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1996 MAZDA 323 F (CB) OEM Service and Repair Workshop Manual

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STEP	INSPECTION	RESULTS	ACTION
11	VERIFY DTC TROUBLESHOOTING COMPLETED **Caution** **• Connect the negative battery terminal before connecting the current sensor connector. If the current sensor connector is connected first, the PCM may mistakenly recognize a signal from the current sensor and learn the battery condition incorrectly.** • Always reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See CLEARING DTC [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].) • Start the engine. • Perform the DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].) • Is the same Pending DTC present?	Yes	Repeat the inspection from Step 1.
		No	Go to the next step.
12	VERIFY AFTER REPAIR PROCEDURE • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection. (See DTC TABLE [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].)
		No	DTC troubleshooting completed.

STEP	INSPECTION	RESULTS	ACTION
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY • Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	Yes	Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
3	VERIFY RELATED PENDING CODE AND/OR DTC • Switch the ignition off, then ON (engine off). • Perform the Pending Trouble Code Access Procedure and DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].) • Are any other PENDING CODEs and/or DTCs present?	Yes	Go to the applicable PENDING CODE or DTC inspection. (See DTC TABLE [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].)
		No	Go to the next step.
4	INSPECT ENGINE OIL LEVEL SENSOR CONNECTOR CONDITION • Switch the ignition off. • Disconnect the engine oil level 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 8.
		No	Go to the next step.

DTC P04DB:00 [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))]

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Note

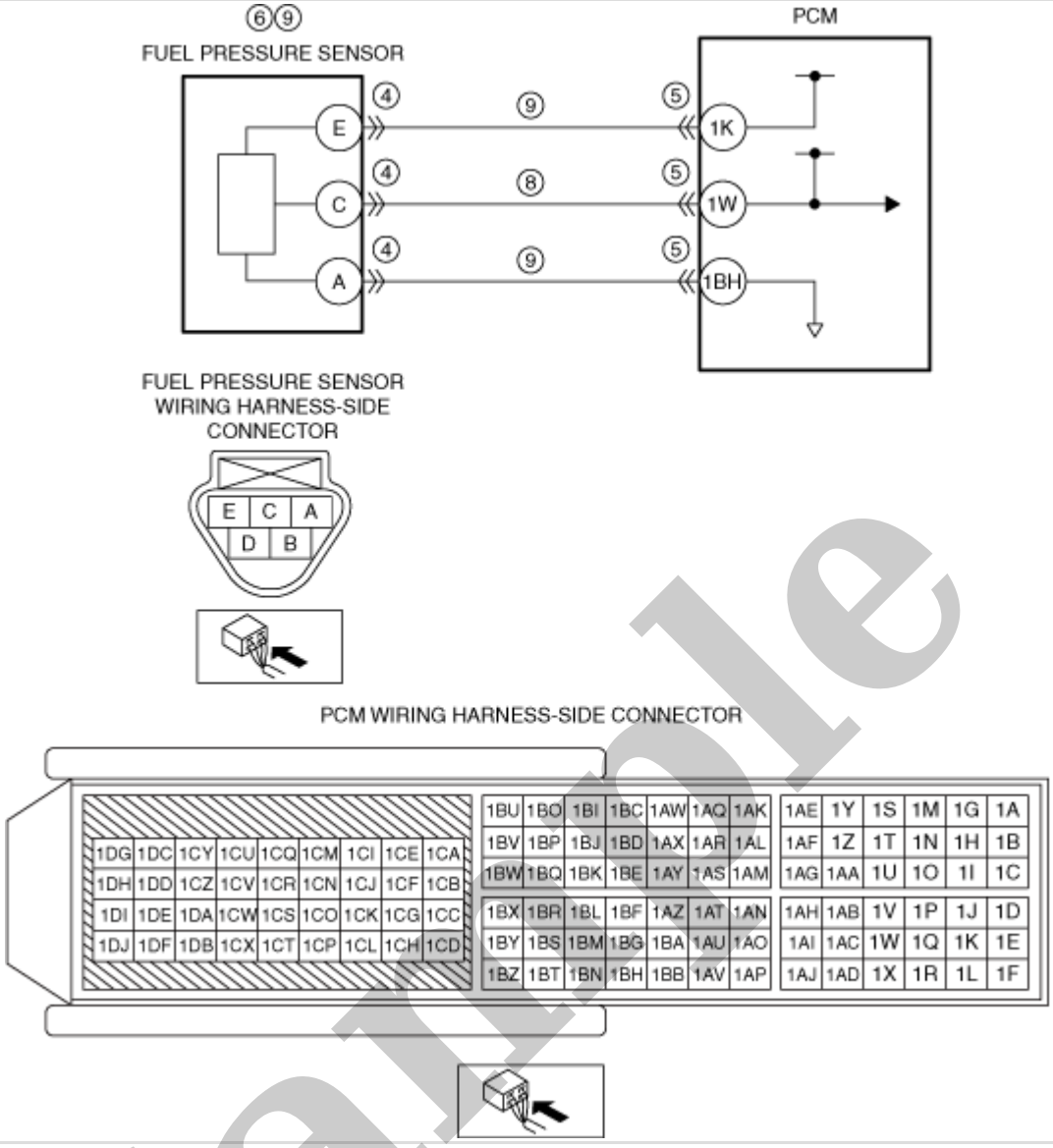
• To determine the malfunctioning part, proceed with the diagnostics from "Function Inspection Using M-MDS".

Details On DTCs

DESCRIPTION	**Positive crankcase ventilation (PCV) System: Excessive flow detected**	
DETECTION CONDITION	Determination conditions	• The estimated PCV flow volume is exceeds threshold.
	Preconditions	• Fuel injection control: During fuel cut at deceleration *1 • Barometric pressure: 70.75 kPa {0.7215 kgf/cm^2, 10.27 psi} or more *1 • Engine speed: 3,000 rpm or less *1 • The following DTCs are not detected: — TP sensor: P0122:00, P0123:00, P0222:00, P0223:00 and P0638:00 — ECT sensor: P0117:00 and P0118:00 — MAP sensor: P0107:00 and P0108:00 — MAF sensor: P0100:00 and U060F:00 — BARO sensor: P2226:00, P2228:00 and P2229:00 — IAT sensor No.1: P0110:00 — IAT sensor No.2: P0097:00 and P0098:00 — Purge solenoid valve: P0443:00 — Intake CMP sensor: P0340:00 — Exhaust CMP sensor: P0365:00 — Electric variable valve timing control system: P0010:00, P0011:00 and P0012:00 and P2138:00 — Hydraulic variable valve timing control system: P0014:00, P0015:00, P2090:00 and P2091:00 — Throttle valve actuator control: P2101:00, P2107:00, P2109:00, P2112:00, P2119:00 and P2135:00 *1: Standard can be verified by displaying PIDs using M-MDS
	Drive cycle	• 2
	Self test type	• CMDTC self test
	Sensor used	• MAF sensor • MAP sensor
FAIL-SAFE FUNCTION	• Not applicable	
VEHICLE STATUS WHEN DTCs ARE OUTPUT	• Not applicable	
POSSIBLE CAUSE	• Blow-by gas passage between PCV valve and intake manifold malfunction — Poor connection of blow-by gas hose between PCV valve and intake manifold • A non-genuine air cleaner or air cleaner cover installed • PCV valve malfunction (stuck open) • PCM malfunction	

STEP	INSPECTION		ACTION
4	PURPOSE: VERIFY AFTER REPAIR PROCEDURE • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection. (See DTC TABLE [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))].)
		No	DTC troubleshooting completed.

DTC P0193:00	Fuel pressure sensor circuit high input



Diagnostic Procedure

STEP	INSPECTION	RESULTS	ACTION
1	RECORD VEHICLE STATUS AT TIME OF DTC DETECTION TO UTILIZE WITH REPEATABILITY VERIFICATION Note • Recording can be facilitated using the screen capture function of the PC. • Record the FREEZE FRAME DATA/snapshot data on the repair order.	–	Go to the next step.
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY • Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	Yes	Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.

DTC P0182:00 [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))]

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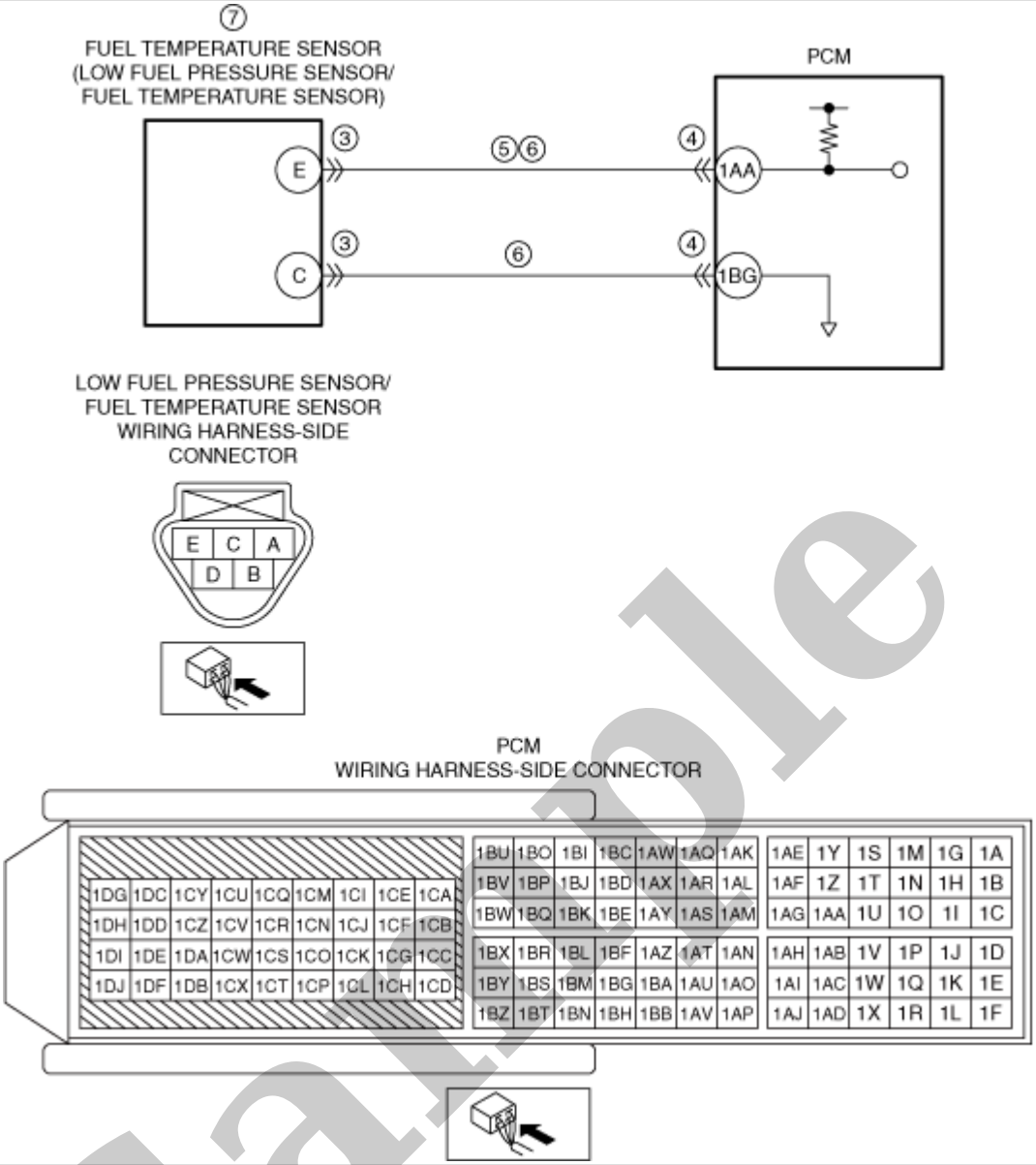
DTC P0182:00	Fuel temperature sensor circuit low input
DETECTION CONDITION	• The PCM monitors the fuel temperature sensor signal. If the PCM detects that the fuel temperature sensor voltage at the PCM terminal 1AA is below 0.11 V for 5 s, the PCM determines that the fuel temperature sensor circuit has a malfunction. MONITORING CONDITIONS — Battery voltage: 8 V or more Diagnostic support note • This is a continuous monitor (other). • The check engine light does not illuminate. • FREEZE FRAME DATA is not available. • Snapshot data is available. • DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	• Not applicable
POSSIBLE CAUSE	• Low fuel pressure sensor/fuel temperature sensor connector or terminals malfunction • Fuel temperature sensor malfunction • Short to ground in wiring harness between low fuel pressure sensor/fuel temperature sensor terminal E and PCM terminal 1AA • PCM connector or terminals malfunction • Fuel temperature sensor signal circuit and ground circuit are shorted to each other • PCM malfunction

STEP	INSPECTION	RESULTS	ACTION
5	**INSPECT FUEL TEMPERATURE SENSOR SIGNAL CIRCUIT FOR SHORT TO GROUND** • Verify that the low fuel pressure sensor/fuel temperature sensor connector is disconnected. • Switch the ignition off. • Inspect for continuity between low fuel pressure sensor/fuel temperature sensor terminal E (wiring harness-side) and body ground. • Is there continuity?	Yes	Disconnect the PCM connector and inspect the wiring harness for short to ground. • If the short to ground circuit could be detected in the wiring harness: — Refer to the wiring diagram and verify whether or not there is a common connector between low fuel pressure sensor/fuel temperature sensor terminal E and PCM terminal 1AA. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to ground. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a 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 2.5 (WITH CYLINDER DEACTIVATION)].) Go to Step 9.
		No	Go to the next step.
6	**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.
7	**INSPECT FUEL TEMPERATURE SENSOR SIGNAL CIRCUIT AND GROUND CIRCUIT FOR SHORT TO EACH OTHER** • Verify that the low fuel pressure sensor/fuel temperature sensor and PCM connectors are disconnected. • Inspect for continuity between low fuel pressure sensor/fuel temperature sensor terminals E and C (wiring harness-side). • Is there continuity?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between the following terminals: • Low fuel pressure sensor/fuel temperature sensor terminal E—PCM terminal 1AA • Low fuel pressure sensor/fuel temperature sensor terminal C—PCM terminal 1BG **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to each other. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to each other. Go to Step 9.
		No	Go to the next step.

DTC P0183:00	Fuel temperature sensor circuit high input



Diagnostic Procedure

STEP	INSPECTION	RESULTS	ACTION
1	RECORD VEHICLE STATUS AT TIME OF DTC DETECTION TO UTILIZE WITH REPEATABILITY VERIFICATION Note • Recording can be facilitated using the screen capture function of the PC. • Record the snapshot data on the repair order.	–	Go to the next step.
2	VERIFY RELATED REPAIR INFORMATION AVAILABILITY • Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	Yes	Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.

DTC P0192:00 [PCM (SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION))]

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DTC P0192:00	Fuel pressure sensor circuit low input
DETECTION CONDITION	Until 2021MY • If the input voltage at the PCM terminal 1W is less than 0.66 V for 5 s, the PCM determines that the fuel pressure sensor circuit is low. 2022MY • If the input voltage at the PCM terminal 1W is less than 0.51 V for 5 s, the PCM determines that the fuel pressure sensor circuit is low. 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/Snapshot data is available. • DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	• Stops high pressure fuel pump control • Limits intake air amount
POSSIBLE CAUSE	• Fuel pressure sensor connector or terminals malfunction • PCM connector or terminals malfunction • Short to ground in wiring harness between the following terminals: — Fuel pressure sensor terminal E–PCM terminal 1K — Fuel pressure sensor terminal C–PCM terminal 1W • Fuel pressure sensor signal circuit and ground circuit are shorted to each other • Fuel pressure sensor malfunction • High pressure fuel pump malfunction • PCM malfunction