DI2T1–03

PROBLEM SYMPTOMS TABLE

When the malfunction is not confirmed in the diagnostic trouble code check and the problem still can not be confirmed in the basic inspection, proceed to this matrix chart and troubleshoot according to the numbered order given below.

Symptom	Suspect Area	See page
Engine does not crank (Does not start)	1. Starter and starter relay	ST–14
	2. Neutral start switch circuit	★
	3. Body ECU	★
No initial combustion (Does not start)	1. Engine ECU power source circuit	DI–133
	2. Ignition coil with igniter	DI–106
	3. Fuel pump control circuit	DI–101
	4. Injector circuit	DI–139
No complete combustion (Does not start)	1. Fuel pump control circuit	DI–101
	2. Ignition coil with igniter	DI–106
	3. Injector circuit	DI–139
Engine cranks normally (Difficult to start)	1. Starter signal circuit	DI–128
	2. Fuel pump control circuit	DI–101
	3. Ignition coil with igniter	DI–106
	4. Spark plug	IG–1
	5. Compression	EM–3
	6. Injector circuit	DI–139
Cold engine (Difficult to start)	1. Starter signal circuit	DI–128
	2. Fuel pump control circuit	DI–101
	3. Injector circuit	DI–139
	4. Ignition coil with igniter	DI–106
	5. Spark plug	IG–1
Hot engine (Difficult to start)	1. Starter signal circuit	DI–128
	2. Fuel pump control circuit	DI–101
	3. Injector circuit	DI–139
	4. Ignition coil	IG–1
	5. Spark plug	IG–1
High engine idle speed (Poor idling)	1. A/C signal circuit (Compressor circuit)	★
	2. Engine ECU power source circuit	DI–133
	3. Neutral start switch circuit	★
	4. Back up power source circuit	DI–151
Low engine idle speed (Poor idling)	1. A/C signal circuit (Compressor circuit)	★
	2. Neutral start switch circuit	★
	3. Fuel pump control circuit	DI–101
	4. Injector circuit	DI–139
	5. Air flow meter circuit	DI–30
	6. Back up power source circuit	DI–151
Rough idling (Poor idling)	1. Air flow meter circuit	DI–30
	2. Injector circuit	DI–139
	3. Ignition coil with igniter	DI–106
	4. Compression	EM–3
	5. Fuel pump control circuit	DI–101
	6. Back up power source circuit	DI–151
Hunting (Poor idling)	1. Air flow meter circuit	DI–30
	2. Engine ECU power source circuit	DI–133
	3. Fuel pump control circuit	DI–101

Hesitation/Poor acceleration (Poor driveability)	1. Air flow meter circuit 2. Injector circuit 3. Fuel pump control circuit 4. Ignition coil with igniter 5. A/T faulty	DI–30 DI–139 DI–101 DI–106 ★
Muffler explosion, after fire (Poor driveability)	1. Ignition coil 2. Spark plug 3. Injection circuit	IG–1 IG–1 DI–139
Surging (Poor driveability)	1. Fuel pump connector circuit 2. Spark plug 3. Injection circuit	DI–101 IG–1 DI–139
Engine stall (Soon after starting)	1. Fuel pump connector circuit 2. Air flow meter circuit	DI–101 DI–30
Engine stall (After accelerator pedal depressed)	1. Air flow meter circuit	DI–30
Engine stall (After accelerator pedal released)	1. Air flow meter circuit 2. Engine ECU	DI–30 IN–20
Engine stall (During A/C operation)	1. A/C signal circuit (Compressor circuit) 2. Engine ECU	★ IN–20
Engine stall (When shifting N to D)	1. Neutral start switch circuit	★

★: See Pub. No. RM676E