DTC P2097:00 [SKYACTIV-G 2.0]

id0102h1707600

DTC P2097:00	Target A/F feedback system too rich
DETECTION CONDITION	• The PCM monitors the target A/F fuel trim when under the target A/F feedback control. If the fuel trim is less than specification, the PCM determines that the target A/F feedback system is too rich. **Diagnostic support note** • This is a continuous monitor (fuel system). • The check engine light illuminates if the PCM detects the above malfunction condition in two consecutive drive cycles or in one drive cycle while the DTC for the same malfunction has been stored in the PCM. • PENDING CODE is available if the PCM detects the above malfunction condition during first drive cycle. • FREEZE FRAME DATA (Mode 2)/Snapshot data is available. • The DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	—
POSSIBLE CAUSE	• Erratic signal to PCM — ECT sensor signal malfunction — MAF sensor signal malfunction — TP sensor signal malfunction — Related connector or terminals malfunction — Related wiring harness malfunction • Erratic signal from HO2S — HO2S malfunction • Erratic signal from A/F sensor — Exhaust system leakage (between exhaust manifold and A/F sensor) — A/F sensor malfunction • IAT sensor No.1 malfunction • Purge solenoid valve malfunction • Improper operation of fuel injector — Fuel injector malfunction — Fuel injector related wiring harness malfunction • High-pressure side fuel delivery system malfunction — Fuel pressure sensor 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 — High pressure fuel pump malfunction • Low-pressure side fuel delivery system malfunction — Low pressure side fuel line restriction (between fuel pump unit and high pressure fuel pump) — Fuel filter clogged — Pressure regulator (built-into fuel pump unit) malfunction — Fuel pump unit malfunction • Insufficient engine compression • ECT sensor malfunction • PCM malfunction
SYSTEM WIRING DIAGRAM	—

Diagnostic Procedure

STEP	INSPECTION		ACTION
1	**IDENTIFY TRIGGER DTC FOR FREEZE FRAME DATA (MODE 2)** • Perform the Freeze Frame PID Data Access Procedure. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) • Is the DTC P2097:00 on FREEZE FRAME DATA (Mode 2)?	Yes	Go to the next step.
		No	Go to the troubleshooting procedure for DTC on FREEZE FRAME DATA (Mode 2). (See DTC TABLE [SKYACTIV-G 2.0].)

STEP	INSPECTION		ACTION
2	**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 (fuel 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.
3	**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.
4	**VERIFY RELATED PENDING CODE AND/OR DTC** • Switch the ignition to off, then to ON (engine off). • Perform the Pending Trouble Code Access Procedure and DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) • Is the PENDING CODE/DTC P0172:00 also present?	Yes	Go to the applicable PENDING CODE or DTC inspection. (See DTC P0172:00 [SKYACTIV-G 2.0].)
		No	Go to the next step.
5	**VERIFY CURRENT INPUT SIGNAL STATUS** • Access the following PIDs using the M-MDS: (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) — ECT — MAF — TP REL • Are the PIDs normal? (See PCM INSPECTION [SKYACTIV-G 2.0].)	Yes	Go to the next step.
		No	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 21.
6	**VERIFY CURRENT INPUT SIGNAL STATUS UNDER FREEZE FRAME DATA (MODE 2) CONDITION** **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 same PIDs as in Step 5 while simulating under the FREEZE FRAME DATA (Mode 2) conditions. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) • Are the PIDs normal? (See PCM INSPECTION [SKYACTIV-G 2.0].)	Yes	Go to the next step.
		No	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 21.
7	**INSPECT CURRENT SIGNAL STATUS OF HO2S** • Inspect the HO2S. (See HEATED OXYGEN SENSOR (HO2S) INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the HO2S, then go to Step 21. (See HEATED OXYGEN SENSOR (HO2S) REMOVAL/ INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to the next step.
8	**INSPECT CURRENT SIGNAL STATUS OF A/F SENSOR** • Inspect the A/F sensor. (See AIR FUEL RATIO (A/F) SENSOR INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Go to the next step.
		No	Go to Step 10.

STEP	INSPECTION		ACTION
9	**INSPECT EXHAUST SYSTEM FOR LEAKAGE** • Visually inspect for exhaust leakage between exhaust manifold and A/F sensor. • Is there any leakage?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 21.
		No	Replace the A/F sensor, then go to Step 21. (See AIR FUEL RATIO (A/F) SENSOR REMOVAL/ INSTALLATION [SKYACTIV-G 2.0].)
10	**INSPECT IAT SENSOR NO.1** • Inspect the IAT sensor No.1. (See INTAKE AIR TEMPERATURE (IAT) SENSOR INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the MAF sensor/IAT sensor No.1, then go to Step 21. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to the next step.
11	**INSPECT LONG TERM FUEL TRIM** • Access the LONGFT1 PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) • Compare the LONGFT1 PID value with recorded FREEZE FRAME DATA (Mode 2). • Is the LONGFT1 PID value above the FREEZE FRAME DATA (Mode 2)?	Yes	Go to the next step.
		No	Go to Step 13.
12	**INSPECT PURGE SOLENOID VALVE** • Inspect the purge solenoid valve. (See PURGE SOLENOID VALVE INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the purge solenoid valve, then go to Step 21. (See PURGE SOLENOID VALVE REMOVAL/ INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to the next step.
13	**INSPECT FUEL INJECTOR OPERATION** • Perform the Fuel Injector Operation Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 21.
		No	Go to the next step.
14	**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].) • Is the FUEL_PRES PID value **approx. 3 MPa {31 kgf/cm^2, 435 psi}**?	Yes	Go to Step 18.
		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].) — Fuel pressure sensor (See FUEL PRESSURE SENSOR INSPECTION [SKYACTIV-G 2.0].) — High pressure fuel pump (See HIGH PRESSURE FUEL PUMP INSPECTION [SKYACTIV-G 2.0].) • If there is any malfunction: — Repair or replace the malfunctioning part according to the inspection results, then go to Step 21. • If there is no malfunction: — Go to Step 17. Higher than **3 MPa {31 kgf/cm2, 435 psi}**: • Go to the next step.
15	**IDENTIFY CAUSE BY FUEL PRESSURE SENSOR OR HIGH PRESSURE FUEL PUMP** • Is the vehicle acceleration performance normal?	Yes	Go to the next step.
		No	Go to Step 17.
16	**INSPECT FUEL PRESSURE SENSOR** • Inspect the fuel pressure sensor. (See FUEL PRESSURE SENSOR INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the fuel distributor, then go to Step 21. (See FUEL INJECTOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to Step 18.

STEP	INSPECTION		ACTION
17	**INSPECT SPILL VALVE CONTROL SOLENOID VALVE CONTROL CIRCUIT FOR SHORT TO GROUND** • Switch the ignition to 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, then go to Step 21.
		No	Replace the high pressure fuel pump, then go to Step 21. (See HIGH PRESSURE FUEL PUMP REMOVAL/ INSTALLATION [SKYACTIV-G 2.0].)
18	**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].) • 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].) Go to Step 21.
19	**INSPECT ENGINE COMPRESSION** • Inspect the engine compression. (See COMPRESSION INSPECTION [SKYACTIV-G 2.0].) • Are compression pressures within specification? **Specification:** • Compression [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}** • Compression [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}** **Note** • Because the SKYACTIV-G 2.0 retards the intake valve closing timing, compression pressure is low.	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results, then go to Step 21.
20	**INSPECT ECT SENSOR** • Inspect the ECT sensor. (See ENGINE COOLANT TEMPERATURE (ECT) SENSOR INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the ECT sensor, then go to the next step. (See ENGINE COOLANT TEMPERATURE (ECT) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to the next step.

STEP	INSPECTION		ACTION
21	**VERIFY DTC TROUBLESHOOTING COMPLETED** • Make sure to reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0].) • Perform the Pending Trouble Code Access Procedure. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0].) • Is the PENDING CODE for this DTC present?	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0].) Go to the next step.
		No	Go to the next step.
22	**VERIFY AFTER REPAIR PROCEDURE** • Perform the “AFTER REPAIR PROCEDURE”. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-G 2.0].)
		No	DTC troubleshooting completed.