



MY05-07

Vehicle: S40, V50, C30, C70

Engine: B5254T

Functional Description

Table of content

DISCLAIMER.....	2
SYSTEM OVERVIEW.....	3
DIAGNOSE FUNCTIONS - OVERVIEW	4
INPUT SIGNALS	5
OUTPUT SIGNALS	6
MISFIRE DIAGNOSTIC	8
LEAKAGE DIAGNOSTIC	9
MONITORING CONDITIONS.....	13
CANISTER PURGE VALVE DIAGNOSTIC	14
FUEL SYSTEM MONITORING	16
FUEL PRESSURE SYSTEM DIAGNOSIS	17
FUEL PRESSURE REGULATING - DECOS.....	18
CATALYST MONITORING	20
HEATED OXYGEN SENSOR DIAGNOSTIC.....	21
CONTINUOUS VARIABLE VALVE TIMING (CVVT)	23
ENGINE SPEED (RPM) SENSOR.....	24
CAMSHAFT POSITION (CMP) SENSOR.....	25
MASS AIR FLOW METER (MAF)	26
ENGINE COOLANT TEMPERATURE SENSOR	27

APPENDIX: CORRESPONDING MODE\$06 DATA / DIAGNOSTIC FUNCTIONS



Disclaimer

All information, illustrations and specifications contained herein are based on the latest production information available at the time of this publication. Volvo reserves the right to make changes in specifications and design at any time.

**June 1, 2008
Volvo Customer Service**

System overview

The Engine Control Module (ECM) controls activation's, in- and output signals together with functions built-in diagnostics. When the control module detects a fault then a fault code will be set after validation. In certain cases will the faulty signal be replaced with a substitute value or certain functions will get restricted functionality. Substitute value can be set, for instance in:

- Engine temperature sensor
- Air mass meter
- Throttle position sensor
- Air pressure
- Fuel pressure

Substitute values are calculated by means of signals from other components and mathematical calculations. Other substitute values are fixed and pre-defined values in the control module.

The substitute values will enable the vehicle with limited emission exceedance to be driven, despite vital functions/components are faulty. Functions which be limited can be, e.g.:

- Turbo regulating
- Camshaft regulating (CVVT)
- Lambda regulating
- Throttle angle

Substitute values and reduced functionality exist in order to keep the system operating, protect components or for safety reasons (for instance the electronic throttle). Any fault codes will be accumulated in the memory of the ECM. The information can be read by means of VIDA (Vehicle Information and Diagnostics for Aftersales) or a Scantool via the diagnostic Connector (DLC) in the vehicle.



DIAGNOSE FUNCTIONS - OVERVIEW

General

The Engine Control Module (ECM) in itself diagnoses internal signals and functions, together with signals and functions from connected components.

Conditions for diagnosis

To start a diagnosis of a component or function, specific conditions must be fulfilled. The conditions for a diagnosis are different depending on which component or function being diagnosed. To be able to complete the diagnosis its driving cycle has to be performed. A driving cycle varies depending on which component or function being diagnosed.

Certain diagnoses only demand ignition on and ignition off in order to have a driving cycle performed. Other diagnoses demands several different conditions to be fulfilled, for example concerning:

- Vehicle speed
- Engine temperature
- Time passed after start
- Different load ratio and ratio of revolutions during the same driving
- A certain event (for instance the EVAP-valve is regulating).

When Engine Control Module (ECM) has performed all implemented diagnoses it is called the ECM has run a "trip". To run a "trip" it demanded long time driving during different working conditions. Also, it can be demanded the engine be off during a specific time and then be driven again.

Emission related diagnosis functions

The Engine Control Module (ECM) controls that the emission related systems are worked properly. These systems are controlled by performing a diagnose function. In the diagnose function the included components and the very system function are controlled.

Fault code memory

When the Engine Control Module (ECM) detects a fault the fault code with qualifier and status is stored in the fault code memory of the ECM. At certain fault codes the failed signal is replaced with a substitute value so the system is able to continue working.

If a fault is healed the fault code will be still in the fault code memory a time period, but the status on the fault code will change.

Lighting of Check engine lamp

At emission related fault codes when the fault code is set, even a counter is stored which counts down to determine when check engine lamp shall be lighted. The conditions of check engine lamp lighting vary depending on which fault cod is set.

Input signals

Component	Signal type/explanation
Oil Pressure Switch	Provides information about engine oil pressure. The information is sent to Driver Information Module (DIM) which via the display informs the driver to stop the engine and/or check the oil level.
Oil Quality Sensor (certain markets only)	Provides certain properties of the engine oil. For this signal, only the oillevel is used.
A/C high pressure sensor	Provides information about the pressure changes on the high-pressure side of the A/C system. Depending on the pressure the ECM can activate the engine Cooling Fan (FC) at high/low speed and shut off the A/C compressor.
A/C low pressure switch	Provides information about the pressure changes on the low-pressure side of the A/C system.
Front Oxygen Sensor (HO2S)	Provides information about the oxygen level in the exhaust gases downstream of combustion and upstream of the catalytic converter.
Rear Oxygen Sensor (HO2S)	Provides information about the oxygen level downstream of the catalytic converter (TWC).
Engine coolant temperature sensor	Provides information about engine coolant temperature (ECT).
Mass Air Flow (MAF) sensor	Provides information about the intake mass air flow, mainly during normal driving conditions. The Mass Air Flow (MAF) sensor for turbo charged engines has no resistor for the intake air temperature, but is complemented instead by a separate sensor downstream of the Charge Air Cooler (CAC).
Camshaft Position (CMP) Sensors (inlet- & exhaust camshaft)	Provides information about the camshaft position. Adaptation available to increase accuracy.
Combined Fuel pressure- & Fuel temperature sensor	Provides information about the fuel pressure and the temperature in the fuel rail.
Combined Boost pressure- & Intake air temperature sensor	Provides information about the intake air actual pressure and temperature after Charge Air Cooler (CAC). The most important sensor for Boost Pressure Control (BPC). Turbochargers only.
Knock Sensor (KS) 1 Knock Sensor (KS) 2	Provides an acceleration signal which is related to how much the engine knocks.
Engine speed (RPM)/position sensor (crankshaft)	The signal is adapted in order to compensate for mechanical faults/damages.
Accelerator Pedal (AP) position sensor (PWM signal)	Provides information about accelerator pedal position. The signal is sent via two separate cables at the same time, one analog signal that is first sent to CEM and then to ECM via CAN, and one digital signal which direct is sent to ECM.
Brake Pedal Light Switch	Provides information if the brake pedal is pressed or not.
Brake Pedal Position Sensor	Provides information about brake pedal position. First, the signal is sent to BCM and then to ECM via CAN.
Clutch pedal position sensor	Provides information that the clutch pedal is depressed. The signal is used to disconnect the cruise control. Used in certain markets to connect the so-called Interlock function via VGLA, which inhibits the starter motor. Connected to CEM and is sent to ECM via CAN.
Diagnosis Module Tank Leakage (DMTL) module	Provides information about pump current, which is related to tank pressure. Used for fuel tank leakage detection.
Gearshift bar in P- or N-position (Automatic Transmission only)	Provides information if the automatic transmission is in Park or Neutral position.
CAN communication	Exchange of information between the ECM and the following: CEM, BCM, TCM and SWM



Output signals

Component	Signal type/explanation
Air Conditioning (A/C) relay	Activates A/C compressor.
System relay	Controlled by the ECM and provides sensors and functions with voltage supply.
Starter relay	Controls the starter motor
Electronic Throttle Actuator	Controls the air flow to the engine.
Electronic Fan Control Module	Electronic fan speed.
Front Oxygen Sensor (HO2S) Bank 1, signal	Power supply for heating PTC element.
Rear Oxygen Sensor (HO2S) Bank 1, signal	Power supply for heating PTC element.
Fuel Injectors	Controls the fuel injection (one injector/cylinder)
Fuel pump control	Continuous control of the fuel pumps duty cycle.
Diagnosis Module Tank Leakage (DMTL), US market only.	Used for leak diagnostic and consists of: - pump current, - changeover valve, - module heater. Controls if there are any leakage in the tank system by pumping an overpressure and monitor the current to the pump motor.
Canister Purge (CP) valve	Continuous control of flow from EVAP canister to engine intake side.
Continuously Variable Valve Timing control valve (CVVT)	Continuous control of the camshaft setting for both the exhaust camshaft and the intake camshaft.
Turbocharger (TC) control valve	Controls turbocharger (TC) boost pressure, see turbocharger (TC) control system description section S0805.
Ignition coil/Ignition Discharge Module (IDM) for cylinders 1 – 5	Separate ignition coil with integrated Ignition Discharge Modules (IDM) for each cylinder. Gives shorter charging interval and more power.

Via CAN-communication

Central Electronic Module (CEM):

- Central Electronic Module (CEM):
- Outdoor temperature
- Clutch pedal position
- Accelerator pedal position (analogue signal from accelerator pedal sensor)
- Fuel quantity in tank
- Start operation blocking
- Charging current request
- Time after engine cut-off
- Increased idle running speed request.

Brake Control Module (BCM):

- Brake pedal position
- Vehicle speed
- Active control function
- Front wheel spinning for detection of "rough road"
- Torque limiting request.

Climate Control Module (CCM):

- A/C-compressor request
- Increased cooling fan speed request
- Request for lowest idle running speed allowed
- Evaporator temperature.

Transmission Control Module (TCM):

- Torque limiting request
- Oil temperature gearbox
- Chosen gear position
- Status on "Lock-up" (connected/disconnected)
- Request for lowest idle running speed allowed
- Transmission ratio
- Torque loss in gearbox.

Steering Wheel Module (SWM):

- Cruise control request
- Steering angular.

Climate Control Module (CCM):

- A/C-compressor status
- Ambient pressure
- Engine temperature
- Engine speed
- Engine status (on/off).

Transmission Control Module (TCM):

- Load
- Cruise control status
- Engine temperature

- Engine speed
- Accelerator pedal position
- Brake pedal status (depressing/not depressing)
- Cruise control set speed
- Engine status (on/off)
- "Kick down" request.

Combi instrument (DIM):

- Engine temperature
- Warning texts related to ECM
- Engine speed
- Cruise control status
- Estimated fuel consumption
- Engine status (on/off)
- Oil pressure status
- Oil level
- Service time.

Differential Electronic Module (DEM):

- Engine speed
- Accelerator pedal position
- Brake pedal status (depressing/not depressing)
- Engine status (on/off).

Electronic Power Steering (EHPAS):

- Engine speed
- Engine status (on/off)

Central Electronic Module (CEM):

- Fuel pump request
- Engine speed
- Load
- MIL lighting request
- Charging current from generator
- Engine status (on/off)
- Generator status
- Codes for starter inhibitor function (immobilizer)
- Cruise control status (on/off).

Brake Control Module (BCM):

- Torque after gearbox
- Engine speed
- Brake pedal status (depressing/not depressing)
- Accelerator pedal position
- Engine status (on/off).



Misfire diagnostic

With the crankshaft sensor the segment time deviation between two following ignitions is measured. The crankshaft is divided into 5 or 6 segments depending on engine cylinder type. Each segment corresponds to a specific ignition/cylinder. To avoid incorrect segment time deviations, due to manufacturing tolerances, a crankshaft adaptation must be accomplished. The crankshaft adaptation is performed during fuel-on and fuel-off.

Misfire detection is shut-off for loads below the Zero Load-line at engine speeds up to 3000 rpm, and also shut-off for loads under the 4"Hg-line from 3000 rpm up to redline. It is also shut-off during rough road operation, which is determined by signal from the ABS control unit.

Misfire detection is enabled when the engine speed has reached 150 rpm below warm idle speed plus two crankshaft revolutions or after nine ignitions, depending on which occurs first. For detection of emission related misfires, the number of misfires which have occurred within the first interval of 1000 engine re-

volutions or the 4th exceedance (for the rest of DCY) over the emission threshold value after the first 1000 engine revolutions are relevant. If the number is so high that the exhaust emission standard is exceeded by a factor of 1.5, then the emission related misfire rate has been reached and exceeded a fault code will be stored. If misfires occur and the threshold is exceeded in the following DCY, MIL illuminates.

For detection of catalyst damaging misfires, the numbers of misfires that have occurred during an interval of 200 engine revolutions are relevant. If the number of misfires are so high that the catalyst is endangered (by various number of misfires depending on actual engine operating range), then the cat. Damaging misfire rate has been reached and exceeded. The the fuel will be cut off to the misfirering cylinder and a fault code will be stored. MIL will blink with one Hertz as long as the engine has catalyst-damaging misfires. The fuel is cut off until engine is restarted.

Misfire Diagnostic Operation			Corresponding Monitor ID
DTCs	P0300 - P0305 P0300 – P0305	Misfire, Emission related Misfire, Catalyst damage	A2, A3, A4, A5, A6
Monitor Strategy description	Misfire detected, emission related, Cylinder 1-5 (P0301-305). Misfire detected, catalyst damage Cylinder 1-5 (P0301-305).		

Typical misfire diagnostic enable conditions		
<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Intake air temp	-48°C	
Engine speed	618 rpm	6580 rpm

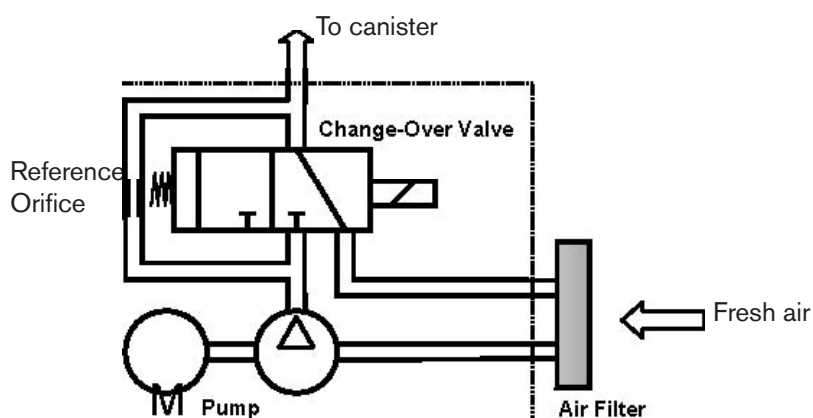
Typical misfire diagnostic malfunction thresholds	
<i>Malfunction criteria</i>	<i>Threshold value</i>
Counts misfire of all cylinders	> 36 per 1000 engine revolutions corresponds to 1.44 % misfire

Leakage diagnostic

Vapor that evaporates from the fuel in the fuel tank is routed to and stored in the EVAP canister from where it is introduced into the combustion process via the Canister Purge (CP) valve.

A leak diagnostic has been introduced in certain markets to ensure that there are no leaks in the fuel tank system. The diagnostic is designed to detect leakage

corresponding to a 0,20 inch or larger hole. The fuel tank system consists of fuel tank, fuel filler pipe, EVAP canister, CP valve and all pipes between these components. To be able to diagnose the fuel tank system, it is also equipped with a diagnostic module (DMTL = Diagnostic Module Tank Leakage) including the electrical driven air pump.



Leakage diagnostic (LD) is performed in after run mode, when key off.

The diagnostic is divided into different phases as follows:

- Reference leak measurement, performed every LD
- Rough leak test, performed every DCY
- Small leak test performed every second DCY when enabling conditions are met.

The diagnostic is performed by measuring the motor current and then compares it to a specified reference current. If a fault is detected in any of the phases the diagnostic is interrupted and the diagnostic trouble code (DTC) for the component identified is stored. Diagnosis is carried out in the following stages:

- While fuel level sensors are working correctly and the fuel level is higher than 85 % all leakage tests and healing attempts are aborted.
- While the fuel level sensors are not working correctly, the test is aborted if the initial rate of change is higher than a calibrated level due to a combination of high fuel level and high evaporation. In case of healing when the fuel level sensor are not working correctly the attempt is aborted if the initial rate of change is higher than a calibrated level due to a combination of high fuel level and high evaporation. This level is calibrated to approximate 70 %.

1. Reference leak measurement phase

For the reference current measurement, the motor-pump is switched on. In this mode fresh air is pumped through a 0.02-inch reference orifice, situated internally in the module, and the pump motor current is measured. At some unusual operating conditions the pump current may not stabilize. In this case the leak check is aborted and a new leak check will be performed in the next after run. To prevent a permanent disablement of the leak check due to a DM-TL module problem, the number of subsequent irregular current measurements is counted and a module error is set as soon as the counter exceeds a calibrated value.

2. Rough leak test phase

In this monitoring mode the changeover valve is switched over (the purge control valve remains closed). The motor current drops to a zero load level. Fresh air is now pumped through the canister into the tank. This creates a small overpressure at a tight evaporative system, which leads to a current increase.

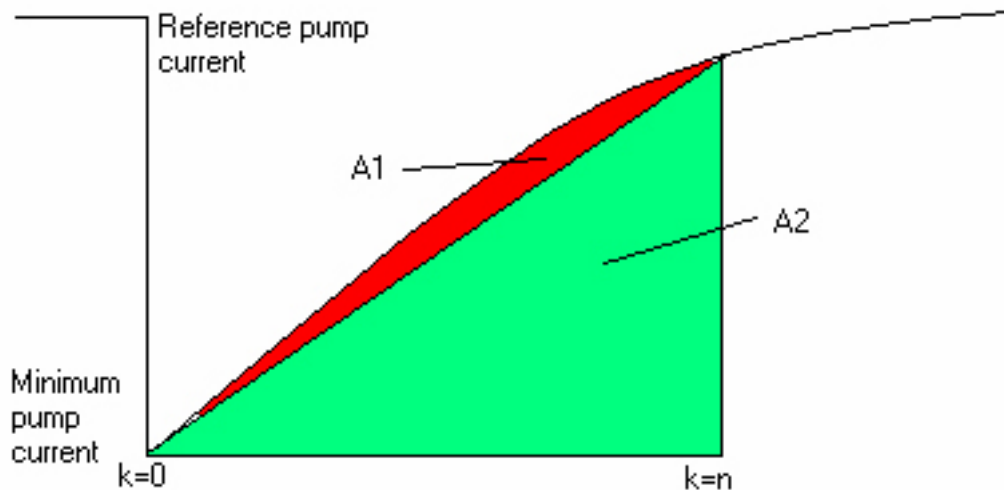
The rough leak check (≥ 0.04 -inch) is performed by monitoring the pump motor current gradient. Relative pump motor current is created by using minimum pump motor current and reference pump motor current. Area ratio is created by dividing integrated relative current with ideal area, which is the linear integrated area from minimum pump current to current sample of the current. If the relative current has increased above an upper limit but not exceeded a calibrated area, within a calibrated time, the rough leak check has passed without a fault. If the calibrated area ratio is reached before the relative pump current limit, within the calibrated time, a rough leak fault code is set. The integrated relative pump current area A_{int} is defined by;

$$A_{int} = A1 + A2$$

and the ideal area A_{ideal} ,

$$A_{ideal} = A2 .$$

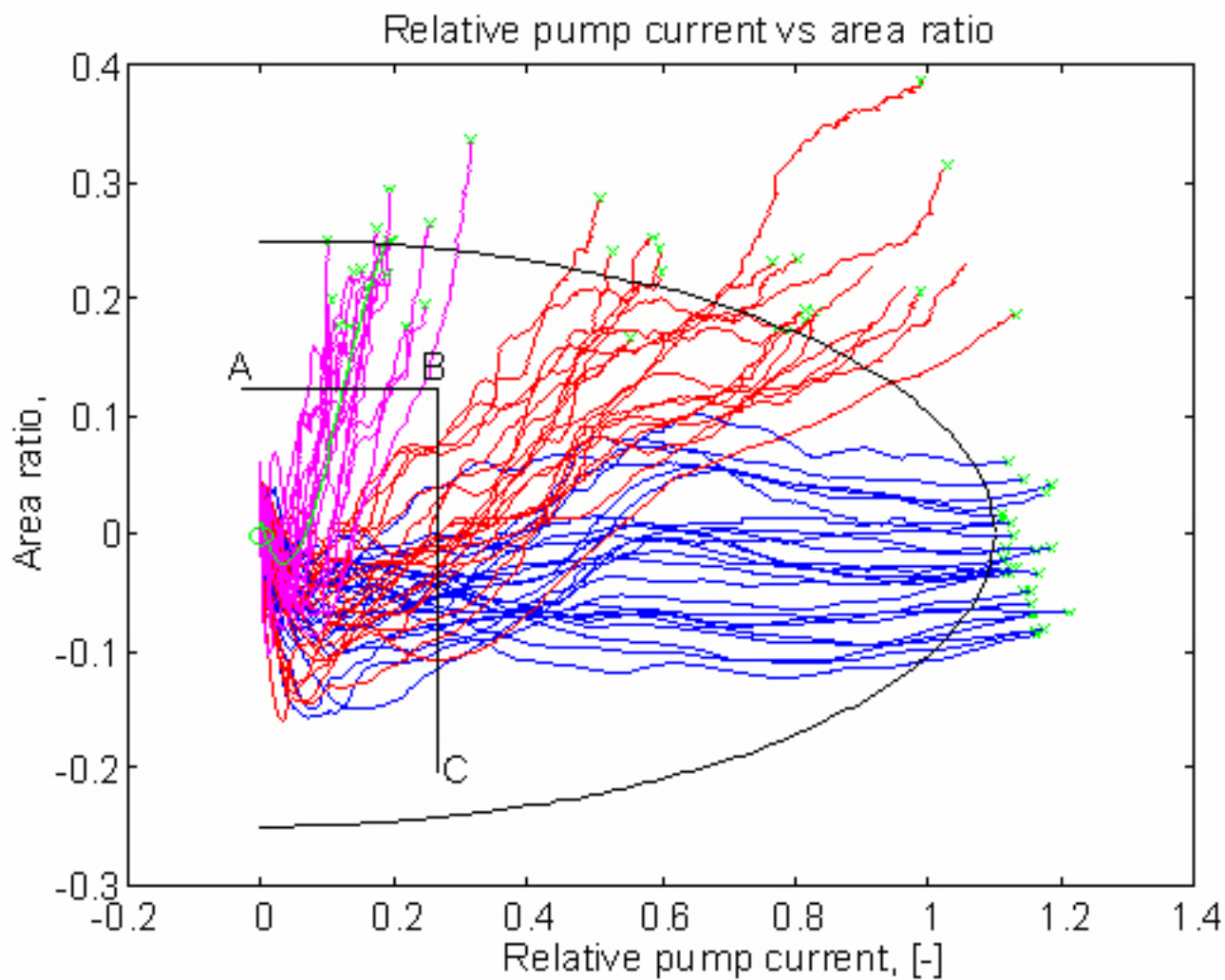
See figure below.



3. Small leak test phase

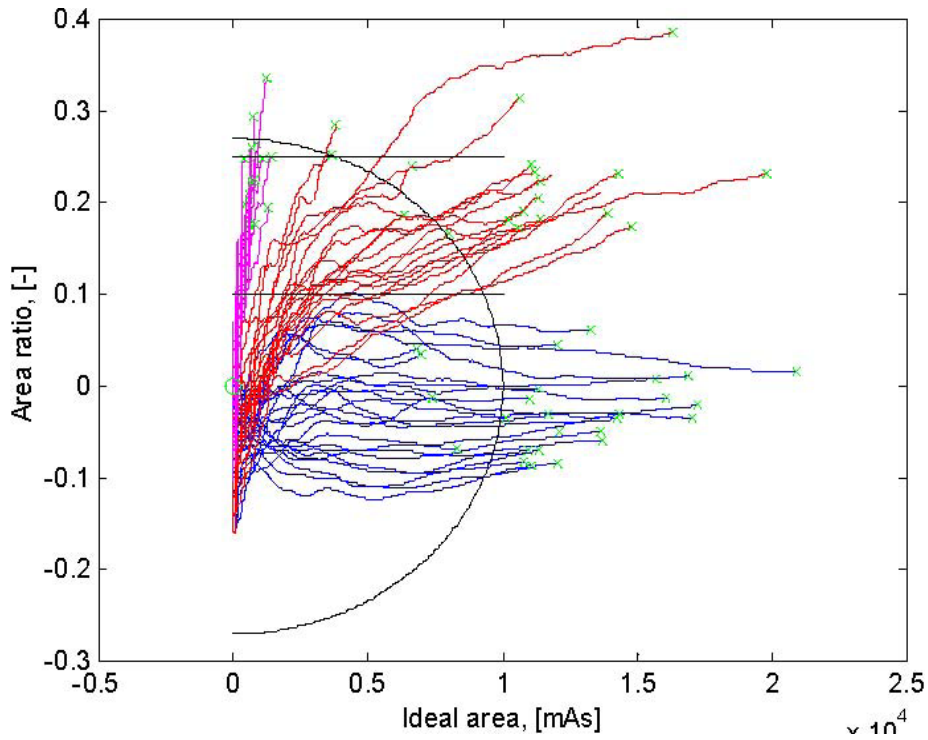
If the conditions for a small leak check (≥ 0.02 -inch) are set the pump motor remains on in monitoring mode until an elliptic combination of the relation pump current and area ratio are fulfilled, or a maxi-

mum time limit has been reached. The judgment is based on a test value which is a combination of the actual area ratio and gradient of area ratio with respect to relative pump current.



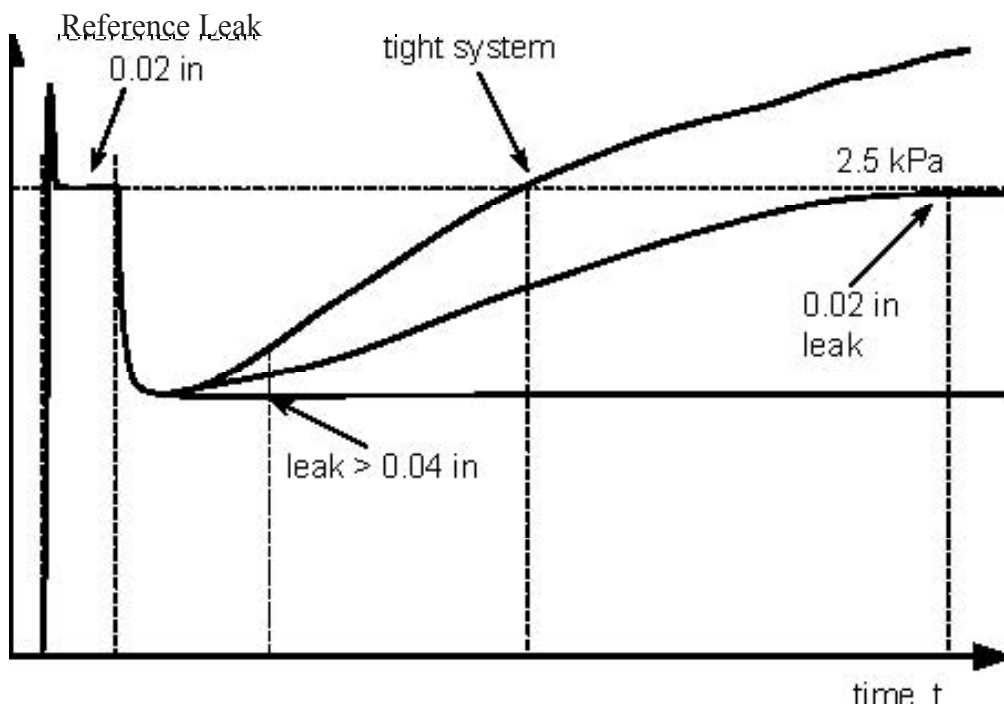
Results from simulation using old measurements and creating the area ratio and relative pump current and plot them versus each other. Blue curves correlates

to no leakage, red curves to 0,5 mm leakage and the magenta to 1,0 mm leakage.



Results from simulation using old measurements and plotting the area ratio vs. the ideal area. Blue curves

correlates to no leakage, red curves to 0,5 mm leakage and the magenta to 1,0 mm leakage.



If the motor current decreases or increases too much during one of the tests, the test is aborted and a new leak test will be performed in the next afterrun.

Monitoring conditions

To carry out the leak diagnostic it is necessary that:

- engine-on time is at least 10 minutes
- engine coolant temperature at start doesn't exceed the ambient (with cold start offset) air temperature
- ECM (=Engine Control Module) is in after run mode
- engine speed is 0 rpm
- vehicle speed is 0 km/h
- altitude is less than (or equal to) 2500 meters
- engine coolant temperature is above (or equal to) +0°C
- ambient temperature is between +0°C and +37°C
- fuel level between 0 % to 85 %
- concentration of fuel vapor in the EVAP canister is not excessive
- battery voltage between 11.0 V and 14.5 V
- purge valve is closed

With the following errors the leakage detection monitoring can not be performed. These errors will therefore disable the leakage detection monitoring and the MIL (and the corresponding fault code) will be set.

The disable conditions are:

- Error on power stages DM-TL pump (E_dmpme)
- Error on power stage purge valve (E_teve)
- Error on purge valve (E_tes)
- Error on change-over valve (E_dmmve)
- Error on vehicle speed signal (E_vfz)
- Error on coolant temperature sensor (E_tm)
- Error on altitude sensor (E_dsu).

Leakage Diagnostic Operation			Corresponding Monitor ID
	<i>Evaporative Emission System</i>	<i>Monitor Strategy description</i>	
DTCs	P2404 Plausibility error	Current drop check when switching from reference leak to tank measurement.	3D
	P2405-2406 Max and min error	Reference leak current limit check	3D
	P2407 Signal error	Current fluctuation check	3D

Typical leakage diagnostic enable conditions

<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Engine on time	600 s	
Ambient air temperature	+0°C	+36.75°C
Battery voltage	11.0 V	14.5 V
Cold start offset temp.	12.0°C	

Typical leakage diagnostic malfunction thresholds

<i>Malfunction criteria</i>		<i>Threshold value</i>
Reference current, lower limit	Min error	≤ 15 mA
Reference current, upper limit	Max error	≥ 40 mA



Canister purge valve diagnostic

The task of the canister purge valve diagnosis is to detect a defective purge control valve. The purge control valve is checked with regard to controllability of the flow rate such as permanently open as well as permanently closed. In this cases purge control valve is detected. Minor leaks or slightly blocked valves are not detected if the valve is still controllable to a large extent. A check for absolute tightness must be performed separately or it can be derived from a possibly given canister leak test.

The diagnosis is used in addition to the electrical diagnosis. Provided the electrical diagnosis has already detected a fault, the canister purge valve diagnosis remains inactive. If the electrical diagnosis should not yet have detected a fault it will be detected by the canister purge valve diagnosis.

There are two possibilities for an OK check:

1. From active check at idle. A deviation of the Lambda controller from its value prior to opening, the purge control valve indicates that the purge control valve can be controlled and thus is OK.
2. If a stoichiometric mixture is coming there is no deviation of the Lambda controller.
 - a) Only the reaction of the idle control, which closes the throttle valve, can be evaluated.
 - b) Indication for an OK check is the decrease of the air mass flowing through the throttle valve
 - c) If the valve cannot close any further the ignition angle efficiency is worsened. This is also detected.

There is one possibility for defective purge control valve check:

1. If neither a reaction of the Lambda controller or of the idle controller can be observed during the active check by controlling the purge control valve open. Then the purge control valve can no longer be controlled (jammed at closed or open position), so the purge control valve is defective. The canister purge valve diagnosis is depending on lambda controller, throttle angle and ignition efficiency.

Monitoring conditions

To carry out the purge valve diagnosis it is necessary that:

- Ambient temperature is above -7.5°C
- Engine temperature is above $+65^{\circ}\text{C}$
- Altitude is less than (or equal to) 4000 meters
- Vehicle speed is 0 km/h
- Condition for Lambda closed loop control fulfilled
- Critical misfire or limp home on velocity pick-up signal not detected

With the following errors the purge control monitoring can not be performed. These errors will therefore disable the purge control diagnosis and the MIL (and the corresponding fault code) will be set. The disable conditions are:

- Condition for fault type "implausible signal" detected in the DM-TL module.
- Error on DM-TL change-over valve power stage, short circuit to ground.

Canister purge valve diagnostic			
	<i>Evaporative Emission System</i>	<i>Monitor Strategy description</i>	Corresponding Monitor ID
DTCs	P0496 Max error P0497 Min error	Incorrect purge flow	3D

Typical canister purge valve diagnostic enable conditions		
<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Engine temperature at start	65.25°C	
Altitude		4000 meters
Ambient air temperature	-7.5°C	

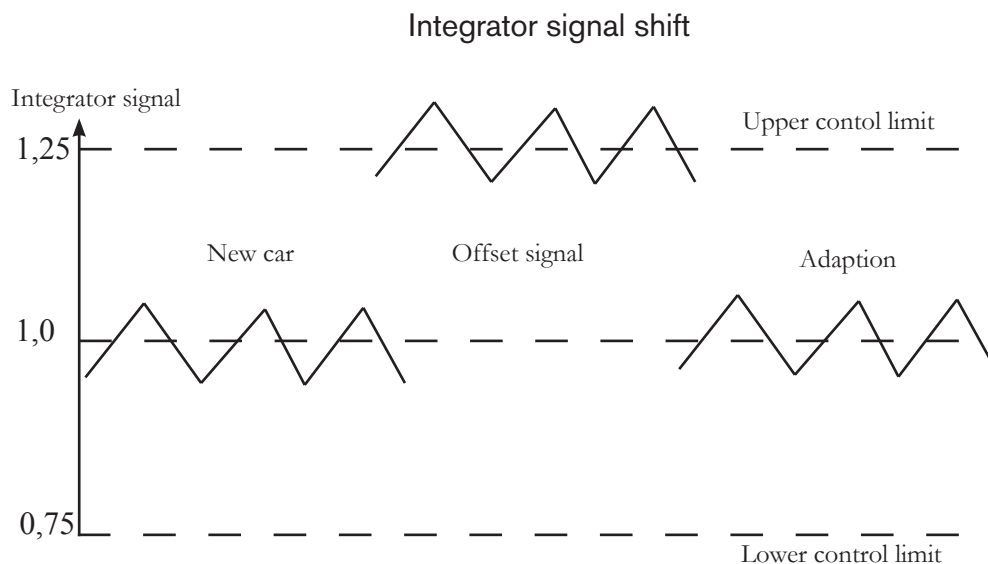
Typical canister purge valve diagnostic malfunction thresholds	
<i>Malfunction criteria</i>	<i>Threshold value</i>
Delta resistant torque from resistant torque adaptation	< -2.99 %



Fuel system monitoring

The fuel injection system has a function which compensates for changes in the lambda (λ) control which occur slowly over its service life. It is called λ adaptation and its purpose is to keep the integrator signal within its limits of control (see figure below).

The integrator signal controls the fuel injection time, in a new car the integrator signal oscillates about 1 (equivalent $\lambda=1$).



The amount of λ integrator offset is calculated when the set λ is equal to 1 and the canister close valve is closed.

The fuel adaptation will compensate the fuel amount so that the λ integrator will remain in the middle ($\lambda=1,0$).

The λ control adaptation is divided into two adaptation areas: The additive adaptation at idle conditions (ora) and the multiplicative adaptation area at loaded engine (frau).

The correction of the fuel amount = calculated fuel amount * frau + ora. The speed of the fuel adaptation is depending on the λ integrator offset (big offset is equal to high adaptation speed). The amount of the λ integrator offset is also used in calculation of the physical urgency. The purge functionality is also calculating a physical urgency (dependant of charcoal canister load). This means that the fuel adaptation will get more time for adaptation if there is an offset and/or low charcoal canister load.

Fuel pressure system diagnosis

New fuel pressure system diagnosis function is implemented. It is due to new hardware design for this model year, with a variable fuel pump, a fuel pressure sensor and a fuel temperature sensor. The function target is to be able to point out the fuel pressure system as incorrect due to performance specification and full legal requirements. The function will detect the fuel pressure to be stuck high (higher pressure than target), stuck low, noisy pressure signal or plausibility.

The function, fuel temperature sensor diagnosis will detect min and max error.

The function, fuel pressure sensor diagnosis will detect min and max error.

And the function fuel power stage diagnosis will detect min, max and signal error.

Fuel Monitor Operation		Corresponding Monitor ID
DTCs	ora: P2187 Lean P2188 Rich	81 81
	frau: P2177 Lean P2178 Rich	81 81
Monitor Strategy description	Long term fuel trim correction value is updated to maintain the short-term fuel trim at desired set value (0 % correction). The value of the long term fuel trim correction is monitored.	

Typical fuel monitor enable conditions		
Enable condition	Minimum	Maximum
Filtered air mass flow	27 kg/h	325 kg/h
Engine temperature	69.8°C	
Intake air temperature		80.3°C

Typical fuel monitor malfunction thresholds	
Malfunction criteria	Threshold value
Multiplicative correction factor: frai, Lean frai, Rich	≥ 1.234985 ≤ 0.82
Additive correction: rkat, Lean rkat, Rich	$\geq 8.531 \%$ $\leq -7.406 \%$



Fuel pressure regulating - DECOS

The fuel pressure regulating for demand controlled fuel pump (DECOS – DEMand CONTROLled fuel Supply), means that the fuel pressure is infinitely variable by vary the power of the fuel pump. The systems construction implies among other things that a larger maximum pressure (approx. 5.5 bar) is allowed in the fuel pump. This pressure is used in extreme situations, for instance at high engine load. Following components are used for fuel pressure regulating:

- Engine Control Module (ECM)
- Fuel pump control module
- Fuel pressure sensor with Fuel temperature sensor
- Fuel pump

The time for start process of the engine can be decreased by quickly raising the pressure in the fuel distribution pipe, when ECM receive a signal from Central Electronic Module (CEM) about position of the ignition switch. ECM can easier calculate the injection time for the injection valves, because the signal from the fuel pressure sensor provides information about current fuel pressure. Especially cold start properties of the engine are improved. Advantages which receives when not all power of the fuel pump is used continuously are:

- The total current consumption of the fuel pump is decreased which bring about the power-supply system being discharged.
- The fuel pump durability will increase.
- Noise from the fuel pump is decreased.

The Engine Control Module (ECM) calculates which fuel pressure that shall be reached. After that a signal will be sent to the Fuel pump control module with a request for desired fuel pressure. This is performed via serial communication between ECM and the Fuel pump control module. By changing the PWM-signal the fuel pump can be infinitely variable. Only the needed pressure will be delivered to the Fuel distribution pipe/Injection valves. The value of the PWM-signal is a measure on workload of the Fuel pump (% duty, 100% = maximum pressure).

The ECM is continually monitoring the fuel pressure by means of a signal from the Fuel pressure sensor. Thereby, desired fuel pressure can be reached and on condition a signal will be sent to the Fuel pump control module with a request to adjusting the fuel pressure.

If the control module in Supplemental Restraint System (SRS) detects a collision the Engine Control Module, by reasons of security, will cut off the fuel pump.

Fuel pressure regulating – DECOS operation

DECOS – Fuel Pressure error	P0087 Min error P0088 Max error P0089 Plausibility error P0090 Signal error
Monitor Strategy description	Performance

Fuel pressure regulating – DECOS operation

DTCs	<i>DECOS – Fuel Temperature Sensor</i>	<i>Monitor Strategy description</i>
	P0183 Min error P0182 Max error	Circuit low Circuit high

Fuel pressure regulating – DECOS operation

DTCs	<i>DECOS – Fuel Pressure Sensor low</i>	<i>Monitor Strategy description</i>
	P0192 Min error P0193 Max error	Circuit low Circuit high

Fuel pressure regulating – DECOS operation

DTCs	<i>DECOS – Pump Power stage (No MIL)</i>	<i>Monitor Strategy description</i>
	P0627 Signal Error P0628 Min error P0629 Max error	Turn on delay

Typical fuel pressure regulating - DECOS conditions

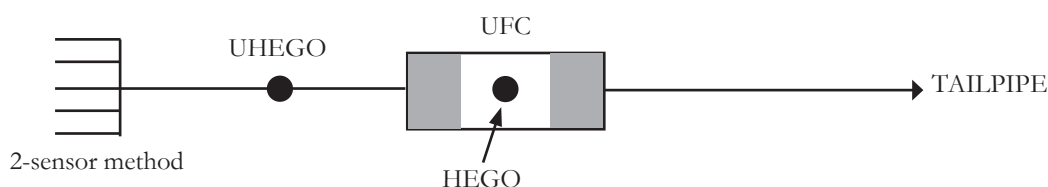
<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Waiting time after end of start		60 s
Duty Cycle PCM	10 %	90 %

Typical fuel pressure regulating - DECOS malfunction thresholds

<i>Malfunction criteria</i>	<i>Threshold value</i>
Fuel pressure deviation lower limit	≤ 150.00 kPa
Control Signal to DSM too high	20 %
Delay time after condition above	> 5 s

Catalyst monitoring

General Description



HEGO = Universal Heated Exhaust Gas Oxygen Sensor = "Binary sensor"
 UHEGO = Universal Heated Exhaust Gas Oxygen Sensor = "Linear sensor"
 UFC = Under Floor Catalyst

Sensor methods

The two-sensor method makes use of one upstream and one downstream oxygen sensor, one sensor (UHEGO) before the catalytic converter and one sensor (HEGO) inserted into the catalytic converter, monitoring the front part of the catalyst.

Catalyst monitoring is based on monitoring the oxygen storage capability. The (nonlinear) correlation between conversion efficiency and storage capability has been shown in various investigations. The engine mixture control results in regular Lambda oscillations of the exhaust gas. When using a linear sensor Lambda control, Lambda oscillations are artificially created during catalyst monitoring. These oscillations are dampened by the storage activity of the catalyst. The amplitude of the remaining Lambda oscillations downstream the catalyst indicates the storage capability.

This information is evaluated during one single engine load and speed range. According to the described operating principle the following main parts can be distinguished:

- Computation of the amplitude of the downstream Lambda sensor.
- In the 3-sensor case, an additional modeling of a borderline catalyst and of the signal amplitudes of the downstream Lambda sensor
- Modeling of a single air fuel mixture corresponding to the two front sensors, before the catalytic converter.
- Signal evaluation
- Fault processing
- Check of monitoring conditions

Heated oxygen sensor diagnostic

Heated oxygen sensors are used in the system. These sensors are checked as usual for short-circuits and

open-circuits. When these faults occur, corresponding errors are stored for each sensor.

Function of oxygen sensors

The basic functionality of these sensors is the concept of a pump current of the oxygen in fuel-air mixtures, from where the sensor system can compute the actual fuel-air mixture. Heating of the sensors is also undertaken in order to decrease the internal resistance and to further improve the performance of the sensors.

The internal resistance of the front sensors is constantly monitored for the heating diagnosis. A comparison is therefore made with a reference in order to consider aging and sample deviations. Also, power stage diagnosis is made for the front sensors where a comparison of the control signal (input) and the output signal is made. Through this procedure all various possible types of short-circuits will be detected.

Diagnosis of oxygen sensors

Diagnosis of incorrect lambda measurements due to shunting effects is performed through a lambda offset of the downstream-control if a difference of air-fuel mixture exceeds a threshold (3%). By monitoring the voltage output of the specific processor CJ125 a check is made that it operates correct, avoiding hardware errors. Insufficient heating of the LSU, i.e., the front sensor, and disconnection of the pump current are detected through a comparison of the fuel-air mixture with the rear sensors. The criterion is that if the front sensor indicates a fuel-air mixture with a ratio of 1, while the rear sensor indicates a lean or rich mixture, one of these failures has occurred. Through different comparisons of the front and rear sensors, also short-circuits and high resistance to battery and ground, are detected for the front sensors. Low resistance connection between heater and the sensor, i.e. the heater coupling, is detected by monitoring lambda changes due to the heater pulse rate. A decrease of the actual performance, known as the dynamics, of the sensor due to aging or fouling can be detected through a comparison of the estimated (model based) signal and the actual measured signal.

Similar testing as these above are also undertaken for the rear sensors, where the major differences in the diagnosis can be found through oscillation checks, checking of the sensor voltage and the dynamics during fuel cut-off, for the rear sensors.

During active oxygen sensor aging diagnosis the sensor signal (shape and frequency) can be considered as characteristic for the quality of the installed upstream sensor. Thus, for this purpose several parameters are calculated continuously. These calculated values are then provided via a tester interface (Scan Tool), together with the correction value of the downstream controller, the dynamic property value of the upstream continuous sensor and different constants by this tester interface. It is by this functionality the legislative authorities (for instance CARB) determine the standard of the oxygen sensor system.



Catalyst Monitor Operation

DTCs	P0420 Main Catalyst, Bank 1	Corresponding Monitor ID
Monitor Strategy description	Efficiency below threshold (oxygen storage)	21

Typical Catalyst monitor enable conditions

Enable condition	Minimum	Maximum
Engine speed	1440 rpm	2400 rpm (AT), 2520 rpm (MT)
Modeled bed catalyst temperature	482.991°C (AT), 519.998°C (MT)	719.991 °C
Ambient air start temperature	-24.0°C	143.3°C

Typical Catalyst monitor malfunction thresholds

Malfunction criteria	Threshold value
Normalized catalyst quality factor	> 0.1797 (AT), > 0.2188 (MT)
Cumulative catalyst monitoring time	> 40 s (MT), > 65 s (AT)

Oxygen sensor check Operation

DTCs	Lambda sensor upstream catalyst	Monitor Strategy description	Corresponding Monitor ID
	P0131-P0132: control circuit input lines	IC CJ125 internal errors are detected by a voltage comparator check and sent to the main processor	
P1646: evaluation IC	Circuit Range / Performance		
P2096 lean plausible test	Front sensor is detected as shifted erroneously to lean side	01	
P2097: rich plausible test	Front sensor is detected as shifted erroneously to rich side	01	
P2195-P2196: lean / rich plausible test	Front sensor signal characteristic lean / rich		
P2237-P2239: pumping current pin	Line interruption on IP		
P2251: virtual ground	Line interruption on VM		
P2414: outside exhaust system	Front sensor is out of exhaust gas system		
P2626: pumping current trim	Circuit Range / Performance		
P2243: lambda sensor upstream cat, reference voltage output	Line interruption on UN		
P0133: front sensor heating	Circuit Slow Response	01	
P2231: front sensor heating	Circuit Cross-coupling to sensor heating		
P0141 O2 sensor heater	Circuit	81	
P2626: Lambda sensor upstream cat, pumping current trim	Signal		

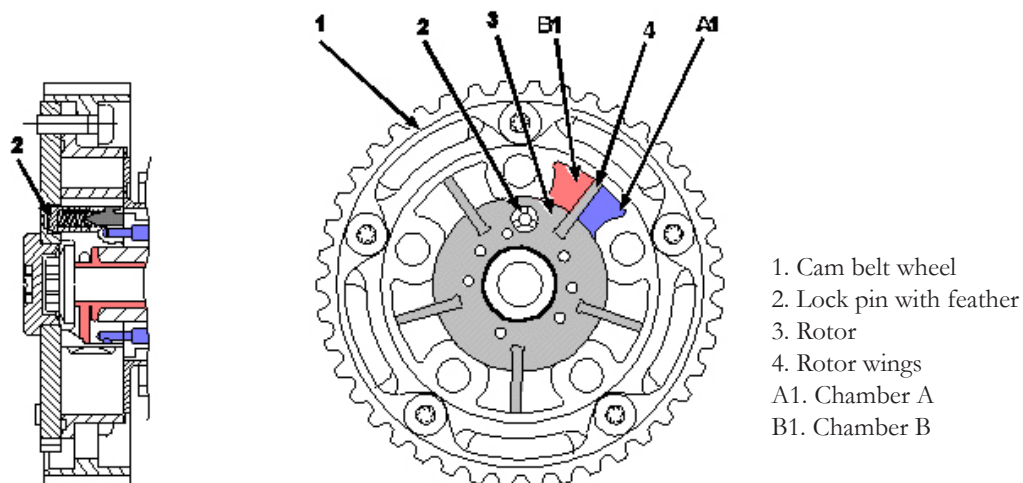
Typical Oxygen sensor enable conditions

Enable condition	Minimum	Maximum
Battery voltage	10,7 V	16,0 V

Typical Oxygen sensor malfunction thresholds

Malfunction criteria	Threshold value
Sensor voltage upstream of the catalyst	> 4.81 V

Continuous Variable Valve Timing (CVVT)



The Engine Control Module (ECM) infinitely variable controls the CVVT valve which in turn controls the CVVT unit with engine oil pressure.

The CVVT unit is mounted on the exhaust camshaft and the intake camshaft. The CVVT unit is used on all 5-cylinder engines.

The variable camshaft main task is to minimize exhaust emissions, mainly at cold start, but also gives an improved idling quality.



Engine speed (RPM) sensor

The periphery of the flywheel/flex plate is provided with a series of holes. As it passes, each transition between hole and metal induces a voltage in the pick-up coil of RPM sensor. The resulting signal is an A/C signal whose frequency is a function of the number of holes passing per second and whose voltage can vary between 0.1 V and 100 V AC, depending on the engine speed and the air gap. Voltage and frequency increases with engine speed. The engine control mo-

dule (ECM) determines the engine speed and of the crankshaft by detecting the voltage pulses.

At approximately 90° before TDC for cylinder 1 there is a section without any gap. When this longer metal section (= missing holes) passes the RPM sensor, voltage pulses stop and the ECM can calculate angular crankshaft position.

Camshaft position (CMP) sensor

The sensor consists of an MRE (Magnetic Resistance Element). It is a permanent magnet with 2 special semiconductor resistors, which are connected in series with each other, as described in the picture above.

The output signal is an analog sine curve which passes through an analog/digital converter in the Camshaft Position (CMP) sensor before being sent on to the Engine Control Module (ECM).

When a tooth on the pulse wheel nears the sensor the magnetic field is bent and affects the resistor located nearest to the ground, resistance affects the voltage and the output signal to the ECM is low. When the same tooth continues past the sensor the magnetic field follows and so affects the other resistor that is located nearest to the voltage supply, this resistor affects the voltage so that the output signal to the ECM is high.

The magnetic field swings backwards and forwards between the teeth on the pulse wheel and the ECM senses the signals between the teeth, partly before and partly after the sensor.

The pulse wheel has 4 teeth. The ECM calculates the time interval from one tooth to the next and can decide exactly which cylinder must be supplied with fuel and ignition spark respectively.

Faults in the CMP sensor:

- The engine can still be started and driven in event of faults in the CMP sensor.

- The engine may need to be cranked for a long time before the ECM sends a spark to the correct cylinder and the engine starts.

Camshaft position sensor Operation		
DTCs	<i>Sensor 1 (P0340-44), Sensor 2 (P0345-49)</i>	<i>Monitor Strategy description</i>
	P0340: Signal error	Circuit
	P0342, P0343: Min, Max error	Circuit Low Input, Circuit High Input
	P0344: Plausibility error	Circuit Intermittent
	P0345: Signal error	Circuit
	P0347, P0348: Min, Max error	Circuit Low Input, Circuit High Input
	P0349: Plausibility error	Circuit Intermittent

Typical Camshaft position sensor enable conditions		
<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Clear fault path PH	TRUE	

Typical Camshaft position sensor system constant		
<i>Enable condition</i>	<i>Minimum</i>	<i>Maximum</i>
Detection of reversed rotation of the engine	TRUE	

Typical Camshaft position sensor malfunction thresholds	
<i>Malfunction criteria</i>	<i>Threshold value</i>
Sum of phase edges last 3 working cycles	> 11 and < 13
Number of camshaft sensor signal slopes permanently low	≥ 4



Mass air flow meter (MAF)

The mass air flow (MAF) sensor supplies the engine control module (ECM) with a signal describing the intake air mass.

This information is for instance used to:

- Regulate fuel/air conditions
- Regulate emission
- Calculate torque.

The MAF sensor consists of a plastic housing containing a connector, electronic circuitry and an aluminum heat sink. The MAF sensor measuring device is a heated film mounted in a pipe which is cooled by the

intake air to the engine.

The heated film consists of four resistors. The MAF sensor is supplied with battery voltage and has separate power and signal ground points. The sensor signal varies from 0 V to 5 V, depending on the air mass. Voltage increases with air flow.

The ECM will adopt substitute (limp home) values if the MAF sensor signal is missing or faulty.

The MAF sensor is located between the air cleaner cover and the intake air hose.

MAF meter operation

DTCs	Mass Air Flow	Monitor Strategy description
	P0102: Max error	Circuit low input
	P0103: Min error	Circuit high input

Typical MAF enable conditions

Enable condition	Minimum	Maximum
Time after engine start	0.40 s	
Throttle potentiometer fault	FALSE	

Typical MAF malfunction thresholds

Malfunction criteria	Threshold value
Unfiltered MAF sensor value (min error)	< -40.0 kg/h
Unfiltered MAF sensor value (max error)	> 940.0 kg/h

Engine coolant temperature sensor

The engine coolant temperature (ECT) sensor transmits a signal to the engine control module (ECM) describing the temperature of the engine coolant. This gives the ECM a measurement of engine temperature and influences the control of:

- Injection period
- Idling speed
- Engine coolant fan (FC)
- Ignition timing
- On-board diagnostic (OBD) functions.

The sensor incorporates a temperature-sensitive resistance with a negative temperature coefficient (NTC). The sensor is supplied with a stabilized voltage of 5 V from ECM.

The voltage across the sensor is a function of engine temperature and, therefore, of sensor resistance. Voltage can be between 0 V and 5 V.

The ECM uses substitute values if the signal from the ECT sensor is missing or faulty, however, substitute values can cause starting problems in very cold weather.

The sensor is mounted in the thermostat housing.

Engine coolant temperature operation		
	Engine Coolant Temperature	Monitor Strategy description
DTCs	P0116: Plausibility error	Circuit Range/Performance
	P0117: Max error	Circuit low input
	P0118: Min error	Circuit high input



MY05-07

Vehicle: S40, V50, C30, C70

Engine: B5254T

Request on-board monitoring test results for specific monitored systems

The purpose of this service is to allow access to the results for on-board diagnostic monitoring tests of specific components / systems that are continuously monitored (e.g. mis-fire monitoring) and non-continuously monitored (e.g. catalyst system).

The request message for test values includes an On-Board Diagnostic Monitor ID (see below) that indicates the information requested.

The latest test values (results) are to be retained, even over multiple ignition OFF cycles, until replaced by more recent test values (results). Test values (results) are requested by On-Board Diagnostic Monitor ID. Test values (results) are always reported with the Minimum and Maximum Test Limits. The Unit and Scaling ID included in the response message defines the scaling and unit to be used by the external test equipment to display the test values (results), Minimum Test Limit, and Maximum Test Limit information.

If an On-Board Diagnostic Monitor has not been completed at least once since Clear/reset emission-related diagnostic information or battery disconnect, then the parameters Test Value (Results), Minimum Test Limit, and Maximum Test Limit shall be set to zero (\$00) values.

The diagnostic communication for external Scan Tools follows ISO 15765-4.



Mode \$06 Data

MY05-07

Vehicle: S40, V50, C30, C70

Engine: B5254T

Monitor ID	Test ID	Description	DTCs
01	83	Front O2 sensor slow response.	P0133
	84	Difference between front and rear oxygen sensors.	P2096/P2097
02	01	Oxygen sensor monitor Bank 1 - Sensor 2 Rich to Lean Sensor Threshold Voltage (Constant)	
	02	Oxygen sensor monitor Bank 1 - Sensor 2 Lean to Rich Sensor Threshold Voltage (Constant)	
	07	Oxygen sensor monitor Bank 1 - Sensor 2 Minimum Sensor Voltage for Test Cycle. (Calculated)	
	08	Oxygen sensor monitor Bank 1 - Sensor 2 Maximum Sensor Voltage for Test Cycle (Calculated)	
	81	O2 sensor Bank 1 Sensor 2 max. sensor voltage of oscillation check	P0140
	82	O2 sensor Bank 1 Sensor 2 minimum sensor voltage of oscillation check	P0140
	83	O2 for sensor diagnosis Bank 1 Sensor 2 sensor voltage of fuel cut-off	P0140
21	80	Catalyst monitor Bank 1	P0420
3B	81	1.0mm leak check (tank leak diagnosis)	P0442
3C	81	0.5mm leak check (tank leak diagnosis)	P0442
3D	80	CPV-Diagnosis	P0496/P0497
	83	CPV-Diagnosis	P0496/P0497
	86	TEV-Diagnosis	P0496/P0497
	8B	Component Check	P2407

Mode \$06 Data



MY05-07

Vehicle: S40, V50, C30, C70

Engine: B5254T

Monitor ID	Test ID	Description	DTCs
3D	8C	AAV-Diagnosis	P2404
	8D	Component Check	P2406/P2405
41	85	Bank1 Sensor1 heater power	P0053
42	81	O2 sensor Bank 1 Sensor 2, resistance of ceramic	P0141
81	80	Fuel System Monitor Bank 1 (Additive correction of the mixture adaptation)	P2187/P2188
	82	Fuel System Monitor Bank 1 (Multiplicative correction of the mixture adaptation)	P2177/P2178
A2	0B	Misfire counts for complete driving cycle (Cylinder 1)	P0300/P0301
	AC	Exponential weighted moving average of the misfire counts for the last 10 driving cycles	P0300/P0301
A3	0B	Misfire counts for complete driving cycle (Cylinder 2)	P0300/P0302
	AC	Exponential weighted moving average of the misfire counts for the last 10 driving cycles	P0300/P0302
A4	0B	Misfire counts for complete driving cycle (Cylinder 3)	P0300/P0303
	AC	Exponential weighted moving average of the misfire counts for the last 10 driving cycles	P0300/P0303
A5	0B	Misfire counts for complete driving cycle (Cylinder 4)	P0300/P0304
	AC	Exponential weighted moving average of the misfire counts for the last 10 driving cycles	P0300/P0304
A6	0B	Misfire counts for complete driving cycle (Cylinder 5)	P0300/P0305
	AC	Exponential weighted moving average of the misfire counts for the last 10 driving cycles	P0300/P0305