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VIN

JM1FE17N750144526

0 Confirmed Trouble Codes

5 Pending Trouble Codes

P0506

The Engine Control Module (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 ECM calculates the actual engine speed from signals of crankshaft position sensor (POS) and camshaft position sensor. 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.)

Dirty throttle body
Electric throttle control actuator misadjusted or damaged
Faulty Electric throttle control actuator
Intake air leak
Poor electrical connection to the Intake Air Control (IAC) valve

P0037

Oxygen Sensors (O2S) or Heated Oxygen Sensors (HO2S) need to reach a minimum operating temperature of 750 degrees F to produce an accurate voltage signal. The faster the heated oxygen sensor reaches that temperature the faster the sensor will start sending an accurate signal to the Engine Control Module (ECM). In order to achieve the require temperature, a heater element is included inside the heated oxygen sensor. The ECM controls the heated oxygen sensor heater element based on signals from the engine coolant temperature and engine load. The ECM controls the heater element circuit by allowing current flow to ground. The ECM monitors the voltage signal received through the heater element circuit and

determines the state of the circuit by comparing the voltage detected with the factory specifications.

Faulty Heated Oxygen Sensor (H2OS) Bank 1 Sensor 2 Heated Oxygen Sensor (H2OS) Bank 1 Sensor 2 fuse Heated Oxygen Sensor (H2OS) Bank 1 Sensor 2 harness is open or shorted Heated Oxygen Sensor (H2OS) Bank 1 Sensor 2 circuit poor electrical connection Faulty Engine Control Module (ECM)

P0171

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 Engine Control Module (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 Malfunction Indicator Light (MIL) (2 trip detection logic).

Intake air leaks Faulty front heated oxygen sensor Ignition misfiring Faulty fuel injectors Exhaust gas leaks Incorrect fuel pressure Lack of fuel Faulty Mass Air Flow (MAF) sensor Incorrect Positive Crankcase Ventilation (PCV) hose connection

P2259

An Air Pump is used on the vehicle to lower tail pipe emissions on start-up. The Powertrain Control Module (PCM) grounds the Air Pump Relay Control Circuit which energizes the Air Pump. The PCM also grounds the Air Combination Valve Vacuum Control Solenoid Circuit, which energizes the Air Vacuum Control Solenoid. Vacuum is then applied to both Air Combination Valve Diaphragms which opens the shut-off valves. The PCM enables both circuits simultaneously when Air System operation is desired. When the Air System is active, then Air pump forces fresh air into the exhaust stream in order to accelerate catalyst operation. The AIR combination valves replace the conventional check valves. When the AIR system is inactive the shut-off valves prevent air flow in either direction.

Faulty Secondary Air System Relay Secondary Air System Relay harness is open or shorted Secondary Air System Relay circuit poor electrical connection Faulty Secondary Air System Pump

P0047

The turbocharger has nozzle vane which opens and closes to control the volume of the exhaust gas flowing into the turbine. This, in turn, controls the boost pressure, when the nozzle vane

moves towards the closing direction, the pressure increases. When the vane moves towards the opening direction, the pressure decreases.

Faulty boost pressure/ turbocharger position sensor Boost pressure/ turbocharger position sensor harness is open or shorted Boost pressure/ turbocharger position sensor circuit poor electrical connection Faulty turbocharger/supercharger

Disclaimer:

The Possible Causes outlined above may or may not be the cause of your vehicle trouble code(s) being triggered. The Reported Fixes listed are suggestions only, and a fix is not guaranteed by performing any of the above potential solutions. The trouble code summary data may help you pinpoint the type of repair facility that should be consulted. It is strongly recommended that you consult with a knowledgeable professional repair facility for proper diagnosis and repair of trouble code issues. This information is provided without warranty and is subject to the Terms of Use posted at www.faslink.net. Reproduction of this information or any portion thereof constitutes infringement of copyright.

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