DI2T1–01

PROBLEM SYMPTOMS TABLE

When the malfunction is not confirmed in the diagnostic trouble code check and the problem still can not be confirmed in the basic inspection, proceed to this matrix chart and troubleshoot according to the numbered order given below.

Symptom	Suspect Area	See page
Engine does not crank (Does not start)	1. Starter and starter relay	ST–34
	2. Neutral start switch circuit	DI–192
	3. Body ECU	DI–24
No initial combustion (Does not start)	1. Engine ECU power source circuit	DI–121
	2. Ignition coil with igniter	DI–100
	3. Fuel pump control circuit	DI–96
	4. Injector circuit	DI–125
No complete combustion (Does not start)	1. Fuel pump control circuit	DI–96
	2. Ignition coil with igniter	DI–100
	3. Injector circuit	DI–125
Engine cranks normally (Difficult to start)	1. Starter signal circuit	DI–118
	2. Fuel pump control circuit	DI–96
	3. Ignition coil with igniter	DI–100
	4. Spark plug	IG–1
	5. Compression	EM–5
	6. Injector circuit	DI–125
Cold engine (Difficult to start)	1. Starter signal circuit	DI–118
	2. Fuel pump control circuit	DI–96
	3. Injector circuit	DI–125
	4. Ignition coil with igniter	DI–100
	5. Spark plug	IG–1
Hot engine (Difficult to start)	1. Starter signal circuit	DI–118
	2. Fuel pump control circuit	DI–96
	3. Injector circuit	DI–125
	4. Ignition coil	IG–1
	5. Spark plug	IG–1
High engine idle speed (Poor idling)	1. A/C signal circuit (Compressor circuit)	DI–161
	2. Engine ECU power source circuit	DI–121
	3. Neutral start switch circuit	DI–192
	4. Back up power source circuit	DI–139
Low engine idle speed (Poor idling)	1. A/C signal circuit (Compressor circuit)	DI–161
	2. Neutral start switch circuit	DI–192
	3. Fuel pump control circuit	DI–96
	4. Injector circuit	DI–125
	5. Air flow meter circuit	DI–26
	6. Back up power source circuit	DI–139
Rough idling (Poor idling)	1. Air flow meter circuit	DI–26
	2. Injector circuit	DI–125
	3. Variable resistor circuit	DI–130
	4. Ignition coil with igniter	DI–100
	5. Compression	EM–5
	6. Fuel pump control circuit	DI–96
	7. Back up power source circuit	DI–139
Hunting (Poor idling)	1. Air flow meter circuit	DI–26
	2. Engine ECU power source circuit	DI–121
	3. Fuel pump control circuit	DI–96

Hesitation/Poor acceleration (Poor driveability)	1. Air flow meter circuit 2. Injector circuit 3. Fuel pump control circuit 4. Variable resistor circuit 5. Ignition coil with igniter 6. A/T faulty	DI–26 DI–125 DI–96 DI–130 DI–100 DI–161
Muffler explosion, after fire (Poor driveability)	1. Ignition coil 2. Spark plug 3. Injection circuit 4. Variable resistor circuit	IG–1 IG–1 DI–125 DI–130
Surging (Poor driveability)	1. Fuel pump connector circuit 2. Variable resistor circuit 3. Spark plug 4. Injection circuit	DI–96 DI–130 IG–1 DI–125
Engine stall (Soon after starting)	1. Fuel pump connector circuit 2. Air flow meter circuit	DI–96 DI–26
Engine stall (After accelerator pedal depressed)	1. Air flow meter circuit	DI–26
Engine stall (After accelerator pedal released)	1. Air flow meter circuit 2. Engine ECU	DI–26 IN–29
Engine stall (During A/C operation)	1. A/C signal circuit (Compressor circuit) 2. Engine ECU	DI–161 IN–29
Engine stall (When shifting N to D)	1. Neutral start switch circuit	DI–192