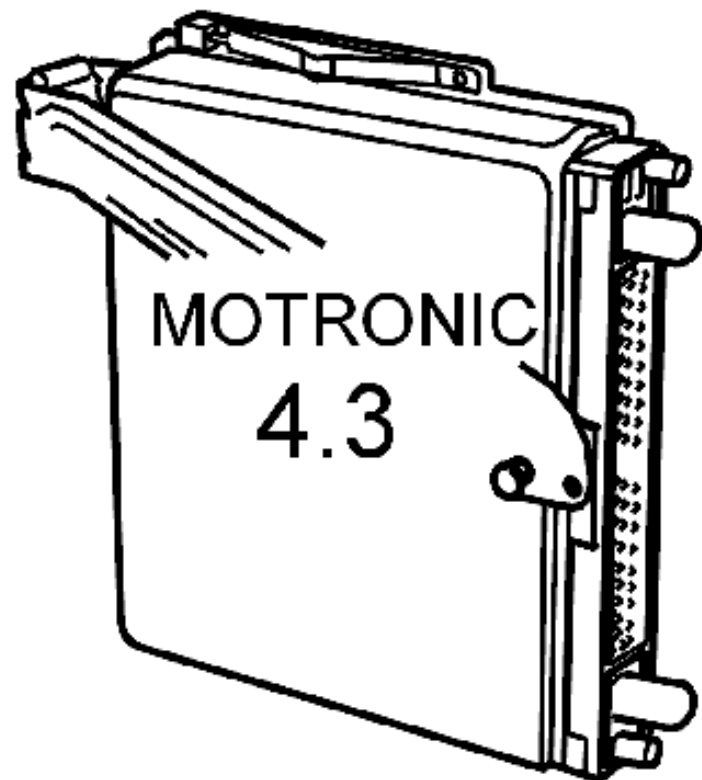


DTC information 2-3-1, 2-3-2



Condition

The control module receives information from the HO₂S about the fuel/air mixture in the idling and partial load ranges. If the fuel/air mixture deviates from $\lambda=1$ the short term fuel trim will compensate this by adjusting the injection timing so that $\lambda=1$ is achieved. When the short term fuel trim carries out this adjustment, its mid-point must be adapted by the long term trim. When the long term fuel trim has adapted the short term trim to a maximum value, DTC 2-3-2 (idling range - 0.48 ms to +0.40 ms) or DTC 2-3-1 (partial load range 0.773 to 1.227) and status message Upper Limit (lean fuel/air mixture) or Lower Limit (rich fuel/air mixture) will be set.

Substitute value

None.

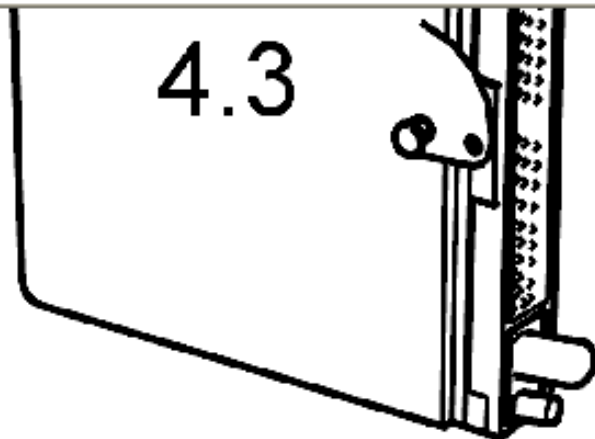
Possible source

Upper limit:

- Defective MAF sensor.
- Low fuel pressure.
- Air leakage.
- Faulty sensor signals.

Lower limit:

- Defective MAF sensor



maximum value, DTC 2-3-2 (idling range – 0.48 ms to +0.40 ms) or DTC 2-3-1 (partial load range 0.773 to 1.227) and status message Upper Limit (lean fuel/air mixture) or Lower Limit (rich fuel/air mixture) will be set.

Substitute value

None.

Possible source

Upper limit:

- Defective MAF sensor.
- Low fuel pressure.
- Air leakage.
- Faulty sensor signals.

Lower limit:

- Defective MAF sensor.
- Air leakage.
- High fuel pressure.
- Leaking injectors.
- Leaking EVAP system.
- Dirty engine oil.
- Oil level too high.
- Faulty sensor signals.

Fault symptom[s]

- Can result in high fuel consumption.
- Can result in impaired performance.