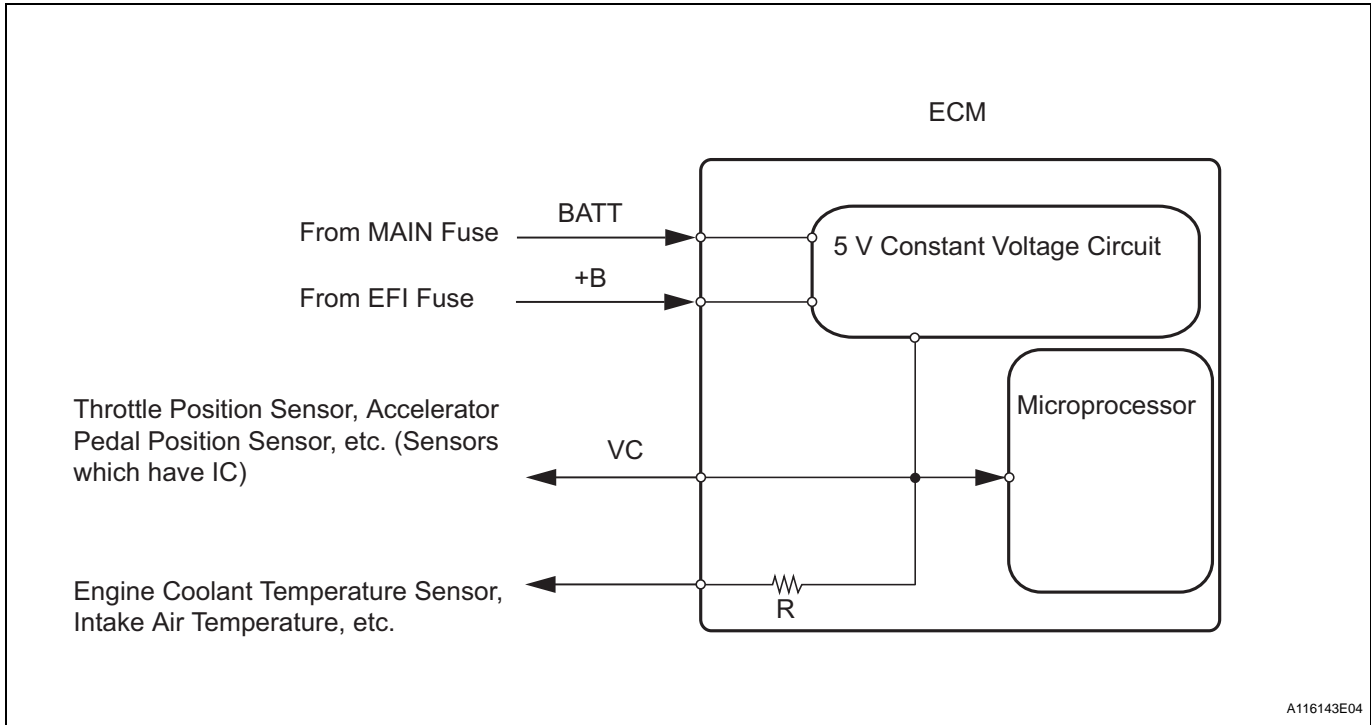


VC Output Circuit

DESCRIPTION

The ECM constantly generates 5 V power from the battery voltage supplied to the +B (BATT) terminal to operate the microprocessor. The ECM also provides this power to the sensors through the VC output circuit.



When the VC circuit is short-circuited, the microprocessor in the ECM and sensors that are supplied power through the VC circuit are inactivated because the power is not supplied from the VC circuit. Under this condition, the system does not start up and the MIL does not illuminate even if the system malfunctions.

HINT:

Under normal conditions, the MIL is illuminated for several seconds when the ignition switch is first turned to ON. The MIL goes off when the engine is started.

WIRING DIAGRAM

Refer to the following pages.

- Throttle position sensor circuit (See page [ES-114](#)).
- Canister pump module circuit (See page [ES-397](#)).
- Secondary air injection pressure sensor circuit (See page [ES-192](#)).
- Accelerator pedal circuit (See page [ES-305](#)).

1

CHECK MIL

- (a) Check that the Malfunction Indicator Lamp (MIL) lights up when turning the ignition switch ON.

OK:

MIL lights up

OK

SYSTEM OK

NG

2 CHECK CONNECTION BETWEEN INTELLIGENT TESTER AND ECM

- (a) Connect the intelligent tester to the DLC3.
- (b) Turn the ignition switch ON and intelligent tester ON.
- (c) Check the communication between the intelligent tester and ECM.

Result	Proceed to
Communication is possible	A
Communication is not possible	B

A

GO TO MIL CIRCUIT

B

3 CHECK MIL (THROTTLE BODY)

- (a) Disconnect the throttle body connector.
- (b) Turn the ignition switch ON.
- (c) Check the MIL.

Result

Result	Proceed to
MIL illuminates	A
MIL does not illuminate	B

A

REPLACE THROTTLE BODY

B

4 CHECK MIL (ACCELERATOR PEDAL)

- (a) Disconnect the accelerator pedal connector.
- (b) Turn the ignition switch ON.
- (c) Check the MIL.

Result

Result	Proceed to
MIL illuminates	A
MIL does not illuminate	B

A

REPLACE ACCELERATOR PEDAL ASSEMBLY

B

5 CHECK MIL (PRESSURE SENSOR FOR SECONDARY AIR INJECTION)

- (a) Disconnect the pressure sensor connector.
- (b) Turn the ignition switch ON.
- (c) Check the MIL.

ES

Result

Result	Proceed to
MIL illuminates	A
MIL does not illuminate	B

A → **REPLACE PRESSURE SENSOR**

B

6 CHECK MIL (CANISTER PUMP MODULE)

- (a) Disconnect the canister pump module connector.
- (b) Turn the ignition switch ON.
- (c) Check the MIL.

Result

Result	Proceed to
MIL illuminates	A
MIL does not illuminate	B

A → **REPLACE CHARCOAL CANISTER ASSEMBLY**

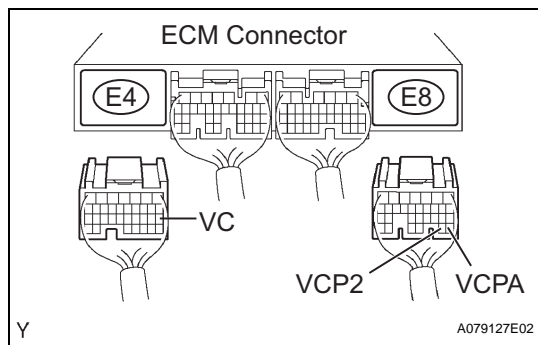
B

7 CHECK HARNESS AND CONNECTOR

- (a) Disconnect the throttle body connector.
- (b) Disconnect the accelerator pedal connector.
- (c) Disconnect the pressure sensor connector.
- (d) Disconnect the canister pump module connector.
- (e) Disconnect the ECM connector.
- (f) Measure the resistance of the wire harness side connector.

Standard Resistance (check for short)

Tester Connection	Specified Condition
VC (E4-18) - Body ground	10 kΩ or higher



NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

REPLACE ECM

ES