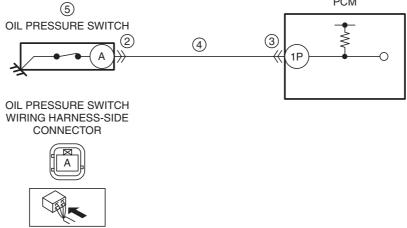
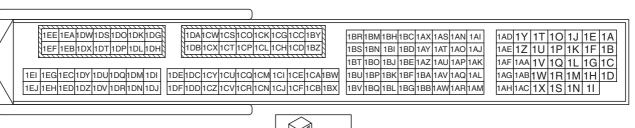
DTC P0520:00	Oil pressure switch circuit problem			
DETECTION CONDITION				
FAIL-SAFE FUNCTION	Not applicable			
POSSIBLE CAUSE	<ul> <li>Oil pressure switch connector or terminals malfunction</li> <li>PCM connector or terminals malfunction</li> <li>Open circuit in wiring harness between oil pressure switch terminal A and PCM terminal 1P</li> <li>Oil pressure switch malfunction</li> <li>PCM malfunction</li> </ul>			
	OIL PRESSURE SWITCH  (3) PCM  (4) (3) S			



## PCM WIRING HARNESS-SIDE CONNECTOR



**Diagnostic Procedure** 

STEP	INSPECTION		ACTION
1	VERIFY RELATED SERVICE INFORMATION	Yes	Perform repair or diagnosis according to the available
	AVAILABILITY		Service Information.
	Verify related Service Information availability.		If the vehicle is not repaired, go to the next step.
	Is any related Service Information available?	No	Go to the next step.
2	INSPECT OIL PRESSURE SWITCH	Yes	Repair or replace the connector and/or terminals, then go to
	CONNECTOR CONDITION		Step 6.
	Switch the ignition off.	No	Go to the next step.
	Disconnect the oil pressure switch connector.		
	Inspect for poor connection (such as damaged/		
	pulled-out pins, corrosion).		
	Is there any malfunction?		
3	INSPECT PCM CONNECTOR CONDITION	Yes	Repair or replace the connector and/or terminals, then go to
	Disconnect the PCM connector.		Step 6.
	Inspect for poor connection (such as damaged/	No	Go to the next step.
	pulled-out pins, corrosion).		
	Is there any malfunction?		

STEP	INSPECTION		ACTION
4	INSPECT OIL PRESSURE SWITCH SIGNAL	Yes	Go to the next step.
	CIRCUIT FOR OPEN CIRCUIT	No	Repair or replace the wiring harness for a possible open
	<ul> <li>Verify that the oil pressure switch and PCM</li> </ul>		circuit, then go to Step 6.
	connectors are disconnected.		
	• Inspect for continuity between oil pressure switch		
	terminal A (wiring harness-side) and PCM		
	terminal 1P (wiring harness-side).		
	Is there continuity?		
5	INSPECT OIL PRESSURE SWITCH	Yes	Go to the next step.
	Verify that the oil pressure switch and PCM	No	Replace the oil pressure switch, then go to the next step.
	connectors are disconnected.		(See ENGINE OIL SOLENOID VALVE REMOVAL/
	Inspect for continuity between oil pressure switch		INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
	terminal A (part-side) and body ground.		
0	• Is there continuity?	V	Depart the inserting from Oten 4
6	VERIFY DTC TROUBLESHOOTING	Yes	Repeat the inspection from Step 1.
	COMPLETED		• If the malfunction recurs, replace the PCM.
	<ul> <li>Always reconnect all disconnected connectors.</li> <li>Clear the DTC from the PCM memory using the</li> </ul>		(See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0,
	M-MDS.		SKYACTIV-G 2.5].) Go to the next step.
	(See AFTER REPAIR PROCEDURE	No	Go to the next step.
	[SKYACTIV-G 2.0, SKYACTIV-G 2.5].)	INU	Go to the flext step.
	• Perform the KOEO self test.		
	(See KOEO/KOER SELF TEST [SKYACTIV-G		
	2.0, SKYACTIV-G 2.51.)		
	• Is the same DTC present?		
7	VERIFY AFTER REPAIR PROCEDURE	Yes	Go to the applicable DTC inspection.
	Perform the "AFTER REPAIR PROCEDURE".		(See DTC TABLE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
	(See AFTER REPAIR PROCEDURE	No	DTC troubleshooting completed.
	SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		
	Are any DTCs present?		