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VIN

JM1FE17N750144526

4 Confirmed Trouble Codes

P0443

The Evaporative Emission System (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 Engine Control Module (ECM). The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.

Faulty Evaporative Emission (EVAP) Purge Solenoid Control Evaporative Emission (EVAP) Purge Solenoid Control harness is open or shorted Evaporative Emission (EVAP) Purge Solenoid Control circuit poor electrical connection

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

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)

P0043

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 3 Heated Oxygen Sensor (H2OS) Bank 1 Sensor 3 harness is open shorted Heated Oxygen Sensor (H2OS) Bank 1 Sensor 3 circuit poor electrical connection Heated Oxygen Sensor (H2OS) Bank 1 Sensor 3 fuse Faulty Engine Control Module (ECM)

4 Pending Trouble Codes

P0443

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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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