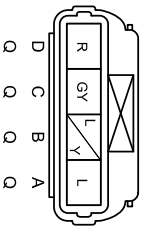
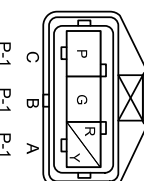
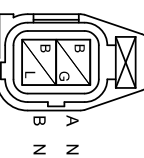
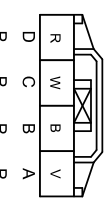
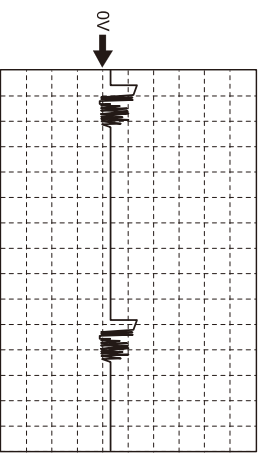


<p>0140-120 MANIFOLD ABSOLUTE PRESSURE SENSOR / INTAKE AIR TEMPERATURE SENSOR No.2</p> 	<p>0140-121 FUEL PRESSURE SENSOR</p> 	<p>0140-122 SPILL VALVE CONTROL SOLENOID VALVE (HIGH PRESSURE FUEL PUMP)</p> 	<p>0918-701 BRAKE SWITCH</p> 
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PCM terminal voltage table (reference)				Intake air temperature (IAT) sensor [SKYACTIV-G 2.0]		
Terminal	Test condition	Voltage (V)	Terminal	Test condition	Voltage (V)	
1Bj	Ignition switched ON (engine off)	Approx. 5.02	1CL	Under any condition	Below 1.0	IAT Sensor No.2 Measure the resistance between MAP sensor/IAT sensor No.2 terminals A and B. Specification (Reference)
1Bo	Ignition switched ON (engine off)	Approx. 5.03	1CP	Under any condition	Below 1.0	
1Bw	Ignition switched ON (engine off)	Approx. 4.12	1CT	Under any condition	Below 1.0	IAT (°C {°F})
	Idle (after warm up and no load)	Approx. 2.13	1CX	Under any condition	Below 1.0	Resistance (Kilohms)
	Racing (Engine speed: 2,000 rpm)	Approx. 0.86	1DB	Under any condition	Below 1.0	0 {32}
1Bx	Under any condition	Below 1.0	1DH	Under any condition	Below 1.0	20 {68}
1Bz	Under any condition	Below 1.0	1DL	Under any condition	Below 1.0	80 {176}
1CA	Ignition switched ON (engine off)	Approx. 1.22	1EE	(See High pressure fuel pump control (+) signal .)	Below 1.0	130 {266}
1CB	Idle (after warm up and no load)	Approx. 1.21	1EF	(See High pressure fuel pump control (-) signal .)	Below 1.0	
	Under any condition	Below 1.0	2R	Brake pedal released	Below 1.0	
	Under any condition	Approx. 3.57	2AA	Brake pedal fully depressed	B+	
1CE	Ignition switched ON (engine off)	Approx. 2.70		Under any condition	Below 1.0	
	Ignition switched ON (engine off)	Approx. 1.87				

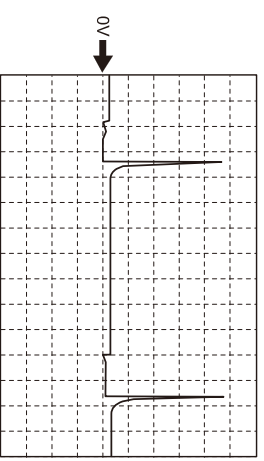
Inspection using an oscilloscope (reference)

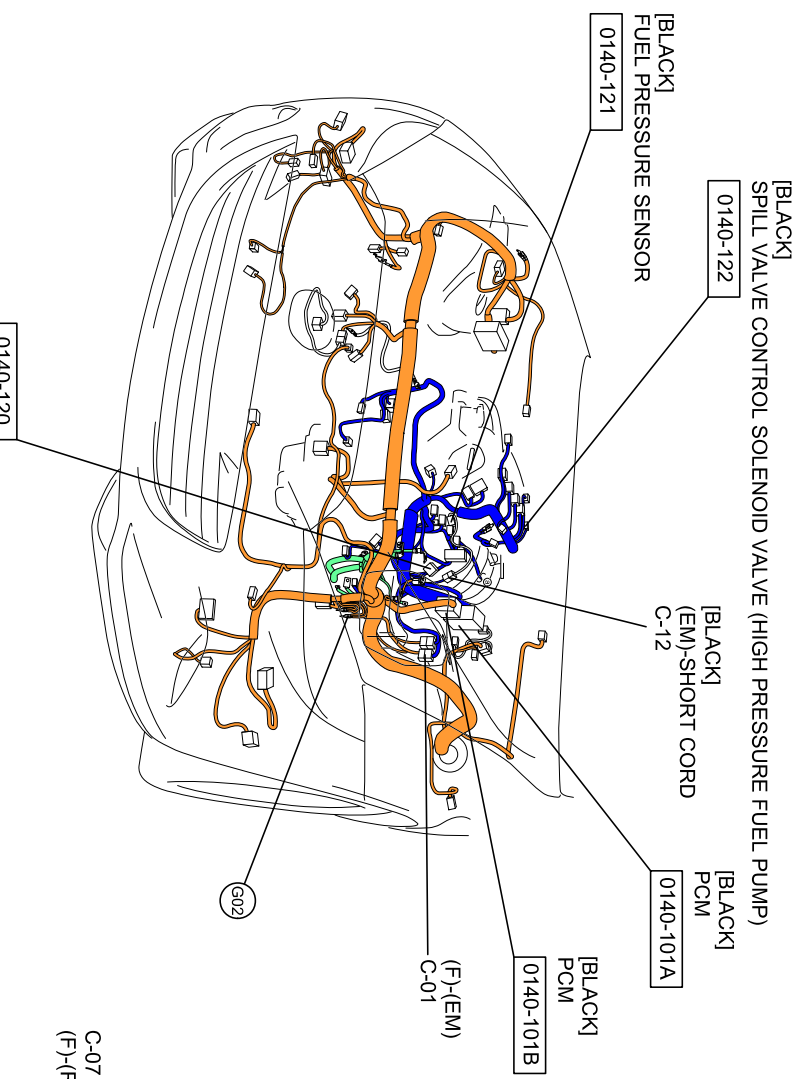
- High pressure fuel pump control (+) signal
PCM terminals
- 1EE(+)—body ground(-)
- Oscilloscope setting
- 10 V/DIV (Y), 5 ms/DIV (X), DC range
- Vehicle condition
- Idle (after warm up and no load)



Inspection using an oscilloscope (reference)

- High pressure fuel pump control (-) signal
PCM terminals
- 1EF(+)—body ground(-)
- Oscilloscope setting
- 10 V/DIV (Y), 5 ms/DIV (X), DC range
- Vehicle condition
- Idle (after warm up and no load)



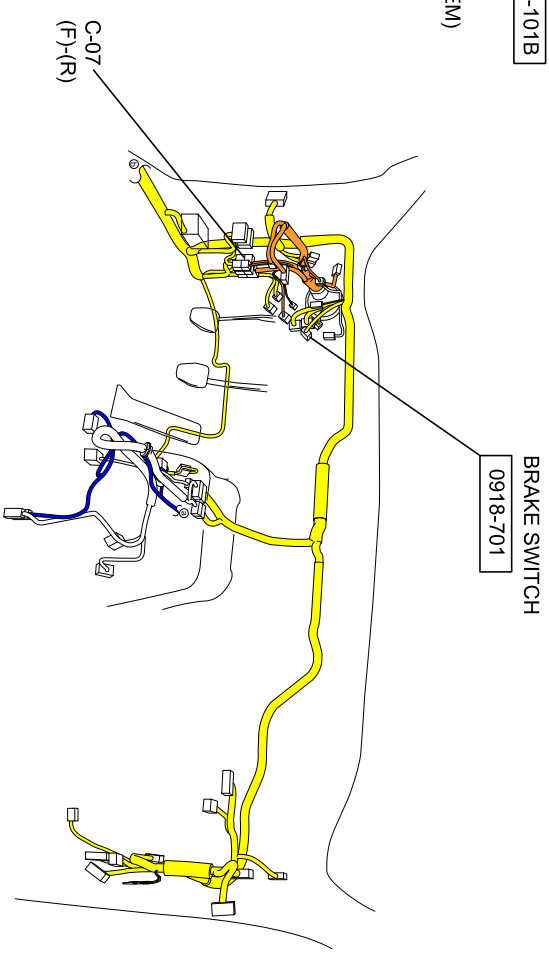


HIGH PRESSURE FUEL PUMP

- The high pressure fuel pump is used for the direct fuel injection system. Fuel (pressure : 450 kPa) from the fuel pump built into the fuel tank is boosted up to 20 MPa, and it is pumped to the fuel distributor in an easily atomizable state.

PCM

- High-level driveability and lower fuel consumption have been achieved by controlling the appropriate engine conditions (fuel injection/ignition timing) according to operation conditions.
- Controls each output part based on the signal from each input part.
- The control descriptions are as shown below.



0140-120
MANIFOLD ABSOLUTE PRESSURE SENSOR /
INTAKE AIR TEMPERATURE SENSOR No.2
[BLACK]

FUEL PRESSURE SENSOR

- Detects the fuel pressure in the fuel distributor and sends it to the PCM as a fuel pressure signal.

MANIFOLD ABSOLUTE PRESSURE SENSOR

- Detects the intake air pressure introduced into the cylinder and sends it to the PCM as an intake air pressure signal.

INTAKE AIR TEMPERATURE SENSOR No.2

- Indicates the resistance value according to the intake air temperature after it passes through the throttle body (intake manifold).

- : FRONT HARNESS
- : ENGINE HARNESS
- : ENGINE No.2 HARNESS
- : REAR HARNESS
- : REAR No.4 HARNESS
- : EMISSION HARNESS
- : DOOR HARNESS
- : INTERIOR LIGHT No.2 HARNESS

