

DTC	P1300/14	Igniter Circuit Malfunction (No.1)
DTC	P1305/15	Igniter Circuit Malfunction (No.2)
DTC	P1310/14	Igniter Circuit Malfunction (No.3)
DTC	P1315/14	Igniter Circuit Malfunction (No.4)
DTC	P1320/14	Igniter Circuit Malfunction (No.5)
DTC	P1325/14	Igniter Circuit Malfunction (No.6)
DTC	P1330/14	Igniter Circuit Malfunction (No.7)
DTC	P1340/14	Igniter Circuit Malfunction (No.8)

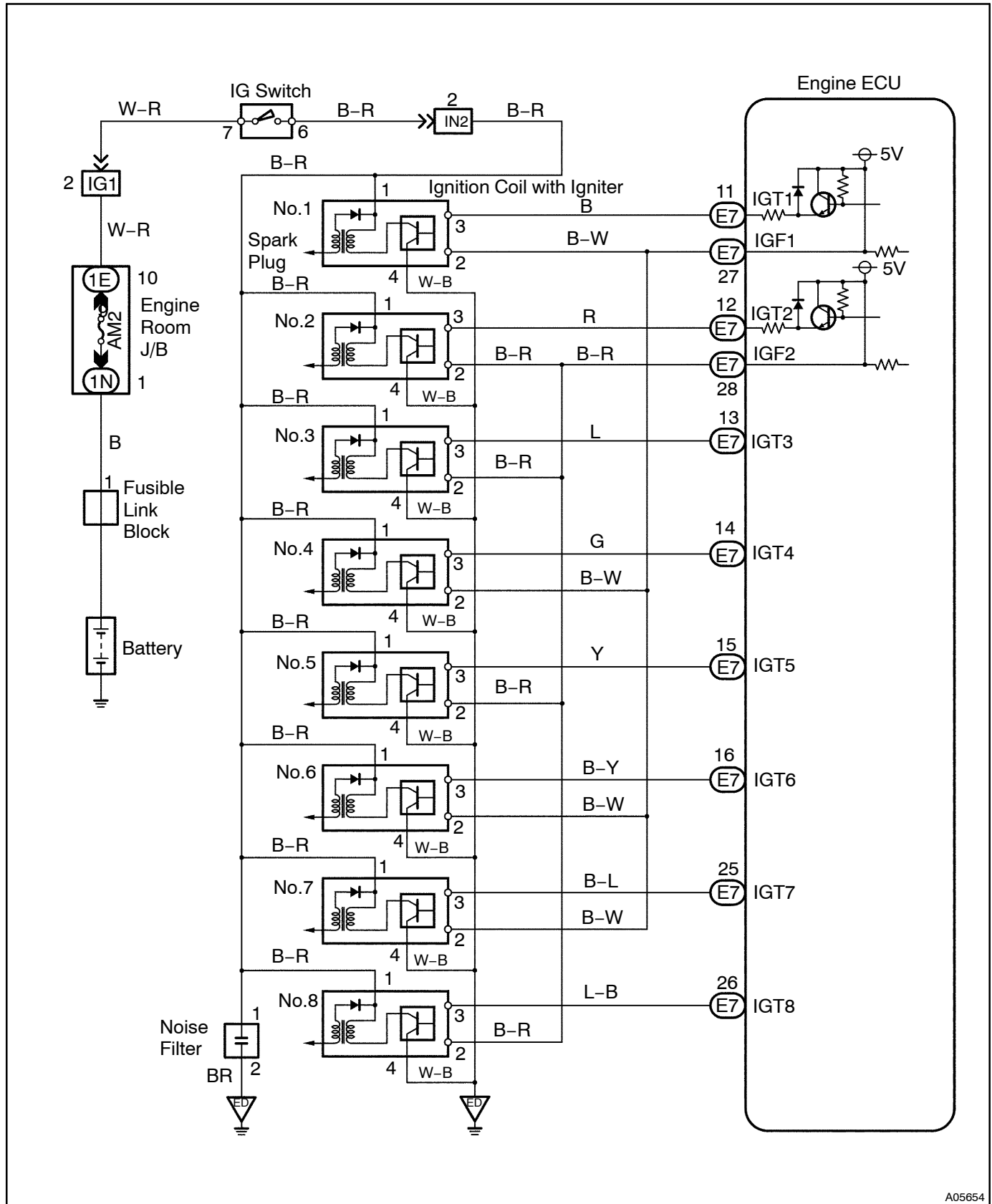
CIRCUIT DESCRIPTION

A DIS (Direct Ignition System) has been adopted. The DIS improves the ignition timing accuracy, reduces high-voltage loss, and enhances the overall reliability of the ignition system by eliminating the distributor. The DIS is a 1-cylinder ignition system which ignites one cylinder with one ignition coil. In the 1-cylinder ignition system, the one spark plug is connected to the end of the secondary winding. High voltage generated in the secondary winding is applied directly to the spark plug. The spark of the spark plug pass from the center electrode to the ground electrode.

The engine ECU determines ignition timing and outputs the ignition signals (IGT) for each cylinder. Based on IGT signals, the power transistors in the igniter cuts off the current to the primary coil in the ignition coil is supplied to the spark plug that are connected to the end of the secondary coil. At the same time, the igniter also sends an ignition confirmation signal (IGF) as a fail-safe measure to the engine ECU.

2UZ-FE ENGINE (RM630E)

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

- If DTC P1300/14 is displayed, check No.1 ignition coil with igniter circuit.
- If DTC P1305/15 is displayed, check No.2 ignition coil with igniter circuit.
- If DTC P1310/14 is displayed, check No.3 ignition coil with igniter circuit.
- If DTC P1315/14 is displayed, check No.4 ignition coil with igniter circuit.
- If DTC P1320/14 is displayed, check No.5 ignition coil with igniter circuit.
- If DTC P1325/14 is displayed, check No.6 ignition coil with igniter circuit.
- If DTC P1330/14 is displayed, check No.7 ignition coil with igniter circuit.
- If DTC P1340/14 is displayed, check No.8 ignition coil with igniter circuit.
- If DTC P1300/14, P1315/14, P1325/14, P1330/14 are output simultaneously, IGF1 circuit may be open or short.
- If DTC P1305/15, P1310/14, P1320/14, P1340/14 are output simultaneously, IGF2 circuit may be open or short.
- Read freeze frame data using hand-held tester. Because freeze frame records the engine conditions when the malfunction is detected, when troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine warmed up or not, the air-fuel ratio lean or rich, etc. at the time of the malfunction.

1 Check spark plug and spark (See page IG-1).

NG

Go to step 4.

OK

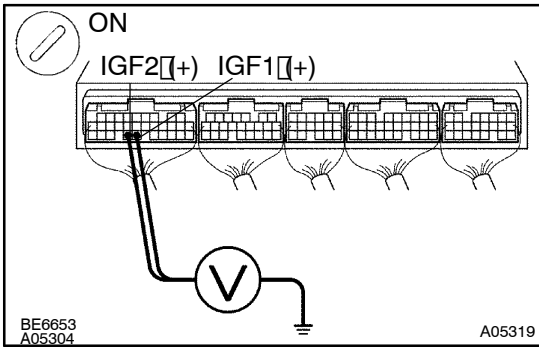
2 Check for open and short in harness and connector in IGF and IGT signal circuit between engine ECU and ignition coil with igniter (See page IN-19).

NG

Repair or replace harness or connector.

OK

- 3 Disconnect ignition coil with igniter connector and check voltage between terminals IGF1, 2 of engine ECU connector and body ground.**

**PREPARATION:**

- Remove the glove compartment.
- Disconnect the ignition coil with igniter connector.
- Turn the ignition switch ON.

CHECK:

Measure voltage between terminals IGF1, 2 of the engine ECU connector and body ground.

OK:

Voltage: 4.5 – 5.5 V

OK

Replace ignition coil with igniter.

NG

Check and replace engine ECU
(See [page IN-19](#)).

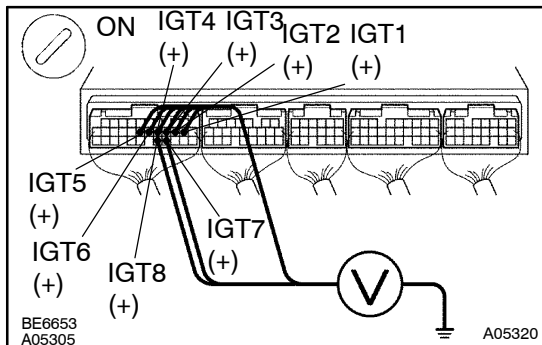
- 4 Check for open and short in harness and connector in IGT signal circuit between engine ECU and ignition coil with igniter (See [page IN-19](#)).**

NG

Repair or replace harness or connector.

OK

5 Check voltage between terminals IGT1 ~ 8 of engine ECU connector and body ground.



PREPARATION:

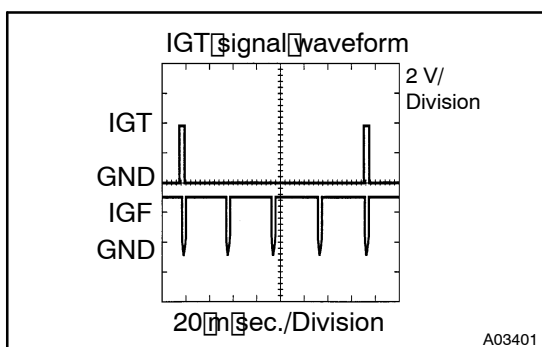
Remove the glove compartment door.

CHECK:

Measure voltage between terminals IGT1 ~ 8 of the engine ECU connector and body ground when engine is cranked.

OK:

Voltage: More than 0.1 V and less than 4.5 V



Reference: INSPECTION USING OSCILLOSCOPE

During cranking or idling, check waveform between terminals IGT1 ~ 8 and E1 of the engine ECU connector.

HINT:

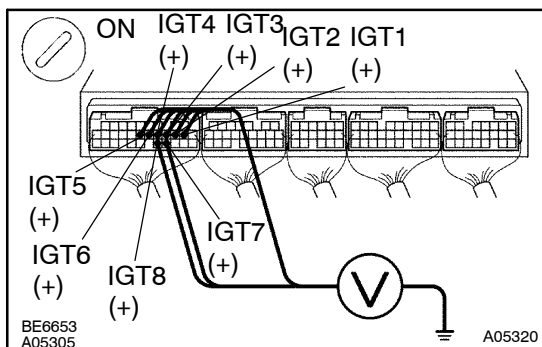
Correct waveform appears as shown, with rectangle waves.

NG

Check and replace engine ECU
(See [page IN-19](#)).

OK

6 Disconnect ignition coil with igniter connector and check voltage between terminals IGT1 ~ 8 of engine ECU connector and body ground.



PREPARATION:

- Remove the glove compartment door.
- Disconnect the ignition coil with igniter connector.

CHECK:

Measure voltage between terminals IGT1 ~ 8 of the engine ECU connector and body ground when engine is cranked.

OK:

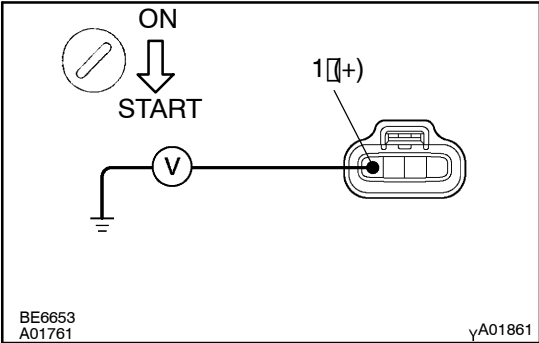
Voltage: More than 0.1 V and less than 4.5 V

NG

Check and replace engine ECU
(See [page IN-19](#)).

OK

7 Check ignition coil with igniter power source circuit.



PREPARATION:

Disconnect the ignition coil with igniter connector.

CHECK:

Measure voltage between terminal 1 of ignition coil with igniter connector and body ground, when ignition switch is turned to "ON" and "START" position.

OK:

Voltage: 9 – 14 V

OK

Repair ignition coil with igniter power source circuit.

NG

8 Check for open and short in harness and connector between ignition switch and ignition coil with igniter (See page IN-19).

NG

Repair or replace harness or connector.

OK

9 Check EFI main relay (Marking: EFI) (See page FI-52).

NG

Replace EFI main relay (marking: EFI).

OK

Replace ignition coil with igniter.