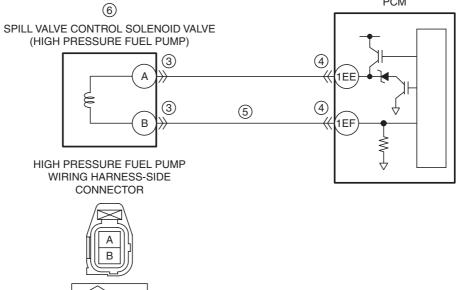
## DTC P0092:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

id0102h4009200

DTC P0092:00	Fuel pressure regulator control circuit high input									
DETECTION CONDITION	<ul> <li>When the PCM turns the spill valve control solenoid valve on but the spill valve control solenoid valve circuit voltage is high for 5 s, the PCM determines that the spill valve control solenoid valve control circuit has a malfunction.</li> <li>MONITORING CONDITIONS         <ul> <li>The following conditions are met:                 <ul> <li>Engine speed: 5,700 rpm or less</li> <li>Battery voltage: 10.5 V or more</li> </ul> </li> <li>Diagnostic support note</li> <li>This is a continuous monitor (CCM).</li> <li>The check engine light illuminates if the PCM detects the above malfunction condition during the first drive cycle.</li> <li>FREEZE FRAME DATA (Mode 2)/Snapshot data is available.</li> <li>DTC is stored in the PCM memory.</li> </ul></li></ul>									
FAIL-SAFE	Stops high pressure fuel pump control     Limits into legal pump control									
FUNCTION	Limits intake air amount     High pressure fuel pump connector or terminals malfunction									
POSSIBLE CAUSE	<ul> <li>PCM connector or terminals malfunction</li> <li>Short to power supply in wiring harness between high pressure fuel pump terminal B and PCM terminal 1EF</li> <li>Spill valve control solenoid valve (built-into high pressure fuel pump) malfunction</li> <li>PCM malfunction</li> </ul>									
	(6) PCM									



## PCM WIRING HARNESS-SIDE CONNECTOR

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<b>'</b>		1EE	1EA	1DW	1DS	1DO	1DK	1DG	1	1DA	/ICW	1CS	1CO	1CK	1CG	1CC	1BY	H	1BF	R 1BM	11BH	1BC	1AX	1AS	1AN	1AI	1A	D 1 Y	′ 1T	10	1J	1E	1A	П
								1DH	1	N	1 -	1 -	1CP	-					1B	1BN	I 1BI	1BD	1AY	1AT	1AO	1AJ	1A	E 1Z	1U	1P	1K	1F	1B	П
				1111			711		4	4777			<i>· · · · · · · · · · · · · · · · · · · </i>					i i	1B	1BC	1BJ	1BE	1AZ	1AU	1AP	1AK	1A	F 1A	1V	1Q	1L	1G	1C	П
	1EI	1EG	1EC	1DY	1DU	1DQ	1DM	1DI	10	DE 1DC	1CY	1CU	1CQ	1CM	1CI	1CE	1CA	1BW	1Bl	J 1BF	1BK	1BF	1BA	1AV	1AQ	1AL	1A	G 1A	31W	1R	1M	1H	1D	П
	1EJ	1EH	1ED	1DZ	1DV	1DR	1DN	1DJ	10	OF 1DE	1CZ	1CV	1CR	1CN	1CJ	1CF	1CB	1BX	1B\	/ 1BC	1BL	1BG	1BB	1AW	1AR	1AM	1A	H1A0	1X	1S	1N	11		
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**Diagnostic Procedure** 

STEP	INSPECTION		ACTION
1	VERIFY FREEZE FRAME DATA (MODE 2)/	Yes	Go to the next step.
'	SNAPSHOT DATA HAS BEEN RECORDED	No	Record the FREEZE FRAME DATA (Mode 2)/snapshot data
	Has the FREEZE FRAME DATA (Mode 2)/	INO	on the repair order, then go to the next step.
	snapshot data been recorded?		on the repair order, then go to the next step.
2	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.
3	INSPECT HIGH PRESSURE FUEL PUMP	Yes	Repair or replace the connector and/or terminals, then go to
	CONNECTOR CONDITION		Step 7.
	Switch the ignition off.	No	Go to the next step.
	Disconnect the high pressure fuel pump		
	connector.		
	Inspect for poor connection (such as damaged/		
	pulled-out pins, corrosion).		
	Is there any malfunction?		
4	INSPECT PCM CONNECTOR CONDITION	Yes	Repair or replace the connector and/or terminals, then go to
	Disconnect the PCM connector.		Step 7.
	Inspect for poor connection (such as damaged/	No	Go to the next step.
	pulled-out pins, corrosion).		
	Is there any malfunction?		
5	INSPECT SPILL VALVE CONTROL SOLENOID	Yes	
	VALVE CONTROL CIRCUIT FOR SHORT TO	No	Repair or replace the wiring harness for a possible short to
	POWER SUPPLY		power supply, then go to Step 7.
	Verify that the high pressure fuel pump and PCM		
	connectors are disconnected.		
	Switch the ignition ON (engine off).		
	Note		
	Another DTC may be stored by the PCM		
	detecting an open circuit.		
	Measure the voltage at the high pressure fuel		
	pump terminal B (wiring harness-side).		
	• Is the voltage <b>0 V</b> ?		
6	INSPECT SPILL VALVE CONTROL SOLENOID	Yes	Replace the high pressure fuel pump, then go to the next
	VALVE		step.
	Switch the ignition off.		(See HIGH PRESSURE FUEL PUMP REMOVAL/
	Reconnect all disconnected connectors.		INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
	Inspect the spill valve control solenoid valve.	No	Go to the next step.
	(See HIGH PRESSURE FUEL PUMP		
	INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G		
	2.5].)		
	• Is there any malfunction?	V- ·	Deposit the imprestion forms Of the 4
7	VERIFY DTC TROUBLESHOOTING	Yes	Repeat the inspection from Step 1.  • If the malfunction recurs, replace the PCM.
	COMPLETED		(See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0,
	<ul> <li>Always reconnect all disconnected connectors.</li> <li>Clear the DTC from the PCM memory using the</li> </ul>		`
	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].)	10	Co to the next step.
	• Start the engine.		
	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?		
8	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?		