NO.11 ENGINE STALLS/QUITS, ENGINE RUNS ROUGH, MISSES, BUCK/JERK, HESITATION/STUMBLE, SURGES [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

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11	**ENGINE STALLS/QUITS-ACCELERATION/CRUISE** **ENGINE RUNS ROUGH-ACCELERATION/CRUISE** **MISSES-ACCELERATION/CRUISE** **BUCK/JERK-ACCELERATION/CRUISE/DECELERATION** **HESITATION/STUMBLE-ACCELERATION** **SURGES-ACCELERATION/CRUISE**
DESCRIPTION	• Engine stops unexpectedly at beginning of acceleration or during acceleration. • Engine stops unexpectedly while cruising. • Engine speed fluctuates during acceleration or cruising. • Engine misses during acceleration or cruising. • Vehicle bucks/jerks during acceleration, cruising, or deceleration. • Momentary pause at beginning of acceleration or during acceleration. • Momentary minor irregularity in engine output.

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POSSIBLE CAUSE	• Engine overheating • Drive-by-wire control system operates with brake override system • PCM DTC is stored • Erratic signal to PCM — APP sensor or related circuit malfunction — CPP switch or related circuit malfunction (MTX) — Neutral switch No.1 or related circuit malfunction (MTX) — Communication error between TCM and PCM (ATX) — ECT sensor or related circuit malfunction — Fuel pressure sensor or related circuit malfunction — IAT sensor No.1 (integrated in MAF sensor/IAT sensor No.1) or related circuit malfunction — MAF sensor or related circuit malfunction — MAP sensor or related circuit malfunction — A/F sensor or related circuit malfunction — HO2S or related circuit malfunction — Improper air/fuel mixture ratio control operation — Intermittent open or short circuit MAF sensor, APP sensor, TP sensor • Improper operation of A/C system • Improper operation of drive-by-wire control system • Throttle body malfunction • Incorrect fuel injection timing • Fuel injector malfunction • Purge solenoid valve malfunction • Improper A/F sensor signal — A/F sensor malfunction — Open or short circuit in related wiring harness — Loose installation — Exhaust system leakage • Main relay intermittent malfunction • Poor fuel quality • Air leakage from intake-air system • Intake-air system restriction • Air cleaner restriction • Clutch slippage (MTX) • Fuel leakage • Vacuum leakage • Engine mount installation loose • Erratic or no signal from CMP sensor — Loose installation — Damaged trigger wheel (intake camshaft and/or exhaust camshaft) — Open or short circuit in related wiring harness • Erratic signal from CKP sensor — Loose installation — Damaged trigger wheel (crankshaft pulley) — Open or short circuit in related wiring harness • Inadequate fuel pressure (high or low pressure side) — Fuel pressure sensor malfunction — High pressure fuel pump malfunction — Spill valve control solenoid valve control circuit malfunction (damage to driver in PCM caused by short circuit to ground system) — Spill valve control solenoid valve (built-into high pressure fuel pump) malfunction — Relief valve (built-into high pressure fuel pump) malfunction — Fuel line restricted — Fuel pump mechanical malfunction

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POSSIBLE CAUSE	• Improper intake valve timing due to timing chain jumping • Improper exhaust valve timing due to timing chain jumping • Low engine compression • Improper intake valve timing • Improper exhaust valve timing • Spark plug malfunction • Throttle valve clogged • Exhaust system and/or TWC restriction (PCM DTC is stored.) • PCV valve malfunction • Check valve (two-way) malfunction • Injector driver (built-into PCM) malfunction • ATX internal malfunction (ATX) **Warning** **The following troubleshooting flow chart contains the fuel system diagnosis and repair procedures. Read the following warnings before performing the fuel system services:** **• Fuel vapor is hazardous. It can easily ignite, causing serious injury and damage. Always keep sparks and flames away from fuel.** **• Fuel line spills and leakage are dangerous. Fuel can ignite and cause serious injury or death and damage. Fuel can also irritate skin and eyes. To prevent this, always complete "BEFORE SERVICE PRECAUTION" and "AFTER SERVICE PRECAUTION" described in this manual. (See BEFORE SERVICE PRECAUTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See AFTER SERVICE PRECAUTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)** **Caution** **• Disconnecting/connecting the quick release connector without cleaning it may possibly cause damage to the fuel pipe and quick release connector. Always clean the quick release connector joint area before disconnecting/connecting, and make sure that it is free of foreign matter.**

Diagnostic Procedure

STEP	INSPECTION	RESULTS	ACTION
1	**VERIFY IF MALFUNCTION INCLUDES HARD ENGINE STARTING** • Is the engine unable to start after it has stalled?	Yes	If the engine is unable to start, perform the symptom troubleshooting "NO.3 WILL NOT CRANK" and "NO.6 CRANKS NORMALLY BUT WILL NOT START". (See NO.3 WILL NOT CRANK [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See NO.6 CRANKS NORMALLY BUT WILL NOT START [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
2	**VERIFY IF MALFUNCTION INCLUDES ROUGH IDLING** • Does the engine idle rough?	Yes	Perform the symptom troubleshooting "NO.8 ENGINE RUNS ROUGH/ROLLING IDLE". (See NO.8 ENGINE RUNS ROUGH/ROLLING IDLE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.

STEP	INSPECTION	RESULTS	ACTION
3	**VERIFY IF MALFUNCTION CAUSE IS OVERHEATING** **Caution** **• While performing this step, always operate the vehicle in a safe and lawful manner.** **• When the M-MDS is used to observe monitor system status while driving, be sure to have another technician with you, or record the data in the M-MDS using the PID/DATA MONITOR AND RECORD capturing function and inspect later.** • Access the ECT PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is the ECT PID value **less than 116 °C {241 ° F}** during driving?	Yes	Go to the next step.
		No	The cause of this concern could be from the cooling system overheating. • Perform the symptom troubleshooting “NO.17 COOLING SYSTEM CONCERNS-OVERHEATING”. (See NO.17 COOLING SYSTEM CONCERNS-OVERHEATING [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
4	**VERIFY DRIVE-BY-WIRE CONTROL SYSTEM OPERATES WITH BRAKE OVERRIDE SYSTEM** • Retrieve the PCM DTC using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is the DTC P2299:00 present?	Yes	Go to the applicable DTC inspection. (drive-by-wire control system operates with brake override system.) (See DTC P2299:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
5	**VERIFY PCM DTC** • Retrieve any DTCs using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [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	Go to the next step.

STEP	INSPECTION	RESULTS	ACTION
6	**VERIFY CURRENT INPUT SIGNAL STATUS** **Caution** **• While performing this step, always operate the vehicle in a safe and lawful manner.** **• When the M-MDS is used to observe monitor system status while driving, be sure to have another technician with you, or record the data in the M-MDS using the PID/DATA MONITOR AND RECORD capturing function and inspect later.** • Access the following PIDs using the M-MDS: (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) — APP1 — APP2 — CPP (MTX) — CPP/PNP (MTX) — ECT — FUEL_PRES — IAT — MAF — MAP — O2S11 — O2S12 — SHRTFT1 — LONGFT1 • Do the PIDs indicate the correct values under the malfunction condition? (See PCM INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)	Yes	Go to the next step.
		No	APP1, APP2 PIDs are not as specified: • Inspect the APP sensor. (See ACCELERATOR PEDAL POSITION (APP) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) CPP PID is not as specified: (MTX) • Inspect the CPP switch. (See CLUTCH PEDAL POSITION (CPP) SWITCH INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) CPP/PNP PID is not as specified: (MTX) • Inspect the neutral switch No.1. (See NEUTRAL SWITCH INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) ECT PID is not as specified: • Inspect the ECT sensor. (See ENGINE COOLANT TEMPERATURE (ECT) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) FUEL_PRES PID is not as specified: • Inspect the fuel pressure sensor. (See FUEL PRESSURE SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) IAT PID is not as specified: • Inspect the IAT sensor No.1. (See INTAKE AIR TEMPERATURE (IAT) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) MAF PID is not as specified: • Inspect the MAF sensor. (See MASS AIR FLOW (MAF) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) MAP PID is not as specified: • Inspect the MAP sensor. (See MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) O2S11, SHRTFT1, LONGFT1 PIDs are not as specified: • Inspect the A/F sensor. (See AIR FUEL RATIO (A/F) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) O2S12 PID is not as specified: • Inspect the HO2S. (See HEATED OXYGEN SENSOR (HO2S) INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) Repair or replace the malfunctioning part according to the inspection results. • If the malfunction remains: — Inspect communication error between TCM and PCM. (ATX) • Repair or replace the malfunctioning part according to the inspection results if necessary. — Perform the “INTERMITTENT CONCERN TROUBLESHOOTING” procedure. (See INTERMITTENT CONCERN TROUBLESHOOTING [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)

STEP	INSPECTION	RESULTS	ACTION
7	**INSPECT A/C CUT-OFF CONTROL SYSTEM OPERATION** • Perform the A/C Cut-off Control System Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Does the A/C cut-off operation work properly?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.
8	**INSPECT DRIVE-BY-WIRE CONTROL SYSTEM OPERATION** • Perform the TP sweep inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Does the drive-by-wire control system work properly?	Yes	Visually inspect the throttle body (damage/scratching). • If there is any malfunction: — Repair or replace the malfunctioning part according to the inspection results. • If there is no malfunction: — Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.
9	**INSPECT FUEL INJECTOR OPERATION** • Perform the Fuel Injector Operation Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Do the fuel injectors operate properly?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.
10	**INSPECT PURGE CONTROL SYSTEM OPERATION** • Perform the Purge Control System Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Does the purge solenoid valve work properly?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.
11	**INSPECT CURRENT A/F SENSOR SIGNAL** • Inspect the A/F sensor. (See AIR FUEL RATIO (A/F) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is there any malfunction?	Yes	Go to the next step.
		No	Go to Step 13.
12	**DETERMINE IF MALFUNCTION CAUSE IS A/F SENSOR MALFUNCTION OR A/F SENSOR RELATED WIRING HARNESS MALFUNCTION** **Note** • If the inspection in Step 12 is performed, the PCM detects a DTC and performs fail-safe control. After performing the inspection, clear DTCs using the M-MDS. • Switch the ignition off. • Disconnect the A/F sensor connector. • Verify the symptom. • Does the symptom disappear?	Yes	Replace the A/F sensor. (See AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Inspect the following: • Exhaust system leakage between exhaust manifold and A/F sensor • Loose installation of A/F sensor — If there is any malfunction: • Repair or replace the malfunctioning part according to the inspection results. — If there is no malfunction: • Inspect the A/F sensor signal circuit. • Repair or replace the suspected wiring harness if necessary.
13	**INSPECT MAIN RELAY OPERATION** • Perform the Main Relay Operation Inspection with wiggle the related harness. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Does the main relay operate properly?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.

STEP	INSPECTION	RESULTS	ACTION
14	**INSPECT RELATED PART CONDITION** • Inspect the following: — Fuel quality (proper octane, contamination, winter/summer blend) — Air leakage from intake-air system — Intake-air system restriction — Air cleaner element — Clutch slippage (MTX) — Fuel leakage from fuel line — Vacuum leakage — Engine mount loose — CKP sensor, intake CMP sensor and exhaust CMP sensor • Installation condition (See CRANKSHAFT POSITION (CKP) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) (See CAMSHAFT POSITION (CMP) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Damaged trigger wheel, intake camshaft and exhaust camshaft • Is there any malfunction?	Yes	Service if necessary. • Repeat this step.
		No	Go to the next step.
15	**INSPECT FUEL PRESSURE (HIGH-SIDE)** • Start the engine and warm it up completely. • Access the FUEL_PRES PID using the M-MDS at idle. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is the FUEL_PRES PID value **approx. 3 MPa {31 kgf/cm^2, 435 psi}**?	Yes	Go to Step 19.
		No	Lower than **3 MPa {31 kgf/cm2, 435 psi}**: • Inspect the following: — Fuel leakage at the fuel line and fuel injector — Fuel pump • Perform the Fuel Pump (Low-pressure Side) Operation Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) — Fuel pressure sensor (See FUEL PRESSURE SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) — High pressure fuel pump (See HIGH PRESSURE FUEL PUMP INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • If there is any malfunction: — Repair or replace the malfunctioning part according to the inspection results. • If there is no malfunction: — Go to Step 18. Higher than **3 MPa {31 kgf/cm2, 435 psi}**: • Go to the next step.
16	**DETERMINE IF MALFUNCTION CAUSE IS FUEL PRESSURE SENSOR OR HIGH PRESSURE FUEL PUMP** • Is the vehicle acceleration performance normal?	Yes	Go to the next step.
		No	Go to Step 18.
17	**INSPECT FUEL PRESSURE SENSOR** • Inspect the fuel pressure sensor. (See FUEL PRESSURE SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is there any malfunction?	Yes	Replace the fuel distributor. (See FUEL INJECTOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to Step 19.

STEP	INSPECTION	RESULTS	ACTION
18	**INSPECT SPILL VALVE CONTROL SOLENOID VALVE CONTROL CIRCUIT FOR SHORT TO GROUND** • Switch the ignition off. • Disconnect the high pressure fuel pump and PCM connectors. • Inspect for continuity between high pressure fuel pump terminal A (wiring harness-side) and body ground. • Is there continuity?	Yes	Repair or replace the wiring harness for a possible short to ground. • If the malfunction remains: — Replace the PCM. (damage to driver in PCM) (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Replace the high pressure fuel pump. (See HIGH PRESSURE FUEL PUMP REMOVAL/ INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
19	**INSPECT FUEL PRESSURE (LOW-SIDE)** • Connect the fuel pressure gauge between fuel pump and high pressure fuel pump. • Measure the low side fuel pressure. (See FUEL LINE PRESSURE INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is the low side fuel pressure within specification? **Specification:** • **405—485 kPa {4.13—4.94 kgf/cm^2, 58.8—70.3 psi}**	Yes	Go to the next step.
		No	Inspect the following: • Fuel line restriction • Fuel filter clogged — If there is any malfunction: • Repair or replace the malfunctioning part according to the inspection results. — If there is no malfunction: • Replace the fuel pump unit. (See FUEL PUMP UNIT REMOVAL/ INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
20	**INSPECT THROTTLE BODY FOR CLOGGING** • Visually inspect the throttle valve. (See INTAKE-AIR SYSTEM REMOVAL/ INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is any foreign matter adhering around the throttle valve?	Yes	Clean the throttle valve.
		No	Go to the next step.

STEP	INSPECTION	RESULTS	ACTION
21	**INSPECT ENGINE COMPRESSION** • Measure the compression pressure for each cylinder. (See COMPRESSION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Are compression pressures within specification? **Specification:** • Compression [SKYACTIV-G 2.0, European (L.H.D. U.K.) specs.] — Standard: **978 kPa {9.97 kgf/cm^2, 142 psi} (300 rpm)** — Minimum: **783 kPa {7.98 kgf/cm^2, 114 psi} (300 rpm)** — Maximum difference between cylinders: **166 kPa {1.69 kgf/cm^2, 24.1 psi}** (**300 rpm**) • Compression [SKYACTIV-G 2.0, Except European (L.H.D. U.K.) specs.] — Standard: **885 kPa {9.02 kgf/cm^2, 128 psi} (300 rpm)** — Minimum: **708 kPa {7.22 kgf/cm^2, 103 psi} (300 rpm)** — Maximum difference between cylinders: **150 kPa {1.53 kgf/cm^2, 21.8 psi}** (**300 rpm**) • Compression [SKYACTIV-G 2.5] — Standard: **954 kPa {9.73 kgf/cm^2, 138 psi} (300 rpm)** — Minimum: **763 kPa {7.78 kgf/cm^2, 111 psi} (300 rpm)** — Maximum difference between cylinders: **161 kPa {1.64 kgf/cm^2, 23.4 psi}** (**300 rpm**) **Note** • Because the SKYACTIV-G 2.0 and SKYACTIV-G 2.5 retards the intake valve closing timing, compression pressure is low.	Yes	Go to the next step.
		No	Inspect the following: • Damaged valve seat • Worn valve stem and valve guide • Worn or stuck piston ring • Worn piston, piston ring or cylinder • Improper intake valve timing • Improper exhaust valve timing Service if necessary.
22	**INSPECT IGNITION SYSTEM OPERATION** • Perform the Spark Test. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is a strong blue spark visible at each cylinder?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results.
23	**INSPECT EXHAUST SYSTEM FOR RESTRICTION** • Inspect for restriction in the exhaust system and the TWC. • Is there any restriction?	Yes	Repair or replace the malfunctioning part according to the inspection results.
		No	Go to the next step.
24	**INSPECT IF MALFUNCTION CAUSE IS PCV VALVE OR INJECTOR DRIVER (PCM INTEGRATED)** • Inspect the PCV valve. (See POSITIVE CRANKCASE VENTILATION (PCV) VALVE INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is there any malfunction?	Yes	Replace the PCV valve. (See POSITIVE CRANKCASE VENTILATION (PCV) VALVE REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Injector driver malfunction. • Replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) If the problem remains, overhaul the engine.

STEP	INSPECTION	RESULTS	ACTION
25	Verify the test results. • If normal, return to the diagnostic index to service any additional symptoms. (See SYMPTOM DIAGNOSTIC INDEX [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • If a malfunction remains, inspect the related Service Information and perform the repair or diagnosis. — If the vehicle is repaired, troubleshooting is completed. — If the vehicle is not repaired or additional diagnostic information is not available, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		