

DTC	P0300	Random/Multiple Cylinder Misfire Detected
DTC	P0301	Cylinder 1 Misfire Detected
DTC	P0302	Cylinder 2 Misfire Detected
DTC	P0303	Cylinder 3 Misfire Detected
DTC	P0304	Cylinder 4 Misfire Detected
DTC	P0305	Cylinder 5 Misfire Detected
DTC	P0306	Cylinder 6 Misfire Detected

CIRCUIT DESCRIPTION

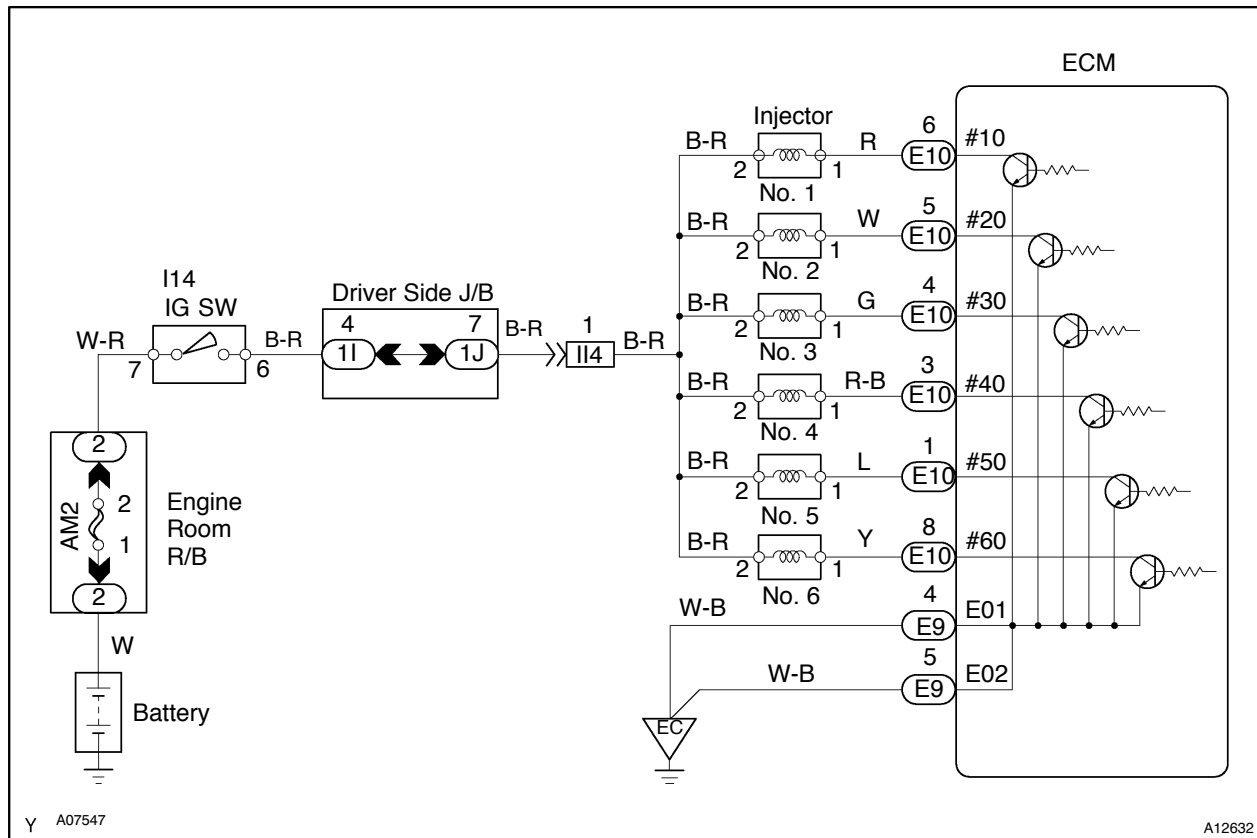
Misfire: The ECM uses the crankshaft position sensor and camshaft position sensor to monitor changes in the crankshaft rotation for each cylinder. The ECM counts the number of times the engine speed change rate indicates that misfire has occurred. When the misfire rate equals or exceeds the count indicating that the engine condition has deteriorated, the MIL lights up.

If the misfire rate is high enough and the driving conditions will cause catalyst overheating, the MIL blinks when misfiring occurs.

DTC No.	DTC Detecting Condition	Trouble Area
P0300	Misfiring of random cylinders is detected during any particular 200 or 1,000 revolutions	• Open or short in engine wire • Connector connection • Vacuum hose connector • Ignition system
P0301 P0302 P0303 P0304 P0305 P0306	For any particular 200 revolutions for engine, misfiring is detected which can cause catalyst overheating (This causes MIL to blink) For any particular 1,000 revolutions of engine, misfiring is detected which causes a deterioration in emission (2 trip detection logic)	• Injector • Fuel pressure • Mass air flow meter • Engine coolant temp. sensor • Compression pressure • Valve clearance • Valve timing • PCV valve and hose • ECM

HINT:

When the 2 or more codes for a misfiring cylinder are recorded repeatedly but no random misfire code is recorded, it indicates that the misfires were detected and recorded at different times.

WIRING DIAGRAM**CONFIRMATION DRIVING PATTERN**

- Connect the TOYOTA hand-held tester or OBD II scan tool.
- Record DTC and the freeze frame data.
- Use the TOYOTA hand-held tester to set to the check mode (See page [DI-3](#)).

- (d) Drive the vehicle several times with the engine speed, load and its surrounding range shown with the ENGINE SPD, CALC LOAD in the freeze frame data or the MISFIRE RPM, MISFIRE LOAD in the data list.

If you have no TOYOTA hand-held tester, turn the ignition switch OFF after the symptom is simulated the first time. Then repeat the simulation process again.

HINT:

In order to memorize DTC of misfire, it is necessary to drive around the MISFIRE RPM, MISFIRE LOAD in the data list for the following period of time.

Engine Speed	Time
Ignition	3 minutes 30 seconds or more
1000 rpm	3 minutes or more
2000 rpm	1 minute 30 seconds or more
3000 rpm	1 minute or more

- (e) Check whether there is misfire or not by monitoring DTC and the freeze frame data. After that, record them.
- (f) Turn the ignition switch OFF and wait at least 5 seconds.

INSPECTION PROCEDURE

HINT:

- If is case that DTC besides misfire is memorized simultaneously, first perform the troubleshooting for them.
- Read freeze frame data using TOYOTA hand-held tester or OBD II scan tool. Because freeze frame data records the engine conditions when the malfunction is detected. When troubleshooting, it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air-fuel ratio was lean or rich, etc. at the time of the malfunction.
- When the vehicle is brought to the workshop and the misfire is not occurred, misfire can be confirmed by reproducing the condition or freeze frame data. Also, after finishing the repair, confirm that there is no misfire (See the confirmation driving pattern).
- When either of the SHORT FT #1, LONG FT #1, SHORT FT #2 or LONG FT #2 in the freeze frame data is besides the range of $\pm 20\%$, there is a possibility that the air-fuel ratio is inclining either to RICH (-20% or less) or LEAN ($+20\%$ or more).
- When the COOLANT TEMP in the freeze frame data is less than 80°C (176°F), there is a possibility or misfire only during warming up.
- In the case that misfire cannot be reproduced, the reason may be because of the driving with lack of fuel, the use of improper fuel, a stain of ignition plug, and etc.

1	Check connection of PCV valve and hose
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NG

Repair or replace PCV valve and hose

OK

2	Check wire harness, connector and vacuum hose in engine room.
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CHECK:

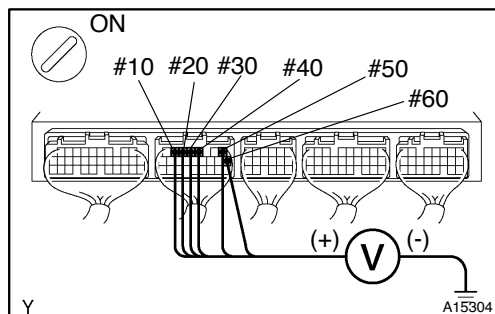
- (a) Check the connection conditions of wire harness and connector.
- (b) Check the disconnection, piping and break of vacuum hose.

NG**Repair or replace, then confirm that there is no misfire (See confirmation drive pattern).****OK**

3	Check spark plug and spark of misfiring cylinder (See page IG-1).
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NG**Replace or check ignition system (See page [IG-1](#)).****OK**

4 Check voltage of ECM terminal for injector of failed cylinder.



PREPARATION:

- Remove the glove compartment (See page [SF-54](#)).
- Turn the ignition switch ON.

CHECK:

Measure the voltage between applicable terminals of the ECM connector and body ground.

OK:

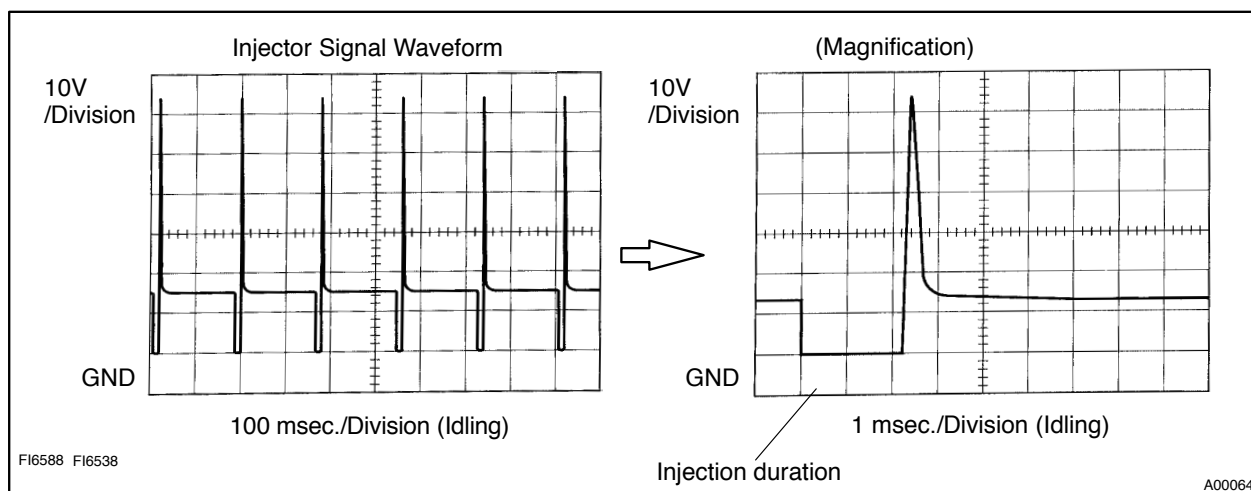
Voltage: 9 - 14 V

Reference: INSPECTION USING OSCILLOSCOPE

With the engine idling, check the waveform between terminals #10 - #60 and E01 of the ECM connector.

HINT:

The correct waveform is as shown.



OK

Go to step 4.

NG

5 Check resistance of injector of misfiring cylinder (See page [SF-21](#)).

NG

Replace injector.

OK

Check for open and short in harness and connector between injector and ECM (See page [IN-28](#)).

6 Check fuel pressure (See page [SF-7](#)).

NG

Check and repair fuel pump, pressure regulator, fuel pipe line and filter (See page [SF-1](#)).

OK

7 Check injector injection (See page [SF-21](#)).

NG

Replace injector.

OK

8 Check mass air flow meter (See page [SF-28](#)) and engine coolant temperature sensor (See page [SF-44](#)).

NG

Repair or replace.

OK

Check compression pressure, valve clearance and valve timing.