</a>
Front drive shaft boots			I		I		I		I	<a href="#">MA-36</a>
Exhaust system			I		I		I		I	<a href="#">MA-29</a>
In-cabin microfilter					R				R	<a href="#">MTC-77</a>

**NOTE:**

- (1) If towing a trailer, using a camper or a car-top carrier, or driving on rough or muddy roads, change (not just inspect) oil (exc. LSD) at every 30,000 miles (48,000 km) or 24 months, and change LSD gear oil every 15,000 miles (24,000 km) or 12 months.
- (2) Refer to "Tire rotation" under the "GENERAL MAINTENANCE" heading earlier in this section.

# PERIODIC MAINTENANCE

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## Schedule 2 EMISSION CONTROL SYSTEM MAINTENANCE

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. []: At the mileage intervals only

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or - Content Title	
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000) Months	7.5 (12) 6	15 (24) 12	22.5 (36) 18	30 (48) 24	37.5 (60) 30	45 (72) 36	52.5 (84) 42	60 (96) 48	QG18DE	QR25DE
Drive belt	NOTE (1)								I*	<a href="#">MA-16.</a> <a href="#">"Checking Drive Belts"</a>	<a href="#">MA-23.</a> <a href="#">"Checking Drive Belts"</a>
Air cleaner filter					[R]				[R]	<a href="#">MA-19.</a> <a href="#">"Changing Air Cleaner Filter"</a>	<a href="#">MA-26.</a> <a href="#">"Changing Air Cleaner Filter"</a>
EVAP vapor lines					I*				I*	<a href="#">MA-22.</a> <a href="#">"Checking EVAP Vapor Lines"</a>	<a href="#">MA-28.</a> <a href="#">"Checking EVAP Vapor Lines"</a>
Fuel lines					I*				I*	<a href="#">MA-19.</a> <a href="#">"Checking Fuel Lines"</a>	<a href="#">MA-25.</a> <a href="#">"Checking Fuel Lines"</a>
Fuel filter	NOTE (2)									—	
Engine coolant	NOTE (3)								R*	<a href="#">MA-16.</a> <a href="#">"Changing Engine Coolant"</a>	<a href="#">MA-23.</a> <a href="#">"Changing Engine Coolant"</a>
Engine oil		R	R	R	R	R	R	R	R	<a href="#">MA-20.</a> <a href="#">"Changing Engine Oil"</a>	<a href="#">MA-26.</a> <a href="#">"Changing Engine Oil"</a>
Engine oil filter (Use part No. 15208-65F01, 15208-9E000 or equivalent.)		R	R	R	R	R	R	R	R	<a href="#">MA-20.</a> <a href="#">"Changing Oil Filter"</a>	—
Engine oil filter (Use part No. 15208-9E000 or equiv.)		R	R	R	R	R	R	R	R	—	<a href="#">MA-26.</a> <a href="#">"Changing Engine Oil"</a>
Spark plugs (Double PLATINUM-TIPPED type)		Replace every 105,000 miles (169,000 km)								<a href="#">MA-21.</a> <a href="#">"Changing Spark Plugs (Double Platinum - Tipped Type)"</a>	<a href="#">MA-27.</a> <a href="#">"Changing Spark Plugs (Double Platinum - Tipped Type)"</a>
Intake and exhaust valve clearance)	NOTE (4)*									<a href="#">EM-35.</a> <a href="#">"Valve Clearance"</a>	—

**NOTE:**

Replace the drive belt if found damaged or if the auto belt tensioner reading reaches the maximum limit.

- (1) After 60,000 miles (96,000 km) or 48 months, inspect every 15,000 miles (24,000 km) or 12 months. Replace the drive belt if found damaged or if the auto belt tensioner reading (for QR25DE engine) reaches the maximum limit.
- (2) Maintenance-free item.
- (3) After 60,000 miles (96,000 km) or 48 months, replace every 30,000 miles (48,000 km) or 24 months.
- (4) If valve noise increases, inspect valve clearance.

# PERIODIC MAINTENANCE

Maintenance items and intervals with “\*” are recommended by NISSAN for reliable vehicle operation. The owner need not perform such maintenance in order to maintain the emission warranty or manufacturer recall liability. Other maintenance items and intervals are required.

## CHASSIS AND BODY MAINTENANCE

Abbreviations: R = Replace. I = Inspect. Correct or replace if necessary. L = Lubricate.

MAINTENANCE OPERATION		MAINTENANCE INTERVAL								Reference Section - Page or Content Title
Perform at number of miles, kilometers or months, whichever comes first.	Miles x 1,000 (km x 1,000) Months	7.5 (12) 6	15 (24) 12	22.5 (36) 18	30 (48) 24	37.5 (60) 30	45 (72) 36	52.5 (84) 42	60 (96) 48	
Brake lines & cables			I		I		I		I	<a href="#">MA-32</a>
Brake pads, rotors, drums & linings (QG18DE)			I		I		I		I	<a href="#">MA-32</a> , <a href="#">MA-33</a>
Brake pads & rotors (QR25DE)			I		I		I		I	<a href="#">MA-32</a>
Manual transaxle oil or automatic transaxle fluid			I		I		I		I	<a href="#">MA-29</a> or <a href="#">MA-31</a>
Steering gear & linkage, axle & suspension parts					I				I	<a href="#">MA-34</a> , <a href="#">MA-35</a>
Tire rotation	NOTE (1)									<a href="#">MA-31</a>
Front drive shaft boots			I		I		I		I	<a href="#">MA-36</a>
Exhaust system					I				I	<a href="#">MA-29</a>
In-cabin microfilter			R		R		R		R	<a href="#">MTC-77</a>

### NOTE:

- (1) Refer to “Tire rotation” under the “GENERAL MAINTENANCE” heading earlier in this section.



# RECOMMENDED FLUIDS AND LUBRICANTS

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## RECOMMENDED FLUIDS AND LUBRICANTS

### Fluids and Lubricants

QG18DE		Capacity (Approximate)			Recommended Fluids/Lubricants
		US measure	Imp measure	Liter	
Engine oil Drain and refill	With oil filter change	2 7/8 qt	2 3/8 qt	2.7	<ul style="list-style-type: none"> <li>● API Certification Mark*1</li> <li>● API grade SL, Energy Conserving*1</li> <li>● ILSAC grade GF-III*1</li> </ul>
	Without oil fil- ter change	2 5/8 qt	2 1/4 qt	2.5	
Dry engine (engine overhaul)		3 1/4 qt	2 3/4 qt	3.1	
Cooling system (with reservoir)	M/T	7 1/8 qt	5 7/8 qt	6.7	Genuine NISSAN Long Life Anti-freeze coolant or equivalent
	A/T	7 qt	5 7/8 qt	6.6	
Manual transaxle fluid	RS5F70A	3 1/8 qt	2 5/8 qt	3.0	Genuine NISSAN Manual Transmission Fluid (MTF) HQ multi 75W-85
Automatic tran- saxle fluid	RE4F03B	7 3/8 qt	6 1/8 qt	7.0	NISSAN Matic "D" (Continental U.S. and Alaska) or Canada NISSAN Automatic Transmission Fluid*2
Power steering fluid (PSF)		2 1/8 pt	1 3/4 pt	1.0	Genuine NISSAN PSF or equivalent*4
Brake and clutch fluid		—	—	—	Genuine NISSAN Super Heavy Duty Brake Fluid*3 or equivalent DOT 3 (US FMVSS No. 116)
Multi-purpose grease		—	—	—	NLGI No. 2 (Lithium soap base)
Windshield washer fluid		—	—	—	Genuine NISSAN Windshield Washer Concentrate Cleaner & Anti-freeze or equivalent
Air conditioning system refrigerant		0.99 - 1.21 lb	0.99 - 1.21 lb	0.45 - 0.55 kg	HFC-134a (R-134a)*5
Air conditioning system lubricant		6.1 fl oz	6.3 fl oz	180 mℓ	Genuine NISSAN A/C System Lubricant Type R or equivalent*5

\*1: For further details, see "SAE Viscosity Number".

\*2: DEXRON™ III / MERCON™, or equivalent may also be used. Outside the continental United States and Alaska contact a NISSAN dealership for more information regarding suitable fluids, including recommended brand(s) of DEXRON™ III / MERCON™ Automatic Transmission Fluid.

\*3: Available in mainland U.S.A. through your NISSAN dealer.

\*4: Genuine NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, DEXRON™ III / MERCON™ or equivalent ATF may also be used.

\*5: For further details, see "Air conditioner specification label".

QR25DE		Capacity (Approximate)			Recommended Fluids/Lubricants
		US measure	Imp measure	Liter	
Engine oil Drain and refill	With oil filter change	4 1/8 qt	3 3/8 qt	3.9	<ul style="list-style-type: none"> <li>● API Certification Mark*1</li> <li>● API grade SL, Energy Conserving*1</li> <li>● ILSAC grade GF-III*1</li> </ul>
	Without oil fil- ter change	3 7/8 qt	3 1/4 qt	3.7	
Dry engine (engine overhaul)		4 5/8 qt	3 7/8 qt	4.4	
Cooling system (with reservoir)	M/T	7 3/16 qt	6 qt	6.8	Genuine NISSAN Long Life Anti-freeze coolant or equivalent
	A/T	7 1/8 qt	5 7/8 qt	6.7	
Manual transaxle fluid	RS5F51A RS6F51H	2 3/8 qt	2 qt	2.3	Genuine NISSAN Manual Transmission Fluid (MTF) HQ multi 75W-85
Automatic tran- saxle fluid	RE4F04B	9 qt	7.5 qt	8.5	NISSAN Matic "D" (Continental U.S. and Alaska) or Canada NISSAN Automatic Transmission Fluid*2
Power steering fluid (PSF)		2 1/8 pt	1 3/4 pt	1.0	Genuine NISSAN PSF or equivalent*4

# RECOMMENDED FLUIDS AND LUBRICANTS

QR25DE	Capacity (Approximate)			Recommended Fluids/Lubricants
	US measure	Imp measure	Liter	
Brake and clutch fluid	—	—	—	Genuine NISSAN Super Heavy Duty Brake Fluid*3 or equivalent DOT 3 (US FMVSS No. 116)
Multi-purpose grease	—	—	—	NLGI No. 2 (Lithium soap base)
Windshield washer fluid	—	—	—	Genuine NISSAN Windshield Washer Concentrate Cleaner & Anti-freeze or equivalent
Air conditioning system refrigerant	0.99 - 1.21 lb	0.99 - 1.21 lb	0.45 - 0.55 kg	HFC-134a (R-134a)*5
Air conditioning system lubricant	6.1 fl oz	6.3 fl oz	180 m ℓ	Genuine NISSAN A/C System Lubricant Type R or equivalent*5

\*1: For further details, see "SAE Viscosity Number".

\*2: DEXRON™ III / MERCON™, or equivalent may also be used. Outside the continental United States and Alaska contact an authorized NISSAN dealership for more information regarding suitable fluids, including recommended brand(s) of DEXRON™ III / MERCON™ Automatic Transmission Fluid.

\*3: Available in mainland U.S.A. through your authorized NISSAN dealer.

\*4: Genuine NISSAN PSF, Canada NISSAN Automatic Transmission Fluid, DEXRON™ III / MERCON™ or equivalent ATF may also be used.

\*5: For further details, see "Air conditioner specification label".

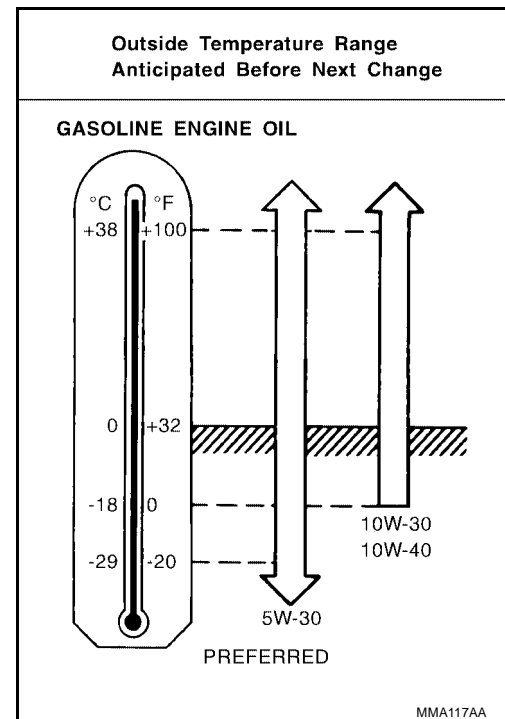
## SAE Viscosity Number

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SAE 5W-30 viscosity oil is preferred for all temperatures. SAE 10W-30 and 10W-40 viscosity oil may be used if the ambient temperature is above -18°C (0°F).

### NOTE:

The use of a 5W-30 viscosity oil may increase fuel economy.



## Anti-freeze Coolant Mixture Ratio

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The engine cooling system is filled at the factory with a high-quality, year-round, long life, anti-freeze coolant solution. The anti-freeze solution contains rust and corrosion inhibitors, so additional cooling system additives are not necessary.

Protection for outside temperature down to:		Genuine NISSAN Long Life Anti-freeze coolant or equivalent	Demineralized water or distilled water
°C	°F		
-35°	-30°	50%	50%

## RECOMMENDED FLUIDS AND LUBRICANTS

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**CAUTION:**

- When adding or replacing coolant, be sure to use only a Genuine NISSAN Long Life Anti-freeze coolant or equivalent with the specified mixture ratio.
- The use of other types of coolant solutions may damage the engine cooling system.

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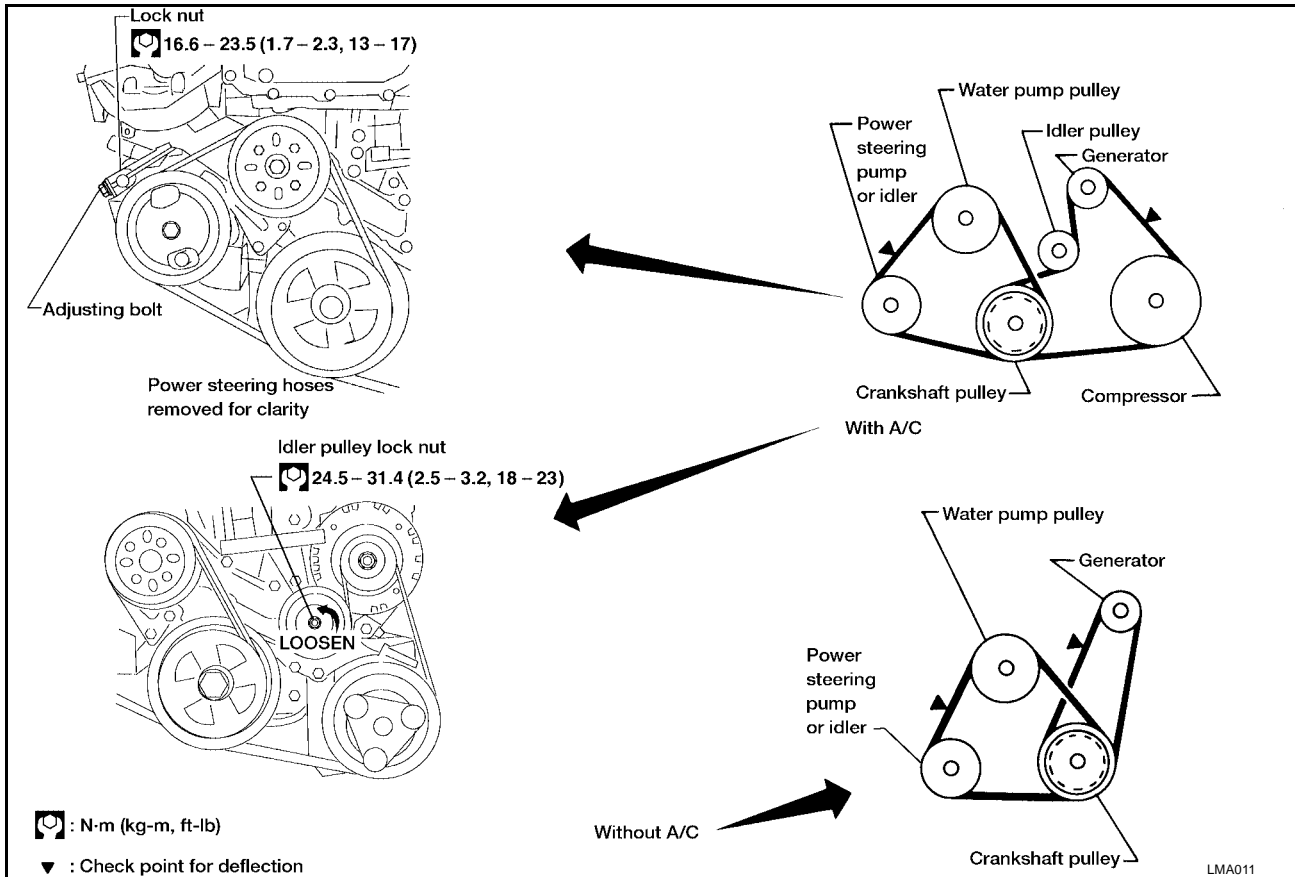
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### Checking Drive Belts

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1. Inspect belt for cracks, fraying, wear and oil. If necessary, replace.
2. Inspect drive belt deflection or tension at a point on the belt midway between pulleys. Adjust if belt deflection exceeds the limit or if belt tension is not within specifications.
  - Check belt tension using Belt Tension Gauge BT3373-F or equivalent. Refer to [MA-38, "BELT DEFLECTION AND TENSION"](#).
  - Inspect drive belt deflection or tension when engine is cold.

### Changing Engine Coolant

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#### **WARNING:**

To avoid the danger of being scalded, never change the coolant when the engine is hot.

#### **DRAINING ENGINE COOLANT**

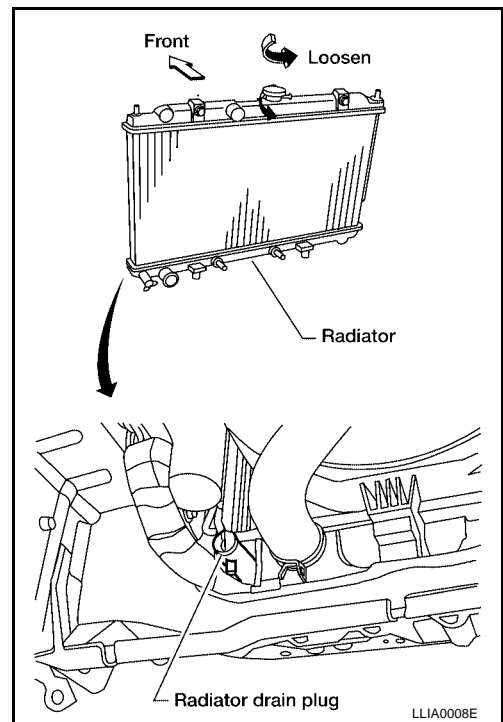
1. Set climate control system as follows to prevent coolant from remaining in the system.
  - Turn ignition switch "ON" and set temperature controller to maximum hot position.
  - Wait 10 seconds before turning ignition switch "OFF".

## ENGINE MAINTENANCE (QG18DE ENGINE)

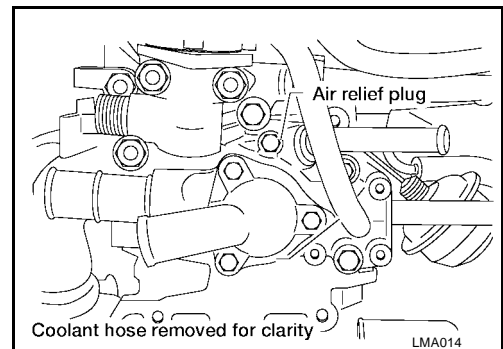
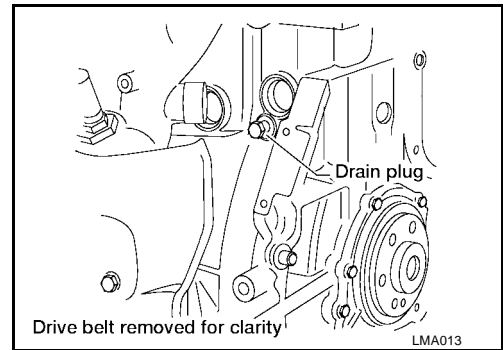
- Open radiator drain plug at the bottom of the radiator, and remove radiator filler cap.

**CAUTION:**

**Be careful not to allow coolant to contact drive belts.**



- Remove cylinder block drain plug and air relief plug.



- Check drained coolant for contaminants such as rust, corrosion or discoloration. If contaminated, flush engine cooling system. Refer to [MA-18, "FLUSHING COOLING SYSTEM"](#).

### REFILLING ENGINE COOLANT

- Close radiator drain plug. Install the reservoir tank and cylinder block drain plug, if removed for a total system drain for engine removal or repair.
  - The radiator must be completely empty of coolant and water.
  - Apply sealant to the threads of the cylinder block drain plugs. Use Genuine High Performance Thread Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

**Cylinder block drain plug : 34.3 - 44.1 N·m (3.5 - 4.5 kg·m, 26 - 32 ft·lb)**

## ENGINE MAINTENANCE (QG18DE ENGINE)

2. If disconnected, reattach the upper radiator hose at the engine side.
3. Set the vehicle heater controls to the full HOT and heater ON position. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
4. Install the Tool by installing the radiator cap adapter onto the radiator neck opening. Then attach the gauge body assembly with the refill tube and the venturi assembly to the radiator cap adapter.
5. Insert the refill hose into the coolant mixture container that is placed at floor level. Make sure the ball valve is in the closed position.

- Use Genuine NISSAN Long Life Anti-freeze coolant or equivalent, mixed 50/50 with distilled water or demineralized water. Refer to [MA-14, "Anti-freeze Coolant Mixture Ratio"](#).

### Coolant capacity (without reservoir tank)

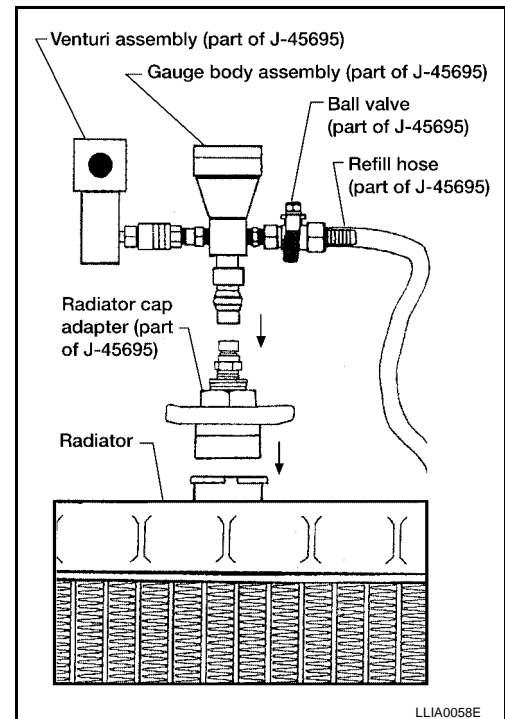
**M/T** : 6.0 ℓ (6 3/8 US qt, 5 1/4 Imp qt)

**A/T** : 5.9 ℓ (6 1/4 US qt, 5 1/4 Imp qt)

**Reservoir tank capacity** : 0.7 ℓ (3/4 US qt, 5/8 Imp qt)  
(for MAX level)

6. Install an air hose to the venturi assembly, the air pressure must be within specification.

**Compressed air supply pressure** : 5.7 - 8.5 kPa (5.6 - 8.4 kg/cm<sup>2</sup>, 80 - 120 psi)

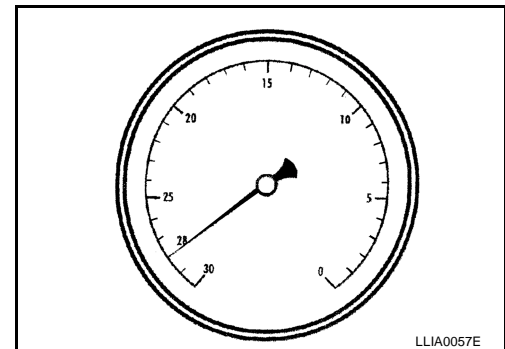


### CAUTION:

**The compressed air supply must be equipped with an air dryer.**

7. The vacuum gauge will begin to rise and there will be an audible hissing noise. During this process open the ball valve on the refill hose slightly. Coolant will be visible rising in the refill hose. Once the refill hose is full of coolant, close the ball valve. This will purge any air trapped in the refill hose.
8. Continue to draw the vacuum until the gauge reaches 28 inches of vacuum. The gauge may not reach 28 inches in high altitude locations, refer to the vacuum specifications based on the altitude above sea level.

Altitude above sea level	Vacuum gauge reading
0 - 100 m (328 ft)	: 28 inches of vacuum
300 m (984 ft)	: 27 inches of vacuum
500 m (1,641 ft)	: 26 inches of vacuum
1,000 m (3,281 ft)	: 24 - 25 inches of vacuum



9. When the vacuum gauge has reached the specified amount, disconnect the air hose and wait 20 seconds to see if the system loses any vacuum. If the vacuum level drops, perform any necessary repairs to the system and repeat steps 6 - 8 to bring the vacuum to the specified amount. Recheck for any leaks.
10. Place the coolant container (with the refill hose inserted) at the same level as the top of the radiator. Then open the ball valve on the refill hose so the coolant will be drawn up to fill the cooling system. The cooling system is full when the vacuum gauge reads zero.

### CAUTION:

**Do not allow the coolant container to get too low when filling, to avoid air from being drawn into the cooling system.**

11. Remove the Tool from the radiator neck opening.
12. Fill the cooling system reservoir tank to the specified level and install the radiator cap. Run the engine to warm up the cooling system and top up the system as necessary.

## FLUSHING COOLING SYSTEM

1. Open air relief plug.

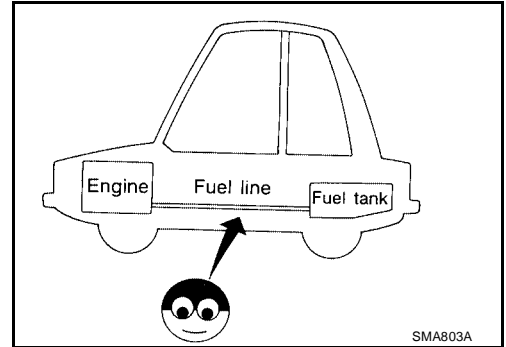
# ENGINE MAINTENANCE (QG18DE ENGINE)

2. Fill radiator with water until water spills from the air relief hole, then close air relief plug. Fill radiator and reservoir tank with water and reinstall radiator cap.
3. Run engine and warm it up to normal operating temperature.
4. Rev engine two or three times under no-load.
5. Stop engine and wait until it cools down.
6. Drain water.
7. Repeat steps 1 through 6 until clear water begins to drain from radiator.

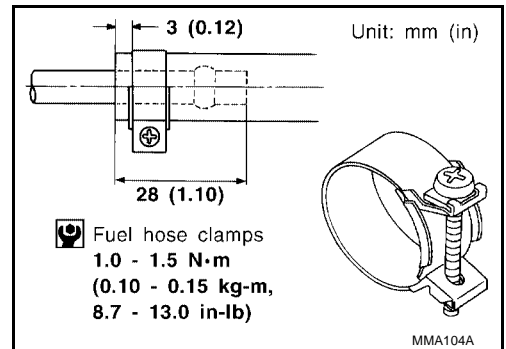
## Checking Fuel Lines

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- Inspect fuel lines and tank for improper attachment, leaks, cracks, damage, loose connections, chafing or deterioration.



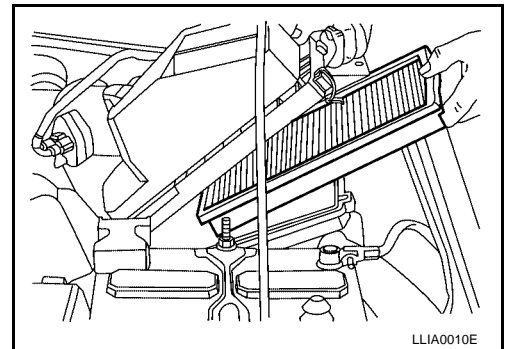
- If necessary, repair or replace faulty parts.



## Changing Air Cleaner Filter

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Unfasten clamps to change air cleaner filter.



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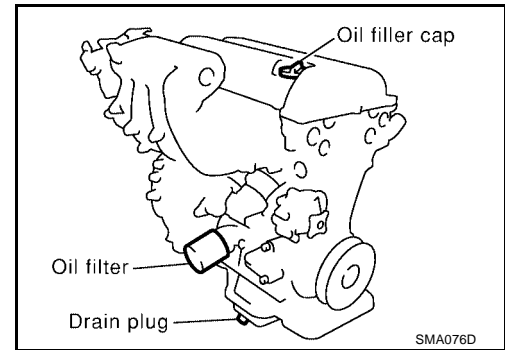
# ENGINE MAINTENANCE (QG18DE ENGINE)

ELS000IU

## Changing Engine Oil

### WARNING:

- Be careful not to burn yourself, as the engine oil is hot.
  - Prolonged and repeated contact with used engine oil may cause skin cancer; try to avoid direct skin contact with used oil. If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.
1. Warm up engine, and check for oil leakage from engine components.
  2. Stop engine.
  3. Remove drain plug and oil filler cap.
  4. Drain oil and refill with new engine oil.



**Oil pan drain plug : 29 - 39 N·m (3.0 - 4.0 kg·m, 22 - 29 ft·lb)**

### Oil Specification and Viscosity

- Refer to [MA-13, "Fluids and Lubricants"](#).

### Oil Capacity (Approximate)

Unit: ℓ (US qt., Imp qt.)

Drain and refill	With oil filter change	2.7 (2 7/8, 2 3/8)
	Without oil filter change	2.5 (2 5/8, 2 1/4)
Dry engine (engine overhaul)		3.1 (3 1/4, 2 3/4)

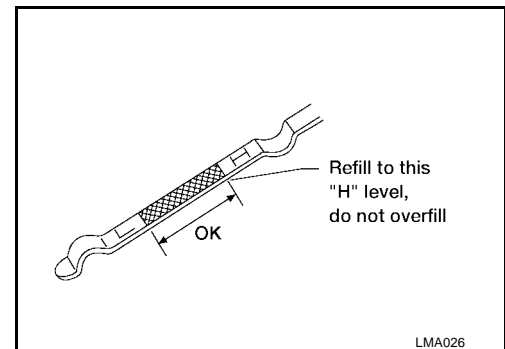
### CAUTION:

- Be sure to clean drain plug and install with new washer.

**Oil pan drain plug : 29 - 39 N·m (3.0 - 4.0 kg·m, 22 - 29 ft·lb)**

- The refill capacity depends on the oil temperature and drain time. Use these specifications for reference only.
- Always use the dipstick to determine when the proper amount of oil is in the engine.

5. Warm up engine and check area around drain plug and oil filter for oil leakage.
6. Stop engine.
7. Check oil level.



## Changing Oil Filter

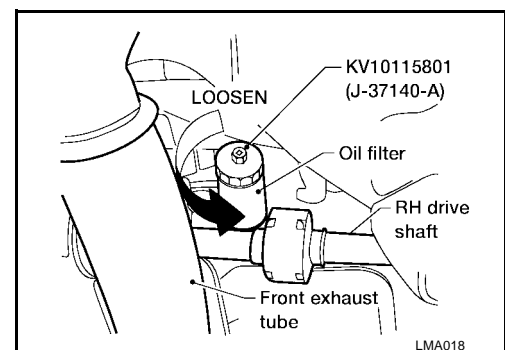
1. Remove the oil filter using Tool as shown.

### WARNING:

Be careful not to burn yourself, as the engine and engine oil are hot.

### NOTE:

The filter is a full-flow cartridge type and is provided with a relief valve.

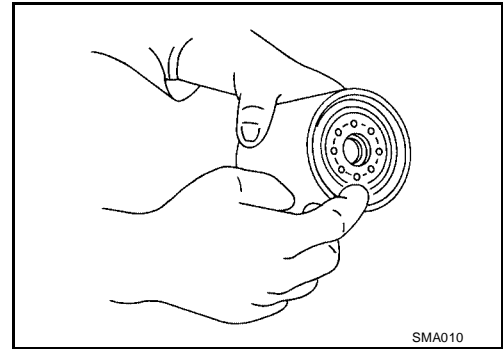


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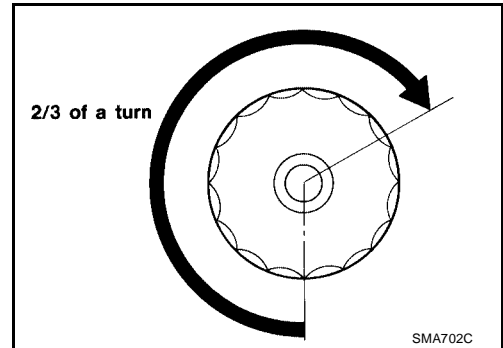
## ENGINE MAINTENANCE (QG18DE ENGINE)

- Clean oil filter mounting surface on cylinder block. Coat rubber seal of new oil filter with engine oil.



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- Screw in the oil filter until a slight resistance is felt, then tighten an additional 2/3 turn.



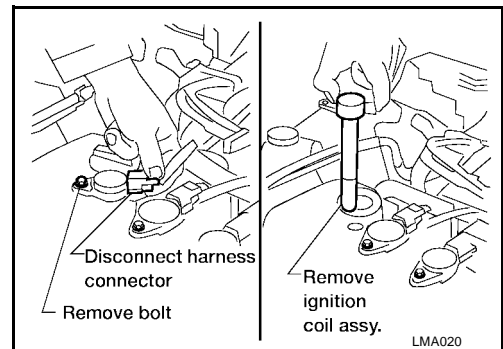
SMA702C

- Add engine oil. Refer to [MA-20, "Changing Engine Oil"](#) .
  - Clean excess oil from engine.

### Changing Spark Plugs (Double Platinum - Tipped Type)

ELS000IW

- Disconnect ignition coil harness connectors.
- Remove ignition coils.



LMA020

- Remove spark plugs with spark plug socket.

#### Spark Plug Types

Hot type	PLFR4A-11
Standard type	PLFR5A-11
Cold type	PLFR6A-11

**Spark plug gap (nominal) : 1.1 mm (0.043 in)**

- The standard type spark plug is suitable for normal driving conditions.
- The hot type spark plug is suitable when fouling occurs with the standard type spark plug under conditions such as:
  - Frequent engine starts
  - Low ambient temperatures
- The cold type spark plug is suitable when spark knock occurs with the standard type spark plug under conditions such as:
  - Extended highway driving
  - Frequent high engine revolution

## ENGINE MAINTENANCE (QG18DE ENGINE)

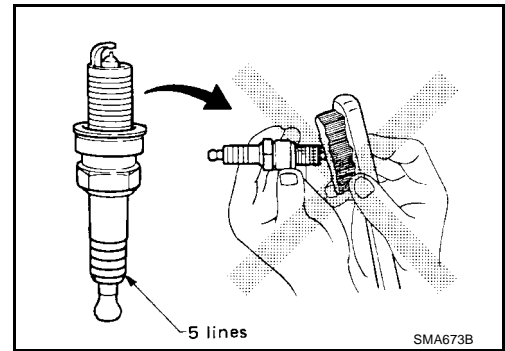
- If plug is covered with carbon, a spark plug cleaner may be used as specified.

**CAUTION:**

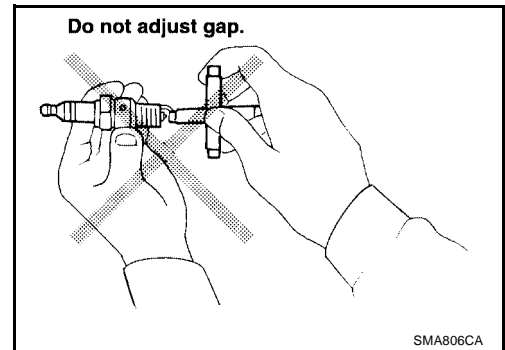
Do not use wire brush for cleaning. If plug is covered with carbon, spark plug cleaner may be used.

**Cleaner air pressure** : Less than 588 kPa (6 kg/cm<sup>2</sup>, 85 psi)

**Cleaning time** : less than 20 seconds



- Checking and adjusting plug gap is not required between change intervals.



4. Install the spark plugs.

**Spark plug** : 20 - 29 N·m (2.0 - 3.0 kg·m, 14 - 22 ft·lb)

5. Install the ignition coils and ignition wires.

**Ignition coil** : 3.8 - 5.0 N·m (0.38 - 0.51 kg·m, 33 - 44 in·lb)

### Checking EVAP Vapor Lines

ELS0001X

1. Visually inspect EVAP vapor lines for improper attachment, cracks, damage, loose connections, chafing or deterioration.
2. Inspect vacuum relief valve of fuel tank filler cap for clogging, sticking, etc. Refer to [EC-586, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FILLER CAP\)"](#) (QG18DE ULEV), [EC-1208, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FILLER CAP\)"](#) (QG18DE SULEV).

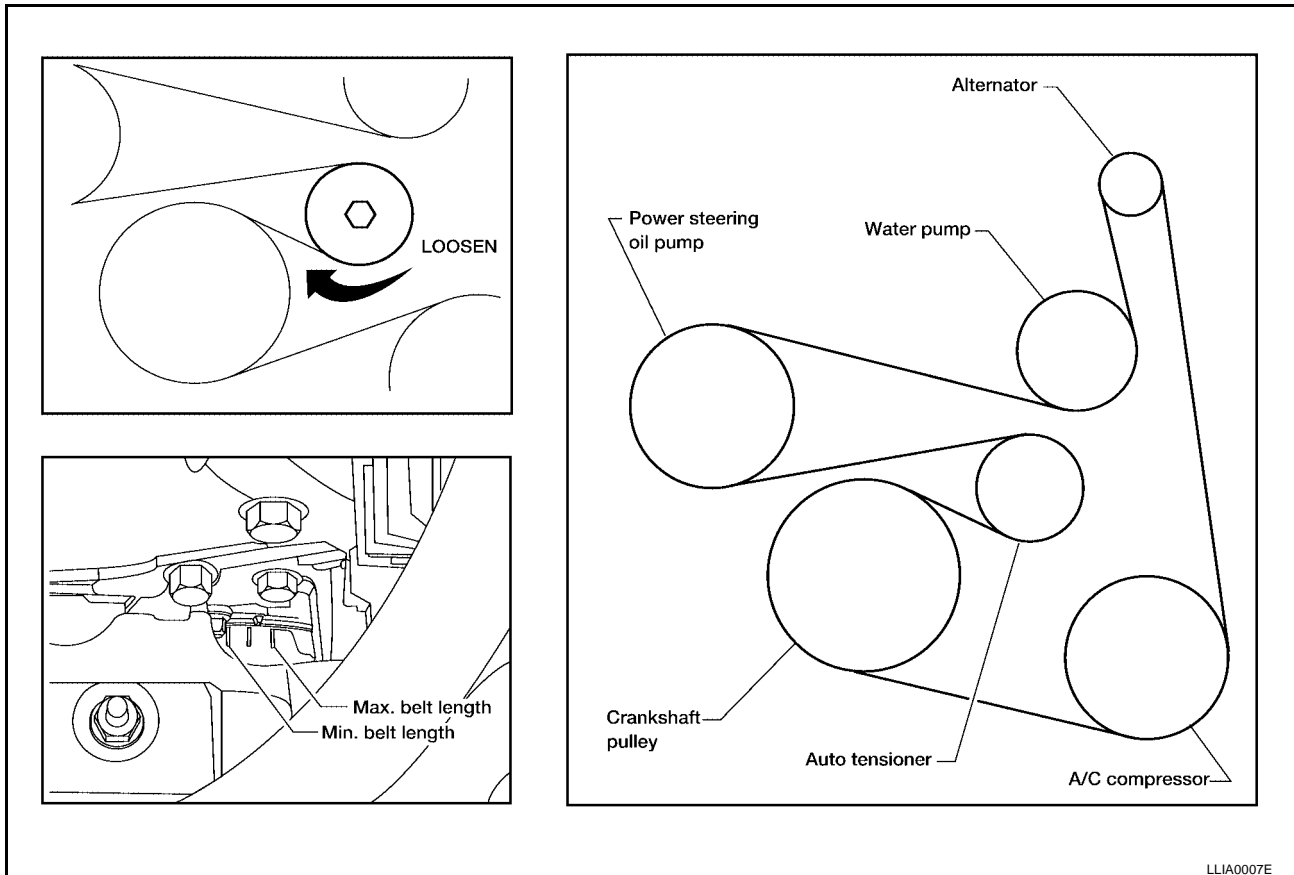
# ENGINE MAINTENANCE (QR25DE ENGINE)

## ENGINE MAINTENANCE (QR25DE ENGINE)

PFP:10001

### Checking Drive Belts

ELS0001Y



LLIA0007E

#### **WARNING:**

Be sure to perform when the engine is stopped.

- Make sure that indicator (single line notch) of each automatic tensioner is within the allowable working range (between three notches).

#### **NOTE:**

- Check the automatic tensioner indicator when the engine is cold.
- The indicator notch is located on the moving side of the tensioner.
- Visually check entire belt for wear, damage or cracks.
- If the indicator is out of allowable working range or belt is damaged, replace the belt.
- Belt tensioning is not necessary, as it is automatically adjusted by auto belt tensioner.

### Changing Engine Coolant

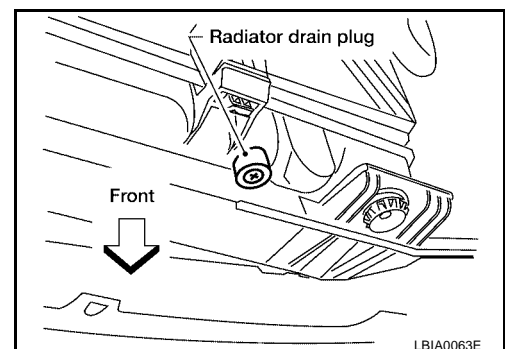
ELS0001Z

#### **WARNING:**

To avoid the danger of being scalded, never change the coolant when the engine is hot.

#### **DRAINING ENGINE COOLANT**

1. Open radiator drain plug at the bottom of the radiator, and remove radiator filler cap.



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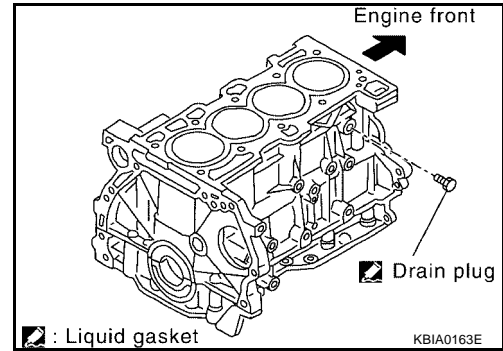
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# ENGINE MAINTENANCE (QR25DE ENGINE)

## CAUTION:

When draining all the coolant in the system, also perform steps two and three:

2. Remove cylinder block drain plug and air relief plug.



3. Check drained coolant for contaminants such as rust, corrosion or discoloration. If contaminated, flush engine cooling system.  
Refer to [MA-25, "FLUSHING COOLING SYSTEM"](#).

## REFILLING ENGINE COOLANT

1. Install the radiator drain plug. Install the reservoir tank and cylinder block drain plug, if removed for a total system drain for engine removal or repair.
  - The radiator must be completely empty of coolant and water.
  - Apply sealant to the threads of the cylinder block drain plugs. Use Genuine High Performance Thread Sealant or equivalent. Refer to [GI-44, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

**Radiator drain plug : 7.8 - 11.8 N-m (0.8 - 1.2 kg-m , 69 - 104 in-lb)**

**Cylinder block drain plug : 34 - 44 N-m (3.5 - 4.5 kg-m, 25 - 33 ft-lb)**

2. If disconnected, reattach the upper radiator hose at the engine side.
3. Set the vehicle heater controls to the full HOT and heater ON position. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
4. Install the Tool by installing the radiator cap adapter onto the radiator neck opening. Then attach the gauge body assembly with the refill tube and the venturi assembly to the radiator cap adapter.
5. Insert the refill hose into the coolant mixture container that is placed at floor level. Make sure the ball valve is in the closed position.
  - Use Genuine NISSAN Long Life Anti-freeze coolant or equivalent, mixed 50/50 with distilled water or demineralized water. Refer to [MA-14, "Anti-freeze Coolant Mixture Ratio"](#).

**Coolant capacity (without reservoir tank)**

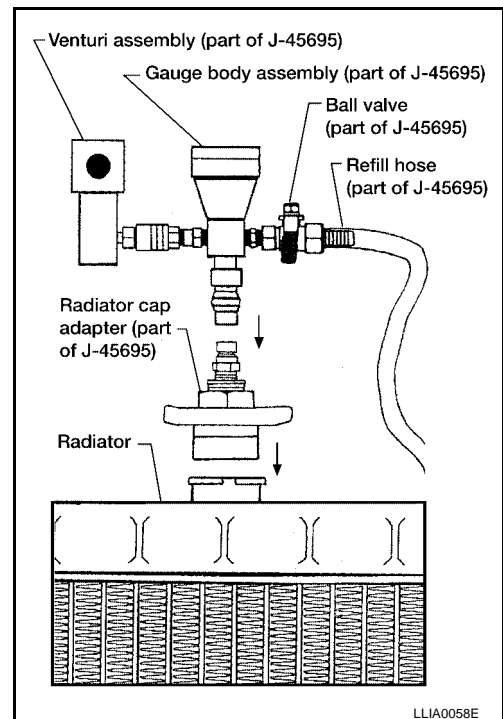
**M/T : 6.1 ℓ (6 1/2 US qt, 5 3/8 Imp qt)**

**A/T : 6.0 ℓ (6 3/8 US qt, 5 1/4 Imp qt)**

**Reservoir tank capacity : 0.7 ℓ (3/4 US qt, 5/8 Imp qt)  
(for MAX level)**

6. Install an air hose to the venturi assembly, the air pressure must be within specification.

**Compressed air supply pressure : 5.7 - 8.5 kPa (5.6 - 8.4 kg/cm<sup>2</sup>, 80 - 120 psi)**



## CAUTION:

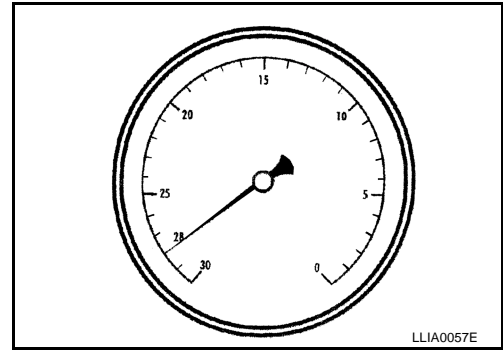
The compressed air supply must be equipped with an air dryer.

7. The vacuum gauge will begin to rise and there will be an audible hissing noise. During this process open the ball valve on the refill hose slightly. Coolant will be visible rising in the refill hose. Once the refill hose is full of coolant, close the ball valve. This will purge any air trapped in the refill hose.

## ENGINE MAINTENANCE (QR25DE ENGINE)

8. Continue to draw the vacuum until the gauge reaches 28 inches of vacuum. The gauge may not reach 28 inches in high altitude locations, refer to the vacuum specifications based on the altitude above sea level.

Altitude Above Sea Level	Vacuum Gauge Reading
0 - 100 m (0 - 328 ft)	28 inches of vacuum
300 m (984 ft)	27 inches of vacuum
500 m (1,641 ft)	26 inches of vacuum
1,000 m (3,281 ft)	24 - 25 inches of vacuum



9. When the vacuum gauge has reached the specified amount, disconnect the air hose and wait 20 seconds to see if the system loses any vacuum. If the vacuum level drops, perform any necessary repairs to the system and repeat steps 6 - 8 to bring the vacuum to the specified amount. Recheck for any leaks.
10. Place the coolant container (with the refill hose inserted) at the same level as the top of the radiator. Then open the ball valve on the refill hose so the coolant will be drawn up to fill the cooling system. The cooling system is full when the vacuum gauge reads zero.

**CAUTION:**

**Do not allow the coolant container to get too low when filling, to avoid air from being drawn into the cooling system.**

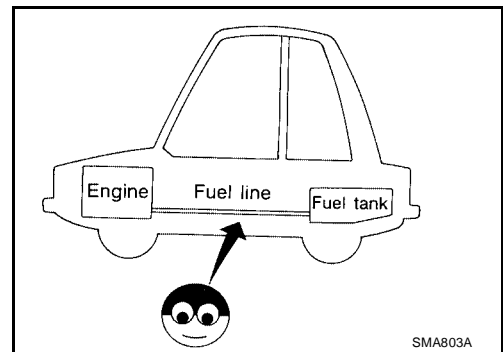
11. Remove the Tool from the radiator neck opening.
12. Fill the cooling system reservoir tank to the specified level and install the radiator cap. Run the engine to warm up the cooling system and top up the system as necessary.

### FLUSHING COOLING SYSTEM

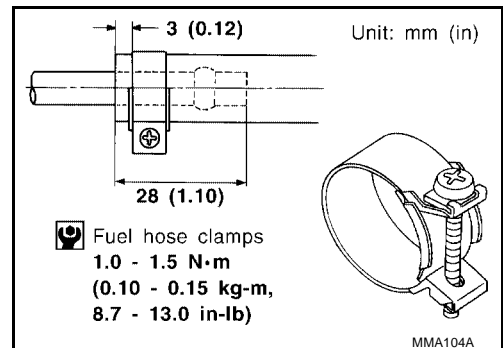
- Fill the radiator and reservoir tank with water and reinstall radiator cap.
- Run the engine and warm it up to normal operating temperature.
- Rev the engine two or three times under no-load.
- Stop the engine and wait until it cools down.
- Drain the water.
- Repeat steps 1 through 5 until clear water begins to drain from radiator.

### Checking Fuel Lines

- Inspect fuel lines and tank for improper attachment, leaks, cracks, damage, loose connections, chafing or deterioration.



- If necessary, repair or replace faulty parts.



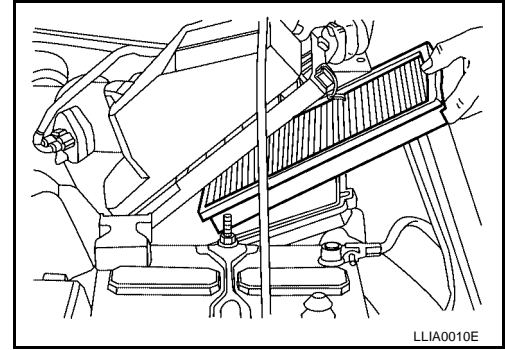
# ENGINE MAINTENANCE (QR25DE ENGINE)

## Changing Air Cleaner Filter

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Unfasten clamps to change air cleaner filter.

- The viscous paper-type filter does not need cleaning.

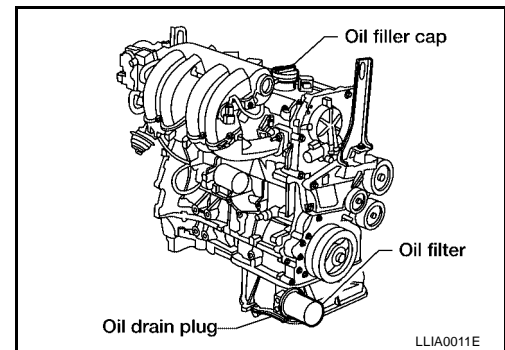


## Changing Engine Oil

ELS000J2

### WARNING:

- Be careful not to burn yourself, as the engine oil is hot.
  - Prolonged and repeated contact with used engine oil may cause skin cancer; try to avoid direct skin contact with used oil. If skin contact is made, wash thoroughly with soap or hand cleaner as soon as possible.
1. Warm up engine, and check for oil leakage from engine components.
  2. Stop engine.
  3. Remove drain plug and oil filler cap.
  4. Drain oil and refill with new engine oil.



### Oil Specification and Viscosity

- Refer to [MA-13, "Fluids and Lubricants"](#).

### Oil Capacity (Approximate)

Unit: ℓ (US qt., Imp qt.)

Drain and refill	With oil filter change	3.9 (4 1/8, 3 3/8)
	Without oil filter change	3.7 (3 7/8, 3 1/4)
Dry engine (engine overhaul)		4.4 (4 5/8, 3 7/8)

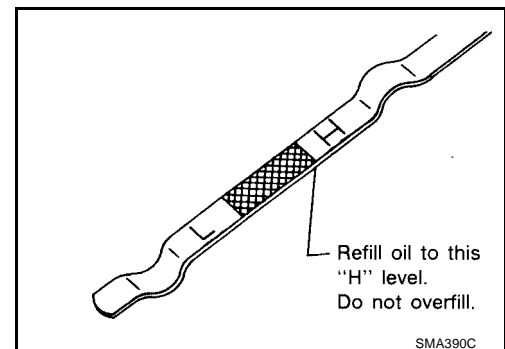
### CAUTION:

- Be sure to clean drain plug and install with new washer.

**Oil pan drain plug : 29 - 39 N·m (3.0 - 4.0 kg·m, 22 - 29 ft·lb)**

- The refill capacity depends on the oil temperature and drain time. Use these specifications for reference only.
- Always use the dipstick to determine when the proper amount of oil is in the engine.

5. Warm up engine and check area around drain plug and oil filter for oil leakage.
6. Stop engine.
7. Check oil level.



# ENGINE MAINTENANCE (QR25DE ENGINE)

## Changing Oil Filter

ELS000J3

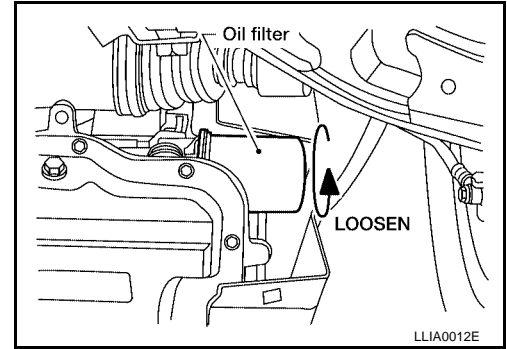
1. Remove oil filter with Tool.

**WARNING:**

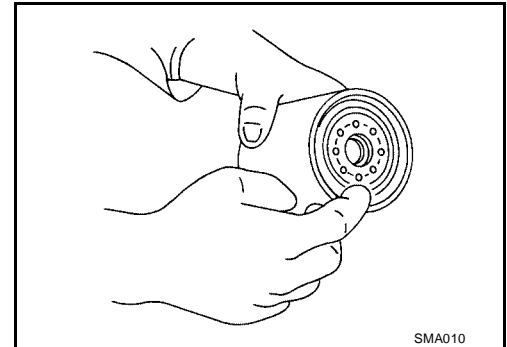
Be careful not to burn yourself, as the engine and engine oil are hot.

**NOTE:**

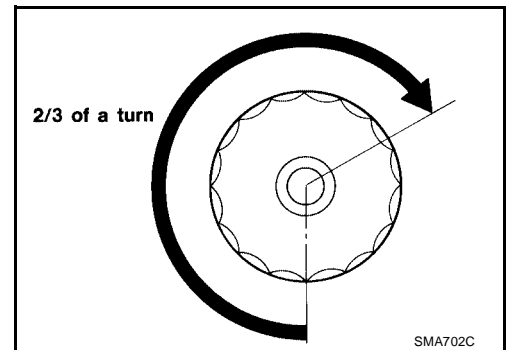
The filter is a full-flow cartridge type and is provided with a relief valve.



2. Clean oil filter mounting surface on cylinder block. Coat rubber seal of new oil filter with engine oil.



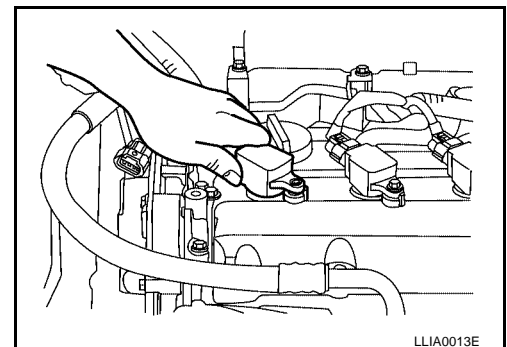
3. Screw in the oil filter until a slight resistance is felt, then tighten an additional 2/3 turn.
4. Add engine oil. Refer to [MA-26, "Changing Engine Oil"](#).
  - Clean excess oil from engine.



## Changing Spark Plugs (Double Platinum - Tipped Type)

ELS000J4

1. Disconnect ignition coil harness connectors.



2. Remove ignition coils.
3. Remove spark plugs with spark plug socket.

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# ENGINE MAINTENANCE (QR25DE ENGINE)

## Spark Plug Types

Hot type	PLFR4A-11
Standard type	PLFR5A-11
Cold type	PLFR6A-11

**Spark plug gap (nominal) : 1.1 mm (0.043 in)**

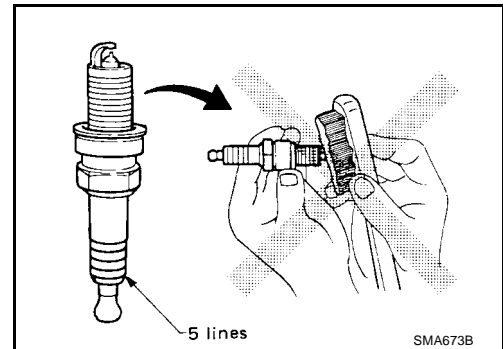
- Use standard type spark plug for normal condition.
- The hot type spark plug is suitable when fouling occurs with the standard type spark plug under conditions such as:
  - Frequent engine starts
  - Low ambient temperatures
- The cold type spark plug is suitable when spark knock occurs with the standard type spark plug under conditions such as:
  - Extended highway driving
  - Frequent high engine revolution
- If plug tip is covered with carbon, spark plug cleaner may be used.

### CAUTION:

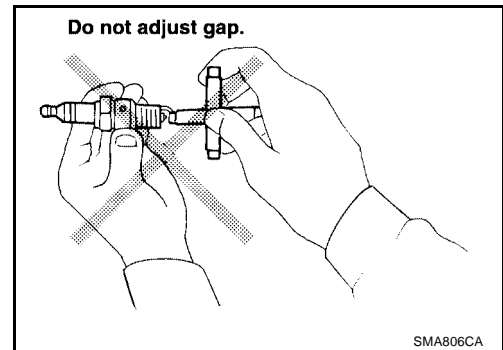
**Do not use a wire brush for cleaning. If plug tip is covered with carbon, spark plug cleaner may be used.**

**Cleaner air pressure : Less than 588 kPa (6 kg/cm<sup>2</sup>, 85 psi)**

**Cleaning time : less than 20 seconds**



- Checking and adjusting plug gap is not required between change intervals.



4. Install spark plugs.

**Spark plugs : 20 - 29 N-m (2.0 - 3.0 kg-m, 14 - 22 ft-lb)**

5. Install ignition coils and reconnect ignition wires according to numbers indicated on them.

**Ignition coils : 5.4 - 7.3 N-m (0.55 - 0.73 kg-m, 46 - 64 in-lb)**

## Checking EVAP Vapor Lines

ELS000J5

1. Visually inspect EVAP vapor lines for improper attachment, cracks, damage, loose connections, chafing or deterioration.
2. Inspect vacuum relief valve of fuel tank filler cap for clogging, sticking, etc. Refer to [EC-1849, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#).



# CHASSIS AND BODY MAINTENANCE

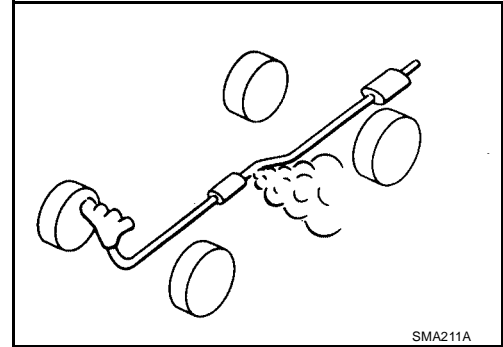
## CHASSIS AND BODY MAINTENANCE

PFP:00000

### Checking Exhaust System

ELS000J6

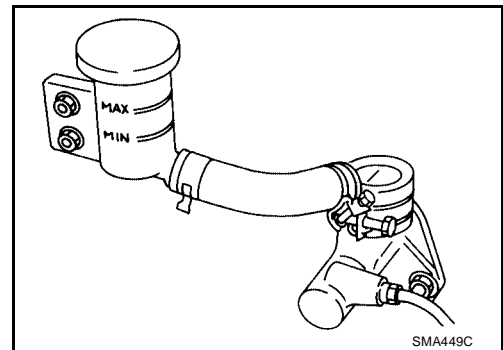
Check exhaust pipes, muffler and mounting for improper attachment, leaks, cracks, damage, loose connections, chafing or deterioration.



### Checking Clutch Fluid Level and Leaks

ELS000J7

If fluid level is extremely low, check clutch system for leaks.



### Checking M/T Oil

ELS000J8

1. Check that transaxle oil is not leaking.
2. Check the transaxle oil level is at the correct level as shown.

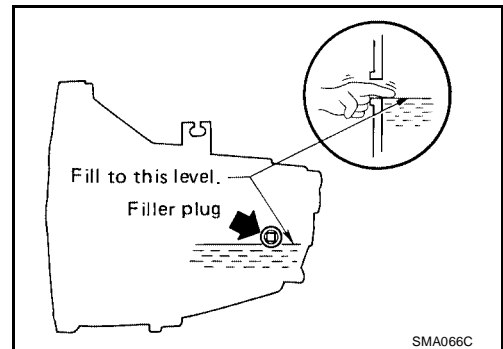
#### CAUTION:

Never start the engine while checking the transaxle oil level.

#### Filler plug

RS5F70A : 10 - 19 N·m (1.0 - 2.0 kg·m, 87 - 173 in·lb)  
(QG18DE)

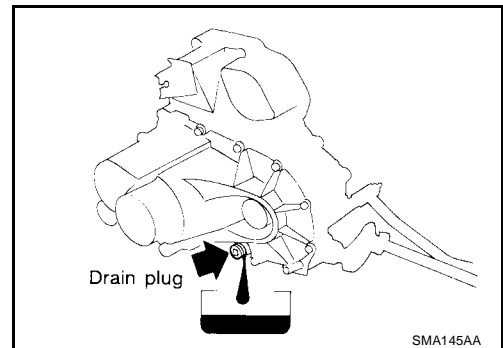
RS5F51A, : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 lb·ft)  
RS6F51H,  
(QR25DE)



### Changing M/T Oil

ELS000J9

1. Drain oil from drain plug and refill with new gear oil.



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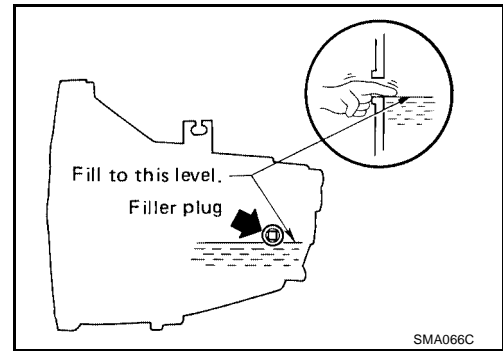
# CHASSIS AND BODY MAINTENANCE

## 2. Check oil level.

**Oil grade and viscosity** : Refer to [MA-13, "Fluids and Lubricants"](#) .

**Capacity** : RS5F70A (QG18DE)  
3.0 ℓ (3 1/8 US qt, 2 5/8 Imp qt)  
RS5F51A, RS6F51H (QR25DE)  
2.3 ℓ (2 3/8 US qt, 2 Imp qt)

**Drain plug** : RS5F70A (QG18DE)  
10 - 19 N·m (1.0 - 2.0 kg·m, 87 - 173 in·lb)  
RS5F51A, RS6F51H (QR25DE)  
30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)



## Checking A/T Fluid

ELS000JA

1. Check for any A/T fluid leakage and correct as necessary.
2. Warm up the engine.
3. Before driving, the A/T fluid level can be checked at fluid temperatures of 30° to 50°C (86° to 122°F) using the "COLD" range on dipstick.
  - a. Park vehicle on level surface and set parking brake.
  - b. Start engine and move selector lever through each gear position. Leave selector lever in "P" position.
  - c. Check fluid level with engine idling.
  - d. Remove dipstick and note reading. If level is at low side of either range, add fluid to the charging pipe.

### CAUTION:

**Do not overfill.**

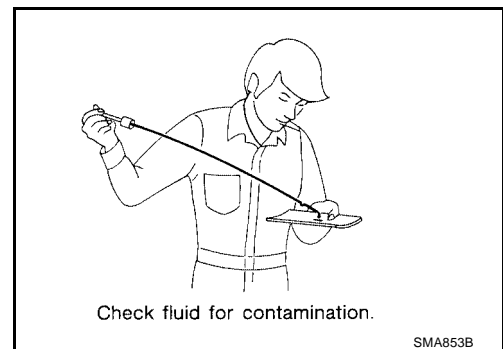
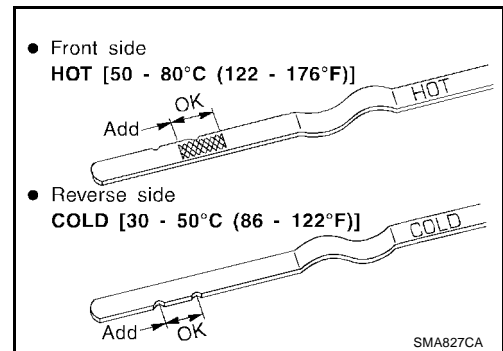
- e. Re-insert dipstick into charging pipe as far as it will go.
- f. Remove dipstick and note reading. If reading is at low side of range, add fluid to the charging pipe.

### CAUTION:

**Do not overfill.**

4. Drive vehicle for approximately 5 minutes in urban areas.
5. Re-check fluid level at fluid temperatures of 50° to 80°C (122° to 176°F) using "HOT" range on dipstick.
6. Check the A/T fluid condition.

- If fluid is very dark or smells burned, refer to [AT-64, "FLUID CONDITION CHECK"](#) . Flush cooling system after repair of A/T.
- If the A/T fluid contains any frictional material (clutches, bands), replace the radiator and flush the cooler lines using cleaning solvent and compressed air after repairing the A/T. Refer to [CO-13, "RADIATOR"](#) .



# CHASSIS AND BODY MAINTENANCE

## Changing A/T Fluid

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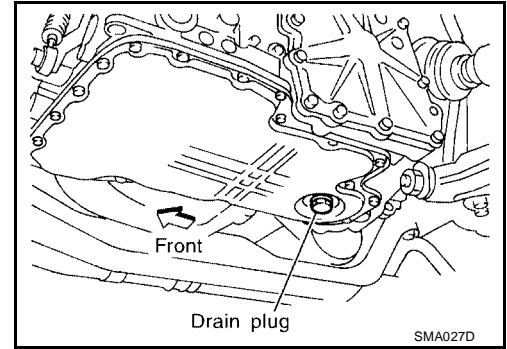
1. Warm up A/T fluid.
2. Stop engine.
3. Drain A/T fluid from drain plug and refill with new A/T fluid. Always refill same volume with drained fluid.

**Fluid grade** : NISSAN Matic "D" (Continental U.S. and Alaska) or Canada NISSAN Automatic Transmission Fluid. Refer to [MA-13, "Fluids and Lubricants"](#) .

**Fluid capacity (with torque converter)** : RE4F03B (QG18DE) 7.0 ℓ (7 3/8 US qt, 6 1/8 Imp qt)  
RE4F04B (QR25DE) 8.5 ℓ (9 US qt, 7 1/2 Imp qt)

**Drain plug** : 29 - 39 N·m (3.0 - 4.0 kg·m, 22 - 29 ft·lb)

4. Run engine at idle speed for five minutes.
5. Check fluid level and condition. Refer to [MA-30, "Checking A/T Fluid"](#) . If fluid is still dirty, repeat steps 2 through 5.



## Balancing Wheels

ELS000JC

Adjust wheel balance using the road wheel center.

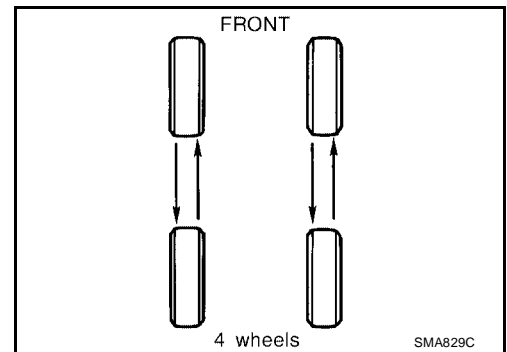
**Wheel balance (maximum allowable unbalance)** : Refer to [MA-31, "Balancing Wheels"](#) .

## Tire Rotation

ELS000JD

- After rotating the tires, adjust the tire pressure.
- Retighten the wheel nuts when the vehicle has been driven for the first 1,000 km (600 miles) or any time the wheel and tire assembly has been removed and installed.
- Tighten wheel nuts in a criss-cross pattern to specification, making several passes.

**Wheel nuts** : 98 - 127 N·m (10 - 12 kg·m, 73 - 93 ft·lb)

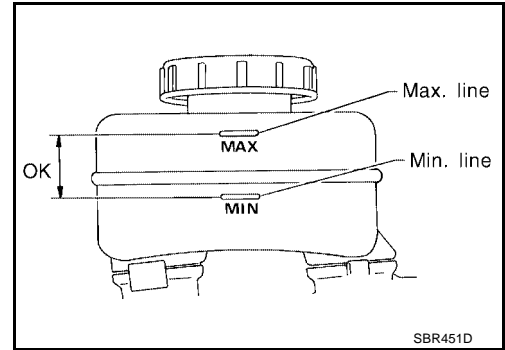


# CHASSIS AND BODY MAINTENANCE

## Checking Brake Fluid Level and Leaks

ELS000JE

- Check fluid level in reservoir tank. It should be between MAX and MIN lines on reservoir tank.
- If fluid level is extremely low, check brake system for leaks.
- Release parking brake lever and see if brake warning lamp goes off. If not, check brake system for leaks.



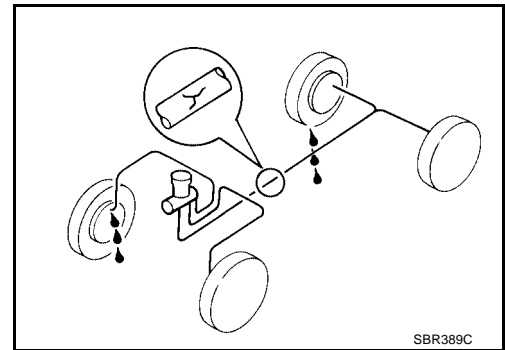
## Checking Brake Lines and Cables

ELS000JF

### CAUTION:

If leakage occurs around joints, retighten or, if necessary, replace damaged parts.

1. Check brake lines (tubes and hoses) for cracks, deterioration and other damage. Replace damaged parts.
2. Check for oil leakage by fully depressing brake pedal while engine is running.



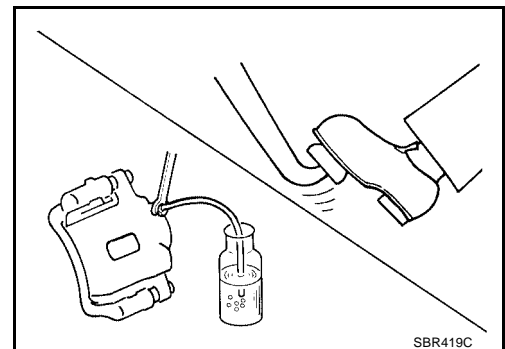
## Changing Brake Fluid

ELS000JG

### CAUTION:

- Refill with new brake fluid "DOT 3". Refer to [MA-13, "Fluids and Lubricants"](#).
- Always keep fluid level higher than minimum line on reservoir tank.
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

1. Clean inside of reservoir tank, and refill with new brake fluid.
2. Connect a vinyl tube to each bleeder valve.
3. Drain brake fluid from each air bleeder valve by depressing brake pedal.
4. Refill until brake fluid comes out of each air bleeder valve. Use same procedure as in bleeding hydraulic system to refill brake fluid. Refer to [BR-7, "Bleeding Brake System"](#).

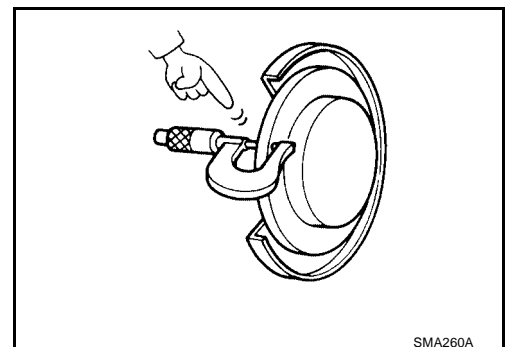


## Checking Disc Brakes

### ROTOR

ELS000JH

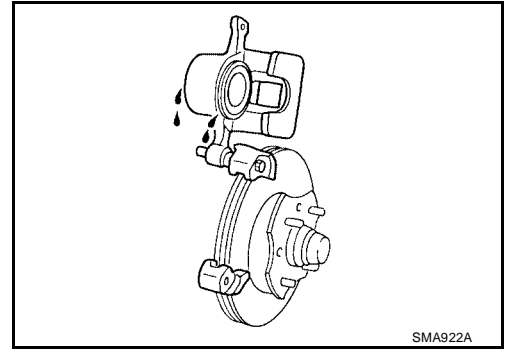
Check condition, wear, and damage. Refer to [BR-21, "ROTOR"](#) (front disc brake) and [BR-27, "ROTOR"](#) (rear disc brake).



# CHASSIS AND BODY MAINTENANCE

## CALIPER

Check for leakage. Refer to [BR-21, "CALIPER"](#) (front disc brake) and [BR-27, "CALIPER"](#) (rear disc brake).



## PAD

Check condition and thickness.

### Standard thickness

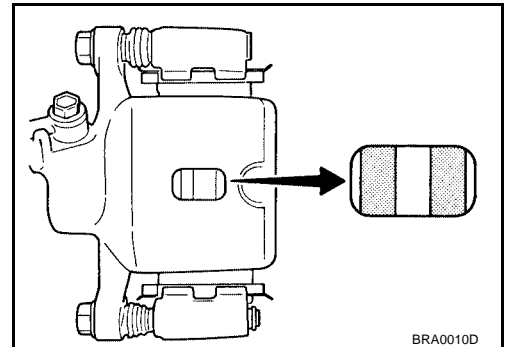
Front : 22 mm (0.87 in)

Rear : 9 mm (0.35 in)

### Minimum thickness

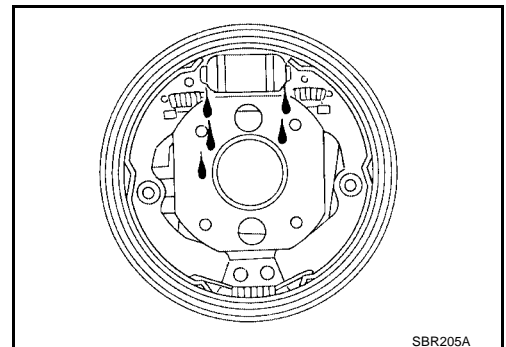
Front : 20 mm (0.79 in)

Rear : 8 mm (0.31 in)



## Checking Drum Brake WHEEL CYLINDER

Check operation and for leakage. Refer to [BR-33, "WHEEL CYLINDER"](#).

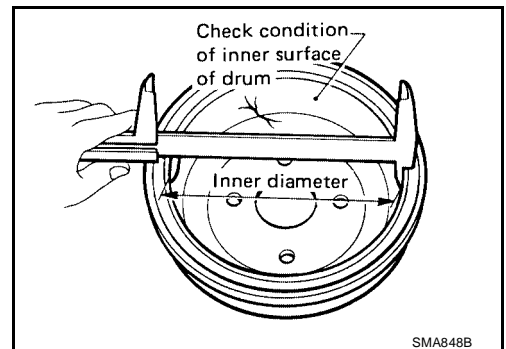


## DRUM

Check condition of inner surface. Refer to [BR-33, "DRUM"](#).

Standard diameter : 203.2 mm (8.000 in)

Maximum inner diameter : 204.5 mm (8.051 in)



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MA  
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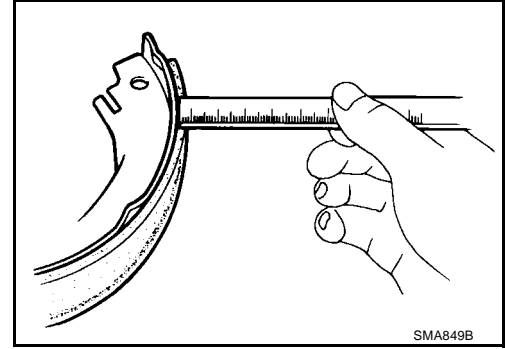
# CHASSIS AND BODY MAINTENANCE

## LINING

Measure wear and check for damage. Refer to [BR-33, "LINING"](#) .

**Standard thickness** : 4.5 mm (0.177 in)

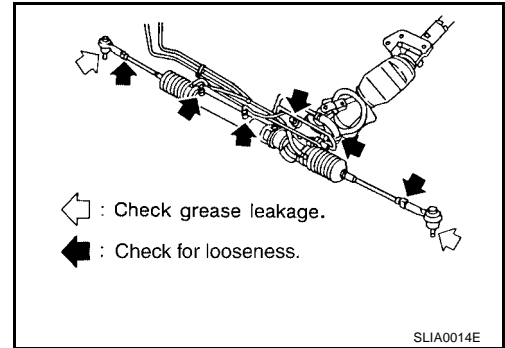
**Minimum thickness** : 1.5 mm (0.059 in)



## Checking Steering Gear and Linkage

### STEERING GEAR

- Check gear housing and boots for looseness, damage and grease leakage.
- Check connection with steering column for looseness.



### STEERING LINKAGE

- Check ball joint, dust cover and other component parts for looseness, wear, damage and grease leakage.

## Checking Power Steering Fluid and Lines

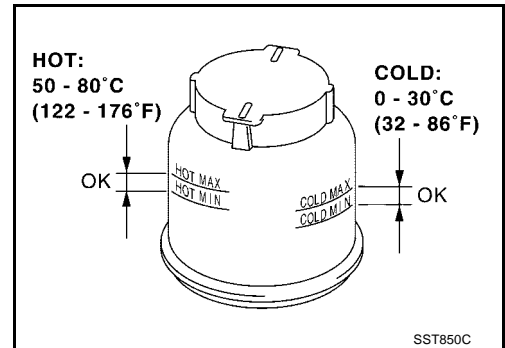
### CHECKING FLUID LEVEL

- Check fluid level with engine off.
- Use the correct range of the tank depending on the fluid temperature. Use "HOT" range at fluid temperatures of 50° to 80°C (122° to 176°F). Use "COLD" range at fluid temperatures of 0° to 30°C (32° to 86°F).

#### CAUTION:

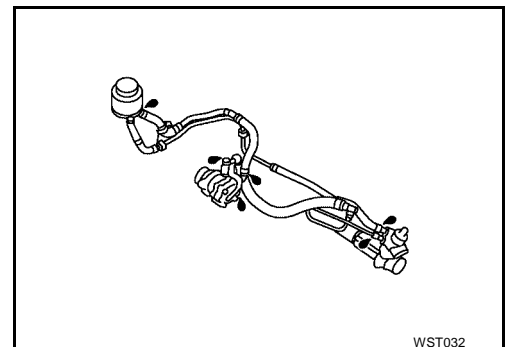
**Do not overfill.**

- Recommended fluid is Genuine NISSAN PSF or equivalent. Refer to [MA-13, "RECOMMENDED FLUIDS AND LUBRICANTS"](#) .



### CHECKING LINES

- Check lines for improper attachment, leaks, cracks, damage, loose connections, chafing and deterioration.
- Check rack boots for accumulation of power steering fluid.



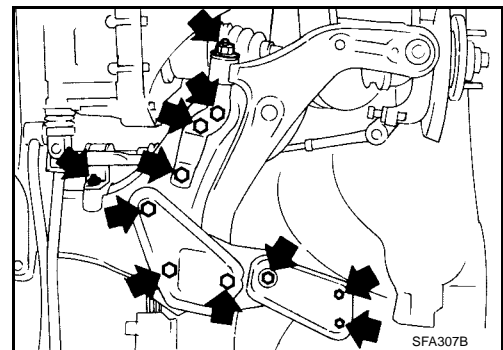
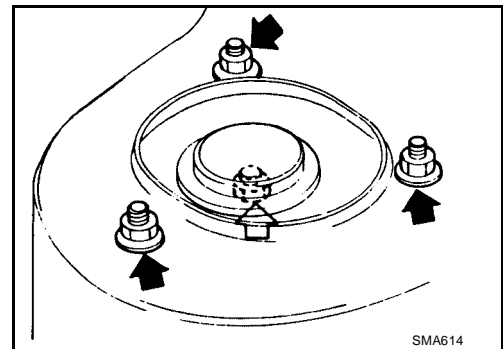
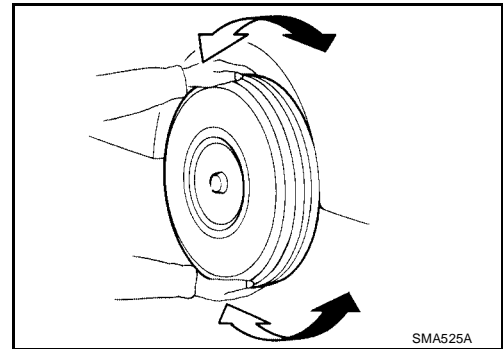
# CHASSIS AND BODY MAINTENANCE

## Axle and Suspension Parts

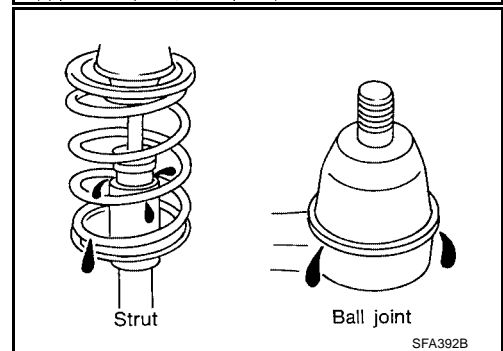
ELS000JL

Check front and rear axle and suspension parts for excessive play, cracks, wear, or other damage.

- Shake each wheel to check for excessive play.
- Rotate each wheel to check for abnormal noise.
  
- Check axle and suspension nuts and bolts for looseness.



- Check strut (shock absorber) for oil leakage or other damage.



- Check suspension ball joint for grease leakage and ball joint dust cover for cracks or other damage.

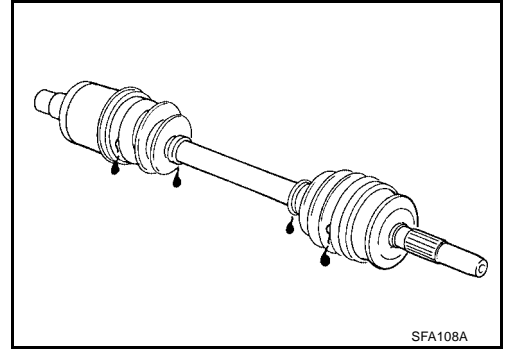
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# CHASSIS AND BODY MAINTENANCE

## Drive Shaft

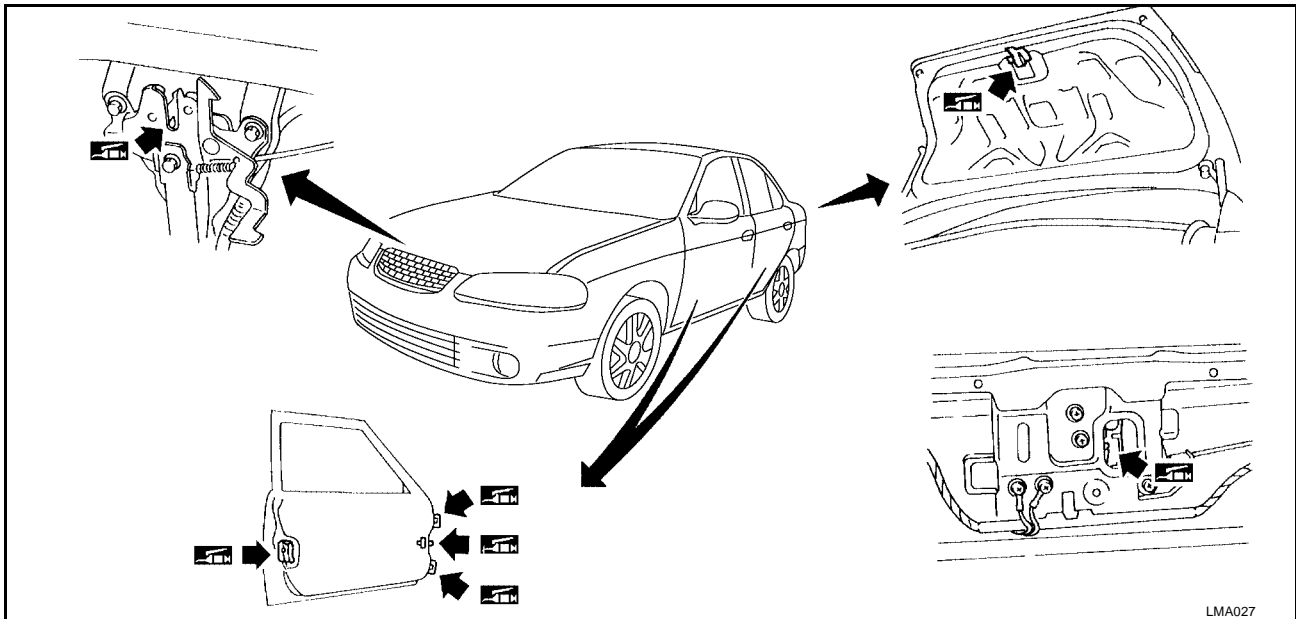
ELS000JM

- Check boot and drive shaft for cracks, wear, damage and grease leakage.



## Lubricating Locks, Hinges and Hood Latches

ELS000JN





## Checking Seat Belt, Buckles, Retractors, Anchors and Adjusters


ELS000JO


### CAUTION:

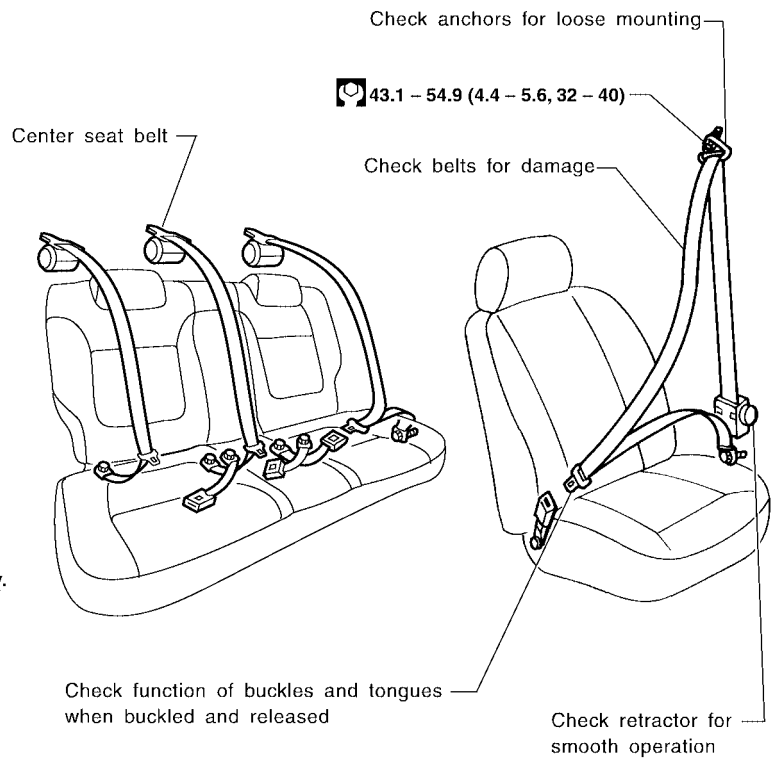
- After any collision, inspect all seat belt assemblies, including retractors and other attached hardware (i.e. anchor bolt, guide rail set). Nissan recommends to replace all seat belt assemblies in use during a collision, unless not damaged and properly operating after minor collision. Also inspect seat belt assemblies not in use during a collision, and replace if damaged or improperly operating. Seat belt pre-tensioner should be replaced even if the seat belts are not in use during a frontal collision where the driver and passenger air bags are deployed.
- If any component of seat belt assembly is questionable, do not repair. Replace as seat belt assembly.
- If webbing is cut, frayed, or damaged, replace belt assembly.
- Never oil tongue and buckle.
- Use a Genuine NISSAN seat belt assembly.

For details, refer to "Seat Belt Inspection" in SB section.

#### Anchor bolt

 43.1 – 54.9 (4.4 – 5.6, 32 – 40)

 : N·m (kg·m, ft·lb)



LLIA0020E

A  
B  
C  
D  
E  
F  
G  
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J  
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M

MA

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Engine Maintenance (QG18DE) BELT DEFLECTION AND TENSION

ELS000JP

Component		Deflection adjustment Unit: mm (in)			Tension adjustment *1 Unit: N (kg, lb)		
		Used Belt		New Belt	Used Belt		New Belt
		Limit	After Adjustment		Limit	After Adjustment	
Generator	With air conditioner compressor	8.1 (0.319)	5.3 - 5.7 (0.209 - 0.244)	4.5 - 5.0 (0.177 - 0.197)	292 (30, 66)	652 - 740 (66.5 - 75.5, 146.6 - 166.4)	789 - 877 (80.5 - 89.5, 177.4 - 197.1)
	Without air conditioner compressor	10.2 (0.402)	6.5 - 7.0 (0.256 - 0.276)	5.5 - 6.1 (0.217 - 0.240)	292 (30, 60)	652 - 740 (66.5 - 75.5, 146.6 - 166.4)	789 - 877 (80.5 - 89.5, 177.4 - 197.1)
Power steering oil pump		7.1 (0.280)	4.4 - 4.9 (0.173 - 0.193)	3.9 - 4.4 (0.154 - 0.173)	196 (20, 44)	495 - 583 (50.5 - 59.5, 111.4 - 131.2)	603 - 691 (61.5 - 70.5, 135.6 - 155.5)
Applied pushing force		98 N (10 kg, 22 lb)			—		

\*1: If the belt tension gauge cannot be installed at check points shown, check belt tension at a different location on the belt.

### SPARK PLUGS (DOUBLE PLATINUM - TIPPED)

Type	Standard	PLFR5A-11
	Hot	PLFR4A-11
	Cold	PLFR6A-11
Plug gap		Nominal: 1.1 mm (0.043 in)

### Engine Maintenance (QR25DE) BELT DEFLECTION AND TENSION

ELS000JQ

Tension of drive belts

Auto-adjustment by auto tensioner

### SPARK PLUGS (DOUBLE PLATINUM - TIPPED)

Type	Standard	PLFR5A-11
	Hot	PLFR4A-11
	Cold	PLFR6A-11
Plug gap		Nominal: 1.1 mm (0.043 in)

### Chassis and Body Maintenance WHEEL BALANCE

ELS000JR

Maximum allowable unbalance	Dynamic (At rim flange) g (oz)	10 (0.35) (one side)
	Static g (oz)	20 (0.71)

A  
B  
MT  
D  
E  
F  
G  
H  
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J  
K  
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M

# SECTION **MT**

## MANUAL TRANSAXLE

### CONTENTS

<b>RS5F70A</b>		
<b>PRECAUTIONS</b> .....	<b>4</b>	
Caution .....	4	
<b>PREPARATION</b> .....	<b>5</b>	
Special Service Tools .....	5	
Commercial Service Tools .....	7	
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		
<b>TROUBLESHOOTING</b> .....	<b>9</b>	
NVH Troubleshooting Chart .....	9	
<b>DESCRIPTION</b> .....	<b>10</b>	
Cross-sectional View .....	10	
DOUBLE-CONE SYNCHRONIZER .....	10	
<b>M/T OIL</b> .....	<b>11</b>	
Replacement .....	11	
DRAINING .....	11	
FILLING .....	11	
Checking .....	11	
OIL LEAKAGE AND OIL LEVEL .....	11	
<b>SIDE OIL SEAL</b> .....	<b>12</b>	
Removal and Installation .....	12	
<b>POSITION SWITCH</b> .....	<b>13</b>	
Position Switch Check .....	13	
BACK-UP LAMP SWITCH .....	13	
PNP SWITCH .....	13	
<b>CONTROL LINKAGE</b> .....	<b>14</b>	
Removal and Installation .....	14	
TRANSAXLE GEAR CONTROL .....	14	
STRIKING ROD OIL SEAL .....	15	
<b>TRANSAXLE ASSEMBLY</b> .....	<b>16</b>	
Removal and Installation .....	16	
REMOVAL .....	16	
INSTALLATION .....	19	
Component Parts .....	20	
CASE COMPONENTS .....	20	
GEAR COMPONENTS .....	21	
SHIFT CONTROL COMPONENTS .....	22	
FINAL DRIVE COMPONENTS .....	23	
Disassembly and Assembly .....	23	
DISASSEMBLY .....	23	
ASSEMBLY .....	30	
<b>INPUT SHAFT AND GEARS</b> .....	<b>41</b>	
Disassembly .....	41	
Inspection .....	42	
GEAR AND SHAFT .....	42	
SYNCHRONIZERS .....	43	
BEARING .....	44	
Assembly .....	44	
<b>MAINSHAFT AND GEARS</b> .....	<b>48</b>	
Disassembly .....	48	
Inspection .....	50	
GEAR AND SHAFT .....	50	
SYNCHRONIZERS .....	50	
BEARING .....	51	
Assembly .....	52	
<b>FINAL DRIVE</b> .....	<b>58</b>	
Pre-inspection .....	58	
DIFFERENTIAL CASE SIDE .....	58	
Disassembly .....	58	
Inspection .....	59	
GEAR, WASHER, SHAFT AND CASE .....	59	
BEARING .....	59	
Assembly .....	59	
<b>SHIFT CONTROL</b> .....	<b>62</b>	
Inspection .....	62	
<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	<b>63</b>	
General Specifications .....	63	
TRANSAXLE .....	63	
FINAL GEAR .....	63	
Gear End Play .....	64	
Clearance Between Baulk Ring and Gear .....	64	
3RD, 4TH, 5TH, REVERSE BAULK RING .....	64	
1ST AND 2ND BAULK RING .....	64	
Available Snap Rings .....	64	
SNAP RING .....	64	
Available C-rings .....	64	
4TH INPUT GEAR C-RING .....	64	
5TH INPUT GEAR REAR C-RING .....	65	
MAINSHAFT C-RING .....	65	
Available Adjusting Shims .....	65	
INPUT SHAFT REAR BEARING ADJUSTING		

SHIM .....	65	DISASSEMBLY .....	88
MAINSHAFT ADJUSTING SHIM .....	66	ASSEMBLY .....	92
MAINSHAFT REAR BEARING ADJUSTING SHIM .....	66	Adjustment .....	98
Available Thrust Washer .....	67	INPUTSHAFT END PLAY .....	98
MAINSHAFT THRUST WASHER .....	67	DIFFERENTIAL SIDE BEARING PRELOAD .....	99
Available Washers .....	67	MAINSHAFT END PLAY .....	100
DIFFERENTIALSIDEGEARTHURSTWASHER .....	67	REVERSE IDLER GEAR END PLAY .....	101
Available Shims — Differential Side Bearing Preload and Adjusting Shim .....	68	<b>INPUT SHAFT AND GEARS .....</b>	<b>103</b>
BEARING PRELOAD .....	68	Disassembly and Assembly .....	103
DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS .....	68	DISASSEMBLY .....	103
		INSPECTION AFTER DISASSEMBLY .....	104
		ASSEMBLY .....	105
		<b>MAINSHAFT AND GEARS .....</b>	<b>110</b>
		Disassembly and Assembly .....	110
		DISASSEMBLY .....	110
		INSPECTION AFTER DISASSEMBLY .....	111
		ASSEMBLY .....	113
		<b>REVERSE IDLER SHAFT AND GEARS .....</b>	<b>118</b>
		Disassembly and Assembly .....	118
		DISASSEMBLY .....	118
		INSPECTION AFTER DISASSEMBLY .....	118
		ASSEMBLY .....	119
		<b>FINAL DRIVE .....</b>	<b>120</b>
		Disassembly and Assembly .....	120
		PRE-INSPECTION .....	120
		DISASSEMBLY .....	120
		INSPECTION AFTER DISASSEMBLY .....	121
		ASSEMBLY .....	121
		<b>SHIFT CONTROL .....</b>	<b>124</b>
		Inspection .....	124
		SHIFT FORK .....	124
		<b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>	<b>125</b>
		General Specifications .....	125
		TRANSAXLE .....	125
		FINAL GEAR .....	125
		Gear End Play .....	126
		Clearance Between Baulk Ring and Gear .....	126
		3RD, 4TH, 5TH & REVERSE BAULK RING .....	126
		1ST AND 2ND DOUBLE BAULK RING .....	126
		Available Snap Rings .....	126
		INPUT SHAFT SPACER .....	126
		5TH MAIN GEAR .....	126
		Available C-rings .....	127
		MAINSHAFT C-RING .....	127
		Available Thrust Washers .....	127
		INPUT SHAFT THRUST WASHER .....	127
		DIFFERENTIALSIDEGEARTHURSTWASHER .....	127
		Available Adjusting Shims .....	128
		MAINSHAFT ADJUSTING SHIM .....	128
		INPUT SHAFT REAR BEARING ADJUSTING SHIM .....	128
		SHIM .....	128
		MAINSHAFT REAR BEARING ADJUSTING SHIM .....	128
		REVERSE IDLER GEAR ADJUSTING SHIM .....	129
		Available Shims .....	129
		BEARING PRELOAD .....	129
		DIFFERENTIAL SIDE BEARING ADJUSTING SHIM(S) .....	129

## RS5F51A

<b>PRECAUTIONS .....</b>	<b>69</b>
Cautions .....	69
<b>PREPARATION .....</b>	<b>70</b>
Special Service Tools .....	70
Commercial Service Tools .....	72
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>	
<b>TROUBLESHOOTING .....</b>	<b>73</b>
NVH Troubleshooting Chart .....	73
<b>DESCRIPTION .....</b>	<b>74</b>
Cross-sectional View .....	74
DOUBLE-CONE SYNCHRONIZER .....	75
REVERSE GEAR .....	75
<b>M/T OIL .....</b>	<b>76</b>
Replacement .....	76
DRAINING .....	76
FILLING .....	76
Checking .....	76
OIL LEAKAGE AND OIL LEVEL .....	76
<b>SIDE OIL SEAL .....</b>	<b>77</b>
Removal and Installation .....	77
REMOVAL .....	77
INSTALLATION .....	77
<b>POSITION SWITCH .....</b>	<b>78</b>
Checking .....	78
BACK-UP LAMP SWITCH .....	78
PARK/NEUTRAL POSITION SWITCH .....	78
<b>CONTROL LINKAGE .....</b>	<b>79</b>
Removal and Installation of Control Device and Cable .....	79
Cable Adjustment .....	80
<b>AIR BREATHER HOSE .....</b>	<b>81</b>
Removal and Installation .....	81
<b>TRANSAXLE ASSEMBLY .....</b>	<b>82</b>
Removal and Installation .....	82
REMOVAL .....	82
INSTALLATION .....	83
Component Parts .....	84
CASE AND HOUSING COMPONENTS .....	84
GEAR COMPONENTS .....	85
SHIFT CONTROL COMPONENTS .....	87
FINAL DRIVE COMPONENTS .....	88
Disassembly and Assembly .....	88

## RS6F51H

<b>PRECAUTIONS</b> .....	<b>130</b>	<b>INPUT SHAFT AND GEARS</b> .....	<b>165</b>	
Caution .....	130	Disassembly and Assembly .....	165	A
<b>PREPARATION</b> .....	<b>131</b>	DISASSEMBLY .....	165	
Special Service Tools .....	131	INSPECTION AFTER DISASSEMBLY .....	166	
Commercial Service Tools .....	133	ASSEMBLY .....	167	B
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		<b>MAINSHAFT AND GEARS</b> .....	<b>172</b>	
<b>TROUBLESHOOTING</b> .....	<b>134</b>	Disassembly and Assembly .....	172	
NVH Troubleshooting Chart .....	134	DISASSEMBLY .....	172	
<b>DESCRIPTION</b> .....	<b>135</b>	INSPECTION AFTER DISASSEMBLY .....	173	
Cross-sectional View .....	135	ASSEMBLY .....	175	MT
DOUBLE-CONE SYNCHRONIZER .....	136	<b>REVERSE IDLER SHAFT AND GEARS</b> .....	<b>180</b>	
REVERSE GEAR .....	136	Disassembly and Assembly .....	180	D
<b>M/T OIL</b> .....	<b>137</b>	DISASSEMBLY .....	180	
Replacement .....	137	INSPECTION AFTER DISASSEMBLY .....	180	
DRAINING .....	137	ASSEMBLY .....	181	E
FILLING .....	137	<b>FINAL DRIVE</b> .....	<b>182</b>	
Checking .....	137	Disassembly and Assembly .....	182	
OIL LEAKAGE AND OIL LEVEL .....	137	DISASSEMBLY .....	182	
<b>SIDE OIL SEAL</b> .....	<b>138</b>	INSPECTION AFTER DISASSEMBLY .....	182	F
Removal and Installation .....	138	ASSEMBLY .....	182	
REMOVAL .....	138	<b>SHIFT CONTROL</b> .....	<b>184</b>	
INSTALLATION .....	138	Inspection .....	184	G
<b>POSITION SWITCH</b> .....	<b>139</b>	SHIFT FORK .....	184	
Checking .....	139	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> ...	<b>185</b>	
BACK-UP LAMP SWITCH .....	139	General Specifications .....	185	H
PARK/NEUTRAL POSITION SWITCH .....	139	TRANSAXLE .....	185	
<b>CONTROL LINKAGE</b> .....	<b>140</b>	FINAL GEAR .....	186	
Removal and Installation of Control Device and		Gear End Play .....	186	I
Cable .....	140	Clearance Between Baulk Ring and Gear .....	186	
Cable Adjustment .....	141	3RD, 4TH, 5TH, 6TH & REVERSE BAULK RING	186	
<b>AIR BREATHER HOSE</b> .....	<b>142</b>	1ST AND 2ND DOUBLE BAULK RING .....	186	
Removal and Installation .....	142	Available Snap Rings .....	187	J
<b>TRANSAXLE ASSEMBLY</b> .....	<b>143</b>	6TH BUSHING .....	187	
Removal and Installation .....	143	Available C-rings .....	187	
REMOVAL .....	143	MAINSHAFT C-RING .....	187	K
INSTALLATION .....	144	Available Thrust Washers .....	187	
Component Parts .....	145	INPUT SHAFT THRUST WASHER .....	187	
CASE AND HOUSING COMPONENTS .....	145	Available Adjusting Shims .....	188	L
GEAR COMPONENTS .....	146	MAINSHAFT ADJUSTING SHIM .....	188	
SHIFT CONTROL COMPONENTS .....	148	INPUT SHAFT REAR BEARING ADJUSTING		
FINAL DRIVE COMPONENTS .....	149	SHIM .....	188	M
Disassembly and Assembly .....	149	MAINSHAFT REAR BEARING ADJUSTING		
DISASSEMBLY .....	149	SHIM .....	188	
ASSEMBLY .....	153	REVERSE IDLER GEAR ADJUSTING SHIM	189	
Adjustment .....	160	6TH MAIN GEAR ADJUSTING SHIM .....	189	
INPUTSHAFT END PLAY .....	160	Available Shims .....	189	
DIFFERENTIAL SIDE BEARING PRELOAD ...	161	BEARING PRELOAD .....	189	
MAINSHAFT END PLAY .....	162	DIFFERENTIAL SIDE BEARING ADJUSTING		
REVERSE IDLER GEAR END PLAY .....	163	SHIM(S) .....	189	

---

## PRECAUTIONS

### Caution

- Do not reuse transaxle oil, once it has been drained.
- Check oil level or replace oil with vehicle on level ground.
- During removal or installation, keep inside of transaxle clear of dust or dirt.
- Check for the correct installation status prior to removal or disassembly. If mating marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, use it.
- Be careful not to damage sliding surfaces and mating surfaces.

# PREPARATION

[RS5F70A]

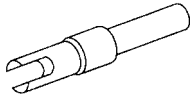
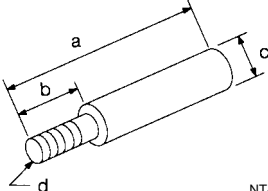


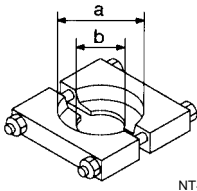
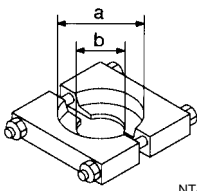
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ECS005TE

## PREPARATION

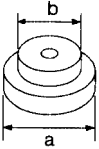
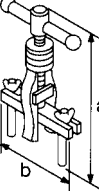
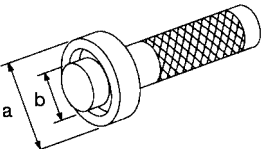
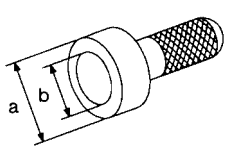
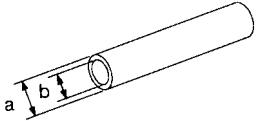
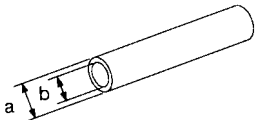
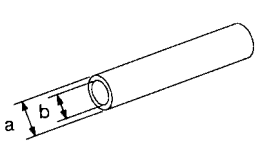
### Special Service Tools

The actual shapes of the Kent-Moore tools may differ from those of the special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV38107700 (J39027) Preload adapter   NT087	Measuring turning torque of final drive assembly Measuring total turning torque Measuring clearance between side gear and differential case with washer Selecting differential side bearing adjusting shim [Use with KV38106000 (J34291-B).]
KV38106000 (J34291-B) Height gauge adapter (differential side bearing)   NT418	Selecting differential side bearing adjusting shim [Use with KV38107700 (J39027).] <b>a: 140 mm (5.51 in)</b> <b>b: 40 mm (1.57 in)</b> <b>c: 16 mm (0.63 in) dia.</b> <b>d: M8 × 1.25P</b>
KV32101000 (J25689-A) Pin punch   NT410	Removing and installing retaining pin Removing and installing lock pin Removing selector shaft Removing welch plug <b>a: 4 mm (0.16 in) dia.</b>
KV31100300 (J25689-A) Pin punch   NT410	Removing and installing retaining pin <b>a: 4.5 mm (0.177 in) dia.</b>
ST30031000 (J22912-O1) Puller   NT411	Removing 3rd, 5th input gear Removing 3rd & 4th and 5th & Rev synchronizer hub Removing mainshaft rear bearing Removing 2nd gear, 5th gear bush Removing 1st & 2nd synchronizer hub, 1st and 4th main gear Removing and installing differential side bearing <b>a: 90 mm (3.54 in) dia.</b> <b>b: 50 mm (1.97 in) dia.</b>
ST30021000 (J22912-O1) Puller   NT411	Removing input shaft front and rear bearing Installing input shaft front and rear bearing Installing 5th input gear, 3rd main gear and 4th main gear Installing 1st & 2nd, 3rd & 4th and 5th & Rev synchronizer hub Installing 2nd gear bush, 5th gear bush, Rev gear bush Installing mainshaft rear bearing <b>a: 110 mm (4.33 in) dia.</b> <b>b: 68 mm (2.68 in) dia.</b>

# PREPARATION

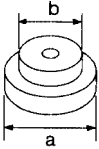
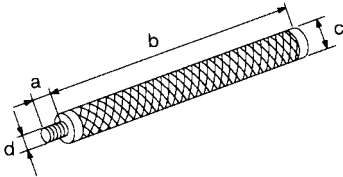
**[RS5F70A]**

Tool number (Kent-Moore No.) Tool name	Description
ST33061000 (J8107-2) Drift  <p style="text-align: center;">NT073</p>	Removing differential side bearing <b>a: 39 mm (1.54 in) dia.</b> <b>b: 29.5 mm (1.16 in) dia.</b>
ST33290001 (J34286) Puller  <p style="text-align: center;">NT414</p>	<ul style="list-style-type: none"> <li>● Removing idler gear bearing outer race</li> </ul> <b>a: 250 mm (9.84 in)</b> <b>b: 160 mm (6.30 in)</b>
ST33230000 (J25805-O1) Drift  <p style="text-align: center;">NT084</p>	Removing differential oil seal Installing differential side bearing <b>a: 51 mm (2.01 in) dia.</b> <b>b: 28.5 mm (1.122 in) dia.</b>
ST30720000 (J25405) Drift  <p style="text-align: center;">NT115</p>	Installing differential side bearing outer race <b>a: 77 mm (3.03 in) dia.</b> <b>b: 55.5 mm (2.185 in) dia.</b>
ST22350000 (J25678-O1) Drift  <p style="text-align: center;">NT065</p>	Installing input shaft front and rear bearing <b>a: 34 mm (1.34 in) dia.</b> <b>b: 28 mm (1.10 in) dia.</b>
ST22452000 (J34335) Drift  <p style="text-align: center;">NT065</p>	Installing 3rd and 4th main gear Installing 5th gear bush Installing 5th & Rev synchronizer hub Installing Rev gear bush Installing mainshaft rear bearing <b>a: 45 mm (1.77 in) dia.</b> <b>b: 36 mm (1.42 in) dia.</b>
ST37750000 (J34335) Drift  <p style="text-align: center;">NT065</p>	Installing input shaft oil seal Installing 5th synchronizer Installing mainshaft rear bearing Installing 5th main gear Installing 3rd & 4th synchronizer hub Installing striking rod oil seal Installing clutch housing dust seal <b>a: 40 mm (1.57 in) dia.</b> <b>b: 31 mm (1.22 in) dia.</b>



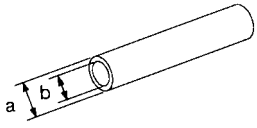
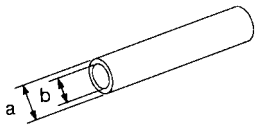
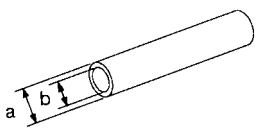
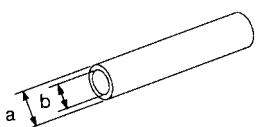
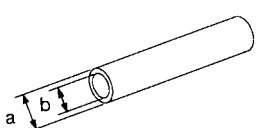
# PREPARATION

[RS5F70A]

Tool number (Kent-Moore No.) Tool name	Description
ST30621000 (J35869) Drift   NT073	Installing differential side bearing outer race [Use with ST30611000 (J25742-1).] <b>a: 79 mm (3.11 in) dia.</b> <b>b: 59 mm (2.32 in) dia.</b>
ST30611000 (J25742-1) Drift handle   NT419	Installing differential side bearing outer race [Use with ST30621000 (J35869).] <b>a: 15 mm (0.59 in)</b> <b>b: 335 mm (13.19 in)</b> <b>c: 25 mm (0.98 in) dia.</b> <b>d: M12 × 1.5P</b>

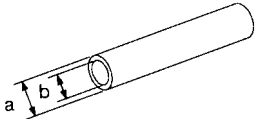
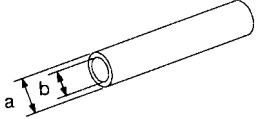
## Commercial Service Tools

ECS005TF

Tool name	Description
Drift   NT065	Installing differential side bearing inner race <b>a: 56 mm (2.20 in) dia.</b> <b>b: 50.5 mm (1.988 in) dia.</b>
Drift   NT065	Removing input shaft rear bearing Removing mainshaft rear bearing <b>a: 22 mm (0.87 in) dia.</b> <b>b: 16 mm (0.63 in) dia.</b>
Drift   NT065	Installing differential oil seal (Transaxle case side) <b>a: 58 mm (2.28 in) dia.</b> <b>b: 50 mm (1.97 in) dia.</b>
Drift   NT065	Installing differential oil seal (Clutch housing side) <b>a: 54 mm (2.13 in) dia.</b> <b>b: 50 mm (1.97 in) dia.</b>
Drift   NT065	Installing 2nd gear bush <b>a: 38 mm (1.50 in) dia.</b> <b>b: 33 mm (1.30 in) dia.</b>

# PREPARATION

[RS5F70A]

Tool name	Description
<p data-bbox="159 197 207 218">Drift</p>  <p data-bbox="850 396 894 413">NT065</p>	<p data-bbox="1013 197 1468 247">Installing 3rd &amp; 4th and 1st &amp; 2nd synchronizer hub</p> <p data-bbox="1013 254 1338 279">Installing mainshaft front bearing</p> <p data-bbox="1013 285 1247 310"><b>a: 50 mm (1.97 in) dia.</b></p> <p data-bbox="1013 317 1247 342"><b>b: 41 mm (1.61 in) dia.</b></p>
<p data-bbox="159 434 207 455">Drift</p>  <p data-bbox="850 634 894 651">NT065</p>	<p data-bbox="1013 434 1289 459">Installing input shaft oil seal</p> <p data-bbox="1013 466 1247 491">Installing 5th input gear</p> <p data-bbox="1013 497 1247 522"><b>a: 39 mm (1.54 in) dia.</b></p> <p data-bbox="1013 529 1247 554"><b>b: 30 mm (1.18 in) dia.</b></p>

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[RS5F70A]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:0003

### NVH Troubleshooting Chart

ECS005TG

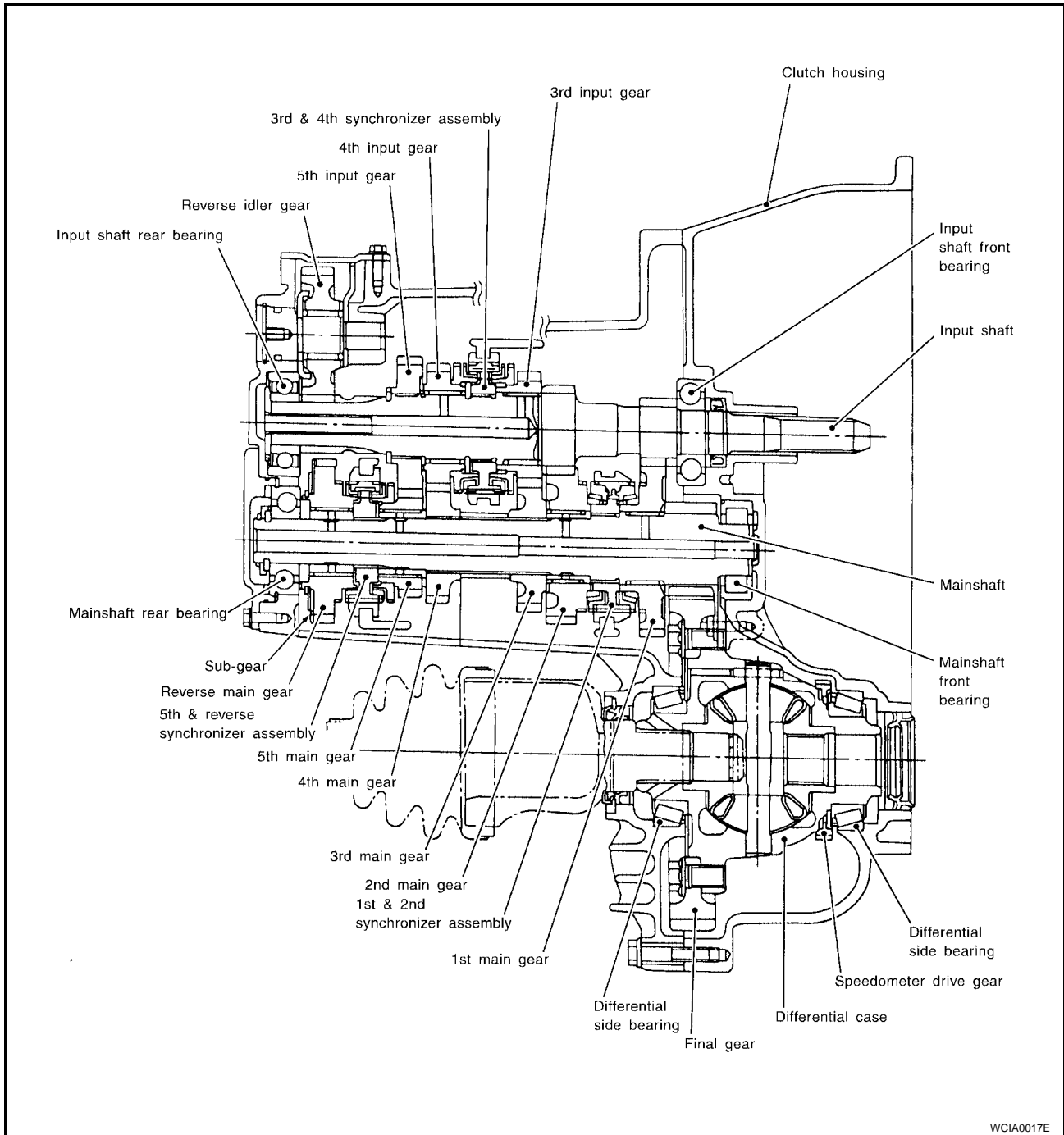
Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference page		MT-11	MT-11	MT-11	MT-20			MT-14	MT-22		MT-21, MT-23			
Suspected Parts (possible cause)		(Oil level is low)	(Wrong oil)	(Oil level is high)	Gasket (damaged)	Oil Seal (worn or damaged)	O-Ring (worn or damaged)	Control Rod (worn)	Check Plug Return Spring and Check Ball (worn or damaged)	Shift Fork (worn)	Gear (worn or damaged)	Bearing (worn or damaged)	Baulk Ring (worn or damaged)	Insert Spring, Shifting Insert (damaged)
Symptom	Noise	1	2								3	3		
	Oil leakage		3	1	2	2	2							
	Hard to shift or will not shift		1	1				2					3	3
	Jumps out of gear							1	2	3	3			

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DESCRIPTION

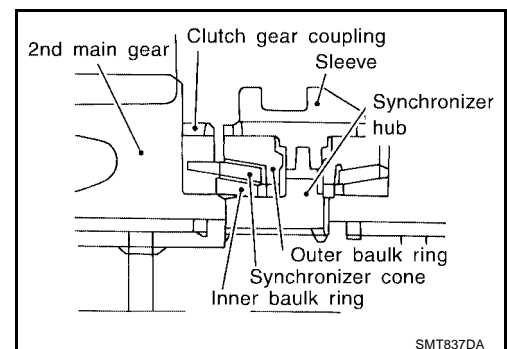
Cross-sectional View



WCIA0017E

**DOUBLE-CONE SYNCHRONIZER**

Double-cone synchronizer is used for 1st and 2nd gears to reduce operating force of the shift lever.



SMT837DA

## M/T OIL

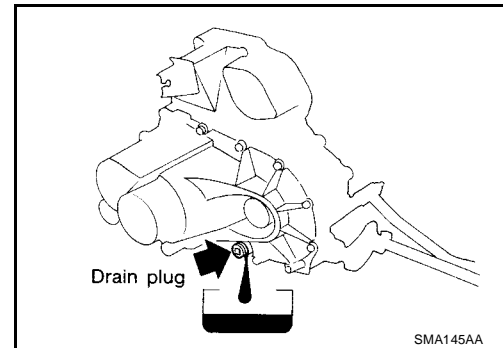
Replacement  
DRAINING

1. Start the engine and let it run to warm up the transaxle.
2. Stop the engine. Remove drain plug and drain oil.
3. Set a gasket on the drain plug and install it on the transaxle.

**Drain plug : 10 - 19 N·m (1.0 - 2.0 kg-m, 87 - 173 in-lb)**

**CAUTION:**

**Do not reuse gasket.**



## FILLING

1. Remove filler plug. Fill with new oil until oil level reaches the specified limit near filler plug mounting hole.

**Oil grade : API GL-4**

**Capacity (reference) : Approximately 3.0 ℓ (3 1/8 qt)**

2. After refilling oil, check oil level. Set a new gasket on the filler plug, then install it in the transaxle body.

**Filler plug : 10 - 19 N·m (1.0 - 2.0 kg-m, 87 - 173 in-lb)**

**CAUTION:**

**Do not reuse gasket.**

## Checking

## OIL LEAKAGE AND OIL LEVEL

- Check that oil is not leaking from transaxle.
- Check oil level from filler plug mounting hole as shown.

**CAUTION:**

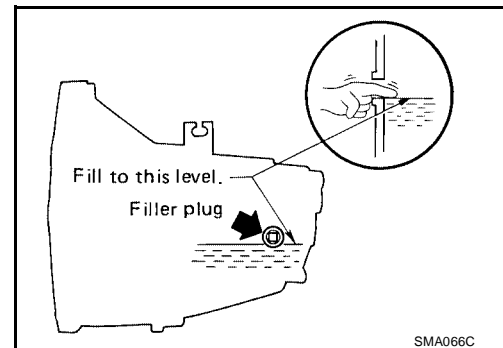
**Never start engine while checking oil level.**

- Set a new gasket on the filler plug and install it in the transaxle body.

**Filler plug : 10 - 19 N·m (1.0 - 2.0 kg-m, 87 - 173 in-lb)**

**CAUTION:**

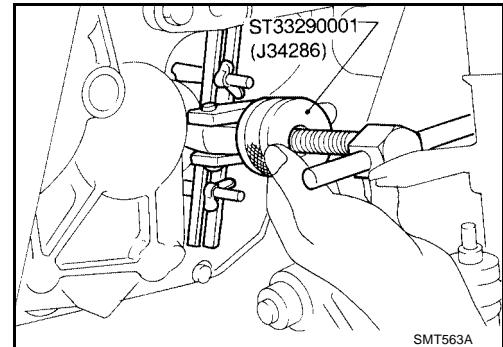
**Do not reuse gasket.**



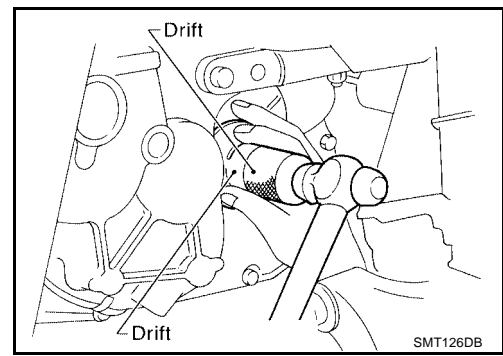
## SIDE OIL SEAL

### Removal and Installation

1. Remove drain plug and drain the oil from transaxle. Refer to [MT-11, "DRAINING"](#) .
2. Remove drive shafts. Refer to [FAX-14, "Removal"](#) .
3. Remove differential oil seal using Tool.



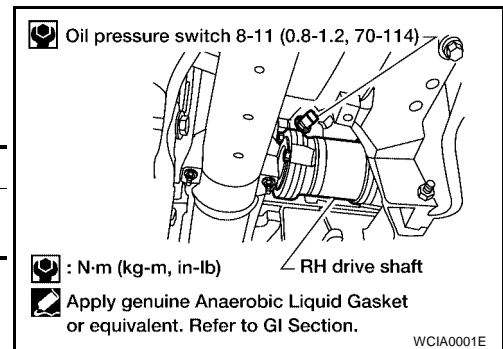
4. Install differential oil seal with a suitable tool.
  - Apply multi-purpose grease to seal lip of oil seal before installing.



5. Install drive shafts. Refer to [FAX-16, "Installation"](#) .
  - Install differential oil seal so that dimensions "A" and "B" are within specifications.

Unit: mm (in)

Model	Dimension "A"	Dimension "B"
QG18DE (RS5F70A)	0.5 (0.020) or less	5.5 - 6.5 (0.217 - 0.256)



6. Refill the transaxle oil and install the drain plug with a new gasket. Refer to [MT-11, "FILLING"](#) .

## POSITION SWITCH

### Position Switch Check

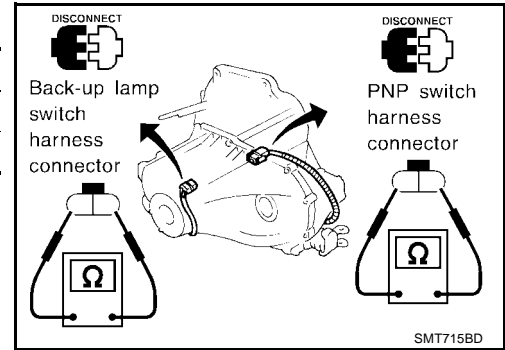
**NOTE:**

For removal and installation of the switches. Refer to [MT-20, "CASE COMPONENTS"](#).

### BACK-UP LAMP SWITCH

- Check continuity.

Gear position	Continuity
Reverse	Yes
Except reverse	No



### PNP SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No

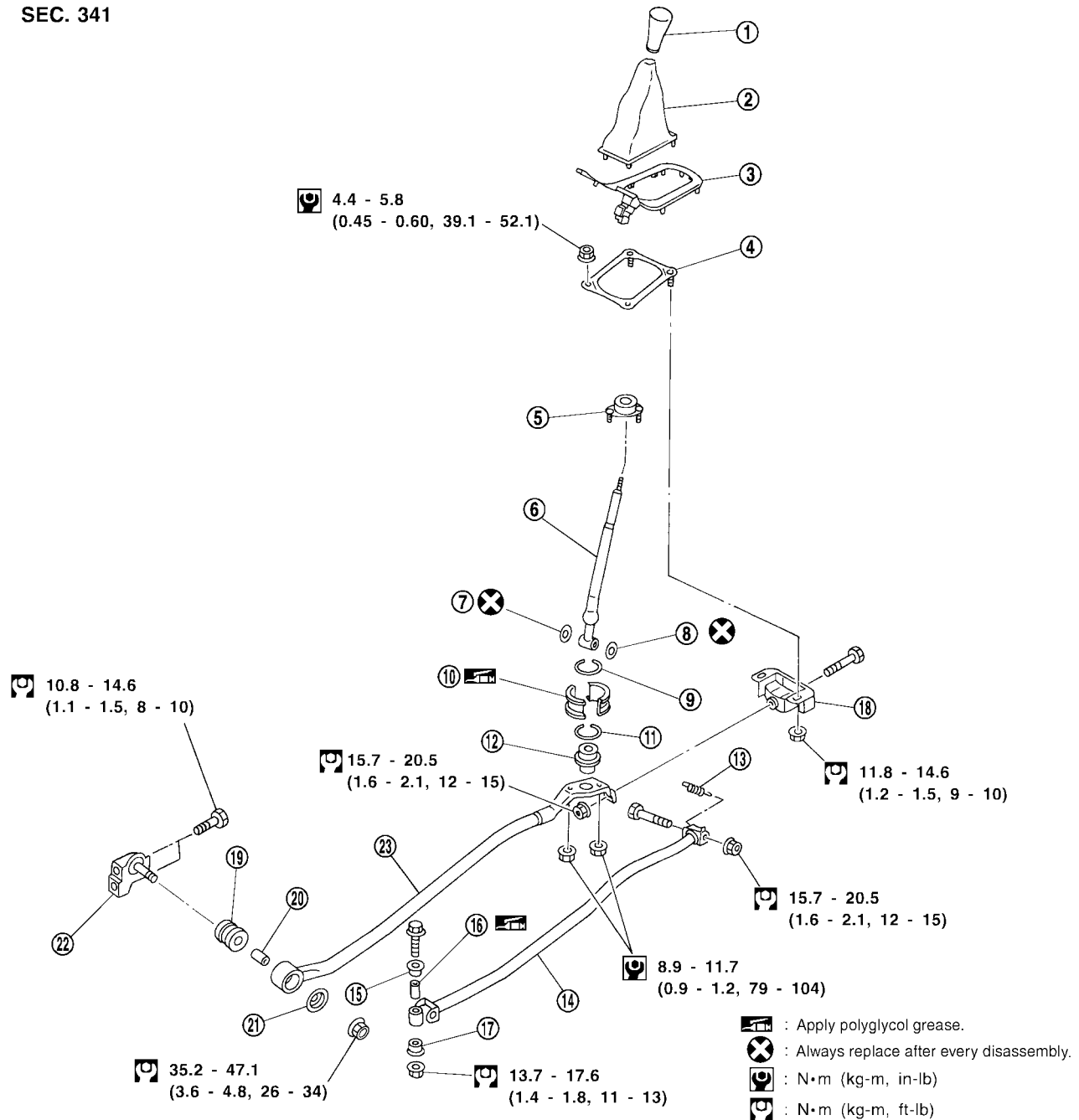
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### CONTROL LINKAGE

#### Removal and Installation TRANSAXLE GEAR CONTROL

Refer to the illustration for the removal and installation procedure.

#### SEC. 341



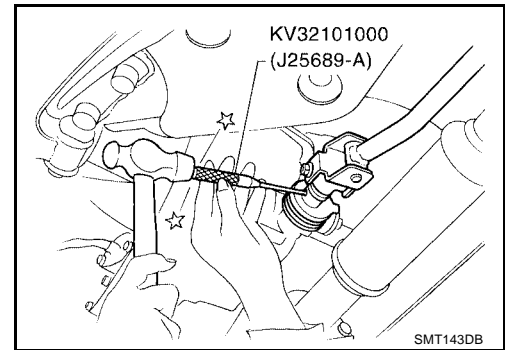
WCIA0135E

- |                          |                 |                  |
|--------------------------|-----------------|------------------|
| 1. Control lever knob    | 2. Boot         | 3. Finisher      |
| 4. Control lever bracket | 5. Socket       | 6. Control lever |
| 7. O-ring                | 8. O-ring       | 9. Ring spring   |
| 10. Bearing seat         | 11. Ring spring | 12. Seat         |
| 13. Return spring        | 14. Control rod | 15. Bushing      |
| 16. Collar               | 17. Bushing     | 18. Bracket      |
| 19. Bushing              | 20. Collar      | 21. Washer       |
| 22. Support rod bracket  | 23. Support rod |                  |

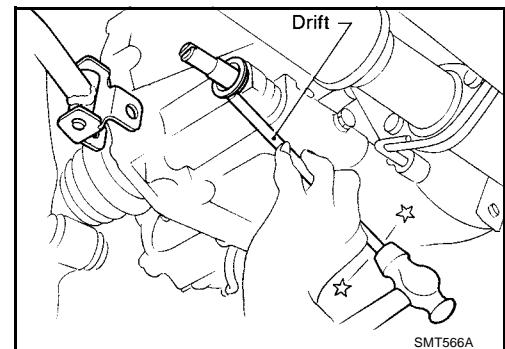


### STRIKING ROD OIL SEAL

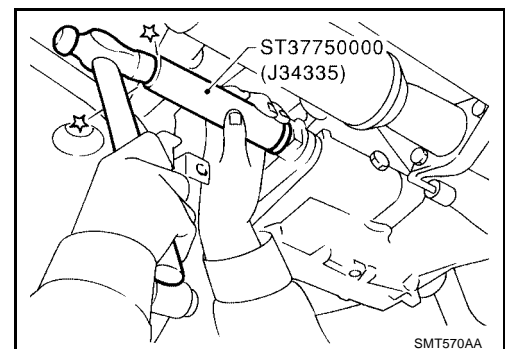
1. Remove transaxle control rod from yoke.
2. Remove retaining pin of yoke using Tool.
  - **Be careful not to damage boot.**



3. Remove the boot.
4. Remove striking rod oil seal with a suitable tool.



5. Install striking rod oil seal using Tool.
  - Apply multi-purpose grease to the seal lip of the oil seal before installing.

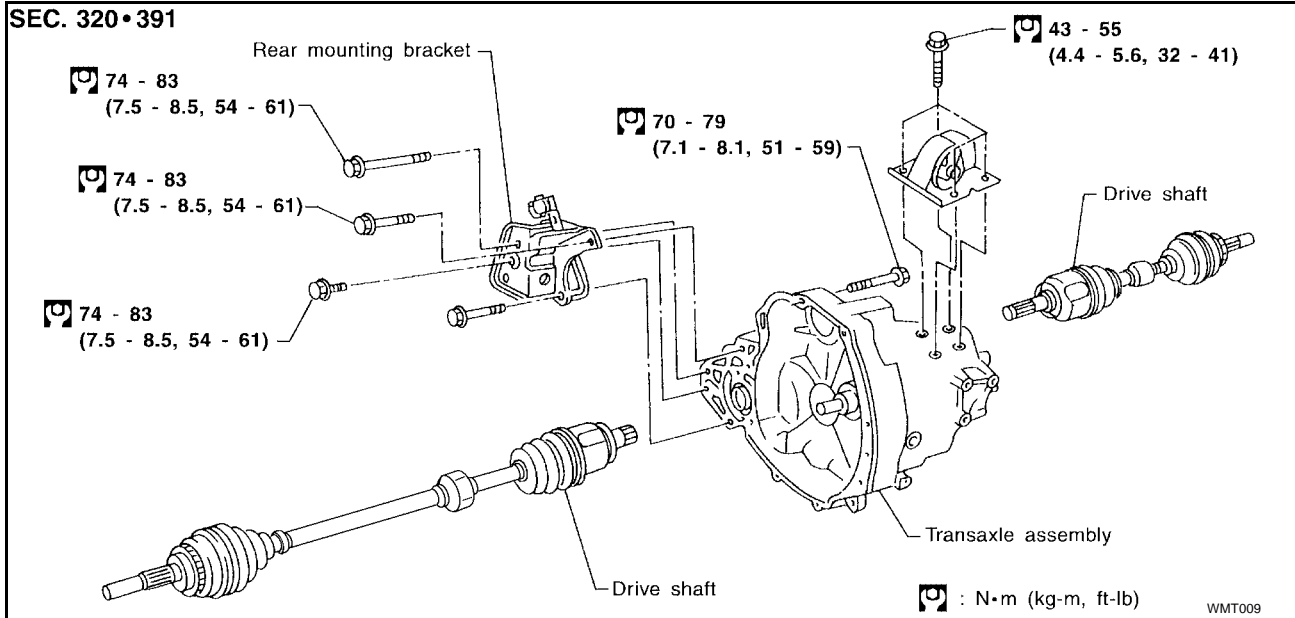


6. Install the boot.
7. Install yoke and retaining pin.
8. Connect the transaxle control rod to the yoke.

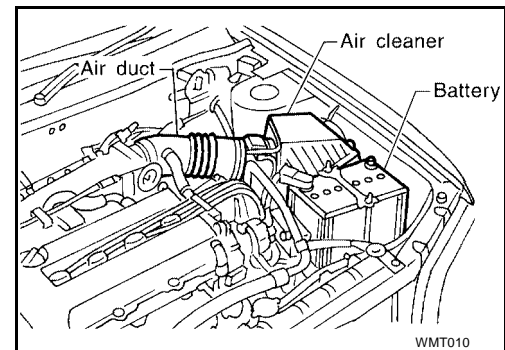
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## TRANSAXLE ASSEMBLY

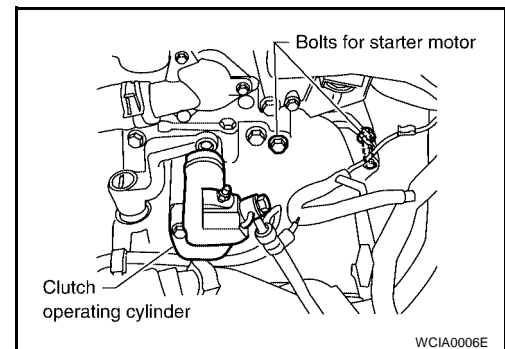
### Removal and Installation REMOVAL



1. Remove battery negative terminal.
2. Remove air cleaner and air duct.



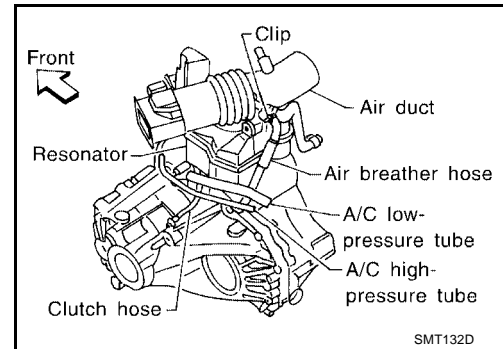
3. Remove clutch operating cylinder from transaxle. Refer to [CL-11, "Removal"](#).
4. Disconnect back-up lamp switch, VSS sensor, PNP switch, and ground harness connectors.
5. Remove starter motor from transaxle. Refer to [SC-20, "Removal"](#).



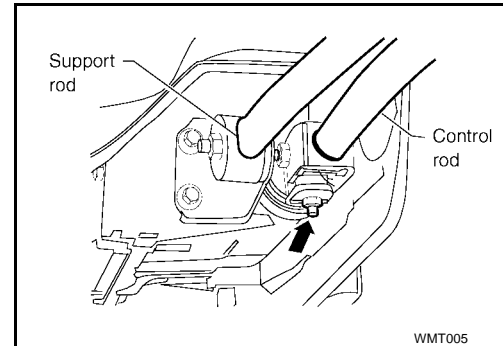
# TRANSAXLE ASSEMBLY

[RS5F70A]

6. Remove air breather hose.



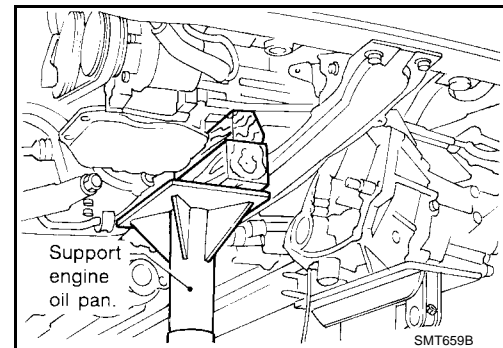
7. Remove shift control rod and support rod from transaxle.



8. Remove the drain plug and drain gear oil from transaxle.
9. Remove the drive shafts from the transaxle. Refer to [FAX-14, "Removal"](#).
10. Support engine by placing a jack under oil pan as shown.

**CAUTION:**

**Do not place jack under oil pan drain plug.**

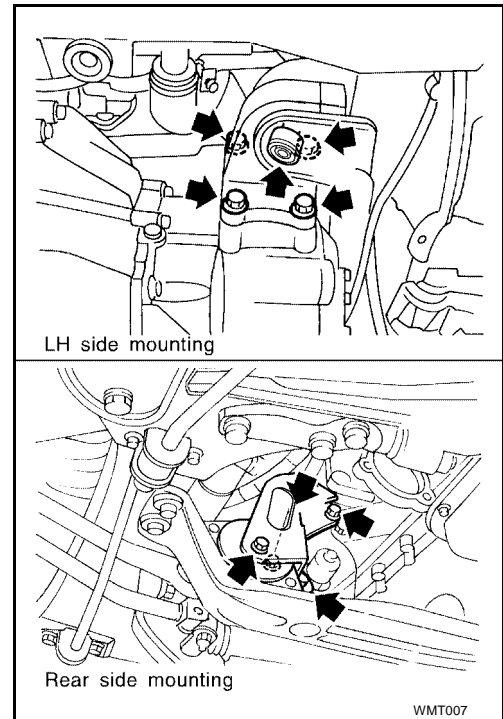


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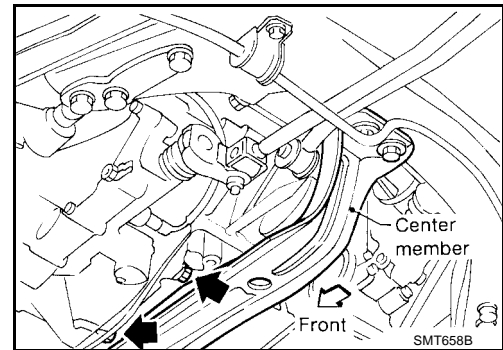
# TRANSAXLE ASSEMBLY

[RS5F70A]

11. Remove LH side and rear side mounting bolts.



12. Remove lower housing bolts.



13. Remove bolts securing transaxle.

14. Lower transaxle while supporting it with a jack.

## INSTALLATION

Installation is in the reverse order of removal.

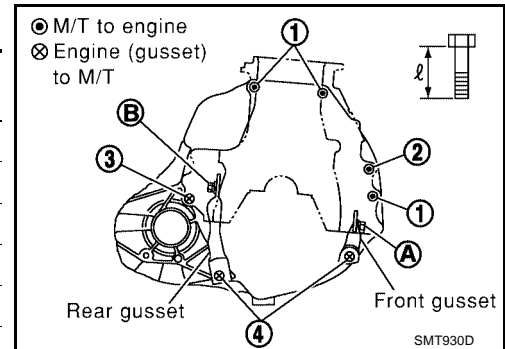
- Tighten starter motor to transaxle bolts to specification.

**Starter motor to transaxle bolts : 31 - 42 N·m (3.2 - 4.3 kg-m, 23 - 31 ft-lb)**

- Tighten LH and rear mounts to specification.
- Install transaxle to engine, tighten the bolts to specification.

Bolt No.	Tightening torque N·m (kg-m, ft-lb)	" $\ell$ "mm (in)
1	30 - 40 (3.1 - 4.1, 22 - 30)	70 (2.76)
2	30 - 40 (3.1 - 4.1, 22 - 30)	80 (3.15)
3	30 - 40 (3.1 - 4.1, 22 - 30)	30 (1.18)
4*	16 - 21 (1.6 - 2.1, 12 - 15)	25 (0.98)
Front gusset A to engine	30 - 40 (3.1 - 4.1, 22 - 30)	20 (0.79)
Rear gusset B to engine	16 - 21 (1.6 - 2.1, 12 - 15)	16 (0.63)

\*: With gussets



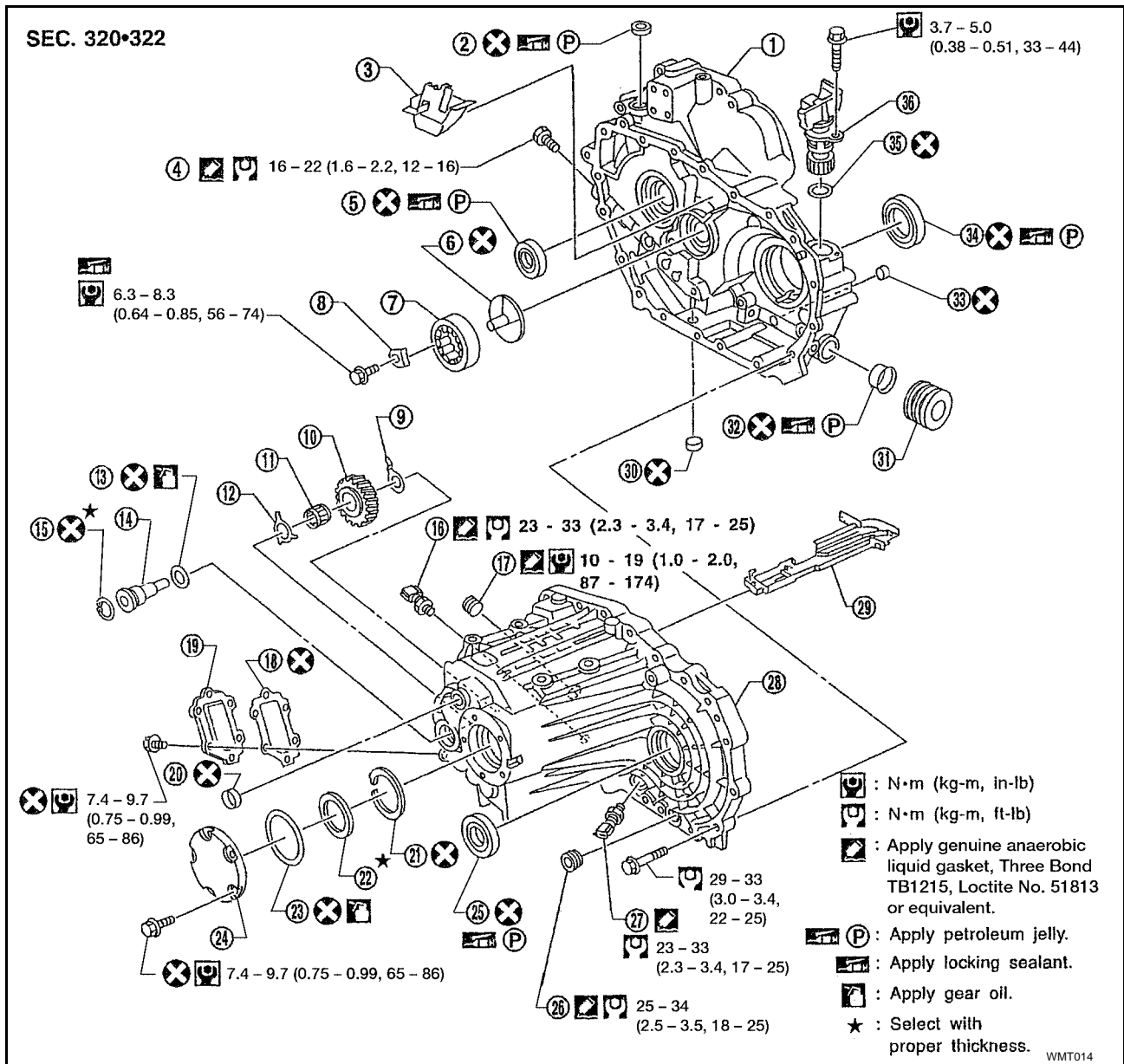
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# TRANSAXLE ASSEMBLY

[RS5F70A]

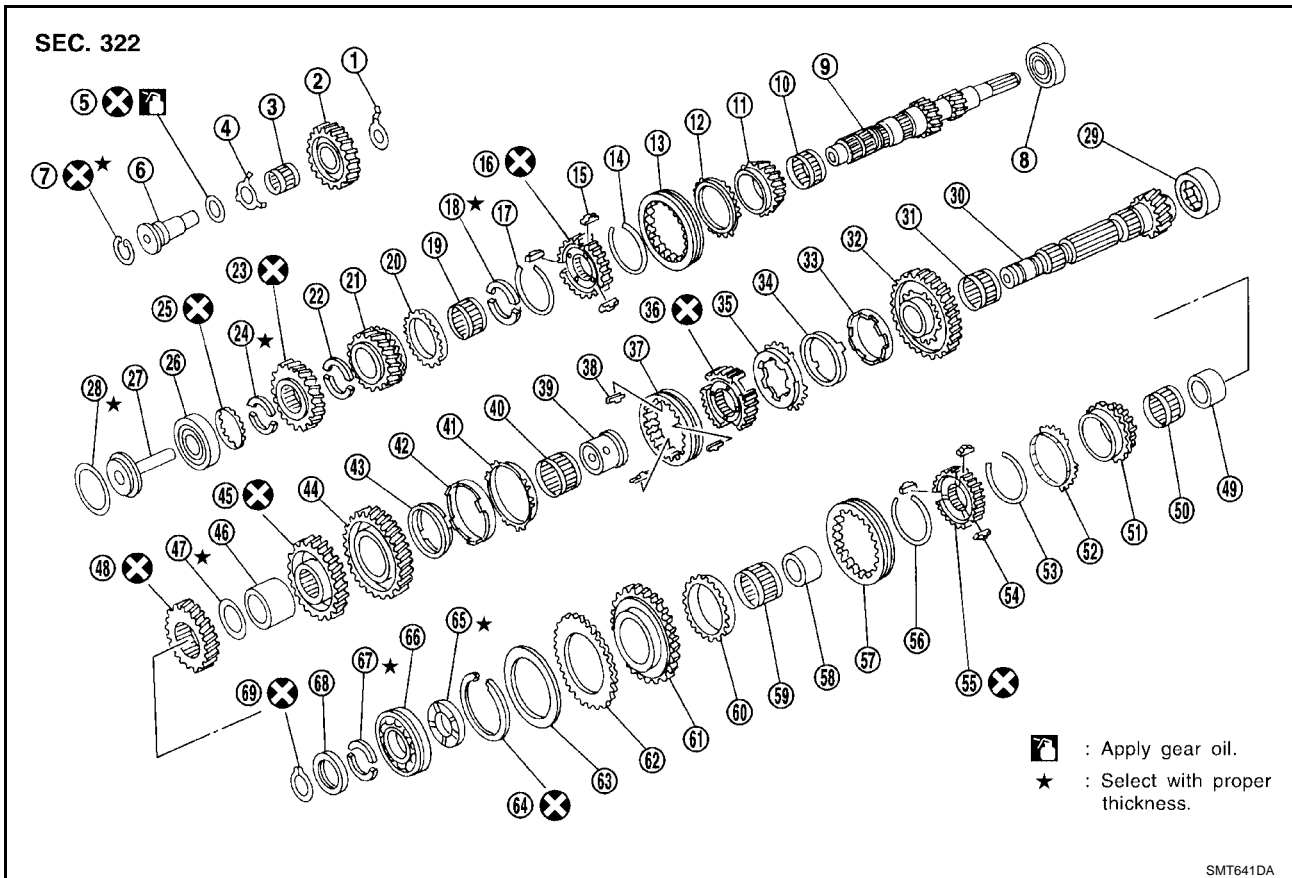
ECS00570

## Component Parts CASE COMPONENTS



- |   |                                |   |
|---|--------------------------------|---|
| 1. Clutch housing                         | 2. Dust seal                   | 3. Oil pocket                             |
| 4. Check plug                             | 5. Input shaft oil seal        | 6. Oil channel                            |
| 7. Mainshaft front bearing                | 8. Bearing retainer            | 9. Reverse idler gear front thrust washer |
| 10. Reverse idler gear                    | 11. Reverse idler gear bearing | 12. Reverse idler gear rear thrust washer |
| 13. O-ring                                | 14. Reverse idler gear shaft   | 15. Snap ring                             |
| 16. Back-up lamp switch                   | 17. Filler plug                | 18. Side cover gasket                     |
| 19. Side cover                            | 20. Welch plug                 | 21. Mainshaft bearing snap ring           |
| 22. Mainshaft rear bearing adjusting shim | 23. O-ring                     | 24. Rear cover                            |
| 25. Differential oil seal                 | 26. Drain plug                 | 27. PNP switch                            |
| 28. Transmission case                     | 29. Oil gutter                 | 30. Welch plug                            |
| 31. Boot                                  | 32. Striking rod oil seal      | 33. Welch plug                            |
| 34. Differential oil seal                 | 35. O-ring                     | 36. Speedometer pinion                    |

## GEAR COMPONENTS



- |   |                                 |                                |
|---|---------------------------------|--------------------------------|
| 1. Reverse idler gear front thrust washer   | 2. Reverse idler gear           | 3. Reverse idler gear bearing  |
| 4. Reverse idler gear rear thrust washer    | 5. O-ring                       | 6. Reverse idler gear shaft    |
| 7. Snap ring                                | 8. Input shaft front bearing    | 9. Input shaft                 |
| 10. 3rd gear needle bearing                 | 11. 3rd input gear              | 12. 3rd gear baulk ring        |
| 13. Coupling sleeve                         | 14. Spread spring               | 15. Shifting insert            |
| 16. 3rd & 4th synchronizer hub              | 17. Spread spring               | 18. 4th gear C-ring            |
| 19. 4th gear needle bearing                 | 20. 4th gear baulk ring         | 21. 4th input gear             |
| 22. 5th gear front C-ring                   | 23. 5th input gear              | 24. 5th gear rear C-ring       |
| 25. C-ring holder                           | 26. Input shaft rear bearing    | 27. Oil channel                |
| 28. Input shaft rear bearing adjusting shim | 29. Mainshaft front bearing     | 30. Mainshaft                  |
| 31. 1st gear needle bearing                 | 32. 1st main gear               | 33. 1st inner baulk ring       |
| 34. 1st synchronizer cone                   | 35. 1st outer baulk ring        | 36. 1st & 2nd synchronizer hub |
| 37. Coupling sleeve                         | 38. Insert spring               | 39. 2nd gear bushing           |
| 40. 2nd gear needle bearing                 | 41. 2nd gear outer baulk ring   | 42. 2nd gear synchronizer cone |
| 43. 2nd inner baulk ring                    | 44. 2nd main gear               | 45. 3rd main gear              |
| 46. Spacer                                  | 47. Mainshaft adjusting shim    | 48. 4th main gear              |
| 49. 5th gear bushing                        | 50. 5th gear needle bearing     | 51. 5th main gear              |
| 52. 5th gear baulk ring                     | 53. Spread spring               | 54. Shifting insert            |
| 55. 5th & reverse synchronizer hub          | 56. Spread spring               | 57. Coupling sleeve            |
| 58. Reverse gear bushing                    | 59. Reverse gear needle bearing | 60. Reverse gear baulk ring    |
| 61. Reverse main gear                       | 62. Sub-gear                    | 63. Sub-gear washer            |
| 64. Snap ring                               | 65. Mainshaft thrust washer     | 66. Mainshaft rear bearing     |
| 67. Mainshaft C-ring                        | 68. C-ring holder               | 69. Snap ring                  |

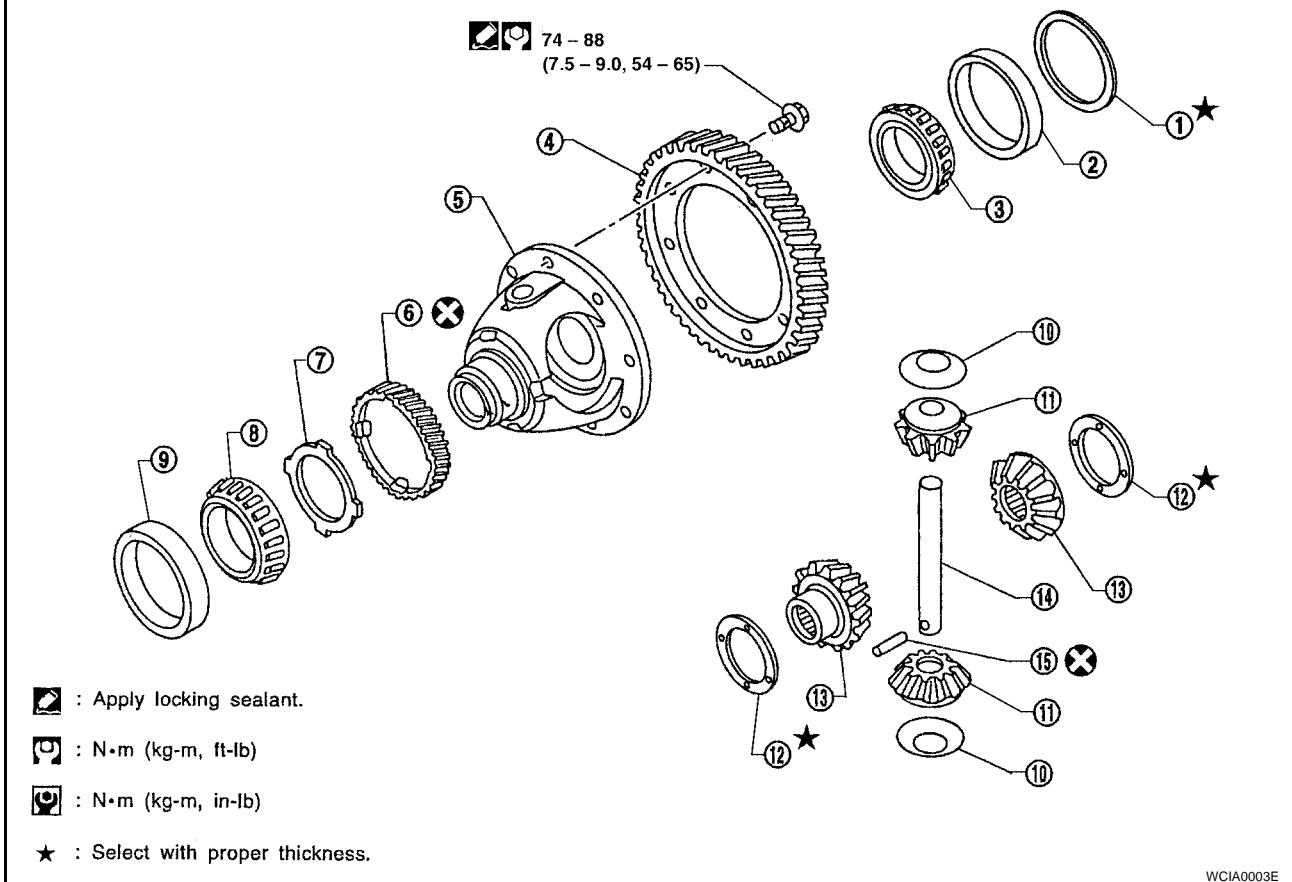
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## FINAL DRIVE COMPONENTS

SEC. 322



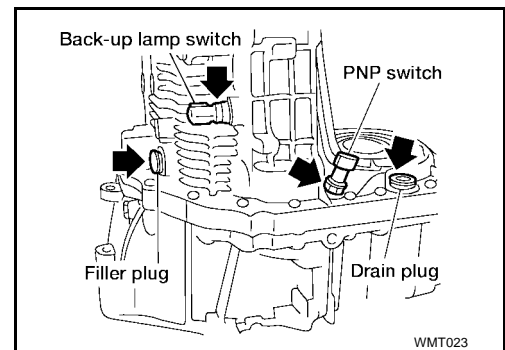
- |   |   |   |
|---|---|---|
| 1. Differential side bearing adjusting shim | 2. Differential side bearing outer race | 3. Differential side bearing            |
| 4. Final gear                               | 5. Differential case                    | 6. Speedometer drive gear               |
| 7. Speedometer stopper                      | 8. Differential side bearing            | 9. Differential side bearing outer race |
| 10. Pinion mate thrust washer               | 11. Pinion mate gear                    | 12. Side gear thrust washer             |
| 13. Side gear                               | 14. Pinion mate shaft                   | 15. Lock pin                            |

## Disassembly and Assembly

### DISASSEMBLY

#### Transaxle Case

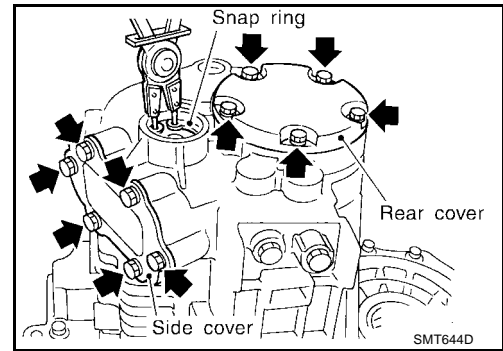
1. Remove back-up lamp switch, PNP switch, drain plug, and filler plug from transaxle case.



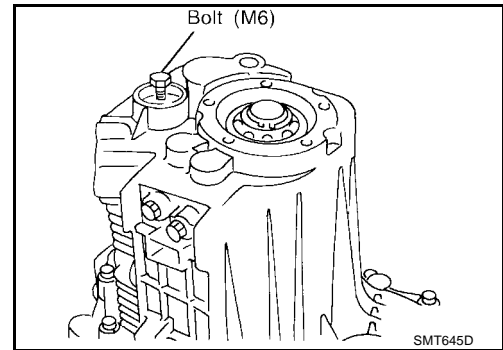
# TRANSAXLE ASSEMBLY

[RS5F70A]

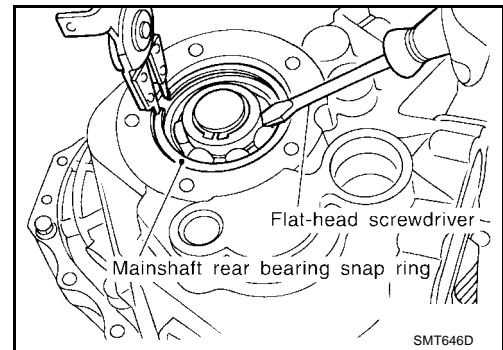
2. Remove snap ring from reverse idler shaft as shown.
3. Remove side cover and rear cover from case.



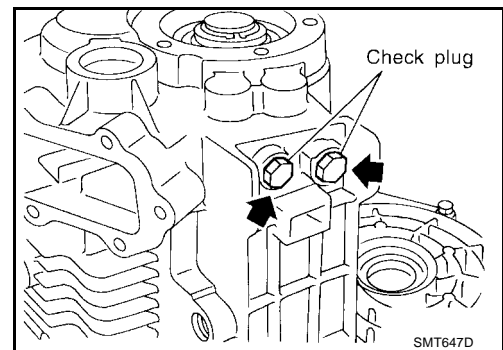
4. Remove O-ring and mainshaft bearing adjusting shim.
5. Remove reverse idler gear shaft.
  - a. Attach bolt (M6) to thread of reverse idler gear shaft end as shown.
  - b. Pull out the attached bolt (M6), and remove reverse idler gear shaft from case.



6. Remove reverse idler gear, thrust washer (front, rear), and bearing from case.
7. Remove mainshaft rear bearing snap ring from case.



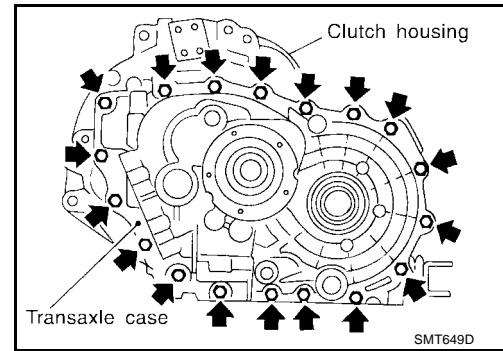
8. Remove check plugs, springs, and check balls from case.



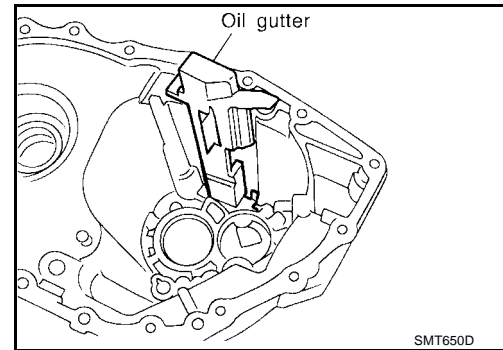
# TRANSAXLE ASSEMBLY

[RS5F70A]

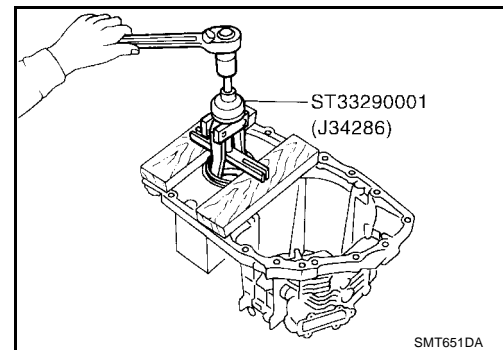
9. Remove transaxle case mounting bolts.



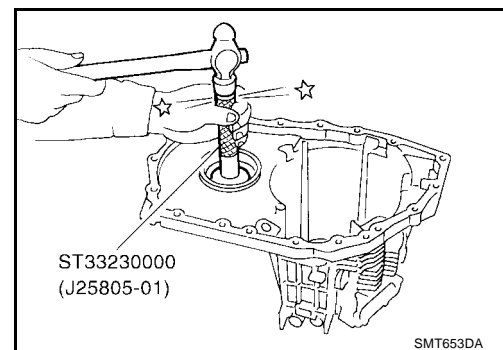
10. Remove input shaft rear bearing adjusting shim from transaxle case.
11. Remove oil gutter from transaxle case.



12. Remove differential side bearing outer race and adjusting shim from transaxle case using Tool.

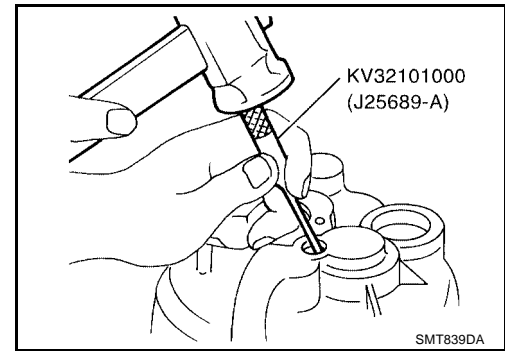


13. Remove differential oil seal from transaxle case using Tool.



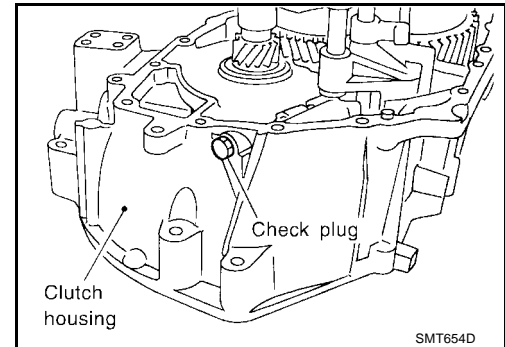
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14. Remove welch plugs from transaxle case using Tool.

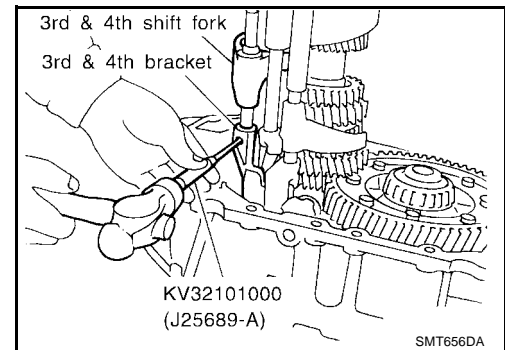


### Clutch Housing

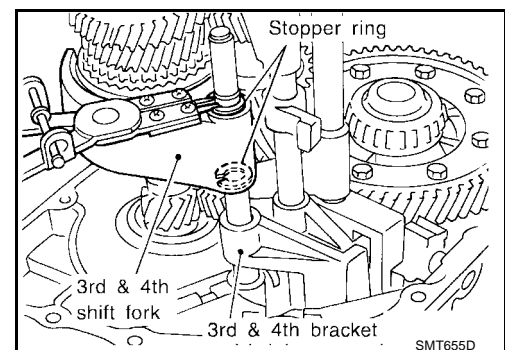
1. Remove transaxle case from clutch housing.
2. Remove check plugs, check springs, check pins, and check balls from housing.



3. Remove 3rd & 4th bracket retaining pin using Tool.



4. Remove 3rd & 4th shift fork stopper ring.

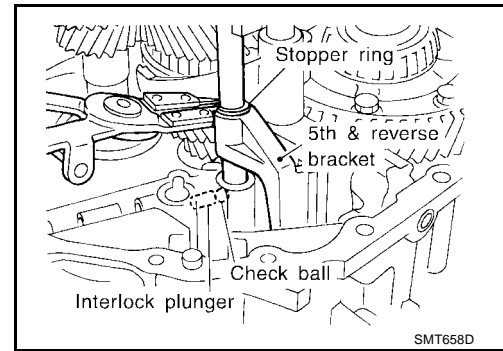


5. Remove 3rd & 4th fork rod.
6. Remove 3rd & 4th shift fork and bracket.

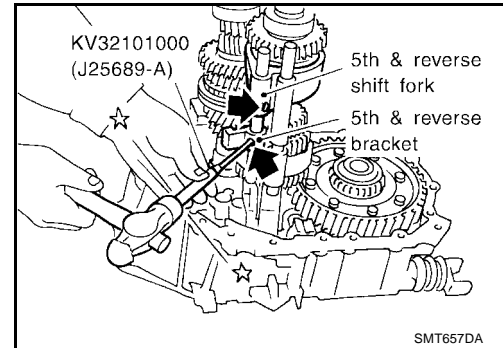
# TRANSAXLE ASSEMBLY

[RS5F70A]

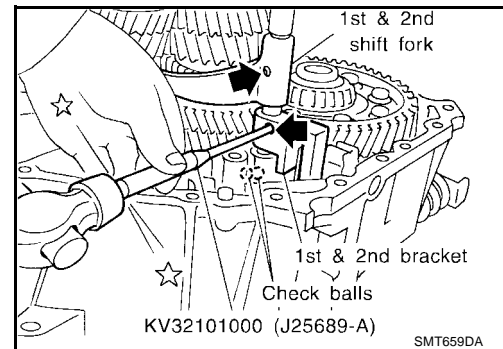
7. Remove interlock plunger and check ball.
8. Remove 5th & reverse bracket stopper ring.



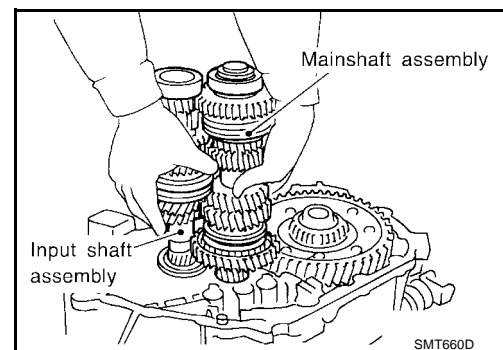
9. Remove retaining pins from 5th & reverse shift fork and 5th & reverse bracket using Tool.



10. Remove 5th & reverse fork rod.
11. Remove interlock pin from 5th & reverse fork rod using Tool.
12. Remove reverse switch bracket and 5th & reverse bracket.
13. Remove check ball from housing.
14. Remove retaining pin for 1st & 2nd shift fork and 1st & 2nd bracket using Tool.



15. Remove 1st & 2nd fork rod.
16. Remove 5th & reverse and 1st & 2nd shift forks, and 1st & 2nd bracket.
17. Remove both input shaft and mainshaft assemblies from housing.



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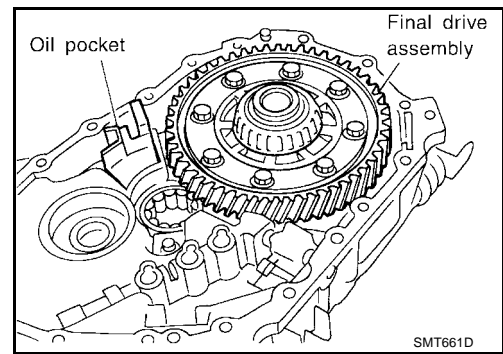
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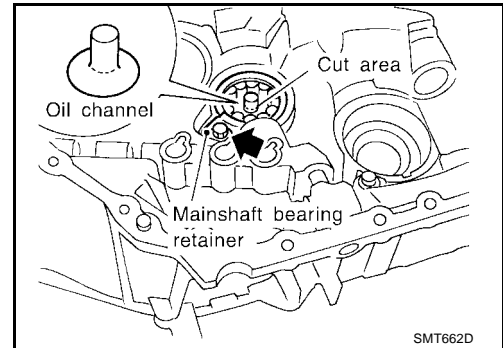
# TRANSAXLE ASSEMBLY

[RS5F70A]

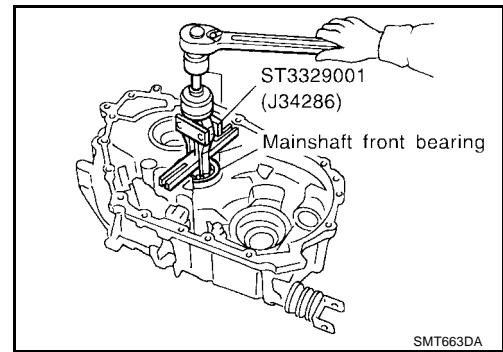
- 18. Remove final drive assembly from housing.
- 19. Remove oil pocket from housing.



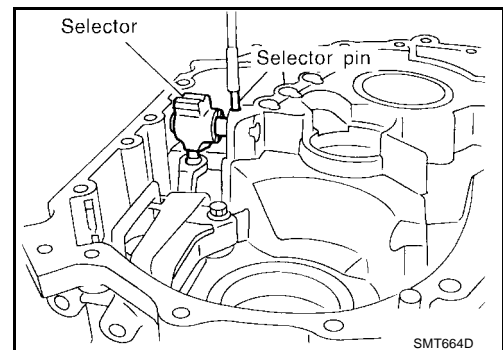
- 20. Remove mainshaft bearing retainer from housing.
- 21. Cut off oil channel using a cutter as shown.



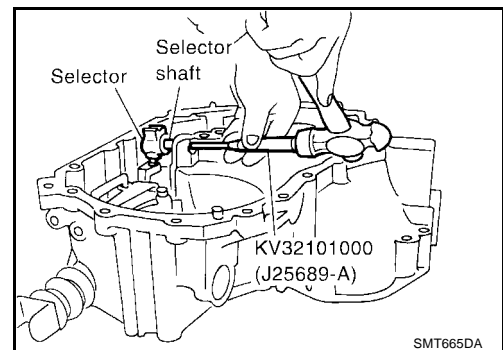
- 22. Remove mainshaft front bearing from housing using Tool.



- 23. Using a magnet or other suitable tool, remove selector pin from selector shaft.



- 24. Remove selector shaft and plug, then remove selector using Tool.



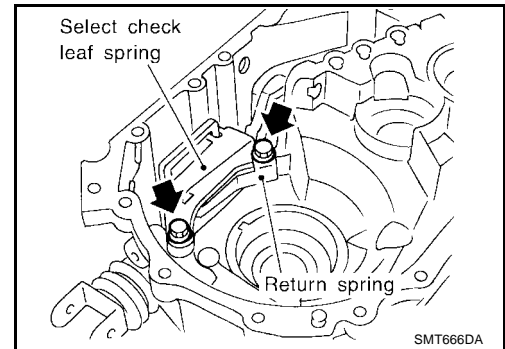
# TRANSAXLE ASSEMBLY

[RS5F70A]

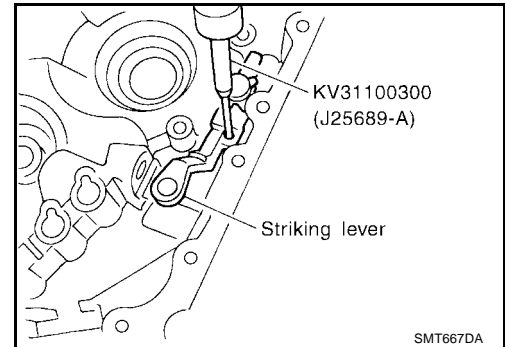
25. Remove reamer bolts, then remove select check leaf spring, return spring, steel ball, reverse gate, selector arm, bearing, and bushing.

**CAUTION:**

Be careful not to lose the steel ball.



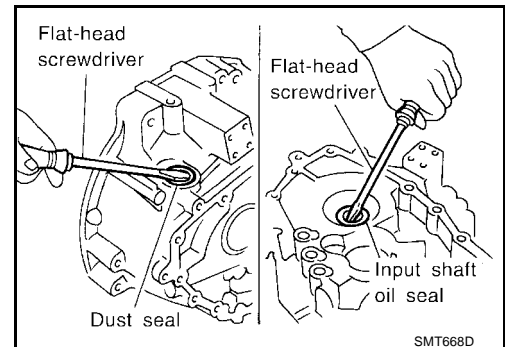
26. Remove retaining pin and plug from striking lever using Tool.



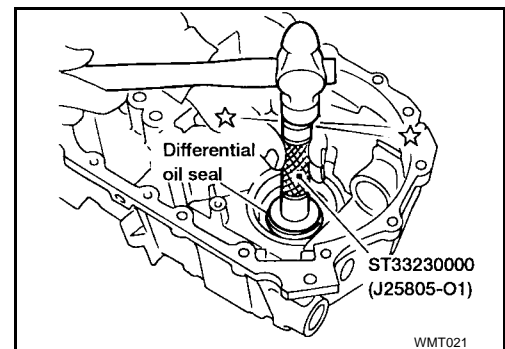
27. Remove striking rod, then striking lever from housing.
28. Using a flat-head screwdriver or other suitable tool, remove dust seal, input shaft oil seal, and striking rod oil seal from housing.

**CAUTION:**

When removing dust and oil seals, be careful not to damage mounting surfaces of dust seal and oil seal.

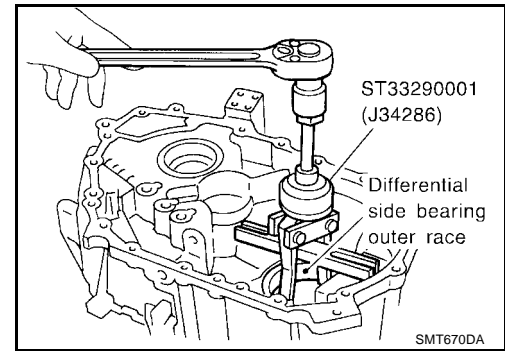


29. Remove differential oil seal from housing using Tool.



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30. Remove differential side outer race from housing using Tool.



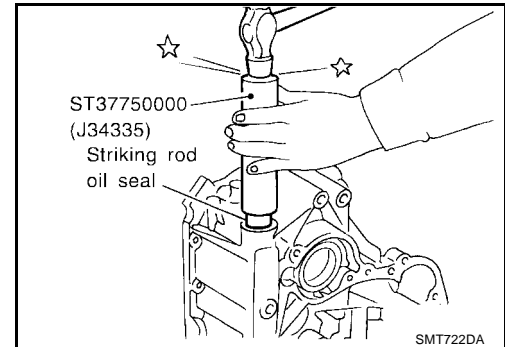
## ASSEMBLY

### Clutch Housing

1. Hammer the new striking rod oil seal into clutch housing as far as it will go using Tool.

**CAUTION:**

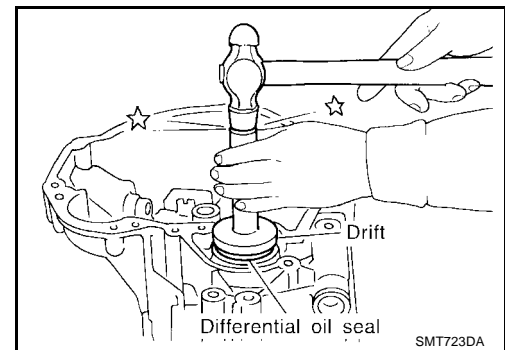
**Do not reuse striking rod oil seal.**



2. Hammer the differential oil seal into clutch housing with a suitable tool until it becomes flush with clutch housing end face.

**CAUTION:**

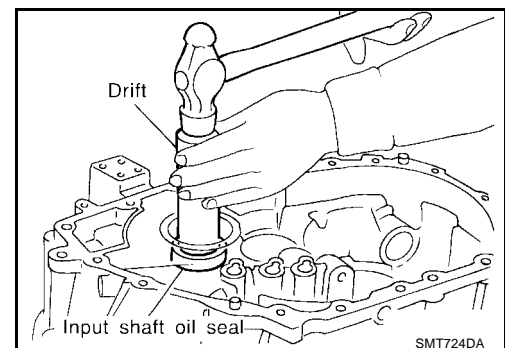
**Do not reuse differential oil seal.**



3. Hammer input shaft oil seal into clutch housing as far as it will go with a suitable tool.

**CAUTION:**

**Do not reuse input shaft oil seal.**





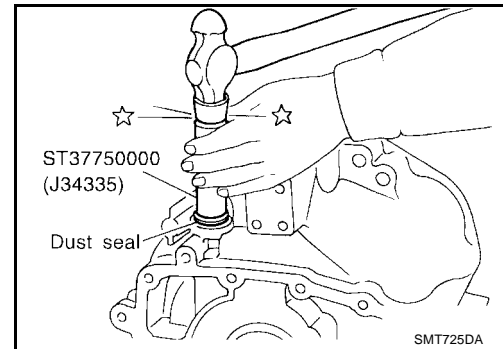
# TRANSAXLE ASSEMBLY

[RS5F70A]

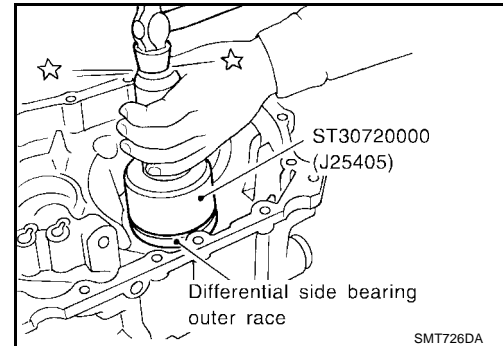
4. Hammer the dust seal into clutch housing as far as it will go using Tool.

**CAUTION:**

**Do not reuse dust seal.**



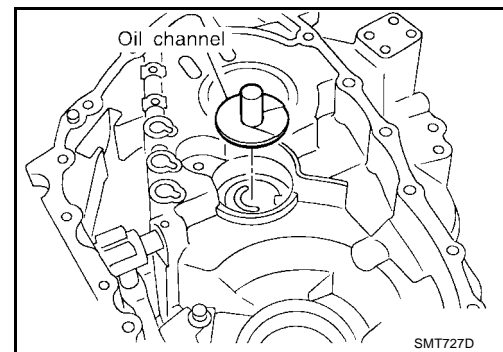
5. Install outer race of differential side bearing using Tool.



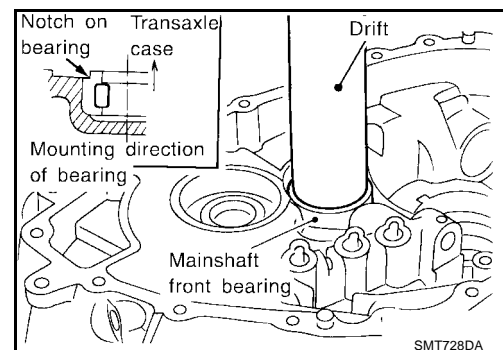
6. Install new oil channel (mainshaft).

**CAUTION:**

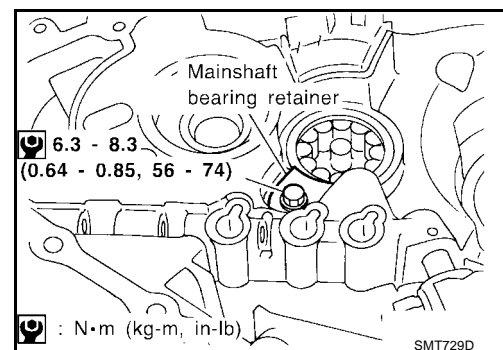
**Pay attention to installation direction of oil channel.**



7. Align the notches on mainshaft front bearing and transaxle case. Then, install mainshaft front bearing with a suitable tool.



8. Install mainshaft bearing retainer, tighten bolt to specification.



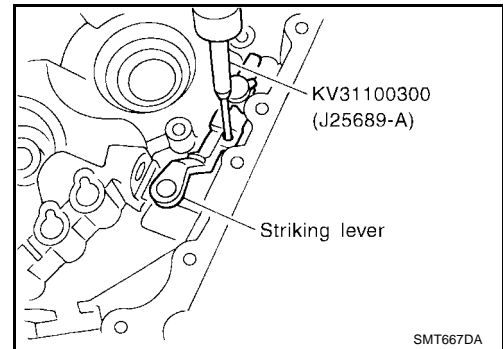
# TRANSAXLE ASSEMBLY

[RS5F70A]

9. Attach boot, striking rod, and striking lever to clutch housing. Install new retaining pin for striking lever using Tool.

**CAUTION:**

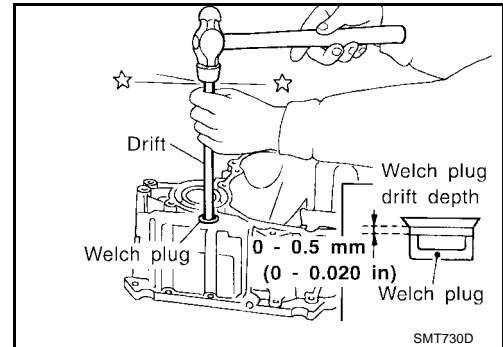
- Before installing striking rod, wrap the end with a vinyl tape or similar product to prevent oil seal from being damaged.
- Do not reuse retaining pin.



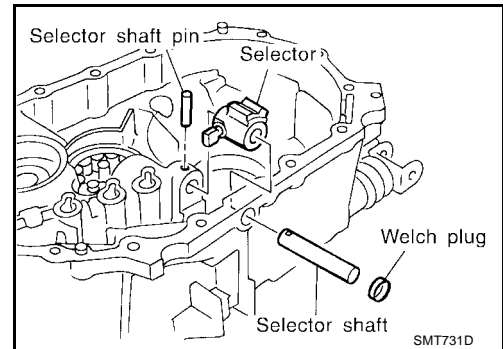
10. Hammer the new welch plug (striking lever side) with a general-purpose drift [OD: 12 mm (0.47 in)].

**CAUTION:**

**Do not reuse welch plug.**



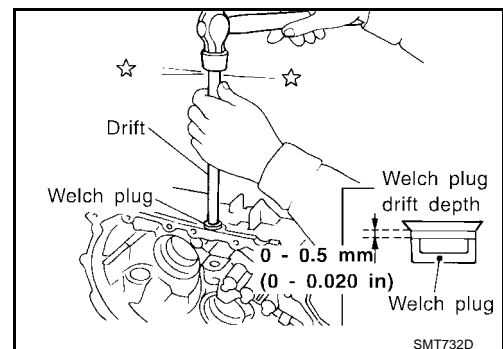
11. Install selector, selector shaft, and selector shaft pin into clutch housing.



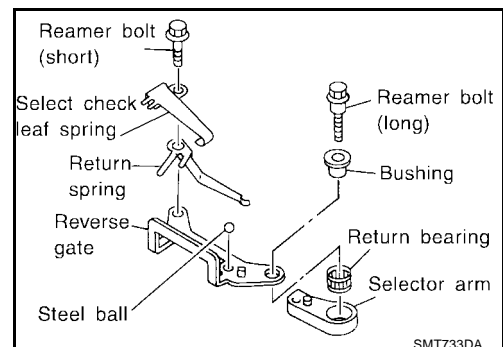
12. Hammer the new welch plug (selector shaft side) with a general-purpose drift [OD: 12 mm (0.47 in)].

**CAUTION:**

**Do not reuse welch plug.**



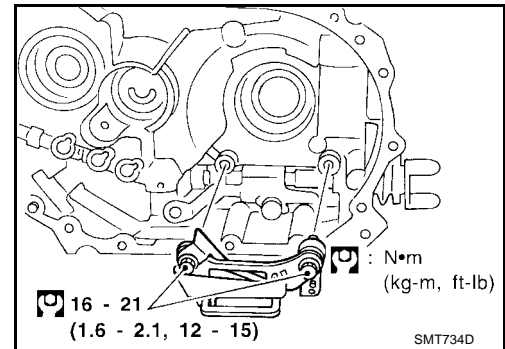
13. Install select check leaf spring, return spring, steel ball, reverse gate, selector arm, bushing, and return bearing.



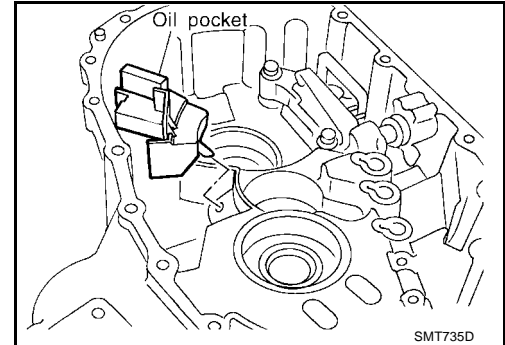
14. Tighten the two reamer bolts to specification.

**CAUTION:**

Use correct reamer bolts for each installation point, because each bolt has a different length.



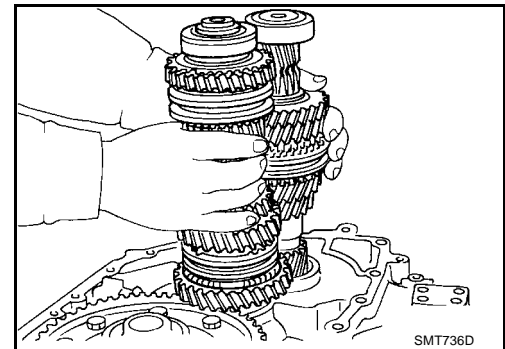
15. Install oil pocket.



16. Install differential assembly, input shaft assembly, and mainshaft assembly into clutch housing.

**CAUTION:**

Be careful not to damage input shaft oil seal during installation of input shaft assembly.



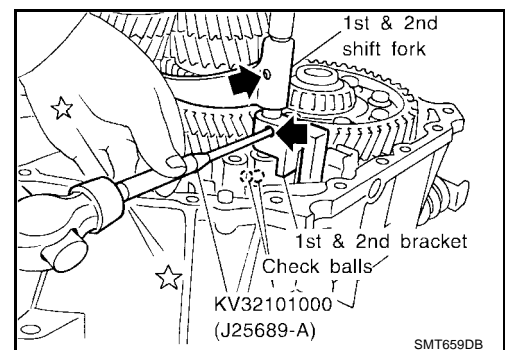
17. Install 5th & reverse shift fork.

18. Install 1st & 2nd shift fork, bracket, and fork rod.

19. Install retaining pin for 1st & 2nd bracket using Tool.

**CAUTION:**

Do not reuse retaining pin.



20. Install two check balls.

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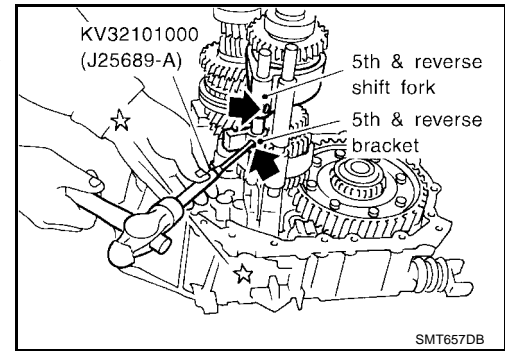
# TRANSAXLE ASSEMBLY

[RS5F70A]

21. Install interlock pin into 5th & reverse fork rod using Tool.
22. Install reverse switch bracket, 5th & reverse bracket, and fork rod.
23. Install new retaining pin for 5th & reverse shift fork and reverse switch bracket using Tool.

**CAUTION:**

**Do not reuse retaining pin.**



24. Install 5th & reverse bracket stopper ring.

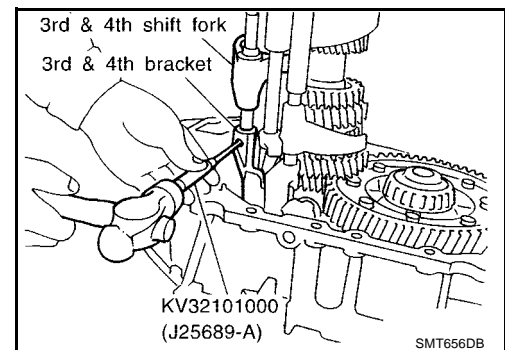
**CAUTION:**

**Do not reuse stopper pin.**

25. Install check ball and interlock plunger.
26. Install 3rd & 4th shift fork, bracket, and fork rod.
27. Install 3rd & 4th bracket retaining pin using Tool.

**CAUTION:**

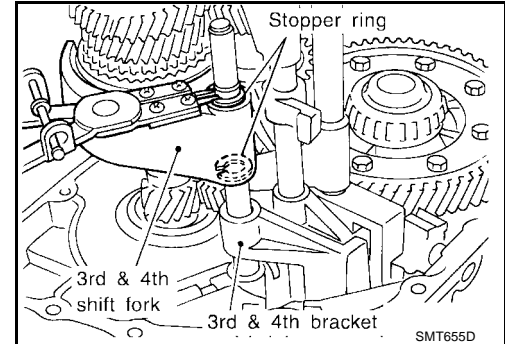
**Do not reuse retaining pin.**



28. Install 3rd & 4th shift fork stopper ring.

**CAUTION:**

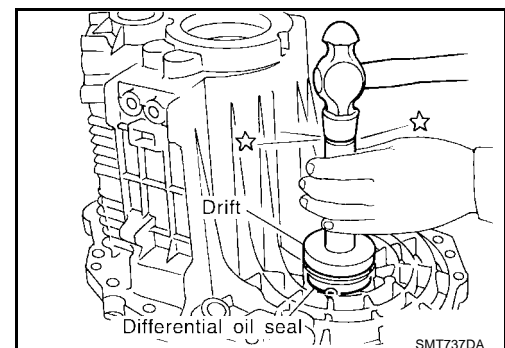
**Do not reuse stopper ring.**



29. Install check ball, check pin, and check spring, and apply Anaerobic Liquid Gasket or equivalent onto the check plug. Then, tighten the check plug to specification. Refer to [MT-22, "SHIFT CONTROL COMPONENTS"](#).

## Transaxle Case

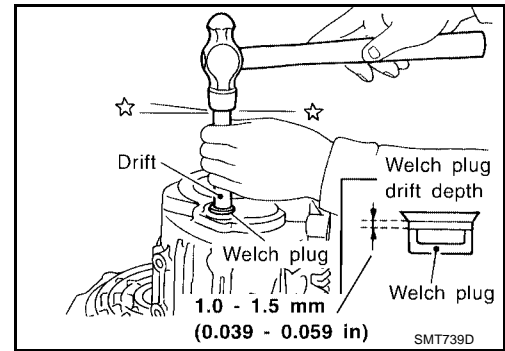
1. Insert differential oil seal into differential case with a suitable tool until it becomes flush with case end face.



# TRANSAXLE ASSEMBLY

[RS5F70A]

2. Install welch plug into transaxle case with a suitable tool.



3. Calculate dimension "N" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for differential side bearing.

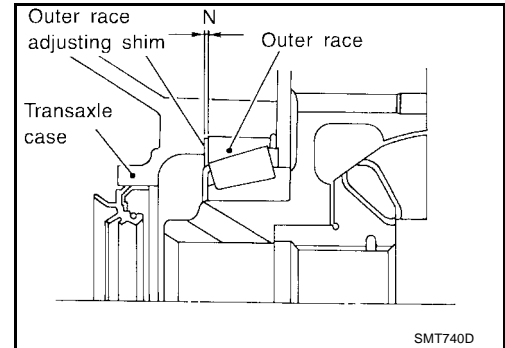
**End play** : 0.15 - 0.21 mm (0.0059 - 0.0083 in)

**Dimension "N"** = (N1 - N2) + End play

**N** : Thickness of adjusting shim

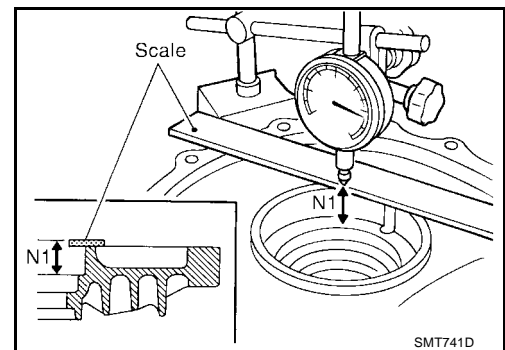
**N1** : Distance between clutch housing case end face and mounting face of adjusting shim

**N2** : Distance between differential side bearing and transaxle case



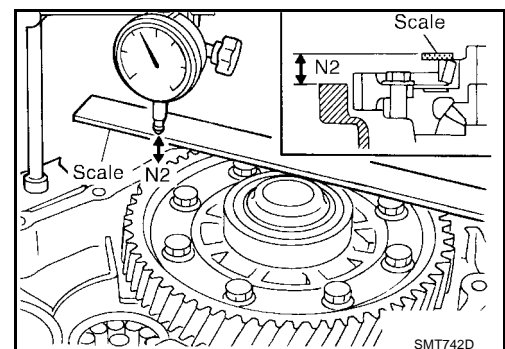
Use the "Available Shims" table for the available shim sizes. Refer to [MT-68, "Available Shims — Differential Side Bearing Preload and Adjusting Shim"](#) .

- a. Using dial gauge and scale, measure dimension "N1" between clutch housing case end face and mounting face of adjusting shim.



- b. Install outer race onto differential side bearing on final gear side. Holding the outer race horizontally by hand, rotate the final gear five times or more (for smooth movement of bearing roller).

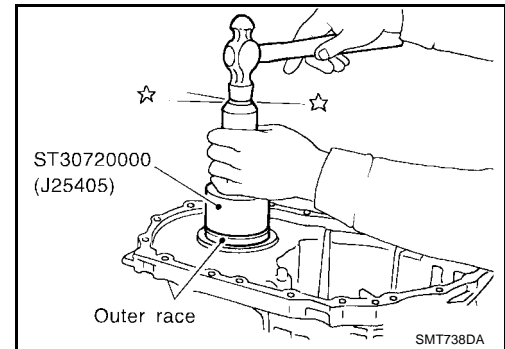
- c. Using dial gauge and scale as shown, measure dimension "N2" between differential side bearing outer race and transaxle case end face.



# TRANSAXLE ASSEMBLY

[RS5F70A]

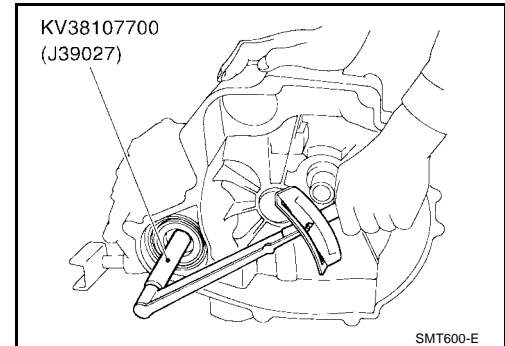
4. Install the selected shim and bearing outer race using Tool.



5. Measure the turning torque of the final drive assembly using Tool.

**Turning torque of final drive assembly (New bearing) : 2.9 - 6.9 N-m (30 - 70 kg-cm, 26 - 61 in-lb)**

- When the old bearing is used again, turning torque will be slightly less than the above.
- Make sure turning torque is close to the specified range.
- Changes in turning torque of final drive assembly per revolution should be within 1.0 N-m (10 kg-cm, 8.7 in-lb) without binding.



6. Calculate dimension "O" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for input shaft rear bearing.

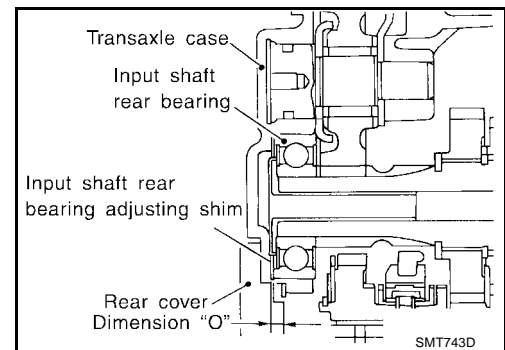
**End play : 0 - 0.06 mm (0 - 0.0024 in)**

**Dimension "O" = (O1 - O2) + End play**

**O : Thickness of adjusting shim**

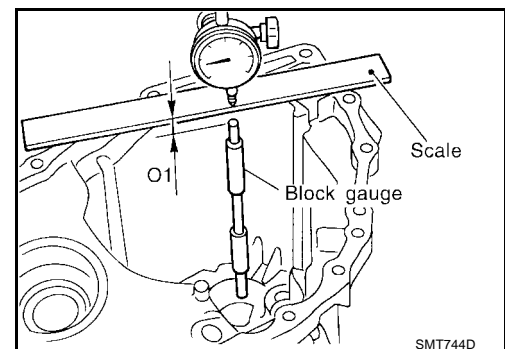
**O1 : Distance between transaxle case end face and mounting face of adjusting shim**

**O2 : Distance between clutch housing case end face and end face of input shaft rear bearing**



Use the "Available Shims" table for the available shim sizes. Refer to [MT-65, "Available Adjusting Shims"](#).

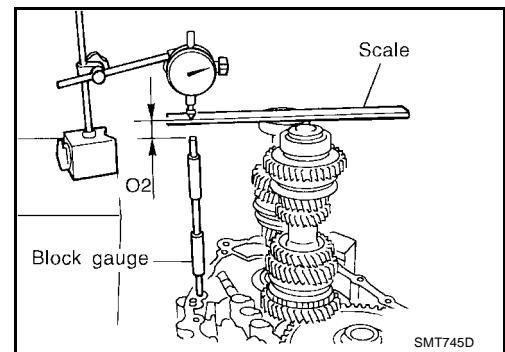
- a. Using block gauge, scale, and dial gauge, measure dimension "O1" between transaxle case end face and mounting face of adjusting shim.



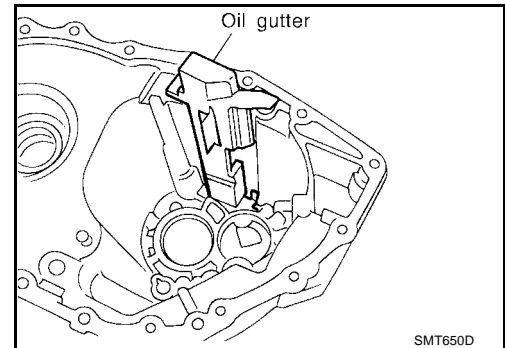
# TRANSAXLE ASSEMBLY

[RS5F70A]

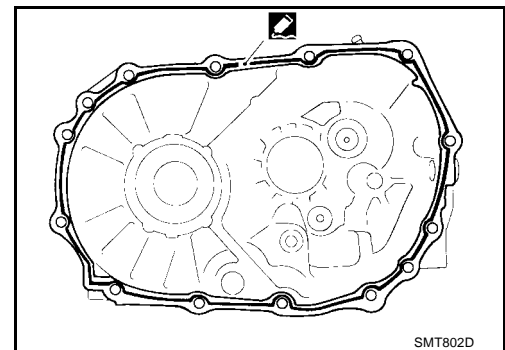
- b. Using block gauge, scale, and dial gauge as shown in the figure, measure dimension "O2" between clutch housing case end face and end face of input shaft rear bearing.



7. Install selected input shaft rear bearing adjusting shim onto input shaft.  
8. Install oil gutter into transaxle case.



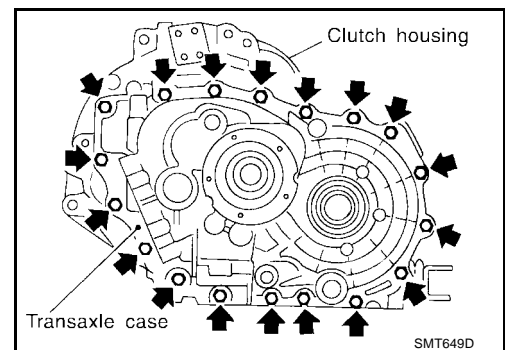
9. Clean mating surfaces of clutch housing and transaxle case. Check for cracks and damage, then apply sealant. Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#).



10. Install transaxle case onto clutch housing, and tighten mounting bolts with specified torque.

**Transaxle case mounting bolts**

**: Refer to [MT-20, "CASE COMPONENTS"](#).**





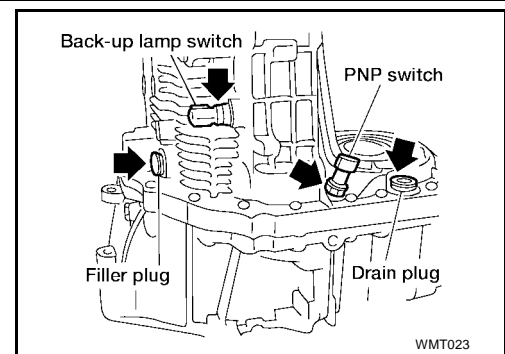
# TRANSAXLE ASSEMBLY

[RS5F70A]

11. Apply sealant to threads of back-up lamp switch, PNP switch, and drain plug, then install them. Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#).

**NOTE:**

Fill the case with oil before installation of filler plug.

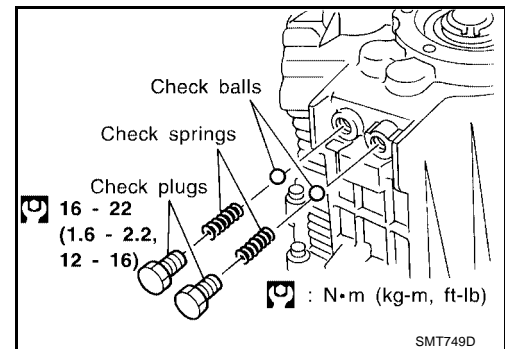


12. Install speedometer pinion assembly.

**CAUTION:**

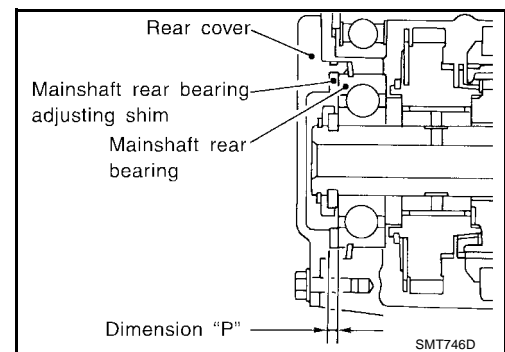
**Do not reuse O-ring.**

13. Install check springs and check balls. Apply sealant to the thread on the check plug, and install it.



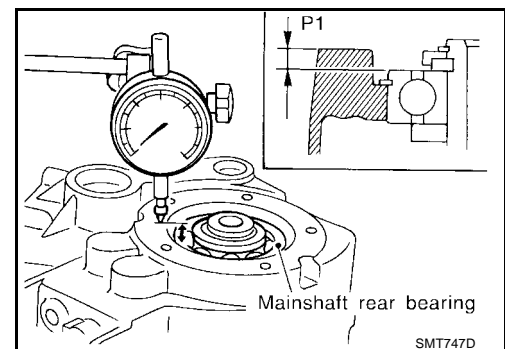
14. Calculate thickness of adjusting shim using the following procedure to satisfy specification of end play for mainshaft rear bearing.

- End play** : 0 - 0.06 mm (0 - 0.0024 in)
- Dimension "P"** = (P1 - P2) + End play
- P** : Thickness of adjusting shim
- P1** : Distance between transaxle case end face and mainshaft rear bearing
- P2** : Distance between adjusting shim end face of rear cover and transaxle mounting face



Use the "Available Shims" table for the available shim sizes. Refer to [MT-65, "Available Adjusting Shims"](#).

- a. Using dial gauge as shown in the figure, measure dimension "P1" between transaxle case end face and mainshaft rear bearing.

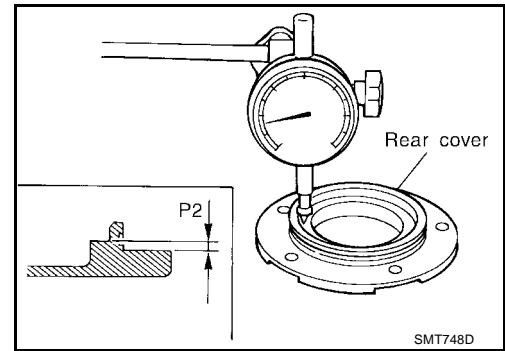




# TRANSAXLE ASSEMBLY

[RS5F70A]

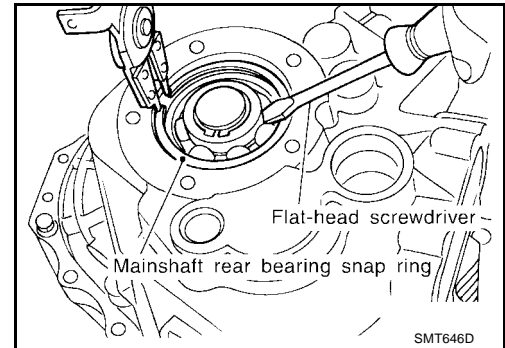
- b. Using dial gauge as shown in the figure, measure dimension "P2" between adjusting shim mounting face of rear cover and transaxle mounting face.



15. Using snap ring pliers and flat-head screwdriver as shown, install snap ring.

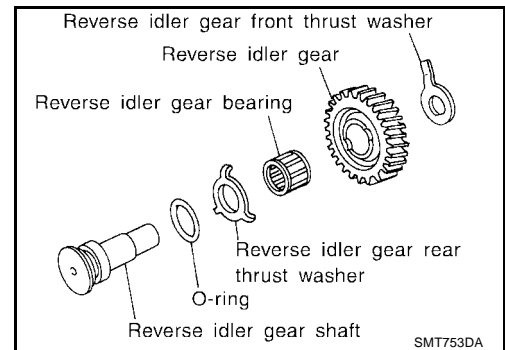
**CAUTION:**

**Do not reuse snap ring.**



16. Install selected mainshaft adjusting shim.

17. Install reverse idler gear, O-ring, thrust washers (front and rear), and bearing onto reverse idler shaft.



18. Install snap ring into transaxle case using snap ring pliers.

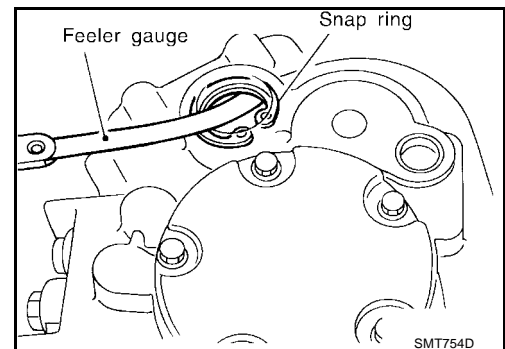
**CAUTION:**

- Do not reuse snap ring.
- Do not reuse O-ring.
- Before installation, apply gear oil to O-ring.

19. Using feeler gauge, measure the end play of snap ring, and select a snap ring suitable to satisfy the following specification.

**End play : 0.05 - 0.25 mm (0.0020 - 0.0098 in)**

Use the "Available Shims" table for the available shim sizes. Refer to [MT-64, "Available Snap Rings"](#).

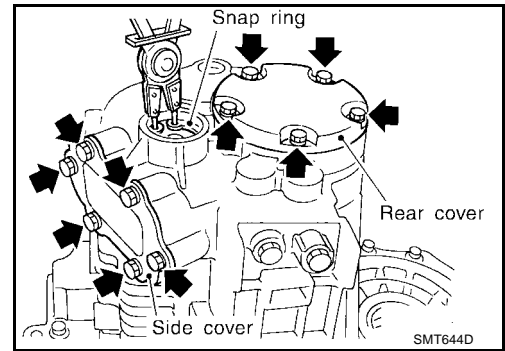


## TRANSAXLE ASSEMBLY

[RS5F70A]

20. Install selected snap ring with a suitable tool.

**CAUTION:**  
Do not reuse snap ring.



21. Apply gear oil to rear cover O-ring, and install rear cover, side cover gasket, and side cover. Then tighten mounting bolts with specified torque.

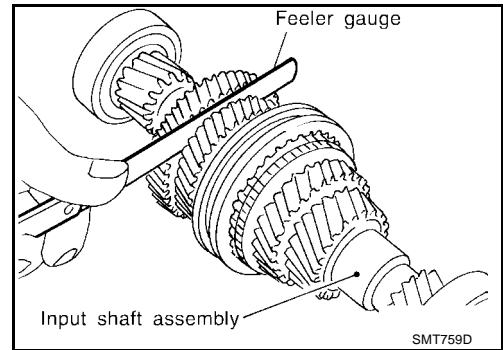
Use the "Available Shims" table for the available shim sizes. Refer to [MT-20, "CASE COMPONENTS"](#) .

**CAUTION:**  
Do not reuse mounting bolts for rear cover and side cover.

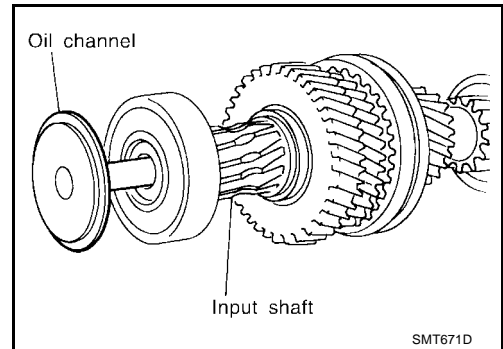
## INPUT SHAFT AND GEARS

### Disassembly

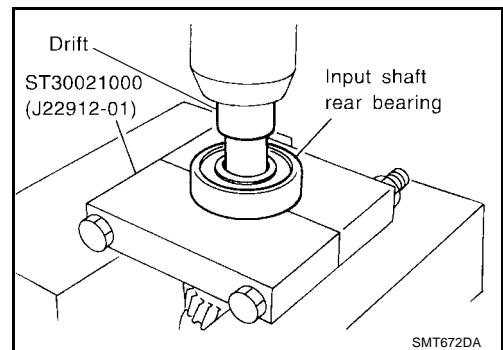
1. Before disassembly, measure the end plays of 3rd and 4th input gears with a suitable tool. Refer to [MT-64, "Gear End Play"](#).
  - If end play is not within specification, disassemble and check the parts.



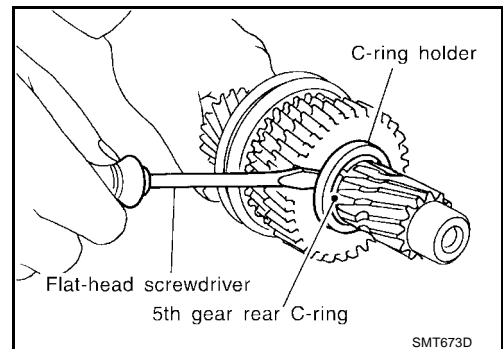
2. Remove oil channel from input shaft rear bearing.



3. Press out input shaft rear bearing using Tool.



4. Remove C-ring holder.
5. Remove 5th gear rear C-ring.

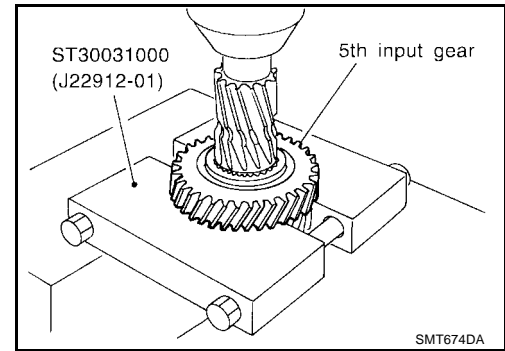


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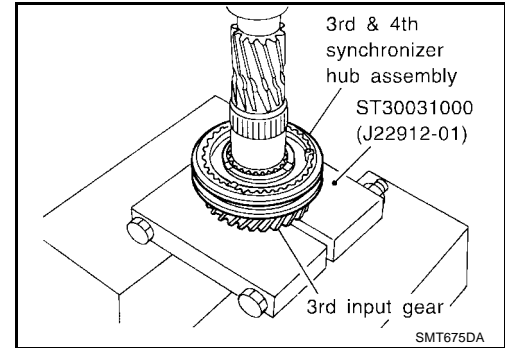
# INPUT SHAFT AND GEARS

[RS5F70A]

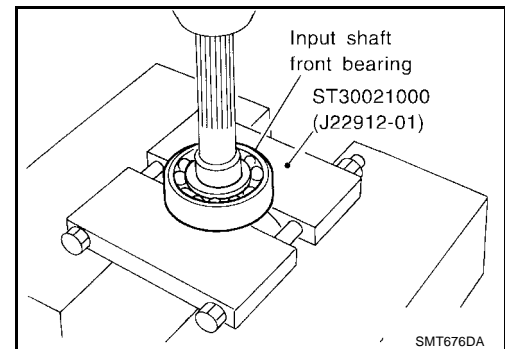
6. Remove 5th input gear from input shaft using Tool.
7. Remove 5th gear front C-ring.



8. Remove 4th input gear, baulk ring, 4th gear needle bearing, and 4th gear C-ring from input shaft.
9. Press out both 3rd & 4th synchronizer hub assembly and 3rd input gear from input shaft using Tool.
10. Remove 3rd gear needle bearing.



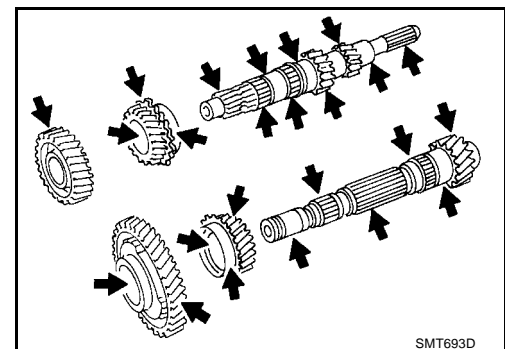
11. Press out input shaft front bearing from input shaft using Tool.



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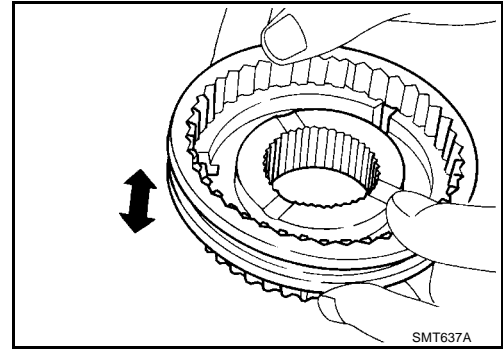
## Inspection GEAR AND SHAFT

- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.

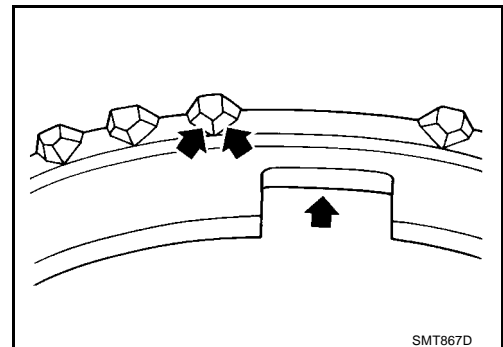


## SYNCHRONIZERS

- Check spline area of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check insert springs for wear or deformation.

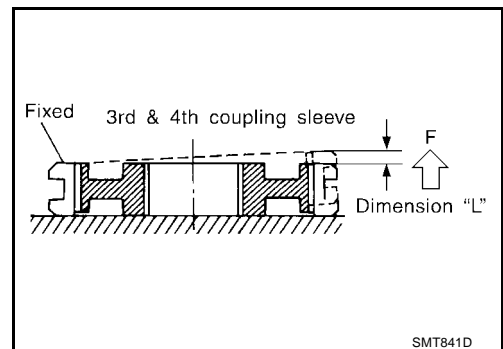


- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.

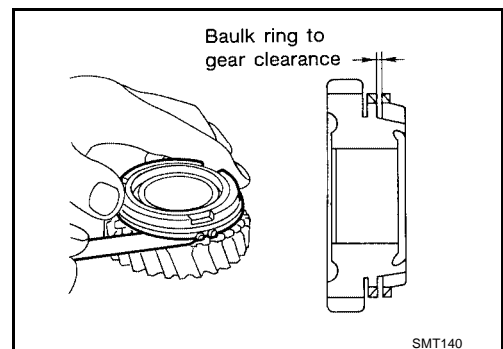


- Measure the movement (free play in dimension "L") of 3rd & 4th coupling sleeve with the end fixed and the other end lifted as shown in the figure. If the movement exceeds specification, replace the sleeve.

Coupling sleeve	Dimension "L"
3rd & 4th	0 - 0.95 mm (0 - 0.0374 in)



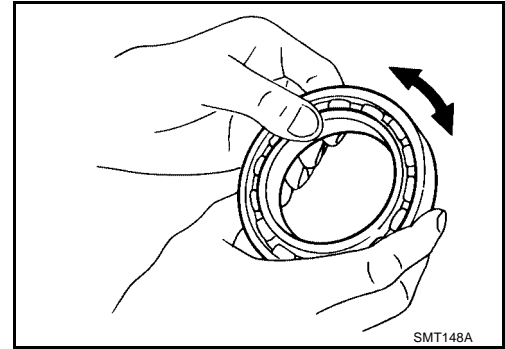
- Measure clearance between baulk ring and gear. Refer to [MT-64, "Clearance Between Baulk Ring and Gear"](#) .



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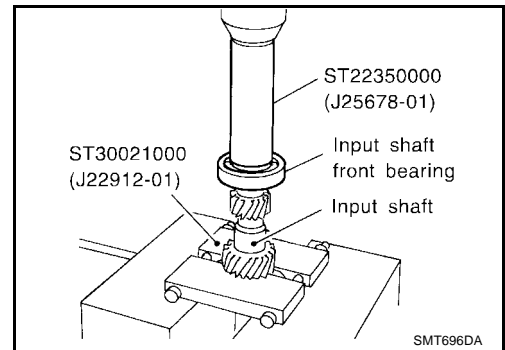
## BEARING

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.



## Assembly

1. Press on input shaft front bearing using Tool.

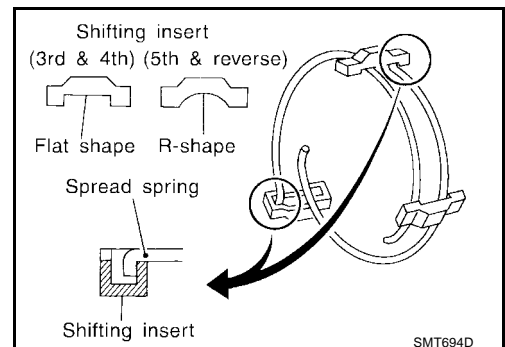


2. Install 3rd gear needle, 3rd input gear and 3rd gear baulk ring bearing to input shaft.
3. Install spread spring, shifting insert, and 3rd & 4th synchronizer hub onto 3rd & 4th coupling sleeve.

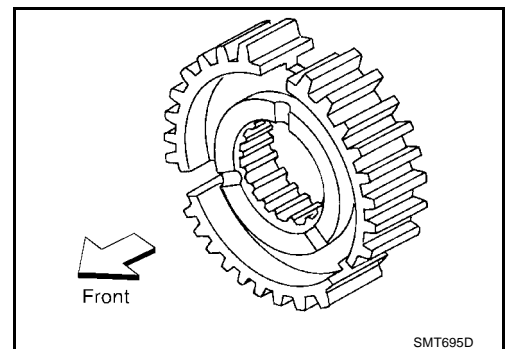
- Pay attention to the shape of spread spring and shifting insert for correct assembly.  
Do not install spread spring hook onto the same shifting insert.

**CAUTION:**

**Do not reuse 3rd & 4th synchronizer hub.**



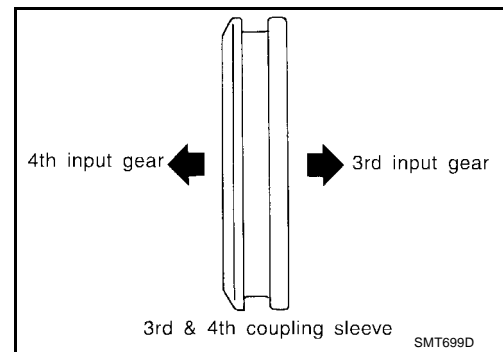
- Install synchronizer hub with its three grooves facing the front side (3rd input gear side).



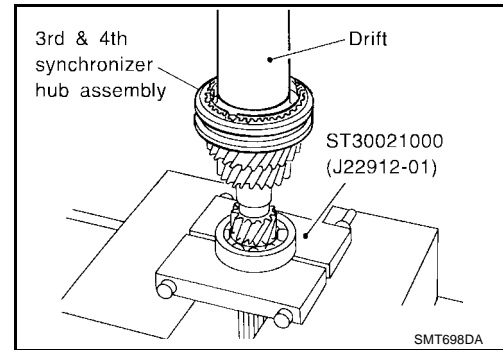
# INPUT SHAFT AND GEARS

[RS5F70A]

- Install 3rd & 4th coupling sleeve with its chamfered surface facing the 4th input gear side.



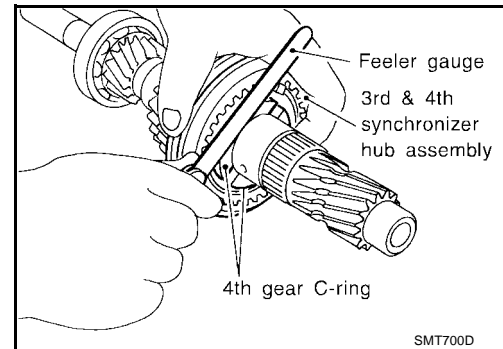
4. Position bearing replacer to the front side of input shaft front bearing.
  - Align grooves of shifting insert and 3rd gear baulk ring. Then, press it onto 3rd & 4th synchronizer hub assembly using a drift.



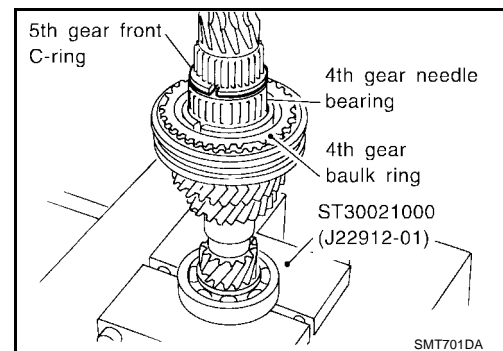
5. Install 4th gear C-ring onto input shaft using Tool.
6. Measure the end play of 3rd & 4th synchronizer hub with a suitable tool, and check if it is within allowable specification.

**End play : 0 - 0.06 mm (0 - 0.0024 in)**

7. If not within specification, adjust the end play by changing thickness of 4th (input) gear C-ring. Refer to [MT-64, "Available C-rings"](#).



8. Install 4th gear needle bearing, 4th gear baulk ring, and 5th gear front C-ring.



9. Install 4th input gear using Tool.

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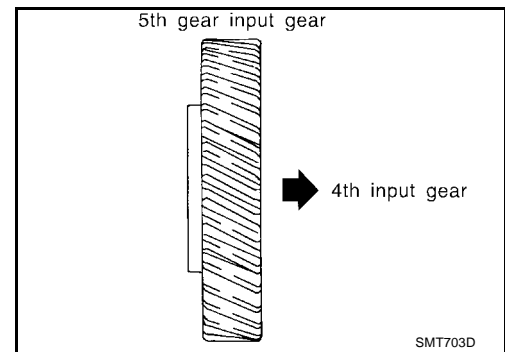
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# INPUT SHAFT AND GEARS

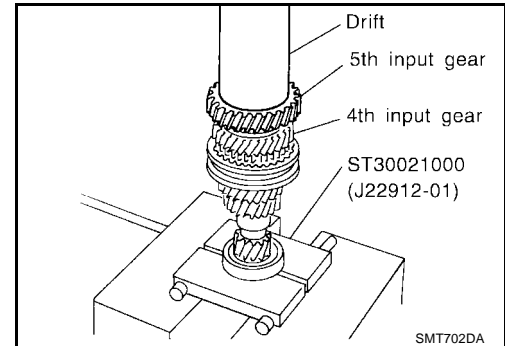
[RS5F70A]

10. Position 5th input gear as shown, to install it on input shaft.



11. Install 5th input gear using Tool as shown.

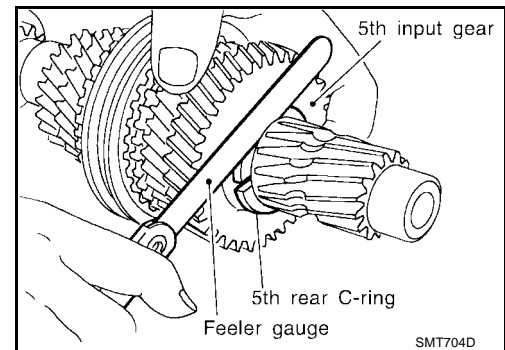
**CAUTION:**  
Do not reuse 5th input gear.



12. Install 5th gear rear C-ring onto input shaft using Tool.

13. Measure the end play of 5th input gear with a suitable tool, and check if it is within the allowable specification below.

**End play : 0 - 0.06 mm (0 - 0.0024 in)**



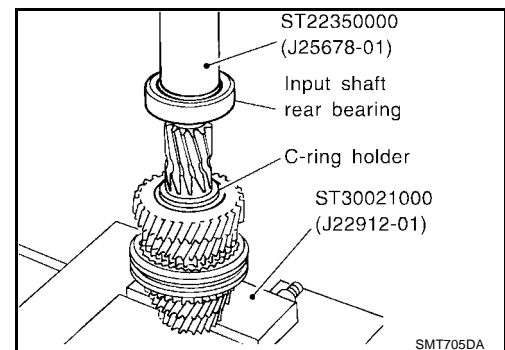
14. If not within specification, adjust the end play by changing thickness of the 5th (input gear) rear C-ring. Refer to [MT-64, "Available C-rings"](#).

15. Install C-ring holder onto 5th gear rear C-ring using Tool.

**CAUTION:**  
Do not reuse C-ring holder.

16. Install input shaft rear bearing using Tool.

**CAUTION:**  
Install input shaft rear bearing with its brown surface facing the input gear side.

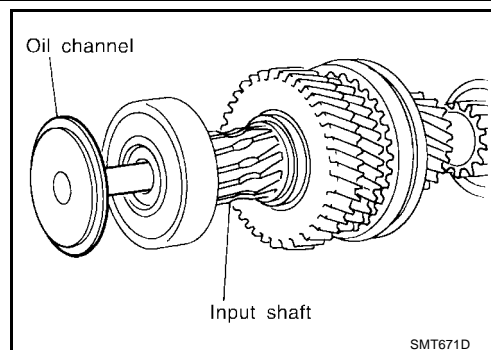




# INPUT SHAFT AND GEARS

[RS5F70A]

17. Install oil channel onto input shaft.



18. Measure gear end play as a final check. Refer to [MT-64, "Gear End Play"](#) .

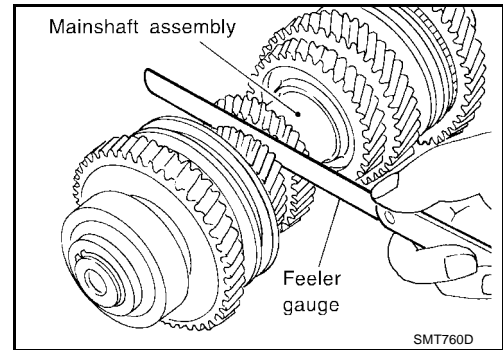
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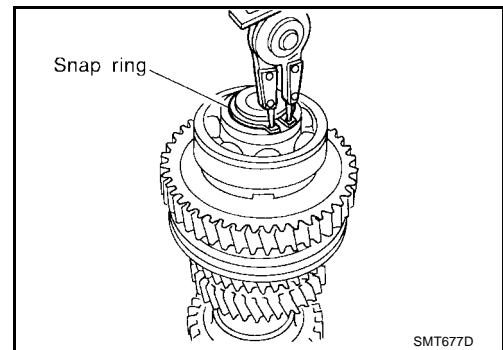
## MAINSHAFT AND GEARS

### Disassembly

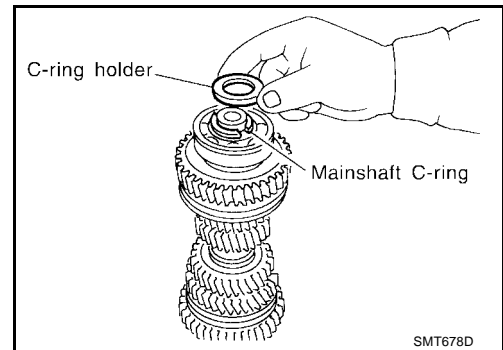
1. Before disassembly, measure gear end play with a suitable tool. Refer to [MT-64, "Gear End Play"](#) .
  - If end play is not within the specified limit, disassemble and check the parts.



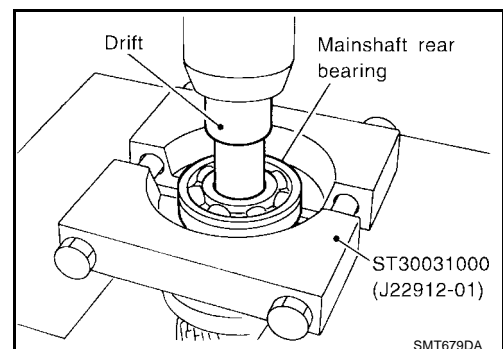
2. Remove snap ring with a suitable tool.



3. Remove C-ring holder and mainshaft C-ring.



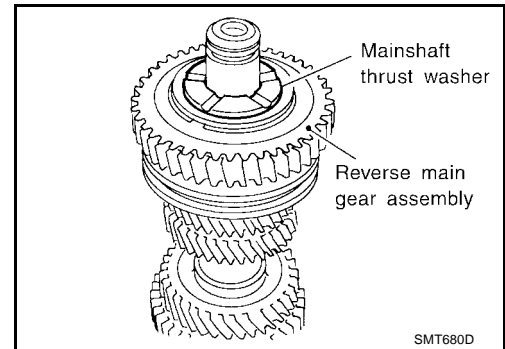
4. Press out mainshaft rear bearing from mainshaft using Tool.



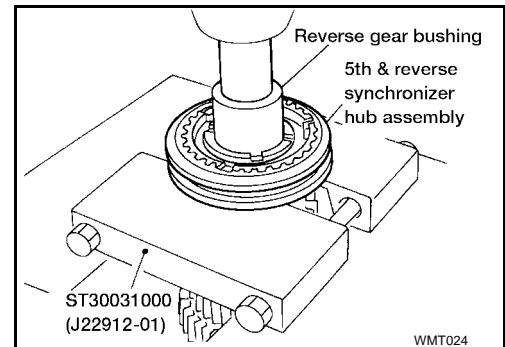
# MAINSHAFT AND GEARS

[RS5F70A]

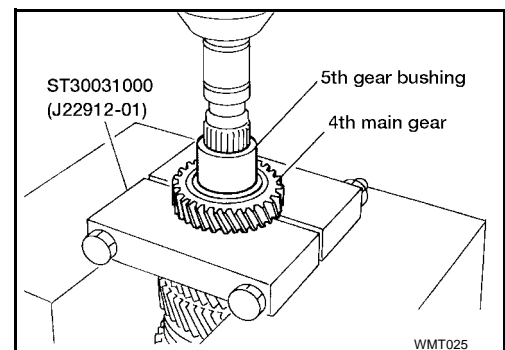
5. Remove mainshaft thrust washer.



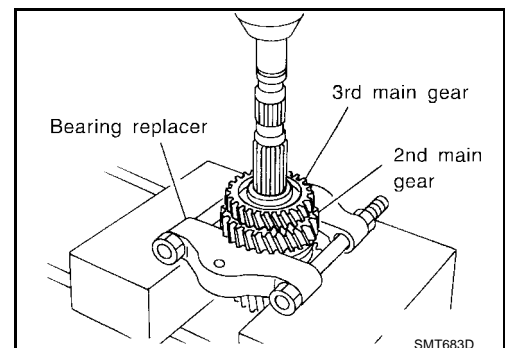
6. Remove snap ring from mainshaft. Then, remove reverse main gear assembly, reverse gear needle bearing, and reverse gear baulk ring.
7. Place bearing replacer between 5th & reverse synchronizer hub and 5th main gear, and press out both reverse gear bushing and 5th & reverse synchronizer assembly using Tool.



8. Remove 5th main gear, 5th gear baulk ring, and 5th gear needle bearing.
9. Place bearing replacer between 3rd and 4th main gears, and press out both 5th gear bushing and 4th main gear using Tool.

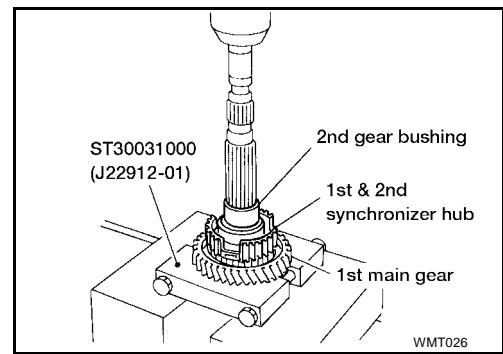


10. Remove mainshaft adjusting shim and spacer.



11. Place bearing replacer between 2nd main gear and 1st & 2nd synchronizer hub, and press out both 3rd and 2nd main gears.
12. Remove 2nd double cone assembly, 2nd gear bushing, and coupling sleeve assembly.

13. Place bearing replacer on 1st gear front side, and press out all of 2nd gear bushing, 1st & 2nd synchronizer hub, 1st main gear, and 1st double cone using Tool.

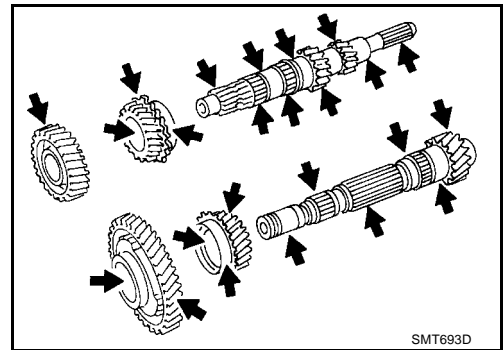


14. Remove 1st gear needle bearing.

## Inspection GEAR AND SHAFT

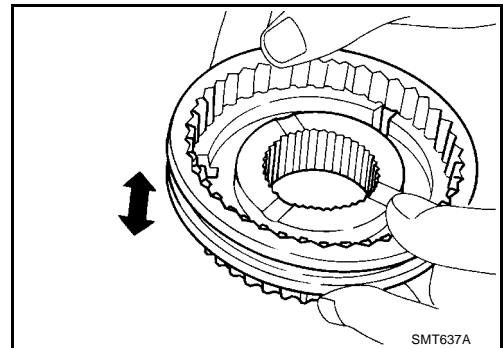
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- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.

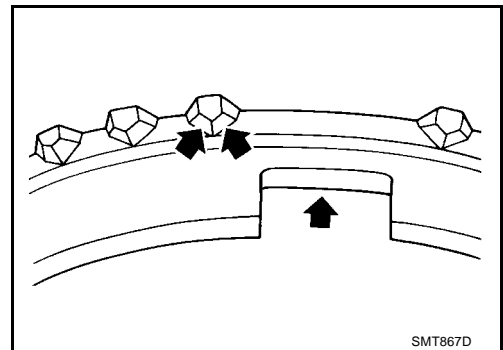


## SYNCHRONIZERS

- Check spline area of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check insert springs for wear or deformation.



- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.

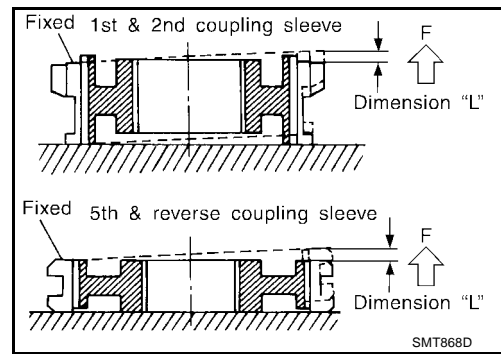


# MAINSHAFT AND GEARS

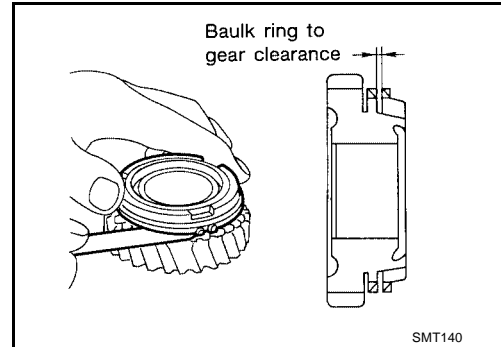
[RS5F70A]

- Measure the movement (play, dimension "L") of 1st & 2nd coupling sleeve and 5th & reverse coupling sleeve with their end fixed and the other end lifted as shown in the figure. If the movement exceeds specification, replace the sleeve.

Coupling sleeve	Length "L"
1st & 2nd	0 - 0.68 mm (0 - 0.0268 in)
5th & Reverse	0 - 0.89 mm (0 - 0.0350 in)

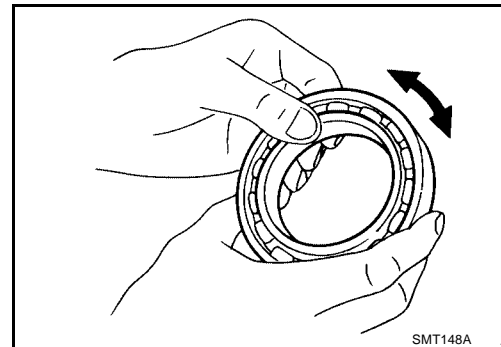


- Measure clearance between baulk ring and gear. Refer to [MT-64, "Clearance Between Baulk Ring and Gear"](#).

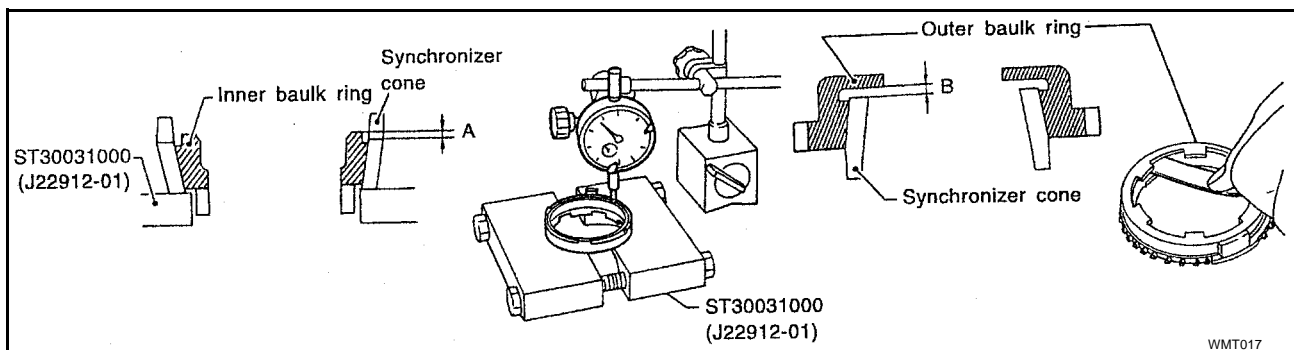


## BEARING

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.



- Measure wear of inner and outer baulk ring as shown.



- Place baulk rings in position on synchronizer cone.
- While holding baulk ring against synchronizer cone as far as it will go, measure dimensions "A" and "B" using Tool.

**Standard "A": 0.6 - 0.8 mm (0.024 - 0.031 in)**

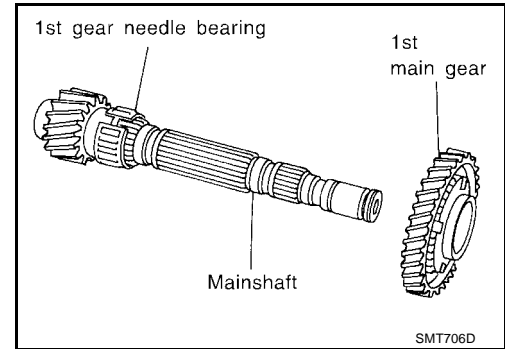
**"B": 0.6 - 1.1 mm (0.024 - 0.043 in)**

**Wear limit : 0.2 mm (0.008 in)**

- If dimension "A" or "B" is smaller than the wear limit, replace outer baulk ring, inner baulk ring and synchronizer cone as a set.

### Assembly

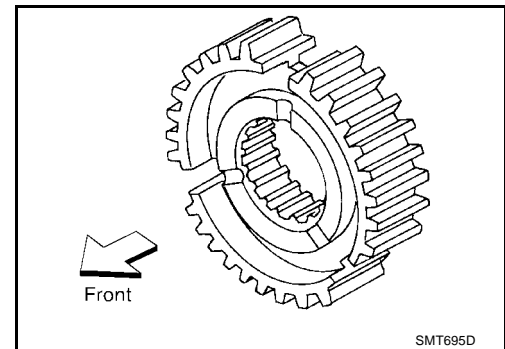
1. Install 1st gear needle bearing and 1st main gear onto mainshaft.



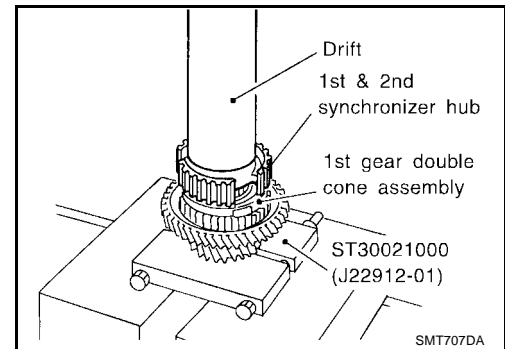
2. Install 1st double cone assembly onto mainshaft.
3. Install 1st & 2nd synchronizer hub with its three grooves facing the front side (1st main gear side) onto mainshaft.

**CAUTION:**

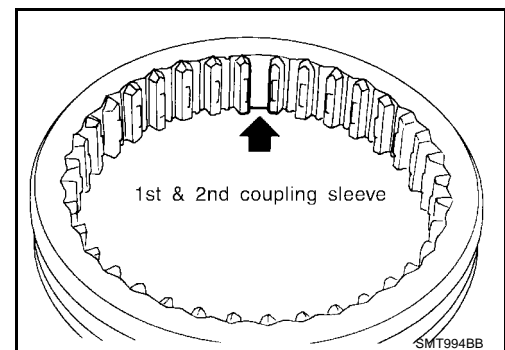
**Do not reuse 1st & 2nd synchronizer hub.**



4. Install 1st & 2nd synchronizer hub using Tool.



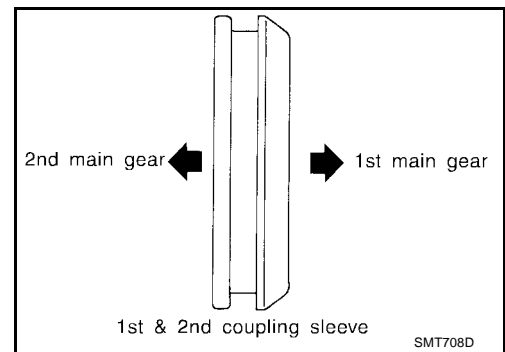
5. Install insert spring onto 1st & 2nd coupling sleeve.



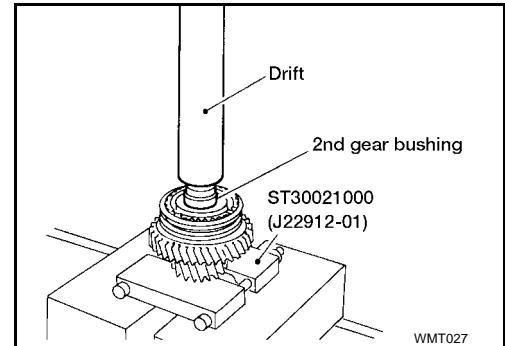
# MAINSHAFT AND GEARS

[RS5F70A]

6. Install 1st & 2nd coupling sleeve with its chamfered surface facing the 1st main gear side onto 1st & 2nd synchronizer hub.



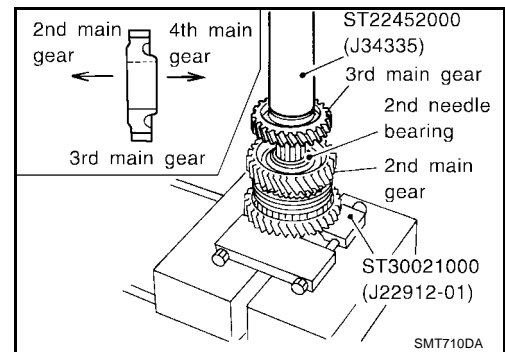
7. Install 2nd gear bushing with its flange surface facing 1st & 2nd synchronizer hub side using Tool.



8. Install 2nd needle bearing, 2nd double cone assembly, and 2nd main gear onto mainshaft using Tool.
9. Position 3rd main gear as shown, and install it using Tool.

**CAUTION:**

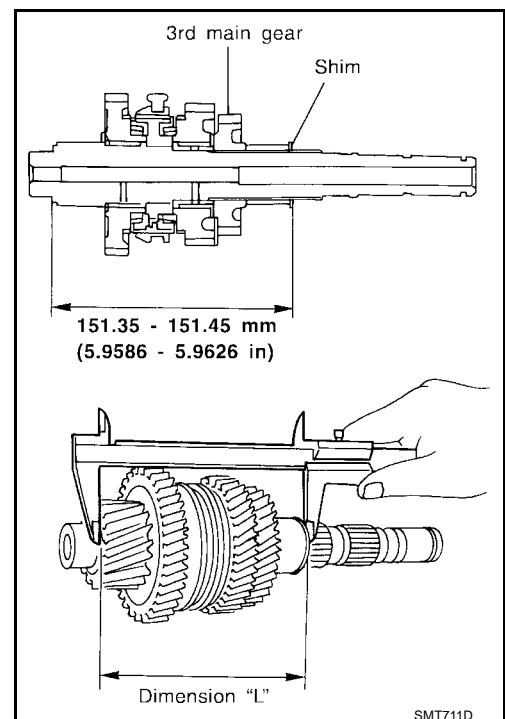
**Do not reuse 3rd main gear.**



10. Install spacer and mainshaft adjusting shim onto mainshaft.
11. Select a mainshaft adjusting shim suitable to satisfy the following specification of dimension "L" and install it onto mainshaft.

**Specification of dimension "L"** : 151.35 - 151.45 mm (5.9586 - 5.9626 in)

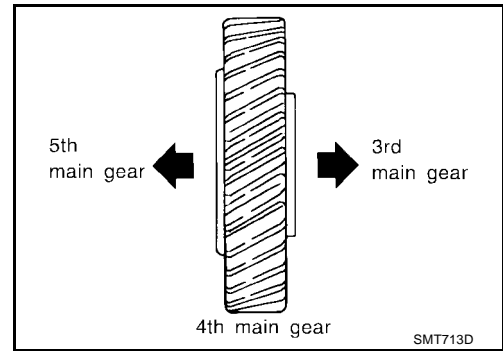
**Mainshaft adjusting shims** : Refer to [MT-65, "Available Adjusting Shims"](#) .



# MAINSHAFT AND GEARS

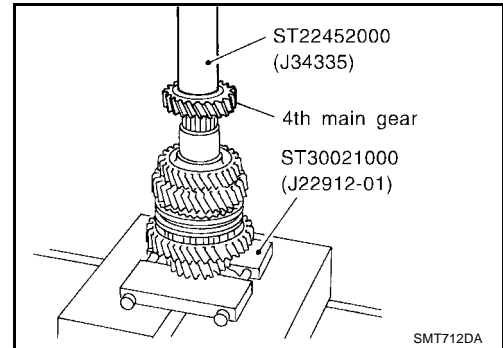
[RS5F70A]

12. Position 4th main gear as shown, and install it onto mainshaft.

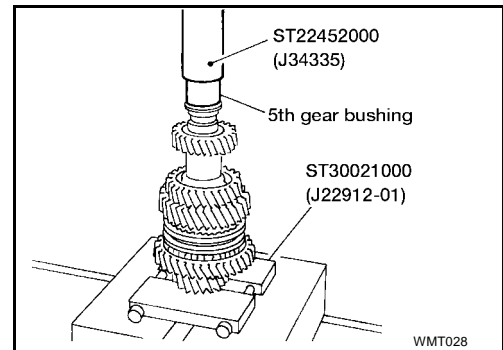


13. Install 4th main gear onto mainshaft using Tool.

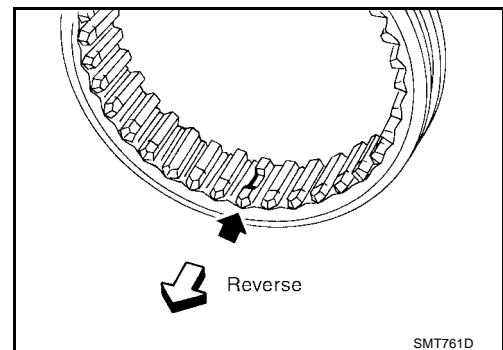
**CAUTION:**  
Do not reuse 4th main gear.



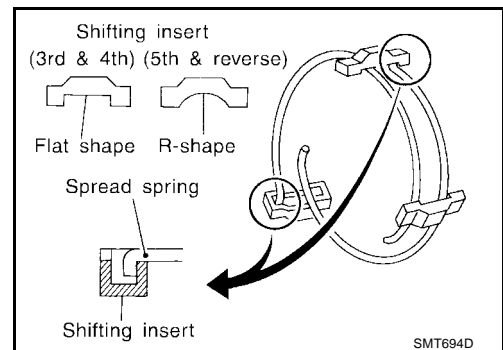
14. Install 5th gear bushing with its flange surface facing the 4th main gear side using Tool.



15. Install 5th needle bearing, 5th main gear, and 5th gear baulk ring onto mainshaft.



16. Being careful of the following points, install spread spring, shifting insert, and 5th & reverse synchronizer hub onto 5th & reverse coupling sleeve.





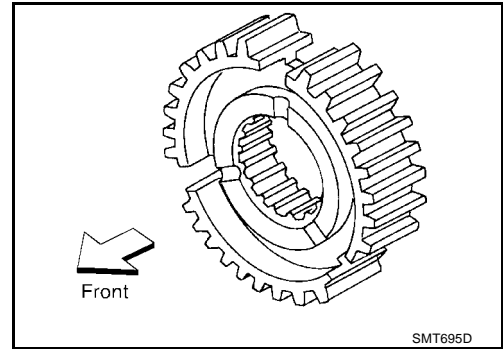
# MAINSHAFT AND GEARS

[RS5F70A]

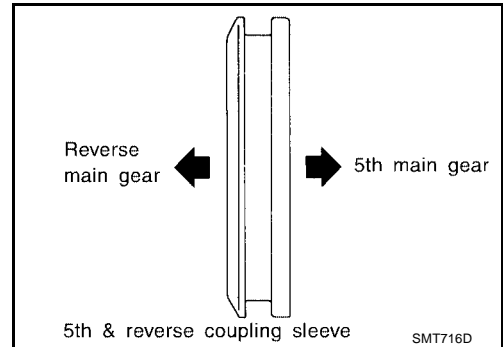
- Pay attention to the shape of spread spring and shifting insert for correct assembly.  
Do not install spread spring hook onto the same shifting insert.
- Install synchronizer hub with its three grooves facing the front side (5th main gear side).

**CAUTION:**

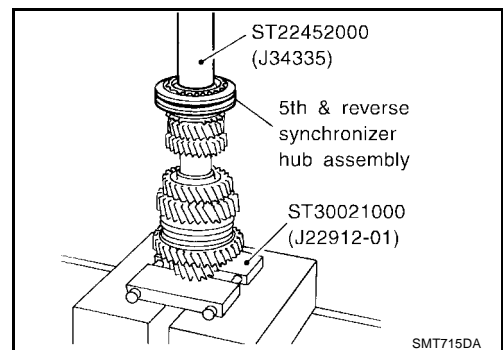
**Do not reuse 5th & reverse synchronizer hub.**



- Install 5th & reverse coupling sleeve with its chamfered surface facing the reverse main gear side.



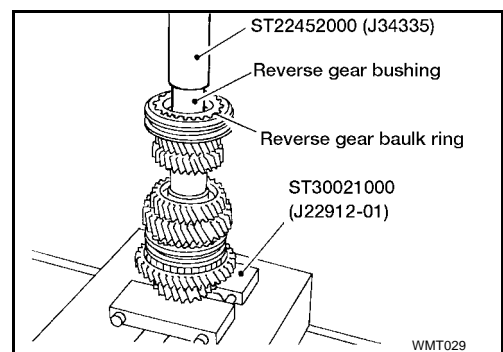
17. Install 5th & reverse synchronizer hub assembly using Tool.



18. Install reverse gear baulk ring using Tool.

19. Install reverse gear bushing using Tool.

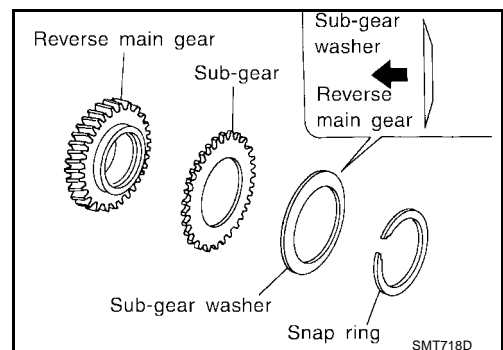
20. Install reverse gear needle bearing using Tool.



21. Install sub-gear, sub-gear washer, and snap ring onto reverse main gear.

**CAUTION:**

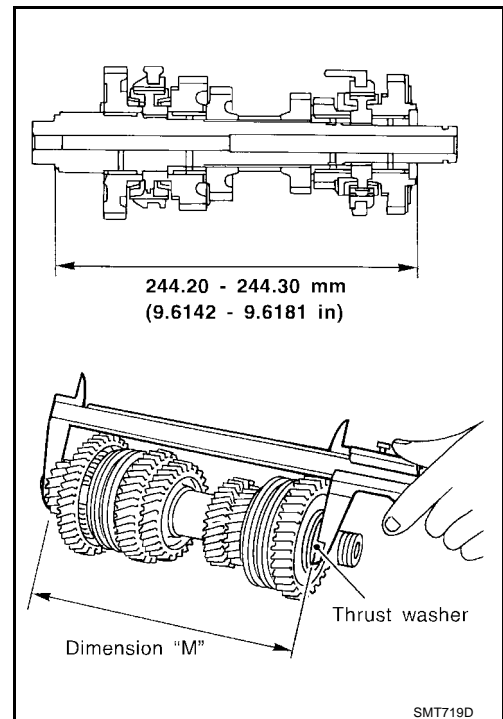
- Pay attention to direction of sub-gear washer.
- Do not reuse snap ring.



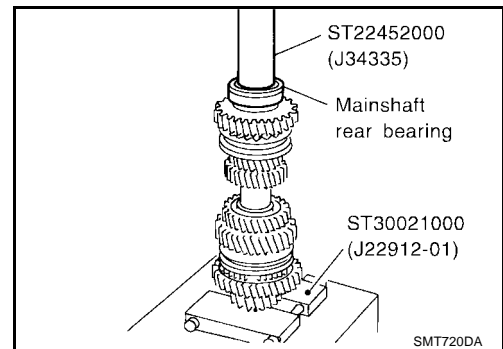
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22. Install reverse main gear assembly onto mainshaft.
23. Select a thrust washer suitable to satisfy the following specification of dimension "M" as shown, and install it onto mainshaft.

**Specification of dimension "M"** : 244.20 - 244.30 mm (9.6142 - 9.6181 in)  
**Available thrust washers** : Refer to [MT-67. "Available Thrust Washer"](#) .

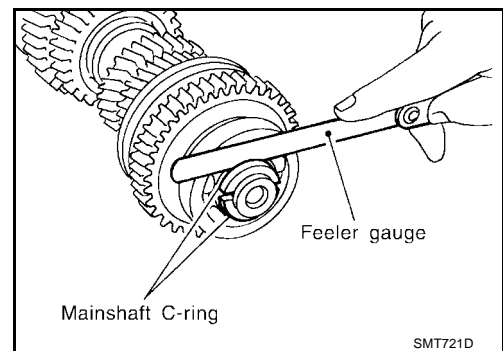


24. Install mainshaft rear bearing using Tool.

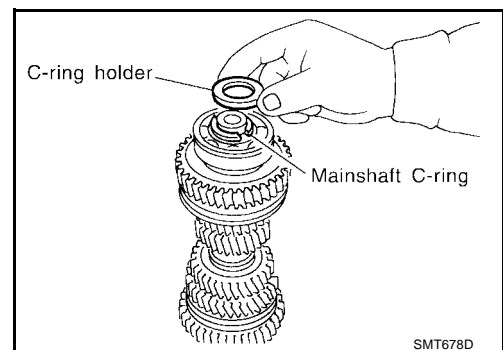


25. Install mainshaft C-ring.
26. Using feeler gauge, measure the end play of mainshaft rear bearing with a suitable tool, and check if it satisfies the following specification.

**End play** : 0 - 0.06 mm (0 - 0.0024 in)  
**Mainshaft C-rings** : Refer to [MT-64. "Available C-rings"](#) .



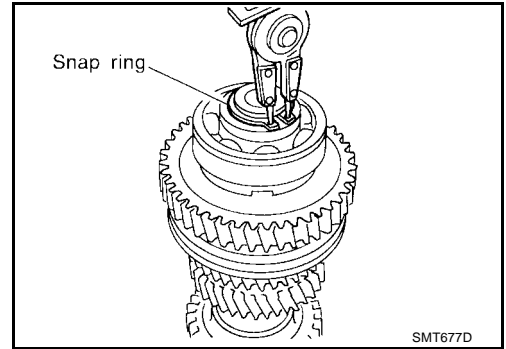
27. Install C-ring holder.



# MAINSHAFT AND GEARS

[RS5F70A]

28. Install snap ring with a suitable tool.



29. Measure gear end play as a final check. Refer to [MT-64, "Gear End Play"](#) .

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## FINAL DRIVE

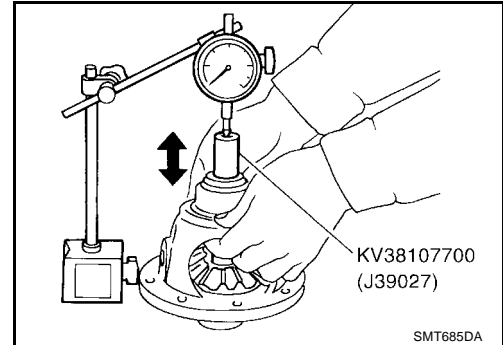
PFP:38411

### Pre-inspection DIFFERENTIAL CASE SIDE

ECS005TW

1. Clean final drive assembly sufficiently to prevent side gear thrust washer, differential case, side gear, and other parts from sticking by gear oil.
2. Upright the differential case so that the side gear to be measured faces upward.
3. Place final drive adapter and dial gauge onto side gear. Move side gear up and down, and measure the clearance using Tool.

**Clearance between side gear and differential case : 0.1 - 0.2 mm (0.004 - 0.008 in)**

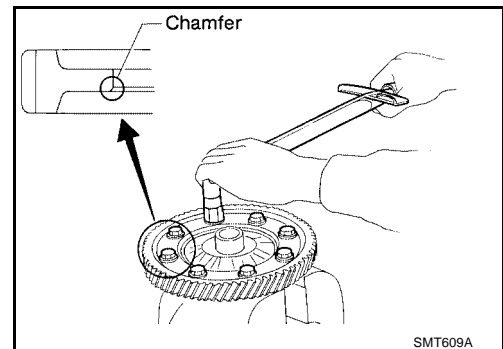


4. If not within specification, adjust the clearance by changing thrust washer thickness.
5. Turn differential case upside down, and measure the clearance between side gear and differential case on the other side in the same way using Tool.

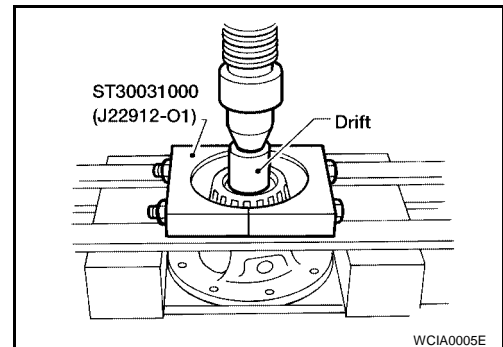
### Disassembly

ECS005TX

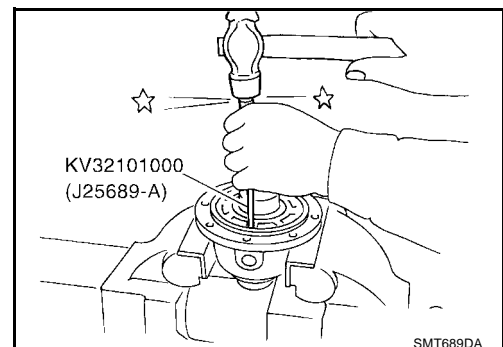
1. Remove the final gear bolts. Then, separate the final gear from differential case.
2. Make a notch and remove speedometer drive gear using a scraper or other suitable tool.
  - **Bearing replacer cannot be positioned unless speedometer drive gear is removed.**



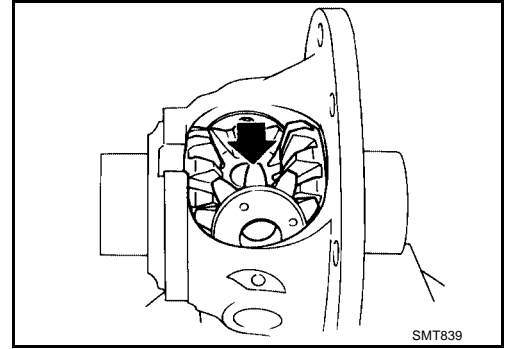
3. Remove differential side bearing of final gear side using Tool.
4. Turn differential case upside down, and remove differential side bearing of speedometer drive gear side using Tool.
  - **Be careful not to mix up the differential side bearings.**



5. Remove speedometer stopper.
6. Remove lock pins from pinion mate shaft using Tool.



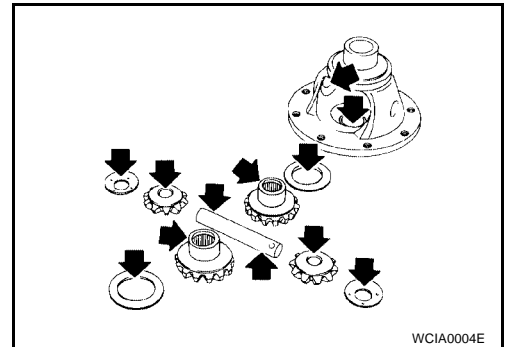
7. Remove pinion mate shaft.
8. Rotate pinion mate gear, and remove pinion mate gear, pinion mate thrust washer, side gear, and side gear thrust washer from differential case.



ECS005TY

### Inspection GEAR, WASHER, SHAFT AND CASE

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.



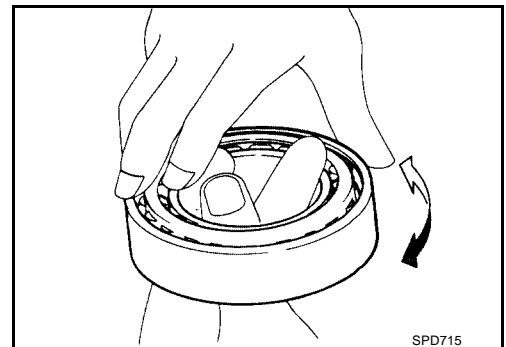
WCIA0004E

### BEARING

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.

#### **CAUTION:**

**When replacing tapered roller bearing, replace outer and inner race as a set.**

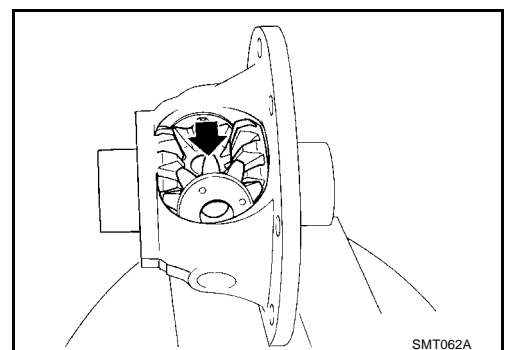


SPD715

ECS005TZ

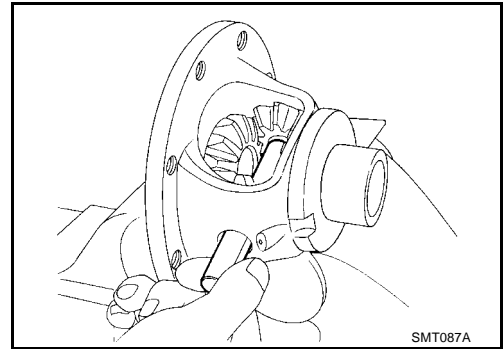
### Assembly

1. Apply gear oil to sliding area of differential case, each gear, and thrust washer.
2. Install side gear thrust washer and side gear into differential case.
3. Position pinion mate gear and pinion mate thrust washer diagonally, and install them into differential case while rotating.



SMT062A

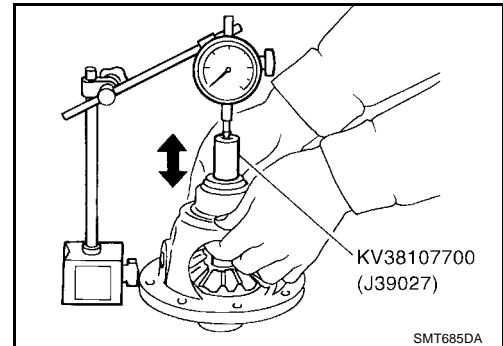
4. Insert pinion mate shaft into differential case.



5. Upright the differential case so that its side gear to be measured faces upward.
6. Place preload adapter and dial gauge onto side gear. Move side gear up and down, and measure the clearance using Tool.
7. Turn differential case upside down, and measure the clearance between side gear and differential case on the other side in the same way using Tool.

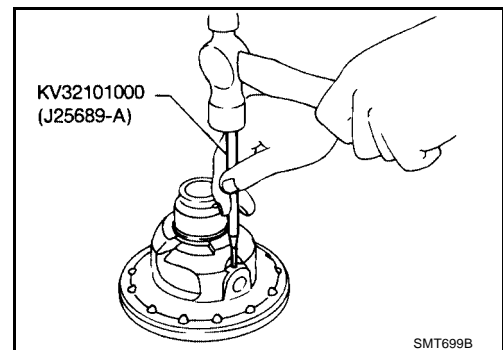
**Clearance of side gear and differential case** : 0.1 - 0.2 mm (0.004 - 0.008 in)

**Differential side gear thrust washers** : Refer to [MT-67, "Available Washers"](#) .

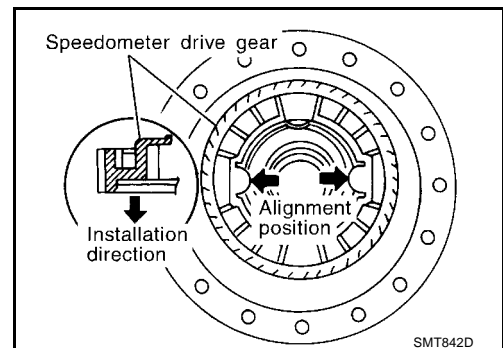


8. Install retaining pin using Tool.

- **Make sure that retaining pin is flush with case.**



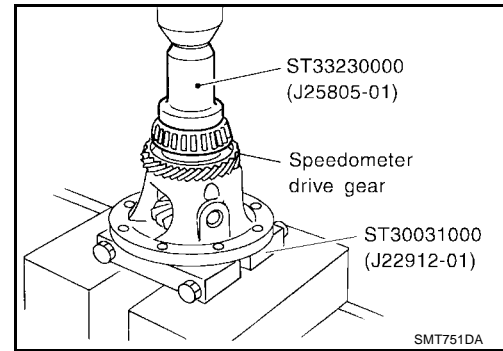
9. Align and install speedometer drive gear into differential case.
10. Install speedometer stopper.



# FINAL DRIVE

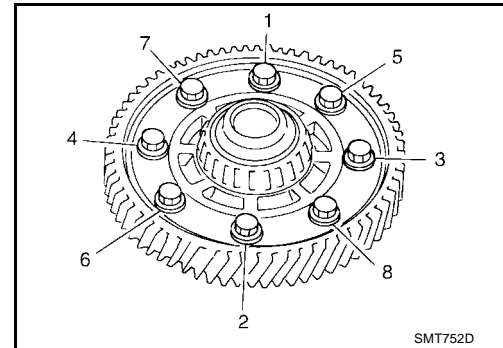
[RS5F70A]

11. Install differential side bearing using Tool.
12. Turn differential case upside down, and install another differential side bearing on the other side in the same way using Tool.



13. Install the final gear into the differential case. Apply sealant onto the final gear bolts, and tighten them in the order as shown to the specified torque.

**Final gear bolts** : Refer to [MT-23, "FINAL DRIVE COMPONENTS"](#) .



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## SHIFT CONTROL

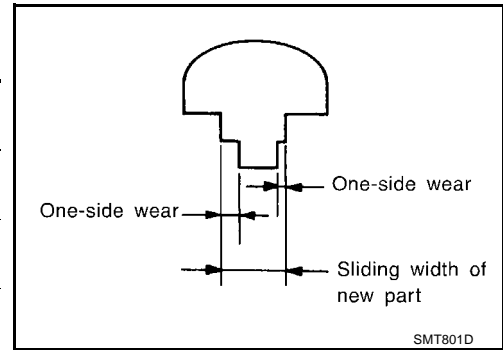
PFP:32982

### Inspection

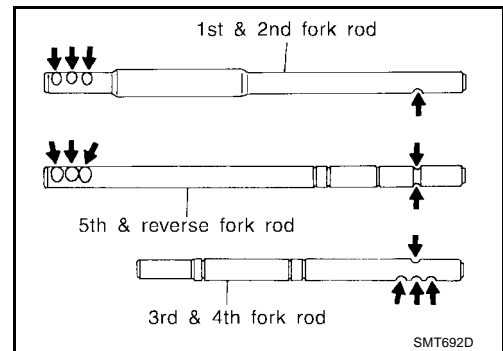
ECS005U0

- Check if the width of shift fork hook (sliding area with coupling sleeve) is within allowable specification below.

Item	One-side wear specification	Sliding width of new part
1st & 2nd	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
3rd & 4th	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
5th & reverse	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)



- Check if shift check groove of fork rod or 5th & reverse check groove is worn, or has any other abnormalities.





# SERVICE DATA AND SPECIFICATIONS (SDS)

**[RS5F70A]**

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications TRANSAXLE

ECS005U1

Engine		QG18DE	
Transaxle model		RS5F70A	
Number of speeds		5	
Synchromesh type		Warner	
Shift pattern			
Gear ratio	1st	3.333	
	2nd	1.955	
	3rd	1.286	
	4th	0.926	
	5th	0.756	
	Reverse	3.214	
Number of teeth	Input gear	1st	15
		2nd	22
		3rd	28
		4th	41
		5th	45
		Rev.	14
	Main gear	1st	50
		2nd	43
		3rd	36
		4th	38
		5th	34
		Rev.	45
Reverse idler gear		37	
Oil level (Reference)	mm (in)*1	75.5 - 80.5 (2.972 - 3.169)	
Oil capacity	ℓ (qt)	3.0 (3 1/8)	
Remarks		1st & 2nd double baulk ring type synchronizer	
		Reverse sub-gear	

\*1: Refer to [MA-13, "Fluids and Lubricants"](#) .

### FINAL GEAR

Engine		QG18DE
Transaxle model		RS5F70A
Final gear ratio		4.176
Number of teeth	Final gear/Pinion	71/17
	Side gear/Pinion mate gear	16/10

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F70A]

## Gear End Play

ECS005U2

Unit: mm (in)

Gear	End play
1st main gear	0.18 - 0.31 (0.0071 - 0.0122)
2nd main gear	
5th main gear	
Reverse main gear	
3rd input gear	0.17 - 0.44 (0.0067 - 0.0173)
4th input gear	

## Clearance Between Baulk Ring and Gear 3RD, 4TH, 5TH, REVERSE BAULK RING

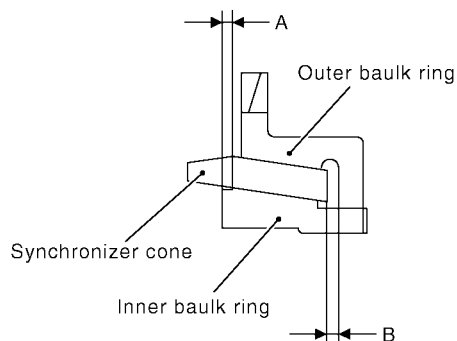
ECS005U3

Unit: mm (in)

Standard		Wear limit
3rd	0.90 - 1.45 (0.0354 - 0.0571)	0.7 (0.028)
4th		
5th		
Reverse	0.9 - 1.35 (0.0354 - 0.0531)	

## 1ST AND 2ND BAULK RING

Unit: mm (in)



SMT906D

Dimension	Standard	Wear limit
A	0.6 - 0.8 (0.024 - 0.031)	0.2 (0.008)
B	0.6 - 1.1 (0.024 - 0.043)	

## Available Snap Rings SNAP RING

ECS005U4

End play	0.05 - 0.25 mm (0.0020 - 0.0098 in)
Thickness	Part number*
1.45 mm (0.0571 in)	32204-6J000
1.55 mm (0.0610 in)	32204-6J001
1.65 mm (0.0650 in)	32204-6J002
1.75 mm (0.0689 in)	32204-6J003
1.85 mm (0.0728 in)	32204-6J004

\*: Always check with the parts department for the latest information.

## Available C-rings 4TH INPUT GEAR C-RING

ECS005U5

End play	0 - 0.06 mm (0 - 0.0024 in)
Thickness	Part number*

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F70A]

3.00 mm (0.1181 in)	32205-6J000
3.03 mm (0.1193 in)	32205-6J001
3.06 mm (0.1205 in)	32205-6J002
3.09 mm (0.1217 in)	32205-6J003
3.12 mm (0.1228 in)	32205-6J004

\*: Always check with the parts department for the latest information.

## 5TH INPUT GEAR REAR C-RING

End play	0 - 0.06 mm (0 - 0.0024 in)
Thickness	Part number*
2.59 mm (0.1020 in)	32205-6J005
2.62 mm (0.1031 in)	32205-6J006
2.65 mm (0.1043 in)	32205-6J007
2.68 mm (0.1055 in)	32205-6J008
2.71 mm (0.1067 in)	32205-6J009
2.74 mm (0.1079 in)	32205-6J010

\*: Always check with the parts department for the latest information.

## MAINSHAFT C-RING

End play	0 - 0.06 mm (0 - 0.0024 in)
Thickness	Part number*
3.48 mm (0.1370 in)	32348-6J000
3.51 mm (0.1382 in)	32348-6J001
3.54 mm (0.1394 in)	32348-6J002
3.57 mm (0.1406 in)	32348-6J003
3.60 mm (0.1417 in)	32348-6J004
3.63 mm (0.1429 in)	32348-6J005
3.66 mm (0.1441 in)	32348-6J006
3.69 mm (0.1453 in)	32348-6J007
3.72 mm (0.1465 in)	32348-6J008
3.75 mm (0.1476 in)	32348-6J009
3.78 mm (0.1488 in)	32348-6J010
3.81 mm (0.1500 in)	32348-6J011
3.84 mm (0.1512 in)	32348-6J012
3.87 mm (0.1524 in)	32348-6J013
3.90 mm (0.1535 in)	32348-6J014
3.93 mm (0.1547 in)	32348-6J015
3.96 mm (0.1559 in)	32348-6J016

\*: Always check with the parts department for the latest information.

## Available Adjusting Shims INPUT SHAFT REAR BEARING ADJUSTING SHIM

ECS005U6

End play	0 - 0.06 mm (0 - 0.0024 in)
Thickness	Part number*
0.74 mm (0.0291 in)	32225-6J003
0.78 mm (0.0307 in)	32225-6J004
0.82 mm (0.0323 in)	32225-6J005
0.86 mm (0.0339 in)	32225-6J006

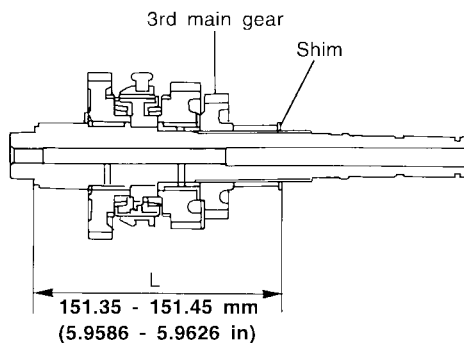
# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F70A]

0.90 mm (0.0354 in)	32225-6J007
0.94 mm (0.0370 in)	32225-6J008
0.98 mm (0.0386 in)	32225-6J009
1.02 mm (0.0402 in)	32225-6J010
1.06 mm (0.0417 in)	32225-6J011
1.10 mm (0.0433 in)	32225-6J012
1.14 mm (0.0449 in)	32225-6J013
1.18 mm (0.0465 in)	32225-6J014
1.22 mm (0.0480 in)	32225-6J015
1.26 mm (0.0496 in)	32225-6J016
1.30 mm (0.0512 in)	32225-6J017
1.34 mm (0.0528 in)	32225-6J018
1.38 mm (0.0543 in)	32225-6J019
1.42 mm (0.0559 in)	32225-6J020
1.46 mm (0.0575 in)	32225-6J021
1.50 mm (0.0591 in)	32225-6J022
1.54 mm (0.0606 in)	32225-6J023
1.58 mm (0.0622 in)	32225-6J024
1.62 mm (0.0638 in)	32225-6J060
1.66 mm (0.0654 in)	32225-6J061

\*: Always check with the parts department for the latest information.

## MAINSHAFT ADJUSTING SHIM



SMT907D

Standard length "L"	151.35 - 151.45 mm (5.9586 - 5.9626 in)
Thickness	Part number*
0.48 mm (0.0189 in)	32238-6J000
0.56 mm (0.0220 in)	32238-6J001
0.64 mm (0.0252 in)	32238-6J002
0.72 mm (0.0283 in)	32238-6J003
0.80 mm (0.0315 in)	32238-6J004
0.88 mm (0.0346 in)	32238-6J005

\*: Always check with the parts department for the latest information.

## MAINSHAFT REAR BEARING ADJUSTING SHIM

End play	0 - 0.06 mm (0 - 0.0024 in)
Thickness	Part number*
2.99 mm (0.1177 in)	32238-6J010
3.03 mm (0.1193 in)	32238-6J011

# SERVICE DATA AND SPECIFICATIONS (SDS)

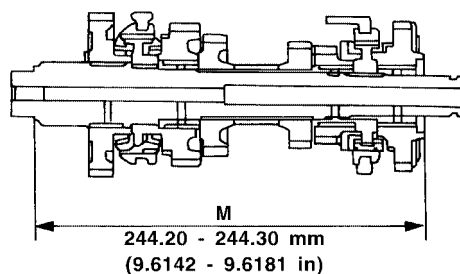
[RS5F70A]

3.07 mm (0.1209 in)	32238-6J012	A
3.11 mm (0.1224 in)	32238-6J013	B
3.15 mm (0.1240 in)	32238-6J014	B
3.19 mm (0.1256 in)	32238-6J015	MT
3.23 mm (0.1272 in)	32238-6J016	D
3.27 mm (0.1287 in)	32238-6J017	E
3.31 mm (0.1303 in)	32238-6J018	F
3.35 mm (0.1319 in)	32238-6J019	G
3.39 mm (0.1335 in)	32238-6J020	H
3.43 mm (0.1350 in)	32238-6J021	I
3.47 mm (0.1366 in)	32238-6J022	J
3.51 mm (0.1382 in)	32238-6J023	K

\*: Always check with the parts department for the latest information.

## Available Thrust Washer MAINSHAFT THRUST WASHER

ECS005U7



SMT843D

Standard length "M"	244.20 - 244.30 mm (9.6142 - 9.6181 in)
Thickness	Part number*
6.04 mm (0.2378 in)	32246-6J000
6.12 mm (0.2409 in)	32246-6J001
6.20 mm (0.2441 in)	32246-6J002
6.28 mm (0.2472 in)	32246-6J003
6.36 mm (0.2504 in)	32246-6J004

\*: Always check with the parts department for the latest information.

## Available Washers DIFFERENTIAL SIDE GEAR THRUST WASHER

ECS005U8

Clearance between side gear and differential case	0.1 - 0.2 mm (0.004 - 0.008 in)
Thickness mm (in)	Part number*
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115

\*: Always check with the parts department for the latest information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F70A]

## Available Shims — Differential Side Bearing Preload and Adjusting Shim BEARING PRELOAD

ECS005U9

Unit: mm (in)

Differential side bearing preload: T*	0.15 - 0.21 (0.0059 - 0.0083)
---------------------------------------	-------------------------------

\* Install shims which are "deflection of differential case" + "T" in thickness.

### DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS

Thickness mm (in)	Part number*
0.44 (0.0173)	38454-M8000
0.48 (0.0189)	38454-M8001
0.52 (0.0205)	38454-M8002
0.56 (0.0220)	38454-M8003
0.60 (0.0236)	38454-M8004
0.64 (0.0252)	38454-M8005
0.68 (0.0268)	38454-M8006
0.72 (0.0283)	38454-M8007
0.76 (0.0299)	38454-M8008
0.80 (0.0315)	38454-M8009
0.84 (0.0331)	38454-M8010
0.88 (0.0346)	38454-M8011

\*: Always check with the parts department for the latest information.

# PRECAUTIONS

[RS5F51A]

## PRECAUTIONS

PFP:00001

### Cautions

ECS005UA

- Do not reuse transaxle oil, once it has been drained.
- Check oil level or replace oil with vehicle on level ground.
- During removal or installation, keep inside of transaxle clear of dust or dirt.
- Check for the correct installation status prior to removal or disassembly. If mating marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Be careful not to damage sliding surfaces and mating surfaces.

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# PREPARATION

[RS5F51A]

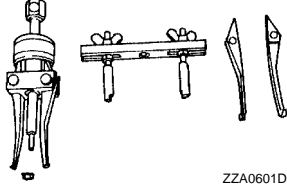
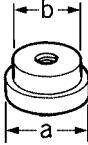
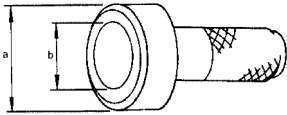
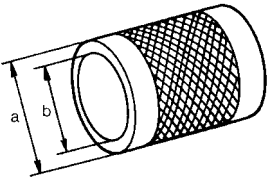
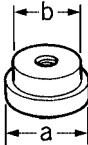
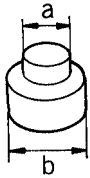
PFP:00002

ECS005UB

## PREPARATION

### Special Service Tools

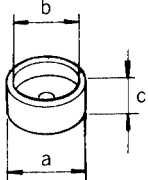
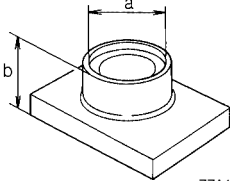
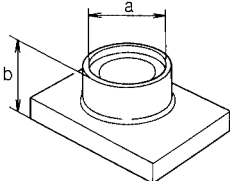
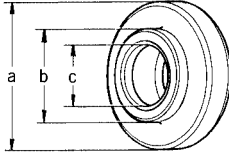
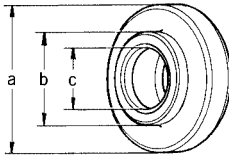
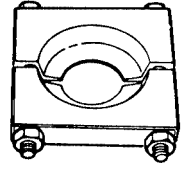
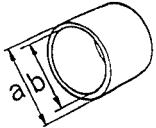
The actual shapes of the Kent-Moore tools may differ from those of the special tools illustrated here.

Tool number (Kent-Moore No.) Tool name		Description
KV381054S0 (J34286) Puller	 <p style="text-align: center;">ZZA0601D</p>	Side bearing outer race removal Main shaft front bearing removal
ST35321000 ( — ) Drift	 <p style="text-align: center;">ZZA1000D</p>	Input shaft oil seal installation Reverse main gear installation 1st bushing installation 1st-2nd synchronizer hub installation 2nd bushing installation 3rd main gear installation <b>a: 49 mm (1.93 in) dia.</b> <b>b: 41 mm 1.61 in) dia.</b>
ST30720000 (J25405) Drift	 <p style="text-align: center;">ZZA0811D</p>	Differential oil seal installation Differential side bearing outer race installation Mainshaft rear bearing installation Differential side bearing installation <b>a: 77 mm (3.03 in) dia.</b> <b>b: 55.5 mm (2.185 in) dia.</b>
ST33200000 (J26082) Drift	 <p style="text-align: center;">ZZA1002D</p>	Mainshaft front bearing installation 4th main gear installation 5th main gear installation <b>a: 60 mm (2.36 in) dia.</b> <b>b: 44.5 mm (1.752 in) dia.</b>
ST33061000 (J8107-2) Drift	 <p style="text-align: center;">ZZA1000D</p>	Bore plug installation Differential side bearing removal <b>a: 38 mm (1.50 in) dia.</b> <b>b: 28.5 mm (1.122 in) dia.</b>
ST33052000 ( — ) Drift	 <p style="text-align: center;">ZZA1023D</p>	Welch plug installation Input shaft rear bearing removal Input shaft bearing spacer and 5th stopper removal 5th bushing, thrust washer, 4th input gear, 4th gear bushing, 3rd-4th synchronizer hub and 3rd input gear removal Input shaft front bearing installation Mainshaft rear bearing removal 4th main gear and 5th main gear removal <b>a: 22 mm (0.87 in) dia.</b> <b>b: 28 mm (1.10 in) dia.</b>



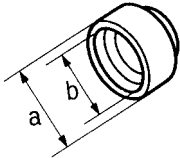
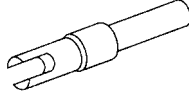
# PREPARATION

[RS5F51A]

Tool number (Kent-Moore No.) Tool name	Description	
KV40105020 ( — ) Drift	 <p>5th input gear and synchronizer hub removal 3rd main gear, 2nd main gear, 2nd bushing, 1st-2nd synchronizer hub, 1st main gear, re- verse main gear and 1st bushing removal <b>a: 39.7 mm (1.563 in) dia.</b> <b>b: 35 mm (1.38 in) dia.</b> <b>c: 15 mm (0.59 in).</b></p> <p style="text-align: right;">ZZA1133D</p>	A B MT
KV40105710 ( — ) Press stand	 <p>3rd-4th synchronizer hub installation 4th bushing installation 5th bushing installation 5th synchronizer hub installation 2nd bushing installation 3rd main gear installation <b>a: 46 mm (1.81 in) dia.</b> <b>b: 41 mm (1.61 in).</b></p> <p style="text-align: right;">ZZA1058D</p>	D E
ST38220000 ( — ) Press stand	 <p>Reverse main gear installation 1st bushing installation 1st-2nd synchronizer hub installation <b>a: 63 mm (2.48 in) dia.</b> <b>b: 65 mm (2.56 in).</b></p> <p style="text-align: right;">ZZA1058D</p>	F G H
ST30032000 (J26010-01) Drift	 <p>5th stopper and input shaft bearing spacer in- stallation Input shaft front bearing installation <b>a: 63 mm (2.48 in) dia.</b> <b>b: 38 mm (1.50 in) dia.</b> <b>c: 31 mm (1.22 in) dia.</b></p> <p style="text-align: right;">ZZA0978D</p>	I J
ST30901000 (J26010-01) Drift	 <p>Input shaft rear bearing installation 4th main gear installation 5th main gear installation Mainshaft rear bearing installation <b>a: 79 mm (3.11 in) dia.</b> <b>b: 45 mm (1.77 in) dia.</b> <b>c: 35.2 mm (1.386 in) dia.</b></p> <p style="text-align: right;">ZZA0978D</p>	K L
ST30031000 (J22912-01) Puller	 <p>Measuring wear of 1st and 2nd baulk ring</p> <p style="text-align: right;">ZZA0537D</p>	M
KV40101630 (J35870) Drift	 <p>Reverse main gear installation <b>a: 68 mm (2.68 in) dia.</b> <b>b: 60 mm (2.36 in) dia.</b></p> <p style="text-align: right;">ZZA1003D</p>	

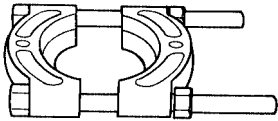
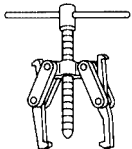

# PREPARATION

**[RS5F51A]**

Tool number (Kent-Moore No.) Tool name	Description
KV38102510 ( — ) Drift	1st bushing installation 1st-2nd synchronizer hub installation Differential side bearing installation <b>a: 71 mm (2.80 in) dia.</b> <b>b: 65 mm (2.56 in) dia.</b>
 <p style="text-align: right; font-size: small;">ZZA0838D</p>	
(J39713) Preload adapter	Checking differential side gear end play
 <p style="text-align: right; font-size: small;">NT087</p>	

## Commercial Service Tools

*ECS005UC*

Tool name	Description
Puller	Each bearing gear and bushing removal
 <p style="text-align: right; font-size: x-small;">ZZB0823D</p>	
Puller	Each bearing gear and bushing removal
 <p style="text-align: right; font-size: x-small;">NT077</p>	
Pin punch	Each retaining pin removal and installation <b>Tip: 4.5 mm (0.177 in) dia.</b>
 <p style="text-align: right; font-size: x-small;">ZZA0815D</p>	

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[RS5F51A]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

ECS005UD

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference page		MT-76	MT-76	MT-76	MT-84			MT-79	MT-87		MT-85, MT-88			
Suspected parts (possible cause)		(oil level is low)	(wrong oil)	(oil level is high)	Gasket (damaged)	Oil seal (worn or damaged)	O-Ring (worn or damaged)	Control device and cable (worn)	Check plug return spring and check ball (worn or damaged)	Shift fork (worn)	Gear (worn or damaged)	Bearing (worn or damaged)	Baulk ring (worn or damaged)	Insert spring, shifting insert (damaged)
Symptom	Noise	1	2								3	3		
	Oil leakage		3	1	2	2	2							
	Hard to shift or will not shift		1	1				2					3	3
	Jumps out of gear							1	2	3	3			

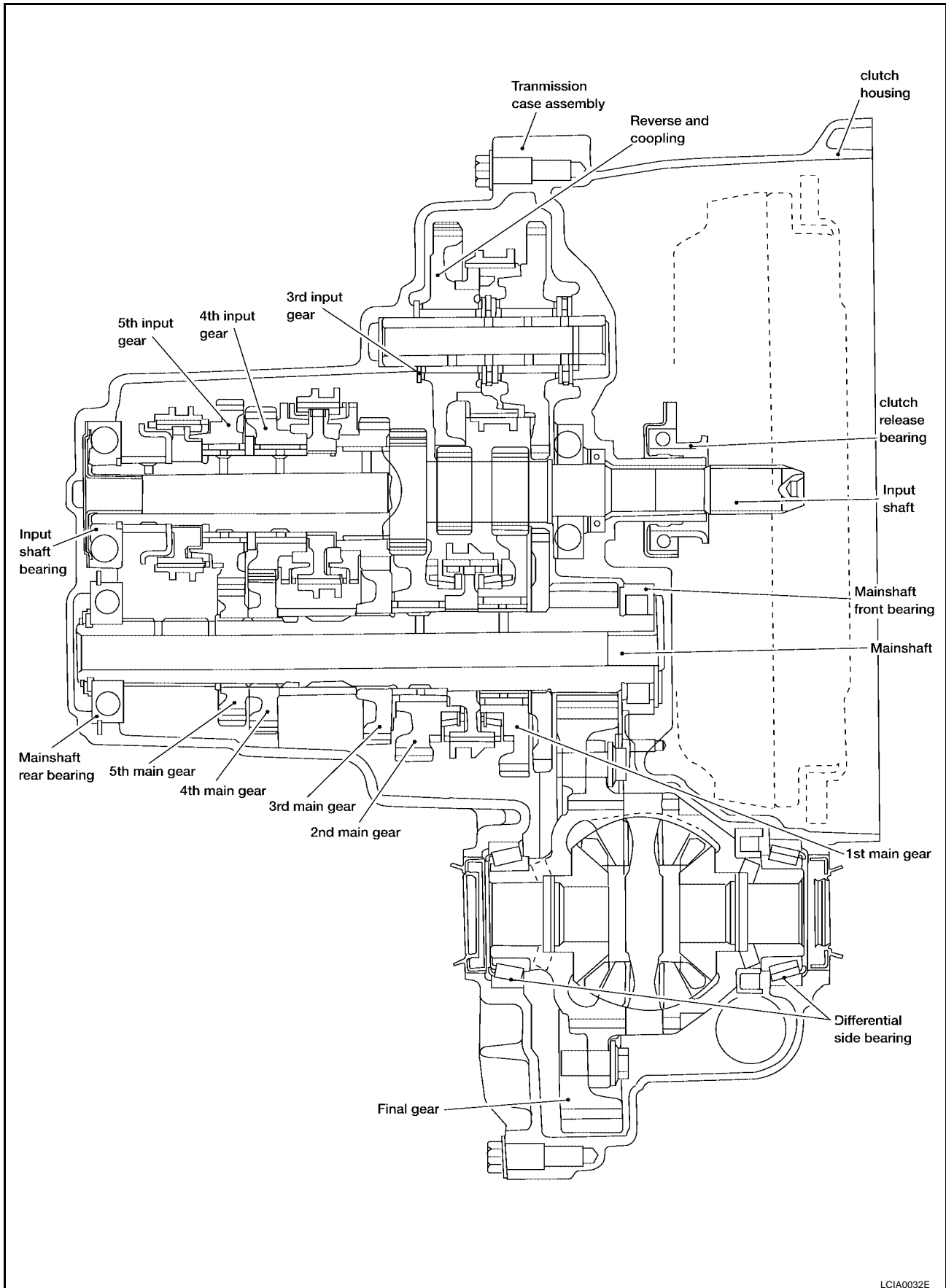
A  
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DESCRIPTION

PFP:00000

Cross-sectional View

ECS005UE



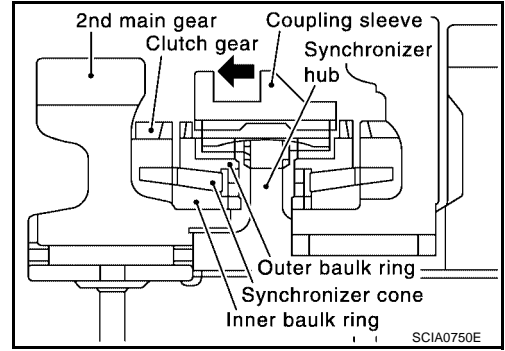
LCIA0032E

# DESCRIPTION

[RS5F51A]

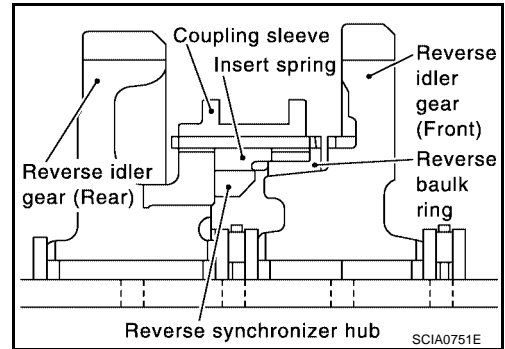
## DOUBLE-CONE SYNCHRONIZER

Double-cone synchronizer is adopted for 1st and 2nd gears to reduce operating force of the shift lever.



## REVERSE GEAR

Description of reverse gear components are as shown.



A  
B  
MT  
D  
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**M/T OIL****Replacement  
DRAINING**

1. Start the engine and let it run to warm up the transaxle.
2. Stop the engine. Remove drain plug and drain oil.
3. Set a new gasket on the drain plug and install it on the transaxle.

**Drain plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**

**FILLING**

1. Remove filler plug. Fill with new oil until oil level reaches the specified limit near filler plug mounting hole.

**Oil grade : API GL-4**

**Capacity (reference) : Approximately 2.3 ℓ (2 3/8 qt)**

2. After refilling oil, check oil level. Assemble new gasket on to filler plug, then install it on the transaxle body.

**Filler plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**

**Checking  
OIL LEAKAGE AND OIL LEVEL**

ECS005UG

- Check that oil is not leaking from transaxle.
- Check oil level from filler plug mounting hole as shown.

**CAUTION:**

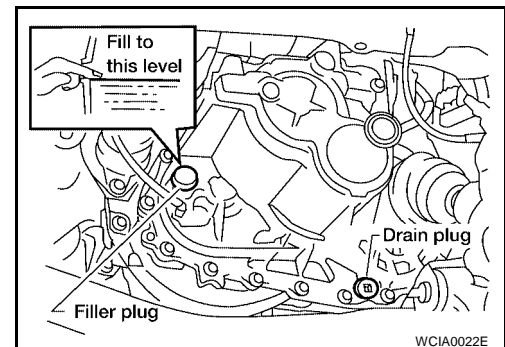
**Never start engine while checking oil level.**

- Set a new gasket on the filler plug and install it on the transaxle.

**Filler plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**



WCIA0022E

## SIDE OIL SEAL

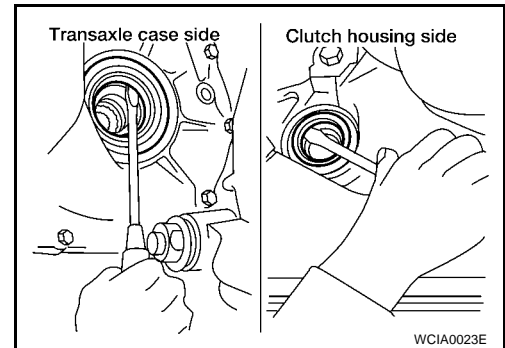
### Removal and Installation

#### REMOVAL

1. Remove the drive shaft from the transaxle body. Refer to [FAX-14, "Removal"](#).
2. Remove oil seal with a slotted screwdriver.

**CAUTION:**

Be careful not to damage the case surface when removing the oil seal.

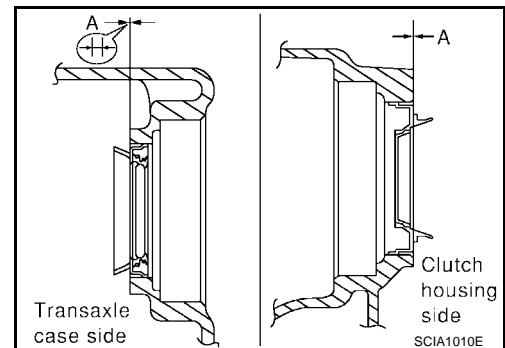


#### INSTALLATION

Installation is in the reverse order of removal.

- Using Tool (drift), drive the oil seal straight until it protrudes from the case end equal to dimension "A" as shown.

**Dimension "A" : Within 0.5 mm (0.02 in) or flush with the case.**



#### Special Service Tool

Drift to be used	ST30720000
------------------	------------

**CAUTION:**

- When installing oil seal, apply multi-purpose grease to oil seal lips.
  - Oil seal is not reusable.
- Check the oil level after installation. Refer to [MT-76, "Checking"](#).

## POSITION SWITCH

### Checking

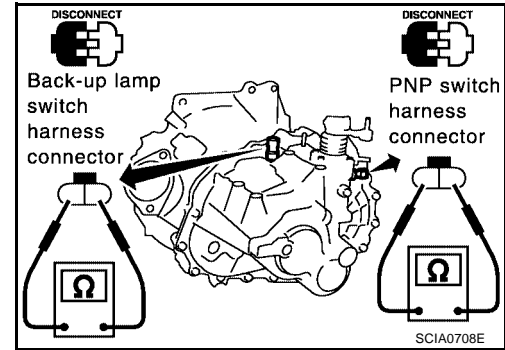
**NOTE:**

For removal and installation of the switches. Refer to [MT-84, "Component Parts"](#) .

### BACK-UP LAMP SWITCH

- Check continuity.

Gear position	Continuity
Reverse	Yes
Except reverse	No



### PARK/NEUTRAL POSITION SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No



# CONTROL LINKAGE

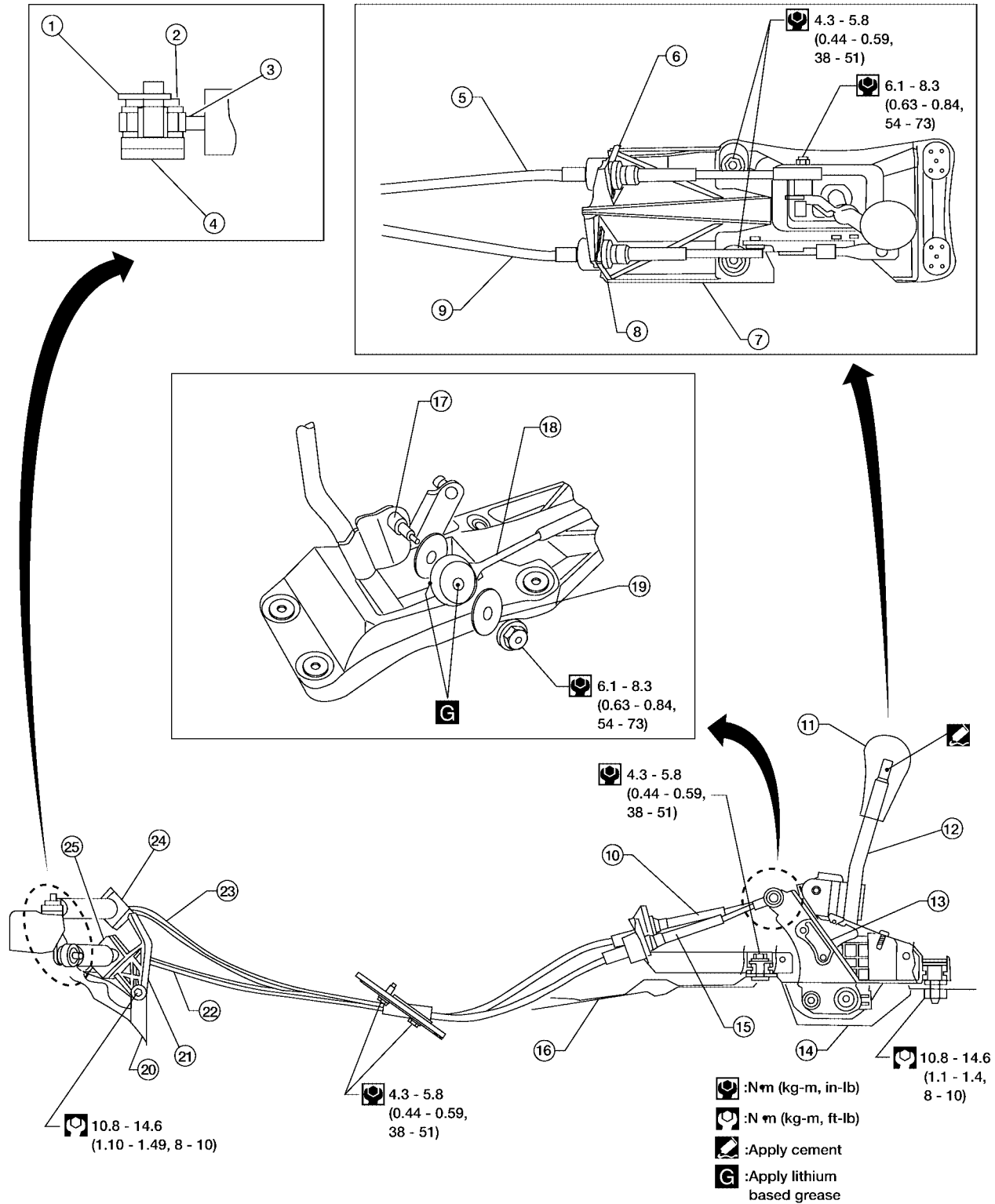
[RS5F51A]

PF3:34103

ECS005UJ

## CONTROL LINKAGE

### Removal and Installation of Control Device and Cable



- 1. Snap pin
- 2. Washer
- 3. Cable
- 4. Manual lever
- 5. Shift cable
- 6. Lock plate
- 7. Control device assembly
- 8. Lock plate
- 9. Select cable
- 10. Shift cable
- 11. Control lever knob
- 12. Control lever

- 13. Control lever
- 14. Control lever
- 15. Control lever
- 16. Control lever
- 17. Control lever
- 18. Control lever
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- 38. Control lever
- 39. Control lever
- 40. Control lever

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- |                             |                    |                            |
|-----------------------------|--------------------|----------------------------|
| 13. Control device assembly | 14. Cover          | 15. Select cable           |
| 16. Floor                   | 17. Pin            | 18. Shift cable            |
| 19. Washer                  | 20. Clutch housing | 21. Cable mounting bracket |
| 22. Select cable            | 23. Shift cable    | 24. Lock plate             |
| 25. Lock plate              |                    |                            |

**CAUTION:**

- Note that the select side lock plate for securing the control cable is different from the one on the shift side.
- After assembly, make sure selector lever automatically returns to Neutral when it is moved to 1st, 2nd, or Reverse.

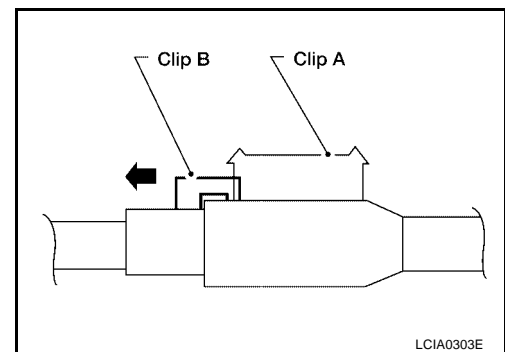
## Cable Adjustment

ECS0077V

**NOTE:**

After installation of the select cable, the cable must be adjusted for proper operation. This adjustment is performed before installing the interior console and shift boot.

1. Slide clip "B" from under clip "A" as shown.

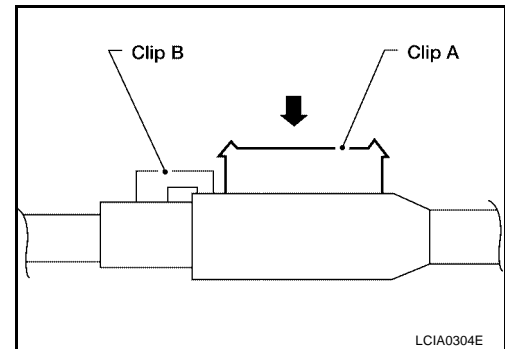


2. Shift the control lever to the neutral position.

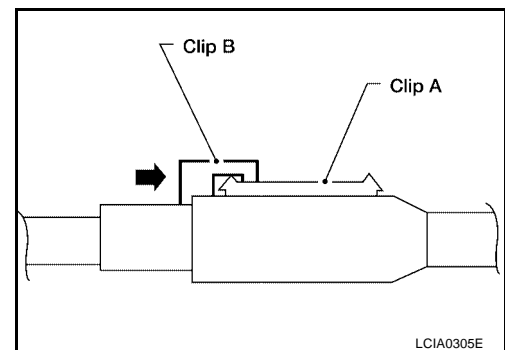
**CAUTION:**

**Do not move the control lever when adjusting the cables.**

3. Push clip "A" into the cable end case until it snaps into place as shown.



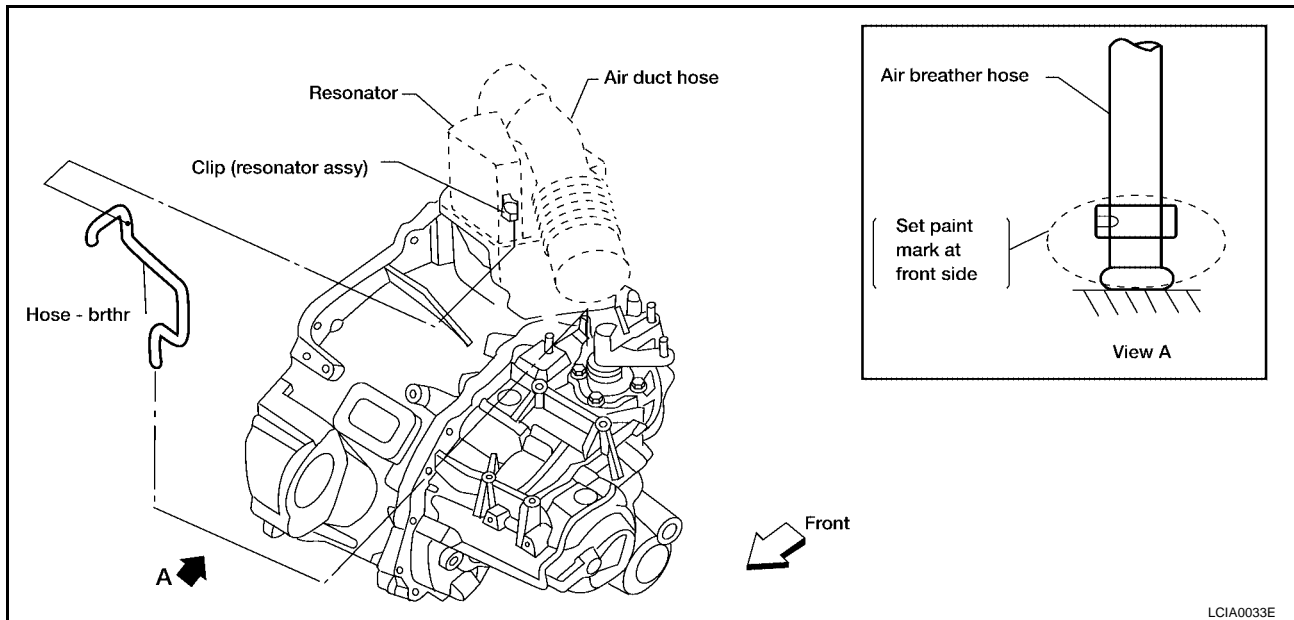
4. Slide clip "B" back over clip "A" until it snaps into place and holds clip "A" in place as shown.



## AIR BREATHER HOSE

### Removal and Installation

Refer to the illustration for air breather hose removal and installation information.



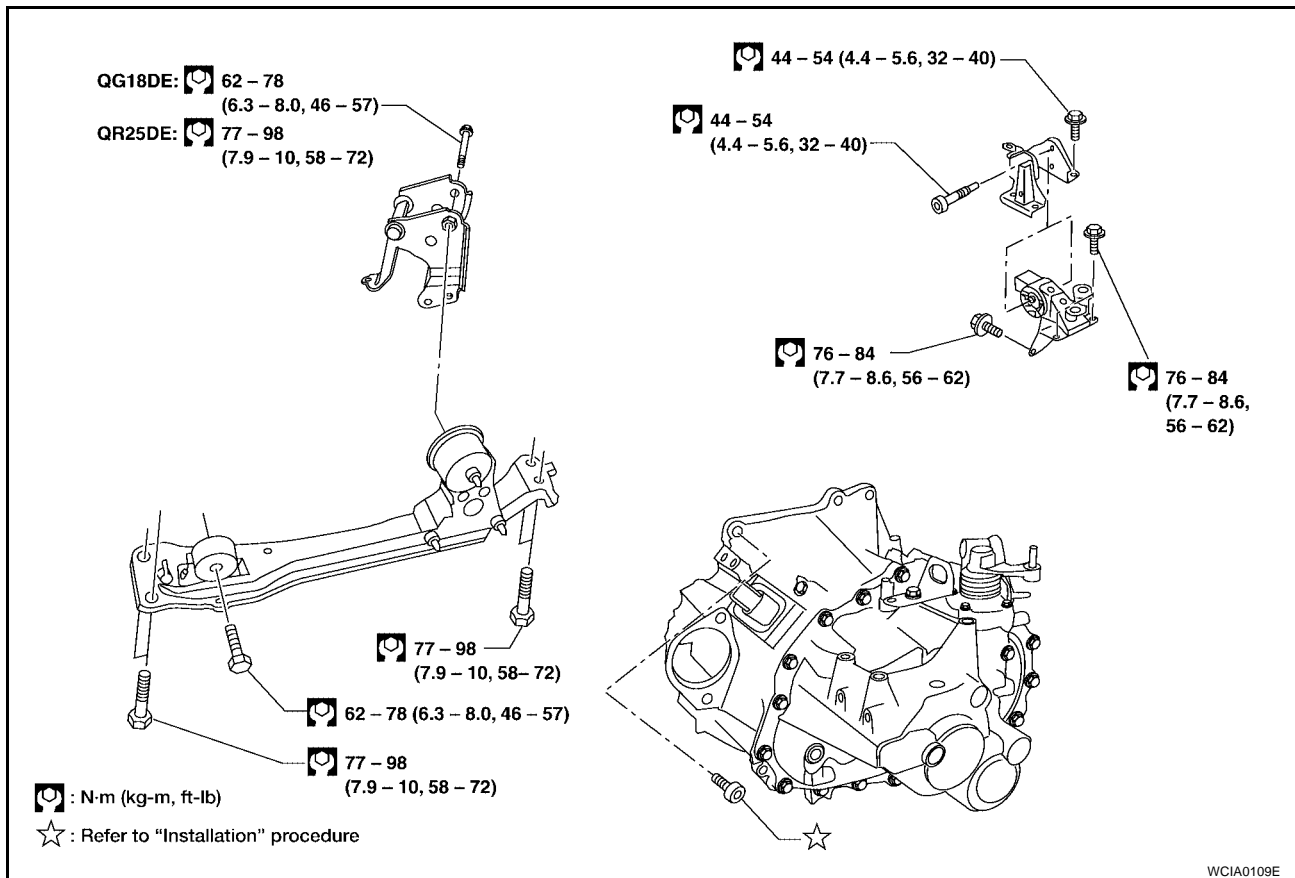
**CAUTION:**

- Make sure there are no pinched or restricted areas on the air breather hose caused by bending or winding when installing it.
- Be sure to insert hose into the transaxle tube until overlap area reaches the spool.

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## TRANSAXLE ASSEMBLY

### Removal and Installation



### REMOVAL

1. Remove air cleaner and air duct.
  2. Remove battery.
  3. Remove the air breather hose. Refer to [MT-81, "Removal and Installation"](#).
  4. Remove clutch operating cylinder.
- CAUTION:**  
**Do not depress clutch pedal during removal procedure.**
5. Remove engine under cover.
  6. Remove the control cable from the transaxle. Refer to [MT-79, "Removal and Installation of Control Device and Cable"](#).
  7. Drain gear oil from transaxle. Refer to [MT-76, "Replacement"](#).
  8. Disconnect connectors and harnesses for:
    - PNP switch.
    - Speed sensor.
    - Back-up lamp switch.
    - Ground.
  9. Remove the exhaust front tube. Refer to [EX-3, "Removal and Installation"](#).
  10. Remove the drive shafts. Refer to [FAX-14, "Removal"](#).
  11. Remove starter motor. Refer to [SC-20, "Removal and Installation"](#).
  12. Place a jack under the transaxle.

**CAUTION:**

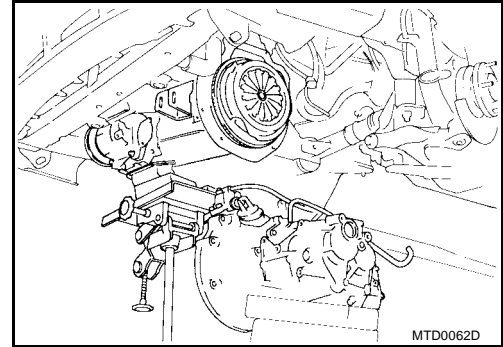
**When setting the jack, be careful not to bring it into contact with the switch.**

13. Remove the center member, the engine insulator and the engine mount bracket.

# TRANSAXLE ASSEMBLY

[RS5F51A]

14. Support the engine by placing a jack under the oil pan. Do not position the jack so it is in contact with the drain plug.
15. Remove the bolts that mount the engine to the transaxle.
16. Remove the transaxle from the vehicle.



## INSTALLATION

Installation is the reverse order of removal.

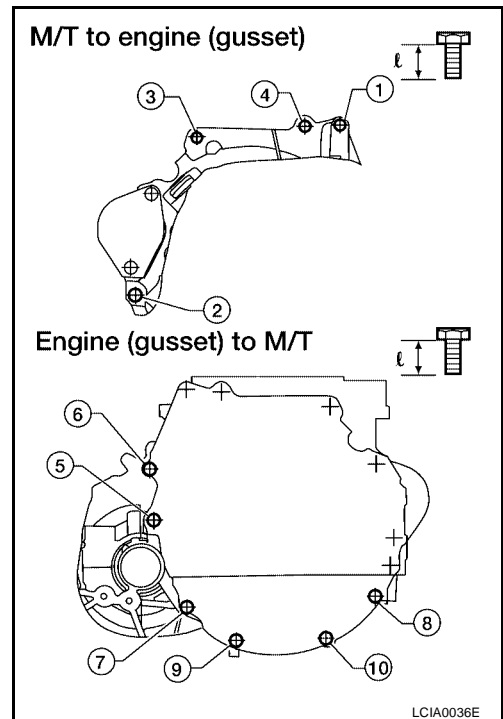
- When installing the transaxle to the engine, use the tightening torque and sequence shown below:

**CAUTION:**

**When installing transaxle, be careful not to bring transaxle input shaft into contact with the clutch cover.**

Bolt No.	1	2	3	4	5	6	7	8	9	10
"ℓ" mm (in)	40	82	47	47	52	40	40	40	30	30
Tightening torque N·m (kg·m, ft·lb)	30 - 40 (3.1 - 4.1, 22 - 29)	70 - 80 (7.1 - 8.1, 52 - 59)				30 - 40 (3.1 - 4.1, 22 - 29)				

- After installation, check oil level, and look for leaks and loose mechanisms.

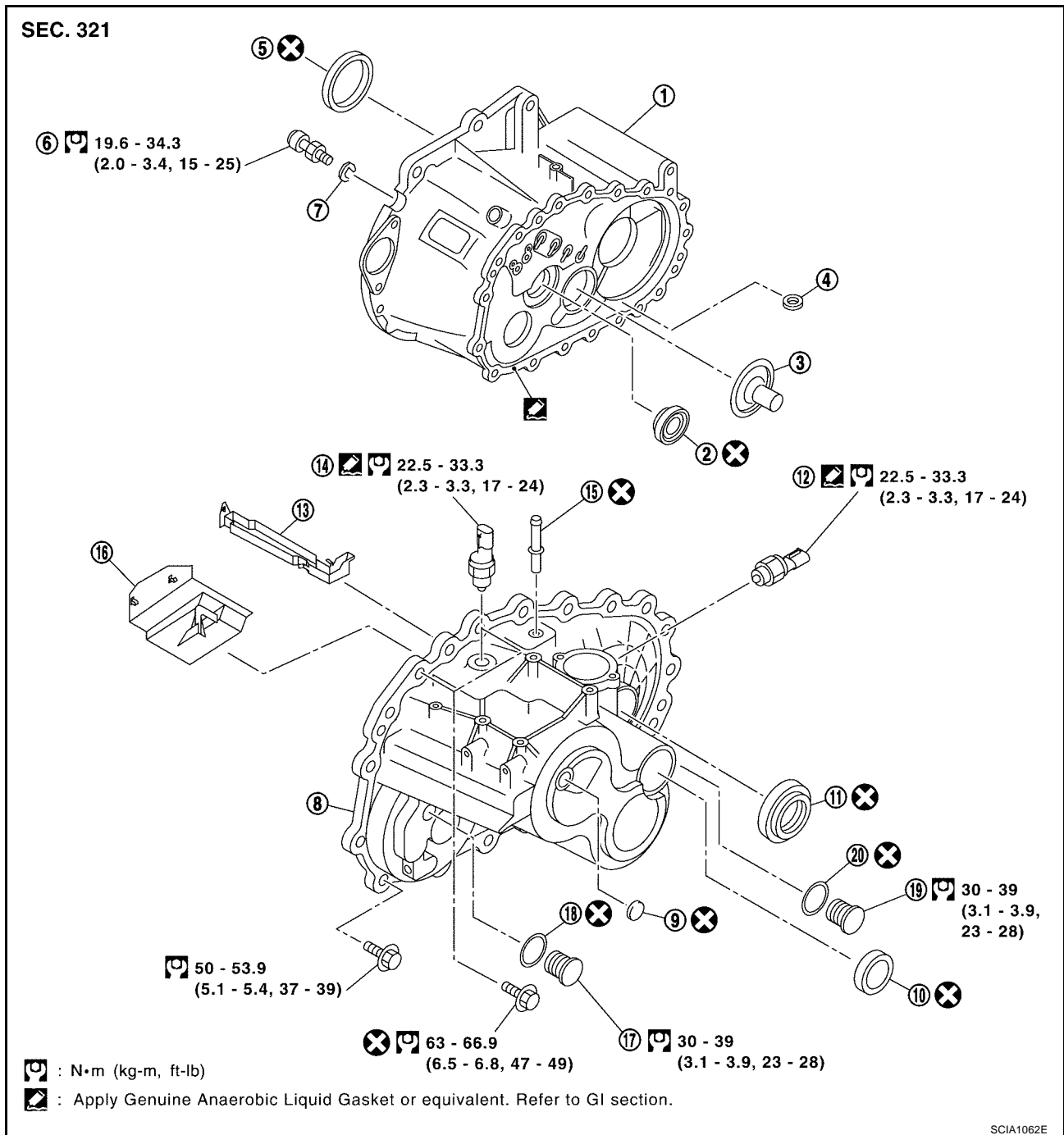


# TRANSAXLE ASSEMBLY

[RS5F51A]

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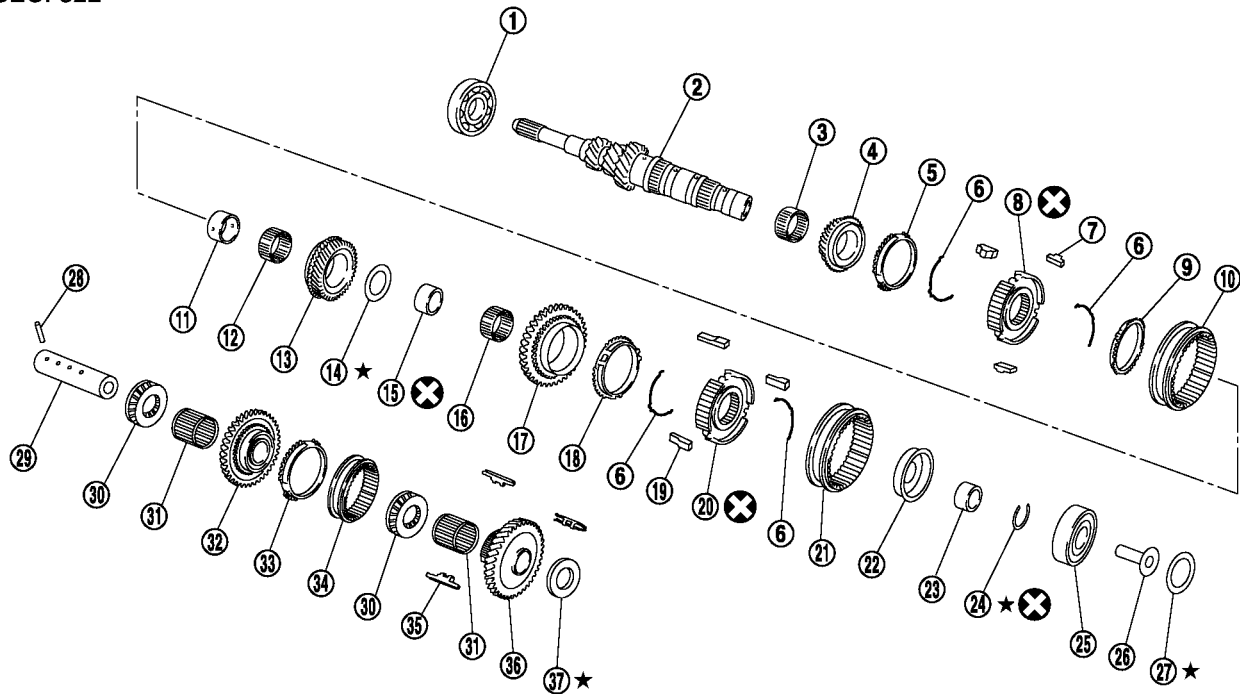
## Component Parts CASE AND HOUSING COMPONENTS



- |                   |                           |                                  |
|-------------------|---------------------------|----------------------------------|
| 1. Clutch housing | 2. Input shaft oil seal   | 3. Oil channel                   |
| 4. Magnet         | 5. Differential oil seal  | 6. Ball pin                      |
| 7. Washer         | 8. Transaxle case         | 9. Welch plug                    |
| 10. Bore plug     | 11. Differential oil seal | 12. Park/Neutral position switch |
| 13. Oil gutter    | 14. Back-up lamp switch   | 15. Air breather tube            |
| 16. Baffle plate  | 17. Filler plug           | 18. Gasket                       |
| 19. Drain plug    | 20. Gasket                |                                  |

## GEAR COMPONENTS

SEC. 322



★ : Select proper thickness.

NOTE :

- Apply gear oil to gears, shafts, synchronizers and bearings when assembling.
- Replace (8) and (10), (20) and (21) as a set.

SCIA0385E

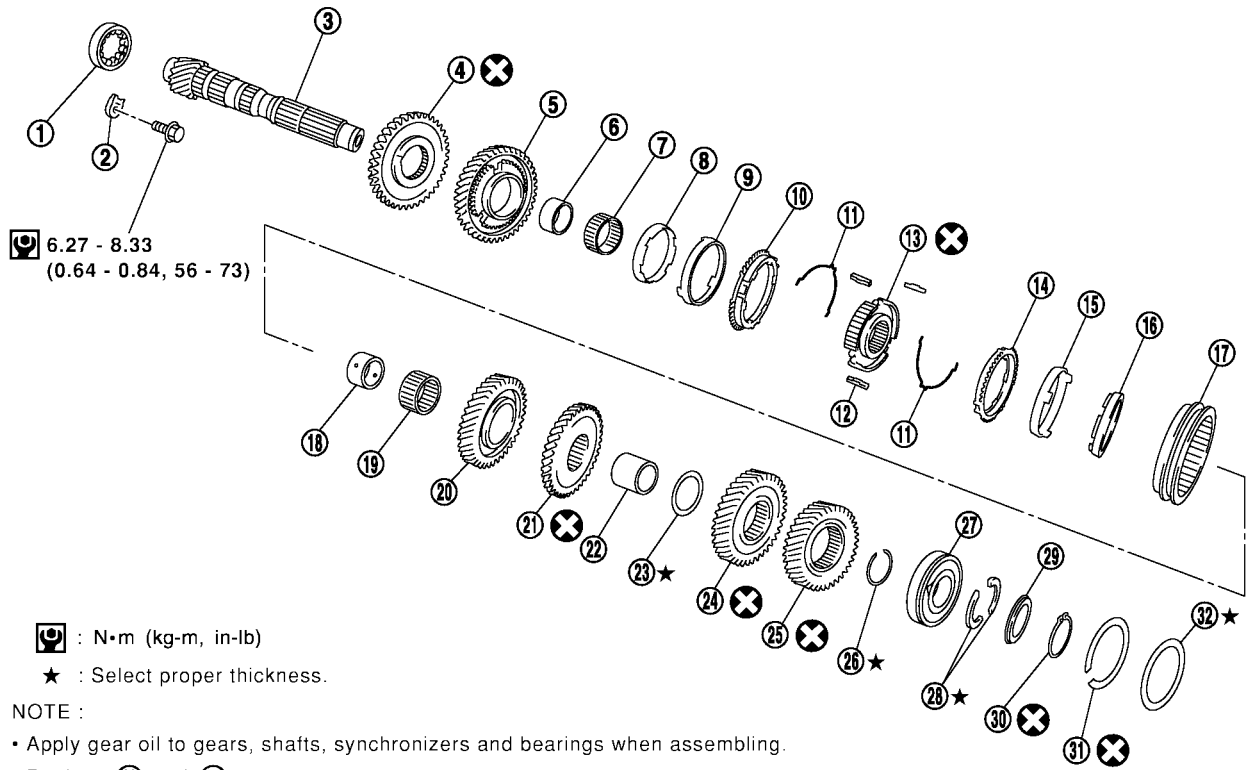
- |                                       |                                |   |
|---------------------------------------|--------------------------------|---|
| 1. Input shaft front bearing          | 2. Input shaft                 | 3. Needle bearing                           |
| 4. 3rd input gear                     | 5. 3rd baulk ring              | 6. Spread spring                            |
| 7. 3rd & 4th shifting insert          | 8. 3rd & 4th synchronizer hub  | 9. 4th baulk ring                           |
| 10. 3rd & 4th coupling sleeve         | 11. Bushing                    | 12. Needle bearing                          |
| 13. 4th input gear                    | 14. Thrust washer              | 15. Bushing                                 |
| 16. Needle bearing                    | 17. 5th input gear             | 18. 5th baulk ring                          |
| 19. 5th shifting insert               | 20. 5th synchronizer hub       | 21. 5th coupling sleeve                     |
| 22. 5th stopper                       | 23. Input shaft bearing spacer | 24. Snap ring                               |
| 25. Input shaft rear bearing          | 26. Oil channel                | 27. Input shaft rear bearing adjusting shim |
| 28. Lock pin                          | 29. Reverse idler shaft        | 30. Thrust needle bearing                   |
| 31. Needle bearing                    | 32. Reverse idler gear (front) | 33. Reverse baulk ring                      |
| 34. Reverse coupling sleeve           | 35. Insert spring              | 36. Reverse idler gear (rear)               |
| 37. Reverse idler gear adjusting shim |                                |   |

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# TRANSAXLE ASSEMBLY

[RS5F51A]

## SEC. 322



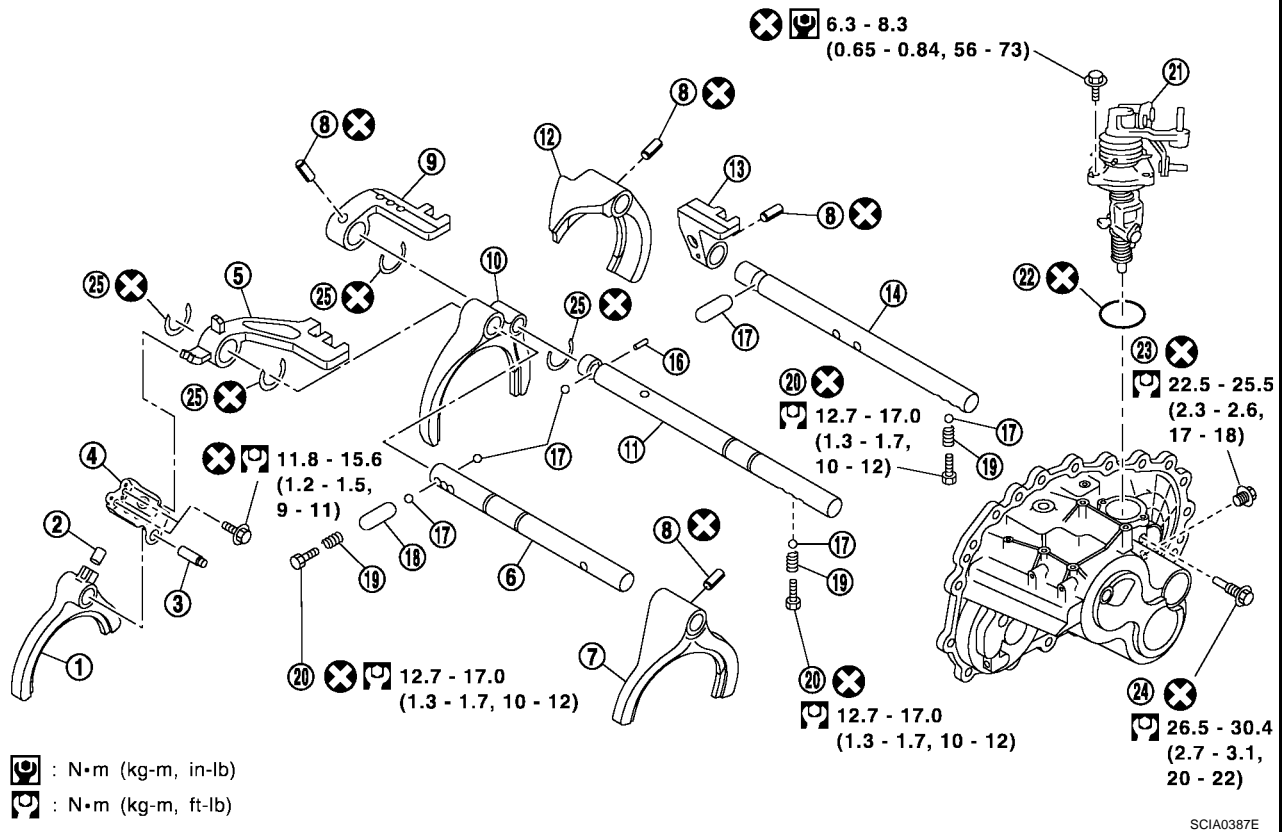
SCIA0386E

- |                                |   |                                |
|--------------------------------|---|--------------------------------|
| 1. Mainshaft front bearing     | 2. Mainshaft bearing retainer             | 3. Mainshaft                   |
| 4. Reverse main gear           | 5. 1st main gear                          | 6. Bushing                     |
| 7. Needle bearing              | 8. 1st inner baulk ring                   | 9. 1st gear synchronizer cone  |
| 10. 1st outer baulk ring       | 11. Spread spring                         | 12. 1st & 2nd shifting insert  |
| 13. 1st & 2nd synchronizer hub | 14. 2nd outer baulk ring                  | 15. 2nd gear synchronizer cone |
| 16. 2nd inner baulk ring       | 17. 1st & 2nd coupling sleeve             | 18. Bushing                    |
| 19. Needle bearing             | 20. 2nd main gear                         | 21. 3rd main gear              |
| 22. 3rd & 4th mainshaft spacer | 23. 4th main adjusting shim               | 24. 4th main gear              |
| 25. 5th main gear              | 26. Snap ring                             | 27. Mainshaft rear bearing     |
| 28. Mainshaft C-ring           | 29. C-ring holder                         | 30. Snap ring                  |
| 31. Snap ring                  | 32. Mainshaft rear bearing adjusting shim |                                |



## SHIFT CONTROL COMPONENTS

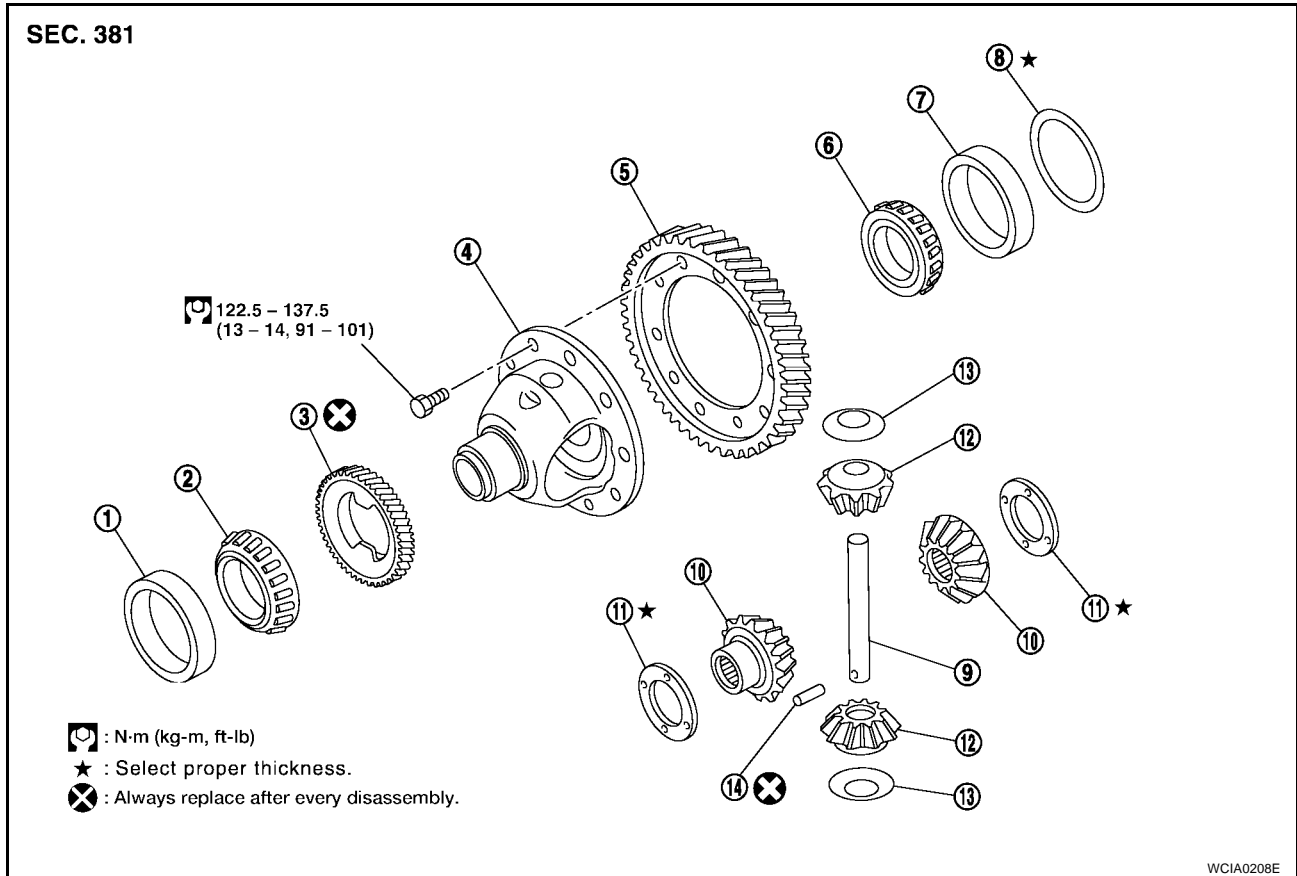
SEC. 328



- |                           |                          |                           |
|---------------------------|--------------------------|---------------------------|
| 1. Reverse shift fork     | 2. Shifter cap           | 3. Reverse fork rod       |
| 4. Reverse lever assembly | 5. 5th & reverse bracket | 6. 5th & reverse fork rod |
| 7. 5th shift fork         | 8. Retaining pin         | 9. 3rd & 4th bracket      |
| 10. 3rd & 4th shift fork  | 11. 3rd & 4th fork rod   | 12. 1st & 2nd shift fork  |
| 13. 1st & 2nd bracket     | 14. 1st & 2nd fork rod   | 15. Shift check sleeve    |
| 16. Inter lock pin        | 17. Check ball           | 18. Shift check sleeve    |
| 19. Check spring          | 20. Check plug           | 21. Control rod assembly  |
| 22. O-ring                | 23. Shift check          | 24. Stopper bolt          |
| 25. Stopper ring          |                          |                           |

## FINAL DRIVE COMPONENTS

### SEC. 381



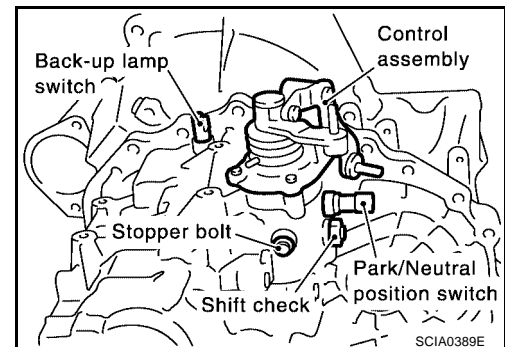
- |   |   |                              |
|---|---|------------------------------|
| 1. Differential side bearing outer race | 2. Differential side bearing                | 3. Speedometer drive gear    |
| 4. Differential case                    | 5. Final gear                               | 6. Differential side bearing |
| 7. Differential side bearing outer race | 8. Differential side bearing adjusting shim | 9. Pinion mate shaft         |
| 10. Side gear                           | 11. Side gear thrust washer                 | 12. Pinion mate gear         |
| 13. Pinion mate gear washer             | 14. Retaining pin                           |                              |

## Disassembly and Assembly

### DISASSEMBLY

ECS005UN

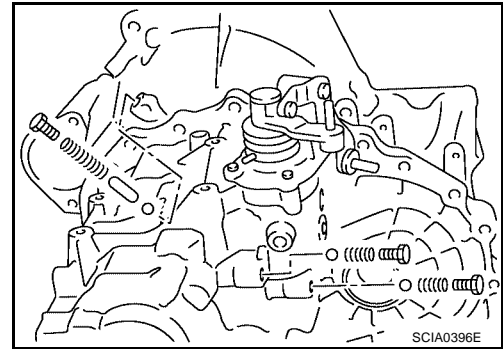
1. Remove drain plug and filler plug.
2. Remove park/neutral position switch and back-up lamp switch.
3. After removing shift check and stopper bolt, remove control assembly.



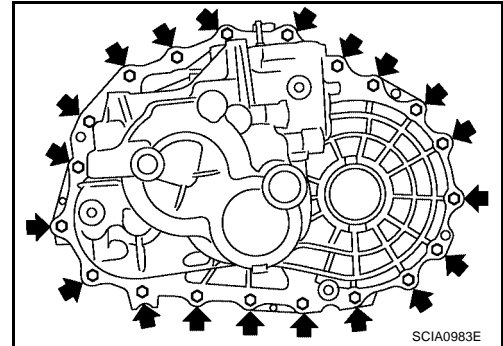
# TRANSAXLE ASSEMBLY

[RS5F51A]

4. Remove check plugs (3 pieces), check springs (3 pieces), check balls (3 pieces) and shift check sleeve (1 piece) as shown.



5. Remove transaxle case fixing bolts as shown.

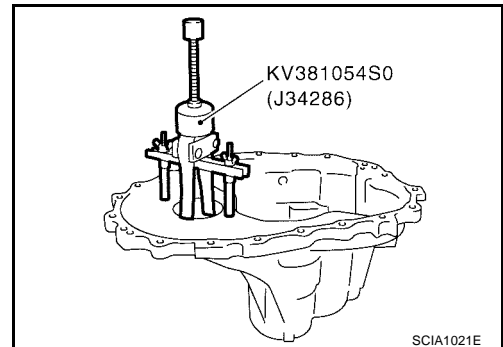


6. Remove bore plug.

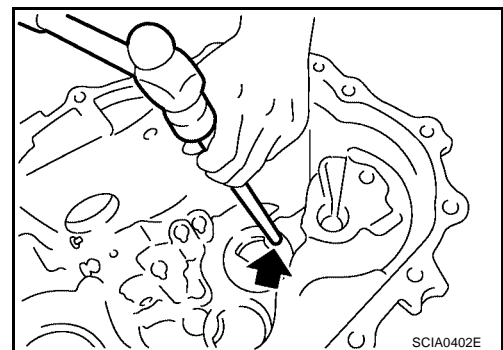
**CAUTION:**

**Be careful not to damage transaxle case.**

7. While spreading the snap ring of mainshaft rear bearing located at bore plug hole, remove transaxle case.  
8. Remove oil gutter, baffle plate.  
9. Remove snap ring, mainshaft rear bearing adjusting shim and input shaft rear bearing adjusting shim from transaxle case.  
10. Remove differential side bearing outer race (transaxle case side) and the adjustment shim using Tool as shown.



11. Remove the welch plug as shown.

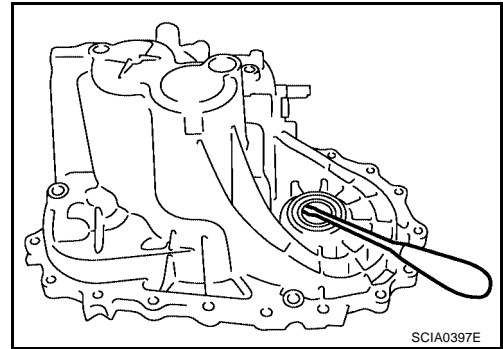


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# TRANSAXLE ASSEMBLY

[RS5F51A]

12. Remove differential oil seal as shown.

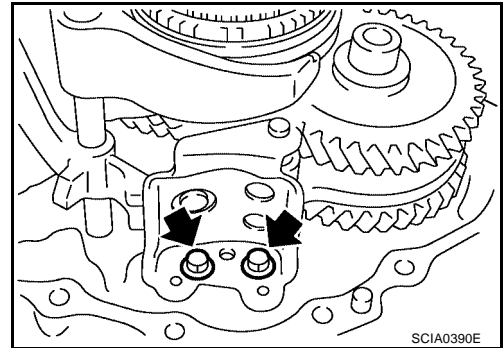


13. Remove magnet from clutch housing.

14. With shift lever in 5th position, remove the bracket bolts from the reverse lever assembly. Lift the reverse lever assembly to remove.

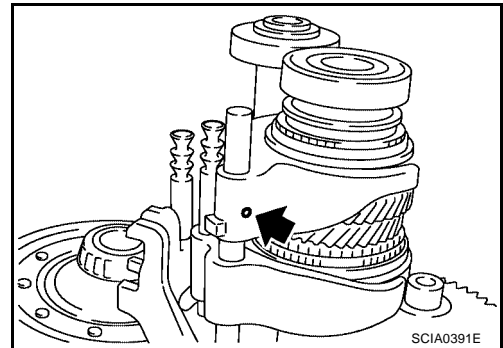
**CAUTION:**

**Be careful not to lose shifter cap.**

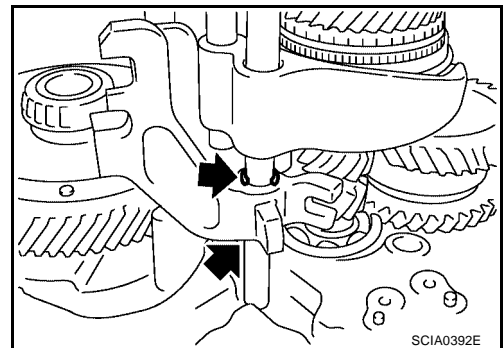


15. Pull out reverse fork rod then remove reverse shift fork.

16. Shift 3rd & 4th fork rod to 3rd position. Remove retaining pin of 5th shift fork using pin punch.



17. Remove stopper rings for 5th & reverse bracket.



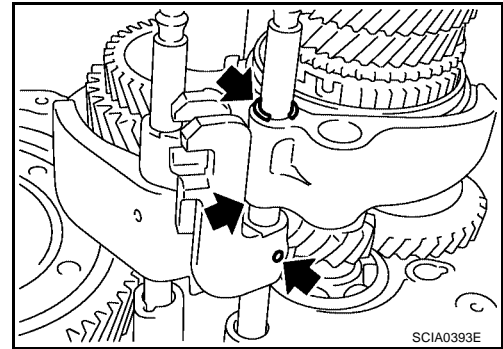
18. Pull out 5th & reverse fork rod and remove 5th shift fork and 5th & reverse bracket.

19. Remove check balls (2 pieces) and inter lock pin.

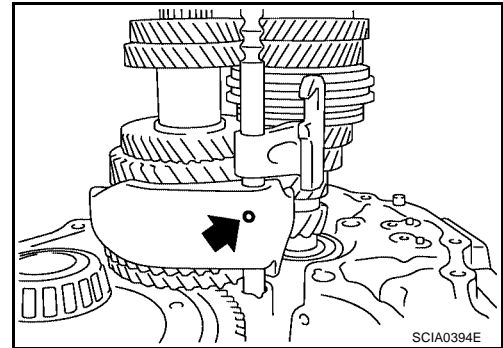
# TRANSAXLE ASSEMBLY

[RS5F51A]

20. Remove retaining pin of 3rd & 4th bracket using pin punch.



21. Remove stopper rings for 3rd & 4th shift fork.  
22. Pull out 3rd & 4th fork rod and remove 3rd & 4th shift fork and bracket.  
23. Remove shift check sleeve from clutch housing.  
24. Remove retaining pin of 1st & 2nd shift fork using pin punch.



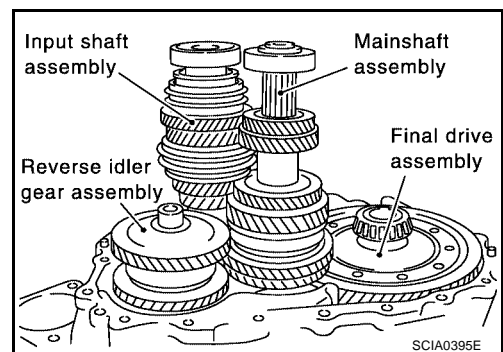
25. Pull out 1st & 2nd shift fork with bracket.  
26. Remove 1st & 2nd shift fork.  
27. Remove retaining pin of 1st & 2nd bracket using pin punch and separate 1st & 2nd fork rod and bracket.  
28. Remove gear components from clutch housing.

- a. While tapping input shaft with plastic hammer, remove input shaft assembly, mainshaft assembly and reverse idler gear assembly as a set.

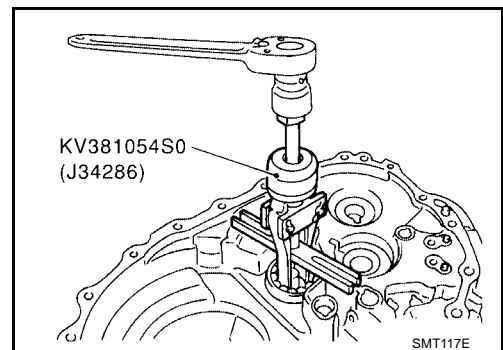
**CAUTION:**

**Always withdraw mainshaft straight out. Failure to do so can damage resin oil channel on clutch housing side.**

- b. Remove final drive assembly.



29. Remove mainshaft bearing retainer and then the mainshaft front bearing using Tool as shown.

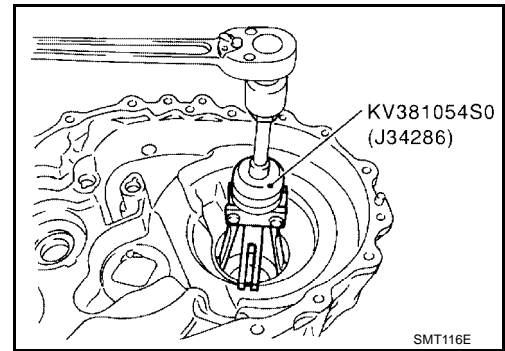


30. Remove oil channel on mainshaft side.  
31. Remove differential oil seal (clutch housing side).

# TRANSAXLE ASSEMBLY

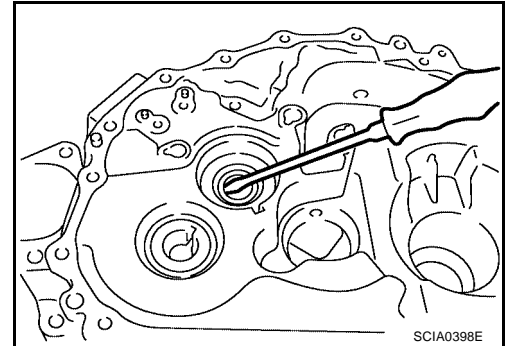
[RS5F51A]

32. Remove differential side bearing outer race (clutch housing side).



33. Remove input shaft oil seal.

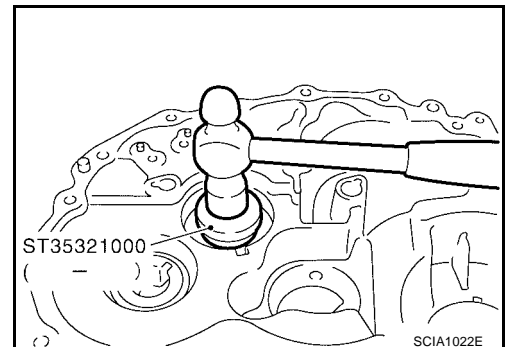
**CAUTION:**  
Be careful not to damage clutch housing.



## ASSEMBLY

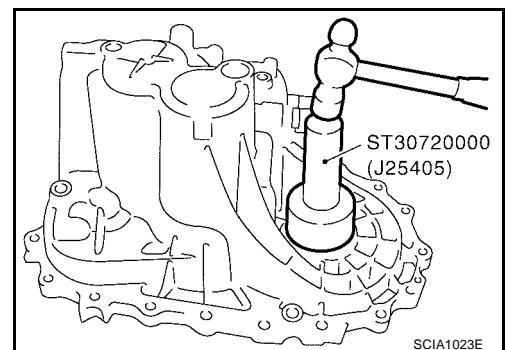
1. Install a new input shaft oil seal from the clutch housing end, to a depth of 1.8 - 2.8 mm (0.071 - 0.110 in) using Tool as shown.

**CAUTION:**  
Oil seals are not reusable.



2. Install a new differential oil seal using Tool as shown.

**CAUTION:**  
Oil seals are not reusable.



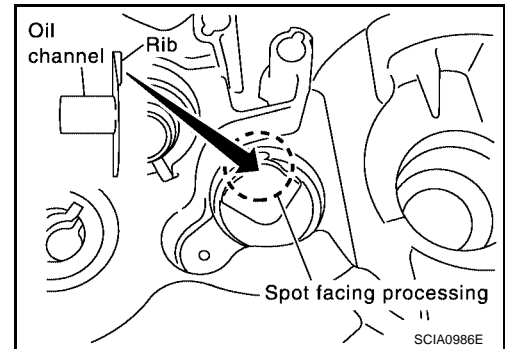
# TRANSAXLE ASSEMBLY

[RS5F51A]

3. Install oil channel on mainshaft side.

**CAUTION:**

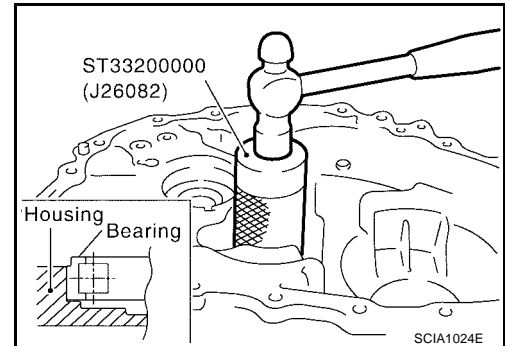
Position oil channel with specified orientation for installation as shown.



4. Install mainshaft front bearing using Tool as shown.

**CAUTION:**

Install with orientation as shown.

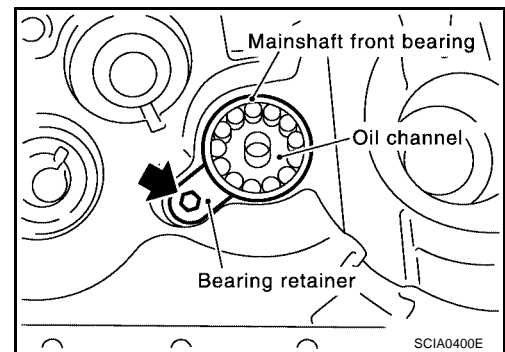


5. Install bearing retainer for mainshaft front bearing.

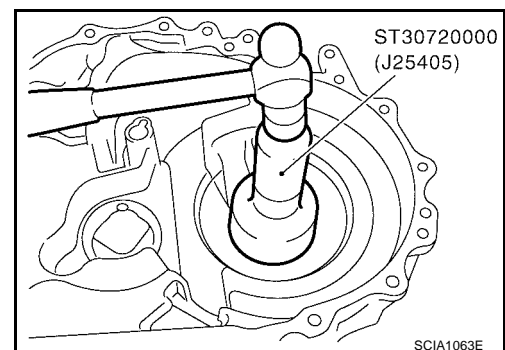
**Bearing retainer bolt : 6.27 - 8.33 N·m (0.64 - 0.84 kg·m, 56 - 73 in·lb)**

**CAUTION:**

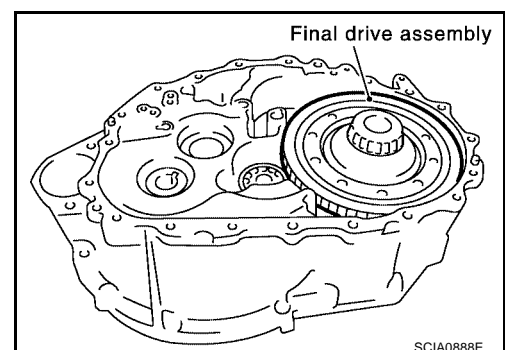
Install with the punched surface facing up.



6. Install differential side bearing outer race using Tool as shown.



7. Install final drive assembly into clutch housing.



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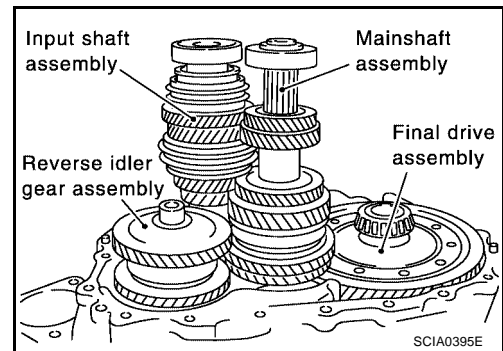
# TRANSAXLE ASSEMBLY

[RS5F51A]

8. Install input shaft assembly, mainshaft assembly, and reverse idler gear assembly into clutch housing.

**CAUTION:**

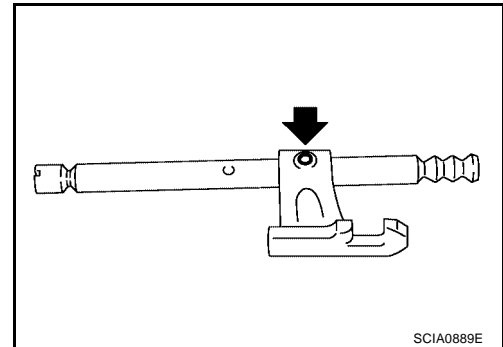
Be sure not to damage input shaft oil seal.



9. Install 1st-2nd fork rod bracket onto 1st-2nd fork rod, and then install a new retaining pin.

**CAUTION:**

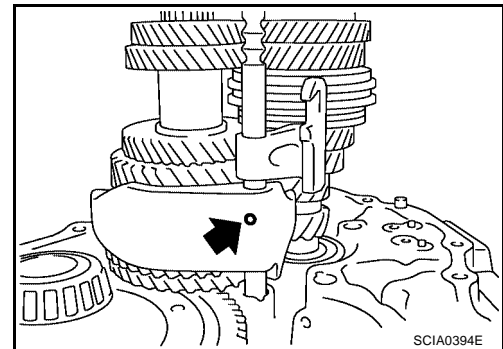
Retaining pins are not reusable.



10. Install 1st-2nd fork rod and 1st-2nd shift fork, and then install a new retaining pin.

**CAUTION:**

Retaining pins are not reusable.



11. Install shift check sleeve.

12. Install 3rd-4th bracket, 3rd-4th shift fork, and 3rd-4th fork rod with interlock pin.

13. Install a new stopper ring onto 3rd-4th shift fork.

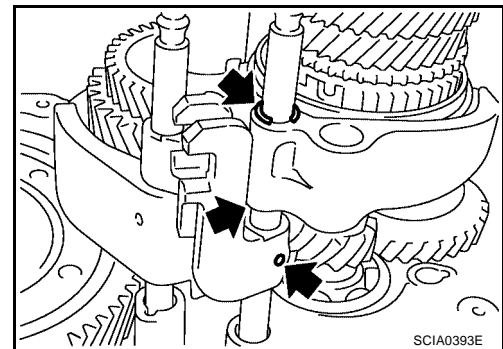
**CAUTION:**

Stopper rings are not reusable.

14. Install a new retaining pin onto 3rd-4th bracket.

**CAUTION:**

Retaining pins are not reusable.



15. Install 2 check balls.



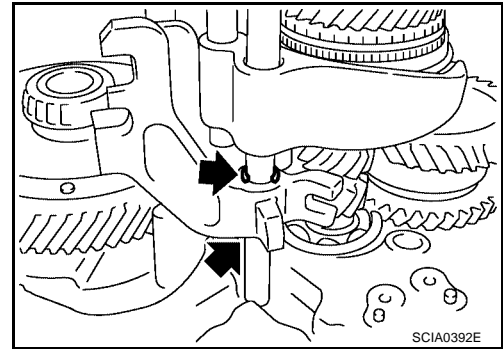
# TRANSAXLE ASSEMBLY

[RS5F51A]

16. Install 5th-reverse bracket, 5th shift fork, and 5th-reverse fork rod.
17. Install a new stopper ring onto 5th-reverse bracket.

**CAUTION:**

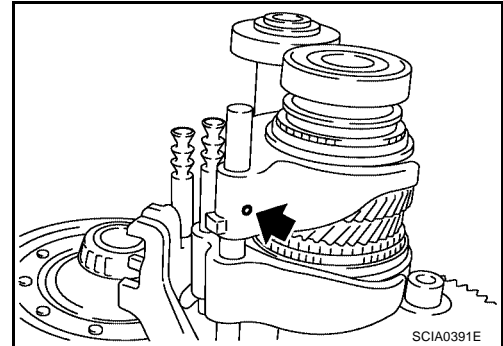
**Stopper rings are not reusable.**



18. Install a new retaining pin onto 5th shift fork.

**CAUTION:**

**Retaining pins are not reusable.**

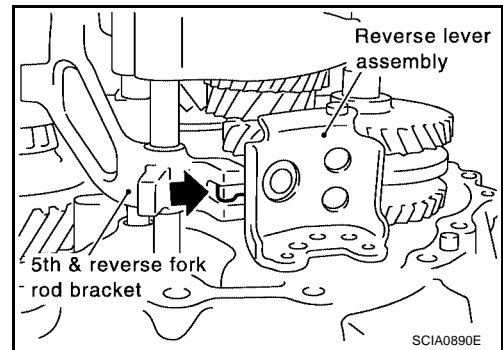


19. Install reverse shift fork and reverse fork rod.
20. Install reverse lever assembly following procedures below.
  - a. Install shifter cap onto reverse lever assembly cam, and then install them onto reverse shift fork.

**CAUTION:**

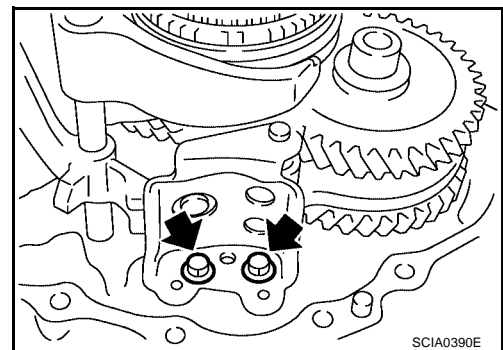
**Do not drop shifter cap.**

- b. While lifting reverse shift fork, align cam with 5th-reverse fork rod bracket.



- c. Install the reverse lever assembly and tighten the reverse lever assembly bolts to specification.

**Reverse lever assembly bolts : 11.8 - 15.6 N-m (1.2 - 1.5 kg-m, 9 - 11 ft-lb)**



21. Install the magnet onto clutch housing.
22. Install selected input shaft adjusting shim onto input shaft.
  - For selection of adjusting shims, refer to [MT-98, "INPUTSHAFT END PLAY"](#).
23. Install baffle plate and oil gutter.
24. Install transaxle case following procedures below.

# TRANSAXLE ASSEMBLY

[RS5F51A]

- a. Install selected mainshaft rear bearing adjusting shim into transaxle case.
  - For selection of adjusting shims, refer to [MT-100, "MAINSHAFT END PLAY"](#) .
- b. Temporarily install a new snap ring for the mainshaft rear bearing into transaxle case.

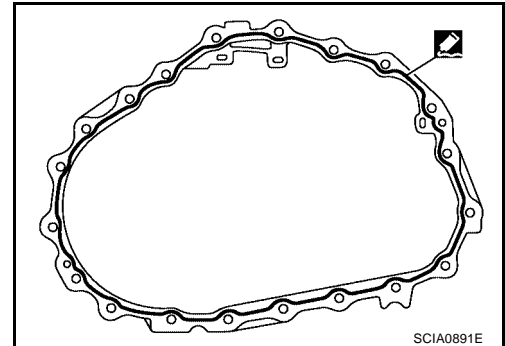
**CAUTION:**

**Do not reuse the snap ring.**

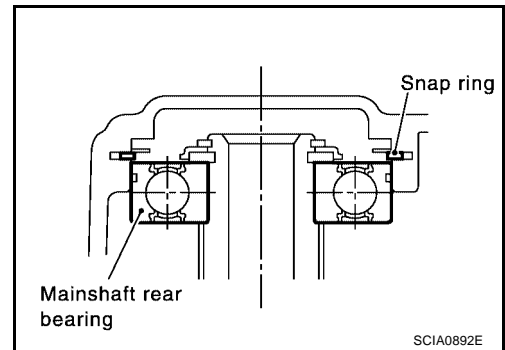
- c. Apply sealant to mating surfaces of transaxle case and clutch housing. Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#) .

**CAUTION:**

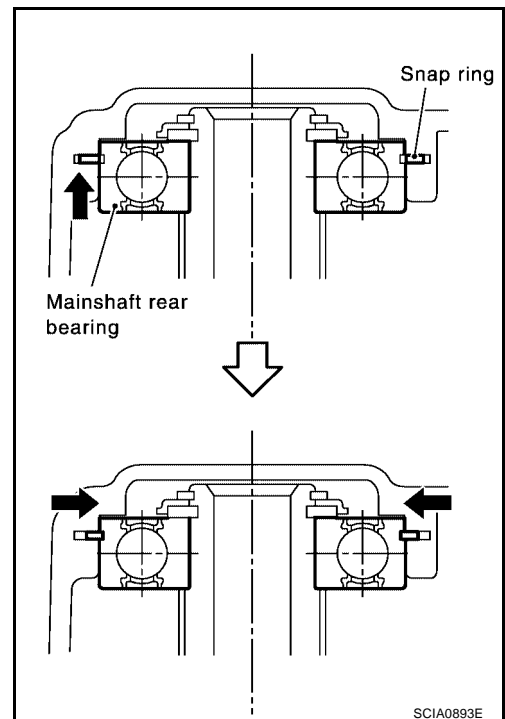
**Remove old sealant adhering to mounting surfaces. Also remove any moisture, oil, or foreign material adhering to application and mounting surfaces.**



- d. With snap ring of mainshaft rear bearing temporarily installed, place transaxle case over clutch housing as shown.



- e. Through bore plug mounting hole, with snap ring stretched, and lift up mainshaft assembly from the control assembly mounting hole.
- f. Securely install snap ring onto mainshaft rear bearing as shown.



# TRANSAXLE ASSEMBLY

[RS5F51A]

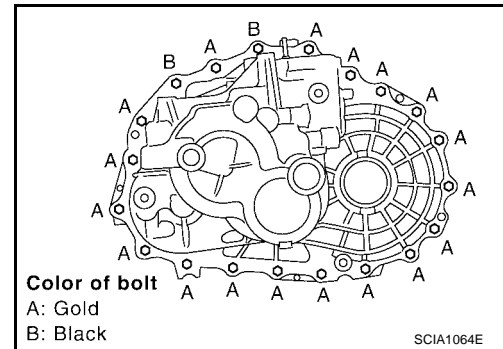
- g. Tighten mounting bolts "A" and "B" to specification as shown.

**Bolt A** : 50.0 - 53.9 N·m (5.1 - 5.4 kg-m, 37 - 39 ft-lb)

**Bolt B** : 63.0 - 66.9 N·m (6.5 - 6.8 kg-m, 47 - 49 ft-lb)

**CAUTION:**

Always replace bolts "B" as they are self-sealing bolts.



- h. Install control assembly.

**CAUTION:**

Do not reuse the O-ring.

- i. Install a new shift check and a new stopper bolt.

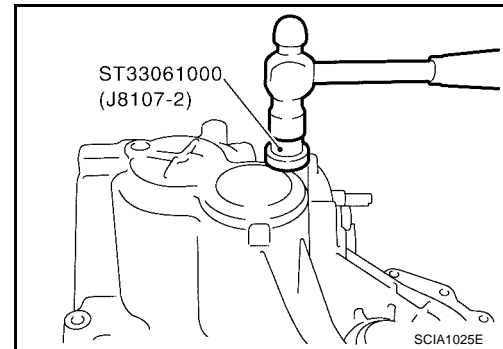
**CAUTION:**

Shift check and stopper bolt are not reusable.

25. Install a new bore plug using Tool as shown.

**CAUTION:**

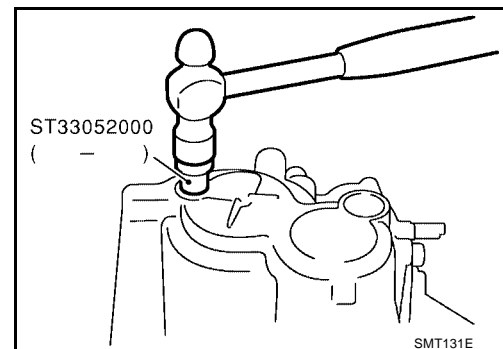
Bore plugs are not reusable.



26. Install a new welch plug using Tool as shown.

**CAUTION:**

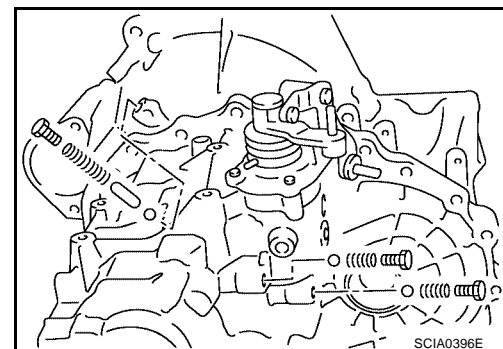
Do not reuse the welch plug.



27. Install 1 shift check sleeve, 3 check balls, 3 check springs, and 3 new check ball plugs as shown.

**CAUTION:**

Check ball plugs are not reusable.



# TRANSAXLE ASSEMBLY

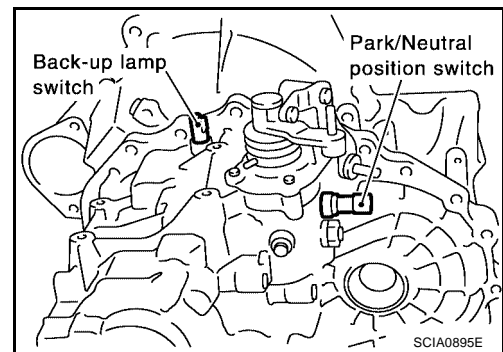
[RS5F51A]

28. Apply sealant to threads of PNP switch and back-up lamp switch, then install them into transaxle case. Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#).

29. Install new gaskets onto drain plug and filler plug, and then install them into transaxle case.

**CAUTION:**

- Gaskets are not reusable.
- After oil is filled, tighten filler plug to specified torque.



ECS005UO

## Adjustment INPUTSHAFT END PLAY

- When adjusting input shaft end play, select adjusting shim for input shaft bearing. To select adjusting shim, measure clearance between transaxle case and input shaft rear bearing.
- Calculate dimension "O" (thickness of adjusting shim) using the following procedure to meet specification of end play for input shaft rear bearing.

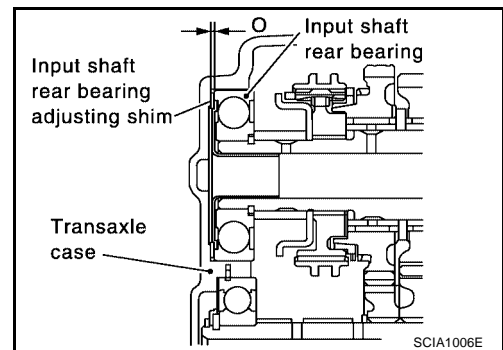
**End play : 0 - 0.06 mm (0 - 0.0024 in)**

**Dimension "O" = (O<sub>1</sub> - O<sub>2</sub>) + End play**

**O : Thickness of adjusting shim**

**O<sub>1</sub> : Distance between transaxle case end face and mounting face of adjusting shim**

**O<sub>2</sub> : Distance between clutch housing case end face and end face of input shaft rear bearing**



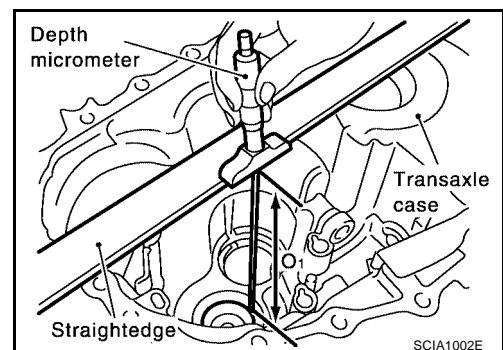
## Adjusting Shim

Shim thickness	Part number	Shim thickness	Part number	Shim thickness	Part number
0.40 mm (0.0157 in)	32225 8H500	0.88 mm (0.0346 in)	32225 8H512	1.36 mm (0.0520 in)	32225 8H524
0.44 mm (0.0173 in)	32225 8H501	0.92 mm (0.0362 in)	32225 8H513	1.40 mm (0.0551 in)	32225 8H560
0.48 mm (0.0189 in)	32225 8H502	0.96 mm (0.0378 in)	32225 8H514	1.44 mm (0.0567 in)	32225 8H561
0.52 mm (0.0205 in)	32225 8H503	1.00 mm (0.0396 in)	32225 8H515	1.48 mm (0.0583 in)	32225 8H562
0.56 mm (0.0220 in)	32225 8H504	1.04 mm (0.0409 in)	32225 8H516	1.52 mm (0.0598 in)	32225 8H563
0.60 mm (0.0236 in)	32225 8H505	1.08 mm (0.0425 in)	32225 8H517	1.56 mm (0.0614 in)	32225 8H564
0.64 mm (0.0252 in)	32225 8H506	1.12 mm (0.0441 in)	32225 8H518	1.60 mm (0.0630 in)	32225 8H565
0.68 mm (0.0268 in)	32225 8H507	1.16 mm (0.0457 in)	32225 8H519	1.64 mm (0.0646 in)	32225 8H566
0.72 mm (0.0283 in)	32225 8H508	1.20 mm (0.0472 in)	32225 8H520	1.68 mm (0.0661 in)	32225 8H567
0.76 mm (0.0299 in)	32225 8H509	1.24 mm (0.0488 in)	32225 8H521	1.72 mm (0.0677 in)	32225 8H568
0.80 mm (0.0315 in)	32225 8H510	1.28 mm (0.0504 in)	32225 8H522		
0.84 mm (0.0331 in)	32225 8H511	1.32 mm (0.0520 in)	32225 8H523		

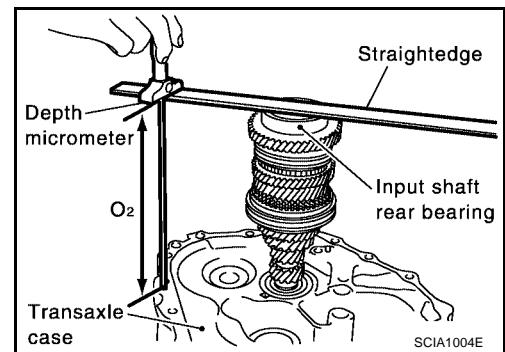
**CAUTION:**

Only 1 adjusting shim can be selected.

1. Using depth micrometer and straight edge, measure dimension "O<sub>1</sub>" between transaxle case end face and mounting face of adjusting shim as shown.



- Using depth micrometer and straight edge, measure dimension "O<sub>2</sub>" between clutch housing case end face and end face of input shaft rear bearing as shown.



- Install selected input shaft rear bearing adjusting shim onto input shaft.

## DIFFERENTIAL SIDE BEARING PRELOAD

- When adjusting differential side bearing preload, select adjusting shim for differential side bearing. To select adjusting shim, measure clearance "L" between transaxle case and differential side bearing outer race.
- Calculate dimension "L" (thickness of adjusting shim) using the following procedure to meet specification of preload for differential side bearing.

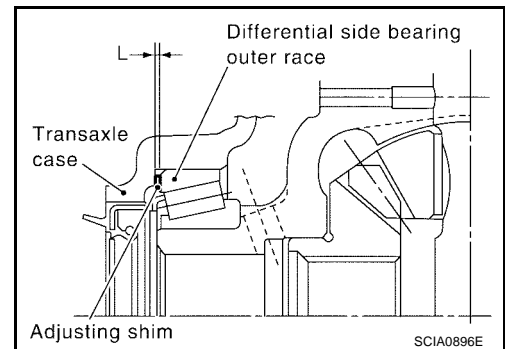
**Preload : 0.15 - 0.21 mm (0.0059 - 0.0083 in)**

**Dimension "L" = (L<sub>1</sub> - L<sub>2</sub>) + Preload**

**L : Thickness of adjusting shim**

**L<sub>1</sub> : Distance between clutch housing case end face and mounting face of adjusting shim**

**L<sub>2</sub> : Distance between differential side bearing and transaxle case**



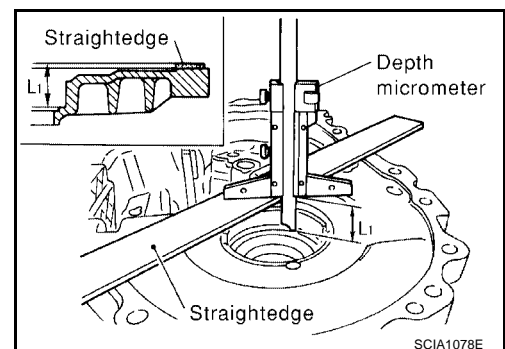
## Adjusting Shim

Shim thickness	Part number
0.48 mm (0.0189 in)	31438 80X00
0.52 mm (0.0205 in)	31438 80X01
0.56 mm (0.0220 in)	31438 80X02
0.60 mm (0.0236 in)	31438 80X03
0.64 mm (0.0252 in)	31438 80X04
0.68 mm (0.0268 in)	31438 80X05
0.72 mm (0.0283 in)	31438 80X06
0.76 mm (0.0299 in)	31438 80X07
0.80 mm (0.0315 in)	31438 80X08
0.84 mm (0.0331 in)	31438 80X09
0.88 mm (0.0346 in)	31438 80X10
0.92 mm (0.0362 in)	31438 80X11

### CAUTION:

Up to 2 adjusting shims can be selected.

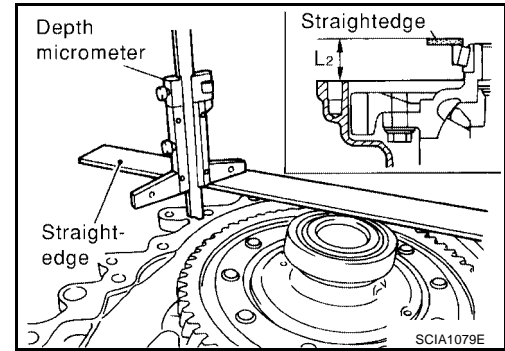
- Using depth micrometer and straight edge, measure dimension "L<sub>1</sub>" between clutch housing case end face and mounting face of adjusting shim as shown.



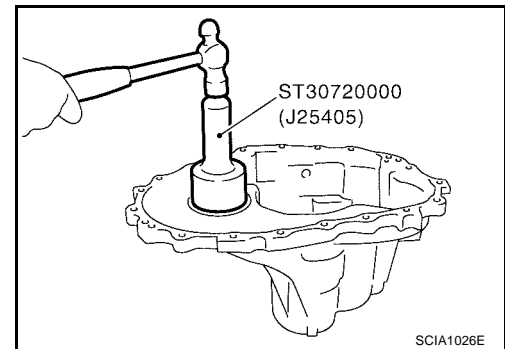
# TRANSAXLE ASSEMBLY

[RS5F51A]

2. Install outer race onto differential side bearing on final gear side. Holding the outer race horizontally by hand, rotate final gear five times or more (for smooth movement of bearing roller).
3. Using depth micrometer and straight edge, measure dimension "L2" between differential side bearing outer race and transaxle case end face as shown.



4. Install selected adjusting shim and then differential side bearing outer race using Tool as shown.



## MAINSHAFT END PLAY

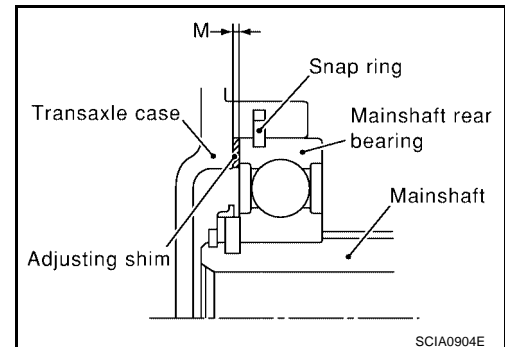
- When adjusting mainshaft end play, select adjusting shim for mainshaft rear bearing. To select adjusting shim, measure clearance "M" between transaxle case and mainshaft rear bearing.
- Calculate dimension "P" (thickness of adjusting shim) using the following procedure to meet specification of end play for mainshaft rear bearing.

**End play : 0 - 0.06 mm (0 - 0.0024 in)**

**Dimension "P" = "M" + End play**

**P : Thickness of adjusting shim**

**M : Distance between mainshaft rear bearing and transaxle case**



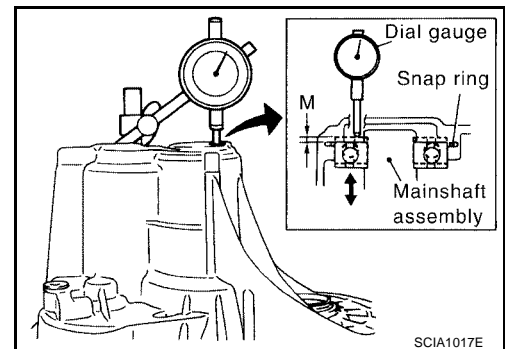
## Adjusting Shim

Shim thickness	Part number
0.44 mm (0.0173 in)	32238 8H510
0.48 mm (0.0189 in)	32238 8H511
0.52 mm (0.0205 in)	32238 8H512
0.56 mm (0.0220 in)	32238 8H513
0.60 mm (0.0236 in)	32238 8H514
0.64 mm (0.0252 in)	32238 8H515
0.68 mm (0.0268 in)	32238 8H516
0.72 mm (0.0283 in)	32238 8H517
0.76 mm (0.0299 in)	32238 8H518
0.80 mm (0.0315 in)	32238 8H519
0.84 mm (0.0331 in)	32238 8H520
0.88 mm (0.0346 in)	32238 8H521
0.92 mm (0.0362 in)	32238 8H522
0.96 mm (0.0378 in)	32238 8H523
1.00 mm (0.0396 in)	32238 8H524
1.04 mm (0.0409 in)	32238 8H560
1.08 mm (0.0425 in)	32238 8H561

**CAUTION:**

**Only 1 adjusting shim can be selected.**

1. Install mainshaft assembly to clutch housing.
2. Install snap ring to transaxle case.
3. Install transaxle case to clutch housing, and temporarily assemble them with fixing bolts. Install snap ring temporarily to mainshaft rear bearing.
4. Install dial gauge to snap ring access hole, and expand snap ring. Lift mainshaft assembly through control assembly installation hole, and push it against transaxle case. This state shall be defined as base. Moving distance of mainshaft assembly, with snap ring fit on main bearing, becomes "M".



## REVERSE IDLER GEAR END PLAY

- When adjusting reverse idler gear end play, select adjusting shim for reverse idler gear. To select adjusting shim, measure clearance between transaxle case and reverse idler gear.
- Calculate dimension "Q" (thickness of adjusting shim) using the following procedure to meet specification of end play for reverse idler gear.

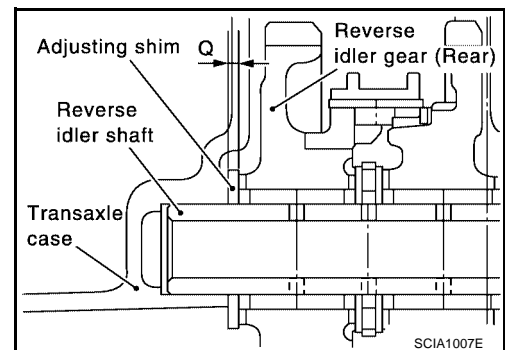
**End play : 0.04 - 0.14 mm (0.0016 - 0.0055 in)**

**Dimension "Q" = (Q<sub>1</sub> - Q<sub>2</sub>) + End play**

**Q : Thickness of adjusting shim**

**Q<sub>1</sub> : Distance between transaxle case end face and mounting face of adjusting shim**

**Q<sub>2</sub> : Distance between clutch housing case end face and end face of reverse idler gear**



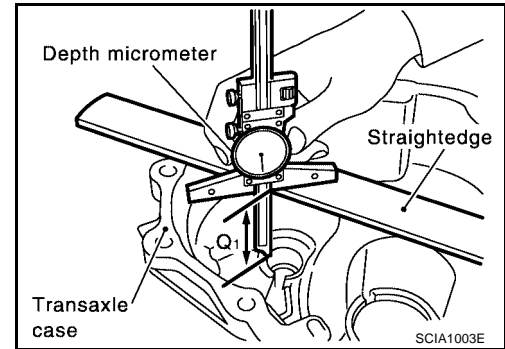
## Adjusting Shim

Shim thickness	Part number
1.76 mm (0.0693 in)	32237 8H500
1.84 mm (0.0724 in)	32237 8H501
1.92 mm (0.0756 in)	32237 8H502
2.00 mm (0.0787 in)	32237 8H503
2.08 mm (0.0819 in)	32237 8H504
2.16 mm (0.0850 in)	32237 8H505
2.24 mm (0.0882 in)	32237 8H506
2.32 mm (0.0913 in)	32237 8H507
2.40 mm (0.0945 in)	32237 8H508
2.48 mm (0.0976 in)	32237 8H509
2.56 mm (0.1008 in)	32237 8H510
2.64 mm (0.1039 in)	32237 8H511

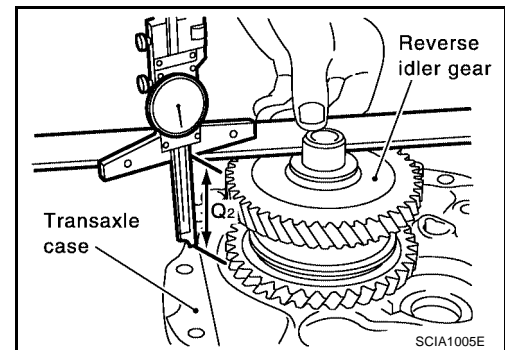
**CAUTION:**

**Only 1 adjusting shim can be selected.**

- Using depth micrometer and straight edge, measure dimension "Q1" between transaxle case end face and mounting face of adjusting shim as shown.



- Using depth micrometer and straight edge, measure dimension "Q2" between clutch housing case end face and end face of reverse idler gear as shown.



- Install selected reverse idler gear adjusting shim onto reverse idler gear.



## INPUT SHAFT AND GEARS

### Disassembly and Assembly

#### DISASSEMBLY

1. Before disassembling, measure the end play for 3rd, 4th, and 5th input gears as shown.

**End play standard range**

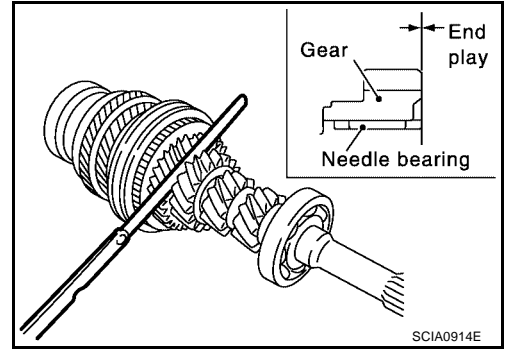
**3rd gear : 0.18 - 0.31 mm (0.0071 - 0.0122 in)**

**4th gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

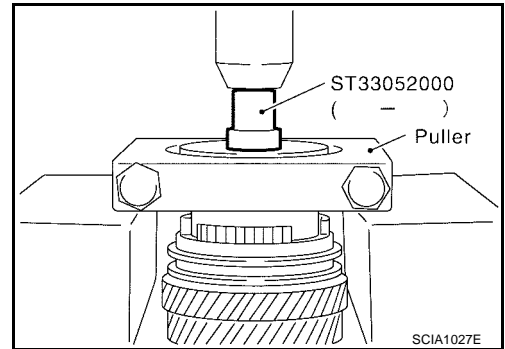
**5th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**

**CAUTION:**

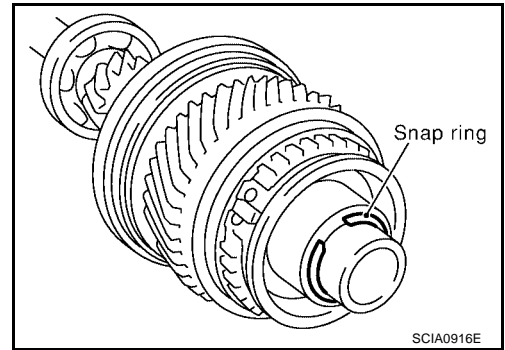
**If measurement is outside the standard range, disassemble to check contact surfaces of gear, shaft, and hub. Adjust with snap ring at assembly.**



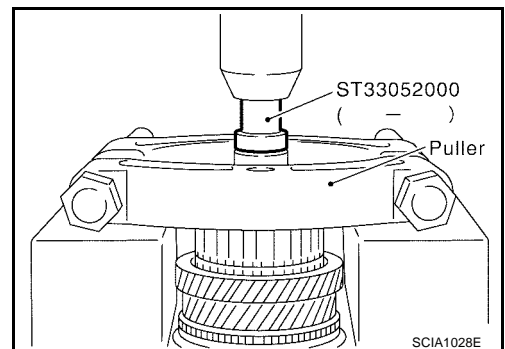
2. Remove the oil channel.
3. Remove the input shaft rear bearing using Tool as shown.



4. Remove the snap ring as shown.



5. Remove input shaft bearing spacer and 5th stopper simultaneously using Tool as shown.

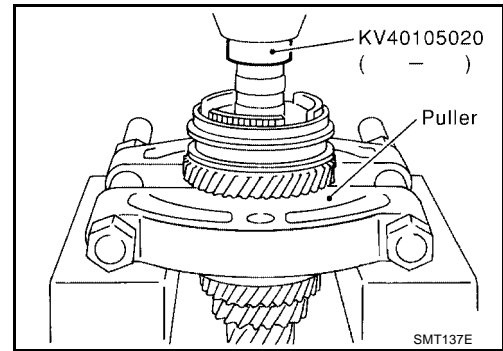


A  
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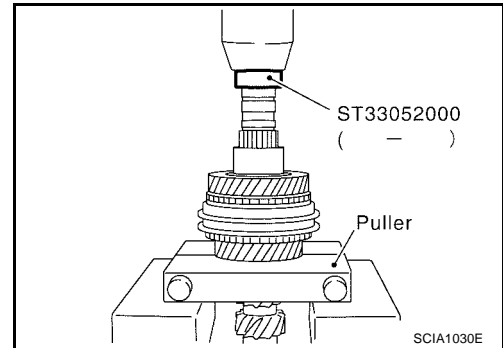
# INPUT SHAFT AND GEARS

[RS5F51A]

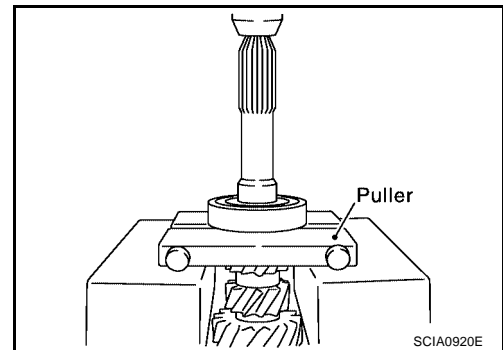
6. Remove 5th input gear and synchronizer hub assembly simultaneously using Tool as shown.
7. Remove 5th needle bearing.



8. Remove 5th bushing, thrust washer, 4th input gear, 4th needle bearing, 4th bushing, 4th baulk ring, 3rd-4th synchronizer hub assembly, 3rd baulk ring and 3rd input gear simultaneously using Tool as shown.
9. Remove 3rd needle bearing.



10. Remove input shaft front bearing using Tool as shown.

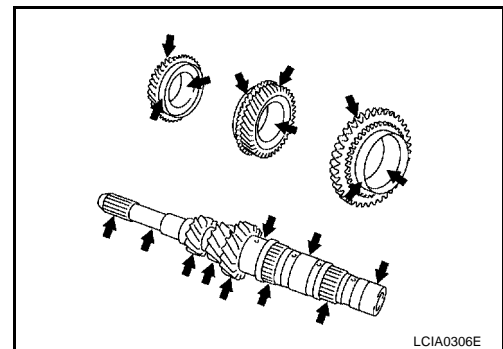


## INSPECTION AFTER DISASSEMBLY

### Input Shaft and Gears

Check parts for conditions listed below. If necessary, replace them with new ones.

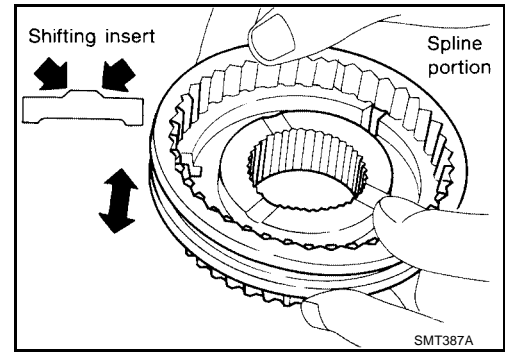
- Damage, peeling, dent, uneven wear, bending of shaft.
- Excessive wear, damage, peeling of gears.



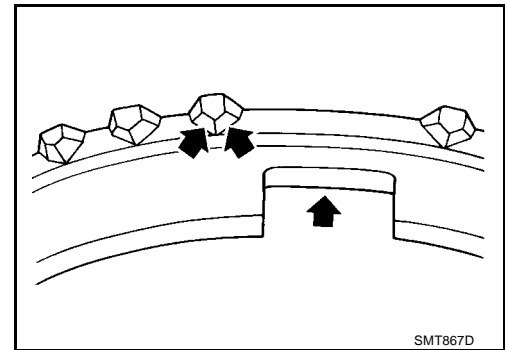
## Synchronizer

Check parts for conditions listed below. If necessary, replace them with new ones.

- Damage and excessive wear of contact surfaces of coupling sleeve, synchronizer hub, and shifting insert
- Coupling sleeve and synchronizer hub must move smoothly.



- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.



## Baulk Ring Clearance

Check parts for conditions listed below. If necessary, replace them with new ones.

- Press baulk ring against cone, and measure clearance between baulk ring and cone. If measurement is below limit, replace it with a new one.

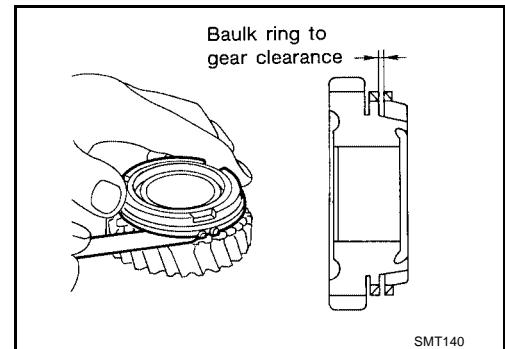
### Baulk ring clearance

#### Standard

3rd and 4th : 0.9 - 1.45 mm (0.035 - 0.0571 in)

5th : 0.95 - 1.4 mm (0.0374 - 0.055 in)

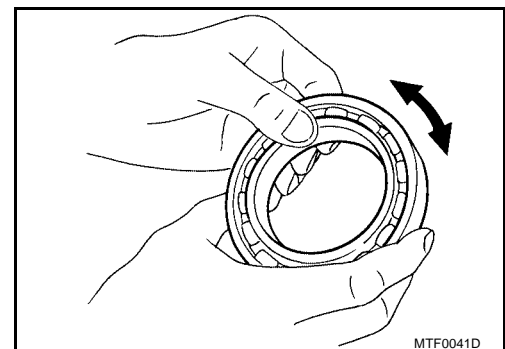
Limit value : 0.7 mm (0.028 in)



## Bearing

Check parts for conditions listed below. If necessary, replace them with new ones.

- Damage and rough rotation of bearing



## ASSEMBLY

1. Install 3rd needle bearing.
2. Install 3rd input gear and 3rd baulk ring.

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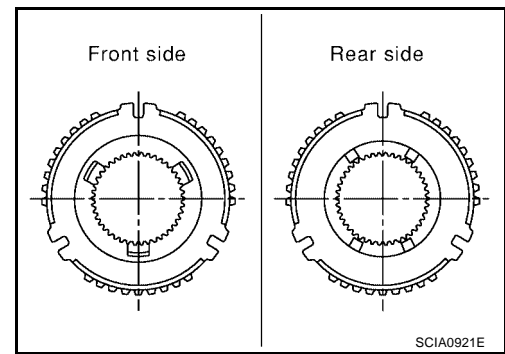
# INPUT SHAFT AND GEARS

[RS5F51A]

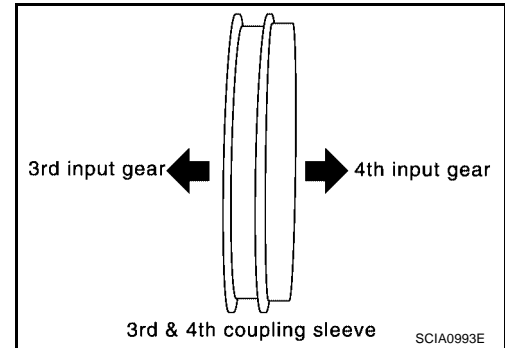
3. Install spread spring, shifting insert and new 3rd-4th synchronizer hub onto 3rd-4th coupling sleeve.

**CAUTION:**

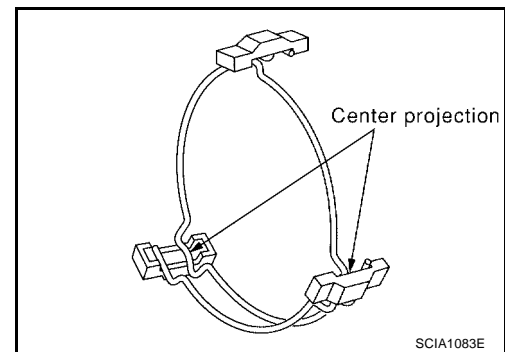
- Install with orientation of synchronizer hub as shown.
- Do not reuse 3rd-4th synchronizer hub.



- Install with orientation of coupling sleeve as shown.



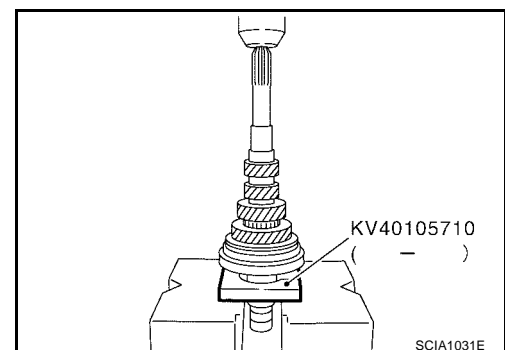
- Do not hook the ends of the two spread springs (front and back have two each) on the same shifting insert as shown.



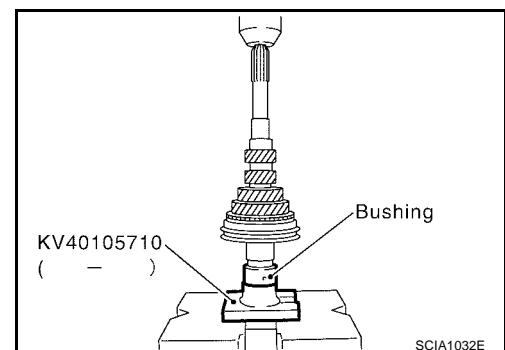
4. Install 3rd-4th synchronizer hub assembly using Tool as shown.

**CAUTION:**

Align the grooves of the shifting insert and 3rd baulk ring.



5. Install 4th bushing using Tool as shown.  
6. Install 4th baulk ring.  
7. Install 4th input gear and 4th needle bearing.

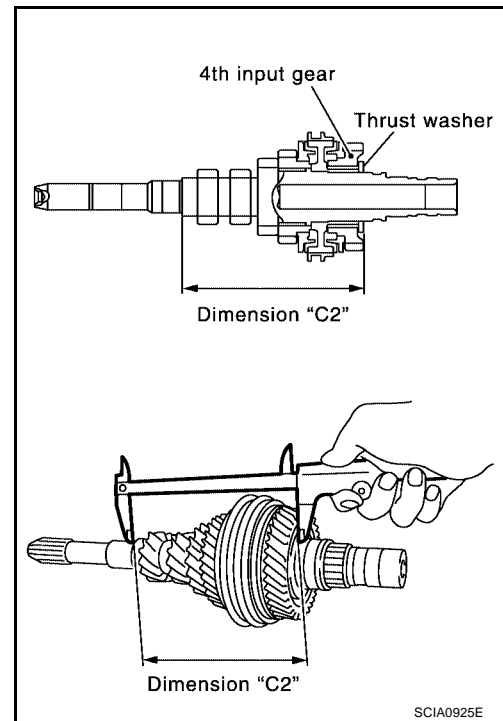


# INPUT SHAFT AND GEARS

[RS5F51A]

8. Select thrust washer so that dimension "C2" satisfies standard below. Then install it onto input shaft.

**Standard for dimension "C2" : 154.7 - 154.8 mm (6.091 - 6.094 in)**

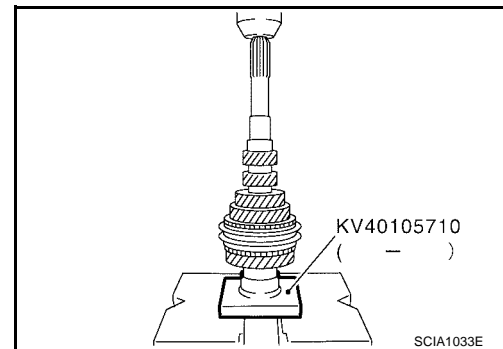


**CAUTION:**  
Only one thrust washer can be selected.

### Thrust Washer

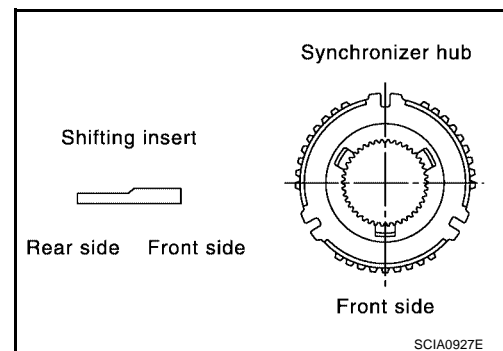
Thickness	Part number	Thickness	Part number
3.84 mm (0.1512 in)	32347 8H500	4.02 mm (0.1583 in)	32347 8H503
3.90 mm (0.1535 in)	32347 8H501	4.08 mm (0.1606 in)	32347 8H504
3.96 mm (0.1559 in)	32347 8H502	4.14 mm (0.1630 in)	32347 8H505

9. Install 5th bushing using Tool as shown.  
10. Install 5th needle bearing and 5th input gear.  
11. Install 5th baulk ring.



12. Install spread spring, shifting insert and 5th synchronizer hub onto 5th coupling sleeve.

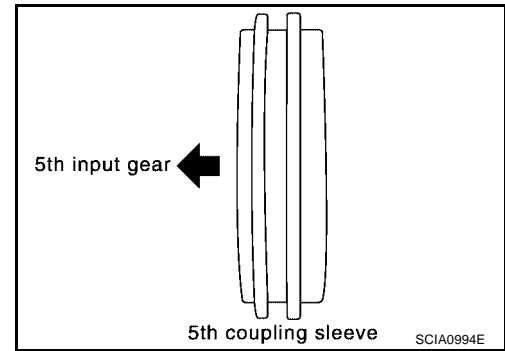
**CAUTION:**  
● Install with orientation of synchronizer hub and shifting insert as shown.



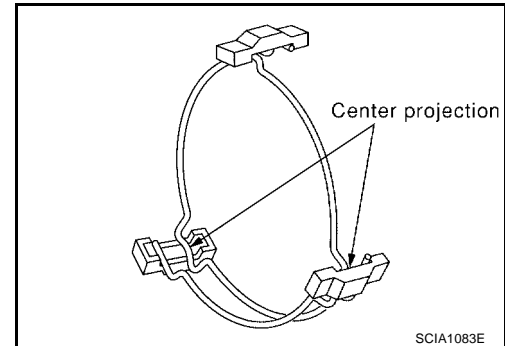
# INPUT SHAFT AND GEARS

[RS5F51A]

- Install with orientation of coupling sleeve as shown.

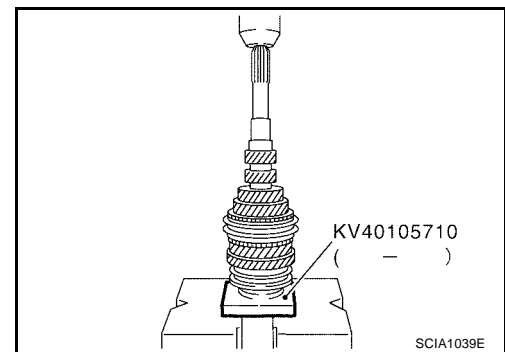


- Do not hook the ends of the two spread springs (front and back has two each) on the same shifting insert as shown.

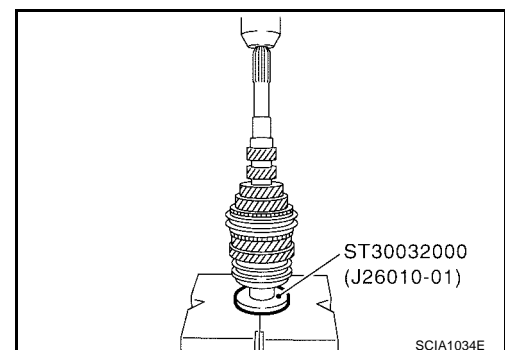


13. Install 5th synchronizer hub assembly using Tool as shown.

**CAUTION:**  
Align the grooves of 5th shifting insert and 5th baulk ring.



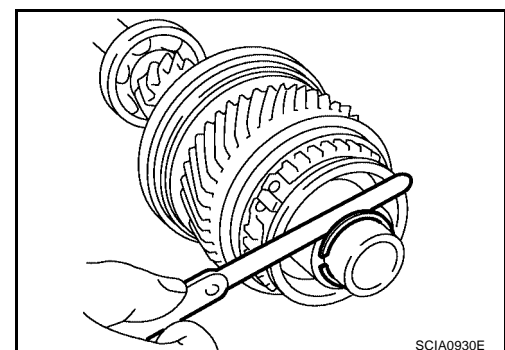
14. Install 5th stopper and then input shaft bearing spacer using Tool as shown.



15. Install snap ring onto input shaft, and check that end play (gap between snap ring and groove) of input shaft bearing spacer is within the standard value.

**End play standard value : 0 - 0.1 mm (0 - 0.004 in)**

- If the measurement is outside the standard value, select the required snap ring size to correct the end play.



# INPUT SHAFT AND GEARS

[RS5F51A]

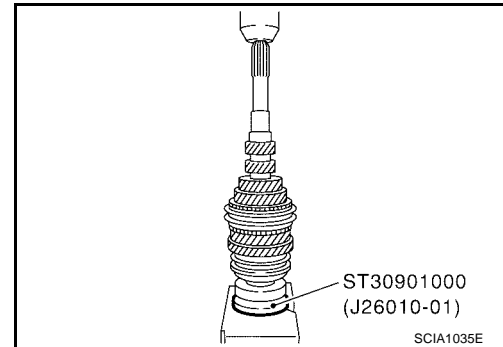
## Snap Rings

Thickness	Part number	Thickness	Part number
1.71 mm (0.0673 in)	32204 8H510	2.01 mm (0.0791 in)	32204 8H516
1.76 mm (0.0693 in)	32204 8H511	2.06 mm (0.0811 in)	32204 8H517
1.81 mm (0.0713 in)	32204 8H512	2.11 mm (0.0831 in)	32204 8H518
1.86 mm (0.0732 in)	32204 8H513	2.16 mm (0.0850 in)	32204 8H519
1.91 mm (0.0752 in)	32204 8H514	2.21 mm (0.0871 in)	32204 8H520
1.96 mm (0.0772 in)	32204 8H515	2.26 mm (0.0890 in)	32204 8H521

16. Install the input shaft rear bearing using Tool as shown.

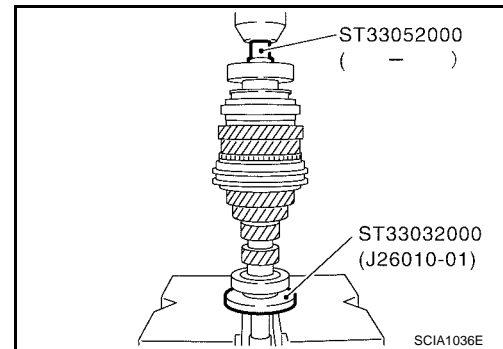
**CAUTION:**

**Install input shaft rear bearing with its brown surface facing the input gear side.**



17. Install the input shaft front bearing using Tool as shown.

18. Install the oil channel onto input shaft.



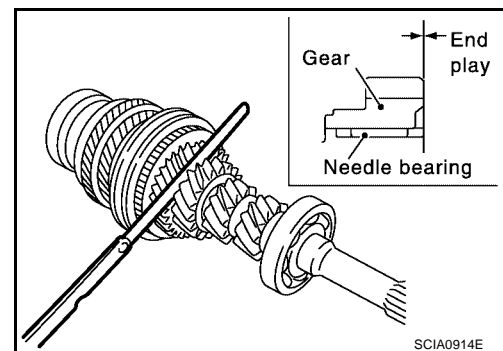
19. Check the end play of 3rd, 4th, and 5th input gears.

**End play standard value**

**3rd gear : 0.18 - 0.31 mm (0.0071 - 0.0122 in)**

**4th gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

**5th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**



## MAINSHAFT AND GEARS

### Disassembly and Assembly

#### DISASSEMBLY

1. Before disassembling, measure the end play of 1st and 2nd main gears.

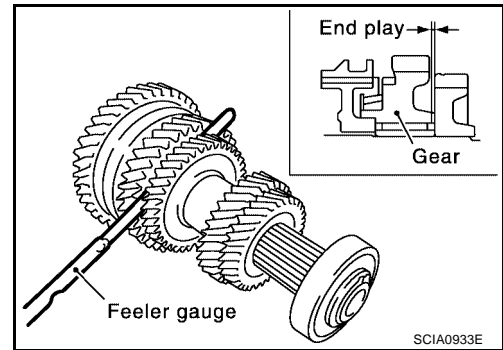
**End play standard value**

**1st gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

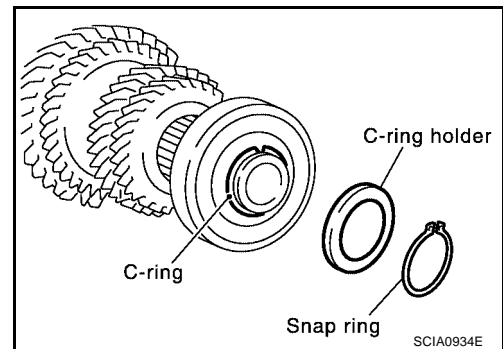
**2nd gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**

**CAUTION:**

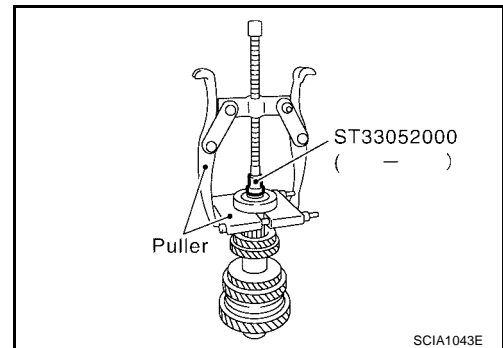
If the measurement is outside the standard value, disassemble to check the contact surfaces of the gear, shaft, and hub. Adjust with the correct snap ring size at assembly.



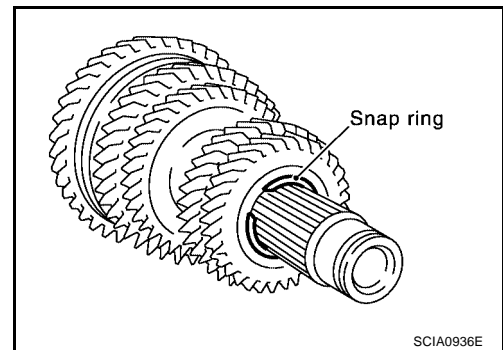
2. Remove the snap ring.
3. Remove the C-ring holder, and then mainshaft C-ring as shown.



4. Remove the mainshaft rear bearing using Tool as shown.

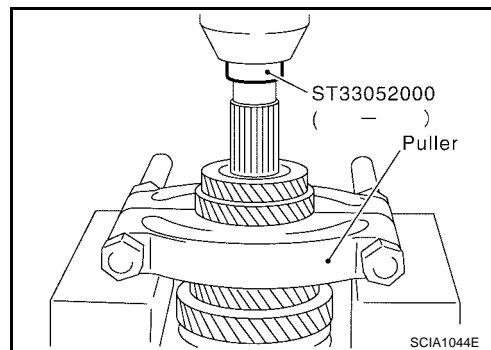


5. Remove the snap ring.

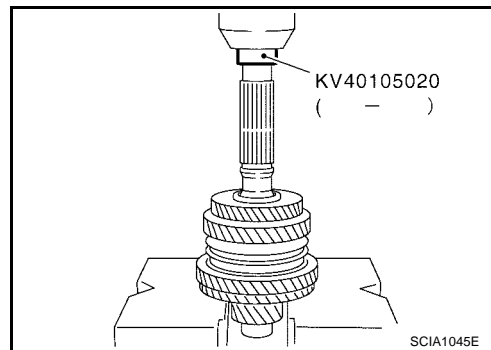




6. Remove 4th main gear and 5th main gear simultaneously using Tool as shown.
7. Remove adjusting shim.
8. Remove 3rd-4th mainshaft spacer.



9. Remove 3rd main gear, 2nd main gear, 2nd needle bearing, 2nd bushing, 1st-2nd synchronizer hub assembly, 1st main gear, reverse main gear, 1st needle bearing, and 1st bushing simultaneously using Tool as shown.

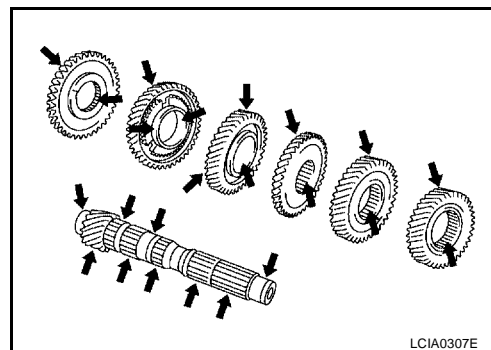


### INSPECTION AFTER DISASSEMBLY

#### Mainshaft and Gears

Check parts listed. If necessary, replace them with new ones.

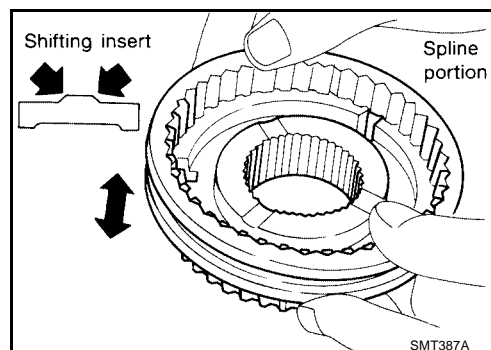
- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the shaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the gears.



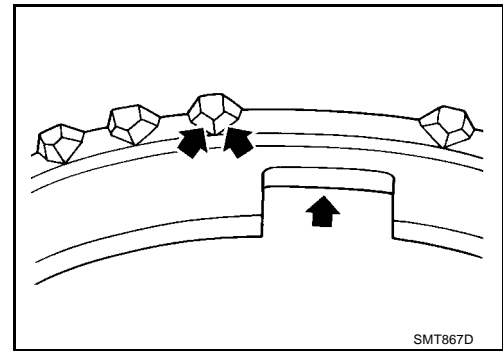
#### Synchronizer

Check parts listed. If necessary, replace them with new ones.

- Damage and unusual wear on contact surfaces of coupling sleeve, synchronizer hub, and shifting insert.
- Coupling sleeve and synchronizer hub must move smoothly.



- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.



## Baulk Ring Clearance

Checking the double cone synchronizer (1st and 2nd).

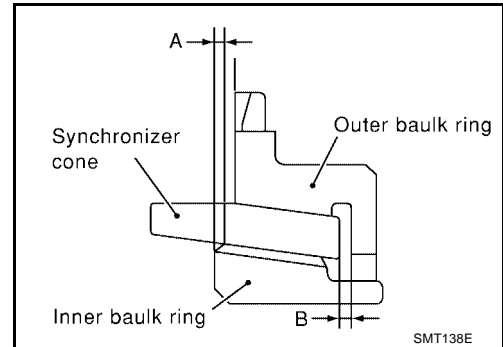
- Check the clearance of the outer baulk ring, synchronizer cone, and inner baulk ring of 1st and 2nd double cone synchronizers, following the procedure below.

### NOTE:

The mean value is the middle value of a set of measurements between the highest and lowest values. It is calculated by adding the highest and lowest measured value and dividing their sum by two:  $[(\text{high value}) + (\text{low value})] / 2 = \text{mean value}$ .

### CAUTION:

**Outer baulk ring, synchronizer cone, and inner baulk ring act as a set to control the clearances "A" and "B". If the measurement exceeds the service limit value, replace all of them as a set.**

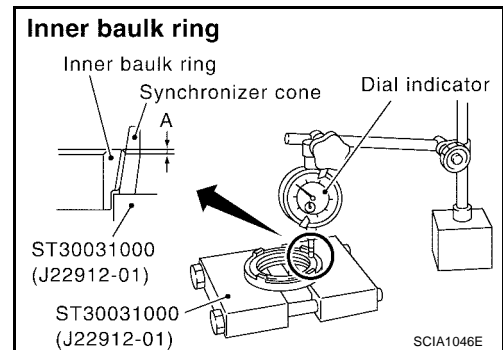


1. Using a dial gauge and Tool, measure clearance "A" at two or more points diagonally opposite, and calculate the mean value.

### Clearance "A"

**Standard : 0.6 - 0.8 mm (0.024 - 0.031 in)**

**Limit value : 0.2 mm (0.008 in) or less**

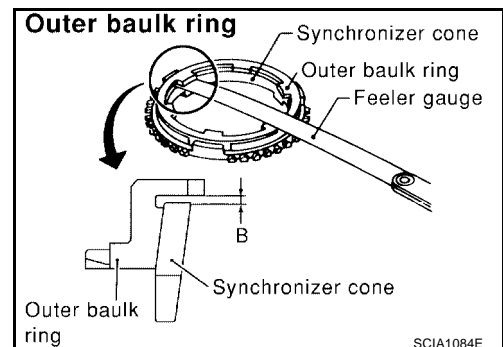


2. Using a feeler gauge, measure clearance "B" at two or more points diagonally opposite, and calculate the mean value.

### Clearance "B"

**Standard : 0.6 - 1.1 mm (0.024 - 0.043 in)**

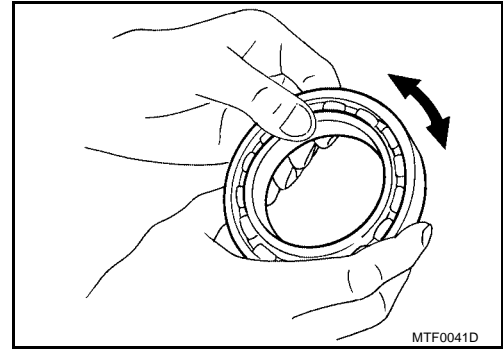
**Limit value : 0.2 mm (0.008 in) or less**



## Bearing

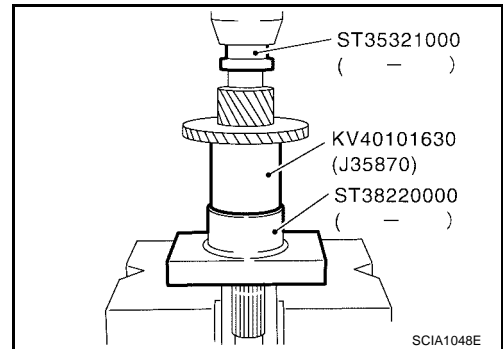
Check items below. If necessary, replace them with new ones.

- Damage and rough rotation of bearing



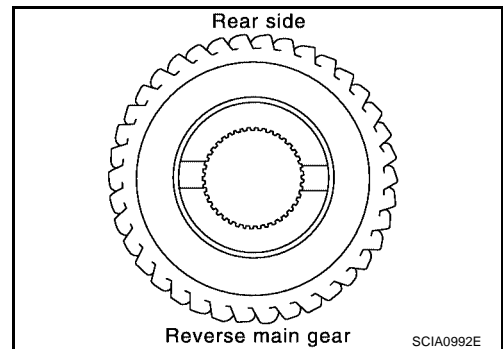
## ASSEMBLY

1. Install reverse main gear using Tools as shown.

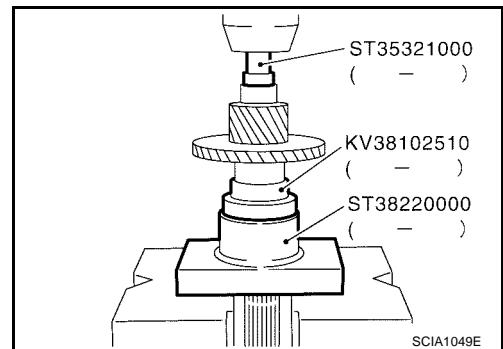


### CAUTION:

Install the reverse main gear with the specified orientation as shown.



2. Install 1st bushing using Tools as shown.
3. Install needle bearing, and then 1st main gear.



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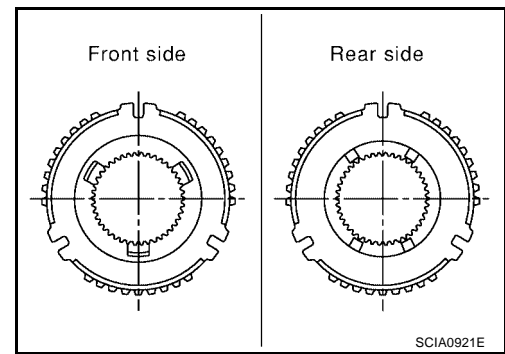
# MAINSHAFT AND GEARS

[RS5F51A]

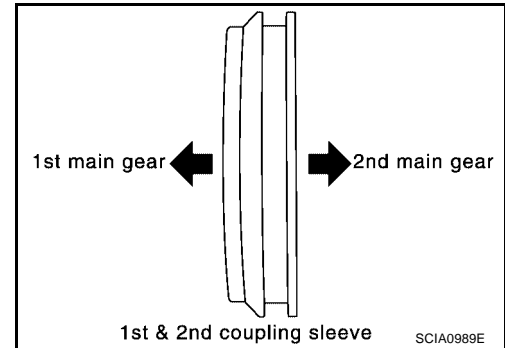
4. Install spread spring, shifting insert and new 1st-2nd synchronizer hub onto 1st-2nd coupling sleeve.

**CAUTION:**

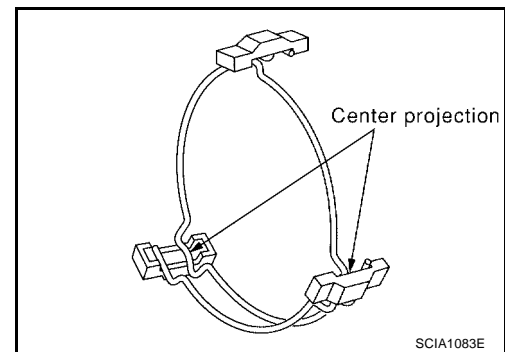
- Install with orientation of synchronizer hub as shown.
- Do not reuse the 1st-2nd synchronizer hub.



- Install with orientation of coupling sleeve as shown.



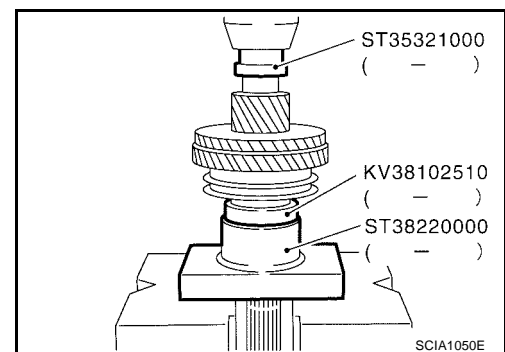
- Do not hook the ends of the two spread springs (front and back have two each) on same shifting insert as shown.



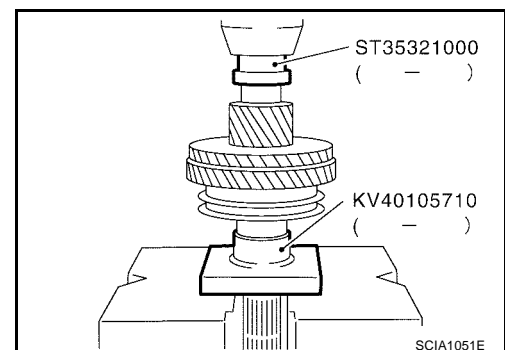
5. Install 1st gear synchronizer assembly onto mainshaft, and synchronizer hub assembly onto mainshaft using Tools as shown.

**CAUTION:**

- Outer baulk ring, synchronizer cone, and inner baulk ring on 2nd gear-side must have been removed.
- Install with orientation of coupling sleeve.



6. Install 2nd bushing using Tools as shown.  
7. Install outer baulk ring, synchronizer cone, and inner baulk ring on 2nd gear-side.  
8. Install 2nd needle bearing and 2nd gear.



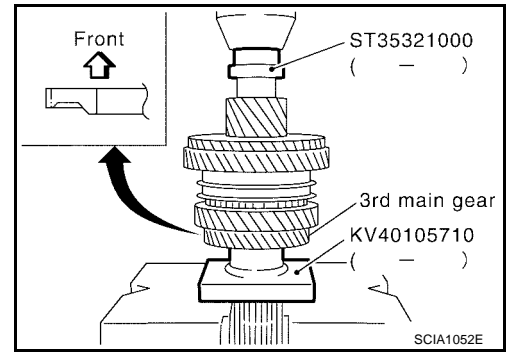
# MAINSHAFT AND GEARS

[RS5F51A]

9. Install 3rd main gear using Tools as shown.

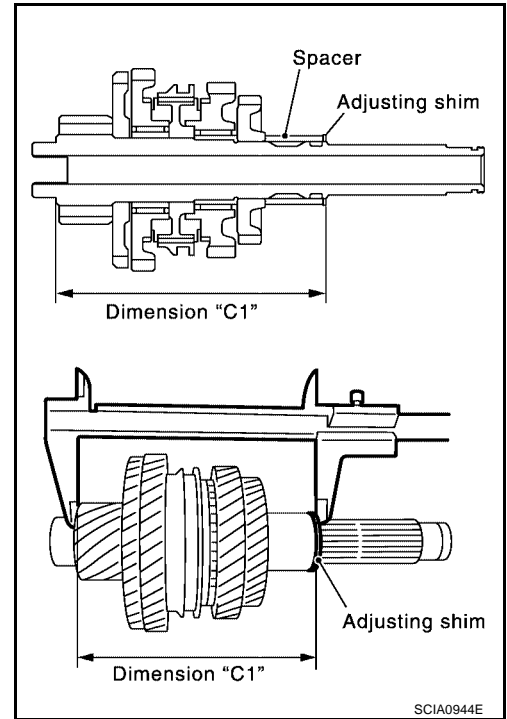
**CAUTION:**  
Install with orientation of 3rd main gear as shown.

10. Install 3rd-4th mainshaft spacer.



11. Select a suitable adjusting shim so that the dimension "C1" satisfies the standard value below, and install it onto the mainshaft as shown.

**Standard for dimension "C1" : 173.85 - 173.95 mm (6.844 - 6.848 in)**



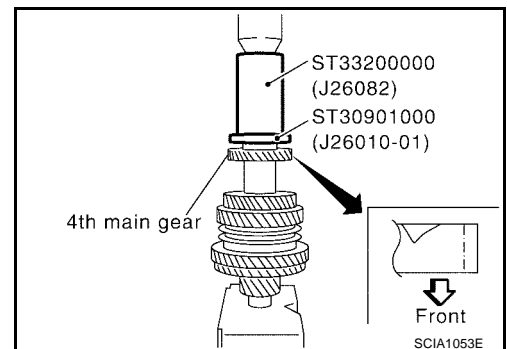
**CAUTION:**  
Only 1 adjusting shim can be selected.

### Adjusting Shims

Thickness	Part number	Thickness	Part number
0.52 mm (0.0205 in)	32238 8H500	0.84 mm (0.0331 in)	32238 8H504
0.60 mm (0.0236 in)	32238 8H501	0.92 mm (0.0362 in)	32238 8H505
0.68 mm (0.0268 in)	32238 8H502	1.00 mm (0.0394 in)	32238 8H506
0.76 mm (0.0299 in)	32238 8H503	1.08 mm (0.0425 in)	32238 8H507

12. Install 4th main gear using Tools as shown.

**CAUTION:**  
Install with orientation of 4th main gear as shown.

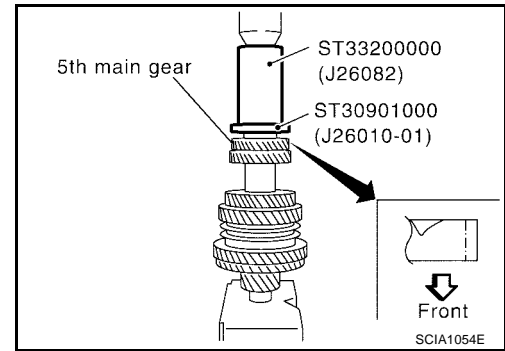


# MAINSHAFT AND GEARS

[RS5F51A]

13. Install 5th main gear using Tools as shown.

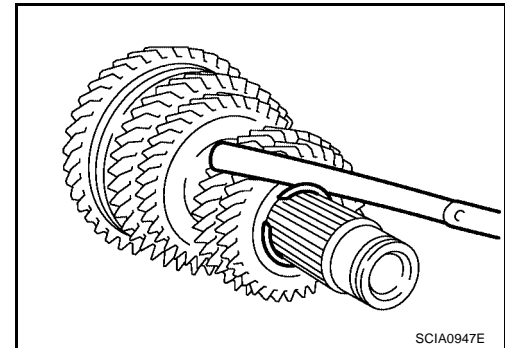
**CAUTION:**  
Install with orientation of 5th main gear as shown.



14. Install snap ring onto mainshaft, and check that end play of 5th main gear satisfies standard value as shown.

**End play standard value : 0 - 0.1 mm (0 - 0.004 in)**

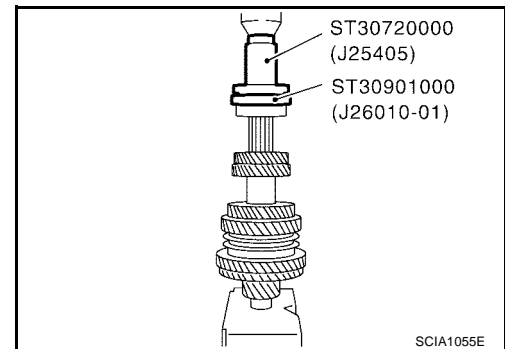
- If measurement is outside the standard value, reselect the required size snap ring.



## Snap Rings

Thickness	Part number	Thickness	Part number
1.85 mm (0.0728 in)	32204 8H500	2.05 mm (0.0807 in)	32204 8H504
1.90 mm (0.0748 in)	32204 8H501	2.10 mm (0.0827 in)	32204 8H505
1.95 mm (0.0768 in)	32204 8H502	2.15 mm (0.0846 in)	32204 8H506
2.00 mm (0.0787 in)	32204 8H503	2.20 mm (0.0866 in)	32204 8H507

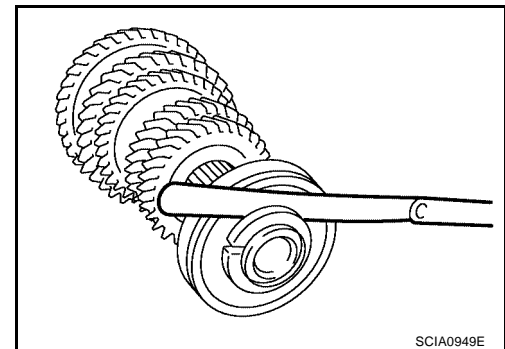
15. Install mainshaft rear bearing using Tools as shown.



16. Install C-ring onto mainshaft, and check that end play of mainshaft rear bearing meets specification as shown.

**End play standard value : 0 - 0.06 mm (0 - 0.0024 in)**

- If measurement is outside the standard value, reselect the required size C-ring.



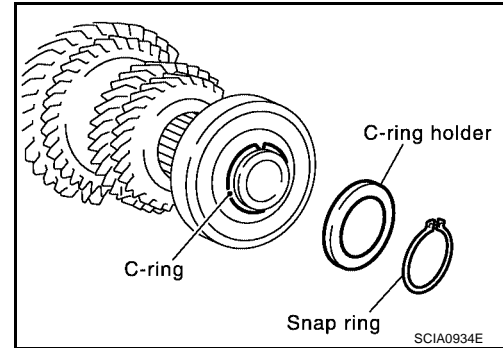
# MAINSHAFT AND GEARS

[RS5F51A]

## C-rings

Thickness	Part number	Thickness	Part number
2.535 mm (0.0866 in)	32348 8H800	2.835 mm (0.1116 in)	32348 8H810
2.565 mm (0.1010 in)	32348 8H801	2.865 mm (0.1128 in)	32348 8H811
2.595 mm (0.1022 in)	32348 8H802	2.895 mm (0.1140 in)	32348 8H812
2.625 mm (0.1033 in)	32348 8H803	2.925 mm (0.1152 in)	32348 8H813
2.655 mm (0.1045 in)	32348 8H804	2.955 mm (0.1163 in)	32348 8H814
2.685 mm (0.1057 in)	32348 8H805	2.985 mm (0.1175 in)	32348 8H815
2.715 mm (0.1069 in)	32348 8H806	3.015 mm (0.1187 in)	32348 8H816
2.745 mm (0.1081 in)	32348 8H807	3.045 mm (0.1199 in)	32348 8H817
2.775 mm (0.1093 in)	32348 8H808	3.075 mm (0.1211 in)	32348 8H818
2.805 mm (0.1104 in)	32348 8H809		

17. Fit C-ring holder, and install snap ring as shown.



18. Check end play of 1st and 2nd main gears.

**End play standard value**

**1st gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

**2nd gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**

## REVERSE IDLER SHAFT AND GEARS

### Disassembly and Assembly DISASSEMBLY

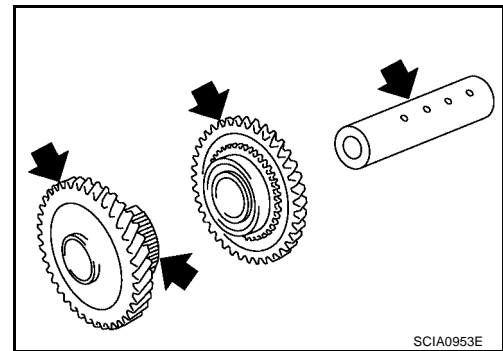
1. Remove reverse idler gear adjusting shim.
2. Remove reverse idler gear (rear), reverse coupling sleeve and insert spring simultaneously.
3. Remove reverse idler gear needle bearing.
4. Remove thrust needle bearing.
5. Remove reverse baulk ring.
6. Remove reverse idler gear (front).
7. Remove reverse idler gear needle bearing.
8. Remove thrust needle bearing.
9. Pull off locking pin from reverse idler shaft.

### INSPECTION AFTER DISASSEMBLY

#### Reverse Idler Shaft and Gears

Check parts listed below. If necessary, replace them with new ones.

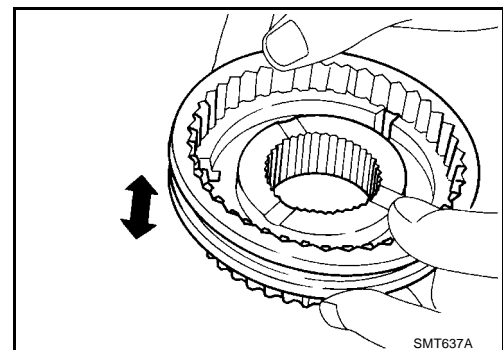
- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the shaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the gears.



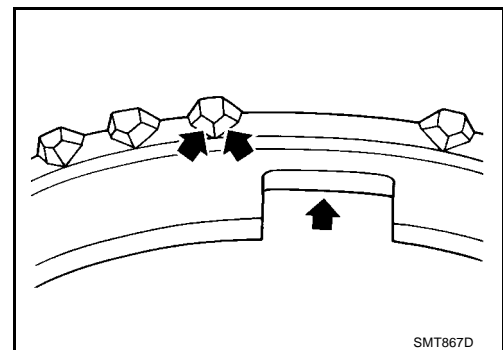
#### Synchronizer

Check parts listed below. If necessary, replace them with new ones.

- Damage and unusual wear on contact surfaces of coupling sleeve, synchronizer hub, and insert spring.
- Coupling sleeve and synchronizer hub must move smoothly.



- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.





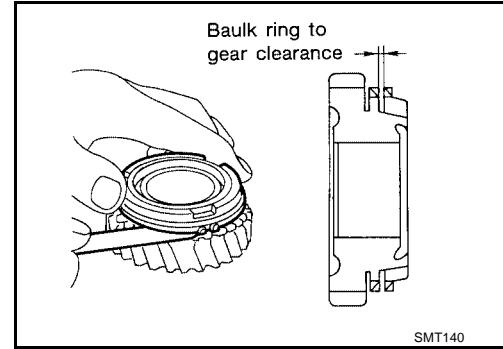
## Baulk Ring Clearance

Press baulk ring against cone, and measure clearance between baulk ring and cone. If measurement is below limit value, replace it with a new one.

### Clearance

**Standard : 0.95 - 1.4 mm (0.0374 - 0.055 in)**

**Limit value : 0.7 mm (0.028 in)**



## Bearing

Check parts listed below. If necessary, replace them with new ones.

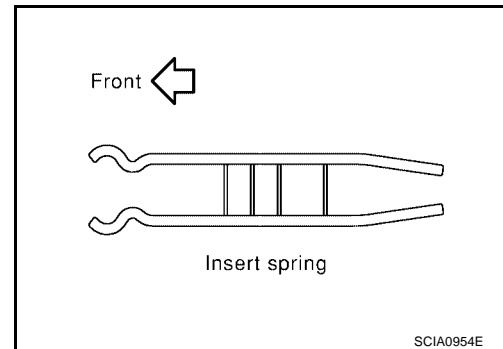
- Damage and rough rotation of bearing.

## ASSEMBLY

Assembly is in the reverse order of disassembly.

### CAUTION:

- Install with orientation of insert spring as shown.



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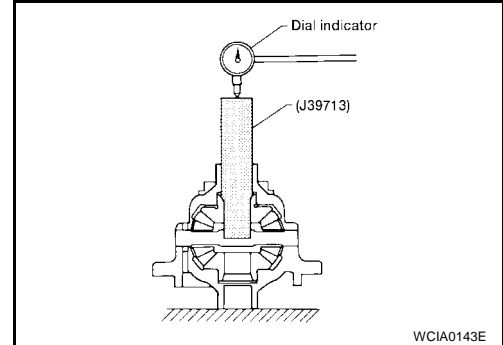
## FINAL DRIVE

PFP:38411

### Disassembly and Assembly PRE-INSPECTION

ECS005US

1. Clean final drive assembly sufficiently to prevent side gear thrust washer, differential case, side gear, and other parts from sticking by gear oil.
2. Upright the differential case so that the side gear to be measured faces upward.
3. Place final drive adapter and dial indicator onto side gear using Tool as shown.

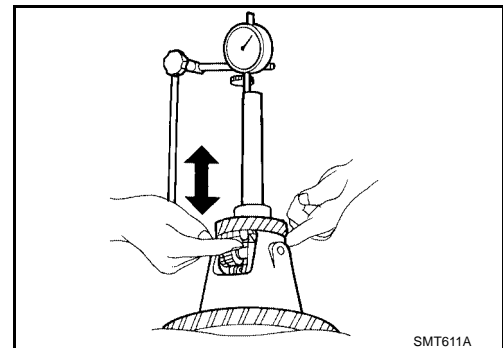


4. Move side gear up and down, and measure the clearance as shown.

**Clearance between side gear and differential case : 0.1 - 0.2 mm (0.004 - 0.008 in)**

**CAUTION:**

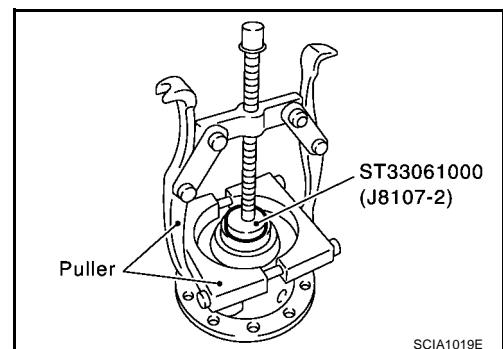
**There must be no resistance and the gears must rotate freely.**



5. If the clearance measured is not within specification, adjust the clearance by changing the thrust washer thickness.
6. Turn the differential case upside down, and measure the clearance between the side gear and differential case on the other side to the same specifications, adjust using a thrust washer as necessary.

### DISASSEMBLY

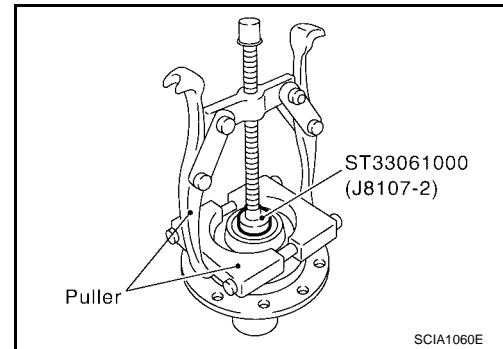
1. Remove the final gear bolts and then separate the final gear from the differential case.
2. Remove speedometer drive gear.
3. Using Tool and puller, remove differential side bearing (clutch housing side) as shown.



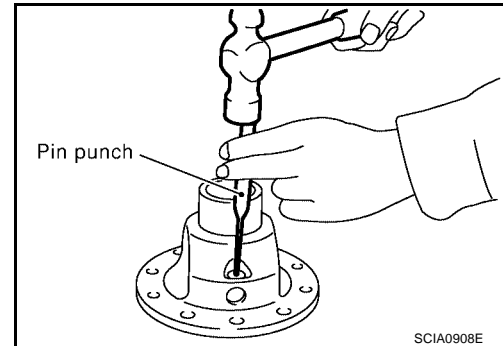
# FINAL DRIVE

[RS5F51A]

- Using Tool and puller, remove differential side bearing (transaxle case side) as shown.



- Using a pin punch, pull out lock pin and pinion mate shaft as shown.

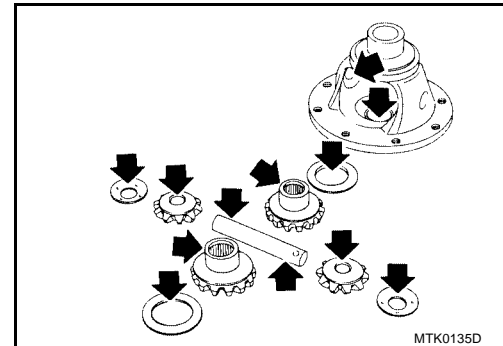


- Rotate pinion mate gears, and remove pinion mate gears, pinion mate thrust washers, side gears, and side gear thrust washers from differential case.

## INSPECTION AFTER DISASSEMBLY

### Gear, Washer, Shaft and Case

- Check side gears, side gear thrust washers, pinion mate shaft, pinion mate gears, pinion mate thrust washers and differential case as shown. If necessary, replace with new parts.

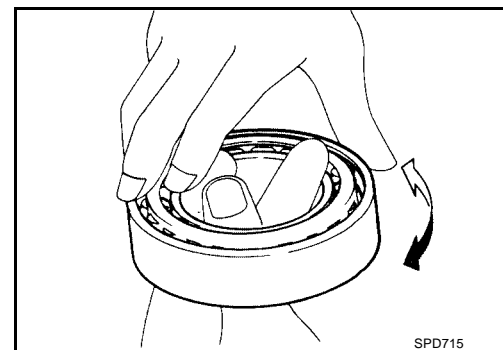


### Bearing

- Check for bearing damage and rough rotation as shown. If necessary, replace with new parts.

### CAUTION:

When replacing tapered roller bearing, replace outer and inner races as a set.



## ASSEMBLY

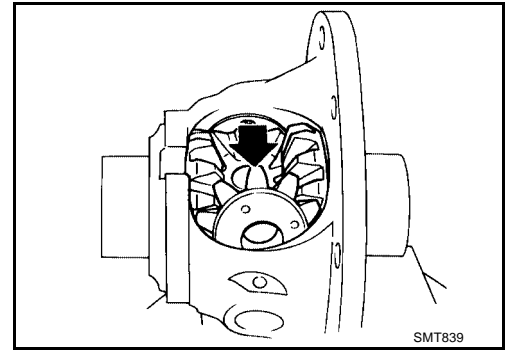
- Apply gear oil to sliding area of differential case, each gear, and thrust washer.

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# FINAL DRIVE

[RS5F51A]

2. Install side gear thrust washers and side gears into differential case as shown.

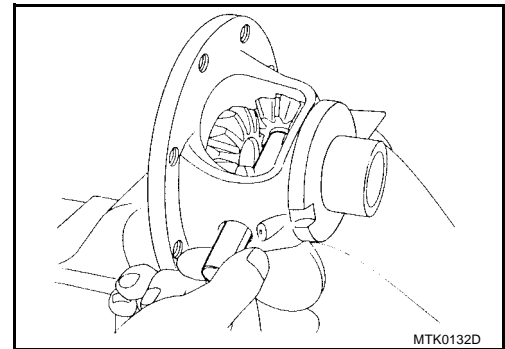


3. While rotating pinion mate thrust washers and pinion mate gears, and aligning them diagonally, install them into differential case.

4. Insert pinion mate shaft into differential case as shown.

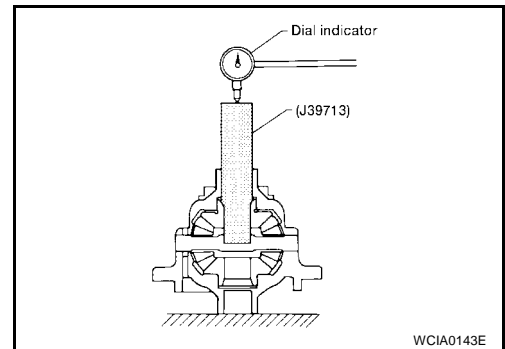
**CAUTION:**

**Be sure not to damage pinion mate thrust washers.**



5. Measure end play of side gears, using the procedure below. Then select side gear thrust washer.

- a. Upright the differential case so that its side gear to be measured faces upward.
- b. Place final drive adapter and dial indicator onto side gears as shown.

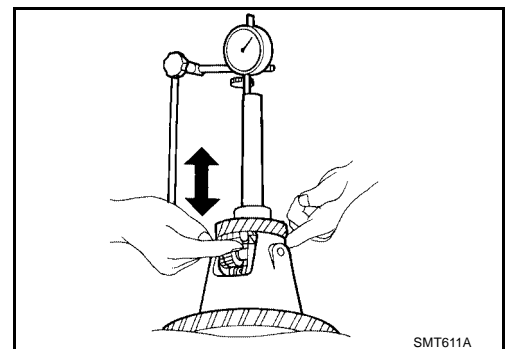


- c. Move side gears up and down to measure end play, and select thrust washer so that it meets specification.

**End play standard value : 0.1 - 0.2 mm (0.004 - 0.008 in)**

**CAUTION:**

- There must be no resistance and the gears must rotate freely.
- Place differential case upside down. Measure the end play for opposite side-gears using the same procedure.
- Only one thrust washer can be selected.



### Thrust washers

Thickness	Part number
0.75 mm (0.0295 in)	38424 81X00
0.80 mm (0.0315 in)	38424 81X01
0.85 mm (0.0335 in)	38424 81X02
0.90 mm (0.0354 in)	38424 81X03
0.95 mm (0.0374 in)	38424 81X04

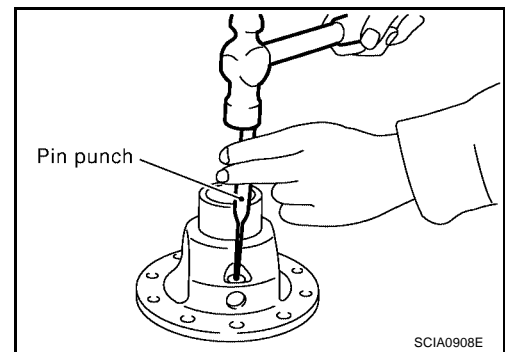
# FINAL DRIVE

[RS5F51A]

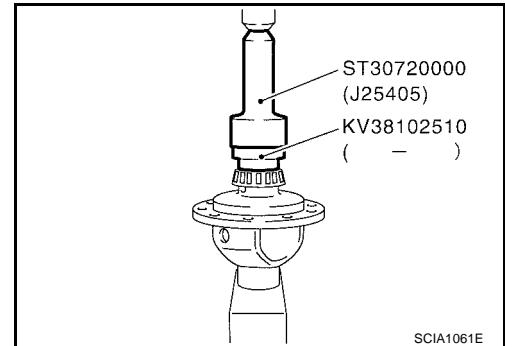
6. Drive a new lock pin into the pinion mate shaft using a suitable tool as shown.

**CAUTION:**

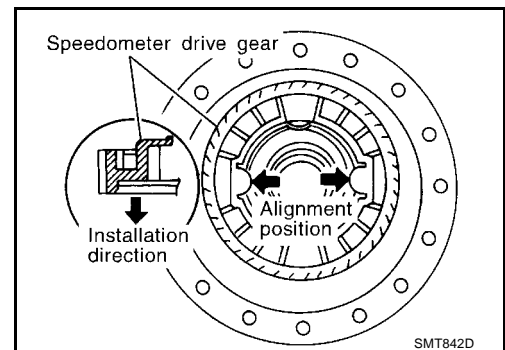
**Do not reuse the lock pin.**



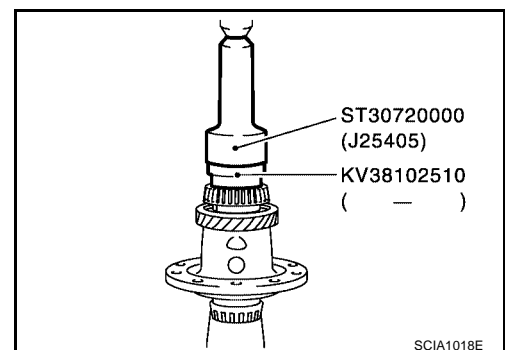
7. Install differential side bearing (transaxle case side) using Tool as shown.



8. Align and install speedometer drive gear onto differential case as shown.

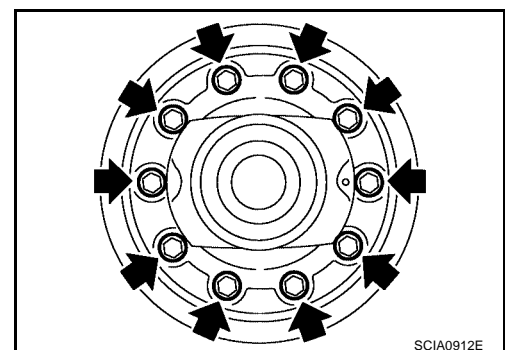


9. Install differential side bearing (clutch housing side) using Tools as shown.



10. Install the final gear into the differential case, and tighten the final gear bolts to specification.

**Final gear bolts** : Refer to [MT-88, "FINAL DRIVE COMPONENTS"](#) .

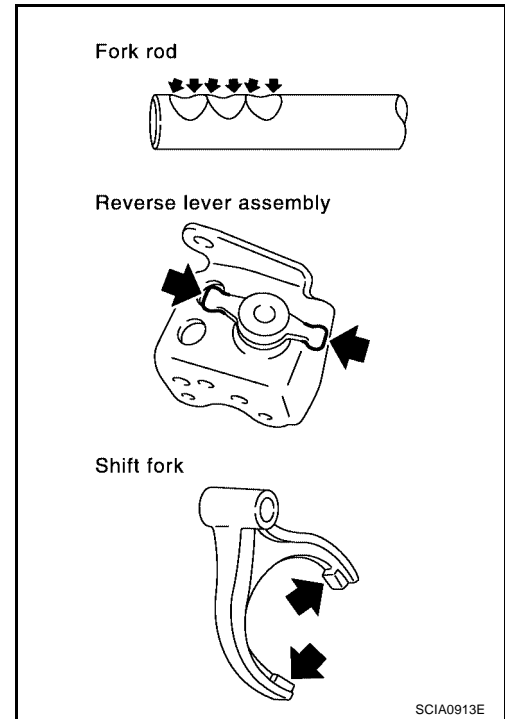


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## SHIFT CONTROL

### Inspection

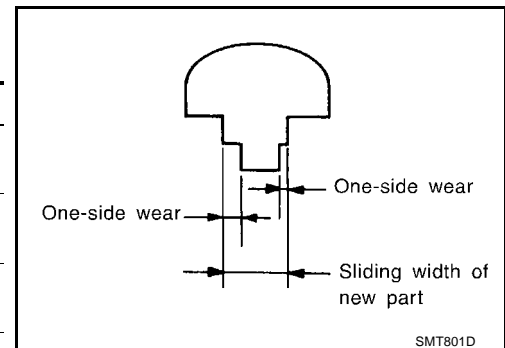
- Check the contact surfaces and sliding areas for wear, damage, and bending as shown. Replace any parts as necessary.



### SHIFT FORK

- Check that the width of the shift fork hooks (sliding area with coupling sleeve) as shown, are within specification.

Item	One-side wear specification	Sliding width of new part
1st & 2nd	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
3rd & 4th	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
5th	0.2 mm (0.008 in)	6.10 - 6.23 mm (0.2402 - 0.2453 in)
Reverse	0.2 mm (0.008 in)	12.80 - 12.93 mm (0.5039 - 0.5091 in)



# SERVICE DATA AND SPECIFICATIONS (SDS)

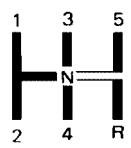
[RS5F51A]

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### General Specifications TRANSAXLE

ECS005UU

Engine		QR25DE	
Transaxle model		RS5F51A	
Model code number		8U006	
Number of speed		5	
Synchromesh type		Warner	
Shift pattern		 <p style="text-align: right;">SCIA0821E</p>	
Gear ratio	1st	3.153	
	2nd	1.842	
	3rd	1.258	
	4th	0.947	
	5th	0.772	
	Reverse	3.002	
Number of teeth	Input gear	1st	13
		2nd	19
		3rd	31
		4th	38
		5th	44
		Reverse	13
	Main gear	1st	41
		2nd	35
		3rd	39
		4th	36
		5th	34
		Reverse	38
	Reverse idler gear	Front	37
		Rear	38
Oil capacity ℓ (qt)		2.3 (2 3/8)	
Remarks	Reverse synchronizer	Installed	
	Double baulk ring type synchronizer	1st & 2rd synchronizer	

### FINAL GEAR

Engine		QR25DE
Transaxle model		RS5F51A
Model code number		8U006
Final gear ratio		4.133
Number of teeth	Final gear/Pinion	62/15
	Side gear/Pinion mate gear	14/10

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F51A]

## Gear End Play

ECS005UV

Unit: mm (in)

Gear	End play
1st main gear	0.20 - 0.30 (0.0079 - 0.0118)
2nd main gear	0.06 - 0.16 (0.0024 - 0.0063)
3rd input gear	0.18 - 0.31 (0.0071 - 0.0122)
4th input gear	0.20 - 0.30 (0.0079 - 0.0118)
5th input gear	0.06 - 0.16 (0.0024 - 0.0063)

## Clearance Between Baulk Ring and Gear 3RD, 4TH, 5TH & REVERSE BAULK RING

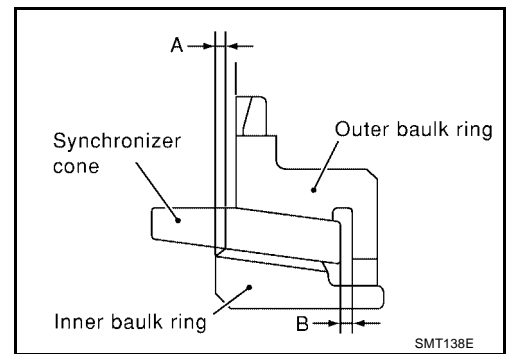
ECS005UW

Unit: mm (in)

Standard	Wear limit
3rd	0.9 - 1.45 (0.035 - 0.0571)
4th	0.9 - 1.45 (0.035 - 0.0571)
5th	0.95 - 1.4 (0.0374 - 0.055)
Reverse	0.95 - 1.4 (0.0374 - 0.055)

## 1ST AND 2ND DOUBLE BAULK RING

Unit: mm (in)



Dimension	Standard	Wear limit
A	0.6 - 0.8 (0.024 - 0.031)	0.2 (0.008)
B	1.6 - 1.1 (0.024 - 0.043)	0.2 (0.008)

## Available Snap Rings INPUT SHAFT SPACER

ECS005UX

End play		0 - 0.1 mm (0 - 0.004 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
1.71 (0.0673)	32204 8H510	2.01 (0.0791)	32204 8H516
1.76 (0.0693)	32204 8H511	2.06 (0.0811)	32204 8H517
1.81 (0.0713)	32204 8H512	2.11 (0.0831)	32204 8H518
1.86 (0.0732)	32204 8H513	2.16 (0.0850)	32204 8H519
1.91 (0.0752)	32204 8H514	2.21 (0.0871)	32204 8H520
1.96 (0.0772)	32204 8H515	2.26 (0.0890)	32204 8H521

\*: Always check with the Parts Department for the latest parts information.

## 5TH MAIN GEAR

End play		0 - 0.1 mm (0 - 0.004 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
1.85 (0.0728)	32204 8H500	2.05 (0.0807)	32204 8H504
1.90 (0.0748)	32204 8H501	2.10 (0.0827)	32204 8H505
1.95 (0.0768)	32204 8H502	2.15 (0.0846)	32204 8H506
2.00 (0.0787)	32204 8H503	2.20 (0.0866)	32204 8H507



# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F51A]

\*: Always check with the Parts Department for the latest parts information.

## Available C-rings MAINSHAFT C-RING

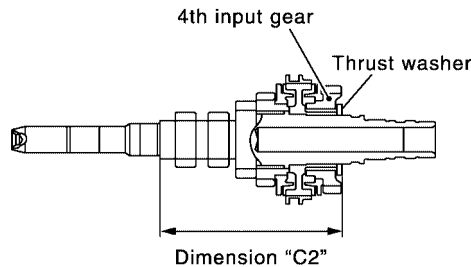
ECS005UY

End play		0 - 0.06 mm (0 - 0.0024 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
2.535 (0.0866)	32348 8H800	2.835 (0.1116)	32348 8H810
2.565 (0.1010)	32348 8H801	2.865 (0.1128)	32348 8H811
2.595 (0.1022)	32348 8H802	2.895 (0.1140)	32348 8H812
2.625 (0.1033)	32348 8H803	2.925 (0.1152)	32348 8H813
2.655 (0.1045)	32348 8H804	2.955 (0.1163)	32348 8H814
2.685 (0.1057)	32348 8H805	2.985 (0.1175)	32348 8H815
2.715 (0.1069)	32348 8H806	3.015 (0.1187)	32348 8H816
2.745 (0.1081)	32348 8H807	3.045 (0.1199)	32348 8H817
2.775 (0.1093)	32348 8H808	3.075 (0.1211)	32348 8H818
2.805 (0.1104)	32348 8H809		

\*: Always check with the Parts Department for the latest parts information.

## Available Thrust Washers INPUT SHAFT THRUST WASHER

ECS005UZ



SCIA1008E

Standard length "C2"		154.7 - 154.8 mm (6.091 - 6.094in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
3.84 (0.1512)	32347 8H500	4.02 (0.1583)	32347 8H503
3.90 (0.1535)	32347 8H501	4.08 (0.1606)	32347 8H504
3.96 (0.1559)	32347 8H502	4.14 (0.1630)	32347 8H505

\*: Always check with the Parts Department for the latest parts information.

## DIFFERENTIAL SIDE GEAR THRUST WASHER

Allowable clearance between side gear and differential case with washer	0.1 - 0.2 mm (0.004 - 0.008 in)
Thickness mm (in)	Part number*
0.75 (0.0295)	38424 81X00
0.80 (0.0315)	38424 81X01
0.85 (0.0335)	38424 81X02
0.90 (0.0354)	38424 81X03
0.95 (0.0374)	38424 81X04

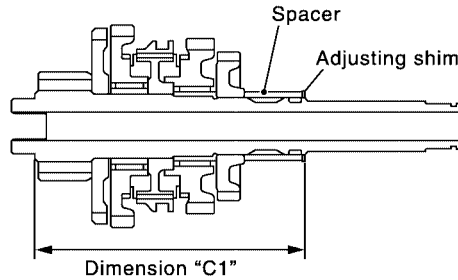
\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F51A]

ECS005V0

## Available Adjusting Shims MAINSHAFT ADJUSTING SHIM



SCIA1009E

Standard length "C1"		173.85 - 173.95 mm (6.844 - 6.848in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.52 (0.0205)	32238 8H500	0.84 (0.0331)	32238 8H504
0.60 (0.0236)	32238 8H501	0.92 (0.0362)	32238 8H505
0.68 (0.0268)	32238 8H502	1.00 (0.0394)	32238 8H506
0.76 (0.0299)	32238 8H503	1.08 (0.0425)	32238 8H507

\*: Always check with the Parts Department for the latest parts information.

## INPUT SHAFT REAR BEARING ADJUSTING SHIM

End play			0 - 0.06 mm (0 - 0.0024 in)		
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.40 (0.0157)	32225 8H500	0.88 (0.0346)	32225 8H512	1.36 (0.0520)	32225 8H524
0.44 (0.0173)	32225 8H501	0.92 (0.0362)	32225 8H513	1.40 (0.0551)	32225 8H560
0.48 (0.0189)	32225 8H502	0.96 (0.0378)	32225 8H514	1.44 (0.0567)	32225 8H561
0.52 (0.0205)	32225 8H503	1.00 (0.0396)	32225 8H515	1.48 (0.0583)	32225 8H562
0.56 (0.0220)	32225 8H504	1.04 (0.0409)	32225 8H516	1.52 (0.0598)	32225 8H563
0.60 (0.0236)	32225 8H505	1.08 (0.0425)	32225 8H517	1.56 (0.0614)	32225 8H564
0.64 (0.0252)	32225 8H506	1.12 (0.0441)	32225 8H518	1.60 (0.0630)	32225 8H565
6.68 (0.0268)	32225 8H507	1.16 (0.0457)	32225 8H519	1.64 (0.0646)	32225 8H566
0.72 (0.0283)	32225 8H508	1.20 (0.0472)	32225 8H520	1.68 (0.0661)	32225 8H567
0.76 (0.0299)	32225 8H509	1.24 (0.0488)	32225 8H521	1.72 (0.0677)	32225 8H568
0.80 (0.0315)	32225 8H510	1.28 (0.0504)	32225 8H522		
0.84 (0.0331)	32225 8H511	1.32 (0.0520)	32225 8H523		

\*: Always check with the Parts Department for the latest parts information.

## MAINSHAFT REAR BEARING ADJUSTING SHIM

End play		0 - 0.06 mm (0 - 0.0024 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.44 (0.0173)	32238 8H510	0.80 (0.0315)	32238 8H519
0.48 (0.0189)	32238 8H511	0.84 (0.0331)	32238 8H520
0.52 (0.0205)	32238 8H512	0.88 (0.0346)	32238 8H521
0.56 (0.0220)	32238 8H513	0.92 (0.0362)	32238 8H522
0.60 (0.0236)	32238 8H514	0.96 (0.0378)	32238 8H523
0.64 (0.0252)	32238 8H515	1.00 (0.0396)	32238 8H524
0.68 (0.0268)	32238 8H516	1.04 (0.0409)	32238 8H560
0.72 (0.0283)	32238 8H517	1.08 (0.0425)	32238 8H561
0.76 (0.0299)	32238 8H518		

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS5F51A]

## REVERSE IDLER GEAR ADJUSTING SHIM

End play		0.04 - 0.14 mm (0.0016 - 0.0055 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
1.76 (0.0693)	32237 8H500	2.24 (0.0882)	32237 8H506
1.84 (0.0724)	32237 8H501	2.32 (0.0913)	32237 8H507
1.92 (0.0756)	32237 8H502	2.40 (0.0945)	32237 8H508
2.00 (0.0787)	32237 8H503	2.48 (0.0976)	32237 8H509
2.08 (0.0819)	32237 8H504	2.56 (0.1008)	32237 8H510
2.16 (0.0850)	32237 8H505	2.64 (0.1039)	32237 8H511

\*: Always check with the Parts Department for the latest parts information.

## Available Shims

ECS005V1

### — Differential Side Bearing Preload and Adjusting Shim —

#### BEARING PRELOAD

Differential side bearing preload: L*	0.15 - 0.21 mm (0.0059 - 0.0083)
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\*: Install shims which are “deflection of differential case” + “L” in thickness.

#### DIFFERENTIAL SIDE BEARING ADJUSTING SHIM(S)

Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.48 (0.0189)	31438 80X00	0.72 (0.0283)	31438 80X06
0.52 (0.0205)	31438 80X01	0.76 (0.0299)	31438 80X07
0.56 (0.0220)	31438 80X02	0.80 (0.0315)	31438 80X08
0.60 (0.0236)	31438 80X03	0.84 (0.0331)	31438 80X09
0.64 (0.0252)	31438 80X04	0.88 (0.0346)	31438 80X10
0.68 (0.0268)	31438 80X05	0.92 (0.0362)	31438 80X11

\*: Always check with the Parts Department for the latest parts information.

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## PRECAUTIONS

PFP:00001

### Caution

ECS005V2

- Do not reuse transaxle oil, once it has been drained.
- Check oil level, and drain and refill transaxle oil with the vehicle on level ground.
- During removal or installation, keep inside of transaxle clean of dust and dirt.
- Check for the correct installation orientation prior to removal or disassembly. If mating marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten bolts or nuts gradually in several steps working diagonally and from inside to outside as applicable. If a tightening sequence is specified, follow it as specified.
- Be careful not to damage the sliding surfaces and mating surfaces of parts.

# PREPARATION

[RS6F51H]

PF0:00002

ECS005V3

## PREPARATION

### Special Service Tools

The actual shapes of the Kent-Moore tools may differ from those of the special tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV381054S0 (J34286) Puller	Side bearing outer race removal Mainshaft front bearing removal
ST35321000 ( — ) Drift	Input shaft oil seal installation Reverse main gear installation 1st bushing installation 1st-2nd synchronizer hub installation 2nd bushing installation 3rd main gear installation <b>a: 49 mm (1.93 in) dia.</b> <b>b: 41 mm (1.61 in) dia.</b>
ST30720000 (J25405) Drift	Differential oil seal installation Differential side bearing outer race installation Mainshaft rear bearing installation Differential side bearing installation <b>a: 77 mm (3.03 in) dia.</b> <b>b: 55.5 mm (2.185 in) dia.</b>
ST33200000 (J26082) Drift	Mainshaft front bearing installation 6th bushing installation 4th main gear installation 5th main gear installation 6th main gear installation <b>a: 60 mm (2.36 in) dia.</b> <b>b: 44.5 mm (1.752 in) dia.</b>
ST33061000 (J8107-2) Drift	Bore plug installation Differential side bearing removal <b>a: 38 mm (1.50 in) dia.</b> <b>b: 28.5 mm (1.122 in) dia.</b>
ST33052000 ( — ) Drift	Welch plug installation Input shaft rear bearing removal 5th bushing, thrust washer, 4th input gear, 4th gear bushing, 3rd-4th synchronizer hub and 3rd input gear removal Input shaft front bearing installation 6th input gear and 6th bushing removal Mainshaft rear bearing removal 4th main gear and 5th main gear removal 6th main gear removal <b>a: 22 mm (0.87 in) dia.</b> <b>b: 28 mm (1.10 in) dia.</b>

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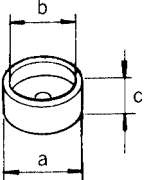
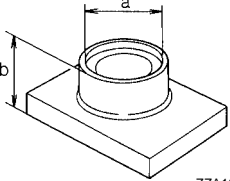
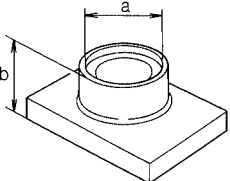
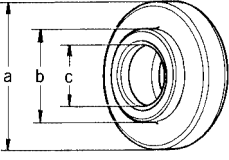
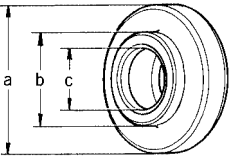
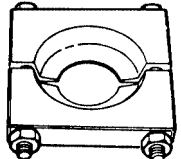
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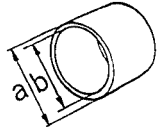
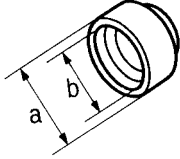
# PREPARATION

[RS6F51H]

Tool number (Kent-Moore No.) Tool name	Description
KV40105020 ( — ) Drift	 <p>5th input gear and synchronizer hub removal                      3rd main gear, 2nd main gear, 2nd bushing,                      1st-2nd synchronizer hub, 1st main gear, re-                      verse main gear and 1st bushing removal  <b>a: 39.7 mm (1.563 in) dia.</b>  <b>b: 35 mm (1.38 in) dia.</b>  <b>c: 15 mm (0.59 in)</b></p> <p style="text-align: right;">ZZA1133D</p>
KV40105710 ( — ) Press stand	 <p>3rd-4th synchronizer hub installation                      4th bushing installation                      5th bushing installation                      5th-6th synchronizer hub installation                      2nd bushing installation                      3rd main gear installation  <b>a: 46 mm (1.81 in) dia.</b>  <b>b: 41 mm (1.61 in)</b></p> <p style="text-align: right;">ZZA1058D</p>
ST38220000 ( — ) Press stand	 <p>Reverse main gear installation                      1st bushing installation                      1st-2nd synchronizer hub installation  <b>a: 63 mm (2.48 in) dia.</b>  <b>b: 65 mm (2.56 in)</b></p> <p style="text-align: right;">ZZA1058D</p>
ST30032000 (J26010-01) Drift	 <p>Input shaft front bearing installation  <b>a: 80 mm (3.15 in) dia.</b>  <b>b: 38 mm (1.50 in) dia.</b>  <b>c: 31 mm (1.22 in) dia.</b></p> <p style="text-align: right;">ZZA0978D</p>
ST30901000 (J26010-01) Drift	 <p>Input shaft rear bearing installation                      4th main gear installation                      5th main gear installation                      6th main gear installation                      Mainshaft rear bearing installation  <b>a: 79 mm (3.11 in) dia.</b>  <b>b: 45 mm (1.77 in) dia.</b>  <b>c: 35.2 mm (1.386 in) dia.</b></p> <p style="text-align: right;">ZZA0978D</p>
ST30031000 (J22912-01) Puller	 <p>Measuring wear of 1st and 2nd baulk ring</p> <p style="text-align: right;">ZZA0537D</p>

# PREPARATION

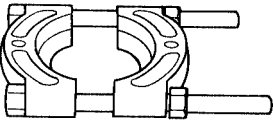
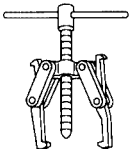

[RS6F51H]

Tool number (Kent-Moore No.) Tool name	Description
KV40101630 (J35870) Drift   ZZA1003D	Reverse main gear installation <b>a: 68 mm (2.68 in) dia.</b> <b>b: 60 mm (2.36 in) dia.</b>
KV38102510 ( — ) Drift   ZZA0838D	1st bushing installation 1st-2nd synchronizer hub installation Differential side bearing installation <b>a: 71 mm (2.80 in) dia.</b> <b>b: 65 mm (2.56 in) dia.</b>

A  
B  
MT

## Commercial Service Tools

ECS005V4

Tool name	Description
Puller   ZZB0823D	Each bearing gear and bushing removal
Puller   NT077	Each bearing gear and bushing removal
Pin punch   ZZA0815D	Each retaining pin removal and installation <b>Tip: 4.5 mm (0.177 in) dia.</b>

F  
G  
H  
I  
J  
K  
L  
M

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

[RS6F51H]

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### NVH Troubleshooting Chart

ECS005V5

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference page		<a href="#">MT-76</a>	<a href="#">MT-76</a>	<a href="#">MT-76</a>	<a href="#">MT-84</a>			<a href="#">MT-140</a>	<a href="#">MT-87</a>		<a href="#">MT-85, MT-88</a>			
Suspected parts (possible cause)		(oil level is low)	(wrong oil)	(oil level is high)	Gasket (damaged)	Oil seal (worn or damaged)	O-Ring (worn or damaged)	Control device and cable (worn)	Check plug return spring and check ball (worn or damaged)	Shift fork (worn)	Gear (worn or damaged)	Bearing (worn or damaged)	Baulk ring (worn or damaged)	Insert spring, shifting insert (damaged)
Symptom	Noise	1	2								3	3		
	Oil leakage		3	1	2	2	2							
	Hard to shift or will not shift		1	1				2					3	3
	Jumps out of gear							1	2	3	3			



# DESCRIPTION

[RS6F51H]

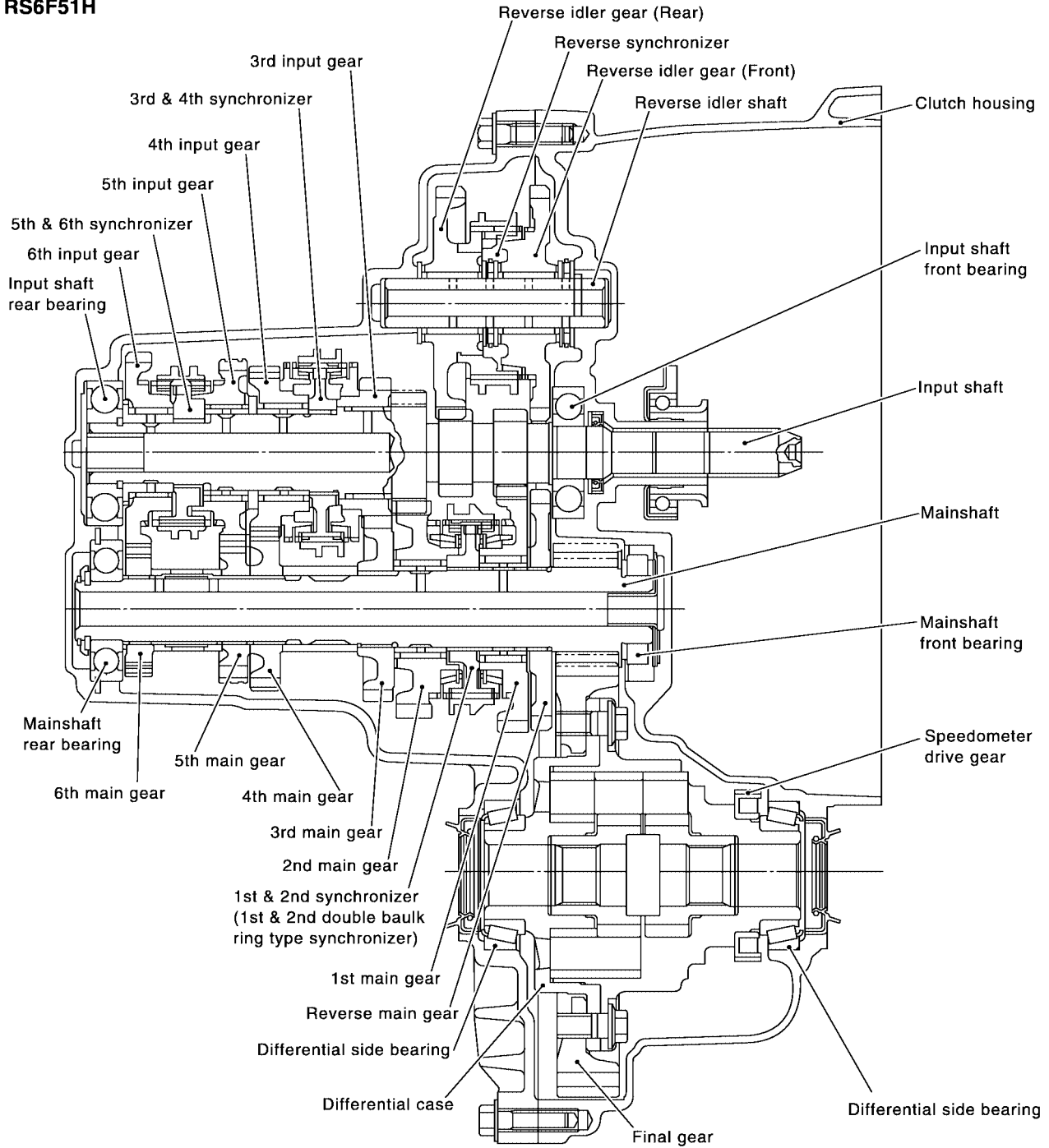
## DESCRIPTION

PF0:0000

### Cross-sectional View

ECS005V6

RS6F51H



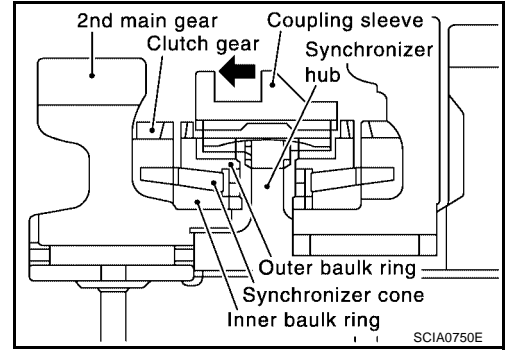
SCIA0999E

# DESCRIPTION

[RS6F51H]

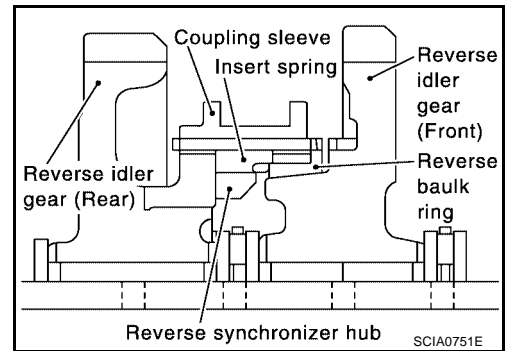
## DOUBLE-CONE SYNCHRONIZER

Double-cone synchronizer is used for 1st and 2nd gears to reduce operating force of the shift lever as shown.



## REVERSE GEAR

Description of reverse gear components is as shown.



**M/T OIL****Replacement  
DRAINING**

1. Start the engine and let it run to warm up the transaxle oil.
2. Stop the engine. Remove drain plug and drain oil.
3. Set a new gasket on the drain plug and install it in transaxle body.

**Drain plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**

**FILLING**

1. Remove filler plug. Fill with new oil until oil level reaches the specified limit near filler plug mounting hole.

**Oil grade : API GL-4**

**Capacity (reference) : Approximately 2.3 ℓ (2 3/8 qt)**

2. After refilling oil, check oil level. Assemble a new gasket on to filler plug, then install it in transaxle body.

**Filler plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**

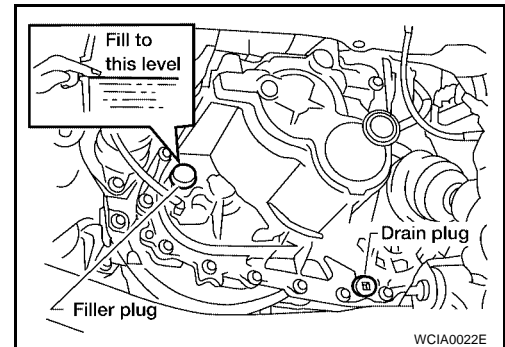
**Checking  
OIL LEAKAGE AND OIL LEVEL**

- Check that oil is not leaking from transaxle.
  - Check oil level from filler plug mounting hole as shown.
- CAUTION:**  
**Never start engine while checking oil level.**
- Set a new gasket on the filler plug and install it in transaxle body.

**Filler plug : 30 - 39 N·m (3.1 - 4.0 kg·m, 23 - 28 ft·lb)**

**CAUTION:**

**Do not reuse gasket.**



## SIDE OIL SEAL

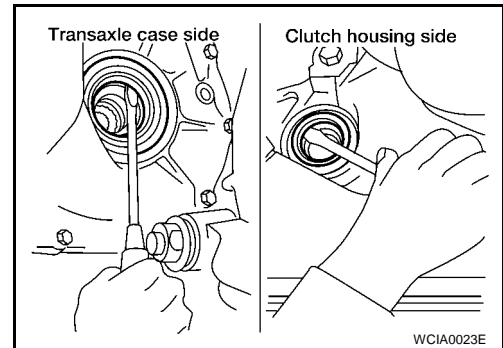
### Removal and Installation

#### REMOVAL

1. Remove the drive shaft from the transaxle body. Refer to [FAX-14, "Removal"](#).
2. Remove oil seal with a slotted screwdriver.

**CAUTION:**

**Be careful not to damage the case surface when removing the oil seal.**



#### INSTALLATION

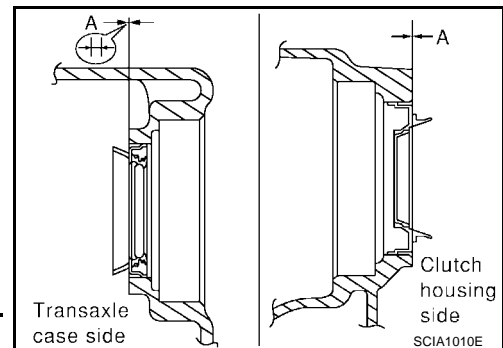
Installation is in the reverse order of removal.

- Using Tool (drift), drive the new oil seal straight until it protrudes from the case end equal to dimension "A" as shown.

**Dimension "A" : Within 0.5 mm (0.02 in) or flush with the case.**

**CAUTION:**

- Before installing oil seal, apply multi-purpose grease to oil seal lips.
- Oil seal is not reusable.



Drift to be used (special service tool)	ST30720000 (J25405)
---	---------------------

- Check oil level after installation. Refer to [MT-137, "Checking"](#).

## POSITION SWITCH

### Checking

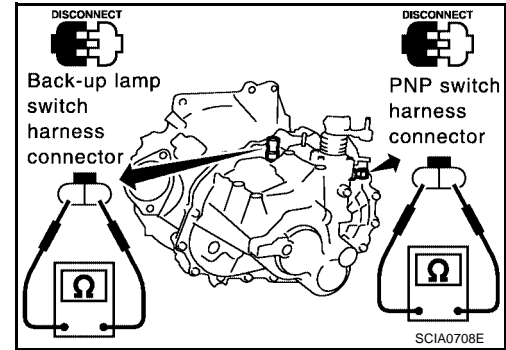
**NOTE:**

For removal and installation of the switches. Refer to [MT-145, "Component Parts"](#).

### BACK-UP LAMP SWITCH

- Check continuity.

Gear position	Continuity
Reverse	Yes
Except reverse	No



### PARK/NEUTRAL POSITION SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No

A  
B  
MT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



- |                             |                    |                            |
|-----------------------------|--------------------|----------------------------|
| 13. Control device assembly | 14. Cover          | 15. Select cable           |
| 16. Floor                   | 17. Pin            | 18. Shift cable            |
| 19. Washer                  | 20. Clutch housing | 21. Cable mounting bracket |
| 22. Select cable            | 23. Shift cable    | 24. Lock plate             |
| 25. Lock plate              |                    |                            |

### CAUTION:

- Note that the select side lock plate for securing the control cable is different from the one on the shift side.
- After assembly, make sure selector lever automatically returns to Neutral when it is moved to 1st, 2nd, or Reverse.

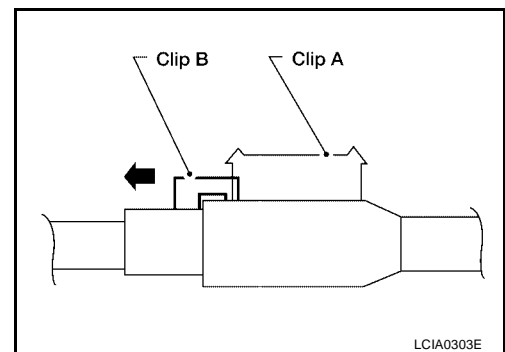
### Cable Adjustment

ECS0077W

#### NOTE:

After installation of the select cable, the cable must be adjusted for proper operation. This adjustment is performed before installing the interior console and shift boot.

1. Slide clip "B" from under clip "A" as shown.

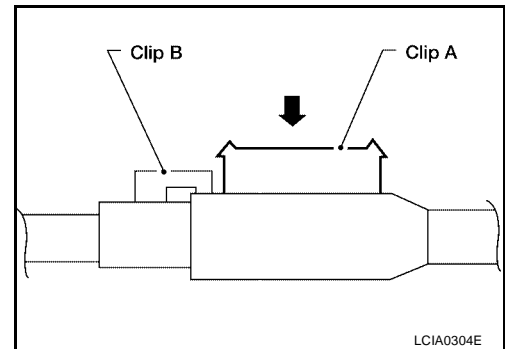


2. Shift the control lever to the neutral position.

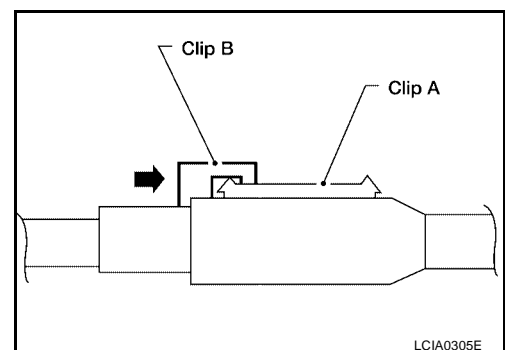
#### CAUTION:

**Do not move the control lever when adjusting the cables.**

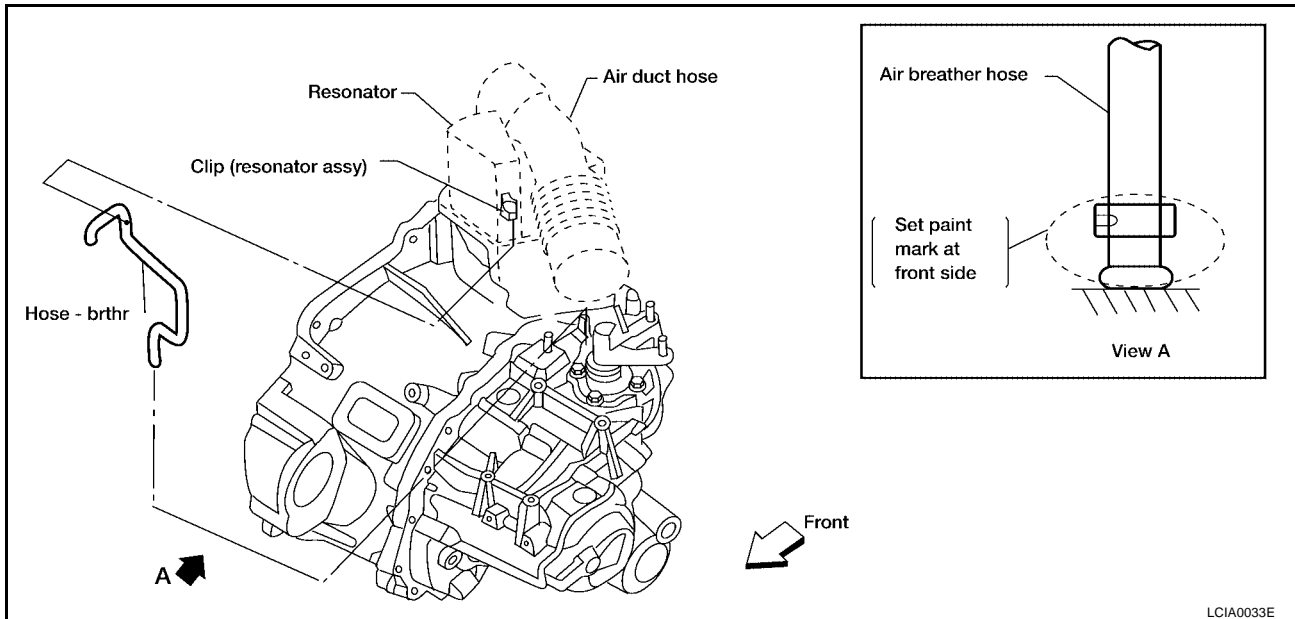
3. Push clip "A" into the cable end case until it snaps into place as shown.



4. Slide clip "B" back over clip "A" until it snaps into place and holds clip "A" in place as shown.



## AIR BREATHER HOSE Removal and Installation



LCIA0033E

### CAUTION:

- Make sure there are no pinched or restricted areas on the air breather hose caused by bending or winding when installing it.
- Insert the air breather hose into the transaxle tube until the overlap area reaches the spool.

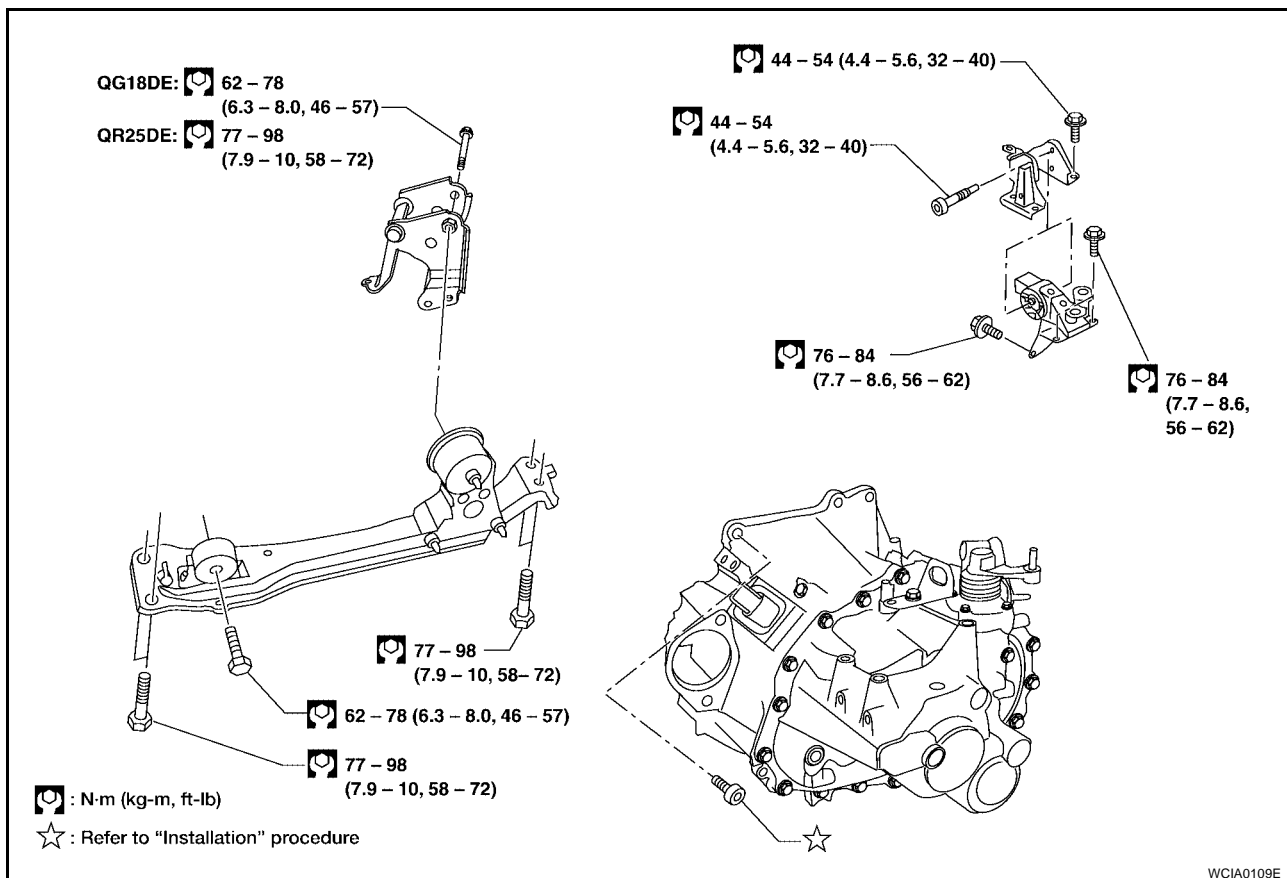


### TRANSAXLE ASSEMBLY

PFP:32010

### Removal and Installation

ECS005VD



### REMOVAL

1. Remove the air cleaner and air duct.
2. Remove the battery.
3. Remove the air breather hose. Refer to [MT-81, "Removal and Installation"](#) .
4. Remove the clutch operating cylinder.
 

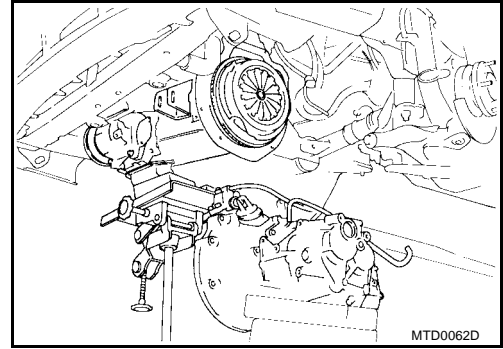
**CAUTION:**  
**Do not depress the clutch pedal during the removal procedure.**
5. Remove the engine under cover.
6. Disconnect the control cable from the transaxle. Refer to [MT-140, "Removal and Installation of Control Device and Cable"](#) .
7. Drain the gear oil from the transaxle. Refer to [MT-76, "Replacement"](#) .
8. Remove the connectors and harnesses for:
  - PNP switch
  - Speed sensor
  - Back-up lamp switch
  - Ground
9. Remove the exhaust front tube. Refer to [EX-3, "Removal and Installation"](#) .
10. Remove the drive shaft. Refer to [FAX-14, "Removal"](#) .
11. Remove the starter motor. Refer to [SC-20, "Removal and Installation"](#) .
12. Place a suitable jack under the transaxle.
 

**CAUTION:**  
**When setting the jack, be careful not to bring it into contact with the switches.**
13. Remove the center member, engine insulator, and engine mount bracket.
14. Support the engine by placing a jack under the engine oil pan.

# TRANSAXLE ASSEMBLY

[RS6F51H]

15. Remove the bolts that mount the engine to the transaxle.
16. Remove the transaxle from the vehicle as shown.



## INSTALLATION

Installation is the reverse order of removal.

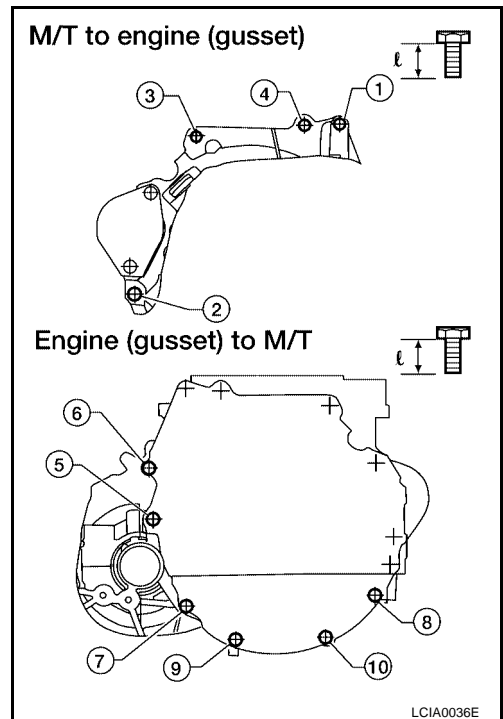
- When installing the transaxle to the engine, use the specified tightening torque in the numerical sequence as shown.

**CAUTION:**

**When installing the transaxle, do not allow the transaxle input shaft to make contact with the clutch cover.**

Bolt No.	1	2	3	4	5	6	7	8	9	10
" $\varnothing$ " mm (in)	40	82	47	47	52	40	40	40	30	30
Tightening torque N·m (kg·m, ft·lb)	30 - 40 (3.1 - 4.1, 22 - 29)		70 - 80 (7.1 - 8.1, 52 - 59)			30 - 40 (3.1 - 4.1, 22 - 29)				

- After installation, check the transaxle oil level, and check for any leaks and any loose mechanisms.



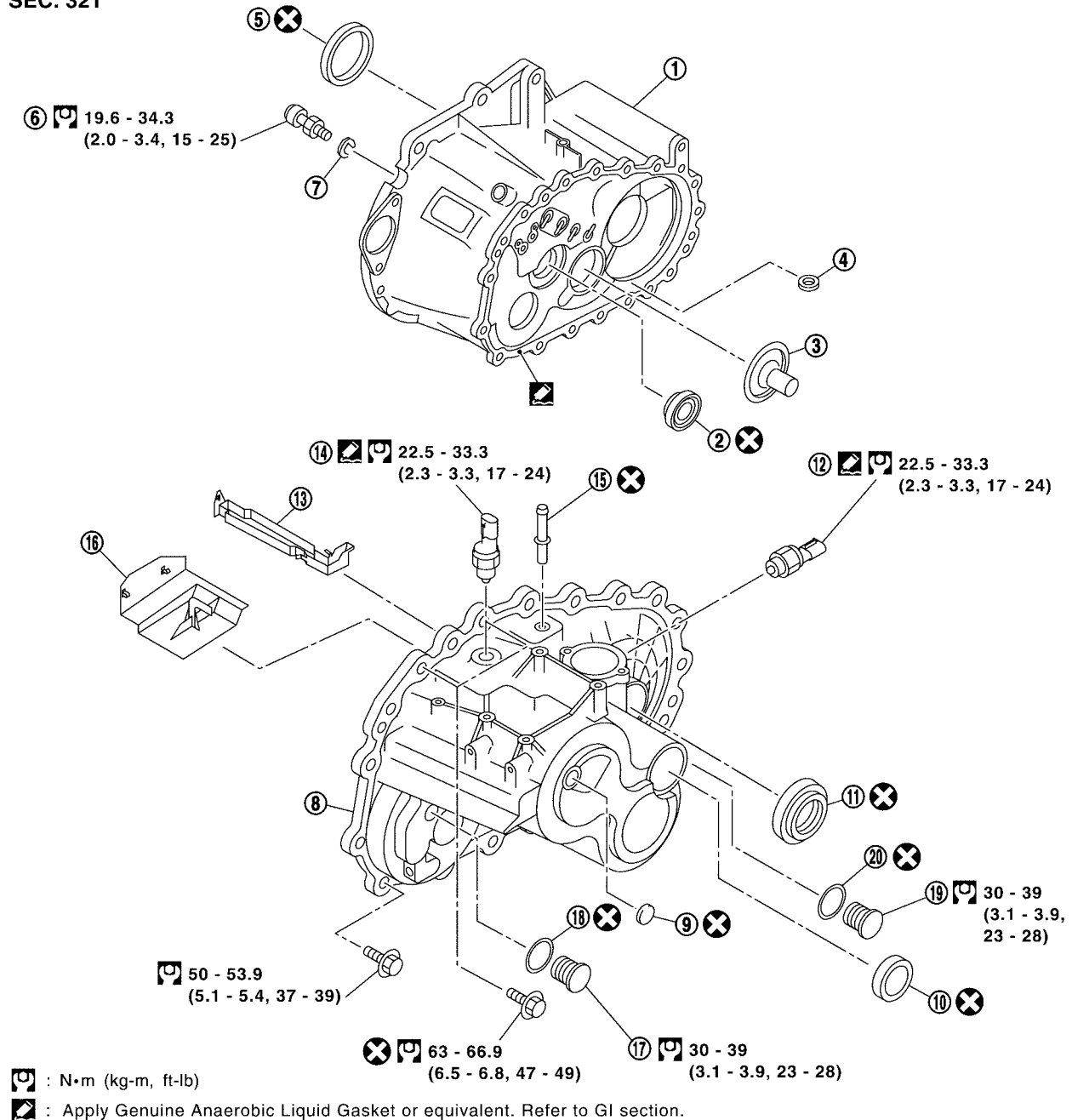
# TRANSAXLE ASSEMBLY

[RS6F51H]

ECS005VE

## Component Parts CASE AND HOUSING COMPONENTS

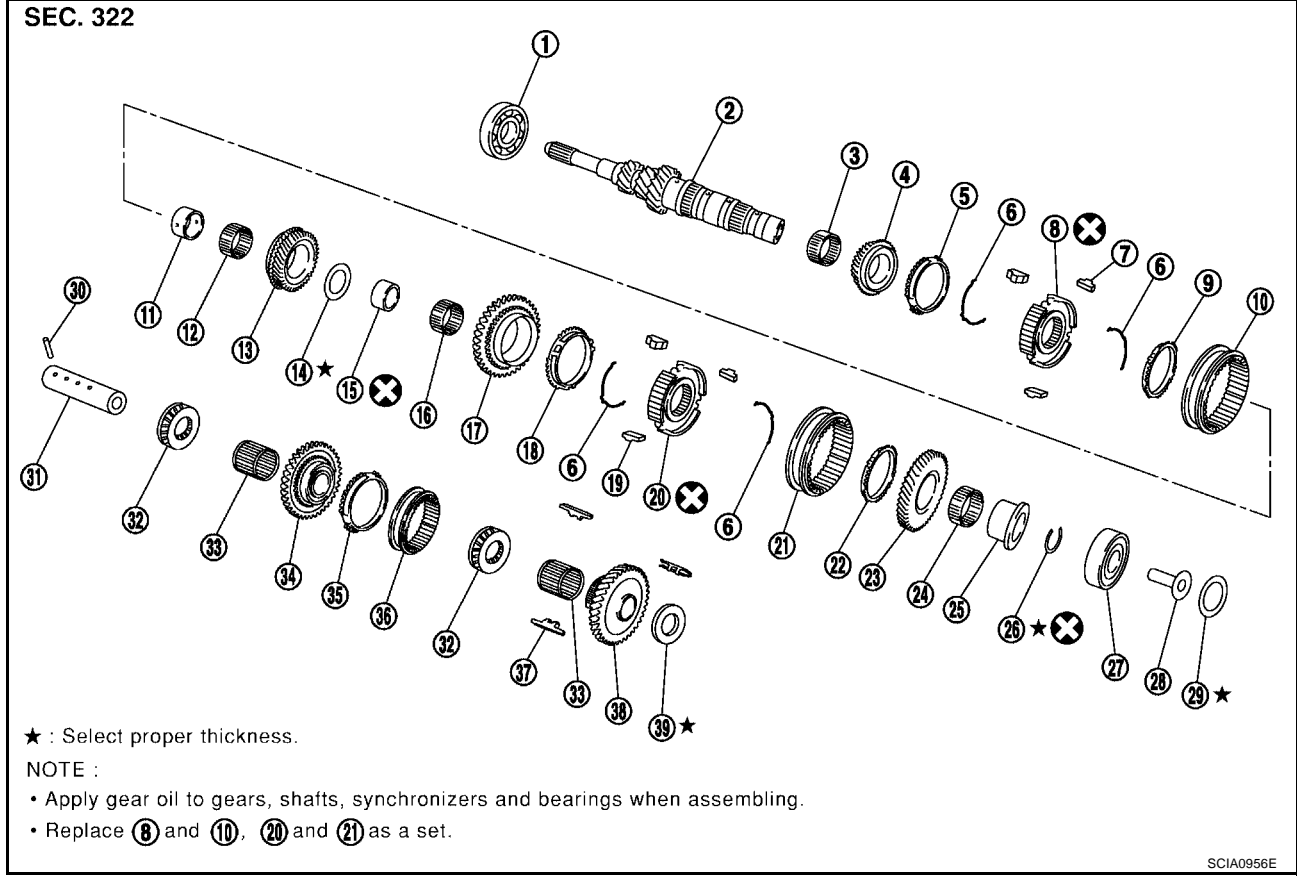
SEC. 321



SCIA1062E

- |                   |                           |                                  |
|-------------------|---------------------------|----------------------------------|
| 1. Clutch housing | 2. Input shaft oil seal   | 3. Oil channel                   |
| 4. Magnet         | 5. Differential oil seal  | 6. Ball pin                      |
| 7. Washer         | 8. Transaxle case         | 9. Welch plug                    |
| 10. Bore plug     | 11. Differential oil seal | 12. Park/Neutral position switch |
| 13. Oil gutter    | 14. Back-up lamp switch   | 15. Air breather tube            |
| 16. Baffle plate  | 17. Filler plug           | 18. Gasket                       |
| 19. Drain plug    | 20. Gasket                |                                  |

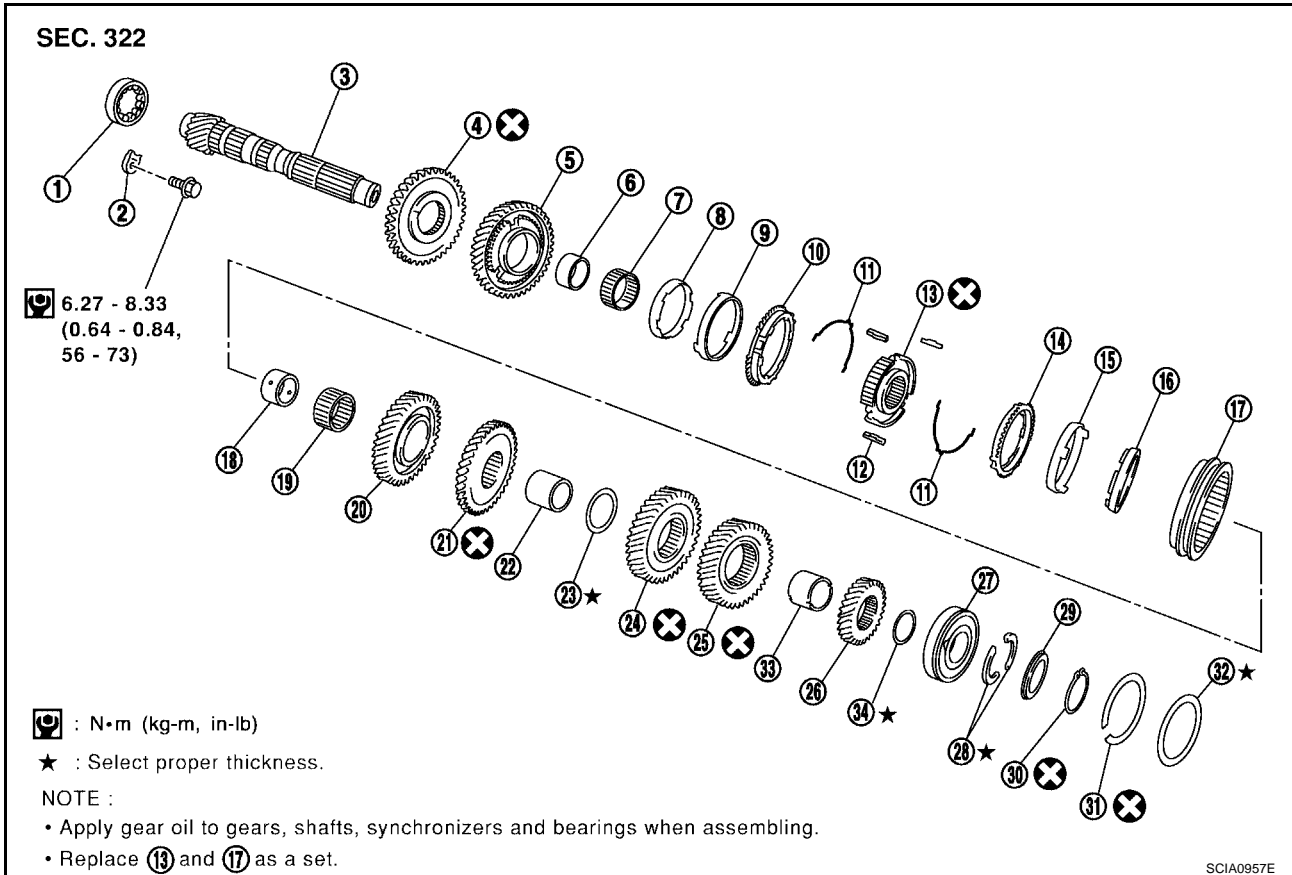
## GEAR COMPONENTS



- |                                |   |                                       |
|--------------------------------|---|---------------------------------------|
| 1. Input shaft front bearing   | 2. Input shaft                              | 3. Needle bearing                     |
| 4. 3rd input gear              | 5. 3rd baulk ring                           | 6. Spread spring                      |
| 7. 3rd & 4th shifting insert   | 8. 3rd & 4th synchronizer hub               | 9. 4th baulk ring                     |
| 10. 3rd & 4th coupling sleeve  | 11. Bushing                                 | 12. Needle bearing                    |
| 13. 4th input gear             | 14. Thrust washer                           | 15. Bushing                           |
| 16. Needle bearing             | 17. 5th input gear                          | 18. 5th baulk ring                    |
| 19. 5th & 6th shifting insert  | 20. 5th & 6th synchronizer hub              | 21. 5th & 6th coupling sleeve         |
| 22. Baulk ring                 | 23. 6th input gear                          | 24. Needle bearing                    |
| 25. Bushing                    | 26. Snap ring                               | 27. Input shaft rear bearing          |
| 28. Oil channel                | 29. Input shaft rear bearing adjusting shim | 30. Retaining pin                     |
| 31. Reverse idler shaft        | 32. Thrust bearing                          | 33. Needle bearing                    |
| 34. Reverse idler gear (Front) | 35. Reverse baulk ring                      | 36. Reverse coupling sleeve           |
| 37. Insert spring              | 38. Reverse idler gear (Rear)               | 39. Reverse idler gear adjusting shim |

# TRANSAXLE ASSEMBLY

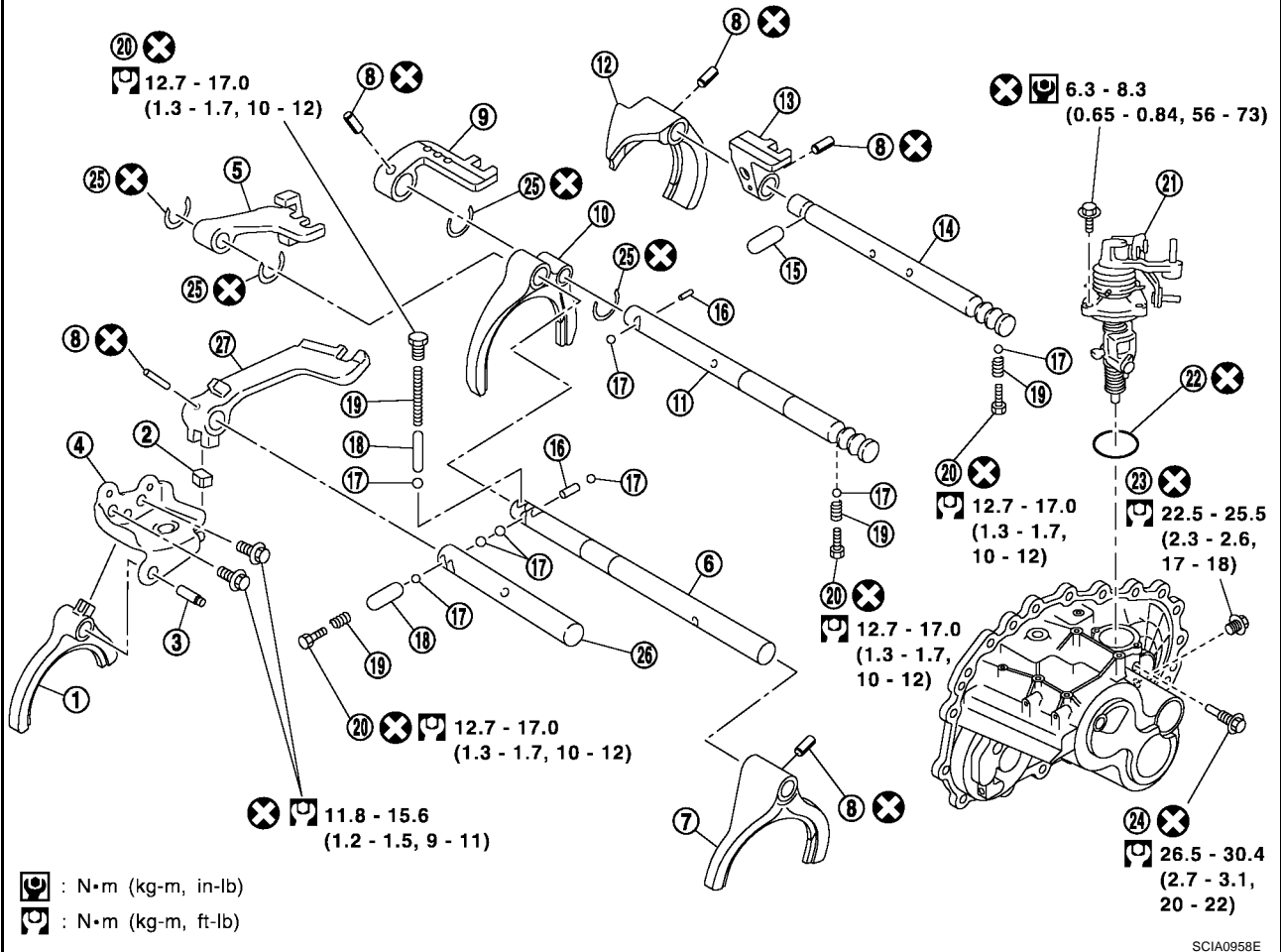
[RS6F51H]



- |                                |   |                                |
|--------------------------------|---|--------------------------------|
| 1. Mainshaft front bearing     | 2. Mainshaft bearing retainer             | 3. Mainshaft                   |
| 4. Reverse main gear           | 5. 1st main gear                          | 6. Bushing                     |
| 7. Needle bearing              | 8. 1st inner baulk ring                   | 9. 1st gear synchronizer cone  |
| 10. 1st outer baulk ring       | 11. Spread spring                         | 12. 1st & 2nd shifting insert  |
| 13. 1st & 2nd synchronizer hub | 14. 2nd outer baulk ring                  | 15. 2nd gear synchronizer cone |
| 16. 2nd inner baulk ring       | 17. 1st & 2nd coupling sleeve             | 18. Bushing                    |
| 19. Needle bearing             | 20. 2nd main gear                         | 21. 3rd main gear              |
| 22. 3rd & 4th mainshaft spacer | 23. 4th main adjusting shim               | 24. 4th main gear              |
| 25. 5th main gear              | 26. 6th main gear                         | 27. Mainshaft rear bearing     |
| 28. Mainshaft C-ring           | 29. C-ring holder                         | 30. Snap ring                  |
| 31. Snap ring                  | 32. Mainshaft rear bearing adjusting shim | 33. 5th & 6th mainshaft spacer |
| 34. 6th main adjusting shim    |   |                                |

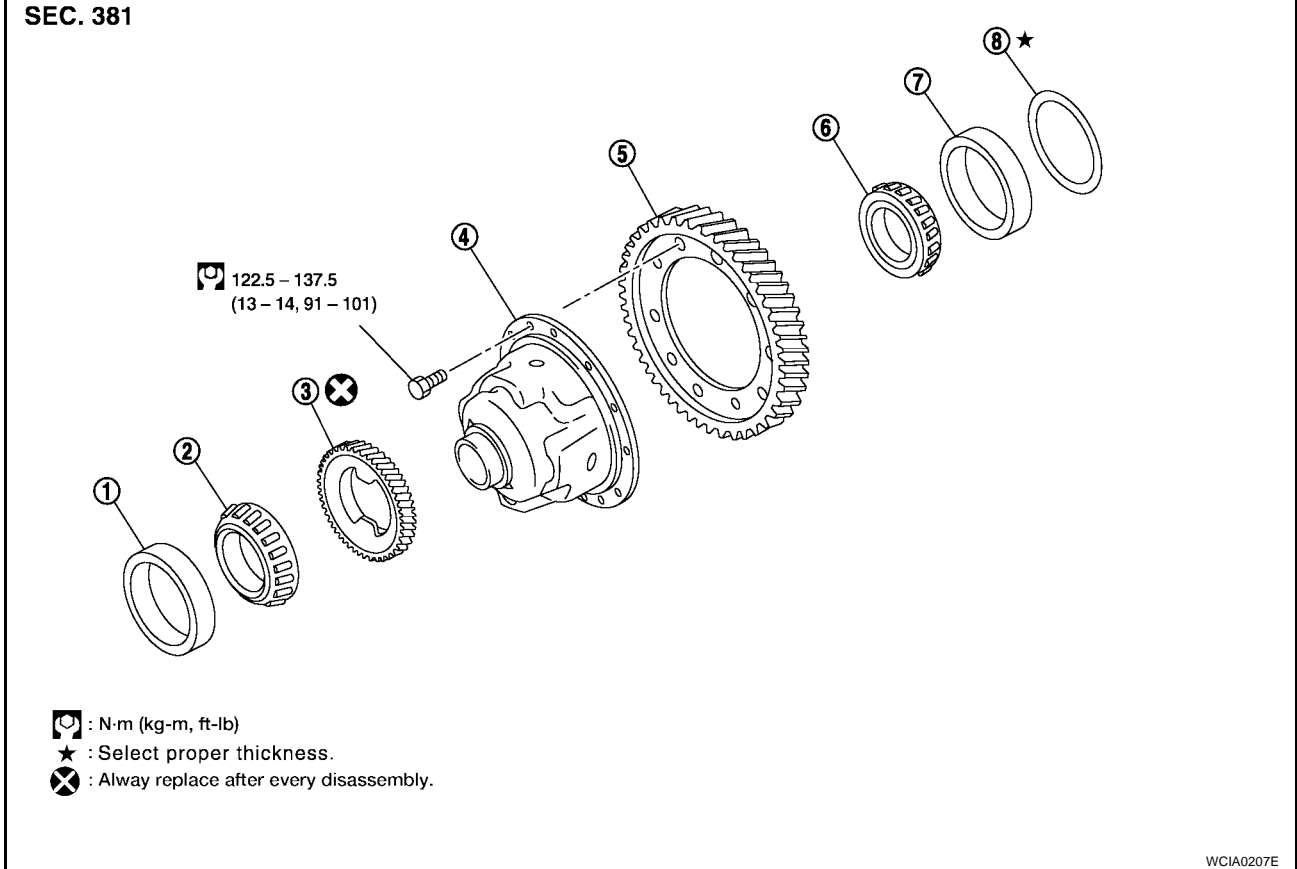
## SHIFT CONTROL COMPONENTS

SEC. 328



- |                           |                              |                          |
|---------------------------|------------------------------|--------------------------|
| 1. Reverse shift fork     | 2. Shifter cap               | 3. Reverse fork rod      |
| 4. Reverse lever assembly | 5. 5th & 6th bracket         | 6. 5th & 6th fork rod    |
| 7. 5th & 6th shift fork   | 8. Retaining pin             | 9. 3rd & 4th bracket     |
| 10. 3rd & 4th shift fork  | 11. 3rd & 4th fork rod       | 12. 1st & 2nd shift fork |
| 13. 1st & 2nd bracket     | 14. 1st & 2nd fork rod       | 15. Shift check sleeve   |
| 16. Inter lock pin        | 17. Check ball               | 18. Shift check sleeve   |
| 19. Check spring          | 20. Check plug               | 21. Control assembly     |
| 22. O-ring                | 23. Shift check              | 24. Stopper bolt         |
| 25. Stopper ring          | 26. Reverse bracket fork rod | 27. Reverse bracket      |

## FINAL DRIVE COMPONENTS

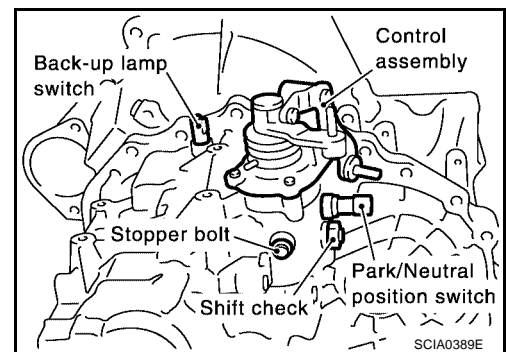


- |   |   |                              |
|---|---|------------------------------|
| 1. Differential side bearing outer race | 2. Differential side bearing                | 3. Speedometer drive gear    |
| 4. Differential case                    | 5. Final gear                               | 6. Differential side bearing |
| 7. Differential side bearing outer race | 8. Differential side bearing adjusting shim |                              |

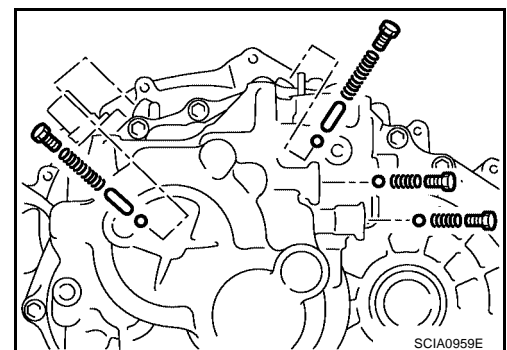
### Disassembly and Assembly DISASSEMBLY

ECS005VF

1. Remove the drain plug and filler plug.
2. Remove the park/neutral position switch and back-up lamp switch.
3. After removing the shift check and stopper bolt, remove the control assembly.



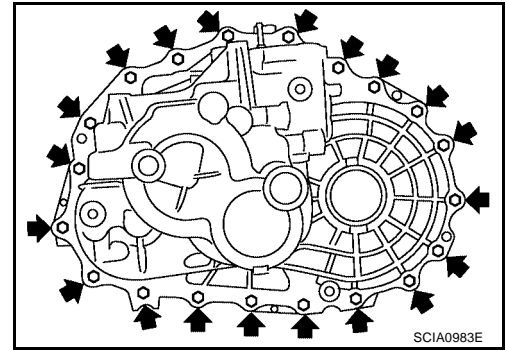
4. Remove the check plugs (4 pieces), check springs (4 pieces), check balls (4 pieces), and shift check sleeve (2 pieces) as shown.



# TRANSAXLE ASSEMBLY

[RS6F51H]

5. Remove the transaxle case fixing bolts as shown.

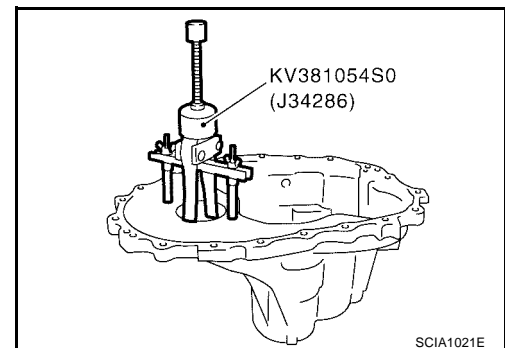


6. Remove the bore plug.

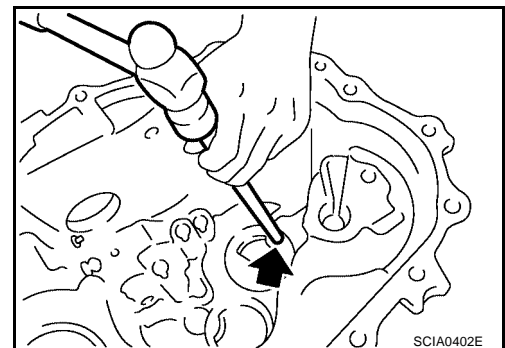
**CAUTION:**

**Be careful not to damage transaxle case.**

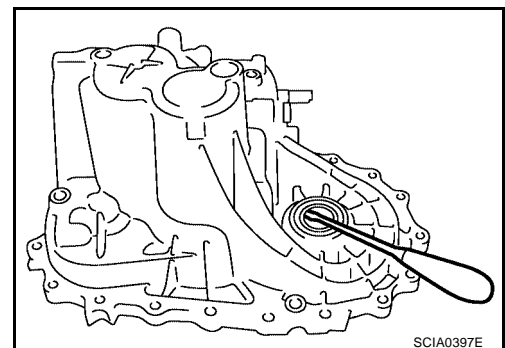
7. While spreading the snap ring of the mainshaft rear bearing located at bore plug hole, remove the transaxle case.
8. Remove the oil gutter and baffle plate.
9. Remove the snap ring, mainshaft rear bearing adjusting shim, and input shaft rear bearing adjusting shim from the transaxle case.
10. Remove the differential side bearing outer race (transaxle case side) using Tool as shown, and then remove the adjusting shim.



11. Remove the welch plug with a suitable punch and hammer as shown.



12. Remove the differential oil seal with a suitable tool as shown.



13. Remove the magnet from the clutch housing.



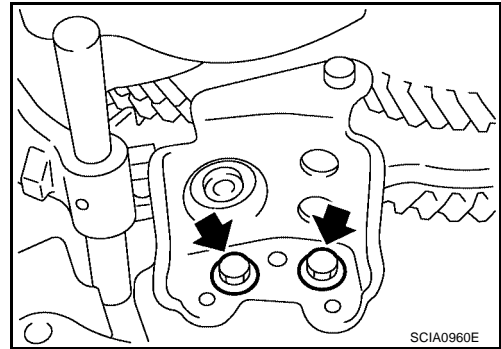
# TRANSAXLE ASSEMBLY

[RS6F51H]

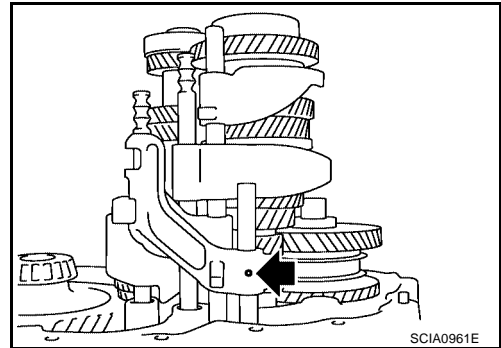
14. With the shift lever in 5th position, remove the bracket bolts from the reverse lever assembly as shown. Lift the reverse lever assembly to remove.

**CAUTION:**

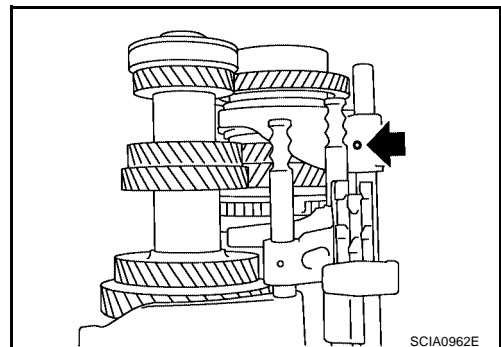
**Retain the shifter cap for installation.**



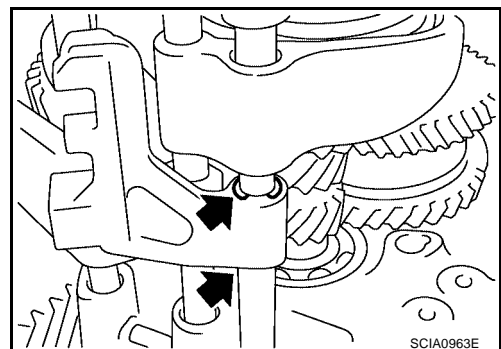
15. Pull out the reverse fork rod then remove the reverse shift fork.  
16. Remove the retaining pin of the reverse bracket.



17. Pull out the reverse lever and the reverse bracket fork rod.  
18. Remove the check ball (2 pieces) and the interlock pin.  
19. Shift the 3rd-4th fork rod to the 3rd position. Remove the retaining pin of the 5th-6th shift fork using a pin punch.



20. Remove the stopper rings for the 5th-6th bracket.



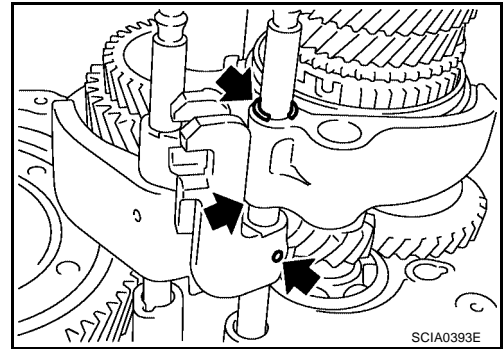
21. Pull out the 5th-6th fork rod and remove the 5th-6th shift fork and the 5th-6th bracket.  
22. Remove the check balls (2 pieces) and interlock pin.

A  
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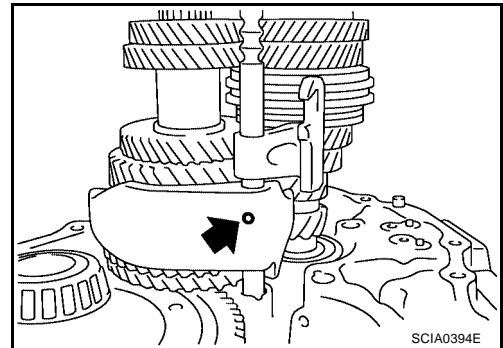
# TRANSAXLE ASSEMBLY

[RS6F51H]

23. Remove the retaining pin of 3rd-4th bracket using pin punch.
24. Remove the stopper rings for 3rd-4th shift fork.



25. Pull out the 3rd-4th fork rod and remove 3rd-4th shift fork and bracket.
26. Remove the shift check sleeve from the clutch housing.
27. Remove the retaining pin of 1st-2nd shift fork using a suitable pin punch.

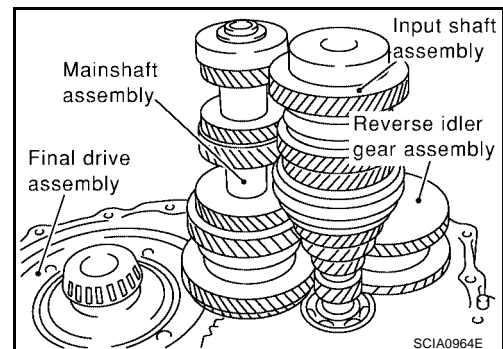


28. Pull out the 1st-2nd fork rod with bracket.
29. Remove the 1st-2nd shift fork.
30. Remove the retaining pin of 1st-2nd bracket using a suitable pin punch and separate the fork rod and bracket.
31. Remove the gear components from the clutch housing.
  - a. While tapping the input shaft with a plastic hammer, remove the input shaft assembly, mainshaft assembly, and reverse idler gear assembly as a set.

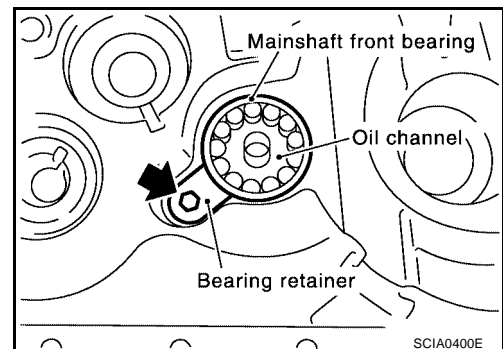
**CAUTION:**

**Always withdraw the mainshaft straight out. Failure to do so can damage the resin oil channel on the clutch housing side.**

- b. Remove the final drive assembly.



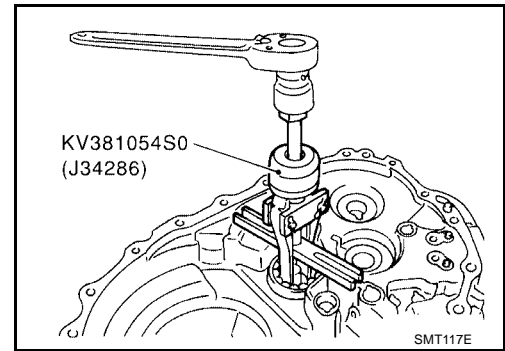
32. Remove the bearing retainer and then the mainshaft front bearing as shown.
33. Remove the oil channel on the mainshaft side.



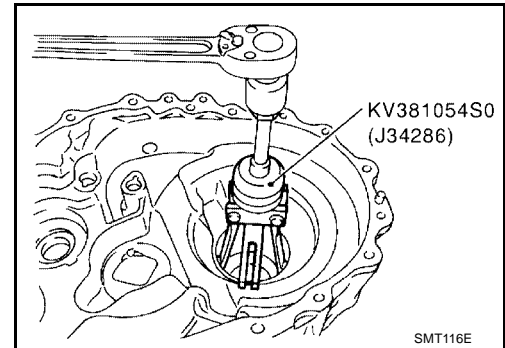
# TRANSAXLE ASSEMBLY

[RS6F51H]

34. Remove the differential oil seal (clutch housing side) using Tool as shown.

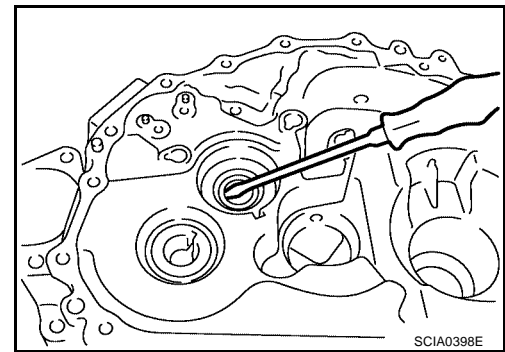


35. Remove the differential side bearing outer race (clutch housing side) using Tool as shown.



36. Remove the input shaft oil seal using a suitable tool as shown.

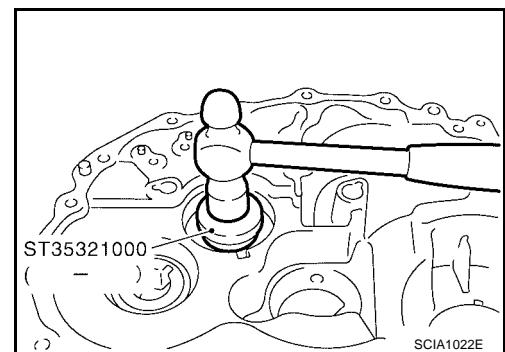
**CAUTION:**  
Do not damage the clutch housing sealing surface.



## ASSEMBLY

1. Install a new input shaft oil seal from the clutch housing end of the side, to the depth of 1.8 - 2.8 mm (0.071 - 0.110 in) using Tool (drift) as shown.

**CAUTION:**  
Oil seals are not reusable.



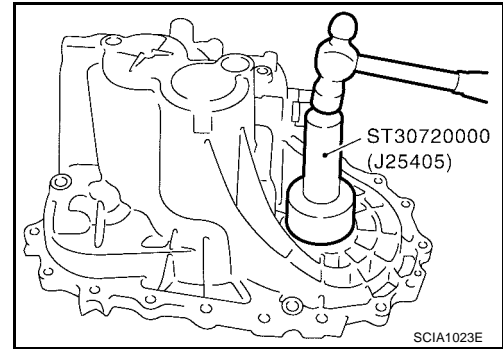
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# TRANSAXLE ASSEMBLY

[RS6F51H]

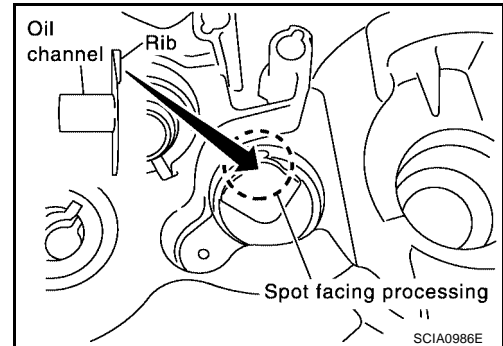
2. Install a new differential oil seal using Tool (drift) as shown.

**CAUTION:**  
Oil seals are not reusable.



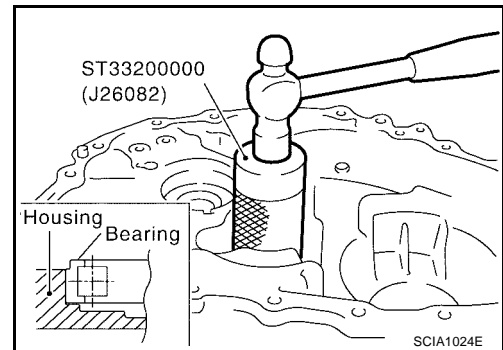
3. Install the oil channel on the mainshaft side as shown.

**CAUTION:**  
Position the oil channel with the orientation as shown, for installation.



4. Install the mainshaft front bearing using Tool (drift) as shown.

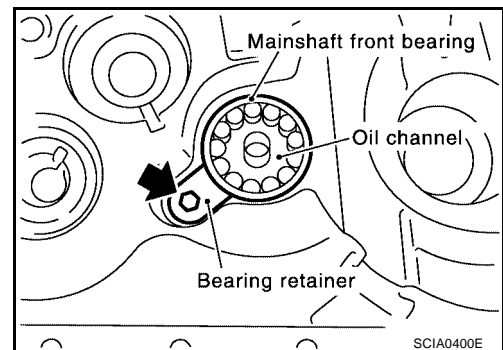
**CAUTION:**  
Position the mainshaft front bearing with the orientation as shown, for installation



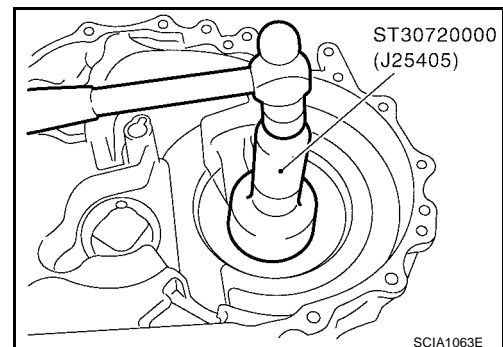
5. Install the mainshaft front bearing retainer.

**CAUTION:**  
Install the bearing retainer with the punched surface facing up.

**Bearing retainer bolt : 6.27 - 8.33 N-m (0.64 - 0.84 kg-m, 56 - 73 in-lb)**



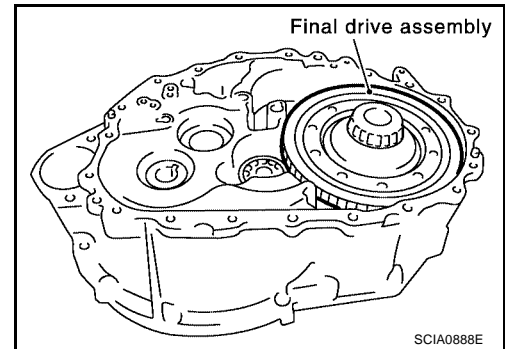
6. Install the differential side bearing outer race using Tool as shown.



# TRANSAXLE ASSEMBLY

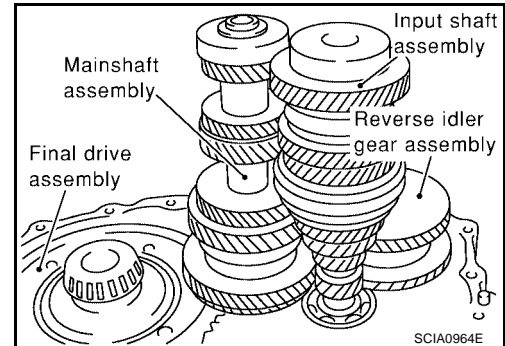
[RS6F51H]

7. Install the final drive assembly into the clutch housing.



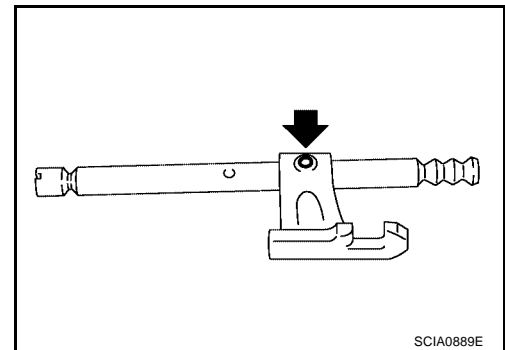
8. Install the input shaft assembly, mainshaft assembly, and reverse idler gear assembly into the clutch housing.

**CAUTION:**  
Do not damage the input shaft oil seal.



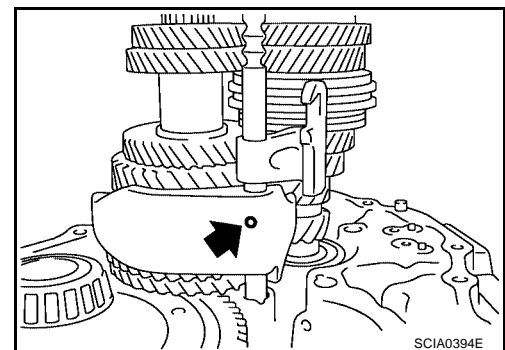
9. Install the 1st-2nd fork rod bracket onto the 1st-2nd fork rod, and then install a new retaining pin as shown.

**CAUTION:**  
Retaining pins are not reusable.



10. Install the 1st-2nd fork rod and the 1st-2nd shift fork, and then install a new retaining pin.

**CAUTION:**  
Retaining pins are not reusable.



11. Install the shift check sleeve.

12. Install the 3rd-4th bracket, 3rd-4th shift fork, and 3rd-4th fork rod with the interlock pin.

# TRANSAXLE ASSEMBLY

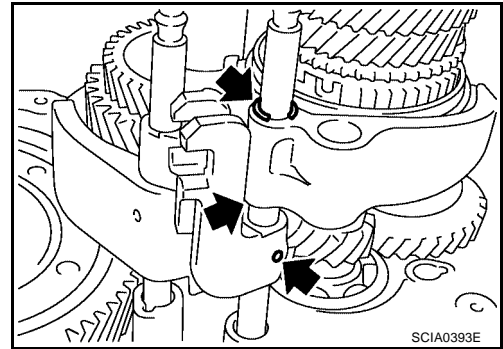
[RS6F51H]

13. Install the new stopper rings onto the 3rd-4th shift fork.

**CAUTION:**  
Stopper rings are not reusable.

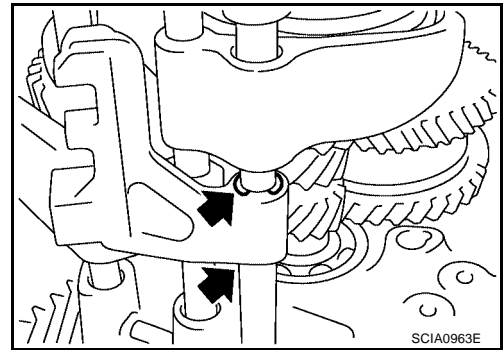
14. Install a new retaining pin onto the 3rd-4th bracket.

**CAUTION:**  
Retaining pins are not reusable.



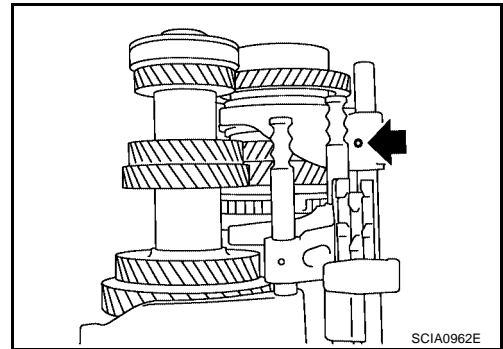
15. Install the 2 check balls.  
16. Install the 5th-6th bracket, 5th-6th shift fork, and 5th-6th fork rod.  
17. Install new stopper rings onto the 5th-6th bracket with interlock pin.

**CAUTION:**  
Stopper rings are not reusable.



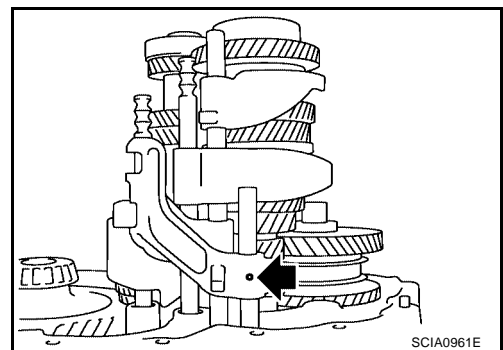
18. Install a new retaining pin onto the 5th-6th shift fork.

**CAUTION:**  
Retaining pins are not reusable.



19. Install the two check balls.  
20. Install the reverse bracket fork rod and reverse lever bracket.  
21. Install a new retaining pin onto the reverse bracket.

**CAUTION:**  
Retaining pins are not reusable.

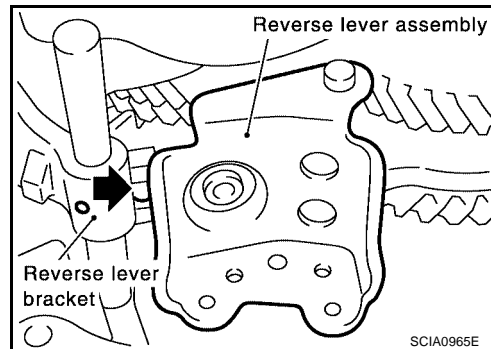


22. Install the reverse shift fork and reverse fork rod.  
23. Install the reverse lever assembly using the following steps:  
a. Install the shifter cap onto the reverse lever assembly cam, and then install them onto the reverse shift fork.

**CAUTION:**

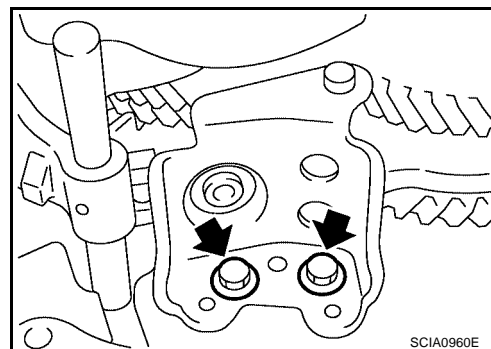
**Do not drop the shifter cap.**

- b. While lifting the reverse shift fork, align the cam with the reverse bracket.



- c. Tighten the bracket bolts to specification, and install the reverse lever assembly.

**Bracket bolts : 11.8 - 15.6 N·m (1.2 - 1.5 kg·m, 9 - 11 ft·lb)**



24. Install the magnet onto the clutch housing.  
 25. Install the selected input shaft adjusting shim onto the input shaft.  
 ● For selection of adjusting shims, refer to [MT-160, "INPUTSHAFT END PLAY"](#) .  
 26. Install the baffle plate and oil gutter.  
 27. Install the transaxle case using the following steps:  
 a. Install the selected mainshaft rear bearing adjusting shim into the transaxle case.  
 ● For selection of adjusting shims, refer to [MT-162, "MAINSHAFT END PLAY"](#) .  
 b. Temporarily install the snap ring of the mainshaft rear bearing into the transaxle case.

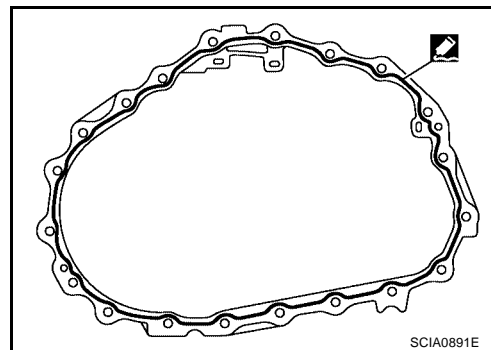
**CAUTION:**

**Do not reuse the snap ring.**

- c. Apply sealant to the mating surfaces of the transaxle case and clutch housing as shown. Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#) .

**CAUTION:**

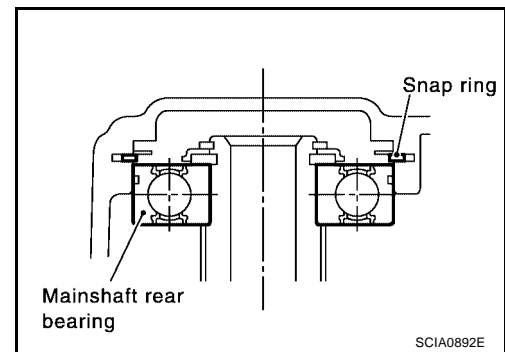
**Remove any old sealant adhering to the mounting surfaces. Also remove any moisture, oil, or foreign material adhering to the sealant application and mounting surfaces.**



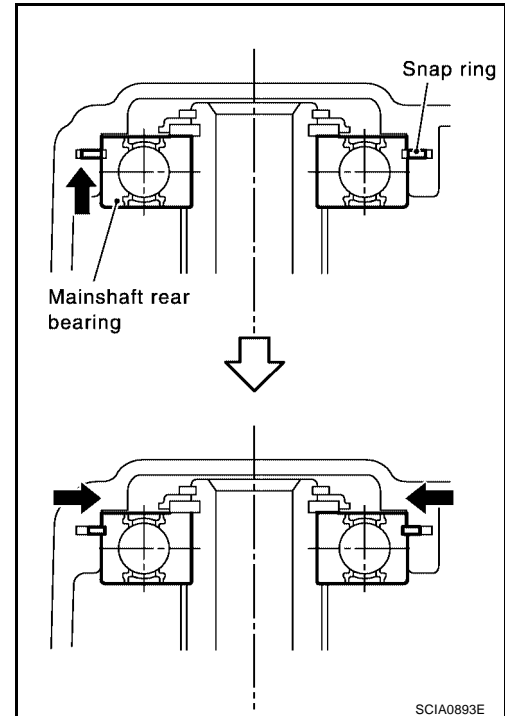
# TRANSAXLE ASSEMBLY

[RS6F51H]

- d. Using a snap ring of the mainshaft rear bearing temporarily, install the transaxle case over the clutch housing as shown.



- e. Through the bore plug mounting hole, with the snap ring stretched, lift up the mainshaft assembly from the control assembly mounting hole.
- f. Securely install the snap ring onto the mainshaft rear bearing as shown.



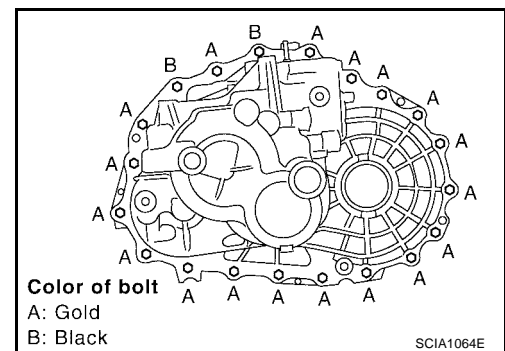
- g. Tighten the "A" bolts (gold) and new "B" bolts (black) to specification.

"A" Bolt : 50.0 - 53.9 N-m (5.1 - 5.4 kg-m, 37 - 39 ft-lb)

"B" Bolt : 63.0 - 66.9 N-m (6.5 - 6.8 kg-m, 47 - 49 ft-lb)

**CAUTION:**

Always replace the "B" bolts as they are self-sealing bolts.



- h. Install the control assembly using new O-rings.

**CAUTION:**

Do not reuse the O-ring.

- i. Install a new shift check and a new stopper bolt.

**CAUTION:**

Shift check and stopper bolt are not reusable.

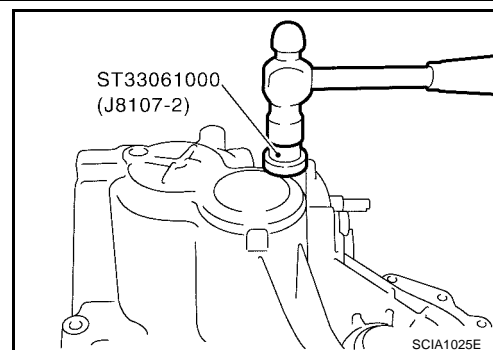


# TRANSAXLE ASSEMBLY

[RS6F51H]

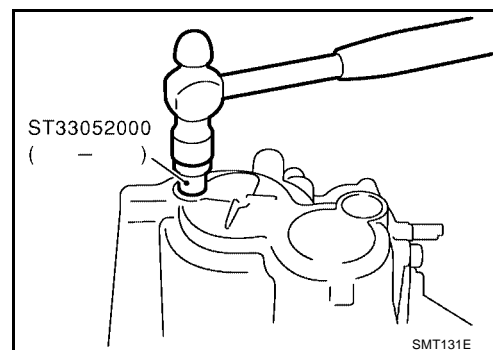
28. Install a new bore plug using Tool (drift) as shown.

**CAUTION:**  
Bore plugs are not reusable.



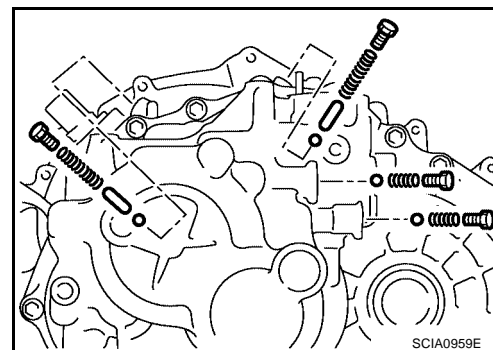
29. Install the new welch plug using Tool (drift).

**CAUTION:**  
Do not reuse the welch plug

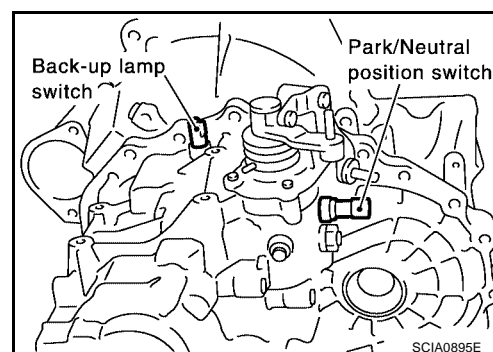


30. Install the 2 shift check sleeves, 4 check balls, 4 check springs, and 4 new check ball plugs.

**CAUTION:**  
Check ball plugs are not reusable.



31. Apply sealant to the threads of the neutral switch and reverse lamp switch. Then install them into the transaxle case. Refer to [MT-145, "CASE AND HOUSING COMPONENTS"](#) . Use Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#) .



32. Install new gaskets onto the drain plug and filler plug, and then install them into the transaxle case.

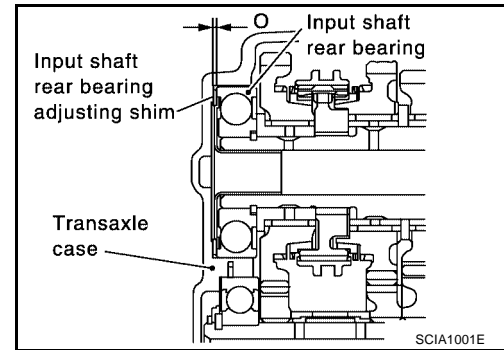
**CAUTION:**

- Gaskets are not reusable.
- After oil is filled, tighten filler plug to specification. Refer to [MT-145, "CASE AND HOUSING COMPONENTS"](#) .

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## Adjustment INPUTSHAFT END PLAY

- When adjusting the input shaft end play, select the adjusting shim for the input shaft bearing. To select the correct thickness for the adjusting shim, measure the clearance between the transaxle case and input shaft rear bearing.
- Calculate the dimension "O" (thickness of adjusting shim) using the following steps to adjust the input shaft rear bearing for the specified end play.



**CAUTION:**

Only 1 adjusting shim can be selected.

End play : 0 - 0.06 mm (0 - 0.0024 in)

Dimension "O" = (O<sub>1</sub> - O<sub>2</sub>) + End play

"O" : Thickness of adjusting shim

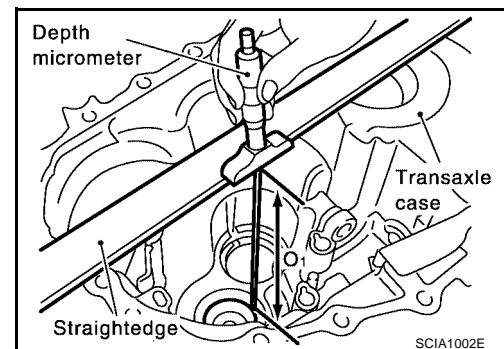
O<sub>1</sub> : Distance between transaxle case end face and mounting face of adjusting shim

O<sub>2</sub> : Distance between clutch housing case end face and end face of input shaft rear bearing

### Adjusting Shims

Shim thickness	Part number	Shim thickness	Part number	Shim thickness	Part number
0.40 mm (0.0157 in)	32225 8H500	0.88 mm (0.0346 in)	32225 8H512	1.36 mm (0.0520 in)	32225 8H524
0.44 mm (0.0173 in)	32225 8H501	0.92 mm (0.0362 in)	32225 8H513	1.40 mm (0.0551 in)	32225 8H560
0.48 mm (0.0189 in)	32225 8H502	0.96 mm (0.0378 in)	32225 8H514	1.44 mm (0.0567 in)	32225 8H561
0.52 mm (0.0205 in)	32225 8H503	1.00 mm (0.0396 in)	32225 8H515	1.48 mm (0.0583 in)	32225 8H562
0.56 mm (0.0220 in)	32225 8H504	1.04 mm (0.0409 in)	32225 8H516	1.52 mm (0.0598 in)	32225 8H563
0.60 mm (0.0236 in)	32225 8H505	1.08 mm (0.0425 in)	32225 8H517	1.56 mm (0.0614 in)	32225 8H564
0.64 mm (0.0252 in)	32225 8H506	1.12 mm (0.0441 in)	32225 8H518	1.60 mm (0.0630 in)	32225 8H565
0.68 mm (0.0268 in)	32225 8H507	1.16 mm (0.0457 in)	32225 8H519	1.64 mm (0.0646 in)	32225 8H566
0.72 mm (0.0283 in)	32225 8H508	1.20 mm (0.0472 in)	32225 8H520		
0.76 mm (0.0299 in)	32225 8H509	1.24 mm (0.0488 in)	32225 8H521		
0.80 mm (0.0315 in)	32225 8H510	1.28 mm (0.0504 in)	32225 8H522		
0.84 mm (0.0331 in)	32225 8H511	1.32 mm (0.0520 in)	32225 8H523		

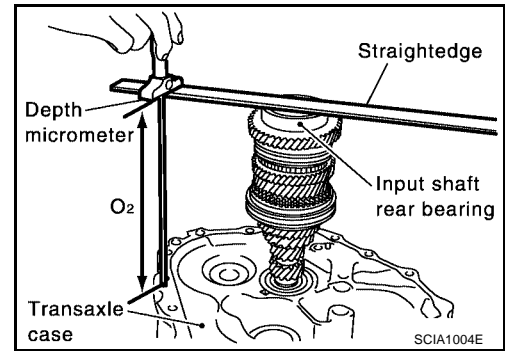
1. Using a depth micrometer and straight edge, measure the dimension "O<sub>1</sub>" between the transaxle case end face and mounting face of the adjusting shim as shown.



# TRANSAXLE ASSEMBLY

[RS6F51H]

- Using a depth micrometer and straight edge, measure the dimension "O<sub>2</sub>" between the clutch housing case end face and end face of the input shaft rear bearing as shown.



- Install the selected input shaft rear bearing adjusting shim onto the input shaft.

## DIFFERENTIAL SIDE BEARING PRELOAD

- When adjusting differential side bearing preload, select adjusting shim for differential side bearing. To select adjusting shim, measure clearance "L" between transaxle case and differential side bearing outer race.
- Calculate dimension "L" (thickness of adjusting shim) using the following procedure to meet specification of preload for differential side bearing.

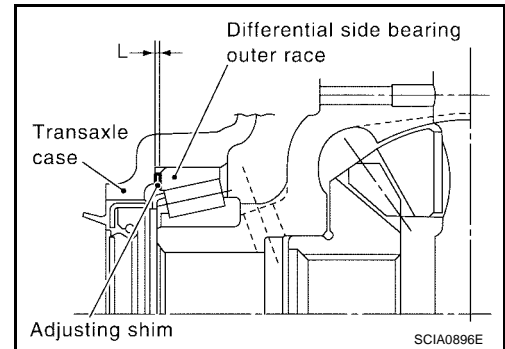
**Preload : 0.15 - 0.21 mm (0.0059 - 0.0083 in)**

**Dimension "L" = (L<sub>1</sub> - L<sub>2</sub>) + Preload**

**"L" : Thickness of adjusting shim**

**L<sub>1</sub> : Distance between clutch housing case end face and mounting face of adjusting shim**

**L<sub>2</sub> : Distance between differential side bearing and transaxle case**



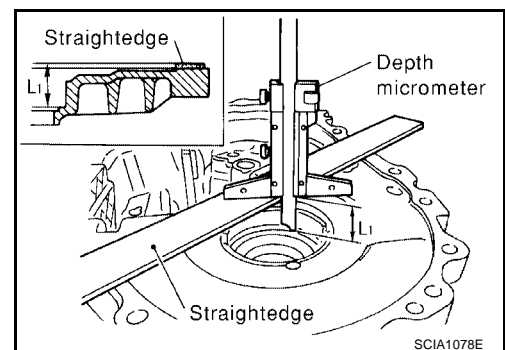
### CAUTION:

**Up to only 2 adjusting shims can be selected.**

### Adjusting Shim

Shim thickness	Part number
0.48 mm (0.0189 in)	31438 80X00
0.52 mm (0.0205 in)	31438 80X01
0.56 mm (0.0220 in)	31438 80X02
0.60 mm (0.0236 in)	31438 80X03
0.64 mm (0.0252 in)	31438 80X04
0.68 mm (0.0268 in)	31438 80X05
0.72 mm (0.0283 in)	31438 80X06
0.76 mm (0.0299 in)	31438 80X07
0.80 mm (0.0315 in)	31438 80X08
0.84 mm (0.0331 in)	31438 80X09
0.88 mm (0.0346 in)	31438 80X10
0.92 mm (0.0362 in)	31438 80X11

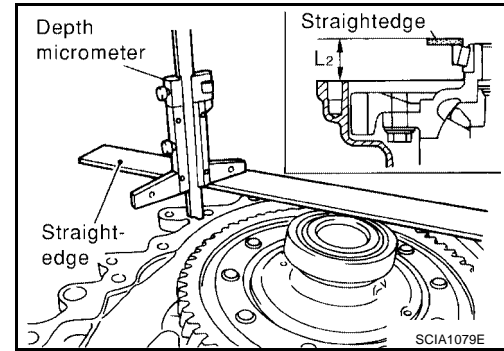
- Using a depth micrometer and straight edge, measure the dimension "L<sub>1</sub>" between the clutch housing case end face and mounting face of the adjusting shim as shown.



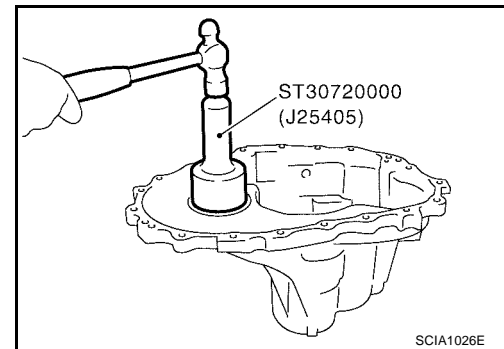
# TRANSAXLE ASSEMBLY

[RS6F51H]

2. Install the outer race onto the differential side bearing on the final gear side. Holding the outer race horizontally by hand, rotate the final gear five times or more (for smooth movement of the bearing roller).
3. Using a depth micrometer and straight edge, measure the dimension "L2" between the differential side bearing outer race and transaxle case end face as shown.



4. Install the selected adjusting shim and then the differential side bearing outer race using Tool as shown.



## MAINSHAFT END PLAY

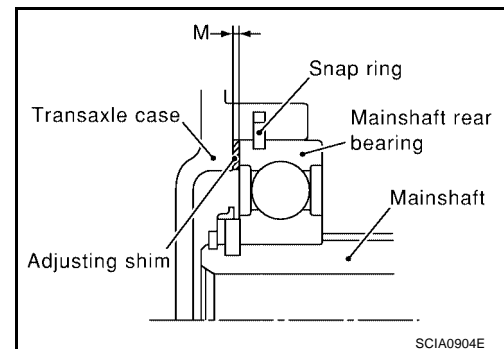
- When adjusting the mainshaft end play, select the adjusting shim for the mainshaft rear bearing. To select the adjusting shim, measure clearance "M" between the transaxle case and mainshaft rear bearing.
- Calculate the dimension "P" (thickness of adjusting shim) using the following procedure to meet specification of end play for mainshaft rear bearing.

**End play : 0 - 0.06 mm (0 - 0.0024 in)**

**Dimension "P" = "M" + End play**

**"P" : Thickness of adjusting shim**

**"M" : Distance between mainshaft rear bearing and transaxle case**



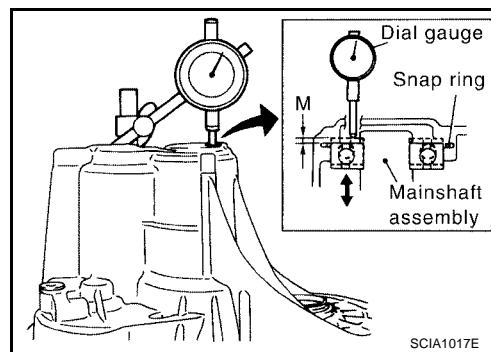
### CAUTION:

Only 1 adjusting shim can be selected.

## Adjusting Shim

Shim thickness	Part number
0.44 mm (0.0173 in)	32238 8H510
0.48 mm (0.0189 in)	32238 8H511
0.52 mm (0.0205 in)	32238 8H512
0.56 mm (0.0220 in)	32238 8H513
0.60 mm (0.0236 in)	32238 8H514
0.64 mm (0.0252 in)	32238 8H515
0.68 mm (0.0268 in)	32238 8H516
0.72 mm (0.0283 in)	32238 8H517
0.76 mm (0.0299 in)	32238 8H518
0.80 mm (0.0315 in)	32238 8H519
0.84 mm (0.0331 in)	32238 8H520
0.88 mm (0.0346 in)	32238 8H521
0.92 mm (0.0362 in)	32238 8H522
0.96 mm (0.0378 in)	32238 8H523
1.00 mm (0.0396 in)	32238 8H524
1.04 mm (0.0409 in)	32238 8H560
1.08 mm (0.0425 in)	32238 8H561

1. Install the mainshaft assembly to the clutch housing.
2. Install the snap ring to the transaxle case.
3. Install the transaxle case to clutch housing, and temporarily assemble them with fixing bolts. Temporarily install the snap ring to the mainshaft rear bearing.
4. Install the dial gauge to the snap ring access hole, and expand the snap ring as shown. Lift the mainshaft assembly through the control assembly installation hole, and push it against the transaxle case. This state shall be defined as base. Moving the distance of the mainshaft assembly, with the snap ring installed on the main bearing, becomes "M".



### REVERSE IDLER GEAR END PLAY

- When adjusting the reverse idler gear end play, select the adjusting shim for the reverse idler gear. To select the correct thickness of adjusting shim, measure the clearance between the transaxle case and reverse idler gear.
- Calculate the dimension "Q" (thickness of adjusting shim) using the following steps to adjust the end play of the reverse idler gear to specification.

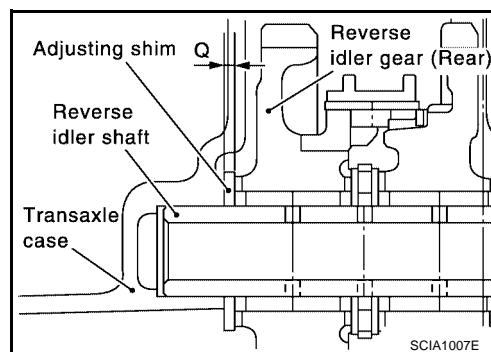
**End play : 0.04 - 0.14 mm (0.0016 - 0.0055 in)**

**Dimension "Q" = (Q<sub>1</sub> - Q<sub>2</sub>) + End play**

**"Q" : Thickness of adjusting shim**

**Q<sub>1</sub> : Distance between transaxle case end face and mounting face of adjusting shim**

**Q<sub>2</sub> : Distance between clutch housing case end face and end face of reverse idler gear**



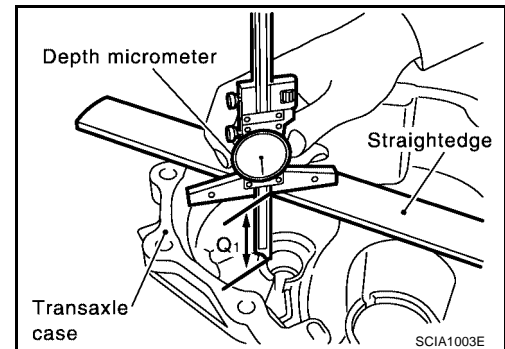
**CAUTION:**

**Only 1 adjusting shim can be selected.**

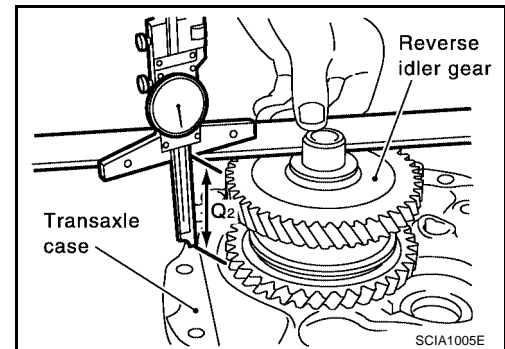
## Adjusting Shim

Shim thickness	Part number
1.76 mm (0.0693 in)	32237 8H500
1.84 mm (0.0724 in)	32237 8H501
1.92 mm (0.0756 in)	32237 8H502
2.00 mm (0.0787 in)	32237 8H503
2.08 mm (0.0819 in)	32237 8H504
2.16 mm (0.0850 in)	32237 8H505
2.24 mm (0.0882 in)	32237 8H506
2.32 mm (0.0913 in)	32237 8H507
2.40 mm (0.0945 in)	32237 8H508
2.48 mm (0.0976 in)	32237 8H509
2.56 mm (0.1008 in)	32237 8H510
2.64 mm (0.1039 in)	32237 8H511

- Using a depth micrometer and straight edge, measure the dimension "Q<sub>1</sub>" between the transaxle case end face and the mounting face of the adjusting shim as shown.



- Using a depth micrometer and straight edge, measure the dimension "Q<sub>2</sub>" between the clutch housing case end face and the end face of reverse idler gear as shown.



- Install the selected reverse idler gear adjusting shim onto the reverse idler gear.

### INPUT SHAFT AND GEARS

#### Disassembly and Assembly

##### DISASSEMBLY

1. Before disassembling, measure the end play for 3rd, 4th, 5th, and 6th input gears.

##### End play standard values

3rd gear : 0.18 - 0.31 mm (0.0071 - 0.0122 in)

4th gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)

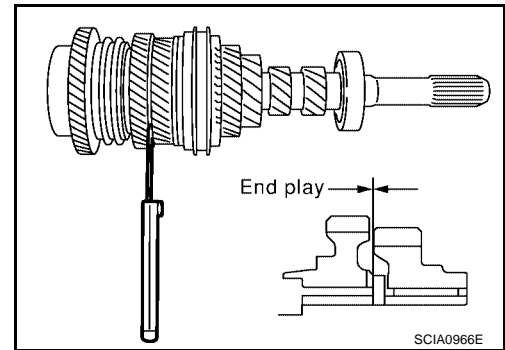
5th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)

6th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)

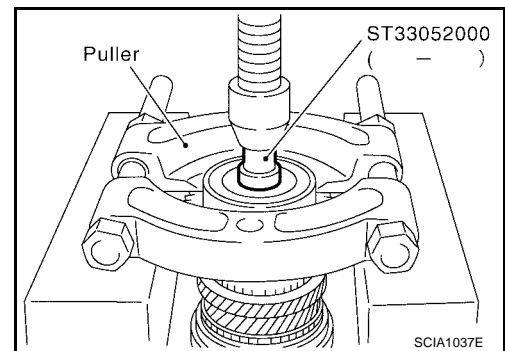
##### CAUTION:

If measurement is outside the standard value, disassemble to check the contact surfaces of the gear, shaft, and, hub. Adjust using the correct size snap ring for assembly.

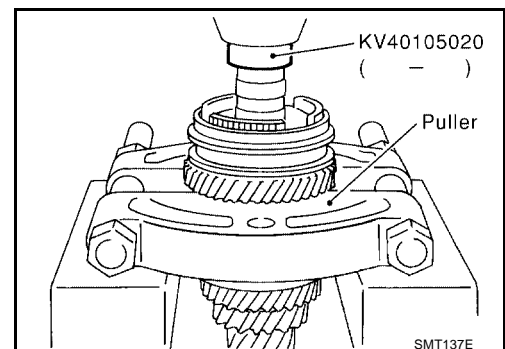
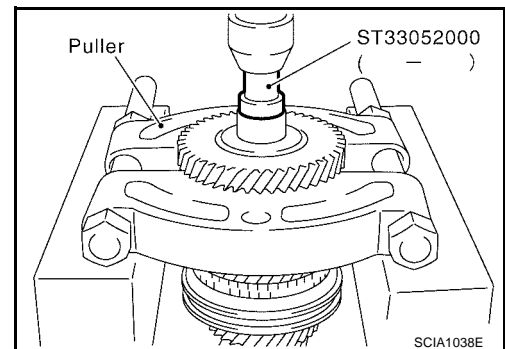
2. Remove the oil channel.
3. Remove the input shaft rear bearing using Tool as shown.
4. Remove the snap ring.



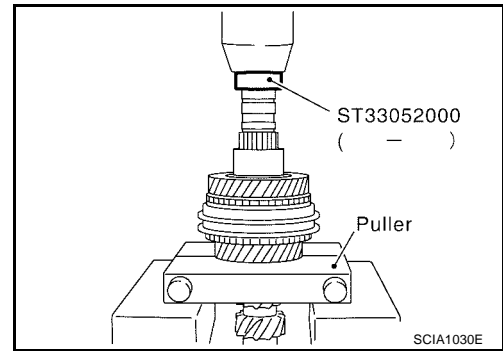
5. Remove the 6th input gear, 6th bushing, and 6th needle bearing using Tool as shown.
6. Remove the 6th baulk ring, 5th-6th coupling sleeve, and shifting insert.



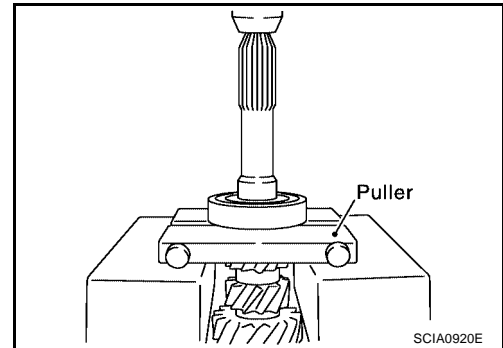
7. Remove the 5th input gear and synchronizer hub assembly simultaneously using Tool as shown.
8. Remove the 5th needle bearing.



9. Remove the 5th bushing, thrust washer, 4th input gear, 4th needle bearing, 4th bushing, 4th baulk ring, 3rd-4th synchronizer hub assembly, 3rd baulk ring, and 3rd input gear simultaneously using Tool as shown.
10. Remove the 3rd needle bearing.



11. Remove the input shaft front bearing using Tool as shown.

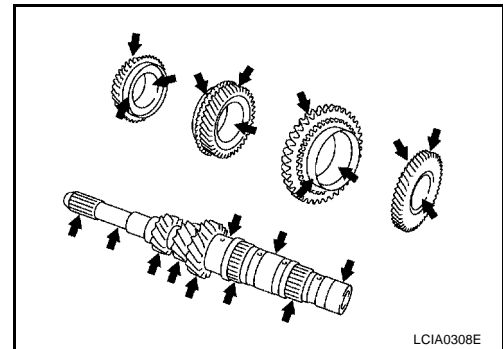


## INSPECTION AFTER DISASSEMBLY

### Input Shaft and Gears

Inspect the components for the following conditions as shown. If necessary, replace them with new ones.

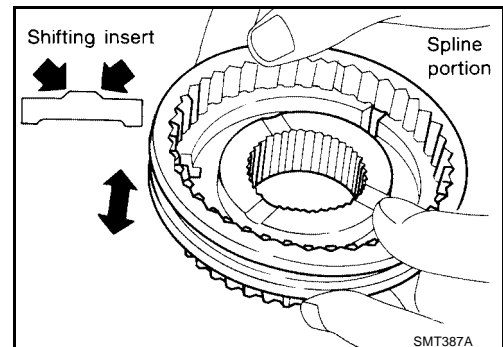
- Damage, peeling, dent, uneven wear, or bending of the input shaft.
- Excessive wear, damage, or peeling of the input gears.



### Synchronizer

Check the items below. If necessary, replace them with new ones.

- Damage and excessive wear of the contact surfaces of coupling sleeve, synchronizer hub, and shifting insert.
- Coupling sleeve and synchronizer hub must move smoothly as shown.

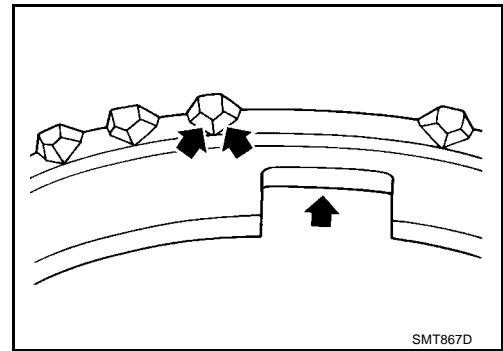




# INPUT SHAFT AND GEARS

[RS6F51H]

- If any cracks, damage, or excessive wear is found on the cam face of baulk ring or working face of the insert as shown, replace it.



## Baulk Ring Clearance

Check the items below. If necessary, replace them with new ones.

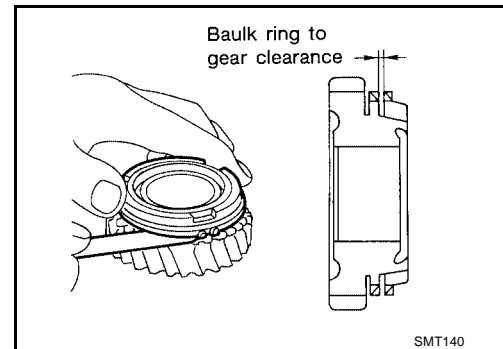
- Press the baulk ring against cone, and measure clearance between baulk ring and cone. If measurement is below limit, replace it with a new one.

### Clearance - standard

3rd and 4th : 0.9 - 1.45 mm (0.035 - 0.0571 in)

5th and 6th : 0.95 - 1.4 mm (0.0374 - 0.055 in)

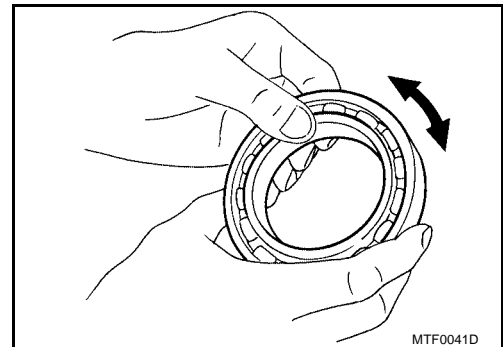
Limit : 0.7 mm (0.028 in)



## Bearing

Check the items below. If necessary, replace them with new ones.

- Damage and rough rotation of the bearing as shown.

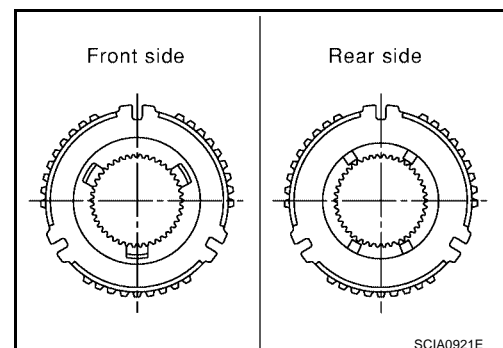


## ASSEMBLY

1. Install the 3rd needle bearing.
2. Install the 3rd input gear and 3rd baulk ring.
3. Install the spread spring, shifting insert, and a new 3rd-4th synchronizer hub onto the 3rd-4th coupling sleeve.

### CAUTION:

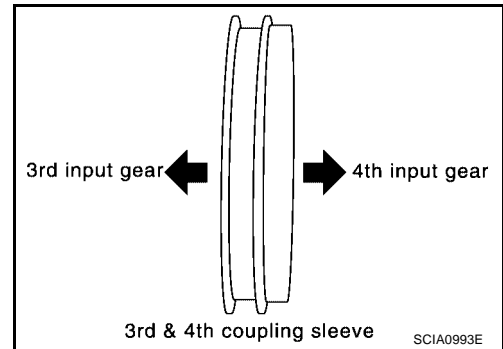
- Install with orientation of the synchronizer hub as shown.
- Do not reuse the 3rd-4th synchronizer hub.



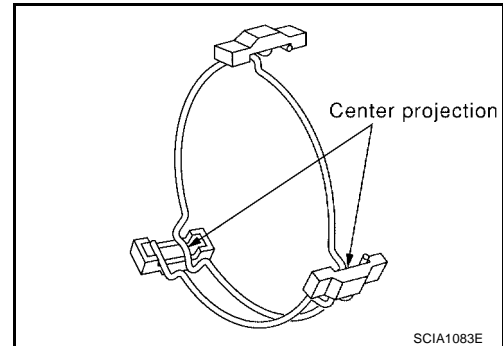
# INPUT SHAFT AND GEARS

[RS6F51H]

- Install with orientation of coupling sleeve as shown.

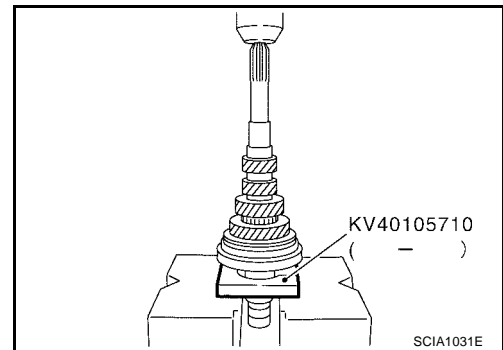


- Be sure not to hook the ends of the 2 spread springs (front and back have two each) on the same shifting insert.

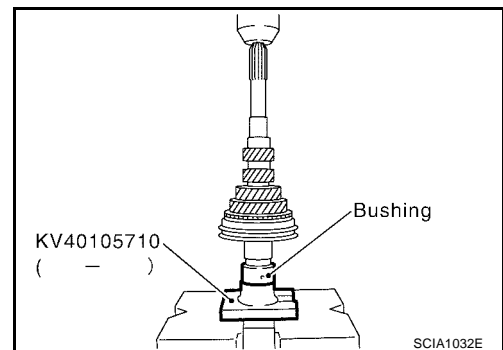


4. Install 3rd-4th synchronizer hub assembly using Tool as shown.

**CAUTION:**  
Align grooves of shifting insert and 3rd baulk ring.



5. Install the 4th bushing using Tool as shown.
6. Install the 4th baulk ring.
7. Install the 4th input gear and 4th needle bearing.



# INPUT SHAFT AND GEARS

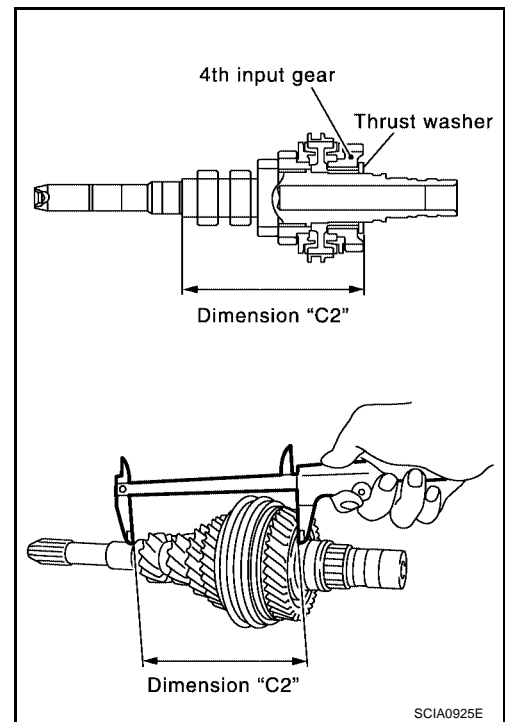
[RS6F51H]

8. Measure the dimension "C2" as shown. Select a thrust washer so that dimension "C2" satisfies standard dimension specification. Then install the thrust washer onto the input shaft.

**Standard for dimension "C2" : 154.7 - 154.8 mm  
(6.091 - 6.094 in)**

**CAUTION:**

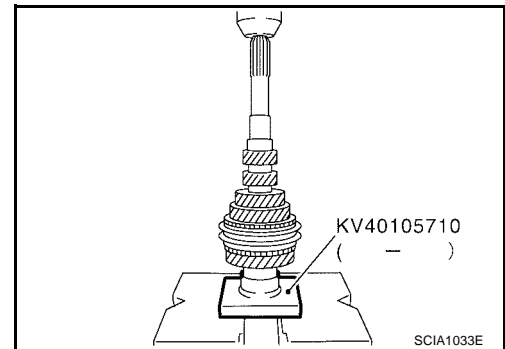
**Only 1 thrust washer can be selected.**



**Thrust Washer**

Thickness	Part number	Thickness	Part number
3.84 mm (0.1512 in)	32347 8H500	4.02 mm (0.1583 in)	32347 8H503
3.90 mm (0.1535 in)	32347 8H501	4.08 mm (0.1606 in)	32347 8H504
3.96 mm (0.1559 in)	32347 8H502	4.14 mm (0.1630 in)	32347 8H505

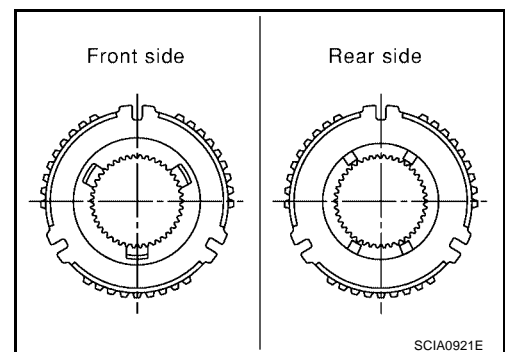
9. Install the 5th bushing using Tool as shown.  
 10. Install the 5th needle bearing and 5th input gear.  
 11. Install the 5th baulk ring.



12. Install the synchronizer assembly onto a new 5th-6th synchronizer hub.

**CAUTION:**

- Install with the orientation of the synchronizer hub as shown.
- Do not reuse the 5th-6th synchronizer hub.

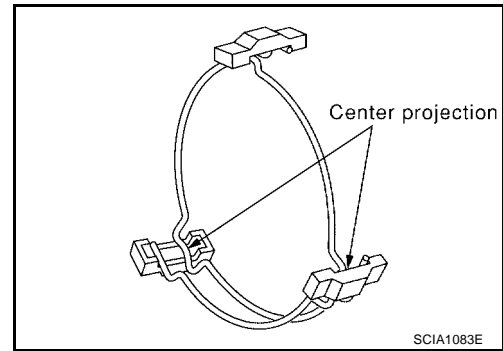


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# INPUT SHAFT AND GEARS

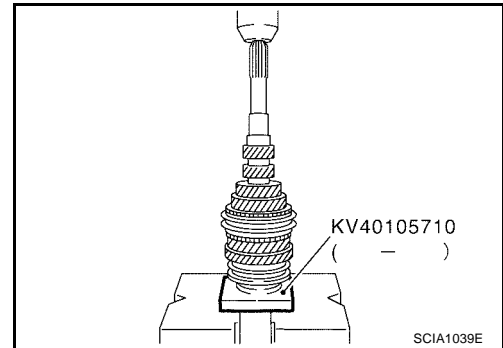
[RS6F51H]

- Be sure not to hook the ends of the 2 spread springs (front and back have two each) on the same shifting insert.

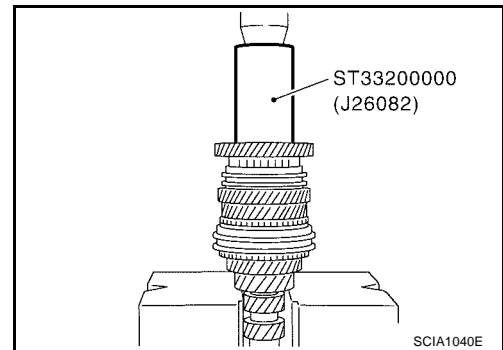


13. Install the 5th-6th synchronizer hub assembly using Tool as shown.

**CAUTION:**  
Align the grooves of the 5th-6th shifting insert and 5th-6th baulk ring.



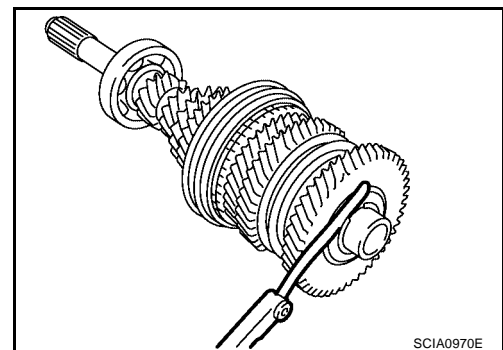
14. Install the needle bearing, 6th input gear and then 6th bushing using Tool as shown.



15. Install the snap ring onto the input shaft, and measure to check that end play (gap between snap ring and groove) of the 6th bushing is within specification.

**End play standard value : 0 - 0.1 mm (0 - 0.004 in)**

- If the measurement is outside the standard value, select the appropriate size snap ring.



## Snap Rings

Thickness	Part number	Thickness	Part number
1.76 mm (0.0693 in)	32204 8H511	2.01 mm (0.0791 in)	32204 8H516
1.81 mm (0.0713 in)	32204 8H512	2.06 mm (0.0811 in)	32204 8H517
1.86 mm (0.0732 in)	32204 8H513	2.11 mm (0.0831 in)	32204 8H518
1.91 mm (0.0752 in)	32204 8H514	2.16 mm (0.0850 in)	32204 8H519
1.96 mm (0.0772 in)	32204 8H515	2.21 mm (0.0871 in)	32204 8H520

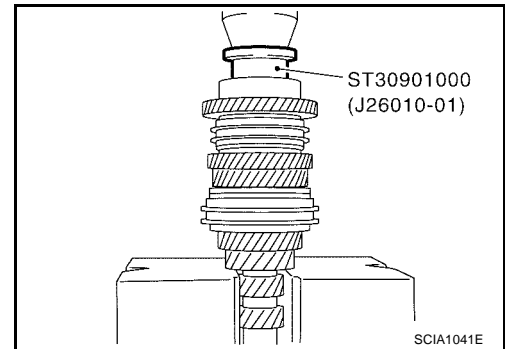
# INPUT SHAFT AND GEARS

[RS6F51H]

16. Install the input shaft rear bearing using Tool as shown.

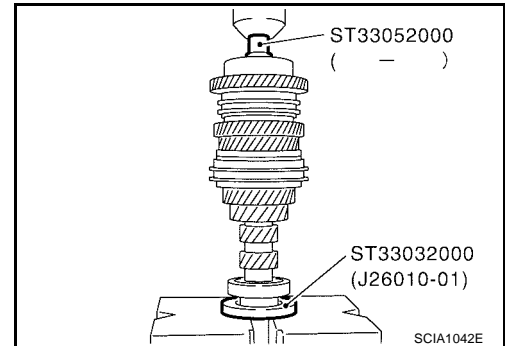
**CAUTION:**

**Install input shaft rear bearing with its brown surface facing the input gear side.**



17. Install the input shaft front bearing using Tool as shown.

18. Install the oil channel onto the input shaft.



19. Check the end play of the 3rd, 4th, 5th and 6th input gears as shown.

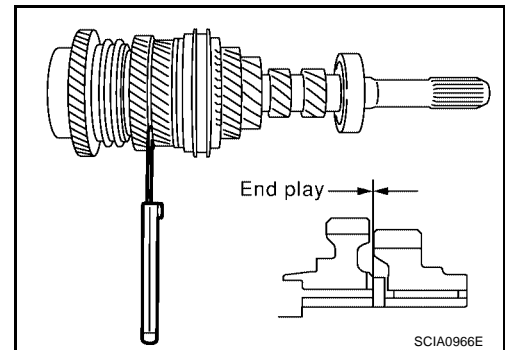
**End play standard value**

**3rd gear : 0.18 - 0.31 mm (0.0071 - 0.0122 in)**

**4th gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

**5th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**

**6th gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**



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## MAINSHAFT AND GEARS

### Disassembly and Assembly DISASSEMBLY

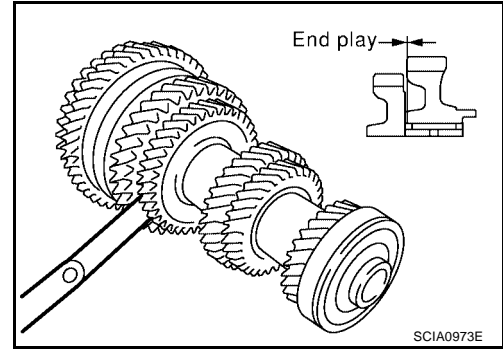
1. Before disassembling, measure the end play of 1st and 2nd main gears as shown.

**End play standard value**

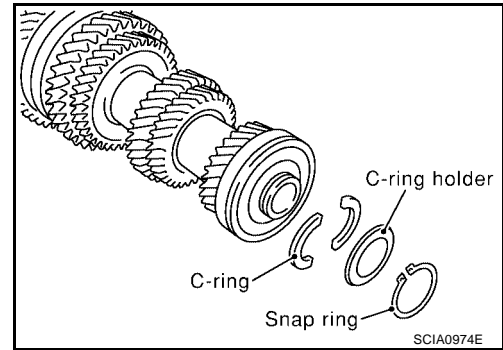
- 1st gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**
- 2nd gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**

**CAUTION:**

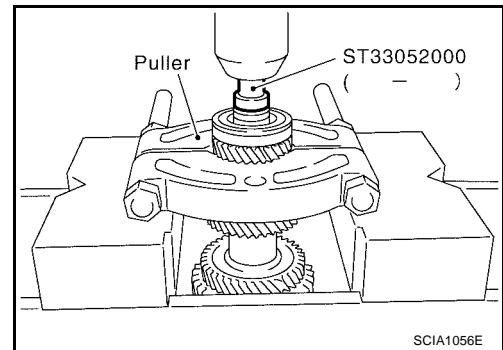
If the measurement is outside the standard value, disassemble to check the contact surfaces of gear, shaft, and hub. Adjust with the snap ring at assembly.



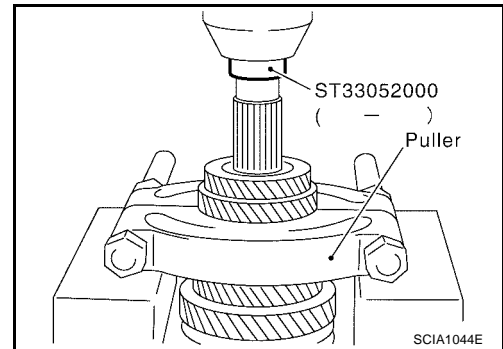
2. Remove the snap ring.
3. Remove the C-ring holder, and then mainshaft C-ring as shown.



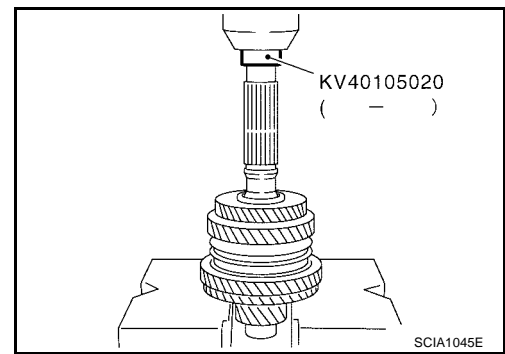
4. Remove the mainshaft rear bearing, adjust shim, and 6th main gear using Tool as shown.
5. Remove the 5th-6th mainshaft spacer.



6. Remove the 4th main gear and 5th main gear simultaneously using Tool as shown.
7. Remove the adjusting shim.
8. Remove the 3rd-4th mainshaft spacer.



- Remove the 3rd main gear, 2nd main gear, 2nd gear needle bearing, 2nd bushing, 1st-2nd synchronizer assembly, 1st main gear, reverse main gear, 1st gear needle bearing, and 1st bushing simultaneously using Tool as shown.

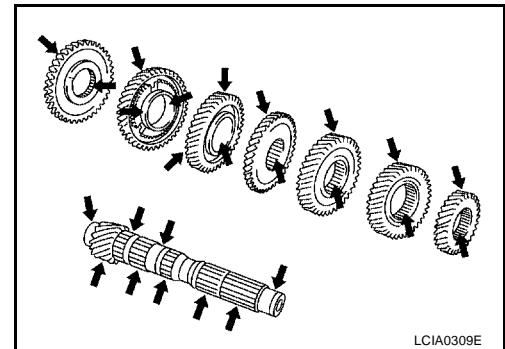


## INSPECTION AFTER DISASSEMBLY

### Mainshaft and Gears

Check the items listed as shown. If necessary, replace them with new ones.

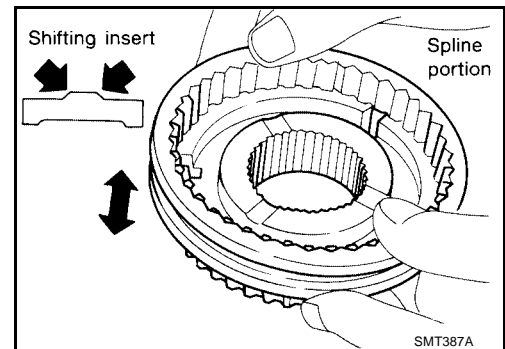
- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the mainshaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the mainshaft gears.



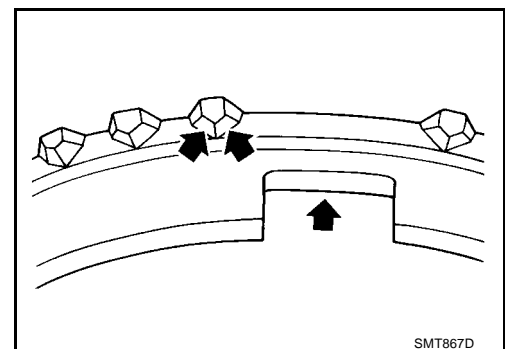
### Synchronizer

Check the items listed as shown. If necessary, replace them with new ones.

- Damage, unusual wear on contact surfaces of coupling sleeve, synchronizer hub, and shifting insert.
- Coupling sleeve and synchronizer hub must move smoothly as shown.



- If any cracks, damage, or excessive wear is found on the cam face of baulk ring or working face of the insert, replace it.



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## Baulk Ring Clearance

Checking the double cone synchronizer (1st-2nd)

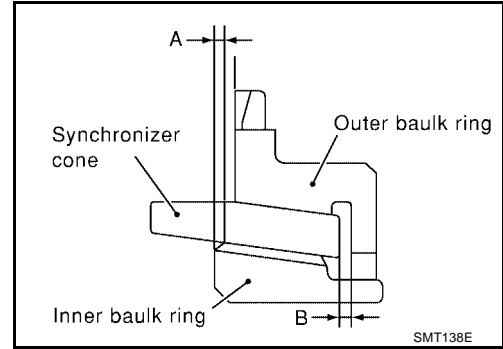
- Check the clearance of outer baulk ring, synchronizer cone, and inner baulk ring of 1st-2nd double cone synchronizer, using the following steps.

**NOTE:**

The mean value is the middle value of a set of measurements between the highest and lowest values. It is calculated by adding the highest and lowest measured value and dividing their sum by two:  $[(\text{high value}) + (\text{low value})] / 2 = \text{mean value}$ .

**CAUTION:**

**Outer baulk ring, synchronizer cone, and inner baulk ring act as a set to control the clearances "A" and "B". If the measurement exceeds the service limit value, replace all of them as a set.**

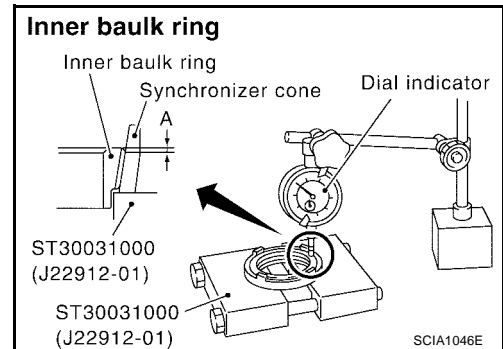


- Using a dial gauge and Tool, measure clearance "A" at two or more points diagonally opposite, and calculate mean value.

**Clearance "A"**

**Standard : 0.6 - 0.8 mm (0.024 - 0.031 in)**

**Limit value : 0.2 mm (0.008 in) or less**

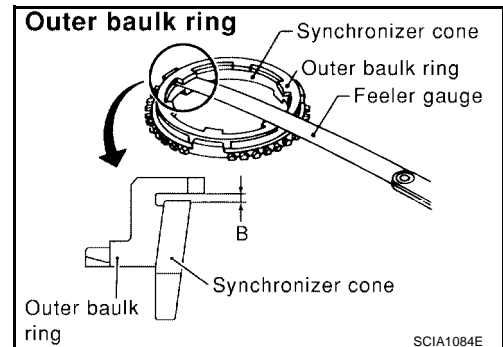


- Using a feeler gauge, measure clearance "B" at two or more points diagonally opposite, and calculate mean value as shown.

**Clearance "B"**

**Standard : 0.6 - 1.1 mm (0.024 - 0.043 in)**

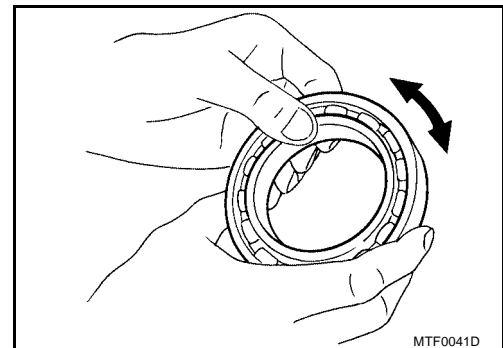
**Limit value : 0.2 mm (0.008 in) or less**



## Bearing

Check the items below. If necessary, replace them with new ones.

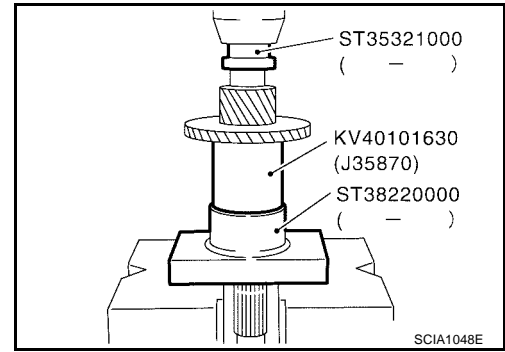
- Damage and rough rotation of the bearing as shown.





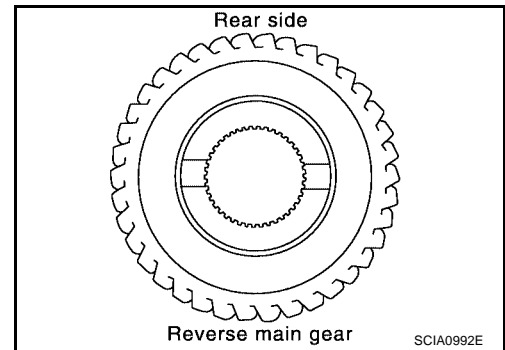
### ASSEMBLY

1. Install the reverse main gear using Tool as shown.

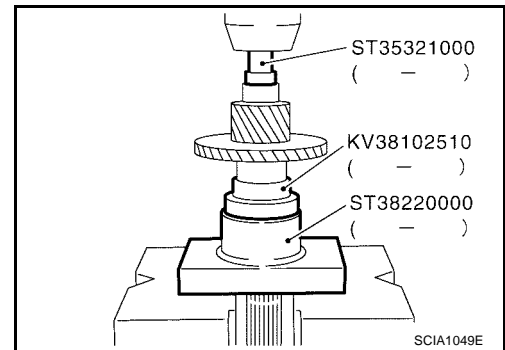


**CAUTION:**

Install with the orientation of reverse main gear as shown.



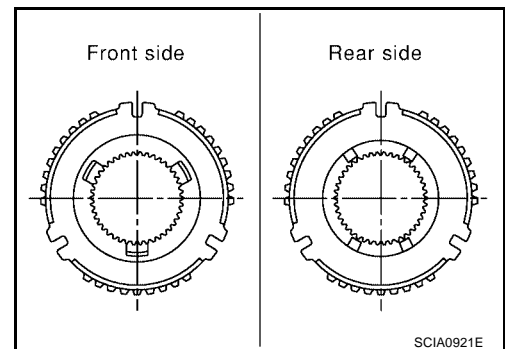
2. Install the 1st bushing using Tool as shown.
3. Install the needle bearing, and then the 1st main gear.



4. Install the spread spring, shifting insert, and a new 1st-2nd synchronizer hub onto the 1st-2nd coupling sleeve.

**CAUTION:**

- Install with the orientation of the new synchronizer hub as shown.
- Do not reuse 1st-2nd synchronizer hub

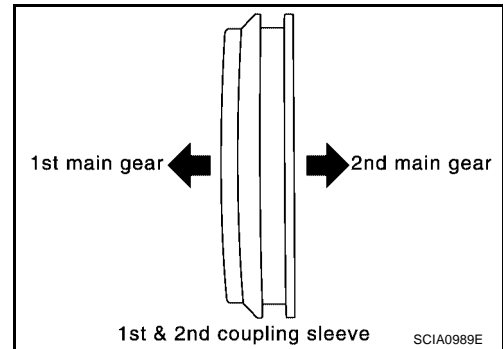


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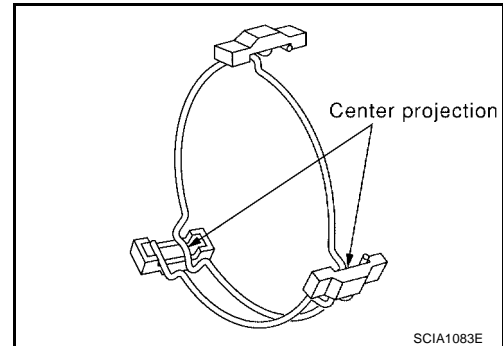
# MAINSHAFT AND GEARS

[RS6F51H]

- Install with the orientation of coupling sleeve as shown.



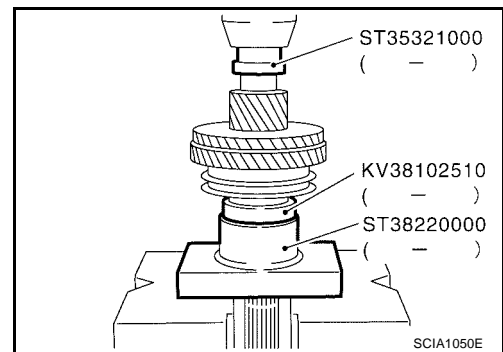
- Do not hook the ends of the two spread springs (front and back have two each) on the same shifting insert.



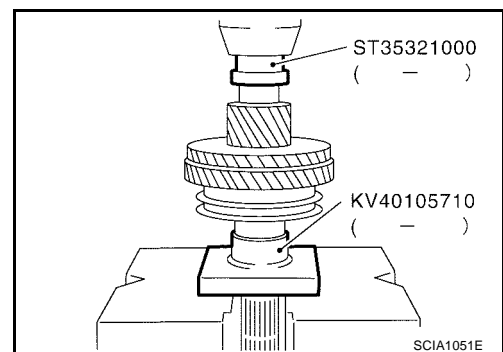
5. Install the 1st gear synchronizer assembly onto the mainshaft, and the synchronizer hub assembly onto the mainshaft using Tool as shown.

**CAUTION:**

- Outer baulk ring, synchronizer cone, and inner baulk ring on the 2nd gear-side must have been removed.
- Install the coupling sleeve with the proper orientation.



6. Install the 2nd bushing using Tool as shown.
7. Install the outer baulk ring, synchronizer cone, and inner baulk ring on 2nd gear-side.
8. Install the 2nd needle bearing and 2nd gear.

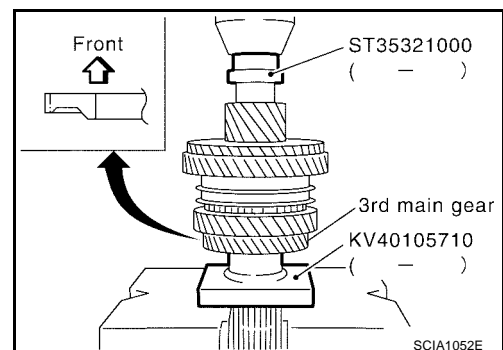


9. Install the 3rd main gear.

**CAUTION:**

**Install the 3rd main gear with the orientation as shown.**

10. Install the 3rd-4th mainshaft spacer.



# MAINSHAFT AND GEARS

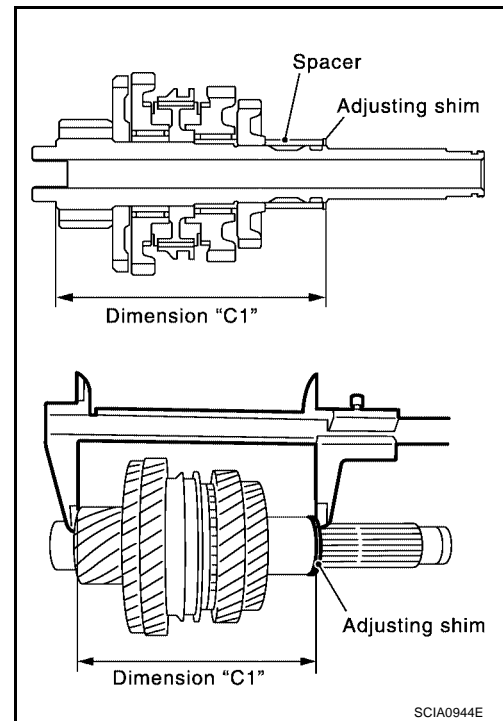
[RS6F51H]

11. Measure the dimension "C1". Select a suitable adjusting shim so that the dimension "C1" satisfies the specified standard value, and install it onto the mainshaft.

**Standard for dimension "C1"** : 173.85 - 173.95 mm  
(6.844 - 6.848 in)

**CAUTION:**

Only 1 adjusting shim can be selected.



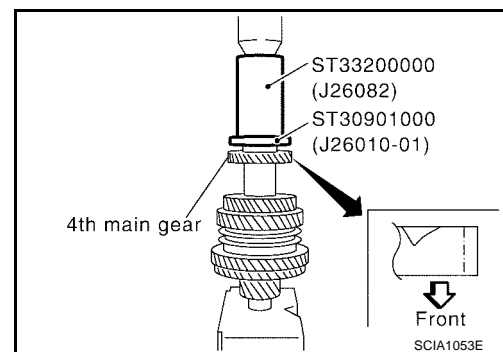
**Adjusting Shim**

Thickness	Part number	Thickness	Part number
0.52 mm (0.0205 in)	32238 8H500	0.84 mm (0.0331 in)	32238 8H504
0.60 mm (0.0236 in)	32238 8H501	0.92 mm (0.0362 in)	32238 8H505
0.68 mm (0.0268 in)	32238 8H502	1.00 mm (0.0394 in)	32238 8H506
0.76 mm (0.0299 in)	32238 8H503	1.08 mm (0.0425 in)	32238 8H507

12. Install the 4th main gear with the specified orientation as shown, using Tool as shown.

**CAUTION:**

Install the 4th main gear with the orientation as shown.

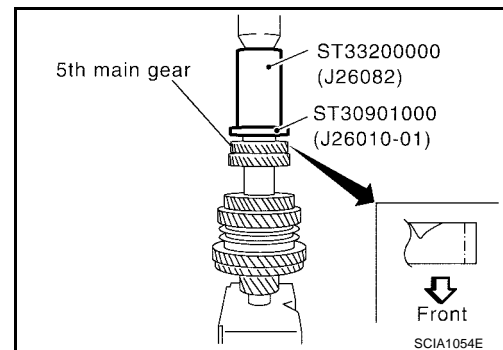


13. Install the 5th main gear with the specified orientation as shown, using Tool as shown.

**CAUTION:**

Install the 5th main gear with the orientation as shown.

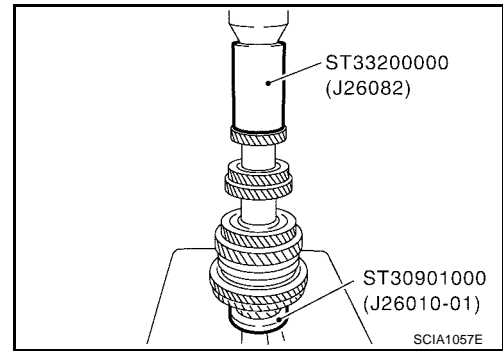
14. Install the 5th-6th mainshaft spacer.



# MAINSHAFT AND GEARS

[RS6F51H]

15. Install the 6th main gear using Tool as shown.



16. Select the 6th main adjusting shim and then install it onto the mainshaft.

- Calculate thickness “S” of 6th main adjusting shim by procedure below so that end play dimension between 6th main gear and mainshaft rear bearing becomes the dimension specified.

**End play : 0 - 0.1 mm (0 - 0.004 in)**

**Dimension “S” = (“S<sub>1</sub>” - “S<sub>2</sub>”) + end play**

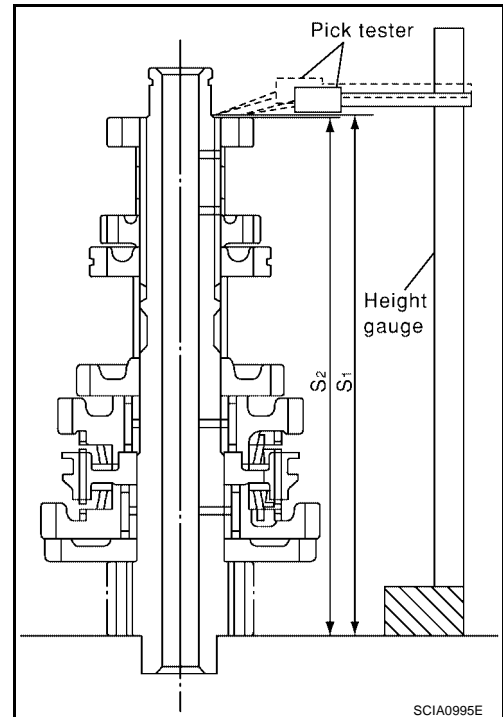
**“S” : Thickness of adjusting shim**

**“S<sub>1</sub>” : Dimension from mainshaft standard face to mainshaft rear bearing press-fit end face**

**“S<sub>2</sub>” : Dimension from mainshaft standard face to 6th main gear end face**

**CAUTION:**

**Only 1 adjusting shim can be selected.**

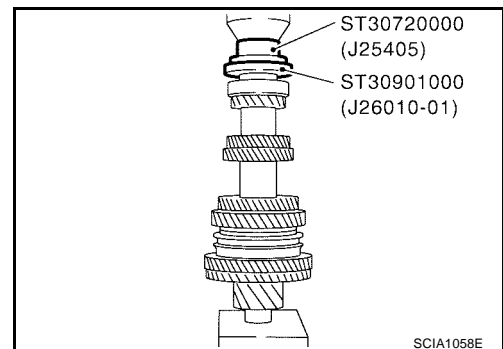


**Adjusting Shim**

Thickness	Part number	Thickness	Part number
0.88 mm (0.0346 in)	32237 8H560	1.20 mm (0.0472 in)	32237 8H564
0.96 mm (0.0378 in)	32237 8H561	1.28 mm (0.0504 in)	32237 8H565
1.04 mm (0.0409 in)	32237 8H562	1.36 mm (0.0535 in)	32237 8H566
1.12 mm (0.0441 in)	32237 8H563		

- Using a height gauge, measure the dimension “S<sub>1</sub>” and “S<sub>2</sub>” as shown.
- Install the selected 6th main adjusting shim to the mainshaft.

17. Install the mainshaft rear bearing using Tool as shown.



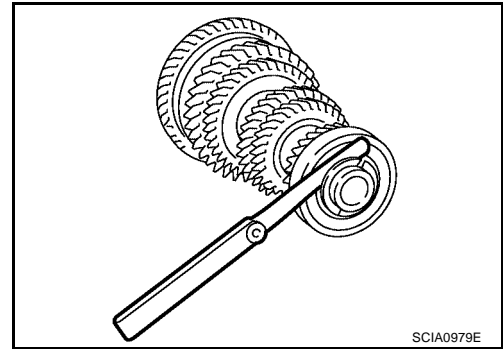
# MAINSHAFT AND GEARS

[RS6F51H]

18. Install the C-ring onto the mainshaft, and check that the end play of mainshaft rear bearing meets specifications.

**End play standard value : 0 - 0.06 mm (0 - 0.0024 in)**

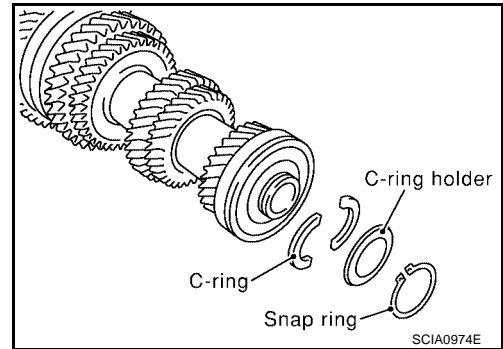
- If the measurement is outside the specified standard value, reselect a new C-ring.



## C-Ring

Thickness	Part number	Thickness	Part number
2.535 mm (0.0866 in)	32348 8H800	2.835 mm (0.1116 in)	32348 8H810
2.565 mm (0.1010 in)	32348 8H801	2.865 mm (0.1128 in)	32348 8H811
2.595 mm (0.1022 in)	32348 8H802	2.895 mm (0.1140 in)	32348 8H812
2.625 mm (0.1033 in)	32348 8H803	2.925 mm (0.1152 in)	32348 8H813
2.655 mm (0.1045 in)	32348 8H804	2.955 mm (0.1163 in)	32348 8H814
2.685 mm (0.1057 in)	32348 8H805	2.985 mm (0.1175 in)	32348 8H815
2.715 mm (0.1069 in)	32348 8H806	3.015 mm (0.1187 in)	32348 8H816
2.745 mm (0.1081 in)	32348 8H807	3.045 mm (0.1199 in)	32348 8H817
2.775 mm (0.1093 in)	32348 8H808	3.075 mm (0.1211 in)	32348 8H818
2.805 mm (0.1104 in)	32348 8H809		

19. Fit the C-ring holder, and install the snap ring as shown.

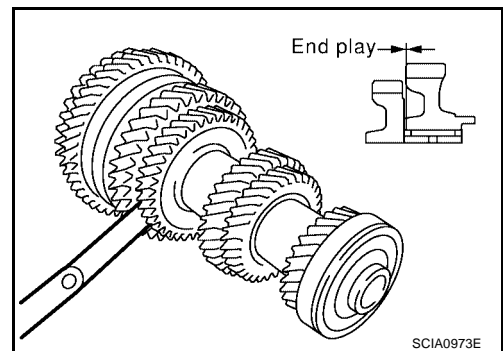


20. Check the end play of 1st and 2nd main gears as shown.

**End play standard value**

**1st gear : 0.20 - 0.30 mm (0.0079 - 0.0118 in)**

**2nd gear : 0.06 - 0.16 mm (0.0024 - 0.0063 in)**



## REVERSE IDLER SHAFT AND GEARS

### Disassembly and Assembly DISASSEMBLY

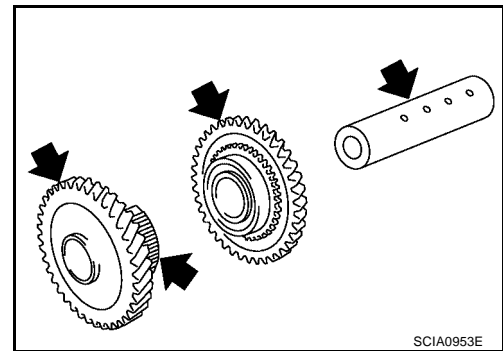
1. Remove the reverse idler gear adjusting shim.
2. Remove the reverse idler gear (rear), reverse coupling sleeve and insert spring simultaneously.
3. Remove the reverse idler gear needle bearing.
4. Remove the thrust needle bearing.
5. Remove the reverse baulk ring.
6. Remove the reverse idler gear (front).
7. Remove the reverse idler gear needle bearing.
8. Remove the thrust needle bearing.
9. Pull off the locking pin from the reverse idler shaft.

### INSPECTION AFTER DISASSEMBLY

#### Reverse Idler Shaft and Gears

Check the parts listed. If necessary, replace them with new ones.

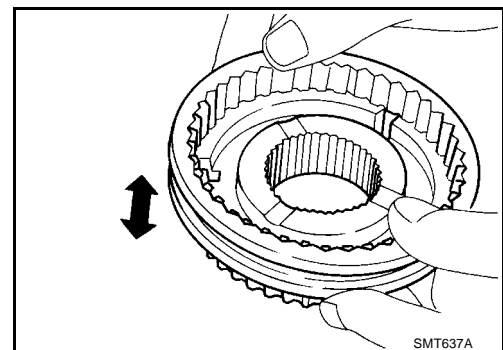
- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the reverse idler shaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the reverse idler gears.



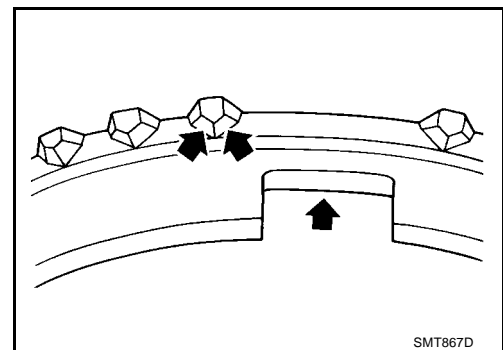
#### Synchronizer

Check parts listed. If necessary, replace them with new ones.

- Damage and unusual wear on contact surfaces of coupling sleeve, synchronizer hub, and insert spring.
- Coupling sleeve and synchronizer hub must move smoothly as shown.



- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.



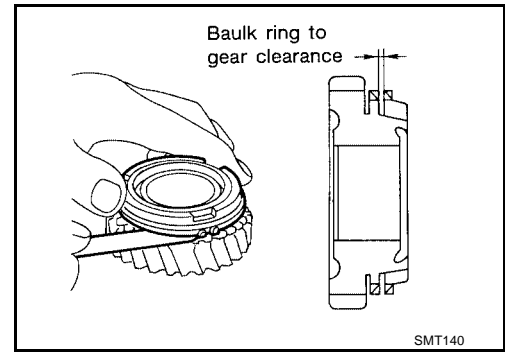
## Baulk ring clearance

- Press the baulk ring against the cone, and measure the clearance between the baulk ring and cone as shown. If the measurement is below the specified limit, replace it with a new one.

### Baulk ring to gear clearance

**Standard : 0.95 - 1.4 mm (0.0374 - 0.055 in)**

**Limit value : 0.7 mm (0.028 in)**



## Bearing

Check the parts listed. If necessary, replace them with new ones.

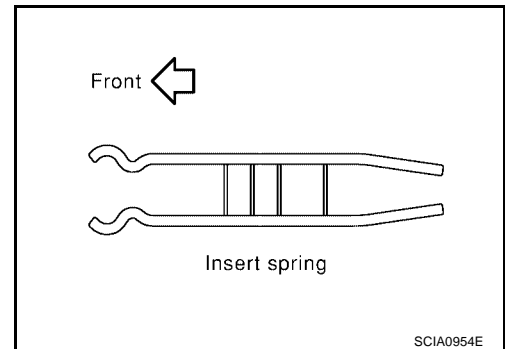
- Damage and rough rotation of the bearing.

## ASSEMBLY

Assembly is in the reverse order of disassembly.

### CAUTION:

- Install the insert spring with the orientation as shown.



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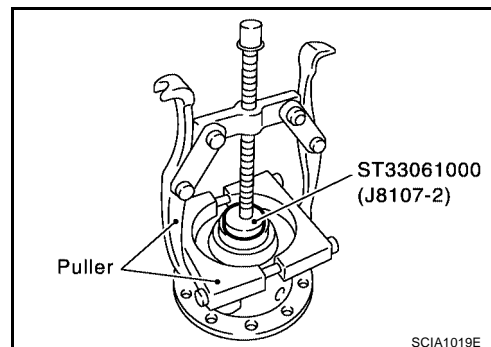
## FINAL DRIVE

PF3:38411

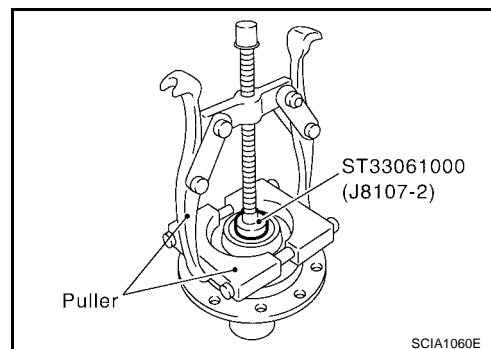
### Disassembly and Assembly

ECS005VK

1. Remove the final gear bolts. Then, separate the final gear from the differential case.
2. Remove the speedometer drive gear.
3. Using a puller and Tool (drift), remove the differential side bearing (clutch housing side) as shown.



4. Using a puller and Tool (drift), remove the differential side bearing (transaxle case side) as shown.



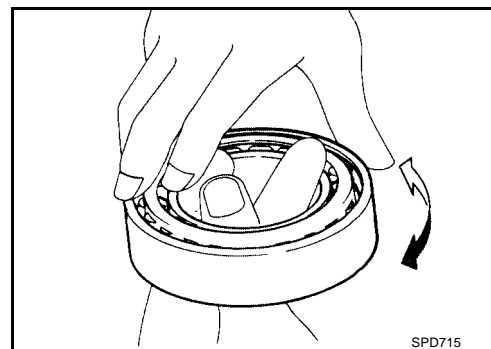
### INSPECTION AFTER DISASSEMBLY

#### Bearing

- Check for bearing damage and rough rotation as shown. If necessary, replace with a new one.

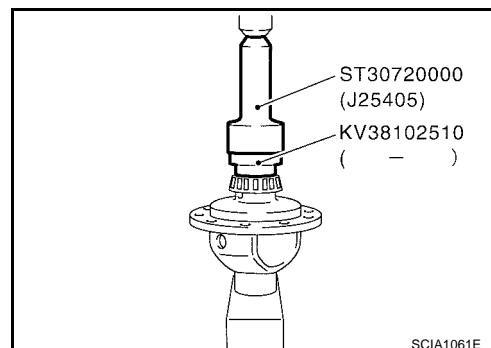
#### CAUTION:

When replacing the tapered roller bearing, replace the outer and inner races as a set.



### ASSEMBLY

1. Using Tool (drift), install the differential side bearing (transaxle case side) as shown.

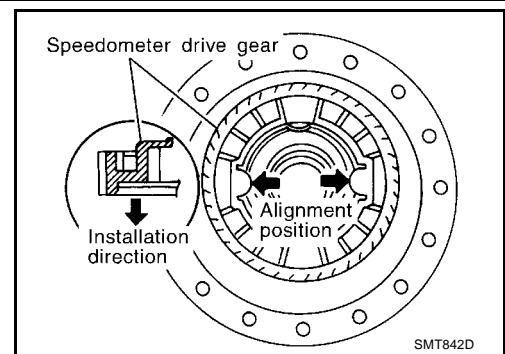




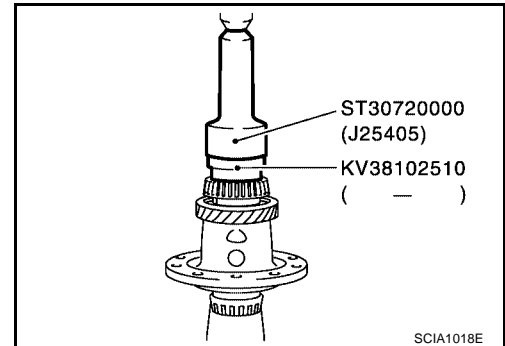
# FINAL DRIVE

[RS6F51H]

- Align and install the speedometer drive gear onto the differential case as shown.

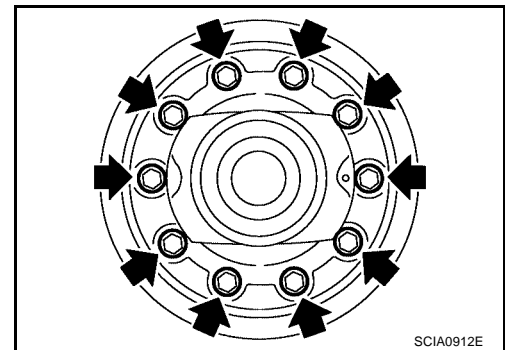


- Using Tool (drift), install the differential side bearing (clutch housing side) as shown.



- Install the final gear into the differential case, and tighten the final gear bolts to specification.

**Final gear bolts** : Refer to [MT-149, "FINAL DRIVE COMPONENTS"](#) .

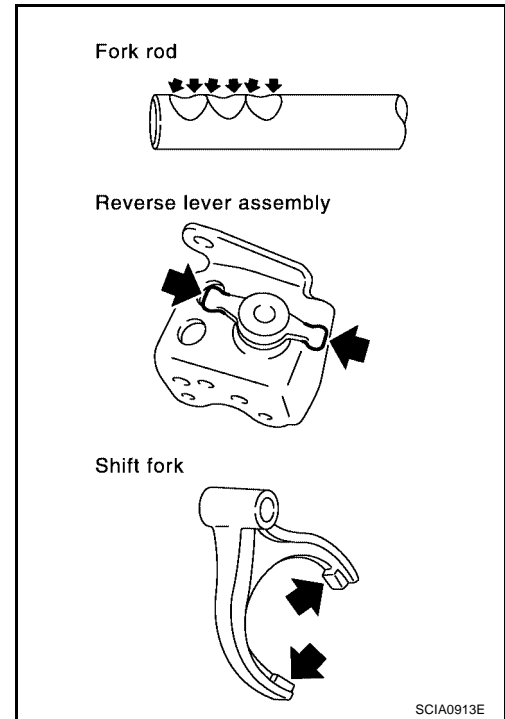


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## SHIFT CONTROL

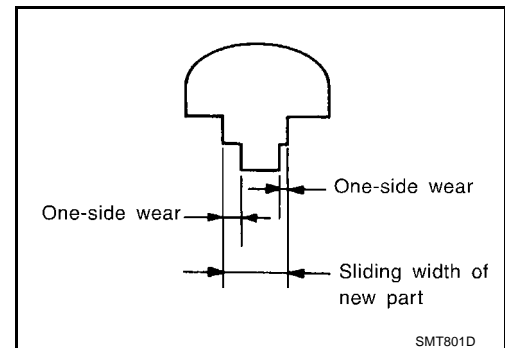
### Inspection

- Check the contact surfaces and sliding area for wear, damage, or bending as shown. If necessary, replace the parts.



### SHIFT FORK

- Check if the width of the shift fork hook (sliding area with coupling sleeve) is within specification, as shown.



#### Shift Fork

Item	One-side wear specification	Sliding width of new part
1st & 2nd	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
3rd & 4th	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
5th & 6th	0.2 mm (0.008 in)	6.10 - 6.23 mm (0.2402 - 0.2453 in)
Reverse	0.2 mm (0.008 in)	12.80 - 12.93 mm (0.5039 - 0.5091 in)

# SERVICE DATA AND SPECIFICATIONS (SDS)

**[RS6F51H]**

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications TRANSAXLE

ECS005VM

Engine		QR25DE	
Transaxle model		RS6F51H	
Model code number		8U376	
Number of speed		6	
Synchromesh type		Warner	
Shift pattern		<p style="text-align: center;">SCIA0955E</p>	
Gear ratio	1st	3.153	
	2nd	1.944	
	3rd	1.392	
	4th	1.055	
	5th	0.809	
	6th	0.673	
	Reverse	3.002	
Number of teeth	Input gear	1st	13
		2nd	18
		3rd	28
		4th	36
		5th	42
		6th	46
		Reverse	13
	Main gear	1st	41
		2nd	35
		3rd	39
		4th	38
		5th	34
		6th	29
		Reverse	38
Reverse idler gear	Front	37	
	Rear	38	
Oil capacity ℓ (qt)		2.3 (2 3/8)	
Remarks	Reverse synchronizer	Installed	
	Double baulk ring type synchronizer	1st & 2rd synchronizer	

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS6F51H]

## FINAL GEAR

Engine	QR25DE	
Transaxle model	RS6F51H	
Model code number	8U376	
Final gear ratio	4.133	
Number of teeth	Final gear/Pinion	62/15
	Side gear/Pinion mate gear	—

## Gear End Play

ECS005VN

Unit: mm (in)

Gear	End play
1st main gear	0.20 - 0.30 (0.0079 - 0.0118)
2nd main gear	0.06 - 0.16 (0.0024 - 0.0063)
3rd input gear	0.18 - 0.31 (0.0071 - 0.0122)
4th input gear	0.20 - 0.30 (0.0079 - 0.0118)
5th input gear	0.06 - 0.16 (0.0024 - 0.0063)
6th input gear	0.06 - 0.16 (0.0024 - 0.0063)

## Clearance Between Baulk Ring and Gear 3RD, 4TH, 5TH, 6TH & REVERSE BAULK RING

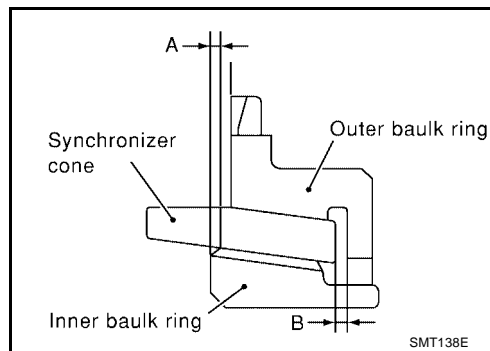
ECS005VO

Unit: mm (in)

Standard	Wear limit
3rd	0.9 - 1.45 (0.035 - 0.0571)
4th	0.9 - 1.45 (0.035 - 0.0571)
5th	0.95 - 1.4 (0.0374 - 0.055)
6th	0.95 - 1.4 (0.0374 - 0.055)
Reverse	0.95 - 1.4 (0.0374 - 0.055)

## 1ST AND 2ND DOUBLE BAULK RING

Unit: mm (in)



Dimension	Standard	Wear limit
A	0.6 - 0.8 (0.024 - 0.031)	0.2 (0.008)
B	0.6 - 1.1 (0.024 - 0.043)	0.2 (0.008)

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS6F51H]

## Available Snap Rings 6TH BUSHING

ECS005VP

End play		0 - 0.1 mm (0 - 0.004 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
1.76 (0.0693)	32204 8H511	2.01 (0.0791)	32204 8H516
1.81 (0.0713)	32204 8H512	2.06 (0.0811)	32204 8H517
1.86 (0.0732)	32204 8H513	2.11 (0.0831)	32204 8H518
1.91 (0.0752)	32204 8H514	2.16 (0.0850)	32204 8H519
1.96 (0.0772)	32204 8H515	2.21 (0.0871)	32204 8H520

\*: Always check with the Parts Department for the latest parts information.

## Available C-rings MAINSHAFT C-RING

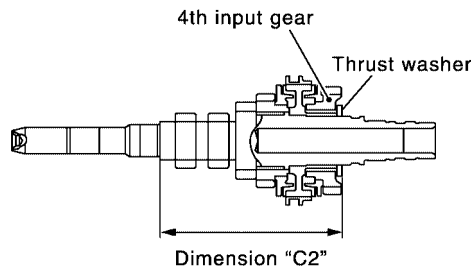
ECS005VQ

End play		0 - 0.06 mm (0 - 0.0024 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
2.535 (0.0866)	32348 8H800	2.835 (0.1116)	32348 8H810
2.565 (0.1010)	32348 8H801	2.865 (0.1128)	32348 8H811
2.595 (0.1022)	32348 8H802	2.895 (0.1140)	32348 8H812
2.625 (0.1033)	32348 8H803	2.925 (0.1152)	32348 8H813
2.655 (0.1045)	32348 8H804	2.955 (0.1163)	32348 8H814
2.685 (0.1057)	32348 8H805	2.985 (0.1175)	32348 8H815
2.715 (0.1069)	32348 8H806	3.015 (0.1187)	32348 8H816
2.745 (0.1081)	32348 8H807	3.045 (0.1199)	32348 8H817
2.775 (0.1093)	32348 8H808	3.075 (0.1211)	32348 8H818
2.805 (0.1104)	32348 8H809		

\*: Always check with the Parts Department for the latest parts information.

## Available Thrust Washers INPUT SHAFT THRUST WASHER

ECS005VR



SCIA1008E

Standard length "C2"		154.7 - 154.8 mm (6.091 - 6.094in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
3.84 (0.1512)	32347 8H500	4.02 (0.1583)	32347 8H503
3.90 (0.1535)	32347 8H501	4.08 (0.1606)	32347 8H504
3.96 (0.1559)	32347 8H502	4.14 (0.1630)	32347 8H505

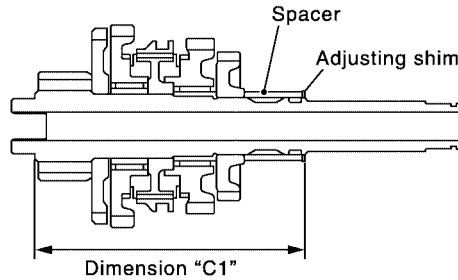
\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS6F51H]

ECS005VS

## Available Adjusting Shims MAINSHAFT ADJUSTING SHIM



SCIA1009E

Standard length "C1"		173.85 - 173.95 mm (6.844 - 6.848in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.52 (0.0205)	32238 8H500	0.84 (0.0331)	32238 8H504
0.60 (0.0236)	32238 8H501	0.92 (0.0362)	32238 8H505
0.68 (0.0268)	32238 8H502	1.00 (0.0394)	32238 8H506
0.76 (0.0299)	32238 8H503	1.08 (0.0425)	32238 8H507

\*: Always check with the Parts Department for the latest parts information.

## INPUT SHAFT REAR BEARING ADJUSTING SHIM

End play			0 - 0.06 mm (0 - 0.0024 in)		
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.40 (0.0157)	32225 8H500	0.88 (0.0346)	32225 8H512	1.36 (0.0520)	32225 8H524
0.44 (0.0173)	32225 8H501	0.92 (0.0362)	32225 8H513	1.40 (0.0551)	32225 8H560
0.48 (0.0189)	32225 8H502	0.96 (0.0378)	32225 8H514	1.44 (0.0567)	32225 8H561
0.52 (0.0205)	32225 8H503	1.00 (0.0396)	32225 8H515	1.48 (0.0583)	32225 8H562
0.56 (0.0220)	32225 8H504	1.04 (0.0409)	32225 8H516	1.52 (0.0598)	32225 8H563
0.60 (0.0236)	32225 8H505	1.08 (0.0425)	32225 8H517	1.56 (0.0614)	32225 8H564
0.64 (0.0252)	32225 8H506	1.12 (0.0441)	32225 8H518	1.60 (0.0630)	32225 8H565
6.68 (0.0268)	32225 8H507	1.16 (0.0457)	32225 8H519	1.64 (0.0646)	32225 8H566
0.72 (0.0283)	32225 8H508	1.20 (0.0472)	32225 8H520		
0.76 (0.0299)	32225 8H509	1.24 (0.0488)	32225 8H521		
0.80 (0.0315)	32225 8H510	1.28 (0.0504)	32225 8H522		
0.84 (0.0331)	32225 8H511	1.32 (0.0520)	32225 8H523		

\*: Always check with the Parts Department for the latest parts information.

## MAINSHAFT REAR BEARING ADJUSTING SHIM

End play		0 - 0.06 mm (0 - 0.0024 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.44 (0.0173)	32238 8H510	0.80 (0.0315)	32238 8H519
0.48 (0.0189)	32238 8H511	0.84 (0.0331)	32238 8H520
0.52 (0.0205)	32238 8H512	0.88 (0.0346)	32238 8H521
0.56 (0.0220)	32238 8H513	0.92 (0.0362)	32238 8H522
0.60 (0.0236)	32238 8H514	0.96 (0.0378)	32238 8H523
0.64 (0.0252)	32238 8H515	1.00 (0.0396)	32238 8H524
0.68 (0.0268)	32238 8H516	1.04 (0.0409)	32238 8H560
0.72 (0.0283)	32238 8H517	1.08 (0.0425)	32238 8H561
0.76 (0.0299)	32238 8H518		

\*: Always check with the Parts Department for the latest parts information.

# SERVICE DATA AND SPECIFICATIONS (SDS)

[RS6F51H]

## REVERSE IDLER GEAR ADJUSTING SHIM

End play		0.04 - 0.14 mm (0.0016 - 0.0055 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
1.76 (0.0693)	32237 8H500	2.24 (0.0882)	32237 8H506
1.84 (0.0724)	32237 8H501	2.32 (0.0913)	32237 8H507
1.92 (0.0756)	32237 8H502	2.40 (0.0945)	32237 8H508
2.00 (0.0787)	32237 8H503	2.48 (0.0976)	32237 8H509
2.08 (0.0819)	32237 8H504	2.56 (0.1008)	32237 8H510
2.16 (0.0850)	32237 8H505	2.64 (0.1039)	32237 8H511

\*: Always check with the Parts Department for the latest parts information.

## 6TH MAIN GEAR ADJUSTING SHIM

End play		0 - 0.1 mm (0 - 0.004 in)	
Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.88 (0.0346)	32237 8H560	1.20 (0.0472)	32237 8H564
0.96 (0.0378)	32237 8H561	1.28 (0.0504)	32237 8H565
1.04 (0.0409)	32237 8H562	1.36 (0.0520)	32237 8H566
1.12 (0.0441)	32237 8H563		

\*: Always check with the Parts Department for the latest parts information.

## Available Shims

ECS005VT

— Differential Side Bearing Preload and Adjusting Shim —

### BEARING PRELOAD

Differential side bearing preload: L*	0.15 - 0.21 mm (0.0059 - 0.0083)
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\*: Install shims which are “deflection of differential case” + “L” in thickness.

### DIFFERENTIAL SIDE BEARING ADJUSTING SHIM(S)

Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
0.48 (0.0189)	31438 80X00	0.72 (0.0283)	31438 80X06
0.52 (0.0205)	31438 80X01	0.76 (0.0299)	31438 80X07
0.56 (0.0220)	31438 80X02	0.80 (0.0315)	31438 80X08
0.60 (0.0236)	31438 80X03	0.84 (0.0331)	31438 80X09
0.64 (0.0252)	31438 80X04	0.88 (0.0346)	31438 80X10
0.68 (0.0268)	31438 80X05	0.92 (0.0362)	31438 80X11

\*: Always check with the Parts Department for the latest parts information.





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# SECTION MTC

## MANUAL AIR CONDITIONER

### CONTENTS

<p><b>PRECAUTIONS ..... 3</b></p> <p>Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 3</p> <p>Precautions for Working with HFC-134a (R-134a).... 3</p> <p>Contaminated Refrigerant ..... 3</p> <p>General Refrigerant Precautions ..... 4</p> <p>Precautions for Leak Detection Dye ..... 4</p> <p>A/C Identification Label ..... 4</p> <p>Precautions for Refrigerant Connection ..... 5</p> <p><b>FEATURES OF NEW TYPE REFRIGERANT CONNECTION ..... 5</b></p> <p><b>O-RING AND REFRIGERANT CONNECTION..... 6</b></p> <p>Precautions for Servicing Compressor ..... 8</p> <p>Precautions for Service Equipment ..... 8</p> <p><b>RECOVERY/RECYCLING EQUIPMENT ..... 8</b></p> <p><b>ELECTRONIC LEAK DETECTOR ..... 8</b></p> <p><b>VACUUM PUMP ..... 9</b></p> <p><b>MANIFOLD GAUGE SET ..... 9</b></p> <p><b>SERVICE HOSES ..... 9</b></p> <p><b>SERVICE COUPLERS ..... 10</b></p> <p><b>CHARGING CYLINDER ..... 10</b></p> <p>Wiring Diagrams and Trouble Diagnosis ..... 10</p> <p><b>PREPARATION .....11</b></p> <p>Special Service Tools .....11</p> <p>HFC-134a (R-134a) Service Tools and Equipment. 12</p> <p>COMMERCIAL SERVICE TOOL ..... 14</p> <p><b>REFRIGERATION SYSTEM ..... 15</b></p> <p>Refrigeration Cycle ..... 15</p> <p>REFRIGERANT FLOW ..... 15</p> <p>FREEZE PROTECTION ..... 15</p> <p>REFRIGERANT SYSTEM PROTECTION ..... 15</p> <p><b>LUBRICANT ..... 16</b></p> <p>Maintenance of Lubricant Quantity in Compressor.. 16</p> <p>LUBRICANT ..... 16</p> <p>CHECKING AND ADJUSTING ..... 16</p> <p><b>TROUBLE DIAGNOSIS ..... 19</b></p> <p>Component Layout ..... 19</p> <p>Control Operation ..... 20</p> <p>FAN CONTROL SWITCH ..... 20</p>	<p>REAR WINDOW DEFOGGER SWITCH ..... 20</p> <p>MODE CONTROL KNOB ..... 20</p> <p>TEMPERATURE CONTROL KNOB ..... 20</p> <p>RECIRCULATION (REC) SWITCH ..... 20</p> <p>AIR CONDITIONER (A/C) SWITCH ..... 20</p> <p>Discharge Air Flow ..... 21</p> <p>System Description ..... 22</p> <p><b>SWITCHES AND THEIR CONTROL FUNCTIONS ..... 22</b></p> <p>Component Location ..... 23</p> <p>ENGINE COMPARTMENT ..... 23</p> <p>PASSENGER COMPARTMENT ..... 24</p> <p>Wiring Diagram — Heater — ..... 25</p> <p>QG18DE MODELS ..... 25</p> <p>Wiring Diagram — A/C, M — ..... 27</p> <p>QG18DE MODELS ..... 27</p> <p>QR25DE MODELS ..... 31</p> <p>How to Perform Trouble Diagnoses for Quick and Accurate Repair ..... 34</p> <p>WORK FLOW ..... 34</p> <p>SYMPTOM TABLE ..... 34</p> <p>Operational Check ..... 35</p> <p>CONDITIONS: ..... 35</p> <p>PROCEDURE: ..... 35</p> <p>Main Power Supply and Ground Circuit Check .... 37</p> <p>POWER SUPPLY CIRCUIT CHECK ..... 37</p> <p><b>INTAKE DOOR ..... 38</b></p> <p>Trouble Diagnosis Procedure for Intake Door ..... 38</p> <p>Component Description ..... 38</p> <p>INTAKE DOOR MOTOR ..... 38</p> <p>Intake Door Motor Circuit ..... 39</p> <p>Control Linkage Adjustment ..... 41</p> <p>INTAKE DOOR MOTOR ..... 41</p> <p>Mode Door ..... 42</p> <p><b>TROUBLE DIAGNOSIS PROCEDURE FOR MODE DOOR ..... 42</b></p> <p>CONTROL LINKAGE ADJUSTMENT ..... 43</p> <p>Air Mix Door ..... 44</p> <p><b>TROUBLE DIAGNOSIS PROCEDURE FOR AIR</b></p>
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MTC

MIX DOOR .....	44	Inspection .....	72
Temperature Control Linkage Adjustment .....	45	CLUTCH DISC .....	72
<b>BLOWER MOTOR .....</b>	<b>46</b>	PULLEY .....	72
Trouble Diagnosis Procedure for Blower Motor .....	46	COIL .....	72
Blower Motor Circuit .....	46	Installation .....	72
Electrical Components Inspection .....	50	QG18DE .....	72
FAN CONTROL SWITCH .....	50	QR25DE .....	74
BLOWER MOTOR .....	50	Break-In Operation .....	75
FAN RESISTOR .....	50	<b>THERMAL PROTECTOR .....</b>	<b>76</b>
<b>MAGNET CLUTCH .....</b>	<b>51</b>	Inspection .....	76
Trouble Diagnosis Procedure for Magnet Clutch .....	51	<b>IN-CABIN MICROFILTER .....</b>	<b>77</b>
Magnet Clutch Circuit .....	52	Removal and Installation .....	77
Electrical Component Inspection .....	55	FUNCTION .....	77
A/C RELAY .....	55	REPLACEMENT TIMING .....	77
REFRIGERANT PRESSURE SENSOR .....	56	REPLACEMENT PROCEDURES .....	77
<b>INSUFFICIENT COOLING .....</b>	<b>57</b>	<b>HEATER &amp; COOLING UNIT (HEATER CORE) .....</b>	<b>78</b>
Trouble Diagnosis Procedure for Insufficient Cooling .....	57	Removal .....	78
Performance Test Diagnoses .....	58	Installation .....	78
Performance Chart .....	60	<b>BLOWER UNIT .....</b>	<b>79</b>
TEST CONDITION .....	60	Removal .....	79
TEST READING .....	60	Installation .....	79
Trouble Diagnoses for Abnormal Pressure .....	61	<b>A/C EVAPORATOR .....</b>	<b>80</b>
BOTH HIGH AND LOW-PRESSURE SIDES ARE TOO HIGH. ....	61	Removal .....	80
HIGH-PRESSURE SIDE IS TOO HIGH AND LOW-PRESSURE SIDE IS TOO LOW. ....	61	Installation .....	81
HIGH-PRESSURE SIDE IS TOO LOW AND LOW-PRESSURE SIDE IS TOO HIGH. ....	62	<b>REFRIGERANT LINES .....</b>	<b>82</b>
BOTH HIGH- AND LOW-PRESSURE SIDES ARE TOO LOW. ....	62	HFC-134a (R-134a) Service Procedure .....	82
LOW-PRESSURE SIDE SOMETIMES BECOMES NEGATIVE. ....	63	SETTING OF SERVICE TOOLS AND EQUIPMENT .....	82
LOW-PRESSURE SIDE BECOMES NEGATIVE. ....	63	Removal and Installation .....	84
<b>INSUFFICIENT HEATING .....</b>	<b>64</b>	QG18DE .....	84
Trouble Diagnosis Procedure for Insufficient Heating .....	64	QR25DE .....	85
<b>NOISE .....</b>	<b>65</b>	Checking Refrigerant Leaks .....	86
Trouble Diagnosis Procedure for Noise .....	65	PRELIMINARY CHECK .....	86
<b>INTAKE SENSOR .....</b>	<b>66</b>	Electronic Refrigerant Leak Detector .....	86
Intake Sensor Circuit .....	66	PRECAUTIONS FOR HANDLING LEAK DETECTOR .....	86
COMPONENT DESCRIPTION .....	66	CHECKING PROCEDURE .....	87
DIAGNOSTIC PROCEDURE .....	66	Fluorescent Dye Leak Detector .....	88
Removal and Installation .....	67	PRECAUTIONS FOR FLUORESCENT DYE LEAK DETECTION .....	88
<b>COMPRESSOR .....</b>	<b>68</b>	CHECKING SYSTEM FOR LEAKS USING THE FLUORESCENT LEAK DETECTOR .....	88
Removal and Installation .....	68	DYE INJECTION .....	88
<b>COMPRESSOR CLUTCH .....</b>	<b>69</b>	<b>BELT .....</b>	<b>90</b>
Overhaul .....	69	Tension Adjustment .....	90
QG18DE .....	69	<b>SERVICE DATA AND SPECIFICATIONS (SDS) .....</b>	<b>91</b>
QR25DE .....	69	General Specifications .....	91
Removal .....	70	COMPRESSOR .....	91
QG18DE .....	70	LUBRICANT .....	91
QR25DE .....	71	REFRIGERANT .....	91
		Inspection and Adjustment .....	91
		ENGINE IDLING SPEED (WHEN A/C IS ON) .....	91
		BELT TENSION .....	91

# PRECAUTIONS

## PRECAUTIONS

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### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

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The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions for Working with HFC-134a (R-134a)

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#### **WARNING:**

- CFC-12 (R-12) refrigerant and HFC-134a (R-134a) refrigerant are not compatible. If the refrigerants are mixed and compressor failure is likely to occur. Refer to [MTC-3, "Contaminated Refrigerant"](#). To determine the purity of HFC-134a (R-134a) in the vehicle and recovery tank, use Refrigerant Recovery/Recycling equipment and Refrigerant Identifier.
- Use only specified lubricant for the HFC-134a (R-134a) A/C system and HFC-134a (R-134a) components. If lubricant other than that specified is used, compressor failure is likely to occur.
- The specified HFC-134a (R-134a) lubricant rapidly absorbs moisture from the atmosphere. The following handling precautions must be observed:
  - When removing refrigerant components from a vehicle, immediately cap (seal) the component to minimize the entry of moisture from the atmosphere.
  - When installing refrigerant components to a vehicle, do not remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into system.
  - Only use the specified lubricant from a sealed container. Immediately reseal containers of lubricant. Without proper sealing, lubricant will become moisture saturated and should not be used.
  - Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Remove R-134a from the A/C system, using certified service equipment meeting requirements of SAE J2210 (R-134a recycling equipment), or J2209 (R-134a recovery equipment). If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
  - Do not allow A/C lubricant (Genuine Nissan A/C System Lubricant Type R or equivalent) to come in contact with styrofoam parts. Damage may result.

### Contaminated Refrigerant

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If a refrigerant other than pure R-134a is identified in a vehicle, your options are:

- Explain to the customer that environmental regulations prohibit the release of contaminated refrigerant into the atmosphere.
- Explain that recovery of the contaminated refrigerant could damage your service equipment and refrigerant supply.
- Suggest the customer return the vehicle to the location of previous service where the contamination may have occurred.
- If you choose to perform the repair, recover the refrigerant using only **dedicated equipment and containers. Do not recover contaminated refrigerant into your existing service equipment.** If your facility does not have dedicated recovery equipment, you may contact a local refrigerant product retailer for available service. This refrigerant must be disposed of in accordance with all federal and local regulations. In addition, replacement of all refrigerant system components on the vehicle is recommended.

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# PRECAUTIONS

- If the vehicle is within the warranty period, the air conditioner warranty is void. Please contact Nissan Customer Affairs for further assistance.

## General Refrigerant Precautions

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### WARNING:

- Do not release refrigerant into the air. Use approved recovery/recycling equipment to capture the refrigerant every time an air conditioning system is discharged.
- Always wear eye and hand protection (goggles and gloves) when working with any refrigerant or air conditioning system.
- Do not store or heat refrigerant containers above 52°C (125°F).
- Do not heat a refrigerant container with an open flame; if container warming is required, place the bottom of the container in a warm pail of water.
- Do not intentionally drop, puncture, or incinerate refrigerant containers.
- Keep refrigerant away from open flames: poisonous gas will be produced if refrigerant burns.
- Refrigerant will displace oxygen, therefore be certain to work in well ventilated areas to prevent suffocation.
- Do not pressure test or leak test HFC-134a (R-134a) service equipment and/or vehicle air conditioning systems with compressed air during repair. Some mixtures of air and R-134a have been shown to be combustible at elevated pressures. These mixtures, if ignited, may cause injury or property damage. Additional health and safety information may be obtained from refrigerant manufacturers.

## Precautions for Leak Detection Dye

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- The A/C system contains a fluorescent leak detection dye used for locating refrigerant leaks. An ultraviolet (UV) lamp is required to illuminate the dye when inspecting for leaks.
- Always wear fluorescence enhancing UV safety glasses to protect your eyes and enhance the visibility of the fluorescent dye.
- A compressor shaft seal should not be repaired because of dye seepage. The compressor shaft seal should only be repaired after confirming the leak with an electronic refrigerant leak detector (J-41995).
- Always remove any dye from the leak area after repairs are complete to avoid a misdiagnosis during a future service.
- Do not allow dye to come into contact with painted body panels or interior components. If dye is spilled, clean immediately with the approved dye cleaner. Fluorescent dye left on a surface for an extended period of time **cannot be removed**.
- Do not spray the fluorescent dye cleaning agent on hot surfaces (engine exhaust manifold, etc.).
- Do not use more than one refrigerant dye bottle (1/4 ounce / 7.4 cc) per A/C system.
- Leak detection dyes for R-134a and R-12 A/C systems are different. Do not use R-134a leak detection dye in R-12 A/C systems or R-12 leak detection dye in R-134a A/C systems or A/C system damage may result.
- The fluorescent properties of the dye will remain for over three (3) years unless a compressor failure occurs.

## A/C Identification Label

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Vehicles are equipped factory installed fluorescent dye and have this identification label on the under side of hood.

### NOTE:

Vehicles equipped with factory installed fluorescent dye have a green label.

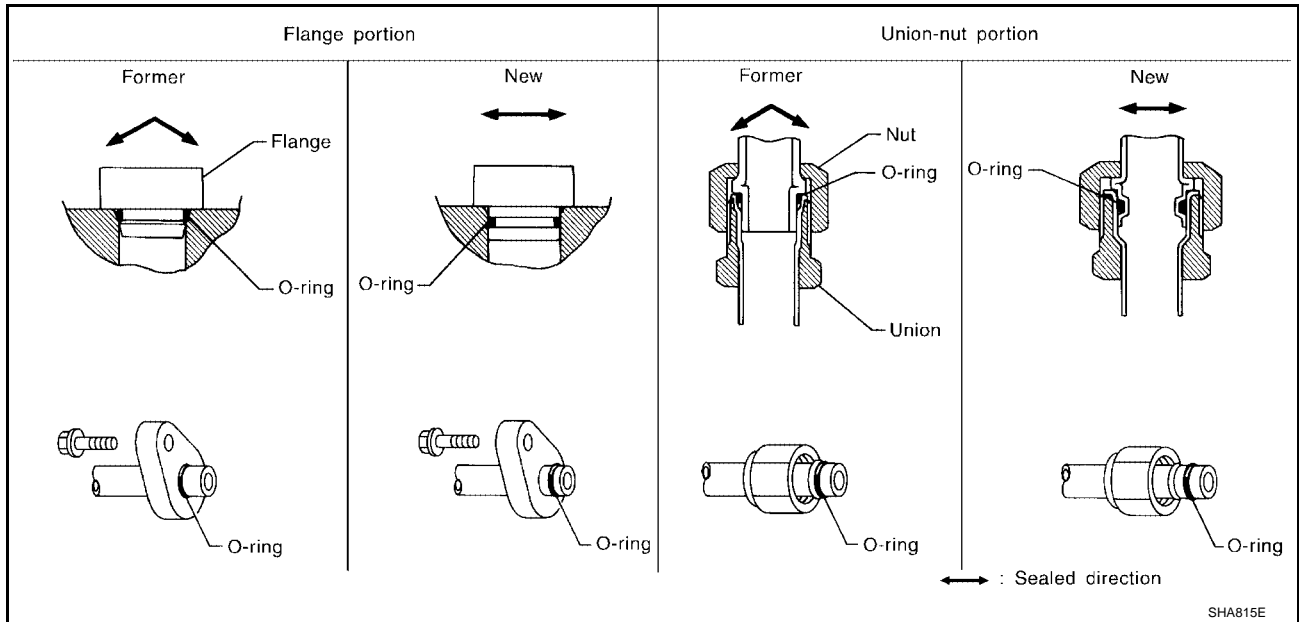
AIR CONDITIONER NISSAN		
	REFRIGERANT	COMPRESSOR LUBRICANT
TYPE (PART NO.)	HFC134a (R134a)	Nissan UV Luminous Oil Type R [KLH00-PAGR0]
AMOUNT		
CAUTION PRECAUTION		
• REFRIGERANT UNDER HIGH PRESSURE.		
• SYSTEM TO BE SERVICED BY QUALIFIED PERSONNEL.		
• IMPROPER SERVICE METHODS MAY CAUSE PERSONAL INJURY.		
• CONSULT SERVICE MANUAL.		
• THIS AIR CONDITIONER SYSTEM COMPLIES WITH SAE J-639.		
Nissan Motor Co., Ltd., TOKYO, Japan		
27090 6P102		
LHA175		

# PRECAUTIONS

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## Precautions for Refrigerant Connection FEATURES OF NEW TYPE REFRIGERANT CONNECTION

- The O-ring has been relocated. It has also been provided with a groove for proper installation. This eliminates the chance of the O-ring being caught in, or damaged by, the mating part. The sealing direction of the O-ring is now set vertically in relation to the contacting surface of the mating part to improve sealing characteristics.
- The reaction force of the O-ring will not occur in the direction that causes the joint to pull out, thereby facilitating piping connections.



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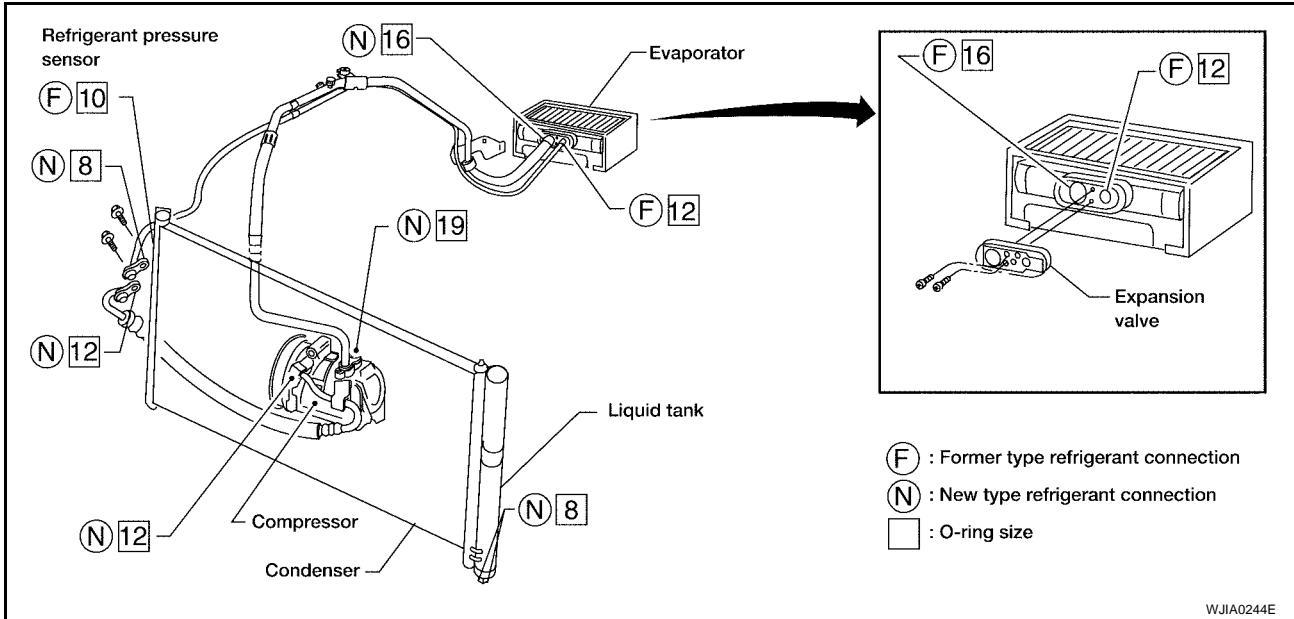
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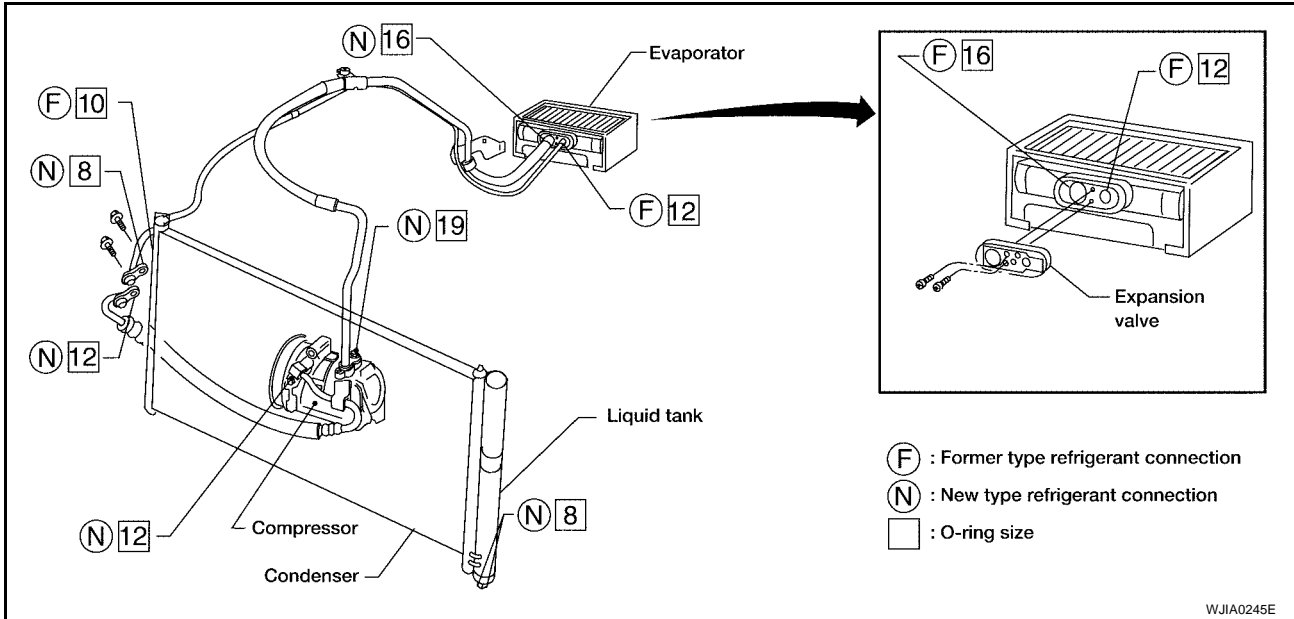
# PRECAUTIONS

## O-RING AND REFRIGERANT CONNECTION

### QG18DE



### QR25DE

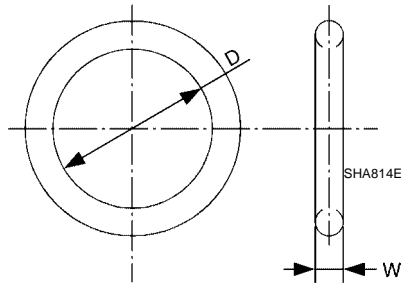


### CAUTION:

The new and former refrigerant connections in some systems use different O-ring configurations. Do not confuse O-rings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at, or around, the connection.

# PRECAUTIONS

## O-Ring Part Numbers and Specifications



Connection type	O-ring size	Part number*	D mm (in)	W mm (in)
New	8	92471 N8210	6.8 (0.268)	1.85 (0.0728)
Former	10	J2476 N8200	9.25 (0.3642)	1.78 (0.0701)
Former	12	92471 N8200	10.8 (0.425)	1.78 (0.0701)
New	12	92472 N8210	10.9 (0.429)	3.65 (0.1437)
Former	16	92473 N8200	13.9 (0.547)	1.78 (0.0701)
New	16	92473 N8210	13.6 (0.535)	2.43 (0.0957)
New	19	92474 N8210	16.5 (0.650)	2.43 (0.0957)

\*: Always check with the Parts Department for the latest parts information.

### WARNING:

Make sure all refrigerant is discharged into the recycling equipment and the pressure in the system is less than atmospheric pressure. Then gradually loosen the discharge side hose fitting and remove it.

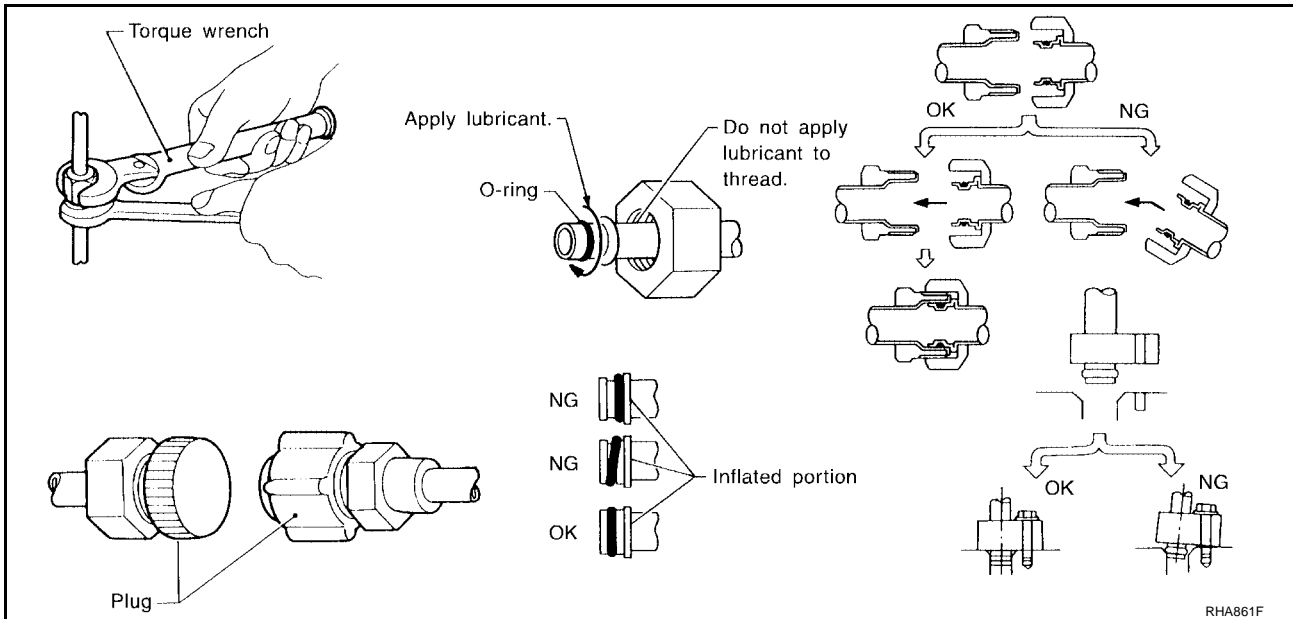
### CAUTION:

When replacing or cleaning refrigerant cycle components, observe the following.

- When the compressor is removed, store it in the same position as it is when mounted on the car. Failure to do so will cause lubricant to enter the low pressure chamber.
- When connecting tubes, always use a torque wrench and a back-up wrench.
- After disconnecting tubes, immediately plug all openings to prevent entry of dirt and moisture.
- When installing an air conditioner in the vehicle, connect the pipes as the final stage of the operation. Do not remove the seal caps of pipes and other components until just before required for connection.
- Allow components stored in cool areas to warm to working area temperature before removing seal caps. This prevents condensation from forming inside A/C components.
- Thoroughly remove moisture from the refrigeration system before charging the refrigerant.
- Always replace used O-rings.
- When connecting tube, apply lubricant to circle of the O-rings shown in illustration. Be careful not to apply lubricant to threaded portion.  
Lubricant name: Genuine Nissan A/C System Lubricant Type R or equivalent  
Part number: KLH00-PAGRO
- O-ring must be closely attached to dented portion of tube.
- When replacing the O-ring, be careful not to damage O-ring and tube.
- Connect tube until you hear it click, then tighten the nut or bolt by hand until snug. Make sure that the O-ring is installed to tube correctly.

# PRECAUTIONS

- After connecting line, conduct leak test and make sure that there is no leakage from connections. When the gas leaking point is found, disconnect that line and replace the O-ring. Then tighten connections of seal seat to the specified torque.



## Precautions for Servicing Compressor

EJS001AD

- Plug all openings to prevent moisture and foreign matter from entering.
- When the compressor is removed, store it in the same position as it is when mounted on the car.
- When replacing or repairing compressor, follow "Maintenance of Lubricant Quantity in Compressor" exactly. Refer to [MTC-16, "Maintenance of Lubricant Quantity in Compressor"](#).
- Keep friction surfaces between clutch and pulley clean. If the surface is contaminated, with lubricant, wipe it off by using a clean waste cloth moistened with thinner.
- After compressor service operation, turn the compressor shaft by hand more than five turns in both directions. This will equally distribute lubricant inside the compressor. After the compressor is installed, let the engine idle and operate the compressor for one hour.
- After replacing the compressor magnet clutch, apply voltage to the new one and check for normal operation. [Gap between clutch disc and pulley is 0.3 - 0.6 mm (0.012 - 0.024 in)]

## Precautions for Service Equipment RECOVERY/RECYCLING EQUIPMENT

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Follow the manufacturer's instructions for machine operation and machine maintenance. Never introduce any refrigerant other than that specified into the machine.

## ELECTRONIC LEAK DETECTOR

Follow the manufacturer's instructions for tester operation and tester maintenance.



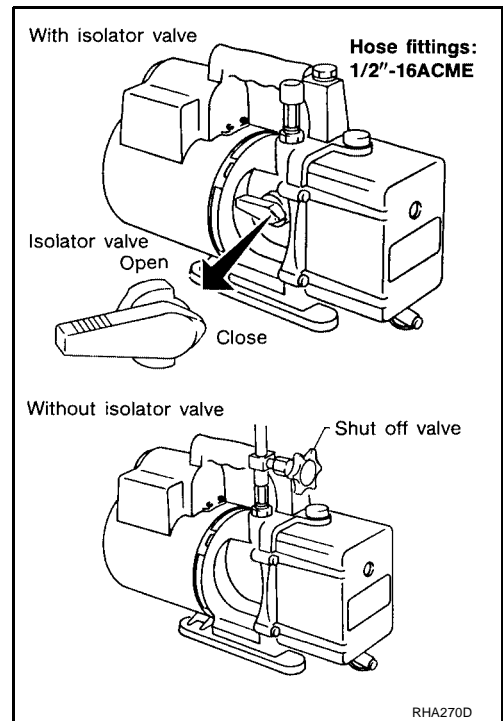
# PRECAUTIONS

## VACUUM PUMP

The lubricant contained inside the vacuum pump is not compatible with the specified lubricant for HFC-134a (R-134a) A/C systems. The vent side of the vacuum pump is exposed to atmospheric pressure so the vacuum pump lubricant may migrate out of the pump into the service hose. This is possible when the pump is switched off after evacuation (vacuuming) and hose is connected to it. To prevent this migration, use a manual valve situated near the hose-to-pump connection, as follows.

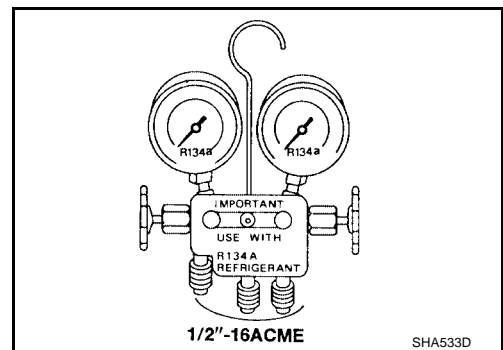
- Usually vacuum pumps have a manual isolator valve as part of the pump. Close this valve to isolate the service hose from the pump.
- For pumps without an isolator, use a hose equipped with a manual shut-off valve near the pump end. Close the valve to isolate the hose from the pump.
- If the hose has an automatic shut off valve, disconnect the hose from the pump: as long as the hose is connected, the valve is open and lubricating oil may migrate.

Some one-way valves open when vacuum is applied and close under a no vacuum condition. Such valves may restrict the pump's ability to pull a deep vacuum and are not recommended.



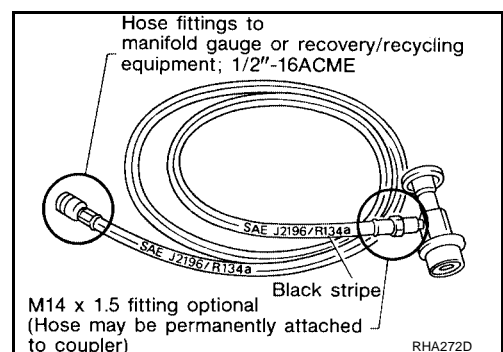
## MANIFOLD GAUGE SET

Be certain that the gauge face indicates R-134a or 134a. Make sure the gauge set has 1/2"-16 ACME threaded connections for service hoses. Confirm the set has been used only with refrigerant HFC-134a (R-134a) along with specified lubricant.



## SERVICE HOSES

Be certain that the service hoses display the markings described (colored hose with black stripe). All hoses must include positive shut off devices (either manual or automatic) near the end of the hoses opposite the manifold gauge.



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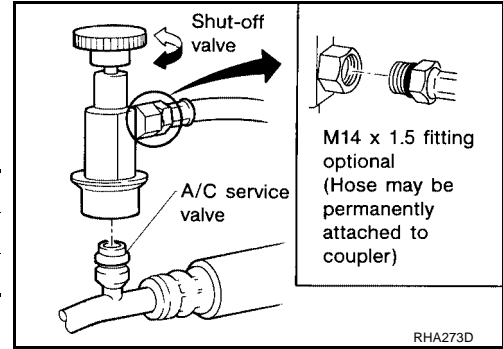
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# PRECAUTIONS

## SERVICE COUPLERS

Never attempt to connect HFC-134a (R-134a) service couplers to an CFC-12 (R-12) A/C system. The HFC-134a (R-134a) couplers will not properly connect to the CFC-12 (R-12) system. However, if an improper connection is attempted, discharging and contamination may occur.

Shut-off valve rotation	A/C service valve
Clockwise	Open
Counterclockwise	Close



## CHARGING CYLINDER

Using a charging cylinder is not recommended. Refrigerant may be vented into air from cylinder's top valve when filling the cylinder with refrigerant. Also, the accuracy of the cylinder is generally less than that of an electronic scale or of quality recycle/recharge equipment.

## Wiring Diagrams and Trouble Diagnosis

EJS001AF

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-4, "Wiring Diagram — POWER —"](#)

When you perform trouble diagnosis, refer to the following:

- [GI-9, "How to Follow Trouble Diagnoses"](#)
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

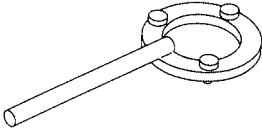
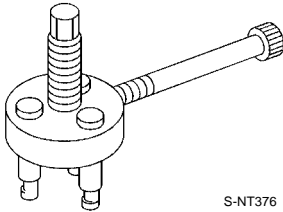
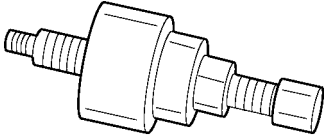
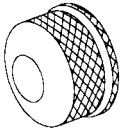
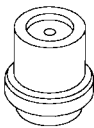
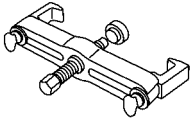
# PREPARATION

## PREPARATION

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### Special Service Tools

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Tool number (Kent-Moore No.) Tool name	Description
KV99231260 (J-38874) Clutch disc wrench    NT204	Removing shaft nut and clutch disc
KV99232340 (J-38874) Clutch disc puller    S-NT376	Removing clutch disc
(J-38873-A) Drive plate installer    WJIA0367E	Installing pulley and drive plate
KV99234330 (J-39024) Pulley installer    NT207	Installing pulley
KV99233130 (J-39023) Pulley puller    NT208	Removing pulley
KV99233130 (J-29884) (with small adaptor) Pulley puller    LHA172	Removing pulley

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# PREPARATION

EJS001AH

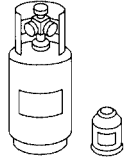

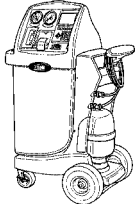
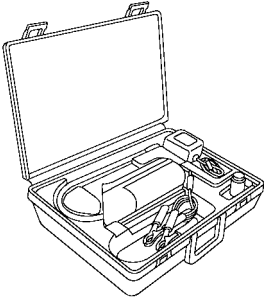
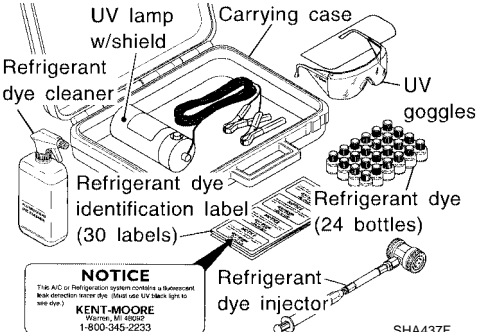
## HFC-134a (R-134a) Service Tools and Equipment

Never mix HFC-134a refrigerant and/or its specified lubricant with CFC-12 (R-12) refrigerant and/or its lubricant.

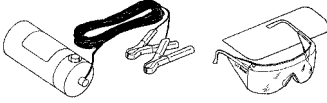

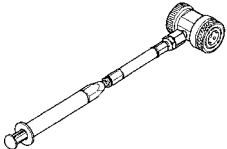

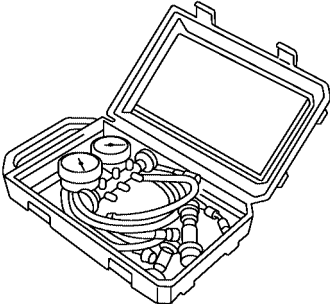
Separate and non-interchangeable service equipment must be used for handling each type of refrigerant/lubricant.

Refrigerant container fittings, service hose fittings and service equipment fittings (equipment which handles refrigerant and/or lubricant) are different between CFC-12 (R-12) and HFC-134a (R-134a). This is to avoid mixed use of the refrigerants/lubricant.

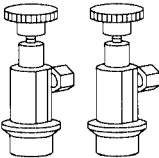
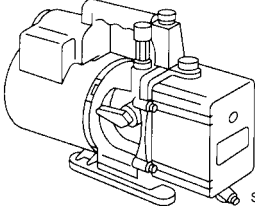
Adapters that convert one size fitting to another must never be used: refrigerant/lubricant contamination will occur and compressor failure will result.

Tool number (Kent-Moore No.) Tool name	Description
HFC-134a (R-134a) refrigerant   S-NT196	Container color: Light blue Container marking: HFC-134a (R-134a) Fitting size: Thread size ● large container 1/2 <sup>2</sup> -16 ACME
KLH00-PAGR0 ( — ) Genuine NISSAN A/C System Lubricant Type R   S-NT197	Type: Poly alkaline glycol oil (PAG), type R Application: HFC-134a (R-134a) vane rotary compressors (NISSAN only) Lubricity: 40 mℓ (1.4 US fl oz, 1.4 Imp fl oz)
(J-43600) Recovery/Recycling equipment (ACR2000)   WJIA0293E	Function: Refrigerant Recovery and Recycling and Recharging
(J-41995) Electrical leak detector   AHA281A	Power supply: ● DC 12V (Cigarette lighter)
(J-43926) Refrigerant dye leak detection kit Kit includes: (J-42220) UV lamp and UV safety glasses (J-41459) Refrigerant dye injector (J-41447) qty. 24 HFC-134a (R-134a) refrigerant dye (J-43872) Refrigerant dye cleaner   SHA437F	Power supply: DC 12V (Battery terminal)

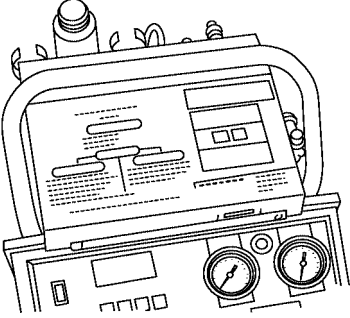

# PREPARATION

Tool number (Kent-Moore No.) Tool name	Description	A
(J-42220) Fluorescent dye leak detector	 <p>Power supply: DC 12V (Battery terminal)                      For checking refrigerant leak when fluorescent dye is installed in A/C system.                      Includes: UV lamp and UV safety glasses</p> <p style="text-align: center;">SHA438F</p>	B C
(J-41447) HFC-134a (R-134a) Fluorescent leak detection dye (Box of 24, 1/4 ounce bottles)	 <p>Refrigerant dye (24 bottles)</p> <p style="text-align: center;">SHA439F</p>	D E
(J-41459) HFC-134a (R-134a) Dye injector Use with J-41447, 1/4 ounce bottle	 <p style="text-align: center;">SHA440F</p>	F G H
(J-43872) Dye cleaner	 <p style="text-align: center;">SHA441F</p>	I <b>MTC</b>
(J-39183) Manifold gauge set (with hoses and couplers)	 <p style="text-align: center;">RJIA0196E</p>	K L M
Service hoses <ul style="list-style-type: none"> <li>● High side hose (J-39501-72)</li> <li>● Low side hose (J-39502-72)</li> <li>● Utility hose (J-39476-72)</li> </ul>	 <p style="text-align: center;">S-NT201</p>	Hose color: <ul style="list-style-type: none"> <li>● Low hose: Blue with black stripe</li> <li>● High hose: Red with black stripe</li> <li>● Utility hose: Yellow with black stripe or green with black stripe</li> </ul> Hose fitting to gauge: <ul style="list-style-type: none"> <li>● 1/2<sup>2</sup> -16 ACME</li> </ul>

# PREPARATION

Tool number (Kent-Moore No.) Tool name	Description
<b>Service couplers</b> <ul style="list-style-type: none"> <li>● High side coupler (J-39500-20)</li> <li>● Low side coupler (J-39500-24)</li> </ul>	 <p style="text-align: center; margin-top: 5px;">S-NT202</p> <p><b>Hose fitting to service hose:</b></p> <ul style="list-style-type: none"> <li>● M14 x 1.5 fitting is optional or permanently attached.</li> </ul>
(J-39649) Vacuum pump (Including the isolator valve)	 <p style="text-align: center; margin-top: 5px;">S-NT203</p> <p><b>Capacity:</b></p> <ul style="list-style-type: none"> <li>● Air displacement: 4 CFM</li> <li>● Micron rating: 20 microns</li> <li>● Oil capacity: 482 g (17 oz) Fitting size: Thread size</li> <li>● 1/2<sup>2</sup> -16 ACME</li> </ul>

## COMMERCIAL SERVICE TOOL

(Kent-Moore No.) Tool name	Description
(J-41810-NI) Refrigerant identifier equipment (R-134a)	 <p style="text-align: center; margin-top: 5px;">RJIA0197E</p> <p>For checking refrigerant purity and for system contamination</p>
(J-44614) Clutch disc holding tool	 <p>For holding clutch disc</p>

# REFRIGERATION SYSTEM

PFP:KA990

EJS001AI

## REFRIGERATION SYSTEM

### Refrigeration Cycle REFRIGERANT FLOW

The refrigerant flows in the standard pattern, that is, through the compressor, the condenser, the liquid tank, through the evaporator, and back to the compressor. The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

### FREEZE PROTECTION

The compressor cycles go on and off to maintain the evaporator temperature within a specified range. When the evaporator coil temperature falls below a specified point, the intake sensor interrupts the compressor operation. When the evaporator coil temperature rises above the specification, the thermo control amplifier allows compressor operation.

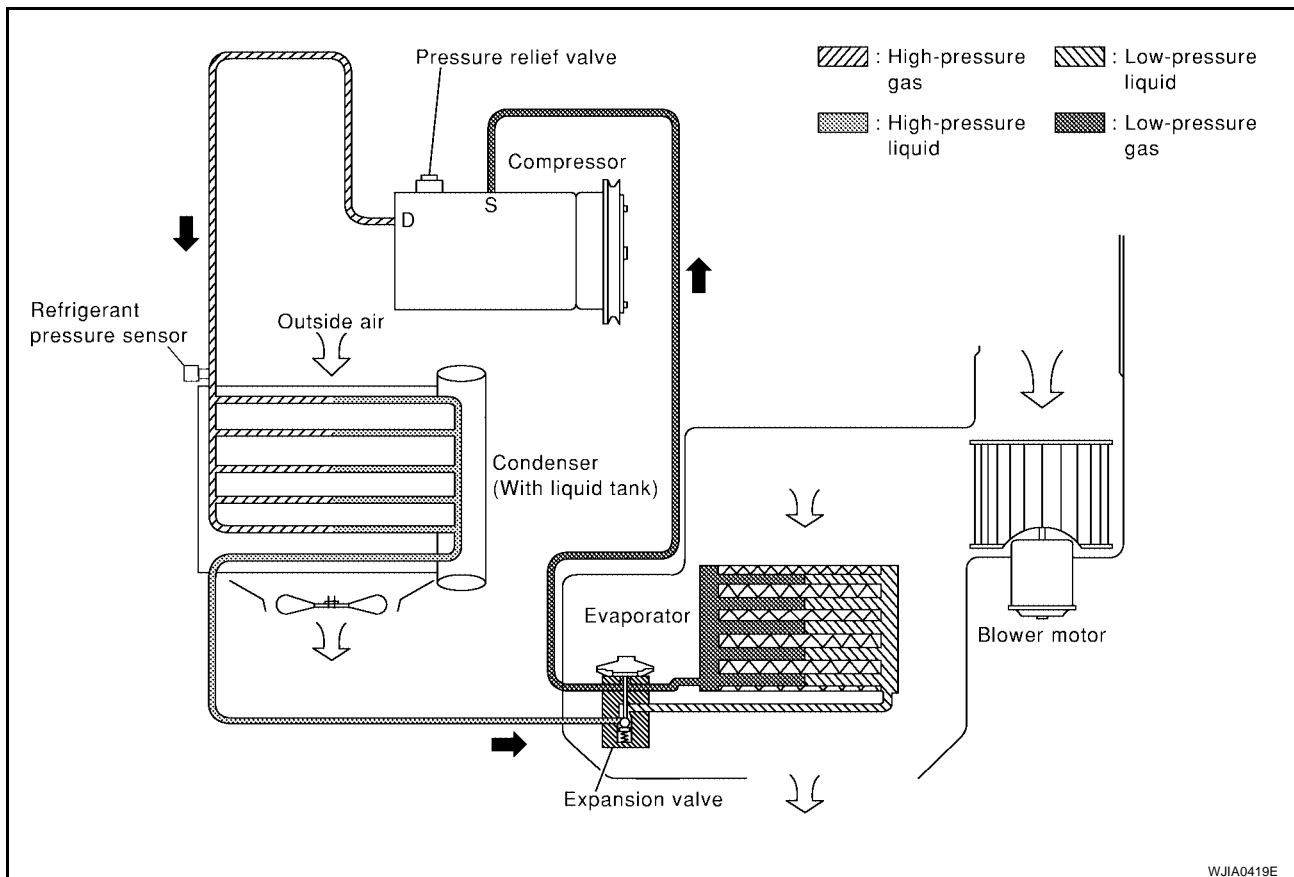
### REFRIGERANT SYSTEM PROTECTION

#### Refrigerant Pressure Sensor

The refrigerant system is protected against excessively high or low pressures by the refrigerant pressure sensor, located on the refrigerant lines where they attach to the condenser. If the system pressure rises above or falls below the specifications, the refrigerant pressure sensor detects the pressure inside the refrigerant line and sends the voltage signal to the ECM. The ECM turns the A/C relay OFF and stops the compressor when pressure on the high pressure side detected by refrigerant pressure sensor is over about 2,746 kPa (28 kg/cm<sup>2</sup>, 398 psi) or below about 177 kPa (1.8 kg/cm<sup>2</sup>, 26 psi).

#### Pressure Relief Valve

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 3,727 kPa (38 kg/cm<sup>2</sup>, 540 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.



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## LUBRICANT

### Maintenance of Lubricant Quantity in Compressor

EJS001AJ

The lubricant in the compressor circulates through the system with the refrigerant. Add lubricant to compressor when replacing any component or after a large refrigerant leakage has occurred. It is important to maintain the specified amount.

If lubricant quantity is not maintained properly, the following malfunctions may result:

- Lack of lubricant: May lead to a seized compressor
- Excessive lubricant: Inadequate cooling (thermal exchange interference)

## LUBRICANT

**Name: Genuine Nissan A/C System Lubricant Type R or equivalent**

**Part number: KLH00-PAGR0**

### CHECKING AND ADJUSTING

Adjust the lubricant quantity according to the test group shown below.

## 1. LUBRICANT RETURN OPERATION

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Can lubricant return operation be performed?

- A/C system works properly.
- There is no evidence of a large amount of lubricant leakage.

Yes or No

- Yes >> GO TO 2.  
No >> GO TO 3.

## 2. PERFORM LUBRICANT RETURN OPERATION

---

1. Start engine, and set the following conditions:
  - **Test condition**
  - Engine speed: Idling to 1,200 rpm**
  - A/C switch: ON**
  - Blower speed: Max. position**
2. Perform lubricant return operation for about 10 minutes.
3. Stop engine.

**CAUTION:**

**If excessive lubricant leakage is noted, do not perform the lubricant return operation.**

>> GO TO 3.

## 3. CHECK COMPRESSOR

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Should the compressor be replaced?

Yes or No

- Yes >> GO TO [MTC-68. "Removal and Installation"](#) .  
No >> GO TO 4.

## 4. CHECK ANY PART

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Is there any part to be replaced? (Evaporator, condenser, liquid tank or in case there is evidence of a large amount of lubricant leakage.)

Yes or No

- Yes >> GO TO [MTC-17. "Lubricant Adjusting Procedure for Components Replacement Except Compressor"](#) .  
No >> Carry out the A/C performance test.



# LUBRICANT

## Lubricant Adjusting Procedure for Components Replacement Except Compressor

After replacing any of the following major components, add the correct amount of lubricant to the system.

### Amount of lubricant to be added

Part replaced	Lubricant to be added to system	Remarks
	Amount of lubricant ml (US fl oz, Imp fl oz)	
Evaporator	75 (2.5, 2.6)	—
Condenser	75 (2.5, 2.6)	—
Liquid tank	5 (0.2, 0.2)	Add if compressor is not replaced.
In case of refrigerant leak	30 (1.0, 1.1)	Large leak
	—	Small leak *1

- \*1: If refrigerant leak is small, no addition of lubricant is needed.

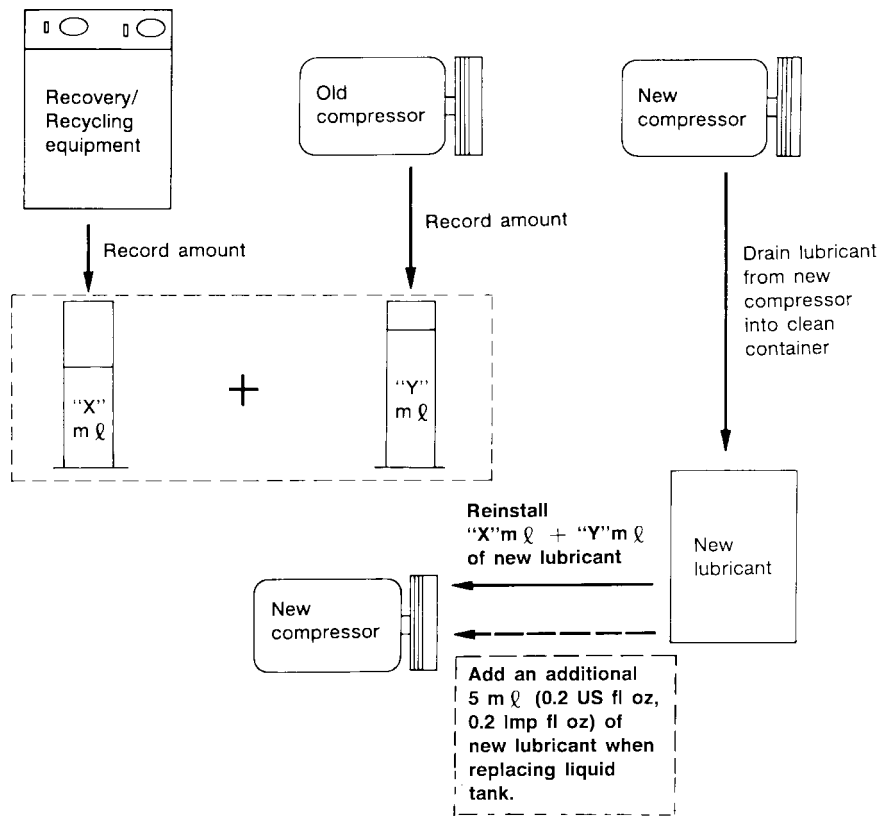
## Lubricant Adjustment Procedure for Compressor Replacement

1. Before connecting recovery/recycling equipment to vehicle, check recovery/recycling equipment gauges. No refrigerant pressure should be displayed. If OK, recover refrigerant from equipment lines.
2. Confirm refrigerant purity in supply tank using recovery/recycling equipment and refrigerant identifier. If NG, refer to [MTC-3, "Contaminated Refrigerant"](#).
3. Connect ZCR4 to vehicle. Confirm refrigerant purity in vehicle A/C system using recovery/recycling equipment and refrigerant identifier. If NG, refer to [MTC-3, "Contaminated Refrigerant"](#).
4. Discharge refrigerant into the refrigerant recovery/recycling equipment. Measure lubricant discharged into the recovery/recycling equipment.
5. Drain the lubricant from the "old" (removed) compressor into a graduated container and recover the amount of lubricant drained.
6. Drain the lubricant from the "new" compressor into a separate, clean container.
7. Measure an amount of new lubricant installed equal to amount drained from "old" compressor. Add this lubricant to "new" compressor through the suction port opening.
8. Measure an amount of new lubricant equal to the amount recovered during discharging. Add this lubricant to "new" compressor through the suction port opening.
9. If the liquid tank also needs to be replaced, add an additional 5 ml (0.2 US fl oz, 0.2 Imp fl oz) of lubricant at this time.

**Do not add this 5 ml (0.2 US fl oz, 0.2 Imp fl oz) of lubricant if only replacing the compressor.**

# LUBRICANT

## Lubricant adjusting procedure for compressor replacement



RHA065DD

# TROUBLE DIAGNOSIS

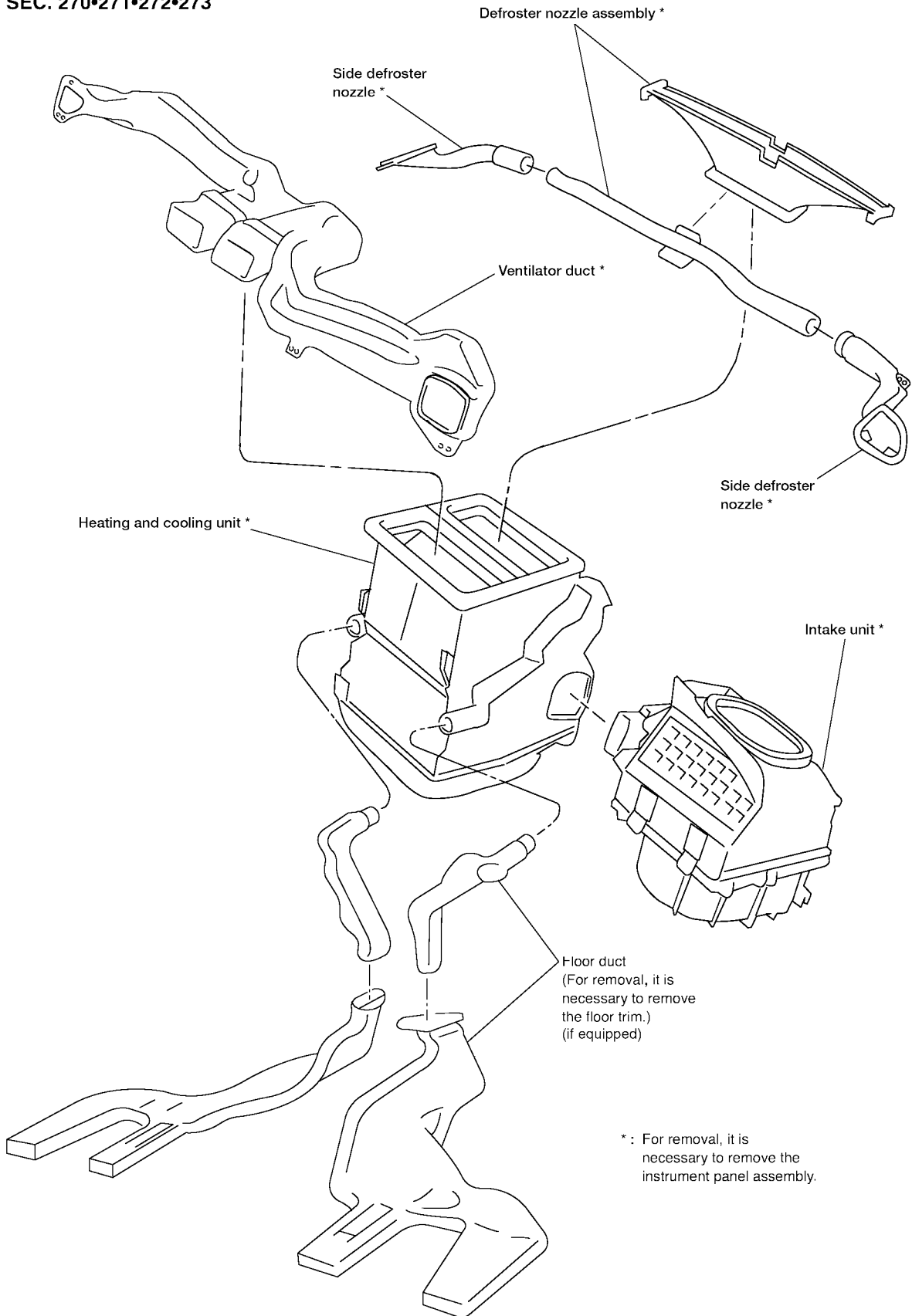
## TROUBLE DIAGNOSIS

PFP:00004

### Component Layout

EJS001AK

SEC. 270•271•272•273

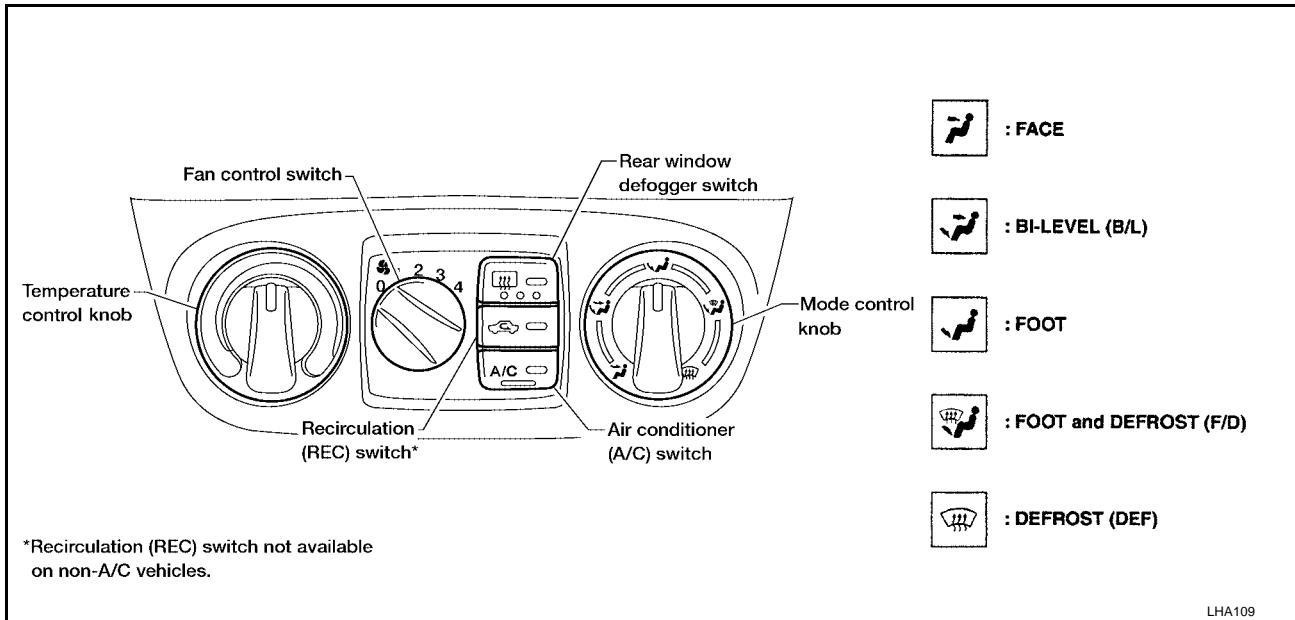


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# TROUBLE DIAGNOSIS

## Control Operation

EJS001AL



### FAN CONTROL SWITCH

This switch turns the fan ON and OFF, and controls fan speed.

### REAR WINDOW DEFOGGER SWITCH

This switch turns the rear window defogger ON and OFF.

### MODE CONTROL KNOB

This control knob controls the outlet air flow.

When DEF or F/D mode is selected, the push control unit sets the intake door to FRESH.

The compressor turns on when DEF mode is selected and remains on until the key is turned off.

### TEMPERATURE CONTROL KNOB

This knob adjusts the temperature of the discharge air.

### RECIRCULATION (REC) SWITCH

OFF position: Outside air is drawn into the passenger compartment.

ON position: Interior air is recirculated inside the vehicle.

The indicator lamp will also light.

Recirculation is canceled when DEF or F/D mode is selected, and resumes when another mode is chosen.

### AIR CONDITIONER (A/C) SWITCH

The air conditioner switch controls the A/C system. When the switch is depressed with the fan ON, the compressor will turn ON. The indicator lamp will also light.

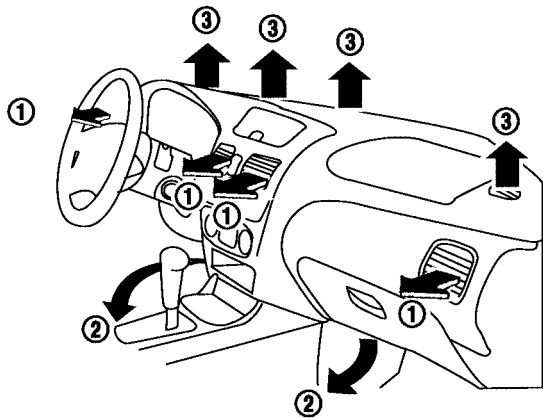
**The air conditioner cooling function operates only when the engine is running.**

# TROUBLE DIAGNOSIS

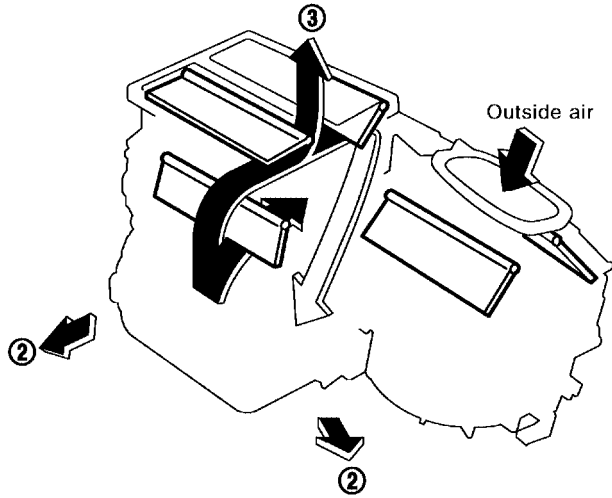
## Discharge Air Flow

EJS001AM

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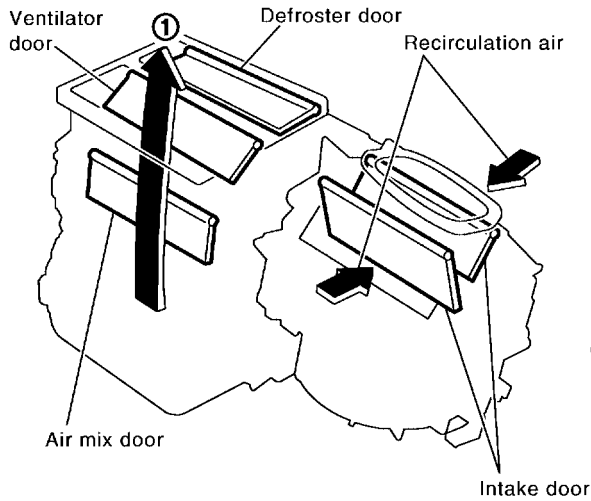


Foot

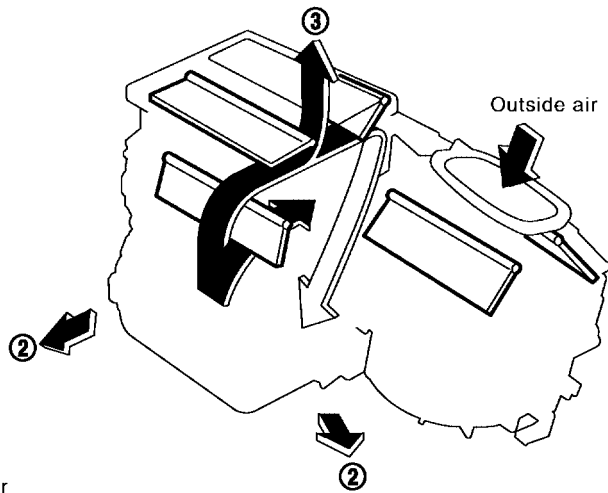


Ventilation

(Recirculation  position)

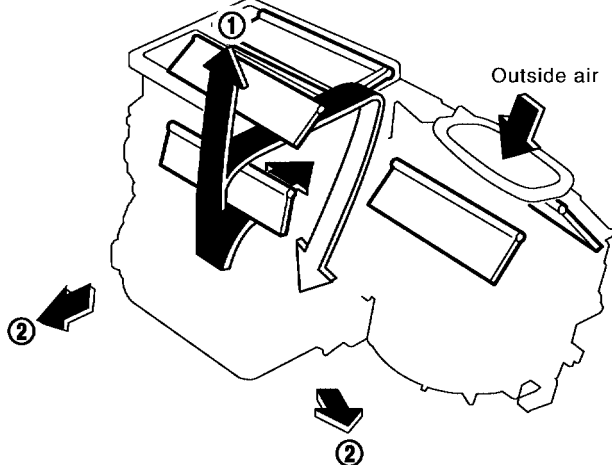


F/D

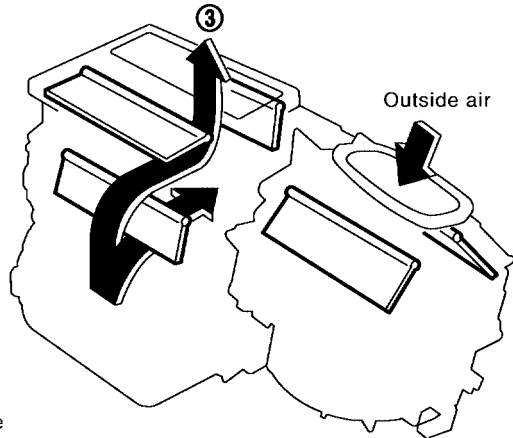


Bi-level

(Fresh  position)



Defroster



- ①: To face
- ②: To foot
- ③: To defroster













For air flow %, refer to "Operational Check", "TROUBLE DIAGNOSES".

LHA127

# TROUBLE DIAGNOSIS

## System Description SWITCHES AND THEIR CONTROL FUNCTIONS

EJS001AN

Knob/Switch	Knob/Switch position							Air outlet	Intake air	Compressor
	A/C									
A/C	○							—	—	ON*1
Mode			○					FACE	—	—
				○				B/L	—	—
					○			FOOT	—	—
						○		F/D	FRE	—
							○	DEF	FRE	ON*1
							○	—	REC*2	—

\*1: Compressor operation is controlled by the ECM (when the compressor is activated in DEF mode, it remains on until the key is turned off).

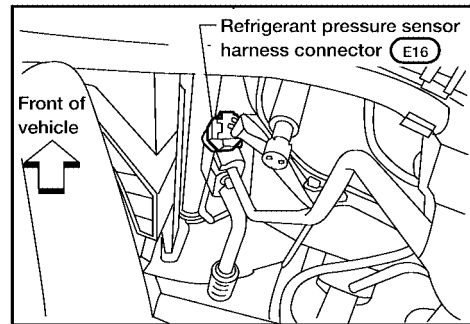
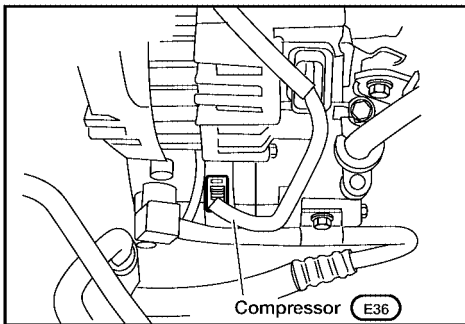
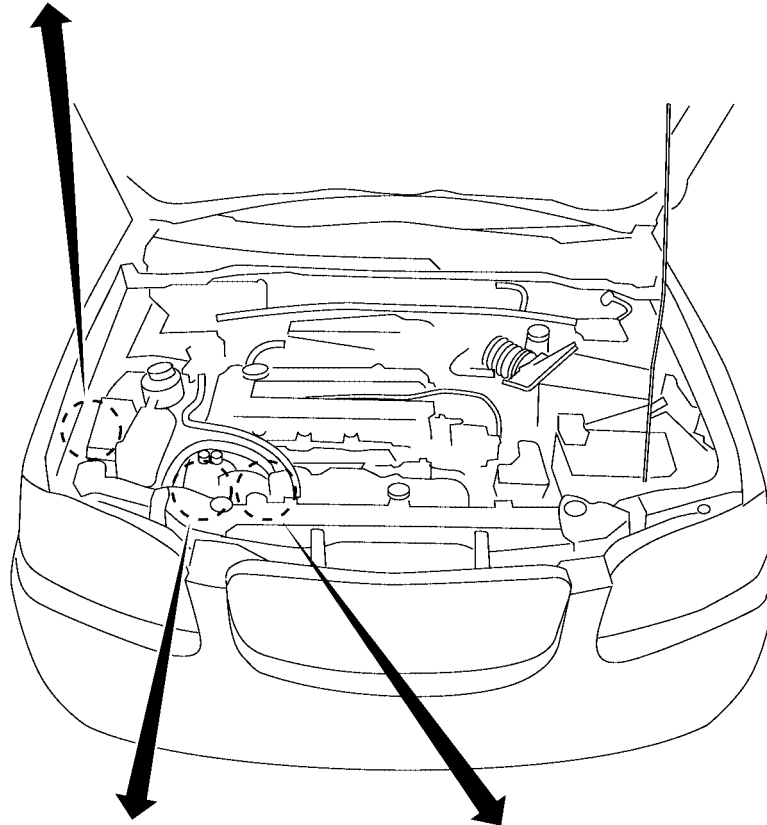
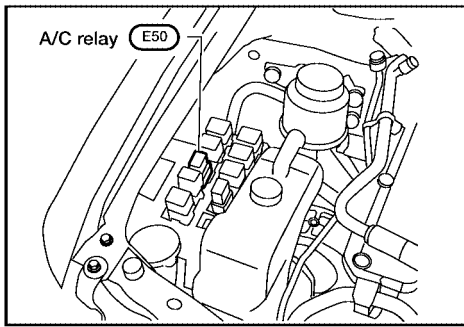
\*2: In DEF and F/D modes, REC switch is canceled.

# TROUBLE DIAGNOSIS

## Component Location ENGINE COMPARTMENT

EJS001AO

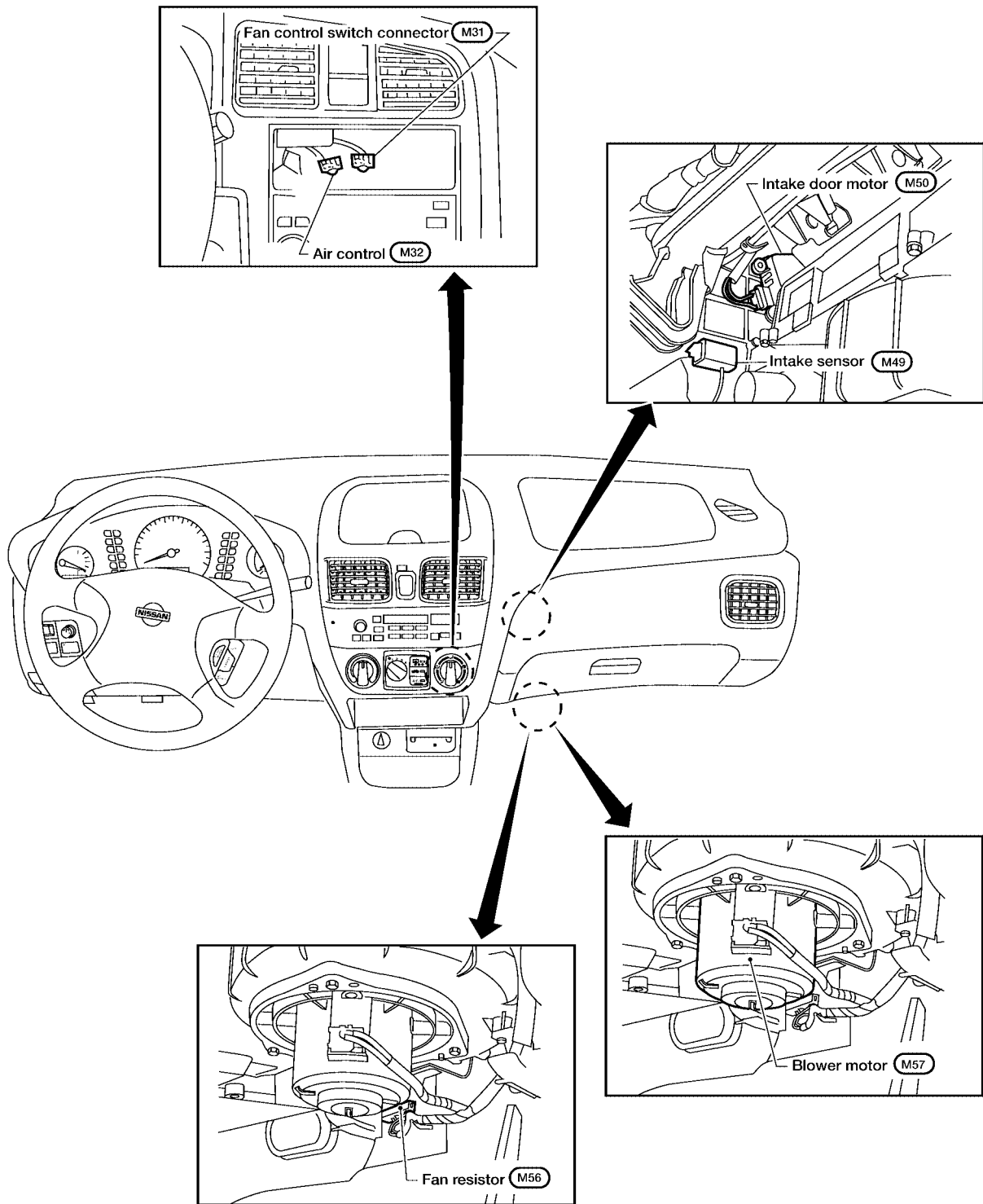
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WJIA0248E

# TROUBLE DIAGNOSIS

## PASSENGER COMPARTMENT



WJIA0249E

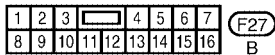
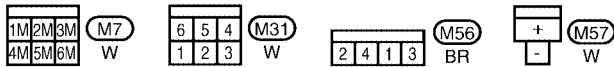
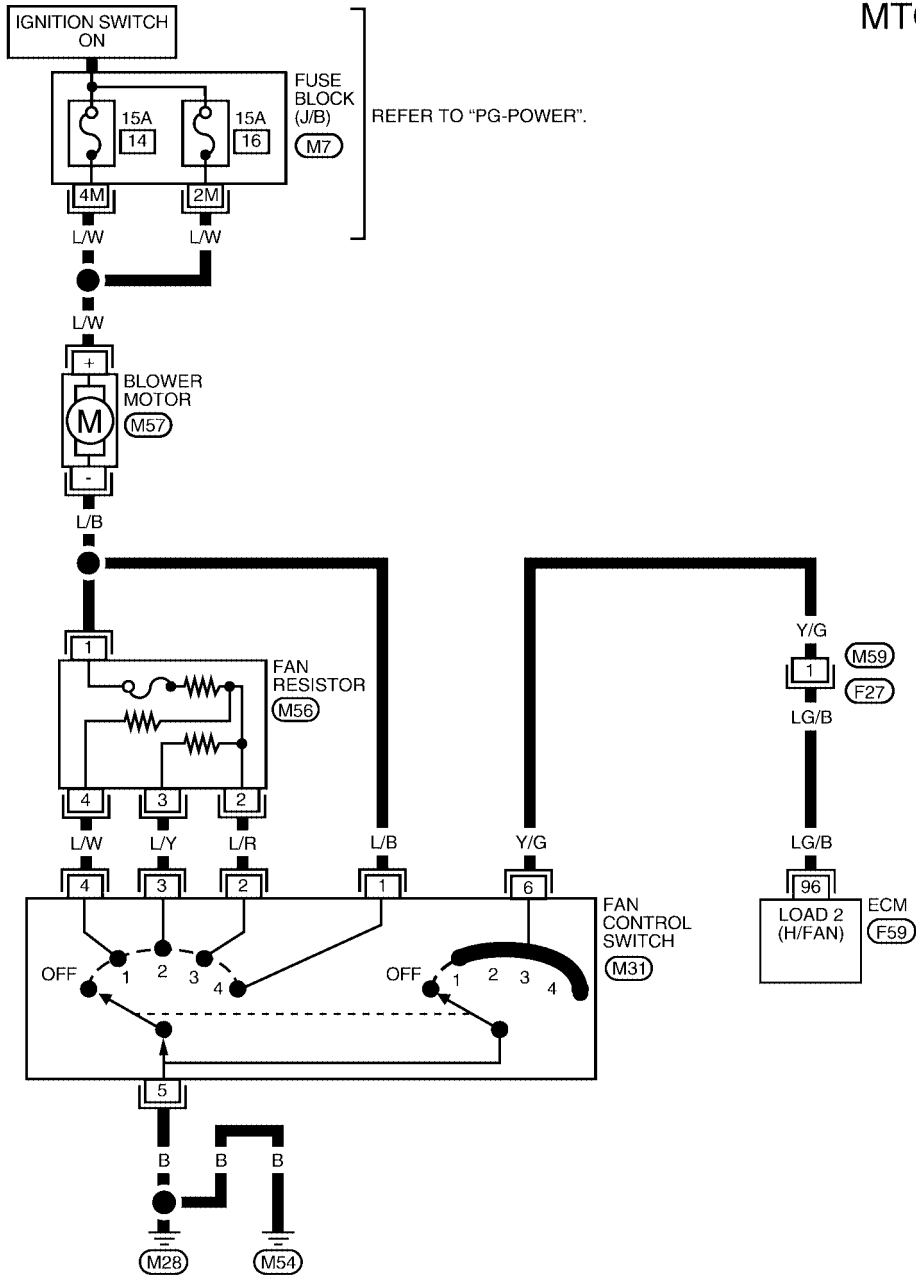


# TROUBLE DIAGNOSIS

## Wiring Diagram — Heater — QG18DE MODELS

EJS001AP

### MTC-HEATER-01



REFER TO THE FOLLOWING.  
(F59) - ELECTRICAL UNITS

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## TROUBLE DIAGNOSIS

### ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

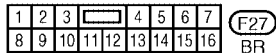
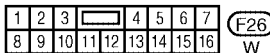
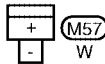
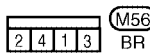
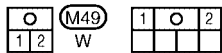
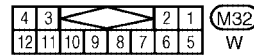
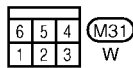
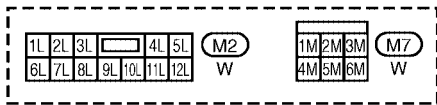
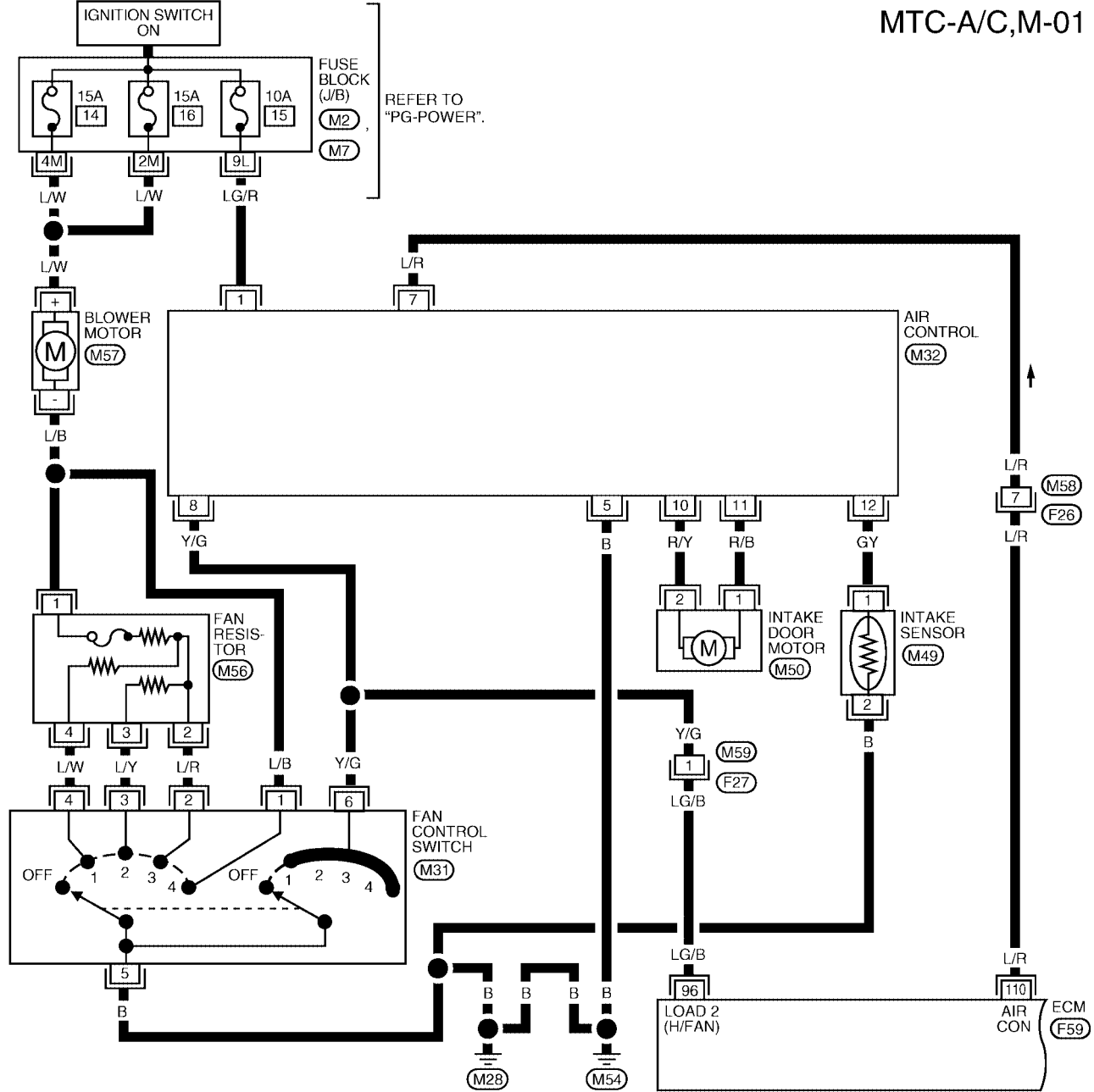
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
96	LG/B	FAN CONTROL SWITCH	FAN CONTROL SWITCH "ON" (ENGINE RUNNING)	APPROX. 0V
			FAN CONTROL SWITCH "OFF" (ENGINE RUNNING)	APPROX. 5V

# TROUBLE DIAGNOSIS

## Wiring Diagram — A/C, M — QG18DE MODELS

EJS001AQ

MTC-A/C,M-01



REFER TO THE FOLLOWING.  
F59 - ELECTRICAL UNITS

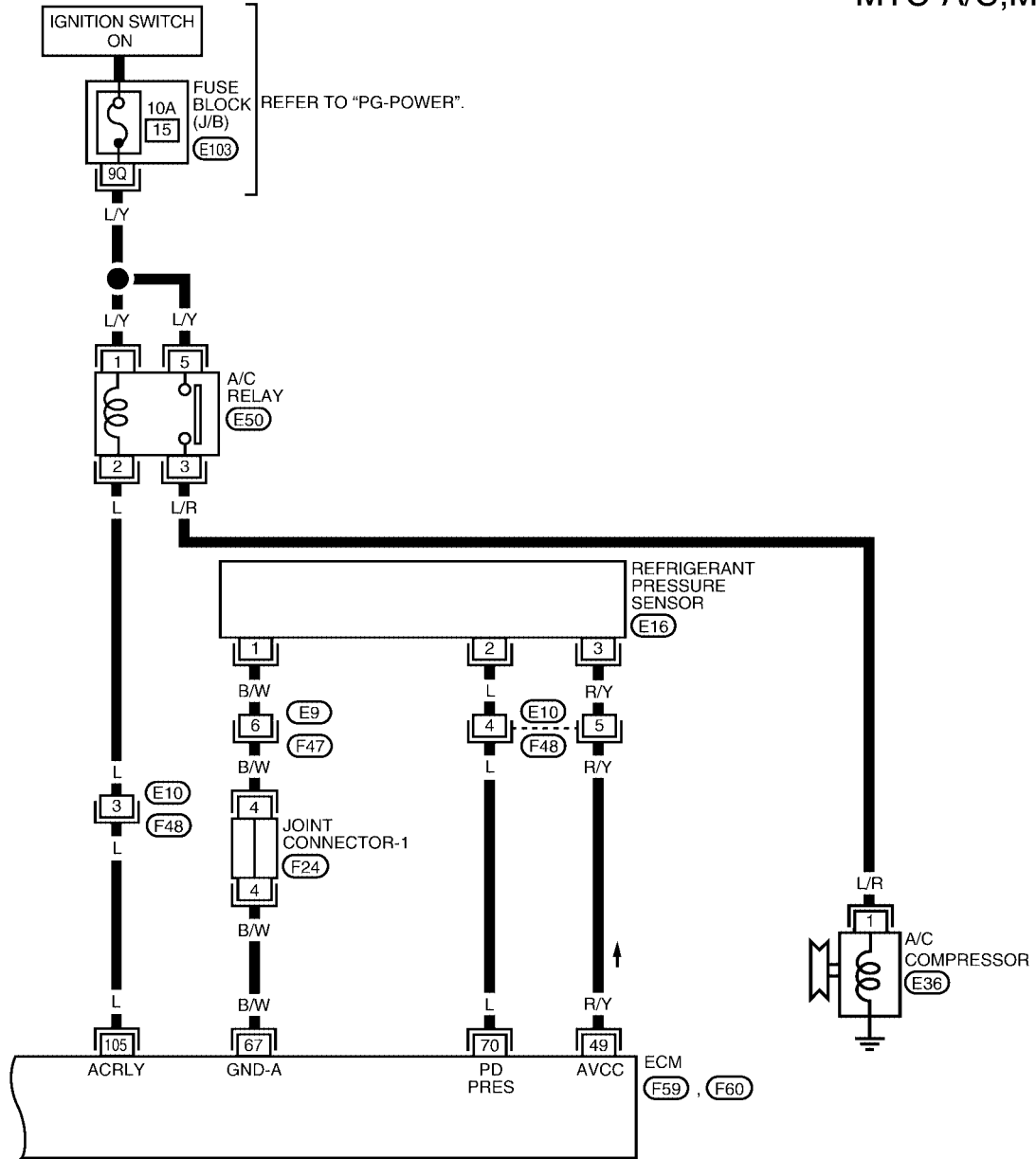
## TROUBLE DIAGNOSIS

### ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

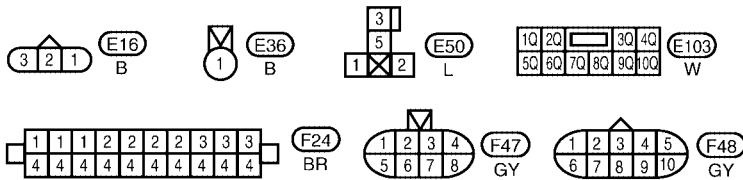
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
96	LG/B	FAN CONTROL SWITCH	FAN CONTROL SWITCH "ON" (ENGINE RUNNING)	APPROX. 0V
			FAN CONTROL SWITCH "OFF" (ENGINE RUNNING)	APPROX. 5V
110	L/R	AIR CONDITIONER SWITCH SIGNAL	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING)	APPROX. 0V
			A/C SWITCH "OFF" (ENGINE RUNNING)	BATTERY VOLTAGE

# TROUBLE DIAGNOSIS

MTC-A/C,M-02



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REFER TO THE FOLLOWING.  
(F59), (F60) - ELECTRICAL UNITS

WJWA0034E

## TROUBLE DIAGNOSIS

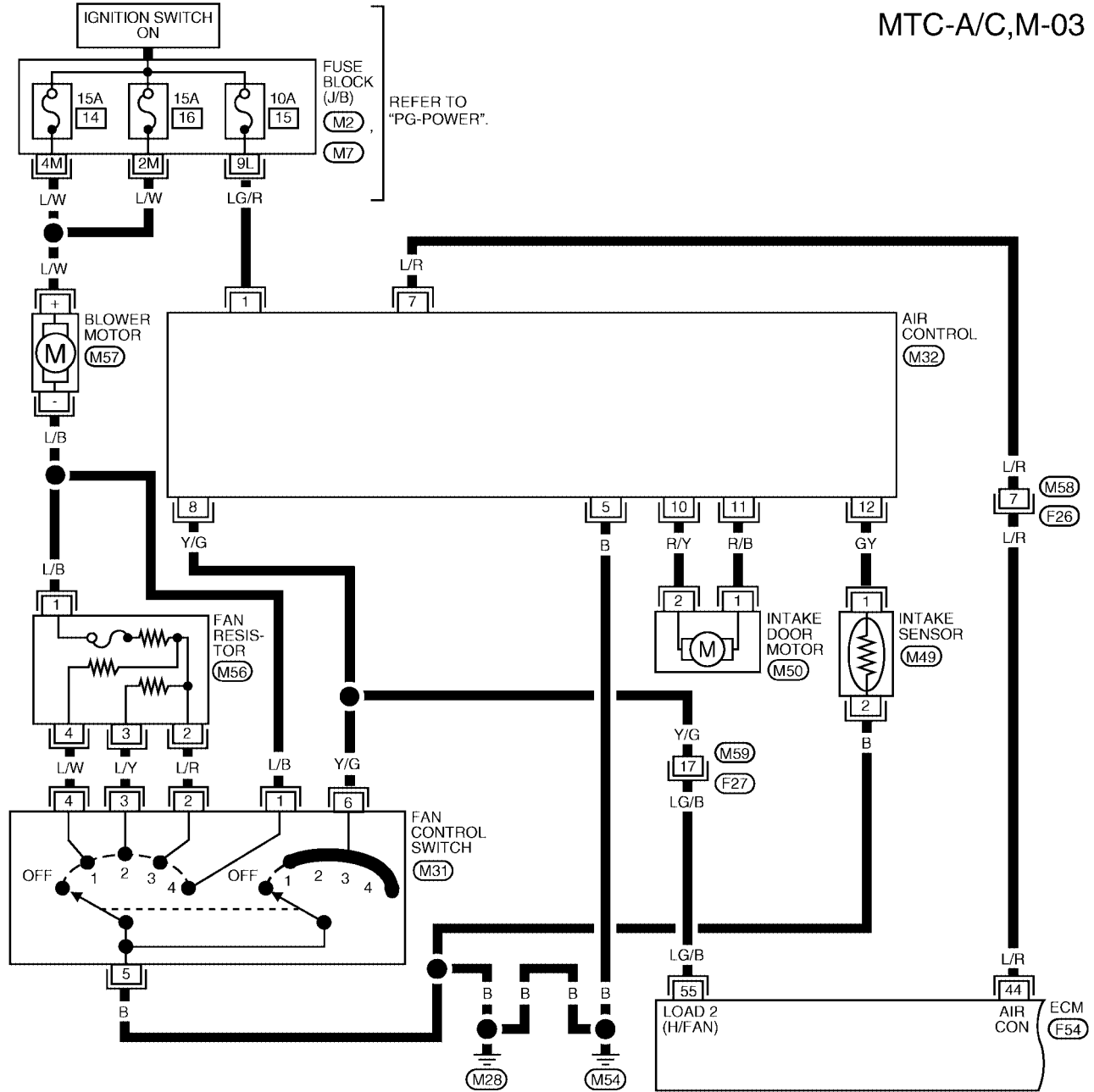
### ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
49	R/Y	SENSOR POWER SUPPLY	IGNITION SWITCH "ON"	APPROX. 5.0V
67	B/W	ECM GROUND	IDLE SPEED (ENGINE RUNNING)	1V OR LESS
70	L	REFRIGERANT PRESSURE SENSOR	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING, WARM-UP CONDITION, COMPRESSOR OPERATING)	0.36 - 3.88V
105	L	AIR CONDITIONER RELAY	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING) (COMPRESSOR OPERATING)	0 - 1.0V
			A/C SWITCH "OFF" (ENGINE RUNNING)	BATTERY VOLTAGE

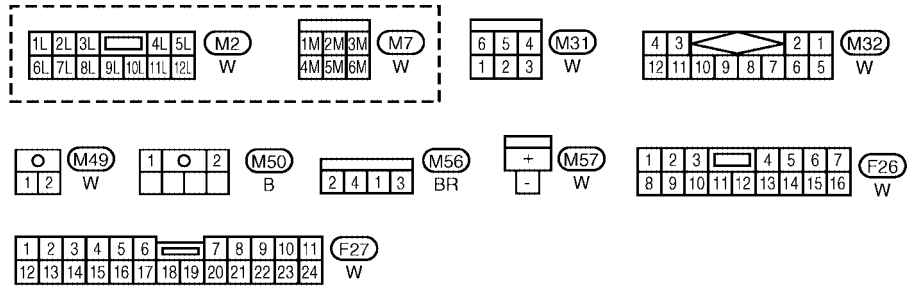
# TROUBLE DIAGNOSIS

## QR25DE MODELS

## MTC-A/C,M-03



A  
B  
C  
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K  
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REFER TO THE FOLLOWING.  
F54 - ELECTRICAL UNITS

## TROUBLE DIAGNOSIS

### ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND

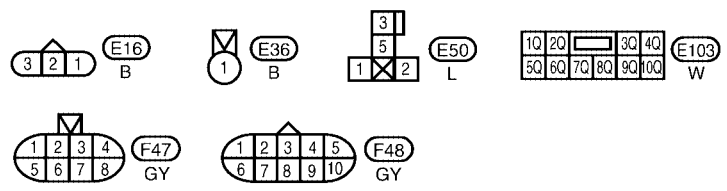
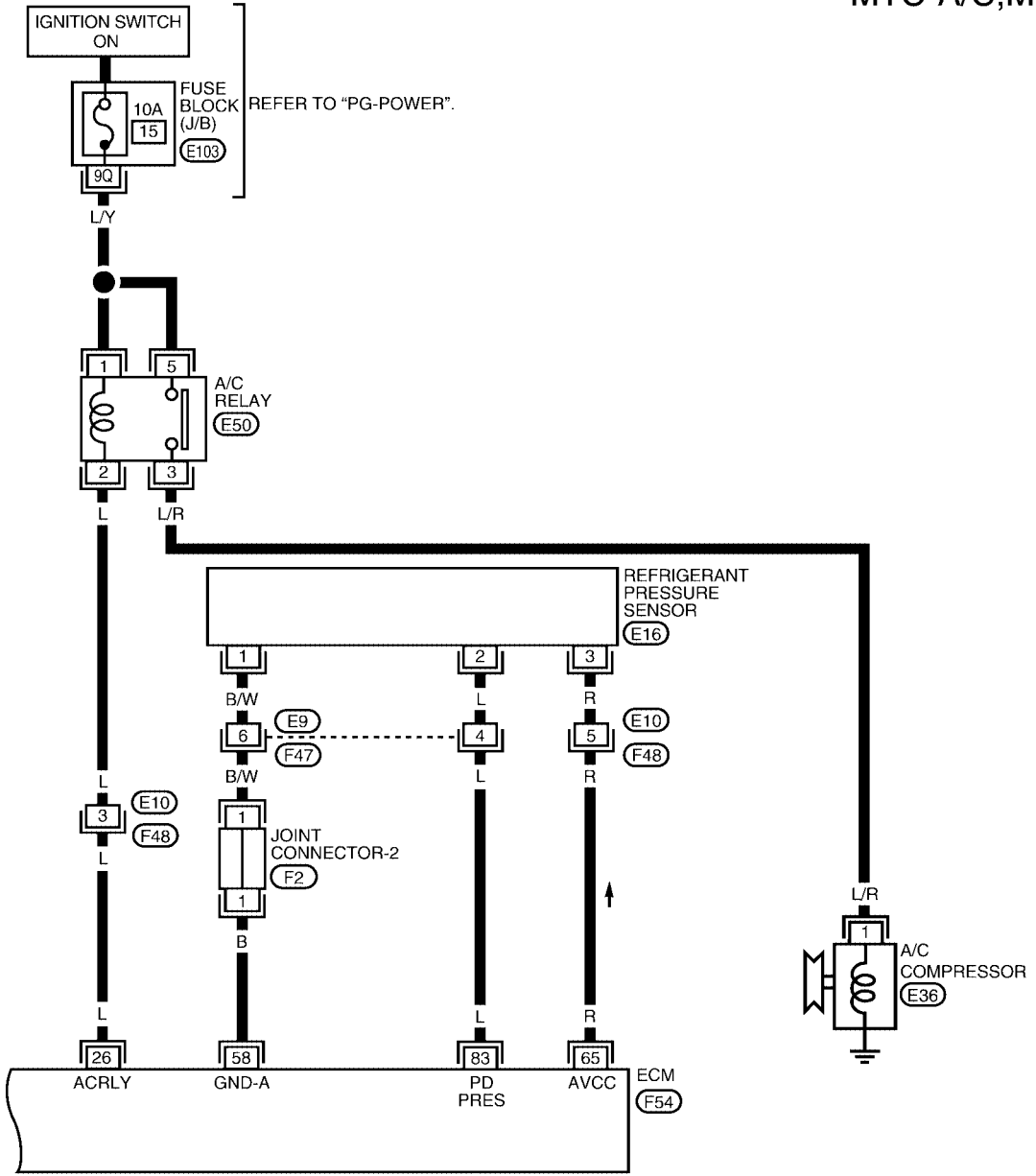
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
44	L/R	AIR CONDITIONER SWITCH SIGNAL	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING)	APPROX. 0V
			A/C SWITCH "OFF" (ENGINE RUNNING)	BATTERY VOLTAGE
55	LG/B	FAN CONTROL SWITCH	FAN CONTROL SWITCH "ON" (ENGINE RUNNING)	APPROX. 0V
			FAN CONTROL SWITCH "OFF" (ENGINE RUNNING)	APPROX. 5V



# TROUBLE DIAGNOSIS

MTC-A/C,M-04

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REFER TO THE FOLLOWING.  
**(F54)** - ELECTRICAL UNITS

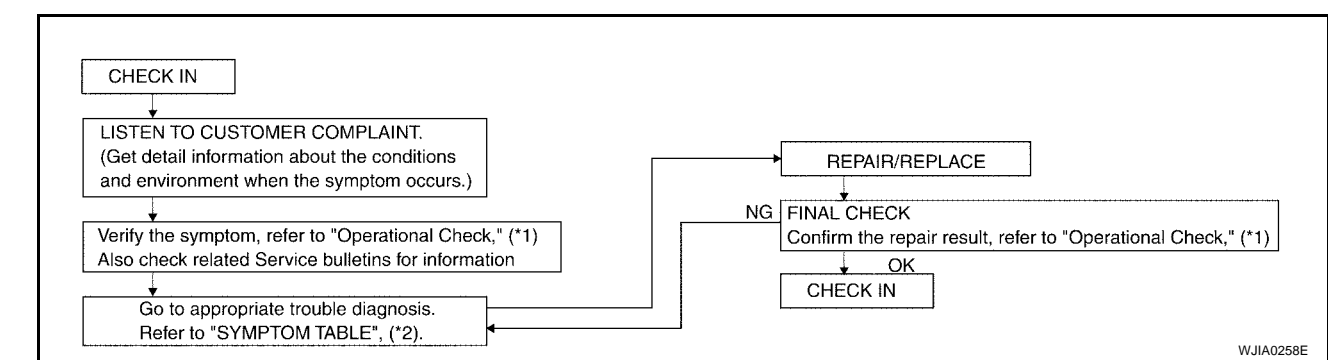
# TROUBLE DIAGNOSIS

**ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND**

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
26	L	AIR CONDITIONER RELAY	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING) (COMPRESSOR OPERATING)	0 - 1.0V
			A/C SWITCH "OFF" (ENGINE RUNNING)	BATTERY VOLTAGE
58	B	ECM GROUND	IDLE SPEED (ENGINE RUNNING)	1V OR LESS
65	R	SENSOR POWER SUPPLY	IGNITION SWITCH "ON"	APPROX. 5.0V
83	L	REFRIGERANT PRESSURE SENSOR	BOTH A/C SWITCH AND BLOWER SWITCH "ON" (ENGINE RUNNING, WARM-UP CONDITION, COMPRESSOR OPERATING)	0.36 - 3.88V

## How to Perform Trouble Diagnoses for Quick and Accurate Repair

EJS001AR



WJIA0258E

\*1: [MTC-35](#)

\*2: [MTC-34](#)

## SYMPTOM TABLE

Symptom	Reference page
● Intake door does not change in VENT, B/L or FOOT mode.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR INTAKE DOOR". <a href="#">MTC-38</a>
● Air outlet does not change.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR MODE DOOR". <a href="#">MTC-42</a>
● Air mix door does not change.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR AIR MIX DOOR". <a href="#">MTC-44</a>
● Blower motor does not rotate at all.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR BLOWER MOTOR". <a href="#">MTC-46</a>
● Magnet clutch does not engage when A/C switch and fan switch are ON.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR MAGNET CLUTCH". <a href="#">MTC-51</a>
● Insufficient cooling.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR INSUFFICIENT COOLING". <a href="#">MTC-57</a>
● Insufficient heating.	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR INSUFFICIENT HEATING". <a href="#">MTC-64</a>
● Noise	● Go to "TROUBLE DIAGNOSIS PROCEDURE FOR NOISE". <a href="#">MTC-65</a>

# TROUBLE DIAGNOSIS

EJS001AS

## Operational Check

The purpose of the operational check is to confirm that the system operates properly.

### CONDITIONS:

- Engine running and at normal operating temperature.

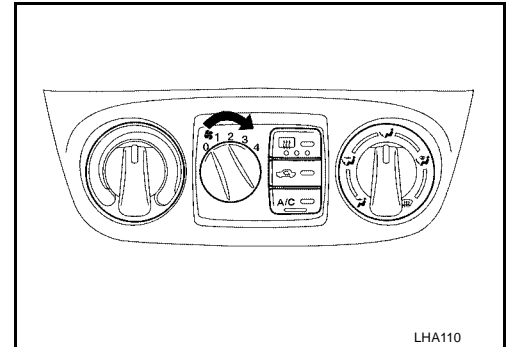
### PROCEDURE:

#### 1. Check Blower

1. Turn fan control switch to 1-speed.  
Blower should operate on 1-speed.
2. Then turn fan control switch to 2-speed, and continue checking blower speed until all speeds are checked.
3. Leave fan control switch on 4-speed.

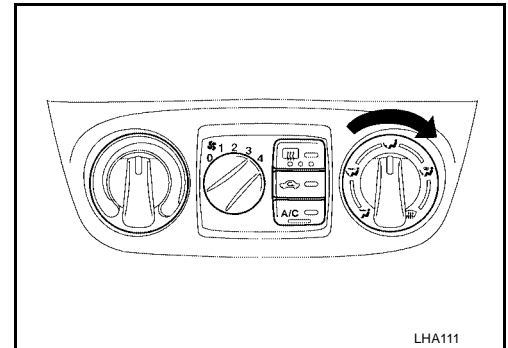
If NG, go to [MTC-46, "Trouble Diagnosis Procedure for Blower Motor"](#).

If OK, continue with next check.



#### 2. Check Discharge Air

1. Turn knob to each mode.




2. Confirm that discharge air comes out according to the air distribution table.

Refer to [MTC-21, "Discharge Air Flow"](#).

If NG, go to [MTC-42, "TROUBLE DIAGNOSIS PROCEDURE FOR MODE DOOR"](#).

If OK, continue with next check.






### NOTE:

Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when the DEF  mode is selected.

Confirm that the intake door position is at FRESH when the F/D  mode is selected.

Intake door position is checked in the next step.

Discharge air flow

Mode control knob	Air outlet/distribution		
	Face	Foot	Defroster
	100%	–	–
	60%	40%	–
	–	80%	20%
	–	60%	40%
	–	–	100%


RHA654F

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# TROUBLE DIAGNOSIS

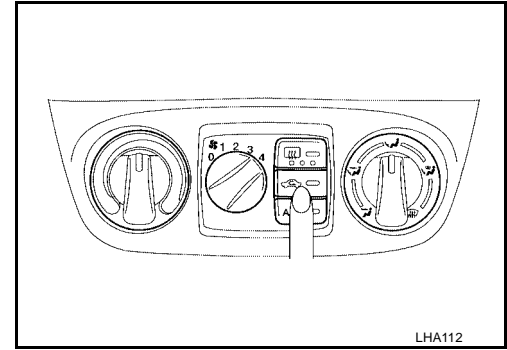
## 3. Check Recirculation

1. Press REC  switch.  
Recirculation indicator should illuminate.
2. Listen for intake door position change (you should hear blower sound change slightly).

If NG, go to [MTC-38, "Trouble Diagnosis Procedure for Intake Door"](#) .  
If OK, continue with next check.

### NOTE:

- Recirculation does not operate in DEF  and F/D  modes.

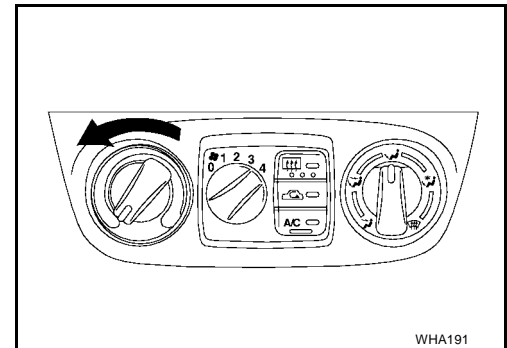


## 4. Check Temperature Decrease

1. Turn temperature control knob to full cold.
2. Check for cold air at discharge air outlets.

If NG, go to [MTC-57, "Trouble Diagnosis Procedure for Insufficient Cooling"](#) .

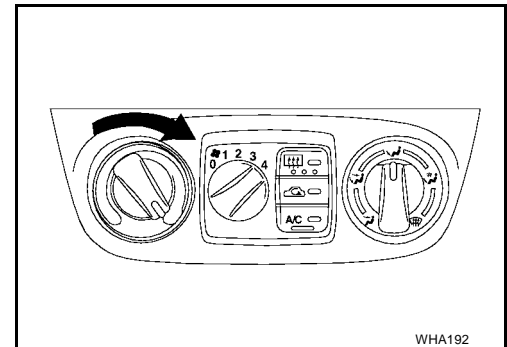
If OK, continue with next check.



## 5. Check Temperature Increase

1. Turn temperature control knob to full hot.
2. Check for hot air at discharge air outlets.

If NG, go to [MTC-64, "Trouble Diagnosis Procedure for Insufficient Heating"](#) .

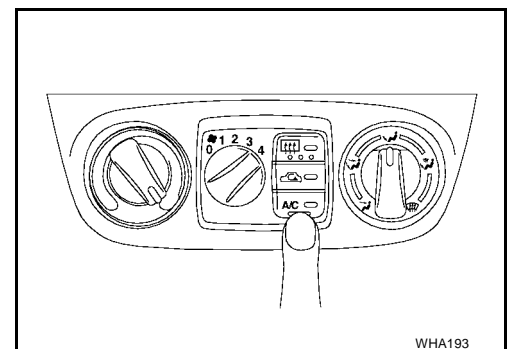


## 6. Check Air Conditioner Switch

Turn the fan control switch to the desired (1- to 4-speed) position and push the A/C switch to turn ON the air conditioner.

The indicator lamp should come on when air conditioner is ON.

If NG, go to [MTC-51, "Trouble Diagnosis Procedure for Magnet Clutch"](#) .



# TROUBLE DIAGNOSIS

## Main Power Supply and Ground Circuit Check POWER SUPPLY CIRCUIT CHECK

EJS001AT

Check power supply circuit for air conditioner system.  
Refer to [PG-4, "Wiring Diagram — POWER —"](#) .

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# INTAKE DOOR

PF2:27245

EJS001AU

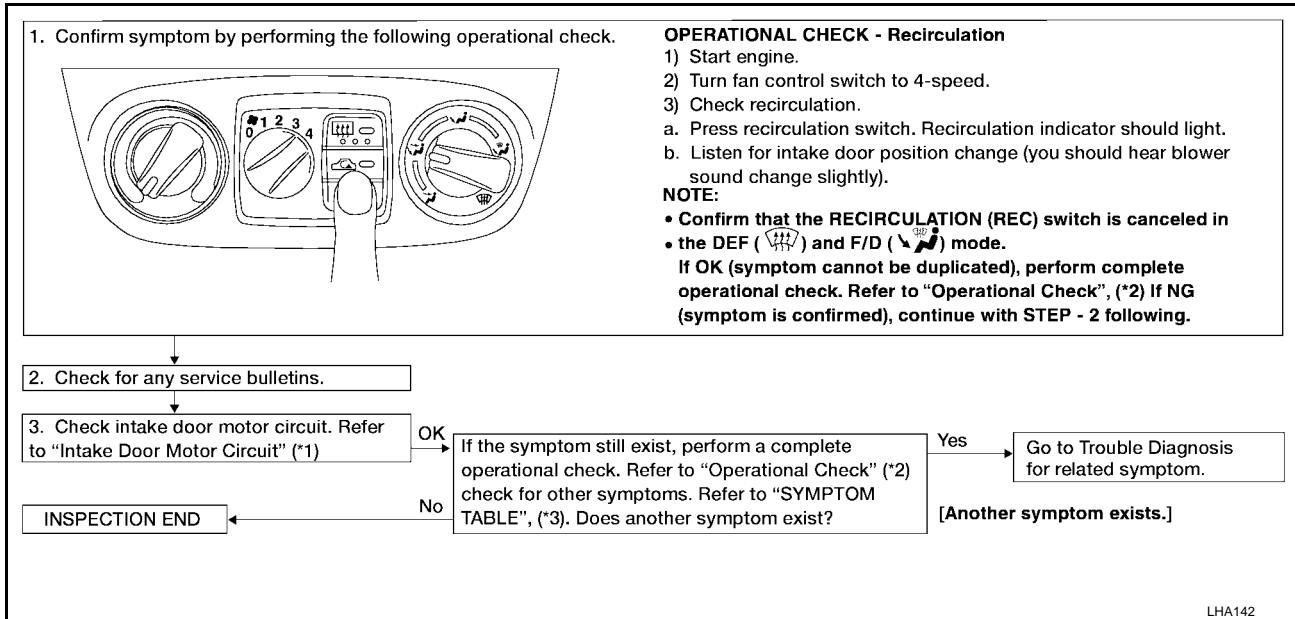
## INTAKE DOOR

### Trouble Diagnosis Procedure for Intake Door

SYMPTOM:

- Intake door does not change.

#### INSPECTION FLOW



\*1 [MTC-39](#)

\*2 [MTC-35](#)

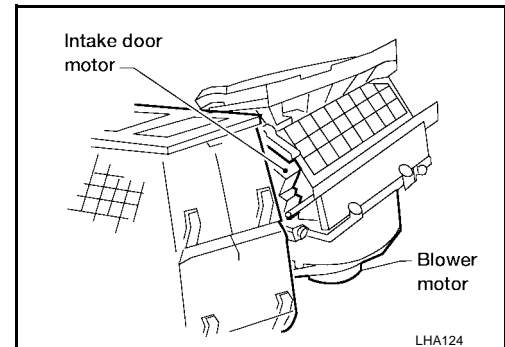
\*3 [MTC-34](#)

## Component Description INTAKE DOOR MOTOR

EJS001AV

The intake door motor is installed on the intake unit. Using a link, it opens and closes the intake door.

When REC switch is ON, the ground line of the motor is switched from terminal 2 to 1. This starts the motor because the position switch contacts built into it make current flow. When REC switch is OFF, the ground line is switched from terminal 1 to 2. The contacts turn along with the motor. When they reach the non-current flow position, the motor will stop.



# INTAKE DOOR

## Intake Door Motor Circuit

EJS001AW

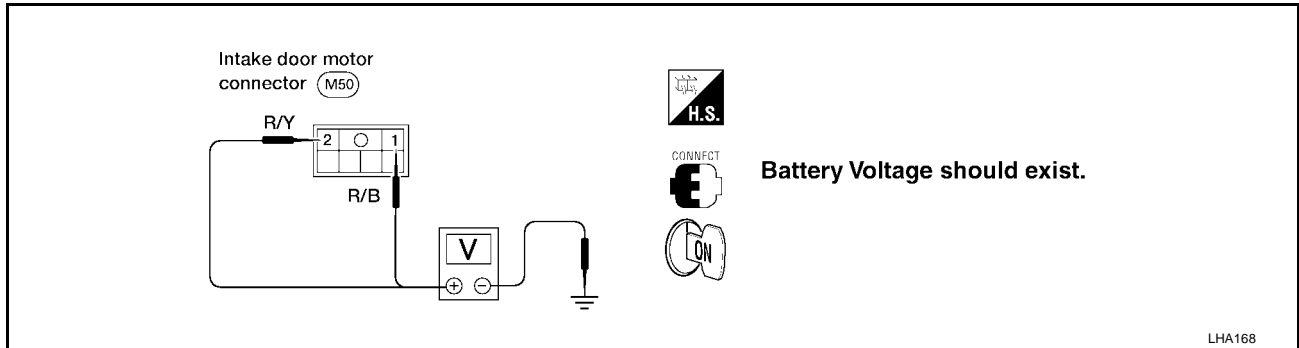
SYMPTOM:

- Intake door does not change.

### 1. CHECK POWER SUPPLY FOR INTAKE DOOR MOTOR

Disconnect intake door motor harness connector.

Do approx. 12 volts exist between intake door motor harness terminal Nos. 1, 2 and body ground?



Yes or No

Yes >> GO TO 3.

No >> GO TO 2.

A

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D

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MTC

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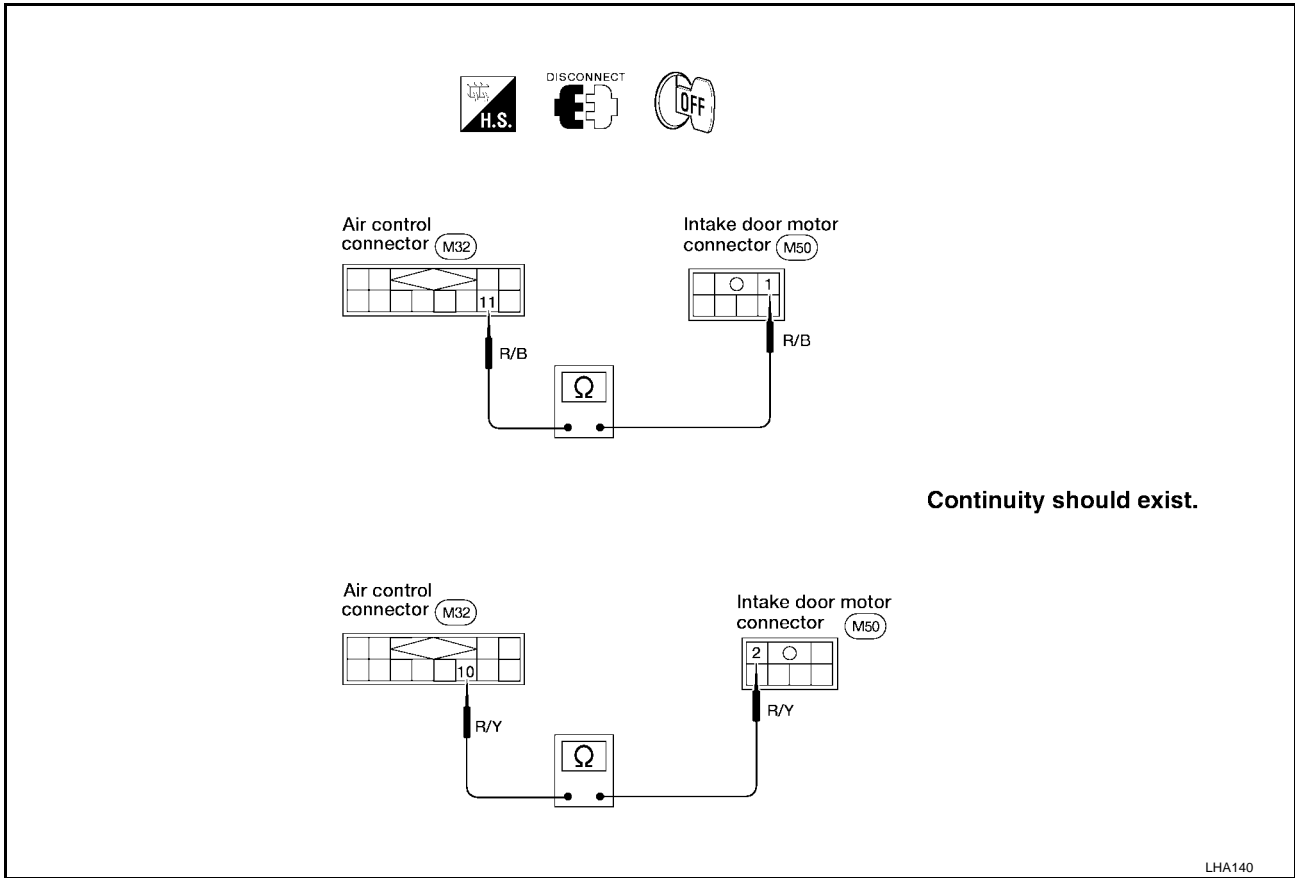
L

M

# INTAKE DOOR

## 2. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE DOOR MOTOR AND AIR CONTROL UNIT

Check circuit continuity between A/C control unit harness terminal Nos. 10 (11) and intake door motor harness terminal Nos. 2 (1).



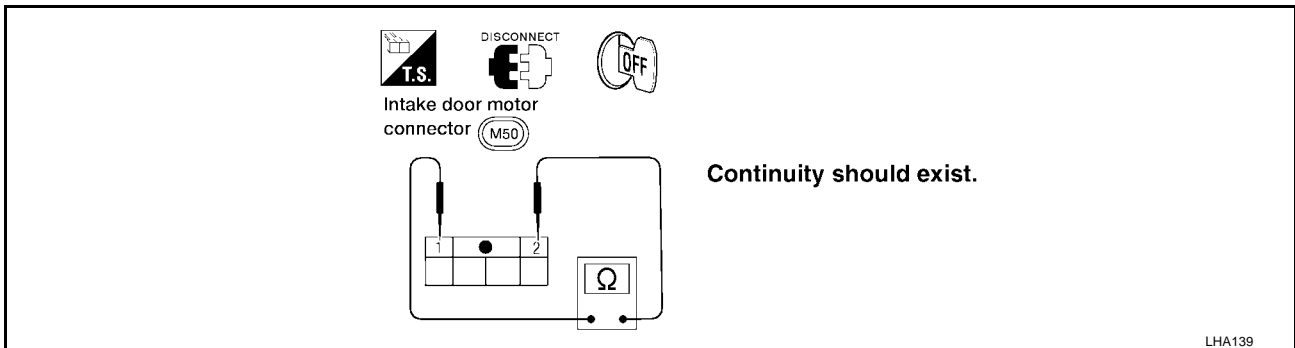
If OK, check harness for short.

Yes or No

- Yes >> Replace A/C control unit.
- No >> Repair harness or connector.

## 3. CHECK CIRCUIT CONTINUITY OF INTAKE DOOR MOTOR

Check circuit continuity between intake door motor harness terminal No. 1 and No. 2.



OK or NG

- OK >> GO TO 4.
- NG >> Replace intake door motor.



# INTAKE DOOR

## 4. CHECK INTAKE DOOR LINKAGE

Refer to [MTC-43, "CONTROL LINKAGE ADJUSTMENT"](#) .

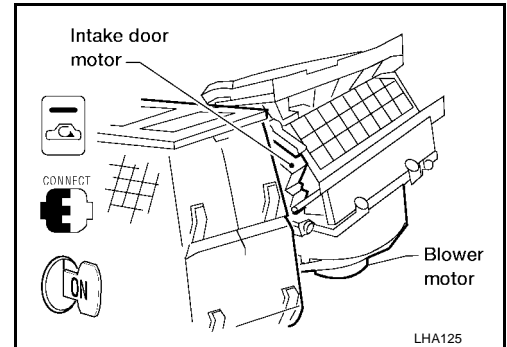
OK or NG

OK >> **INSPECTION END.**

NG >> Repair or adjust.

### Control Linkage Adjustment INTAKE DOOR MOTOR

1. Install intake door motor on intake unit.  
Ensure that the intake door motor lever is fitted into the slit portion of intake door link.
2. Connect the intake door motor harness connector.
3. Turn ignition switch to "ON" position.
4. Check that intake door operates properly when REC switch is turned ON and OFF.



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# INTAKE DOOR

EJS001AY

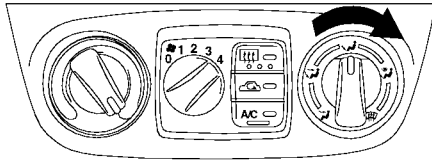
## Mode Door TROUBLE DIAGNOSIS PROCEDURE FOR MODE DOOR

SYMPTOM:

- Mode door does not change.

### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK - Discharge air.

- 1) Turn mode control knob.
- 2) Confirm that discharge air comes out according to the air distribution table at left. Refer to "Discharge Air Flow" in "DESCRIPTION" (\*1).

#### Discharge air flow

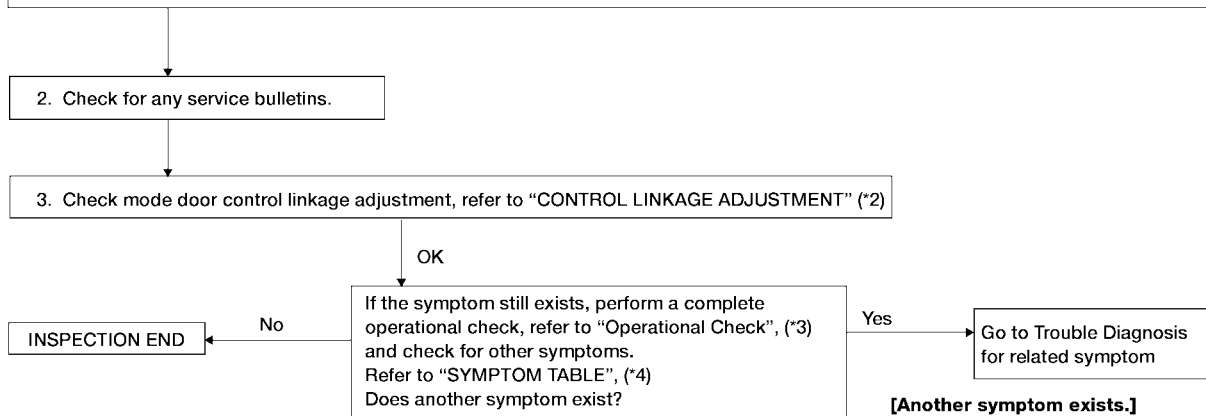
Mode control knob	Air outlet/distribution		
	Face	Foot	Defroster
	100%	-	-
	60%	40%	-
	-	80%	20%
	-	60%	40%
	-	-	100%

#### NOTE:

Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when the DEF () or D/F () button is pressed.

If OK (symptom cannot be duplicated), perform complete operational check (\*3).

If NG (symptom is confirmed), continue with STEP-2 following.



\*1 [MTC-21](#)

\*2 [MTC-41](#)

\*3 [MTC-35](#)


\*4 [MTC-34](#)

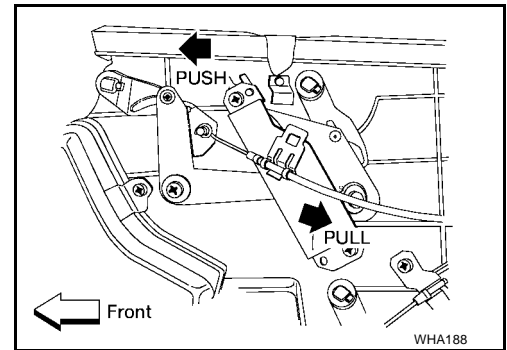
LHA146

# INTAKE DOOR

## CONTROL LINKAGE ADJUSTMENT

### Mode Door Control Linkage

- Turn mode door control knob to  position.
- Set side link in DEF mode.
- Pull on outer cable in direction of arrow and then clamp it.
- **After positioning mode door control cable, check that it operates properly.**



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# INTAKE DOOR

EJS001AZ

## Air Mix Door

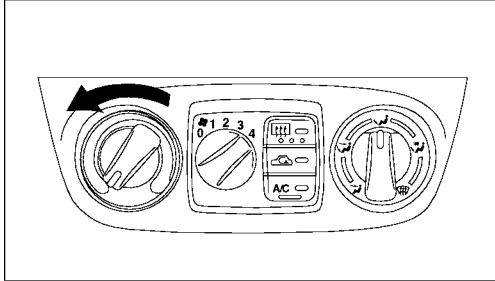
### TROUBLE DIAGNOSIS PROCEDURE FOR AIR MIX DOOR

SYMPTOM:

- Air mix door does not change.

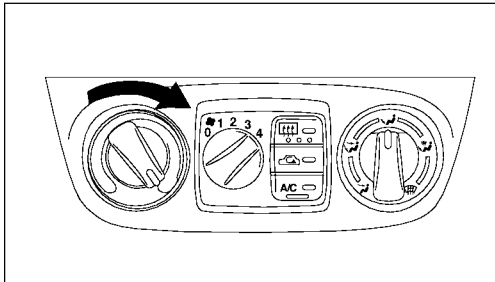
### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK - Recirculation

1. Check Temperature Decrease
  - 1) Turn temperature control knob to full cold.
  - 2) Check for cold air at discharge air outlets.



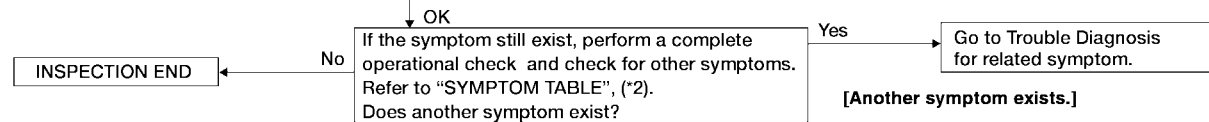
2. Check Temperature Increase
  - 1) Turn temperature control knob to full hot.
  - 2) Check for hot air at discharge air outlets.

If OK (symptom cannot be duplicated). Perform complete operational check. (\*1)  
If NG (symptom is confirmed), continue with STEP-2 following.

2. Check for any service bulletins.

3. Visually check air mix door linkage operation.

4. Visually check air mix door.



\*1 [MTC-35](#)

\*2 [MTC-34](#)

WHA190

# INTAKE DOOR

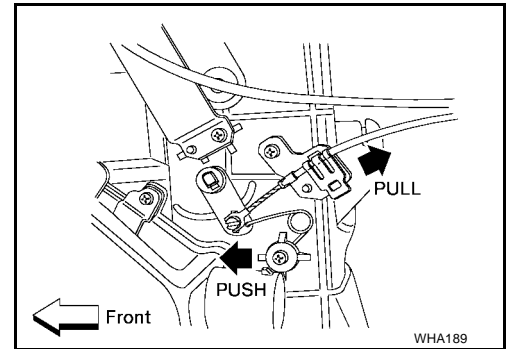
## Temperature Control Linkage Adjustment

EJS001B0

### Temperature Control Cable

- Turn temperature control knob to the full cold position.
- Set the air mix door lever in the full cold position by hand.
- Pull on cable cover in the direction of the arrow and then clamp cable cover.

**After positioning air mix door control cable, check for proper operation.**



A  
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MTC

# BLOWER MOTOR

PF2:27226

EJS001B1

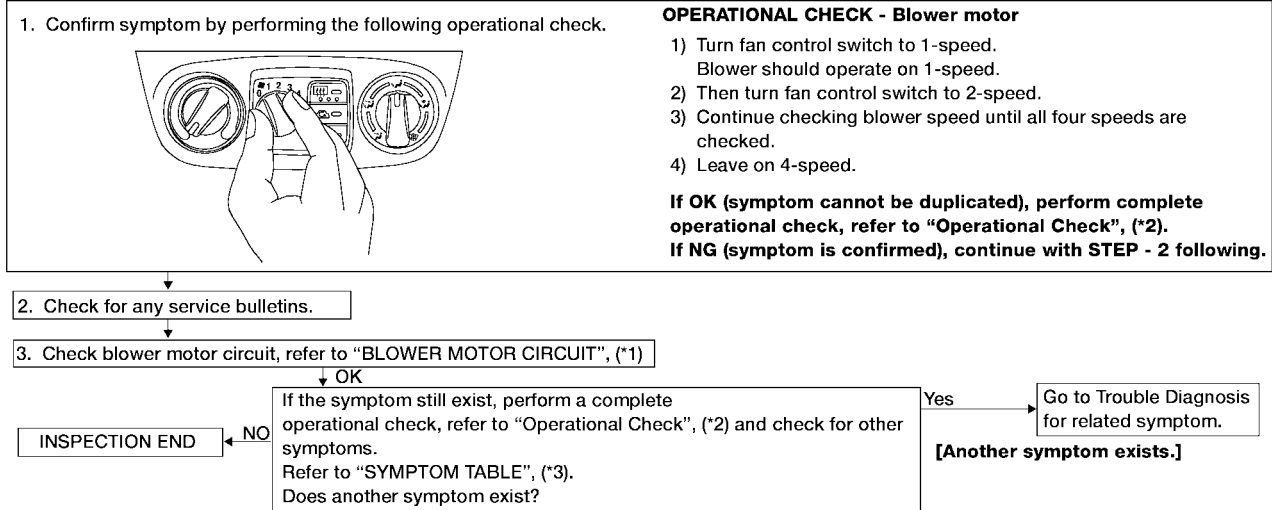
## BLOWER MOTOR

### Trouble Diagnosis Procedure for Blower Motor

SYMPTOM:

- Blower motor does not rotate at all.

#### INSPECTION FLOW



LHA138

\*1 [MTC-46](#)

\*2 [MTC-35](#)

\*3 [MTC-34](#)

## Blower Motor Circuit

EJS001B2

SYMPTOM:

- Blower motor does not rotate.

Symptom table No.	INCIDENT
1	Fan fails to rotate.
2	Fan does not rotate at 1-speed.
3	Fan does not rotate at 2-speed.
4	Fan does not rotate at 3-speed.
5	Fan does not rotate at 4-speed.

## 1. DIAGNOSTIC PROCEDURE

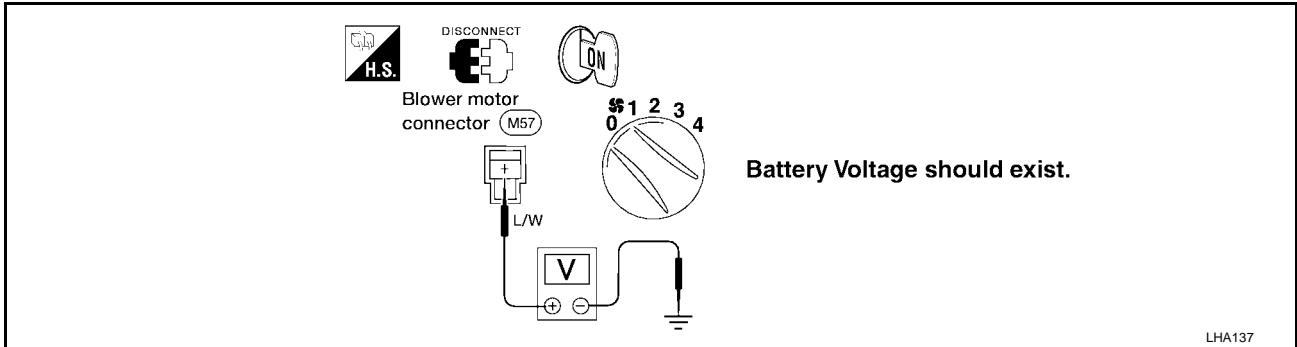
Check if blower motor rotates properly at each fan speed.  
Conduct checks as per symptom table above.

- 1 >> GO TO 2.  
2, 3, 4 >> GO TO 8.  
5 >> GO TO 10.

# BLOWER MOTOR

## 2. CHECK POWER SUPPLY FOR BLOWER MOTOR

1. Disconnect blower motor harness connector.
2. Do approx. 12 volts exist between blower motor harness terminal + and body ground?



### Yes or No

Yes >> GO TO 3.

No >> Check 15A (Nos. 14 and 16) fuses at fuse block. Refer to [PG-8, "IGNITION POWER SUPPLY — IGNITION SW. IN "ON" .](#)

## 3. CHECK CIRCUIT CONTINUITY FOR BLOWER MOTOR

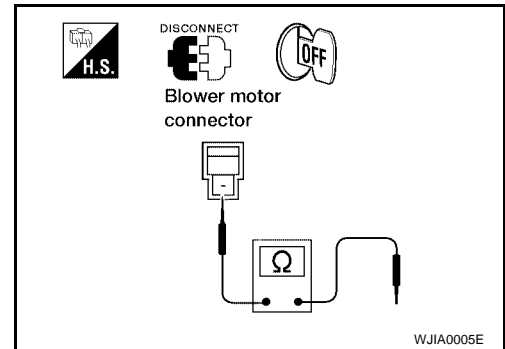
1. Turn fan control switch to any position except OFF.
2. Check circuit continuity between blower motor connector M57 terminal – (L/B) and body ground.

**Continuity should exist.**

### OK or NG

OK >> GO TO 4.

NG >> Reconnect blower motor harness connector. GO TO 5.



## 4. CHECK BLOWER MOTOR

Refer to [MTC-50, "BLOWER MOTOR" .](#)

### OK or NG

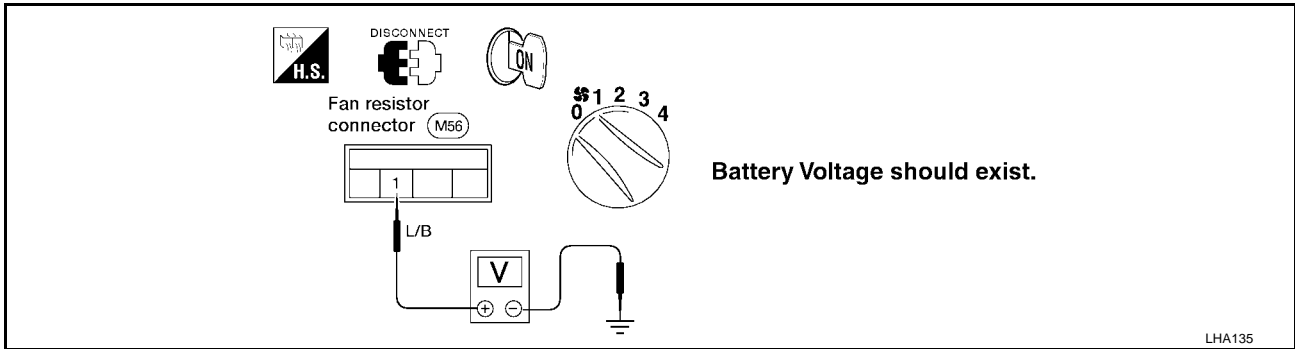
OK >> **INSPECTION END.**

NG >> Replace blower motor.

# BLOWER MOTOR

## 5. CHECK BLOWER MOTOR CIRCUIT BETWEEN BLOWER MOTOR AND FAN RESISTOR

Do approx. 12 volts exist between fan resistor harness terminal No. 1 and body ground?



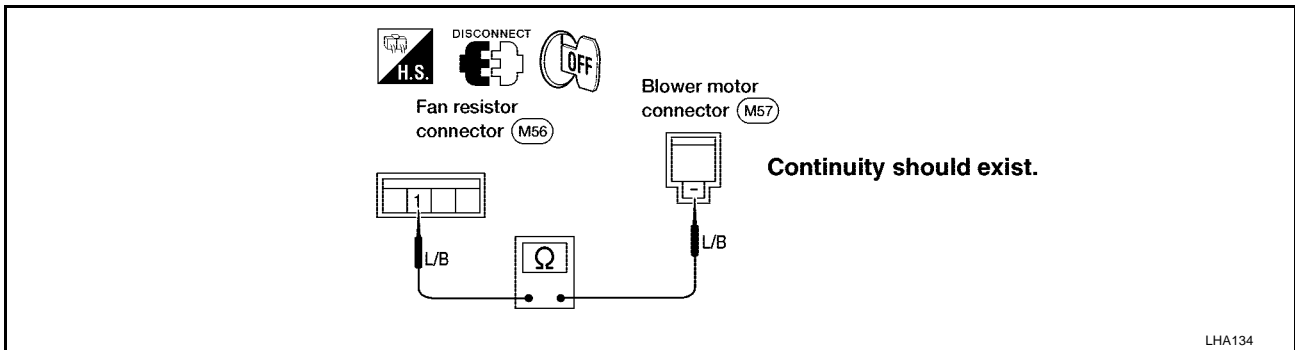
Yes or No

Yes >> Disconnect fan control switch harness connector. GO TO 7.

No >> Disconnect blower motor and fan resistor harness connectors. GO TO 6.

## 6. CHECK CIRCUIT CONTINUITY BETWEEN BLOWER MOTOR AND FAN RESISTOR

Check circuit continuity between blower motor harness terminal – and fan resistor harness terminal No. 1.



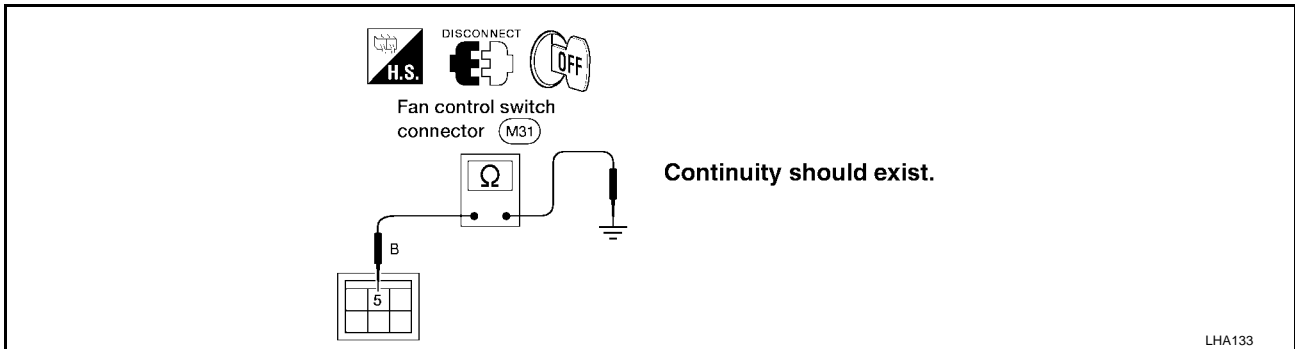
OK or NG

OK >> Check harness for short and repair as necessary.

NG >> Check harness for open and check connectors. Repair as necessary.

## 7. CHECK GROUND CIRCUIT FOR FAN CONTROL SWITCH

Check circuit continuity between fan control switch harness terminal No. 5 and body ground.



OK or NG

OK >> GO TO 8.

NG >> Repair harness or connector.



# BLOWER MOTOR

## 8. CHECK RESISTOR AFTER DISCONNECTING IT

Refer to [MTC-50, "FAN RESISTOR"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> Replace fan resistor.

## 9. CHECK FAN RESISTOR HARNESS CONNECTOR

Reconnect fan resistor harness connector.

- 1 >> GO TO 12.
- 2, 3, 4 >> GO TO 10.

## 10. CHECK FAN CONTROL SWITCH CIRCUIT

Do approx. 12 volts exist between each fan control switch harness terminal and body ground?

Symptom table No.	Terminal No.		Voltage
	(+)	(-)	
2	4	Body ground	Approx. 12V
3	3		
4	2		
5	1		

LHA131

Yes or No

- Yes >> GO TO 12.
- No >> GO TO 11.

## 11. CHECK CIRCUIT CONTINUITY BETWEEN FAN CONTROL SWITCH AND FAN RESISTOR

Check circuit continuity between fan control switch harness terminal and fan resistor harness terminal.

Terminal No.		Continuity
Fan control switch	Fan resistor	
1	1	Yes
2	2	
3	3	
4	4	

LHA132

OK or NG

- OK >> Check harness for short and repair as necessary.
- NG >> Check harness for open and check connectors. Repair as necessary.

## 12. CHECK FAN CONTROL SWITCH AFTER DISCONNECTING IT

Refer to [MTC-50, "FAN CONTROL SWITCH"](#) .

OK or NG

- OK >> **INSPECTION END.**
- NG >> Replace fan control switch.

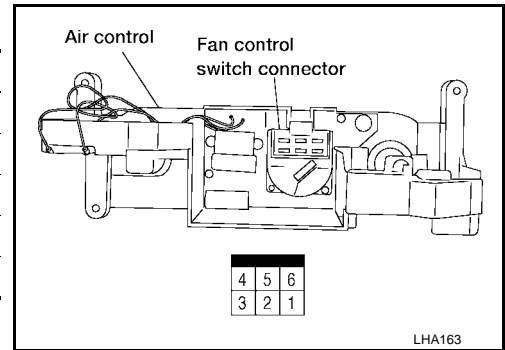
# BLOWER MOTOR

EJS001B3

## Electrical Components Inspection FAN CONTROL SWITCH

Check continuity between terminals at each switch position.

Fan control switch position	Continuity between terminals
OFF	
1	4 — 5 — 6
2	3 — 5 — 6
3	2 — 5 — 6
4	1 — 5 — 6



## BLOWER MOTOR

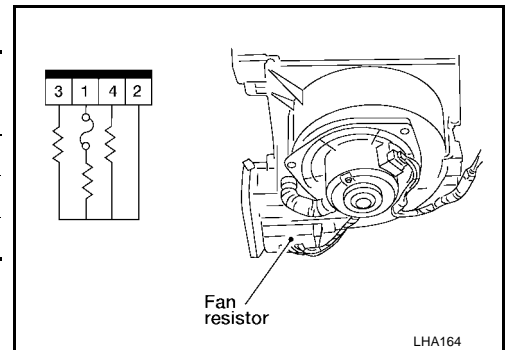
Confirm smooth rotation of the blower motor.

- Ensure that there are no foreign particles inside the intake unit.

## FAN RESISTOR

Check resistance between terminals.

Terminal No.		Resistance (Approx.)
(+)	(-)	
3	1	1.305 - 1.595Ω
4		2.457 - 3.003Ω
2		0.225 - 0.275Ω



# MAGNET CLUTCH

PFP:92660

EJS001B4

## MAGNET CLUTCH

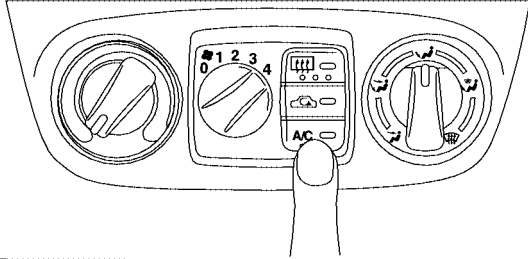
### Trouble Diagnosis Procedure for Magnet Clutch

SYMPTOM:

- Magnet clutch does not operate when A/C switch and fan control switch are ON.

#### INSPECTION FLOW

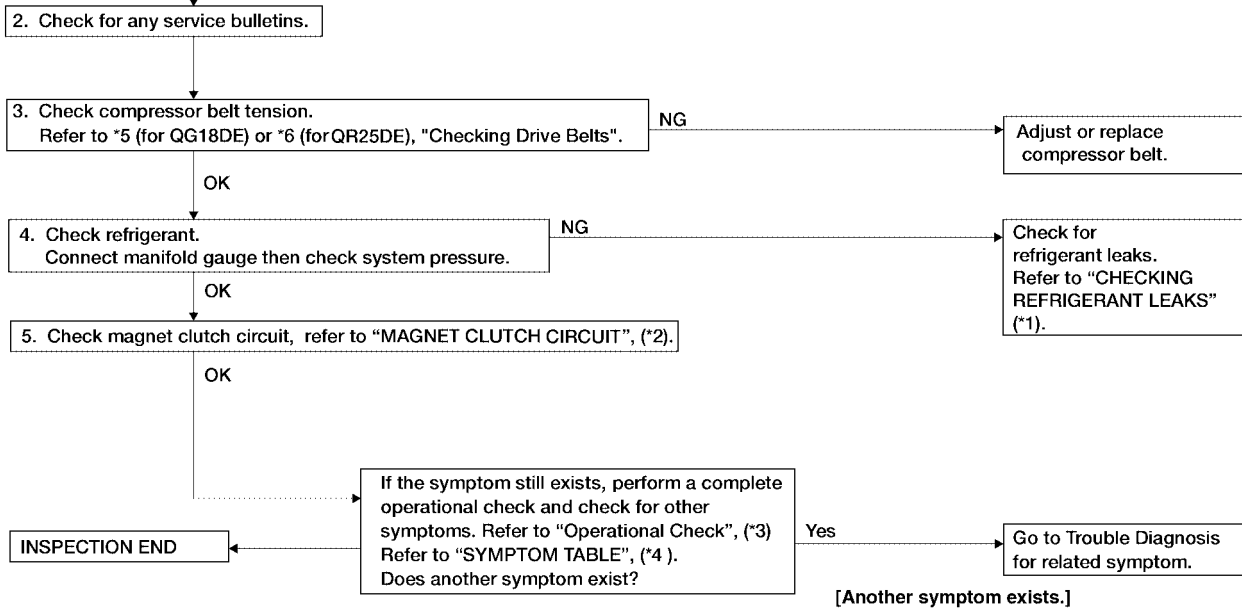
1. Confirm symptom by performing the following operational check.



**OPERATIONAL CHECK - A/C switch**

Turn fan control switch to the desired (1 to 4-speed) position and push the air conditioner switch to turn ON the air conditioner. The indicator light should come on when air conditioner is ON.

If OK (symptom cannot be duplicated), perform complete operational check, refer to "Operational Check", (\*3).  
If NG (symptom is confirmed), continue with STEP-2 following.



\*1 [MTC-86](#)

\*2 [MTC-52](#)

\*3 [MTC-35](#)

\*4 [MTC-34](#)

\*5 [MA-16](#)

\*6 [MA-23](#)

WJIA0006E

# MAGNET CLUTCH

EJS001B5

## Magnet Clutch Circuit

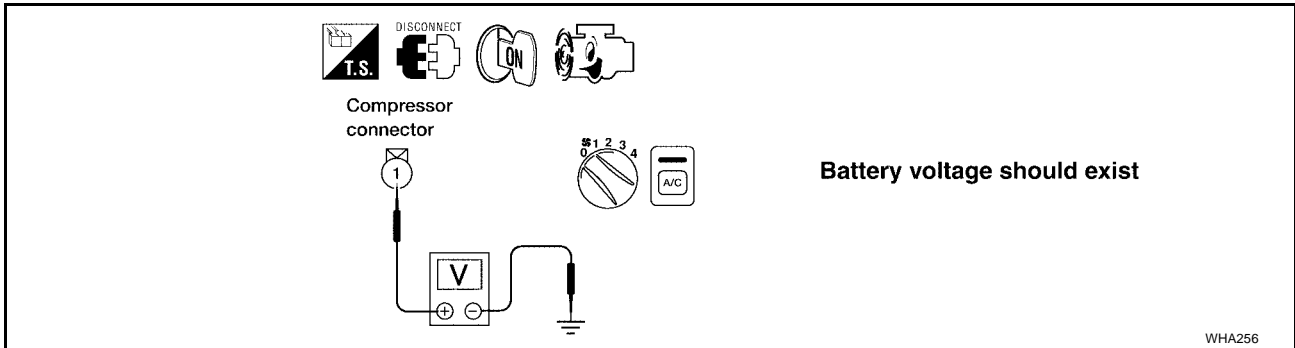
SYMPTOM:

- Magnet clutch does not engage when A/C switch and fan control switch are ON.

### 1. CHECK POWER SUPPLY FOR COMPRESSOR

Disconnect compressor harness connector.

Do approx. 12 volts exist between compressor harness connector E36 terminal No. 1, (L/R) and body ground?



Yes or No

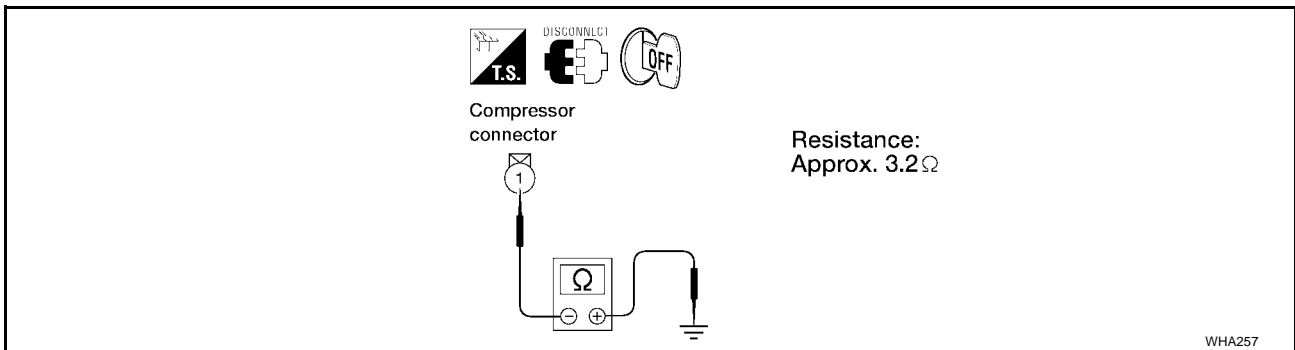
Yes >> GO TO 2.

No >> GO TO 3.

### 2. CHECK MAGNET CLUTCH COIL

Disconnect magnet clutch connector.

Do approx.  $3.2\Omega$  exist between A/C compressor harness connector E36 terminal No. 1, (L/R) and body ground?



Yes or No

Yes >> **INSPECTION END.**

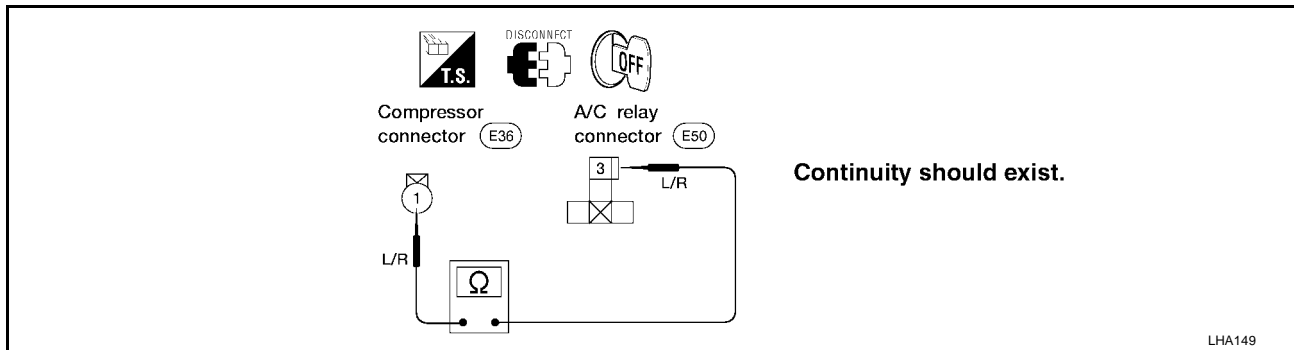
No >> Replace magnet clutch. Refer to [MTC-69, "COMPRESSOR CLUTCH"](#).

# MAGNET CLUTCH

## 3. CHECK CIRCUIT CONTINUITY BETWEEN A/C RELAY AND COMPRESSOR HARNESS

Disconnect A/C relay.

Check circuit continuity between A/C relay harness terminal No. 3 and compressor harness terminal No. 1.



If OK, check harness for short.

OK or NG

OK >> GO TO 4.

NG >> Repair harness or connector.

## 4. CHECK INTAKE SENSOR CIRCUIT

Refer to [MTC-66, "Intake Sensor Circuit"](#) .

OK or NG

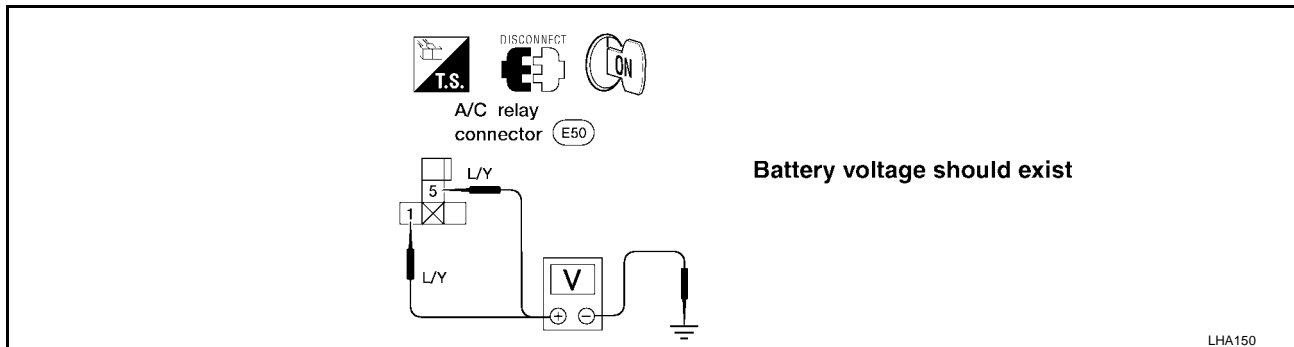
OK >> GO TO 5.

NG >> Repair as necessary.

## 5. CHECK POWER SUPPLY FOR A/C RELAY

Disconnect A/C relay.

Do approx. 12 volts exist between A/C relay harness terminal Nos. 1, 5 and body ground?



Yes or No

Yes >> GO TO 6.

No >> Check power supply circuit and 10A (No. 15) fuse at fuse block. Refer to [PG-8, "IGNITION POWER SUPPLY — IGNITION SW. IN "ON" "](#) .

## 6. CHECK A/C RELAY AFTER DISCONNECTING IT

Refer to [MTC-55, "A/C RELAY"](#) .

OK or NG

OK >> Reconnect A/C relay. GO TO 7.

NG >> Replace A/C relay.

# MAGNET CLUTCH

## 7. CHECK COIL SIDE CIRCUIT OF A/C RELAY

Reconnect A/C relay.

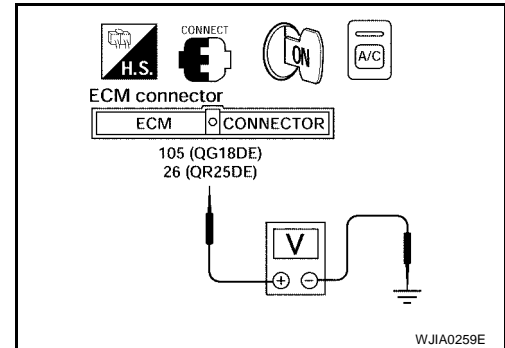
Do approx. 12 volts exist between ECM harness connector F59 terminal No. 105 (L) (QG18DE) or F54 terminal No. 26 (L) (QR25DE) and body ground?

**Battery voltage should exist.**

Yes or No

Yes >> GO TO 9.

No >> Disconnect A/C relay. Disconnect ECM harness connector. GO TO 8.



## 8. CHECK CIRCUIT CONTINUITY BETWEEN A/C RELAY AND ECM HARNESS

Check circuit continuity between A/C relay harness connector E50 terminal No. 2 (L) and ECM harness connector F59 terminal No. 105 (L) (QG18DE) or F54 terminal No. 26 (L) (QR25DE).

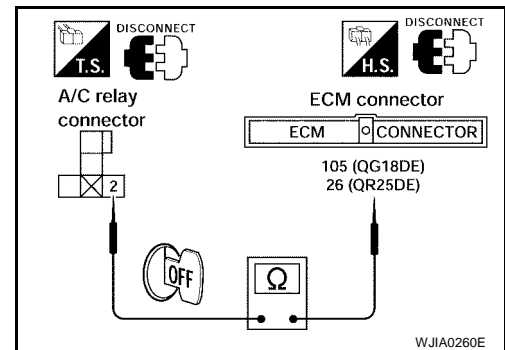
**Continuity should exist.**

**If OK, check harness for short.**

OK or NG

OK >> Check ECM. Refer to [EC-105, "ECM Terminals and Reference Value"](#) [QG18DE (ULEV Models)], [EC-686, "ECM Terminals and Reference Value"](#) [QG18DE (SULEV Models)] or [EC-1307, "ECM Terminals and Reference Value"](#) (QR25DE).

NG >> Repair harness or connector.



## 9. CHECK VOLTAGE FOR ECM

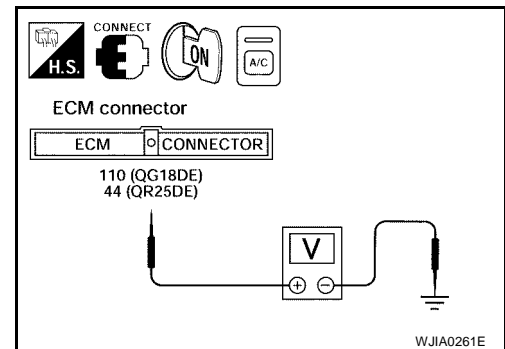
Do approx. 12 volts exist between ECM harness connector F59 (QG18DE) terminal No. 110 (L/R) (QG18DE) or F54 (QR25DE) terminal No. 44 (L/R) and body ground?

**Battery voltage should exist.**

Yes or No

Yes >> GO TO 10.

No >> Check ECM. Refer to [EC-105, "ECM Terminals and Reference Value"](#) [QG18DE (ULEV Models)], [EC-686, "ECM Terminals and Reference Value"](#) [QG18DE (SULEV Models)] or [EC-1307, "ECM Terminals and Reference Value"](#) (QR25DE).



## 10. CHECK REFRIGERANT PRESSURE SENSOR

Refer to [MTC-56, "REFRIGERANT PRESSURE SENSOR"](#).

OK or NG

OK >> GO TO 11.

NG >> Replace refrigerant pressure sensor.

# MAGNET CLUTCH

## 11. CHECK CIRCUIT CONTINUITY BETWEEN FAN CONTROL SWITCH AND A/C CONTROL UNIT

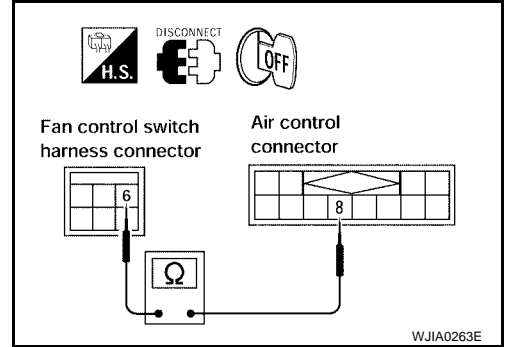
Disconnect A/C control unit and fan control switch.  
Check circuit continuity between fan control switch harness connector M31 terminal No. 6 (Y/G) and A/C control unit harness connector M32 terminal No. 8 (Y/G).

**Continuity should exist.**

**If OK, check harness for short.**

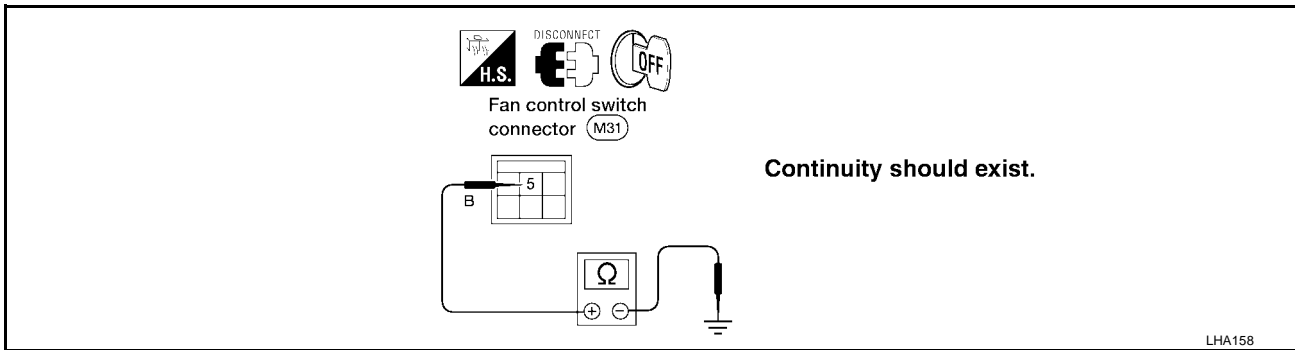
OK or NG

- OK >> GO TO 12.
- NG >> Repair harness or connector.



## 12. CHECK FAN CONTROL SWITCH GROUND

Disconnect fan control switch harness connector.  
Does continuity exist between fan control switch harness terminal No. 5 and body ground?



Yes or No

- Yes >> Replace A/C control unit.
- No >> Repair harness or connector.

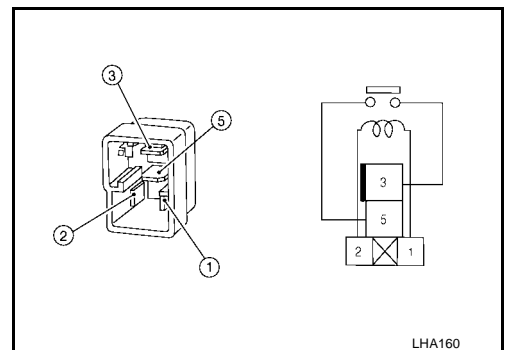
## Electrical Component Inspection A/C RELAY

EJS001B6

Check continuity between terminal Nos. 3 and 5.

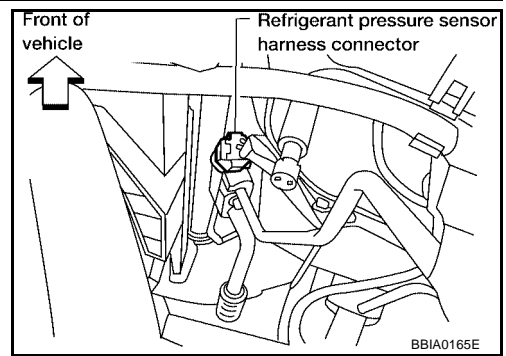
Conditions	Continuity
12V direct current supply between terminal Nos. 1 and 2	Yes
No current supply	No

If NG, replace relay.

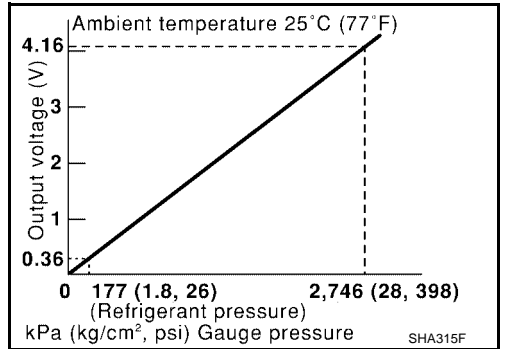


# MAGNET CLUTCH

## REFRIGERANT PRESSURE SENSOR



Make sure that higher A/C refrigerant pressure results in higher refrigerant pressure sensor output voltage.





# INSUFFICIENT COOLING

PF0:0000

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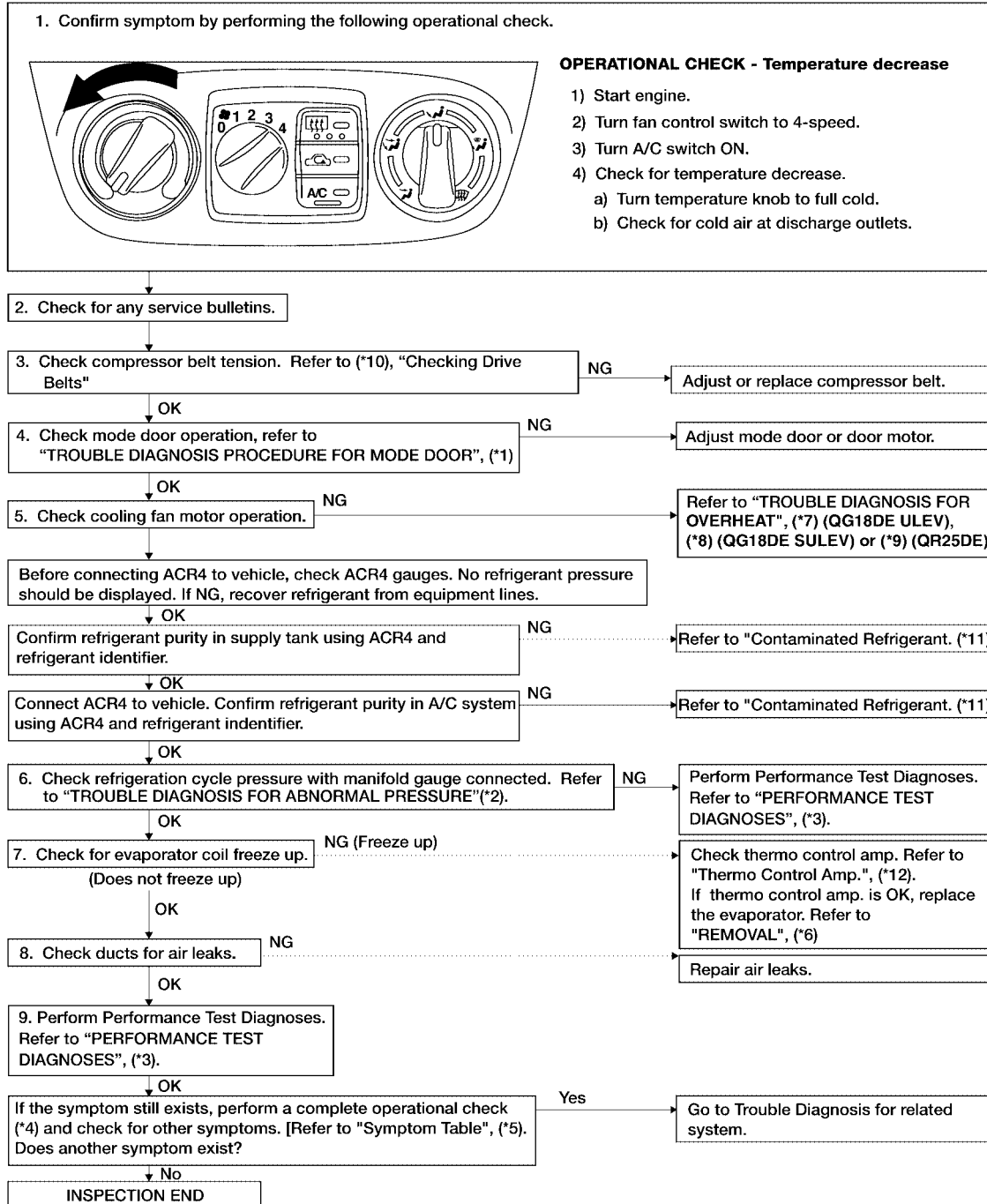
## INSUFFICIENT COOLING

### Trouble Diagnosis Procedure for Insufficient Cooling

SYMPTOM:

- Insufficient cooling

#### INSPECTION FLOW



\*1 [MTC-42](#)

\*2 [MTC-61](#)

\*3 [MTC-58](#)

\*4 [MTC-35](#)

\*5 [MTC-34](#)

\*6 [MTC-80](#)

\*7 [EC-438](#)

\*8 [EC-1009](#)

\*9 [EC-1651](#)

\*10 [MA-17](#) (QG18DE) or [MA-24](#) (QR25DE)

\*11 [MTC-3](#)

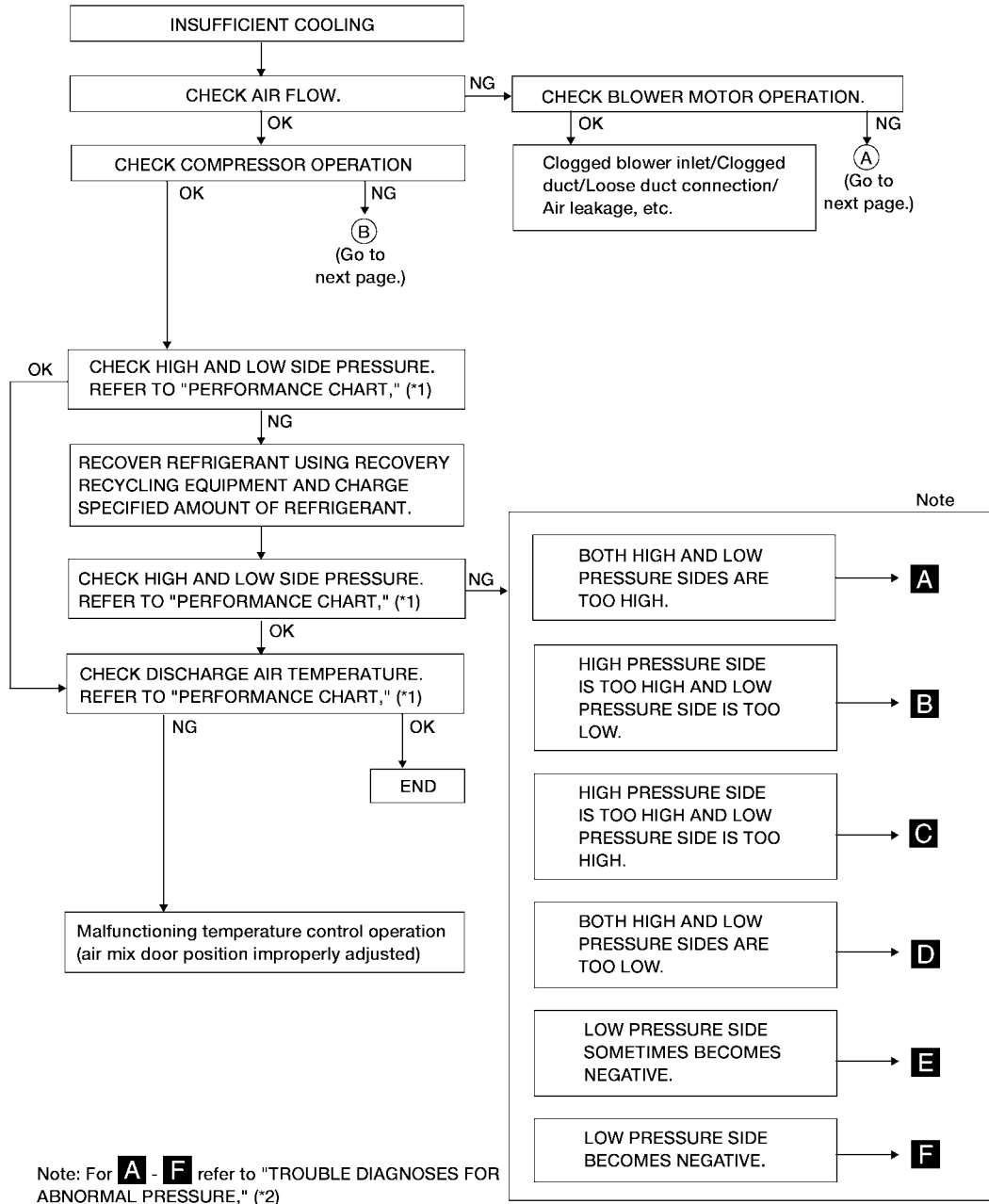
\*12 [MTC-66](#)

WJIA0262E

# INSUFFICIENT COOLING

## Performance Test Diagnoses

EJS001B8

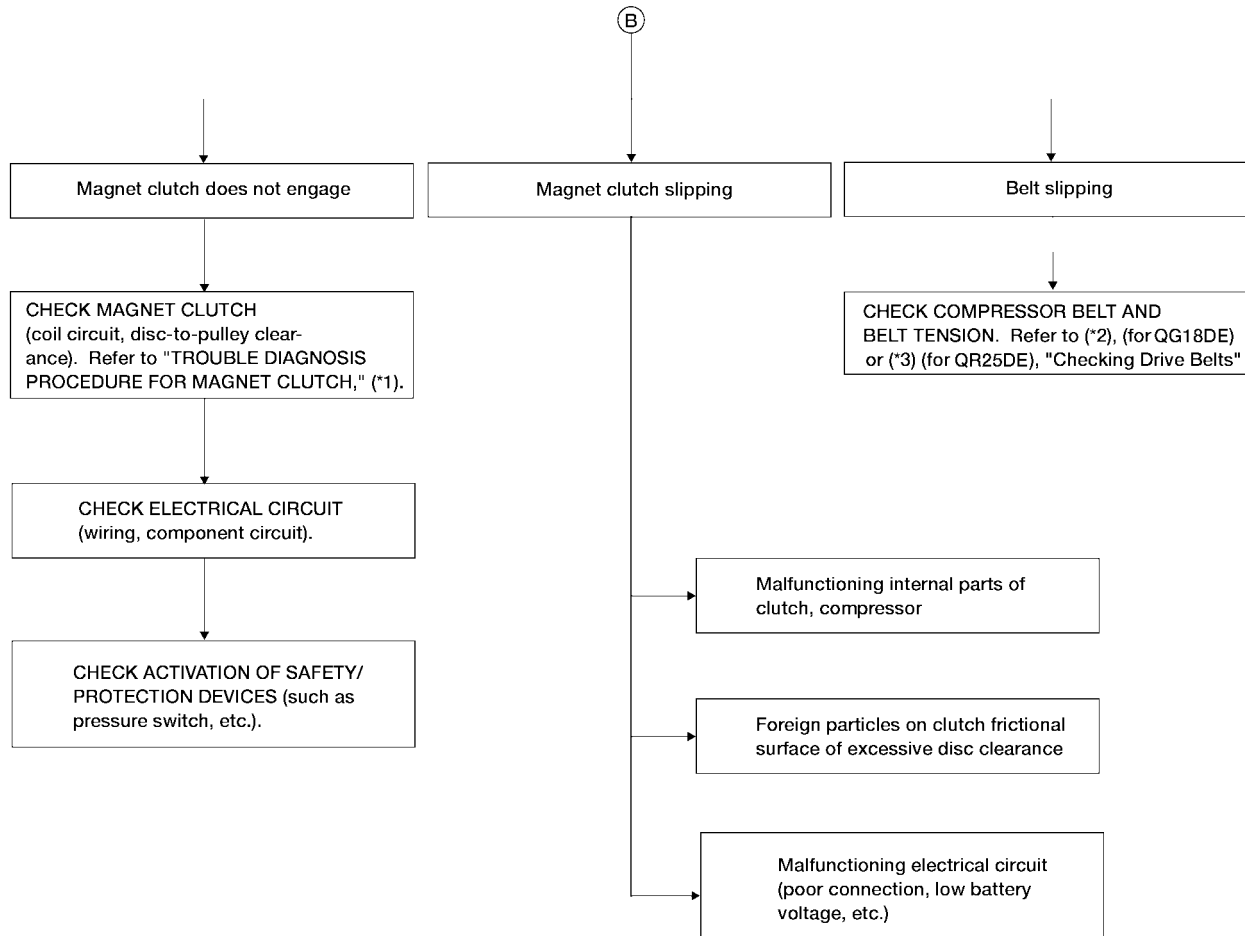
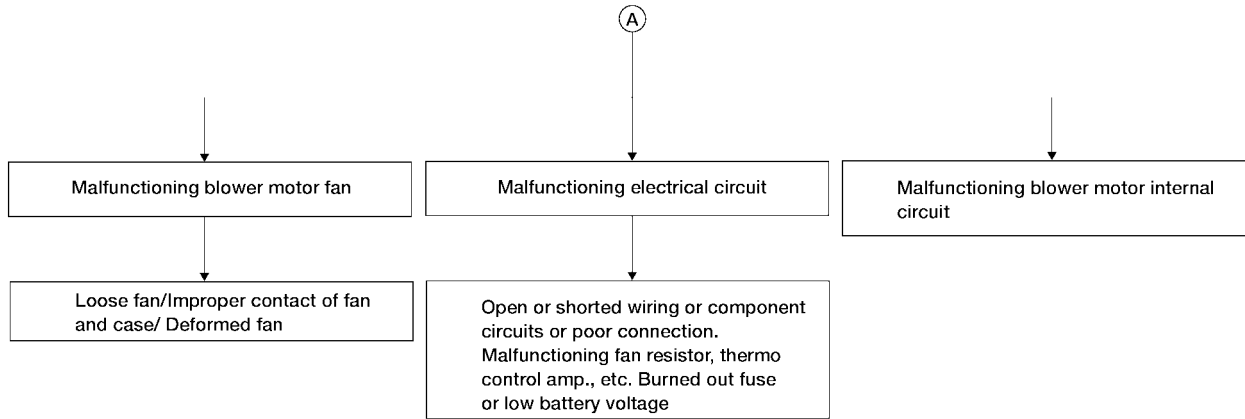


\*1 [MTC-60](#)

\*2 [MTC-61](#)

LHA196

# INSUFFICIENT COOLING



\*1 [MTC-51](#)

\*2 [MA-16](#)

\*3 [MA-23](#)

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# INSUFFICIENT COOLING

## Performance Chart

EJS001B9




The Nissan A/C system uses a thermal expansion valve to provide a restriction which causes a pressure change and also controls refrigerant flow through the evaporator.

The best way to diagnose a condition in the refrigerant system is to note the system pressures (shown by the manifold gauges) and the clutch cycle rate and times. Then, compare the findings to the charts.

- The system pressures are low (compressor suction) and high (compressor discharge).
- A clutch cycle is the time the clutch is engaged plus the time it is disengaged (time on plus time off).
- Clutch cycle times are the lengths of time (in seconds) that the clutch is ON and OFF.

## TEST CONDITION

Testing must be performed as follows:

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Door windows	Open
Hood	Open
TEMP. switch	Max. COLD
Mode switch	 (Ventilation) set
REC switch	 (Recirculation) set
 (blower) speed	4-speed
Engine speed	1,500 rpm

Operate the air conditioning system for 10 minutes before taking measurements.

## TEST READING

### Recirculating-to-Discharge Air Temperature Table

Inside air (Recirculating air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	Air temperature °C (°F)	
50 - 60	20 (68)	6.6 - 8.3 (44 - 47)
	25 (77)	10.4 - 12.4 (51 - 54)
	30 (86)	14.2 - 16.7 (58 - 62)
	35 (95)	18.2 - 21 (65 - 70)
	40 (104)	22.0 - 25.2 (72 - 77)
60 - 70	20 (68)	8.3 - 9.8 (47 - 50)
	25 (77)	12.4 - 14.4 (54 - 58)
	30 (86)	16.7 - 18.9 (62 - 66)
	35 (95)	21.0 - 23.6 (70 - 74)
	40 (104)	25.2 - 28.1 (77 - 83)

### Ambient Air Temperature-to-Operating Pressure Table

Ambient air		High-pressure (Discharge side) kPa (kg/cm <sup>2</sup> , psi)	Low-pressure (Suction side) kPa (kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	961 - 1,187 (9.8 - 12.1, 139 - 172)	108 - 157 (1.1 - 1.6, 16 - 23)
	25 (77)	1,295 - 1,599 (13.2 - 16.3, 186 - 228)	161.8 - 215.8 (1.65 - 2.2, 23.5 - 31.3)
	30 (86)	1,285 - 1,599 (13.1 - 16.0, 186 - 228)	167 - 216 (1.7 - 2.2, 24 - 31)
	35 (95)	1,520 - 1,863 (15.5 - 19.0, 220 - 279)	235 - 284 (2.4 - 2.9, 34 - 41)
	40 (104)	1,765 - 2,158 (18 - 22, 256 - 313)	289.3 - 353.1 (2.95 - 3.6, 41.9 - 51.2)

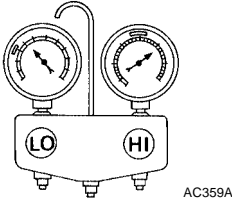
# INSUFFICIENT COOLING

EJS001BA

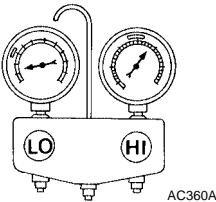
## Trouble Diagnoses for Abnormal Pressure

Whenever system's high and/or low side pressure is abnormal, diagnose using a manifold gauge. The marker above the gauge scale in the following tables indicates the standard (normal) pressure range. However, since the standard (normal) pressure differs from vehicle to vehicle, refer to [MTC-60, "Ambient Air Temperature-to-Operating Pressure Table"](#).

### BOTH HIGH AND LOW-PRESSURE SIDES ARE TOO HIGH.

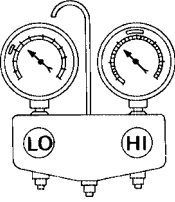
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Both high and low-pressure sides are too high. <b>A</b> 	<ul style="list-style-type: none"> <li>Pressure is reduced soon after water is splashed on condenser.</li> </ul>	Excessive refrigerant charge in refrigeration cycle	Reduce refrigerant until specified pressure is obtained.
	Air suction by cooling fan is insufficient.	Insufficient condenser cooling performance ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan	<ul style="list-style-type: none"> <li>Clean condenser.</li> <li>Check and repair cooling fan as necessary.</li> </ul>
	<ul style="list-style-type: none"> <li>Low-pressure pipe is not cold.</li> <li>When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm<sup>2</sup>, 28 psi). It then decreases gradually thereafter.</li> </ul>	Poor heat exchange in condenser (After compressor operation stops, high pressure decreases too slowly.) ↓ Air in refrigeration cycle	Evacuate repeatedly and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair each engine cooling system.
	<ul style="list-style-type: none"> <li>An area of the low-pressure pipe is colder than areas near the evaporator outlet.</li> <li>Plates are sometimes covered with frost.</li> </ul>	<ul style="list-style-type: none"> <li>Excessive liquid refrigerant on low-pressure side</li> <li>Excessive refrigerant discharge flow</li> <li>Expansion valve is open a little compared with the specification.</li> </ul> ↓ 1. Improper thermal valve installation 2. Improper expansion valve adjustment	Replace expansion valve.

### HIGH-PRESSURE SIDE IS TOO HIGH AND LOW-PRESSURE SIDE IS TOO LOW.

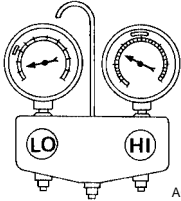
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
High-pressure side is too high and low-pressure side is too low. <b>B</b> 	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so hot.	High-pressure tube or parts located between compressor and condenser are clogged or crushed.	<ul style="list-style-type: none"> <li>Check and repair or replace malfunctioning parts.</li> <li>Check lubricant for contamination.</li> </ul>

# INSUFFICIENT COOLING

## HIGH-PRESSURE SIDE IS TOO LOW AND LOW-PRESSURE SIDE IS TOO HIGH.

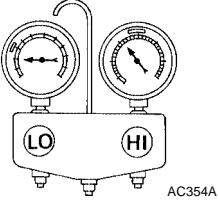
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
High-pressure side is too low and low-pressure side is too high. <b>C</b>  AC356A	High and low-pressure sides become equal soon after compressor operation stops.	Compressor pressure operation is improper. ↓ Damaged inside compressor packings	Replace compressor.
	No temperature difference between high and low-pressure sides	Compressor pressure operation is improper. ↓ Damaged inside compressor packings.	Replace compressor.

## BOTH HIGH- AND LOW-PRESSURE SIDES ARE TOO LOW.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Both high- and low-pressure sides are too low. <b>D</b>  AC353A	<ul style="list-style-type: none"> <li>There is a big temperature difference between receiver drier outlet and inlet. Outlet temperature is extremely low.</li> <li>Liquid tank inlet and expansion valve are frosted.</li> </ul>	Compressor discharge capacity does not change. (Compressor stroke is set at maximum.)	<ul style="list-style-type: none"> <li>Replace liquid tank.</li> <li>Check lubricant for contamination.</li> </ul>
	<ul style="list-style-type: none"> <li>Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank.</li> <li>Expansion valve inlet may be frosted.</li> <li>Temperature difference occurs somewhere in high-pressure side</li> </ul>	High-pressure pipe located between receiver drier and expansion valve is clogged.	<ul style="list-style-type: none"> <li>Check and repair malfunctioning parts.</li> <li>Check lubricant for contamination.</li> </ul>
	<ul style="list-style-type: none"> <li>Expansion valve and liquid tank are warm or only cool when touched.</li> </ul>	Low refrigerant charge ↓ Leaking fittings or components	Check refrigerant for leaks. Refer to <a href="#">MTC-86, "Checking Refrigerant Leaks"</a> .
	There is a big temperature difference between expansion valve inlet and outlet while the valve itself is frosted.	Expansion valve closes a little compared with the specification. ↓ 1. Improper expansion valve adjustment 2. Malfunctioning thermal valve 3. Outlet and inlet may be clogged.	<ul style="list-style-type: none"> <li>Remove foreign particles by using compressed air.</li> <li>Check lubricant for contamination.</li> </ul>
	An area of the low-pressure pipe is colder than areas near the evaporator outlet.	Low-pressure pipe is clogged or crushed.	<ul style="list-style-type: none"> <li>Check and repair malfunctioning parts.</li> <li>Check lubricant for contamination.</li> </ul>
	Air flow volume is not enough or is too low.	Evaporator is frozen.	<ul style="list-style-type: none"> <li>Check intake sensor operation. Refer to <a href="#">MTC-66, "INTAKE SENSOR"</a>.</li> <li>Replace expansion valve.</li> </ul>

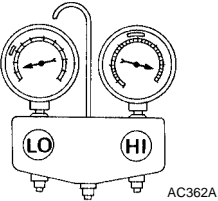
# INSUFFICIENT COOLING

## LOW-PRESSURE SIDE SOMETIMES BECOMES NEGATIVE.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side sometimes becomes negative.</p> <p><b>E</b></p>  <p style="text-align: right; font-size: small;">AC354A</p>	<ul style="list-style-type: none"> <li>● Air conditioning system does not function and does not cyclically cool the compartment air.</li> <li>● The system constantly functions for a certain period of time after compressor is stopped and restarted.</li> </ul>	<p>Refrigerant does not discharge cyclically.</p> <p style="text-align: center;">↓</p> <p>Moisture is frozen at expansion valve outlet and inlet.</p> <p style="text-align: center;">↓</p> <p>Water is mixed with refrigerant.</p>	<ul style="list-style-type: none"> <li>● Drain water from refrigerant or replace refrigerant.</li> <li>● Replace liquid tank.</li> </ul>

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## LOW-PRESSURE SIDE BECOMES NEGATIVE.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side becomes negative.</p> <p><b>F</b></p>  <p style="text-align: right; font-size: small;">AC362A</p>	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow.</p> <p style="text-align: center;">↓</p> <p>Expansion valve or liquid tank is frosted.</p>	<p>Leave the system at rest until no frost is present. Start it again to check whether or not the problem is caused by water or foreign particles.</p> <ul style="list-style-type: none"> <li>● If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant.</li> <li>● If due to foreign particles, remove expansion valve and remove particles with dry and compressed air (not shop air).</li> <li>● If either of the above methods cannot correct the problem, replace expansion valve.</li> <li>● Replace liquid tank.</li> <li>● Check lubricant for contamination.</li> </ul>

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# INSUFFICIENT HEATING

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EJS001BB

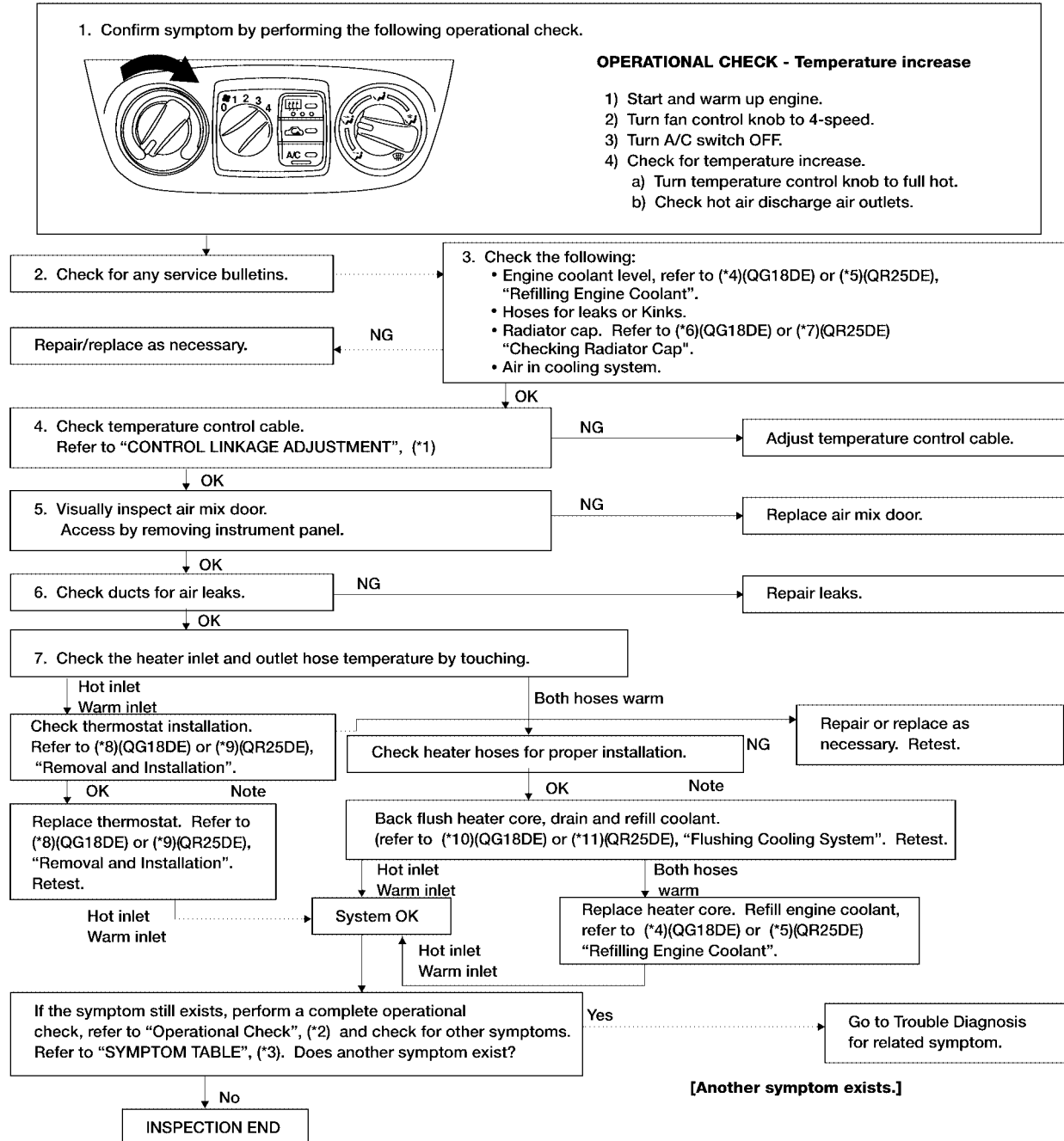
## INSUFFICIENT HEATING

### Trouble Diagnosis Procedure for Insufficient Heating

Symptom:

- Insufficient heating

#### Inspection Flow



WJIA0009E

\*1 [MTC-41](#)

\*2 [MTC-35](#)

\*3 [MTC-34](#)

\*4 [MA-17](#)

\*5 [MA-24](#)

\*6 [CO-8](#)

\*7 [CO-34](#)

\*8 [CO-11](#)

\*9 [CO-28](#)

\*10 [MA-18](#)

\*11 [MA-25](#)



# NOISE

PF0:00004

## NOISE

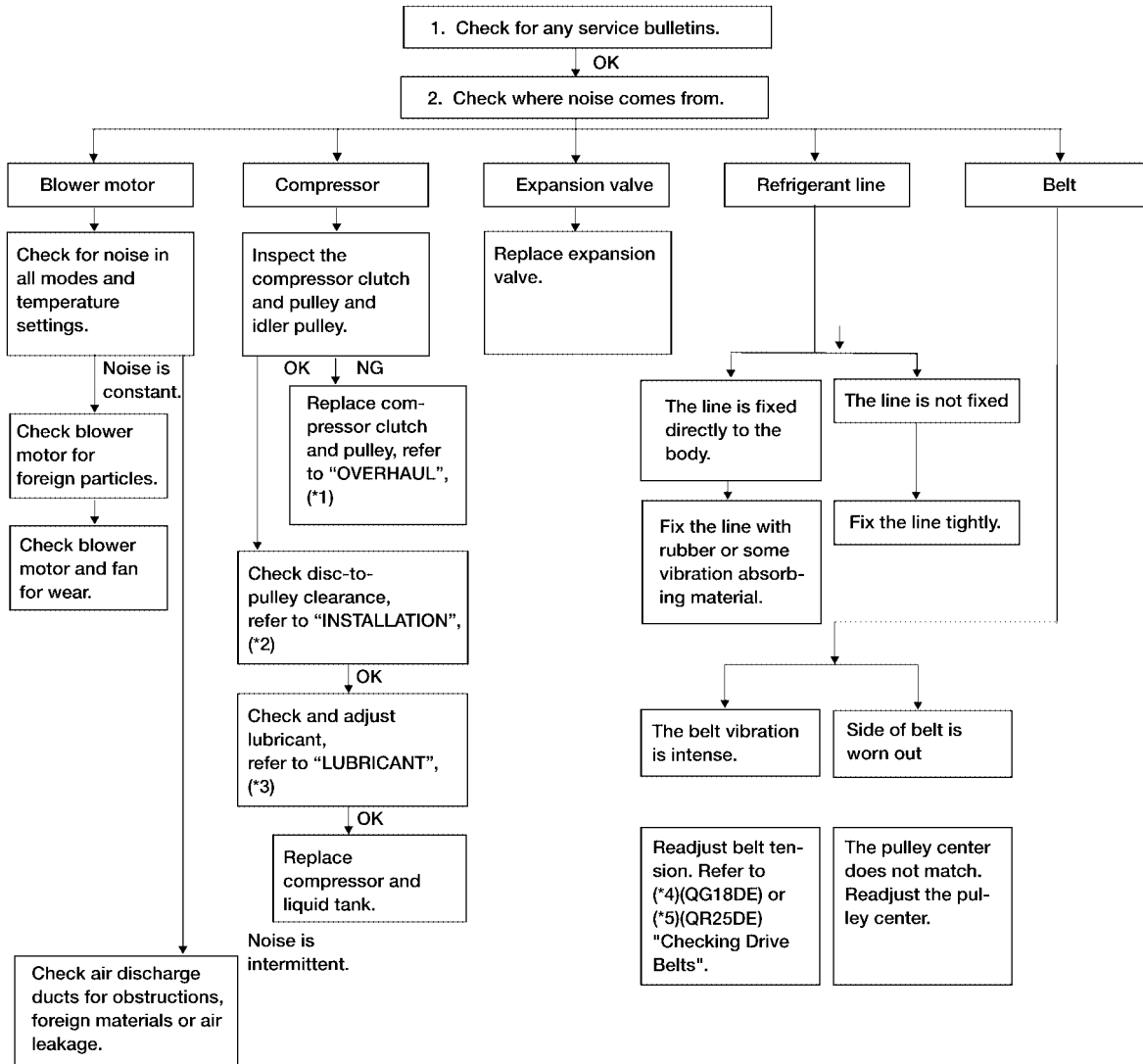
### Trouble Diagnosis Procedure for Noise

EJS001BC

SYMPTOM:

- Noise

#### INSPECTION FLOW



\*1 [MTC-69](#)

\*2 [MTC-72](#)

\*3 [MTC-16](#)

\*4 [MA-16](#)

\*5 [MA-23](#)

WJIA0214E

# INTAKE SENSOR

PFP:27723

EJS001GW

## INTAKE SENSOR

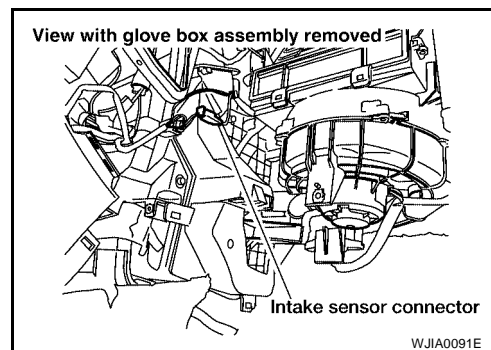
### Intake Sensor Circuit COMPONENT DESCRIPTION

#### Intake Sensor

The intake sensor is located on the heater and cooling unit. It converts temperature of air after it passes through the evaporator into a resistance value which is then input to the A/C control unit.

After disconnecting intake sensor harness connector, measure resistance between terminals 1 and 2 at sensor harness side, using the table below.

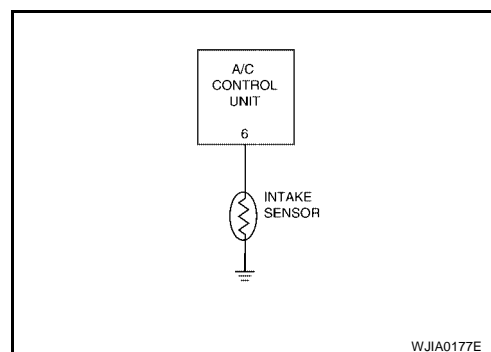
Temperature °C (°F)	Resistance kΩ
-15 (5)	12.34
-10 (14)	9.62
-5 (23)	7.56
0 (32)	6.00
5 (41)	4.80
10 (50)	3.87
15 (59)	3.15
20 (68)	2.57
25 (77)	2.12
30 (86)	1.76
35 (95)	1.47
40 (104)	1.23
45 (113)	1.04



If NG, replace intake sensor.

### DIAGNOSTIC PROCEDURE

SYMPTOM: Intake sensor circuit is open or shorted.



## 1. CHECK INTAKE SENSOR CIRCUIT BETWEEN INTAKE SENSOR AND BODY GROUND

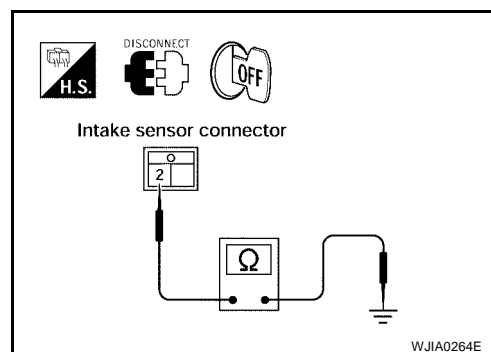
Disconnect intake sensor harness connector.

Terminals		Continuity
(+)	(-)	
Connector	Terminal No. (Wire color)	Body ground
M49	2 (B)	Yes

#### OK or NG

OK >> GO TO 2.

NG >> Repair harness or connector.



# INTAKE SENSOR

## 2. CHECK INTAKE SENSOR CIRCUIT BETWEEN INTAKE SENSOR AND A/C CONTROL UNIT

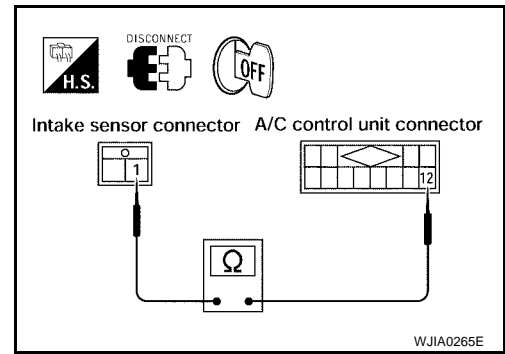
Disconnect A/C control unit harness connector.

Terminals				Continuity
(+)		(-)		
Connector	Terminal No. (Wire color)	Connector	Terminal No. (Wire color)	Yes
M49	1 (GY)	M32	12 (GY)	

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK INTAKE SENSOR

Refer to [MTC-66, "Intake Sensor Circuit"](#) .

OK or NG

OK >> Replace A/C control unit.

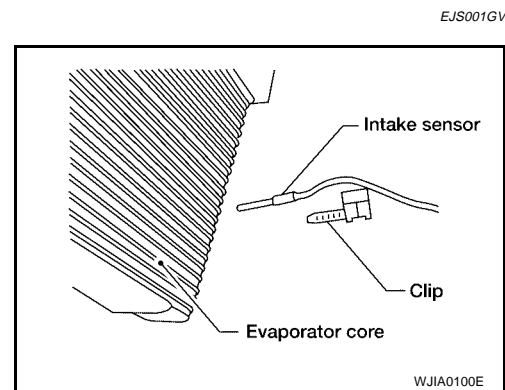
NG >> Replace intake sensor.

### Removal and Installation

1. Remove the evaporator. Refer to [MTC-80, "Removal"](#) .
2. Remove the intake sensor clip and then the sensor.

#### **CAUTION:**

**Be careful not to damage the core surface.**



# COMPRESSOR

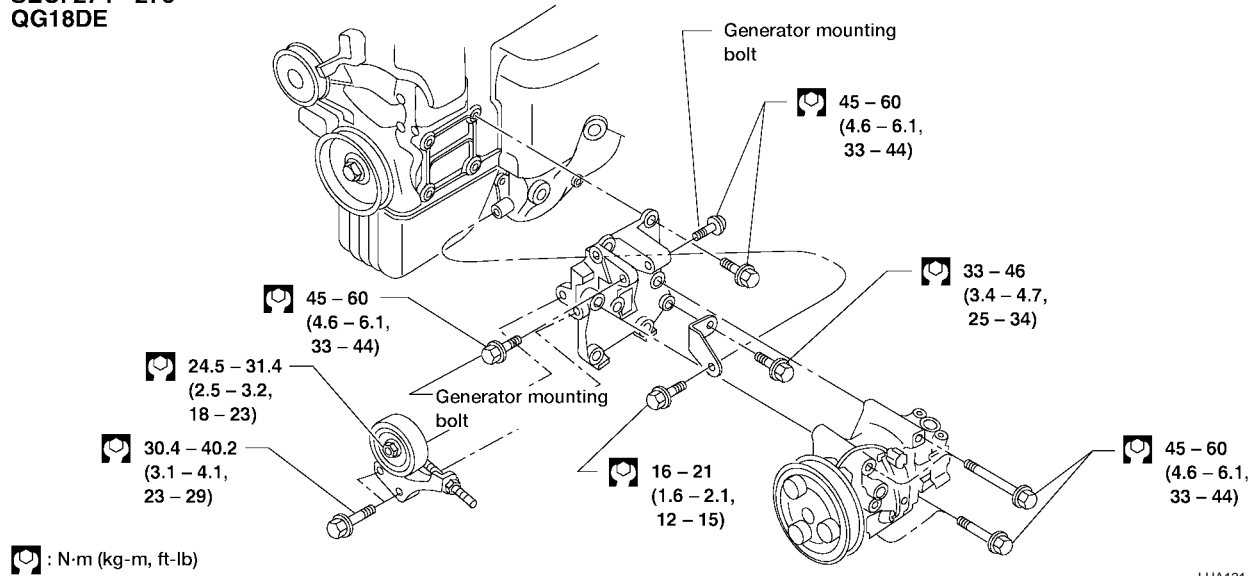
## COMPRESSOR

PF9:92600

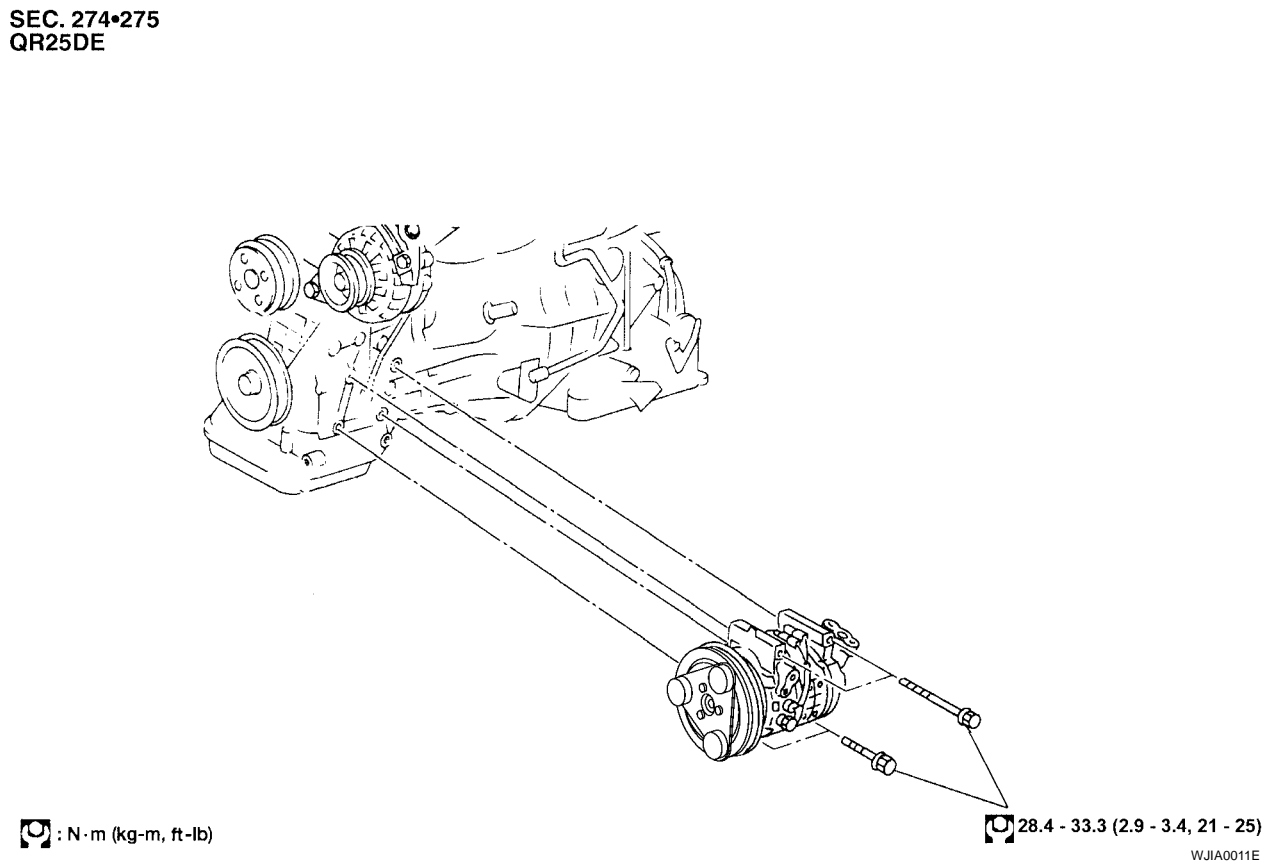
### Removal and Installation

EJS001BD

SEC. 274 • 275  
QG18DE



SEC. 274•275  
QR25DE



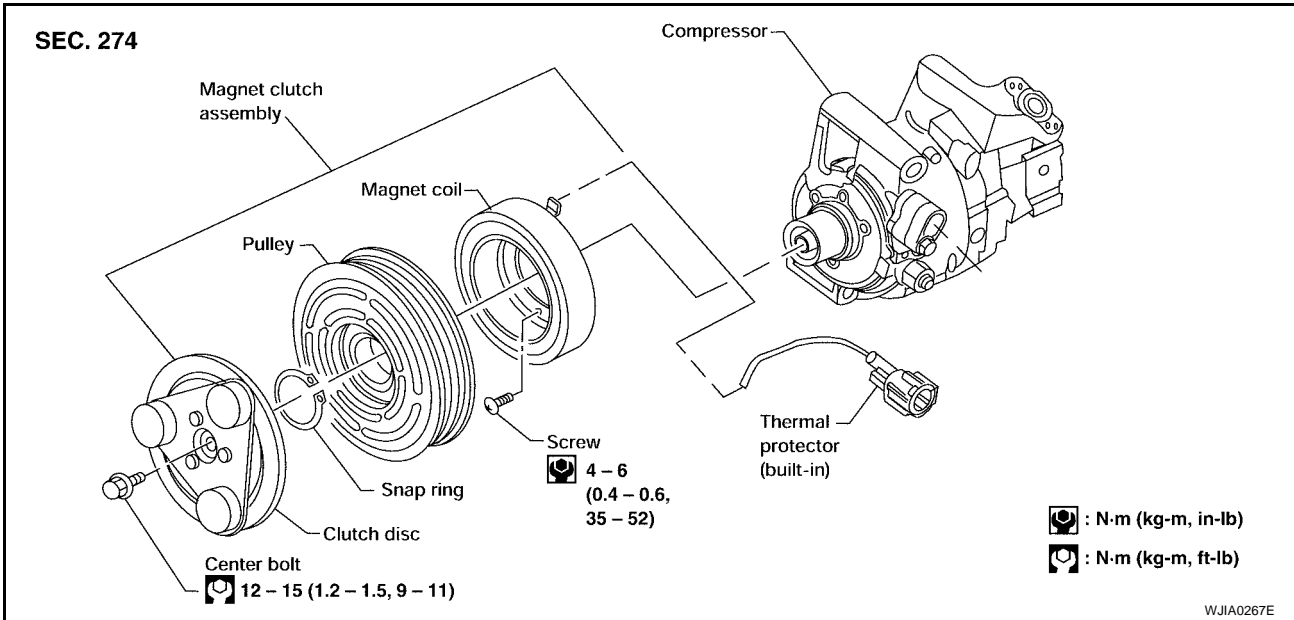
# COMPRESSOR CLUTCH

## COMPRESSOR CLUTCH

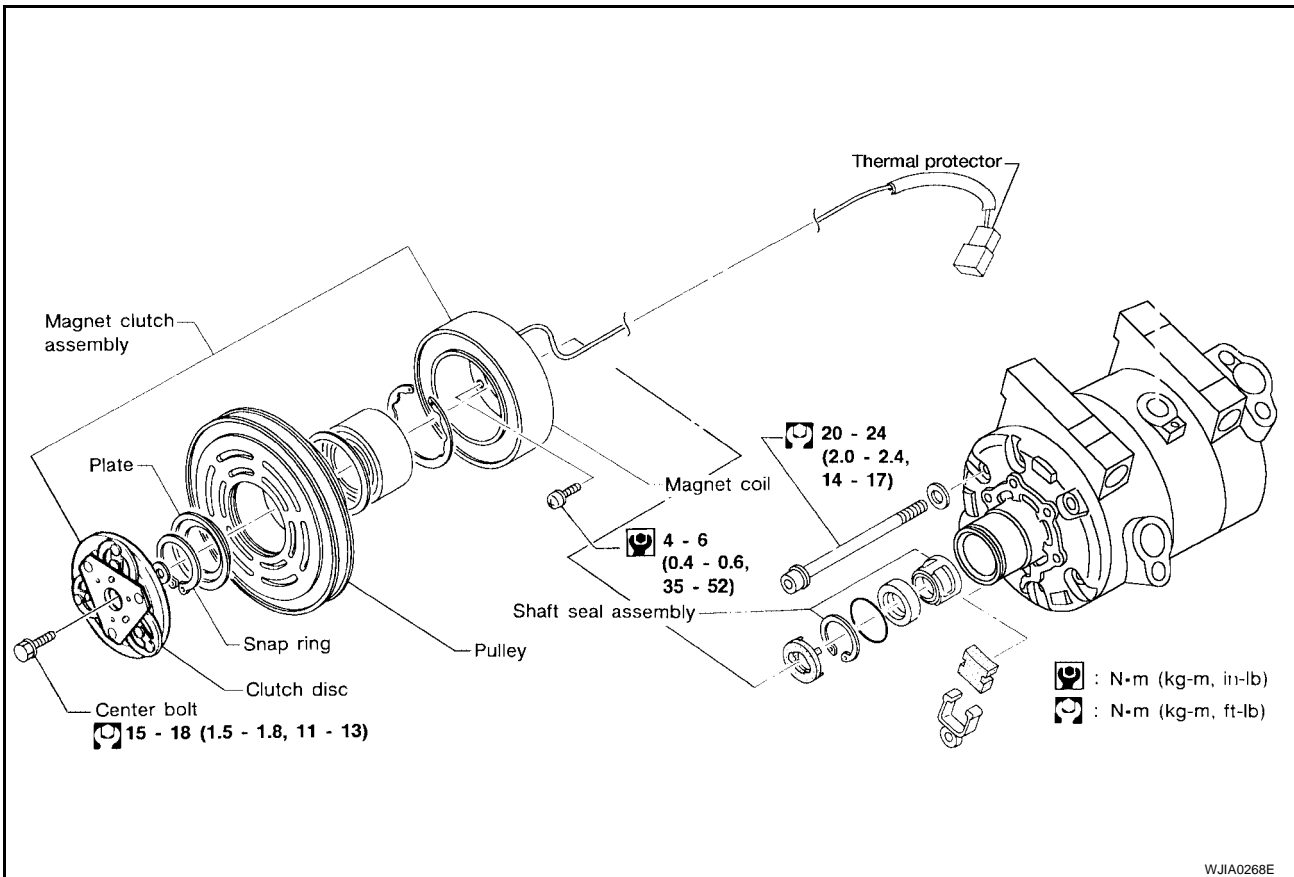
PFP:92600

### Overhaul QG18DE

EJS001BE



### QR25DE



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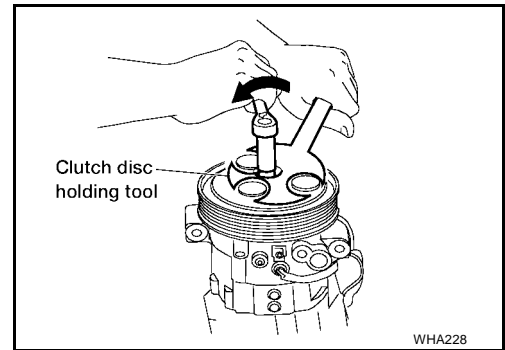
MTC

# COMPRESSOR CLUTCH

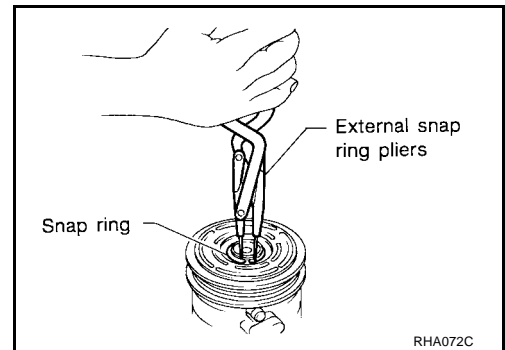
EJS001BF

## Removal QG18DE

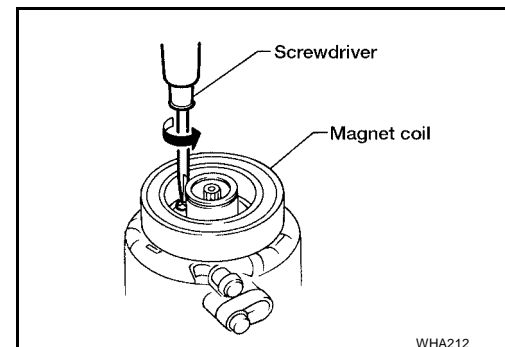
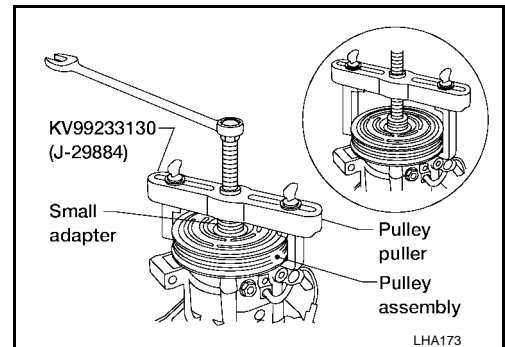
- When removing center bolt, hold clutch disc with clutch disc tool.
- Remove the clutch disc.  
Clutch disc holding tool:  
(J-44614) Commercial service tool



- Remove the snap ring using external snap ring pliers.



- Pulley removal:



Use a pulley puller with small adapter. Position the small adapter on the end of the drive shaft and the center of the puller on the small adapter. Remove the pulley assembly with the puller.

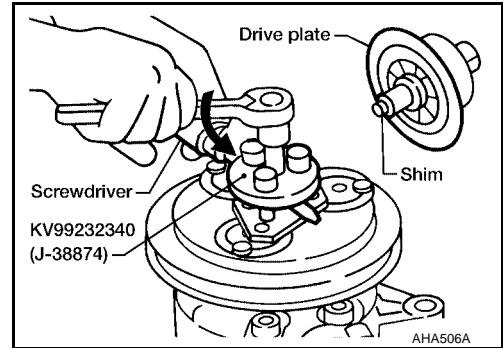
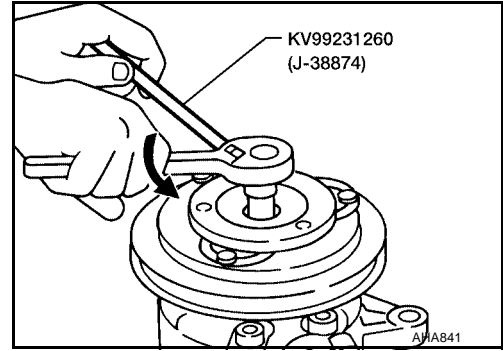
**To prevent deformation of the pulley groove, the puller claws should be hooked under (not into) the pulley groove.**

- Remove the snap ring using external snap ring pliers.
- Remove the magnet coil harness clip using a screwdriver, the three magnet coil fixing screws and remove the magnet coil.

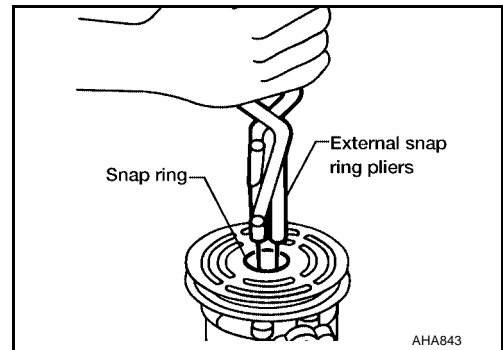
# COMPRESSOR CLUTCH

## QR25DE

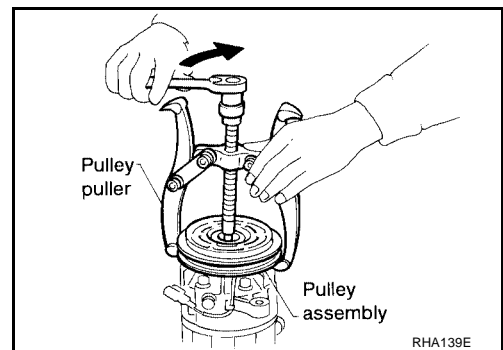
- When removing center bolt, hold clutch disc with clutch disc tool.
- Remove the drive plate using the clutch disc puller. Insert the holder's three pins into the drive plate. Rotate the holder clockwise to hook it onto the plate. Then tighten the center bolt to remove the drive plate. While tightening the center bolt, insert a round bar (screwdriver, etc.) between two of the pins (as shown in the figure) to prevent drive plate rotation. After removing the drive plate, remove the shims from either the drive shaft or the drive plate.



- Remove the snap ring using external snap ring pliers.



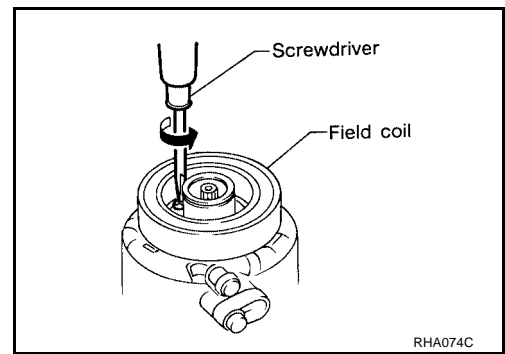
- For pulley removal, use pulley puller. Use a commercially available pulley puller. Position the center of the puller on the end of the drive shaft. Remove the pulley assembly with the puller. **To prevent deformation of the pulley groove, the puller claws should be hooked under (not into) the pulley groove.**
- Remove the field coil harness clip using a screwdriver.



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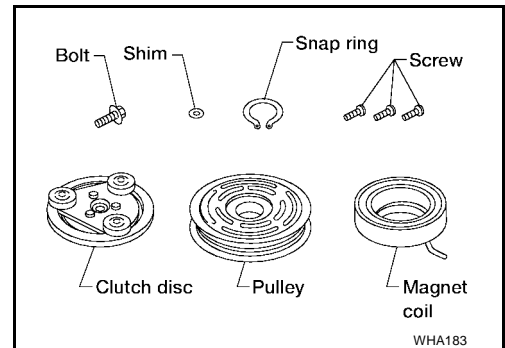
# COMPRESSOR CLUTCH

- Remove the three field coil fixing screws and remove the field coil.



## Inspection CLUTCH DISC

If the contact surface shows signs of damage due to excessive heat, replace clutch disc and pulley.



## PULLEY

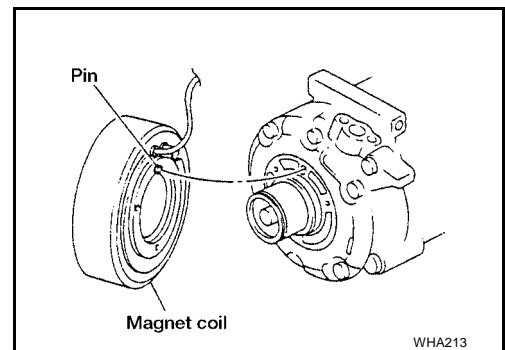
Check the appearance of the pulley assembly. If contact surface of pulley shows signs of excessive grooving, replace clutch disc and pulley. The contact surfaces of the pulley assembly should be cleaned with a suitable solvent before reinstallation.

## COIL

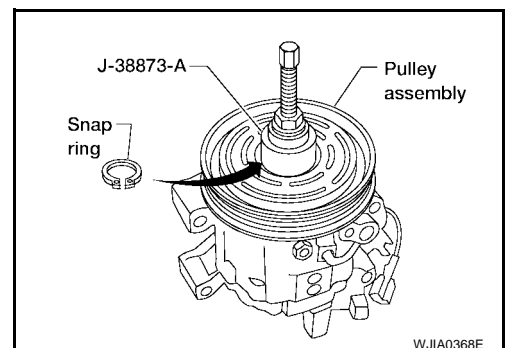
Check magnet coil for loose connection or cracked insulation.

## Installation QG18DE

- Install the magnet coil.  
**Be sure to align the magnet coil pin with the hole in the compressor front head.**
- Install the magnet coil harness clip using a screwdriver.



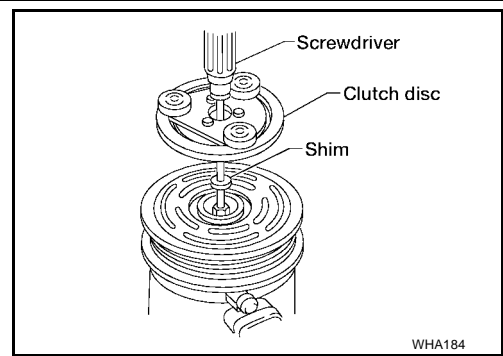
- Install the pulley assembly using the installer and a wrench, and then install the snap ring using snap ring pliers.



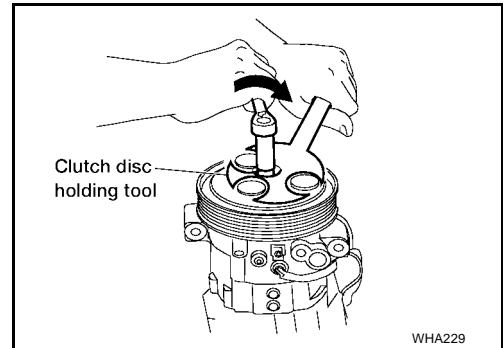


# COMPRESSOR CLUTCH

- Install the clutch disc on the drive shaft, together with the original shim(s). Press the clutch disc down using the drive plate installer.



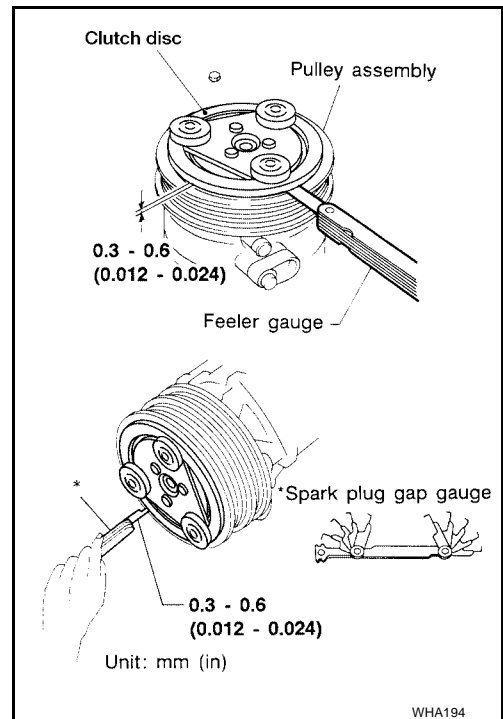
- Using the clutch disc tool to prevent clutch disc rotation, tighten the bolt to 12 to 15 N·m (1.2 to 1.5 kg·m, 9 to 11 ft·lb) torque.
- **After tightening the bolt, check that the pulley rotates smoothly.**



- Check clearance all the way around the clutch disc.

**Clutch disc-to-pulley : 0.3 - 0.6 mm (0.012 - 0.024 in) clearance**

If the specified clearance is not obtained, replace adjusting spacer and readjust.

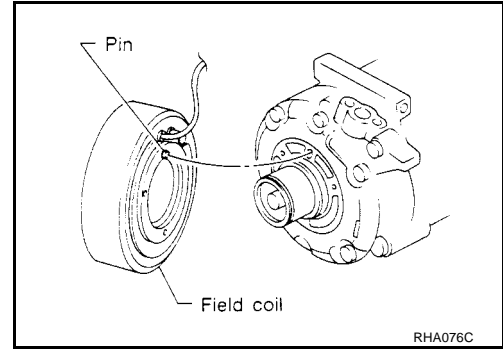


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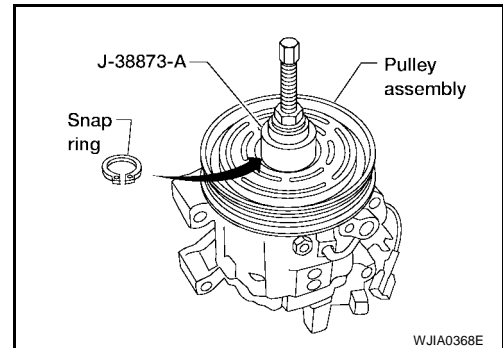
# COMPRESSOR CLUTCH

## QR25DE

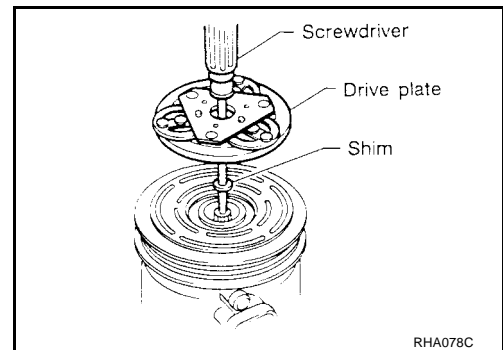
- Install the field coil.  
**Be sure to align the magnet coil pin with the hole in the compressor front head.**
- Install the magnet coil harness clip using a screwdriver.



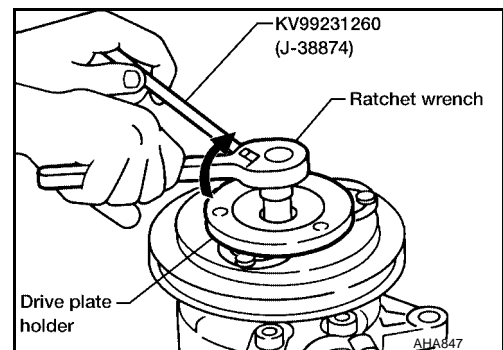
- Install the pulley assembly using the installer, and then install the snap ring using snap ring pliers.



- Install the drive plate on the drive shaft, together with the original shim(s). Press the drive plate down with the installer.



- Using the holder to prevent clutch disc rotation, tighten the bolt to 12 to 15 N-m (1.2 to 1.5 kg-m, 9 to 11 ft-lb) torque.
- **After tightening the bolt, check that the pulley rotates smoothly.**

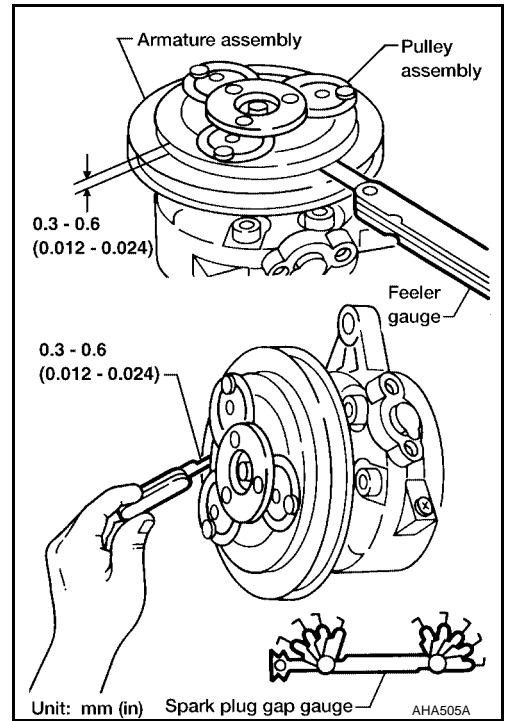


# COMPRESSOR CLUTCH

- Check clearance all the way around the clutch disc.

**Clutch disc-to-pulley clearance : 0.3 - 0.6 mm (0.012 - 0.024 in)**

If the specified clearance is not obtained, replace adjusting spacer and readjust.



## Break-In Operation

When replacing compressor clutch assembly, always conduct the break-in operation. This is done by engaging and disengaging the clutch about 30 times. Break-in operation raises the level of transmitted torque.

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# THERMAL PROTECTOR

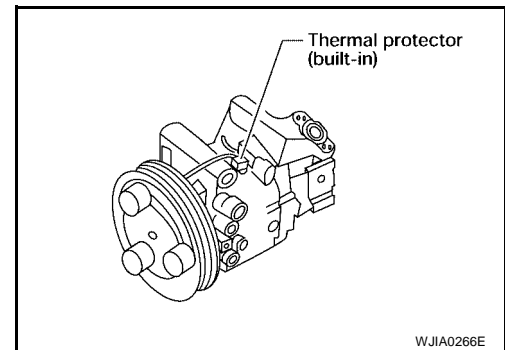
## THERMAL PROTECTOR

PFP:27631

### Inspection

EJS001BJ

- Check continuity between terminal and ground.



# IN-CABIN MICROFILTER

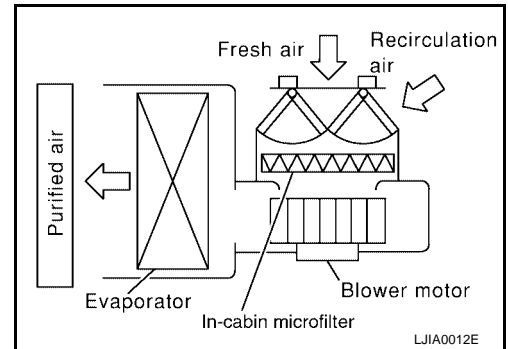
PFP:27277

## IN-CABIN MICROFILTER

### Removal and Installation FUNCTION

EJS001GX

Air inside passenger compartment is kept clean at either recirculation or fresh mode by installing in-cabin microfilter into blower unit.

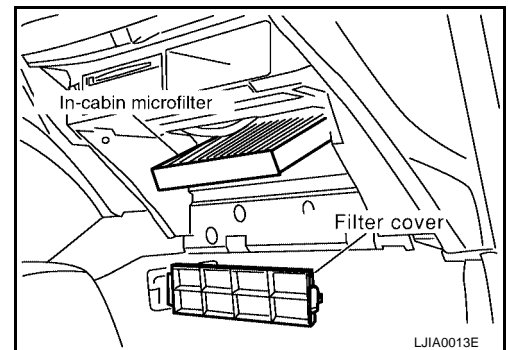


### REPLACEMENT TIMING

Refer to [MA-7, "Schedule 1"](#) or [MA-11, "Schedule 2"](#).  
Caution label is affixed inside the glove box.

### REPLACEMENT PROCEDURES

1. Remove glove box assembly. Refer to [IP-10, "Removal and Installation"](#).
2. Remove in-cabin microfilter cover.
3. Remove the in-cabin microfilter from blower unit.
4. Replace with new in-cabin microfilter and reinstall cover on blower unit.
5. Reinstall glove box assembly.



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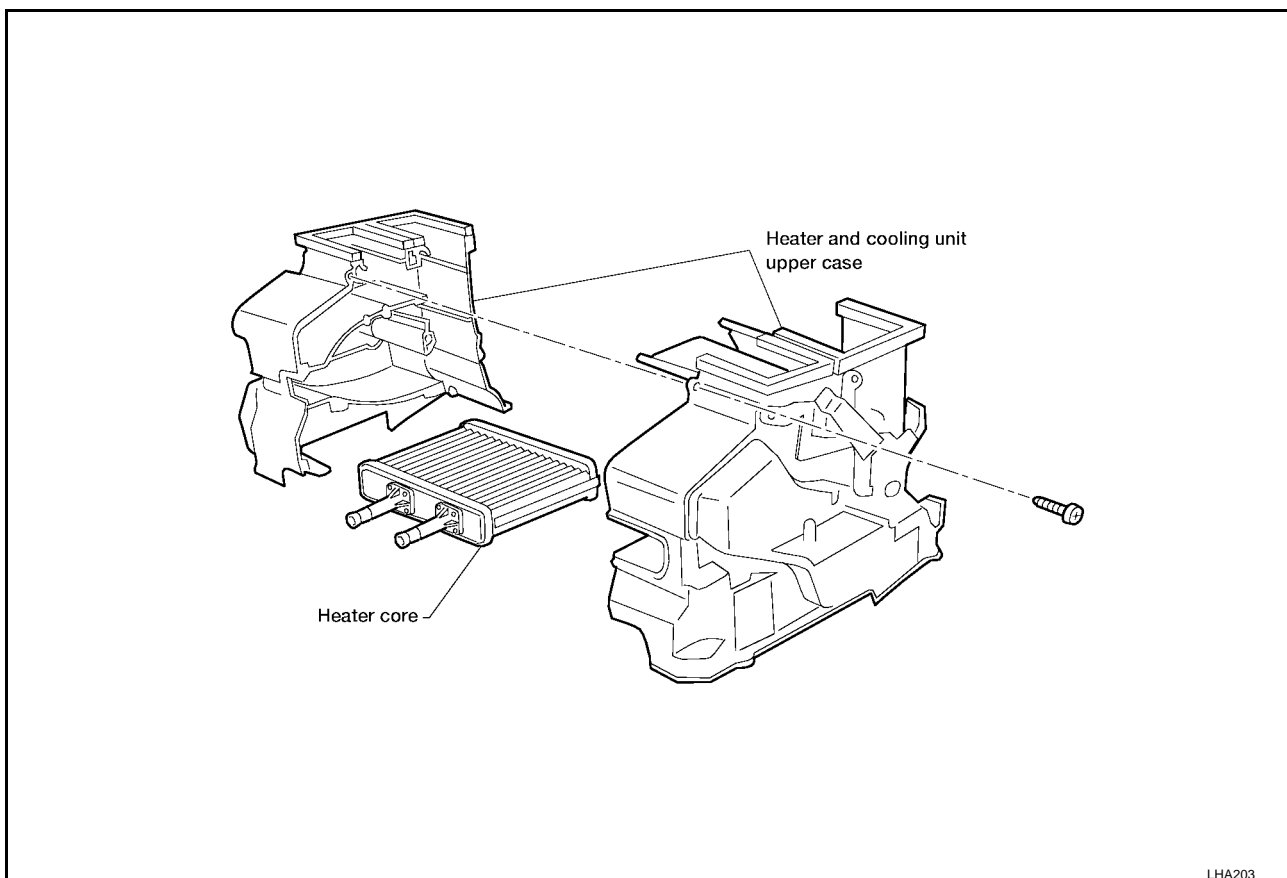
# HEATER & COOLING UNIT (HEATER CORE)

## HEATER & COOLING UNIT (HEATER CORE)

PF2:27110

### Removal

EJS001BK



1. Drain the cooling system. Refer to [MA-16, "DRAINING ENGINE COOLANT"](#) (QG18DE), or [MA-23, "DRAINING ENGINE COOLANT"](#) (QR25DE).
2. Discharge the A/C system. Refer to [MTC-82, "Discharging Refrigerant"](#).
3. Disconnect the two heater hoses from inside the engine compartment.
4. Remove the instrument panel assembly and steering member assembly. Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#).
5. Remove the heater unit.
6. Remove the heater core.

### Installation

EJS001BL

Install in the reverse order of removal.

**When filling radiator with coolant, refer to [MA-16, "DRAINING ENGINE COOLANT"](#) (QG18DE), or [MA-23, "DRAINING ENGINE COOLANT"](#) (QR25DE).**

**Recharge the A/C system. Refer to [MTC-82, "Evacuating System and Charging Refrigerant"](#).**

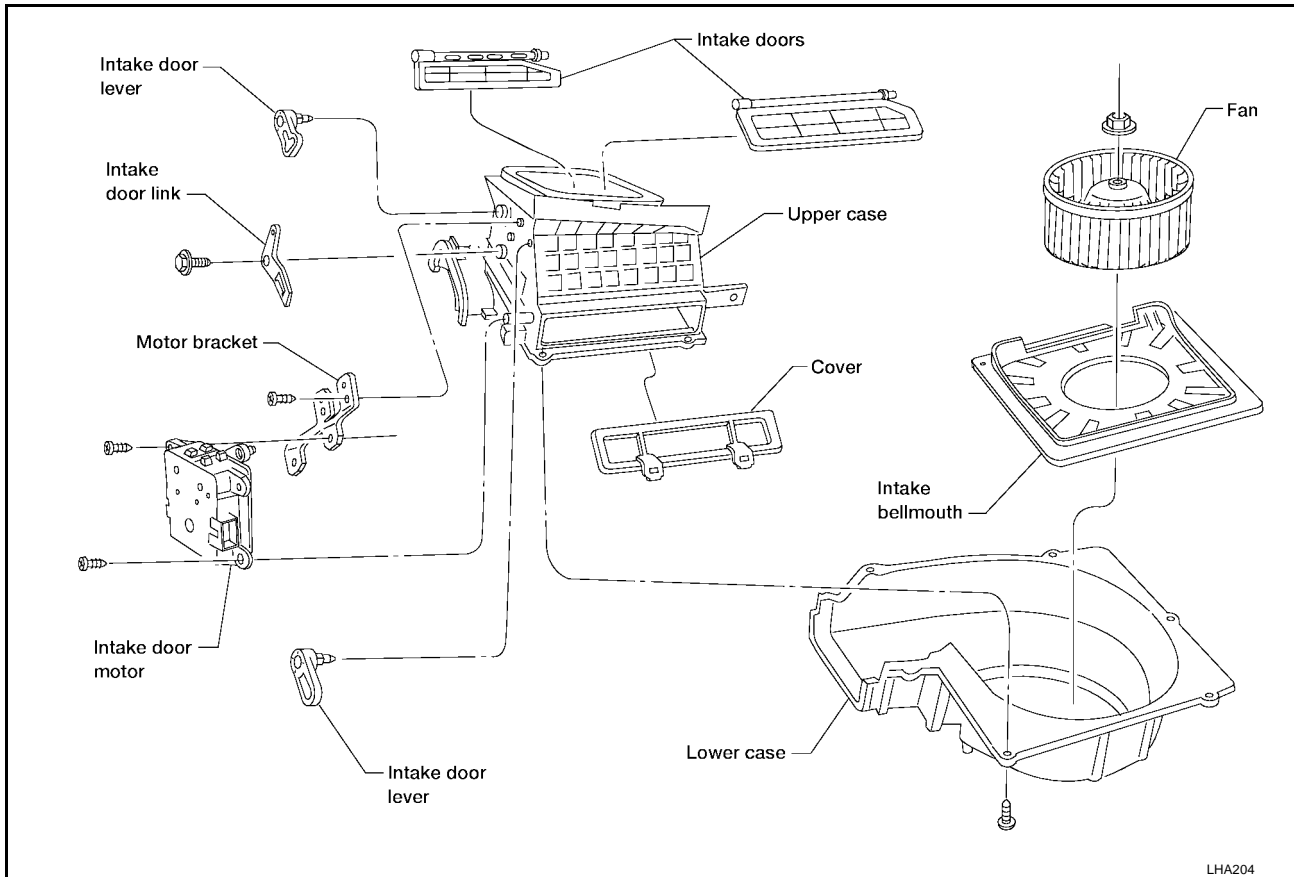
# BLOWER UNIT

PFP:27200

EJS001BM

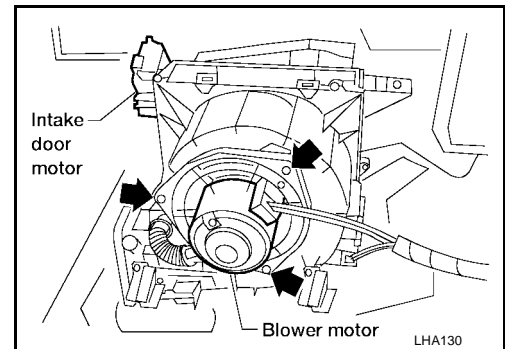
## BLOWER UNIT

### Removal



LHA204

1. Discharge the A/C system. Refer to [MTC-82, "Discharging Refrigerant"](#).
2. Disconnect the two refrigerant lines from the engine compartment. Cap the A/C lines to prevent moisture from entering the system.
3. Remove the glove box and mating trim. Refer to [IP-10, "Removal and Installation"](#).
4. Remove cooling unit. Refer to [MTC-80, "Removal"](#).
5. Disconnect the resistor and blower motor connector.
6. Remove blower unit.
7. Remove the three bolts and then remove the motor from the blower case.



LHA130

### Installation

EJS001BN

Install in the reverse order of removal.

Recharge the A/C system. Refer to [MTC-82, "Evacuating System and Charging Refrigerant"](#).

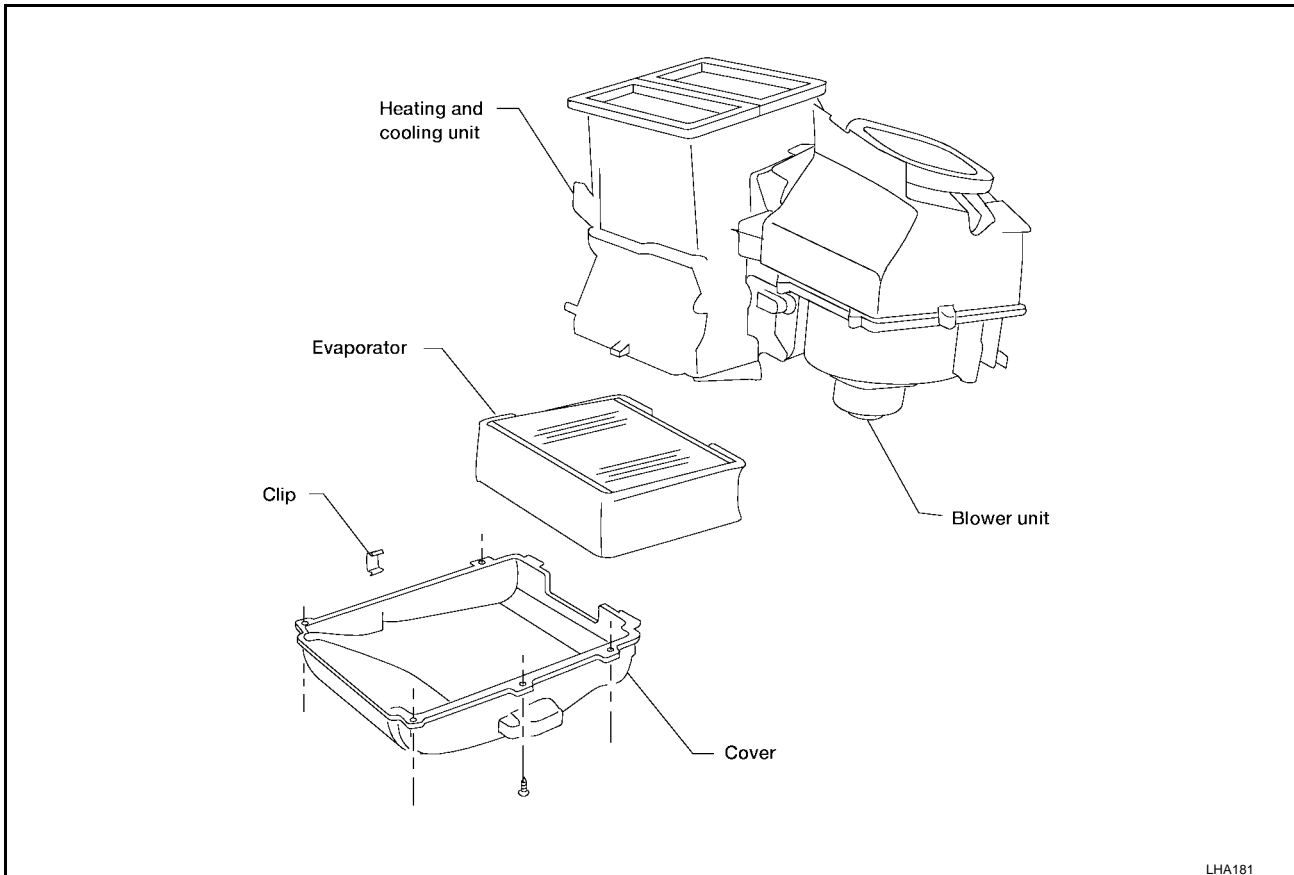
# A/C EVAPORATOR

## A/C EVAPORATOR

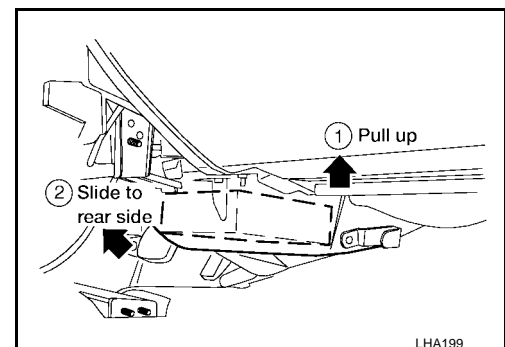
PF2:27280

### Removal

EJS001B0



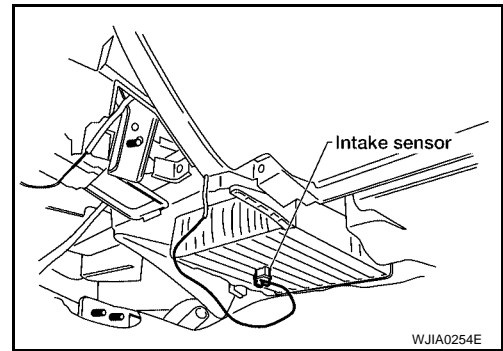
1. Discharge the A/C system. Refer to [MTC-82, "Discharging Refrigerant"](#).
2. Remove clamp bolt and remove low-pressure and high-pressure lines from cooling unit (expansion valve). Remove lines from retaining clip on dash panel and move lines away from dash panel for clearance.
3. Install caps over cooling unit (expansion valve) ports and lines.
4. Remove both side front console side covers.
5. Remove passenger side instrument panel lower cover and left lower instrument cover clip (from blower case).
6. Remove center console.
7. Remove instrument stay assemblies LH and RH.
8. Remove floor air duct risers on the right and left sides of the console front brackets (if equipped).
9. Disconnect cooling unit drain hose from lower cooling unit cover.
10. Remove five screws and clip from heating and cooling unit lower cover.
11. Drop lower cover as far as possible, reach inside of case and slide evaporator core rearward away from dash panel as far as possible so that rear of evaporator core slides up on case retaining tabs. Evaporator core may be pushed from engine compartment to ease movement. (This provides clearance at the front of the unit so that the cover can be removed).
12. Remove lower cover.





# A/C EVAPORATOR

13. Mark installation point of intake sensor and remove intake sensor from evaporator core.
14. Remove evaporator core from case by sliding forward off of case retaining tabs.
15. Remove expansion valve from evaporator core (if necessary).



EJS001BP

## Installation

Installation is the reverse of removal\*.

**Recharge the A/C system. Refer to [MTC-82, "Evacuating System and Charging Refrigerant"](#).**

\*: When installing lower cover to cooling unit case, ensure that the thermo probe is in the same location as originally installed, and that the intake sensor wire is properly positioned in case slot.

### NOTE:

**Be sure that the evaporator core is fully seated against the dash panel before securing lower cover.**

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# REFRIGERANT LINES

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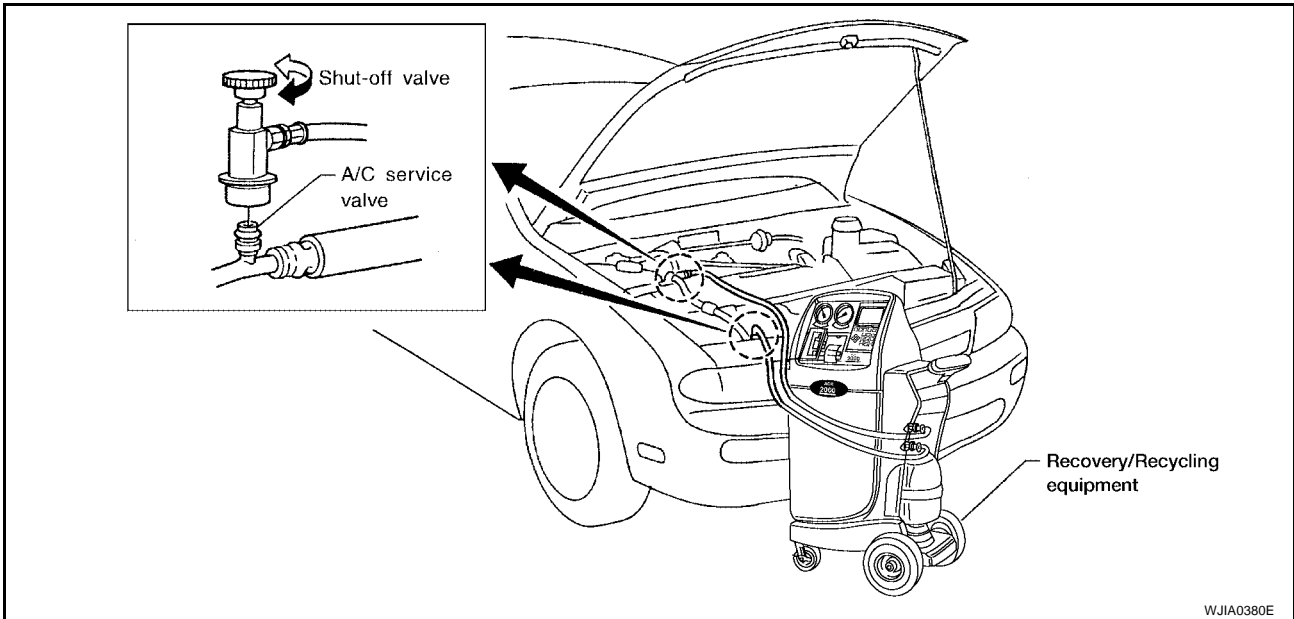
## REFRIGERANT LINES

### HFC-134a (R-134a) Service Procedure SETTING OF SERVICE TOOLS AND EQUIPMENT

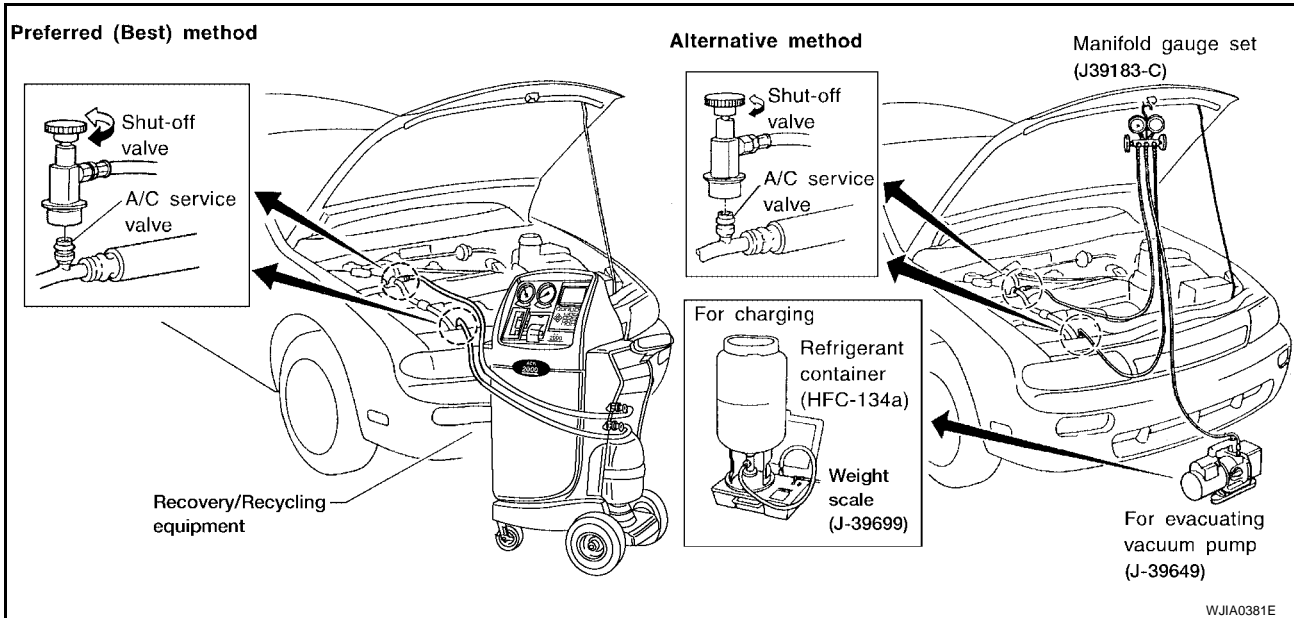
#### Discharging Refrigerant

**WARNING:**

Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) from A/C system using certified service equipment meeting requirements of SAE J2210 (R-134a recycling equipment) or J2209 (R-134a recovery equipment). If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.

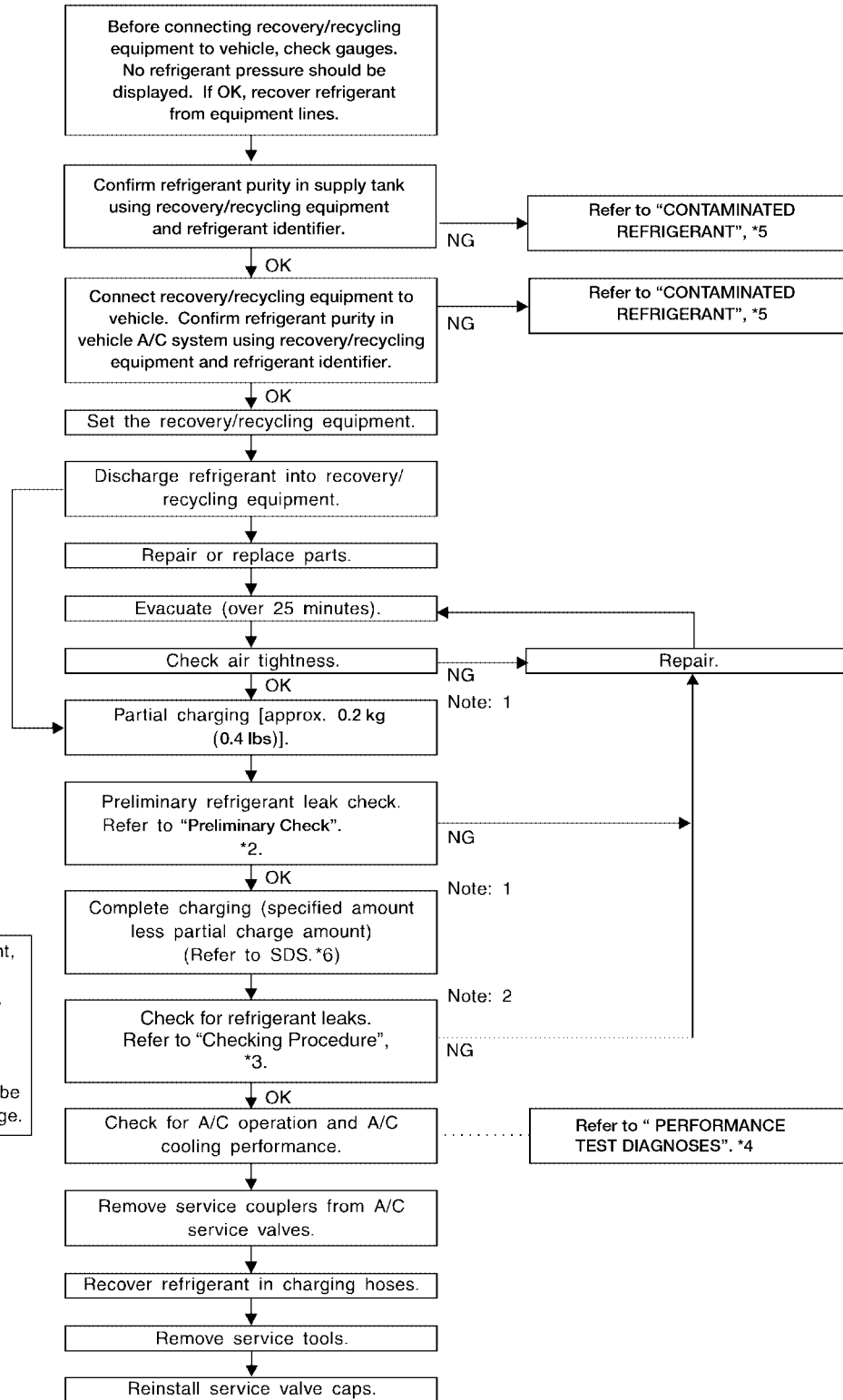


#### Evacuating System and Charging Refrigerant



# REFRIGERANT LINES

Recovered lubricant. Refer to "CHECKING AND ADJUSTING", \*1.



Note: 1 Before charging refrigerant, ensure engine is off.  
 Note: 2 Before checking for leaks, start engine to activate air conditioning system then turn engine off. Service valve caps must be installed to prevent leakage.

\*1 [MTC-16](#)  
 \*4 [MTC-58](#)

\*2 [MTC-86](#)  
 \*5 [MTC-3](#)

\*3 [MTC-87](#)  
 \*6 [MTC-91](#)

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# REFRIGERANT LINES

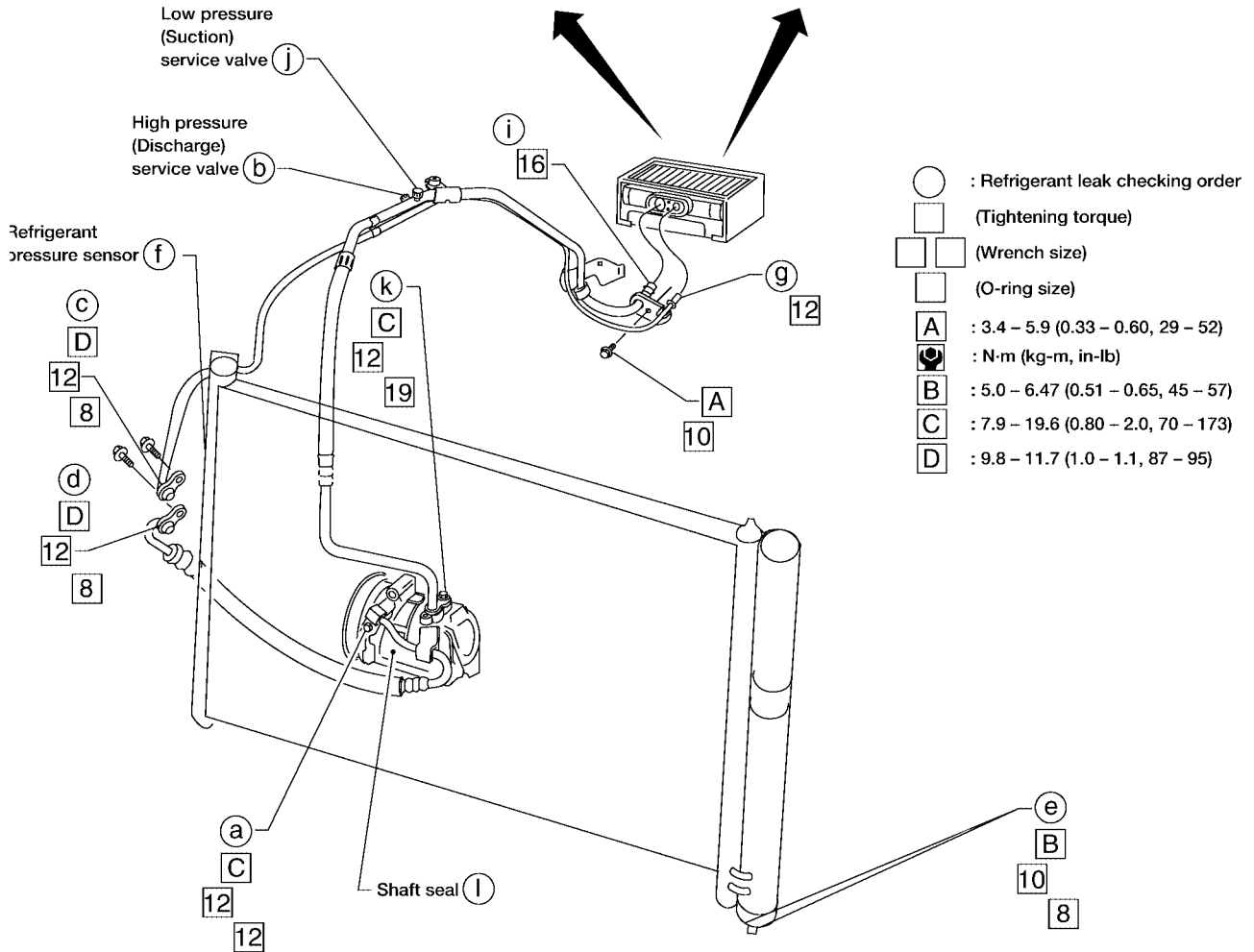
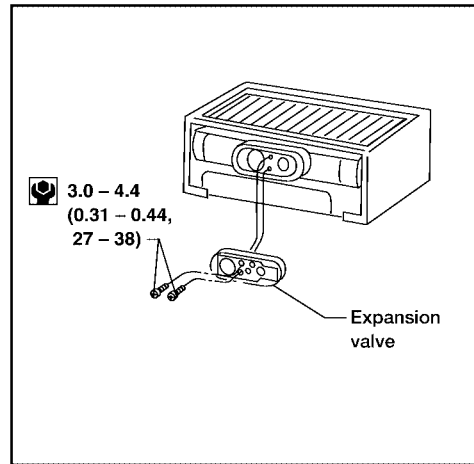
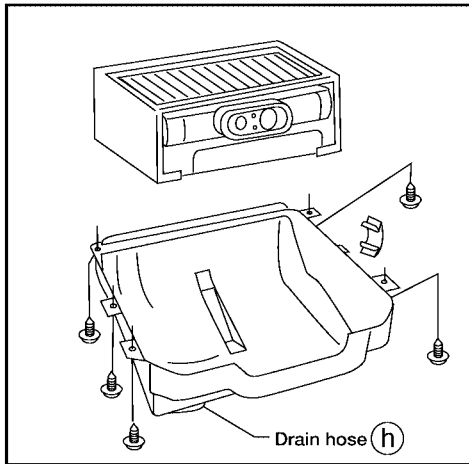
EJS001BR

## Removal and Installation

- Refer to [MTC-5, "Precautions for Refrigerant Connection"](#).

### QG18DE

SEC. 271 • 274 • 276

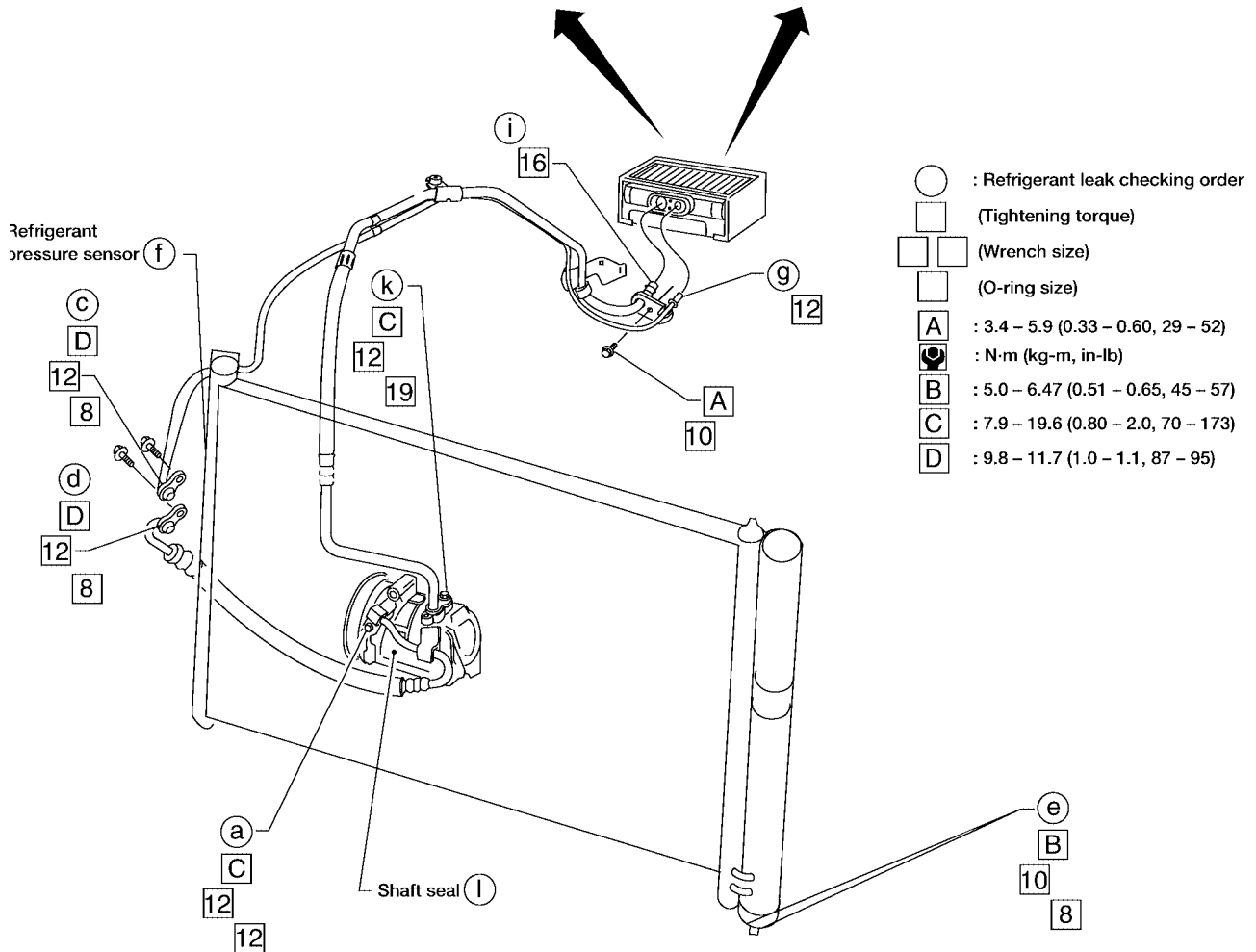
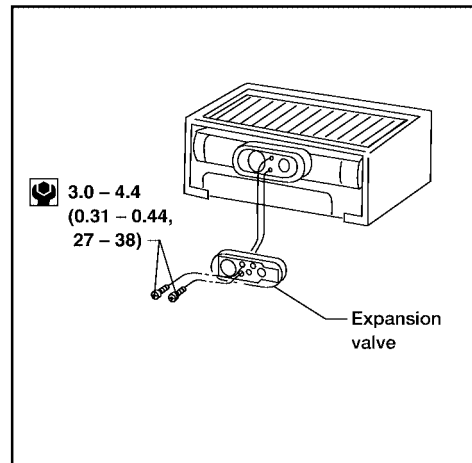
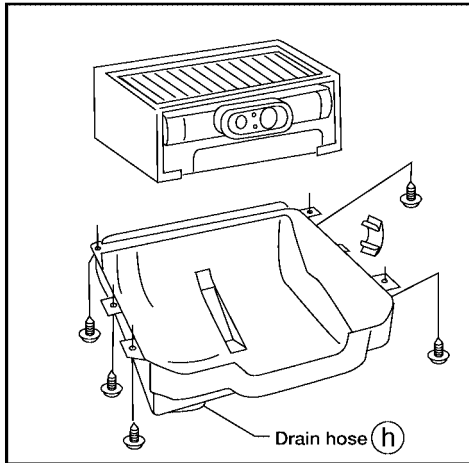


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# REFRIGERANT LINES

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# REFRIGERANT LINES

## Checking Refrigerant Leaks

EJS001BS

### PRELIMINARY CHECK

- Perform a visual inspection of all refrigeration parts, fittings, hoses and components for signs of A/C lubricant leakage, damage and corrosion. A/C lubricant leakage may indicate an area of refrigerant leakage. Allow extra inspection time in these areas when using either an electronic refrigerant leak detector or fluorescent dye leak detector.
- If dye is observed, confirm the leak with an approved electronic refrigerant leak detector. It is possible a prior leak was repaired and not properly cleaned.
- When searching for leaks, do not stop when one leak is found but continue to check for additional leaks at all system components and connections.
- When searching for refrigerant leaks using an electronic leak detector, move the probe along the suspected leak area at 25 - 50 mm (1 - 2 in) per second and no further than 1/4 inch from the component.

### NOTE:

**Moving the electronic leak detector probe slower and closer to the suspected leak area will improve the chances of finding a leak.**

## Electronic Refrigerant Leak Detector

EJS001BT

### PRECAUTIONS FOR HANDLING LEAK DETECTOR

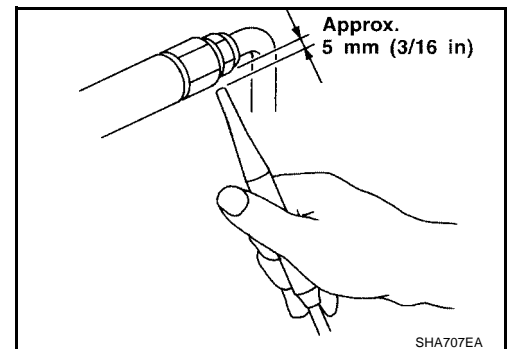
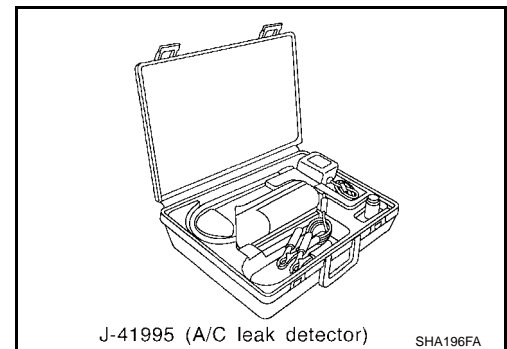
When performing a refrigerant leak check, use a J-41995 electronic refrigerant leak detector or equivalent. Ensure that the instrument is calibrated and set properly per the operating instructions.

The leak detector is a delicate device. In order to use the leak detector properly, read the operating instructions and perform any specified maintenance.

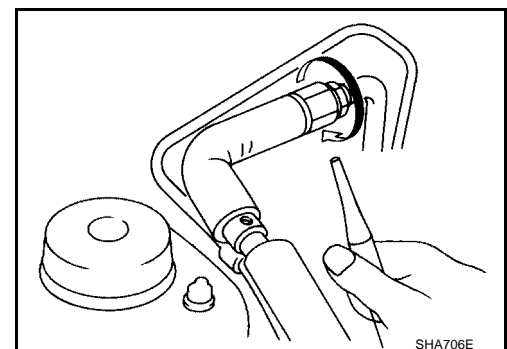
- **Other gases in the work area or substances on the A/C components, for example, anti-freeze, windshield washer fluid, solvents and lubricants, may falsely trigger the leak detector. Make sure the surfaces to be checked are clean. Clean with a dry cloth or blow off with shop air.**

- **Do not allow the sensor tip of the detector to contact with any substance. This can also cause false readings and may damage the detector.**

1. Position probe approximately 5 mm (3/16 in) away from point to be checked.

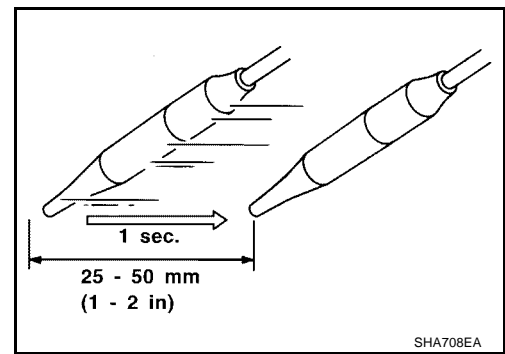


2. When testing, circle each fitting completely with probe.



# REFRIGERANT LINES

3. Move probe along component approximately 25 to 50 mm (1 to 2 in)/sec.



## CHECKING PROCEDURE

To prevent inaccurate or false readings, make sure there is no refrigerant vapor, shop chemicals, or cigarette smoke in the vicinity of the vehicle. Perform the leak test in calm area (low air/wind movement) so that the leaking refrigerant is not dispersed.

1. Turn engine off.
2. Connect a suitable A/C manifold gauge set to the A/C service ports.
3. Check if the A/C refrigerant pressure is at least 345 kPa (3.52 kg/cm<sup>2</sup>, 50 psi) above 16°C (61°F). If less than specification, recover/evacuate and recharge the system with the specified amount of refrigerant. Refer to [MTC-82, "HFC-134a \(R-134a\) Service Procedure"](#).

### NOTE:

At temperatures below 16°C (61°F), leaks may not be detected since the system may not reach 345 kPa (3.52 kg/cm<sup>2</sup>, 50 psi).

4. Conduct the leak test from the high side (compressor discharge **a** to evaporator inlet **g**) to the low side (evaporator drain hose **g** to shaft seal **l**). Refer to [MTC-86, "Checking Refrigerant Leaks"](#). Perform a leak check for the following areas carefully. Clean the component to be checked and move the leak detector probe completely around the connection/component.

- **Compressor**

Check the fitting of high and low pressure hoses, relief valve and shaft seal.

- **Liquid tank**

Check the pressure switch, tube fitting, weld seams and the fusible plug mount.

- **Service valves**

Check all around the service valves. Ensure service valve caps are secured on the service valves (to prevent leaks).

### NOTE:

After removing A/C manifold gauge set from service valves, wipe any residue from valves to prevent any false readings by leak detector.

- **Cooling unit (Evaporator)**

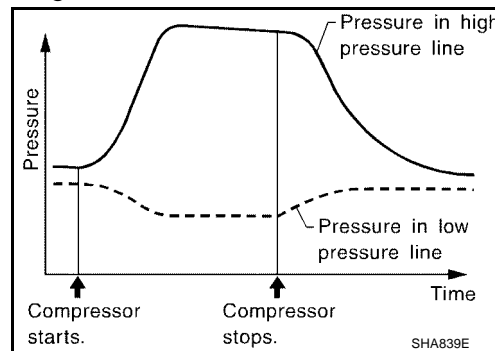
With engine OFF, turn blower fan on "High" for at least 15 seconds to dissipate any refrigerant trace in the cooling unit. Wait a minimum of 10 minutes accumulation time (refer to the manufacturer's recommended procedure for actual wait time) before inserting the leak detector probe into the drain hose. Keep the probe inserted for at least ten seconds. Use caution not to contaminate the probe tip with water or dirt that may be in the drain hose.

5. If a leak detector detects a leak, verify at least once by blowing compressed air into area of suspected leak, then repeat check as outlined above.
6. Do not stop when one leak is found. Continue to check for additional leaks at all system components. If no leaks are found, perform steps 7 - 10.
7. Start engine.
8. Set the heater A/C control as follows:
  1. A/C switch ON.
  2. Face mode
  3. Recirculation switch ON
  4. Max cold temperature
  5. Fan speed high

# REFRIGERANT LINES

- Run engine at 1,500 rpm for at least 2 minutes.
- Turn engine off and perform leak check again following steps 4 through 6 above.

**Refrigerant leaks should be checked immediately after stopping the engine. Begin with the leak detector at the compressor. The pressure on the high pressure side will gradually drop after refrigerant circulation stops and pressure on the low pressure side will gradually rise, as shown in the graph. Some leaks are more easily detected when pressure is high.**



- Before connecting the recovery/recycling equipment to the vehicle, check the recovery/recycling equipment gauges. No refrigerant pressure should be displayed. If pressure is displayed, recover refrigerant from equipment lines and then check refrigerant purity.
- Confirm refrigerant purity in supply tank using recovery/recycling equipment and refrigerant identifier. Refer to [MTC-3, "Contaminated Refrigerant"](#).
- Confirm refrigerant purity in vehicle A/C system using the recovery/recycling equipment and refrigerant identifier. Refer to [MTC-3, "Contaminated Refrigerant"](#).
- Discharge A/C system using approved recovery/recycling equipment. Refer to [MTC-82, "Discharging Refrigerant"](#). Repair the leaking fitting or component as necessary.
- Evacuate and recharge the A/C system. Refer to [MTC-82, "Evacuating System and Charging Refrigerant"](#). Perform the leak test to confirm no refrigerant leaks.
- Conduct A/C performance test to make sure the A/C system works properly.

## Fluorescent Dye Leak Detector

EJS001BU

### PRECAUTIONS FOR FLUORESCENT DYE LEAK DETECTION

- The fluorescent dye leak detector is not a replacement for an electronic refrigerant leak detector. The fluorescent dye leak detector should be used in conjunction with an electronic refrigerant leak detector (J-41995) to pinpoint refrigerant leaks.
- For your safety and your customer's satisfaction, read and follow all manufacturer's operating instructions and precautions prior to performing the work.
- Refer to [MTC-4, "Precautions for Leak Detection Dye"](#).

### CHECKING SYSTEM FOR LEAKS USING THE FLUORESCENT LEAK DETECTOR

- Check A/C system for leaks using the UV lamp and safety glasses (J-42220) in a low sunlight area (area without windows preferable). Illuminate all components, fittings and lines. The dye will appear as a bright green/yellow area at the point of leakage. Fluorescent dye observed at the evaporator drain opening indicates an evaporator core assembly (tubes, core or TXV) leak.
- If the suspected area is difficult to see, use an adjustable mirror or wipe the area with a clean shop rag or cloth, then check the cloth with the UV lamp for dye residue.
- Confirm any suspected leaks with an approved electronic refrigerant leak detector.
- After the leak is repaired, remove any residual dye using dye cleaner (J-43872) to prevent future misdiagnosis.
- Perform a system performance check and verify the leak repair with an approved electronic refrigerant leak detector.

### DYE INJECTION

(This procedure is only necessary when re-charging the system or when the compressor has seized and was replaced.)

Refer to [MTC-4, "Precautions for Leak Detection Dye"](#).

- Check A/C system static (at rest) pressure. Pressure must be at least 345 kPa (3.52 kg/cm<sup>2</sup>, 50 psi).
- Pour one bottle (1/4 ounce / 7.4 cc) of the A/C refrigerant dye into the injector tool (J-41459).
- Connect the injector tool to the A/C LOW PRESSURE side service fitting.
- Start engine and switch A/C ON.



## REFRIGERANT LINES

- 
5. With the A/C operating (compressor running), inject one bottle (1/4 ounce / 7.4 cc) of fluorescent dye through the low-pressure service valve using dye injector tool J-41459 (refer to the manufacturer's operating instructions).
  6. With the engine still running, disconnect the injector tool from the service fitting.

**CAUTION:**

**Be careful not to allow dye to spray or drip when disconnecting the injector from the system.**

**NOTE:**

**If repairing the A/C system or replacing a component, pour the dye directly into the open system connection and proceed with the service procedures.**

7. Operate the A/C system for a minimum of 20 minutes to mix the dye with the system oil. Depending on the leak size, operating conditions and location of the leak, it may take from minutes to days for the dye to penetrate a leak and become visible.

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# BELT

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## BELT

PFP:92600

### Tension Adjustment

EJS001BV

- Refer to [MA-16, "Checking Drive Belts"](#) (QG18DE) or [MA-23, "Checking Drive Belts"](#) (QR25DE).

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications COMPRESSOR

EJS001BX

Engine	QG18DE	QR25DE
Model	ZEXEL make DKV-11G	ZEXEL make DKV-14G
Type	Vane rotary	
Displacement cm <sup>3</sup> (cu in)/rev.	110 (6.71)	140 (8.54)
Direction of rotation	Clockwise (viewed from drive end)	
Drive belt	Poly V	

### LUBRICANT

Name	Genuine Nissan A/C Lubricant Type R or equivalent	
Part number	KLH00-PAGR0	
Capacity ml (US fl oz, Imp fl oz)	Total in system	180 (6.1, 6.3)

### REFRIGERANT

Type	HFC-134a (R-134a)
Capacity kg (lb)	0.45 - 0.55 (0.99 - 1.21)

### Inspection and Adjustment

EJS001BY

#### ENGINE IDLING SPEED (WHEN A/C IS ON)

- Refer to [EC-42, "IDLE SPEED"](#) [QG18DE (ULEV Model)], [EC-623, "IDLE SPEED"](#) [QG18DE (SULEV Model)] or [EC-1244, "IDLE SPEED"](#) (QR25DE).

#### BELT TENSION

- Refer to [MA-16, "Checking Drive Belts"](#) (QG18DE) or [MA-23, "Checking Drive Belts"](#) (QR25DE).

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# SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **PB**  
PARKING BRAKE SYSTEM

A  
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PB  
G  
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J  
K  
L  
M

CONTENTS

<b>PARKING BRAKE CONTROL</b> .....	2	Inspection .....	2
Components .....	2	Adjustment .....	3
Removal and Installation .....	2	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	4
		Parking Brake .....	4



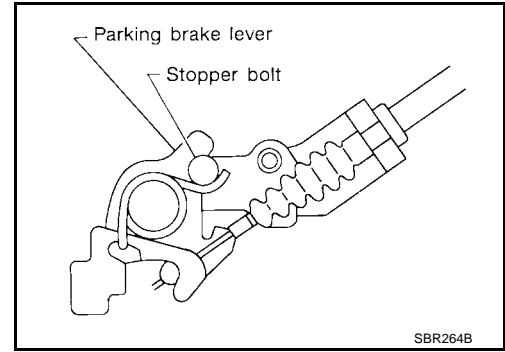
# PARKING BRAKE CONTROL

## Adjustment

EFS00244

### Pay attention to the following points after adjustment.

- There is no drag when control lever is being released.
  - Be sure that toggle lever returns to stopper when parking brake lever is released.
1. Loosen parking brake cable.
  2. Depress brake pedal fully more than five times.
  3. Operate control lever 10 times or more with a full stroke [215.2 mm (8.47 in)].
  4. Adjust control lever by turning adjusting nut.
  5. Pull control lever with specified amount of force. Check lever stroke and ensure smooth operation.



**Number of notches : 6 - 7 [196 N (20 kg, 44 lb)]**

6. Bend warning lamp switch plate. Warning lamp should come on when lever is pulled or depressed one notch. It should go off when the lever is fully released.

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# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Parking Brake

EFS00245

Type	Lever
Number of notches [under force of 196 N (20 kg, 44 lb)]	6 - 7
Number of notches when warning lamp comes on	1



A  
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# PG

SECTION

## POWER SUPPLY, GROUND & CIRCUIT ELEMENTS

### CONTENTS

<p><b>POWER SUPPLY ROUTING</b> ..... 2</p> <p style="padding-left: 20px;">Schematic ..... 2</p> <p style="padding-left: 20px;">Wiring Diagram — POWER — ..... 4</p> <p style="padding-left: 40px;">BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION ..... 4</p> <p style="padding-left: 40px;">ACCESSORY POWER SUPPLY — IGNITION SW. IN “ACC” OR “ON” ..... 7</p> <p style="padding-left: 40px;">IGNITION POWER SUPPLY — IGNITION SW. IN “ON” ..... 8</p> <p style="padding-left: 40px;">IGNITION POWER SUPPLY — IGNITION SW. IN “ON” AND/OR “START” ..... 9</p> <p><b>GROUND</b> ..... 12</p> <p style="padding-left: 20px;">Ground Distribution ..... 12</p> <p style="padding-left: 40px;">MAIN HARNESS ..... 12</p> <p style="padding-left: 40px;">ENGINE ROOM HARNESS ..... 14</p> <p style="padding-left: 40px;">ENGINE CONTROL HARNESS ..... 16</p> <p style="padding-left: 40px;">BODY HARNESS ..... 18</p> <p style="padding-left: 40px;">REAR WINDOW DEFOGGER GROUND HAR- NESS ..... 19</p> <p style="padding-left: 40px;">ROOM HARNESS ..... 20</p> <p><b>HARNESS</b> ..... 21</p> <p style="padding-left: 20px;">Harness Layout ..... 21</p> <p style="padding-left: 40px;">HOW TO READ HARNESS LAYOUT ..... 21</p> <p style="padding-left: 40px;">OUTLINE ..... 22</p> <p style="padding-left: 40px;">MAIN HARNESS ..... 23</p> <p style="padding-left: 40px;">ENGINE ROOM HARNESS ..... 25</p> <p style="padding-left: 40px;">ENGINE CONTROL HARNESS ..... 28</p> <p style="padding-left: 40px;">BODY HARNESS ..... 34</p> <p style="padding-left: 40px;">ROOM LAMP HARNESS ..... 36</p> <p style="padding-left: 40px;">FRONT DOOR HARNESS ..... 37</p> <p style="padding-left: 40px;">REAR DOOR HARNESS ..... 38</p> <p style="padding-left: 20px;">Wiring Diagram Codes (Cell Codes) ..... 39</p>	<p><b>ELECTRICAL UNITS LOCATION</b> ..... 42</p> <p style="padding-left: 20px;">Electrical Units Location ..... 42</p> <p style="padding-left: 40px;">ENGINE COMPARTMENT ..... 42</p> <p style="padding-left: 40px;">PASSENGER COMPARTMENT ..... 43</p> <p style="padding-left: 20px;">Fuse ..... 45</p> <p style="padding-left: 20px;">Fusible Link ..... 45</p> <p style="padding-left: 20px;">Circuit Breaker ..... 45</p> <p><b>HARNESS CONNECTOR</b> ..... 46</p> <p style="padding-left: 20px;">Description ..... 46</p> <p style="padding-left: 40px;">HARNESS CONNECTOR (TAB-LOCKING TYPE) ..... 46</p> <p style="padding-left: 40px;">HARNESS CONNECTOR (SLIDE-LOCKING TYPE) ..... 47</p> <p style="padding-left: 40px;">HARNESS CONNECTOR (DIRECT-CONNECT SRS COMPONENT TYPE) ..... 48</p> <p><b>JOINT CONNECTOR</b> ..... 49</p> <p style="padding-left: 20px;">Terminal Arrangement ..... 49</p> <p style="padding-left: 40px;">QG18DE ..... 49</p> <p style="padding-left: 40px;">QR25DE ..... 50</p> <p><b>ELECTRICAL UNITS</b> ..... 51</p> <p style="padding-left: 20px;">Terminal Arrangement ..... 51</p> <p><b>STANDARDIZED RELAY</b> ..... 52</p> <p style="padding-left: 20px;">Description ..... 52</p> <p style="padding-left: 40px;">NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS ..... 52</p> <p style="padding-left: 40px;">TYPE OF STANDARDIZED RELAYS ..... 52</p> <p><b>FUSE BLOCK — JUNCTION BOX (J/B)</b> ..... 54</p> <p style="padding-left: 20px;">Terminal Arrangement ..... 54</p> <p><b>FUSE AND FUSIBLE LINK BOX</b> ..... 55</p> <p style="padding-left: 20px;">Terminal Arrangement ..... 55</p>
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# POWER SUPPLY ROUTING

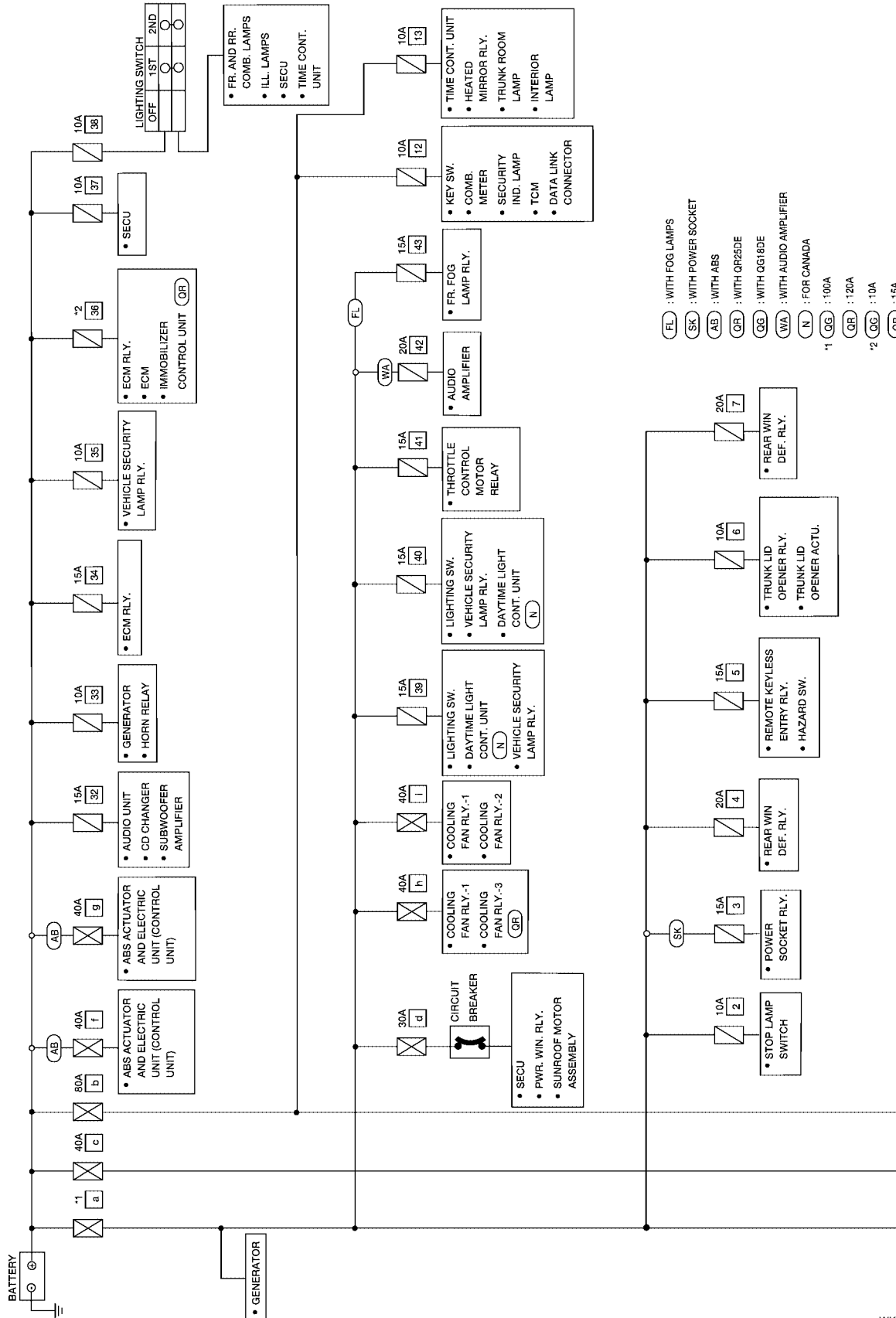
PF24110

EKS003AZ

## POWER SUPPLY ROUTING

### Schematic

For detailed ground distribution information, refer to [PG-12, "Ground Distribution"](#).



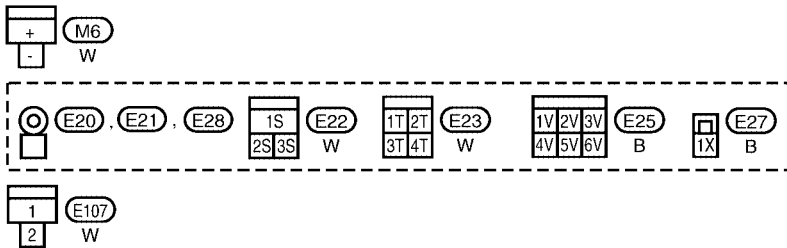
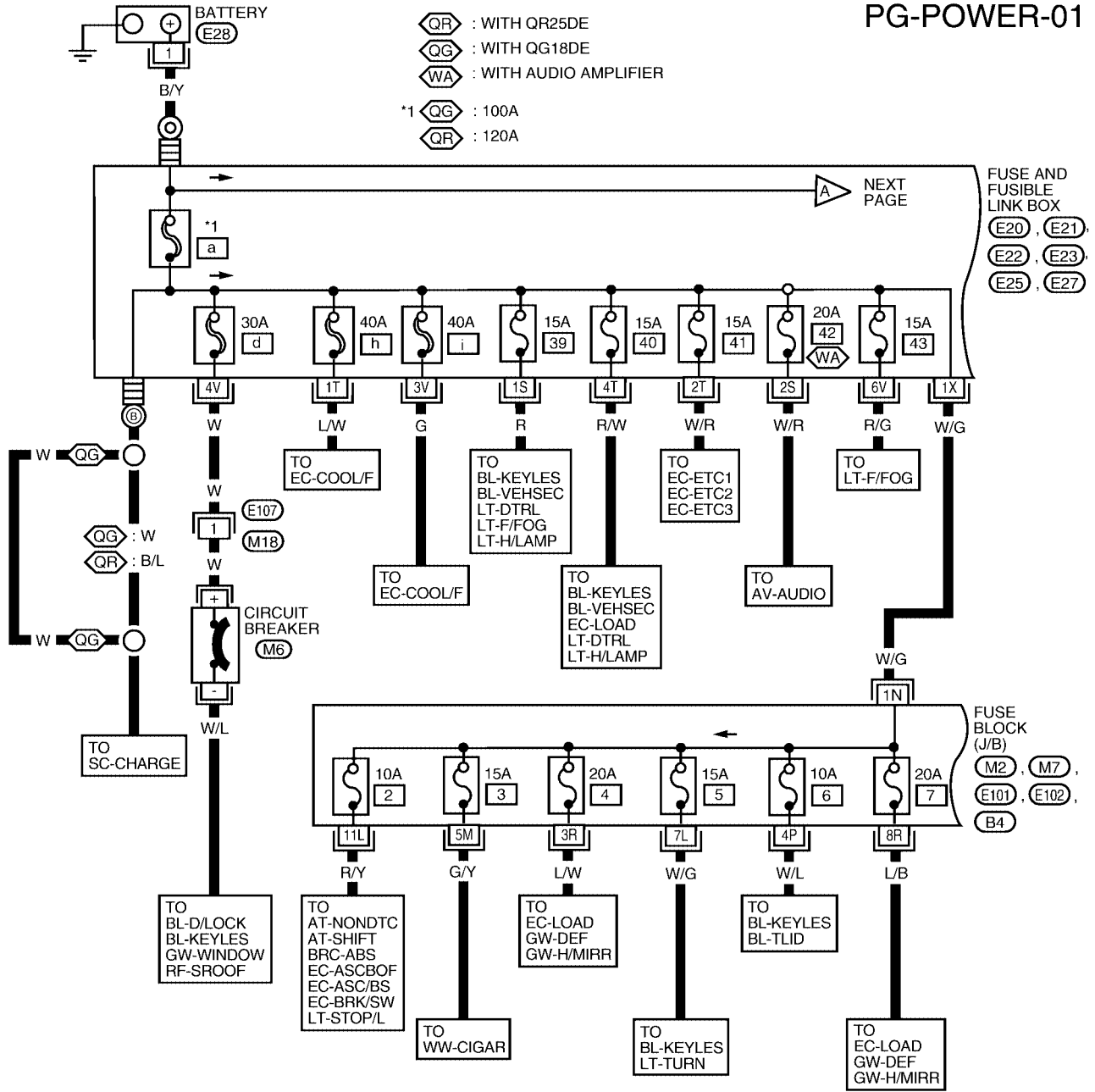


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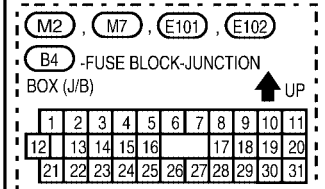
EKS003B0

## Wiring Diagram — POWER — BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION

PG-POWER-01



REFER TO THE FOLLOWING.



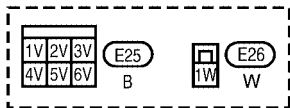
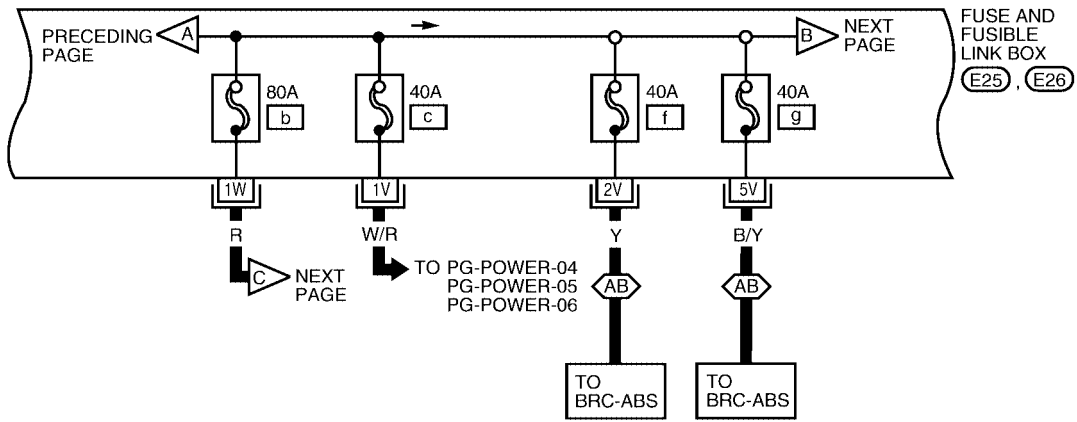
WKWA0503E

# POWER SUPPLY ROUTING

PG-POWER-02

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⬡AB⬢ : WITH ABS

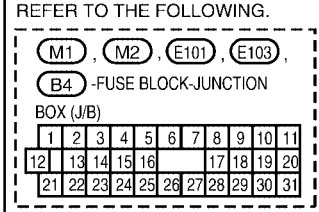
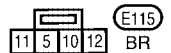
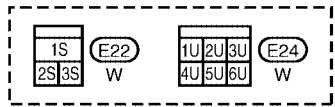
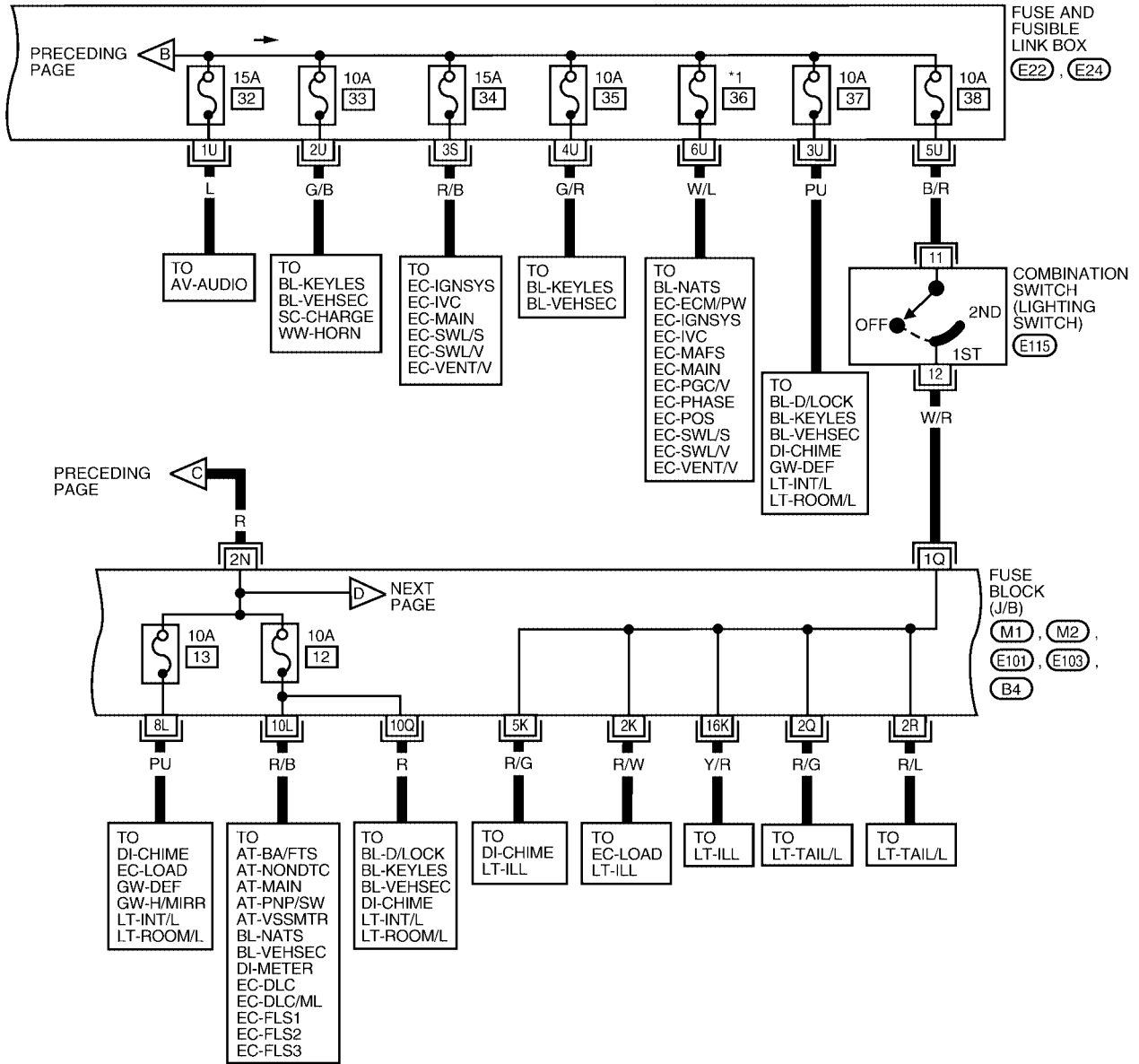


WKWA0057E

# POWER SUPPLY ROUTING

PG-POWER-03

OG : WITH QG18DE      \*1 QG : 10A  
QR : WITH QR25DE      QR : 15A

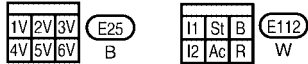
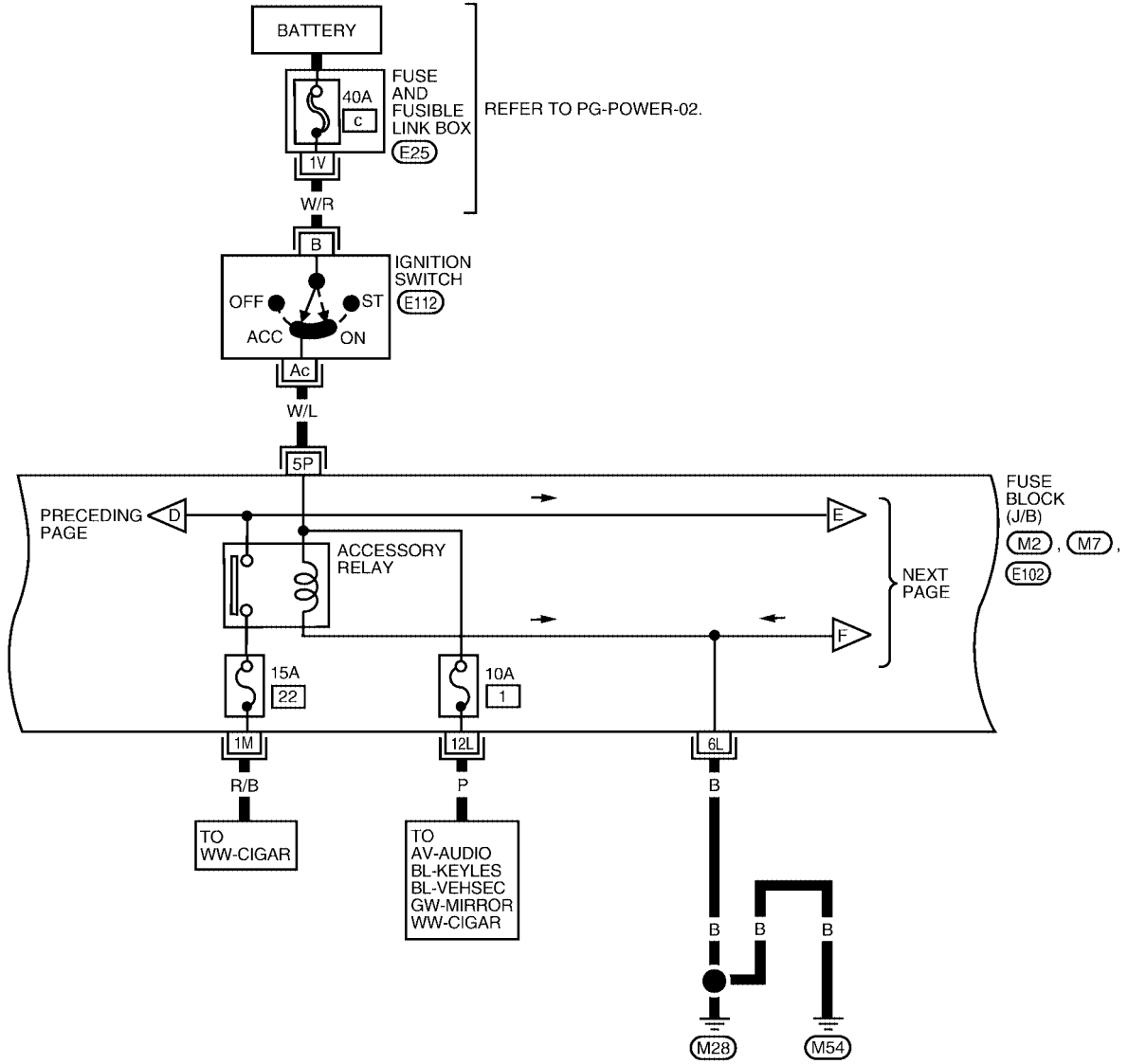


WKWA0504E

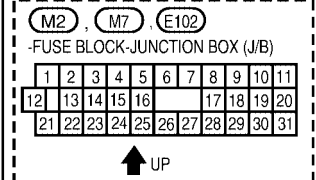
# POWER SUPPLY ROUTING

## ACCESSORY POWER SUPPLY — IGNITION SW. IN “ACC” OR “ON”

PG-POWER-04



REFER TO THE FOLLOWING.

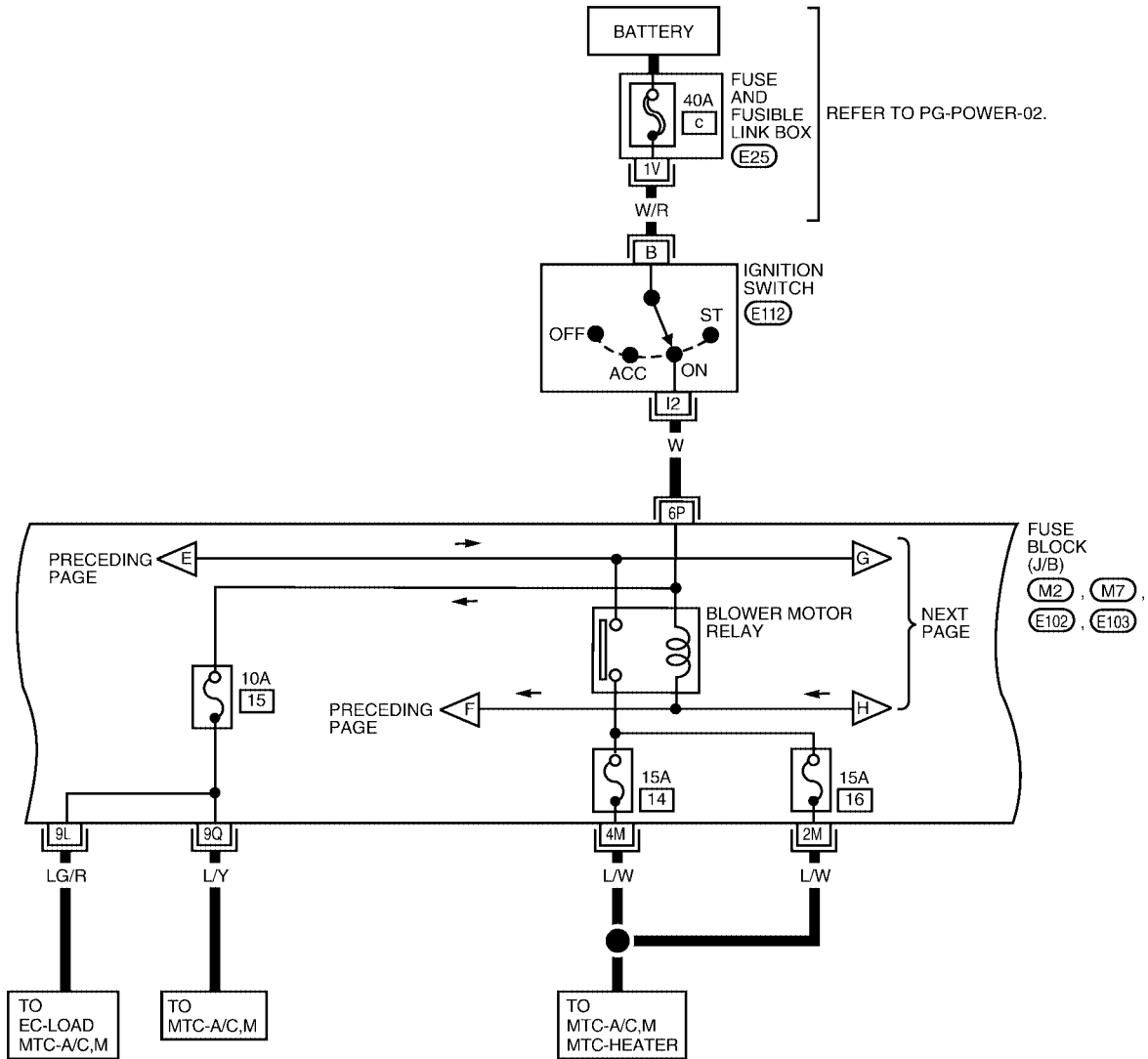


WKWA0250E

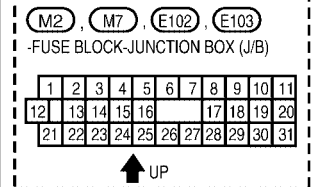
# POWER SUPPLY ROUTING

## IGNITION POWER SUPPLY — IGNITION SW. IN “ON”

PG-POWER-05



REFER TO THE FOLLOWING.



WKWA0493E

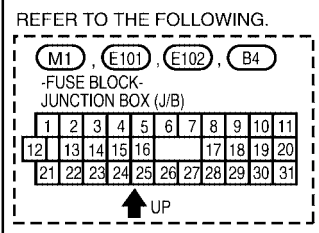
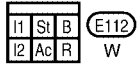
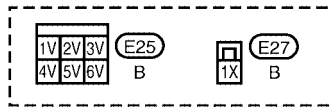
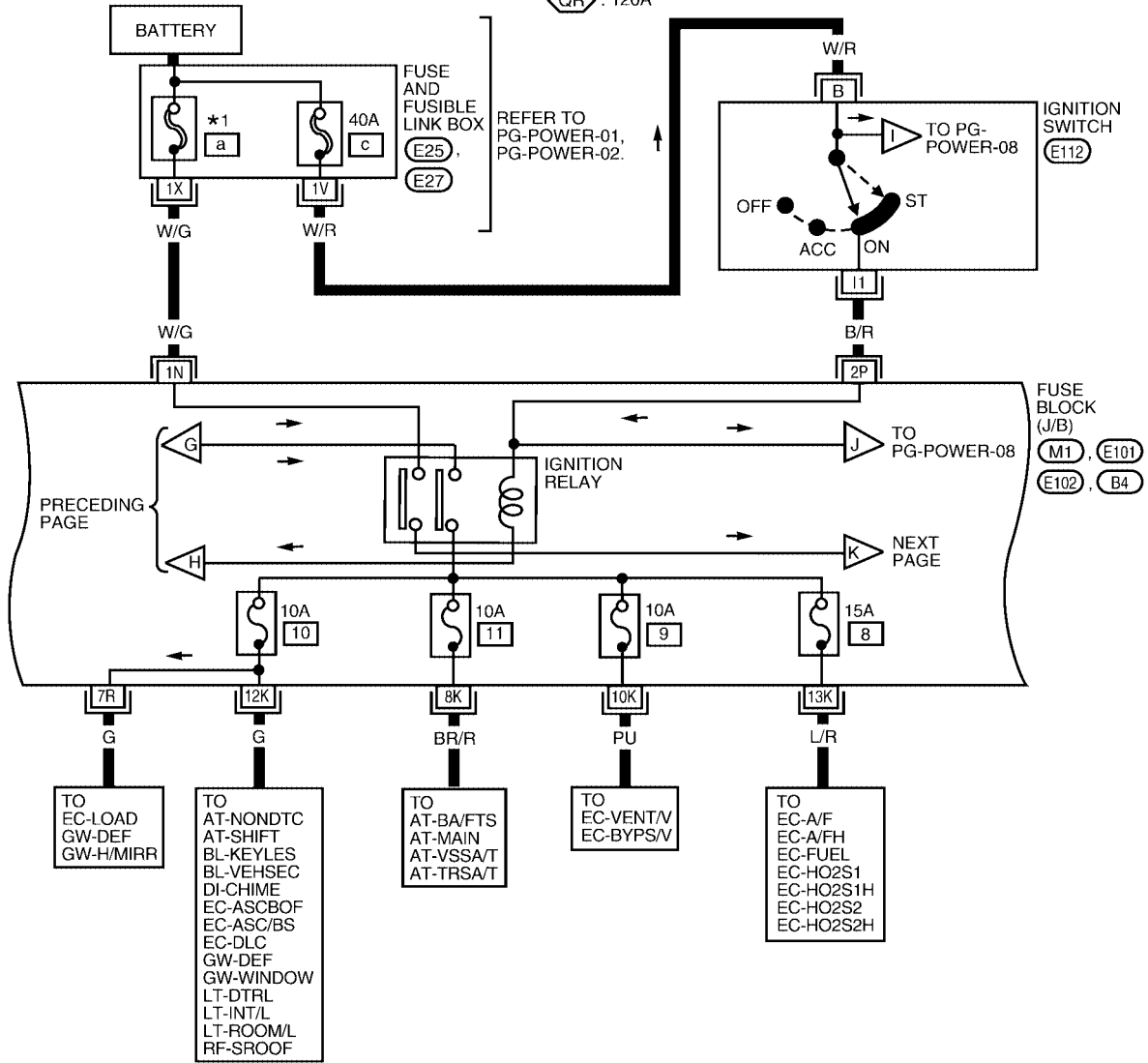


# POWER SUPPLY ROUTING

## IGNITION POWER SUPPLY — IGNITION SW. IN “ON” AND/OR “START”

PG-POWER-06

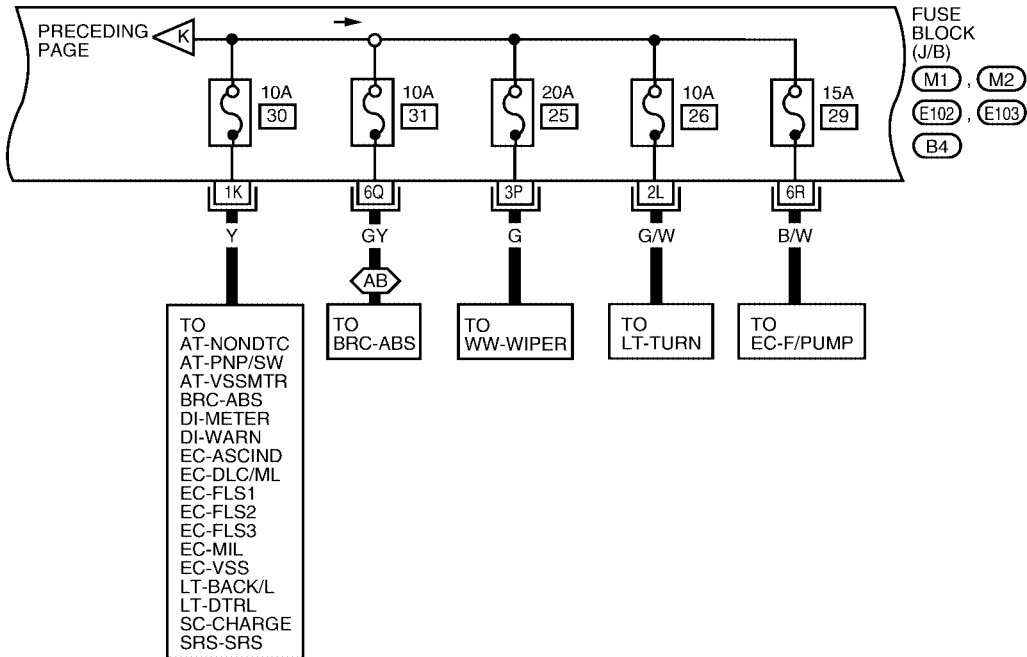
- QG : WITH QG18DE
- QR : WITH QR25DE
- \*1 QG : 100A
- QR : 120A



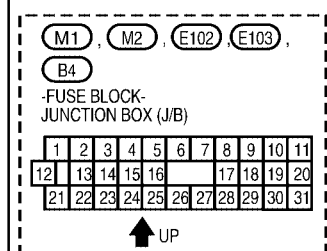
# POWER SUPPLY ROUTING

PG-POWER-07

◊AB◊ : With ABS



REFER TO THE FOLLOWING.

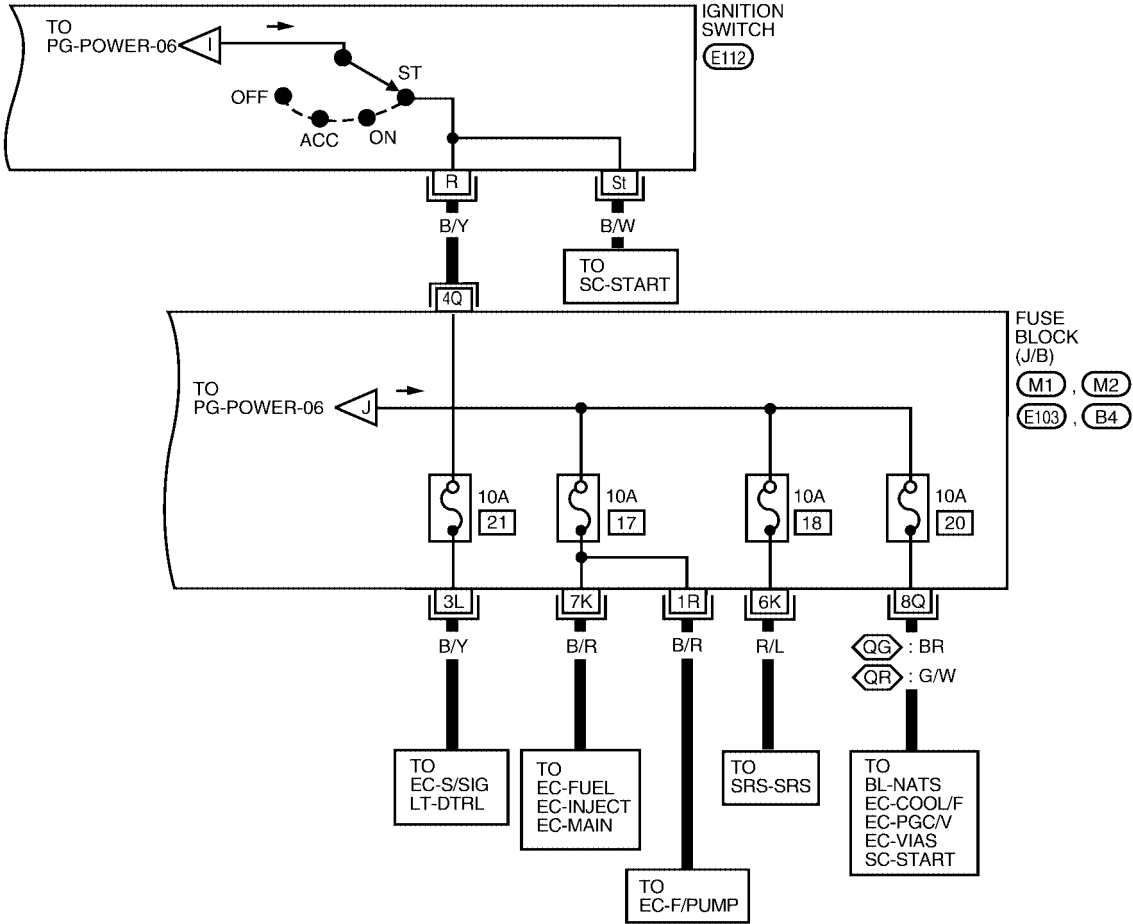


WKWA0253E

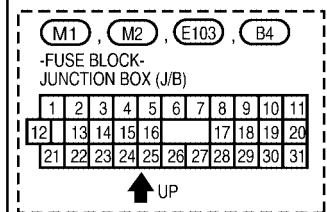
# POWER SUPPLY ROUTING

PG-POWER-08

QG : WITH QG18DE  
QR : WITH QR25DE



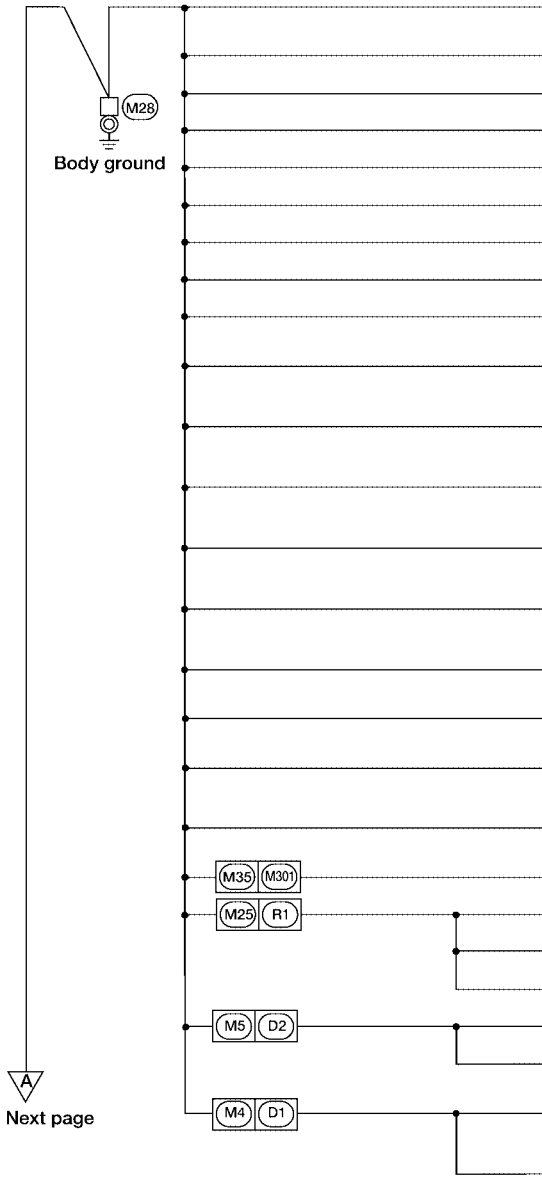
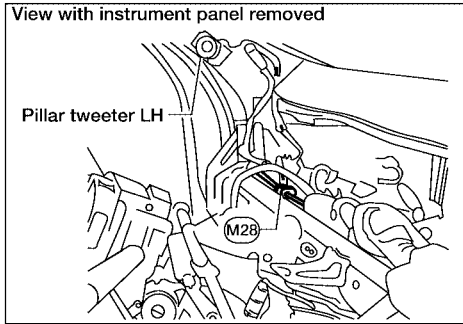
REFER TO THE FOLLOWING.



WKWA0254E

## GROUND

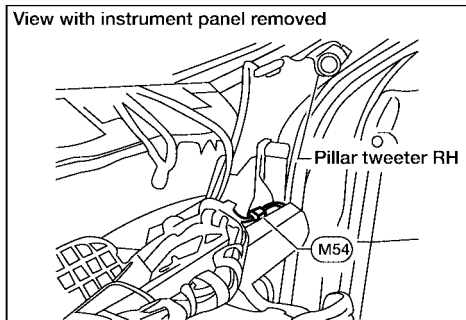
### Ground Distribution MAIN HARNESS



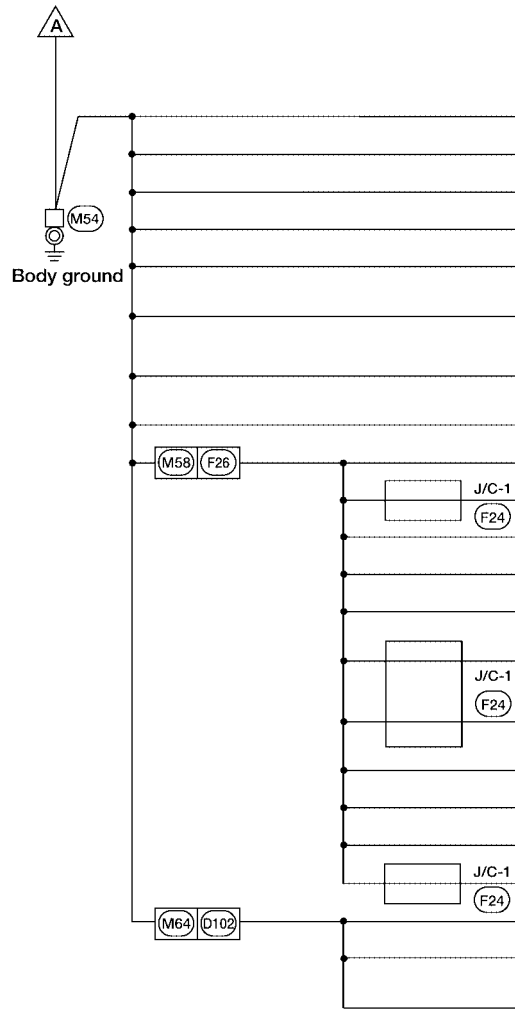
CONNECTOR NUMBER	CONNECT TO
(M2)	Fuse block (J/B) (Blower motor relay, ignition relay, accessory relay)
(M3)	Heated mirror relay
(M8)	Data link connector (Terminal No. 4)
(M8)	Data link connector (Terminal No. 5)
(M9)	Power window relay
(M10)	Trunk lid opener relay
(M21)	Trunk lid opener switch
(M22)	Illumination control switch
(M23)	Door mirror remote control switch
(M29)	Combination meter (Terminal No.3) (High beam indicator) (With tachometer)
(M29)	Combination meter (Terminal No.12) (Turn signal indicator lamps and ABS warning) (With tachometer)
(M29)	Combination meter (Terminal No.14) (High beam indicator) (Without tachometer)
(M30)	Combination meter (Terminal No. 27) (Speedometer) (Without tachometer)
(M30)	Combination meter (Terminal No. 39) (Turn signal indicator lamps) (Without tachometer)
(M30)	Combination meter (Terminal No. 48) (Speedometer) (With tachometer)
(M31)	Fan control switch
(M38)	Smart entrance control unit (with power door locks) (Terminal No. 16)
(M40)	Time control unit (Without power door locks) (Terminal No. 8)
(M302)	Power socket
(R2)	Vanity lamp LH
(R3)	Map lamp
(R7)	Vanity lamp RH
(D4)	Door mirror LH
(D8)	Front door key cylinder switch LH
(D6)	Main power window and door lock / unlock switch
(D7)	Front door lock actuator (door unlock sensor) LH

# GROUND

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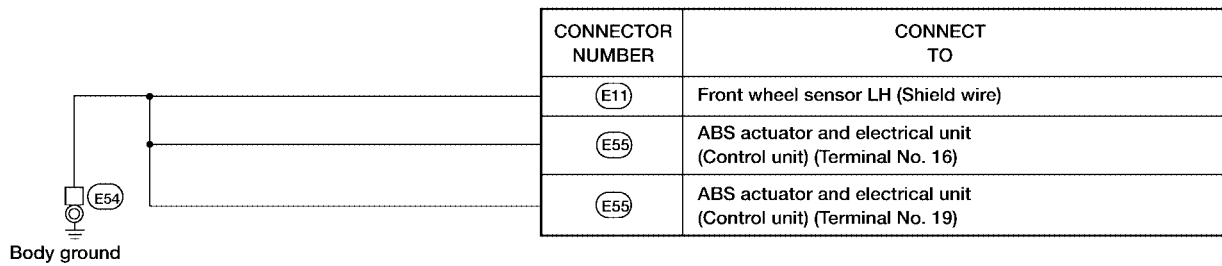
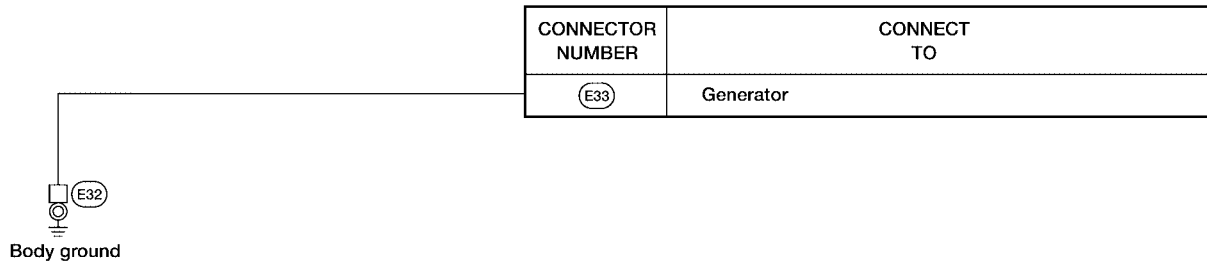
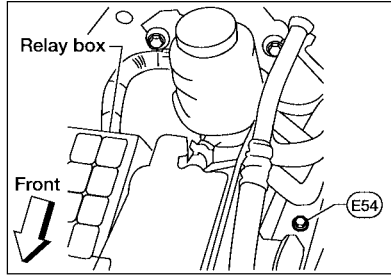
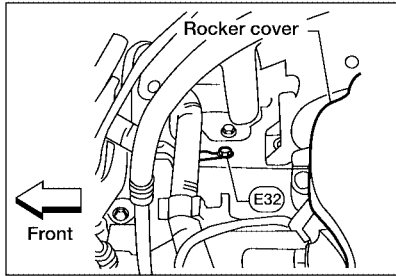
CONNECTOR NUMBER	CONNECT TO
M12	Power socket relay
M32	Air control (Rear window defogger switch)
M33	Cigarette lighter socket
M34	Air bag diagnosis sensor unit (Terminal No. 2)
M42	Combination flasher unit
M44	A/T device (Terminal No. 2) (Overdrive control switch)
M44	A/T device (Terminal No. 6) (Shift lock)
M49	Intake sensor
F16	Camshaft position sensor (PHASE) (QG18DE)
F31	Knock sensor (Shield wire) (QG18DE)
F52	Crankshaft position sensor (POS) (QG18DE)
F57	TCM (Terminal No. 25) (QG18DE)
F57	TCM (Terminal No. 48) (QG18DE)
F58	Electric throttle control actuator (Throttle control motor) (Shield wire) (QG18DE)
F58	Electric throttle control actuator (Throttle position sensor) (Shield wire) (QG18DE)
F59	ECM (Terminal No. 115) (QG18DE)
F59	ECM (Terminal No. 116) (QG18DE)
F60	ECM (Terminal No. 1) (QG18DE)
F63	Swirl control valve position sensor (Shield wire) (QG18DE SULEV)
D104	Door mirror RH
D107	Door lock / unlock switch RH
D109	Front door lock actuator RH (Door unlock sensor)

PG

WKIA0989E

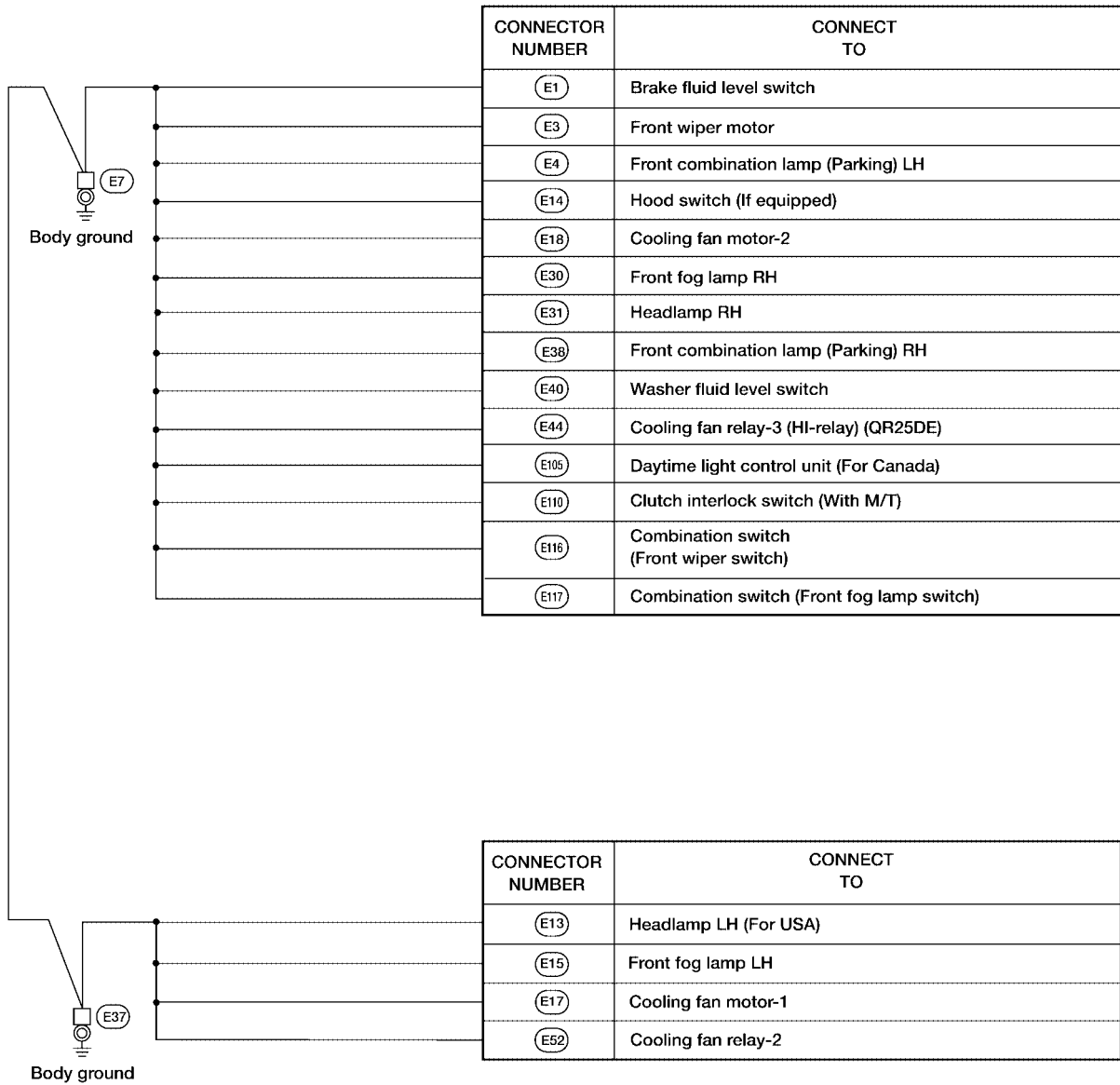
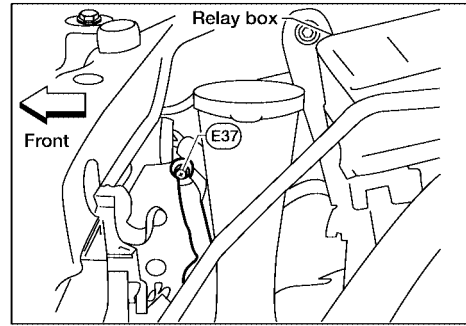
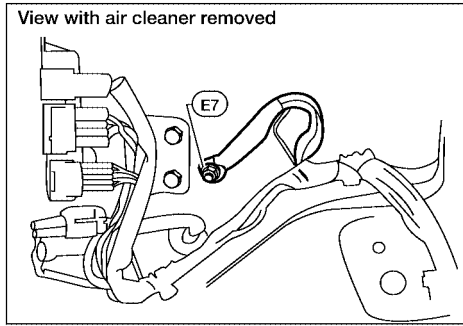
# GROUND

## ENGINE ROOM HARNESS



WKIA0215E

# GROUND



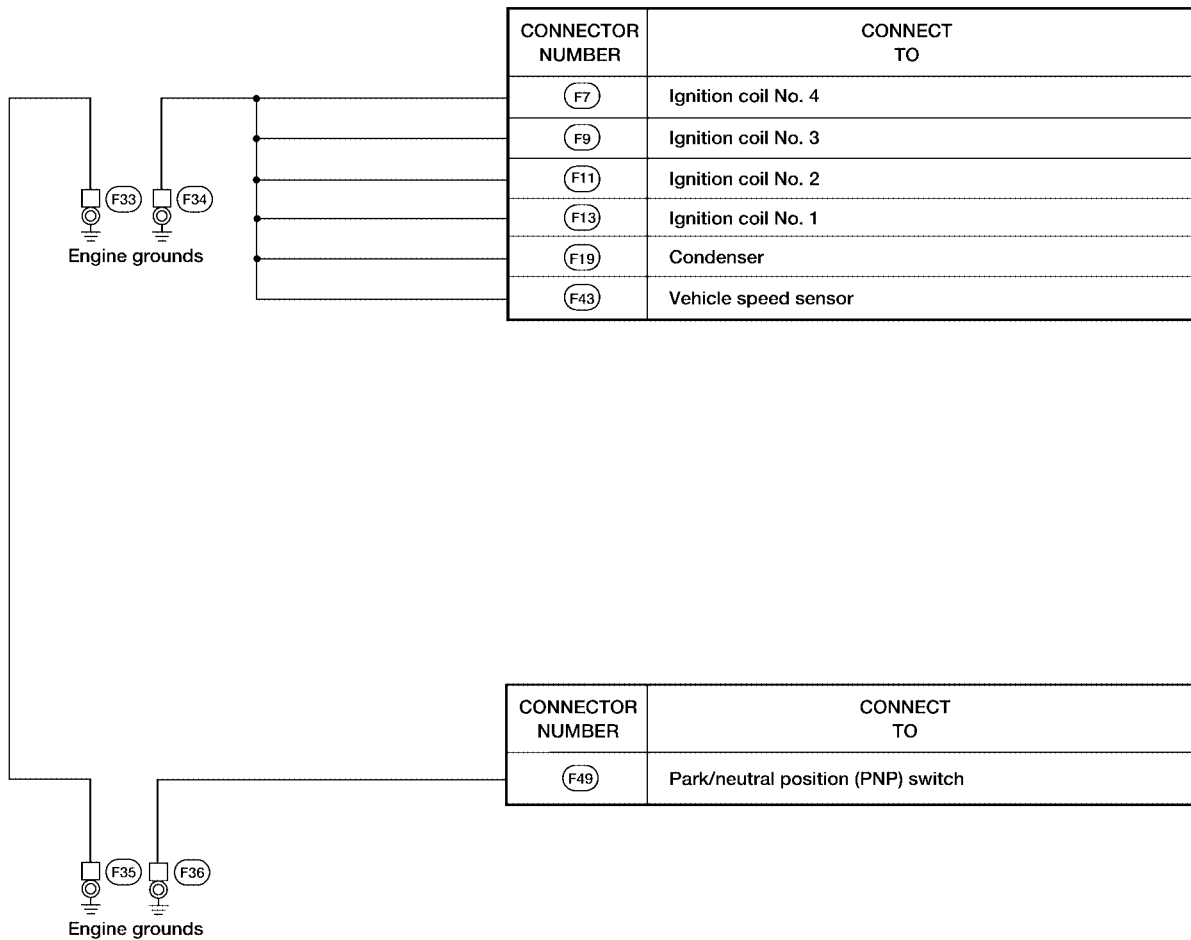
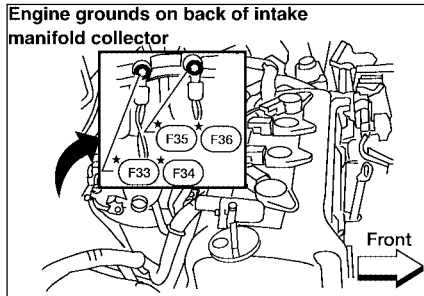
A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
L  
M

PG

WKIA0990E

# GROUND

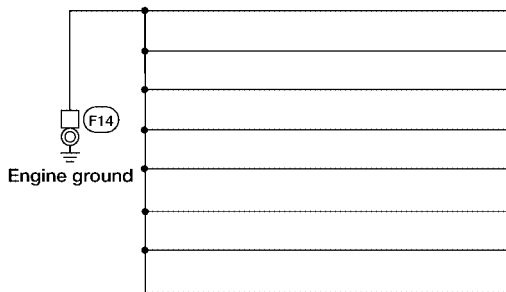
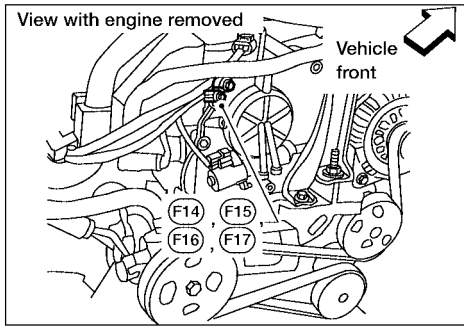
## ENGINE CONTROL HARNESS QG18DE



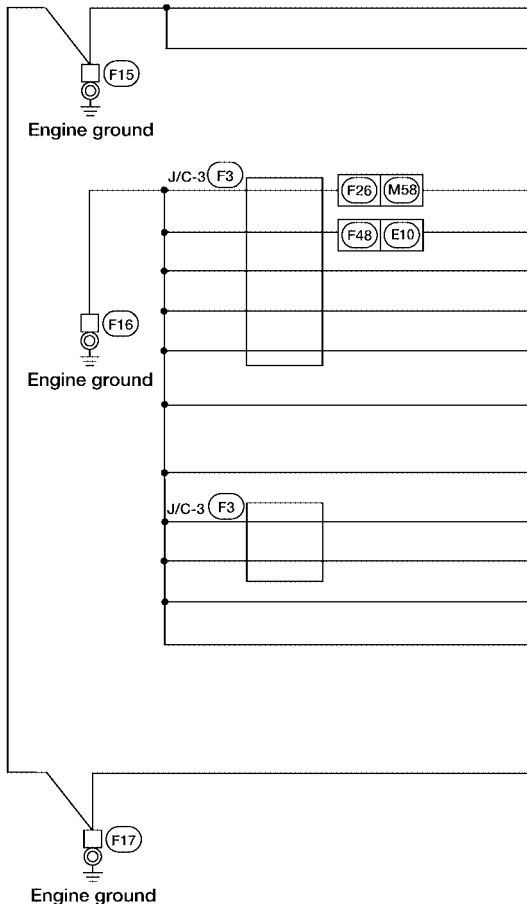


# GROUND

QR25DE



CONNECTOR NUMBER	CONNECT TO
F5	Ignition coil No.1 (With power transistor)
F6	Ignition coil No. 2 (With power transistor)
F7	Ignition coil No. 4 (With power transistor)
F8	Ignition coil No. 3 (With power transistor)
F21	Condenser
F29	Park/neutral position (PNP) switch (Terminal No.2) (With A/T)
F54	ECM (Terminal No. 106)
F54	ECM (Terminal No. 108)



CONNECTOR NUMBER	CONNECT TO
F42	Park/neutral position (PNP) switch (Terminal No. 2) (With M/T)
F54	ECM (Terminal No. 115)

CONNECTOR NUMBER	CONNECT TO
M8	Data link connector (Terminal No. 5)
E111	Immobilizer control unit
F9	Camshaft position sensor (PHASE)
F11	Crankshaft position sensor (POS)
F23	Heated oxygen sensor 2
F50	Electric throttle control actuator (Throttle position sensor) (Shield wire)
F50	Electric throttle control actuator (Throttle control motor) (Shield wire)
F54	ECM (Terminal No. 59)
F54	ECM (Terminal No. 60)
F57	TCM (Terminal No. 25)
F57	TCM (Terminal No. 48)

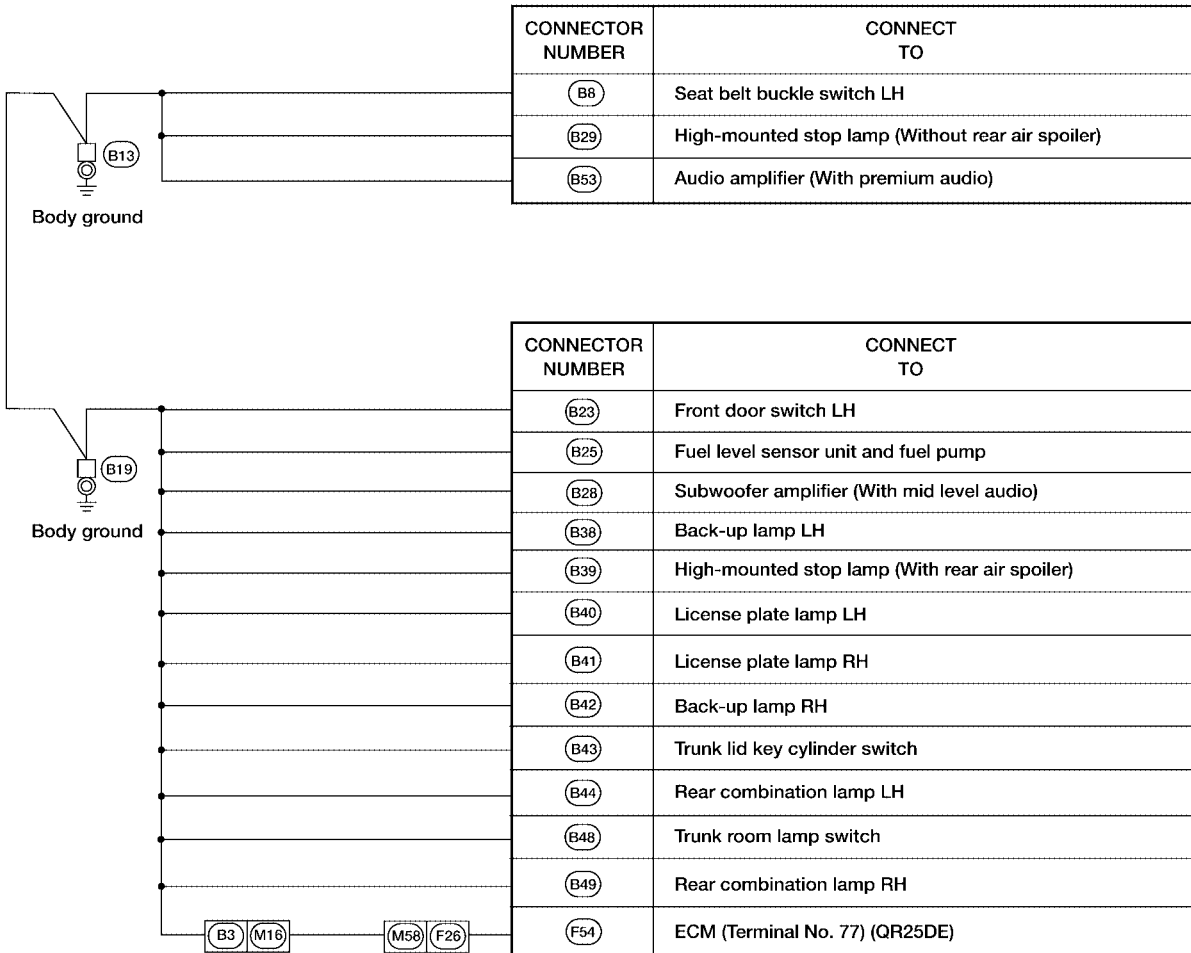
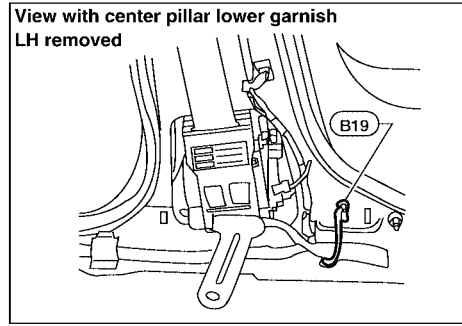
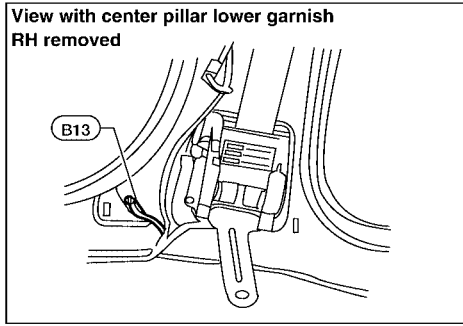
CONNECTOR NUMBER	CONNECT TO
F22	Heated oxygen sensor 1

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
PG  
L  
M

WKIA0218E

# GROUND

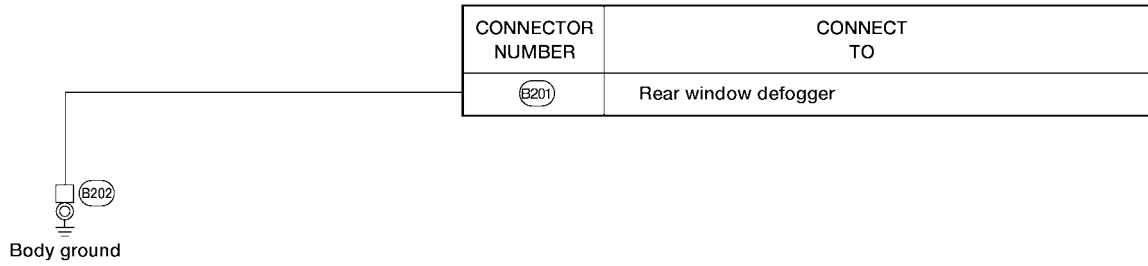
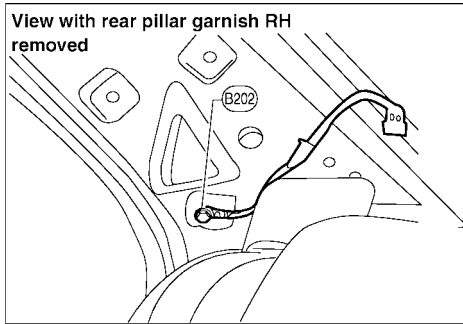
## BODY HARNESS



WKIA0991E

# GROUND

## REAR WINDOW DEFOGGER GROUND HARNESS

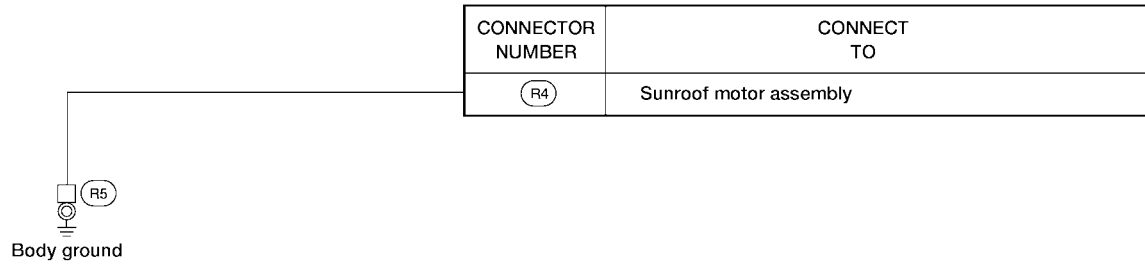
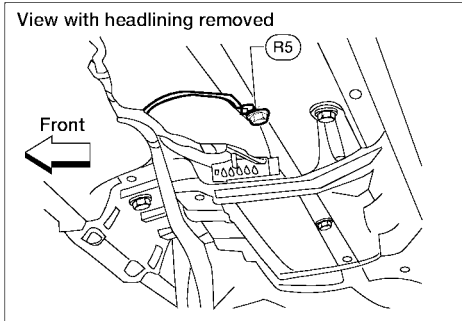


A  
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D  
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F  
G  
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I  
J  
PG  
L  
M

LEL434

# GROUND

## ROOM HARNESS



LEL433

# HARNESS

PFP:24010

## HARNESS

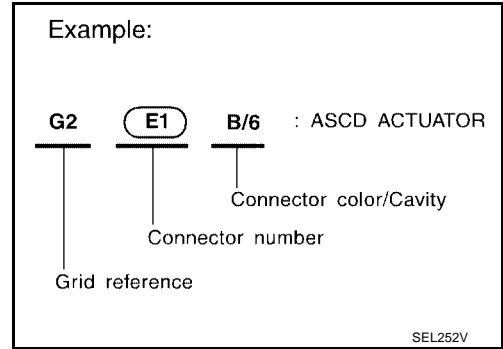
### Harness Layout

EKS003B2

#### HOW TO READ HARNESS LAYOUT

The following Harness Layouts use a map style grid to help locate connectors on the drawings:

- Main Harness
- Engine Room Harness
- Engine Control Harness
- Body Harness



#### TO USE THE GRID REFERENCE

1. Find the desired connector number on the connector list.
2. Find the grid reference.
3. On the drawing, find the crossing of the grid reference letter column and number row.
4. Find the connector number in the crossing zone.
5. Follow the line (if used) to the connector.

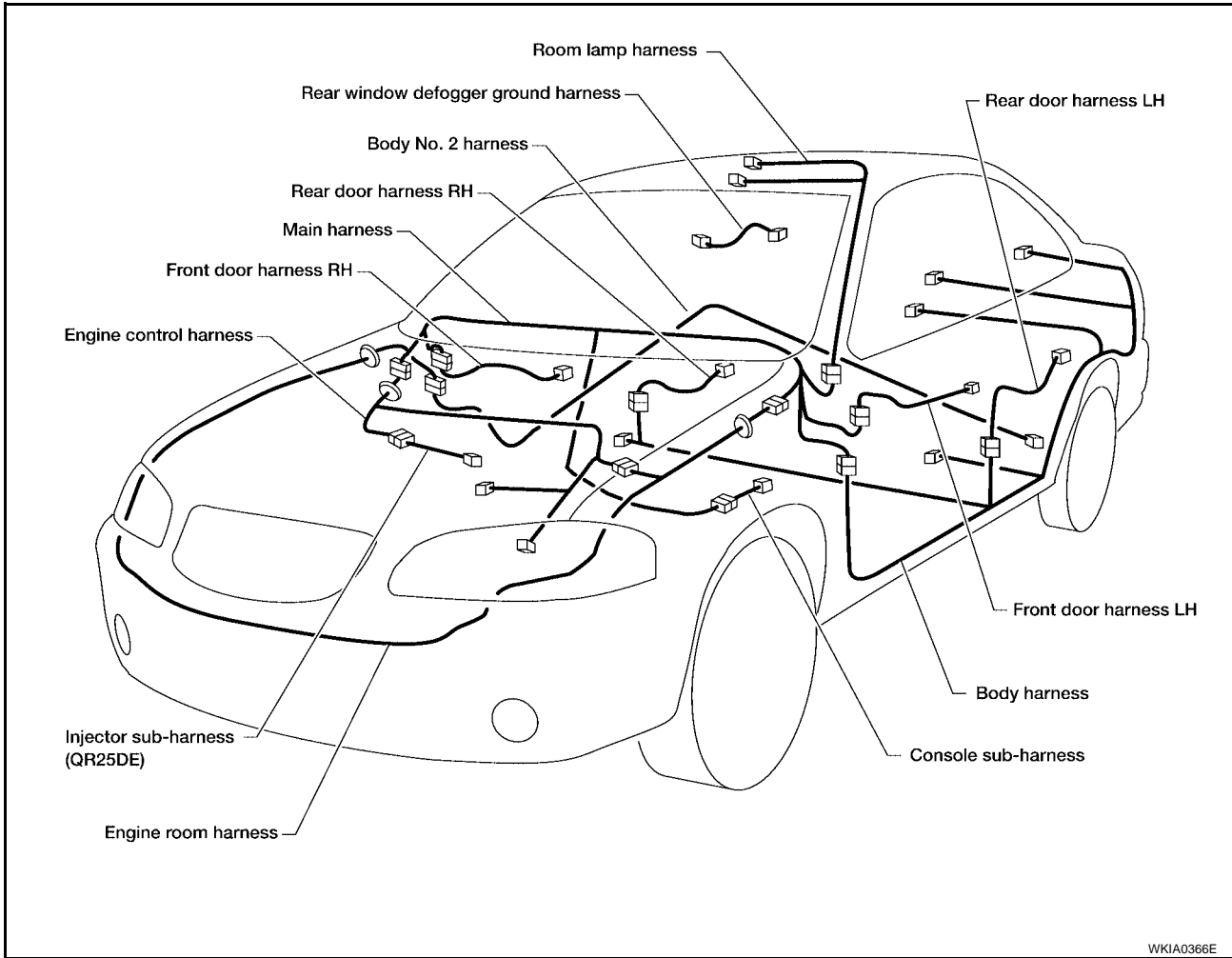
#### CONNECTOR SYMBOL

Main symbols of connector (in Harness Layout) are indicated in the below.

Connector type	Water proof type		Standard type	
	Male	Female	Male	Female
<ul style="list-style-type: none"> <li>● Cavity: Less than 4</li> <li>● Relay connector</li> </ul>				
<ul style="list-style-type: none"> <li>● Cavity: From 5 to 8</li> </ul>				
<ul style="list-style-type: none"> <li>● Cavity: More than 9</li> </ul>				
<ul style="list-style-type: none"> <li>● Ground terminal etc.</li> </ul>	—			

# HARNESS

## OUTLINE

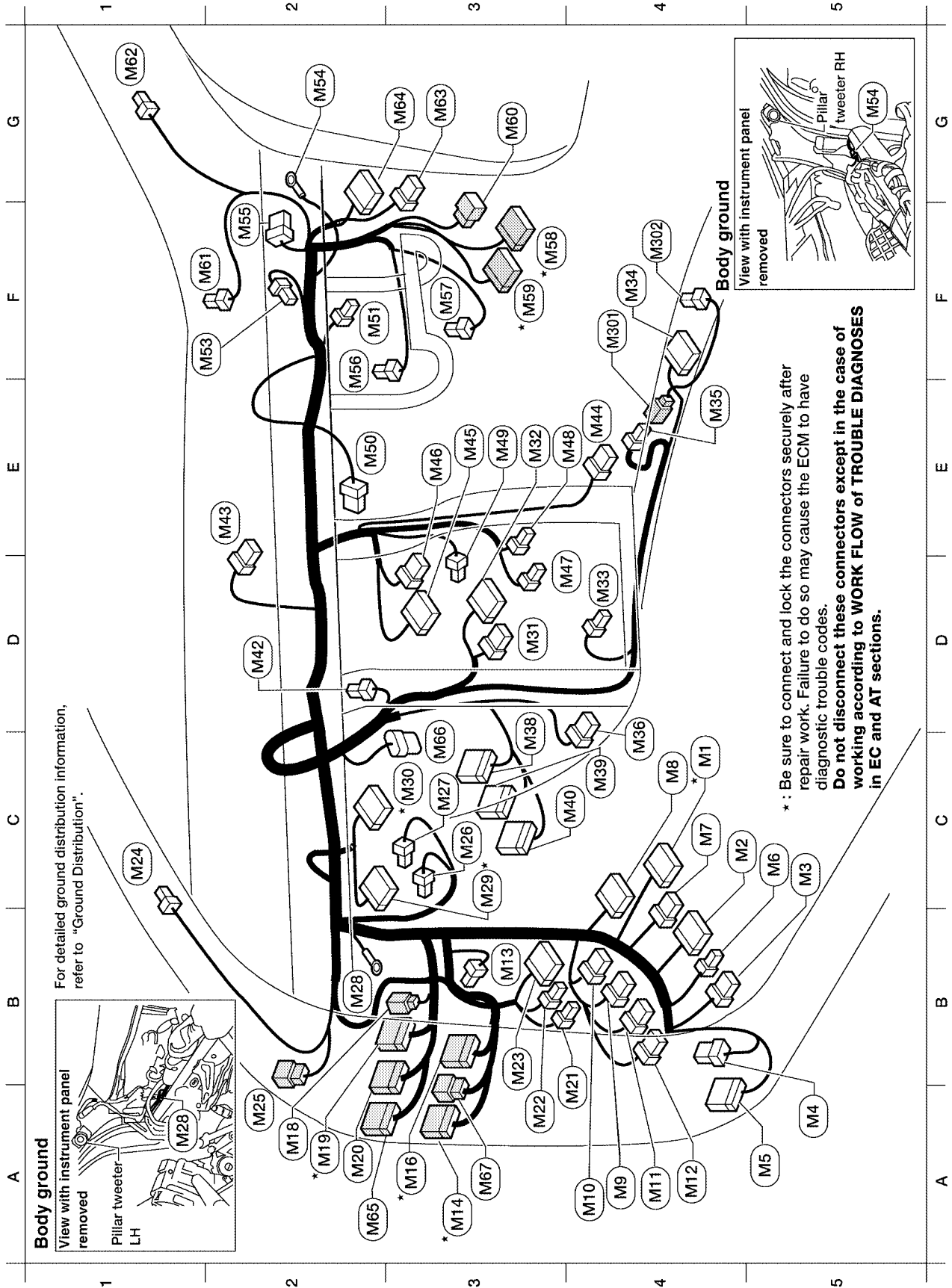


### NOTE:

For detailed ground distribution information, refer to [PG-12, "Ground Distribution"](#) .

# HARNESS

## MAIN HARNESS



For detailed ground distribution information, refer to "Ground Distribution".

\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.  
**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

# HARNESSES

## Main harness

C4	* (M1) W/16 : Fuse block (J/B)
C4	(M2) W/12 : Fuse block (J/B)
C5	(M3) L/4 : Heated mirror relay
A5	(M4) W/8 : To (D1)
A5	(M5) W/16 : To (D2)
C5	(M6) W/2 : Circuit breaker
C4	(M7) W/6 : Fuse block (J/B)
C4	(M8) W/16 : Data link connector
A4	(M9) L/4 : Power window relay
A4	(M10) L/4 : Trunk lid opener relay
A4	(M11) BR/6 : Remote keyless entry relay
A4	(M12) L/4 : Power socket relay
B3	(M13) L/2 : ASCD clutch switch (M/T with ASCD)
A3	* (M14) BR/16: To (B1)
A3	* (M16) W/20 : To (B3)
A2	(M18) W/2 : To (E107)
A2	* (M19) W/16 : To (E108)
A2	(M20) W/10 : To (E109) (QG18DE)
A2	(M20) W/16 : To (E109) (QR25DE)
A4	(M21) B/2 : Trunk lid opener switch
A3	(M22) W/3 : Illumination control switch
B3	(M23) W/10 : Door mirror remote control switch
C1	(M24) BR/2 : Pillar tweeter LH
A2	(M25) W/6 : To (R1)
C3	(M26) B/2 : Stop lamp switch (With M/T)
C3	(M26) W/4 : Stop lamp switch (With A/T)
C3	(M27) BR/2 : ASCD brake switch
B2	* (M28) - : Body ground
C3	(M29) W/24 : Combination meter (Without tachometer)
C3	* (M29) BR/24 : Combination meter (With tachometer)
C3	* (M30) BR/20 : Combination meter (Without tachometer)
C3	* (M30) W/24 : Combination meter (With tachometer)
D3	(M31) W/6 : Fan control switch
E3	(M32) W/12 : Air control

A2	(M65) W/12 : To (B50)
C3	(M66) B/6 : Accelerator pedal position sensor
A3	(M67) W/2 : To (B51)

**Console Sub-harness**

F4	(M35) W/2 : To (M35)
F4	(M302) B/3 : Power socket

C4 (M39) B/24 : Smart entrance control unit (With power door locks)

C4 (M40) W/10 : Time control unit (Without power door locks)

D2 (M42) B/3 : Combination flasher unit

E2 (M43) W/8 : Hazard switch

E4 (M44) W/8 : A/T device

E3 (M45) W/10 : Audio unit

E3 (M46) W/6 : Audio unit

D3 (M47) W/4 : CD changer

E3 (M48) B/2 : CD changer

E3 (M49) W/2 : Intake sensor

E3 (M50) B/6 : Intake door motor

F3 (M51) Y/2 : Front passenger air bag module

F2 (M53) GY/2 : Diode-2

G2 (M54) - : Body ground

F2 (M55) L/3 : Diode-3

F2 (M56) BR/4 : Fan resistor

F3 (M57) W/2 : Blower motor

F3 \* (M58) W/16 : To (F26)

F3 \* (M59) BR/16: To (F27) (With QG18DE)

F3 \* (M59) W/24 : To (F27) (With QR25DE)

G3 (M60) W/6 : To (F28)

F2 (M61) BR/2 : Security indicator lamp

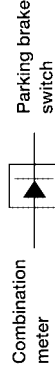
G1 (M62) BR/2 : Pillar tweeter RH

G3 (M63) W/8 : To (D10)

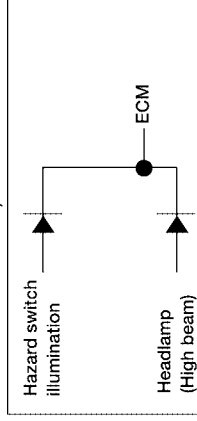
G3 (M64) W/16 : To (D102)

(M53) : Diode-2

For USA



(M55) : Diode-3 (For Canada QG18DE models and all QR25DE models)



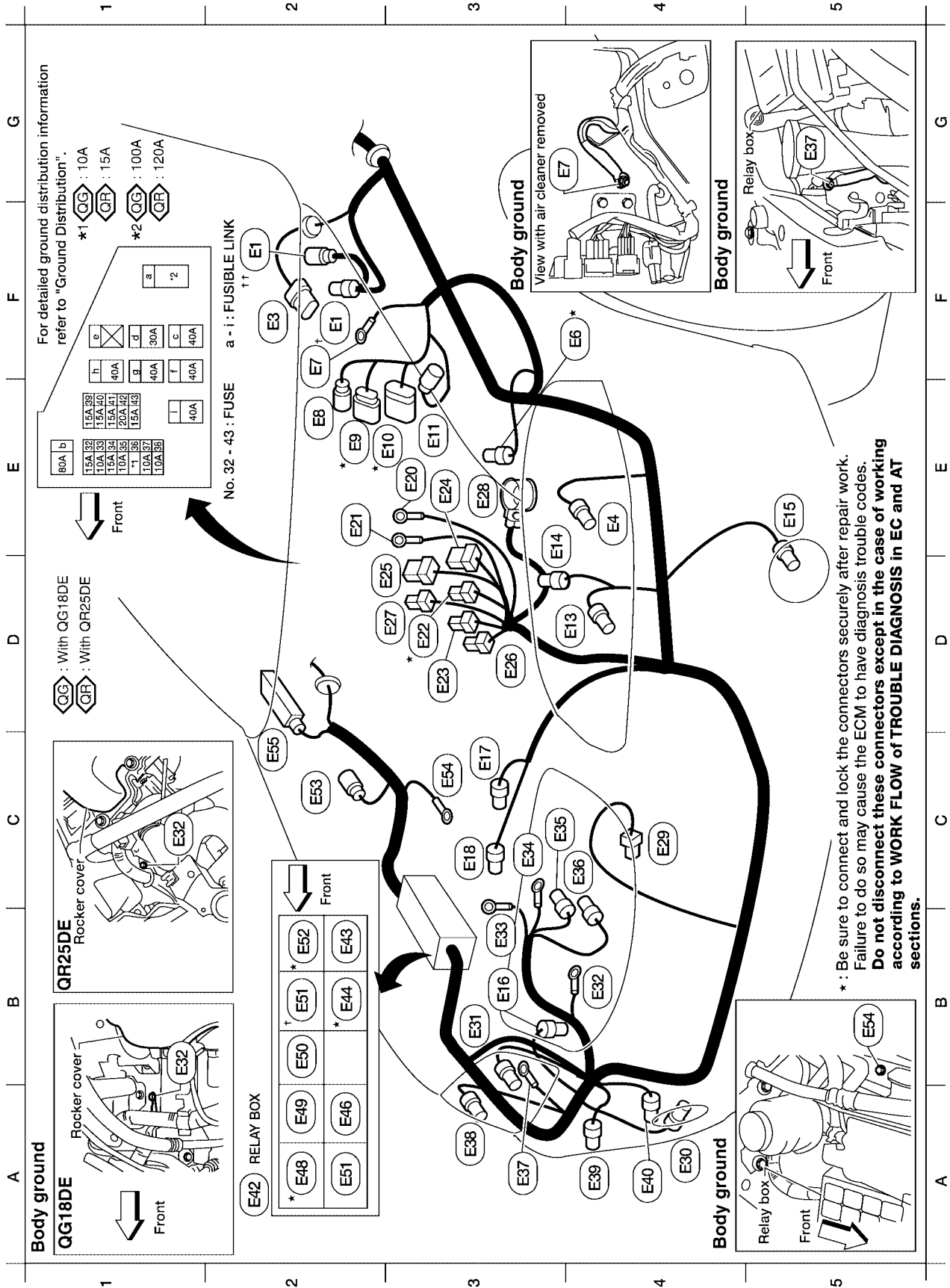
\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.

**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**



# HARNESS

## ENGINE ROOM HARNESS



WKIA0994E

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

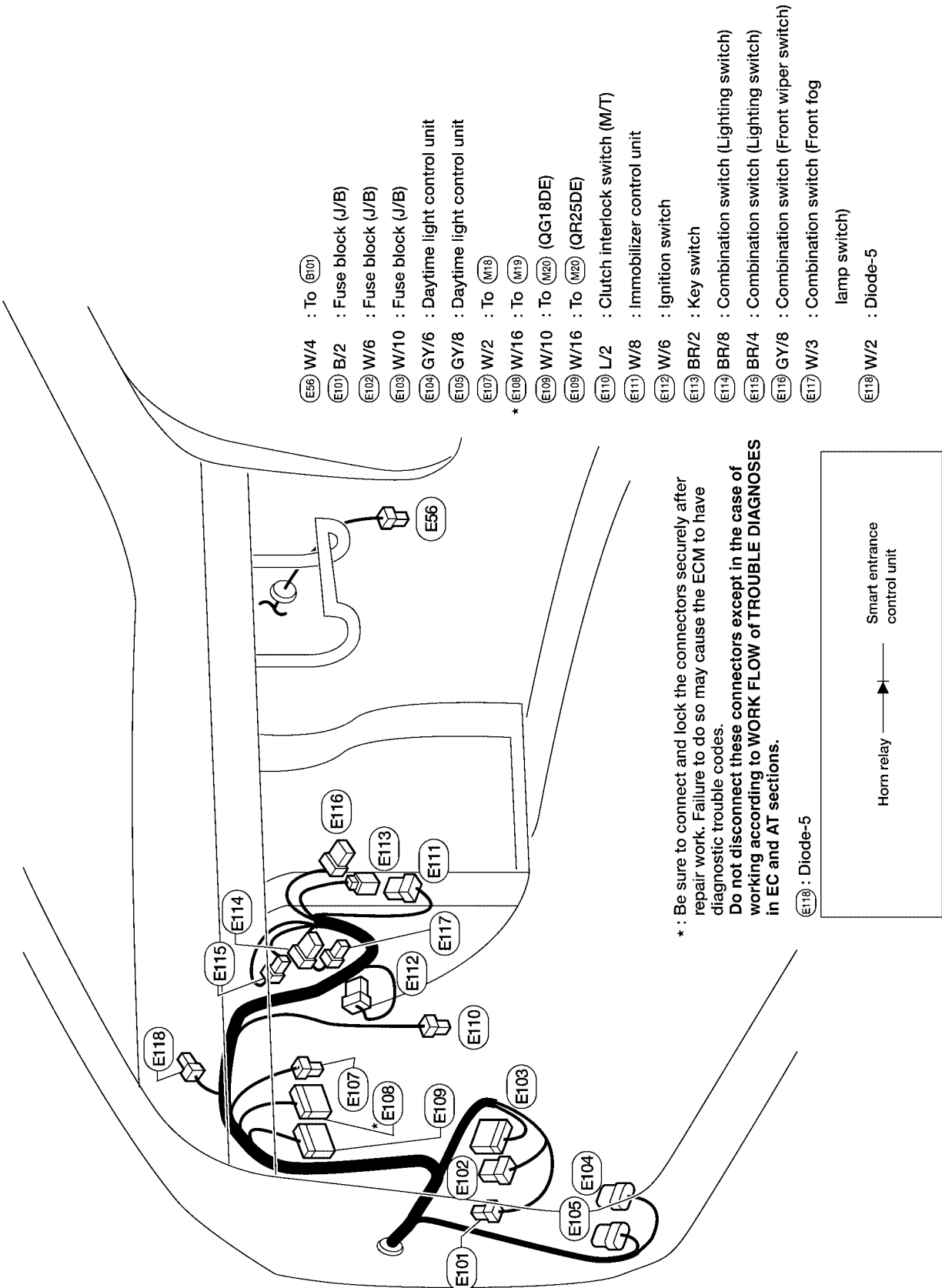
PG

F2	<sup>†</sup> E1	GY/2	: Brake fluid level switch (with QG18DE)
F2	<sup>††</sup> E1	GY/2	: Brake fluid level switch (with QR25DE)
F2	E3	GY/6	: Front wiper motor
E4	E4	GY/3	: Front combination lamp LH
F4	<sup>*</sup> E6	GY/2	: Dropping resistor
F3	E7	-	: Body ground
E3	E8	GY/1	: To <sup>F46</sup>
E3	<sup>*</sup> E9	GY/8	: To <sup>F47</sup>
E4	<sup>*</sup> E10	GY/10	: To <sup>F48</sup>
E4	E11	BR/2	: Front wheel sensor LH
D4	E13	B/3	: Headlamp LH
E3	E14	GY/2	: Hood switch (if equipped)
D5	E15	GY/2	: Front fog lamp LH
B4	E16	B/3	: Refrigerant pressure sensor
C3	E17	GY/4	: Cooling fan motor 1
C3	E18	GY/2	: Cooling fan motor 2 (with QG18DE)
C3	E18	GY/4	: Cooling fan motor 2 (with QR25DE)
E3	E20	-	: Fuse and fusible link box
E3	E21	-	: Fuse and fusible link box
D3	<sup>*</sup> E22	W/3	: Fuse and fusible link box
D3	E23	W/4	: Fuse and fusible link box
E3	E24	W/6	: Fuse and fusible link box
D3	E25	B/6	: Fuse and fusible link box
D3	E26	W/1	: Fuse and fusible link box
D3	E27	B/1	: Fuse and fusible link box
E3	E28	-	: Battery (positive)
C4	E29	B/1	: Horn
A4	E30	GY/2	: Front fog lamp RH

B3	E31	B/3	: Headlamp RH
B4	E32	-	: Body ground
B3	E33	-	: Generator
C3	E34	-	: Generator
C3	E35	GY/2	: Generator
C4	E36	B/1	: A/C compressor
A3	E37	-	: Body ground
A3	E38	GY/3	: Front combination lamp RH
A4	E39	GY/2	: Front washer motor
A4	E40	BR/2	: Washer fluid level switch
A2	E42	-	: Relay box
B2	E43	BR/6	: Vehicle security lamp relay
B2	E44	BR/6	: Cooling fan relay-3 (with QR25DE)
A2	E46	L/4	: Front fog lamp relay
A2	E48	BR/6	: Cooling fan relay-1
A2	E49	W/3	: Horn relay
A2	E50	L/4	: A/C relay
A2	E51	L/4	: Clutch interlock relay (M/T)
B2	<sup>†</sup> E51	L/4	: Park/neutral position (PNP) relay (A/T)
B2	E52	BR/6	: Cooling fan relay-2
C2	E53	GY/2	: Front wheel sensor RH
C3	E54	-	: Body ground
C2	E55	B/31	: ABS actuator and electric unit (control unit)

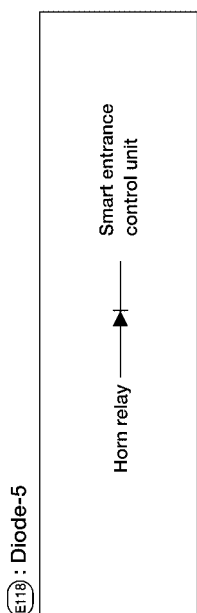
\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.  
**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

# HARNES



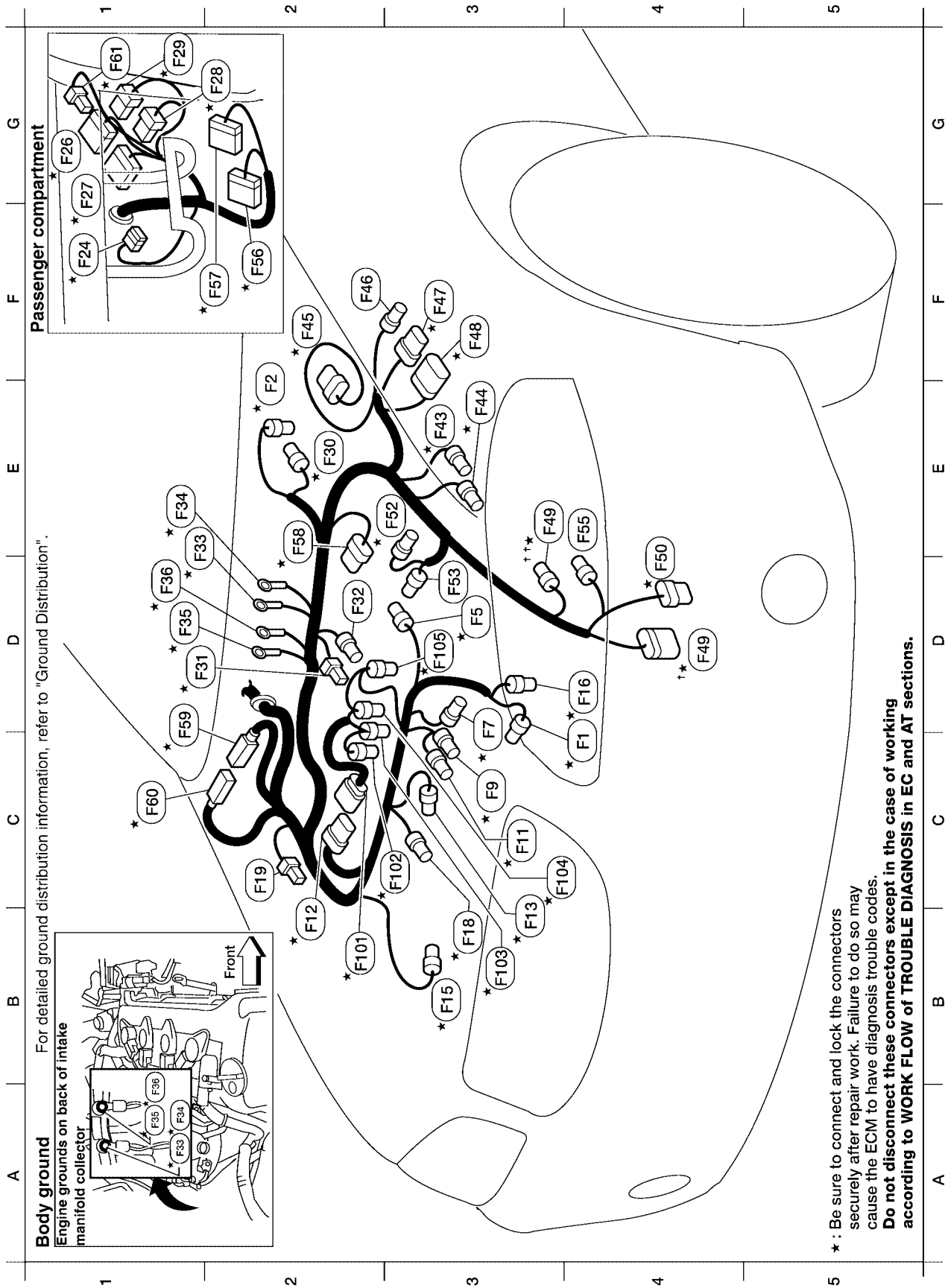
- E56 W/4 : To E101
- E101 B/2 : Fuse block (J/B)
- E102 W/6 : Fuse block (J/B)
- E103 W/10 : Fuse block (J/B)
- E104 GY/6 : Daytime light control unit
- E105 GY/8 : Daytime light control unit
- E107 W/2 : To M18
- E108 W/16 : To M18
- \* E109 W/10 : To M20 (QG18DE)
- E109 W/16 : To W20 (QR25DE)
- E110 L/2 : Clutch interlock switch (M/T)
- E111 W/8 : Immobilizer control unit
- E112 W/6 : Ignition switch
- E113 BR/2 : Key switch
- E114 BR/8 : Combination switch (Lighting switch)
- E115 BR/4 : Combination switch (Lighting switch)
- E116 GY/8 : Combination switch (Front wiper switch)
- E117 W/3 : Combination switch (Front fog lamp switch)
- E118 W/2 : Diode-5

\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.  
 Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.



# HARNESS

## ENGINE CONTROL HARNESS QG18DE (ULEV)



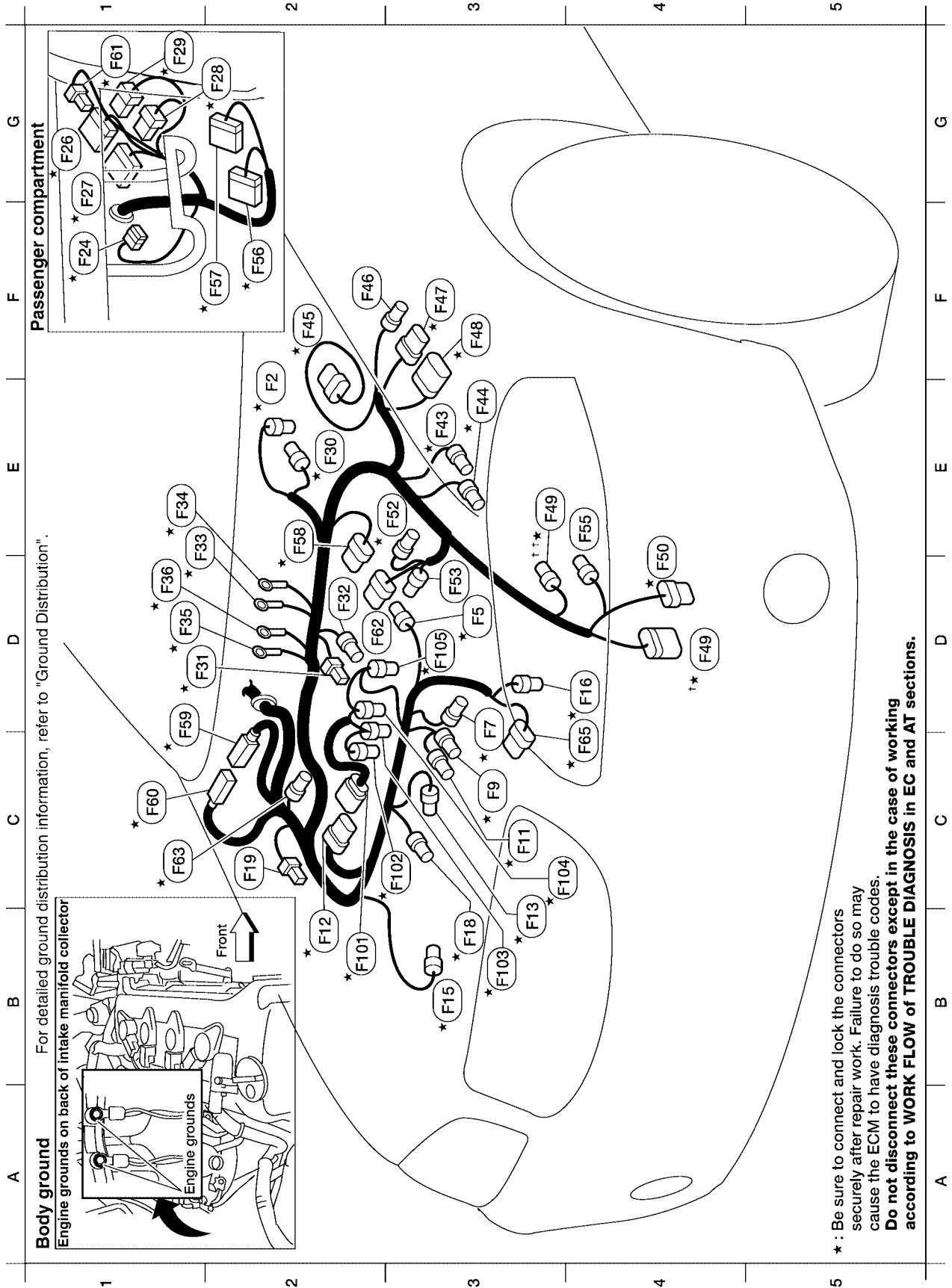
\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnosis trouble codes. **Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSIS in EC and AT sections.**

WKIA0996E



# HARNESS

QG18DE (SULEV)



For detailed ground distribution information, refer to "Ground Distribution".

\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnosis trouble codes. **Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSIS in EC and AT sections.**

WKIA0998E

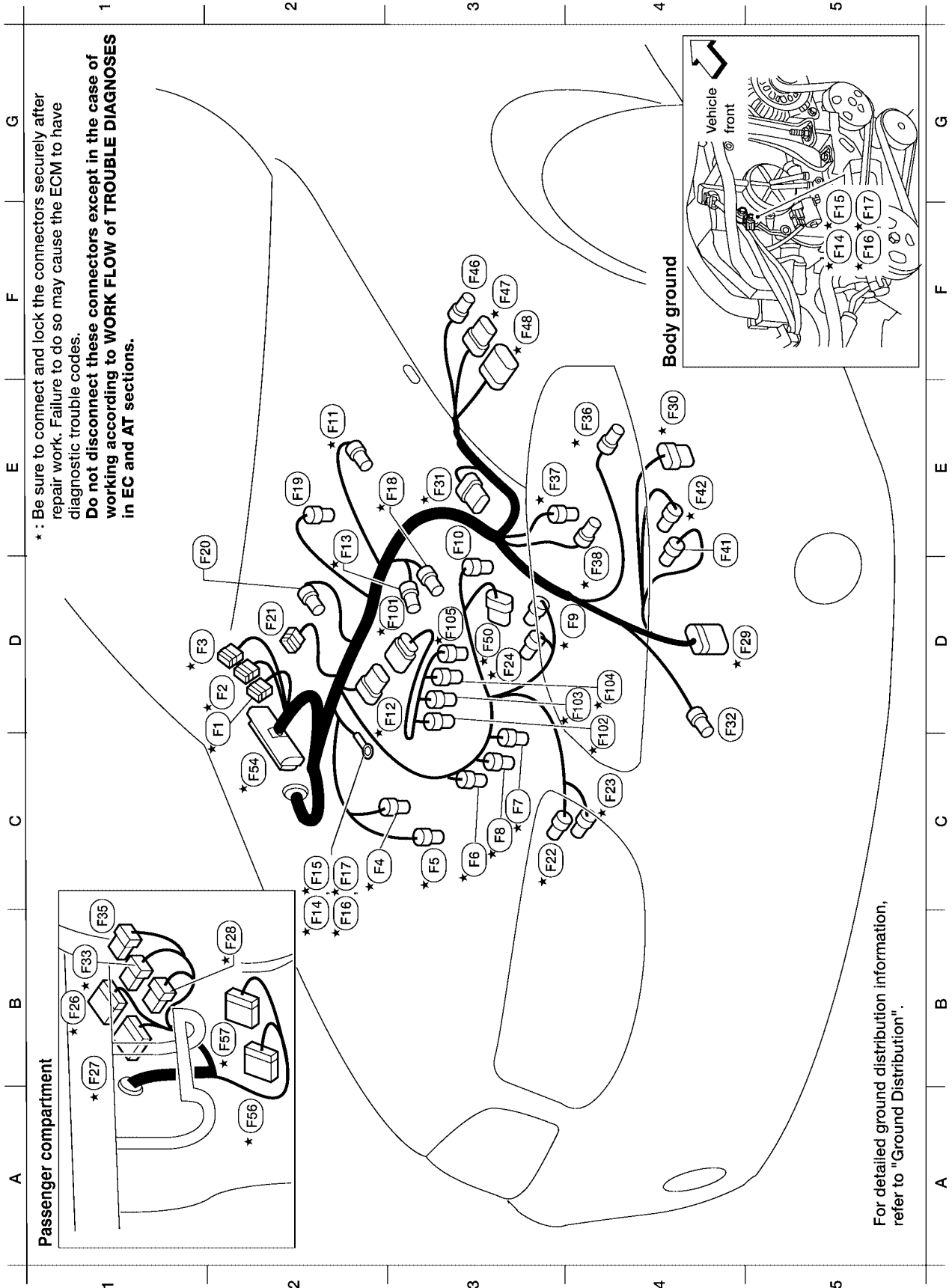
E2	* (F2) G/4	: Heated oxygen sensor 2	F2	* (F46) GY/5	: Mass air flow sensor
D3	* (F5) L/2	: EVAP canister purge volume control solenoid valve	F2	(F46) GY/1	: To (E6)
D3	* (F7) GY/3	: Ignition coil No. 4	F3	* (F47) GY/8	: To (E9)
C3	* (F9) GY/3	: Ignition coil No. 3	F3	* (F48) GY/10	: To (E10)
C3	* (F11) GY/3	: Ignition coil No. 2	E3	** (F49) B/2	: Park/neutral position (PNP) switch (M/T)
B2	* (F12) GY/6	: To (F10)	D4	* (F49) B/10	: Park/neutral position (PNP) switch (A/T)
B3	* (F13) GY/3	: Ignition coil No. 1	D4	* (F50) B/8	: Terminal cord assembly (A/T)
B3	* (F15) GY/2	: Engine coolant temperature sensor	E3	* (E92) B/3	: Crankshaft position sensor (POS)
D4	* (F16) B/3	: Camshaft position sensor (PHASE)	D3	(F63) GY/1	: Starter motor
B3	* (F18) G/2	: Intake valve timing control solenoid valve	E4	(F56) B/2	: Back-up lamp switch (M/T)
C2	(F19) GY/2	: Condenser	F2	* (F56) W/24	: TCM (Transmission control module) (A/T)
D1	* (F24) BR/20	: Joint connector-1	F2	* (F57) GY/24	: TCM (Transmission control module) (A/T)
G1	* (F26) W/16	: To (M68)	E2	* (F58) G/6	: Electric throttle control actuator
F1	* (F27) BR/16	: To (M69)	D1	* (F59) SMJ	: ECM
G2	* (F28) W/6	: To (M60)	C1	* (F60) SMJ	: ECM
G1	* (F29) BR/6	: ECM Relay	G1	* (F61) L/4	: Throttle control motor relay
E2	* (F30) B/3	: Power steering pressure sensor	D2	* (F62) GY/6	: Swirl control valve
D1	* (F31) B/2	: Knock sensor	C2	* (F63) BR/3	: Swirl control valve position sensor
D2	(F32) GY/1	: Oil pressure switch	D4	* (F65) B/6	: Air fuel ratio (A/F) sensor 1
E1	* (F33) -	: Engine ground	Engine control sub-harness		
E1	* (F34) -	: Engine ground	B2	* (F101) GY/6	: To (F12)
D1	* (F35) -	: Engine ground	C2	* (F102) GY/2	: Injector No. 1
D1	* (F36) -	: Engine ground	B3	* (F103) GY/2	: Injector No. 2
E3	* (F43) GY/2	: Vehicle speed sensor	C4	* (F104) GY/2	: Injector No. 3
E3	* (F44) BR/3	: Revolution sensor (A/T)	D3	* (F106) GY/2	: Injector No. 4

\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.  
**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

WKIA0999E

# HARNESS

QR25DE



\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.  
**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

For detailed ground distribution information, refer to "Ground Distribution".

WKIA1000E



C2	*	(F1)	GY/6	:	Joint connector-1	E3	*	(F31)	GY/5	:	Mass air flow sensor
D2	*	(F2)	L/12	:	Joint connector-2	D4	*	(F32)	GY/1	:	Starter motor
D2	*	(F3)	GY/6	:	Joint connector-3	B1	*	(F33)	L/5	:	Throttle control motor relay
C2	*	(F4)	G/2	:	Intake valve timing control solenoid valve	B1	*	(F35)	BR/6	:	ECM relay
C3	*	(F5)	GY/3	:	Ignition coil No. 1	E4	*	(F36)	GY/2	:	Vehicle speed sensor
C3	*	(F6)	GY/3	:	Ignition coil No. 2	E4	*	(F37)	B/3	:	Turbine revolution sensor (with A/T)
C3	*	(F7)	GY/3	:	Ignition coil No. 4	D4	*	(F38)	B/3	:	Revolution sensor (with A/T)
C3	*	(F8)	GY/3	:	Ignition coil No. 3	E4	*	(F41)	B/2	:	Back-up lamp switch (with M/T)
D4	*	(F9)	B/3	:	Camshaft position sensor (PHASE)	E4	*	(F42)	B/2	:	Park/neutral position (PNP) switch (with M/T)
E3	*	(F10)	L/2	:	EVAP canister purge volume control solenoid valve	F3	*	(F46)	GY/1	:	To (E8)
E2	*	(F11)	B/3	:	Crankshaft position sensor	F3	*	(F47)	GY/8	:	To (E9)
D3	*	(F12)	B/6	:	To (F10 <sup>1</sup> )	F3	*	(F48)	GY/10	:	To (E10)
E2	*	(F13)	BR/2	:	VIAS control solenoid valve	D3	*	(F50)	G/6	:	Electric throttle control actuator
B2	*	(F14)	-	:	Engine ground	C2	*	(F54)	SMJ	:	ECM
C2	*	(F15)	-	:	Engine ground	A2	*	(F56)	W/24	:	TCM (transmission control module) (with A/T)
B2	*	(F16)	-	:	Engine ground	B2	*	(F57)	GY/24	:	TCM (transmission control module) (with A/T)
B2	*	(F17)	-	:	Engine ground						
C2	*	(F18)	GY/2	:	Knock sensor						
E2	(F19)		GY/1	:	Oil pressure switch						
E2	(F20)		B/1	:	Power steering oil pressure switch						
D2	(F21)		GY/2	:	Condenser						
C3	*	(F22)	G/4	:	Heated oxygen sensor 1	D3	*	(F101)	B/6	:	To (F12)
C4	*	(F23)	L/4	:	Heated oxygen sensor 2	D4	*	(F102)	GY/2	:	Injector No. 1
D3	*	(F24)	GY/2	:	Engine coolant temperature sensor	D4	*	(F103)	GY/2	:	Injector No. 2
B1	*	(F26)	W/16	:	To (M58)	D4	*	(F104)	GY/2	:	Injector No. 3
B1	*	(F27)	W/24	:	To (M59)	D3	*	(F105)	GY/2	:	Injector No. 4
B2	*	(F28)	W/6	:	To (M60)						
D4	*	(F29)	B/10	:	Park/neutral position (PNP) switch (with A/T)						
E4	*	(F30)	B/8	:	Terminal cord assembly (with A/T)						

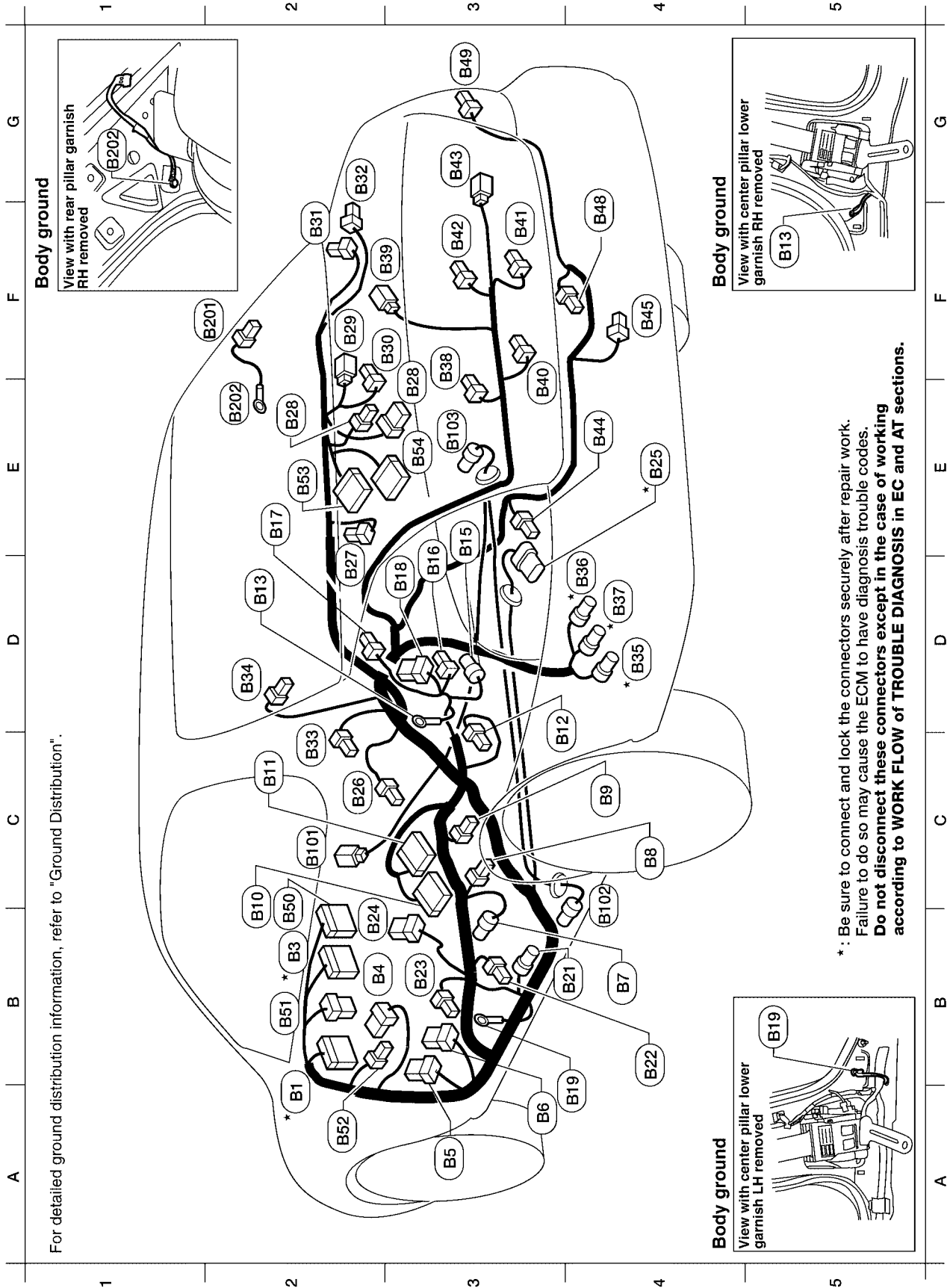
### Engine Control Sub-harness

D3	*	(F101)	B/6	:	To (F12)
D4	*	(F102)	GY/2	:	Injector No. 1
D4	*	(F103)	GY/2	:	Injector No. 2
D4	*	(F104)	GY/2	:	Injector No. 3
D3	*	(F105)	GY/2	:	Injector No. 4

\*: Be sure to connect and lock the connectors securely after repair work.  
Failure to do so may cause the ECM to have diagnostic trouble codes.  
**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

# HARNESS

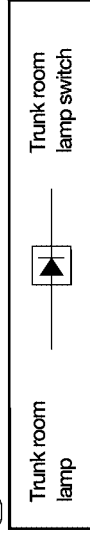
## BODY HARNESS



WKIA0246E

A2 *	B1	BR/16	: To	(M14)	F2	B31	BR/2	: Rear speaker RH
B2 *	B2	W/20	: To	(M16)	F2	B32	W/1	: Rear door switch RH
B2	B4	W/8	: Fuse block (J/B)		C2	B33	W/2	: Diode-4
A3	B5	L/5	: Fuel pump relay		D2	B34	B/1	: Rear window defogger
A3	B6	BR/6	: Rear window defogger relay		D4	* B35	B/2	: EVAP canister vent control valve
B4	B7	Y/2	: Front LH side air bag module		D4	* B36	GY/3	: EVAP control system pressure sensor
C4	B8	W/3	: Seat belt buckle switch LH		D4	* B37	G/2	: Vacuum cut valve bypass valve (QR25DE)
C4	B9	B/1	: Parking brake switch		F3	B38	W/2	: Back-up lamp LH
C2	B10	Y/12	: Air bag diagnosis sensor unit		F2	B39	BR/2	: High-mounted stop lamp (With rear air spoiler)
C2	B11	Y/12	: Air bag diagnosis sensor unit		E3	B40	W/2	: License plate lamp LH
D4	B12	Y/2	: Front RH side air bag module		F3	B41	W/2	: License plate lamp RH
D2	B13	-	: Body ground		F3	B42	W/2	: Back-up lamp RH
E3	B15	Y/2	: RH side air bag (Satellite) sensor		G3	B43	W/2	: Trunk lid key cylinder switch (Unlock switch)
E3	B16	Y/2	: Front RH seat belt pre-tensioner					(With vehicle security system)
E2	B17	W/3	: Front door switch RH		E4	B44	W/4	: Rear combination lamp LH
D3	B18	W/8	: To	(D301)	F4	B45	W/4	: Trunk lid opener actuator
A4	B19	-	: Body ground		F3	B46	W/2	: Trunk room lamp switch
B3	B21	Y/2	: LH side air bag (Satellite) sensor		G3	B46	W/4	: Rear combination lamp RH
B4	B22	Y/2	: Front LH seat belt pre-tensioner		B2	B50	W/12	: To (M65)
B3	B23	W/3	: Front door switch LH		B2	B51	W/2	: To (M67)
B2	B24	W/8	: To	(D201)	A2	B52	W/4	: To (D8)
E4 *	B25	GY/5	: Fuel level sensor unit and fuel pump		E2	B53	W/12	: Audio amplifier (With premium audio system)
C2	B26	W/1	: Rear door switch LH		E3	B54	W/12	: Audio amplifier (With premium audio system)
E2	B27	BR/2	: Rear speaker LH					<b>Body No. 2 harness</b>
E3	B28	W/8	: Subwoofer (With mid level audio system)		C2	B101	W/4	: To (E56)
E2	B28	W/4	: Subwoofer (With premium audio system)		C4	B102	BR/2	: Rear wheel sensor LH
F2	B29	W/2	: High-mounted stop lamp (Without rear air spoiler)		E3	B103	GY/2	: Rear wheel sensor RH
F3	B30	W/2	: Trunk room lamp					<b>Rear window defogger ground sub-harness</b>
					F2	B201	B/1	: Rear window defogger
					F2	B202	-	: Body ground

(B33) : Diode-4



\* : Be sure to connect and lock the connectors securely after repair work. Failure to do so may cause the ECM to have diagnostic trouble codes.

**Do not disconnect these connectors except in the case of working according to WORK FLOW of TROUBLE DIAGNOSES in EC and AT sections.**

WKIA1002E

# HARNESS

## ROOM LAMP HARNESS

(R1) W/6 : To (M25)

(R2) W/2 : Vanity lamp LH

(R3) W/3 : Map lamp

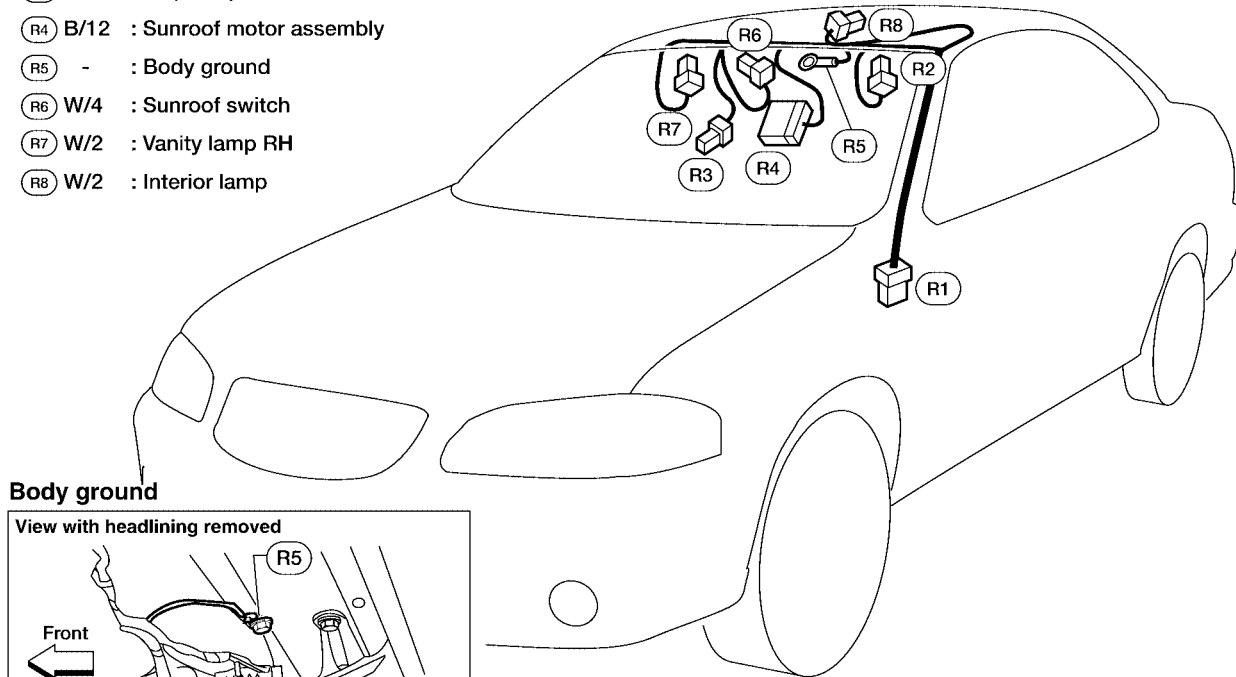
(R4) B/12 : Sunroof motor assembly

(R5) - : Body ground

(R6) W/4 : Sunroof switch

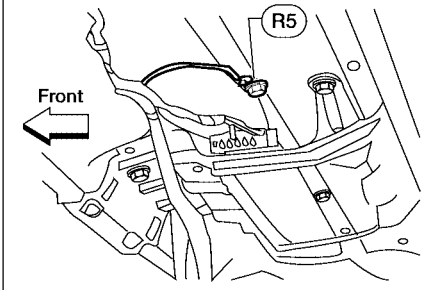
(R7) W/2 : Vanity lamp RH

(R8) W/2 : Interior lamp



### Body ground

View with headlining removed

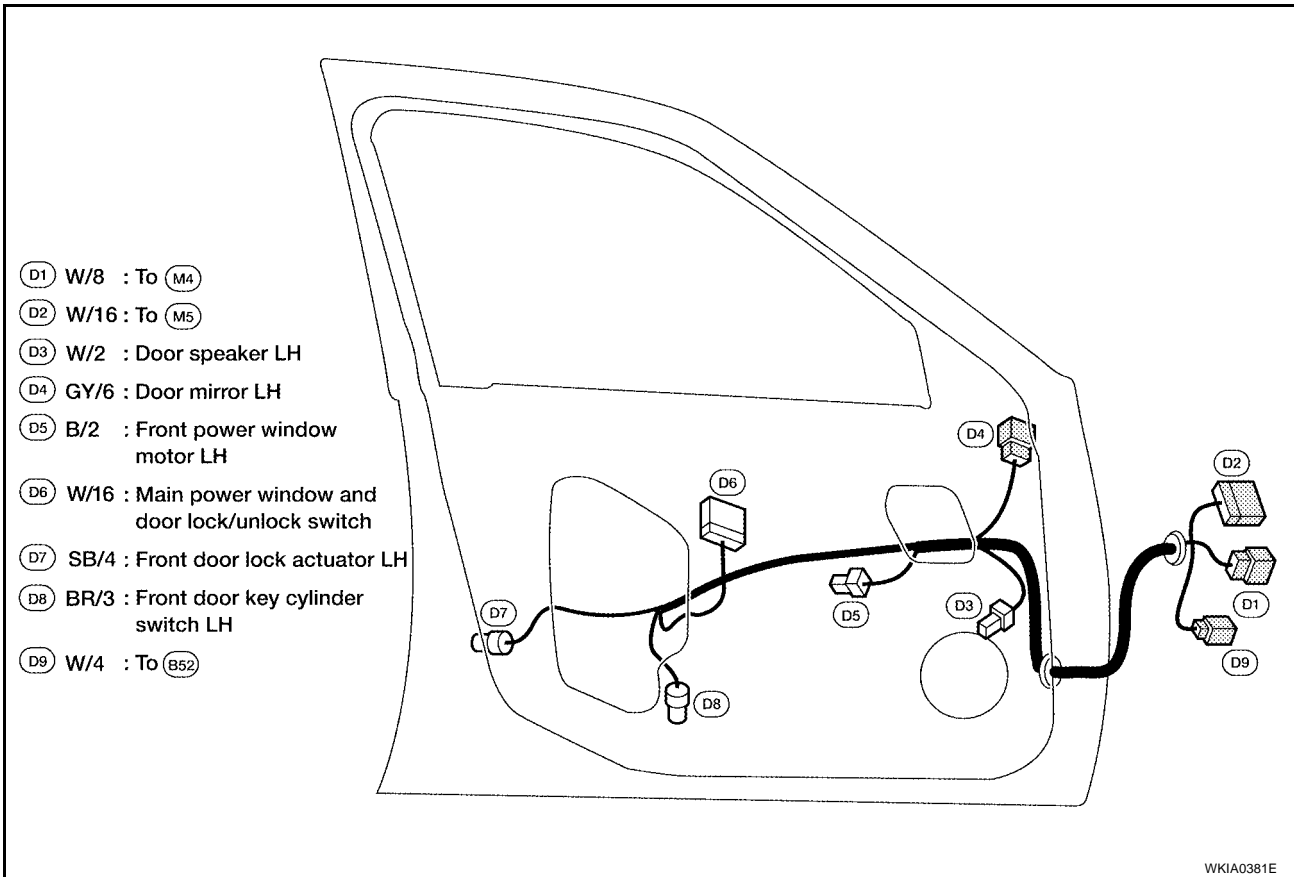


For detailed ground distribution information, refer to "Ground Distribution".

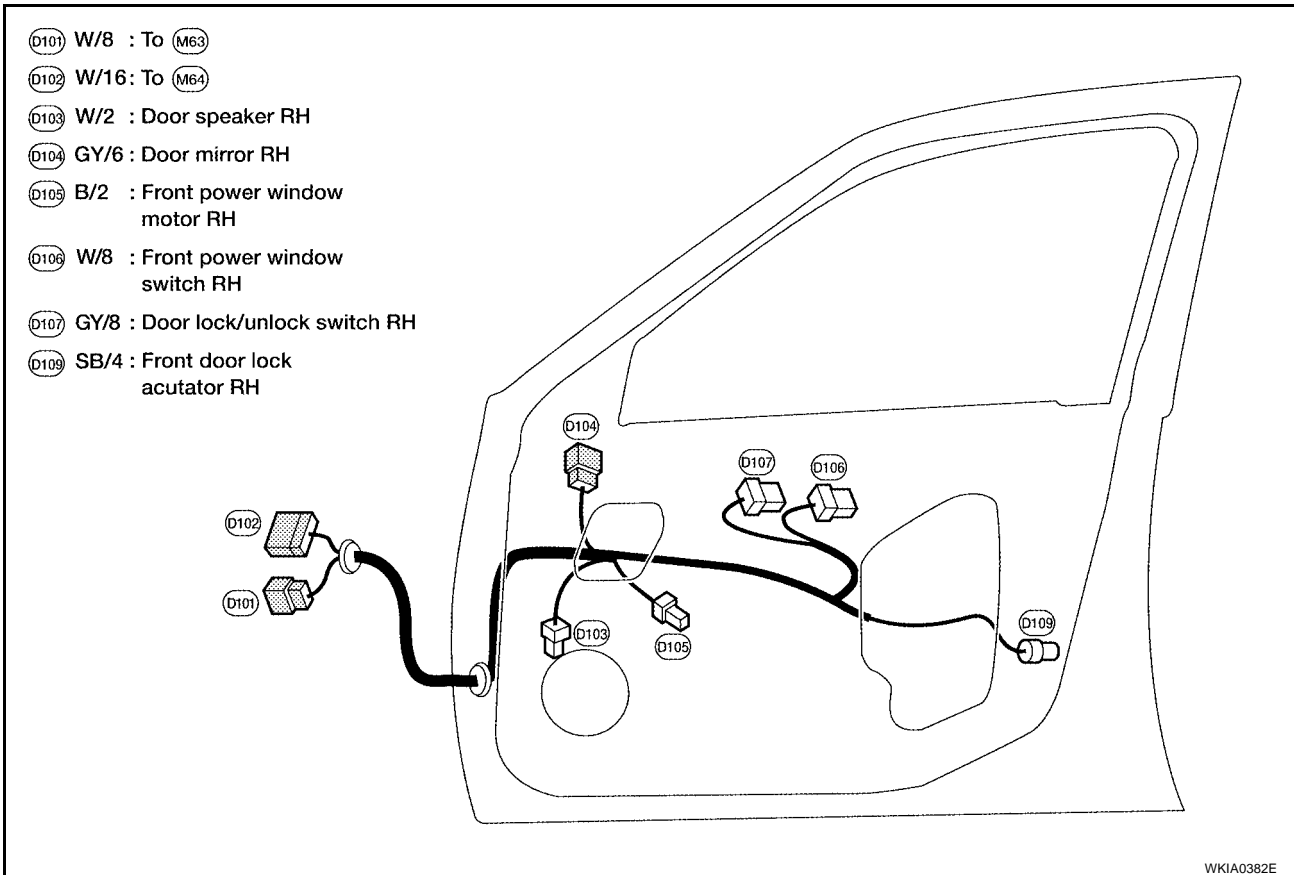
WKIA0380E

# HARNESS

## FRONT DOOR HARNESS LH SIDE



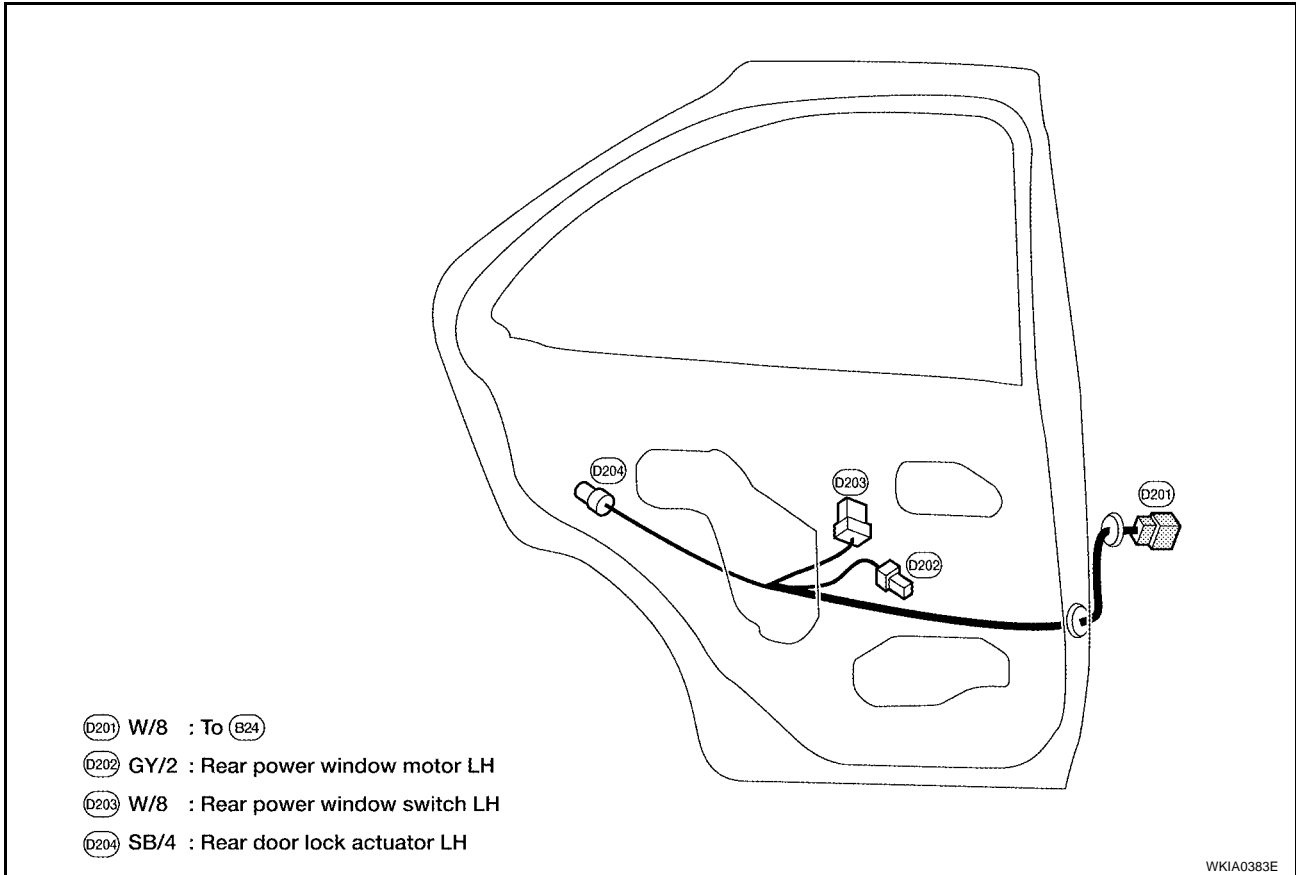
## RH SIDE



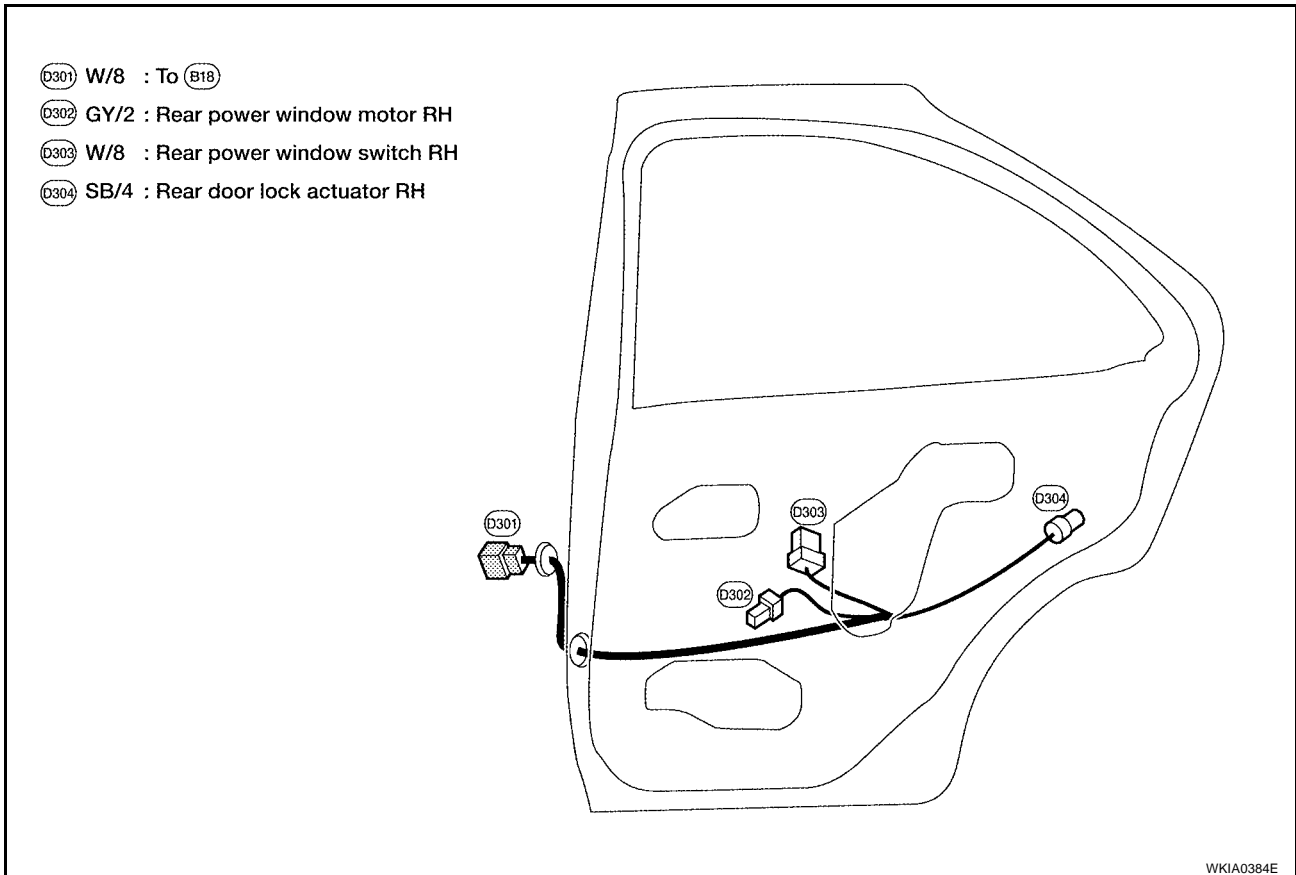
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E  
F  
G  
H  
I  
J  
PG  
L  
M

# HARNESS

## REAR DOOR HARNESS LH SIDE



## RH SIDE



# HARNESSES

## Wiring Diagram Codes (Cell Codes)

EKS003B3

Use the chart below to find out what each wiring diagram code stands for.

Refer to the wiring diagram code in the alphabetical index to find the location (page number) of each wiring diagram.

Code	Section	Wiring Diagram Name
1STSIG	AT	A/T 1ST Signal
2NDSIG	AT	A/T 2ND Signal
3RDSIG	AT	A/T 3RD Signal
4THSIG	AT	A/T 4TH Signal
ABS	BRC	Anti-lock Brake System
A/C,M	MTC	Air Conditioner
A/F	EC	Air Fuel Ratio (A/F) Sensor 1 [QG18DE (SULEV)]
A/FH	EC	Air Fuel Ratio (A/F) Sensor 1 Heater [QG18DE (SULEV)]
APPS1	EC	Accelerator Pedal Position Sensor
APPS2	EC	Accelerator Pedal Position Sensor
APPS3	EC	Accelerator Pedal Position Sensor
ASC/BS	EC	ASCD Brake Switch
ASCBOF	EC	ASCD Brake Switch
ASCIND	EC	ASCD Indicator
ASC/SW	EC	ASCD Steering Switch
AUDIO	AV	Audio
BACK/L	LT	Back-up Lamp
BA/FTS	AT	A/T Fluid Temperature Sensor and TCM Power Supply
BRK/SW	EC	Brake Switch
BYPS/V	EC	Vacuum Cut Valve Bypass Valve (QR25DE Models)
CAN	AT	CAN Communication Line
CAN	EC	CAN Communication Line
CAN	LAN	CAN Communication Line
CHARGE	SC	Charging System
CHIME	DI	Warning Chime
CIGAR	WW	Cigarette Lighter
COOL/F	EC	Cooling Fan Control
DEF	GW	Rear Window Defogger
DLC	EC	Data Link Connector
D/LOCK	BL	Power Door Lock
DTRL	LT	Headlamp - With Daytime Light System (For Canada)
ECM/PW	EC	ECM Power Supply
ECTS	EC	Engine Coolant Temperature Sensor
ENGSS	AT	Engine Speed Signal
ETC1	EC	Electric Throttle Control Function
ETC2	EC	Throttle Control Motor Relay
ETC3	EC	Throttle Control Motor
F/FOG	LT	Front Fog Lamp
FLS1	EC	Fuel Level Sensor Circuit (Slosh)
FLS2	EC	Fuel Level Sensor Circuit
FLS3	EC	Fuel Level Sensor Circuit (Ground Signal)

# HARNESSES

Code	Section	Wiring Diagram Name
F/PUMP	EC	Fuel Pump Control
FTS	AT	A/T Fluid Temperature Sensor
FTTS	EC	Fuel Tank Temperature Sensor
FUEL	EC	Fuel Injection System Function
HEATER	MTC	Heater System
H/LAMP	LT	Headlamp
H/MIRR	GW	Heated Mirror
HO2S1	EC	Heated Oxygen Sensor 1
HO2S1H	EC	Heated Oxygen Sensor 1 Heater
HO2S2	EC	Heated Oxygen Sensor 2
HO2S2H	EC	Heated Oxygen Sensor 2 Heater
HORN	WW	Horn
IATS	EC	Intake Air Temperature Sensor
IGNSYS	EC	Ignition Signal
ILL	LT	Illumination
INJECT	EC	Injector
INT/L	LT	Interior, Step, Spot, Vanity Mirror and Trunk Room Lamps
IVC	EC	Intake Valve Timing Control Solenoid Valve
IVCS	EC	Intake Valve Timing Control Position Sensor
KEYLES	BL	Remote Keyless Entry System
KS	EC	Knock Sensor
LOAD	EC	Load Signal
LPSV	AT	Line Pressure Solenoid Valve
MAFS	EC	Mass Air Flow Sensor
MAIN	AT	Main Power Supply and Ground Circuit
MAIN	EC	Main Power Supply and Ground Circuit
METER	DI	Speedometer, Tachometer, Temp., Oil, and Fuel Gauges
MIL	EC	Malfunction Indicator Lamp
MIRROR	GW	Power Door Mirror
NATS	BL	NVIS (Nissan Vehicle Immobilizer System — NATS)
NONDTC	AT	Non-detectable Items
OVRCSV	AT	Overrun Clutch Solenoid Valve
PGC/V	EC	EVAP Canister Purge Volume Control Solenoid Valve
PHASE	EC	Camshaft Position Sensor (PHASE)
PNP/SW	AT	Park/Neutral Position Switch
PNP/SW	EC	Park/Neutral Position Switch
POS	EC	Crankshaft Position Sensor (POS)
POWER	PG	Power Supply Routing
PRE/SE	EC	EVAP Control System Pressure Sensor
PS/SEN	EC	Power Steering Pressure Sensor (QG18DE Model)
PST/SW	EC	Power Steering Oil Pressure Switch (QR25DE Model)
ROOM/L	LT	Room Lamp
RP/SEN	EC	Refrigerant Pressure Sensor
SEN/PW	EC	Sensor Power Supply



# HARNESSES

Code	Section	Wiring Diagram Name	
SHIFT	AT	A/T Shift Lock System	A
SROOF	RF	Sunroof	
SRS	SRS	Supplemental Restraint System	B
S/SIG	EC	Start Signal (QR25DE Model)	
SSV/A	AT	Shift Solenoid Valve A	
SSV/B	AT	Shift Solenoid Valve B	C
START	SC	Starting System	
STOP/L	LT	Stop Lamp	D
SWL/S	EC	Swirl Control Valve Position Sensor [QG18DE (SULEV)]	
SWL/V	EC	Swirl Control Valve [QG18DE (SULEV)]	
TAIL/L	LT	Parking, License and Tail Lamps	E
TCCSIG	AT	A/T TCC Signal (Lock Up)	
TCV	AT	Torque Converter Clutch Solenoid Valve	F
TLID	BL	Trunk Lid Opener	
TPS	AT	Throttle Position Sensor	
TPS1	EC	Throttle Position Sensor	G
TPS2	EC	Throttle Position Sensor	
TPS3	EC	Throttle Position Sensor	
TRSA/T	AT	Turbine Revolution Sensor (QR25DE Model)	H
TURN	LT	Turn Signal and Hazard Warning Lamps	
VIAS	EC	Variable Air Induction Control System (QR25DE Model)	I
VEHSEC	BL	Vehicle Security System	
VENT/V	EC	EVAP Canister Vent Control Valve	J
VIAS	EC	Variable Air Induction Control System	
VSS	EC	Vehicle Speed Sensor	
VSSA/T	AT	Vehicle Speed Sensor A/T (Revolution Sensor)	PG
VSSMTR	AT	Vehicle Speed Sensor MTR	
WARN	DI	Warning Lamps	
WINDOW	GW	Power Window	L
WIPER	WW	Front Wiper and Washer	M

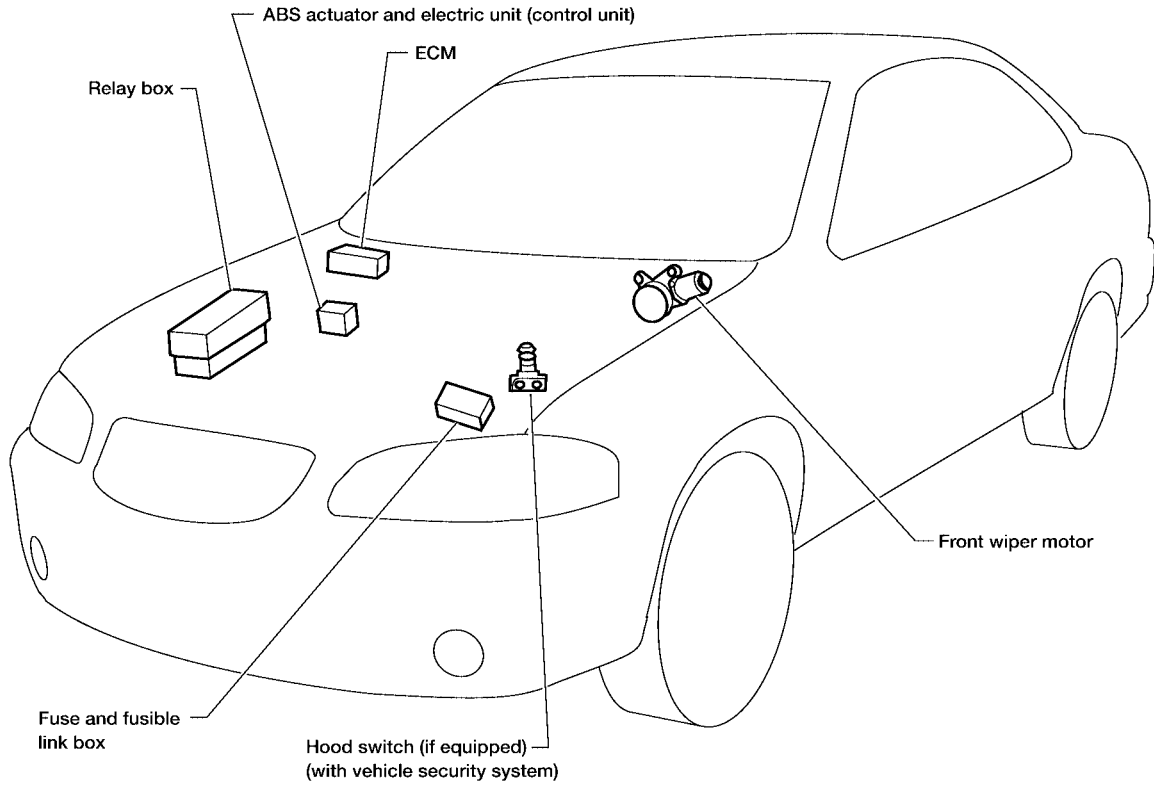
# ELECTRICAL UNITS LOCATION

PF25230

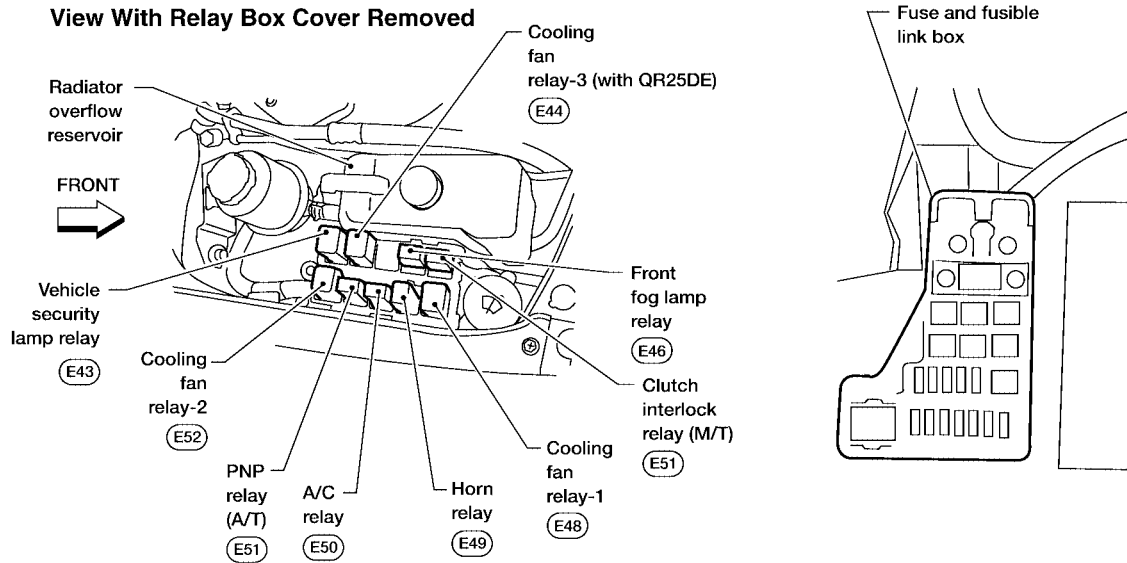
EKS003B4

## ELECTRICAL UNITS LOCATION

### Electrical Units Location ENGINE COMPARTMENT



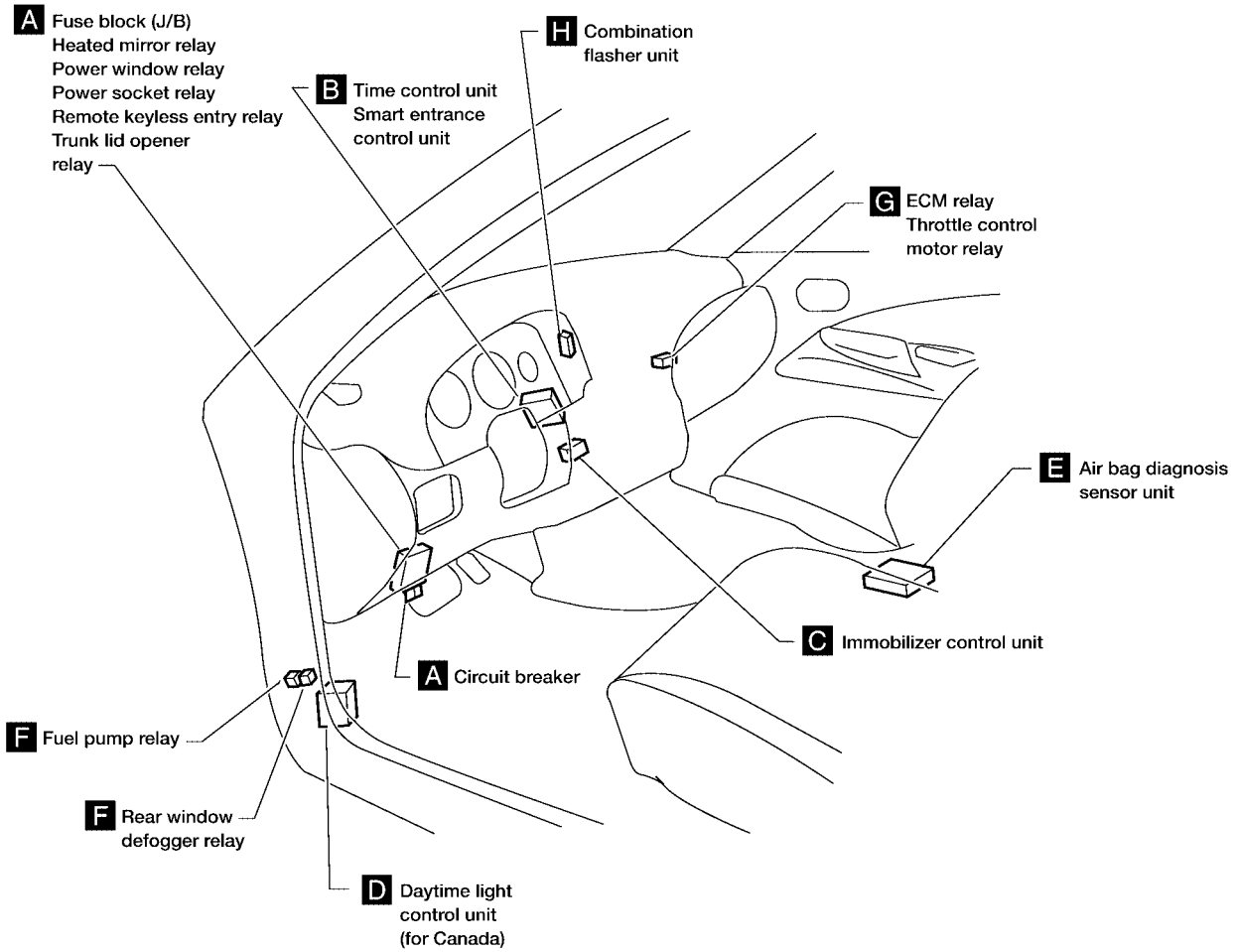
#### View With Relay Box Cover Removed



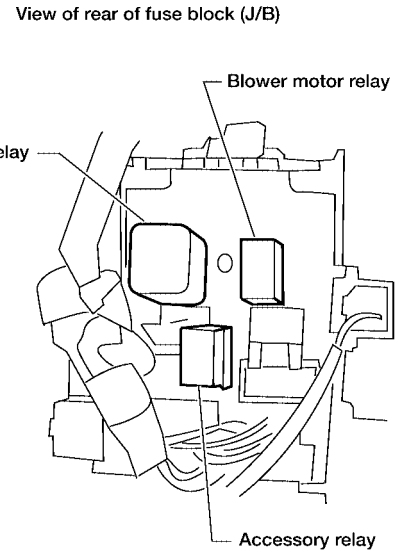
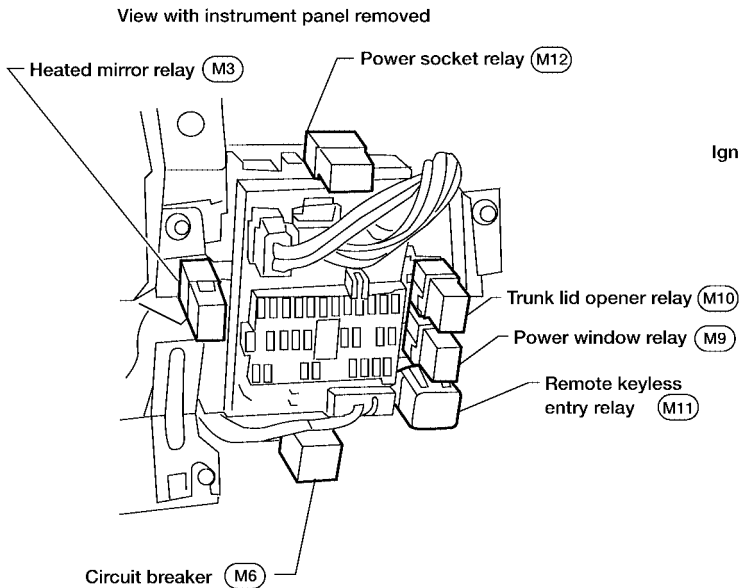
WKIA1003E

# ELECTRICAL UNITS LOCATION

## PASSENGER COMPARTMENT

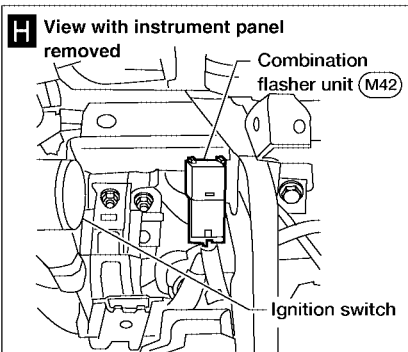
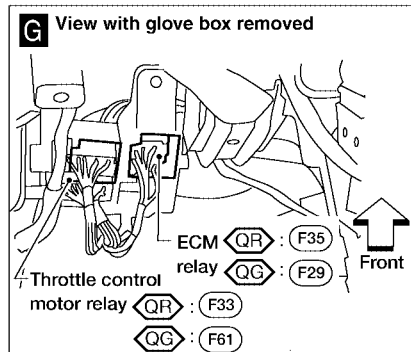
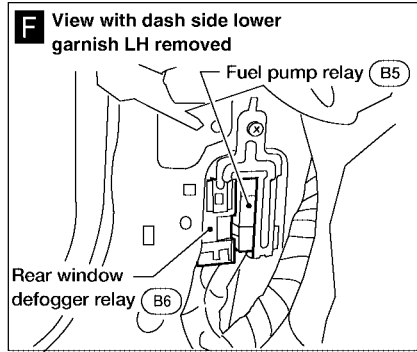
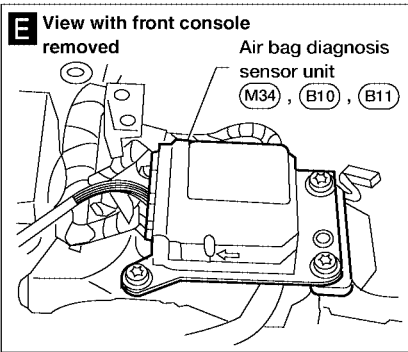
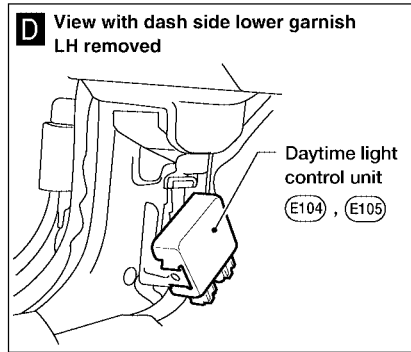
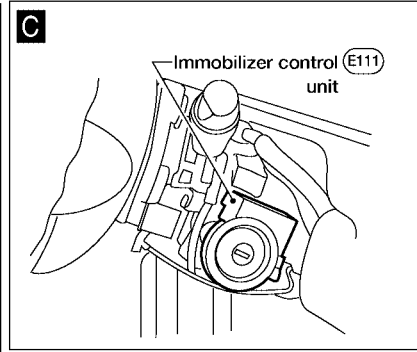
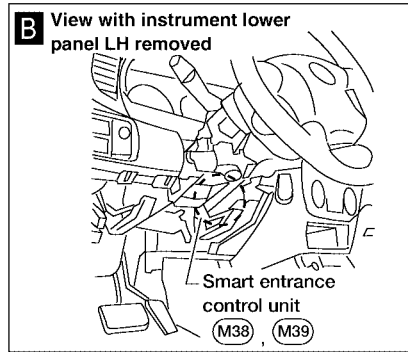
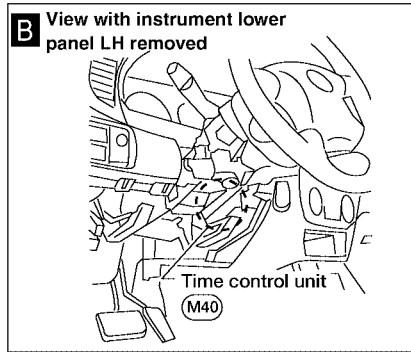


**A** Instrument panel LH side



WKIA0249E

# ELECTRICAL UNITS LOCATION



QR : WITH QR25DE  
QG : WITH QG18DE

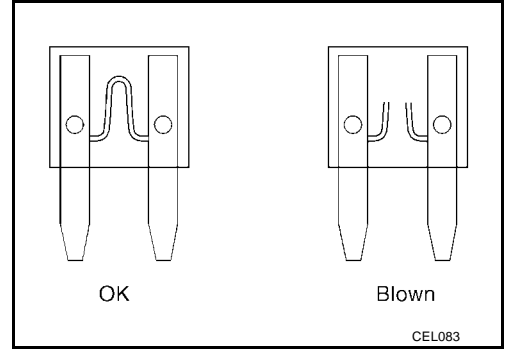
WKIA0981E

# ELECTRICAL UNITS LOCATION

## Fuse

EKS003B5

- If fuse is blown, be sure to eliminate cause of incident before installing new fuse.
- Use fuse of specified rating. Never use fuse of more than specified rating.
- Do not partially install fuse; always insert it into fuse holder properly.
- Remove fuse for "ELECTRICAL PARTS (BAT)" if vehicle is not used for a long period of time.



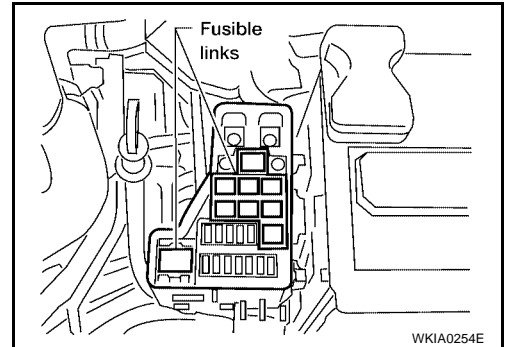
## Fusible Link

EKS003B6

A melted fusible link can be detected either by visual inspection or by feeling with finger tip. If its condition is questionable, use circuit tester or test lamp.

### CAUTION:

- If fusible link should melt, it is possible that critical circuit (power supply or large current carrying circuit) is shorted. In such a case, carefully check and eliminate cause of incident.
- Never wrap outside of fusible link with vinyl tape. Important: Never let fusible link touch any other wiring harness, vinyl or rubber parts.



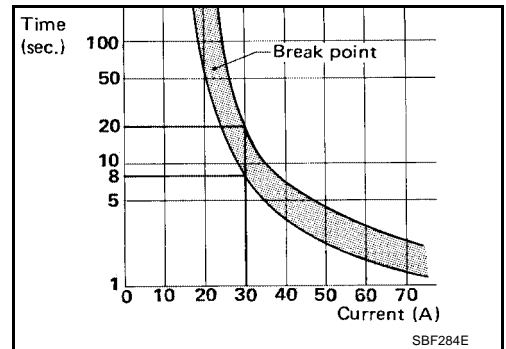
## Circuit Breaker

EKS003B7

For example, when current is 30A, the circuit is broken within 8 to 20 seconds.

A circuit breaker is used for the following systems:

- Power door locks
- Power sunroof
- Power windows
- Remote keyless entry system



SBF284E

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# HARNESS CONNECTOR

PFP:24010

EKS003B8

## HARNESS CONNECTOR

### Description

#### HARNESS CONNECTOR (TAB-LOCKING TYPE)

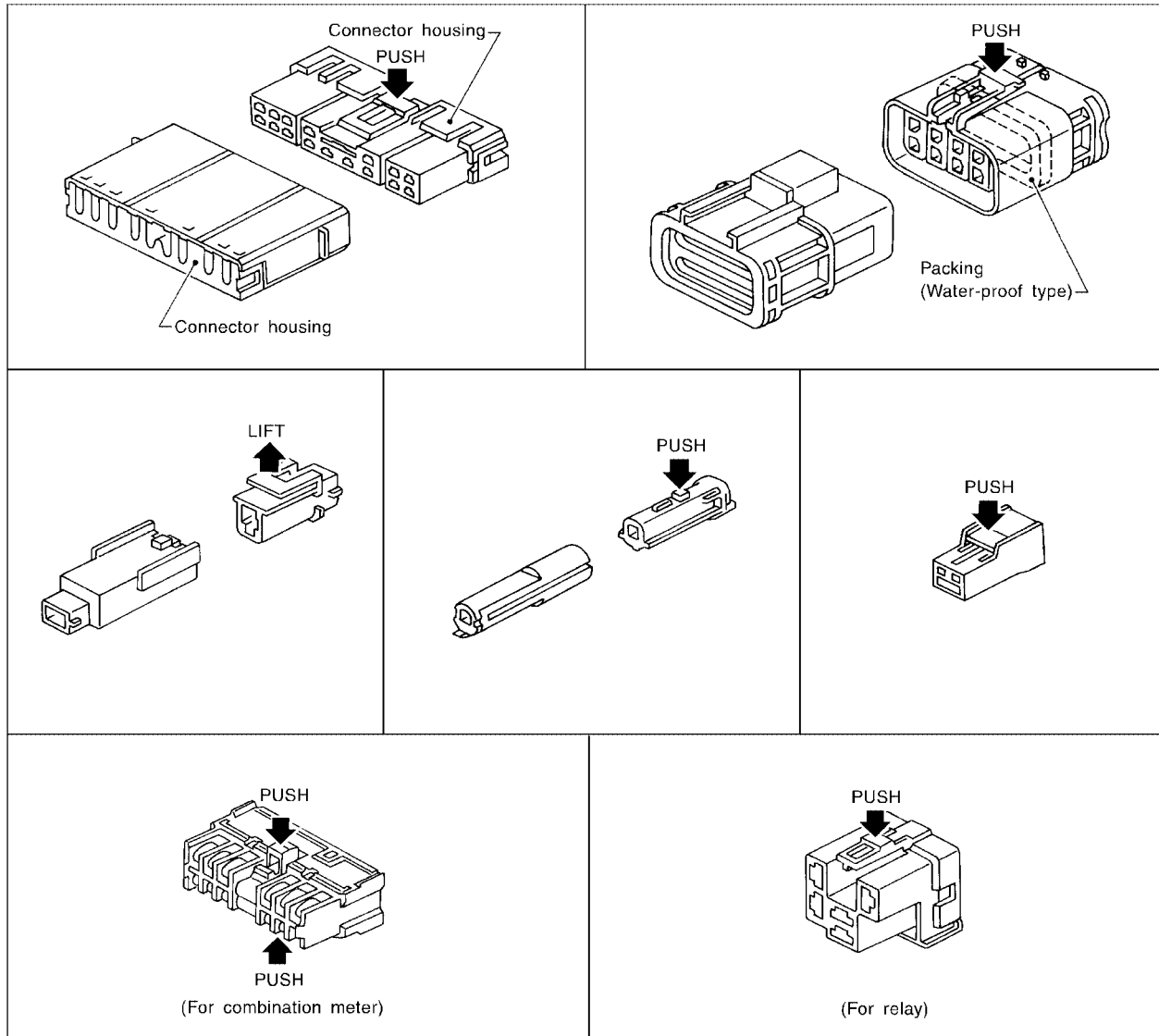
- The tab-locking type connectors help prevent accidental looseness or disconnection.
- The tab-locking type connectors are disconnected by pushing or lifting the locking tab(s). Refer to the illustration below.

Refer to the next page for description of the slide-locking type connector.

#### CAUTION:

Do not pull the harness or wires when disconnecting the connector.

[Example]



SEL769DA

# HARNESS CONNECTOR

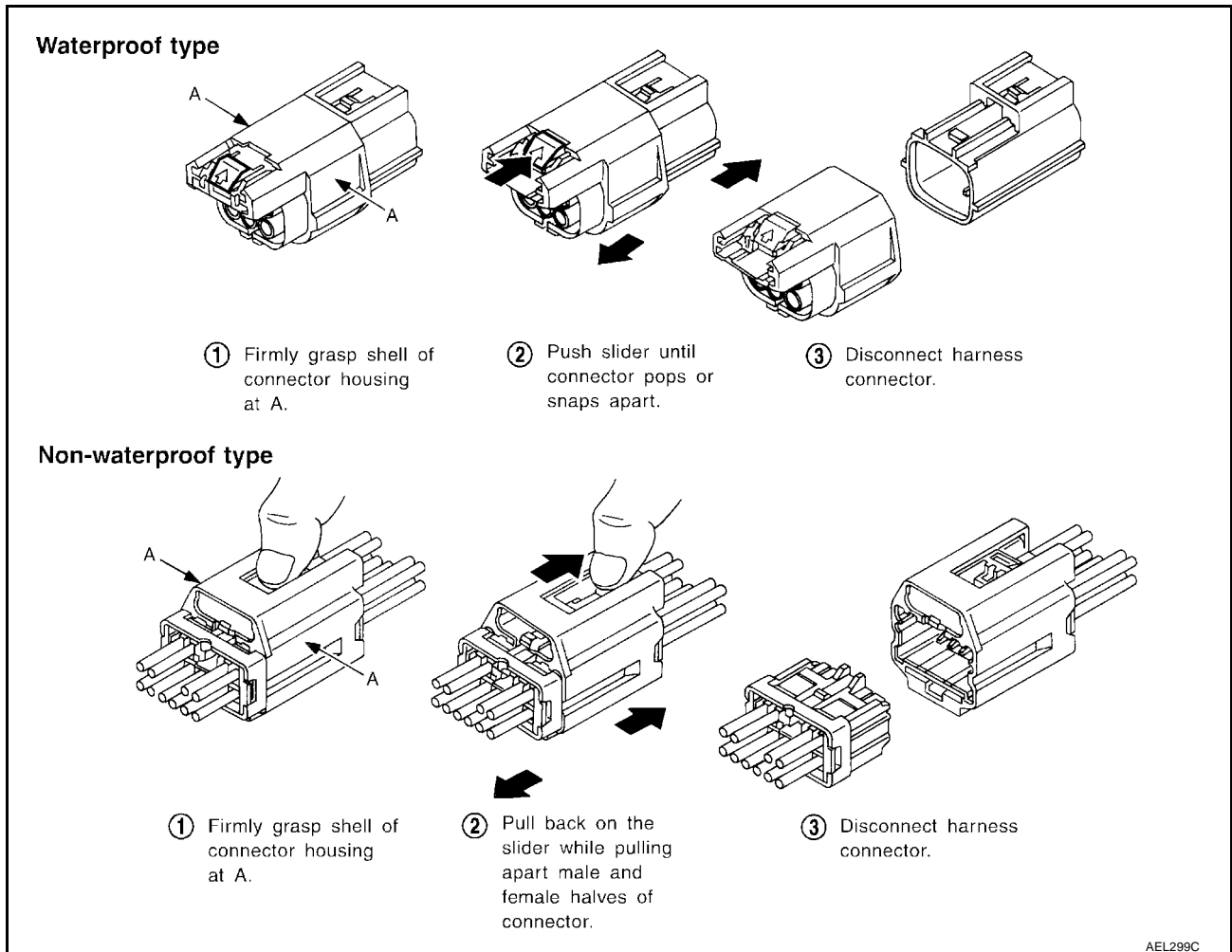
## HARNESS CONNECTOR (SLIDE-LOCKING TYPE)

- A new style slide-locking type connector is used on certain systems and components, especially those related to OBD.
- The slide-locking type connectors help prevent incomplete locking and accidental looseness or disconnection.
- The slide-locking type connectors are disconnected by pushing or pulling the slider. Refer to the illustration below.

### CAUTION:

- Do not pull the harness or wires when disconnecting the connector.
- Be careful not to damage the connector support bracket when disconnecting the connector.

[Example]



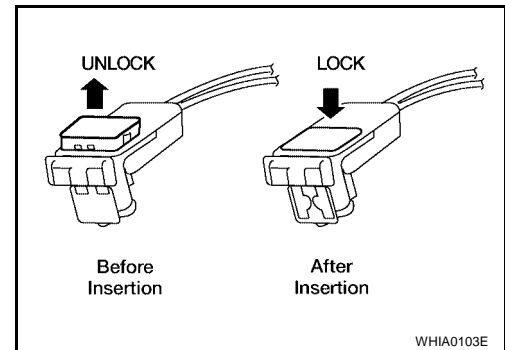
# HARNESS CONNECTOR

## HARNESS CONNECTOR (DIRECT-CONNECT SRS COMPONENT TYPE)

- SRS direct-connect type harness connectors are used on certain SRS components such as air bag modules and seat belt pre-tensioners.
- Always pull up to release black locking tab prior to removing connector from SRS component.
- Always push down to lock black locking tab after installing connector to SRS component. When locked, the black locking tab is level with the connector housing.

### CAUTION:

- **Do not pull the harness or wires when removing connectors from SRS components.**





# JOINT CONNECTOR

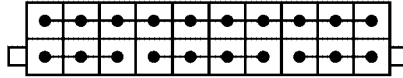
## JOINT CONNECTOR

PFM:B4341

### Terminal Arrangement QG18DE

EKS003B9

Joint connector-1 (F24)



(Brown)

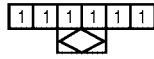
WKIA0251E

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# JOINT CONNECTOR

QR25DE

JOINT CONNECTOR - 1 (F1)



(GRAY)

JOINT CONNECTOR - 2 (F2)



(BLUE)

JOINT CONNECTOR - 3 (F3)



(GRAY)

WKIA0029E

# ELECTRICAL UNITS

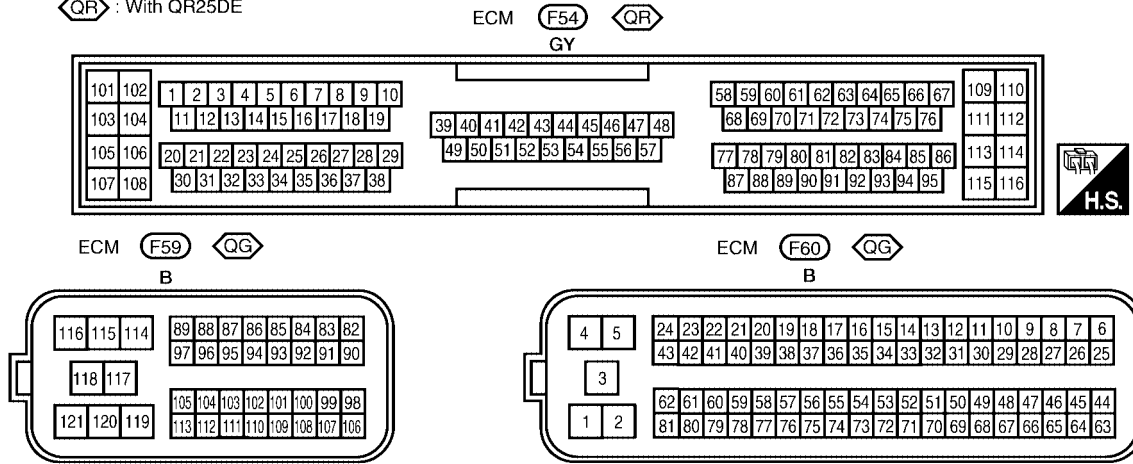
## ELECTRICAL UNITS Terminal Arrangement

PF23710

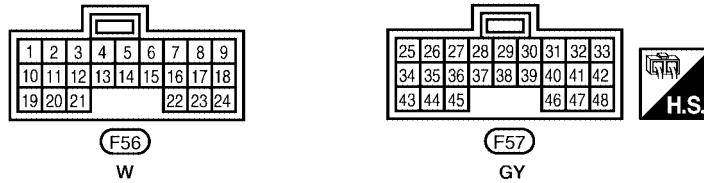
EKS003BA

QG : With QG18DE

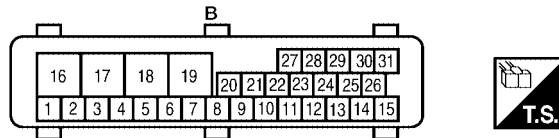
QR : With QR25DE



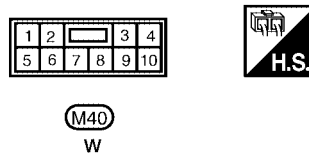
TCM (TRANSMISSION CONTROL MODULE)



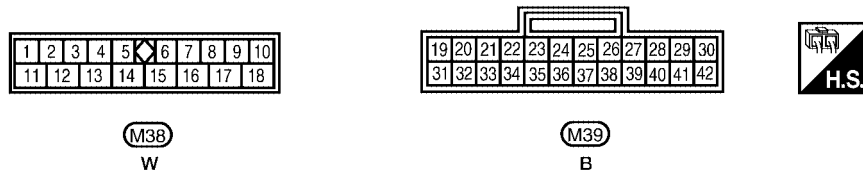
ABS ACTUATOR AND ELECTRIC UNIT  
(CONTROL UNIT) (E55)



TIME CONTROL UNIT : (OD)



SMART ENTRANCE CONTROL UNIT : (DL)



(OD) : WITHOUT POWER DOOR LOCKS  
(DL) : WITH POWER DOOR LOCKS

WKIA1004E

# STANDARDIZED RELAY

PFP:25230

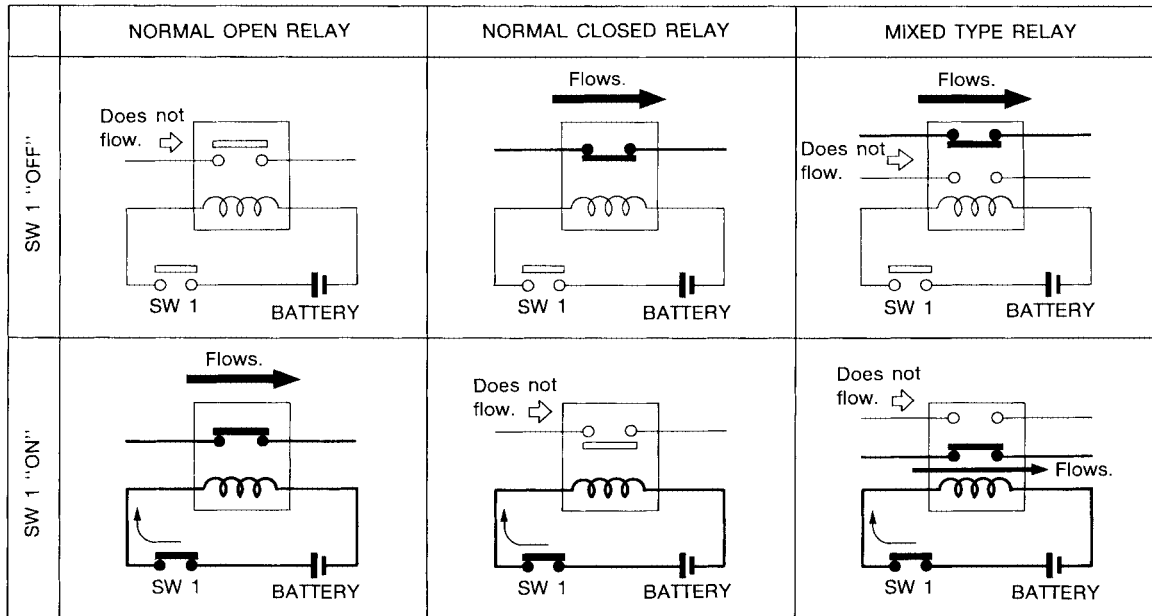
EKS003BB

## STANDARDIZED RELAY

### Description

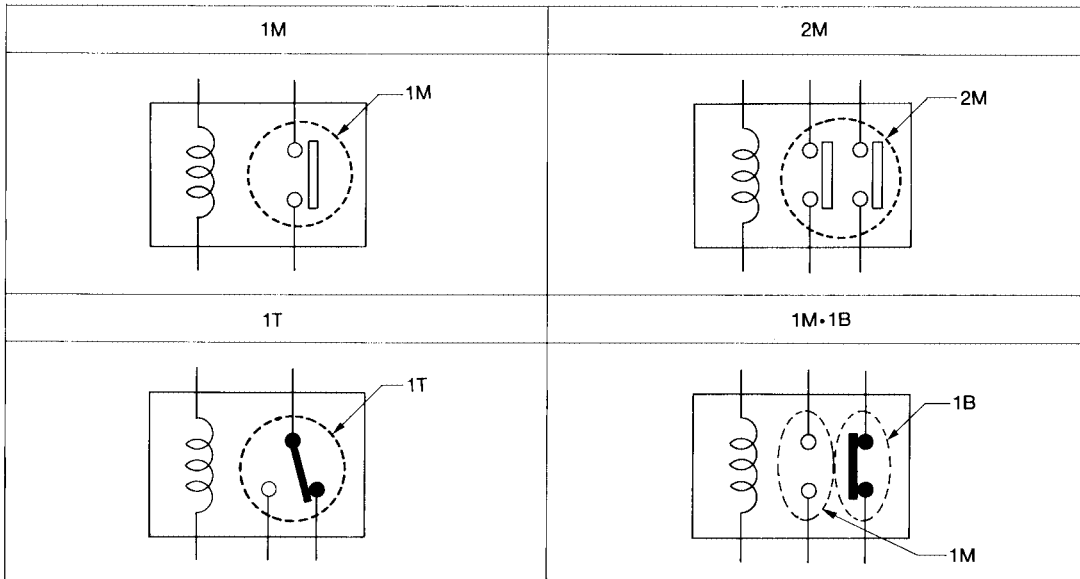
### NORMAL OPEN, NORMAL CLOSED AND MIXED TYPE RELAYS

Relays can mainly be divided into three types: normal open, normal closed and mixed type relays.



SEL881H

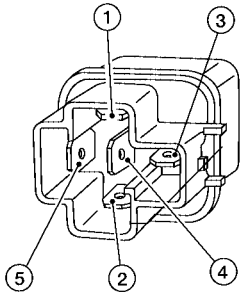
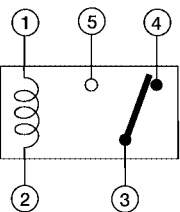
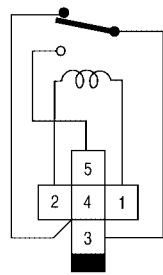
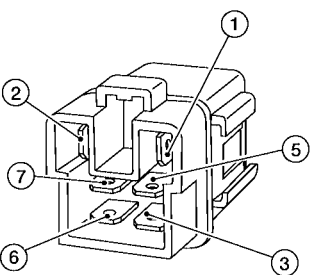
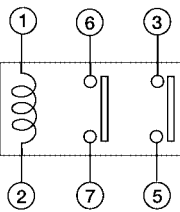
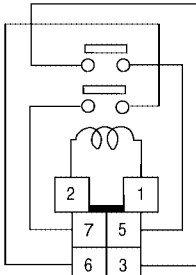
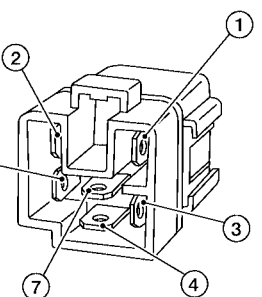
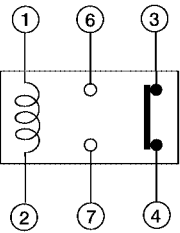
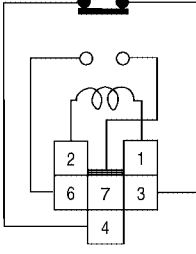
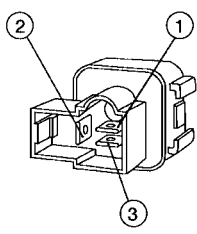
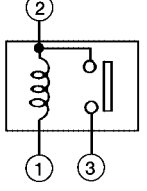
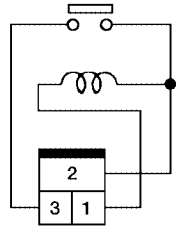
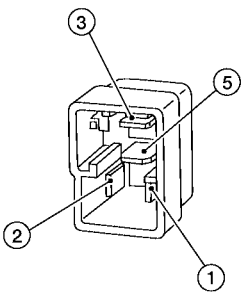
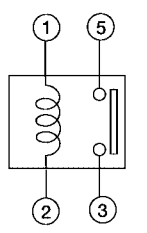
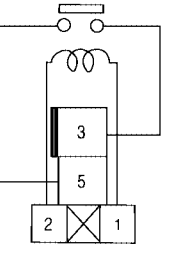
### TYPE OF STANDARDIZED RELAYS



SEL882H

1M	1 Make	2M	2 Make
1T	1 Transfer	1M-1B	1 Make 1 Break

# STANDARDIZED RELAY

Type	Outer view	Circuit	Connector Symbol and connection	Case color
1T				BLACK
2M				BROWN
1M-1B				GRAY
1M				BLACK
				BLUE

The arrangement of terminal numbers on the actual relays may differ from those shown above.

WKIA0253E

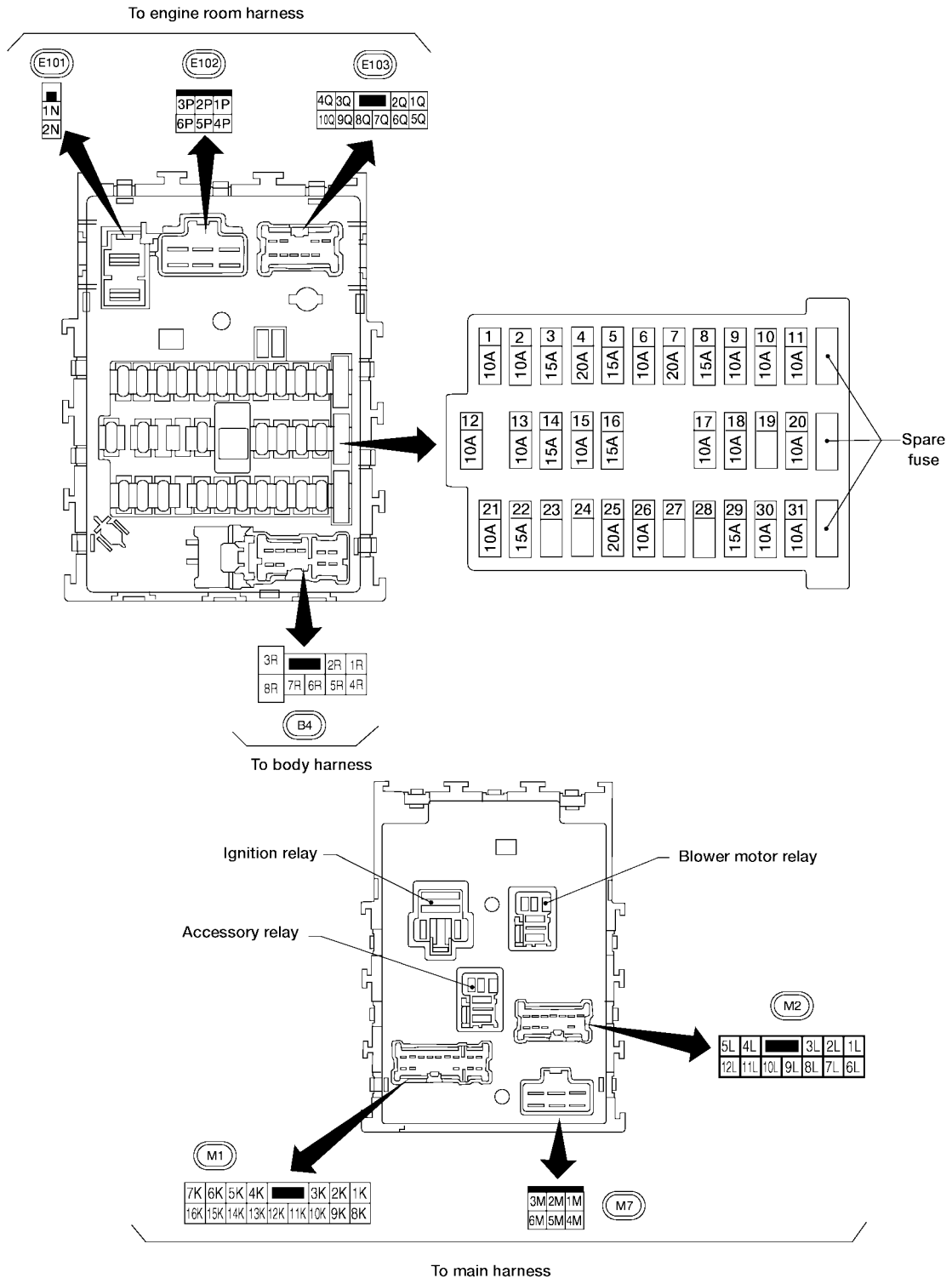
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# FUSE BLOCK — JUNCTION BOX (J/B)

## FUSE BLOCK — JUNCTION BOX (J/B) Terminal Arrangement

PF24350

EKS003BC



WEL473



# FUSE AND FUSIBLE LINK BOX

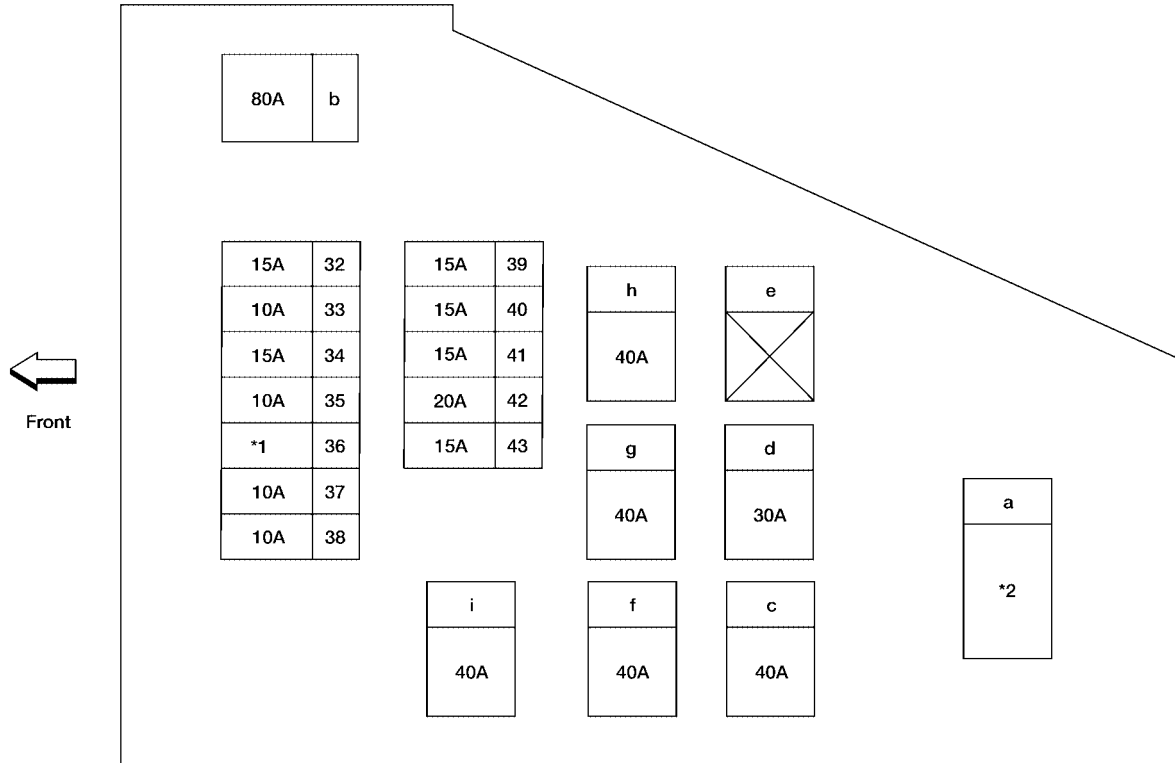
PF24381

EKS003BD

## FUSE AND FUSIBLE LINK BOX

### Terminal Arrangement



 : With QG18DE  
 : With QR25DE



No. 32 - 43 : FUSE

a - i : FUSIBLE LINK

\*1  : 10A  
 : 15A

\*2  : 100A  
 : 120A

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# FUSE AND FUSIBLE LINK BOX

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# SECTION PS

## POWER STEERING SYSTEM

### CONTENTS

<p><b>PRECAUTIONS ..... 2</b></p> <p>    Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 2</p> <p>    Precautions for Steering System ..... 2</p> <p><b>PREPARATION ..... 3</b></p> <p>    Special Service Tools ..... 3</p> <p>    Commercial Service Tool ..... 5</p> <p><b>NOISE, VIBRATION, AND HARSHNESS(NVH)</b></p> <p><b>TROUBLESHOOTING ..... 6</b></p> <p>    NVH Troubleshooting Chart ..... 6</p> <p><b>ON-VEHICLE SERVICE ..... 7</b></p> <p>    Checking Steering Wheel Play ..... 7</p> <p>    Checking Neutral Position on Steering Wheel ..... 7</p> <p>        PRE-CHECKING ..... 7</p> <p>        CHECKING ..... 7</p> <p>    Front Wheel Turning Angle ..... 7</p> <p>    Checking Gear Housing Movement ..... 8</p> <p>    Checking and Adjusting Drive Belts ..... 8</p> <p>    Checking Fluid Level ..... 8</p> <p>    Checking Fluid Leakage ..... 8</p> <p>    Bleeding Hydraulic System ..... 8</p> <p>    Checking Steering Wheel Turning Force ..... 9</p> <p>    Checking Hydraulic System ..... 9</p> <p><b>STEERING WHEEL AND STEERING COLUMN ..... 11</b></p> <p>    Components ..... 11</p> <p>    Removal and Installation ..... 11</p> <p>        STEERING WHEEL ..... 11</p>	<p>        STEERING COLUMN ..... 12</p> <p>        Disassembly and Assembly ..... 13</p> <p>        Inspection ..... 14</p> <p>        TILT MECHANISM ..... 14</p> <p><b>POWER STEERING GEAR AND LINKAGE ..... 15</b></p> <p>    Components ..... 15</p> <p>    Removal and Installation ..... 16</p> <p>    Disassembly ..... 18</p> <p>    Inspection ..... 18</p> <p>        BOOT ..... 18</p> <p>        TIE-ROD OUTER AND INNER SOCKETS ..... 19</p> <p>    Assembly ..... 19</p> <p><b>POWER STEERING OIL PUMP ..... 21</b></p> <p>    QG18DE and QR25DE ..... 21</p> <p>        COMPONENTS ..... 21</p> <p>        PRE-DISASSEMBLY INSPECTION ..... 21</p> <p>        DISASSEMBLY ..... 22</p> <p>        INSPECTION ..... 22</p> <p>        ASSEMBLY ..... 22</p> <p><b>HYDRAULIC LINE ..... 24</b></p> <p>    Removal and Installation ..... 24</p> <p><b>SERVICE DATA AND SPECIFICATIONS (SDS) ..... 26</b></p> <p>    General Specifications ..... 26</p> <p>    Steering Wheel ..... 26</p> <p>    Steering Column ..... 26</p> <p>    Steering Gear and Linkage ..... 26</p> <p>    Power Steering ..... 27</p>
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# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EGS000FE

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions for Steering System

EGS000FF

- Before disassembly, thoroughly clean the outside of the unit.
- Disassembly should be done in a clean work area. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- For easier and proper assembly, place disassembled parts in order on a parts rack.
- Use nylon cloths or paper towels to clean the parts; common shop rags can leave lint that might interfere with their operation.
- Before inspection or reassembly, carefully clean all parts with a general purpose, non-flammable solvent.
- Before assembly, apply a coat of recommended Genuine NISSAN PSF II or equivalent to hydraulic parts. Petroleum jelly may be applied to O-rings and seals. Do not use any grease.
- Replace all gaskets, seals and O-rings. Avoid damaging O-rings, seals and gaskets during installation. Perform functional tests whenever designated.

# PREPARATION

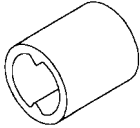
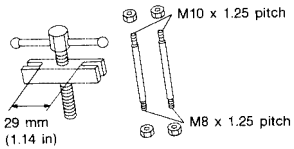
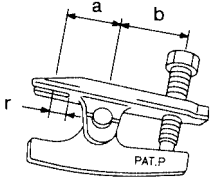
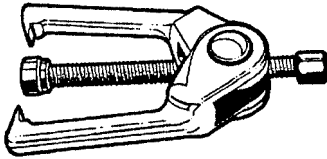
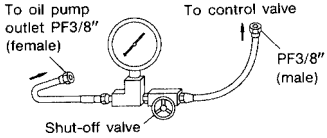
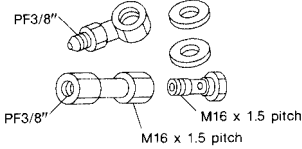
## PREPARATION

PFP:00002

### Special Service Tools

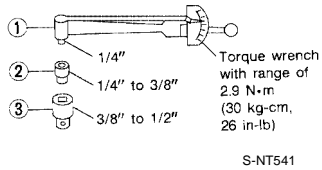
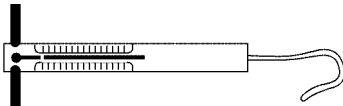
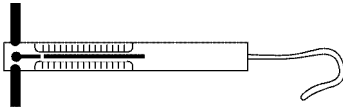
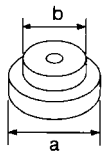
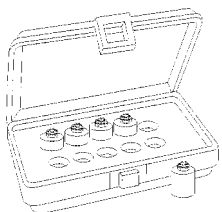
EGS000FG

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV48101100 (J26364) Torque adapter <div style="text-align: center;">  </div> <p style="text-align: right;">NT169</p>	Measuring pinion rotating torque
ST27180001 (J25726-B) Steering wheel puller <div style="text-align: center;">  </div> <p style="text-align: right;">S-NT544</p>	Removing steering wheel
HT72520000 (J25730-B) Ball joint remover <div style="text-align: center;">  </div> <p style="text-align: right;">NT546</p>	Removing tie-rod and lower ball joint <b>a: 33 mm (1.30 in)</b> <b>b: 50 mm (1.97 in)</b> <b>r: R11.5 mm (0.453 in)</b>
(J-24319-B) Tie rod puller <div style="text-align: center;">  </div> <p style="text-align: right;">LGIA0007E</p>	Remove outer tie rod
KV48103500 (J26357 and J26357-10) Pressure gauge <div style="text-align: center;">  </div> <p style="text-align: right;">S-NT547</p>	Measuring oil pressure
KV48102500 (J33914) Pressure gauge adapter <div style="text-align: center;">  </div> <p style="text-align: right;">S-NT542</p>	Measuring oil pressure

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# PREPARATION

Tool number (Kent-Moore No.) Tool name	Description
ST3127S000 1 GG91030000 (See J25765-A) Torque wrench 2 HT62940000 ( — ) Socket adapter 3 HT62900000 ( — ) Socket adapter	Measuring turning torque 
(J44372) 5-60 Pound pull gauge	Measuring steering wheel turning force  <p style="text-align: center;">WST052</p>
(J44183-A) 20-100 Pound pull gauge	Measuring rack sliding force  <p style="text-align: center;">WST052</p>
ST35300000 ( — ) Drift	Installing power steering pump oil seal <b>a: 49 mm (1.93 in) dia.</b> <b>b: 41 mm (1.61 in) dia.</b>  <p style="text-align: center;">NT073</p>
(J-44615) Air Bag Master Key Set	Removing and installing accessory air bag bolts.  <p style="text-align: center;">LRS194</p>

# PREPARATION

## Commercial Service Tool

EGS000FH

Tool number	Description
<p>Power steering pump attachment</p> <div data-bbox="617 315 917 493" style="text-align: center;"> <p>S-NT179</p> </div>	<p>Disassembling and assembling power steering pump Unit: mm (in)</p>
<p>10 mm Drift</p> <div data-bbox="844 577 885 640" style="text-align: center;"> </div> <p style="text-align: center;">LST027</p>	<p>Installing power steering pump snap ring</p>

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# NOISE, VIBRATION, AND HARSHNESS(NVH) TROUBLESHOOTING

## NOISE, VIBRATION, AND HARSHNESS(NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

EGS000FI

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Symptom		Possible cause and SUSPECTED PARTS	Reference page																						
			Fluid level	Air in hydraulic system	Tie-rod ball joint swinging force	Tie-rod ball joint rotating torque	Tie-rod ball joint end play	Steering gear fluid leakage	Steering wheel play	Steering gear rack sliding force	Drive belt looseness	Improper steering wheel	Improper installation or looseness or tilt lock lever	Mounting rubber deterioration	Steering column deformation or damage	Improper installation or looseness of steering column	Steering linkage looseness	DRIVE SHAFT	AXLE	SUSPENSION	TIRES	ROAD WHEEL	BRAKES		
STEERING	Noise		x	x	x	x	x	x	x	x	x	x													
	Shake												x	x				x	x	x	x	x	x	x	x
	Vibration												x	x	x			x	x	x					
	Shimmy												x	x	x			x	x	x	x	x	x	x	x
	Judder																x		x	x	x	x	x	x	x

x: Applicable

## ON-VEHICLE SERVICE

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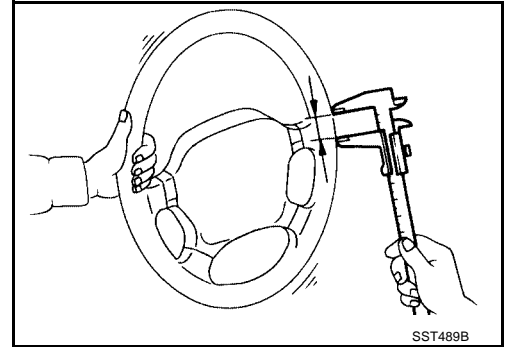
### Checking Steering Wheel Play

EGS000FJ

- With wheels in a straight-ahead position, check steering wheel play.

**Steering wheel play** : 35 mm (1.38 in) or less

- If it is not within specification, check the following for loose or worn components:
  - Steering gear assembly
  - Steering column
  - Front suspension and axle



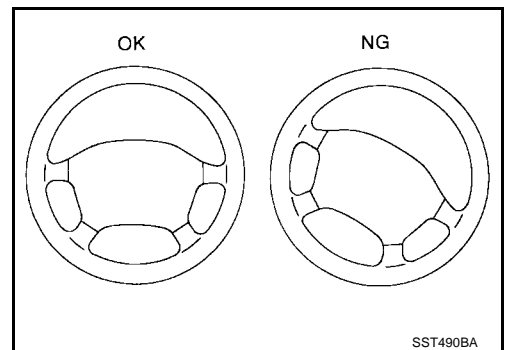
### Checking Neutral Position on Steering Wheel

EGS000FK

- Make sure that wheel alignment is correct.

**Wheel alignment** : Refer to [FSU-6, "Front Wheel Alignment"](#)

- Verify that the steering gear is centered before removing the steering wheel.



### CHECKING

- Check that the steering wheel is in the neutral position when driving straight ahead.
- If it is not in the neutral position, remove the steering wheel and reinstall it correctly.
- If the neutral position is between two teeth, loosen tie-rod lock nuts. Turn the tie-rods by the same amount in opposite directions on both left and right sides.

### Front Wheel Turning Angle

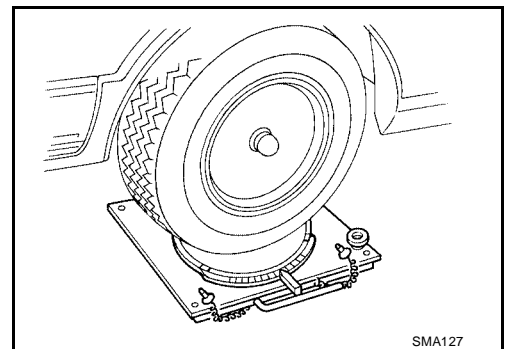
EGS000FL

- Rotate steering wheel all the way right and left; measure turning angle.

**Turning angle of full turns** : Refer to [FSU-6, "Front Wheel Alignment"](#)

- If it is not within specification, check rack stroke.

**Rack stroke "S"** : Refer to [PS-26, "Steering Gear and Linkage"](#)



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# ON-VEHICLE SERVICE

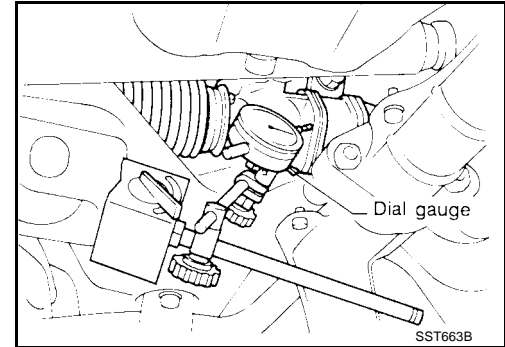
## Checking Gear Housing Movement

EGS000FM

1. Check the movement of steering gear housing during stationary steering on a dry paved surface.
  - Apply a force of 49 N (5 kg, 11 lb) to steering wheel to check the gear housing movement.  
Turn off ignition key while checking.

**Movement of gear housing :  $\pm 2$  mm ( $\pm 0.08$  in) or less**

2. If movement exceeds the limit, replace mount insulator after confirming proper installation of gear housing clamps.



## Checking and Adjusting Drive Belts

EGS000FN

Refer to [MA-16, "Checking Drive Belts"](#) (QG18DE), [MA-23, "Checking Drive Belts"](#) (QR25DE).

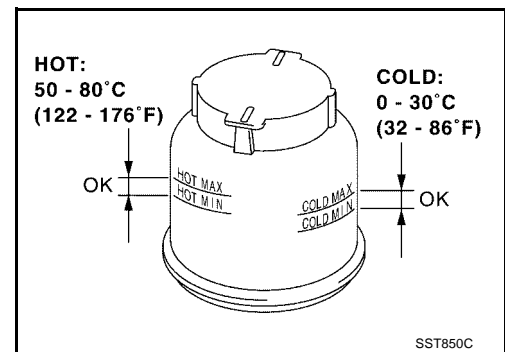
## Checking Fluid Level

EGS000FO

Check fluid level, referring to the scale on reservoir tank.  
Use "HOT" range for fluid temperatures of 50 to 80°C (122 to 176°F).  
Use "COLD" range for fluid temperatures of 0 to 30°C (32 to 86°F).

### CAUTION:

- Do not overfill.
- Recommended fluid is Genuine NISSAN PSF or equivalent.  
Refer to [MA-13, "Fluids and Lubricants"](#).



## Checking Fluid Leakage

EGS000FP

Check the lines for improper attachment and for leaks, cracks, damage, loose connections, chafing and deterioration.

1. Run engine between idle speed and 1,000 rpm.

**Make sure temperature of fluid in oil tank rises to 60 to 80°C (140 to 176°F).**

2. Turn steering wheel right-to-left several times.
3. Hold steering wheel at each "lock" position for five seconds and carefully check for fluid leakage.

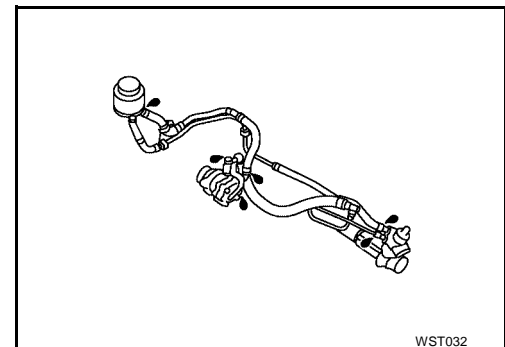
### CAUTION:

**Do not hold the steering wheel in a locked position for more than 15 seconds.**

4. If fluid leakage at connectors is noticed, shut off engine, then loosen and retighten flare nut.

**Do not overtighten connector as this can damage O-ring, washer and connector.**

5. If fluid leakage from power steering pump is noticed, check power steering pump. Refer to [PS-21, "PRE-DISASSEMBLY INSPECTION"](#).
6. Check rack boots for accumulation of power steering fluid.



## Bleeding Hydraulic System

EGS000FQ

1. Raise front end of vehicle until wheels are clear of the ground.
2. Add fluid into oil tank to specified level. Then quickly turn steering wheel fully to right and left and lightly touch steering stoppers.  
Repeat steering wheel operation until fluid level no longer decreases.
3. Start engine.  
Repeat step 2 above.
  - If any of the following occurs, bleed air again:
    - Air bubbles in reservoir tank



# ON-VEHICLE SERVICE

- Clicking noise in oil pump
- Excessive buzzing in oil pump

Fluid noise may occur in the valve or oil pump. This is common when the vehicle is stationary or while turning the steering wheel slowly. This does not affect the performance or durability of the system.

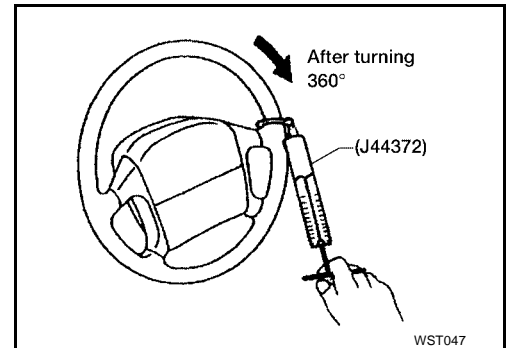
## Checking Steering Wheel Turning Force

1. Park vehicle on a level, dry surface and set parking brake.
2. Start engine.
3. Bring power steering fluid up to adequate operating temperature. [Make sure temperature of fluid is approximately 60 to 80°C (140 to 176°F).]

**Tires need to be inflated to normal pressure.**

4. Check steering wheel turning force when steering wheel has been turned 360° from the neutral position.

**Steering wheel turning force : 39 N (4 kg, 9 lb) or less**



5. If steering wheel turning force is out of specification, check rack sliding force.
  - a. Disconnect steering column lower joint and knuckle arms from the gear.
  - b. Start and run engine at idle to make sure steering fluid has reached normal operating temperature.
  - c. Pull tie-rod slowly to move it from neutral position to ±11.5 mm (±0.453 in) at speed of 3.5 mm (0.138 in)/s. Check that rack sliding force is within specification.

**Average rack sliding force (QG18DE) : 140 - 330 N (14.3 - 33.6 kg, 31.5 - 74.1 lb)**

**Average rack sliding force (QR25DE) : 160 - 350 N (16.3 - 35.7 kg, 36.0 - 78.7 lb)**

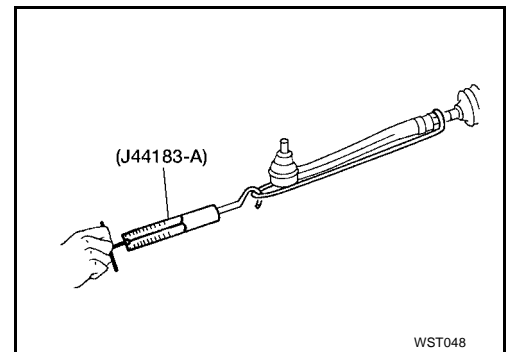
**Maximum force deviation : 98 N (10 kg, 22 lb)**

- d. Check sliding force outside the above range at rack speed of 40 mm (1.75 in)/s.

**Maximum rack sliding force : Not more than 294 N (30 kg, 66 lb)**

**Maximum force deviation : 147 N (15 kg, 33 lb)**

6. If rack sliding force is not within specification, overhaul steering gear assembly.
7. If rack sliding force is OK, inspect steering column. Refer [PS-14, "Inspection"](#).



## Checking Hydraulic System

Before starting, check belt tension, driving pulley and tire pressure.

1. Set Tool. Open shut-off valve. Then bleed air. Refer to [PS-8, "Bleeding Hydraulic System"](#).
2. Run engine at idle speed or 1,000 rpm.

**Make sure temperature of fluid in tank rises to 60 to 80°C (140 to 176°F).**

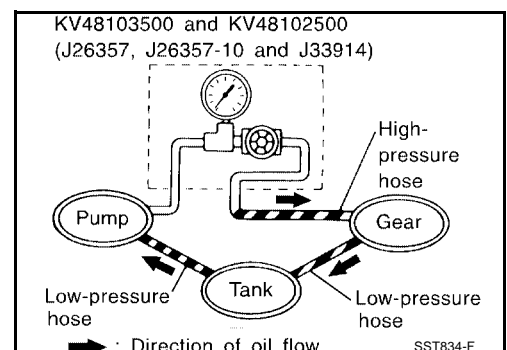
### WARNING:

**Warm up engine with shut-off valve fully opened. If engine is started with shut-off valve closed, fluid pressure in oil pump increases to maximum. This will raise oil temperature abnormally.**

3. Check pressure with steering wheel fully turned to left and right positions with engine idling at 1,000 rpm.

### CAUTION:

**Do not hold the steering wheel in a locked position for more than 15 seconds.**



## ON-VEHICLE SERVICE

---

### Oil pump maximum standard pressure

(QG18DE) : 7,649 - 8,238 kPa (78 - 84 kg/cm<sup>2</sup> , 1,109 - 1,194 psi)

(QR25DE) : 8,000 - 8,800 kPa (82 - 90 kg/cm<sup>2</sup> , 1,160 - 1,276 psi)

- If pressure reaches maximum operating pressure, system is OK.
  - If pressure increases above maximum operating pressure, check power steering pump flow control valve. Refer to [PS-21, "COMPONENTS"](#) .
4. If power steering pressure is below the maximum operating pressure, slowly close shut-off valve and check pressure again.

### **CAUTION:**

**Do not close shut-off valve for more than 15 seconds.**

- If pressure increases to maximum operating pressure, gear is damaged. Refer to [PS-16, "Removal and Installation"](#) .
  - If pressure remains below maximum operating pressure, pump is damaged. Refer to [PS-22, "DISASSEMBLY"](#) .
5. After checking hydraulic system, remove Tool and add fluid as necessary. Then completely bleed air out of system. Refer to [PS-8, "Bleeding Hydraulic System"](#) .

# STEERING WHEEL AND STEERING COLUMN

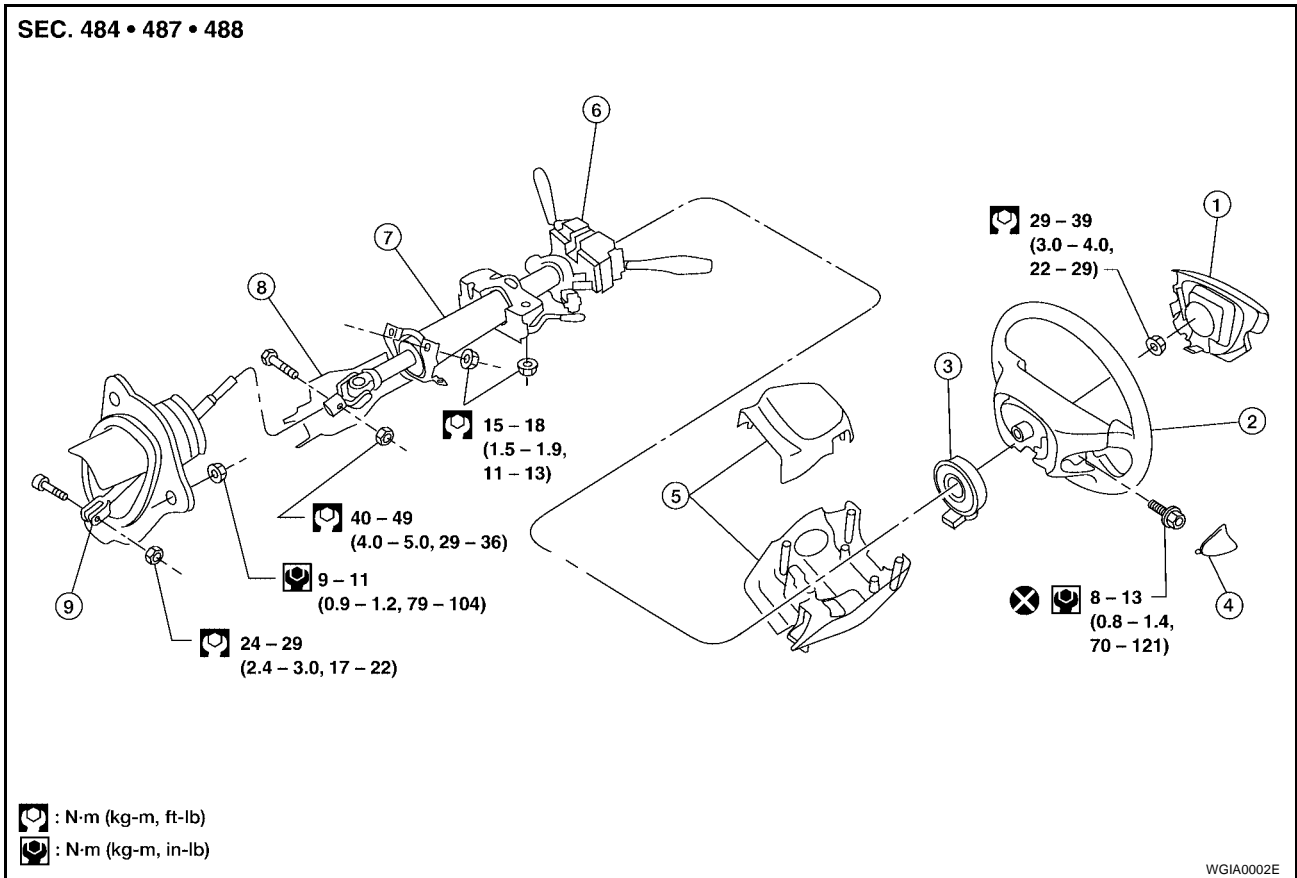
PF:48430

EGS000FT

## STEERING WHEEL AND STEERING COLUMN

### Components

SEC. 484 • 487 • 488



- |                             |                                |                       |
|-----------------------------|--------------------------------|-----------------------|
| 1. Air bag module           | 2. Steering wheel              | 3. Spiral cable       |
| 4. Side lid LH              | 5. Column cover                | 6. Combination switch |
| 7. Steering column assembly | 8. Steering column lower cover | 9. Lower joint        |

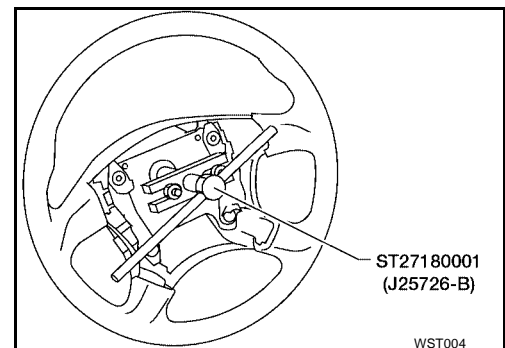
### CAUTION:

- The rotation of the spiral cable (SRS "Air bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
- Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.

### Removal and Installation STEERING WHEEL

EGS000FU

1. Remove air bag module.  
Refer to [SRS-40, "Removal and Installation"](#).
2. Remove steering wheel mounting nut.
3. Remove steering wheel with Tool.
4. Installation is in the reverse order of removal.



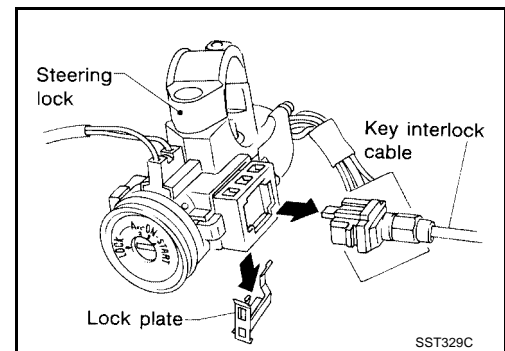
# STEERING WHEEL AND STEERING COLUMN

## STEERING COLUMN

### Removal

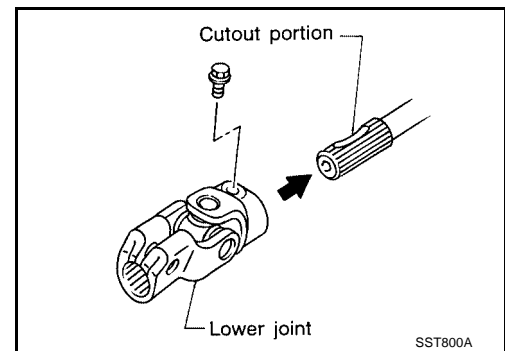
#### CAUTION:

- The rotation of the spiral cable (SRS "Air Bag" component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
  - Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.
1. Remove the steering wheel, refer to [PS-11, "STEERING WHEEL"](#) .
  2. Removal spiral cable, refer to [SRS-42, "Removal and Installation"](#) .
  3. Remove instrument lower panel and dash lower reinforcement panel.
  4. Remove the column covers.
  5. Disconnect electrical connectors from the ignition switch and combination switch.
  6. Remove three screws securing combination switch and remove combination switch.
  7. Remove key interlock cable (A/T models).
  8. Remove the hole cover, then remove bolt from lower joint.
  9. Remove the steering column lower cover.
  10. Remove four nuts securing steering column and remove steering column.



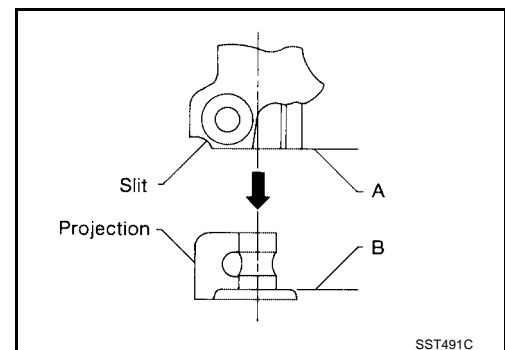
### Installation

1. Installation is the reverse order of removal.
- When installing steering column, finger tighten all lower bracket and clamp retaining bolts; then tighten them securely. Do not apply undue stress to steering column.
  - When attaching coupling joint, be sure tightening bolt faces cut-out portion.
- Align slit of lower joint with projection on dust cover. Insert joint until surface A contacts surface B.



#### CAUTION:

After installation, turn steering wheel to make sure it moves smoothly. Ensure the number of turns are the same from the straight forward position to left and right locks. Be sure that the steering wheel is in a neutral position when driving straight ahead.

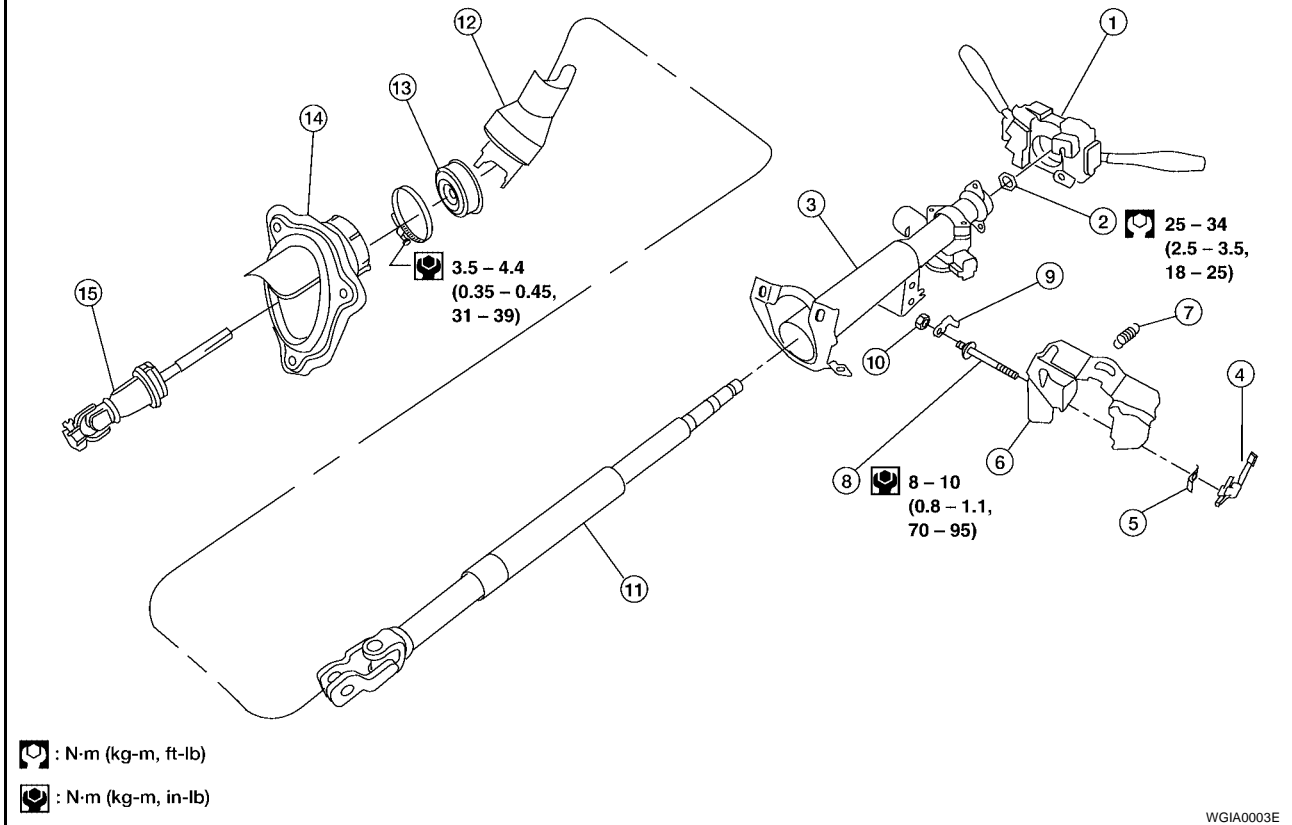


# STEERING WHEEL AND STEERING COLUMN

## Disassembly and Assembly

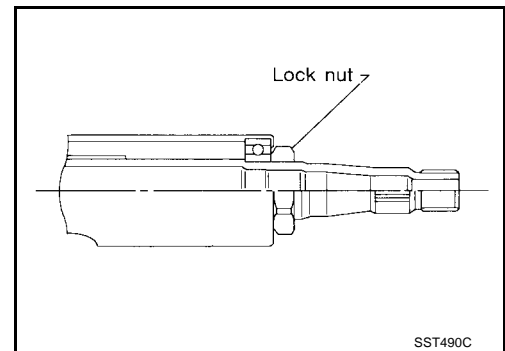
EGS000FV

SEC. 484 • 488

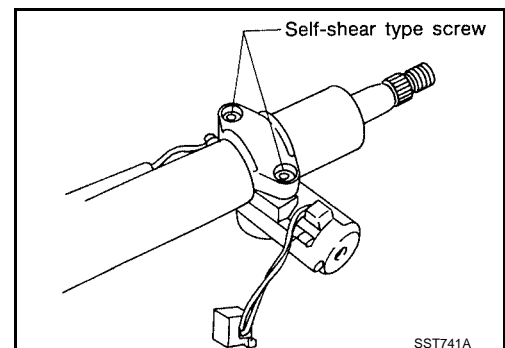


- |                       |                           |                                     |
|-----------------------|---------------------------|-------------------------------------|
| 1. Combination switch | 2. Lock nut               | 3. Jacket tube assembly             |
| 4. Tilt lever         | 5. Tilt lever stopper     | 6. Steering column mounting bracket |
| 7. Spring             | 8. Adjust bolt            | 9. Adjust bolt stopper              |
| 10. Nut               | 11. Column shaft assembly | 12. Steering column lower cover     |
| 13. Hole cover seal   | 14. Hole cover            | 15. Lower joint                     |

- When disassembling and assembling, unlock steering lock with key.
- Install lock nut on steering column shaft and tighten the nut.

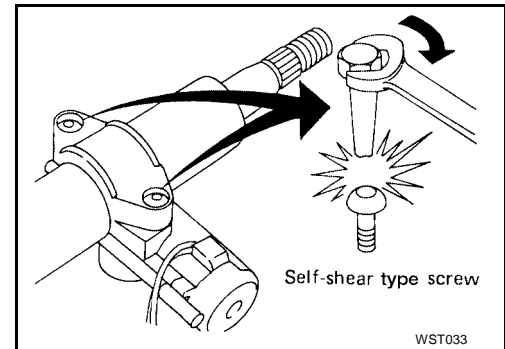


- Steering lock:
  - Break self-shear type screws using a drill or other appropriate tool.



# STEERING WHEEL AND STEERING COLUMN

- Install new self-shear type screws, then tighten until screw heads break off.



EGS000FW

## Inspection

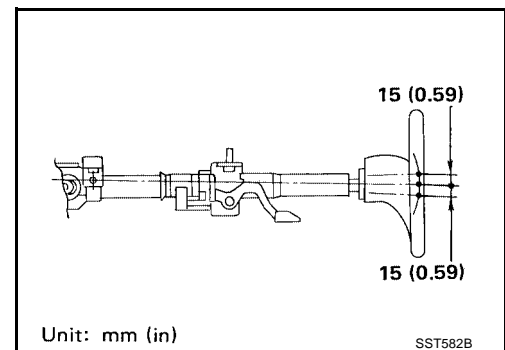
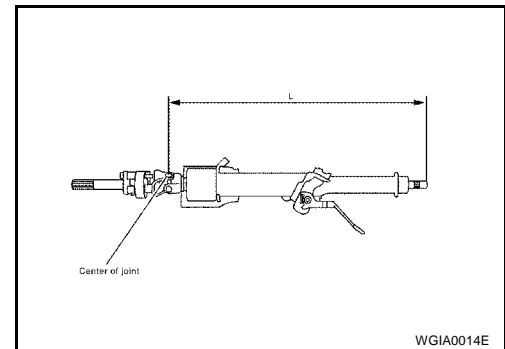
- When steering wheel does not turn smoothly, check the steering column as follows and replace damaged parts.
- Check column bearings for damage or unevenness. Lubricate with recommended multi-purpose grease or replace steering column as an assembly, if necessary.
- Check jacket tube for deformation or breakage. Replace if necessary.
- When the vehicle comes into a light collision, check length "L".

**Steering column length "L"** : 542 - 544 mm  
(21.34 - 21.42 in)

If out of specification, replace steering column as an assembly.

## TILT MECHANISM

- After installing steering column, check tilt mechanism operation.



# POWER STEERING GEAR AND LINKAGE

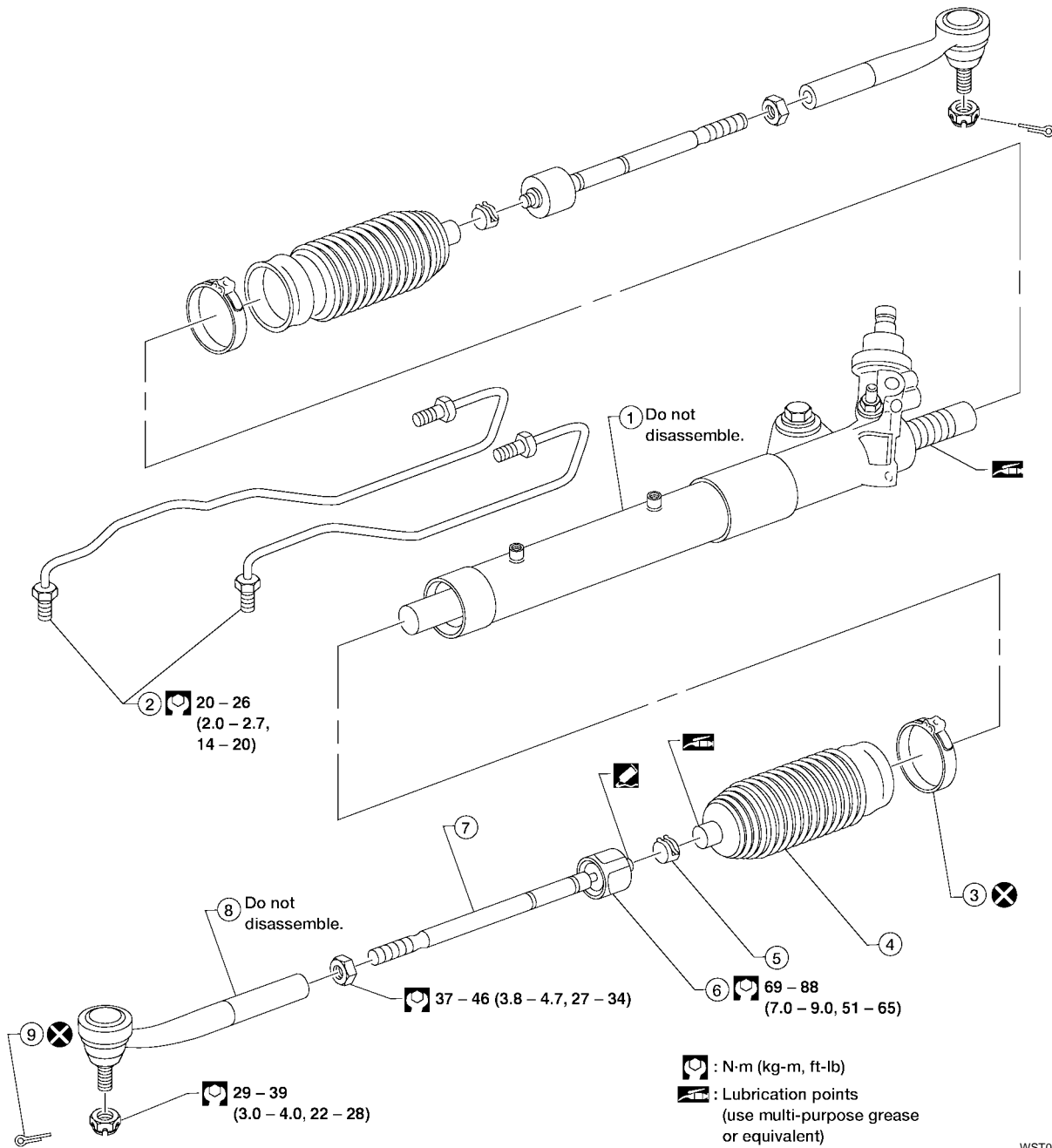
PF:49001

EGS000FX

## POWER STEERING GEAR AND LINKAGE

### Components

SEC. 492



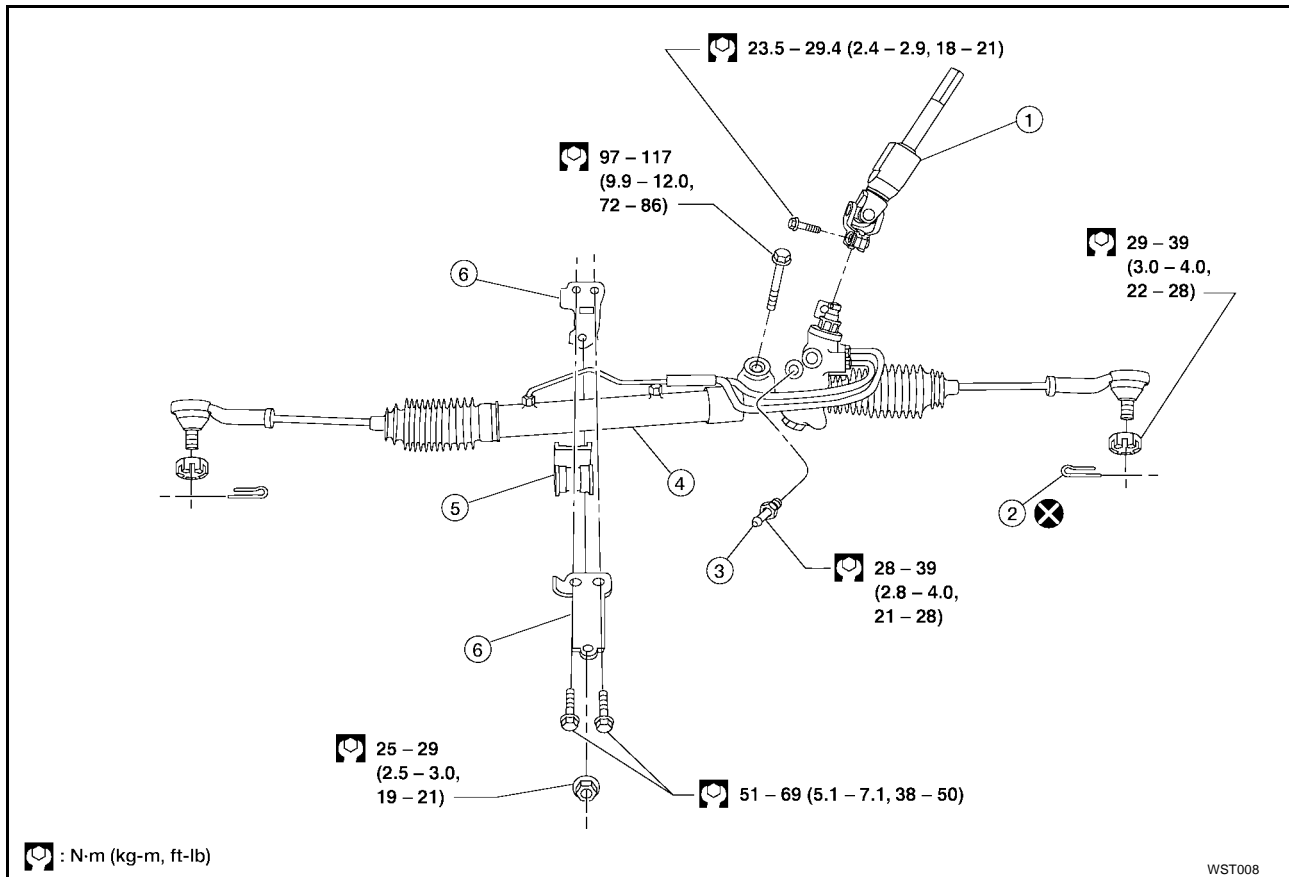
- |                  |                         |                         |
|------------------|-------------------------|-------------------------|
| 1. Steering gear | 2. Gear housing tube    | 3. Boot clamp           |
| 4. Dust boot     | 5. Boot band            | 6. Tie-rod inner socket |
| 7. Tie-rod       | 8. Tie-rod outer socket | 9. Cotter pin           |

WST007

# POWER STEERING GEAR AND LINKAGE

## Removal and Installation

EGS000FY

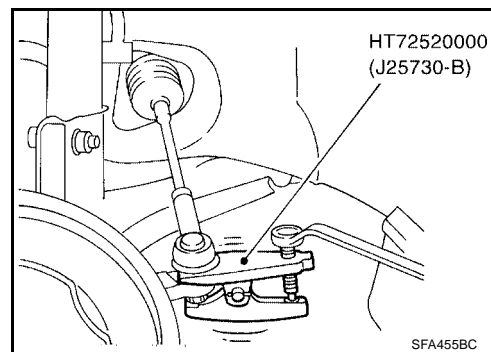


- |                              |                            |                                  |
|------------------------------|----------------------------|----------------------------------|
| 1. Lower joint               | 2. Cotter pin              | 3. Low pressure line fitting     |
| 4. Gear and linkage assembly | 5. Rack mounting insulator | 6. Gear housing mounting bracket |

### CAUTION:

- The rotation of the spiral cable (SRS “Air bag” component part) is limited. If the steering gear must be removed, set the front wheels in the straight-ahead direction. Do not rotate the steering column while the steering gear is removed.
- Remove the steering wheel before removing the steering lower joint to avoid damaging the SRS spiral cable.

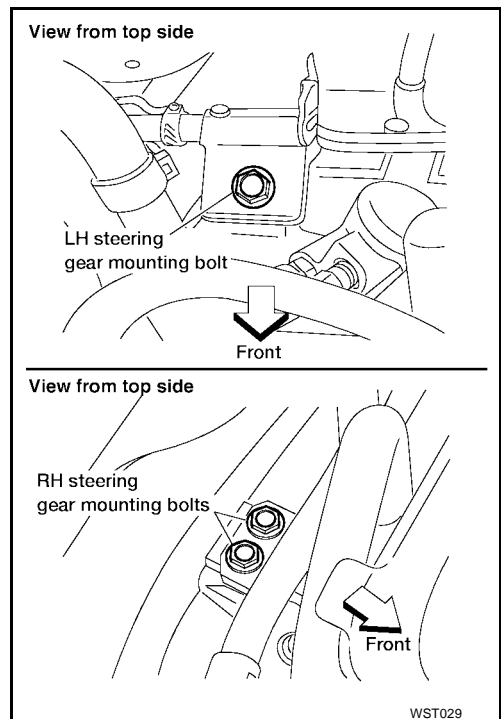
1. Detach tie-rod outer sockets.
2. Disconnect the power steering lines.
3. Disconnect the steering gear lower joint.
4. Position the bracket for the hoses and harness aside.
5. Remove the return line fitting.





## POWER STEERING GEAR AND LINKAGE

6. Remove the steering gear mounting bolts.
7. Remove the steering gear through the passenger side.



8. Installation is the reverse order of removal.
  - Install power steering line connector.
  - Observe specified tightening torque when tightening high-pressure and low-pressure line connectors. Excessive tightening will damage threads of connector or O-ring.

### Connector tightening torque

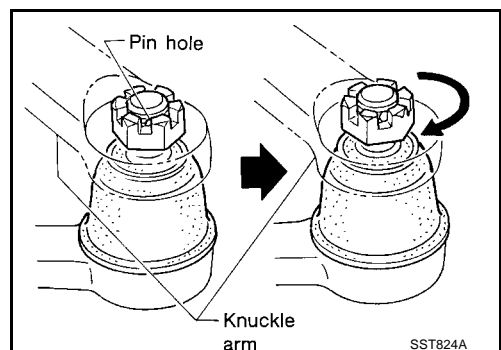
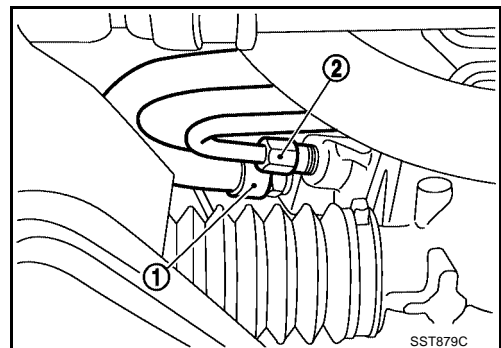
**1 Low-pressure side : 28 - 39 N·m (2.8 - 4.0 kg·m, 21 - 28 ft·lb)**

**2 High-pressure side : 15 - 25 N·m (1.5 - 2.5 kg·m, 11 - 18 ft·lb)**

- The O-ring in low-pressure pipe connector is larger than that in high-pressure connector. Take care to install the proper O-ring.
- Initially, tighten nut on tie-rod outer socket and knuckle arm to 29 to 39 N·m (3 to 4 kg·m, 22 to 28 ft·lb). Then tighten further to align nut groove with first pin hole so that cotter pin can be installed.

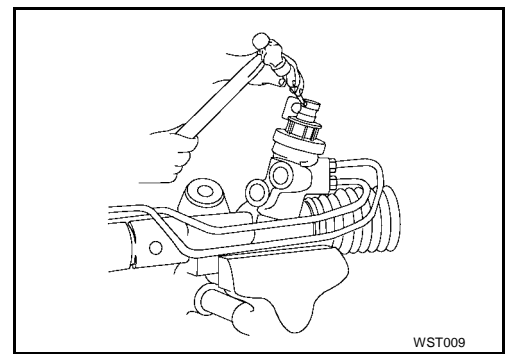
### CAUTION:

**Tightening torque must not exceed 49 N·m (5 kg·m, 36 ft·lb).**

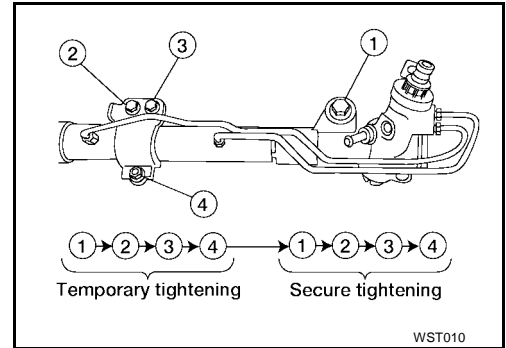


# POWER STEERING GEAR AND LINKAGE

- Before removing lower joint from gear, set gear in neutral (wheels in straight-ahead position). After removing lower joint, put matching mark on pinion shaft and pinion housing to record neutral position.
- To install, set left and right dust boots to equal deflection. Attach lower joint by aligning matching marks of pinion shaft and pinion housing.



- Tighten gear housing mounting bracket bolts and nut in the order shown.



## Disassembly

1. Prior to disassembling, measure pinion rotating torque.

**Within  $\pm 100^\circ$  from the neutral position**

**Average rotating torque : 0.6 - 2.0 N-m (7 - 20 kg-cm, 6 - 17 in-lb)**

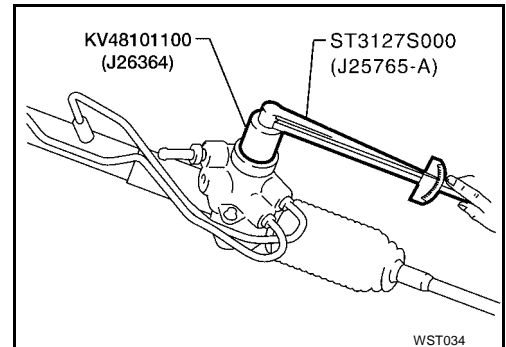
**Maximum torque deviation : 0.6 N-m (7 kg-cm, 5.8 in-lb)**

**Except for above measuring range**

**Maximum rotating torque : 1.9 N-m (19 kg-cm, 17 in-lb)**

**Maximum torque deviation : 0.65 N-m (7 kg-cm, 6 in-lb)**

- If pinion rotating torque is not within the specifications, replace steering gear assembly.
  - Before measuring, disconnect gear housing tube and drain fluid.
  - Use soft jaws when holding steering gear housing. Handle gear housing carefully, as it is made of aluminum. Do not grip cylinder in a vise.
2. Remove tie-rod outer sockets and boots.
  3. Remove tie-rod inner sockets.



## Inspection

Thoroughly clean all parts in cleaning solvent or Genuine NISSAN PSF or equivalent. Blow dry with compressed air, if available.

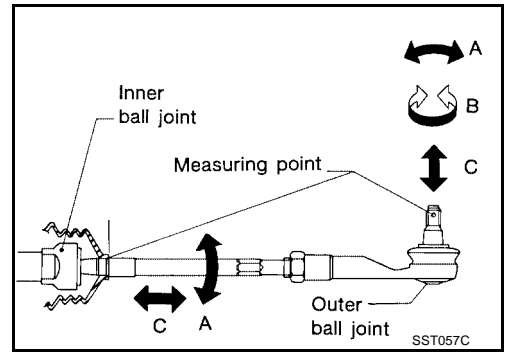
### BOOT

- Check condition of boot. If cracked excessively, replace it.
- Check boots for accumulation of power steering fluid.

# POWER STEERING GEAR AND LINKAGE

## TIE-ROD OUTER AND INNER SOCKETS

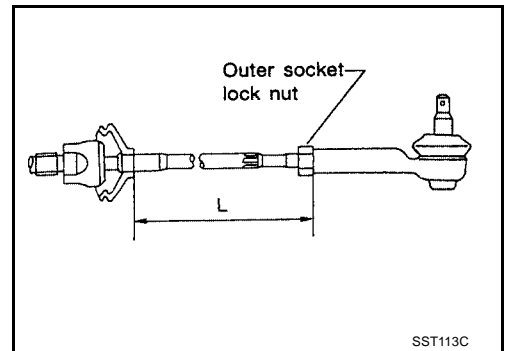
- Check outer and inner ball joints for swinging force "A" and axial end play "C".  
**Refer to [PS-26, "Steering Gear and Linkage"](#) .**
- Check outer ball joint for rotating torque "B".  
**Refer to [PS-26, "Steering Gear and Linkage"](#) .**
- Check condition of dust cover. If excessively cracked, replace outer tie-rod.



## Assembly

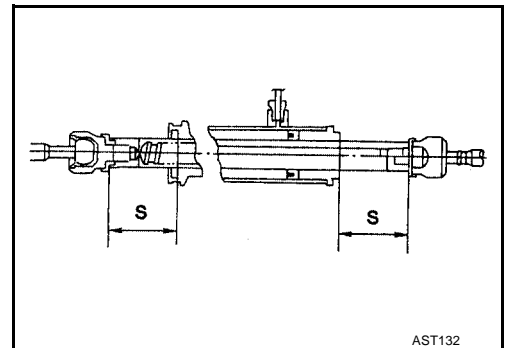
1. Install tie-rod inner sockets, dust boots and outer sockets.
2. Tighten outer socket lock nut.

**Tie-rod length "L" : Refer to [PS-26, "Steering Gear and Linkage"](#) .**

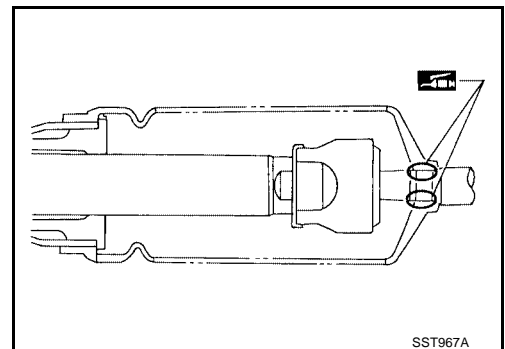


3. Measure rack stroke.

**Rack stroke "S" : Refer to [PS-26, "Steering Gear and Linkage"](#) .**

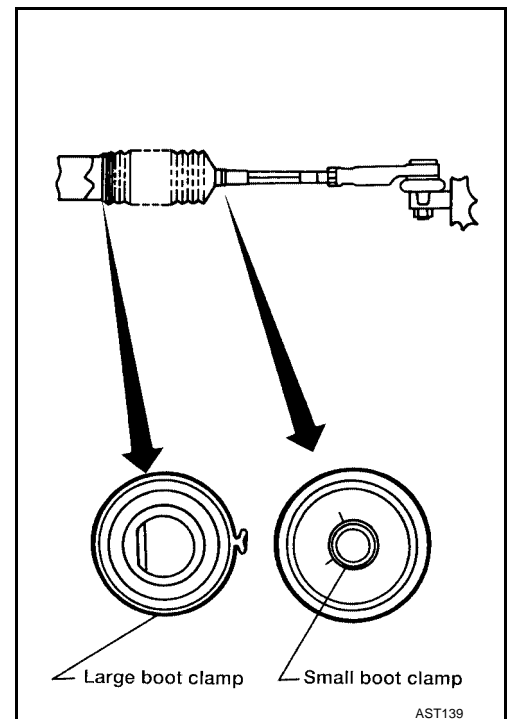


4. Before installing boot, coat the contact surfaces between boot and tie-rod with grease.



## POWER STEERING GEAR AND LINKAGE

5. Install boot clamps.
- Install large boot clamp using suitable tool and crimp securely.
  - Install small boot clamp as shown.



# POWER STEERING OIL PUMP

PF:49110

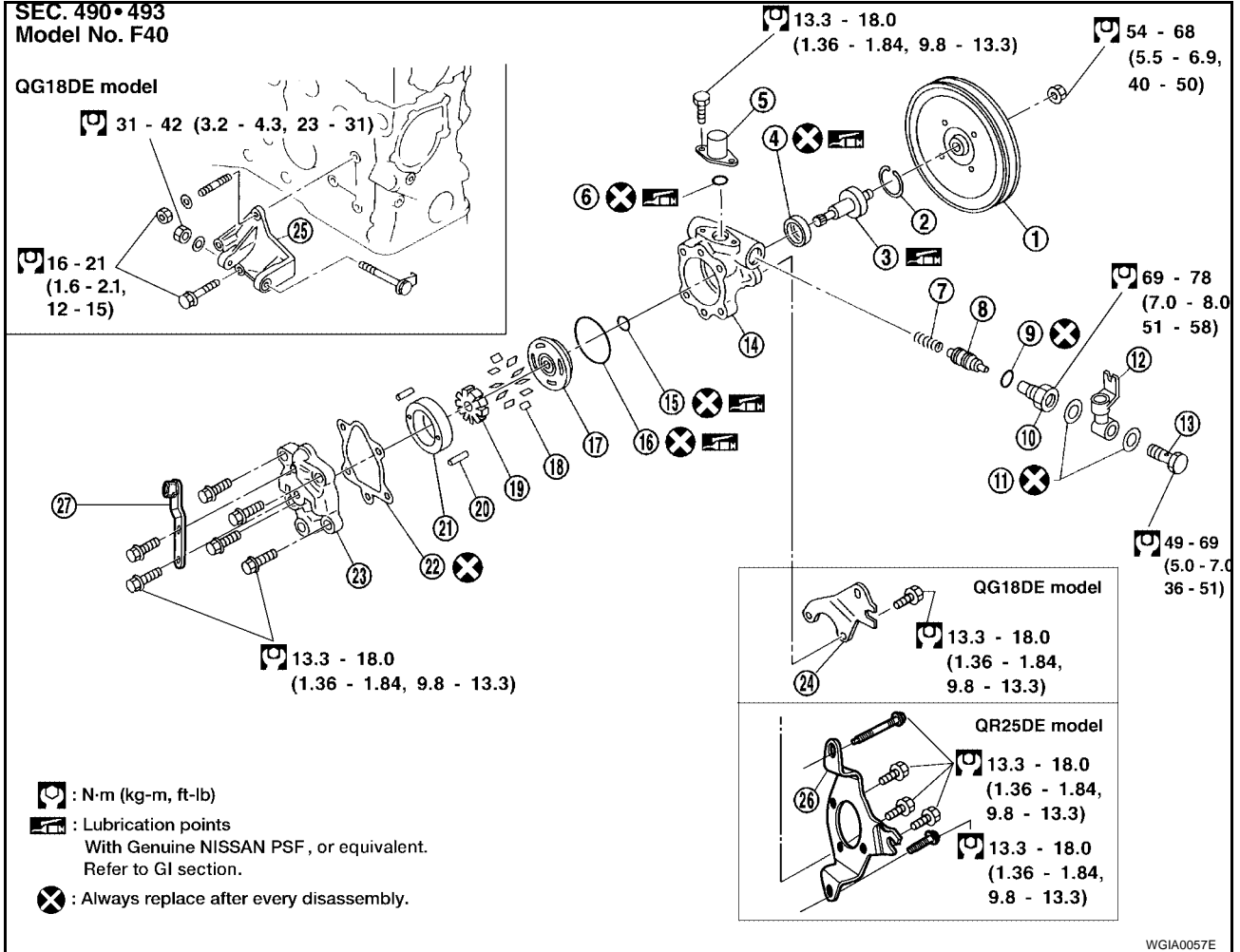
EGS000G2

## POWER STEERING OIL PUMP

### QG18DE and QR25DE COMPONENTS

SEC. 490•493  
Model No. F40

QG18DE model

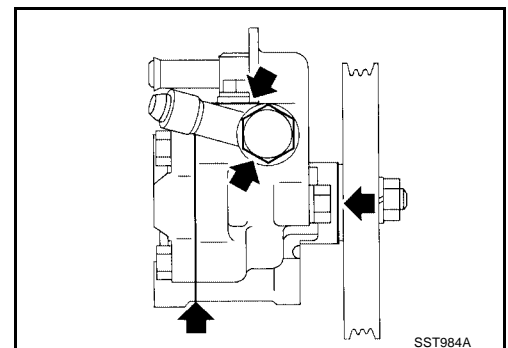


- |                                 |                       |                      |
|---------------------------------|-----------------------|----------------------|
| 1. Pulley                       | 2. Snap ring          | 3. Drive shaft       |
| 4. Oil seal                     | 5. Suction pipe       | 6. O-ring            |
| 7. Spring                       | 8. Flow control valve | 9. O-ring            |
| 10. Connector                   | 11. Washer            | 12. Joint            |
| 13. Connector bolt              | 14. Pump case         | 15. O-ring           |
| 16. O-ring                      | 17. Front side plate  | 18. Vane             |
| 19. Rotor                       | 20. Pin               | 21. Cam ring         |
| 22. Gasket                      | 23. Rear cover        | 24. Mounting bracket |
| 25. Power steering pump bracket | 26. Mounting bracket  | 27. Mounting bracket |

### PRE-DISASSEMBLY INSPECTION

Disassemble the power steering oil pump only if the following items are found.

- Fluid leak from any point shown in the figure.
- Deformed or damaged pulley
- Poor performance



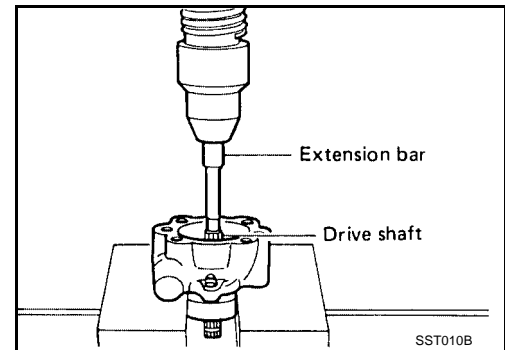
SST984A

# POWER STEERING OIL PUMP

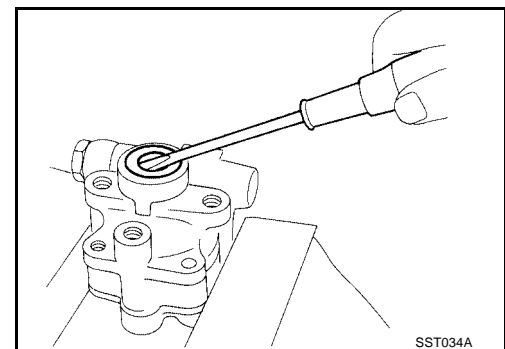
## DISASSEMBLY

### CAUTION:

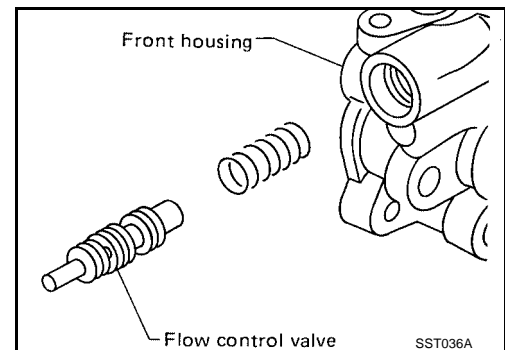
- Parts which can be disassembled are strictly limited. Never disassemble parts other than those specified.
- Disassemble in as clean a place as possible.
- Clean your hands before disassembly.
- Do not use rags; use nylon cloths or paper towels.
- Refer to [PS-2, "Precautions for Steering System"](#).
- When disassembling and reassembling, do not let foreign matter enter or contact the parts.
- Remove snap ring, then draw drive shaft out.  
**Be careful not to drop drive shaft.**



- Remove oil seal.  
**Be careful not to damage front housing.**



- Remove connector and flow control valve with spring.  
**Be careful not to drop flow control valve.**  
**Do not disassemble flow control valve.**



## INSPECTION

- If pulley is cracked or deformed, replace it.
- If an oil leak is found around pulley shaft oil seal, replace the seal.
- If serration on pulley or pulley shaft is deformed or worn, replace it.

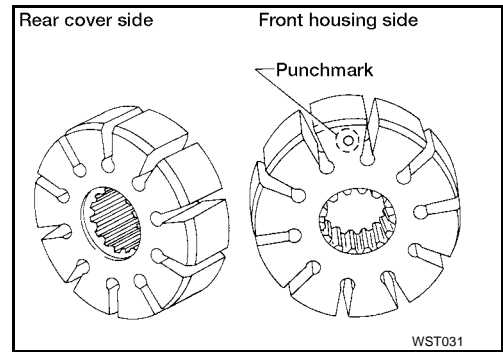
## ASSEMBLY

Assemble oil pump, noting the following instructions.

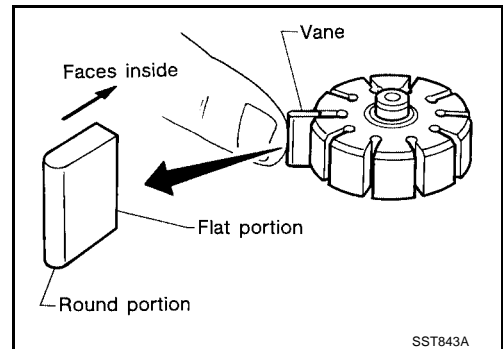
- Make sure O-rings and oil seal are properly installed.
- Always install new O-rings and oil seal.
- Be careful of oil seal direction.
- Cam ring, rotor and vanes must be replaced as a set if necessary.

# POWER STEERING OIL PUMP

- Coat each part with Genuine NISSAN PSF or equivalent when assembling.
- Pay attention to the direction of rotor.

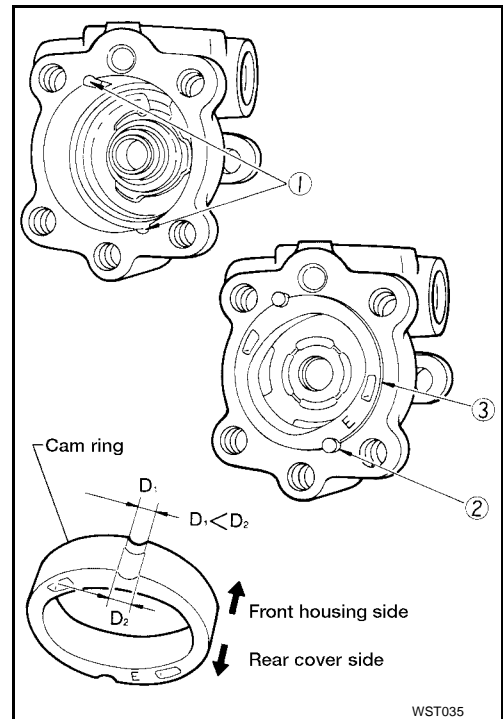


- When assembling vanes to rotor, flat surfaces of vanes must face inside of rotor (rounded surfaces of vanes face cam ring side).



- Insert pin 2 into pin groove 1 of front housing and front side plate. Then install cam ring 3 as shown.

**Cam ring :  $D_1$  is less than  $D_2$  .**



A  
B  
C  
D  
E  
F  
PS  
H  
I  
J  
K  
L  
M

# HYDRAULIC LINE

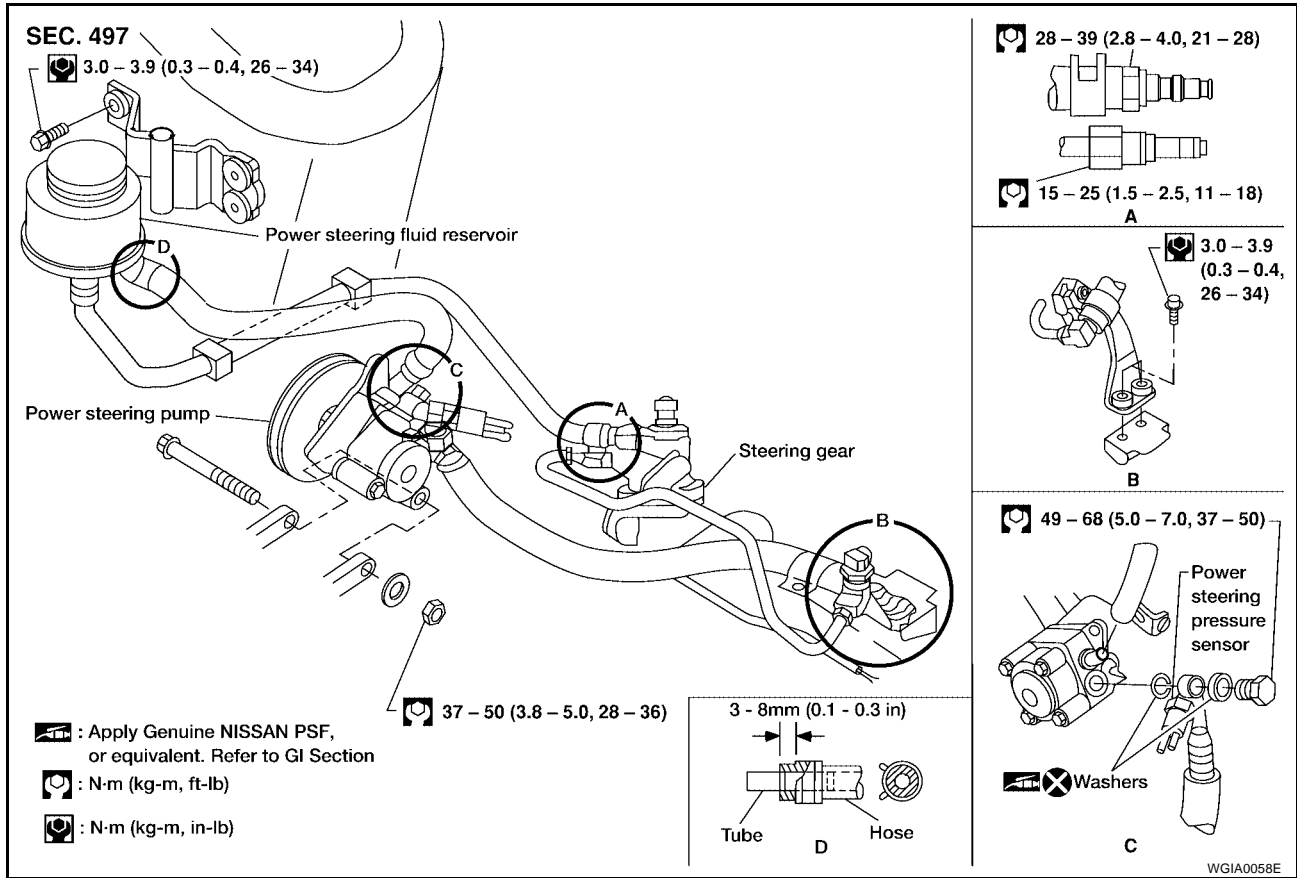
PF:49721

EGS000J0

## HYDRAULIC LINE

### Removal and Installation

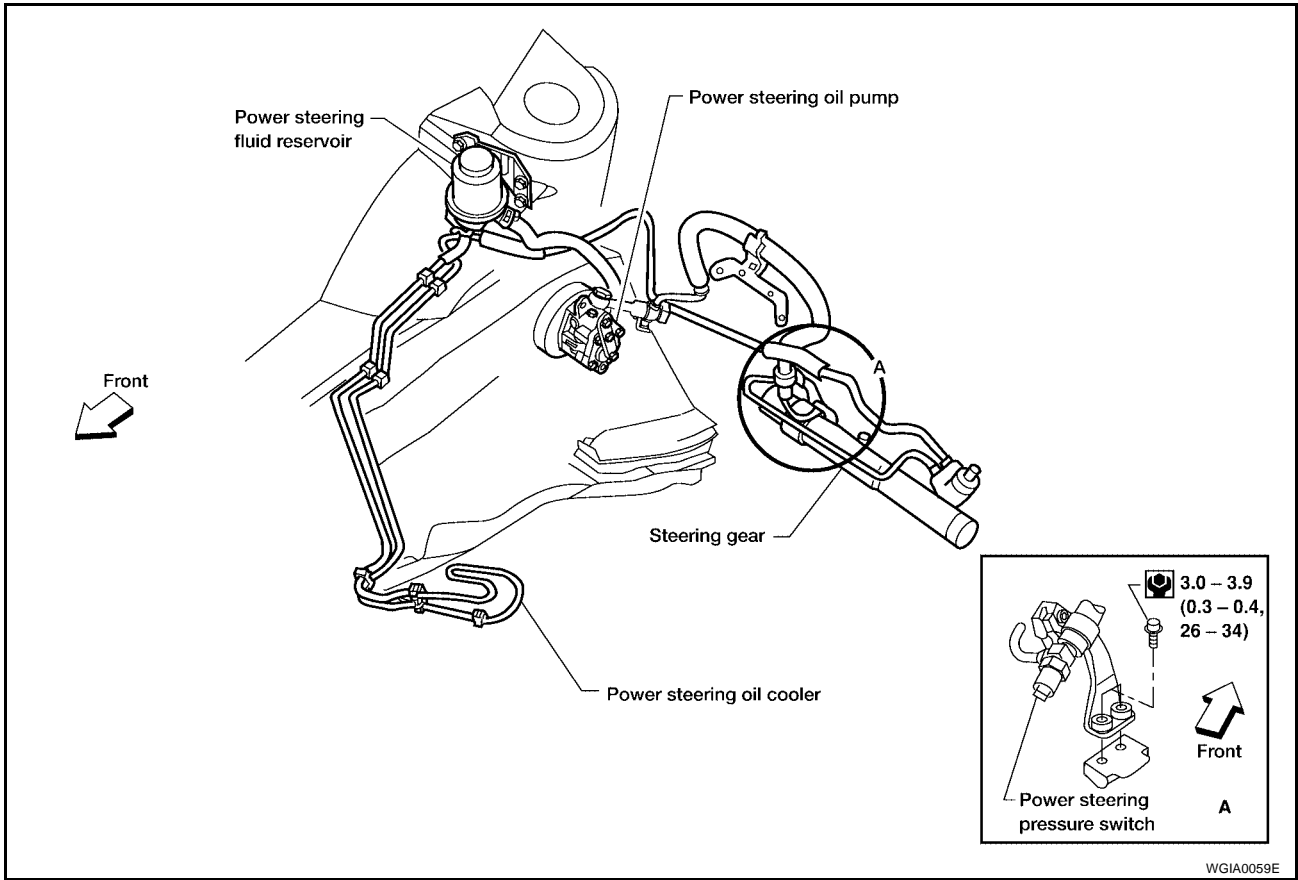
#### QG18DE Engine





# HYDRAULIC LINE

QR25DE Engine



A  
B  
C  
D  
E  
F  
PS  
H  
I  
J  
K  
L  
M

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### General Specifications

EGS000G3

Applied model	QG18DE	QR25DE
Steering model	Power steering	
Steering gear type	Rack and Pinion (PR25T)	
Steering overall gear ratio	17.48	15.80
Turns of steering wheel (Lock to lock)	3.01	2.4
Steering column type	Collapsible, tilt	

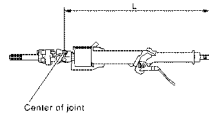
### Steering Wheel

EGS000G4

Applied model	All
Steering wheel axial play mm (in)	0 (0)
Steering wheel play mm (in)	35 (1.38) or less
Movement of gear housing mm (in)	±2 (±0.08) or less

### Steering Column

EGS000G5

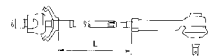


SST855C

Applied model	All
Steering column length "L" mm (in)	542 - 544 (21.34 - 21.42)

### Steering Gear and Linkage

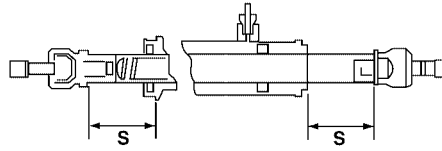
EGS000G6



SST867C

Applied model		QG18DE	QR25DE
Steering gear type		Rack and Pinion (PR25T)	
Tie-rod outer socket	Swinging force at cotter pin hole: "A" N (kg, lb)	6.9 - 65.7 (0.66 - 6.59, 1.5 - 14.8)	
	Rotating torque: "B" N·m (kg-cm, in-lb)	0.29 - 2.94 (3.0 - 30.0, 2.6 - 26.0)	
	Axial end play: "C" mm (in)	0.4 (0.016) or less	
	Initial tightening torque N·m (kg-cm, ft-lb)	29 - 39 (3 - 4, 22 - 28)	
	Maximum tightening torque N·m (kg-cm, ft-lb)	49 (5, 36)	
Tie-rod inner socket	Swinging force*: "A" N (kg, lb)	5.9 - 46.1 (0.58 - 4.65, 1.3 - 10.4)	
	Axial end play: "C" mm (in)	0.2 (0.004) or less	
	Initial tightening torque N·m (kg-cm, ft-lb)	29 - 39 (3 - 4, 22 - 28)	
	Maximum tightening torque N·m (kg-cm, ft-lb)	49 (5, 36)	
Tie-rod standard length "L" mm (in)		133.04 (5.238)	136.09 (5.358)

# SERVICE DATA AND SPECIFICATIONS (SDS)



SST086BA

Retainer adjustment Adjusting screw	Initial tightening torque N·m (kg·cm, in·lb)	4.9 - 5.9 (50 - 60, 43 - 52)
	Retightening torque after loosening N·m (kg·cm, in·lb)	0.2 (2, 1.7)
	Tightening torque after gear has settled N·m (kg·cm, in·lb)	4.9 - 5.9 (50 - 60, 43 - 52)
	Returning angle degree	60° - 80°
Steering gear type		PR25T
Rack stroke "S" mm (in)		65 (2.56)
Pinion gear preload without gear fluid Within ±100° from the neutral position	Average rotating torque N·m (kg·cm, in·lb)	0.6 - 2.0 (7 - 20, 6 - 17)
	Maximum torque deviation N·m (kg·cm, in·lb)	0.6 (7, 5.8)
Except above range	Maximum rotating torque N·m (kg·cm, in·lb)	1.9 (19, 17)
	Maximum torque deviation N·m (kg·cm, in·lb)	0.65 (7, 6)

\*: Measuring point [l: 172 mm (6.77 in)]

## Power Steering

EGS000G7

Applied model			QG18DE	QR25DE
Steering gear type			Rack and Pinion (PR25T)	
Pump type			F40	
Rack sliding force N (kg, lb) Under normal operating oil pressure	Range within ±11.5 mm (±0.453 in) from the neutral position at rack speed of 3.5 mm (0.138 in)/s	Average rack sliding force	140 - 330 (14.3 - 33.6, 31.5 - 74.1)	160 - 350 (16.3 - 35.7, 36.0 - 78.7)
		Maximum force deviation	98 (10, 22)	
	Except for the above range	Maximum rack sliding force	294 (30, 66)	
		Maximum force deviation	147 (15, 33)	
Steering wheel turning force (Measured at one full turn from the neutral position) N (kg, lb)			39 (4, 9) or less	
Fluid capacity (Approximate) ℓ (US qt, Imp qt)			1.0 (1-1/8, 7/8)	
Oil pump maximum pressure kPa (kg/cm <sup>2</sup> , psi)			7,649 - 8,238 (78 - 84, 1,109 - 1,194)	8,000 - 8,800 (82 - 90, 1,160 - 1,276)

## SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **RAX**  
REAR AXLE

A  
B  
C

RAX

CONTENTS

E

<b>PRECAUTIONS</b> .....	2	Rear Axle Parts .....	5	F
Precautions .....	2	Rear Wheel Bearing .....	5	
<b>PREPARATION</b> .....	3	<b>WHEEL HUB</b> .....	6	G
Special Service Tools .....	3	Components .....	6	
Commercial Service Tools .....	3	Removal .....	6	
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		Installation .....	7	H
<b>TROUBLESHOOTING</b> .....	4	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	9	
NVH Troubleshooting Chart .....	4	Wheel Bearing (Rear) .....	9	
<b>ON-VEHICLE SERVICE</b> .....	5			

I

J

K

L

M

# PRECAUTIONS

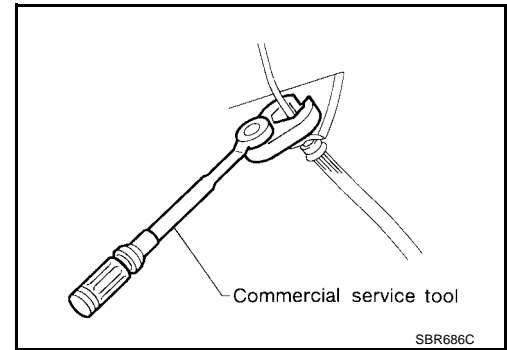
## PRECAUTIONS

PFP:00001

### Precautions

EDS000QR

- When installing each rubber part, final tightening must be carried out under unladen condition\* with tires on ground.  
\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- Use flare nut wrench when removing or installing brake tubes.
- After installing removed suspension parts, check wheel alignment.
- Do not jack up at the trailing arm and lateral link.
- Always torque brake lines when installing.



# PREPARATION

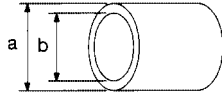
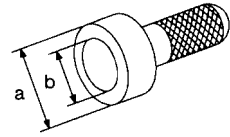
## PREPARATION

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### Special Service Tools

EDS000QS

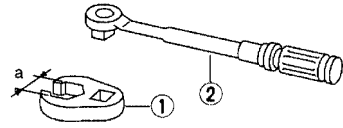
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV40104710 ( — ) Drift <div style="text-align: center;">  <p>NT474</p> </div>	Install sensor rotor <b>a: 76.3 mm (3.004 in) dia.</b> <b>b: 67.9 mm (3.673 in) dia.</b>
ST3072000 ( — ) Drift <div style="text-align: center;">  <p>NT115</p> </div>	Install sensor rotor <b>a: 77 mm (3.03 in) dia.</b> <b>b: 55.5 mm (2.185 in) dia.</b>

A  
B  
C  
**RAX**  
E  
F  
G  
H  
I  
J  
K  
L  
M

### Commercial Service Tools

EDS000QT

Tool name	Description
GG94310000 1 Flare nut crowfoot 2 Torque wrench <div style="text-align: center;">  <p>NT360</p> </div>	Removing and installing brake piping <b>a: 10 mm (0.39 in)</b>

# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

EDS0000U

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Reference page			<a href="#">RSU-8, "Removal and Installation"</a>	<a href="#">RSU-8, "Removal and Installation"</a>	<a href="#">RAX-5, "Rear Wheel Bearing"</a>	<a href="#">WT-2, "NVH Troubleshooting Chart"</a>	<a href="#">WT-2, "NVH Troubleshooting Chart"</a>
Possible cause and SUSPECTED PARTS			Improper installation, looseness	Parts interference	Wheel bearing damage	TIRES	ROAD WHEEL
Symptom	REAR AXLE	Noise	x	x		x	x
		Shake	x	x		x	x
		Vibration	x	x		x	
		Shimmy	x	x		x	x
		Judder	x			x	x
		Poor quality ride or handling	x	x	x	x	x

x: Applicable



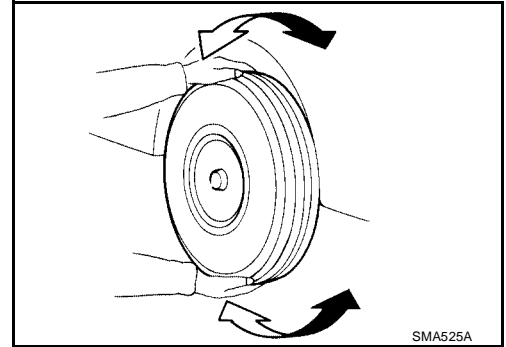
## ON-VEHICLE SERVICE

### Rear Axle Parts

Check axle and suspension parts for excessive play, wear or damage.

- Shake each rear wheel to check for excessive play.
- Retighten all axle and suspension nuts and bolts to the specified torque.

**Tightening torque** : Refer to [RSU-5, "Components"](#) .



### Rear Wheel Bearing

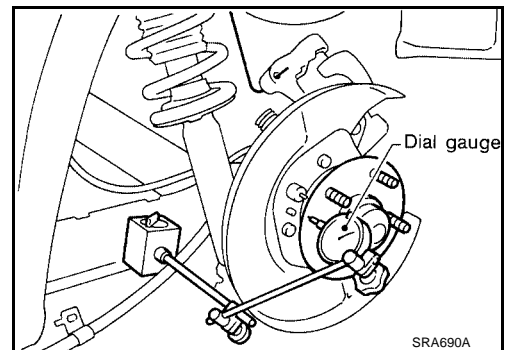
- Check axial end play.

**Axial end play** : 0.05 mm (0.0020 in) or less

- Check that wheel hub bearings operate smoothly.
- Check tightening torque of wheel bearing lock nut.

: 187 - 255 N·m (19 - 26 kg-m, 138 - 188 ft-lb)

- If out of specification or if wheel bearing does not turn smoothly, replace wheel hub assembly. Refer to [RAX-6, "WHEEL HUB"](#) .



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# WHEEL HUB

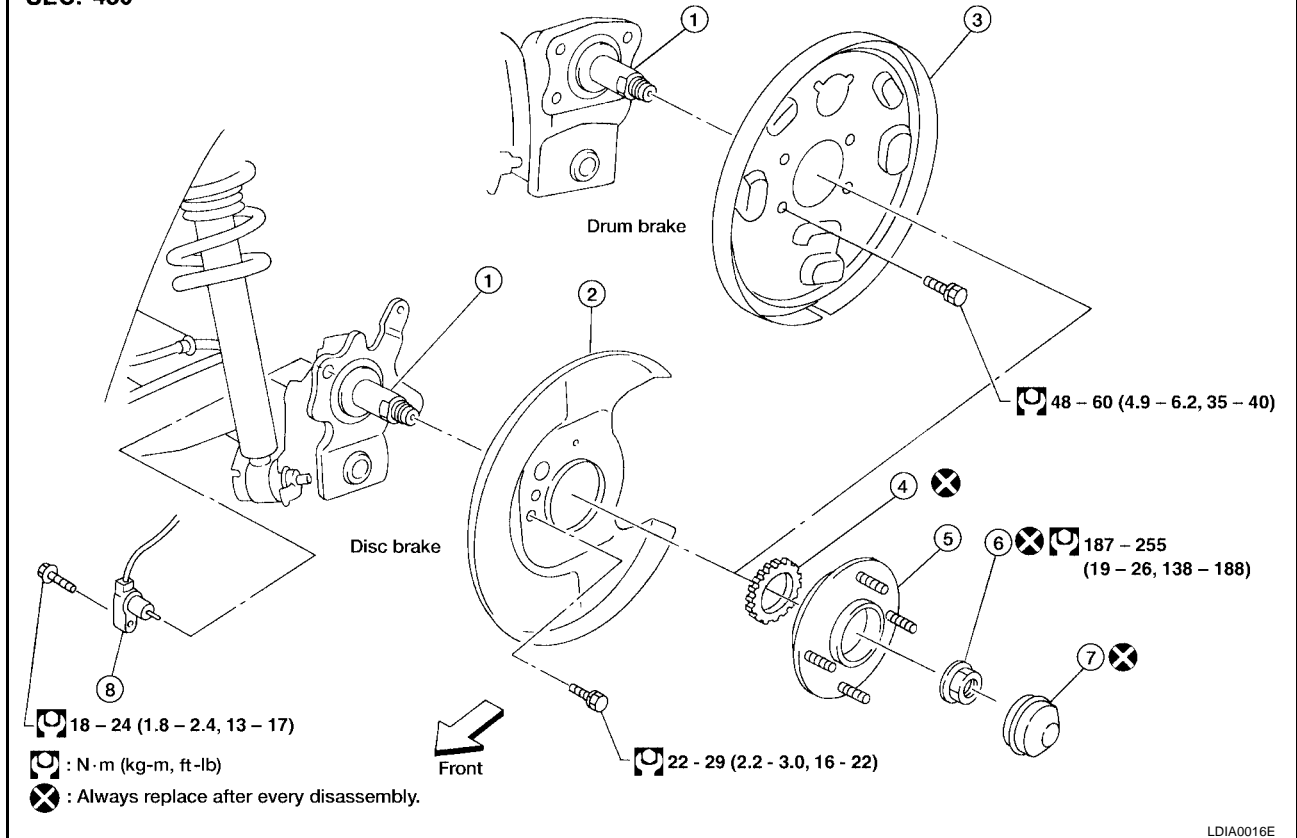
PF0:43200

EDS000QX

## WHEEL HUB

### Components

SEC. 430



- |                               |                               |                           |
|-------------------------------|-------------------------------|---------------------------|
| 1. Spindle                    | 2. Baffle plate               | 3. Back plate             |
| 4. Sensor rotor (if equipped) | 5. Wheel hub                  | 6. Wheel bearing lock nut |
| 7. Hub cap                    | 8. Wheel sensor (if equipped) |                           |

## Removal

EDS000QY

### CAUTION:

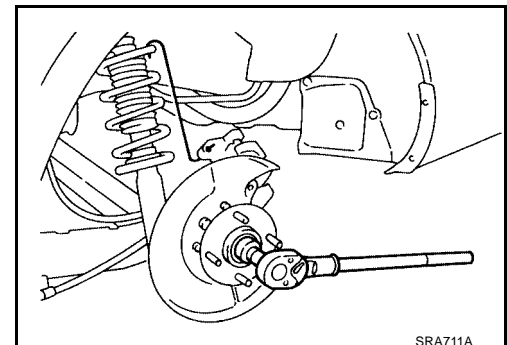
- Before removing the rear wheel hub assembly, disconnect the wheel sensor from the assembly. Then move it away from the hub assembly. Failure to do so may result in damage to the sensor wires and the wheel sensor becoming inoperative.
- Wheel hub bearing does not require maintenance. If any of the following symptoms are noted, replace wheel hub bearing assembly.
  1. Growling noise is emitted from wheel hub bearing during operation.
  2. Wheel hub bearing drags or turns roughly. This occurs when turning hub by hand after bearing lock nut is tightened to specified torque.

1. Remove brake caliper assembly.
2. Remove wheel bearing lock nut.
3. Remove brake rotor.
4. Remove wheel hub bearing from spindle.

Brake hose does not need to be disconnected from brake caliper.

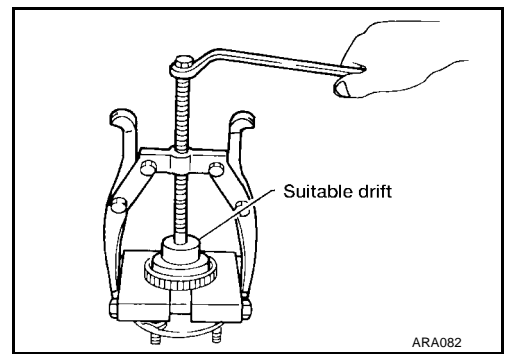
Suspend caliper assembly with wire so as not to stretch brake hose.

Be careful not to depress brake pedal, or piston will pop out. Make sure brake hose is not twisted.



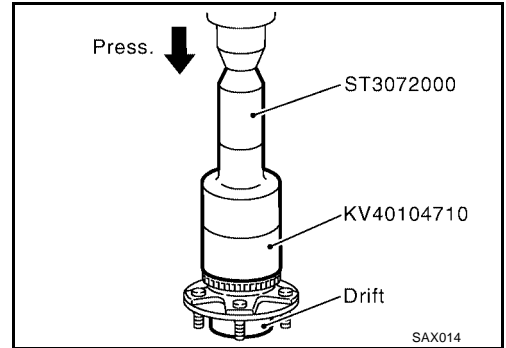
# WHEEL HUB

- Remove the sensor rotor, if equipped, using suitable puller, drift and bearing replacer.

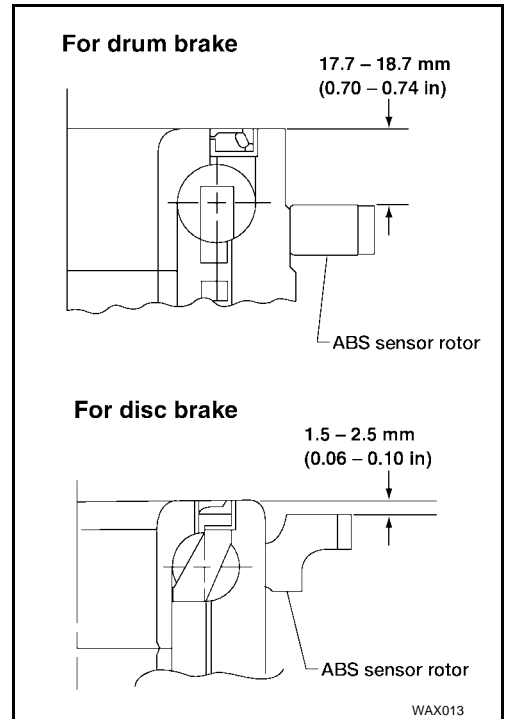


## Installation

- With vehicles equipped with ABS, press-fit sensor rotor into wheel hub bearing using a drift. **Do not reuse sensor rotor. When installing, replace it with a new one.**



- Press-fit sensor rotor as far as the location shown in figure at right.



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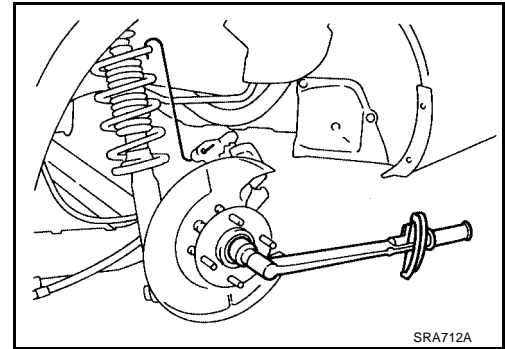
## WHEEL HUB

- Install wheel hub bearing.
- Tighten wheel bearing lock nut.  
Before tightening, apply oil to threaded portion of rear spindle.  
**Do not reuse wheel bearing lock nut.**



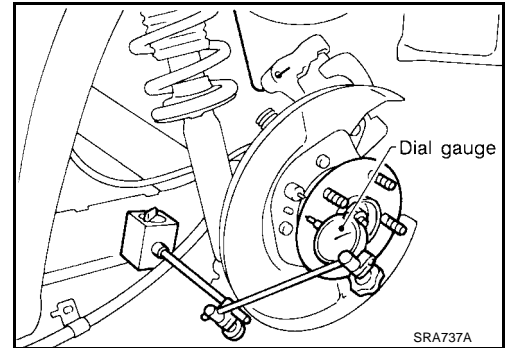
: 187 - 255 N·m (19 - 26 kg·m, 138 - 188 ft·lb)

- Check that wheel bearings operate smoothly.

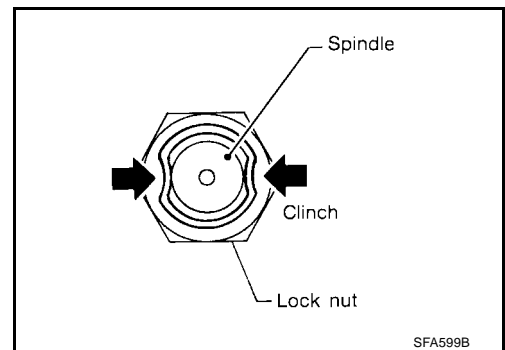


- Check wheel hub bearing axial end play.

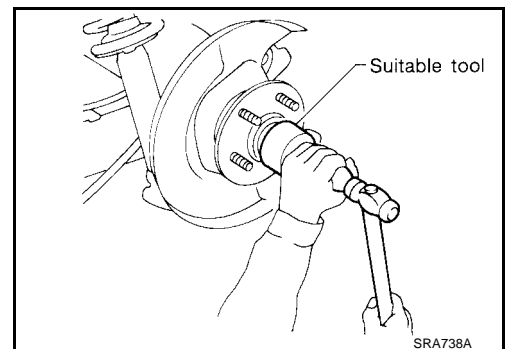
**Axial end play** : 0.05 mm (0.0020 in) or less



- Clinch two places of lock nut.



- Install hub cap using a suitable tool.  
**Do not reuse hub cap. When installing, replace it with a new one.**



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Wheel Bearing (Rear)

EDS000R0

Wheel bearing axial end play limit mm (in)	0.05 (0.0020) or less
Wheel bearing lock nut tightening torque N-m (kg-m, ft-lb)	187 - 255 (19 - 26, 138 - 188)

A

B

C

**RAX**

E

F

G

H

I

J

K

L

M

# SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **RF**  
ROOF

A  
B  
C  
D  
E  
F  
G  
H  
RF  
J  
K  
L  
M

CONTENTS

<b>PRECAUTIONS</b> .....	<b>2</b>	SUNROOF/HEADLINER .....	8
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	SEATS .....	8
<b>PREPARATION</b> .....	<b>3</b>	UNDERHOOD .....	8
Special service tool .....	3	Diagnostic Worksheet .....	9
Commercial Service Tool .....	3	<b>SUNROOF</b> .....	<b>11</b>
<b>SQUEAK AND RATTLE TROUBLE DIAGNOSIS</b> .....	<b>4</b>	System Description .....	11
Work Flow .....	4	POWER .....	11
CUSTOMER INTERVIEW .....	4	TILT AND SLIDE OPERATION .....	11
DUPLICATE THE NOISE AND TEST DRIVE .....	5	Wiring Diagram — SROOF — .....	12
CHECK RELATED SERVICE BULLETINS .....	5	Memory Reset Adjustment .....	13
LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE .....	5	Removal .....	14
REPAIR THE CAUSE .....	5	SUNROOF LID ASSEMBLY .....	15
CONFIRM THE REPAIR .....	6	SHADE ASSEMBLY .....	15
Generic Squeak and Rattle Troubleshooting .....	6	SUNROOF ASSEMBLY .....	15
INSTRUMENT PANEL .....	6	Trouble Diagnoses .....	16
CENTER CONSOLE .....	6	DIAGNOSTIC TABLE .....	16
DOORS .....	6	ADJUSTMENT .....	16
TRUNK .....	8	DRAIN HOSES .....	17
		WEATHERSTRIP .....	17
		LINK AND WIRE ASSEMBLY .....	17

# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS0016F

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.



# PREPARATION

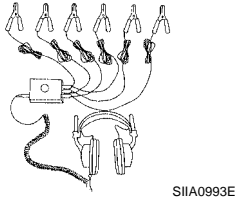

## PREPARATION

PFP:00002

### Special service tool

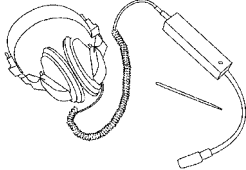
EIS0016G

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
(J-39570) Chassis ear   SIIA0993E	Locating noise
(J-43980) NISSAN Squeak and Rattle Kit   SIIA0994E	Repairing the cause of noise

## Commercial Service Tool

EIS0016H

Tool name	Description
Engine ear (J-39565)   SIIA0995E	Locating noise

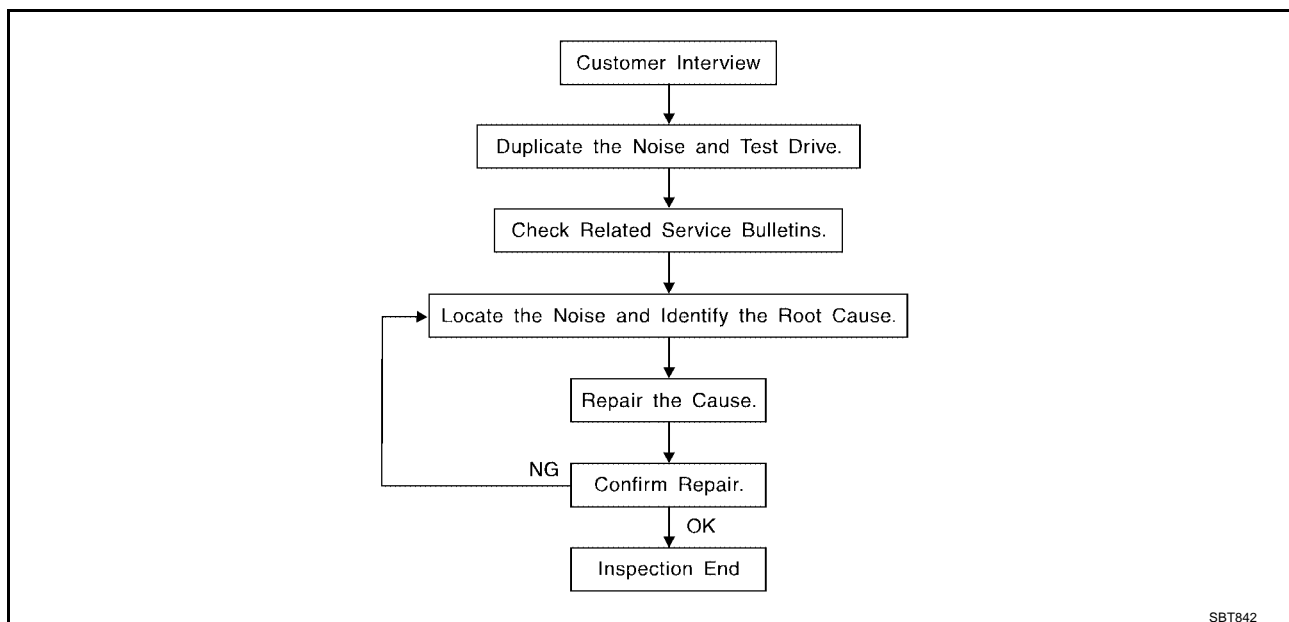
# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## SQUEAK AND RATTLE TROUBLE DIAGNOSIS

PF0:00000

### Work Flow

EIS0016I



### CUSTOMER INTERVIEW

Interview the customer, if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [RF-9, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak — (Like tennis shoes on a clean floor)  
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces = higher pitch noise/softer surfaces = lower pitch noises/edge to surface = chirping
- Creak — (Like walking on an old wooden floor)  
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle — (Like shaking a baby rattle)  
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock — (Like a knock on a door)  
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick — (Like a clock second hand)  
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump — (Heavy, muffled knock noise)  
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz — (Like a bumblebee)  
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

1. Close a door.
  2. Tap or push/pull around the area where the noise appears to be coming from.
  3. Rev the engine.
  4. Use a floor jack to recreate vehicle "twist".
  5. At idle, apply engine load (electrical load, half-clutch on M/T model, drive position on A/T model).
  6. Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
  - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

## CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

## LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear: J-39565 and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
  - Removing the components in the area that you suspect the noise is coming from.  
**Do not use too much force when removing clips and fasteners, otherwise clips and fasteners can be broken or lost during the repair, resulting in the creation of new noise.**
  - Tapping or pushing/pulling the component that you suspect is causing the noise.  
**Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.**
  - Feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
  - Placing a piece of paper between components that you suspect are causing the noise.
  - Looking for loose components and contact marks.

Refer to [RF-6, "Generic Squeak and Rattle Troubleshooting"](#).

## REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
  - Separate components by repositioning or loosening and retightening the component, if possible.
  - Insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

### CAUTION:

**Do not use excessive force as many components are constructed of plastic and may be damaged. Always check with the Parts Department for the latest parts information.**

The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 x 135 mm (3.94 x 5.31 in)/76884-71L01: 60 x 85 mm (2.36 x 3.35 in)/76884-71L02: 15 x 25 mm (0.59 x 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

73982-9E000: 45 mm (1.77 in) thick, 50 x 50 mm (1.97 x 1.97 in)/73982-50Y00: 10 mm (0.39 in) thick, 50 x 50 mm (1.97 x 1.97 in)

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 x 50 mm (1.18 x 1.97 in)

FELT CLOTH TAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 x 25 mm (0.59 x 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in place of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

## CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

## Generic Squeak and Rattle Troubleshooting

EIS0016J

Refer to Table of Contents for specific component removal and installation information.

### INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicone spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

#### CAUTION:

**Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.**

### CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and upper/lower cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

### DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

## SQUEAK AND RATTLE TROUBLE DIAGNOSIS

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

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# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

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## TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid bumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

## SUNROOF/HEADLINER

Noises in the sunroof/headliner area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sun visor shaft shaking in the holder
3. Front or rear windshield touching headliner and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

## SEATS

When isolating seat noises it is important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holders
2. A squeak between the seat pad cushion and frame
3. The rear seat back lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

## UNDERHOOD

Some interior noises may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noises include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## Diagnostic Worksheet

EIS0016K



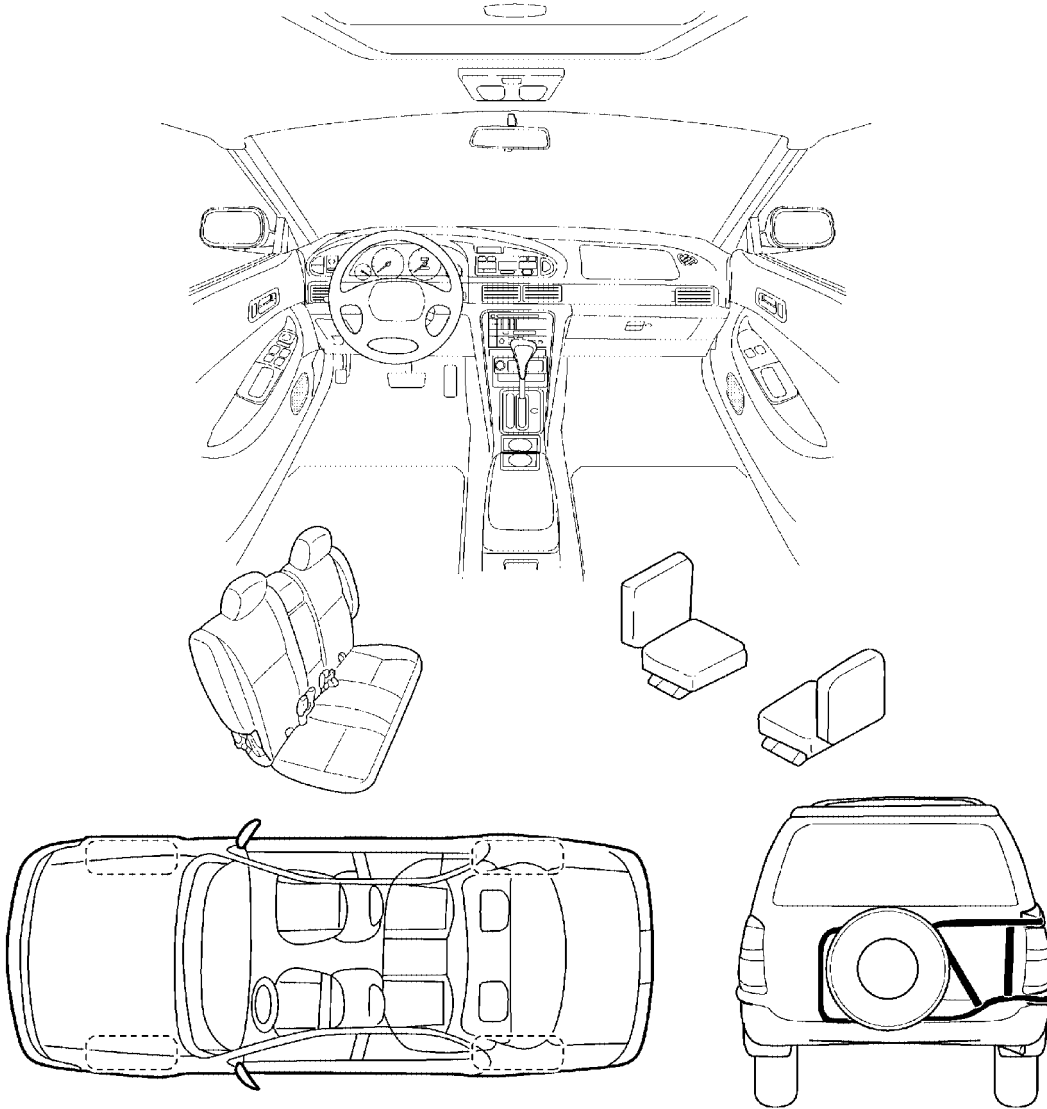
### SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Nissan Customer:

We are concerned about your satisfaction with your Nissan vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Nissan right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

#### I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

SBT843

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# SQUEAK AND RATTLE TROUBLE DIAGNOSIS

## SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

---

---

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### II. WHEN DOES IT OCCUR? (check the boxes that apply)

- |  |   |
|--|---|
| <input type="checkbox"/> anytime                             | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 <sup>st</sup> time in the morning | <input type="checkbox"/> when it is raining or wet    |
| <input type="checkbox"/> only when it is cold outside        | <input type="checkbox"/> dry or dusty conditions      |
| <input type="checkbox"/> only when it is hot outside         | <input type="checkbox"/> other: _____                 |

### III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about \_\_\_\_ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: \_\_\_\_\_
- after driving \_\_\_\_ miles or \_\_\_\_ minutes

### IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

### TO BE COMPLETED BY DEALERSHIP PERSONNEL

#### Test Drive Notes:

---

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	YES	NO	Initials of person performing
Vehicle test driven with customer	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise verified on test drive	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Noise source located and repaired	<input type="checkbox"/>	<input type="checkbox"/>	_____
- Follow up test drive performed to confirm repair	<input type="checkbox"/>	<input type="checkbox"/>	_____

VIN: \_\_\_\_\_ Customer Name: \_\_\_\_\_

W.O. #: \_\_\_\_\_ Date: \_\_\_\_\_

**This form must be attached to Work Order**

SBT844



## SUNROOF

PFP:91210

### System Description POWER

EIS0016L

Power is supplied at all times:

- through 30A fusible link (letter **d** , located in the fuse and fusible link box)
- to sunroof motor assembly terminal 5.

The power circuit is protected by the circuit breaker. The sunroof motor assembly is grounded through body ground R5.

#### NOTE:

**When the battery or sunroof motor harness connector is disconnected during service, the sunroof will not operate properly.**

Procedure for resetting motor memory:

From any sunroof position (full open, partially open, closed, partially vented, and vented), push and hold the button in the forward position until the sunroof vent is in the full up position. This resets the sunroof motor memory and the sunroof will operate correctly.

### TILT AND SLIDE OPERATION

The sunroof is controlled by the sunroof switch. With the sunroof in the closed position, depressing the UP/CLOSE switch will tilt the rear of the sunroof up. The sunroof will stop when the switch is released, or when the sunroof reaches its maximum tilt position.

The sunroof will tilt down when in the tilt up position and the DOWN/OPEN switch is depressed. The sunroof will stop when the switch is released, or when the sunroof is fully closed.

With the sunroof in the closed position, pressing the DOWN/OPEN switch will cause the sunroof to slide open. The sunroof will slide open until the switch is released or until it is all the way open. The sunroof will close when in the open position, and the UP/CLOSE switch is depressed. The sunroof will slide until the switch is released, or when the sunroof is fully closed.

All automatic operations in sunroof are controlled by internal limit switches located in the sunroof motor assembly.

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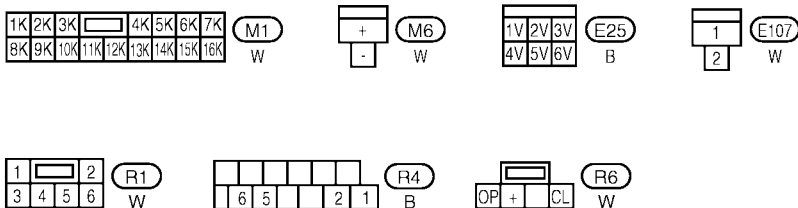
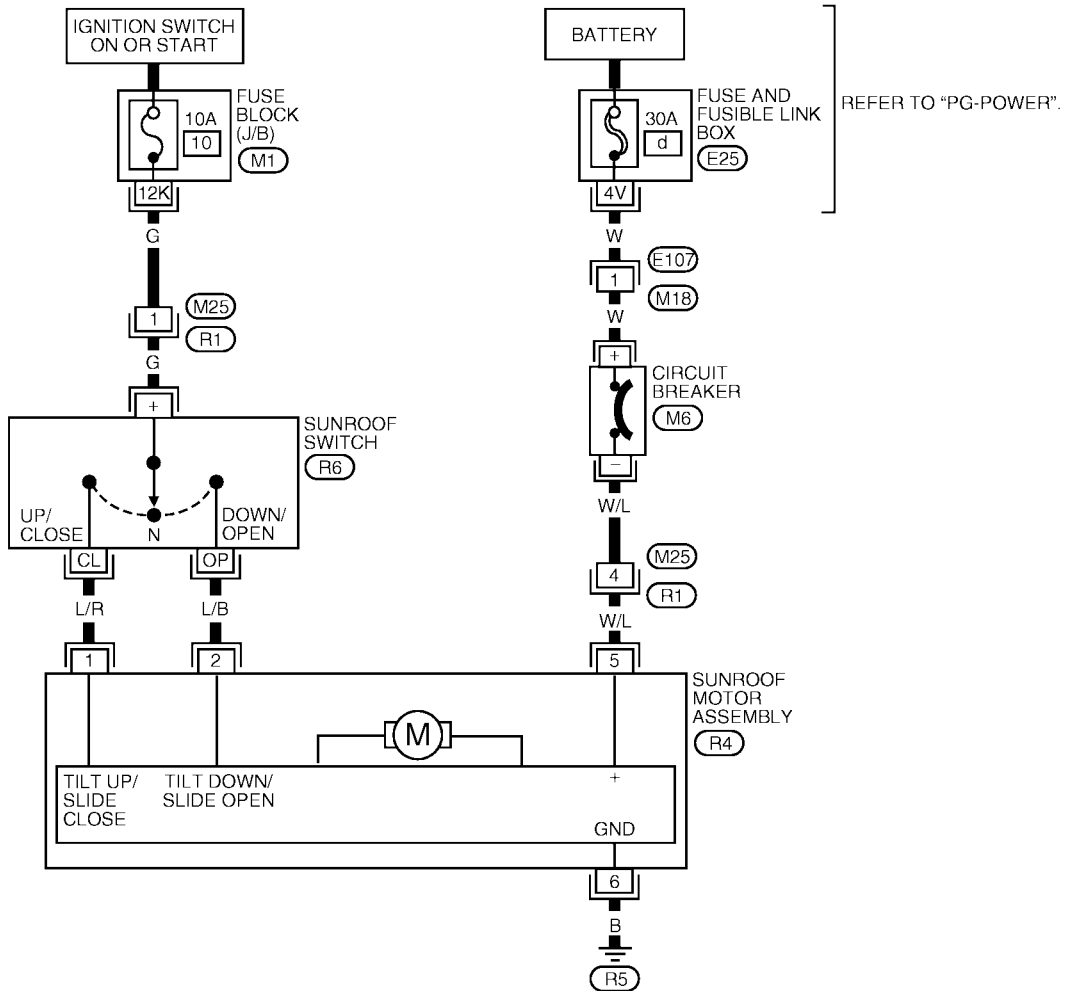
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# SUNROOF

## Wiring Diagram — SROOF —

EIS0016M

RF-SROOF-01



WIWA0001E

# SUNROOF

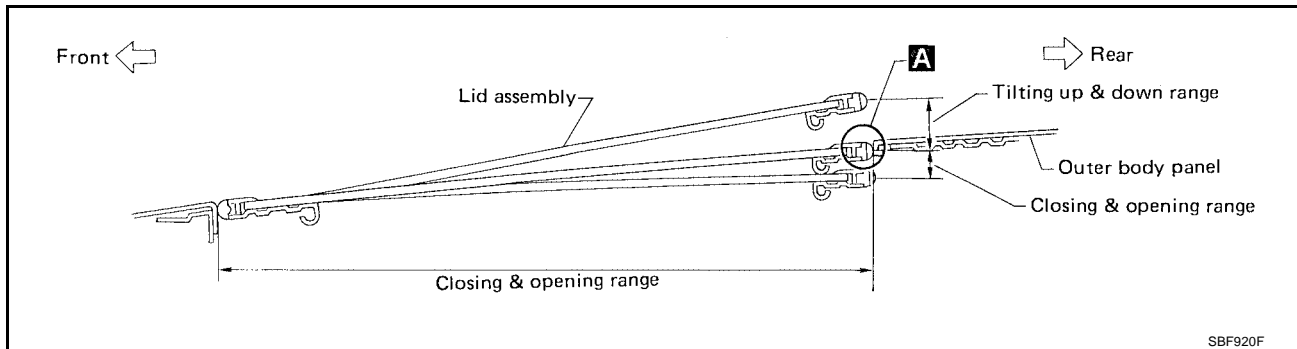
EIS0016N

## Memory Reset Adjustment

If the battery is disconnected or the sunroof motor harness connector is disconnected, the sunroof motor memory must be reset. To reset the sunroof motor memory from any sunroof position (full open, partially open, closed, partially vented, and vented), push and hold the sunroof button in the forward position until the sunroof vents in the full up position. This resets the sunroof motor memory and now the sunroof will operate correctly.

**Install motor and limit SW assembly and sunroof rail assembly in the following sequence:**

1. Arrange equal lengths of link and wire assemblies on both sides of the sunroof opening.
2. Connect the sunroof connector to the sunroof switch and positive (+) power supply.
3. Set the lid assembly to the fully closed position **A** by operating the sunroof switch.
4. Fit the outer side of the lid assembly to the surface of the roof outer body panel.
5. Remove the motor and keep the DOWN/OPEN switch depressed until the motor pinion gear reaches the end of its rotating range.
6. Install the motor.
7. Check that the motor drive gear fits properly in wires.
8. Press the UP/CLOSE switch to check the lid assembly for normal tilting.
9. Check the sunroof lid assembly for normal operations (tilt up, tilt down, open and close).

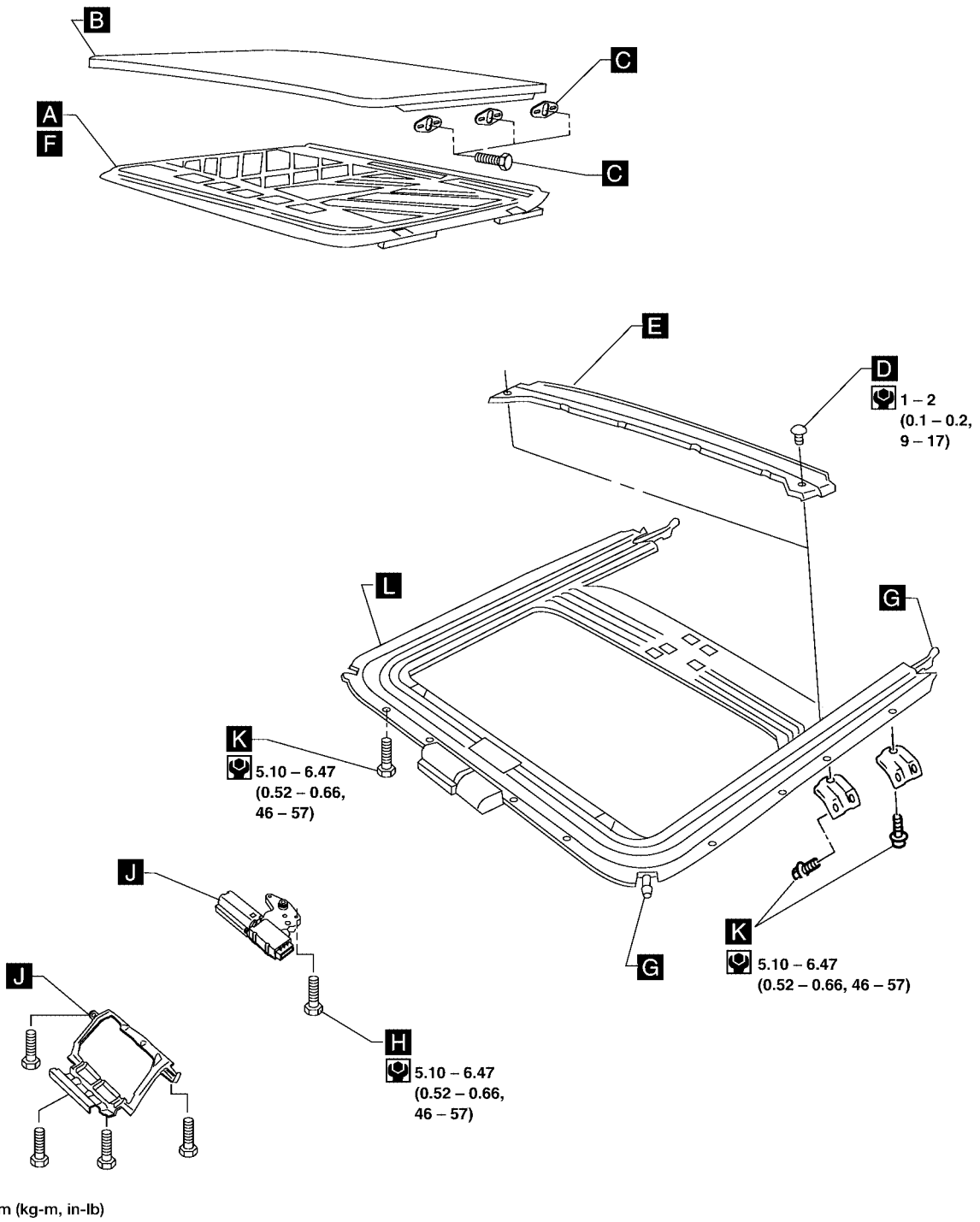


# SUNROOF

EIS0016O

## Removal

SEC. 736



W1IA0001E

- After any repair, check sunroof operation and glass lid alignment.
- Handle the finisher plate and glass lid with care so as not to cause damage.
- To ease installation, mark each point before removal.

### CAUTION:

- Always work with a helper.

# SUNROOF

- Before removal, fully close the glass lid assembly, then after removal, do not move the motor assembly.

## SUNROOF LID ASSEMBLY

1. Open the sunroof shade. **A**
2. Close the glass lid. **B**
3. Remove the six bolts securing the glass lid assembly to the sunroof assembly. **C**

## SHADE ASSEMBLY

1. After removing the glass lid assembly, remove the two screws securing the drain channel. **D**
2. Remove the drain channel. **E**
3. Remove the shade assembly. **F**

## SUNROOF ASSEMBLY

1. Remove the headlining. Refer to [EI-32, "Removal and Installation"](#) .
2. Disconnect the front and rear drain hoses. **G**
3. Remove the two screws securing the sunroof motor to the sunroof assembly. **H**
4. Remove the sunroof motor and bracket. **J**
5. Remove bolts securing the sunroof assembly to the roof. **K**
6. Remove the sunroof assembly. **L**

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# SUNROOF

## Trouble Diagnoses DIAGNOSTIC TABLE

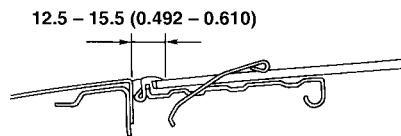
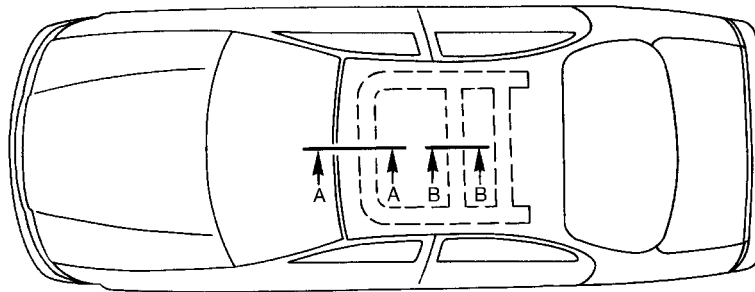
EIS0016P

		Check items (Components)			
		Adjustment	Drain hoses	Weatherstrip	Link and wire assembly
	Reference page	<a href="#">RF-16, "ADJUSTMENT"</a>	<a href="#">RF-17, "DRAIN HOSES"</a>	<a href="#">RF-17, "WEATHER-STRIP"</a>	<a href="#">RF-17, "LINK AND WIRE ASSEMBLY"</a>
Symptom	Excessive wind noise	1		2	
	Water leaks	1	2	3	
	Sunroof rattles	1	4	2	3
	Excessive operation noise	1		2	3

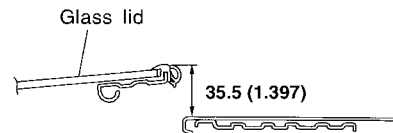
The numbers in this table mean checking order.

## ADJUSTMENT

### SEC. 736



A - A



B - B (When sunroof is tilted up)

Unit: mm (in)

WBT061

If any gap or height difference between glass lid and roof is found, check glass lid fit and adjust as follows:

### Gap Adjustment

1. Open the shade assembly.
2. Tilt the glass lid up then remove the side trim.
3. Loosen the glass lid securing bolts (3 each on left and right sides), then tilt the glass lid down.
4. Adjust the glass lid from outside of vehicle so it resembles "A-A" as shown in the figure above.
5. Tilt the glass lid up and down until it is adjusted to "B-B" as shown in the figure above.
6. After adjusting the glass lid, tilt the glass lid up and tighten the bolts.
7. Tilt the glass lid up and down several times to check that it moves smoothly.

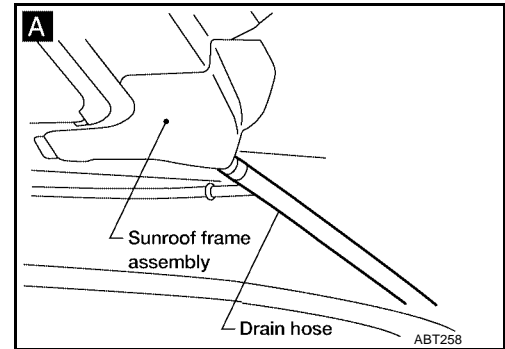
# SUNROOF

## Height Difference Adjustment

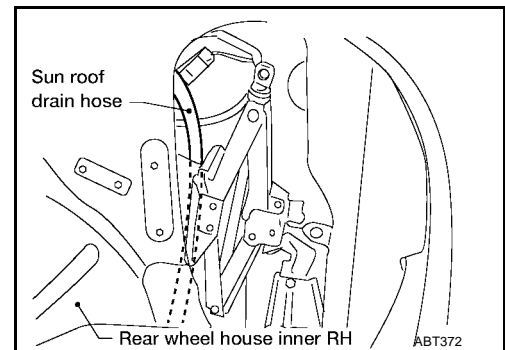
1. Tilt the glass lid up and down.
2. Check the height difference between the roof panel and the glass lid to see if it is as "A-A" as shown in the figure above.
3. If necessary, adjust it by using one of following procedures.
  - Adjust by adding or removing adjustment shim(s) between the glass lid and link assembly.
  - If the glass lid protrudes above the roof panel, add shim(s) or plain washer(s) at the sunroof mounting bracket or stud bolt locations to adjust sunroof installation as required.

## DRAIN HOSES

1. Remove the headlining to access the drain hose connections. (Refer to [EI-32, "Removal and Installation"](#) .)



2. Check visually for proper connections, damage or deterioration. **A** (The figure shows only the front side.)
3. If leakage occurs around the trunk room side trim and check connecting area. Check for proper connection or damage.
4. Remove the drain hoses and check visually for any damage, cracks or deterioration.
5. Pour water into the drain hoses to find the damaged portion.
  - If any damaged portion is found at each step, replace the damaged hose.



## WEATHERSTRIP

- In case of leakage around the roof lid, close it and pour water over the roof lid to find the damaged or gap portion.
- If gap is between the weatherstrip and the roof panel, perform gap adjustment. Refer to [RF-16, "Gap Adjustment"](#) .
- If gap is between the weatherstrip and the roof lid, or if weatherstrip is flattened, damaged or deteriorated, replace the roof lid assembly. (Weatherstrip is not serviceable.)

## LINK AND WIRE ASSEMBLY

### NOTE:

Before replacing a suspect part, carefully ensure it is the source of noise being experienced.

1. Check link to determine if coating film has peeled off to such an extent that substrate is visible. Check also to determine if link is the source of noise. If it is, replace it.
2. Visually check to determine if a sufficient amount of petroleum jelly has been applied to wire or rail groove. If not, add petroleum jelly as required.
3. Check wire for any damage or deterioration. If damaged, replace wire.

# SUNROOF

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SECTION **RSU**  
 REAR SUSPENSION

A  
 B  
 C  
 D

RSU

CONTENTS

<b>PRECAUTIONS</b> .....	<b>2</b>	Disassembly .....	10	F
Precautions .....	2	Inspection .....	10	
<b>PREPARATION</b> .....	<b>3</b>	SHOCK ABSORBER ASSEMBLY .....	10	
Commercial Service Tools .....	3	UPPER RUBBER SEAT AND BUSHING .....	10	G
<b>NOISE, VIBRATION, AND HARSHNESS (NVH)</b>		COIL SPRING .....	10	
<b>TROUBLESHOOTING</b> .....	<b>4</b>	Assembly .....	10	
NVH Troubleshooting Chart .....	4	<b>TORSION BEAM, LATERAL LINK AND CONTROL</b>		H
<b>REAR SUSPENSION ASSEMBLY</b> .....	<b>5</b>	<b>ROD</b> .....	<b>11</b>	
Components .....	5	Disassembly .....	11	
On-Vehicle Service .....	6	Inspection .....	11	
Rear Wheel Alignment .....	6	Rubber Bushing Replacement .....	11	I
PRELIMINARY INSPECTION .....	6	TRAILING ARM .....	11	
CAMBER .....	7	LATERAL LINK .....	11	
TOE-IN .....	7	CONTROL ROD .....	11	J
<b>REMOVAL AND INSTALLATION</b> .....	<b>8</b>	Assembly .....	12	
Removal and Installation .....	8	<b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....	<b>13</b>	
REMOVAL .....	8	General Specifications (Rear) .....	13	K
INSTALLATION .....	8	Rear Wheel Alignment (Unladen*) .....	13	
<b>COIL SPRING AND SHOCK ABSORBER</b> .....	<b>10</b>	Wheel Arch Height (Unladen*) .....	13	L
Removal and Installation .....	10			M

# PRECAUTIONS

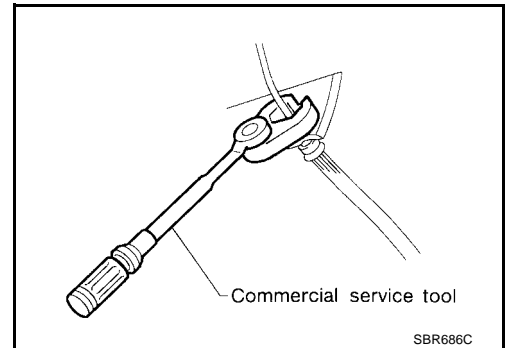
## PRECAUTIONS

PFP:00001

### Precautions

EES0001T

- When installing each rubber part, final tightening must be carried out under unladen condition\* with tires on ground. Oil will shorten the life of rubber bushings. Be sure to wipe off any spilled oil.  
\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.
- Use flare nut wrench when removing or installing brake tubes.
- After installing removed suspension parts, check wheel alignment.
- Do not jack up at the trailing arm and lateral link.
- Always torque brake lines when installing.
- Lock nuts are un reusable parts; always use new ones. When replacing, do not wipe the oil off of the new lock nut before tightening.



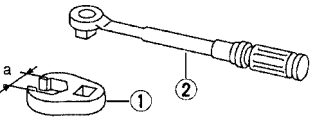
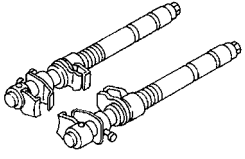
# PREPARATION

## PREPARATION

PFP:00002

### Commercial Service Tools

EES000IU

Tool name	Description
<p>Equivalent to GG94310000 1 Flare nut crowfoot 2 Torque wrench</p>  <p>S-NT360</p>	<p>Removing and installing brake piping <b>a: 10 mm (0.39 in)</b></p>
<p>Spring compressor</p>  <p>NT717</p>	<p>Removing and installing coil spring</p>

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# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PFP:00003

### NVH Troubleshooting Chart

EES000IV

Use the following chart to help you find the cause of the symptom. If necessary, repair or replace these parts.

Symptom		Possible Cause and SUSPECTED PARTS															Reference page			
		Improper installation, looseness	Shock absorber deformation, damage or deflection	Bushing or mounting deterioration	Parts interference	Spring fatigue	Suspension looseness	Incorrect wheel alignment	Out-of-round	Imbalance	Incorrect air pressure	Uneven tire wear	Deformation or damage	Non-uniformity	Incorrect tire size	AXLE	SUSPENSION	TIRES	ROAD WHEEL	BRAKES
Symptom	SUSPENSION	Noise	x	x	x	x	x	x								x		x	x	x
		Shake	x	x	x	x	x	x								x		x	x	x
		Vibration	x	x	x	x	x									x		x		
		Shimmy	x	x	x	x			x							x		x	x	x
		Judder	x	x	x											x		x	x	x
		Poor quality ride or handling	x	x	x	x	x		x							x		x	x	
	TIRES	Noise	x							x	x	x	x	x		x	x		x	x
		Shake	x							x	x	x	x		x	x	x		x	x
		Vibration										x			x	x	x			
		Shimmy	x							x	x	x	x	x	x	x	x		x	x
		Judder	x							x	x	x	x	x	x	x	x		x	x
		Poor quality ride or handling	x							x	x	x	x	x		x	x	x		x
	ROAD WHEEL	Noise	x							x	x		x			x	x	x		x
		Shake	x							x	x		x			x	x	x		x
		Shimmy, Judder	x							x	x		x			x	x	x		x
		Poor quality ride or handling	x							x	x		x			x	x	x		x

x: Applicable

# REAR SUSPENSION ASSEMBLY

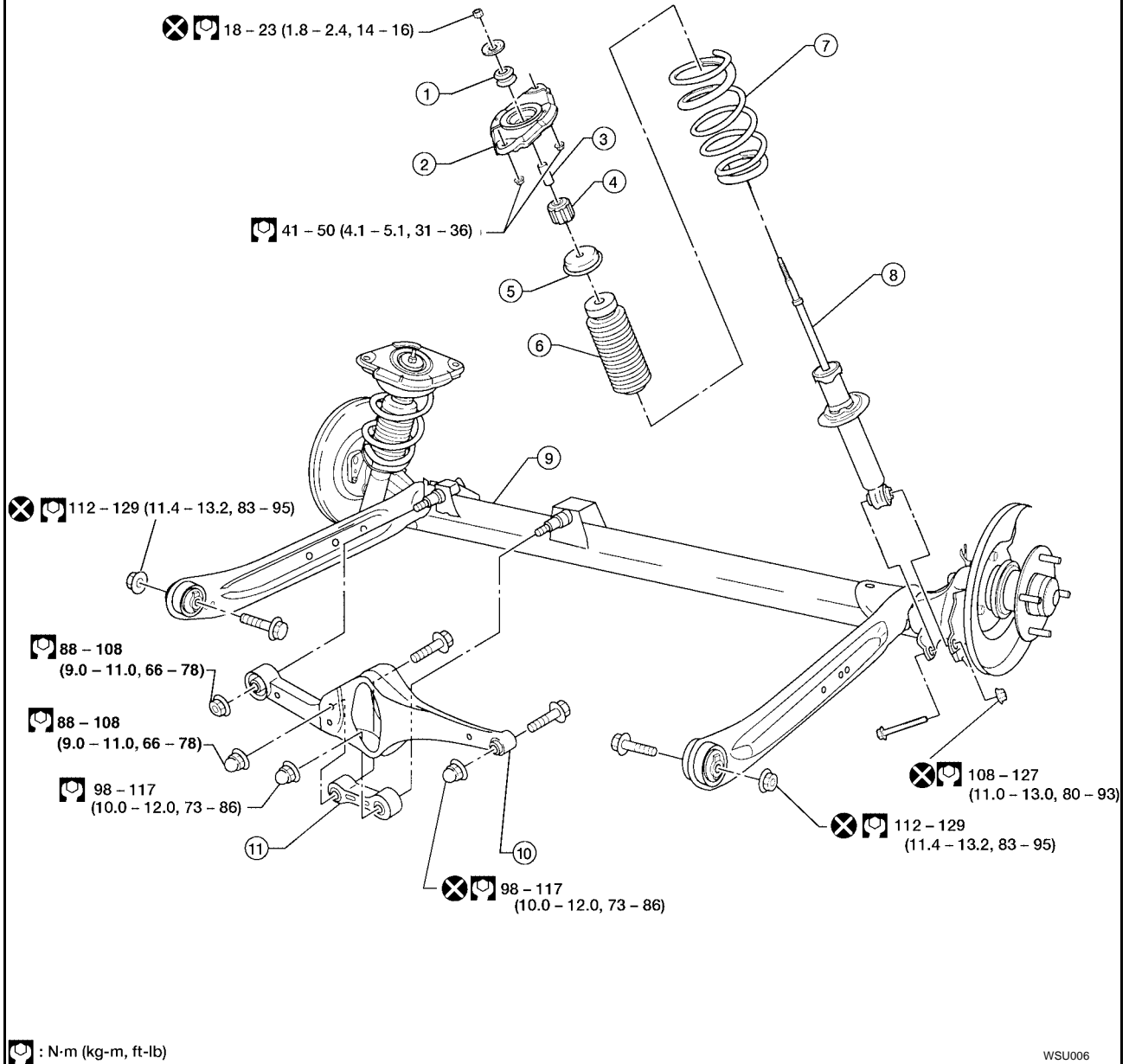
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EES0001W

## REAR SUSPENSION ASSEMBLY

### Components

SEC.431



- |                          |                                    |                  |
|--------------------------|------------------------------------|------------------|
| 1. Bushing               | 2. Shock absorber mounting bracket | 3. Distance tube |
| 4. Distance tube bushing | 5. Bound bumper cover              | 6. Bound bumper  |
| 7. Coil spring           | 8. Shock absorber                  | 9. Torsion beam  |
| 10. Lateral link         | 11. Control rod                    |                  |

# REAR SUSPENSION ASSEMBLY

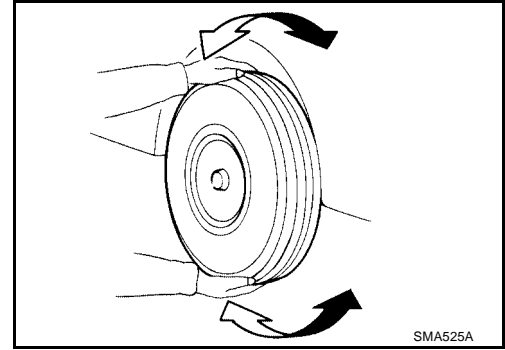
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## On-Vehicle Service

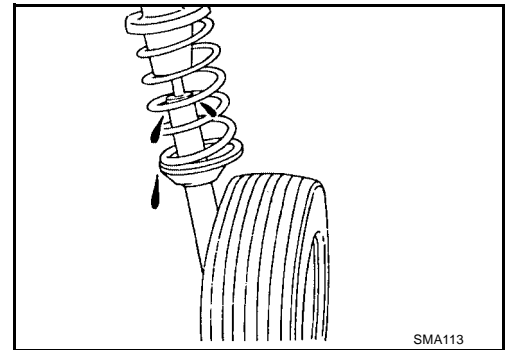
Check axle and suspension parts for excessive play, wear or damage.

- Shake each rear wheel to check for excessive play.
- Retighten all nuts and bolts to the specified torque.

**Tightening torque** : Refer to [RSU-5, "Components"](#) .



- Check shock absorber for oil leakage or other damage.
- Check wheelarch height. Refer to [RSU-13, "Wheel Arch Height \(Unladen\\*\)"](#) .



## Rear Wheel Alignment

EES000IY

Before checking rear wheel alignment, be sure to make a preliminary inspection (Unladen\*).

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

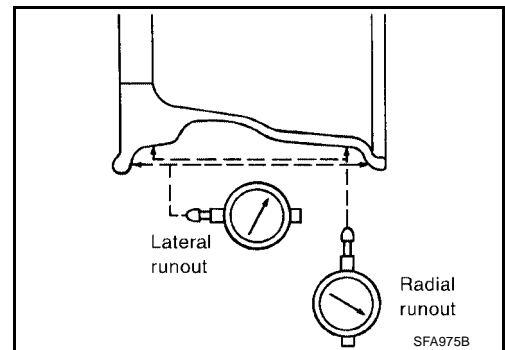
### PRELIMINARY INSPECTION

1. Check tires for wear and improper inflation.
2. Check wheels for deformation, cracks and other damage. If deformed, remove wheel and check wheel runout.
  - a. Remove tire from wheel and mount wheel on a tire balance machine.
  - b. Set dial indicator as shown in the illustration.

**Wheel runout (Dial indicator value)** : Refer to [WT-6, "Road Wheel"](#) .

3. Check front wheel bearings for looseness.
4. Check front suspension for looseness.
5. Check steering linkage for looseness.
6. Check that front shock absorbers work properly.
7. Check vehicle wheelarch height (unladen\*). Refer to [RSU-13, "Wheel Arch Height \(Unladen\\*\)"](#) .

- \*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.



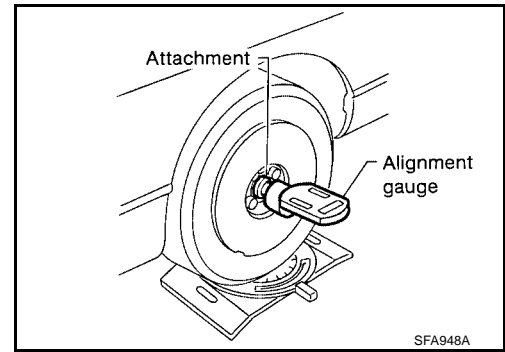
# REAR SUSPENSION ASSEMBLY

## CAMBER

Camber is preset at factory and cannot be adjusted.

**Camber** : Refer to [RSU-13, "Rear Wheel Alignment \(Unladen\\*\)"](#) .

1. Measure camber of both right-hand and left-hand wheels with a suitable alignment gauge.
2. If the camber is not within specification, inspect and replace any damaged or worn rear suspension parts.



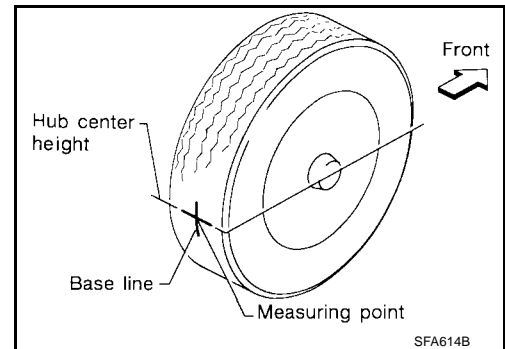
## TOE-IN

Toe-in is preset at factory and cannot be adjusted.

Measure toe-in using following procedure. If out of specification, inspect and replace any damaged or worn rear suspension parts.

### WARNING:

- Always perform the following procedure on a flat surface.
  - Make sure that no person is in front of the vehicle before pushing it.
1. Bounce rear of vehicle up and down to stabilize the posture.
  2. Push the vehicle straight ahead about 5 m (16 ft).

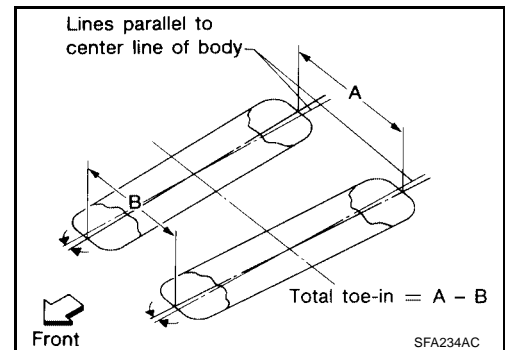


3. Put a mark on base line of the tread (rear side) of both tires at the same height of hub center. This mark is a measuring point.
4. Measure distance "A" (rear side).
5. Push the vehicle slowly ahead to rotate the wheels 180 degrees (1/2 turn).

If the wheels have rotated more than 180 degrees (1/2 turn), try the above procedure again from the beginning. Never push vehicle backward.

6. Measure distance "B" (front side).

**Total toe-in** :  $A - B$   
Refer to [RSU-13, "Rear Wheel Alignment \(Unladen\\*\)"](#) .



# REMOVAL AND INSTALLATION

PFP:00000

EES0001Z

## REMOVAL AND INSTALLATION

### Removal and Installation REMOVAL

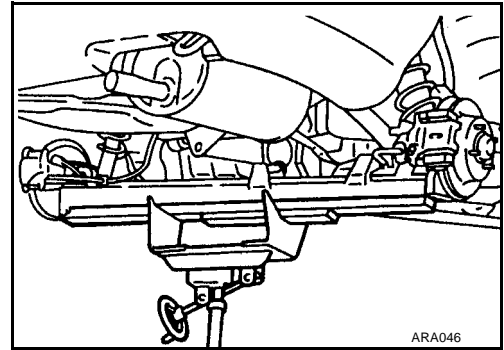
#### CAUTION:

- Before removing the rear suspension assembly, disconnect the ABS wheel sensor from the assembly. Failure to do so may result in damaged sensor wires and sensor becoming inoperative.

- Drain brake fluid before disconnecting brake lines.

1. Disconnect brake hydraulic lines and parking brake cables at toggle levers. (Models with drum brakes.)

2. Disconnect brake hydraulic lines and parking brake cables from calipers and remove brake calipers and rotors. (Models with disc brakes.)

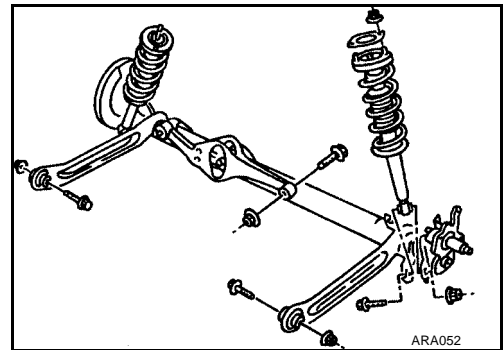


3. Disconnect ABS wheel sensor, if equipped.

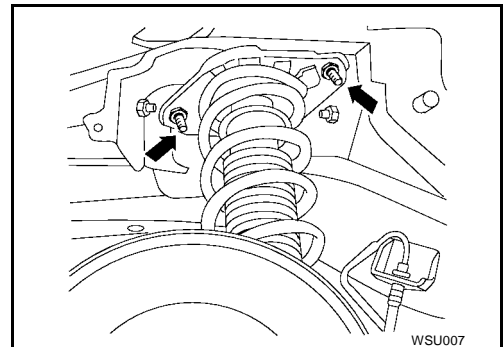
4. Using a transmission jack, raise torsion beam a little, and remove nuts and bolts from the trailing arms, shock absorber assemblies (lower side) and lateral link.

5. Lower transmission jack and remove suspension.

6. Remove luggage compartment trim. Refer to [EI-33, "Removal and Installation"](#).



7. Remove shock absorber fixing nuts (upper side). Then pull out shock absorber assemblies.



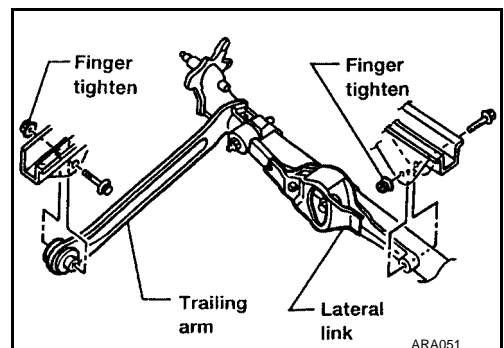
### INSTALLATION

#### CAUTION:

- Refill with new brake fluid DOT 3.

- Never reuse drained brake fluid.

1. Attach torsion beam at trailing arm and lateral link to vehicle. Do not tighten bolts at this time.



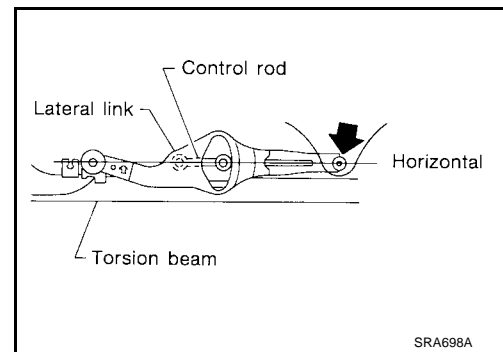


## REMOVAL AND INSTALLATION

- Using a transmission jack, place lateral link and control rod horizontally against torsion beam. Tighten lateral link on vehicle.
- Attach shock absorber assembly to vehicle. Then tighten the lower side of shock absorber assembly.
- Lower torsion beam to fully extended position. Remove transmission jack and tighten torsion beam, at trailing arm, to specified torque. Refer to [RSU-5, "Components"](#).
- Install brake hydraulic lines and tighten flare nuts.

**Flare nut tightening torque** : 15 - 18 N·m (1.5 - 1.8 kg·m, 11 - 13 ft·lb)

- Connect ABS wheel sensor, if equipped.
- Bleed air. Refer to [BR-7, "Bleeding Brake System"](#).
- Install ABS wheel sensor.



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B  
C  
D

RSU

F  
G  
H  
I  
J  
K  
L  
M

# COIL SPRING AND SHOCK ABSORBER

## COIL SPRING AND SHOCK ABSORBER

PFP:56210

### Removal and Installation

EES000J0

Remove shock absorber upper and lower fixing nuts.

**Do not remove piston rod lock nut on vehicle.**

### Disassembly

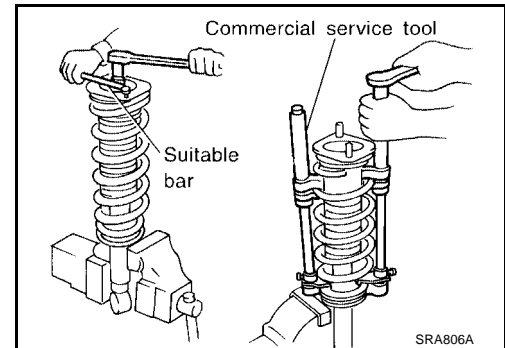
EES000J1

1. Set shock absorber in vise, then **loosen** piston rod lock nut. **Do not remove piston rod lock nut at this time.**
2. Compress spring with Tool so that the shock absorber upper spring seat can be turned by hand.

#### **WARNING:**

**Make sure that the pawls of the two spring compressors are firmly hooked on the spring. The spring compressors must be tightened alternately so as not to tilt the spring.**

3. Remove piston rod lock nut.



EES000J2

### Inspection

#### SHOCK ABSORBER ASSEMBLY

- Check for smooth operation through a full stroke, both compression and extension.
- Check for oil leakage on welded or gland packing portions.
- Check piston rod for cracks, deformation or other damage. Replace if necessary.

#### UPPER RUBBER SEAT AND BUSHING

Check rubber parts for deterioration or cracks.

Replace if necessary.

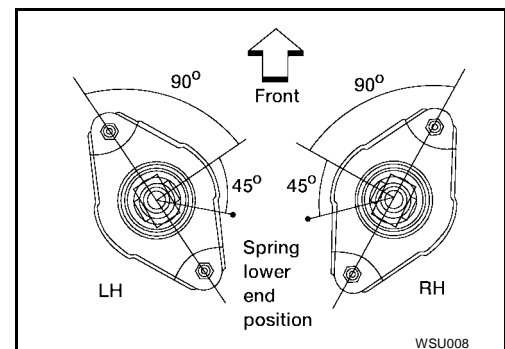
#### COIL SPRING

Check for cracks, deformation or other damage. Replace if necessary.

### Assembly

EES000J3

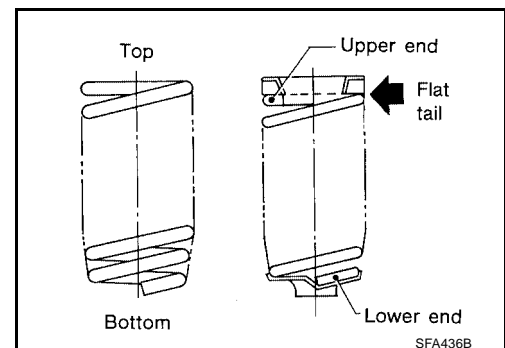
- Locate upper spring seat as shown.



- When installing coil spring, be careful not to reverse top and bottom direction. (Top end is flat.)
- When installing coil spring on shock absorber, it must be positioned as shown.

#### **CAUTION:**

**Do not reuse piston rod lock nut.**



# TORSION BEAM, LATERAL LINK AND CONTROL ROD

PF5:55130

## TORSION BEAM, LATERAL LINK AND CONTROL ROD

EES000J4

### Disassembly

- Remove torsion beam assembly. Refer to [RSU-8, "REMOVAL"](#).
- Remove lateral link and control rod from torsion beam.

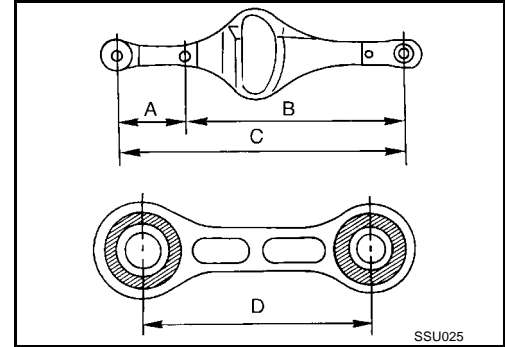
### Inspection

EES000J5

- Check for cracks, distortion or other damage. Replace if necessary.

**Standard length** : "A" 207 - 208 mm (8.15 - 8.19 in)  
"B" 394 - 395 mm (15.51 - 15.55 in)  
"C" 601 - 603 mm (23.66 - 23.74 in)  
"D" 106 - 108 mm (4.17 - 4.25 in)

- Check all rubber parts for wear, cracks or deformation. Replace if necessary.



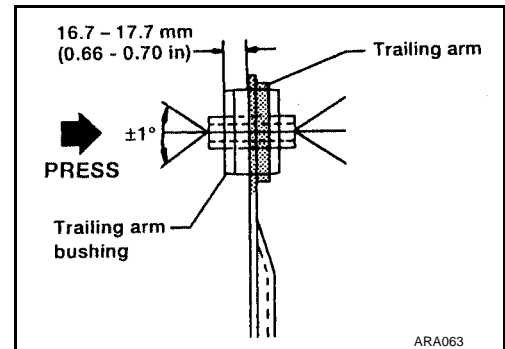
SSU025

### Rubber Bushing Replacement TRAILING ARM

EES000J6

Trailing arm bushings are press fit and must be centered properly in trailing arm collars.

1. Press out old bushing from trailing arm collar.
  2. Press in new bushing until inside edge of bushing is 16.7 to 17.7 mm (0.66 to 0.70 in) from inside edge of trailing arm.
- Do not allow bushing to incline more than 1 degree.
  - During installation, do not allow trailing arm to bend or twist.

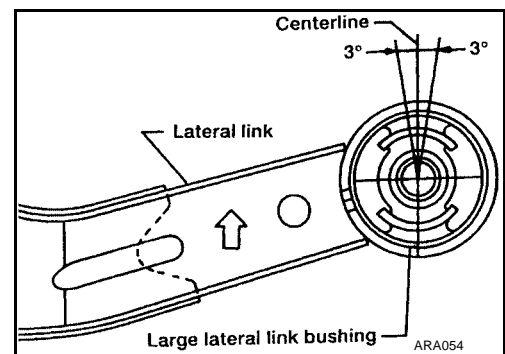


ARA063

### LATERAL LINK

Lateral link bushings are press fit. The large lateral link bushing is directional and must be installed in a specific position.

1. Remove lateral link.
2. Press out bushings. Note installation position of large bushing before removing.
3. Press in small bushing until bushing is centered in lateral link collar.
4. Press in large bushing until bushing is centered in lateral link collar.
  - a. Position bushing on lateral link collar.
  - b. Angle between bushing centerline and collar centerline must be within 3 degrees as shown in illustration.



ARA054

### CONTROL ROD

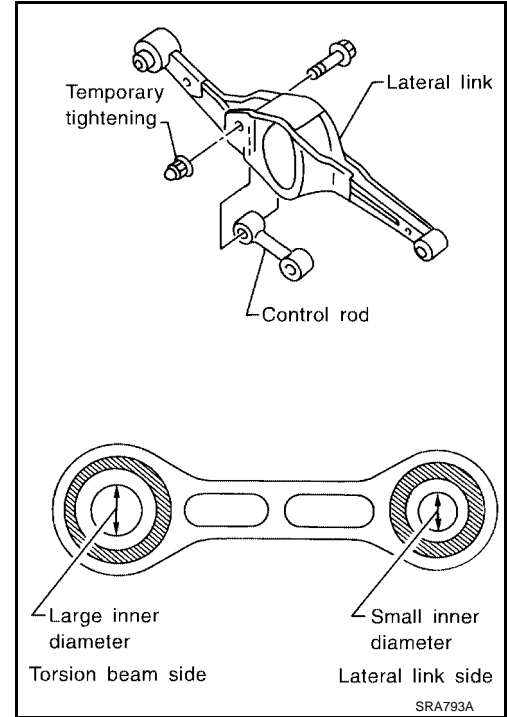
Control rod bushings are not replaceable. If bushings are worn or damaged, replace control rod.

# TORSION BEAM, LATERAL LINK AND CONTROL ROD

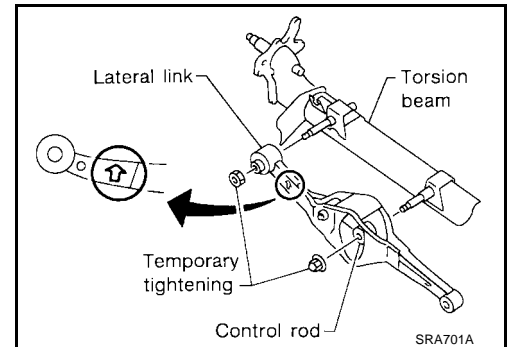
EES000J7

## Assembly

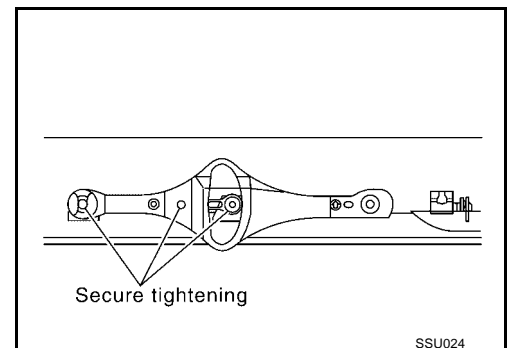
1. Temporarily assemble lateral link and control rod.
  - When installing the control rod, connect the bushing with the smaller inner diameter to the lateral link.



2. Temporarily install lateral link and control rod on torsion beam.
  - When installing, place lateral link with the arrow topside.



3. Place lateral link and control rod horizontally against torsion beam, and tighten to the specified torque.
4. Install torsion beam assembly. Refer to [RSU-8, "INSTALLATION"](#).



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

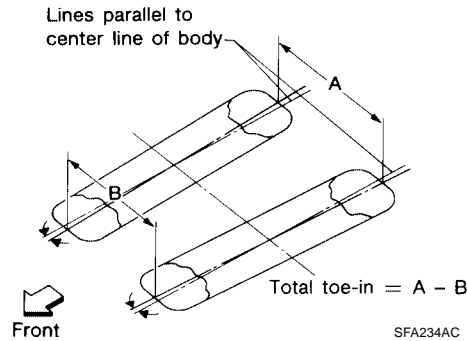
### General Specifications (Rear)

EES000J8

Suspension type	Multi-link beam suspension
Shock absorber type	Double-acting hydraulic

### Rear Wheel Alignment (Unladen\*)

EES000J9

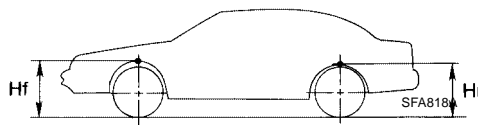


Camber Degree minute (Decimal degree)		Minimum	-1°45' (-1.75°)
		Nominal	-1°00' (-1.00°)
		Maximum	-0°15' (-0.25°)
Total toe-in	Distance (A - B) mm (in)	Minimum	-3 (-0.12)
		Nominal	1 (0.04)
		Maximum	5 (0.20)
	Angle (left plus right) Degree minute (Decimal degree)	Minimum	-16' (-0.27°)
		Nominal	5'30" (0.09°)
		Maximum	26' (0.43°)

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

### Wheel Arch Height (Unladen\*)

EES000JA



Engine	QG18DE	QR25DE		
Grade	XE, GXE	LE	SE-R	SPEC-V
Tire Size	P195/60HR15	P195/60HR15	P195/55HR16	P215/45ZR17
Front (Hf) mm (in)	659 (25.94)	659 (25.94)	660 (25.98)	664 (26.14)
Rear (Hr) mm (in)	653 (25.71)	653 (25.71)	652 (25.67)	655 (25.79)

\*: Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.

## SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **SB**  
SEAT BELTS

A  
B  
C  
D  
E  
F  
G  
SB  
I  
J  
K  
L  
M

CONTENTS

<b>PRECAUTIONS</b> .....	<b>2</b>	<b>BASIC INSPECTION</b> .....	<b>7</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	Seat Belt Inspection .....	7
Precaution for Seat Belt Service .....	2	AFTER A COLLISION .....	7
AFTER A COLLISION .....	2	PRELIMINARY CHECKS .....	7
<b>FRONT SEAT BELT</b> .....	<b>3</b>	SEAT BELT RETRACTOR ON-VEHICLE CHECK .....	8
Removal and Installation .....	3	SEAT BELT RETRACTOR OFF-VEHICLE CHECK .....	9
<b>REAR SEAT BELT</b> .....	<b>5</b>	<b>TOP TETHER STRAP CHILD RESTRAINT</b> .....	<b>10</b>
Removal and Installation .....	5	Removal and Installation .....	10
		<b>LATCH (LOWER ANCHORS AND TETHER FOR CHILDREN) SYSTEM</b> .....	<b>11</b>
		Removal and Installation .....	11

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EHS000LQ

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precaution for Seat Belt Service

EHS000J7

#### **CAUTION:**

- Before removing the front seat belt pre-tensioner assembly, turn the ignition switch off, disconnect both battery cables and wait at least 3 minutes.
- Do not use electrical test equipment for front seat belt pre-tensioner connector.
- After replacing or reinstalling front seat belt pre-tensioner assembly, or reconnecting front seat belt pre-tensioner connector, check the system function. Refer to [SRS-17, "SRS Operation Check"](#).
- Do not use disassembled buckle or seat belt assembly.
- Replace anchor bolts if they are deformed or worn out.
- Never oil tongue and buckle.
- If any component of seat belt assembly is questionable, do not repair. Replace the whole seat belt assembly.
- If webbing is cut, frayed, or damaged, replace seat belt assembly.
- When replacing seat belt assembly, use a Genuine NISSAN seat belt assembly.

### AFTER A COLLISION

#### **WARNING:**

Inspect all seat belt assemblies including retractors and attaching hardware after any collision. NISSAN recommends that all seat belt assemblies in use during a collision be replaced unless the collision was minor and the belts show no damage and continue to operate properly. Failure to do so could result in serious personal injury in an accident. Seat belt assemblies not in use during a collision should also be replaced if either damage or improper operation is noted. Seat belt pre-tensioner should be replaced even if the seat belts are not in use during a frontal collision in which the air bags are deployed.

Replace any seat belt assembly (including anchor bolts) if:

- The seat belt was in use at the time of a collision (except for minor collisions and the belts, retractors and buckles show no damage and continue to operate properly).
- The seat belt was damaged in an accident. (i.e. torn webbing, bent retractor or guide, etc.)
- The seat belt attaching point was damaged in an accident. Inspect the seat belt attaching area for damage or distortion and repair as necessary before installing a new seat belt assembly.
- Anchor bolts are deformed or worn out.
- The front seat belt pre-tensioner should be replaced even if the seat belts are not in use during the collision in which the air bags are deployed.



# FRONT SEAT BELT

PFP:86880

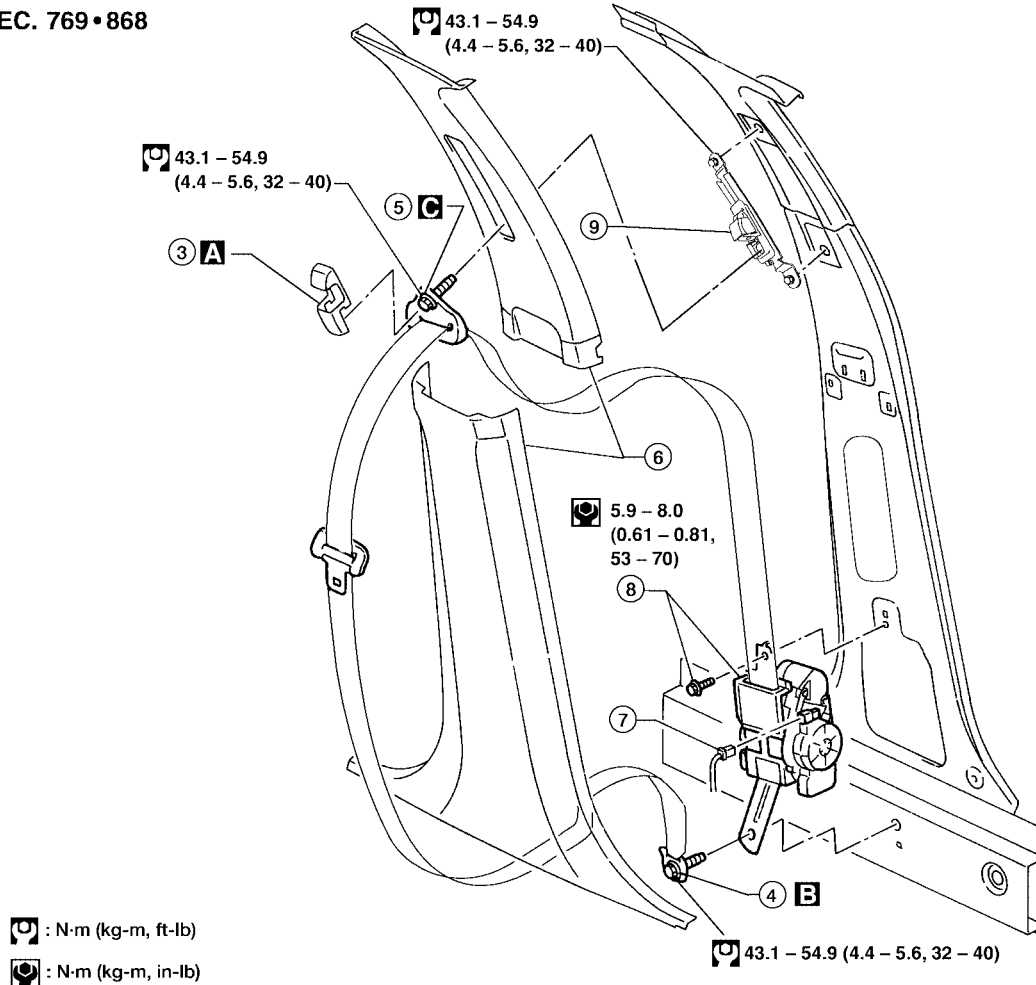
EHS000J8

## FRONT SEAT BELT

### Removal and Installation

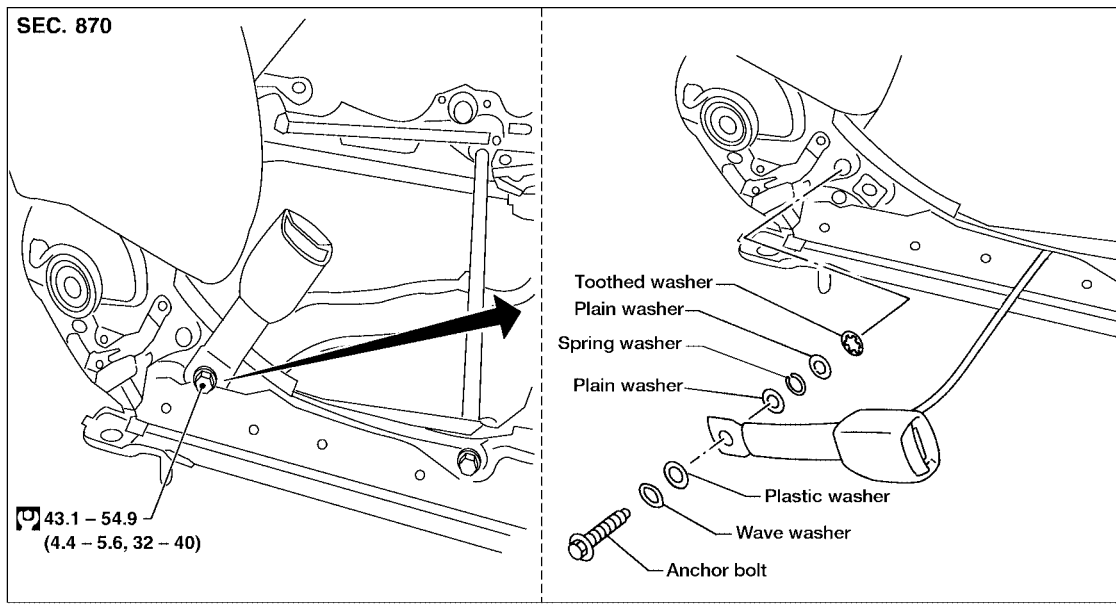
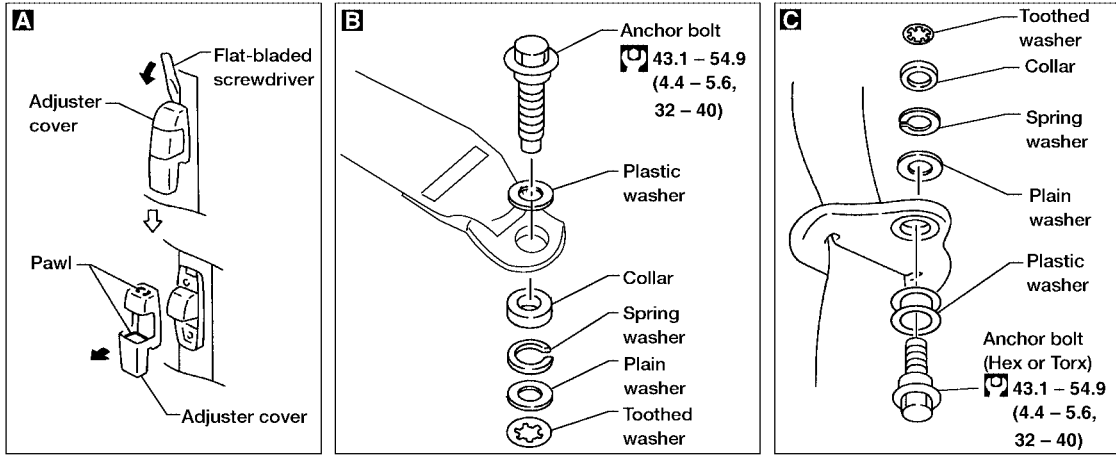
1. Disconnect both battery cables.
2. Slide the seat all the way forward and tilt the seat back toward the front.
3. Remove adjuster cover. **A**
4. Remove floor anchor bolt. **B**
5. Remove shoulder anchor bolt. **C**
6. Remove center pillar upper and lower garnish. Refer to [EI-28, "SIDE AND FLOOR TRIM"](#) for details.
7. Disconnect front seat belt pre-tensioner connector.
  - For removal/installation of the direct-connect SRS connectors, refer to [SRS-6, "Direct-connect SRS Component Connectors"](#).
8. Remove the screw securing front seat belt pre-tensioner retractor, then remove seat belt and seat belt pre-tensioner retractor.
9. Remove bolts securing seat belt adjuster, then remove seat belt adjuster.

SEC. 769 • 868



WHIA0059E

# FRONT SEAT BELT



: N·m (kg·m, ft·lb)

WRS044

# REAR SEAT BELT

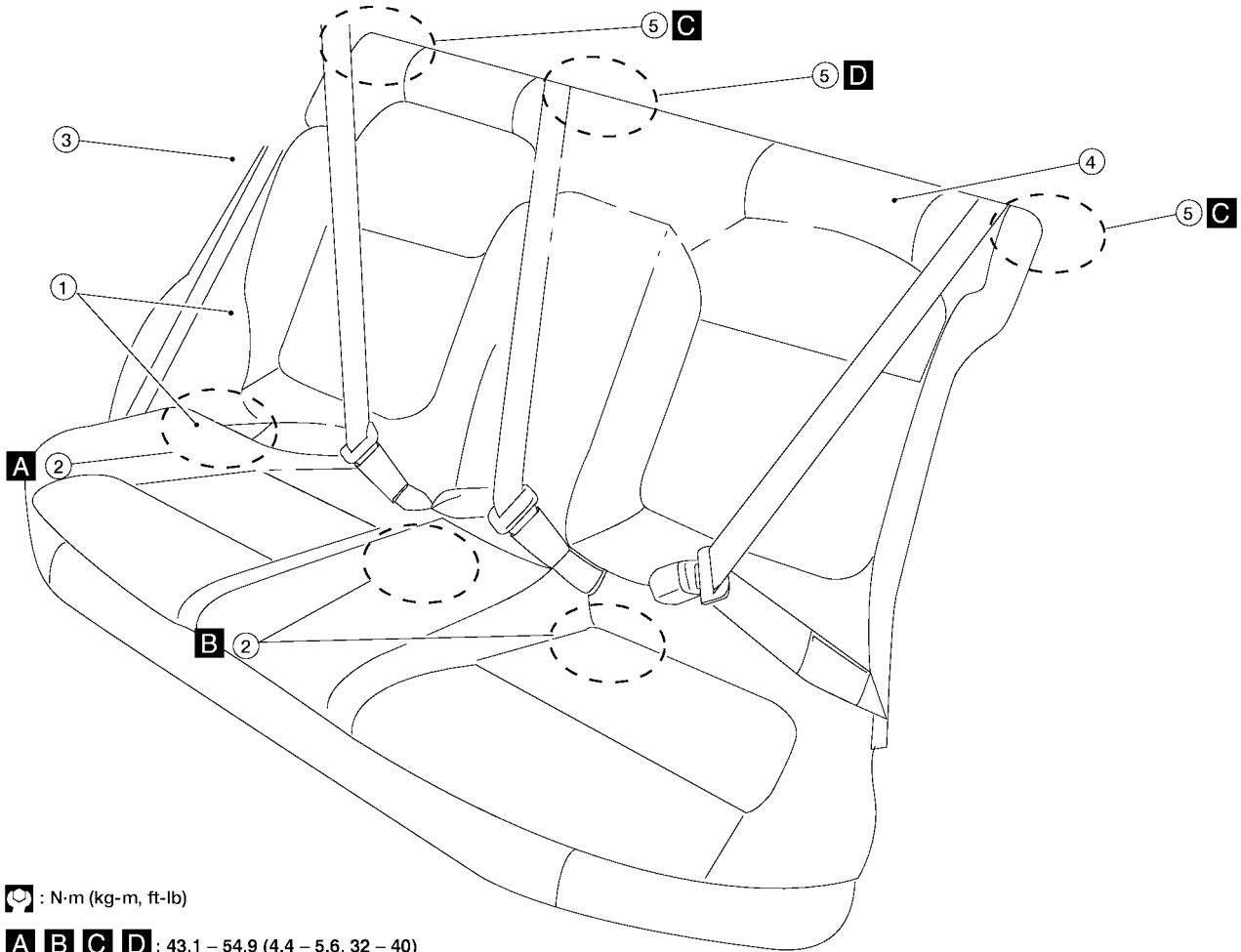
PFP:88840

EHS000J9

## REAR SEAT BELT

### Removal and Installation

1. Remove rear seat. Refer to [SE-5, "REAR SEAT"](#) for details.
2. Remove outer and floor anchor bolt. **A B**
3. Remove rear side garnish. Refer to [EI-28, "SIDE AND FLOOR TRIM"](#) for details.
4. Remove rear parcel shelf finisher. Refer to [EI-28, "SIDE AND FLOOR TRIM"](#) for details.
5. Remove bolts securing rear seat belt retractor, then remove seat belt and seat belt retractor. **C D**



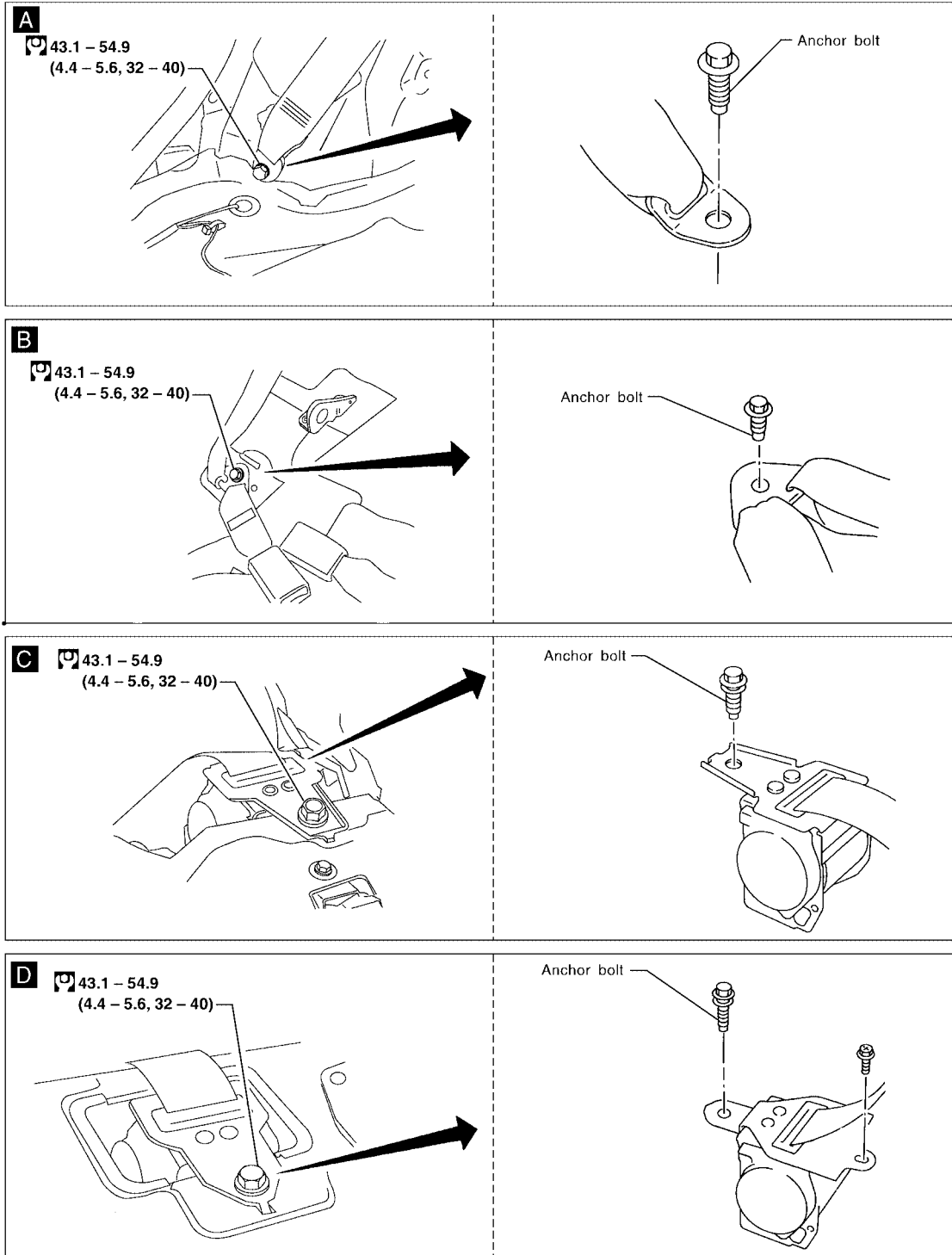
: N·m (kg·m, ft·lb)

**A B C D** : 43.1 – 54.9 (4.4 – 5.6, 32 – 40)

WRS147

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# REAR SEAT BELT



: N-m (kg-m, ft-lb)

WRS153

# BASIC INSPECTION

PF0:00013

## BASIC INSPECTION

### Seat Belt Inspection AFTER A COLLISION

EHS000JA

#### **WARNING:**

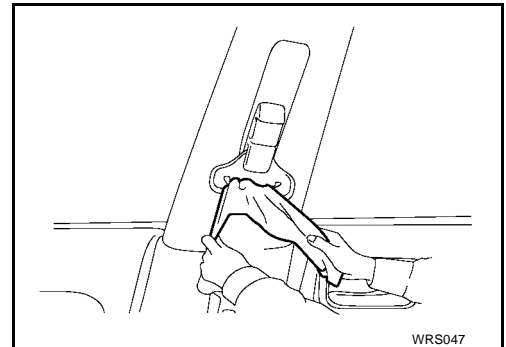
Inspect all seat belt assemblies including retractors and attaching hardware after any collision. NISSAN recommends that all seat belt assemblies in use during a collision be replaced unless the collision was minor and the belts show no damage and continue to operate properly. Failure to do so could result in serious personal injury in an accident. Seat belt assemblies not in use during a collision should also be replaced if either damage or improper operation is noted. Front seat belt pre-tensioner should be replaced even if the seat belts are not in use during a frontal collision in which the air bags are deployed.

Replace any seat belt assembly (including anchor bolts) if:

- The seat belt was in use at the time of a collision (except for minor collisions if the belts, retractors and buckles show no damage and continue to operate properly).
- The seat belt was damaged in an accident. (i.e. torn webbing, bent retractor or guide, etc.)
- The seat belt attaching point was damaged in an accident. Inspect the seat belt attaching area for damage or distortion and repair as necessary before installing a new seat belt assembly.
- Anchor bolts are deformed or worn out.
- The front seat belt pre-tensioner should be replaced even if the seat belts are not in use during the collision in which the air bags are deployed.

#### PRELIMINARY CHECKS

1. Check the seat belt warning lamp/chime for proper operation as follows:
  - a. Switch ignition ON. With driver seat belt unfastened, the seat belt warning lamp should illuminate. Also, the seat belt warning chime should sound for about seven seconds.
  - b. Fasten driver seat belt. The seat belt warning lamp should go out and the chime (if sounding) should stop.
2. If the "AIR BAG" warning lamp is blinking, conduct self-diagnosis using CONSULT-II, and "AIR BAG" warning lamp. Refer to [SRS-17, "SRS Operation Check"](#).
3. Check that the seat belt retractor, seat belt anchor and buckle bolts are securely attached.
4. Check the shoulder seat belt guide and shoulder belt height adjuster for front seats. Ensure guide swivels freely and that belt lays flat and does not bind in guide. Ensure height adjuster operates properly and holds securely.
5. Check retractor operation:
  - a. Fully extend the seat belt webbing and check for twists, tears or other damage.
  - b. Allow the seat belt to retract. Ensure that belt returns smoothly and completely into the retractor. If the seat belt does not return smoothly, wipe the inside of the loops with a clean paper cloth etc. because dirt built up in the loops of the upper anchors can cause the seat belts to retract slowly.
  - c. Fasten the seat belt. Pull firmly on belt and buckle to ensure belt remains latched. Unfasten seat belt. Ensure belt releases freely and buckle button returns to original position.
6. Repeat steps above as necessary to check the other seat belts.



# BASIC INSPECTION

---

## SEAT BELT RETRACTOR ON-VEHICLE CHECK

### Emergency Locking Retractors (ELR) and Automatic Locking Retractors (ALR)

#### NOTE:

All seat belt retractors are of the Emergency Locking Retractors (ELR) type. In an emergency (sudden stop) the retractor will lock and prevent the belt from extending any further. All 3-point type seat belt retractors except the driver's seat belt also have an Automatic Locking Retractors (ALR) mode. The ALR mode (also called child restraint mode) is used when installing child seats. The ALR mode is activated when the seat belt is fully extended. When the belt is then retracted partially, the ALR mode automatically locks the seat belt in a specific position so the belt cannot be extended any further. To cancel the ALR mode, allow the seat belt to fully wind back into the retractor.

Check the seat belt retractors using the following test(s) to determine if a retractor assembly is operating properly.

#### ELR Function Stationary Check

Grasp the shoulder belt and pull forward quickly. The retractor should lock and prevent the belt from extending further.

#### ALR Function Stationary Check

1. Pull out entire length of seat belt from retractor until a click is heard.
2. Retract the belt partially. A clicking noise should be heard as the belt retracts indicating that the retractor is in the Automatic Locking Retractors (ALR) mode.
3. Grasp the seat belt and try to pull out of the retractor. The belt must lock and not extend any further. If NG, replace the retractor assembly.
4. Allow the entire length of the belt to retract to cancel the automatic locking mode.

#### ELR Function Moving Check

#### WARNING:

**Perform the following test in a safe, open area clear of other vehicles and obstructions (for example, a large, empty parking lot). Road surface must be paved and dry. DO NOT perform the following test on wet or gravel roads or on public streets and highways. This could result in an accident and serious personal injury. The driver and passenger must be prepared to brace themselves in the event the retractor does not lock.**

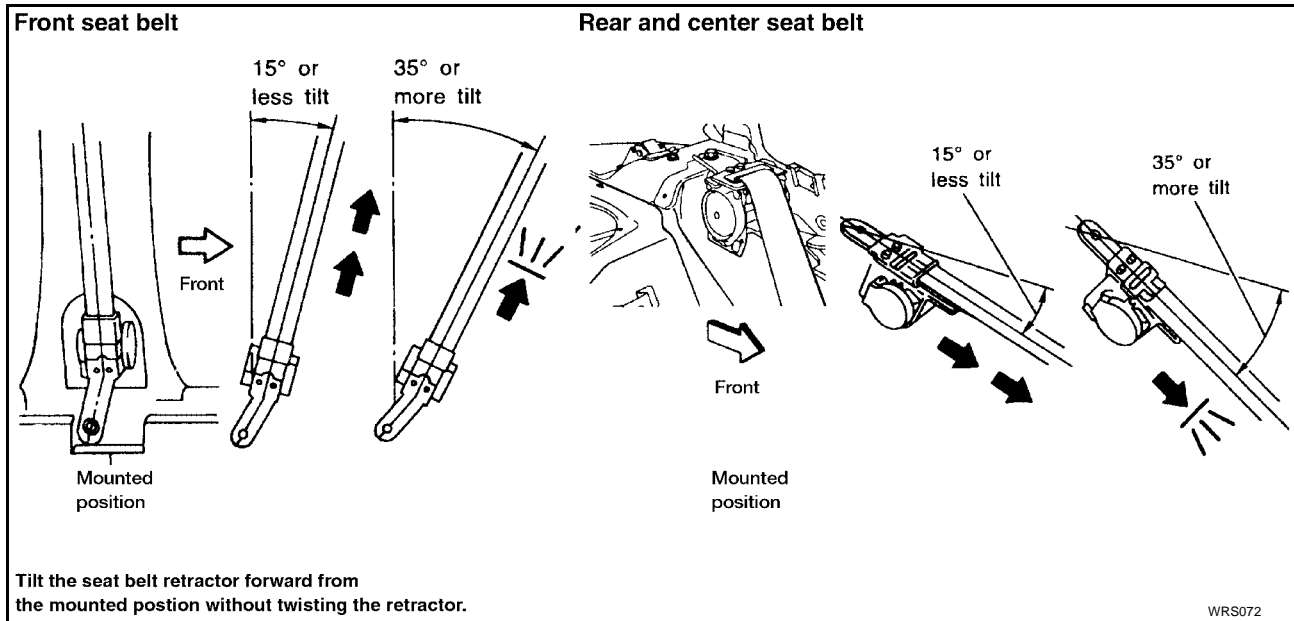
1. Fasten driver's seat belt. Buckle a passenger into the seat for the belt that is to be tested.
2. Proceed to the designated safe area.
3. Drive the vehicle at approximately 16 km/h (10 MPH). Notify any passengers of a pending sudden stop and the driver and passenger must be prepared to brace themselves in the event the retractor does not lock, apply brakes firmly and make a very hard stop.

During stop, seat belts should lock and not be extended. If the seat belt retractor assembly does not lock, perform the retractor off-vehicle check.

# BASIC INSPECTION

## SEAT BELT RETRACTOR OFF-VEHICLE CHECK

1. Remove the seat belt retractor assembly.
2. Slowly pull out belt while tilting the retractor assembly forward from the mounted position without twisting the retractor assembly as shown in the illustration.



**15 degrees or less tilt : Belt can be pulled out.**

**35 degrees or more tilt : Belt locks and cannot be pulled out.**

If NG, replace the retractor assembly.

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# TOP TETHER STRAP CHILD RESTRAINT

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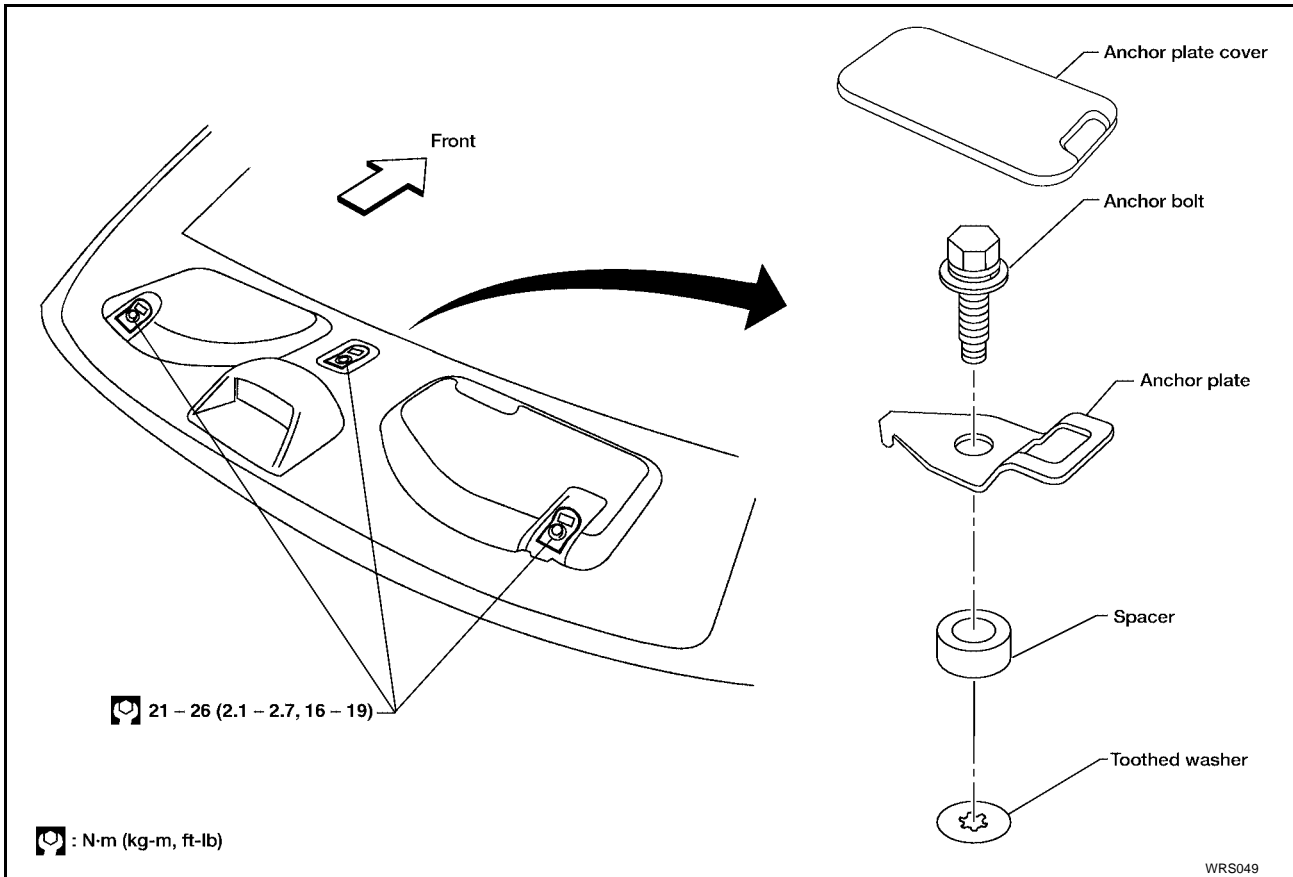
## TOP TETHER STRAP CHILD RESTRAINT

### Removal and Installation

EHS000JB

#### CAUTION:

Replace anchor bolts if they are deformed or worn out.



1. Remove anchor plate cover. Refer to [EI-28, "SIDE AND FLOOR TRIM"](#) for details.
2. Remove anchor plate.

#### NOTE:

- To install, reverse the removal procedure sequence.



# LATCH (LOWER ANCHORS AND TETHER FOR CHILDREN) SYSTEM

## LATCH (LOWER ANCHORS AND TETHER FOR CHILDREN) SYSTEM

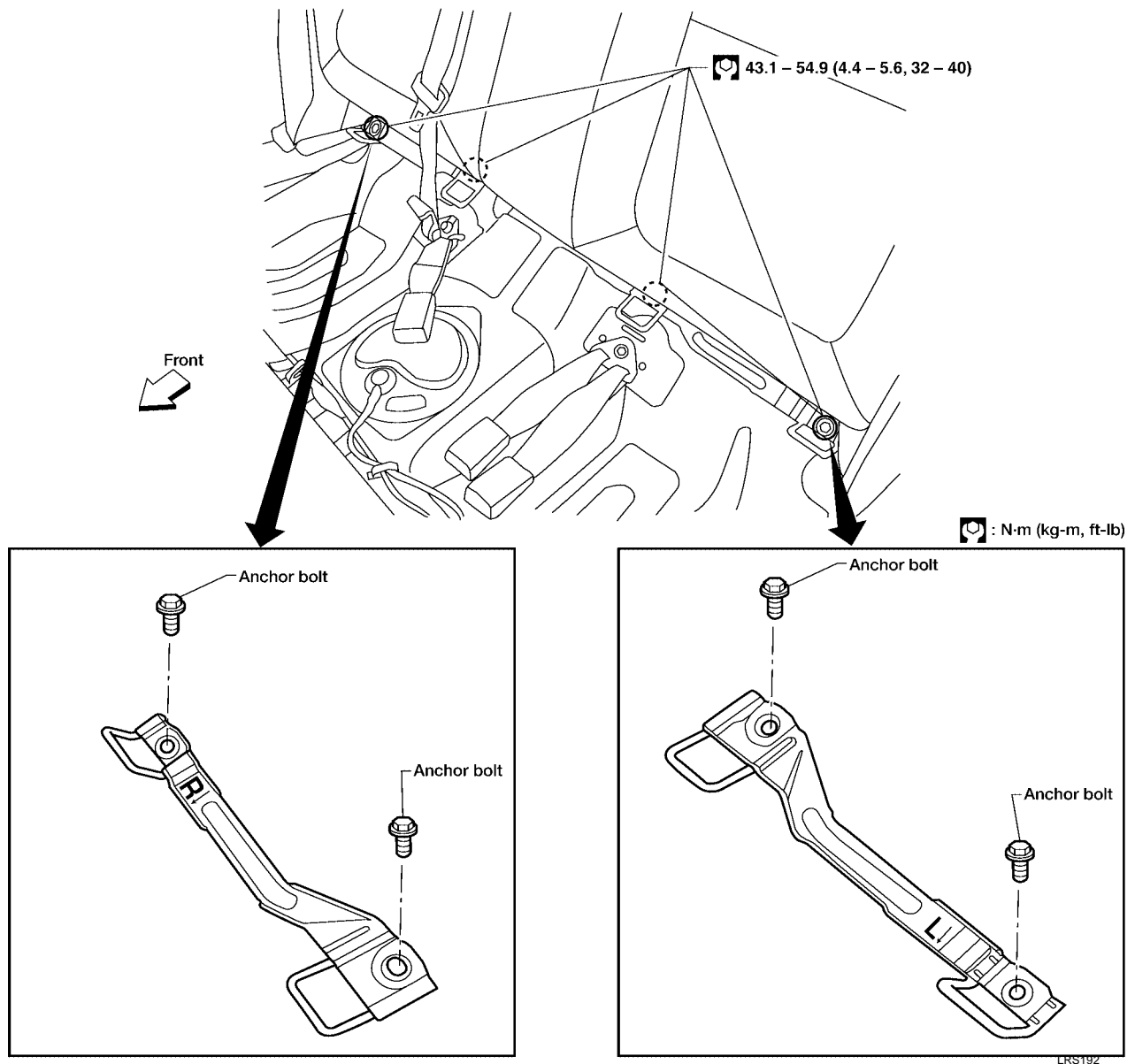
PFP:88840

### Removal and Installation

EHS000JC

#### CAUTION:

Replace anchor bolts if they are deformed or worn out.



1. Remove rear seat cushion. Refer to [SE-5, "REAR SEAT"](#) for details.
2. Remove LH and RH LATCH System anchors.

#### NOTE:

LH and RH LATCH System anchors are different.  
Install with arrow facing forward.

# LATCH (LOWER ANCHORS AND TETHER FOR CHILDREN) SYSTEM

---

A  
B  
C

# SECTION SC

## STARTING & CHARGING SYSTEM

### CONTENTS

<p><b>PRECAUTIONS</b> ..... 2</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 2</p> <p style="padding-left: 20px;">Wiring Diagrams and Trouble Diagnosis ..... 2</p> <p><b>PREPARATION</b> ..... 3</p> <p style="padding-left: 20px;">Special Service Tool ..... 3</p> <p><b>BATTERY</b> ..... 4</p> <p style="padding-left: 20px;">How to Handle Battery ..... 4</p> <p style="padding-left: 40px;">METHODS OF PREVENTING OVER-DISCHARGE ..... 4</p> <p style="padding-left: 40px;">CHECKING ELECTROLYTE LEVEL ..... 4</p> <p style="padding-left: 40px;">SPECIFIC GRAVITY CHECK ..... 5</p> <p style="padding-left: 40px;">CHARGING THE BATTERY ..... 6</p> <p style="padding-left: 20px;">Trouble Diagnoses with Battery/Starting/Charging</p> <p style="padding-left: 40px;">System Tester ..... 6</p> <p style="padding-left: 40px;">DIAGNOSTIC RESULT ITEM CHART ..... 8</p> <p><b>STARTING SYSTEM</b> ..... 9</p> <p style="padding-left: 20px;">System Description ..... 9</p> <p style="padding-left: 40px;">M/T MODEL ..... 9</p> <p style="padding-left: 40px;">A/T MODEL ..... 9</p> <p style="padding-left: 20px;">Wiring Diagram — START — ..... 10</p> <p style="padding-left: 40px;">M/T MODEL ..... 10</p> <p style="padding-left: 40px;">A/T MODEL ..... 11</p> <p style="padding-left: 20px;">Trouble Diagnoses with Battery/Starting/Charging</p> <p style="padding-left: 40px;">System Tester ..... 13</p> <p style="padding-left: 40px;">DIAGNOSTIC RESULT ITEM CHART ..... 13</p> <p style="padding-left: 40px;">WORK FLOW ..... 14</p> <p style="padding-left: 40px;">DIAGNOSTIC PROCEDURE 1 ..... 15</p>	<p style="padding-left: 20px;">DIAGNOSTIC PROCEDURE 2 ..... 17</p> <p style="padding-left: 20px;">MINIMUM SPECIFICATION OF CRANKING VOLTAGE REFERENCING COOLANT TEMPERATURE ..... 18</p> <p style="padding-left: 20px;">Construction ..... 18</p> <p style="padding-left: 20px;">Removal and Installation ..... 20</p> <p style="padding-left: 40px;">QG18DE ..... 20</p> <p style="padding-left: 40px;">QR25DE ..... 21</p> <p style="padding-left: 20px;">Pinion/Clutch Check ..... 21</p> <p><b>CHARGING SYSTEM</b> ..... 22</p> <p style="padding-left: 20px;">System Description ..... 22</p> <p style="padding-left: 20px;">Wiring Diagram — CHARGE — ..... 23</p> <p style="padding-left: 20px;">Trouble Diagnoses with Battery/Starting/Charging</p> <p style="padding-left: 40px;">System Tester ..... 24</p> <p style="padding-left: 40px;">DIAGNOSTIC RESULT ITEM CHART ..... 25</p> <p style="padding-left: 40px;">WORK FLOW ..... 26</p> <p style="padding-left: 40px;">DIAGNOSTIC PROCEDURE 1 ..... 27</p> <p style="padding-left: 40px;">DIAGNOSTIC PROCEDURE 2 ..... 28</p> <p style="padding-left: 40px;">DIAGNOSTIC PROCEDURE 3 ..... 29</p> <p style="padding-left: 40px;">MALFUNCTION INDICATOR ..... 30</p> <p style="padding-left: 20px;">Construction ..... 30</p> <p style="padding-left: 20px;">Removal and Installation ..... 31</p> <p style="padding-left: 40px;">QG18DE ..... 31</p> <p style="padding-left: 40px;">QR25DE ..... 32</p> <p><b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> ..... 33</p> <p style="padding-left: 20px;">Battery ..... 33</p> <p style="padding-left: 20px;">Starter ..... 33</p> <p style="padding-left: 20px;">Generator ..... 33</p>	<p>D E F G H I J K L M</p>
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# PRECAUTIONS

## PRECAUTIONS

PF0:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS0037L

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Wiring Diagrams and Trouble Diagnosis

EKS0037M

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#)
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#).
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

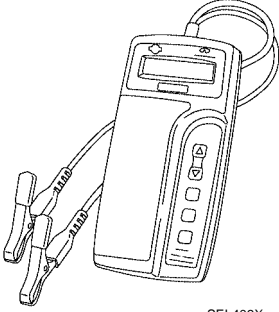
# PREPARATION

## PREPARATION

PF0:00002

### Special Service Tool

EKS0037N

Tool number Tool name	Description
J-44373 Model 620 Battery/Starting/Charging system tester	 <p>SEL403X</p>

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# BATTERY

PFP:AYBGL

EKS00370

## BATTERY

### How to Handle Battery

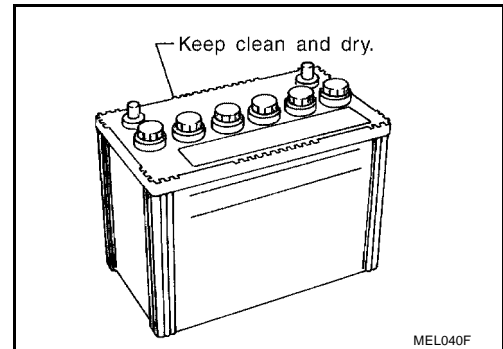
#### CAUTION:

- If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- After connecting battery cables, ensure that they are tightly clamped to battery terminals for good contact.
- Never add distilled water through the hole used to check specific gravity.

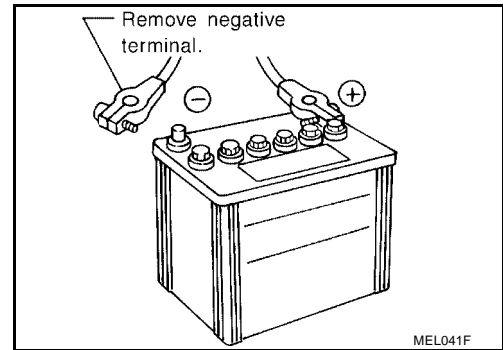
#### METHODS OF PREVENTING OVER-DISCHARGE

The following precautions must be taken to prevent over-discharging a battery.

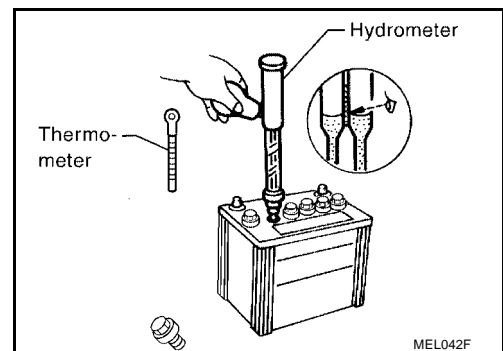
- The battery surface (particularly its top) should always be kept clean and dry.
- The terminal connections should be clean and tight.
- At every routine maintenance, check the electrolyte level. This also applies to batteries designated as "low maintenance" and "maintenance-free".



- When the vehicle is not going to be used over a long period of time, disconnect the negative battery terminal.



- Check the charge condition of the battery. Periodically check the specific gravity of the electrolyte. Keep a close check on charge condition to prevent over-discharge.



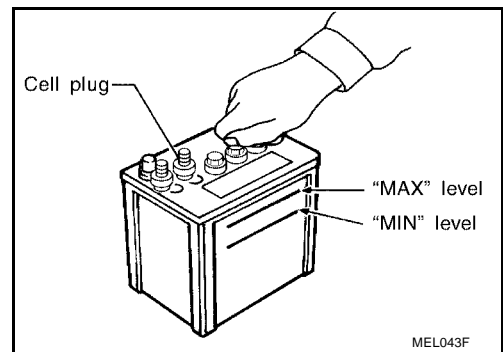
#### CHECKING ELECTROLYTE LEVEL

#### WARNING:

Do not allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. After touching a battery, do not touch or rub your eyes until you have thoroughly washed your hands. If acid contacts eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention.

# BATTERY

- Remove the cell plug using a suitable tool.
- Add distilled water up to the MAX level.

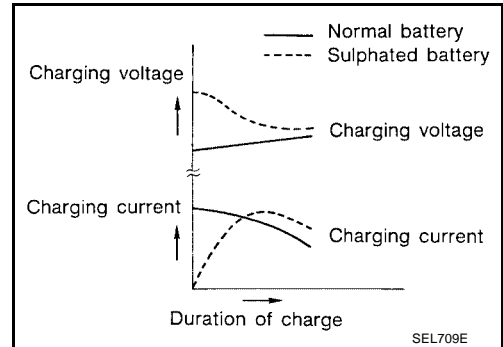


## Sulphation

A battery will be completely discharged if it is left unattended for a long time and the specific gravity will become less than 1.100. This may result in sulphation on the cell plates.

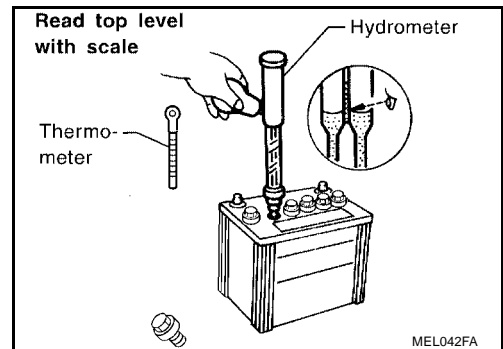
To determine if a battery has been “sulphated”, note its voltage and current when charging it. As shown in the figure, less current and higher voltage are observed in the initial stage of charging sulphated batteries.

A sulphated battery may sometimes be brought back into service by means of a long, slow charge, 12 hours or more, followed by a battery capacity test.



## SPECIFIC GRAVITY CHECK

1. Read hydrometer and thermometer indications at eye level.
2. Use the following chart to correct your hydrometer reading according to electrolyte temperature.



## Hydrometer Temperature Correction

Battery electrolyte temperature °C (°F)	Add to specific gravity reading
71 (160)	0.032
66 (150)	0.028
60 (140)	0.024
54 (130)	0.020
49 (120)	0.016
43 (110)	0.012
38 (100)	0.008
32 (90)	0.004
27 (80)	0
21 (70)	-0.004
16 (60)	-0.008
10 (50)	-0.012
4 (40)	-0.016
-1 (30)	-0.020
-7 (20)	-0.024

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# BATTERY

Battery electrolyte temperature °C (°F)	Add to specific gravity reading
-12 (10)	-0.028
-18 (0)	-0.032

Corrected specific gravity	Approximate charge condition
1.260 - 1.280	Fully charged
1.230 - 1.250	3/4 charged
1.200 - 1.220	1/2 charged
1.170 - 1.190	1/4 charged
1.140 - 1.160	Almost discharged
1.110 - 1.130	Completely discharged

## CHARGING THE BATTERY

### CAUTION:

- Do not “quick charge” a fully discharged battery.
- Keep the battery away from open flame while it is being charged.
- When connecting the charger, connect the leads first, then turn on the charger. Do not turn on the charger first, as this may cause a spark.
- If battery electrolyte temperature rises above 60°C (140°F), stop charging. Always charge battery at a temperature below 60°C (140°F).

## Charging Rates

Amps	Time
50	1 hour
25	2 hours
10	5 hours
5	10 hours

**Do not charge at more than 50 ampere rate.**

### NOTE:

The ammeter reading on your battery charger will automatically decrease as the battery charges. This indicates that the voltage of the battery is increasing normally as the state of charge improves. The charging amps indicated above refer to initial charge rate.

- If, after charging, the specific gravity of any two cells varies more than .050, the battery should be replaced.

## Trouble Diagnoses with Battery/Starting/Charging System Tester

EKS0037P

### CAUTION:

**When working with batteries, always wear appropriate eye protection.**

### NOTE:

- To ensure a complete and thorough diagnosis, the battery, starter and generator test segments must be done as a set from start to finish.
- If battery surface charge is detected while testing, the tester will prompt you to turn on the headlights to remove the surface charge.
- If necessary, the tester will prompt you to determine if the battery temperature is above or below 0°C (32°F). Choose the appropriate selection by pressing the up or down arrow button, then press “ENTER” to make the selection.



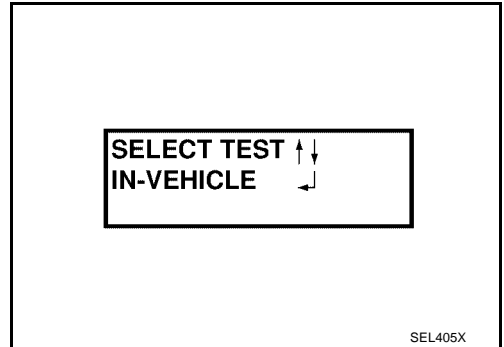
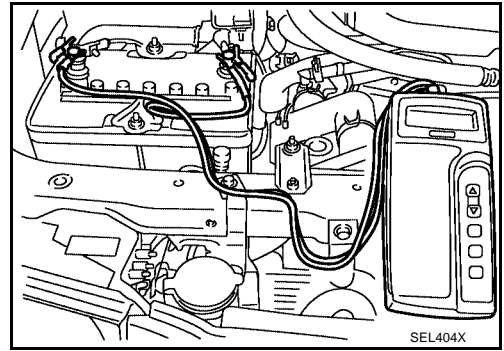
# BATTERY

1. Turn off all loads on the vehicle electrical system. Clean or repair as necessary.
2. Visually inspect the battery, battery terminals and cable ends with ignition switch in "OFF" position.

**NOTE:**

The contact surface between the battery terminals, cable ends and tester leads must be clean for a valid test. A poor connection will prevent testing and a "CHECK CONNECTION" message will appear during the test procedures. If this occurs, clean the battery post and terminals, reconnect them and restart the test.

3. Connect the red tester lead clamp to the positive battery terminal, and the black to the negative terminal.
4. The tester will turn on automatically. Using the arrow keys, select "IN-VEHICLE" on the tester and then press the "ENTER" key.



5. Locate the battery type and rating stamped or written on the top case of the battery to be tested.

**NOTE:**

The battery type and rating will have either of the following.

**CCA:** Cold Cranking Amps (490 CCA, 550 CCA, etc.)

**JIS:** Japanese Industrial Standard.

Battery is stamped with a number such as:

80D26L: 80 (rank of output), D (physical size-depth), 26 (width in cm). The last character L (post configuration) is not input into the tester.

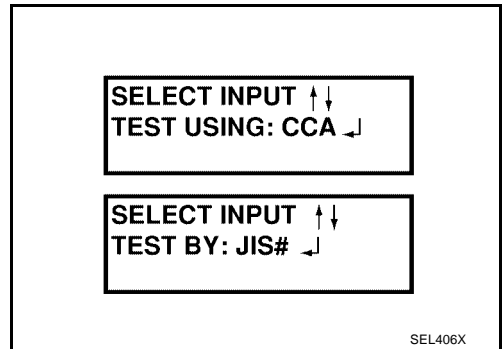
The tester requires the rating for the battery be entered exactly as it is written or stamped on the battery. Do not attempt a CCA conversion for JIS stamped batteries. JIS must be input directly.

6. Using the arrow and "ENTER" keys alternately, select the battery type and rating.

**NOTE:**

The tester lists five choices; CCA, JIS, IEC, DIN, and EN. Only use CCA or JIS.

7. Press "ENTER" to begin the test. Diagnosis results are displayed on the tester. Refer to [SC-8. "DIAGNOSTIC RESULT ITEM CHART"](#).



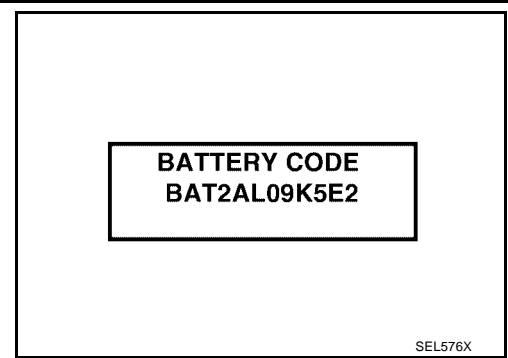
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# BATTERY

8. Press "ENTER", then test output code is displayed. Record the test output code on the repair order.
9. Toggle back to the "DIAGNOSTIC SCREEN" for test results.

**NOTE:**

- If necessary, the tester will ask the user to determine if the battery has just been charged. Choose the appropriate selection by pressing the up or down arrow button and then press the "ENTER" button to make the selection.
- When testing a battery installed in a vehicle that has recently been driven, select "BEFORE CHARGE".
- If the battery has just been slow charged due to a "CHARGE & RETEST" decision by the tester, and the tester asks the user "BEFORE CHARGE/AFTER CHARGE", select "AFTER CHARGE".



## DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
GOOD BATTERY	Battery is OK. Refer to <a href="#">SC-6. "Trouble Diagnoses with Battery/Starting/Charging System Tester"</a> .
REPLACE BATTERY	Replace battery. Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again with Battery/Starting/Charging system tester. If second test result is "Replace Battery", then do so. Perform battery test again to confirm repair.
BAD CELL-REPLACE	Replace the battery. Perform battery test again with Battery/Starting/Charging system tester to confirm repair.
GOOD-RECHARGE	Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.) Perform battery test again with Battery/Starting/Charging system tester.
CHARGE & RETEST	Perform the slow battery charging. (Initial rate of charge is 10A for 12 hours.) Perform battery test again with Battery/Starting/Charging system tester to confirm repair. <b>NOTE:</b> If the tester asks the user "BEFORE CHARGE/AFTER CHARGE", select "AFTER CHARGE".

# STARTING SYSTEM

PF2:23300

## STARTING SYSTEM

### System Description M/T MODEL

EKS0037Q

Power is supplied at all times:

- through 40A fusible link (letter **c** , located in the fuse and fusible link box)
- to ignition switch terminal B.

With the ignition switch in the START position, power is supplied:

- from ignition switch terminal St
- to clutch interlock relay terminal 5.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 20, located in the fuse block (J/B)]
- to clutch interlock relay terminal 1.

When the clutch pedal is depressed, ground is supplied to clutch interlock relay terminal 2 through the clutch interlock switch and body grounds E7 and E37.

The clutch interlock relay is energized and power is supplied:

- from terminal 3 of the clutch interlock relay
- to terminal S of the starter motor windings.

The starter motor plunger closes and provides a closed circuit between the battery and the starter motor. The starter motor is grounded to the cylinder block. With power and ground supplied, the starter motor operates.

### A/T MODEL

Power is supplied at all times:

- through 40A fusible link (letter **c** , located in the fuse and fusible link box)
- to ignition switch terminal B.

With the ignition switch in the START position, power is supplied:

- from ignition switch terminal St
- to park/neutral position relay terminal 5

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 20, located in the fuse block (J/B)]
- to park/neutral position relay terminal 1.

With the selector lever in the P or N position, ground is supplied:

- to park/neutral position relay terminal 2
- through park/neutral position switch.

The park/neutral position relay is energized and power is supplied:

- from ignition switch terminal St
- through park/neutral position relay terminals 5 and 3
- to terminal S of the starter motor windings.

The starter motor plunger closes and provides a closed circuit between the battery and the starter motor. The starter motor is grounded to the cylinder block. With power and ground supplied, the starter motor operates.

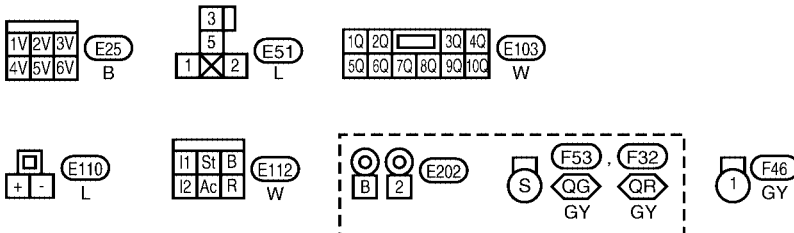
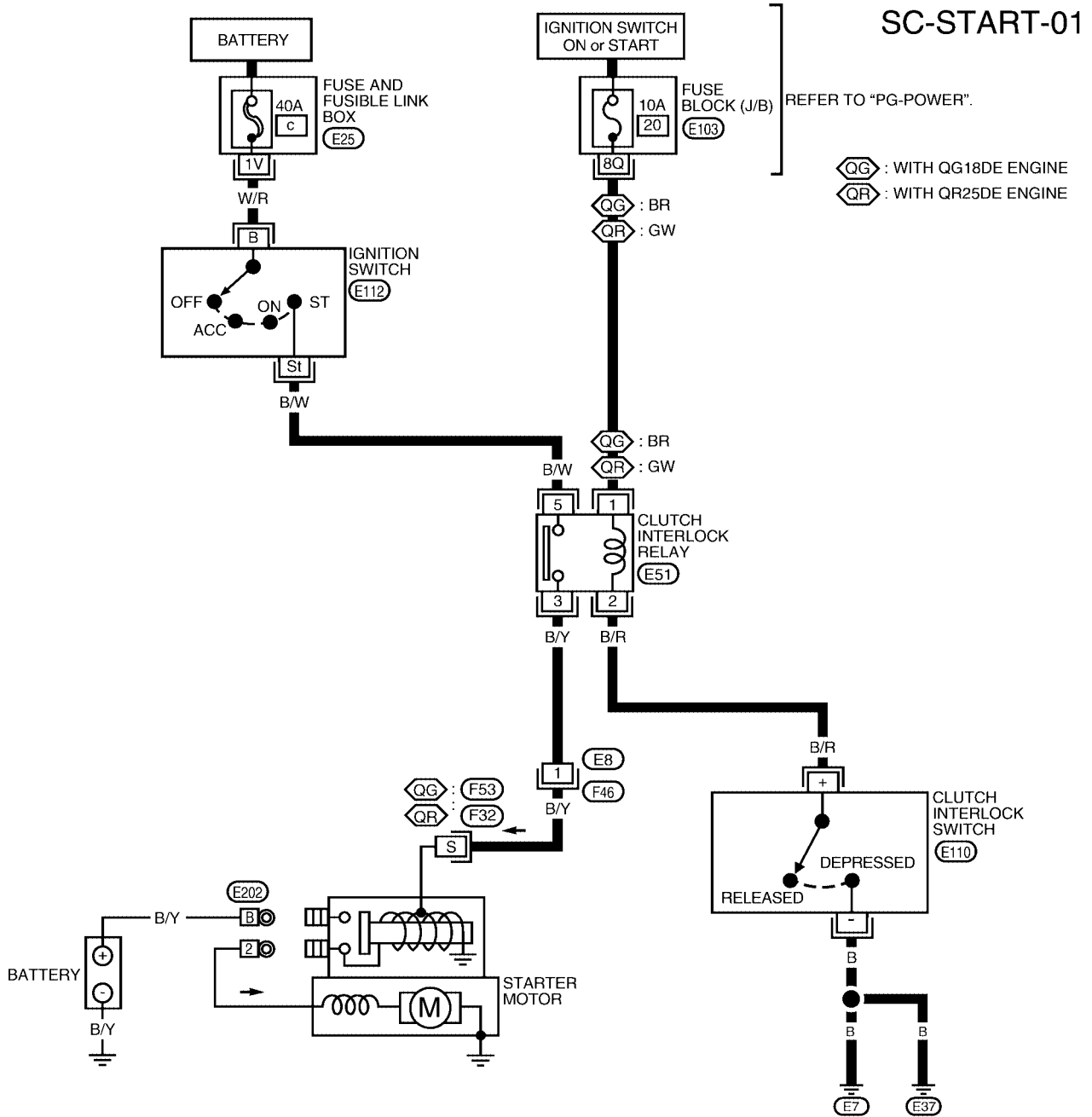
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# STARTING SYSTEM

## Wiring Diagram — START — M/T MODEL

EKS0037R

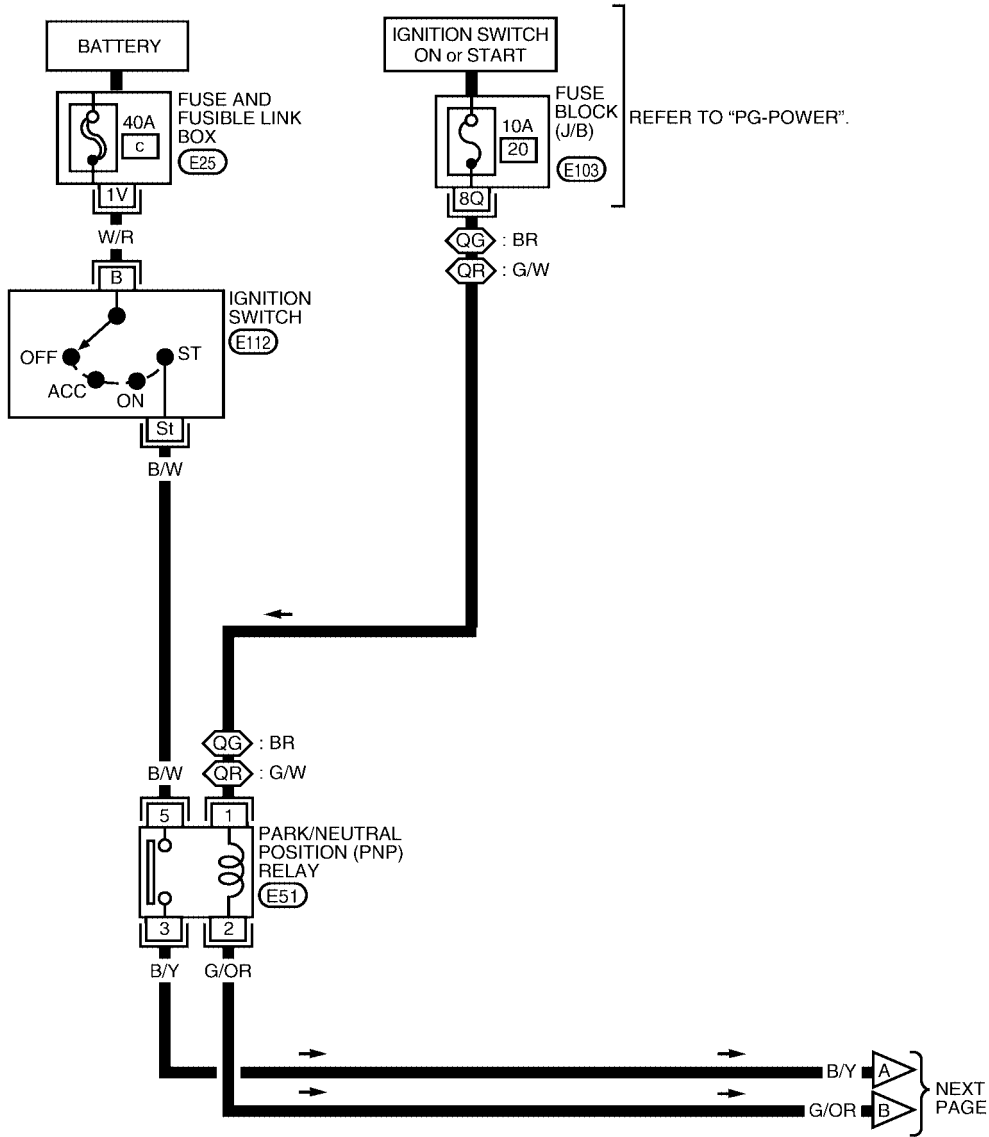


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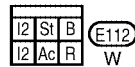
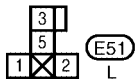
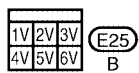
# STARTING SYSTEM

A/T MODEL

SC-START-02

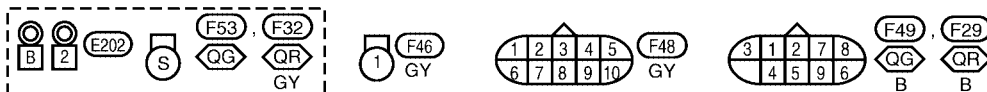
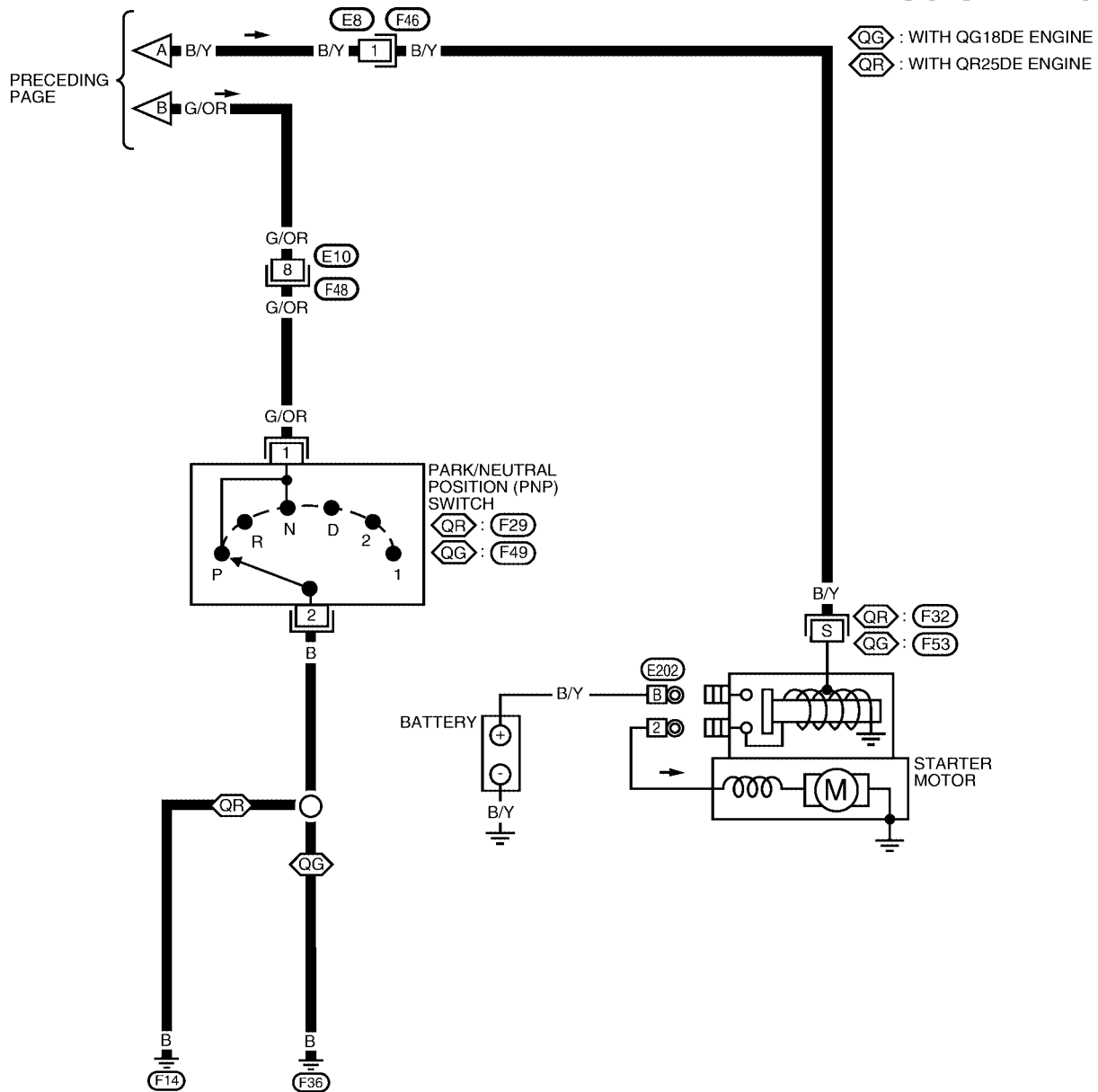


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# STARTING SYSTEM

SC-START-03



WKWA0161E

# STARTING SYSTEM

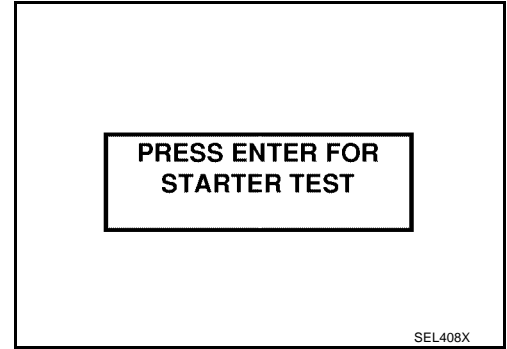
EKS0037S

## Trouble Diagnoses with Battery/Starting/Charging System Tester

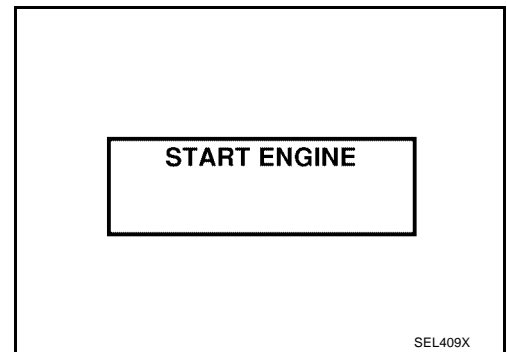
### NOTE:

To ensure a complete and thorough diagnosis, the battery, starter and generator test segments must be done as a set from start to finish.

1. Turn off all loads on the vehicle electrical system.
2. Perform battery test with Battery/Starting/Charging system tester. Refer to [SC-13, "Trouble Diagnoses with Battery/Starting/Charging System Tester"](#).
3. Press "ENTER" to begin the starting system test.



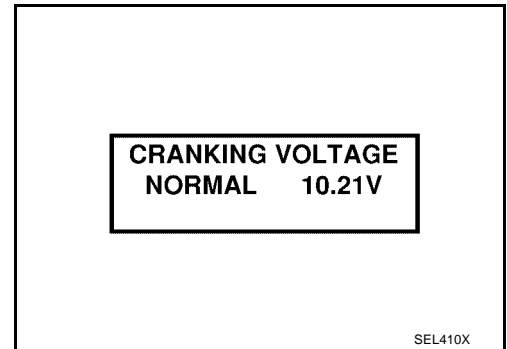
4. Start the engine.



5. Diagnosis result is displayed on the tester. Refer to [SC-13, "DIAGNOSTIC RESULT ITEM CHART"](#).

### NOTE:

- If the starter performs normally but the engine does not start, perform engine diagnosis.
- For intermittent "NO CRANK" or "NO STARTER OPERATION" incidents, refer to [SC-17, "DIAGNOSTIC PROCEDURE 2"](#).

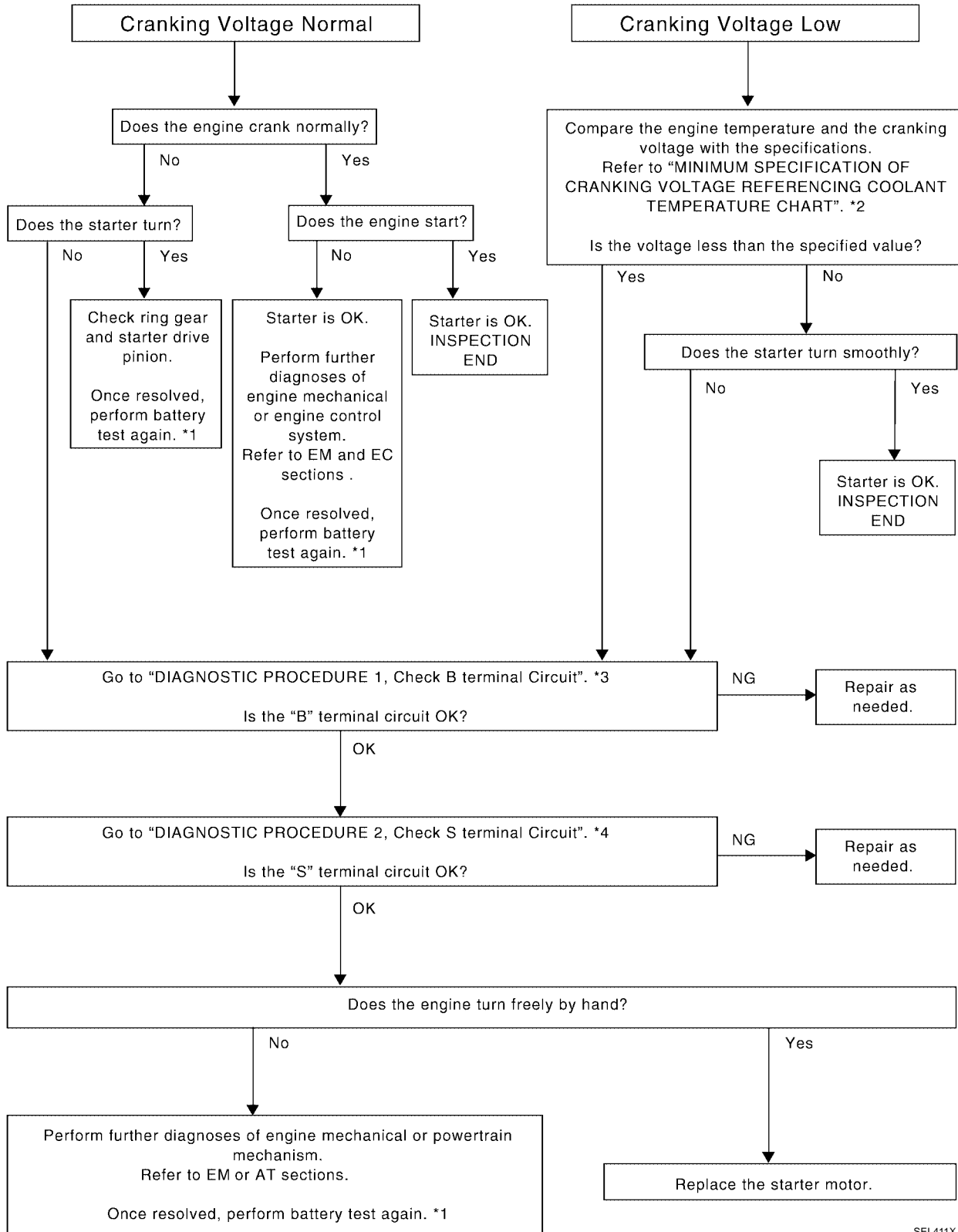


### DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
CRANKING VOLTAGE NORMAL	Go to "WORK FLOW", <a href="#">SC-14, "WORK FLOW"</a> .
CRANKING VOLTAGE LOW	Go to "WORK FLOW", <a href="#">SC-14, "WORK FLOW"</a> .
CHARGE BATTERY	Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.) Perform battery test again with Battery/Starting/Charging system tester. Refer to <a href="#">SC-13, "Trouble Diagnoses with Battery/Starting/Charging System Tester"</a> .
REPLACE BATTERY	Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again with Battery/Starting/Charging system tester. Refer to <a href="#">SC-13, "Trouble Diagnoses with Battery/Starting/Charging System Tester"</a> . If second test result is "REPLACE BATTERY", then do so. Perform battery test again to confirm repair.

# STARTING SYSTEM

## WORK FLOW



SEL411X

\*1 [SC-6](#)

\*2 [SC-18](#)

\*3 [SC-15](#)

\*4 [SC-17](#)



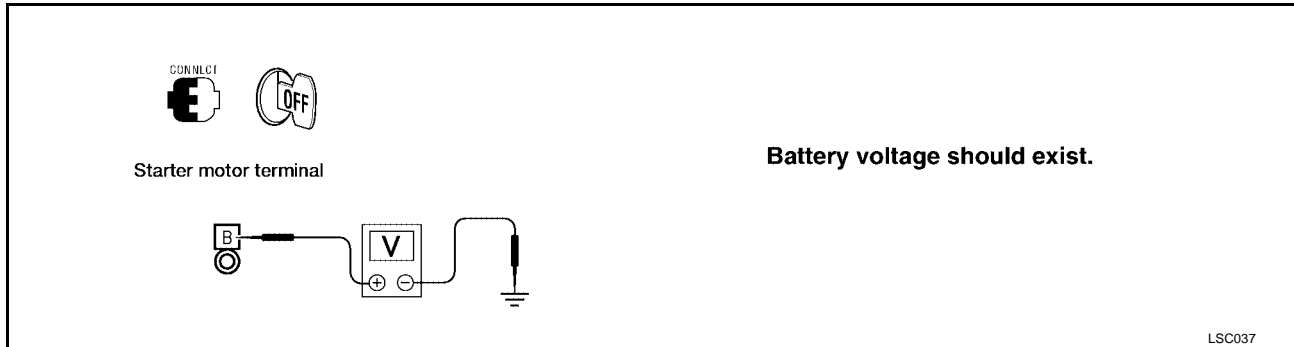
# STARTING SYSTEM

## DIAGNOSTIC PROCEDURE 1

### Check "B" Terminal Circuit

#### 1. CHECK POWER SUPPLY FOR STARTER MOTOR "B" TERMINAL

1. Remove the fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.
3. Turn the ignition switch OFF.
4. Check that the starter motor connector E202 terminal B (B/Y) connection is clean and tight.
5. Check voltage between starter motor connector E202 terminal B (B/Y) and ground using a digital circuit tester.



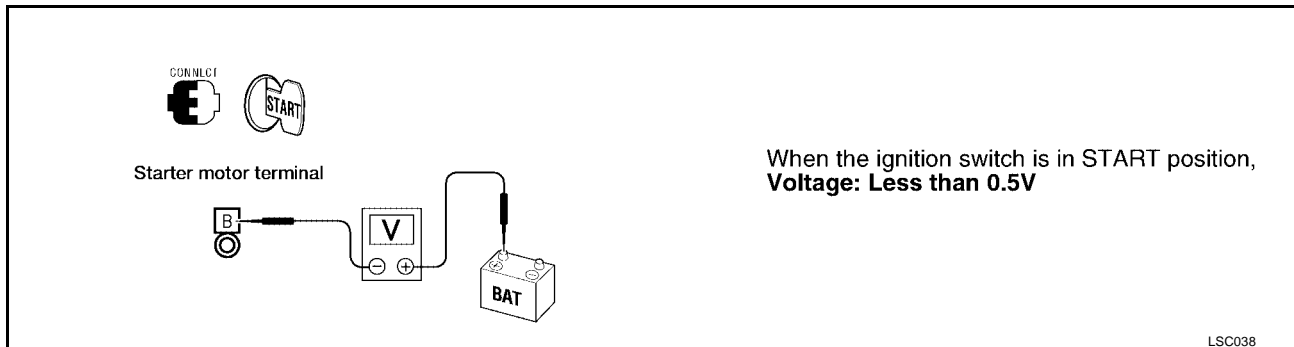
OK or NG

OK >> GO TO 2.

NG >> Check harness between the battery and the starter motor for open circuit.

#### 2. CHECK BATTERY CABLE CONNECTION QUALITY (VOLTAGE DROP TEST)

1. Check voltage between starter motor connector E202 terminal B (B/Y) and battery positive terminal using a digital circuit tester.



OK or NG

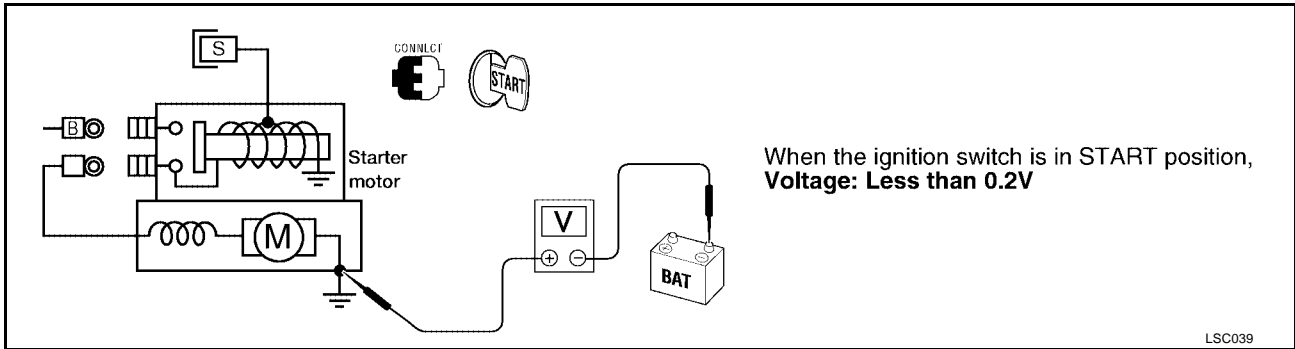
OK >> GO TO 3.

NG >> Check harness between the battery and the starter motor for poor continuity.

# STARTING SYSTEM

## 3. CHECK STARTER MOTOR GROUND CIRCUIT (VOLTAGE DROP TEST)

1. Check voltage between starter motor case and battery negative terminal using a digital circuit tester.



OK or NG

- OK >> Starter motor "B" terminal circuit is OK. Further inspection is necessary. Refer to [SC-14, "WORK FLOW"](#).
- NG >> Check the starter motor case and ground for poor continuity.

# STARTING SYSTEM

## DIAGNOSTIC PROCEDURE 2

### Check "S" Terminal Circuit

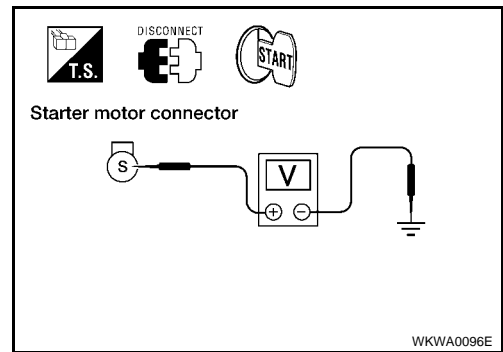
#### 1. CHECK POWER SUPPLY FOR STARTER MOTOR "S" TERMINAL

1. Remove the fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.
3. Turn the ignition switch OFF.
4. Disconnect starter motor connector F53 (QG18DE), F32 (QR25DE) terminal S (B/Y) connector.
5. Check voltage between starter motor connector F53 (QG18DE), F32 (QR25DE) terminal S (B/Y) and ground using a digital circuit tester.

**With the ignition switch ON : Battery voltage should exist**

#### OK or NG

- OK >> GO TO 2.  
NG >> Check the following.
- 40A fusible link (letter **c** , located in fuse and fusible link box)
  - Clutch interlock relay
  - Park/neutral position relay
  - Harness for open or short



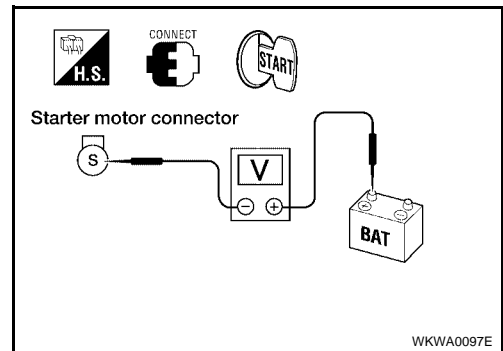
#### 2. CHECK "S" TERMINAL CONNECTION QUALITY (VOLTAGE DROP TEST)

1. Connect starter motor connector F53 (QG18DE), F32 (QR25DE) terminal S (B/Y) connector.
2. Check voltage between starter motor connector F53 (QG18DE), F32 (QR25DE) terminal S (B/Y) and battery positive terminal using a digital tester.

**With the ignition switch in START : Voltage less than 1V**

#### OK or NG

- OK >> Starter motor "S" terminal circuit is OK. Further inspection is necessary. Refer to [SC-14, "WORK FLOW"](#) .  
NG >> Check harness between the battery and the starter motor "S" terminal for poor continuity.



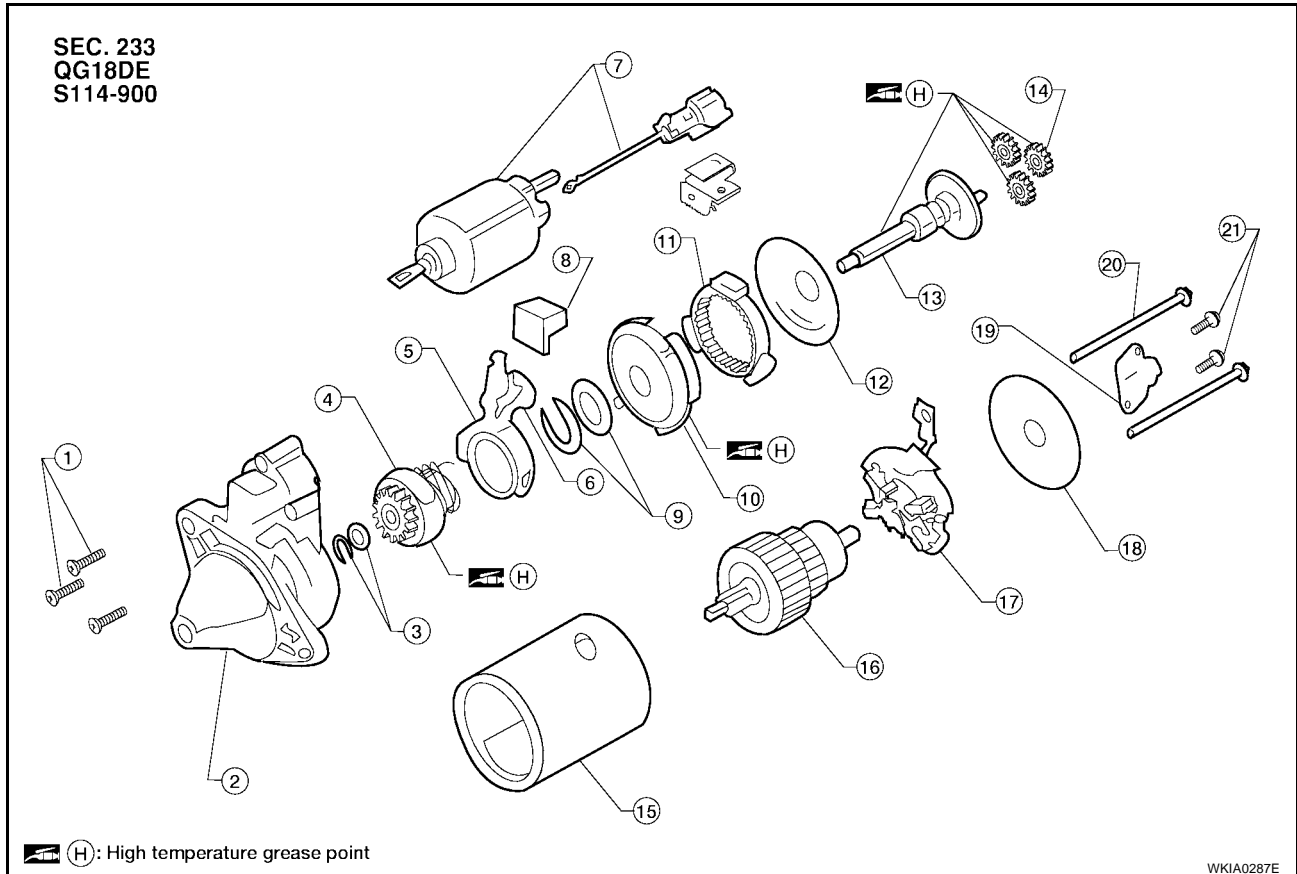
# STARTING SYSTEM

## MINIMUM SPECIFICATION OF CRANKING VOLTAGE REFERENCING COOLANT TEMPERATURE

Engine coolant temperature	Voltage V	
	QG18DE	QR25DE
-30°C to -20°C (-22°F to -4°F)	7.4	8.7
-19°C to -10°C (-2°F to 14°F)	8.2	9.2
-9°C to 0°C (16°F to 32°F)	9.3	9.6
More than 1°C (More than 34°F)	9.5	10.0

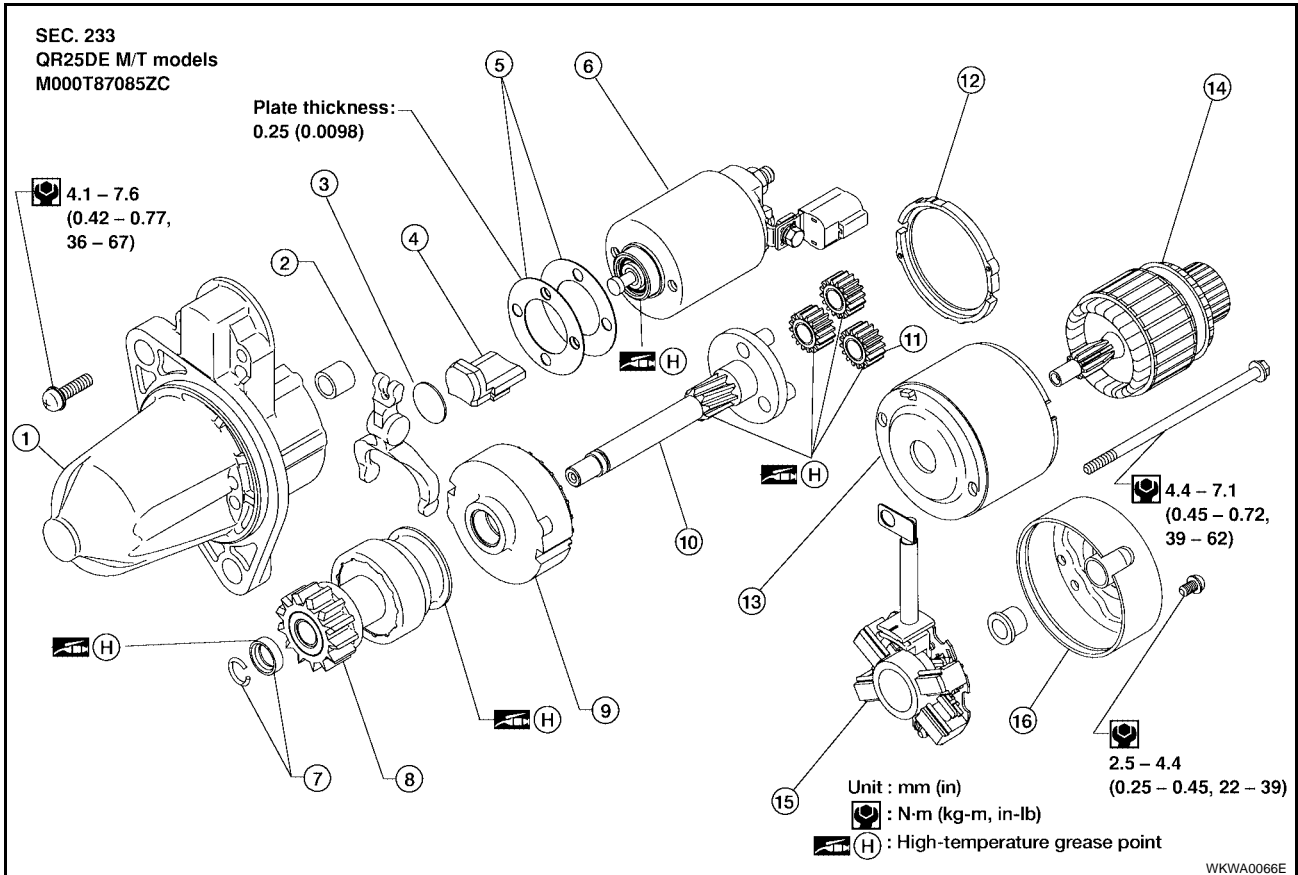
### Construction

EKS0037T



- |                             |                           |                           |
|-----------------------------|---------------------------|---------------------------|
| 1. Solenoid through bolts   | 2. Drive end shield       | 3. Retainers              |
| 4. Pinion assembly          | 5. Fork lever             | 6. Bearing pedestal       |
| 7. Solenoid switch assembly | 8. Seal                   | 9. Locking washers        |
| 10. Intermediate bearing    | 11. Internal gear         | 12. Cover disc            |
| 13. Drive shaft             | 14. Planetary gears       | 15. Yoke assembly         |
| 16. Armature assembly       | 17. Brush holder          | 18. Commutator end shield |
| 19. Closure cap             | 20. Starter through bolts | 21. Closure cap screws    |

# STARTING SYSTEM

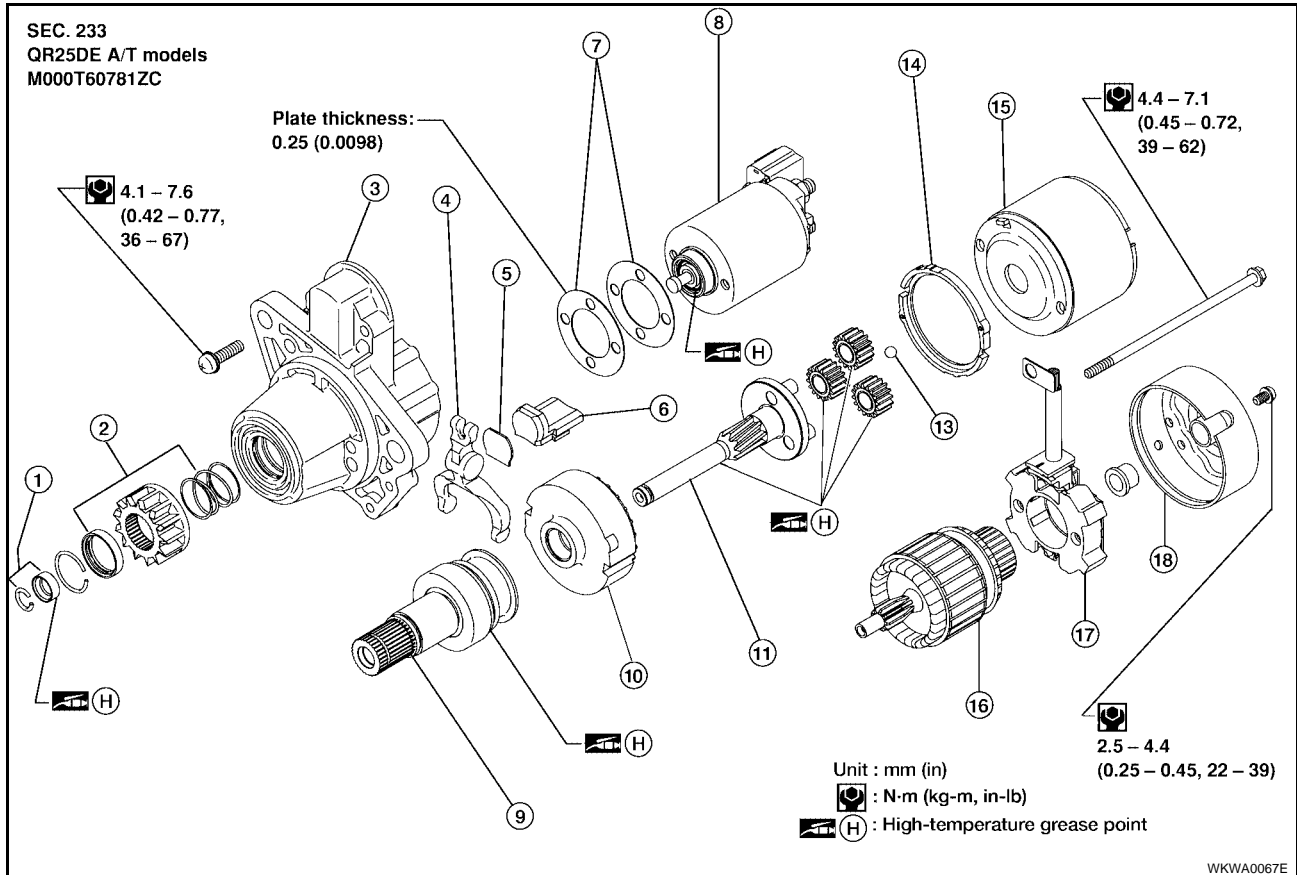


- |                       |                    |                             |
|-----------------------|--------------------|-----------------------------|
| 1. Gear case          | 2. Shift lever     | 3. Plate                    |
| 4. Packing            | 5. Adjusting plate | 6. Magnetic switch assembly |
| 7. Pinion stopper set | 8. Pinion assembly | 9. Internal gear            |
| 10. Pinion shaft      | 11. Planetary gear | 12. Packing                 |
| 13. Yoke              | 14. Armature       | 15. Brush holder assembly   |
| 16. Rear cover        |                    |                             |

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SC

# STARTING SYSTEM



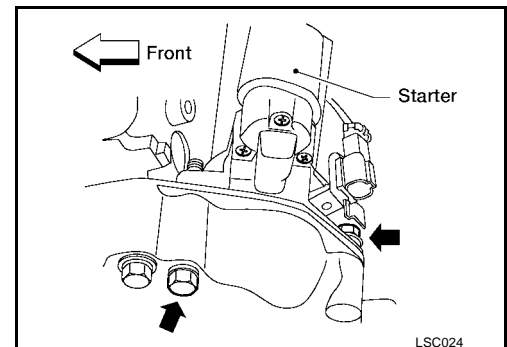
- |                       |                             |                     |
|-----------------------|-----------------------------|---------------------|
| 1. Pinion stopper set | 2. Pinion assembly          | 3. Front bracket    |
| 4. Shift lever        | 5. Plate                    | 6. Packing          |
| 7. Adjusting plate    | 8. Magnetic switch assembly | 9. Clutch gear      |
| 10. Internal gear     | 11. Gear shaft              | 12. Planetary gears |
| 13. Ball              | 14. Center bracket          | 15. Yoke assembly   |
| 16. Armature          | 17. Brush assembly          | 18. Rear bracket    |

## Removal and Installation QG18DE

EKS0037U

### Removal

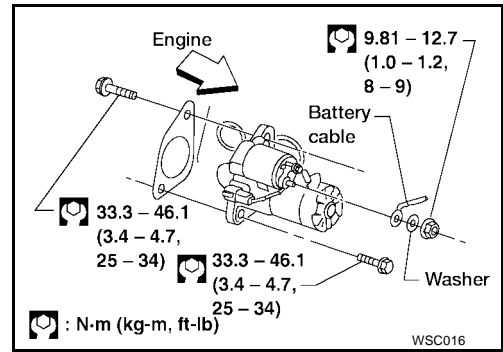
1. Disconnect the negative battery terminal.
2. Remove the upper starter mounting bolt.
3. Remove the harness protector from the starter engine room harness.
4. Disconnect the starter harness connectors.
5. Remove the lower starter mounting bolt.
6. Remove the starter.



# STARTING SYSTEM

## Installation

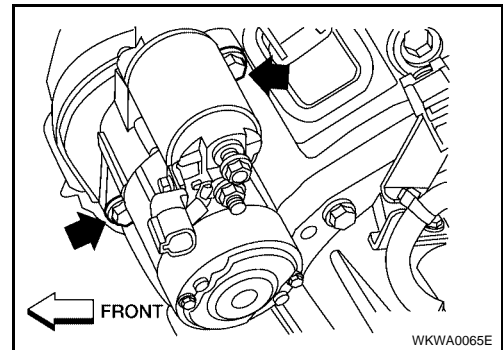
To install, reverse the removal procedure.



## QR25DE

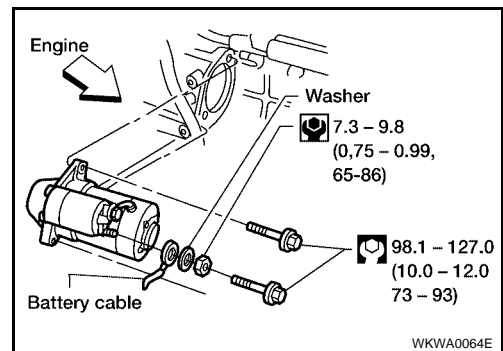
### Removal

1. Disconnect the negative and positive battery cables.
2. Remove the engine undercover (M/T) or the air duct, fresh air intake hose, and air cleaner lid (A/T).
3. Disconnect the starter harness connectors.
4. Remove the two starter mounting bolts.
5. Remove the starter.



### Installation

To install, reverse the removal procedure.



## Pinion/Clutch Check

1. Inspect pinion assembly teeth.
  - Replace pinion assembly if teeth are worn or damaged. (Also check condition of ring gear teeth.)
2. Inspect planetary gears/planetary gear teeth.
  - Replace planetary gears if teeth are worn or damaged. (Also check condition of pinion shaft/drive shaft gear teeth.)
3. Check to see if pinion assembly locks in one direction and rotates smoothly in the opposite direction.
  - If it locks or rotates in both directions, or unusual resistance is evident, replace.

EKS0037V

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## CHARGING SYSTEM

PFP:23100

### System Description

EKS0037W

#### NOTE:

For vehicles with QR25DE engine, a low tone whistling noise coming from the generator for less than 10 seconds after engine shut down is normal. This is caused by the rotor "slow-down" function. Do not replace the generator exclusively for this symptom.

The generator provides DC voltage to operate the vehicle's electrical system and to keep the battery charged. The voltage output is controlled by the IC regulator.

Power is supplied at all times to generator terminal B through:

- 100A (QG18DE) or 120A (QR25DE) fusible link (letter **a**, located in the fuse and fusible link box).

Power is supplied at all times to generator terminal S through:

- 10A fuse (No. 33, located in the fuse and fusible link box).

Terminal B supplies power to charge the battery and operate the vehicle's electrical system. Output voltage is controlled by the IC regulator at terminal S detecting the input voltage. The charging circuit is protected by the 100A (QG18DE) or 120A (QR25DE) fusible link.

The generator is grounded to the engine block.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 30, located in the fuse block (J/B)]
- to combination meter terminal 26 (without tachometer) or 41 (with tachometer) for the charge warning lamp.

Ground is supplied to terminal 13 (without tachometer) or 19 (with tachometer) of the combination meter through terminal L of the generator. With power and ground supplied, the charge warning lamp will illuminate. When the generator is providing sufficient voltage with the engine running, the ground is opened and the charge warning lamp will go off.

If the charge warning lamp illuminates with the engine running, a fault is indicated.

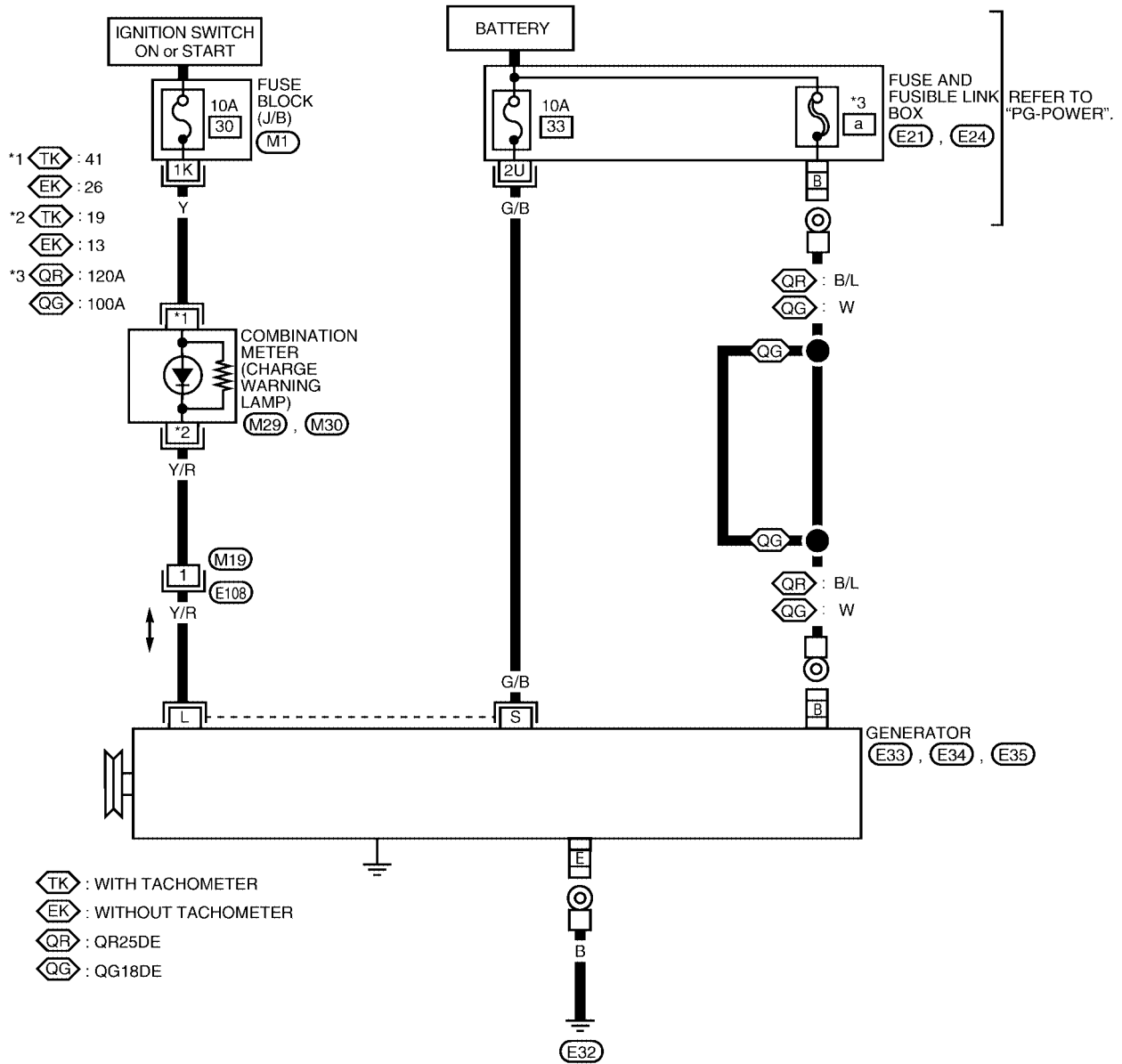


# CHARGING SYSTEM

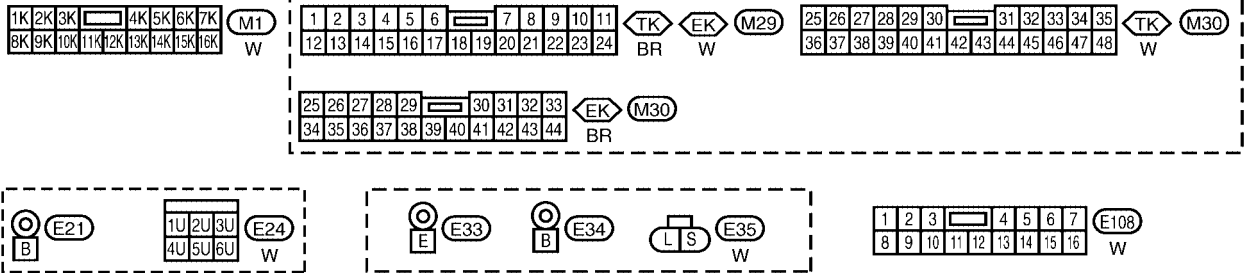
## Wiring Diagram — CHARGE —

EKS0037X

### SC-CHARGE-01



- TK : WITH TACHOMETER
- EK : WITHOUT TACHOMETER
- QR : QR25DE
- QG : QG18DE



WKWA0004E

# CHARGING SYSTEM

EKS0037Y

## Trouble Diagnoses with Battery/Starting/Charging System Tester

### NOTE:

To ensure a complete and thorough diagnosis, the battery, starter and generator test segments must be done as a set from start to finish.

1. Turn off all loads on the vehicle electrical system.
2. Perform battery and starting system test with Battery/Starting/Charging system tester.
3. Press "ENTER" to begin the charging system test.
4. Start engine.



PRESS ENTER FOR  
CHARGING TEST

SEL417X

5. Press "ENTER" until "LOADS OFF REV ENGINE 5 SEC" is displayed.
6. Raise and hold the engine speed at 1,500 to 2,000 rpm for about 5 seconds, then return the engine to idle. Once the increase in engine rpm is detected, press "ENTER" to continue.

### NOTE:

- If after 30 seconds an increase in engine idle speed is not detected, "RPM NOT DETECTED" will display.
- Some engines may have a higher idle initially after starting, particularly when the engine is cold. The tester may detect this without any other action being taken. If this occurs, continue on with the testing process. The final results will not be affected.



LOADS OFF  
REV ENGINE 5 SEC

SEL418X

7. The tester now checks the engine at idle and performs the DIODE/RIPPLE check.
8. When complete, the tester will prompt you to turn on the following electrical loads.
  - Heater fan set to highest speed. Do not run the A/C or windshield defroster.
  - Headlamp high beam
  - Rear window defogger

### NOTE:

Do not run the windshield wipers or any other cyclical loads.



\*\*\* TESTING \*\*\*  
ENGINE AT IDLE



\*\*\* TESTING \*\*\*  
DIODE/RIPPLE

SEL419X

9. Press "ENTER" to continue.



TURN LOADS ON  
ENTER TO CONT...

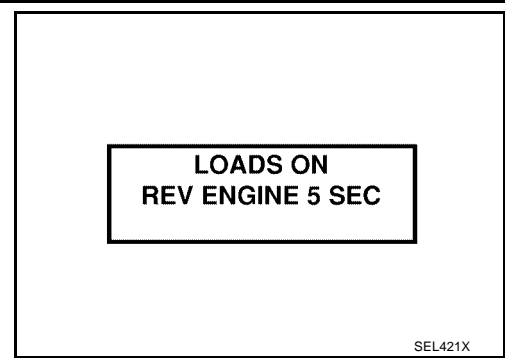
SEL420X

# CHARGING SYSTEM

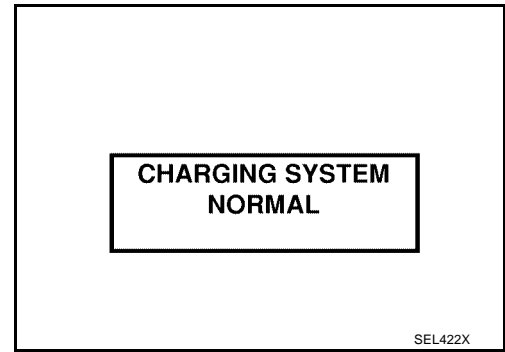
10. Raise and hold the engine speed at 1,500 to 2,000 rpm for about 5 seconds, then return the engine to idle. Once the increase in engine rpm is detected, press "ENTER" to continue.

**NOTE:**

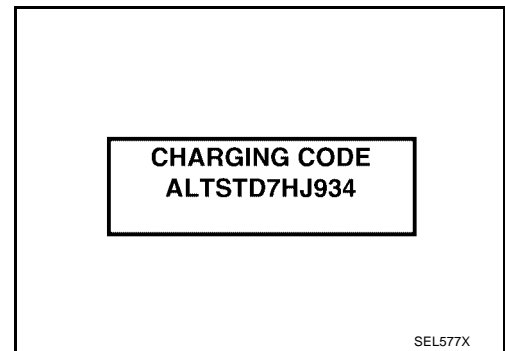
If after 30 seconds an increase in engine idle speed is not detected, "RPM NOT DETECTED" will be displayed. Press "ENTER" to restart the test.



11. Diagnostic result is displayed on the tester. Refer to [SC-25, "DIAGNOSTIC RESULT ITEM CHART"](#).



12. Press "ENTER" then test output code is displayed. Record the test output code on the repair order.  
 13. Toggle back to the "DIAGNOSTIC SCREEN" for test results.

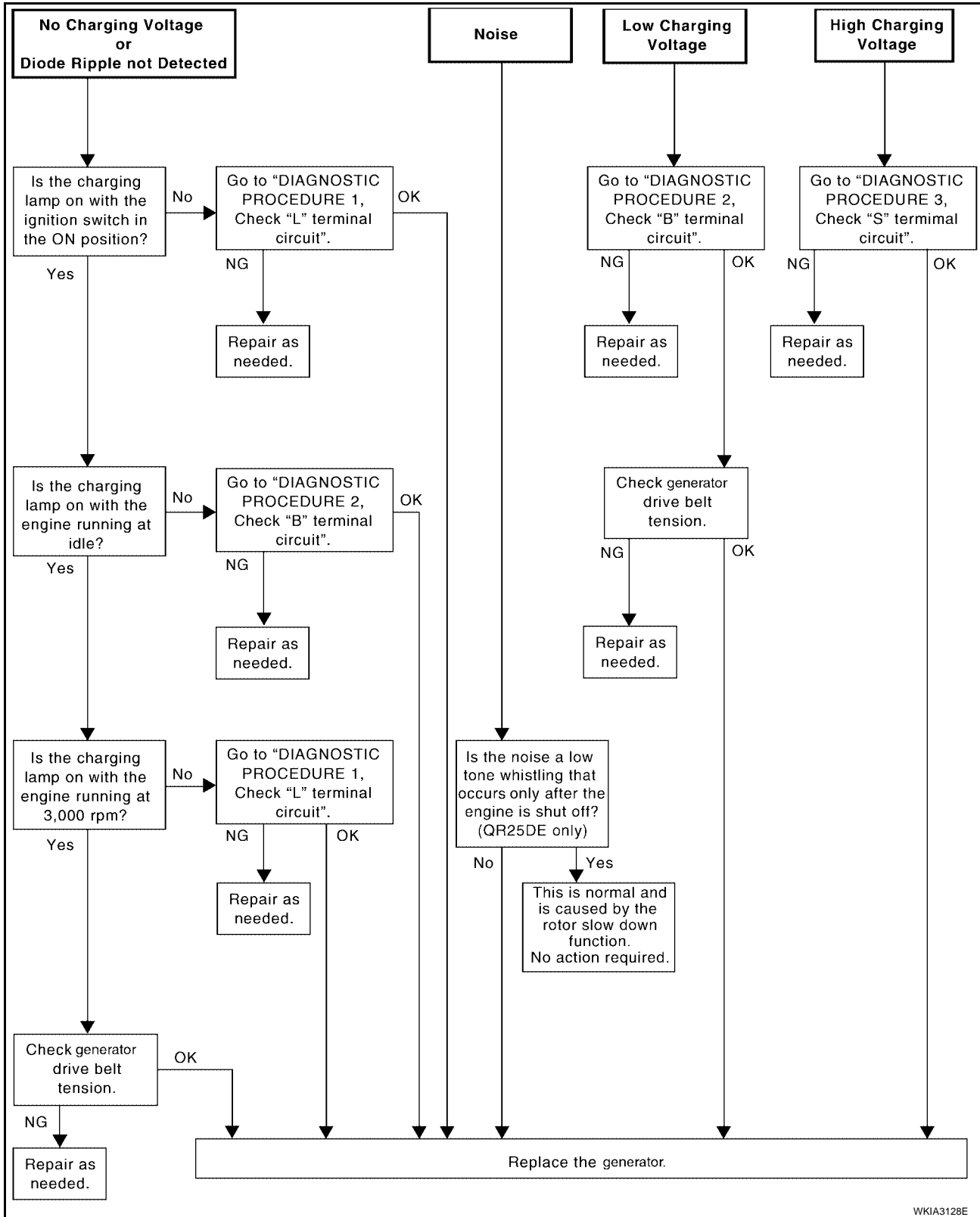


## DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
CHARGING SYSTEM NORMAL	Charging system is normal and will also show DIODE RIPPLE test result.
NO CHARGING VOLTAGE	Go to <a href="#">SC-26, "WORK FLOW"</a> .
LOW CHARGING VOLTAGE	Go to <a href="#">SC-26, "WORK FLOW"</a> .
HIGH CHARGING VOLTAGE	Go to <a href="#">SC-26, "WORK FLOW"</a> .
DIODE RIPPLE NORMAL	Diode ripple is OK and will also show CHARGING VOLTAGE test result.
EXCESS RIPPLE DETECTED	Replace the generator. Perform "DIODE RIPPLE" test again using Battery/Starting/Charging system tester to confirm repair.
DIODE RIPPLE NOT DETECTED	Go to <a href="#">SC-26, "WORK FLOW"</a> .

# CHARGING SYSTEM

## WORK FLOW



WKIA3128E

# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 1

### Check "L" Terminal Circuit

#### 1. CHECK "L" TERMINAL CONNECTION

Check to see if "L" terminal is clean and tight.

OK or NG

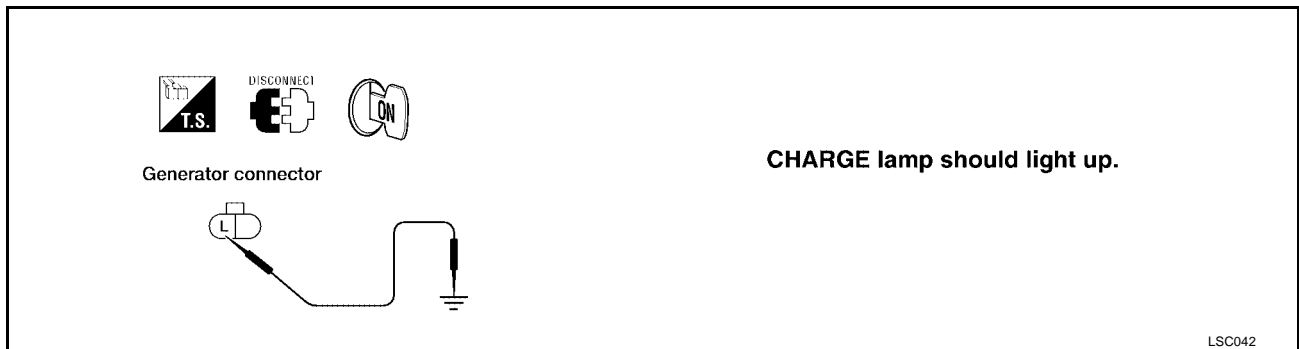
OK >> GO TO 2.

NG >> Repair "L" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK "L" TERMINAL CIRCUIT

1. Disconnect E35 connector from generator.

2. Apply ground to connector E35 terminal L (Y/R) with the ignition switch in the ON position.



OK or NG

OK >> Replace the generator. Confirm repair by performing complete Battery/Starting/Charging system test.

NG >> Check the following.

- 10A fuse [No. 30, located in fuse block (J/B)]
- CHARGE lamp
- Harness for open or short between combination meter and fuse
- Harness for open or short between combination meter and generator

# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 2

### Check "B" Terminal Circuit

#### 1. CHECK "B" TERMINAL CONNECTION

Check to see if "B" terminal is clean and tight.

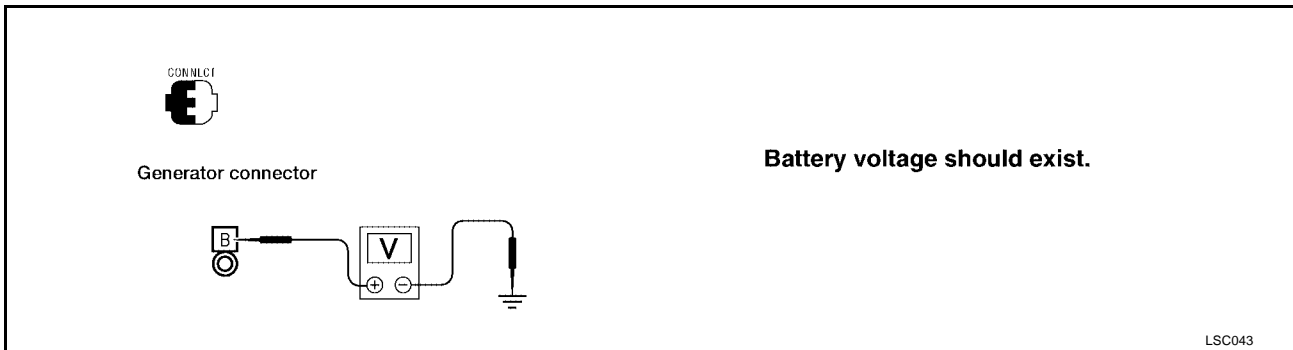
OK or NG

OK >> GO TO 2.

NG >> Repair "B" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK GENERATOR "B" TERMINAL CIRCUIT

Check voltage between generator connector E34 terminal B (B/L) (QG18DE), (W) (QR25DE) and ground using a digital circuit tester.



OK or NG

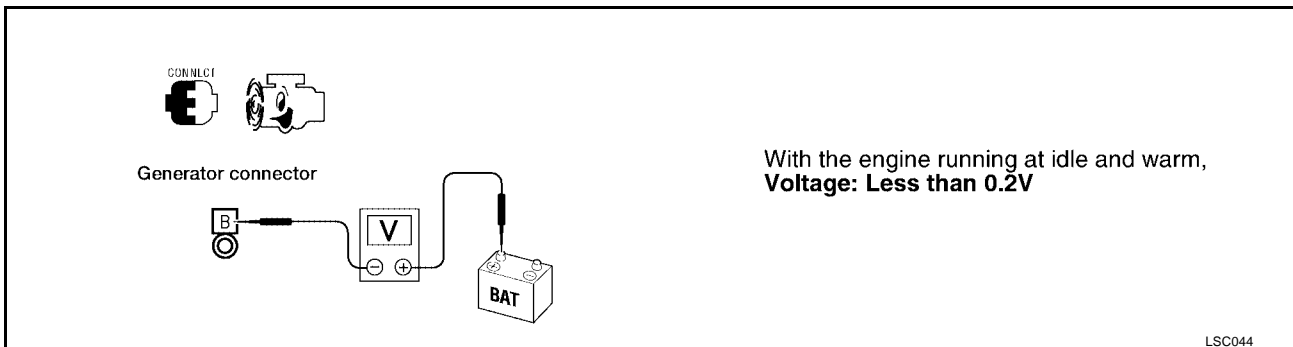
OK >> GO TO 3.

NG >> Check the following.

- 100A (QG18DE), 120A (QR25DE) fusible link (letter **a** , located in fuse and fusible link box)
- Harness for open or short between generator and fusible link

#### 3. CHECK "B" TERMINAL CONNECTION QUALITY (VOLTAGE DROP TEST)

Check voltage between generator connector E34 terminal B (B/L) (QG18DE), (W) (QR25DE) and battery positive terminal using a digital circuit tester.



OK or NG

OK >> Replace the generator. Confirm repair by performing complete Battery/Starting/Charging system test.

NG >> Check harness between the battery and the generator for poor continuity.

# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 3

### Check "S" Terminal Circuit

#### 1. CHECK "S" TERMINAL CONNECTION

Check to see if "S" terminal is clean and tight.

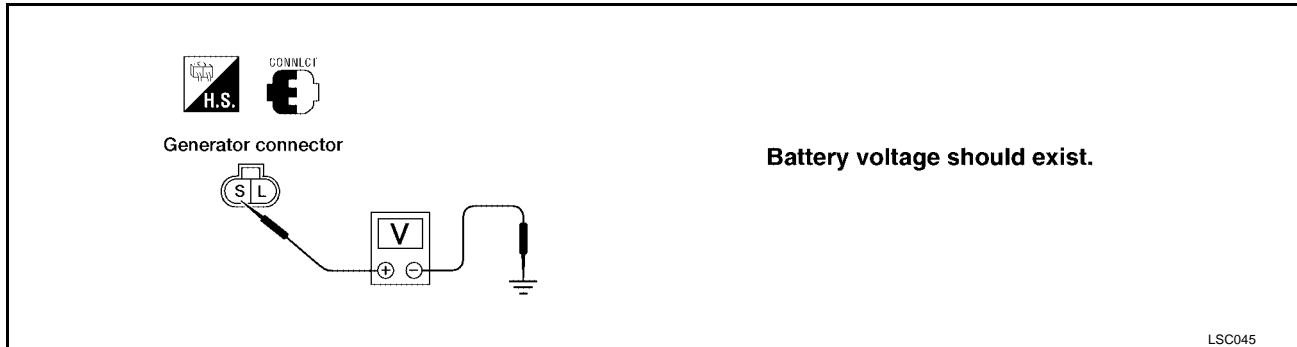
OK or NG

OK >> GO TO 2.

NG >> Repair "S" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK GENERATOR "S" TERMINAL CIRCUIT

Check voltage between generator connector E35 terminal S (G/B) and ground using a digital circuit tester.



OK or NG

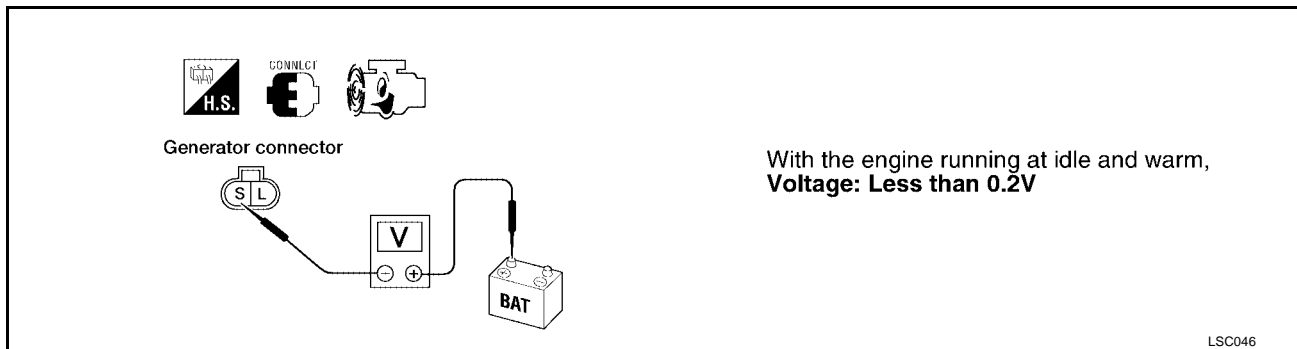
OK >> GO TO 3.

NG >> Check the following.

- 10A fuse (No. 33, located in fuse and fusible link box)
- Harness for open or short between generator and fuse

#### 3. CHECK "S" TERMINAL CONNECTION QUALITY (VOLTAGE DROP TEST)

Check voltage between generator connector E35 terminal S (G/B) and battery positive terminal using a digital circuit tester.



OK or NG

OK >> Replace the generator. Confirm repair by performing complete Battery/Starting/Charging system test.

NG >> Check harness between the battery and the generator for poor continuity.

# CHARGING SYSTEM

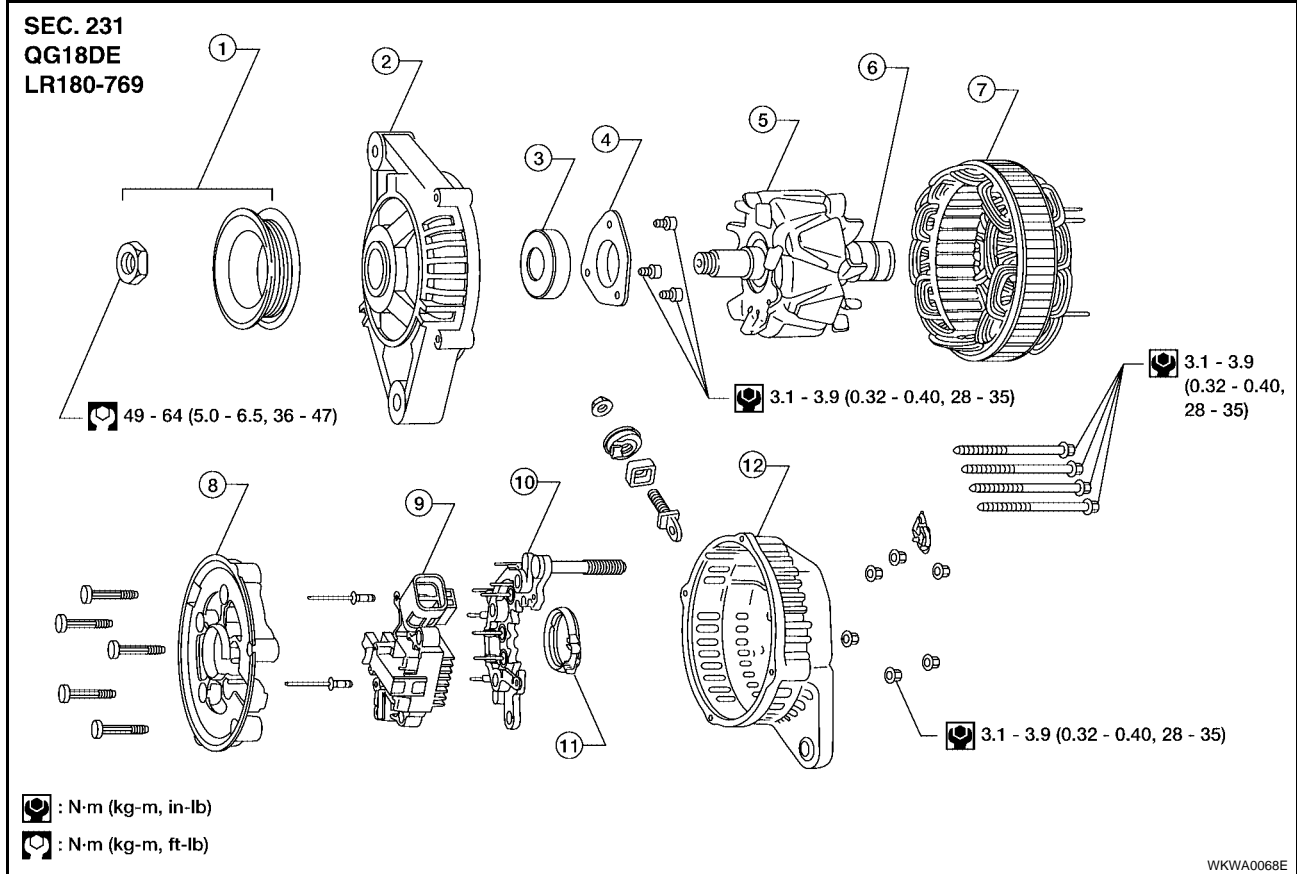
## MALFUNCTION INDICATOR

The IC regulator warning function activates to illuminate "CHARGE" warning lamp, if any of the following symptoms occur while generator is operating:

- Excessive voltage is produced.
- No voltage is produced.

## Construction

EKS0037Z

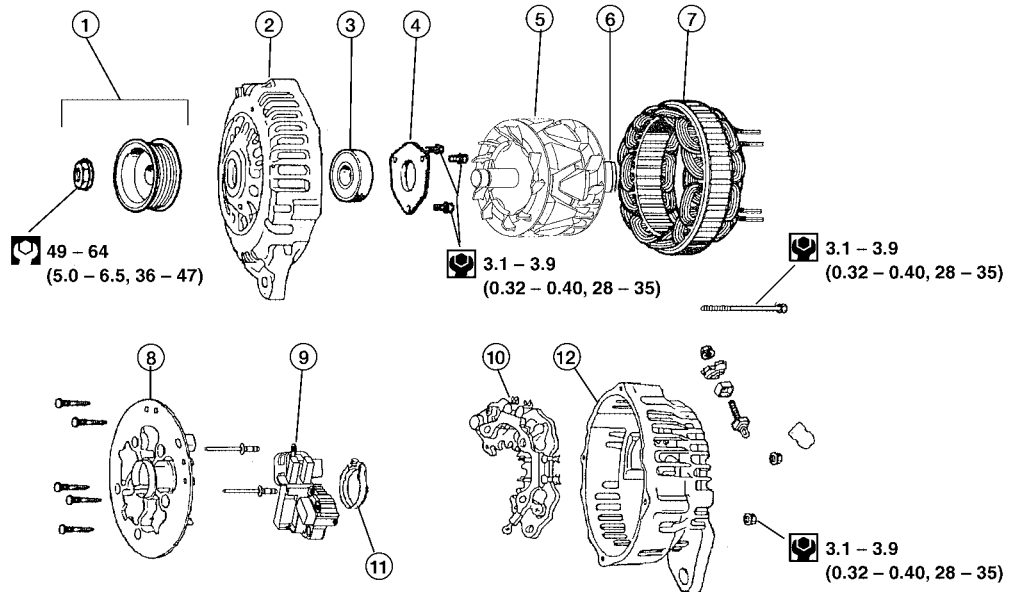


- |                    |                |                          |
|--------------------|----------------|--------------------------|
| 1. Pulley assembly | 2. Front cover | 3. Front bearing         |
| 4. Retainer        | 5. Rotor       | 6. Slip ring             |
| 7. Stator          | 8. Fan guide   | 9. IC regulator assembly |
| 10. Diode assembly | 11. Packing    | 12. Rear cover           |



# CHARGING SYSTEM

SEC231  
QR25DE  
LR1100-734



: N·m (kg·m, in·lb)

: N·m (kg·m, ft·lb)

WKIA0136E

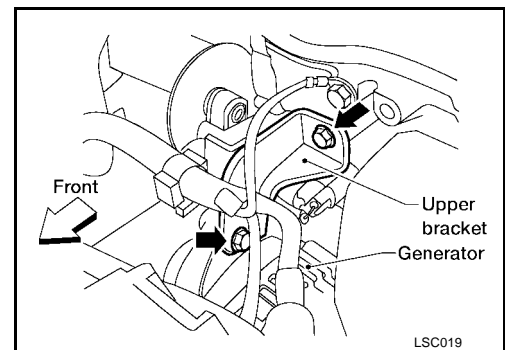
- |                    |                |                          |
|--------------------|----------------|--------------------------|
| 1. Pulley assembly | 2. Front cover | 3. Front bearing         |
| 4. Retainer        | 5. Rotor       | 6. Slip ring             |
| 7. Stator          | 8. Fan guide   | 9. IC regulator assembly |
| 10. Diode assembly | 11. Packing    | 12. Rear cover           |

## Removal and Installation QG18DE

EKS00380

### Removal

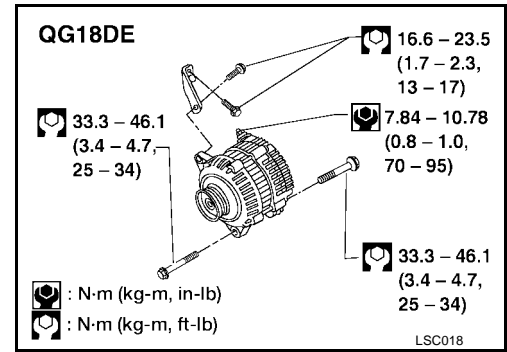
1. Disconnect the negative battery terminal.
2. Remove the front/right-side engine undercover.
3. Remove the drive belt.
4. Disconnect the A/C compressor harness connector.
5. Remove the four A/C compressor mounting bolts.
6. Slide the A/C compressor forward and support it.
7. Remove the two generator lower mounting bolts.
8. Disconnect the generator harness connectors.
9. Remove the generator upper bracket.
10. Remove the generator.



# CHARGING SYSTEM

## Installation

To install, reverse the removal procedure.



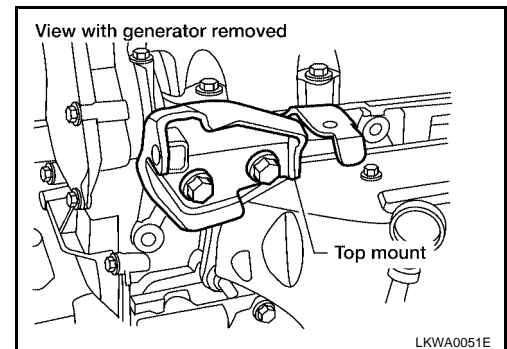
## QR25DE

### NOTE:

A low tone whistling noise coming from the generator for less than 10 seconds after engine shut down is normal. This is caused by the rotor "slow-down" function. Do not replace the generator exclusively for this symptom.

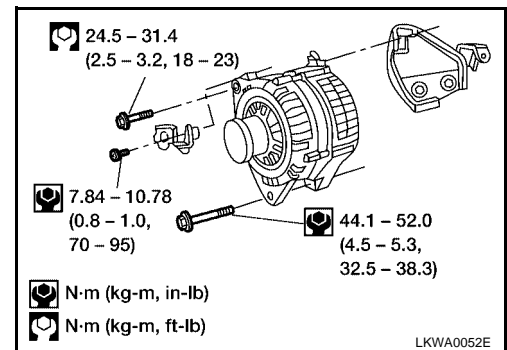
## Removal

1. Disconnect the negative battery cable.
2. Remove the front/right-side engine undercover.
3. Remove the drive belt.
4. Disconnect the generator harness connectors.
5. Disconnect the engine ground wire from the top mount.
6. Remove the generator upper and lower mount bolts.
7. Set the generator aside and remove the generator top mount.
8. Slide the generator out and remove.



## Installation

To install, reverse the removal procedure.



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Battery

EKS00381

Application	QG18DE	QR25DE
Type	GR.21R (BCI)	GR.24R (BCI)
Capacity (20 HR) minimum V-AH	12-49	12-63
Cold cranking current A (For reference value)	356 @ -18°C (0°F)	550 @ -18°C (0°F)

### Starter

EKS00382

Application	QG18DE	QR25DE	
Manufacturer	Hitachi S114-900	Mitsubishi M000T87085ZC	Mitsubishi M000T60781ZC
		M/T models	A/T models
Type	Reduction gear type	Reduction gear type	
System voltage	12V	12V	
No-load	Terminal voltage	11V	11V
	Current	90A Max.	90A Max.
	Revolution	2,600 rpm Min.	2,500 rpm Min.
Minimum diameter of commutator	32.1 mm	28.8 mm	
Minimum length of brush	10.7 mm	5.5 mm	7.0 mm
Brush spring tension	11.5 N (1.17 kg, 2.58 lb)	15.0 - 20.4 (1.53 - 2.08 kg, 3.37 - 4.59 lb)	18.3 - 24.8 (1.87 - 2.53 kg, 4.11 - 5.58 lb)
Clearance between pinion front edge and pinion stopper	1.8 mm	0.5 - 2.0 mm	

### Generator

EKS00383

Application	QG18DE	QR25DE
Type	LR180-769	LR1100-734
	HITACHI	
Nominal rating	12V-80A	12V-110A
Ground polarity	Negative	
Minimum revolution under no-load (When 13.5 volts is applied)	1,000 rpm	950 rpm
Hot output current (When 13.5 volts is applied)	23A/1,300 rpm 66A/2,500 rpm 79A/5,000 rpm	35A/1,300 rpm 83A/2,500 rpm 95A/5,000 rpm
Regulated output voltage	14.1 - 14.7V	
Minimum length of brush	6 mm (0.236 in)	
Brush spring pressure	1.000 - 3.432 N (0.102 - 0.350 kg, 0.225 - 0.772 lbs)	
Slip ring minimum outer diameter	26.0 mm (1.024 in)	
Rotor (Field coil) resistance	2.67 ohms	2.31 ohms

# SERVICE DATA AND SPECIFICATIONS (SDS)

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SECTION **SE**  
SEAT

A  
B  
C  
D  
E  
F  
G  
H  
J  
K  
L  
M

CONTENTS

<b>PRECAUTIONS</b> .....	<b>2</b>	<b>FRONT SEAT</b> .....	<b>3</b>	<b>F</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TEN- SIONER" .....	2	Removal and Installation .....	3	
		<b>REAR SEAT</b> .....	<b>5</b>	<b>G</b>
		Removal and Installation .....	5	

**SE**

# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS0017C

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

# FRONT SEAT

## FRONT SEAT

PF:87000

### Removal and Installation

EIS0017D

#### **WARNING:**

Removal of front side air bag module should only be done to allow deployment of front side air bag module prior to disposal of seatback assembly.

For Wiring Diagrams, refer to [SRS-3, "Wiring Diagrams and Trouble Diagnosis"](#) .

#### **CAUTION:**

- On vehicles equipped with side air bags, before removing the front seat, turn the ignition switch off, disconnect the negative and positive battery cables and wait a minimum of 3 minutes.
- When checking the power seat circuitry for continuity using a circuit tester, do not confuse the seat connector with the side air bag connector. Doing so could cause the side air bag to deploy.
- Do not drop, tilt, or bump the side air bag module installed in the seat. Always handle it with care.
- Disconnect the side air bag harness connector, if equipped, and the power seat switch harness connector from under the seat before removing the seat. Refer to [SRS-46, "Removal"](#) .
- After front side air bag module inflates, front seatback assembly must be replaced.

#### **NOTE:**

Only complete seatback assemblies can be replaced on vehicles equipped with side air bags.

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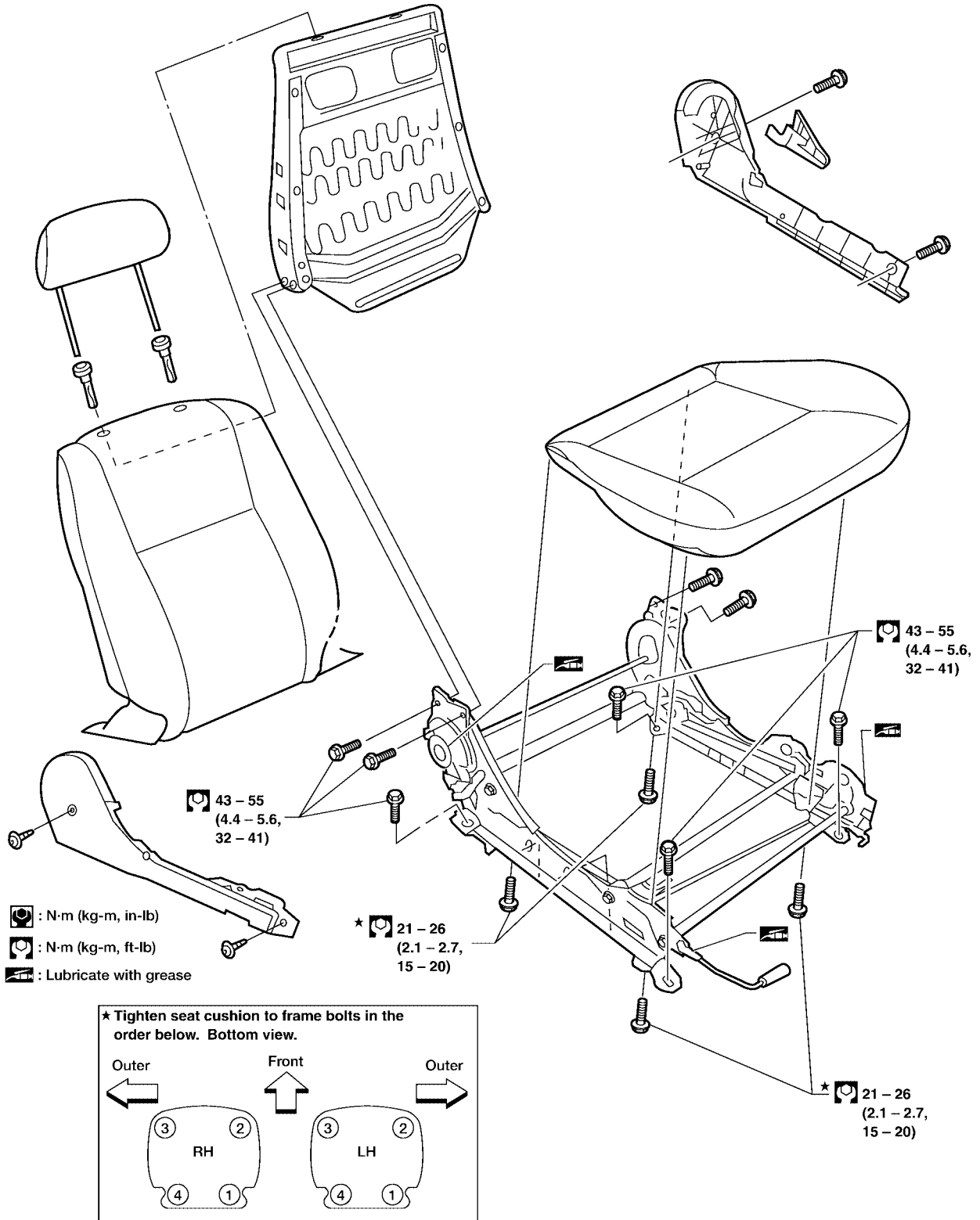
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# FRONT SEAT



WEIA0003E



# REAR SEAT

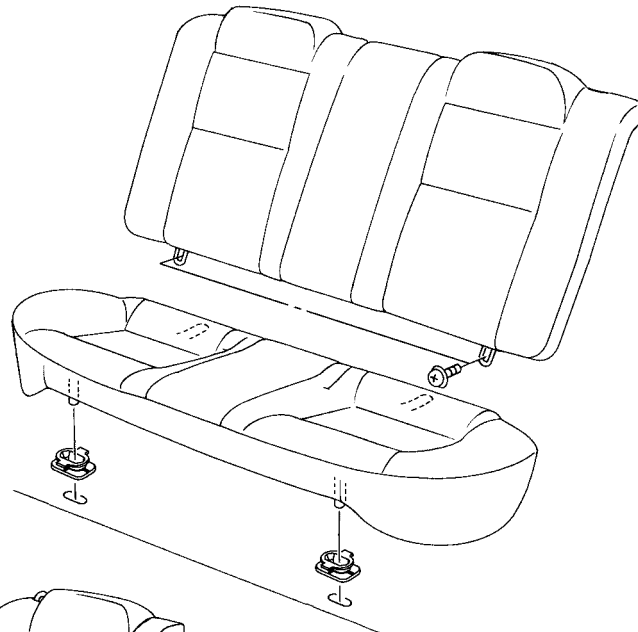
## REAR SEAT

### Removal and Installation

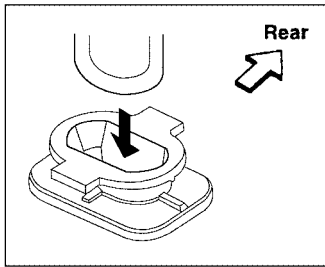
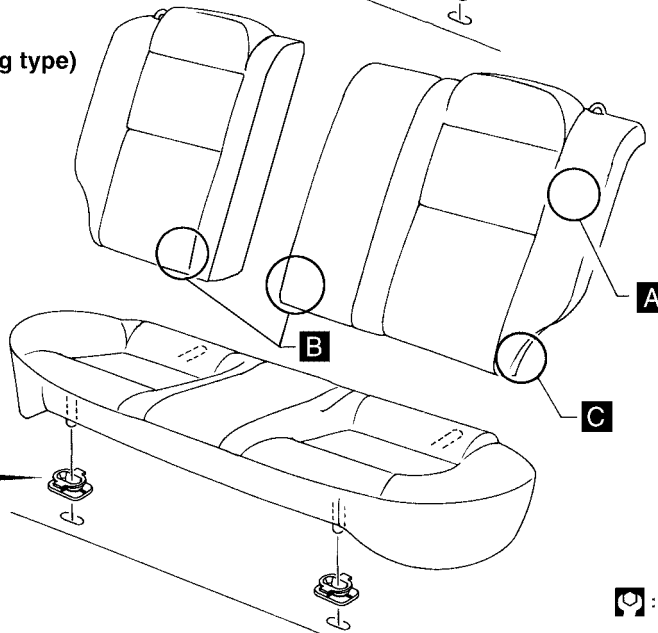
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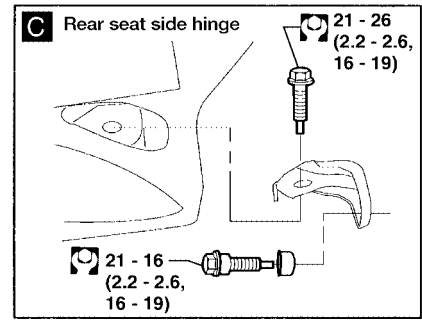
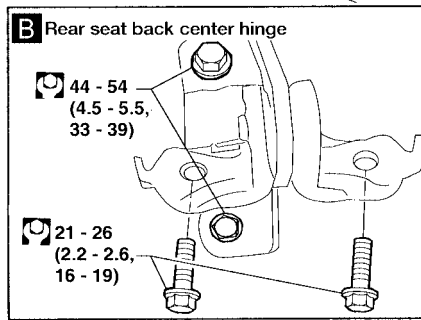
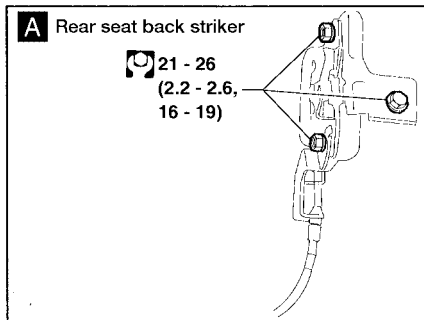
Type 1 (Fixed type)



Type 2 (Folding type)



: N·m (kg·m, ft·lb)



LIIA0232E

# REAR SEAT

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# SECTION **SRS**

## SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

A  
B  
C  
D  
E

### CONTENTS

<p><b>PRECAUTIONS</b> ..... 3</p> <p>    Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 3</p> <p>    Precautions for SRS "AIR BAG" and "SEAT BELT PRE-TENSIONER" Service ..... 3</p> <p>    Wiring Diagrams and Trouble Diagnosis ..... 3</p> <p><b>PREPARATION</b> ..... 4</p> <p>    Special service tool ..... 4</p> <p>    Commercial Service Tool ..... 4</p> <p><b>SRS CONFIGURATION</b> ..... 5</p> <p>    SRS Configuration ..... 5</p> <p>    Seat Belt Pre-tensioner with Load Limiter ..... 6</p> <p>    Side Air Bag ..... 6</p> <p>    Direct-connect SRS Component Connectors ..... 6</p> <p>    SRS Component Parts Location ..... 7</p> <p><b>TROUBLE DIAGNOSIS</b> ..... 8</p> <p>    Trouble Diagnoses Introduction ..... 8</p> <p>        DIAGNOSIS FUNCTION ..... 8</p> <p>        DIAGNOSIS MODE FOR CONSULT-II ..... 8</p> <p>        HOW TO CHANGE SELF-DIAGNOSIS MODE WITH CONSULT-II ..... 9</p> <p>        HOW TO CHANGE SELF-DIAGNOSIS MODE WITHOUT CONSULT-II ..... 9</p> <p>        HOW TO ERASE SELF-DIAGNOSIS RESULTS... 9</p> <p>    How to Perform Trouble Diagnoses for Quick and Accurate Repair ..... 11</p> <p>        INFORMATION FROM CUSTOMER ..... 11</p> <p>        PRELIMINARY CHECK ..... 11</p> <p>        WORK FLOW ..... 12</p> <p>    Schematic ..... 13</p> <p>    Wiring Diagram — SRS — ..... 14</p> <p>    SRS Operation Check ..... 17</p> <p>        DIAGNOSTIC PROCEDURE 1 ..... 17</p> <p>    Trouble Diagnoses with CONSULT-II ..... 18</p> <p>        DIAGNOSTIC PROCEDURE 2 ..... 18</p> <p>        DIAGNOSTIC PROCEDURE 3 ..... 21</p> <p>        DIAGNOSTIC PROCEDURE 4 (CONTINUED FROM DIAGNOSTIC PROCEDURE 2) ..... 23</p>	<p>        DIAGNOSTIC PROCEDURE 5 ..... 23</p> <p>        Trouble Diagnoses without CONSULT-II ..... 28</p> <p>        DIAGNOSTIC PROCEDURE 6 ..... 28</p> <p>        DIAGNOSTIC PROCEDURE 7 ..... 33</p> <p>        DIAGNOSTIC PROCEDURE 8 (CONTINUED FROM DIAGNOSTIC PROCEDURE 6) ..... 34</p> <p>    Trouble Diagnoses: "AIR BAG" Warning Lamp Does Not Turn Off ..... 35</p> <p>        DIAGNOSTIC PROCEDURE 9 ..... 35</p> <p>    Trouble Diagnoses: "AIR BAG" Warning Lamp Does Not Turn On ..... 36</p> <p>        DIAGNOSTIC PROCEDURE 10 ..... 36</p> <p><b>DIAGNOSIS SENSOR UNIT</b> ..... 37</p> <p>    Removal and Installation ..... 37</p> <p>        REMOVAL ..... 37</p> <p>        INSTALLATION ..... 37</p> <p><b>FRONT SEAT BELT PRE-TENSIONER</b> ..... 38</p> <p>    Removal and Installation ..... 38</p> <p><b>SIDE AIR BAG (SATELLITE) SENSOR</b> ..... 39</p> <p>    Removal and Installation ..... 39</p> <p>        REMOVAL ..... 39</p> <p>        INSTALLATION ..... 39</p> <p><b>DRIVER AIR BAG MODULE</b> ..... 40</p> <p>    Removal and Installation ..... 40</p> <p>    Removal ..... 40</p> <p>    Installation ..... 41</p> <p><b>SPIRAL CABLE</b> ..... 42</p> <p>    Removal and Installation ..... 42</p> <p>    Removal ..... 42</p> <p>    Installation ..... 43</p> <p><b>FRONT PASSENGER AIR BAG MODULE</b> ..... 44</p> <p>    Removal and Installation ..... 44</p> <p>        REMOVAL ..... 44</p> <p>        INSTALLATION ..... 45</p> <p><b>FRONT SIDE AIR BAG MODULE</b> ..... 46</p> <p>    Removal ..... 46</p> <p><b>DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER</b> ..... 47</p> <p>    Disposal of Air Bag Module and Seat Belt Pre-ten-</p>
--	---

SRS

F  
G  
I  
J  
K  
L  
M

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tioner .....	47	MOUNTED IN VEHICLE .....	52
CHECKING DEPLOYMENT TOOL .....	47	DISPOSING OF AIR BAG MODULE AND SEAT	
DEPLOYMENT PROCEDURES FOR AIR BAG		BELT PRE-TENSIONER .....	52
MODULE (OUTSIDE OF VEHICLE) .....	48	<b>COLLISION DIAGNOSIS .....</b>	<b>53</b>
DEPLOYMENT PROCEDURES FOR SEAT		FOR FRONTAL COLLISION .....	53
BELT PRE-TENSIONER (OUTSIDE OF VEHI-		SRS INSPECTION (FOR FRONTAL COLLI-	
CLE) .....	51	SION) .....	53
DEPLOYMENT OF AIR BAG MODULE AND		FOR SIDE COLLISION .....	54
SEAT BELT PRE-TENSIONER WHILE		SRS INSPECTION (FOR SIDE COLLISION) .....	55

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EHS000PD

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions for SRS “AIR BAG” and “SEAT BELT PRE-TENSIONER” Service

EHS000JE

- Do not use electrical test equipment to check SRS circuits unless instructed to in this Service Manual.
- Before servicing the SRS, turn ignition switch “OFF”, disconnect both battery cables and wait at least 3 minutes.  
For approximately 3 minutes after the cables are removed, it is still possible for the air bag and seat belt pre-tensioner to deploy. Therefore, do not work on any SRS connectors or wires until at least 3 minutes have passed.
- Diagnosis sensor unit must always be installed with their arrow marks “←” pointing towards the front of the vehicle for proper operation. Also check diagnosis sensor unit for cracks, deformities or rust before installation and replace as required.
- The spiral cable must be aligned with the neutral position since its rotations are limited. Do not attempt to turn steering wheel or column after removal of steering gear.
- Handle air bag module carefully. Always place driver and front passenger air bag modules with the pad side facing upward and front side air bag module standing with the stud bolt side facing down.
- Conduct self-diagnosis to check entire SRS for proper function after replacing any components.
- After air bag inflates, the front instrument panel assembly should be replaced if damaged.

### Wiring Diagrams and Trouble Diagnosis

EHS000JF

When you read wiring diagrams, refer to the following:

- [GI-13. "How to Read Wiring Diagrams"](#)
- [PG-2. "POWER SUPPLY ROUTING"](#) for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- [GI-10. "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#)
- [GI-26. "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

# PREPARATION

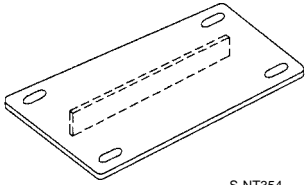
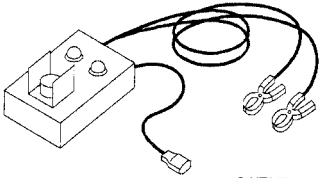
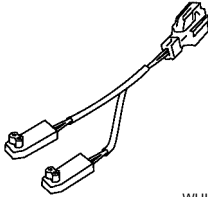
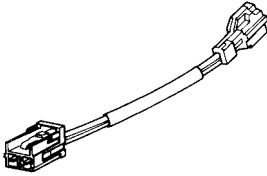
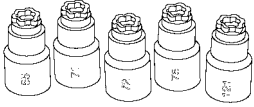
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EHS000JG

## PREPARATION

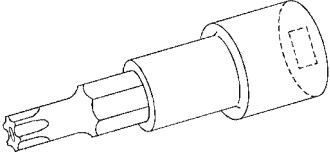
### Special service tool

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV99105300 (J41246) Air bag module bracket	 <p style="text-align: center;">S-NT354</p>
KV99106400 (J38381) Deployment tool	 <p style="text-align: center;">S-NT357</p>
(J38381-80) Deployment tool adapter for front driver air bag module and front seat belt pre-tensioner	 <p style="text-align: center;">WHIA0089E</p>
KV9910830 (J38381-35) Deployment tool adapter for front side air bag modules and front passenger air bag module	 <p style="text-align: center;">ZZA1166D</p>
(J44615) Air bag lock master key set	 <p style="text-align: center;">LRS210</p>

### Commercial Service Tool

EHS000JH

Tool name	Description
Tamper resistant torx socket	 <p style="text-align: center;">S-NT757</p>

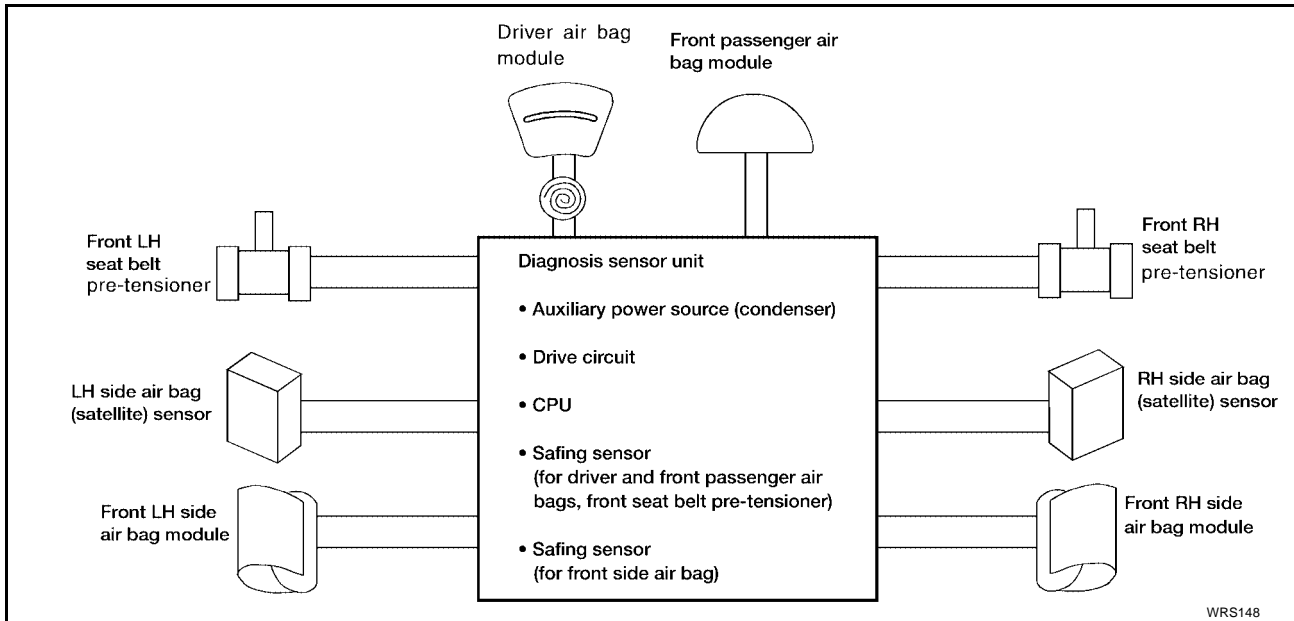
# SRS CONFIGURATION

PFP:00000

## SRS CONFIGURATION

### SRS Configuration

EHS000JI



The air bag deploys if the diagnosis sensor unit activates while the ignition switch is in the "ON" or "START" position.

The collision modes for which supplemental restraint systems are activated are different among the SRS systems. For example, the driver air bag module and front passenger air bag module are activated in a frontal collision but not in a side collision.

SRS configurations which are activated for some collision modes are as follows;

SRS configuration	Frontal collision	Left side collision	Right side collision
Driver air bag module	X	—	—
Front passenger air bag module	X	—	—
Front LH seat belt pre-tensioner	X	—	—
Front RH seat belt pre-tensioner	X	—	—
Front LH side air bag module	—	X	—
Front RH side air bag module	—	—	X

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SRS

# SRS CONFIGURATION

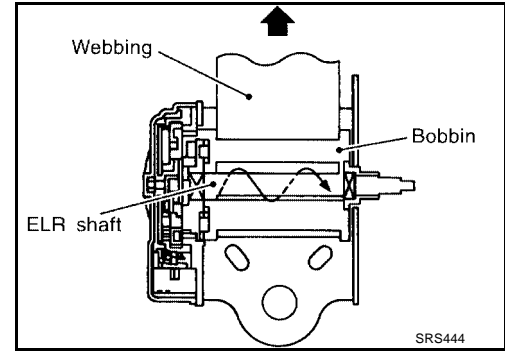
## Seat Belt Pre-tensioner with Load Limiter

EHS000JJ

The front seat belt pre-tensioner system with load limiter is installed to both the driver's seat and the front passenger's seat. It operates simultaneously with the SRS air bag system in the event of a frontal collision with an impact exceeding a specified level.

When the frontal collision with an impact exceeding a specified level occurs, seat belt slack resulting from clothing or other factors is immediately taken up by the pre-tensioner. Vehicle passengers are securely restrained.

When passengers in a vehicle are thrown forward in a collision and the restraining force of the seat belt exceeds a specified level, the load limiter permits the specified extension of the seat belt by the twisting of the ELR shaft, and a relaxation of the chest-area seat belt web tension while maintaining force.

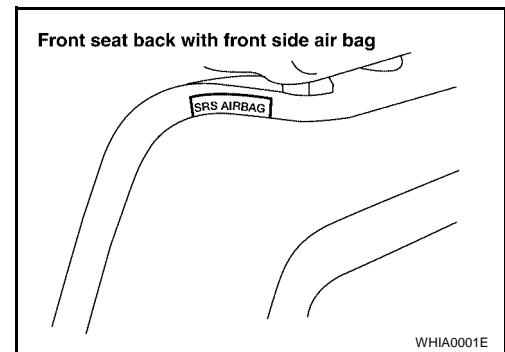


## Side Air Bag

EHS000JK

Front side air bag is built-in type.

The front seat backs with built-in type side air bag have the label shown in figure at right.



## Direct-connect SRS Component Connectors

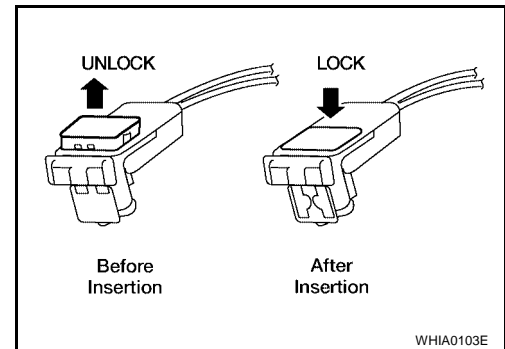
EHS000LD

The following SRS components use direct-connect style harness connectors.

- Driver air bag module
- Front LH seat belt pre-tensioner
- Front RH seat belt pre-tensioner

Always pull up to release black locking tab prior to removing connector from SRS component.

Always push down to lock black locking tab after installing connector to SRS component. When locked, the black locking tab is level with the connector housing.

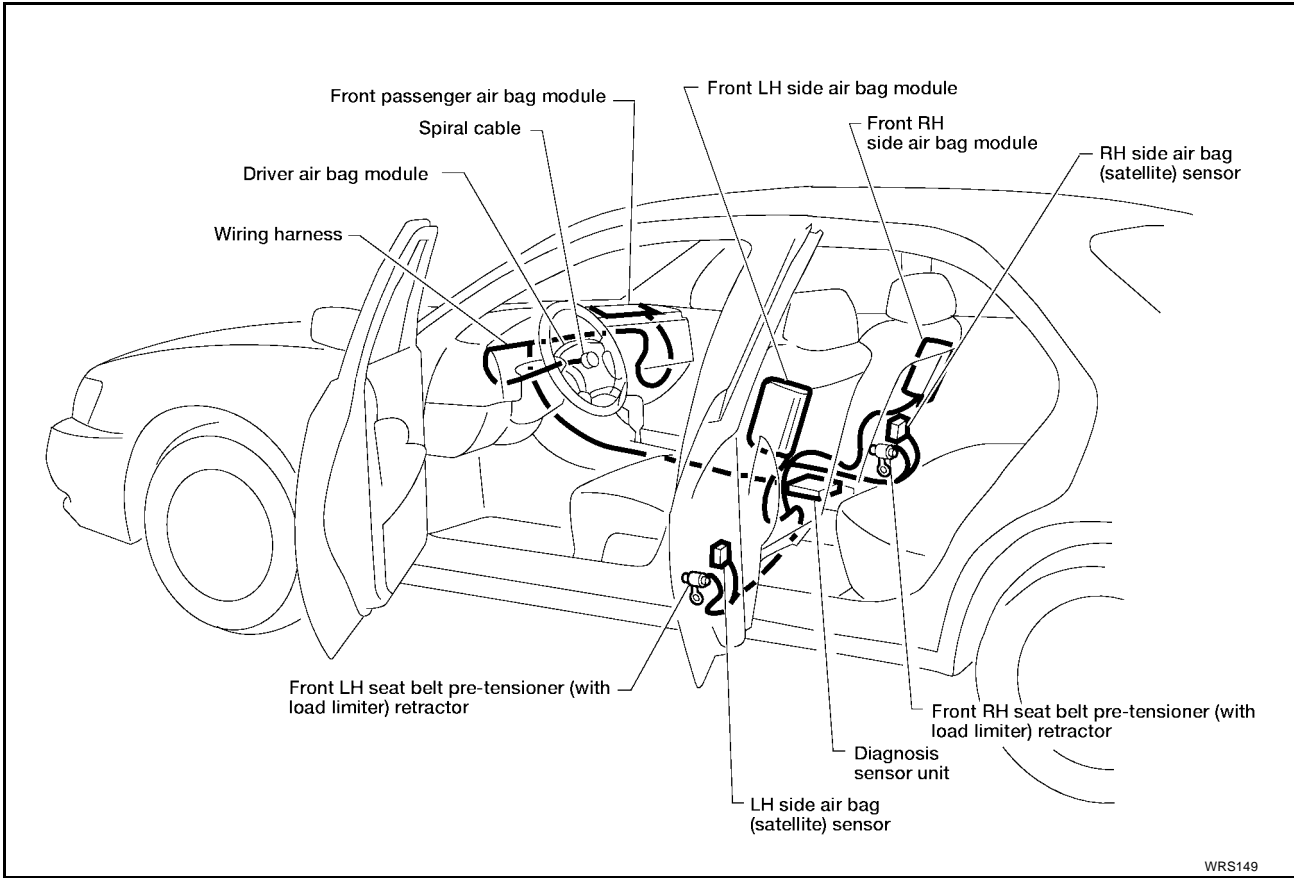




# SRS CONFIGURATION

## SRS Component Parts Location

EHS000JL



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D

E

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G

SRS

I

J

K

L

M

## TROUBLE DIAGNOSIS

### Trouble Diagnoses Introduction

EHS000JM

**CAUTION:**

- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harness connectors.
- Do not attempt to repair, splice or modify the SRS wiring harness. If the harness is damaged, replace it with a new one.
- Keep ground portion clean.

### DIAGNOSIS FUNCTION

The SRS self-diagnosis results can be read by using “AIR BAG” warning lamp and/or CONSULT-II. The reading of these results is accomplished using one of two modes — “User mode” and “Diagnosis mode”.

The User mode is exclusively prepared for the customer (driver). This mode warns the driver of a system malfunction through the operation of the “AIR BAG” warning lamp.

The Diagnosis mode allows the technician to locate and inspect the malfunctioning part.

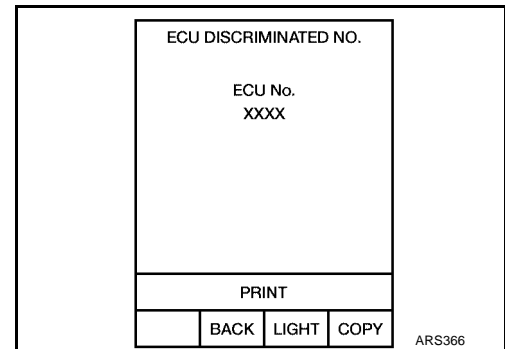
The mode applications for the “AIR BAG” warning lamp and CONSULT-II are as follows:

	User mode	Diagnosis mode	Display type
“AIR BAG” warning lamp	X	X	ON-OFF operation
CONSULT-II	—	X	Monitoring

### DIAGNOSIS MODE FOR CONSULT-II

- “SELF-DIAG [CURRENT]”  
A current Self-diagnosis result (also indicated by the number of warning lamp flashes in the Diagnosis mode) is displayed on the CONSULT-II screen in real time. This refers to a malfunctioning part requiring repairs.
- “SELF-DIAG [PAST]”  
Diagnosis results previously stored in the memory are displayed on the CONSULT-II screen. The stored results are not erased until memory erasing is executed.
- “TROUBLE DIAG RECORD”  
With TROUBLE DIAG RECORD, diagnosis results previously erased by a reset operation can be displayed on the CONSULT-II screen.
- “ECU DISCRIMINATED NO.”  
The diagnosis sensor unit for each vehicle model is assigned with its own, individual classification number. This number will be displayed on the CONSULT-II screen, as shown. When replacing the diagnosis sensor unit, refer to the part number for the compatibility. After installation, replacement with a correct unit can be checked by confirming this classification number on the CONSULT-II screen.

**For NISSAN MODEL B15, the diagnosis sensor unit discriminated number assigned is A607 (models with side air bags) or A606 (models without side air bags).**

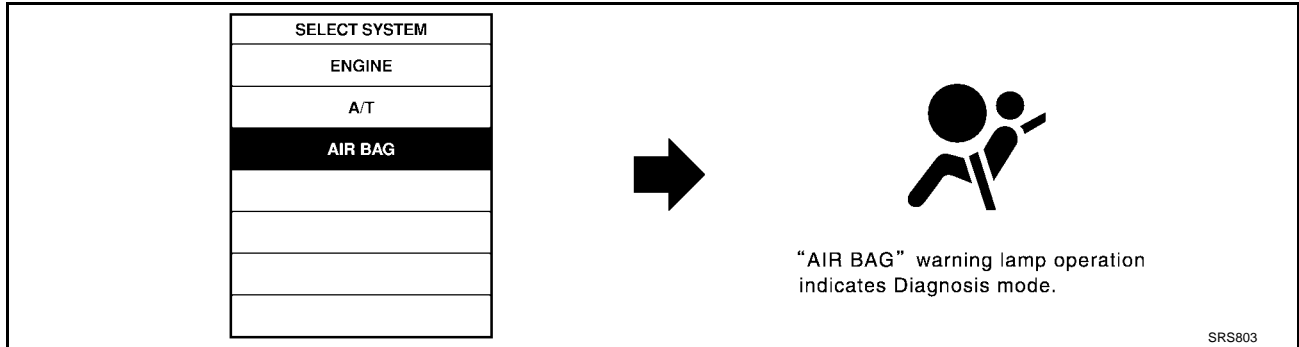


# TROUBLE DIAGNOSIS

## ④ HOW TO CHANGE SELF-DIAGNOSIS MODE WITH CONSULT-II

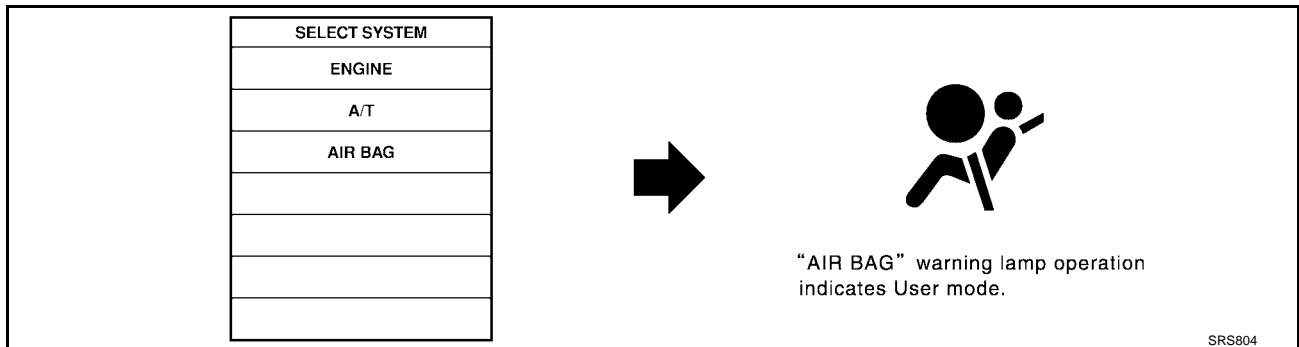
### From User Mode to Diagnosis Mode

After selecting “AIR BAG” on the “SELECT SYSTEM” screen, User mode automatically changes to Diagnosis mode.



### From Diagnosis Mode to User Mode

To return to User mode from Diagnosis mode, touch “BACK” key of CONSULT-II until “SELECT SYSTEM” appears, Diagnosis mode automatically changes to User mode.



## ⊗ HOW TO CHANGE SELF-DIAGNOSIS MODE WITHOUT CONSULT-II

### From User Mode to Diagnosis Mode

Diagnosis mode activates only when a malfunction is detected, by turning ignition switch as follows:

1. Turn ignition switch “ON”.
2. After “AIR BAG” warning lamp lights for 7 seconds, turn ignition switch “OFF” within 1 second.
3. Wait more than 3 seconds.
4. Repeat steps 1 to 3 three times.
5. Turn ignition switch “ON”.

SRS will enter Diagnosis mode, if no malfunction is detected.

### From Diagnosis Mode to User Mode

After a malfunction is repaired, turn ignition switch “OFF” for at least one second, then back “ON”. Diagnosis mode is returned to User mode.

If switching Diagnosis mode to User mode is required while malfunction is being detected, turn ignition switch as follows:

1. Turn ignition switch “ON”.
2. After “AIR BAG” warning lamp lights for 7 seconds, turn ignition switch “OFF” within 1 second.
3. Wait more than 3 seconds.
4. Repeat steps 1 to 3 three times.
5. Turn ignition switch “ON”.

## HOW TO ERASE SELF-DIAGNOSIS RESULTS

### ④ With CONSULT-II

- “SELF-DIAG [CURRENT]”  
A current Self-diagnosis result is displayed on the CONSULT-II screen in real time.

## TROUBLE DIAGNOSIS

After the malfunction is repaired completely, no malfunction is detected on "SELF-DIAG [CURRENT]".

- "SELF-DIAG [PAST]"

Return to the "SELF-DIAG [CURRENT]" CONSULT-II screen by pushing "BACK" key of CONSULT-II and select "SELF-DIAG [CURRENT]" in SELECT DIAG MODE. Touch "ERASE" in "SELF-DIAG [CURRENT]" mode.

**NOTE:**

If the memory of the malfunction in "SELF-DIAG [PAST]" is not erased, the User mode shows the system malfunction by the operation of the warning lamp even if the malfunction is repaired completely.

- "TROUBLE DIAG RECORD"

The memory of "TROUBLE DIAG RECORD" cannot be erased.

SELF-DIAG [CURRENT]	
DTC RESULTS:	
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SRS701

⊗ **Without CONSULT-II**

After a malfunction is repaired, switch the ignition "OFF" for at least one second, then back "ON". Diagnosis mode returns to the User mode. At that time, the self-diagnostic result is cleared.

# TROUBLE DIAGNOSIS

## How to Perform Trouble Diagnoses for Quick and Accurate Repair

EHS000JN

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a malfunction. It is important to fully understand the symptoms or conditions for a customer complaint.

### INFORMATION FROM CUSTOMER

WHAT ..... Vehicle model

WHEN ..... Date, Frequencies

WHERE ..... Road conditions

HOW ..... Operating conditions, Symptoms

### PRELIMINARY CHECK

Check that the following parts are in good order.

- Battery [Refer to [SC-4, "BATTERY"](#) .]
- Fuse
- System component-to-harness connections

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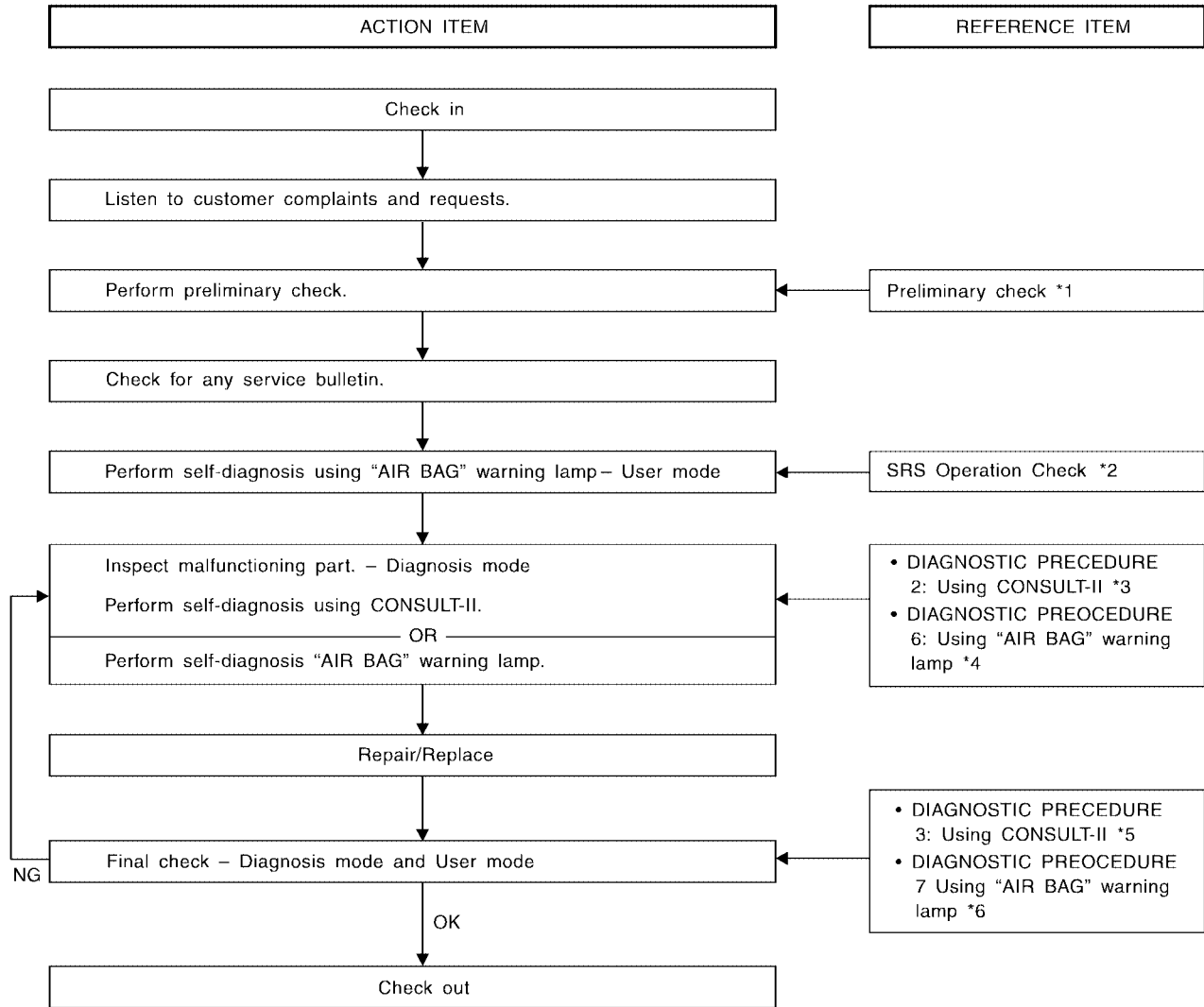
SRS

# TROUBLE DIAGNOSIS

## WORK FLOW

### NOTE:

Seat belt pre-tensioner malfunction is indicated by "AIR BAG" warning lamp.



\*1: [SRS-11](#)

\*4: [SRS-28](#)

\*2: [SRS-17](#)

\*5: [SRS-21](#)

\*3: [SRS-18](#)

\*6: [SRS-33](#)

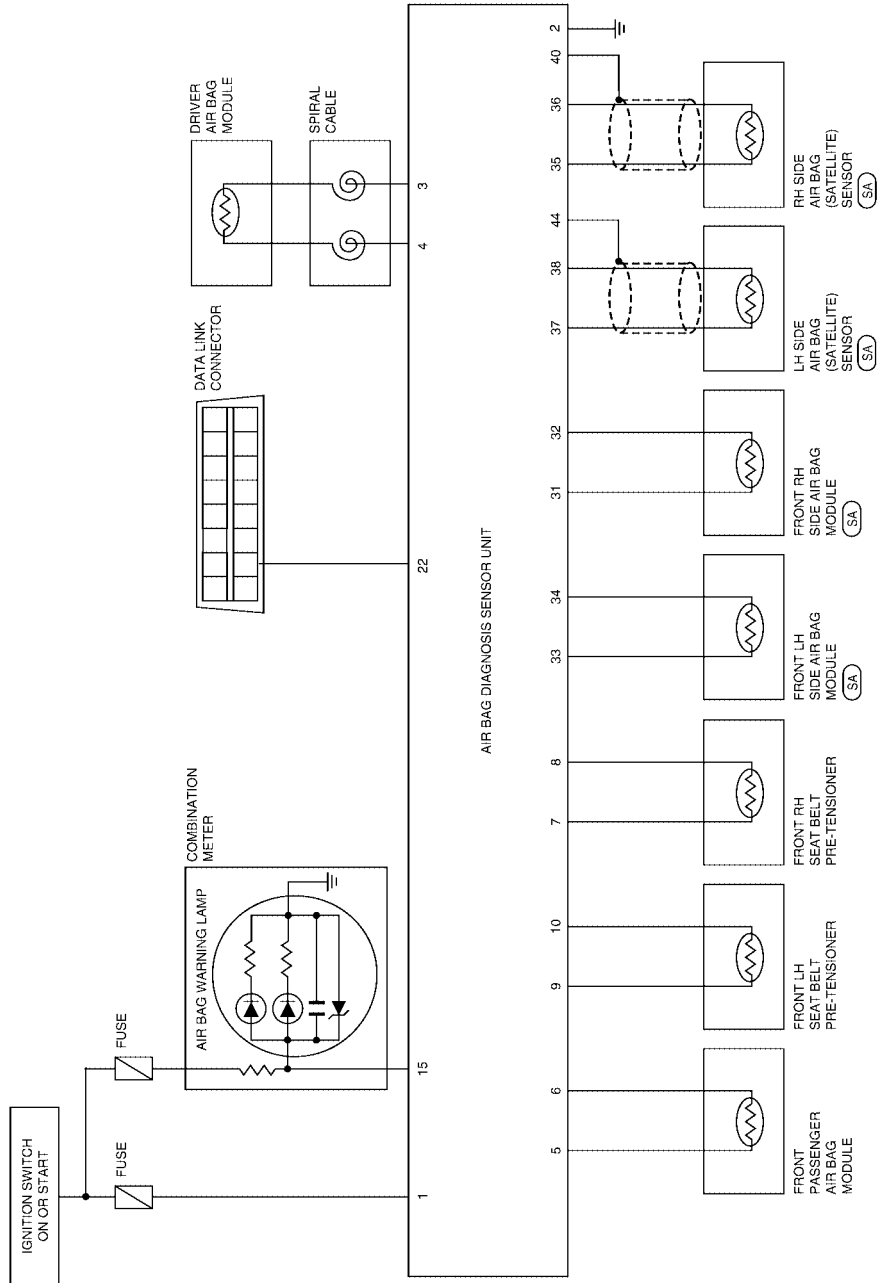
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# TROUBLE DIAGNOSIS

## Schematic

EHS000JO

(SA) : WITH SIDE AIR BAGS



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SRS

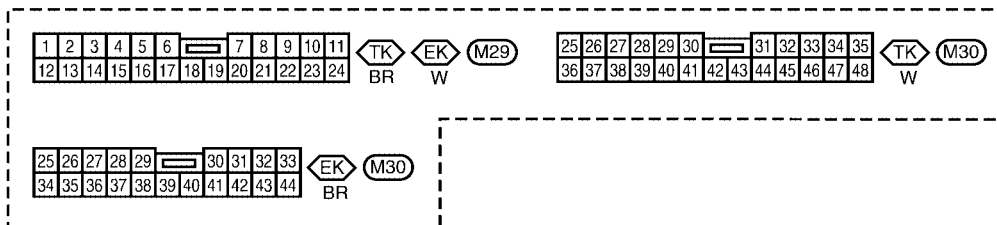
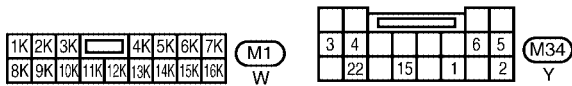
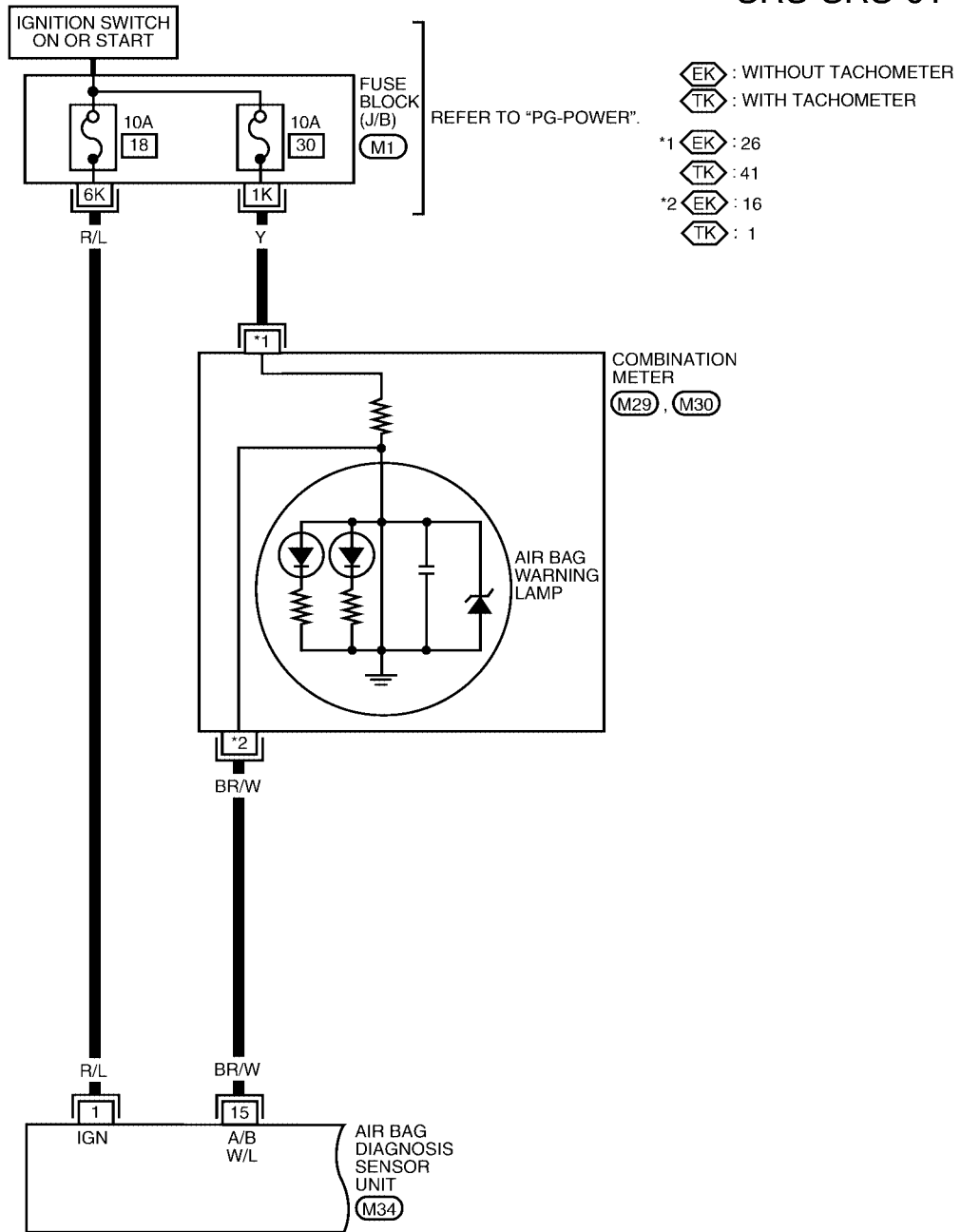
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# TROUBLE DIAGNOSIS

## Wiring Diagram — SRS —

EHS000JP

### SRS-SRS-01



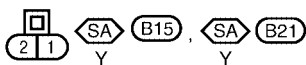
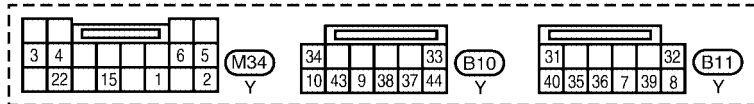
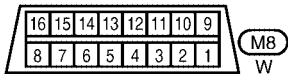
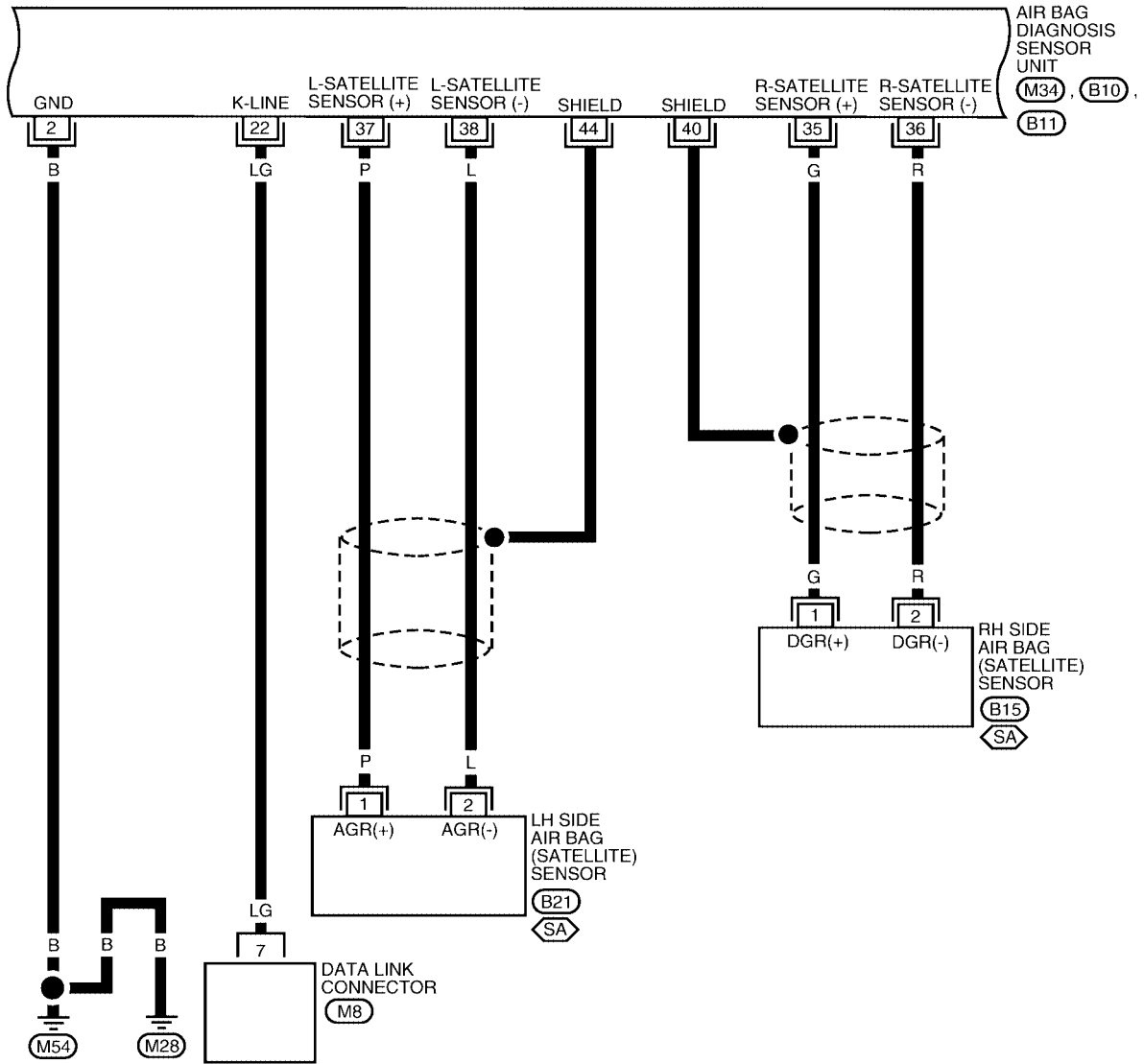
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# TROUBLE DIAGNOSIS

SRS-SRS-02

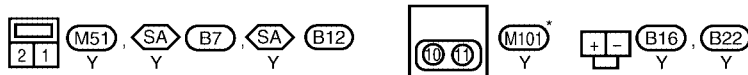
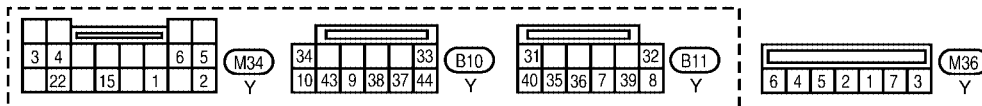
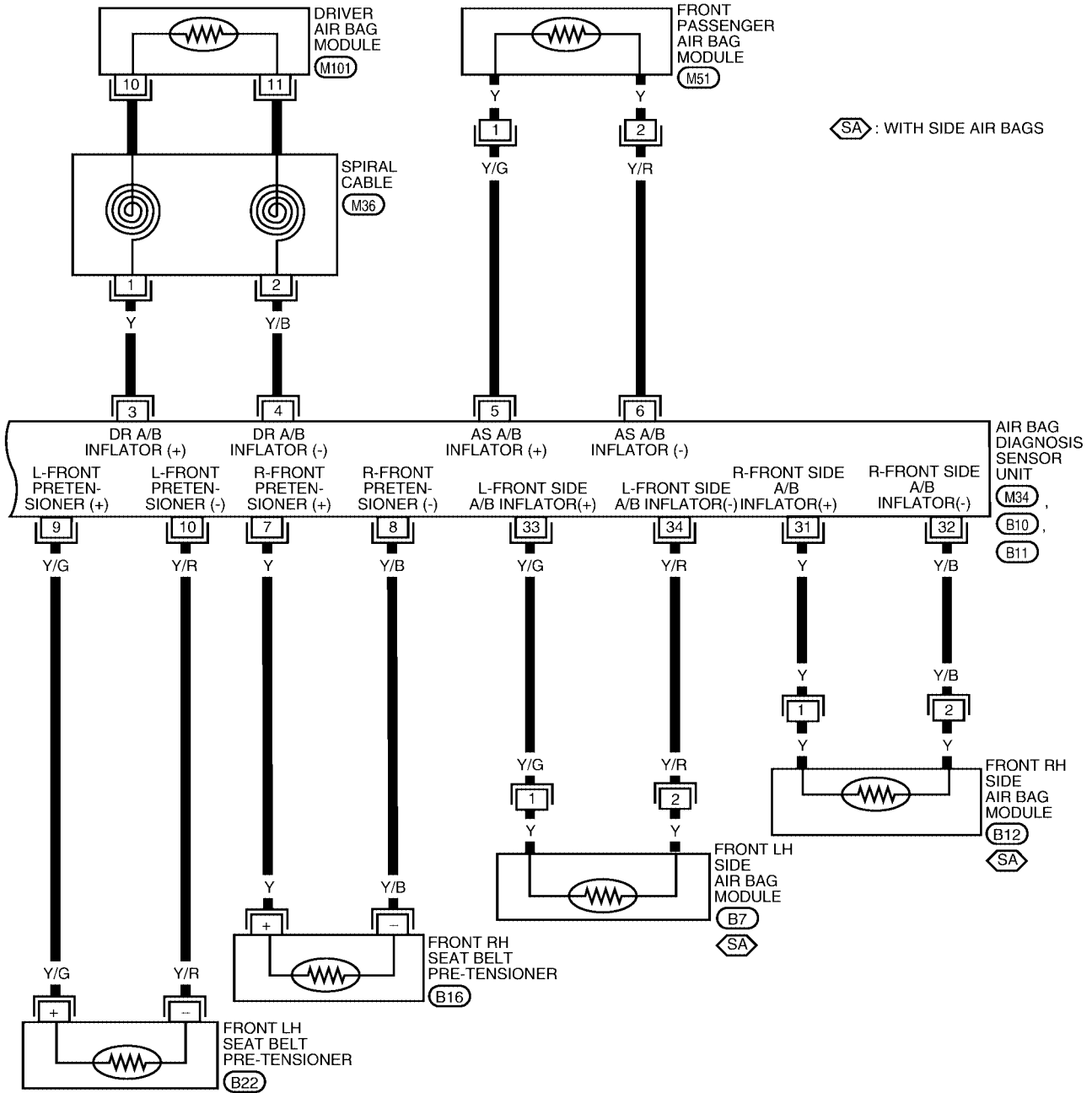
SA : WITH SIDE AIR BAGS



WHWA0014E

# TROUBLE DIAGNOSIS

SRS-SRS-03



\* THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT " OF PG SECTION.

WHWA0004E

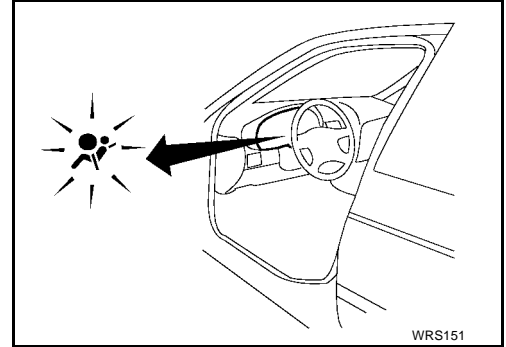
# TROUBLE DIAGNOSIS

EHS000JQ

## SRS Operation Check DIAGNOSTIC PROCEDURE 1

### Checking Air Bag Operation by Using "AIR BAG" Warning Lamp — User Mode

1. After turning ignition switch from "OFF" to "ON", "AIR BAG" warning lamp operates.
2. Compare "AIR BAG" warning lamp operation to the chart below.



"AIR BAG" warning lamp operation — User mode —	SRS condition	Reference item
<p>MRS095A</p>	No malfunction is detected. No further action is necessary.	—
<p>MRS096A</p>	The system is malfunctioning and needs to be repaired as indicated.	Go to <a href="#">SRS-18, "DIAGNOSTIC PROCEDURE 2"</a> or <a href="#">SRS-28, "DIAGNOSTIC PROCEDURE 6"</a> .
<p>MRS097A</p>	<p>Air bag is deployed. Front seat belt pre-tensioner is deployed.</p> <p>Air bag fuse, diagnosis sensor unit or harness is malfunctioning and needs to be repaired.</p>	<p>Go to <a href="#">SRS-53, "COLLISION DIAGNOSIS"</a>.</p> <p>Go to <a href="#">SRS-35, "DIAGNOSTIC PROCEDURE 9"</a>.</p>
<p>MRS098A</p>	<p>One of the following has occurred and needs to be repaired.</p> <ul style="list-style-type: none"> <li>● Meter fuse is blown.</li> <li>● "AIR BAG" warning lamp circuit has open or short.</li> <li>● Diagnosis sensor unit is malfunctioning.</li> </ul>	Go to <a href="#">SRS-36, "DIAGNOSTIC PROCEDURE 10"</a> .

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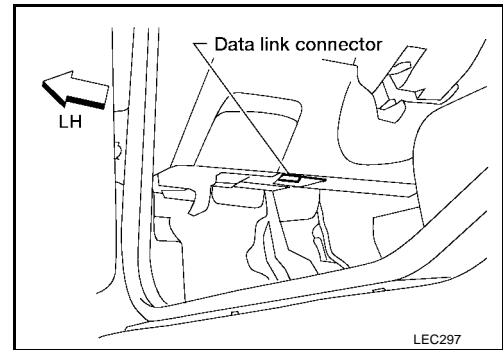
# TROUBLE DIAGNOSIS

## Ⓟ Trouble Diagnoses with CONSULT-II DIAGNOSTIC PROCEDURE 2

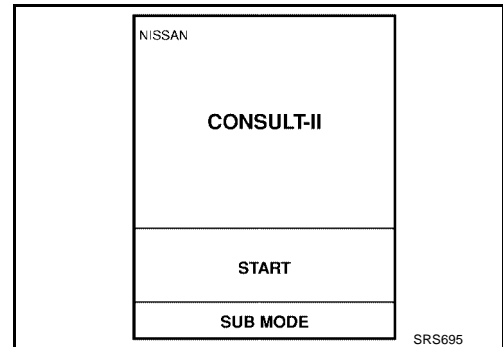
EHS000JR

### Inspecting SRS malfunctioning parts by using CONSULT-II — Diagnosis mode

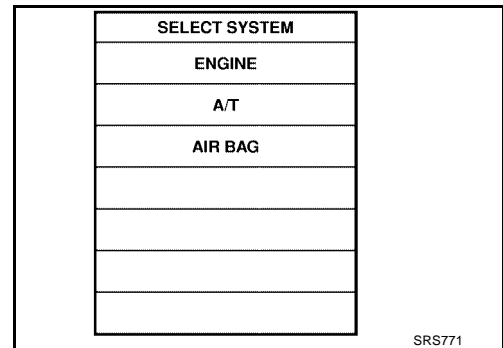
1. Turn ignition switch "OFF".
2. Connect CONSULT-II to data link connector.



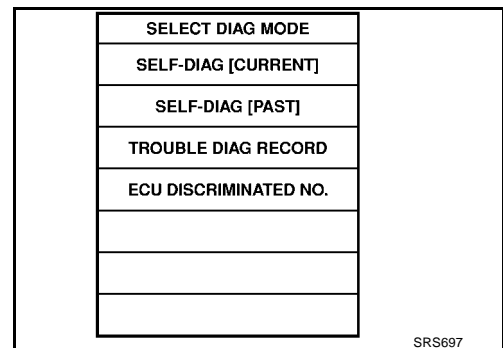
3. Turn ignition switch "ON".
4. Touch "START".



5. Touch "AIR BAG".

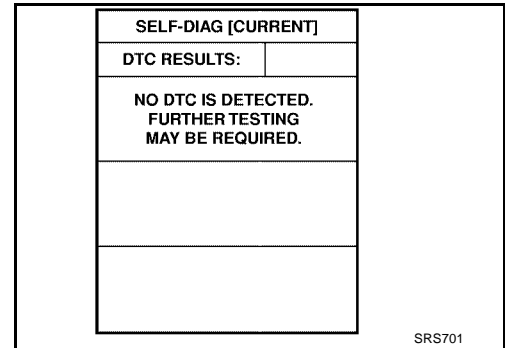
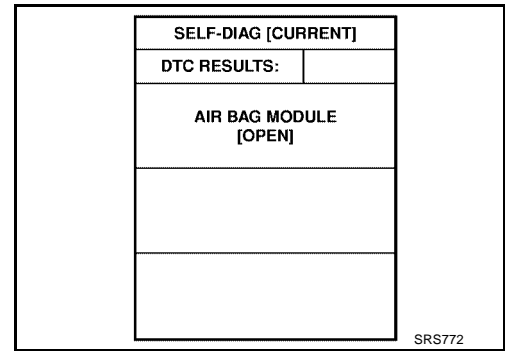


6. Touch "SELF-DIAG [CURRENT]".



# TROUBLE DIAGNOSIS

7. Diagnostic codes are displayed on "SELF-DIAG [CURRENT]".



If no malfunction is detected on "SELF-DIAG [CURRENT]" even though malfunction is detected in "SRS Operation Check", refer to [SRS-23, "DIAGNOSTIC PROCEDURE 4 \(CONTINUED FROM DIAGNOSTIC PROCEDURE 2\)"](#), to diagnose the following cases:

- Self-diagnostic result "SELF-DIAG [PAST]" (previously stored in the memory) might not be erased after repair.
  - The SRS system malfunctions intermittently.
8. Touch "PRINT".
  9. Compare diagnostic codes. Refer to [SRS-19, "CONSULT-II Diagnostic Code Chart \("SELF-DIAG \[CURRENT\]\)"](#).
  10. Touch "BACK" key of CONSULT-II until "SELECT SYSTEM" appears in order to return to User mode from Diagnosis mode.
  11. Turn ignition switch "OFF", then turn off and disconnect CONSULT-II and disconnect both battery cables.
  12. Repair the system as outlined by the "Repair order" in "CONSULT-II Diagnostic Code Chart", that corresponds to the self-diagnostic result.
  13. After repairing the system, refer to [SRS-21, "DIAGNOSTIC PROCEDURE 3"](#) for final checking.

## CONSULT-II Diagnostic Code Chart ("SELF-DIAG [CURRENT])"

Diagnostic item	Explanation	Repair order Recheck SRS at each replacement.
NO DTC IS DETECTED.	When malfunction is indicated by the "AIR BAG" warning lamp in User mode	<ul style="list-style-type: none"> <li>● Self-diagnostic result "SELF-DIAG [PAST]" (previously stored in the memory) might not be erased after repair.</li> <li>● Intermittent malfunction has been detected in the past.</li> </ul>
		<ul style="list-style-type: none"> <li>● Low battery voltage (Less than 9V)</li> </ul>
	<ul style="list-style-type: none"> <li>● No malfunction is detected.</li> </ul>	<ul style="list-style-type: none"> <li>● Go to <a href="#">SRS-21, "DIAGNOSTIC PROCEDURE 3"</a> after charging battery.</li> <li>● Go to <a href="#">SRS-21, "DIAGNOSTIC PROCEDURE 3"</a>.</li> </ul>

## TROUBLE DIAGNOSIS

Diagnostic item	Explanation	Repair order <b>Recheck SRS at each replacement.</b>
DRIVER AIR BAG MODULE [OPEN]	● Driver air bag module circuit is open. (including the spiral cable)	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the spiral cable.</li> <li>4. Replace driver air bag module. (Before disposal, it must be deployed.)</li> <li>5. Replace the diagnosis sensor unit.</li> <li>6. Replace the related harness.</li> </ol>
DRIVER AIR BAG MODULE [VB-SHORT]	● Driver air bag module circuit is shorted to some power supply circuit. (including the spiral cable)	
DRIVER AIR BAG MODULE [GND-SHORT]	● Driver air bag module circuit is shorted to ground. (including the spiral cable)	
DRIVER AIR BAG MODULE [SHORT]	● Driver air bag module circuits are shorted to each other.	
ASSIST A/B MODULE [VB-SHORT]	● Front passenger air bag module circuit is shorted to some power supply circuit.	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front passenger air bag module. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
ASSIST A/B MODULE [OPEN]	● Front passenger air bag module circuit is open.	
ASSIST A/B MODULE [GND-SHORT]	● Front passenger air bag module circuit is shorted to ground.	
ASSIST A/B MODULE [SHORT]	● Front passenger air bag module circuits are shorted to each other.	
SIDE MODULE LH [OPEN]	● Front LH side air bag module circuit is open.	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front LH seatback assembly. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
SIDE MODULE LH [VB-SHORT]	● Front LH side air bag module circuit is shorted to some power supply circuits.	
SIDE MODULE LH [GND-SHORT]	● Front LH side air bag module circuit is shorted to ground.	
SIDE MODULE LH [SHORT]	● Front LH side air bag module circuits are shorted to each other.	
SIDE MODULE RH [OPEN]	● Front RH side air bag module circuit is open.	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front RH seatback assembly. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
SIDE MODULE RH [VB-SHORT]	● Front RH side air bag module circuit is shorted to some power supply circuits.	
SIDE MODULE RH [GND-SHORT]	● Front RH side air bag module circuit is shorted to ground.	
SIDE MODULE RH [SHORT]	● Front RH side air bag module circuits are shorted to each other.	
SATELLITE SENS LH [UNIT FAIL] SATELLITE SENS LH [COMM FAIL]	● LH side air bag (satellite) sensor	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the LH side air bag (satellite) sensor.</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>

# TROUBLE DIAGNOSIS

Diagnostic item	Explanation	Repair order <b>Recheck SRS at each replacement.</b>
SATELLITE SENS RH [UNIT FAIL] SATELLITE SENS RH [COMM FAIL]	<ul style="list-style-type: none"> <li>● RH side air bag (satellite) sensor</li> </ul>	<ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the RH side air bag (satellite) sensor.</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
PRE-TEN FRONT LH [OPEN]	<ul style="list-style-type: none"> <li>● The circuit for the front LH pre-tensioner is open to some power supply circuit.</li> </ul>	1. Visually check the wiring harness connections.
PRE-TEN FRONT LH [VB-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for the front LH pre-tensioner is shorted to some power supply circuit.</li> </ul>	2. Replace the harness if it has visible damage.
PRE-TEN FRONT LH [GND-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for the front LH pre-tensioner is shorted to ground.</li> </ul>	<ol style="list-style-type: none"> <li>3. Replace the front LH seat belt. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
PRE-TEN FRONT RH [OPEN]	<ul style="list-style-type: none"> <li>● The circuit for the front RH pre-tensioner is open to some power supply circuit.</li> </ul>	1. Visually check the wiring harness connections.
PRE-TEN FRONT RH [VB-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for the front RH pre-tensioner is shorted to some power supply circuit.</li> </ul>	2. Replace the harness if it has visible damage.
PRE-TEN FRONT RH [GND-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for the front RH pre-tensioner is shorted to ground.</li> </ul>	<ol style="list-style-type: none"> <li>3. Replace the front RH seat belt. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>
CONTROL UNIT	<ul style="list-style-type: none"> <li>● Diagnosis sensor unit is malfunctioning.</li> </ul>	<ol style="list-style-type: none"> <li>1. Visually check wiring harness connections.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace diagnosis sensor unit.</li> <li>4. Replace the related harness.</li> </ol>

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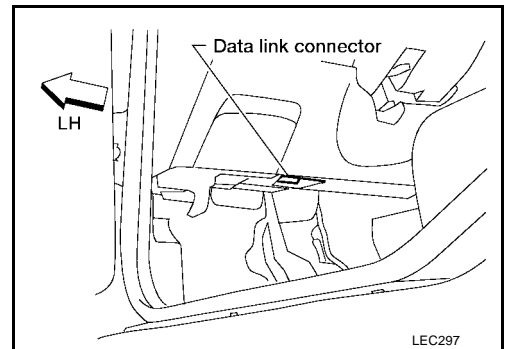
SRS

Follow the procedures in numerical order when repairing malfunctioning parts. Confirm whether malfunction is eliminated using the air bag warning lamp or CONSULT-II each time repair is finished. If malfunction is still observed, proceed to the next step. When malfunction is eliminated, further repair work is not required.

## DIAGNOSTIC PROCEDURE 3

### Final checking after repairing SRS by using CONSULT-II — Diagnosis mode

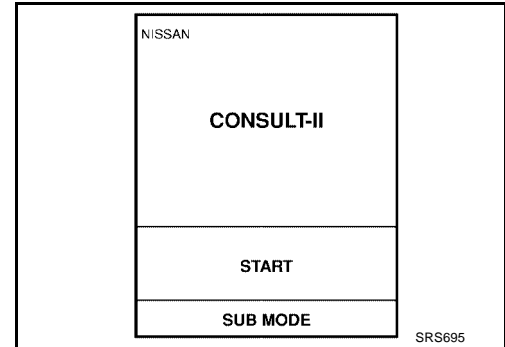
1. After repairing SRS, connect both battery cables.
2. Connect CONSULT-II to data link connector.
3. Turn ignition switch "ON".



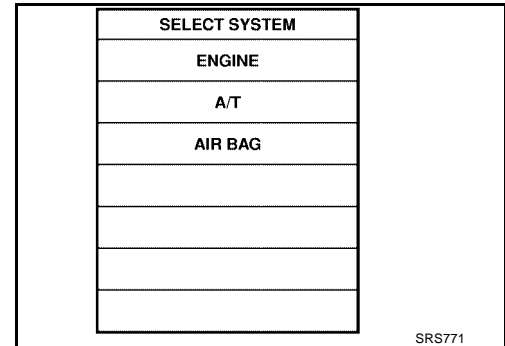
M

# TROUBLE DIAGNOSIS

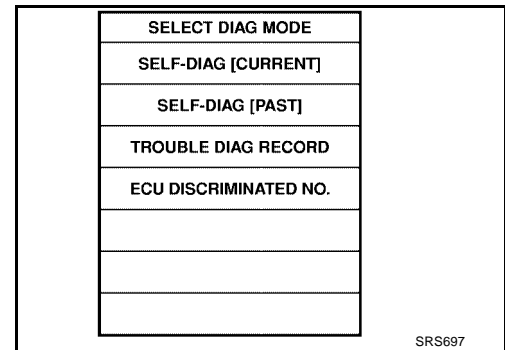
4. Touch "START".



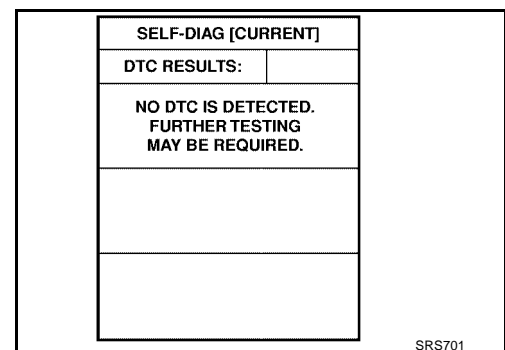
5. Touch "AIR BAG".



6. Touch "SELF-DIAG [CURRENT]".



7. If no malfunction is detected on "SELF-DIAG [CURRENT]", repair of SRS is completed. Go to step 8.  
 If any malfunction is detected on "SELF-DIAG [CURRENT]", the malfunctioning part is not repaired completely or another malfunctioning part is detected. Go to [SRS-18, "DIAGNOSTIC PROCEDURE 2"](#), and repair malfunctioning part completely.

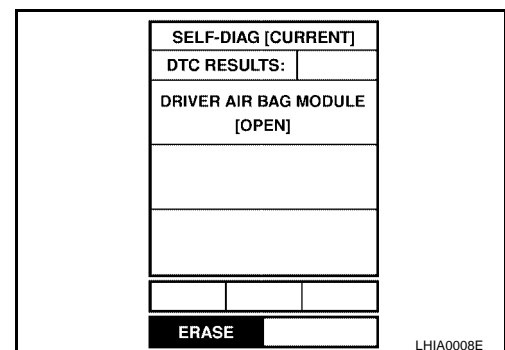


8. Touch "ERASE".

**NOTE:**

**Touch "ERASE" to clear the memory of the malfunction ("SELF-DIAG [PAST])."**

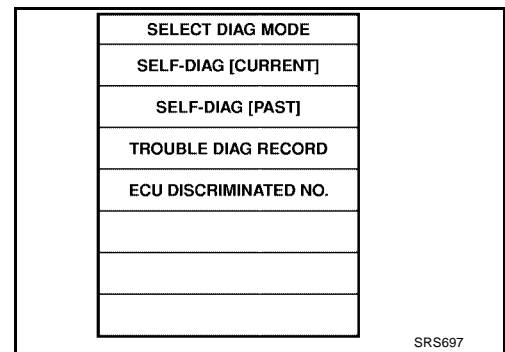
If the memory of the malfunction in "SELF-DIAG [PAST]" is not erased, the User mode shows the system malfunction by the operation of the warning lamp even if the malfunction is repaired completely.



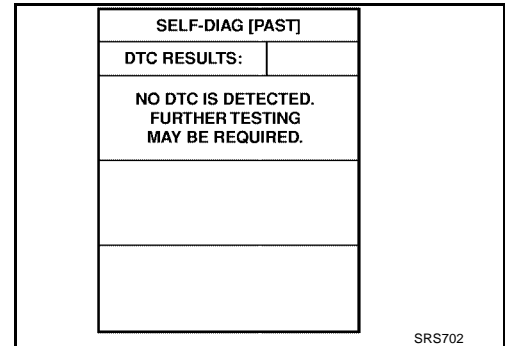


# TROUBLE DIAGNOSIS

9. Touch "BACK" key of CONSULT-II to "SELECT DIAG MODE" screen. Touch "SELF-DIAG [PAST]".



10. Check that no malfunction is detected on "SELF-DIAG [PAST]".  
11. Touch "BACK" key of CONSULT-II until "SELECT SYSTEM" appears in order to return to User mode from Diagnosis mode.  
12. Turn ignition switch "OFF" then turn off and disconnect CONSULT-II.  
13. Go to [SRS-17, "Checking Air Bag Operation by Using "AIR BAG" Warning Lamp — User Mode"](#).



## DIAGNOSTIC PROCEDURE 4 (CONTINUED FROM DIAGNOSTIC PROCEDURE 2) Inspecting SRS malfunctioning record

SRS

### 1. CONSIDER POSSIBILITY OF NOT ERASING SELF-DIAGNOSTIC RESULT AFTER REPAIRING

Is it the first time for maintenance of SRS?

Yes or No

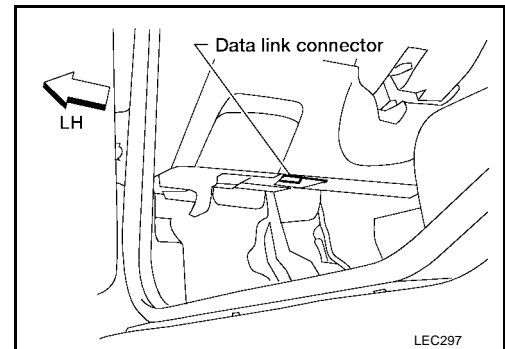
Yes >> Go to [SRS-23, "DIAGNOSTIC PROCEDURE 5"](#).

No >> Self-diagnostic result "SELF-DIAG [PAST]" (previously stored in the memory) might not be erased after repair. Go to [SRS-21, "DIAGNOSTIC PROCEDURE 3"](#).

## DIAGNOSTIC PROCEDURE 5

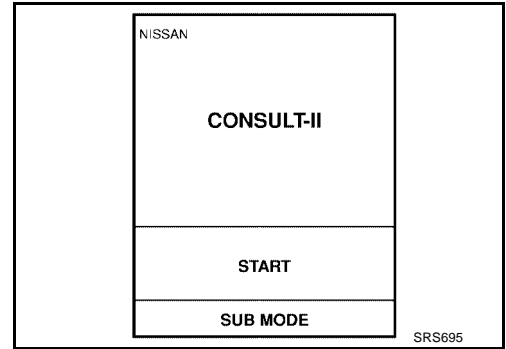
Inspecting SRS intermittent malfunction by using CONSULT-II  
— Diagnosis mode

1. Turn ignition switch "OFF".
2. Connect CONSULT-II to data link connector.

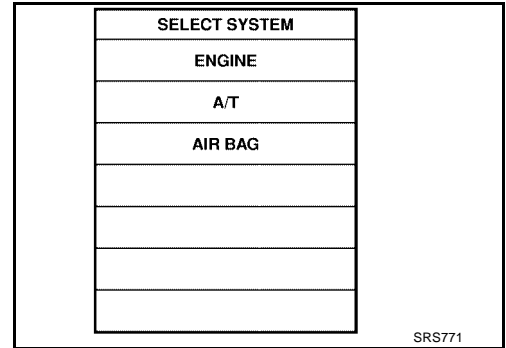


# TROUBLE DIAGNOSIS

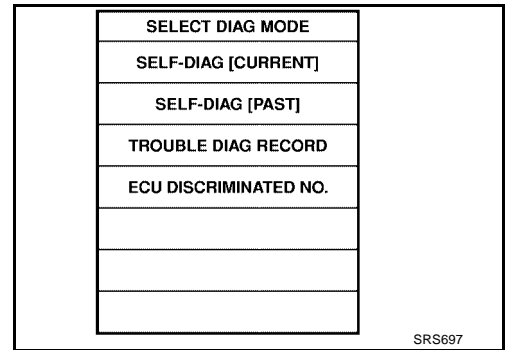
3. Turn ignition switch "ON".
4. Touch "START".



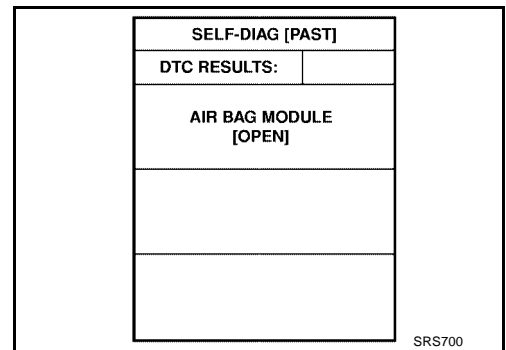
5. Touch "AIR BAG".



6. Touch "SELF-DIAG [PAST]".

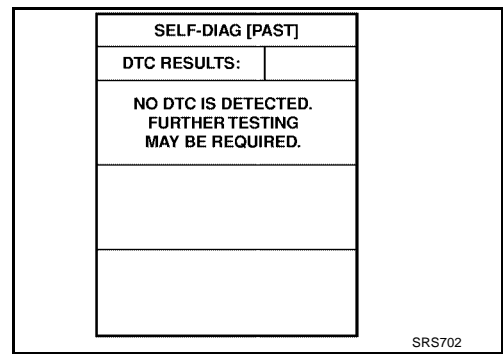


7. If diagnostic codes are displayed on "SELF-DIAG [PAST]", go to step 10.



# TROUBLE DIAGNOSIS

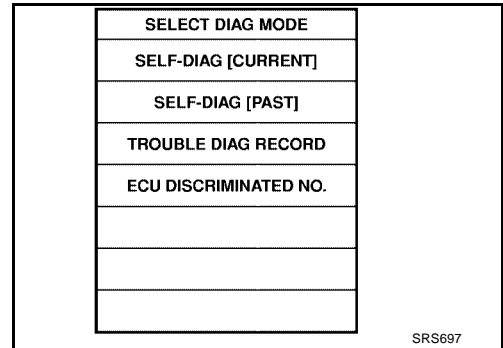
If no malfunction is detected on "SELF-DIAG [PAST]", touch "BACK" and go back to "SELECT DIAG MODE".



8. Touch "TROUBLE DIAG RECORD".

**NOTE:**

With "TROUBLE DIAG RECORD", diagnosis results previously erased by a reset operation can be displayed.



9. Diagnostic code is displayed on "TROUBLE DIAG RECORD".

10. Touch "PRINT".

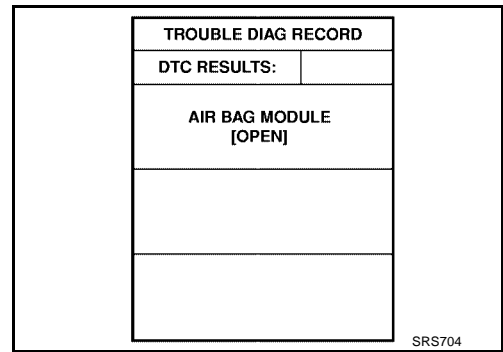
11. Compare diagnostic codes to [SRS-25, "Intermittent Malfunction Diagnostic Code Chart \("SELF-DIAG \[PAST\]" or "TROUBLE DIAG RECORD"\)"](#).

12. Touch "BACK" key of CONSULT-II until "SELECT SYSTEM" appears.

13. Turn ignition switch "OFF", then turn off and disconnect CONSULT-II, and both battery cables.

14. Repair the system as outlined by the "Repair order" in "Intermittent Malfunction Diagnostic Code Chart", that corresponds to the self-diagnostic result. For replacement procedure of component parts, refer to the Removal and Installation procedure for the appropriate component.

15. Go to [SRS-21, "DIAGNOSTIC PROCEDURE 3"](#), for final checking.



**Intermittent Malfunction Diagnostic Code Chart ("SELF-DIAG [PAST]" or "TROUBLE DIAG RECORD")**

Diagnostic item	Explanation	Repair order
NO DTC IS DETECTED.	<ul style="list-style-type: none"> <li>No malfunction is detected.</li> </ul>	<ul style="list-style-type: none"> <li>Go to <a href="#">SRS-21, "DIAGNOSTIC PROCEDURE 3"</a>.</li> </ul>
DRIVER AIR BAG MODULE [OPEN]	<ul style="list-style-type: none"> <li>Driver air bag module circuit is open. (including the spiral cable)</li> </ul>	<ol style="list-style-type: none"> <li>Visually check the wiring harness connection.</li> <li>Replace the harness if it has visible damage.</li> <li>If the harness check is OK, replace the spiral cable, diagnosis sensor unit and driver air bag module. (Before disposal, it must be deployed.)</li> </ol>
DRIVER AIR BAG MODULE [VB-SHORT]	<ul style="list-style-type: none"> <li>Driver air bag module circuit is shorted to some power supply circuit. (including the spiral cable)</li> </ul>	
DRIVER AIR BAG MODULE [GND-SHORT]	<ul style="list-style-type: none"> <li>Driver air bag module circuit is shorted to ground. (including the spiral cable)</li> </ul>	
DRIVER AIR BAG MODULE [SHORT]	<ul style="list-style-type: none"> <li>Driver air bag module circuits are shorted to each other.</li> </ul>	

## TROUBLE DIAGNOSIS

Diagnostic item	Explanation	Repair order
ASSIST A/B MODULE [VB-SHORT]	● Front passenger air bag module circuit is shorted to some power supply circuit.	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and front passenger air bag module. (Before disposal, it must be deployed.)
ASSIST A/B MODULE [OPEN]	● Front passenger air bag module circuit is open.	
ASSIST A/B MODULE [GND-SHORT]	● Front passenger air bag module circuit is shorted to ground.	
ASSIST A/B MODULE [SHORT]	● Front passenger air bag module circuits are shorted to each other.	
SIDE MODULE LH [OPEN]	● Front LH side air bag module circuit is open.	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and front LH seat-back assembly. (Before disposal, it must be deployed.)
SIDE MODULE LH [VB-SHORT]	● Front LH side air bag module circuit is shorted to some power supply circuits.	
SIDE MODULE LH [GND-SHORT]	● Front LH side air bag module circuit is shorted to ground.	
SIDE MODULE LH [SHORT]	● Front LH side air bag module circuits are shorted to each other.	
SIDE MODULE RH [OPEN]	● Front RH side air bag module circuit is open.	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and front RH seat-back assembly. (Before disposal, it must be deployed.)
SIDE MODULE RH [VB-SHORT]	● Front RH side air bag module circuit is shorted to some power supply circuits.	
SIDE MODULE RH [GND-SHORT]	● Front RH side air bag module circuit is shorted to ground.	
SIDE MODULE RH [SHORT]	● Front RH side air bag module circuits are shorted to each other.	
SATELLITE SENS LH [UNIT FAIL] SATELLITE SENS LH [COMM FAIL]	● LH side air bag (satellite) sensor	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and LH side air bag (satellite) sensor.
SATELLITE SENS RH [UNIT FAIL] SATELLITE SENS RH [COMM FAIL]	● RH side air bag (satellite) sensor	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and RH side air bag (satellite) sensor.
PRE-TEN FRONT LH [OPEN]	● The circuit for front LH pre-tensioner is open to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit and front LH seat belt. (Before disposal, it must be deployed.)
PRE-TEN FRONT LH [VB-SHORT]	● The circuit for front LH pre-tensioner is shorted to some power supply circuit.	
PRE-TEN FRONT LH [GND-SHORT]	● The circuit for front LH pre-tensioner is shorted to ground.	

## TROUBLE DIAGNOSIS

Diagnostic item	Explanation	Repair order
PRE-TEN FRONT RH [OPEN]	<ul style="list-style-type: none"> <li>● The circuit for front RH pre-tensioner is open to some power supply circuit.</li> </ul>	1. Visually check the wiring harness connections.
PRE-TEN FRONT RH [VB-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for front RH pre-tensioner is shorted to some power supply circuit.</li> </ul>	2. Replace the harness if it has visible damage.
PRE-TEN FRONT RH [GND-SHORT]	<ul style="list-style-type: none"> <li>● The circuit for front RH pre-tensioner is shorted to ground.</li> </ul>	3. If the harness check is OK, replace the diagnosis sensor unit and front RH seat belt. (Before disposal, it must be deployed.)
CONTROL UNIT	<ul style="list-style-type: none"> <li>● Diagnosis sensor unit is malfunctioning.</li> </ul>	1. Visually check the wiring harness connection. 2. Replace the harness if it has visible damage. 3. If the harness check is OK, replace the diagnosis sensor unit.

Follow the procedures in numerical order when repairing malfunctioning parts, then make the final system check.

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# TROUBLE DIAGNOSIS

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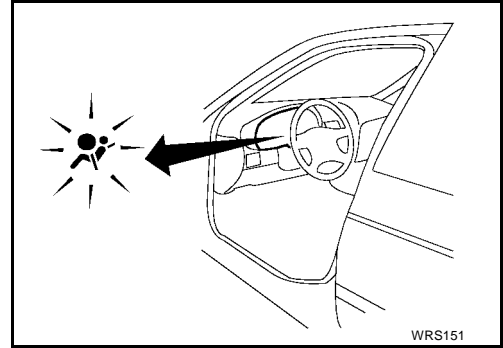
## ⊗ Trouble Diagnoses without CONSULT-II DIAGNOSTIC PROCEDURE 6

Inspecting SRS malfunctioning parts by using "AIR BAG" warning lamp — Diagnosis mode

**NOTE:**

SRS will not enter Diagnosis mode if no malfunction is detected in User mode.

1. Turn ignition switch "ON".
2. After "AIR BAG" warning lamp lights for 7 seconds, turn ignition switch "OFF" within 1 second.
3. Wait more than 3 seconds.
4. Repeat steps 1 to 3 three times.
5. Turn ignition switch "ON".  
SRS is now in Diagnosis mode.
6. "AIR BAG" warning lamp operates in Diagnosis mode as follows:



**NOTE:**

If SRS does not enter Diagnosis mode even though malfunction is detected in User mode, check the battery voltage.

If the battery voltage is less than 9V, charge the battery. Then go to [SRS-33, "DIAGNOSTIC PROCEDURE 7"](#)

If the battery voltage is OK, replace the diagnosis sensor unit.

No.	"AIR BAG" warning lamp flash pattern — Diagnosis mode —	SRS condition
1		<p>a through b are repeated.</p> <ul style="list-style-type: none"> <li>● Diagnosis results (previously stored in the memory) might not be erased after repair.</li> <li>● Intermittent malfunction has been detected in the past.</li> </ul> <p>Go to <a href="#">SRS-34, "DIAGNOSTIC PROCEDURE 8 (CONTINUED FROM DIAGNOSTIC PROCEDURE 6)"</a>.</p>

# TROUBLE DIAGNOSIS

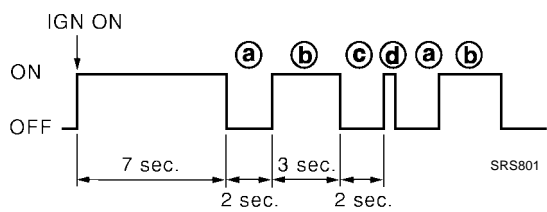
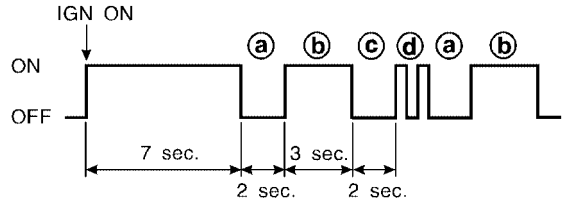
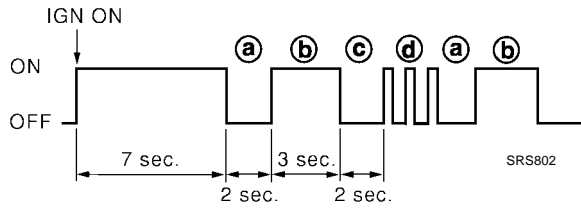
No.	"AIR BAG" warning lamp flash pattern — Diagnosis mode —	SRS condition
2	<p style="text-align: right; font-size: small;">SRS341</p>	<p><b>a</b> through <b>d</b> are repeated.</p> <p><b>b</b> — Driver and front passenger air bag marker (For identifying driver air bag, front passenger air bag and/or seat belt pre-tensioner malfunctioning)</p> <p><b>d</b> — Indicates malfunctioning part. The number of flash varies with malfunctioning part (0.5 sec. ON and 0.5 sec. OFF is counted as one flash.)</p>
3	<p style="text-align: right; font-size: small;">SRS342A</p>	<p><b>a</b> through <b>f</b> are repeated.</p> <p><b>b, c, d</b> — Front side air bag marker (For identifying front side air bag malfunctioning)</p> <p><b>f</b> — Indicates malfunctioning part. The number of flash varies with malfunctioning part (0.5 sec. ON and 0.5 sec. OFF is counted as one flash.)</p>

7. Malfunctioning part is indicated by the number of flashes (part **d** or **f**). Compare the number of flashes to [SRS-29, "Air Bag Warning Lamp Flash Code Chart \(Diagnosis mode\)"](#), and locate malfunctioning part.
8. Turn ignition switch "OFF", and disconnect both battery cables.
9. Repair the system as outlined by the "Repair order" in "Warning Lamp Flash Code Chart" that corresponds to the flash code. For replacement procedure of component parts, refer to the Removal and Installation procedure for the appropriate component.
10. After repairing the system, refer to [SRS-33, "DIAGNOSTIC PROCEDURE 7"](#).

## Air Bag Warning Lamp Flash Code Chart (Diagnosis mode)

<ul style="list-style-type: none"> <li>● Diagnosis results (previously stored in the memory) might not be erased after repair.</li> <li>● Intermittent malfunction has been detected in the past.</li> </ul>	<p>Flash pattern</p> <p style="text-align: right; font-size: small;">SRS333</p>	<p><b>a</b> through <b>b</b> are repeated.</p>
<p>Repair order</p> <ul style="list-style-type: none"> <li>● Go to <a href="#">SRS-34, "DIAGNOSTIC PROCEDURE 8 (CONTINUED FROM DIAGNOSTIC PROCEDURE 6)"</a>.</li> </ul>		

# TROUBLE DIAGNOSIS

<p>The front RH seat belt pre-tensioner circuit is malfunctioning. (<b>d</b> : 1 flash)</p>	<p style="text-align: center;">Flash pattern</p> 	<p><b>a</b> through <b>d</b> are repeated. <b>d</b> — One flash indicates malfunctioning front RH pre-tensioner circuit.</p>
<p>Repair order ("Recheck SRS at each replacement").</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connections.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front RH seat belt pre-tensioner. (Before disposing, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		
<p>The driver air bag module circuit is malfunctioning. (<b>d</b> : 2 flashes)</p>	<p style="text-align: center;">Flash pattern</p> 	<p><b>a</b> through <b>d</b> are repeated. <b>d</b> — Two flashes indicate malfunctioning driver air bag module circuit.</p>
<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the spiral cable.</li> <li>4. Replace driver air bag module. (Before disposal, it must be deployed.)</li> <li>5. Replace the diagnosis sensor unit.</li> <li>6. Replace the related harness.</li> </ol>		
<p>The front LH seat belt pre-tensioner circuit is malfunctioning. (<b>d</b> : 3 flashes)</p>	<p style="text-align: center;">Flash pattern</p> 	<p><b>a</b> through <b>d</b> are repeated. <b>d</b> — Three flashes indicate malfunctioning front LH pre-tensioner circuit.</p>
<p>Repair order ("Recheck SRS at each replacement").</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connections.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front LH seat belt pre-tensioner. (Before disposing, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		



# TROUBLE DIAGNOSIS

<p>The diagnosis sensor unit is malfunctioning. (<b>d</b> : 7 flashes)</p>	Flash pattern	<p><b>a</b> through <b>d</b> are repeated. <b>d</b> — Seven flashes indicate malfunctioning diagnosis sensor unit.</p>	A
	<p style="text-align: right; font-size: small;">SRS335</p>		B
	<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connections.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the diagnosis sensor unit.</li> <li>4. Replace the related harness.</li> </ol>		C
<p>The front passenger air bag module circuit is malfunctioning. (<b>d</b> : 8 flashes)</p>	Flash pattern	<p><b>a</b> through <b>d</b> are repeated. <b>d</b> — Eight flashes indicate malfunctioning front passenger air bag module circuit.</p>	D
	<p style="text-align: right; font-size: small;">SRS336</p>		E
	<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front passenger air bag module. (Before disposal, it must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		F
<p>The front RH side air bag module circuit is malfunctioning. (<b>f</b> : 1 flash)</p>	Flash pattern	<p><b>a</b> through <b>f</b> are repeated. <b>f</b> — One flash indicates malfunctioning front RH side air bag module circuit.</p>	G
	<p style="text-align: right; font-size: small;">SRS338</p>		H
	<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front RH seatback assembly. (Before disposal, the front RH side air bag module must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		I

SRS

# TROUBLE DIAGNOSIS

<p>The front LH side air bag module circuit is malfunctioning. (f : 2 flashes)</p>	<p style="text-align: center;">Flash pattern</p> <p style="text-align: right; font-size: small;">SRS337</p>	<p>a through f are repeated. f — Two flashes indicate malfunctioning front LH side air bag module circuit.</p>
<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace front LH seatback assembly. (Before disposal, the front LH side air bag module must be deployed.)</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		
<p>The RH side air bag (satellite) sensor is malfunctioning. (f : 3 flashes)</p>	<p style="text-align: center;">Flash pattern</p> <p style="text-align: right; font-size: small;">SRS340</p>	<p>a through f are repeated. f — Three flashes indicate malfunctioning RH side air bag (satellite) sensor circuit.</p>
<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the RH side air bag (satellite) sensor.</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		
<p>The LH side air bag (satellite) sensor is malfunctioning. (f : 4 flashes)</p>	<p style="text-align: center;">Flash pattern</p> <p style="text-align: right; font-size: small;">SRS339-A</p>	<p>a through f are repeated. f — Four flashes indicate malfunctioning LH side air bag (satellite) sensor circuit.</p>
<p>Repair order ("Recheck SRS at each replacement.")</p> <ol style="list-style-type: none"> <li>1. Visually check the wiring harness connection.</li> <li>2. Replace the harness if it has visible damage.</li> <li>3. Replace the LH side air bag (satellite) sensor.</li> <li>4. Replace the diagnosis sensor unit.</li> <li>5. Replace the related harness.</li> </ol>		

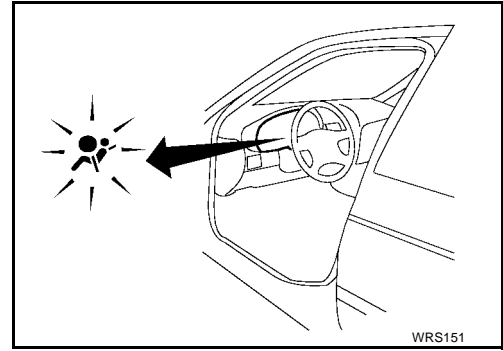
**Follow the procedures in numerical order when repairing malfunctioning parts. Confirm whether malfunction is eliminated using the air bag warning lamp or CONSULT-II each time repair is finished. If malfunction is still observed, proceed to the next step. When malfunction is eliminated, further repair work is not required.**

# TROUBLE DIAGNOSIS

## DIAGNOSTIC PROCEDURE 7

### Final checking after repairing SRS by using "AIR BAG" warning lamp — Diagnosis mode and User mode

1. After repairing SRS connect both battery cables.
2. Open driver's door.
3. Turn ignition switch "ON".
4. "AIR BAG" warning lamp operates in Diagnosis mode as follows:



No.	"AIR BAG" warning lamp flash pattern — Diagnosis mode —	SRS condition
1	<p style="text-align: right;">SRS333</p>	<p>a through b are repeated.</p> <p>No malfunction is detected or repair is completed. No further action is necessary.</p>
2	<p style="text-align: right;">SRS341</p>	<p>a through d are repeated.</p> <p>b — Driver and front passenger air bag marker (For identifying driver air bag, front passenger air bag and/or seat belt pre-tensioner malfunctioning)</p> <p>d — Indicates malfunctioning part. The number of flashes varies with malfunctioning part (0.5 sec. ON and 0.5 sec. OFF is counted as one flash.)</p>
3	<p style="text-align: right;">SRS342A</p>	<p>a through f are repeated.</p> <p>b, c, d — Front side air bag marker (For identifying front side air bag malfunctioning)</p> <p>f — Indicates malfunctioning part. The number of flashes varies with malfunctioning part (0.5 sec. ON and 0.5 sec. OFF is counted as one flash.)</p>

#### NOTE:

When diagnosis sensor unit is replaced with new one, "AIR BAG" warning lamp will operate in User mode. Checking "AIR BAG" warning lamp operation in Diagnosis mode is not required. Go to step 6.

5. If "AIR BAG" warning lamp operates as shown in No. 1 in chart above, turn ignition switch "OFF" to reset from Diagnosis mode to User mode and to erase the memory of the malfunction. Then go to step 6.  
If "AIR BAG" warning lamp operates as shown in No. 2 or No. 3 in chart above, the malfunctioning part is not repaired completely, or another malfunctioning part is detected. Go to [SRS-28, "DIAGNOSTIC PROCEDURE 6"](#), and repair malfunctioning part completely.
6. Turn ignition switch "ON". "AIR BAG" warning lamp operates in User mode. Compare "AIR BAG" warning lamp operation to the chart below.

#### NOTE:

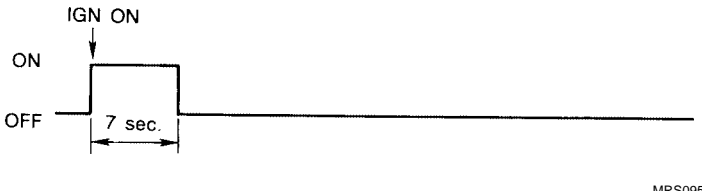
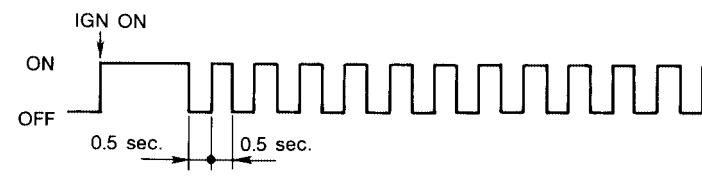
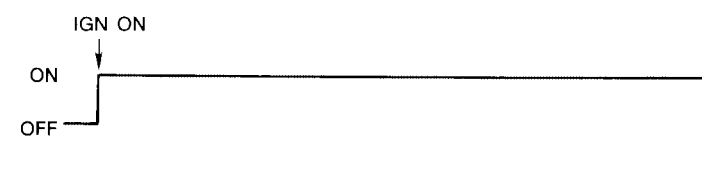
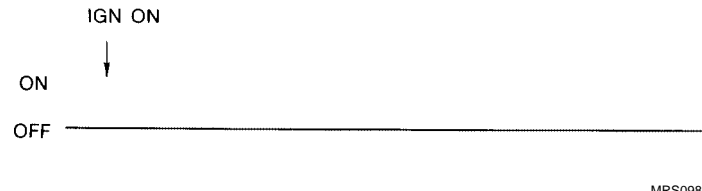
If switching Diagnosis mode to User mode is required while malfunction is being detected, turn ignition switch as follows:

7. Turn ignition switch "ON".
8. After "AIR BAG" warning lamp lights for 7 seconds, turn ignition switch "OFF".

A  
B  
C  
D  
E  
F  
G  
SRS  
I  
J  
K  
L  
M

# TROUBLE DIAGNOSIS

9. Wait more than 3 seconds.
  10. Repeat steps 1 to 3 three times.
  11. Turn ignition switch "ON".
- SRS is now in User mode.

"AIR BAG" warning lamp operation — User mode —	SRS condition	Reference item
 <p style="text-align: right; font-size: small;">MRS095A</p>	<p>No malfunction is detected. No further action is necessary.</p>	—
 <p style="text-align: right; font-size: small;">MRS096A</p>	<p>The system is malfunctioning and needs to be repaired as indicated.</p>	<p>Go to <a href="#">SRS-28, "DIAGNOSTIC PROCEDURE 6"</a> .</p>
 <p style="text-align: right; font-size: small;">MRS097A</p>	<p>Air bag is deployed.</p> <p>Air bag fuse, diagnosis sensor unit or harness is malfunctioning and needs to be repaired.</p>	<p>Go to <a href="#">SRS-53, "COLLISION DIAGNOSIS"</a> .</p> <p>Go to <a href="#">SRS-35, "DIAGNOSTIC PROCEDURE 9"</a> .</p>
 <p style="text-align: right; font-size: small;">MRS098A</p>	<p>One of the following has occurred and needs to be repaired.</p> <ul style="list-style-type: none"> <li>● Meter fuse is blown.</li> <li>● "AIR BAG" warning lamp circuit has open or short.</li> <li>● Diagnosis sensor unit is malfunctioning.</li> </ul>	<p>Go to <a href="#">SRS-36, "DIAGNOSTIC PROCEDURE 10"</a> .</p>

## DIAGNOSTIC PROCEDURE 8 (CONTINUED FROM DIAGNOSTIC PROCEDURE 6)

### Inspecting SRS malfunctioning record

#### 1. CONSIDER POSSIBILITY OF NOT ERASING SELF-DIAGNOSTIC RESULT AFTER REPAIRING

Is it the first time for maintenance of SRS?

Yes or No

- Yes >> Go to [SRS-23, "DIAGNOSTIC PROCEDURE 5"](#) . (Further inspection cannot be performed without CONSULT-II.)
- No >> Diagnosis results (previously stored in the memory) might not be erased after repair. Go to [SRS-33, "DIAGNOSTIC PROCEDURE 7"](#) .

# TROUBLE DIAGNOSIS

## Trouble Diagnoses: "AIR BAG" Warning Lamp Does Not Turn Off DIAGNOSTIC PROCEDURE 9

EHS000JT

### 1. SEE THE DEPLOYMENT OF AIR BAG MODULE

Is air bag module deployed?

Yes or No

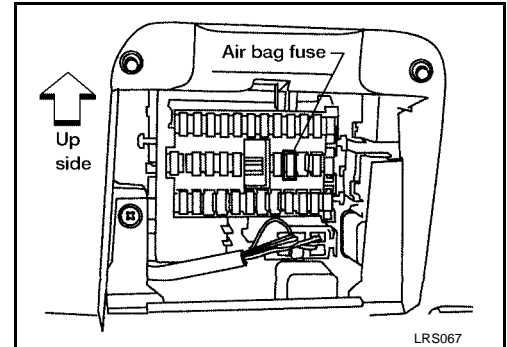
- Yes >> Refer to [SRS-53, "COLLISION DIAGNOSIS"](#).
- No >> GO TO 2.

### 2. CHECK AIR BAG FUSE

Check 10A fuse 18 [located in the fuse block (J/B)].

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



### 3. CHECK AIR BAG FUSE AGAIN

Replace "AIR BAG" fuse and turn ignition switch ON.

Is "AIR BAG" fuse blown again?

- Yes >> Repair main harness and/or replace related harness.
- No >> **INSPECTION END.**

### 4. CHECK DIAGNOSIS SENSOR UNIT

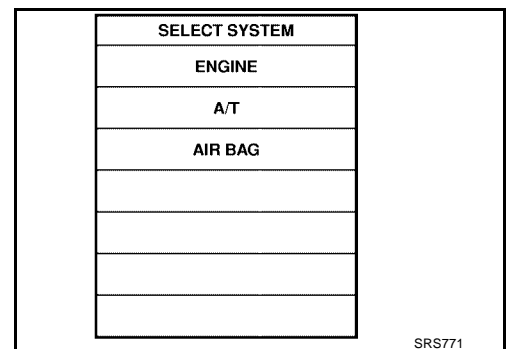


Connect CONSULT-II and touch "START".

- Is "AIR BAG" displayed on CONSULT-II?

Yes or No

- Yes >> GO TO 5.
- No >> Visually check the wiring harness connection of diagnosis sensor unit. If the harness connection check result is OK, replace diagnosis sensor unit.



### 5. CHECK HARNESS CONNECTION

Is harness connection between warning lamp and diagnosis sensor unit OK?

OK or NG

- OK >> Replace diagnosis sensor unit.
- NG >> Connect "AIR BAG" warning lamp and diagnosis sensor unit connector properly. If "AIR BAG" warning lamp still does not go off, replace harness.

A  
B  
C  
D  
E  
F  
G  
I  
J  
K  
L  
M

SRS

# TROUBLE DIAGNOSIS

## Trouble Diagnoses: "AIR BAG" Warning Lamp Does Not Turn On DIAGNOSTIC PROCEDURE 10

EHS000JU

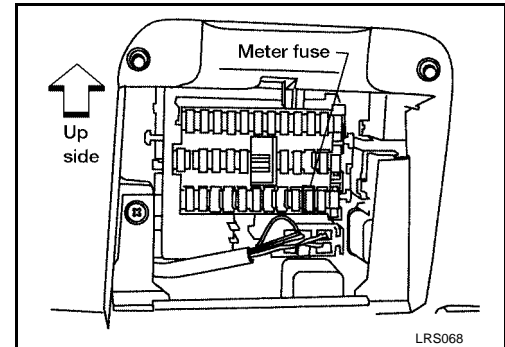
### 1. CHECK "METER" FUSE

Check 10A fuse 30 [located in the fuse block (J/B)].

OK or NG

OK >> GO TO 3.

NG >> GO TO 2.



### 2. CHECK "METER" FUSE AGAIN

Replace "METER" fuse and turn ignition switch ON.

Is "METER" fuse blown again?

Yes >> Repair main harness.

No >> **INSPECTION END.**

### 3. CHECK HARNESS CONNECTION BETWEEN DIAGNOSIS SENSOR UNIT AND "AIR BAG" WARNING LAMP

Disconnect diagnosis sensor unit connector and turn ignition switch "ON".

- Does "AIR BAG" warning lamp turn on?

Yes or No

Yes >> Replace diagnosis sensor unit.

No >> Check the ground circuit of "AIR BAG" warning lamp.

# DIAGNOSIS SENSOR UNIT

PFP:28556

EHS000JV

## DIAGNOSIS SENSOR UNIT

### Removal and Installation REMOVAL

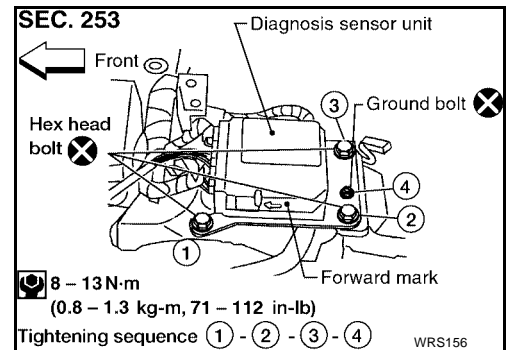
#### CAUTION:

- Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait for at least 3 minutes.
  - Do not use old bolts after removal; replace with new ones.
  - Check diagnosis sensor unit for proper installation.
  - Check diagnosis sensor unit to ensure it is free of deformities, dents, cracks or rust. If they show any visible signs of damage, replace them with new ones.
  - Check diagnosis sensor unit brackets to ensure they are free of deformities or rust.
  - Replace diagnosis sensor unit if it has been dropped or sustained an impact.
  - After replacement of diagnosis sensor unit, perform self-diagnosis for SRS. Refer to [SRS-17, "SRS Operation Check"](#) for details.
1. Disconnect driver, front passenger and front side air bag module connectors. Also, disconnect front seat belt pre-tensioner connectors.
  2. Remove console box. Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#).
  3. Disconnect diagnosis sensor unit connector.
  4. Remove bolts from diagnosis sensor unit.  
Then remove the diagnosis sensor unit.

### INSTALLATION

#### NOTE:

- To install, reverse the removal procedure sequence.



# FRONT SEAT BELT PRE-TENSIONER

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## FRONT SEAT BELT PRE-TENSIONER

PF:86884

### Removal and Installation

EHS000JW

For removal and installation of front seat belt pre-tensioners, refer to [SB-3, "Removal and Installation"](#) .



# SIDE AIR BAG (SATELLITE) SENSOR

PFP:K8EH0

## SIDE AIR BAG (SATELLITE) SENSOR

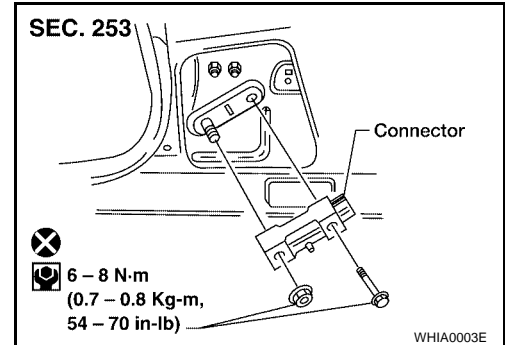
EHS000JX

### Removal and Installation

#### REMOVAL

##### CAUTION:

- Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait at least 3 minutes.
  - Do not use old nut or bolt coated with bonding agent after removal; replace with new ones.
  - Check side air bag (satellite) sensor to ensure they are free of deformities, dents, cracks or rust. If it shows any visible signs of damage, replace it with new one.
  - Do not attempt to disassemble side air bag (satellite) sensor.
  - Replace side air bag (satellite) sensor if it has been dropped or sustained an impact.
1. Remove front seat belt pre-tensioner. Refer to [SB-3, "Removal and Installation"](#).
  2. Disconnect side air bag (satellite) sensor connector.
  3. Remove bolt and nuts from side air bag (satellite) sensor unit. Then remove the side air bag (satellite) sensor.



#### INSTALLATION

##### CAUTION:

- Check side air bag (satellite) sensor for proper installation.
- After replacement of side air bag (satellite) sensor, check SRS function and perform self-diagnosis. Refer to [SRS-17, "SRS Operation Check"](#) for details.

To install, reverse the removal procedure sequence.

A  
B  
C  
D  
E  
F  
G  
I  
J  
K  
L  
M

SRS

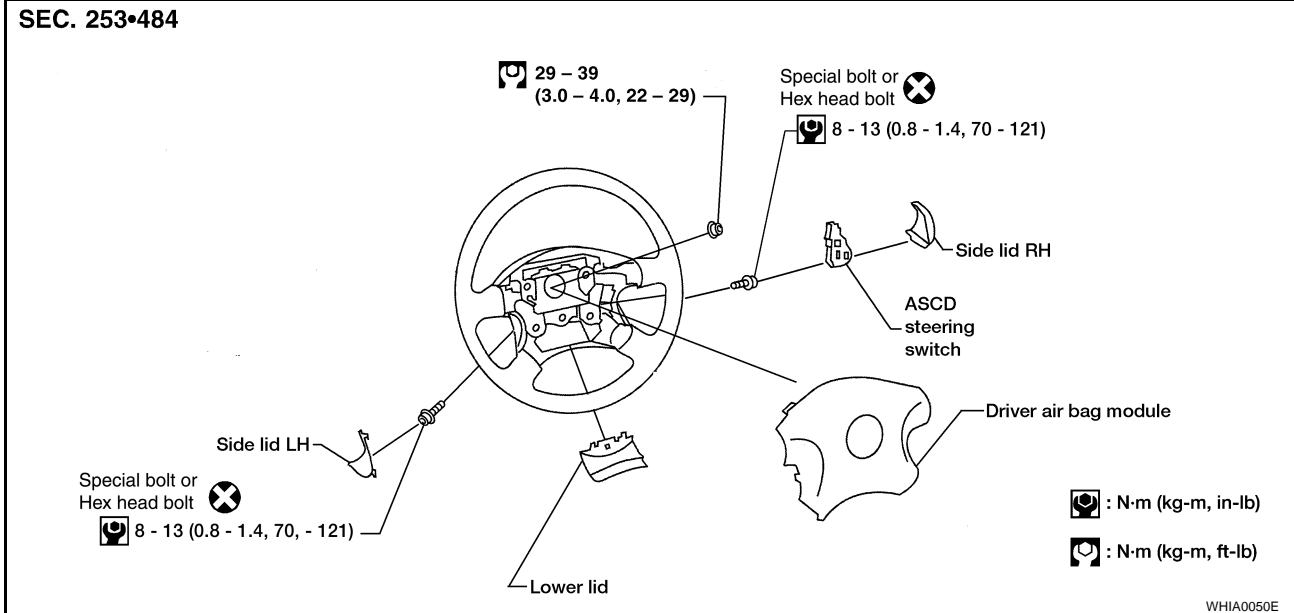
# DRIVER AIR BAG MODULE

## DRIVER AIR BAG MODULE

PFK:K8510

### Removal and Installation

EHS000JY

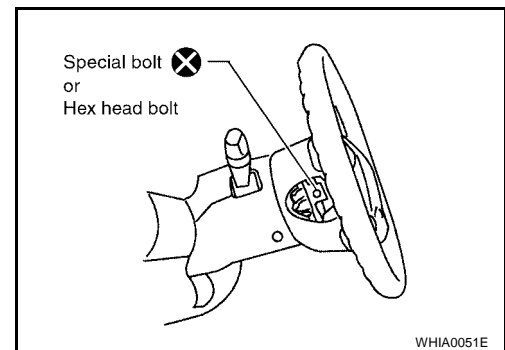


### Removal

EHS000JZ

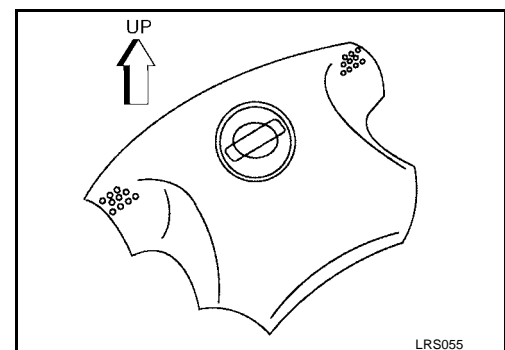
#### CAUTION:

- Do not attempt to repair or replace damaged direct-connect driver air bag module connectors. If a direct-connect harness connector is damaged, the harness must be replaced.
  - Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait at least 3 minutes.
  - Always work from the side of driver air bag module.
1. Remove side lids and ASCD steering switch (if equipped). Using the TAMPER RESISTANT TORX (Size T30) (if equipped), remove left and right special bolts or hex head bolts. Driver air bag module can then be removed.
  2. Disconnect the air bag harness connector and remove the air bag module.
    - For removal/installation of the direct-connect SRS connectors, refer to [SRS-6, "Direct-connect SRS Component Connectors"](#).



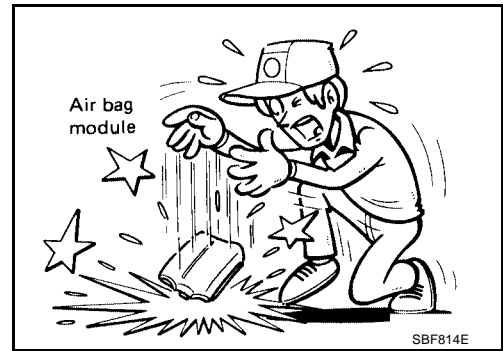
#### CAUTION:

- Always place driver air bag module with pad side facing upward.
- Do not attempt to disassemble air bag module.
- The bolts are coated with bonding agent. Do not use old bolts after removal; replace with new ones.
- Do not insert any foreign objects (screwdriver, etc.) into air bag module connector.



# DRIVER AIR BAG MODULE

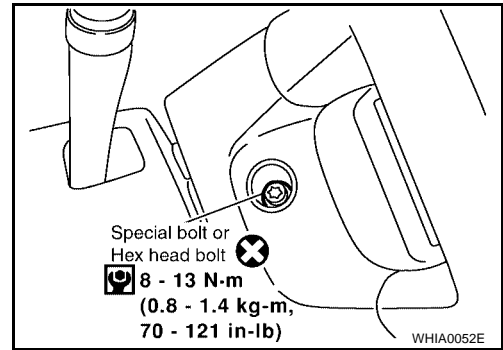
- Replace driver air bag module if it has been dropped or sustained an impact.
- Do not expose the driver air bag module to temperatures exceeding 90°C (194°F).
- Do not allow oil, grease or water to come in contact with the driver air bag module.



EHS000K0

## Installation

1. Connect driver air bag harness connector.
  - For removal/installation of the direct-connect SRS connectors, refer to [SRS-6, "Direct-connect SRS Component Connectors"](#).
2. Position driver air bag module, press firmly and tighten with new special bolts.
3. Install ASCD steering switch (if equipped) and all lids.
4. Connect both battery cables, then conduct self-diagnosis to ensure entire SRS operates properly. (Use CONSULT-II or warning lamp check.)
5. Turn steering wheel to the left end and then to the right end fully to make sure that spiral cable is set in the neutral position.



- If air bag warning lamp blinks or stays ON (at the user mode), it shows the spiral cable may be snapped due to its improper position. Perform self-diagnosis again (use CONSULT-II or warning lamp). Refer to [SRS-17, "SRS Operation Check"](#). If a malfunction is detected, replace the spiral cable with a new one.
6. Perform self-diagnosis again to check that no malfunction is detected. Go to [SRS-17, "SRS Operation Check"](#) and perform self-diagnosis to ensure entire SRS operates properly. (Use CONSULT-II or warning lamp check.)

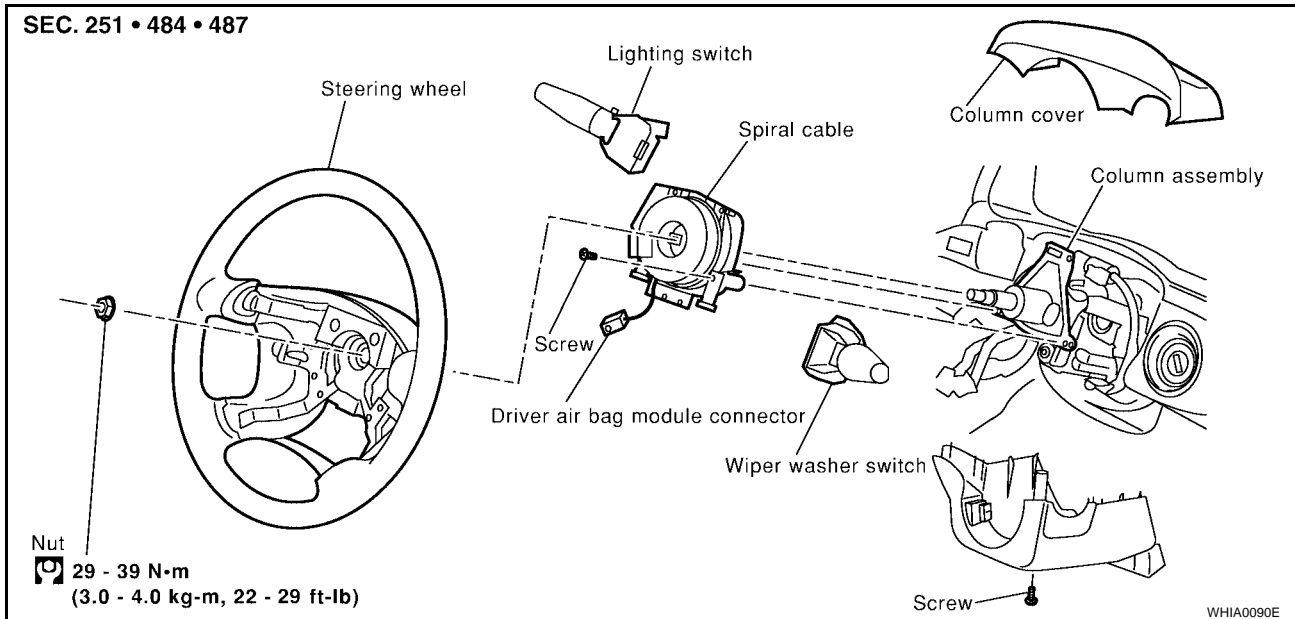
# SPIRAL CABLE

## SPIRAL CABLE

PFP:25554

### Removal and Installation

EHS000K1



### Removal

EHS000K2

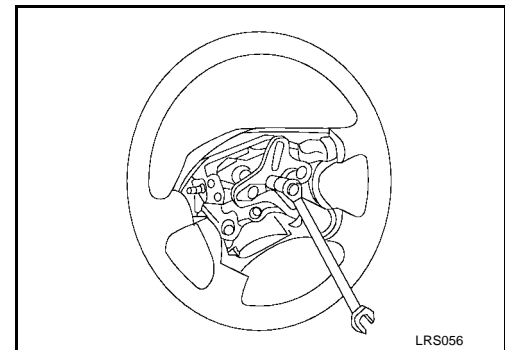
#### CAUTION:

- Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait at least 3 minutes.

1. Remove driver air bag module. Refer to [SRS-40, "Removal"](#).
2. Set steering wheel in the neutral position.
3. Remove lower lid and disconnect horn connector. Remove steering wheel nut.
4. Using steering wheel puller, remove steering wheel. Be careful not to over-tighten puller bolt on steering wheel.

#### CAUTION:

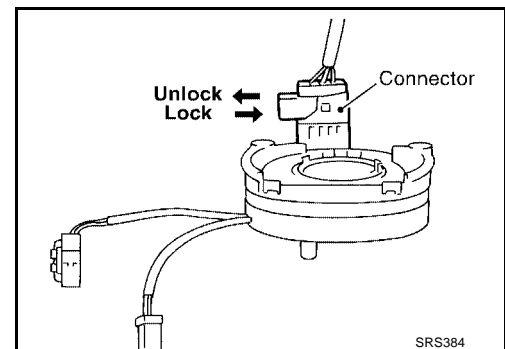
- Do not tap or bump the steering wheel.
5. Remove steering column cover.



6. Unlock the spiral cable connector. Then disconnect connectors and remove the four screws. The spiral cable can then be removed.

#### CAUTION:

- Do not attempt to disassemble spiral cable.
- Do not apply lubricant to the spiral cable.



# SPIRAL CABLE

EHS000K3

## Installation

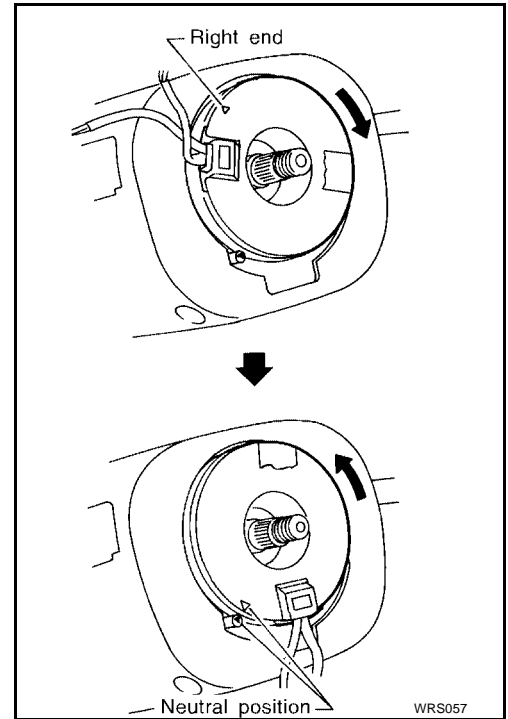
1. Set the front wheels in the straight-ahead position.
2. Make sure that the spiral cable is in the neutral position. The neutral position is detected by turning left about 3.5 revolutions from the right end position. Align the two marks (▲).

### CAUTION:

- The spiral cable may snap due to steering operation if the cable is installed in an improper position.
  - Also, with the steering linkage disconnected, the cable may snap by turning the steering wheel beyond the limited number of turns. To set spiral cable to neutral position turn to the left approximately 3.5 turns from the right end position.
3. Connect spiral cable connector and tighten with screws. Install steering column cover.
  4. Install steering wheel, aligning with spiral cable pin guides, and pull spiral cable through.
  5. Connect horn connector and engage spiral cable with pawls in steering wheel. Move driver air bag module connector away from steering wheel lower lid opening.
  6. Tighten nut.

 : 29 - 39 N-m (3.0 - 4.0 kg-m, 22 - 29 ft-lb)

7. Install driver air bag module. Refer to [SRS-41, "Installation"](#).
8. Connect both battery cables, then conduct self-diagnosis to ensure entire SRS operates properly. Refer to [SRS-17, "SRS Operation Check"](#).



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SRS

# FRONT PASSENGER AIR BAG MODULE

PFK:K8515

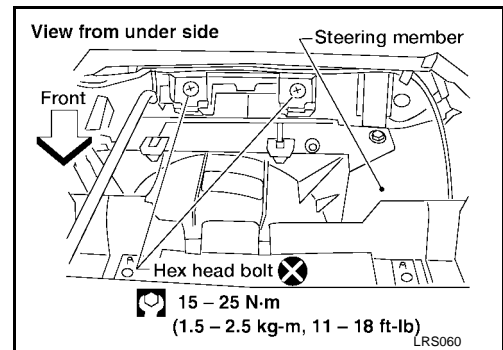
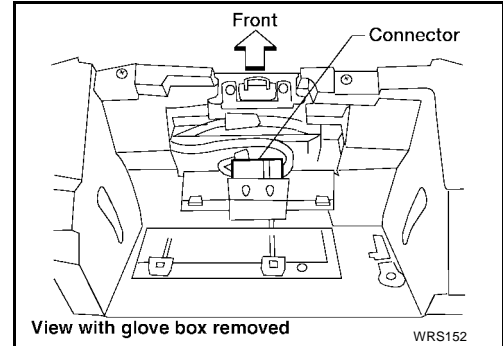
EHS000K4

## FRONT PASSENGER AIR BAG MODULE

### Removal and Installation REMOVAL

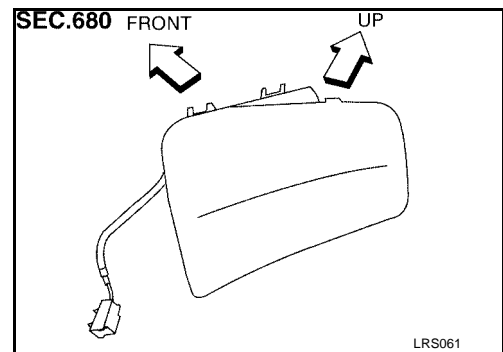
#### CAUTION:

- Do not attempt to repair or replace damaged direct-connect front passenger air bag module connectors. If a direct-connect harness connector is damaged, the harness must be replaced.
  - Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait for at least 3 minutes.
  - Always work from the side of or under air bag module.
1. Remove glove box assembly. Refer to [IP-10. "INSTRUMENT PANEL ASSEMBLY"](#) for details.
  2. Disconnect front passenger air bag module connector from air bag harness connector.
  3. Remove the nuts and hex bolts from front passenger air bag module.
  4. Remove the front passenger air bag module from the instrument panel.
- The front passenger air bag module is heavy and should be supported using both hands during removal.



#### CAUTION:

- Always place front passenger air bag module with pad side facing upward.
- Do not attempt to disassemble air bag module.
- The special bolts are coated with bonding agent. Do not use old bolts after removal; replace with new coated bolts.
- Do not insert any foreign objects (screwdriver, etc.) into air bag module connector.



- Replace air bag module if it has been dropped or sustained an impact.
- Do not expose the air bag module to temperatures exceeding 90°C (194°F).
- Do not allow oil, grease or water to come in contact with the front passenger air bag module.
- After air bag inflates, the front instrument panel assembly should be replaced if damaged.

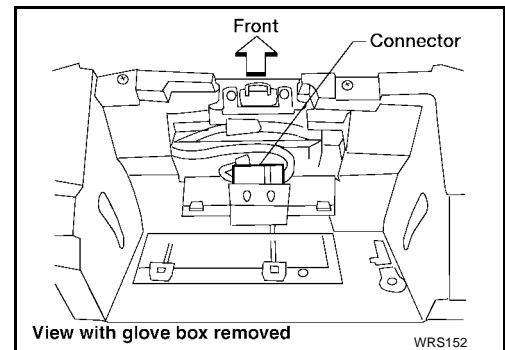
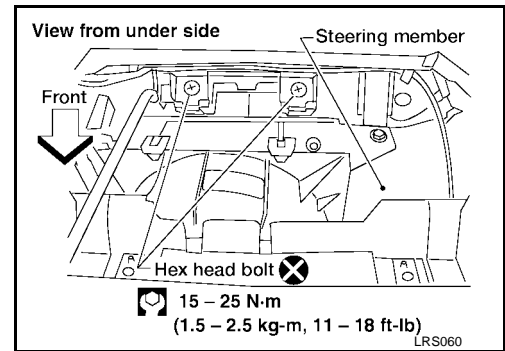


# FRONT PASSENGER AIR BAG MODULE

## INSTALLATION

### CAUTION:

- **Always work from the side of or under air bag module.**
1. Install front passenger air bag module on steering member.
    - Ensure harness is not caught between rear of air bag module and steering member.
  2. Install glove box assembly. (Glove box lid is open.)
- 
3. Connect front passenger air bag module connector to air bag harness connector.
  4. Close the glove box lid.
  5. Connect both battery cables.
  6. Go to [SRS-17, "SRS Operation Check"](#) and perform self-diagnosis to ensure entire SRS operates properly. (Use CONSULT-II or warning lamp check.)



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# FRONT SIDE AIR BAG MODULE

PFP:K8EH0

## FRONT SIDE AIR BAG MODULE

EHS000K5

### Removal

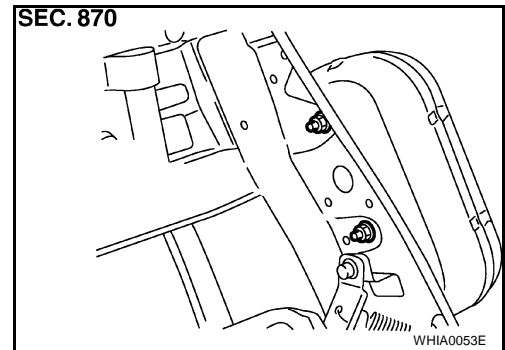
#### WARNING:

Removal of front side air bag module should only be done to allow deployment of front side air bag module prior to disposal of seatback assembly.

Only complete seatback assemblies can be replaced. Refer to [SE-5, "Removal and Installation"](#).

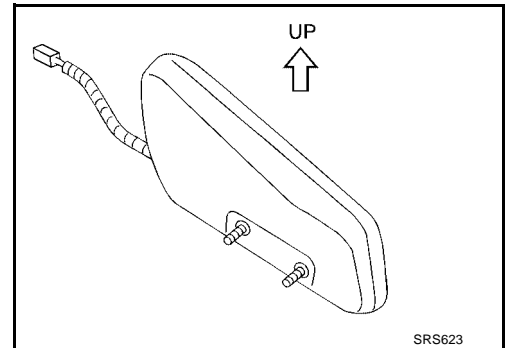
#### CAUTION:

- Before servicing SRS, turn the ignition switch off, disconnect both battery cables and wait at least 3 minutes.
  - Always work from the rear of air bag module.
1. Open seat back zipper to access module.
  2. Pull up the seat back trim.
  3. Remove the Torx nuts coated with bonding agent from front side air bag module.
  4. Remove harness clips. Front side air bag module can then be removed.

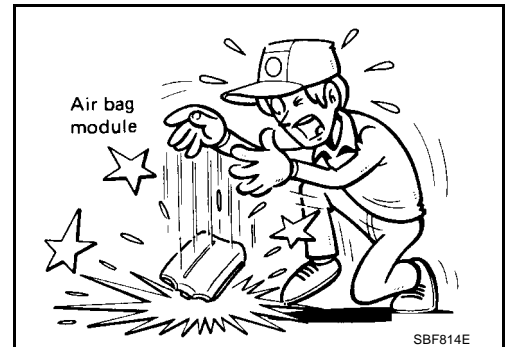


#### CAUTION:

- Always place front side air bag module with the stud bolt side facing down.
- Do not attempt to disassemble air bag module.
- Do not insert any foreign objects (screwdriver, etc.) into air bag module connector.



- Replace front seatback assembly if it has been dropped or sustained an impact.
- Do not expose front seatback assembly to temperatures exceeding 90°C (194°F).
- Do not allow oil, grease or water to come in contact with the air bag module.
- After air bag inflates, the front seatback assembly must be replaced.





# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

## DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

PF0:00014

### Disposal of Air Bag Module and Seat Belt Pre-tensioner

EHS000K6

- Before disposing of air bag module or seat belt pre-tensioner, on vehicles equipped with such systems, deploy the systems. If such systems have already been deployed due to an accident, dispose of them as indicated in [SRS-52, "DISPOSING OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER"](#).
- When deploying the air bag module and seat belt pre-tensioner, always use the Special Service Tool; Deployment tool KV99106400 (Kent-Moore No. J38381).
- When deploying the air bag module or seat belt pre-tensioner, stand at least 5 m (16 ft) away from the deployment component.
- When deploying air bag module or seat belt pre-tensioner, a fairly loud noise is made, followed by smoke being released. The smoke is not poisonous, however, be careful not to inhale smoke since it irritates the throat and can cause choking.
- Only deploy one air bag module at a time.
- Due to heat, leave air bag module unattended for more than 30 minutes after deployment. Leave seat belt pre-tensioner unattended for more than 10 minutes after deployment.
- Be sure to wear gloves when handling a deployed air bag module or seat belt pre-tensioner.
- Never apply water to the deployed air bag module or seat belt pre-tensioner.
- Wash your hands clean after finishing work.
- Place the vehicle outdoors with an open space of at least 6 m (20 ft) on all sides when deploying air bag module or seat belt pre-tensioner while mounted in vehicle.
- Use a voltmeter to make sure the vehicle battery is fully charged.
- Do not dispose of air bag modules or seat belt pre-tensioners un-deployed.

### CHECKING DEPLOYMENT TOOL

#### Connecting to Battery

##### CAUTION:

**The battery must show voltage of 9.6V or more.**

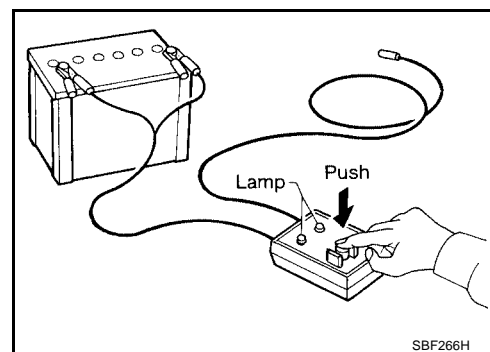
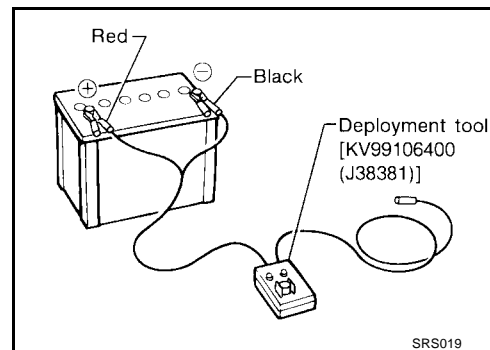
Remove the battery from the vehicle and place it on dry wood blocks approximately 5 m (16 ft) away from the vehicle.

- Wait 3 minutes after the vehicle battery is disconnected before proceeding.
- Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.

**Make sure the polarity is correct. The right side lamp in the tool, marked "deployment tool power", should glow with a green light. If the right side lamp glows red, reverse the connections to the battery.**

#### Deployment Tool Check

Press the deployment tool switch to the "ON" position. The left side lamp in the tool, marked "air bag connector voltage" should illuminate. If it does not illuminate, replace the tool.



# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

## Air Bag Deployment Tool Lamp Illumination Chart (Battery connected)

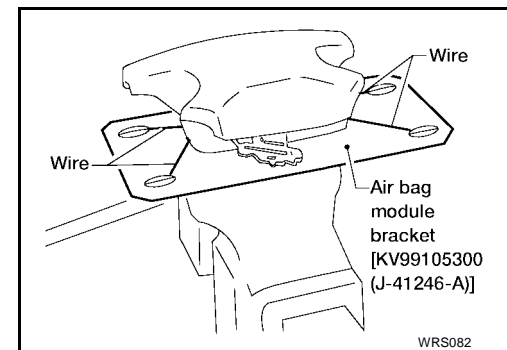
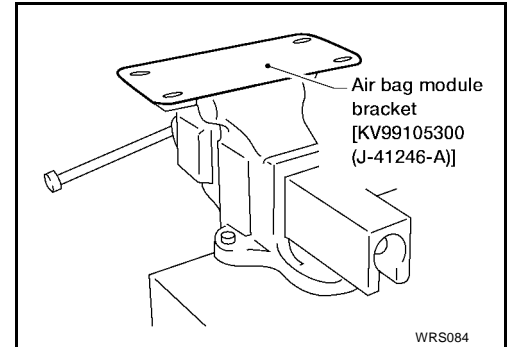
Switch operation	Left side lamp, green* "AIR BAG CONNECTOR VOLTAGE"	Right side lamp, green* "DEPLOYMENT TOOL POWER"
OFF	OFF	ON
ON	ON	ON

\*: If this lamp glows red, the tool is connected to the battery incorrectly. Reverse the connections and make sure the lamp glows green.

## DEPLOYMENT PROCEDURES FOR AIR BAG MODULE (OUTSIDE OF VEHICLE)

Unless the vehicle is being scrapped, deploying the air bag in the vehicle is not recommended. This may cause damage to the vehicle interior.

Anchor air bag module bracket [KV99105300 (J-41246-A)] in a vise secured to a firm foundation during deployment.



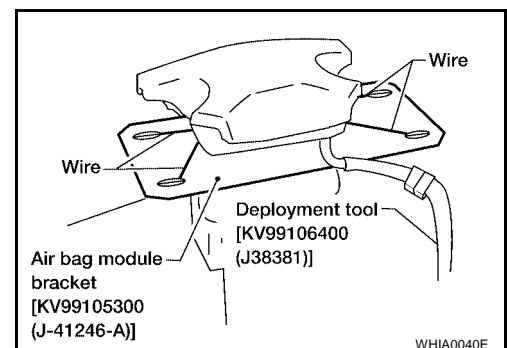
## Deployment of Driver Air Bag Module (Outside of vehicle)

- Using wire, secure driver air bag module to air bag module bracket [SST: KV99105300 (J-41246-A)] at two places.

### **CAUTION:**

**Use wire of at least 1 mm (0.04 in) diameter.**

- Firmly secure air bag module bracket [SST: KV99105300 (J-41246-A)] with air bag module attached, in a vise.
- Connect deployment tool [SST: KV99106400 (J38381)] to driver air bag module connector. If adapter is required, use SST: KV99109000 (J44230).

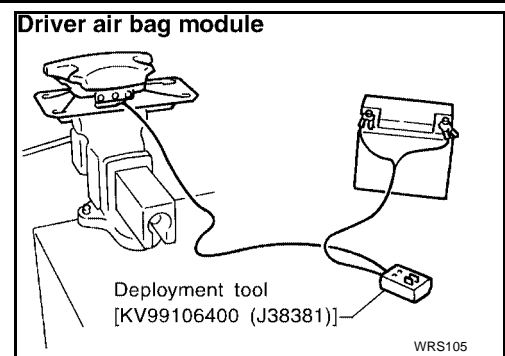


# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

4. Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.
5. The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.
6. Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the driver air bag module will deploy.

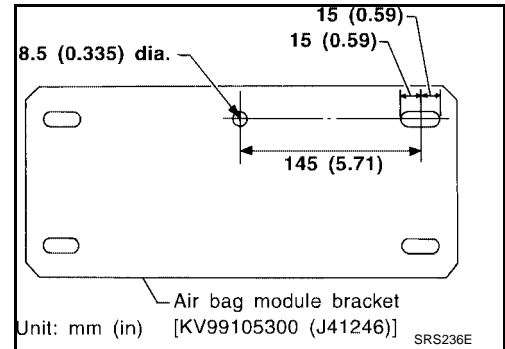
**CAUTION:**

**When deploying the driver air bag module, stand at least 5 m (16 ft) away from the driver air bag module.**

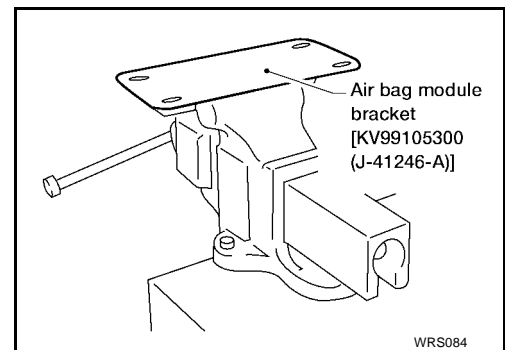


## Deployment of Front Passenger Air Bag Module (Outside of vehicle)

1. Make an 8.5 mm (0.335 in) diameter hole in air bag module bracket [SST: KV99105300 (J-41246-A)] at the position shown in figure.



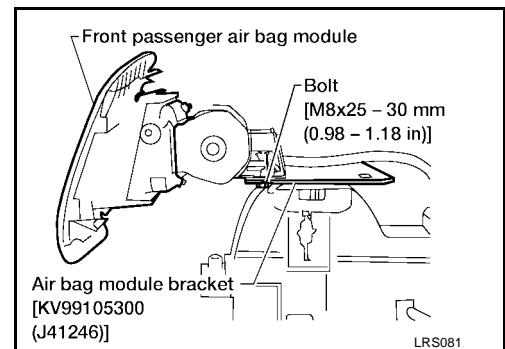
2. Firmly secure air bag module bracket [SST: KV99105300 (J-41246-A)] in a vise.



3. Match the two holes in air bag module bracket (held in vise) and front passenger air bag module and fix them with two bolts [M8 x 25 - 30 mm (0.98 - 1.18 in)].

**CAUTION:**

**If a gap exists between front passenger air bag module and air bag module bracket, use a piece of wood inserted in the gap to stabilize the front passenger air bag module.**



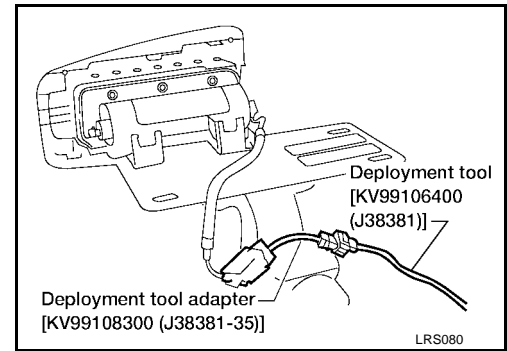
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# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

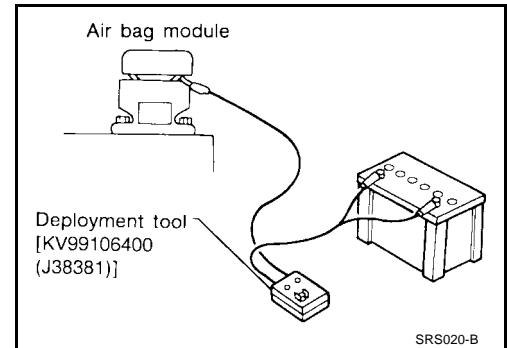
4. Connect deployment tool adapter [SST: KV99108300 (J38381-35)] to deployment tool [SST: KV99106400 (J38381)] connector and front passenger air bag module connector.
5. Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.
6. The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.



7. Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the front passenger air bag module will deploy.

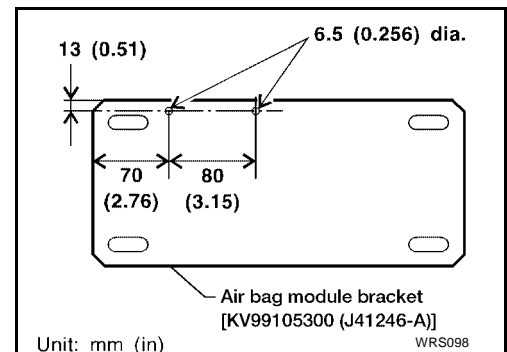
## CAUTION:

- When deploying the front passenger air bag module, do not stand on the deploying side.
- Stand at least 5 m (16 ft) away from the front passenger air bag module.



## Deployment of Front Side Air Bag Module (Outside of vehicle)

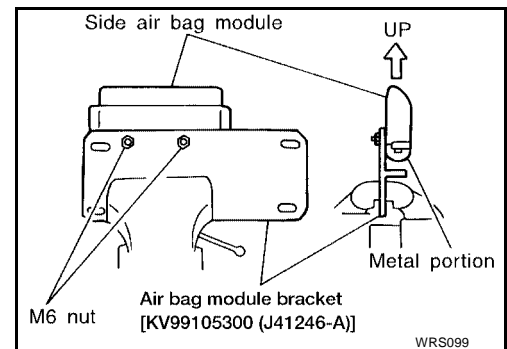
1. Make 6.5 mm (0.256 in) diameter holes in air bag module bracket [SST: KV99105300 (J-41246-A)] at the position shown in figure.



2. Firmly secure air bag module bracket [SST: KV99105300 (J-41246-A)] in a vise.
3. Insert the stud bolts of front side air bag module (built-in type) into the two holes in air bag module bracket (held in vise) and fix them with two M6 nuts.

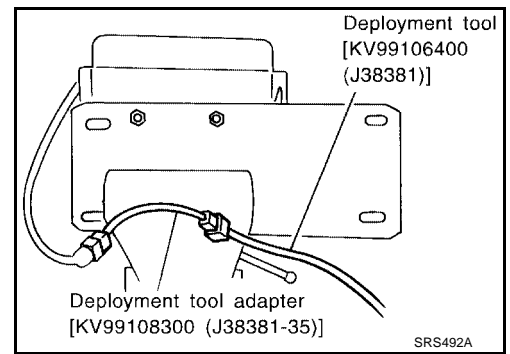
## CAUTION:

Front side air bag module should be secured to air bag module bracket [SST: KV99105300 (J-41246-A)] in a vise with metal portion facing down.



# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

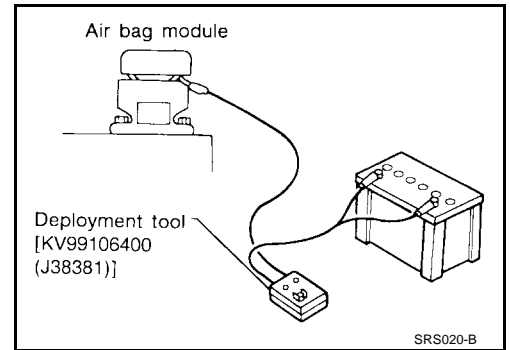
4. Connect deployment tool adapter [SST: KV99108300 (J38381-35)] to deployment tool [SST: KV99106400 (J38381)] connector and connector on air bag module.



5. Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.
6. The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.
7. Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the front side air bag module will deploy.

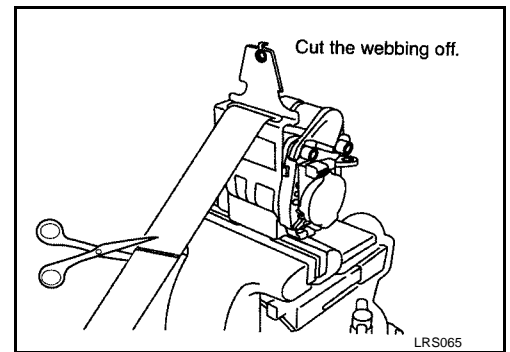
**CAUTION:**

**When deploying the front side air bag module, stand at least 5 m (16 ft) away from the front side air bag module.**

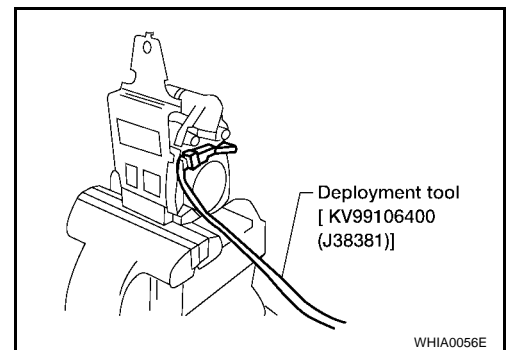


## DEPLOYMENT PROCEDURES FOR SEAT BELT PRE-TENSIONER (OUTSIDE OF VEHICLE)

1. Firmly grip front seat belt pre-tensioner in a vise and cut the webbing off.
2. Connect deployment tool adapter to seat belt pre-tensioner.



3. Connect deployment tool [SST: KV99106400 (J38381)] connector to front seat belt pre-tensioner connector.



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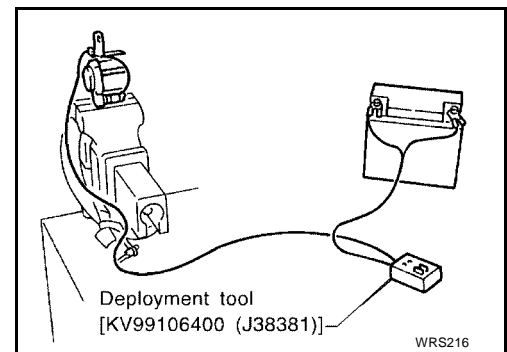
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# DISPOSAL OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

4. Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.
5. The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.
6. Press the button on the deployment tool. The left side lamp on the tool, marked "seat belt pre-tensioner connector voltage", will illuminate and the front seat belt pre-tensioner will deploy.

**CAUTION:**

**When deploying the front seat belt pre-tensioner, stand at least 5 m (16 ft) away from the front seat belt pre-tensioner.**



## DEPLOYMENT OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER WHILE MOUNTED IN VEHICLE

When disposing of a vehicle, deploy air bag modules and seat belt pre-tensioners while they are mounted in vehicle.

**CAUTION:**

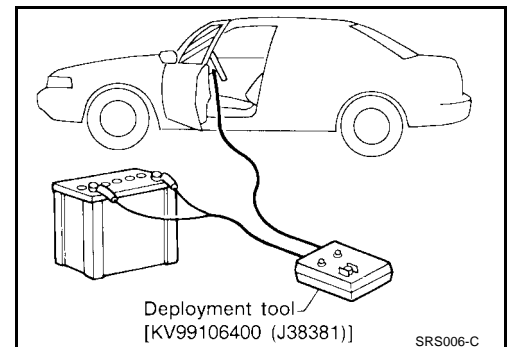
**When deploying air bag module or seat belt pre-tensioner, ensure vehicle is empty.**

1. Disconnect both the vehicle battery cables and wait 3 minutes.
2. Disconnect air bag module and seat belt pre-tensioner connectors.
3. Connect deployment tool [SST: KV99106400 (J38381)] to air bag module or seat belt pre-tensioner. For driver air bag module, attach deployment tool adapter [SST: KV99109000 (J44230)] to the tool connector. For front passenger air bag module, attach deployment tool adapter [SST: KV99108300 (J38381-35)] to the tool connector. For front side air bag module, attach deployment tool adapter [SST: KV99108300 (J38381-35)]. For front seat belt pre-tensioner, attach deployment tool adapter to the tool connector.

4. Connect red clip of deployment tool to battery positive terminal and black clip to negative terminal.
5. The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.
6. Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the air bag module or seat belt pre-tensioner will deploy.

**CAUTION:**

**Activate only one air bag module or seat belt pre-tensioner at a time.**

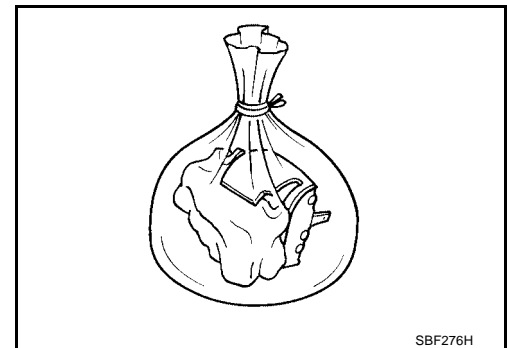


## DISPOSING OF AIR BAG MODULE AND SEAT BELT PRE-TENSIONER

Deployed air bag modules and seat belt pre-tensioners are very hot. Before disposing of air bag modules or seat belt pre-tensioners, wait at least 30 minutes or 10 minutes, respectively. Seal them in a plastic bag before disposal.

**CAUTION:**

- **Never apply water to a deployed air bag module or seat belt pre-tensioner.**
- **Be sure to wear gloves when handling a deployed air bag module or seat belt pre-tensioner.**
- **No poisonous smoke is produced upon air bag module deployment. However, be careful not to inhale smoke since it irritates throat and can cause choking.**
- **Do not attempt to disassemble air bag module or seat belt pre-tensioner.**
- **Air bag modules and seat belt pre-tensioners cannot be reused.**
- **Wash your hands clean after finishing work.**



# COLLISION DIAGNOSIS

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EHS000K7

## COLLISION DIAGNOSIS FOR FRONTAL COLLISION

To repair the SRS, perform the following steps.

### When SRS (except the side air bag) is activated in a collision:

1. Replace the diagnosis sensor unit and (LH and RH) side airbag sensors.
2. Remove the air bag modules (except the side air bag modules) and front seat belt pre-tensioner assemblies.
3. Check the SRS components using the table shown below:
  - Replace any SRS components showing visible signs of damage (dents, cracks and deformation).
4. Install new air bag modules (except the side air bag modules), spiral cable and front seat belt pre-tensioner assemblies.
5. Conduct self-diagnosis using CONSULT-II or “AIR BAG” warning lamp. Refer to [SRS-17, "SRS Operation Check"](#) for details. Ensure entire SRS operates properly.

### When SRS is not activated in a collision:

1. Check the SRS components using the table shown below:
  - Replace any SRS components showing visible signs of damage (dents, cracks and deformation).
2. Conduct self-diagnosis using CONSULT-II or “AIR BAG” warning lamp. Refer to [SRS-17, "SRS Operation Check"](#) for details. Ensure entire SRS operates properly.

### SRS INSPECTION (FOR FRONTAL COLLISION)

Part	SRS is activated	SRS is NOT activated
Air bag module (driver and front passenger side)	REPLACE Install with new bolts.	1. Remove air bag module. Check terminals for deformities, and harness for binding. 2. Install air bag modules. <ul style="list-style-type: none"> <li>– Install driver air bag module into the steering wheel to check fit and alignment with the wheel.</li> <li>– Install front passenger air bag module into the instrument panel to check fit with the instrument panel.</li> </ul> 3. If no damage is found, reinstall with new bolts. 4. If damaged—REPLACE. Install air bag modules with new bolts. Air bag must be deployed before discarding.
Front seat belt pre-tensioner assembly	REPLACE Install front seat belt pre-tensioner with new bolts.	1. Remove front seat belt pre-tensioners. Check terminals for deformities, and harness for binding. 2. Check belts for damage and anchors for loose mounting. 3. Check retractor for smooth operation. 4. If no damage is found, reinstall the front seat belt pre-tensioner assembly. 5. If damaged—REPLACE. Install the front seat belt pre-tensioners with new bolts coated with bonding agent. Front seat belt pre-tensioners must be deployed before discarding.
Diagnosis sensor unit	REPLACE (LH and RH) side air bag (satellite) sensor Diagnosis sensor unit	1. Check case and bracket for dents, cracks or deformities. 2. Check connectors for damage, and terminals for deformities. 3. If no damage is found, reinstall with new bolts and ground bolt coated with bonding agent. 4. If damaged—REPLACE. Install with new bolts and ground bolt.
Steering wheel		1. Visually check steering wheel for deformities. 2. Check harness (built into steering wheel) and connectors for damage, and terminals for deformities. 3. Install driver air bag module to check fit or alignment with steering wheel. 4. Check steering wheel for excessive free play. 5. If no damage is found, reinstall with new bolts. 6. If damaged—REPLACE.

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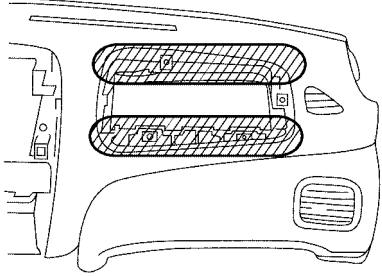
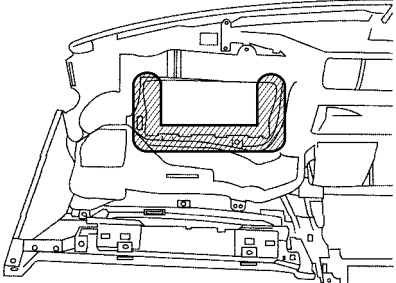
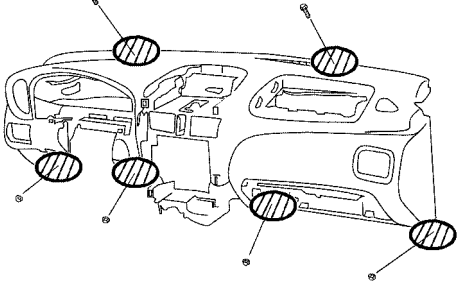
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# COLLISION DIAGNOSIS

Part	SRS is activated	SRS is NOT activated
Spiral cable		<ol style="list-style-type: none"> <li>1. Visually check spiral cable and combination switch for damage.</li> <li>2. Check connectors and protective tape for damage.</li> <li>3. Check steering wheel for noise, binding or heavy operation.</li> <li>4. If no damage is found, reinstall with new bolts.</li> <li>5. If damaged—REPLACE.</li> </ol>
Harness and connectors		<ol style="list-style-type: none"> <li>1. Check connectors for poor connection, damage, and terminals for deformities.</li> <li>2. Check harness for binding, chafing, cuts, or deformities.</li> <li>3. If no damage is found, reinstall the harness and connectors.</li> <li>4. If damaged—REPLACE damaged harness. Do not attempt to repair, splice or modify any SRS harness.</li> </ol>
Instrument panel		<ol style="list-style-type: none"> <li>1. When front passenger air bag inflates, check the following points for bending, deformities or cracks.               <ul style="list-style-type: none"> <li>– Opening portion for front passenger air bag</li> </ul> <div style="text-align: center; margin: 10px 0;">  <p>⊘ Check points <span style="float: right;">LRS069</span></p> </div> <ul style="list-style-type: none"> <li>– Front passenger air bag module brackets</li> </ul> <div style="text-align: center; margin: 10px 0;">  <p>⊘ Check points <span style="float: right;">LRS070</span></p> </div> <ul style="list-style-type: none"> <li>– The portions securing the instrument panel</li> </ul> <div style="text-align: center; margin: 10px 0;">  <p>⊘ Check points <span style="float: right;">LRS071</span></p> </div> </li> <li>2. If no damage is found, reinstall the instrument panel.</li> <li>3. If damaged—REPLACE the instrument panel with new bolts and nuts.</li> </ol>

## FOR SIDE COLLISION

EHS000K8

To repair the SRS for a side collision, perform the following steps.

### When the side air bag is activated in the side collision:

1. Replace the following components:
  - Front seatback assembly (on the side on which side air bag is activated)



# COLLISION DIAGNOSIS

- Diagnosis sensor unit
  - (LH and RH) side air bag (satellite) sensors
2. Check the SRS components and the related parts using the table shown below.
    - Replace any SRS components and the related parts showing visible signs of damage (dents, cracks, deformation).
  3. Conduct self-diagnosis using CONSULT-II and "AIR BAG" warning lamp. Refer to [SRS-17, "SRS Operation Check"](#) for details. Ensure entire SRS operates properly.

**When SRS is not activated in the side collision:**

1. Check the SRS components and the related parts using the table shown below.
  - If the front seatback assembly is damaged, the front seatback assembly must be replaced.
2. Conduct self-diagnosis using CONSULT-II and "AIR BAG" warning lamp. Refer to [SRS-17, "SRS Operation Check"](#) for details. Ensure entire SRS operates properly.

**SRS INSPECTION (FOR SIDE COLLISION)**

Part	Side air bag is activated	SRS is NOT activated
Front (LH or RH) side air bag module	REPLACE front seatback assembly.	<ol style="list-style-type: none"> <li>1. Check for visible signs of damage (dents, tears, deformation) of the seat back on the collision side.</li> <li>2. Check harness and connectors for damage, and terminals for deformities.</li> <li>3. If damaged—REPLACE the front seatback assembly. Air bag must be deployed before disposing of it.</li> </ol>
(LH or RH) side air bag (satellite) sensor	REPLACE (LH and RH) side air bag (satellite sensor and diagnosis sensor unit). (Repair the center pillar inner, etc. before installing new one if damaged.)	<ol style="list-style-type: none"> <li>1. Remove the side air bag (satellite) sensor on the collision side. Check harness connectors for damage, terminals for deformities, and harness for binding.</li> <li>2. Check for visible signs of damage (dents, cracks, deformation) of the satellite sensor.</li> <li>3. Install the side air bag (satellite) sensor to check fit.</li> <li>4. If no damage is found, reinstall the side air bag (satellite) sensor with new nuts coated with bonding agent.</li> <li>5. If damaged—REPLACE the (LH and RH) side air bag (satellite sensor and diagnosis sensor unit) with new nut and bolt coated with bonding agent.</li> </ol>
Diagnosis sensor unit	REPLACE (LH and RH) side air bag (satellite sensor and diagnosis sensor unit with new bolts.	<ol style="list-style-type: none"> <li>1. Check case and bracket for dents, cracks or deformities.</li> <li>2. Check connectors for damage, and terminals for deformities.</li> <li>3. If no damage is found, reinstall with new bolts and ground bolt coated with bonding agent.</li> <li>4. If damaged—REPLACE. Install (LH and RH) side air bag (satellite sensor and diagnosis sensor unit) with new bolts and ground bolt coated with bonding agent.</li> </ol>
Front seat belt pre-tensioner assembly		<ol style="list-style-type: none"> <li>1. Check if the seat belt can be extended smoothly. If the seat belt cannot be extended smoothly.                             <ul style="list-style-type: none"> <li>- Check for deformities of the center pillar inner.</li> <li>- If the center pillar inner has no damage, REPLACE the front seat belt pre-tensioner assembly.</li> </ul> </li> <li>2. Remove the front seat belt pre-tensioner assembly on the collision side. Check harness cover and connectors for damage, terminals for deformities, and harness for binding.</li> <li>3. Check for visible signs of damage (dents, cracks, deformation) of the front seat belt pre-tensioner assembly.</li> <li>4. If no damage is found, reinstall the front seat belt pre-tensioner assembly.</li> <li>5. If damaged—REPLACE the front seat belt pre-tensioner assembly with new bolts coated with bonding agent. The front seat belt pre-tensioner assembly must be deployed before disposing of it.</li> </ol>
Seat (with side air bag)	REPLACE front seatback assembly.	<ol style="list-style-type: none"> <li>1. Visually check the seat on the collision side.</li> <li>2. Remove the seat on the collision side and check the following for damage and deformities.                             <ul style="list-style-type: none"> <li>- Harness, connectors and terminals</li> <li>- Frame and recliner (for front and rear seat), and also adjuster and slides (for front seat)</li> </ul> </li> <li>3. If no damage is found, reinstall the seat.</li> <li>4. If damaged—REPLACE the damaged seat parts with new bolts. If the front seatback assembly is damaged, the front seatback assembly must be replaced.</li> </ol>

## COLLISION DIAGNOSIS

Part	Side air bag is activated	SRS is NOT activated
Center pillar inner	<ol style="list-style-type: none"><li>1. Check the center pillar inner on the collision side for damage (dents, cracks, deformation).</li><li>2. If damaged—REPAIR the center pillar inner.</li></ol>	
Trim	<ol style="list-style-type: none"><li>1. Check for visible signs of damage (dents, cracks, deformation) of the interior trim on the collision side.</li><li>2. If damaged—REPLACE the damaged trim parts.</li></ol>	



# NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

EES000JB

Use the chart below to help you find the cause of the symptom. If necessary, repair or replace these parts.

Symptom		Possible cause and SUSPECTED PARTS										Reference page						
		Out-of-round	Imbalance	Incorrect tire pressure	Uneven tire wear	Deformation or damage	Non-uniformity	Incorrect tire size	DIFFERENTIAL	FRONT AXLE AND FRONT SUSPENSION	REAR AXLE AND REAR SUSPENSION	TIRES	ROAD WHEEL	DRIVE SHAFT	BRAKE	STEERING		
Symptom	TIRES	Noise	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	Refer to <a href="#">WT-3</a> Refer to <a href="#">WT-4</a> Refer to <a href="#">WT-6</a> — — — Refer to <a href="#">WT-6</a> — <a href="#">FAX-4, "NVH Troubleshooting Chart", FSU-4, "NVH Troubleshooting Chart"</a> <a href="#">RAX-4, "NVH Troubleshooting Chart", RSU-4, "NVH Troubleshooting Chart"</a> Refer to TIRES in this chart. Refer to ROAD WHEEL in this chart. <a href="#">FAX-4, "NVH Troubleshooting Chart"</a> <a href="#">BR-5, "NVH Troubleshooting Chart"</a> <a href="#">PS-6, "NVH Troubleshooting Chart"</a>
		Shake	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
		Vibration			x				x		x	x		x			x	
		Shimmy	x	x	x	x	x	x	x		x	x		x		x	x	
		Judder	x	x	x	x	x		x		x	x		x		x	x	
		Poor quality ride or handling	x	x	x	x	x		x		x	x		x				
	ROAD WHEEL	Noise	x	x			x			x	x	x	x		x	x	x	
		Shake	x	x			x				x	x	x		x	x	x	
		Shimmy, judder	x	x			x				x	x	x			x	x	
		Poor quality ride or handling	x	x			x				x	x	x					

x: Applicable

# ROAD WHEEL

## ROAD WHEEL

PFP:40300

EES000JC

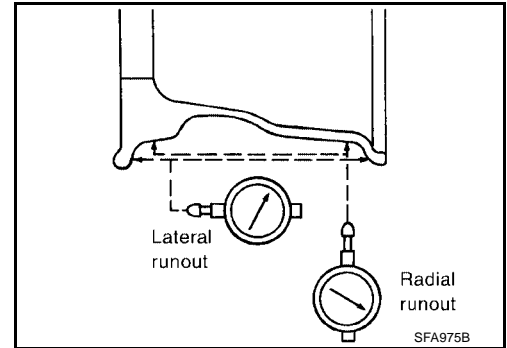
### Inspection

1. Check tires for wear and improper inflation.
2. Check wheels for deformation, cracks and other damage. If deformed, remove wheel and check wheel runout.
- a. Remove tire from wheel and mount wheel on a tire balance machine.
- b. Set dial indicator as shown in the illustration.

**Wheel runout (Dial indicator value):**

**Refer to [WT-6, "Road Wheel"](#) .**

3. Check front wheel bearings for looseness.
4. Check front suspension for looseness.



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# WHEEL AND TIRE ASSEMBLY

## WHEEL AND TIRE ASSEMBLY

PF:40300

### Balancing Wheels REMOVAL

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1. Remove inner and outer balance weights from the wheel.

**CAUTION:**

- Be careful not to scratch the wheel during removal procedures.

2. Using releasing agent, remove double-faced adhesive tape from the wheel.

**CAUTION:**

- Be careful not to scratch the wheel during removal.
- After removing double-faced adhesive tape, wipe clean traces of releasing agent from the wheel.

### WHEEL BALANCE ADJUSTMENT

- If a tire balance machine has adhesion balance weight mode settings and drive-in weight mode setting, select and adjust a drive-in weight mode suitable for wheels.

1. Set wheel on wheel balancer using the center hole as a guide. Start the tire balance machine.
2. When inner and outer unbalance values are shown on the wheel balancer indicator, multiply outer unbalance value by 1.6 to determine balance weight that should be used. Select the outer balance weight with a value closest to the calculated value and install it to the designated outer position of, or at the designated angle in relation to the road wheel.

**CAUTION:**

- Do not install the inner balance weight before installing the outer balance weight.
- Before installing the balance weight, be sure to clean the mating surface of the wheel.

Indicated unbalance value  $\times 5/3$  = balance weight to be installed

Calculation example:

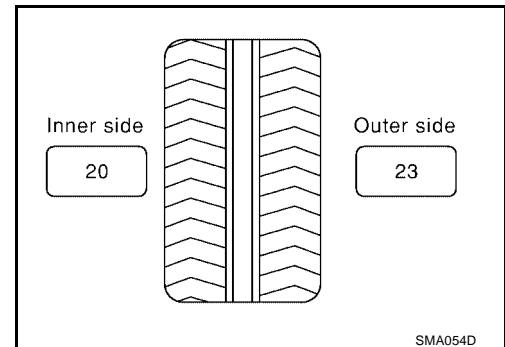
23 g (0.81 oz.)  $\times 5/3$  = 38.33 g (1.35 oz.) = 40 g (1.41 oz.) balance weight (closer to calculated balance weight value)

Note that balance weight value must be closer to the calculated balance weight value.

Example:

37.4 g = 35 g (1.23 oz.)

37.5 g = 40 g (1.41 oz.)

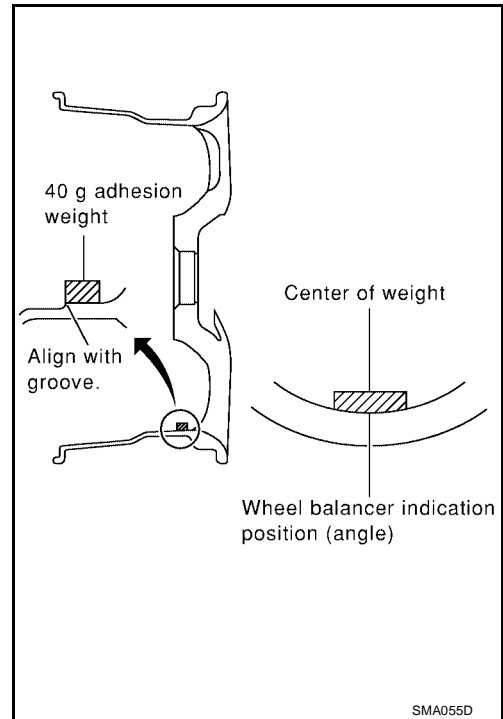


# WHEEL AND TIRE ASSEMBLY

- Install balance weight in the position shown.
- When installing balance weight to wheels, set it into the grooved area on the inner wall of the wheel as shown so that the balance weight center is aligned with the wheel balancer indication position (angle).

**CAUTION:**

- Always use genuine Nissan adhesion balance weights.
- Balance weights are not reusable; always replace with new ones.
- Do not install more than three sheets of balance weight.



- If calculated balance weight value exceeds 50 g (1.76 oz.), install two balance weight sheets in line with each other as shown.

**CAUTION:**

**Do not install one balance weight sheet on top of another.**

- Start wheel balancer again.
- Install drive-in balance weight on inner side of road wheel in the wheel balancer indication position (angle).

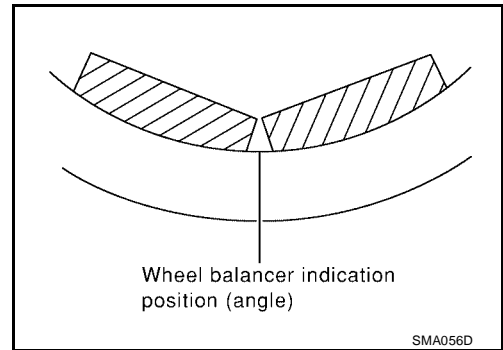
**CAUTION:**

**Do not install more than two balance weights.**

- Start wheel balancer. Make sure that inner and outer residual unbalance values are 10 g (0.35 oz.) each or below.
  - If either residual unbalance value exceeds 10 g (0.35 oz.), repeat installation procedures.

**Wheel balance (Maximum allowable unbalance):**

Maximum allowable unbalance	Dynamic (At rim flange)	10 g (0.35 oz.) (one side)
	Static	20 g (0.71 oz.)



## Rotation

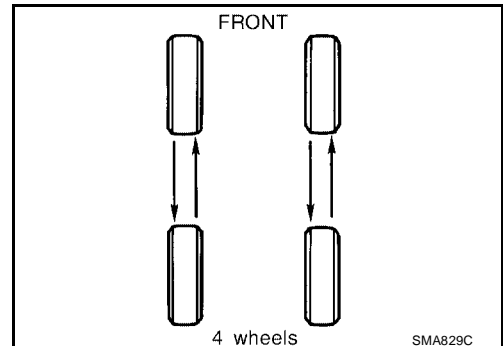
EES000KJ

- Follow the maintenance schedule for tire rotation service intervals. Refer to [MA-31, "Tire Rotation"](#).
- Do not include the T-type spare tire when rotating the tires.

**CAUTION:**

**When installing wheels, tighten them diagonally by dividing the work two to three times in order to prevent the wheels from developing any distortion.**

**Tightening torque of wheel nut : 98 - 117N-m (10 - 12 kg-m, 73 - 86 ft-lb)**



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PF0:00030

### Road Wheel

EES000JF

Wheel type		Aluminum	Steel	
			Inside	Outside
Maximum radial runout limit	Lateral mm (in)	0.3 (0.012) or less	1.0 (0.039) or less	0.9 (0.035) or less
	Radial mm (in)	0.3 (0.012) or less	0.8 (0.031) or less	0.4 (0.016) or less
Allowable quantity of residual unbalance	Dynamic (On the ear part)	Less than 10 g (0.35 oz.) (per side)		
	Static (On the ear part)	Less than 20 g (0.70 oz.)		

### Tire

EES000JG

Unit: kPa (kg/cm<sup>2</sup>, psi)

Tire size	Air pressure	
	Conventional tire	Spare tire
T125/70*14 T125/70*15 T135/80*15	—	420 (4.2, 60)
P195/60HR15 P195/55HR16 P215/45ZR17	200 (2.0, 29)	—

\* D or R depending on manufacturer.



**SECTION WW**  
**WIPER, WASHER & HORN**

A  
B  
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**CONTENTS**

<b>PRECAUTIONS</b> .....	<b>2</b>	<b>WITHOUT INTERMITTENT WIPERS</b> .....	<b>6</b>
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	2	Removal and Installation .....	7
Wiring Diagrams and Trouble Diagnosis .....	2	WIPER ARMS .....	7
<b>FRONT WIPER AND WASHER</b> .....	<b>3</b>	WIPER LINKAGE .....	7
System Description .....	3	Washer Nozzle Adjustment .....	8
WIPER OPERATION .....	3	Washer Tube Layout .....	8
WASHER OPERATION .....	3	<b>HORN</b> .....	<b>9</b>
Wiring Diagram — WIPER — .....	5	Wiring Diagram — HORN — .....	9
WITH INTERMITTENT WIPERS .....	5	<b>CIGARETTE LIGHTER</b> .....	<b>10</b>
		Wiring Diagram — CIGAR — .....	10



# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EKS0039R

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Wiring Diagrams and Trouble Diagnosis

EKS0039S

When you read wiring diagrams, refer to the following:

- [GI-13, "How to Read Wiring Diagrams"](#), and
- [PG-2, "POWER SUPPLY ROUTING"](#) for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

- [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#), and
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

Check for any Service bulletins before servicing the vehicle.

## FRONT WIPER AND WASHER

PFP:28810

### System Description WIPER OPERATION

EKS0039T

The wiper switch is controlled by a lever built into the combination switch. There are three wiper switch positions:

- LO speed
- HI speed
- INT (with intermittent operation)

With the ignition switch in the ON or START position, power is supplied:

- through 20A fuse [No. 25, located in the fuse block (J/B)]
- to wiper motor terminal B, and
- to front wiper switch terminal 15 (with intermittent operation).

### Low and High Speed Wiper Operation

Ground is supplied to wiper switch terminal 17 through body grounds E7 and E37.

When the wiper switch is placed in the LO position, ground is supplied:

- through terminal 14 of the wiper switch
- to wiper motor terminal L.

With power and ground supplied, the wiper motor operates at low speed.

When the wiper switch is placed in the HI position, ground is supplied:

- through terminal 16 of the wiper switch
- to wiper motor terminal H.

With power and ground supplied, the wiper motor operates at high speed.

### Auto Stop Operation

With the wiper switch turned OFF, the wiper motor will continue to operate until wiper arms reach windshield base.

When wiper arms are not located at base of windshield with wiper switch OFF, ground is provided:

- from terminal 14 of the wiper switch
- to wiper motor terminal L, in order to continue wiper motor operation at low speed.

Ground is also supplied:

- through terminal 13 of the wiper switch
- to wiper motor terminal P
- through terminal E of the wiper motor, and
- through body grounds E7 and E37.

When wiper arms reach base of windshield, wiper motor terminals P and B are connected instead of terminals P and E. Wiper motor will then stop wiper arms at the STOP position.

### Intermittent Operation

The wiper motor operates the wiper arms one time at low speed at a set interval of approximately 3 to 13 seconds. This feature is controlled by the wiper amplifier (INT SW) combined with wiper switch.

When the wiper switch is placed in the INT position, ground is supplied to wiper amplifier.

The desired interval time is input to wiper amplifier (INT VR) from wiper volume switch combined with wiper switch.

Then intermittent ground is supplied:

- to wiper motor terminal L
- from terminal 14 of wiper switch
- through wiper amplifier (OUTPUT).

The wiper motor operates at low speed at the desired interval.

### WASHER OPERATION

With the ignition switch in the ON or START position, power is supplied:

- through 20A fuse [No. 25, located in the fuse block (J/B)]
- to front washer motor terminal +.

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## FRONT WIPER AND WASHER

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When the lever is pulled to the WASH position, ground is supplied:

- to front washer motor terminal -
- from terminal 18 of the wiper switch
- through terminal 17 of the wiper switch, and
- through body grounds E7 and E37.

With power and ground supplied, the washer motor operates.

Without intermittent operation, the wiper motor operates while the lever is pulled to the WASH position.

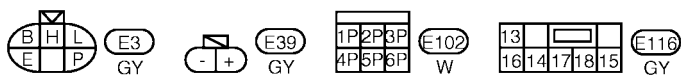
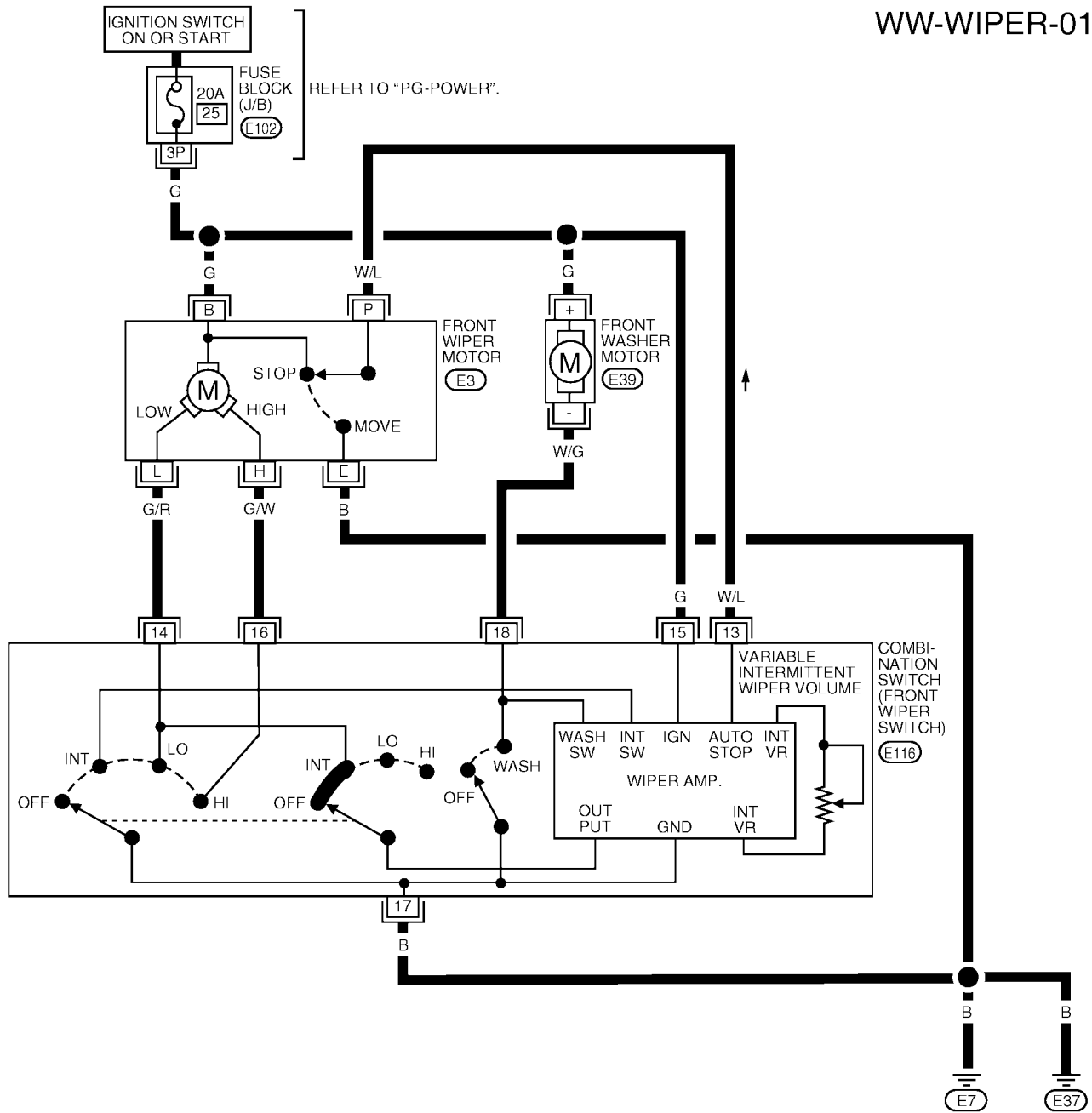
With intermittent operation, when the lever is pulled to the WASH position for one second or more, the wiper motor operates at low speed for approximately 3 seconds to clean windshield. This feature is controlled by the wiper amplifier in the same manner as intermittent operation.

# FRONT WIPER AND WASHER

## Wiring Diagram — WIPER — WITH INTERMITTENT WIPERS

EKS0039U

WW-WIPER-01

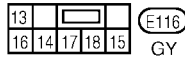
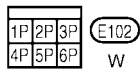
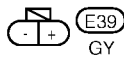
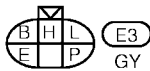
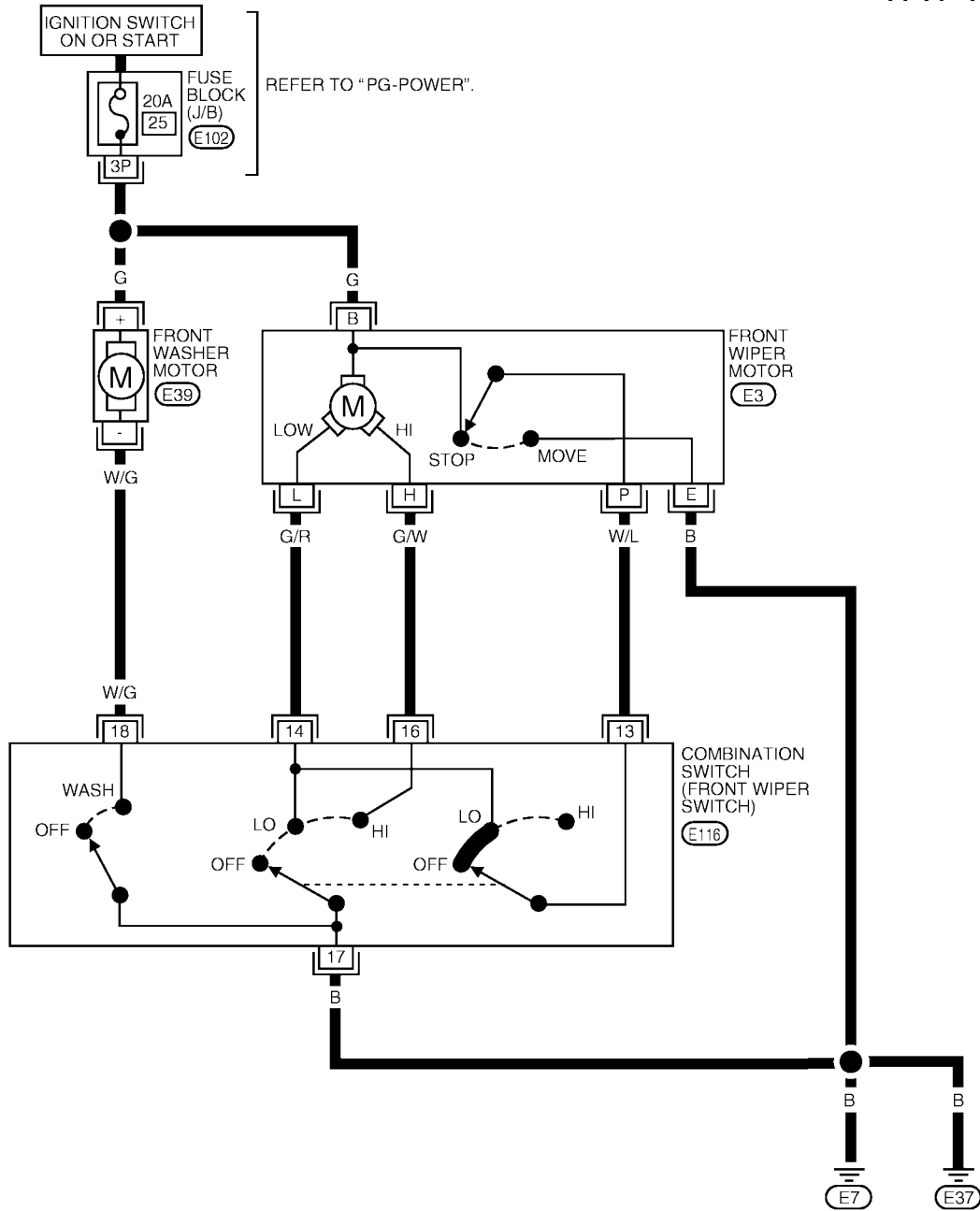


WKWA0050E

# FRONT WIPER AND WASHER

## WITHOUT INTERMITTENT WIPERS

WW-WIPER-02



WKWA0051E

# FRONT WIPER AND WASHER

EKS0039V

## Removal and Installation

### WIPER ARMS

1. Prior to wiper arm installation, turn on wiper switch to operate wiper motor and then turn it "OFF" (Auto Stop).
2. Lift the blade up approximately 100 mm (3.94 in) and then set it down onto glass surface to set the blade center to clearance "L1" & "L2" immediately before tightening nut.
3. Eject washer fluid. Turn on wiper switch to operate wiper motor and then turn it "OFF".
4. Ensure that wiper blades stop within clearance "L1" & "L2".

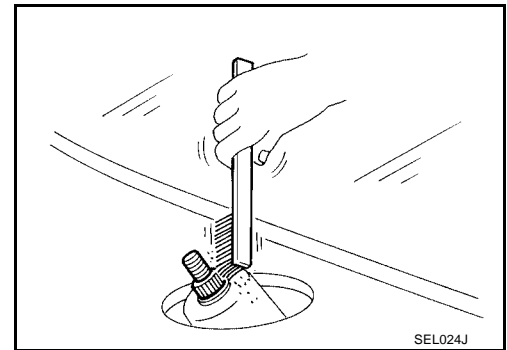
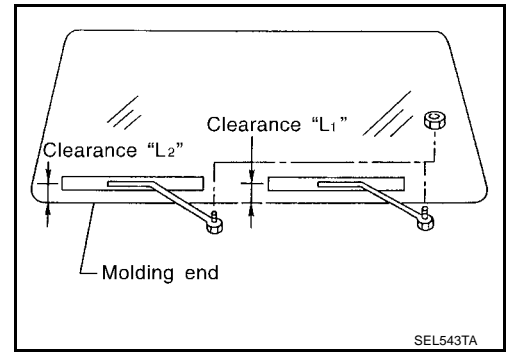
**Clearance "L1" : 27.5 - 42.5 mm (1.08 - 1.67 in)**

**Clearance "L2" : 34.5 - 49.5 mm (1.36 - 1.95 in)**

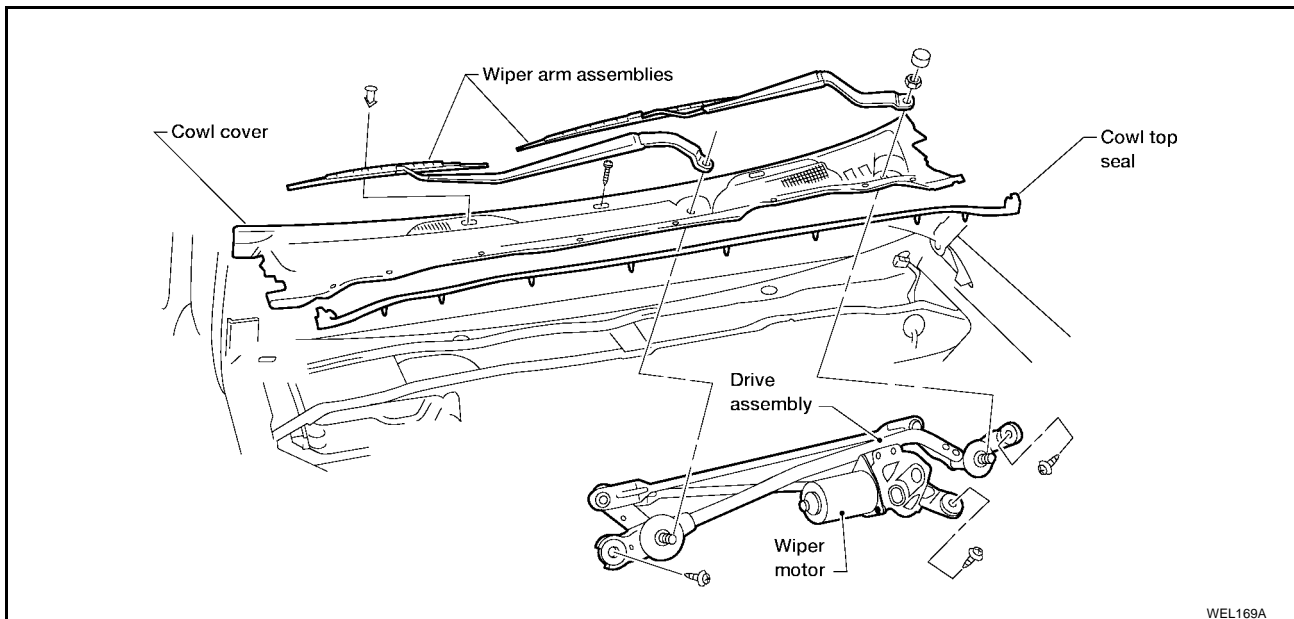
- Tighten wiper arm nuts to specified torque.

**Front wiper : 21 - 26 N-m (2.1 - 2.7 kg-m, 16 - 19 ft-lb)**

- Before reinstalling wiper arm, clean the pivot area as illustrated. This will reduce possibility of wiper arm looseness.



### WIPER LINKAGE



### Removal

1. Remove 4 bolts that secure wiper motor.
2. Detach wiper motor from wiper linkage at ball joint.
3. Remove wiper linkage.

**Be careful not to break ball joint rubber boot.**

### Installation

- Grease ball joint portion before installation.

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# FRONT WIPER AND WASHER

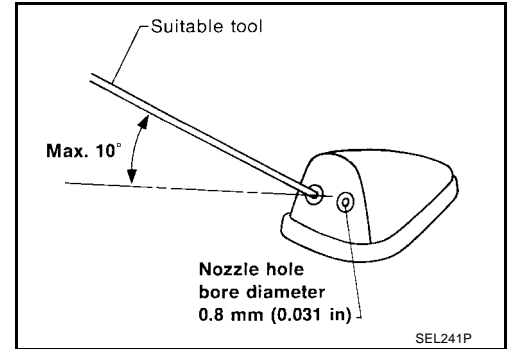
1. Installation is the reverse order of removal.

## Washer Nozzle Adjustment

EKS0039W

- Adjust washer nozzle with suitable tool as shown in the figure at left.

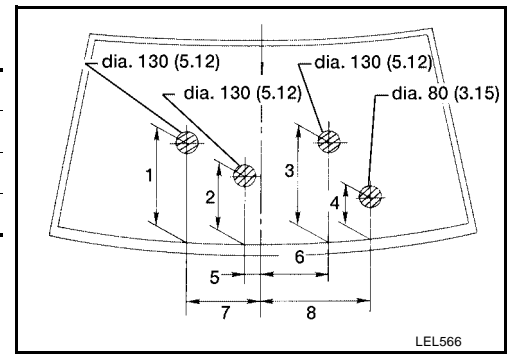
**Adjustable range** :  $\pm 10^\circ$



Unit: mm (in)

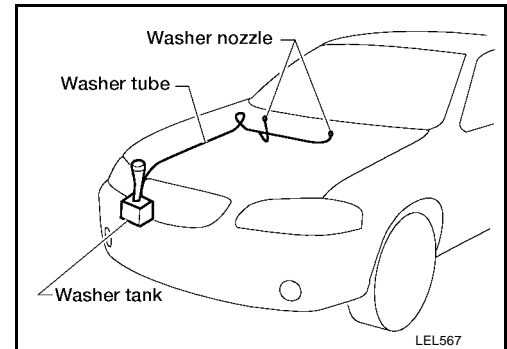
1	400 (15.75)	5	151 (5.94)
2	325 (12.80)	6	155 (6.10)
3	425 (16.73)	7	250 (9.84)
4	226 (8.90)	8	380 (14.96)

\*: The diameters of these circles are less than 80 mm (3.15 in).



## Washer Tube Layout

EKS0039X





# HORN


PFP:25610

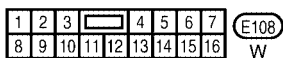
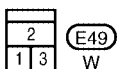
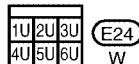
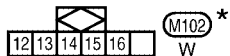
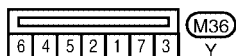
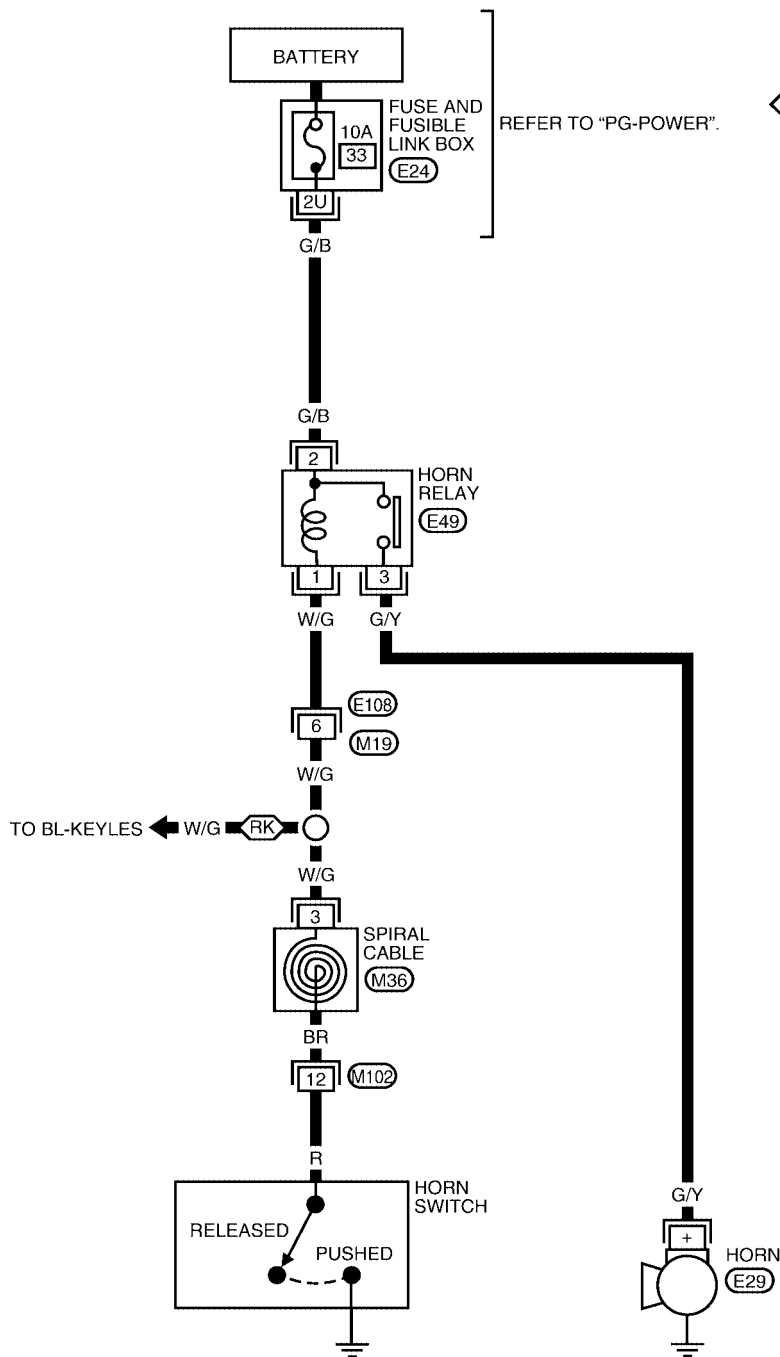
## HORN

### Wiring Diagram — HORN —

EKS0039Y

## WW-HORN-01

 : WITH REMOTE KEYLESS ENTRY SYSTEM



\* : THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

WKWA0200E

# CIGARETTE LIGHTER

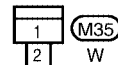
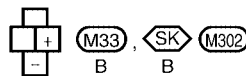
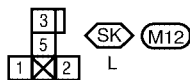
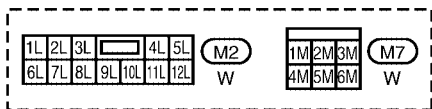
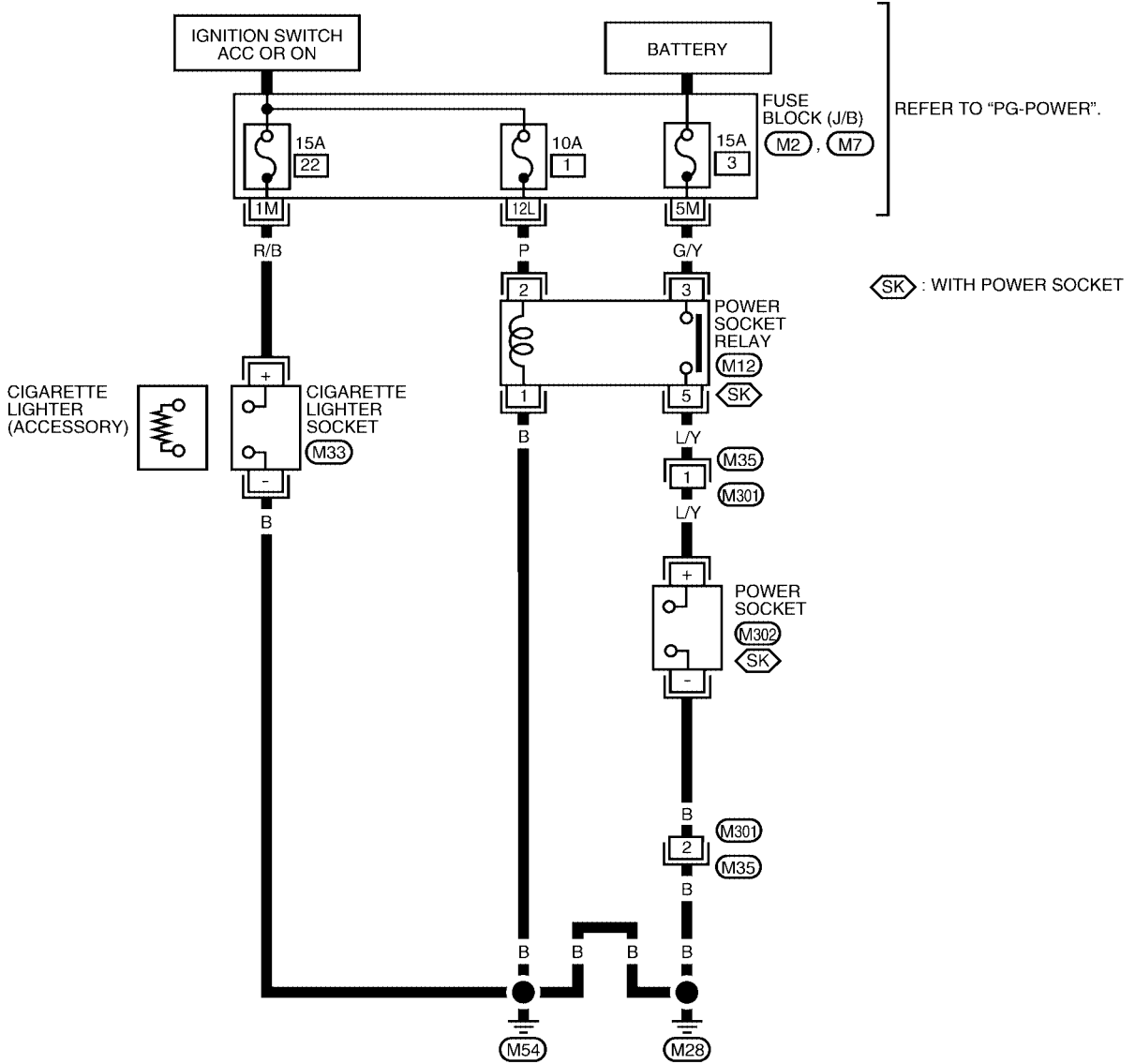
PFP:35330

EKS0039Z

## CIGARETTE LIGHTER

### Wiring Diagram — CIGAR —

WW-CIGAR-01



WKWA0201E