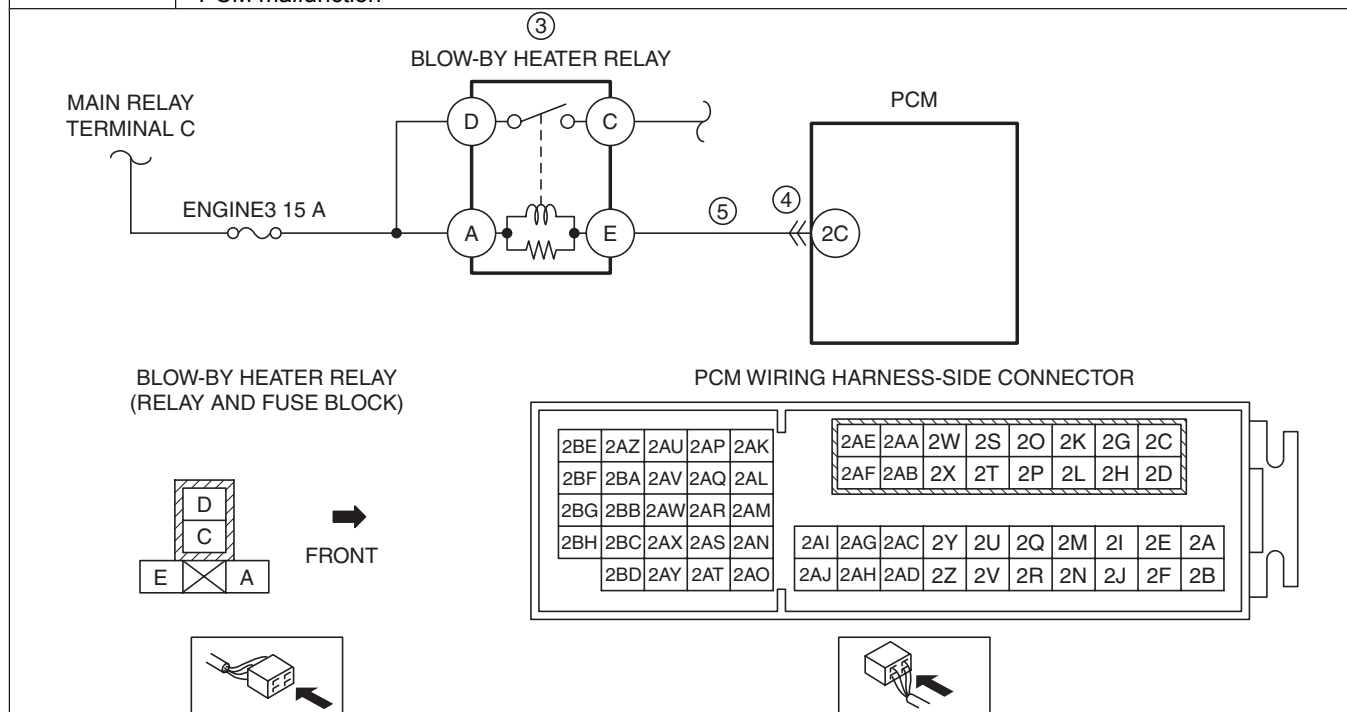


DTC P053C:00	Blow-by heater relay control circuit high input
DETECTION CONDITION	<ul style="list-style-type: none"> The PCM monitors input current from the blow-by heater relay. If the input current is above 1.5 A for 1 s, the PCM determines that the blow-by heater relay circuit has a malfunction. <p>MONITORING CONDITIONS</p> <ul style="list-style-type: none"> Battery voltage: 8.8—16 V <p>Diagnostic support note</p> <ul style="list-style-type: none"> This is a continuous monitor (other). The check engine light does not illuminate. FREEZE FRAME DATA (Mode 2)/Snapshot data is not available. DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	Not applicable
POSSIBLE CAUSE	<ul style="list-style-type: none"> Blow-by heater relay malfunction PCM connector or terminals malfunction Short to power supply in wiring harness between blow-by heater relay terminal E and PCM terminal 2C PCM malfunction



Diagnostic Procedure

STEP	INSPECTION	ACTION
1	VERIFY FREEZE FRAME DATA (MODE 2)/ SNAPSHOT DATA HAS BEEN RECORDED • Has the FREEZE FRAME DATA (Mode 2)/ snapshot data been recorded?	Yes Go to the next step.
		No Record the FREEZE FRAME DATA (Mode 2)/snapshot data on the repair order, then go to the next step.
2	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.
3	INSPECT BLOW-BY HEATER RELAY • Switch the ignition off. • Remove the blow-by heater relay. • Inspect the blow-by heater relay. (See RELAY INSPECTION.) • Is there any malfunction?	Yes Replace the blow-by heater relay, then go to Step 6.
		No Go to the next step.

STEP	INSPECTION		ACTION
4	INSPECT PCM CONNECTOR CONDITION <ul style="list-style-type: none"> • Disconnect the PCM connector. • Inspect for poor connection (such as damaged/pulled-out pins, corrosion). • Is there any malfunction? 	Yes	Repair or replace the connector and/or terminals, then go to Step 6.
		No	Go to the next step.
5	INSPECT BLOW-BY HEATER RELAY SIGNAL CIRCUIT FOR SHORT TO POWER SUPPLY <ul style="list-style-type: none"> • Blow-by heater relay is removed. • Verify that the PCM connector is disconnected. • Switch the ignition ON (engine off). • Measure the voltage at the blow-by heater relay terminal E (wiring harness-side). • Is the voltage 0 V? 	Yes	Go to the next step.
		No	Repair or replace the wiring harness for a possible short to power supply, then go to the next step.
6	VERIFY DTC TROUBLESHOOTING COMPLETED <ul style="list-style-type: none"> • Always reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-D 2.2].) • Perform the KOEO or KOER self test. (See KOEO/KOER SELF TEST [SKYACTIV-D 2.2].) • Is the same DTC present? 	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) Go to the next step.
		No	Go to the next step.
7	VERIFY AFTER REPAIR PROCEDURE <ul style="list-style-type: none"> • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [SKYACTIV-D 2.2].) • Are any DTCs present? 	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-D 2.2].)
		No	DTC troubleshooting completed.