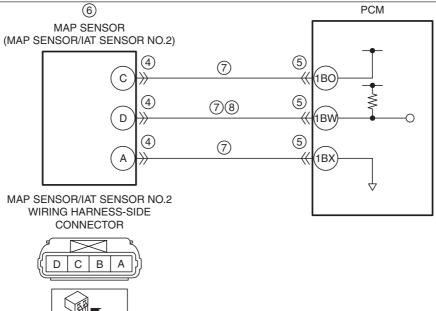
DTC P0108:00	MAP sensor circuit high input
DETECTION CONDITION	 The PCM monitors the input voltage from the MAP sensor. If the input voltage at the PCM terminal 1BW is above 4.89 V for 5 s, the PCM determines that the MAP sensor circuit has a malfunction. Diagnostic support note This is a continuous monitor (CCM). 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	Estimates MAP using MAF sensor and engine speed. Restricts the upper limit of the engine speed. Inhibits the evaporative purge control.
POSSIBLE CAUSE	MAP sensor/IAT sensor No.2 connector or terminals malfunction PCM connector or terminals malfunction MAP sensor malfunction MAP sensor malfunction Short to power supply in wiring harness between MAP sensor/IAT sensor No.2 terminal D and PCM terminal 1BW Open circuit in wiring harness between the following terminals:



PCM WIRING HARNESS-SIDE CONNECTOR

	_		
,	/		1AD 1Y 1T 1O 1J 1E 1A
ĺ		1EF 1EB 1DX 1DT 1DP 1DL 1DH 1DB 1CX 1CT 1CP 1CL 1CH 1CD 1BZ 1BS 1BN 1BI 1BD 1AY 1AT 1AO 1AJ	1AE 1Z 1U 1P 1K 1F 1B
		1BT 1BO 1BJ 1BE 1AZ 1AU 1AP 1AK	1AF 1AA 1V 1Q 1L 1G 1C
l		1EI 1EG 1EC 1DY 1DU1DQ 1DM 1DI 1DE 1DC 1CY 1CU1CQ 1CM 1CI 1CE 1CA 1BW 1BU 1BP 1BK 1BF 1BA 1AV 1AQ 1AL	1AG 1AB 1W 1R 1M 1H 1D
`	$\setminus \mid$	[1EJ 1EH 1ED 1DZ 1DV 1DR 1DN 1DJ 1DF 1DD 1CZ 1CV 1CR 1CN 1CJ 1CF 1CB 1BX 1BV 1BQ 1BL 1BG 1BB 1AW 1AR 1AM	1AH 1AC 1X 1S 1N 1I
	_\		

Diagnostic Procedure

STEP	INSPECTION		ACTION
	VEDICY EDECTE EDAME DATA (MODE OVENADOUGT DATA	V	Co to the next stem
1	VERIFY FREEZE FRAME DATA (MODE 2)/SNAPSHOT DATA	Yes	Go to the next step.
	HAS BEEN RECORDED	No	Record the FREEZE FRAME DATA (Mode
	Has the FREEZE FRAME DATA (Mode 2)/snapshot data been recorded?		2)/snapshot data on the repair order, then
_	recorded?	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	go to the next step.
2	VERIFY RELATED SERVICE INFORMATION AVAILABILITY	Yes	Perform repair or diagnosis according to the
	Verify related Service Information availability.		available Service Information.
	Is any related Service Information available?		• If the vehicle is not repaired, go to the next
			step.
		No	Go to the next step.
3	DETERMINE IF MAP SENSOR OR WIRING HARNESS	Yes	When the voltage is 5 V
	MALFUNCTION		Go to Step 7.
	 Access the MAP PID using the M-MDS. 		When the voltage is B+
	(See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0,		Go to Step 8.
	SKYACTIV-G 2.5].)	No	Go to the next step.
	Verify the MAP PID value.		
	• Is the MAP PID value 5 V or B+?		
4	INSPECT MAP SENSOR/IAT SENSOR NO.2 CONNECTOR	Yes	Repair or replace the connector and/or
	CONDITION		terminals, then go to Step 9.
	Switch the ignition off.	No	Go to the next step.
	Disconnect the MAP sensor/IAT sensor No.2 connector.		P
	• Inspect for poor connection (such as damaged/pulled-out pins,		
	corrosion).		
	• Is there any malfunction?		
5	INSPECT PCM CONNECTOR CONDITION	Yes	Repair or replace the connector and/or
-	Disconnect the PCM connector.		terminals, then go to Step 9.
	 Inspect for poor connection (such as damaged/pulled-out pins, 	No	Go to the next step.
	corrosion).		or to the mean step.
	• Is there any malfunction?		
6	INSPECT MAP SENSOR	Yes	Replace the MAP sensor/IAT sensor No.2,
	Reconnect all disconnected connectors.		then go to Step 9.
	Inspect the MAP sensor.		(See MANIFOLD ABSOLUTE PRESSURE
	(See MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR		(MAP) SENSOR/INTAKE AIR
	INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)		TEMPERATURE (IAT) SENSOR NO.2
	• Is there any malfunction?		REMOVAL/INSTALLATION [SKYACTIV-G
	to there any manufication.		2.0, SKYACTIV-G 2.5].)
		No	Go to Step 9.
7	INSPECT MAP SENSOR/IAT SENSOR NO.2 CIRCUIT FOR	Yes	Replace the MAP sensor/IAT sensor No.2,
'	OPEN CIRCUIT		then go to Step 9.
	Switch the ignition off.		(See MANIFOLD ABSOLUTE PRESSURE
	Disconnect the MAP sensor/IAT sensor No.2 connector and PCM		(MAP) SENSOR/INTAKE AIR
	connector.		TEMPERATURE (IAT) SENSOR NO.2
	Inspect for continuity between the following terminals (wiring)		REMOVAL/INSTALLATION [SKYACTIV-G
	harness-side):		2.0, SKYACTIV-G 2.5].)
	 MAP sensor/IAT sensor No.2 terminal C—PCM terminal 1BO 	No	Repair or replace the wiring harness for a
	MAP sensor/IAT sensor No.2 terminal D—PCM terminal 1BV MAP sensor/IAT sensor No.2 terminal D—PCM terminal 1BW	INO	, , ,
	MAP sensor/IAT sensor No.2 terminal A—PCM terminal 1BX MAP sensor/IAT sensor No.2 terminal A—PCM terminal 1BX		possible open circuit, then go to Step 9.
8	• Is there continuity?	Voc	Repair or replace the wiring harness for a
0	INSPECT MAP SENSOR/IAT SENSOR NO.2 CIRCUIT FOR	Yes	
		N! -	
		INO	
	Is there any voltage?		
			REMOVAL/INSTALLATION [SKYACTIV-G
			2.0, SKYACTIV-G 2.5].)
	 SHORT TO POWER SUPPLY Switch the ignition off. Disconnect the MAP sensor/IAT sensor No.2 connector and PCM connector. Measure the voltage at the MAP sensor/IAT sensor No.2 terminal D (wiring harness-side). Is there any voltage? 	No	possible short to power supply, then go to the next step. Replace the MAP sensor/IAT sensor No.2 then go to the next step. (See MANIFOLD ABSOLUTE PRESSUR (MAP) SENSOR/INTAKE AIR TEMPERATURE (IAT) SENSOR NO.2

STEP	P INSPECTION		ACTION
9	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].) Start the engine and warm it up completely. 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. Go to the next step.
10	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].) DTC troubleshooting completed.