DTC P0117:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

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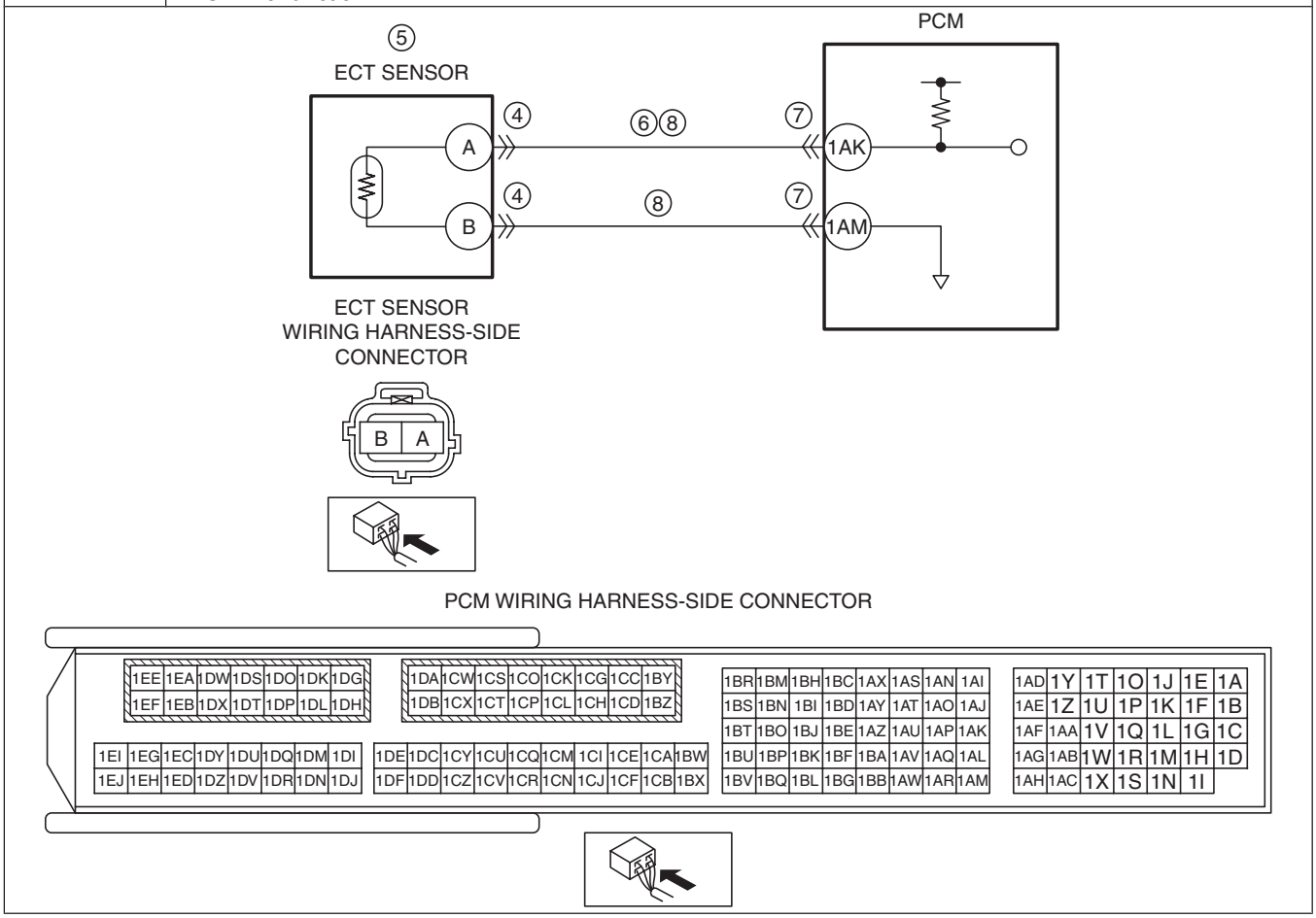
DTC P0117:00	ECT sensor circuit low input
DETECTION CONDITION	• The PCM monitors the ECT sensor signal. If the PCM detects that the ECT sensor voltage at the PCM terminal 1AK is **below 0.2 V** for **5 s**, the PCM determines that the ECT sensor circuit has a malfunction. **Diagnostic support note** • This is a continuous monitor (engine cooling system). • 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	• Fixes water temperature for the engine control at **40 °C {104 °F}**, and for the idle air control at **80 °C {176 °F}** • Operates the cooling fan (high speed rotation). • Inhibits the fuel cut control during shift change.
POSSIBLE CAUSE	• Engine overheating (cooling system malfunction) • ECT sensor connector or terminals malfunction • ECT sensor malfunction • Short to ground in wiring harness between ECT sensor terminal A and PCM terminal 1AK • PCM connector or terminals malfunction • ECT sensor signal circuit and ground circuit are shorted to each other • PCM malfunction



Diagnostic Procedure

STEP	INSPECTION		ACTION
1	**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 (engine cooling 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.

STEP	INSPECTION		ACTION
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	**VERIFY ENGINE CONDITION** • Verify the engine condition. • Is the engine overheating?	Yes	Perform the symptom troubleshooting “NO.17 COOLING SYSTEM CONCERNS-OVERHEATING”. (See NO.17 COOLING SYSTEM CONCERNS-OVERHEATING [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
4	**INSPECT ECT SENSOR CONNECTOR CONDITION** • Switch the ignition off. • Disconnect the ECT sensor 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 9.
		No	Go to the next step.
5	**DETERMINE IF ECT SENSOR OR WIRING HARNESS MALFUNCTION** • Reconnect all disconnected connectors. • Access the ECT PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Verify the ECT PID value when disconnecting the ECT sensor connector. • Does the ECT PID value change?	Yes	Replace the ECT sensor, then go to Step 9. (See ENGINE COOLANT TEMPERATURE (ECT) SENSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
6	**INSPECT ECT SENSOR SIGNAL CIRCUIT FOR SHORT TO GROUND** • Verify that the ECT sensor connector is disconnected. • Switch the ignition off. • Inspect for continuity between ECT sensor terminal A (wiring harness-side) and body ground. • Is there continuity?	Yes	If the short to ground circuit could be detected in the wiring harness: • Repair or replace the wiring harness for a possible short to ground. If the short to ground circuit could not be detected in the wiring harness: • Replace the PCM (short to ground in the PCM internal circuit). (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) Go to Step 9.
		No	Go to the next step.
7	**INSPECT PCM CONNECTOR CONDITION** • 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 9.
		No	Go to the next step.
8	**INSPECT ECT SENSOR SIGNAL CIRCUIT AND GROUND CIRCUIT FOR SHORT TO EACH OTHER** • Verify that the ECT sensor and PCM connectors are disconnected. • Inspect for continuity between ECT sensor terminals A and B (wiring harness-side). • Is there continuity?	Yes	Repair or replace the wiring harness for a possible short to each other, then go to the next step.
		No	Go to the next step.
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].) • 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.
		No	Go to the next step.

STEP	INSPECTION		ACTION
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].)
		No	DTC troubleshooting completed.