DTC P0118:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

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Caution

- **Vehicle specifications differ depending on the vehicle identification number (VIN).**
  - **— Type A VIN:**
    JM0 KE**** 100001—**
    JM6 KE**** 100001—**
    JM7 KE**** 100001—**
    JM8 KE**** 100001—**
    JMZ KE**** 100001—**
    KE10 100001—**
  - **— Type B VIN:**
    JM0 KE**** 200001—**
    JM6 KE**** 200001—**
    JM8 KE**** 200001—**
    JMZ KE**** 200001—**
    KE10 200001—**

DTC P0118:00	ECT sensor circuit high input
DETECTION CONDITION	**Type A VIN** • The PCM monitors the ECT sensor signal. If the PCM detects that the ECT sensor voltage at the PCM terminal 1AK is **above 4.6 V** for **5 s**, the PCM determines that the ECT sensor circuit has a malfunction. **Type B VIN** • The PCM monitors the ECT sensor signal. If the PCM detects that the ECT sensor voltage at the PCM terminal 1AK is **above 4.9 V** for **5 s**, the PCM determines that the ECT sensor circuit has a malfunction. **Diagnostic support note** • This is a continuous monitor (engine cooling system). • The check engine light illuminates if the PCM detects the above malfunction condition during the first drive cycle. • FREEZE FRAME DATA (Mode 2)/Snapshot data is available. • DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	• Fixes water temperature for the engine control at **40 °C {104 °F}**, and for the idle air control at **80 °C {176 °F}** • Operates the cooling fan (high speed rotation). • Inhibits the fuel cut control during shift change.
POSSIBLE CAUSE	• ECT sensor connector or terminals malfunction • ECT sensor malfunction • PCM connector or terminals malfunction • Short to power supply in wiring harness between ECT sensor terminal A and PCM terminal 1AK • Open circuit in wiring harness between the following terminals: — ECT sensor terminal A—PCM terminal 1AK — ECT sensor terminal B—PCM terminal 1AM • PCM malfunction

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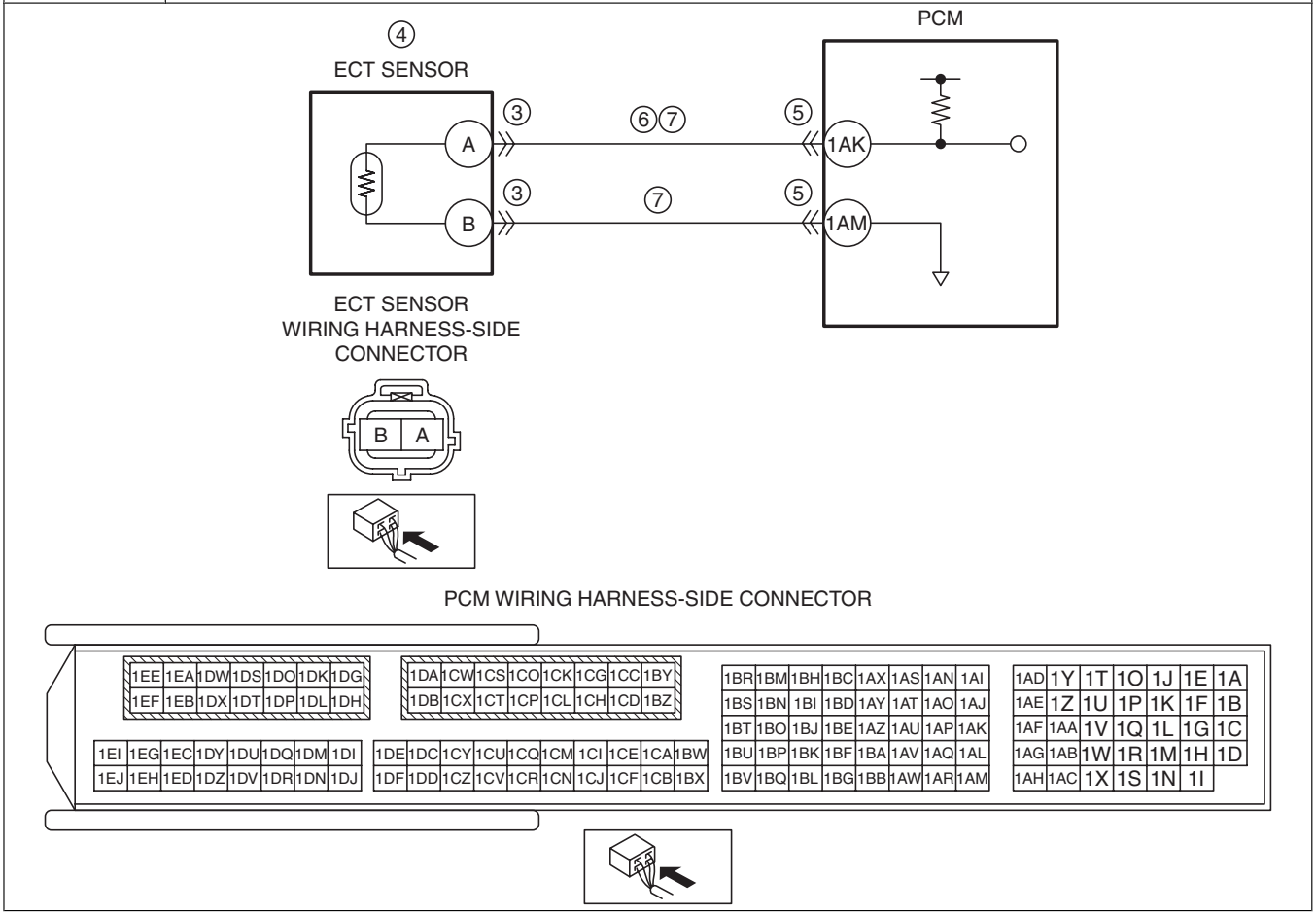

Diagnostic Procedure

STEP	INSPECTION		ACTION
1	**VERIFY FREEZE FRAME DATA (MODE 2)/ SNAPSHOT DATA AND DIAGNOSTIC MONITORING TEST RESULTS HAVE BEEN RECORDED** • Have the FREEZE FRAME DATA (Mode 2)/ snapshot data and DIAGNOSTIC MONITORING TEST RESULTS (engine cooling system related) been recorded?	Yes	Go to the next step.
		No	Record the FREEZE FRAME DATA (Mode 2)/snapshot data and DIAGNOSTIC MONITORING TEST RESULTS on the repair order, then go to the next step.
2	**VERIFY RELATED SERVICE INFORMATION AVAILABILITY** • Verify related Service Information availability. • Is any related Service Information available?	Yes	Perform repair or diagnosis according to the available Service Information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
3	**INSPECT ECT SENSOR CONNECTOR CONDITION** • Switch the ignition off. • Disconnect the ECT sensor connector. • Inspect for poor connection (such as damaged/ pulled-out pins, corrosion). • Is there any malfunction?	Yes	Repair or replace the connector and/or terminals, then go to Step 8.
		No	Go to the next step.

STEP	INSPECTION		ACTION
4	**DETERMINE IF ECT SENSOR OR WIRING HARNESS MALFUNCTION** • Verify that the ECT sensor connector is disconnected. • Access the ECT PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Connect a jumper wire between ECT sensor terminals A and B (wiring harness-side). • Verify the ECT PID value. • Is the voltage **4.6 V or below**?	Yes	Replace the ECT sensor, then go to Step 8. (See ENGINE COOLANT TEMPERATURE (ECT) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
5	**INSPECT PCM CONNECTOR CONDITION** • Switch the ignition off. • Disconnect the PCM connector. • Inspect for poor connection (such as damaged/ pulled-out pins, corrosion). • Is there any malfunction?	Yes	Repair or replace the connector and/or terminals, then go to Step 8.
		No	Go to the next step.
6	**INSPECT ECT SENSOR SIGNAL CIRCUIT FOR SHORT TO POWER SUPPLY** • Verify that the ECT sensor and PCM connectors are disconnected. • Switch the ignition ON (engine off). • Measure the voltage at the ECT sensor terminal A (wiring harness-side). • Is the voltage **0 V**?	Yes	Go to the next step.
		No	Repair or replace the wiring harness for a possible short to power supply, then go to Step 8.
7	**INSPECT ECT SENSOR CIRCUIT FOR OPEN CIRCUIT** • Verify that the ECT sensor and PCM connectors are disconnected. • Switch the ignition off. • Inspect for continuity between the following terminals (wiring harness-side): — ECT sensor terminal A—PCM terminal 1AK — ECT sensor terminal B—PCM terminal 1AM • Is there continuity?	Yes	Go to the next step.
		No	Repair or replace the wiring harness for a possible open circuit, then go to the next step.
8	**VERIFY DTC TROUBLESHOOTING COMPLETED** • Always reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Perform the KOEO or KOER self test. (See KOEO/KOER SELF TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is the same DTC present?	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) Go to the next step.
		No	Go to the next step.
9	**VERIFY AFTER REPAIR PROCEDURE** • Perform the “AFTER REPAIR PROCEDURE”. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	DTC troubleshooting completed.