2012 - Mazda6 - Engine

DTC P0172:00 [MZR 2.5]

DTC P0172:00	Fuel trim system too rich
DETECTION CONDITION	• The PCM monitors short term fuel trim (SHRTFT) and long term fuel trim (LONGFT) values when closed loop fuel control. If the LONGFT and the sum total of these fuel trims exceed preprogrammed criteria, the PCM determines that the fuel system is too rich. **Diagnostic support note** • This is a continuous monitor (fuel system). • The MIL illuminates if PCM detects the above malfunctioning condition in two consecutive drive cycles or in one drive cycle while the DTC for the same malfunction has been stored in the PCM. • PENDING CODE is available if PCM detects the above malfunction conditions during first drive cycle. • FREEZE FRAME DATA (Mode 2)/Snapshot data is available. • The DTC is stored in the PCM memory.

	• Misfire
	• Erratic signal to PCM
	  ▪ APP sensor signal malfunction
	  ▪ ECT sensor signal malfunction
	  ▪ MAF sensor signal malfunction
	  ▪ TP sensor signal malfunction
	  ▪ VSS signal malfunction
	• A/F sensor heater malfunction
	• A/F sensor malfunction
	  ▪ A/F sensor loose
	  ▪ Exhaust system leakage
	  ▪ A/F sensor deterioration
	• MAF sensor malfunction

POSSIBLE CAUSE	• Improper operation of ignition system
	• Fuel supply system malfunction or improper fuel line pressure
	  ▪ Pressure regulator malfunction
	  ▪ Fuel pump malfunction
	  ▪ Fuel leakage on fuel line from fuel distributor and fuel pump
	  ▪ Fuel filter clogged or restricted
	  ▪ Fuel return hose clogged
	• Improper connection of purge control system
	• Improper operation of EGR valve system
	• Improper operation of variable tumble solenoid valve
	• Improper operation of variable valve timing control system
	• Improper operation of fuel injector
	• Improper operation of PCV valve
	• PCM malfunction

Diagnostic procedure

STEP	INSPECTION		ACTION
1	**IDENTIFY TRIGGER DTC FOR FREEZE FRAME DATA (MODE 2)** • Is the DTC P0172:00 on FREEZE FRAME DATA (Mode 2)?	Yes	Go to the next step.
		No	Go to troubleshooting procedures for DTC on FREEZE FRAME DATA (Mode 2). (See **DTC TABLE [MZR 2.5]**.)
2	**VERIFY FREEZE FRAME DATA (MODE 2)/ SNAPSHOT DATA HAS BEEN RECORDED** • Has the FREEZE FRAME DATA (Mode 2)/snapshot data been recorded?	Yes	Go to the next step.
		No	Record the FREEZE FRAME DATA (Mode 2)/snapshot data on the repair order, then go to the next step.
3	**VERIFY RELATED REPAIR INFORMATION AVAILABILITY** • Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	Yes	Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
4	**VERIFY RELATED PENDING CODE OR**	Yes	If misfire DTC is present:

	STORED DTC • Switch the ignition to off, then to ON (engine off). • Verify the related PENDING CODE or stored DTCs using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Are any other DTCs present?		• Go to Step 11. If other DTC is present: • Go to the applicable DTC inspection. (See **DTC TABLE [MZR 2.5]**.)
		No	If drive ability concern is present: • Go to Step 11. If drive ability concern is not present: • Go to the next step.
5	**VERIFY CURRENT INPUT SIGNAL STATUS** • Access the following PIDs using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) ▪ APP1 ▪ APP2 ▪ ECT ▪ MAF ▪ TP REL ▪ VSS • Is there any signal that is far out of specification when the ignition is switched to ON and the engine runs? (See **PCM INSPECTION [MZR 2.5]**.)	Yes	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
6	**VERIFY CURRENT INPUT SIGNAL STATUS UNDER FREEZE FRAME DATA (MODE 2) CONDITION** **CAUTION:** • While performing this step, always operate the vehicle in a safe and lawful manner. • When the M-MDS is used to observe monitor system status while driving, be	Yes	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.

	sure to have another technician with you, or record the data in the M-MDS using the PID/DATA MONITOR AND RECORD capturing function and inspect later. • Access the following PIDs using the M-MDS under the FREEZE FRAME DATA (Mode 2) condition. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) ▪ APP1 ▪ APP2 ▪ ECT ▪ MAF ▪ TP REL ▪ VSS • Is there any signal which causes drastic changes?		
7	**INSPECT A/F SENSOR HEATER** • Inspect the A/F sensor heater. (See **AIR FUEL RATIO (A/F) SENSOR INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Replace the A/F sensor, then go to Step 22. (See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
		No	Go to the next step.
8	**VERIFY CURRENT INPUT SIGNAL STATUS OF A/F SENSOR** • Reconnect the A/F sensor connector. • Inspect the A/F sensor. (See **AIR FUEL RATIO (A/F) SENSOR INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Go to the next step.
		No	Go to Step 11.
9	**INSPECT INSTALLATION OF A/F SENSOR** • Inspect if the A/F sensor is loosely installed.	Yes	Go to the next step.
		No	Retighten the A/F sensor, then go to Step 22.

	• Is the A/F sensor installed securely?		(See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
10	**INSPECT EXHAUST GAS LEAKAGE** • Visually inspect for exhaust gas leakage between exhaust manifold and A/F sensor. • Is there any leakage?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Replace the A/F sensor, then go to Step 22. (See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
11	**VERIFY CURRENT INPUT SIGNAL STATUS OF MAF SENSOR** • Start the engine. • Access the MAF PID using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Verify that the MAF PID changes quickly according to the engine RPM. • Is the MAF PID value normal? (See **PCM INSPECTION [MZR 2.5]**.)	Yes	Go to the next step.
		No	Replace the MAF/IAT sensor, then go to Step 22. (See **INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [MZR 2.5]**.)
12	**INSPECT FUEL LINE PRESSURE** • Switch the ignition to off. **NOTE:** • If the engine will not start, inspect the fuel line pressure with ignition is switched to ON. • Inspect the fuel line pressure while the engine running. (See **FUEL LINE PRESSURE INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	If fuel pressure is too high: • Replace the fuel pump unit, then go to Step 22. (See **FUEL PUMP UNIT REMOVAL/INSTALLATION [MZR 2.5]**.) If fuel pressure is low: • Go to the next step.
		No	Go to Step 14.
13	**INSPECT FUEL LINE** • Visually inspect the fuel line from fuel pump to fuel distributor. • Is there any leakage?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Inspect the low-pressure side fuel filter for foreign materials or stain inside fuel filter.

			• If foreign materials or stain is found inside fuel filter (low-pressure side): ▪ Clean of fuel tank and filter. • If foreign materials or stain is not found: ▪ Replace the fuel pump unit. (See **FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZR 2.5]**.) Go to Step 22.
14	**INSPECT IGNITION SYSTEM OPERATION** • Perform the Spark Test. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is strong blue spark visible at each cylinder?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
15	**INSPECT LONG TERM FUEL TRIM** • Switch the ignition to off. • Disconnect the purge hose from intake manifold and plug opening end of hose and intake manifold. • Access the LONGFT1 PID using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Does it shift to positive value?	Yes	Go to the next step.
		No	Go to Step 17.
16	**INSPECT PURGE CONTROL SYSTEM OPERATION** • Perform the Purge Control System Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
17	**INSPECT EGR VALVE OPERATION** • Perform the EGR Control	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.

	System Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?		
		No	Go to the next step.
18	**INSPECT VARIABLE TUMBLE CONTROL OPERATION** • Perform the Variable Tumble Control Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
19	**INSPECT VARIABLE VALVE TIMING CONTROL SYSTEM OPERATION** • Perform the Variable Valve Timing Control System Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
20	**INSPECT FUEL INJECTOR OPERATION** • Perform the Fuel Injector Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
21	**INSPECT PCV VALVE OPERATION** • Inspect the PCV valve operation. (See **POSITIVE CRANKCASE VENTILATION (PCV) VALVE INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Replace the PCV valve, then go to the next step. (See **POSITIVE CRANKCASE VENTILATION (PCV) VALVE REMOVAL/ INSTALLATION [MZR 2.5]**.)
		No	Go to the next step.
22	**VERIFY DTC TROUBLESHOOTING COMPLETED** • Make sure to reconnect all disconnected connectors. • Clear the DTC from the	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See **PCM REMOVAL/ INSTALLATION [MZR**

	PCM memory using the M-MDS. (See **AFTER REPAIR PROCEDURE [MZR 2.5]**.) • Perform the Drive Mode 03 (EGR System, A/F sensor heater, HO2S heater, A/F sensor, HO2S and TWC Repair Verification Drive Mode). (See **OBD-II DRIVE MODE [MZR 2.5]**.) • Stop the vehicle and access the ON BOARD READINESS TEST to inspect Drive Mode completion status. • Verify the FUEL_EVAL PID changes to yes. ▪ If not, perform the Drive Mode 03 (EGR System, A/F sensor heater, HO2S heater, A/F sensor, HO2S and TWC Repair Verification Drive Mode). (See **OBD-II DRIVE MODE [MZR 2.5]**.) • Perform the KOER self test. (See **KOEO/ KOER SELF TEST [MZR 2.5]**.) • Is the PENDING CODE for this DTC present?		**2.5]**.) Go to the next step.
		No	Go to the next step.
23	**VERIFY AFTER REPAIR PROCEDURE** • Perform the "AFTER REPAIR PROCEDURE".	Yes	Go to the applicable DTC inspection. (See **DTC TABLE [MZR 2.5]**.)

	(See **AFTER REPAIR PROCEDURE [MZR 2.5]**.) • Are any DTCs present?	No	DTC troubleshooting completed.

< Previous **Next >**

Back to Top

2012 - Mazda6 - Engine

DTC P0172:00 [MZR 2.5]

DTC P0172:00	Fuel trim system too rich
DETECTION CONDITION	• The PCM monitors short term fuel trim (SHRTFT) and long term fuel trim (LONGFT) values when closed loop fuel control. If the LONGFT and the sum total of these fuel trims exceed preprogrammed criteria, the PCM determines that the fuel system is too rich. **Diagnostic support note** • This is a continuous monitor (fuel system). • The MIL illuminates if PCM detects the above malfunctioning condition in two consecutive drive cycles or in one drive cycle while the DTC for the same malfunction has been stored in the PCM. • PENDING CODE is available if PCM detects the above malfunction conditions during first drive cycle. • FREEZE FRAME DATA (Mode 2)/Snapshot data is available. • The DTC is stored in the PCM memory.

	• Misfire
	• Erratic signal to PCM
	  ▪ APP sensor signal malfunction
	  ▪ ECT sensor signal malfunction
	  ▪ MAF sensor signal malfunction
	  ▪ TP sensor signal malfunction
	  ▪ VSS signal malfunction
	• A/F sensor heater malfunction
	• A/F sensor malfunction
	  ▪ A/F sensor loose
	  ▪ Exhaust system leakage
	  ▪ A/F sensor deterioration
	• MAF sensor malfunction

POSSIBLE CAUSE	• Improper operation of ignition system
	• Fuel supply system malfunction or improper fuel line pressure
	  ▪ Pressure regulator malfunction
	  ▪ Fuel pump malfunction
	  ▪ Fuel leakage on fuel line from fuel distributor and fuel pump
	  ▪ Fuel filter clogged or restricted
	  ▪ Fuel return hose clogged
	• Improper connection of purge control system
	• Improper operation of EGR valve system
	• Improper operation of variable tumble solenoid valve
	• Improper operation of variable valve timing control system
	• Improper operation of fuel injector
	• Improper operation of PCV valve
	• PCM malfunction

Diagnostic procedure

STEP	INSPECTION		ACTION
1	**IDENTIFY TRIGGER DTC FOR FREEZE FRAME DATA (MODE 2)** • Is the DTC P0172:00 on FREEZE FRAME DATA (Mode 2)?	Yes	Go to the next step.
		No	Go to troubleshooting procedures for DTC on FREEZE FRAME DATA (Mode 2). (See **DTC TABLE [MZR 2.5]**.)
2	**VERIFY FREEZE FRAME DATA (MODE 2)/ SNAPSHOT DATA HAS BEEN RECORDED** • Has the FREEZE FRAME DATA (Mode 2)/snapshot data been recorded?	Yes	Go to the next step.
		No	Record the FREEZE FRAME DATA (Mode 2)/snapshot data on the repair order, then go to the next step.
3	**VERIFY RELATED REPAIR INFORMATION AVAILABILITY** • Verify related Service Bulletins and/or on-line repair information availability. • Is any related repair information available?	Yes	Perform repair or diagnosis according to the available repair information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
4	**VERIFY RELATED PENDING CODE OR**	Yes	If misfire DTC is present:

	STORED DTC • Switch the ignition to off, then to ON (engine off). • Verify the related PENDING CODE or stored DTCs using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Are any other DTCs present?		• Go to Step 11. If other DTC is present: • Go to the applicable DTC inspection. (See **DTC TABLE [MZR 2.5]**.)
		No	If drive ability concern is present: • Go to Step 11. If drive ability concern is not present: • Go to the next step.
5	**VERIFY CURRENT INPUT SIGNAL STATUS** • Access the following PIDs using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) ▪ APP1 ▪ APP2 ▪ ECT ▪ MAF ▪ TP REL ▪ VSS • Is there any signal that is far out of specification when the ignition is switched to ON and the engine runs? (See **PCM INSPECTION [MZR 2.5]**.)	Yes	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
6	**VERIFY CURRENT INPUT SIGNAL STATUS UNDER FREEZE FRAME DATA (MODE 2) CONDITION** **CAUTION:** • While performing this step, always operate the vehicle in a safe and lawful manner. • When the M-MDS is used to observe monitor system status while driving, be	Yes	Inspect the suspected sensor and related wiring harness. Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.

	sure to have another technician with you, or record the data in the M-MDS using the PID/DATA MONITOR AND RECORD capturing function and inspect later. • Access the following PIDs using the M-MDS under the FREEZE FRAME DATA (Mode 2) condition. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) ▪ APP1 ▪ APP2 ▪ ECT ▪ MAF ▪ TP REL ▪ VSS • Is there any signal which causes drastic changes?		
7	**INSPECT A/F SENSOR HEATER** • Inspect the A/F sensor heater. (See **AIR FUEL RATIO (A/F) SENSOR INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Replace the A/F sensor, then go to Step 22. (See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
		No	Go to the next step.
8	**VERIFY CURRENT INPUT SIGNAL STATUS OF A/F SENSOR** • Reconnect the A/F sensor connector. • Inspect the A/F sensor. (See **AIR FUEL RATIO (A/F) SENSOR INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Go to the next step.
		No	Go to Step 11.
9	**INSPECT INSTALLATION OF A/F SENSOR** • Inspect if the A/F sensor is loosely installed.	Yes	Go to the next step.
		No	Retighten the A/F sensor, then go to Step 22.

	• Is the A/F sensor installed securely?		(See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
10	**INSPECT EXHAUST GAS LEAKAGE** • Visually inspect for exhaust gas leakage between exhaust manifold and A/F sensor. • Is there any leakage?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Replace the A/F sensor, then go to Step 22. (See **AIR FUEL RATIO (A/F) SENSOR REMOVAL/INSTALLATION [MZR 2.5]**.)
11	**VERIFY CURRENT INPUT SIGNAL STATUS OF MAF SENSOR** • Start the engine. • Access the MAF PID using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Verify that the MAF PID changes quickly according to the engine RPM. • Is the MAF PID value normal? (See **PCM INSPECTION [MZR 2.5]**.)	Yes	Go to the next step.
		No	Replace the MAF/IAT sensor, then go to Step 22. (See **INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [MZR 2.5]**.)
12	**INSPECT FUEL LINE PRESSURE** • Switch the ignition to off. **NOTE:** • If the engine will not start, inspect the fuel line pressure with ignition is switched to ON. • Inspect the fuel line pressure while the engine running. (See **FUEL LINE PRESSURE INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	If fuel pressure is too high: • Replace the fuel pump unit, then go to Step 22. (See **FUEL PUMP UNIT REMOVAL/INSTALLATION [MZR 2.5]**.) If fuel pressure is low: • Go to the next step.
		No	Go to Step 14.
13	**INSPECT FUEL LINE** • Visually inspect the fuel line from fuel pump to fuel distributor. • Is there any leakage?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Inspect the low-pressure side fuel filter for foreign materials or stain inside fuel filter.

			• If foreign materials or stain is found inside fuel filter (low-pressure side): ▪ Clean of fuel tank and filter. • If foreign materials or stain is not found: ▪ Replace the fuel pump unit. (See **FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZR 2.5]**.) Go to Step 22.
14	**INSPECT IGNITION SYSTEM OPERATION** • Perform the Spark Test. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is strong blue spark visible at each cylinder?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
15	**INSPECT LONG TERM FUEL TRIM** • Switch the ignition to off. • Disconnect the purge hose from intake manifold and plug opening end of hose and intake manifold. • Access the LONGFT1 PID using the M-MDS. (See **ON-BOARD DIAGNOSTIC TEST [MZR 2.5]**.) • Does it shift to positive value?	Yes	Go to the next step.
		No	Go to Step 17.
16	**INSPECT PURGE CONTROL SYSTEM OPERATION** • Perform the Purge Control System Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
17	**INSPECT EGR VALVE OPERATION** • Perform the EGR Control	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.

	System Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?		
		No	Go to the next step.
18	**INSPECT VARIABLE TUMBLE CONTROL OPERATION** • Perform the Variable Tumble Control Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
19	**INSPECT VARIABLE VALVE TIMING CONTROL SYSTEM OPERATION** • Perform the Variable Valve Timing Control System Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
20	**INSPECT FUEL INJECTOR OPERATION** • Perform the Fuel Injector Operation Inspection. (See **ENGINE CONTROL SYSTEM OPERATION INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 22.
		No	Go to the next step.
21	**INSPECT PCV VALVE OPERATION** • Inspect the PCV valve operation. (See **POSITIVE CRANKCASE VENTILATION (PCV) VALVE INSPECTION [MZR 2.5]**.) • Is there any malfunction?	Yes	Replace the PCV valve, then go to the next step. (See **POSITIVE CRANKCASE VENTILATION (PCV) VALVE REMOVAL/ INSTALLATION [MZR 2.5]**.)
		No	Go to the next step.
22	**VERIFY DTC TROUBLESHOOTING COMPLETED** • Make sure to reconnect all disconnected connectors. • Clear the DTC from the	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See **PCM REMOVAL/ INSTALLATION [MZR**

	PCM memory using the M-MDS. (See **AFTER REPAIR PROCEDURE [MZR 2.5]**.) • Perform the Drive Mode 03 (EGR System, A/F sensor heater, HO2S heater, A/F sensor, HO2S and TWC Repair Verification Drive Mode). (See **OBD-II DRIVE MODE [MZR 2.5]**.) • Stop the vehicle and access the ON BOARD READINESS TEST to inspect Drive Mode completion status. • Verify the FUEL_EVAL PID changes to yes. ▪ If not, perform the Drive Mode 03 (EGR System, A/F sensor heater, HO2S heater, A/F sensor, HO2S and TWC Repair Verification Drive Mode). (See **OBD-II DRIVE MODE [MZR 2.5]**.) • Perform the KOER self test. (See **KOEO/ KOER SELF TEST [MZR 2.5]**.) • Is the PENDING CODE for this DTC present?		**2.5]**.) Go to the next step.
		No	Go to the next step.
23	**VERIFY AFTER REPAIR PROCEDURE** • Perform the "AFTER REPAIR PROCEDURE".	Yes	Go to the applicable DTC inspection. (See **DTC TABLE [MZR 2.5]**.)

	(See **AFTER REPAIR PROCEDURE [MZR 2.5]**.) • Are any DTCs present?	No	DTC troubleshooting completed.

< Previous **Next >**

Back to Top