SERVICE BULLETIN

MITSUBISHI MOTORS

GLOBAL AFTER SALES OFFICE, MITSUBISHI MOTORS CORPORATION

PURPOSE : CORRECTION	ISSUE NO. : MSB-13EXL13-501	DATE : 2013-07-16
SUBJECT : ENGINE WARNING LAMP		<Destination/Model> (EUR/NZ/MMAL) <M/Y> 14
GROUP : MPI(Gr.13)		OUTLANDER PHEV(GF0W)

1. Description :

Please refer to the attached document for the correction of the error in writing existing in the applicable service manual.

2. Applicable service manual :

<EU>

Manual	Pub.No.	Applicable title (Info-ID)
2014 OUTLANDER PHEV Workshop Manual	CGFE14E1-CD(ENG) CGFF14E1-CD(FRE) CGFG14E1-CD(GER) CGFS14E1-CD(SPA) CGFI14E1-CD(ITA)	DIAGNOSIS FUNCTION (M131-15-555-08000-01)

<MMAL/NZ>

Manual	Pub.No.	Applicable title (Info-ID)
2014 OUTLANDER PHEV Workshop Manual	AU900408 NZ:DRAFT	DIAGNOSIS FUNCTION (M131-15-555-15400-01)

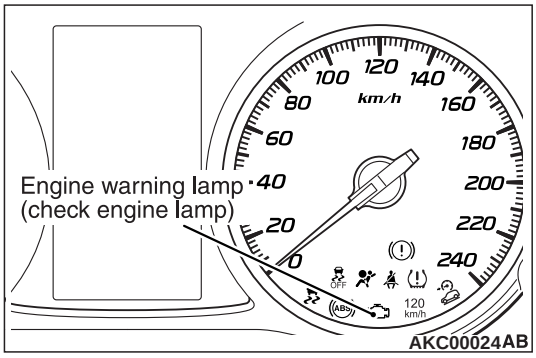
3. About the details :

Please refer to the attached document

※ Effective time : From the initial vehicle

DIAGNOSIS FUNCTION

ENGINE WARNING LAMP (CHECK ENGINE LAMP)



When the abnormal condition occurs with respect to the items of Multipoint Fuel Injection (MPI) system shown in the table, the engine warning lamp will illuminate or flash. When the lamp remains illuminated after the electric motor unit start, or when the lamp is illuminated while the electric motor unit is ready, check the diagnosis code output. When the power supply mode of the electric motor switch is ACC, the indicator lamp is illuminated once, and then extinguished when the electric motor unit starts.

NOTE: When the PHEV-ECU detects malfunctions related to the PHEV, the engine warning lamp is also illuminated.

ENGINE WARNING LAMP INSPECTION ITEMS

P0010	Oil feeder control valve system
P0031	Linear A/F sensor heater circuit low input
P0032	Linear A/F sensor heater circuit high input
P0037	Oxygen sensor (rear) heater circuit low input
P0038	Oxygen sensor (rear) heater circuit high input
P0068*1	Plausibility check boost/airflow sensor
P0102*1	Air flow sensor circuit low input
P0103*1 <Added>	Air flow sensor circuit high input
P0107 *1	Manifold absolute pressure sensor circuit low input
P0108 *1	Manifold absolute pressure sensor circuit high input
P0112*1	Intake air temperature sensor circuit low input
P0113*1	Intake air temperature sensor circuit high input
P0117*1	Engine coolant temperature sensor circuit low input
P0118*1	Engine coolant temperature sensor circuit high input
P0121*1	Plausibility check throttle position sensor (main)
P0122*1	Throttle position sensor (main) circuit low input
P0123*1	Throttle position sensor (main) circuit high input
P0130	Linear A/F sensor circuit over-voltage
P0131	Linear A/F sensor circuit low voltage
P0132	Linear A/F sensor circuit high voltage
P0133	Linear A/F sensor circuit slow response
P0134	Linear A/F sensor circuit no activity detected
P0137	Oxygen sensor (rear) circuit low voltage
P0138	Oxygen sensor (rear) circuit high voltage
P0140	Oxygen sensor (rear) circuit no activity detected
P0171	Abnormal fuel system (lean)

P0172	Abnormal fuel system (rich)
P0221*1	Trustful check throttle position sensor (sub)
P0222*1	Throttle position sensor (sub) circuit low input
P0223*1 <Added>	Throttle position sensor (sub) circuit high input
P0261 *1	No. 1 injector circuit low input
P0262 *1	No. 1 injector circuit high input
P0264 *1	No. 2 injector circuit low input
P0265 *1	No. 2 injector circuit high input
P0267 *1	No. 3 injector circuit low input
P0268 *1	No. 3 injector circuit high input
P0270 *1	No. 4 injector circuit low input
P0271 *1	No. 4 injector circuit high input
P0300 *2 *1 <Change>	Random/multiple cylinder misfire detected
P0301 *2	No. 1 cylinder misfire detected
P0302 *2	No. 2 cylinder misfire detected
P0303 *2	No. 3 cylinder misfire detected
P0304 *2	No. 4 cylinder misfire detected
P0335*1	Crank angle sensor system
P0340*1	Camshaft position sensor system
P0421	Catalyst malfunction
P0458	Purge control solenoid valve circuit low input
P0459	Purge control solenoid valve circuit high input
P0489	Exhaust gas recirculation valve (stepper motor) circuit malfunction (earth short)
P0490	Exhaust gas recirculation valve (stepper motor) circuit malfunction (battery short)
P0500*1	Vehicle speed sensor system
P0602*1	Variant coding system
P0606*1	Engine-ECU main processor malfunction
P062F*1	EEPROM malfunction
P0630*1	Chassis number not programmed
P0638*1	Throttle valve control servo circuit range/performance problem
P0642*1	Throttle position sensor power supply
P0657*1	Throttle valve control servo relay circuit malfunction
P1603*1	Battery backup circuit malfunction
P2100*1	Throttle valve control servo circuit (open)
P2101*1	Throttle valve control servo magneto malfunction
P2135*1	Throttle position sensor (main and sub) range/performance problem
P2228*1	Barometric pressure sensor circuit low input

P2229*1	Barometric pressure sensor circuit high input
P2237	Linear A/F sensor Ip+ circuit (open)
P2243	Linear A/F sensor Vs+ line (open)
P2251	Linear A/F sensor COM line (open)
P2252	Oxygen sensor offset circuit low voltage
P2253	Oxygen sensor offset circuit high voltage
U0121*1	ASC-ECU Time-out
U0141*1	ETACS-ECU time-out
U0293*1	PHEV-ECU time-out
U0594*1	Invalid data received from PHEV

*NOTE: After the engine-ECU has detected a malfunction, the engine warning lamp illuminates when the electric motor unit is next started and the same malfunction is re-detected. However, for items marked with a "*1" in the diagnosis code number column, the engine warning lamp illuminates only on the first detection of the malfunction.*

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*NOTE: The codes marked with a "*2" in the diagnosis code number column have the following two conditions for illuminating the engine warning lamp.*

- *In case that the misfire causing the damaged catalyst is detected, the engine warning lamp will flash until the condition is corrected. If the system detects the same malfunction after the next electric motor unit start and then the condition is corrected, the engine warning lamp will flash (not illuminate).*
- *In case that the misfire deteriorating the exhaust gas is detected, the engine warning lamp is illuminated when the same malfunction is redetected after the next electric motor unit start.*

NOTE: Even if the malfunction is not detected when the engine-ECU monitors the malfunction three consecutive times after the engine warning lamp illuminates, turn off the engine warning lamp when the electric motor unit starts next time.*

**: In this case, "one time" in monitoring the malfunction means the period from the time of the current electric motor unit start to the time of the next electric motor unit start. "One time" in monitoring the misfire or the fuel system malfunction means the time when the operating conditions (such as the engine speed or the engine coolant temperature) becomes similar operating conditions of the first detected malfunction.*

METHOD OF READING AND ERASING DIAGNOSIS CODES

Refer to GROUP 00 – How to Use Troubleshooting/ Inspection Service Points – Diagnosis Function <PHEV> .

INSPECTION WITH M.U.T.-III SERVICE DATA AND ACTUATOR TEST

Reading service data or performing an actuator test using M.U.T.-III enables you to check the vehicle body harnesses and components for abnormalities. Sensor input or output to the actuator can be displayed in numerical values or graphs in the service data while in the actuator test the actuator can be forced to drive (ON/OFF driving in the specified time).

DIAGNOSIS PROCEDURE

1. Connect M.U.T.-III to perform inspection with the service data and actuator test function.
2. If any abnormality is found, inspect and repair vehicle body harnesses and components.
3. After repair, check that input and output have returned to normal.
4. If a failure code which is caused by inspection and repair work is generated, erase the failure code.
5. Disconnect M.U.T.-III and perform a test run to check that the malfunction phenomenon is resolved.