





Ge	neral Testing Procedures
	Check for VPWR at the thermostat heater control harness
	<ul> <li>Measure the resistance of the thermostat at the two pin terminal connector.</li> </ul>
	Resistance should be between 14 and 16 ohms.
	<ul> <li>Check the thermostat heater control (THTRC) circuit for open in harness.</li> <li>Disconnect PCM.</li> <li>Measure the resistance of the THTRC circuit between the PCM harness</li> </ul>
_	connector pin 46 and the thermostat heater control harness connector.
	Resistance should be less than 5 onms (indicating continuity).
	<ul> <li>Measure the resistance between the THTRC circuit (pin 46) and VPWR, SIG RTN, and PWR GND circuits at the PCM.</li> </ul>
	Resistance should be greater than 10k Ohms (indicating no short circuit).











Mode 6								
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Description	Test	Component	Limits	Value				A description of
HO2S11 Voltage Amplitude, Bank 1, Sensor 1	1	11	>= 0.52V	0.82V				the tests that are performed.
H02S21 Voltage Amplitude, Bank 2, Sensor 1	1	21	>= 0.52V	0.79V				Test and component
Jpstream Oxygen Sensor Switchpoint	3	1	<= 0V	0.45V				identifiers
Downstream Oxygen Sensor Switchpoint	3	2	<= 0V	0V			_	
Rear to front Switch Ratio Bank 2	10	21	<= 0.75:1	0.7:1				The acceptable
Rear to front Switch Ratio Bank 1	10	11	<= 0.75:1	0.7:1				limits for the
nitial Tank Vacuum Reading (min limit)	21	0	>= 61.9k	32.8k				tests performed.
nitial Tank Vacuum Reading (max limit)	21	0	<= 62k	32.8k	- 1		_	The petual value
eak Check Vacuum Bleedup	22	0	<= 67.3k	32.8k	_			The actual value
apor Generation Max Pressure Rise	25	0	>= 1.02k	32.8K	- 1			of the test since
Delta Pressure for Upstream Hose Test	41	11	>= 64.6k	65.4k	- 1			last time the
Fest	41	12	<= 512	474				monitor ran.
Delta Pressure for Stuck Open Valve Test	45	20	<= 1.58V	0.99V				The entire line in
Delta Pressure for Low Flow Test	4A	30	>= 768	4.71k	_			red if the test ha
Commanded <u>EGR</u> Dutycycle for Low Flow Test	4B	30	<= 80%	49.7%			_	not completed.
Fotal Engine Misfire Rate & Type B Fhreshold	50	0	<= 3%	0%	_			red if value is ou
Cylinder 1 Misfire Rate & Type A Threshold	53	1	<= 34.4%	0.12%				of limits.
Cylinder 2 Misfire Rate & Type A	63	2	2= 3A A9/	0 129/				
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	EVAP System						
	- Continued -						
	Evaporative Emissions (EVAP) Leak Check Monitor						
۶	On-board strategy designed to detect leaks equal to or greater than 1.016 mm (0.040 in.) in the enhanced EVAP system.						
	<ul> <li>If system passes, the monitor checks for leaks 0.508 mm (0.020 in.) or greater.</li> <li>The monitor also checks individual components for proper function.</li> </ul>						
	<ul><li>The entire EVAP system has vacuum applied and is sealed from the outside atmosphere.</li><li>Fuel tank pressure is monitored to determine the total vacuum lost for a calibrated period of time.</li></ul>						
۶	Input from the ECT or CHT, IAT, MAF, vehicle speed, fuel level input, and fuel tank pressure sensor is required to enable the EVAP Leak Check Monitor.						
٨	The EVAP Leak Check Monitor does not run if the key is turned OFF after a PCM reset or a MAF sensor failure is indicated.						
۶	The EVAP Leak Check Monitor does not initiate until the HO2S Monitor has completed.						

EVAP System
- Continued -
General testing procedures
Check all associated wiring for opens, shorts, and proper voltage.
Check the resistance of the EVAP canister purge valve.
<ul> <li>The resistance reading must be taken with the engine cooled down.</li> </ul>
Resistance should be between 30 and 38 ohms (between 2.5 and 6 ohms for electronic EVAP canister purge valve).
Check for causes of excessive fuel tank vacuum.
<ul> <li>Check for kinks or bends in the fuel vapor hoses/tubes (canister purge outlet tube and canister tube).</li> </ul>
<ul> <li>Visually inspect the canister inlet port, CV solenoid vent filter, and canister vent hose assembly for blockage, contamination, or debris.</li> </ul>
Check for FTP sensor connector contamination.
<ul> <li>Check for a completely submerged FTP sensor (tank-mounted type only).</li> </ul>
Check the resistance of the EVAP canister vent solenoid.
Resistance should be between 48 and 65 ohms.
Be sure to refer to the PC/ED for the complete diagnostic procedure.



