

OBD DIAGNOSTIC MONITORS – DRIVE CYCLES

OBD SYSTEM READINESS – ENGINE MANAGEMENT

If DTC **P1000** is flagged after DTCs have been cleared, all engine management OBD diagnostic monitor drive cycles **HAVE NOT BEEN COMPLETED**.

If DTC **P1111** is flagged after DTCs have been cleared, all engine management OBD diagnostic monitor drive cycles **HAVE BEEN COMPLETED**.

The Engine Management and Transmission Control systems are continuously checked during vehicle operation by the Engine Control Module (ECM) and Transmission Control Module (TCM) On-Board diagnostic (OBD) facilities. Powertrain OBD incorporates six diagnostic monitors. Each monitor has an associated group of DTCs. The diagnostic monitors will complete the diagnostic test(s) if a specified service “drive cycle” is carried out.

The six diagnostic monitors are as follows:

1. Heated Oxygen Sensors Monitor
2. Adaptive Fuel Monitor
3. Misfire Monitor
4. Catalyst Efficiency Monitor
5. Evaporative System Monitor
6. Comprehensive Component Monitor (Engine Management / Transmission)

1. HEATED OXYGEN SENSORS MONITOR DRIVE CYCLE

Upstream (Universal) oxygen sensors:

1. Engine OFF; cooling fans inoperative > 20 seconds.
2. Start engine and bring to normal operating temperature > 82 °C (180 °F).
3. Drive the vehicle between 3000 – 4000 rpm at a steady speed. Lift foot completely off accelerator and coast to a stop within 30 seconds. Do not touch accelerator pedal for 4 seconds after coming to a stop.
4. Repeat step 3.
5. Idle engine for 11 minutes.

Downstream oxygen sensors:

1. Start engine and bring to normal operating temperature > 82 °C (180 °F).
2. Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 10 minutes.
3. Drive the vehicle above 3000 rpm in 4th gear at a steady speed. Lift foot completely off accelerator and coast for 30 seconds.

Oxygen sensor heaters:

1. Start engine and bring to normal operating temperature > 82 °C (180 °F).
2. Idle engine for 3 minutes.

2. ADAPTIVE FUEL MONITOR DRIVE CYCLE

1. Start engine and bring to normal operating temperature > 82 °C (180 °F).
2. Idle for a minimum of 10 minutes.

3. MISFIRE MONITOR DRIVE CYCLE

1. Record flagged DTC (s) and accompanying IDS DTC Monitor freeze frame(s) data.
2. Fuel level > 25%.
3. Start engine and bring to normal operating temperature > 82 °C (180 °F).
4. Drive vehicle to the recorded freeze frame conditions (from step 1).
5. Repeat several times.

Note regarding misfire monitor DTCs:

If on the first trip, the misfire is severe enough to cause excess exhaust emission, the individual cylinder DTC plus DTC P1316 will be logged. The CHECK ENGINE MIL will not be activated. If the fault reoccurs on the second trip, the individual cylinder DTC plus DTC P1316 will be flagged, and the CHECK ENGINE MIL will be activated.

If on the first trip, the misfire is severe enough to cause catalyst damage (more severe than excess exhaust emission), the CHECK ENGINE MIL will flash while the fault is present and the individual cylinder DTC plus DTC P1313 (bank 1), DTC P1314 (bank 2) will be logged. When the fault is no longer present the MIL will be deactivated. If the fault reoccurs on the second trip, the CHECK ENGINE MIL will flash while the fault is present and the individual cylinder DTC plus

DTC P1313 (bank 1), DTC P1314 (bank 2) will be flagged. When the fault is no longer present the CHECK ENGINE MIL will be activated.

4. CATALYST EFFICIENCY MONITOR DRIVE CYCLE

1. Start engine and bring to normal operating temperature > 82 °C (180 °F).
2. Drive vehicle steadily between 1700 – 2500 rpm for 5 minutes.

5. EVAPORATIVE SYSTEM MONITOR DRIVE CYCLE

1. Ensure that fuel filler cap is fully closed (minimum three clicks).
2. Fuel level > 30% and < 85%.
3. Using IDS, perform ECM DTC Clear (even if no DTCs are flagged).
4. Drive vehicle for a minimum of 2 minutes, and until engine is at normal operating temperature.
5. Using IDS, ensure that the EVAP Canister Purge Valve is operating by observing "PURGE VAPOUR MANAGEMENT VALVE – DUTY CYCLE". If the valve is not active, ECM adaptations have not been learned. Conduct a "green ECM" Drive Cycle as described in Technical Service Bulletin.
6. Drive vehicle to the road where the EVAP System Drive Cycle will be conducted. Stop vehicle and switch OFF the ignition. Leave ignition OFF for 30 seconds, then restart the engine.
7. Accelerate briskly to 80 km/h (50 mph) ensuring that the engine speed reaches a minimum of 3500 rpm for a minimum of 5 seconds.
8. (0.040 inch EVAP Test) View WDS "PURGE VAPOUR MANAGEMENT VALVE – DUTY CYCLE", "CANISTER CLOSE VALVE – VAPOUR RECOVERY SYSTEM", and FUEL TANK PRESSURE – VAPOUR RECOVERY SYSTEM". Avoiding high engine loads, drive the vehicle steadily between 65 km/h (40 mph) and 100 km/h (60 mph). Avoid driving conditions that will produce excessive fuel movement. IDS should give an indication that the test is active (it may take up to 30 minutes before the test will initialize). When the test has initialized (EVAP Canister Close Valve CLOSED), it will take approximately 90 seconds for the test to complete.
9. (0.020 inch EVAP Test) Continue driving vehicle as explained in Step 8 for an additional 10 minutes.
10. Gently coast the vehicle to a stop. Allow the engine to idle for 2 minutes and view IDS "PURGE VAPOUR MANAGEMENT VALVE – DUTY CYCLE", "CANISTER CLOSE VALVE – VAPOUR RECOVERY SYSTEM", and FUEL TANK PRESSURE – VAPOUR RECOVERY SYSTEM". WDS should give an indication that the test is active. When the test has initialized (EVAP Canister Close Valve CLOSED), it will take approximately 90 seconds for the test to complete.
11. If the 0.020 inch EVAP Test is not activated, the purge system vapour concentration may be too great. To reduce the vapour concentration proceed as follows:
12. Drive the vehicle for an additional 30 minutes avoiding driving conditions that will produce excessive fuel movement. Repeat Step 10. If the 0.020 inch EVAP Test is still not activated, repeat the Drive Cycle from Step 6.
13. Using IDS, check for and clear flagged DTCs.

6. COMPREHENSIVE COMPONENT MONITOR ENGINE MANAGEMENT DRIVE CYCLE

To avoid unnecessary complexity, a single comprehensive engine management drive cycle has not developed for XK8/XKR. Refer to the individual DTC for specific drive cycle / monitoring conditions.