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2002 CHEVROLET Tracker OEM Service and Repair Workshop Manual

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Frequency the DTC runs=Continuously—After the running conditions are met

Conditions for Setting the DTC

Control Circuit=Commanded state does not match the actual state

Actions Taken When the DTC Sets

DTCs listed in the DTC Descriptor category=Type A DTC

Conditions for Clearing the DTC

DTCs listed in the DTC Descriptor category=Type A DTC

Reference Information

Schematic Reference

Engine Controls Schematics

Connector End View Reference

Master Electrical Component List

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

DTC Type Reference

Powertrain Diagnostic Trouble Code (DTC) Type Definitions

Scan Tool Reference

Control Module References

Special Tools

J-26792Ignition Spark Tester

Equivalent regional tools: Special Tools

Circuit/System Verification

1. **NOTE**

   Note

   It may take up to 2 min for all vehicle systems to power down before an accurate ground or low reference circuit continuity test can be performed.

   Ignition/Vehicle & All vehicle systems » Off

2. Disconnect the appropriate electrical connector:T8 Ignition Coil

3. Test for less than 10 Ω between the test points:Ground circuit terminal 1/A&Ground

   - **If 10 Ω or greater**

     1. Disconnect the ground connection:Ground terminal

     2. Test for less than 2 Ω between the test points:Ground circuit terminal 1/A@Component harness&The other end of the circuit@Ground terminal

        - If 2 Ω or greater » Repair the open/high resistance in the circuit.
        - If less than 2 Ω » Repair the open/high resistance in the ground connection.

   - **If less than 10 Ω**

4. Ignition » On / Vehicle » In Service Mode

5. Verify a test lamp does not turn On between the test points:Control circuit terminal 3/C&B+

   - **If the test lamp turns On**

     1. Ignition/Vehicle » Off & Remove » Test lamp

     2. Disconnect the electrical connector:K20 Engine Control Module

     3. Test for infinite resistance between the test points:Control circuit terminal 3/C@Component harness&Ground

        - If less than infinite resistance » Repair the short to ground on the circuit.
        - If infinite resistance » Replace the component:K20 Engine Control Module

   - **If the test lamp does not turn On**

6. Remove » Test Lamp

7. Engine »Running

Circuit/System Testing must be performed before proceeding with Component Testing.

Ignition/Vehicle » Off

2. Remove the appropriate component:T8 Ignition Coil—Leave the electrical connector connected.
3. Install the special tool:J-26792Ignition Spark Tester
4. Engine »Running
5. **NOTE**

   Note

   An erratic or weak spark is considered a no spark condition.

   Verify there is spark at the tool.

   - **If there is no spark**

     Replace the component:T8 Ignition Coil
   - **If there is spark**
6. All OK.

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair: Diagnostic Repair Verification

- Ignition Coil Replacement
- For control module replacement, programming, and setup refer to: Control Module References

Conditions for Running the DTC

- DTC P0030, P0031, P0032, P0036, P0037, P0038, P0050, P0051, P0052, P0053, P0054, P0056, P0057, P0058, P0059, P0060, P0068, P0101, P0102, P0103, P0106, P0107, P0108, P0111, P0116, P0117, P0118, P0119, P0121, P0122, P0123, P0128, P0131, P0132, P0133, P0135, P0137, P0138, P013A, P013B, P013C, P013D, P013E, P013F, P0141, P014A, P014B, P0151, P0152, P0153, P0155, P0157, P0158, P015A, P015B, P015C, P015D, P0161, P0171, P0172, P0174, P0175, P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208, P0222, P0223, P0261, P0262, P0264, P0265, P0267, P0268, P0270, P0271, P0273, P0274, P0276, P0277, P0279, P0280, P0282, P0283, P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308, P1248, P1249, P124A, P124B, P124C, P124D, P16F3, P2101, P2135, P2147, P2148, P2150, P2151, P2153, P2154, P2156, P2157, P216C, P216E, P216F, P2270, P2271, P2272, or P2273 is not set.
- Engine speed is between 1,000–2,500 RPM to enable the catalyst diagnostic. Once the engine speed is in range, the engine speed must be between 950–2,550 RPM to keep the test enabled.
- Accelerator pedal position is less than 10 %.
- Evaporative emission (EVAP) purge is not active.
- Post HO2S heaters are ON for greater than 60 s.
- Mass air flow (MAF) is between 4–20 g/s.
- System voltage is greater than 10 V.
- Vehicle speed is between 62–120 km/h (38.5–74.6 MPH) to enable the catalyst diagnostic. To keep the test enabled the vehicle speed is between 58–125 km/h (36–77.7 MPH).
- Catalyst calculated temperature is between 600–900°C (1,112–1,652°F).
- Engine is operating in closed loop.
- Engine is operating in decel fuel cut off (DFCO).

This diagnostic attempts one test during each valid OFF-idle period once the above conditions have been met. This diagnostic attempts up to 3 tests during each drive cycle.

Conditions for Setting the DTC

The ECM determines that the efficiency of the catalyst has degraded below a calibrated threshold.

Action Taken When the DTC Sets

DTC P0420 and P0430 are Type A DTCs.