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FUEL INJECTION (FUEL SYTEMS)

1. General

- The Multipoint Fuel Injection (MFI) system supplies optimum air-fuel mixture under every engine operating condition through the use of the latest electronic control technology.

This system pressurizes the fuel to a constant pressure and injects it into each intake air port in the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system where an electro-magnetic injection valve or injector opens for a short period that is precisely controlled depending on the quantity of air appropriate for each condition of operation. In actual control, an optimum fuel injection quantity is achieved by varying the duration of an electric pulse applied to the injector. This way of control enables simple, yet highly precise metering of the fuel.

- The engine control module (ECM) that controls the fuel injection system corrects the fuel injection amount depending on the vehicle speed, throttle opening, coolant temperature and other vehicle-operation-related information. The ECM receives the information in the form of electric signals from the corresponding sensors and switches.

The MFI system also has the following features:

- Reduced exhaust emissions
- Reduced fuel consumption
- Increased engine output
- Quick response to accelerator and brake pedal operation
- Superior startability and warm-up performance in cold weather due to corrective controls made according to coolant and intake air temperatures

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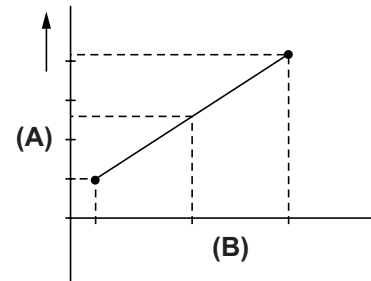
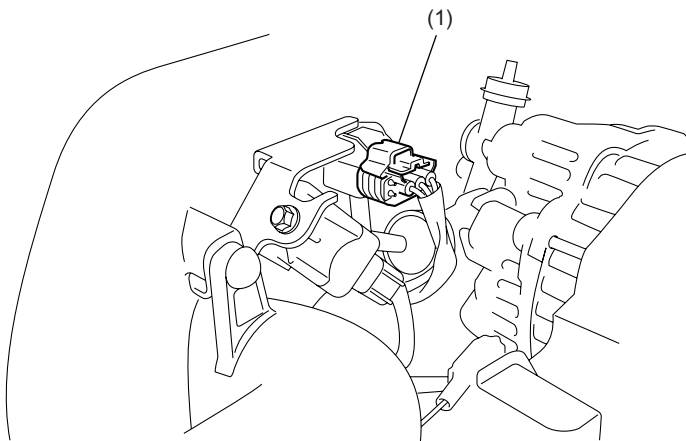
2. Air Line

A: GENERAL

The air filtered by the air cleaner enters the throttle body where it is regulated in the volume by the throttle valve and then enters the intake manifold. It is then distributed to each cylinder where the air is mixed with fuel injected by the injector.

B: MANIFOLD ABSOLUTE PRESSURE SENSOR

The manifold absolute pressure sensor is attached to the intake manifold, and continuously sends to the engine control module (ECM) voltage signals that are proportional to intake manifold absolute pressures. The ECM controls the fuel injection and ignition timing based on the intake manifold absolute pressure signals in addition to other signals from many sensors and other control modules.



FU-01239

(1) Manifold absolute pressure sensor

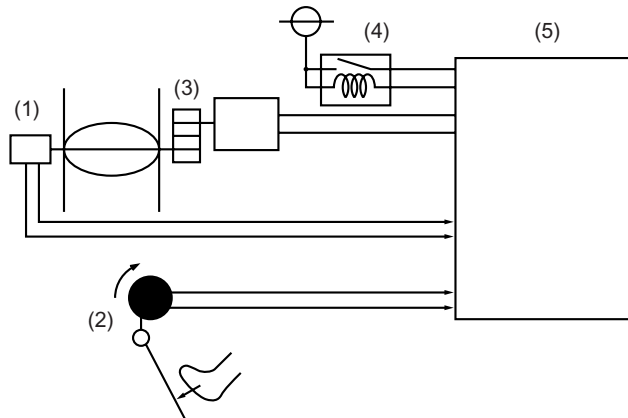
(A) Output voltage

(B) Absolute pressure

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C: ELECTRONIC CONTROL THROTTLE SYSTEM

- The electronic control throttle system consists of an accelerator pedal position sensor mounted on the accelerator pedal, a throttle position sensor and a throttle motor mounted on the throttle body, and the ECM which controls these devices.
- The movement of the accelerator pedal is converted into electrical signals by the accelerator pedal position sensor and sent to the ECM. Based on these signals the ECM controls the throttle motor to open and close the throttle valve.
- Idling control is now performed by the electronic control throttle system in place of the idle air control solenoid valve.



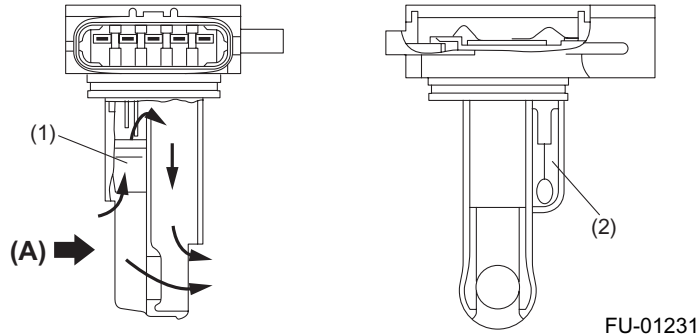
FU-01230

- | | |
|--|---------------------------------------|
| (1) Throttle position sensor | (4) Electronic control throttle relay |
| (2) Accelerator pedal position sensor | (5) ECM |
| (3) Electronic control throttle assembly | |

D: MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR

The mass air flow and the intake air temperature sensors are integrated into a single unit. The unit is mounted on the air cleaner case and measures the amount as well as the temperature of the intake air.

The measured amount and temperature are converted into electrical signals and sent to the ECM. The ECM uses these signals to control injection and ignition timing as well as the fuel injection amount.



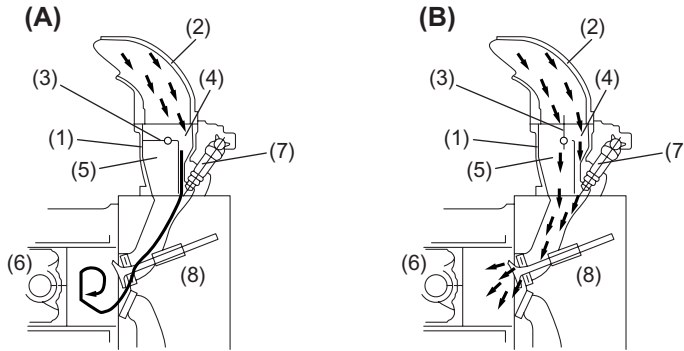
- (1) Mass air flow sensor
- (2) Intake air temperature sensor

(A) Air

E: TUMBLE GENERATOR VALVE

● A tumble generator valve is provided on each engine bank, between the intake manifold and intake air ports. The right bank tumble generator valve has butterfly valves for the #1 and #3 cylinders and the left bank tumble generator valve has those for the #2 and #4 cylinders. The two butterfly valves in each tumble generator valve are fitted on a single shaft that is driven by an actuator.

● The tumble generator valves are controlled by the ECM according to the coolant temperature and the time elapsed after start of the engine. When the engine is started, the butterfly valves are moved to the closing ends. In this state, the intake air flows at very high speeds passing through narrowed passages in the directions determined by the individual intake air ports in the cylinder head. This creates tumbling air motions in the cylinders, which enables lean mixtures to be ignited and thus harmful exhaust emissions to be reduced during engine start. The tumble generator valves are fully open when the engine is operating at an ordinary driving speed, allowing intake air to flow without being changed in direction and velocity.



FU-01232

(A) When closed

(B) When wide open

(1) Tumble generator housing

(2) Intake manifold

(3) Tumble generator valve

(4) Tumble generating air passage

(5) Intake main air passage

(6) Piston

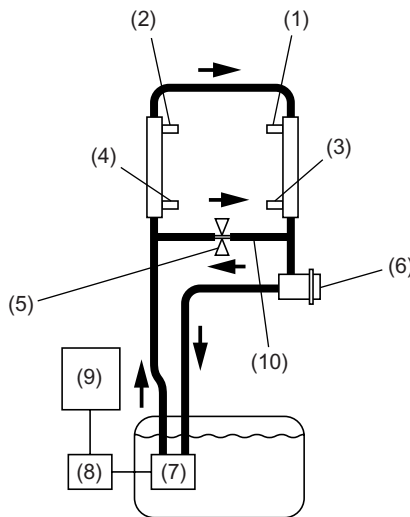
(7) Injector

(8) Cylinder head

3. Fuel System

A: GENERAL

- The fuel pressurized by the fuel tank inside pump is delivered to each fuel injector by way of the fuel pipe and fuel filter. Fuel injection pressure is regulated to an optimum level by the pressure regulator.
- Each injector injects fuel into the intake port of the corresponding cylinder where the fuel is mixed with air. The mixture then enters the cylinder. Fuel injection amount and timing are regulated by the ECM.
- On some models, the fuel bypass return passage connected between the fuel pump and engine prevents excessive fuel to be supplied to the engine and lowers the fuel temperature after return, to reduce the generation of evaporative gas.



FU-02027

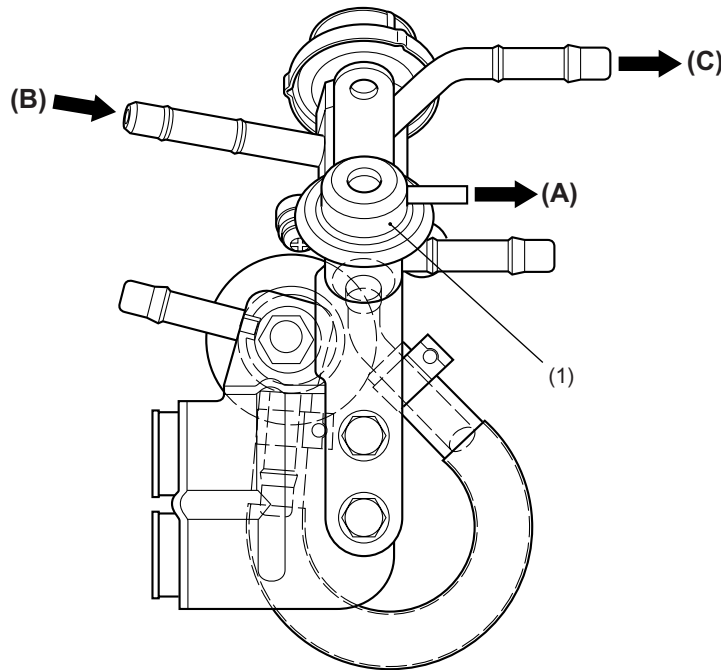
- | | |
|----------------------|----------------------------|
| (1) #1 fuel injector | (6) Pressure regulator |
| (2) #2 fuel injector | (7) Fuel pump |
| (3) #3 fuel injector | (8) Fuel pump control unit |
| (4) #4 fuel injector | (9) ECM |
| (5) Orifice | (10) Fuel return passage |

FUEL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

B: PRESSURE REGULATOR

The pressure regulator is installed in the fuel supply line. It has a fuel chamber and spring chamber separated by a diaphragm. The fuel chamber is connected to the fuel supply line and the spring chamber is connected to the intake manifold. Fuel chamber also has a relief valve connected to the fuel return line through which fuel returns to the fuel tank. When the intake manifold vacuum increases, the diaphragm is pulled and the relief valve opens to decrease the fuel supply line pressure (or fuel injection pressure). When the intake manifold vacuum decreases, the diaphragm is pushed by the spring to increase the fuel supply line pressure. Thus, the difference between the fuel injection pressure and the intake manifold vacuum is kept at a constant level to precisely control the amount of injected fuel.

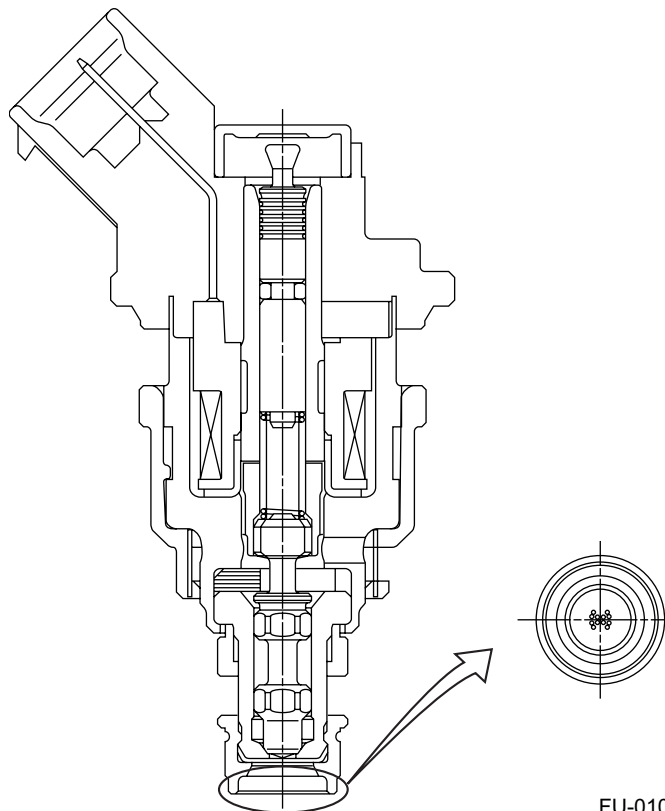


FU-02028

- (1) Pressure regulator
- (A) To intake manifold
- (B) Fuel IN
- (C) Fuel OUT

C: FUEL INJECTOR

- The MFI system employs side feed type fuel injectors.
- Each injector is installed in the fuel pipe in such a way that the injector is cooled by fuel.
- The features of this type of fuel injector are as follows:
 - 1) High heat resistance
 - 2) Low driving noise
 - 3) Easy to service
 - 4) Small size
- The injector injects fuel according to the valve open signal from the ECM. The needle valve is lifted by the solenoid which is energized on arrival of the valve open signal.
- Since the injector's nozzle hole area, the lift of valve and the fuel pressure are kept constant, the amount of fuel injected is controlled only by varying the duration of the valve open signal from the ECM.
- The multi-hole nozzle makes it possible for the injector to produce fine fuel particles, which enhances the combustion efficiency and output performance of the engine.



FU-01071

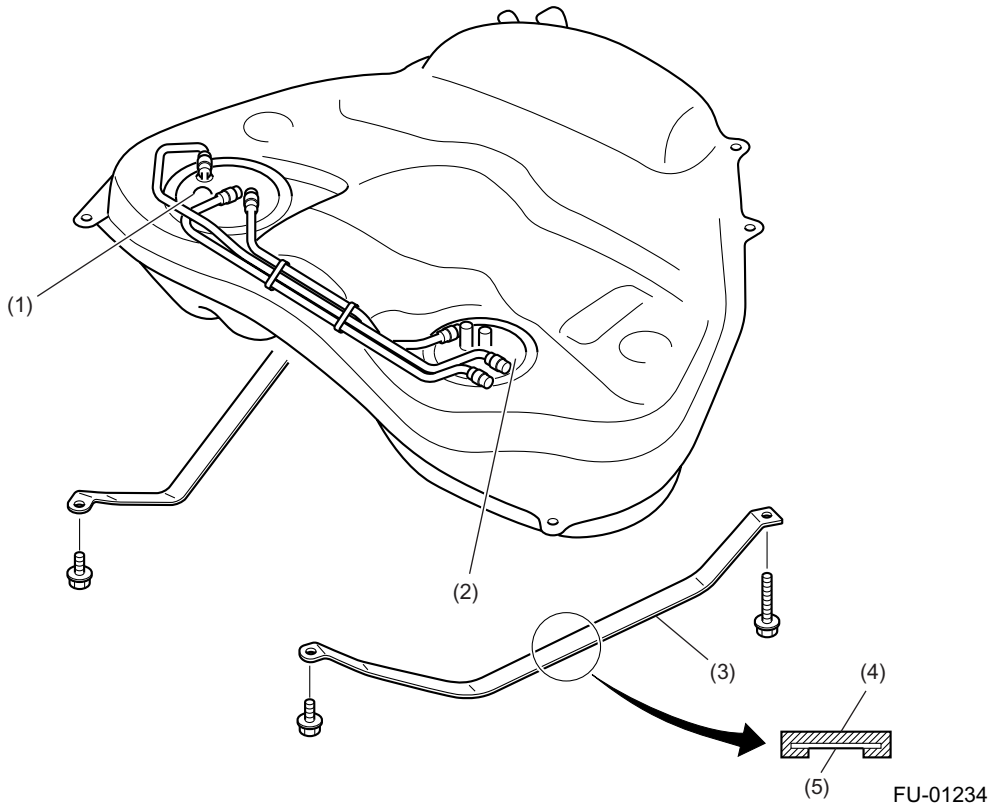
FUEL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

D: FUEL TANK

The fuel tank utilizes a two-compartment design to ensure sufficient capacity without interfering with the rear differential. It is provided with a suction jet pump (included in the fuel pump and fuel level sensor assembly) which transfers fuel from one compartment to the other.

Each compartment has an individual fuel level sensor. The fuel tank is located under the rear seat and secured with hold-down bands.



- (1) Fuel pump and fuel level sensor assembly
- (2) Fuel sub level sensor
- (3) Band

- (4) Cushion
- (5) Steel

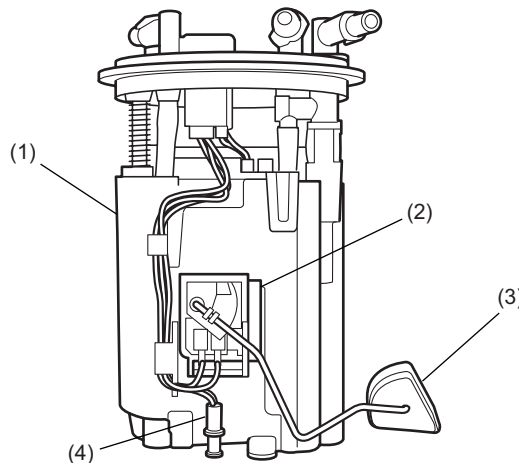
E: FUEL PUMP AND FUEL LEVEL SENSOR ASSEMBLY**1. FUEL PUMP**

The fuel pump consists of a motor, impeller, pump casing, pump cover, check valve and filter. It is located in the fuel tank and combined with the fuel level sensor into a single unit. The operation of this impeller type pump is very quiet.

- When the ignition switch is turned ON, fuel pump relay is activated. Then the motor operates to rotate the impeller.
- As the impeller rotates, fuel in a vane groove of the impeller flows along the fuel passage into the next vane groove by centrifugal force. When fuel flows from one groove to the next, a pressure difference occurs due to friction. This creates a pumping effect.
- The fuel pushed up by rotation of the impeller then passes through the clearance between the armature and the magnet of the motor and is discharged through the check valve.
- When the fuel discharge pressure reaches the specified level, the relief valve opens and excess fuel is released into the fuel tank. In this manner, the relief valve prevents an abnormal increase in fuel pressure.
- When the engine and the fuel pump stop, the check valve closes the discharge port, so that the fuel pressure in the fuel delivery line is retained.

2. FUEL LEVEL SENSOR

The fuel level sensor is integrated with the fuel pump which is located in the fuel tank. The sensor outputs an electric resistance signal that varies with movement of its float to indicate the level of the fuel remaining in the tank.



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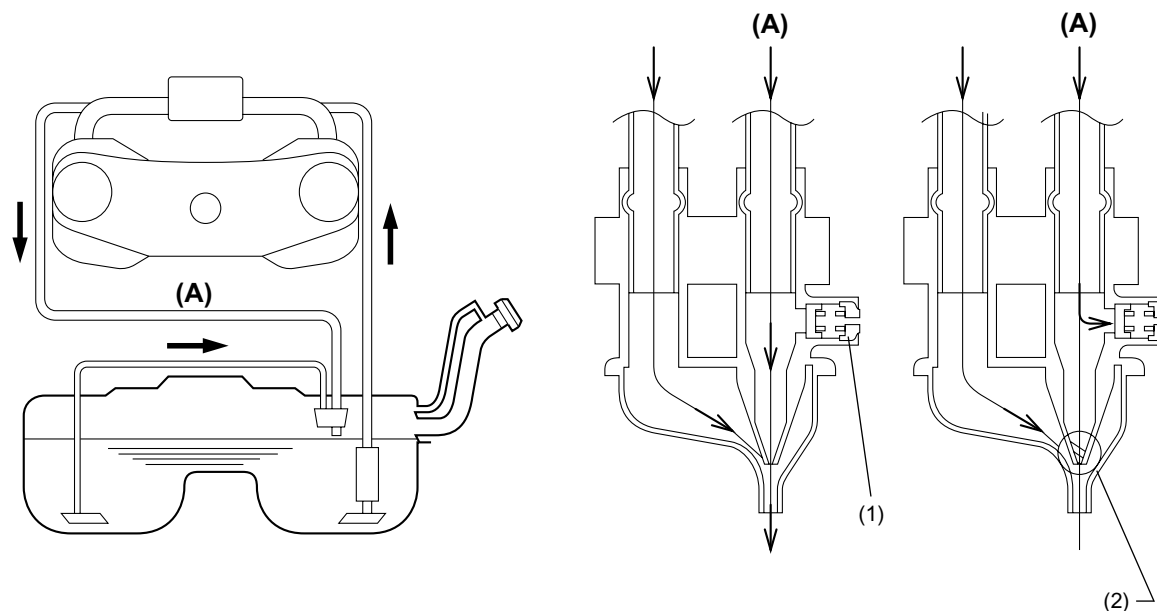
- (1) Fuel pump assembly
- (2) Fuel level sensor
- (3) Float
- (4) Fuel temperature sensor

FUEL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

3. JET PUMP

- The jet pump utilizes the velocity of fuel returning from the engine to produce vacuum in it.
- Using the pumping effect produced by the vacuum, the jet pump transfers fuel from the sub side and main side of the fuel tank to the fuel pump.
- When the return line nozzle is clogged, the fuel sent back through the return line flows back into the fuel tank via the relief valve.



FU-00226

- (1) Relief valve
- (2) Nozzle

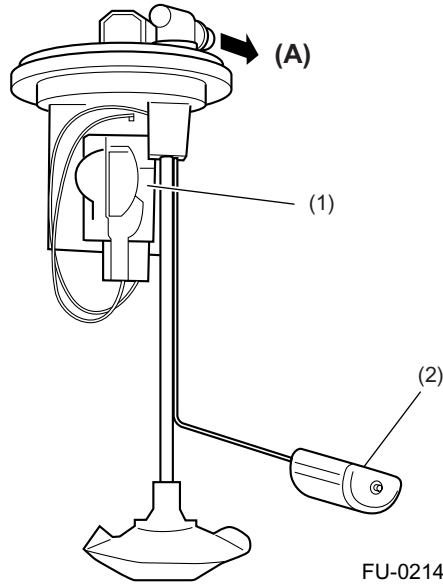
(A) Return line

4. FUEL FILTER

The fuel filter is integrated with the fuel pump assembly which is located in the fuel tank.

F: SUB-COMPARTMENT FUEL LEVEL SENSOR

This sensor detects the level of the fuel in the sub side (the side in which the fuel pump is not located) of the fuel tank. Also, when the jet pump is operating, fuel in the sub side is drawn up and transferred to the fuel pump.



- (1) Fuel level sensor
- (2) Float

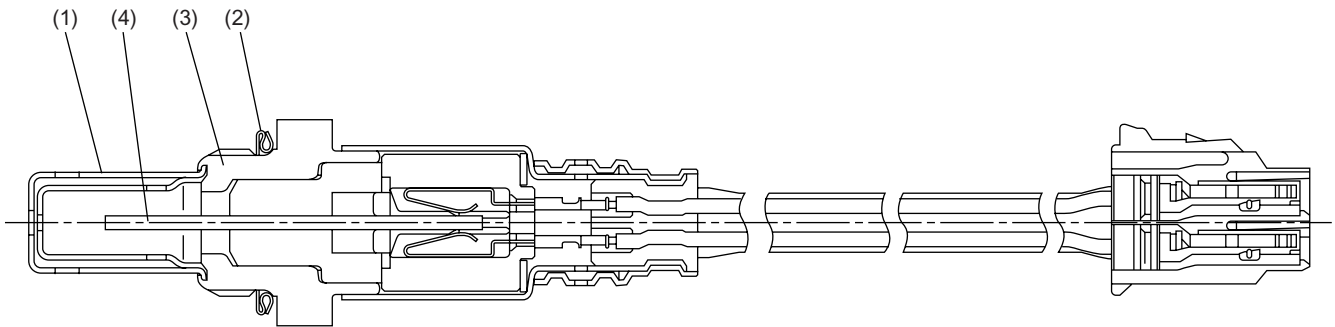
(A) To jet pump

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4. Sensors and Switches

A: FRONT OXYGEN (A/F) SENSOR

- The front oxygen sensor uses zirconium oxide (ZrO_2) which is a solid electrolyte, at portions exposed to exhaust gas.
- The zirconium oxide has the property of generating electromotive force when its both sides are exposed to oxygen ions of different concentration and the magnitude of this electromotive force depends on how much the difference is.
The front oxygen (A/F) sensor detects the amount of oxygen in exhaust gases by making use of this property of the zirconium oxide material.
- The zirconium oxide material is formed into a closed end tube and its external surface is exposed to exhaust gases with smaller oxygen ion concentration, whereas its internal surface is exposed to atmospheric air. The external surface has a porous platinum coating. The sensor housing is grounded to the exhaust pipe and the inside is connected to the ECM through the harness to be able to use the current output from the sensor.
- The sensor incorporates a ceramic heater to improve its performance at low temperatures.



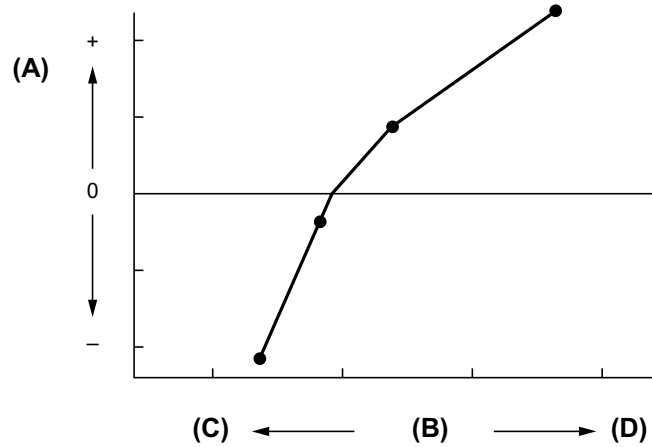
FU-02163

- (1) Protection tube
- (2) Gasket
- (3) Sensor housing
- (4) Ceramic heater

SENSORS AND SWITCHES

FUEL INJECTION (FUEL SYSTEM)

- When rich air-fuel mixture is burnt in the cylinder, the oxygen in the exhaust gases is almost completely used in the catalytic reaction by the platinum coating on the external surface of the zirconia tube. This results in a very large difference in the oxygen ion concentration between the inside and outside of the tube, and the electromotive force generated is large.
- When a lean air-fuel mixture is burnt in the cylinder, relatively large amount of oxygen remains in the exhaust gases even after the catalytic action, and this results in a small difference in the oxygen ion concentration between the tube's internal and external surfaces. The electromotive force in this case is very small.
- The difference in oxygen concentration changes drastically in the vicinity of the stoichiometric air-fuel ratio, and hence the change in the electromotive force is also large. By using this information, the ECM can determine the air-fuel ratio of the supplied mixture easily. The front oxygen (A/F) sensor does not generate much electromotive force when the temperature is low. The output characteristics of the sensor stabilize at a temperature of approximately 700°C (1,292°F).

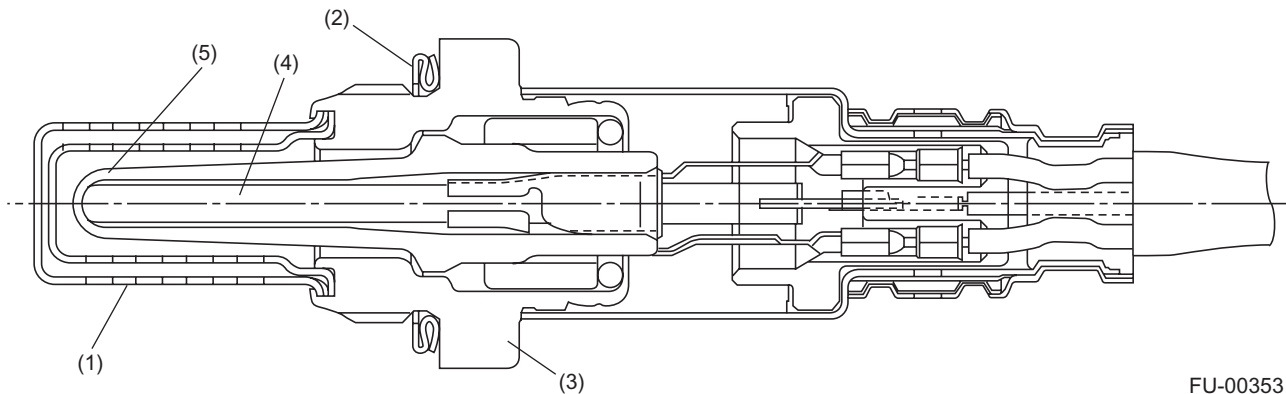


FU-02015

- (A) Current
- (B) Air/fuel ratio
- (C) Rich
- (D) Lean

B: REAR OXYGEN SENSOR

- The rear oxygen sensor is used to sense oxygen concentration in the exhaust gas. If the air-fuel ratio is leaner than the stoichiometric ratio in the mixture (i.e., excessive amount of air), the exhaust gas contains more oxygen. To the contrary, if the fuel ratio is richer than the stoichiometric ratio, the exhaust gas contains almost no oxygen.
- By detecting the oxygen concentration in the exhaust gas using the oxygen sensor makes it possible to determine whether the air-fuel ratio is leaner or richer than the stoichiometric ratio.
- The rear oxygen sensor has a zirconia tube (ceramic) which generates voltage if there is a difference in oxygen ion concentration between the inside and outside of the tube. Platinum is coated on the inside and outside of the zirconia tube as a catalysis and electrode material. The sensor housing is grounded to the exhaust pipe and the inside is connected to the ECM through the harness.
- A ceramic heater is employed to improve performance at low temperatures.



FU-00353

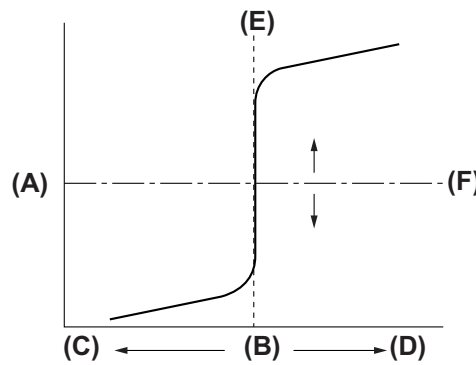
- (1) Protection tube
- (2) Gasket
- (3) Sensor housing

- (4) Ceramic heater
- (5) Zirconia tube

SENSORS AND SWITCHES

FUEL INJECTION (FUEL SYSTEM)

- When rich air-fuel mixture is burnt in the cylinder, the oxygen in the exhaust gases is almost completely used in the catalytic reaction by the platinum coating on the external surface of the zirconia tube. This results in a very large difference in the oxygen ion concentration between the inside and outside of the tube, and the electromotive force generated is large.
- When a lean air-fuel mixture is burnt in the cylinder, relatively large amount of oxygen remains in the exhaust gases even after the catalytic action, and this results in a small difference in the oxygen ion concentration between the tube's internal and external surfaces. The electromotive force in this case is very small.
- The difference in oxygen concentration changes drastically in the vicinity of the stoichiometric air-fuel ratio, and hence the change in the electromotive force is also large. By using this information, the ECM can determine the air-fuel ratio of the supplied mixture easily. The rear oxygen sensor does not generate much electromotive force when the temperature is low. The output characteristics of the sensor stabilize at a temperature of approximately 300 to 400°C (572 to 752°F).



FU-02016

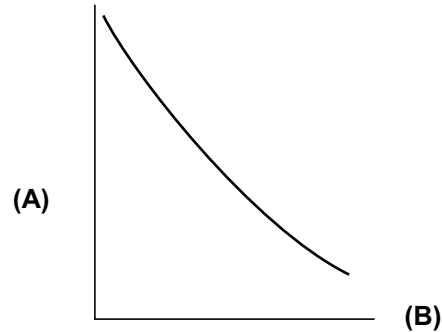
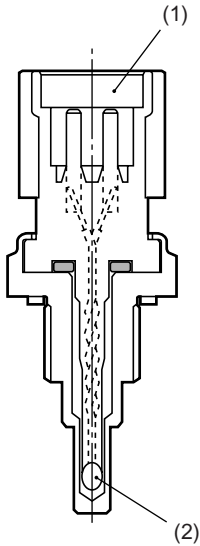
- (A) Electromotive force
- (B) Air/fuel ratio
- (C) Lean
- (D) Rich
- (E) Stoichiometric ratio
- (F) Comparison voltage

SENSORS AND SWITCHES

FUEL INJECTION (FUEL SYSTEM)

C: ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor is located on the engine coolant pipe. The sensor uses a thermistor whose resistance changes inversely with temperature. Resistance signals as engine coolant temperature information are transmitted to the ECM to make fuel injection, ignition timing, purge control solenoid valve and other controls.



FU-02017

- (1) Connector
- (2) Thermistor element

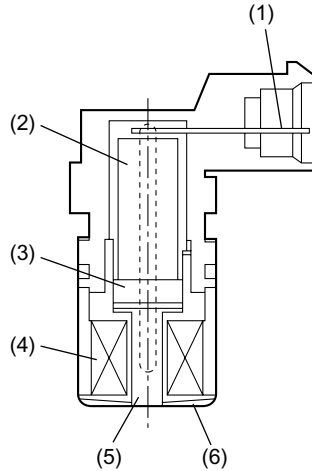
- (A) Resistance (kΩ)
- (B) Temperature °C (°F)

D: EXHAUST GAS TEMPERATURE SENSOR

The exhaust gas temperature sensor is located on the joint pipe and used to monitor the condition of the pre-catalytic converter.

E: CRANKSHAFT POSITION SENSOR

- The crankshaft position sensor is installed on the oil pump which is located in the front center portion of the cylinder block. The sensor generates a pulse when one of the teeth on the perimeter of the crankshaft sprocket (rotating together with the crankshaft) passes in front of it. The ECM determines the crankshaft angular position by counting the number of pulses.
- The crankshaft position sensor is a magnet pickup type and is molded with components such as a magnet, core, coil, and terminal, etc.



FU-00234

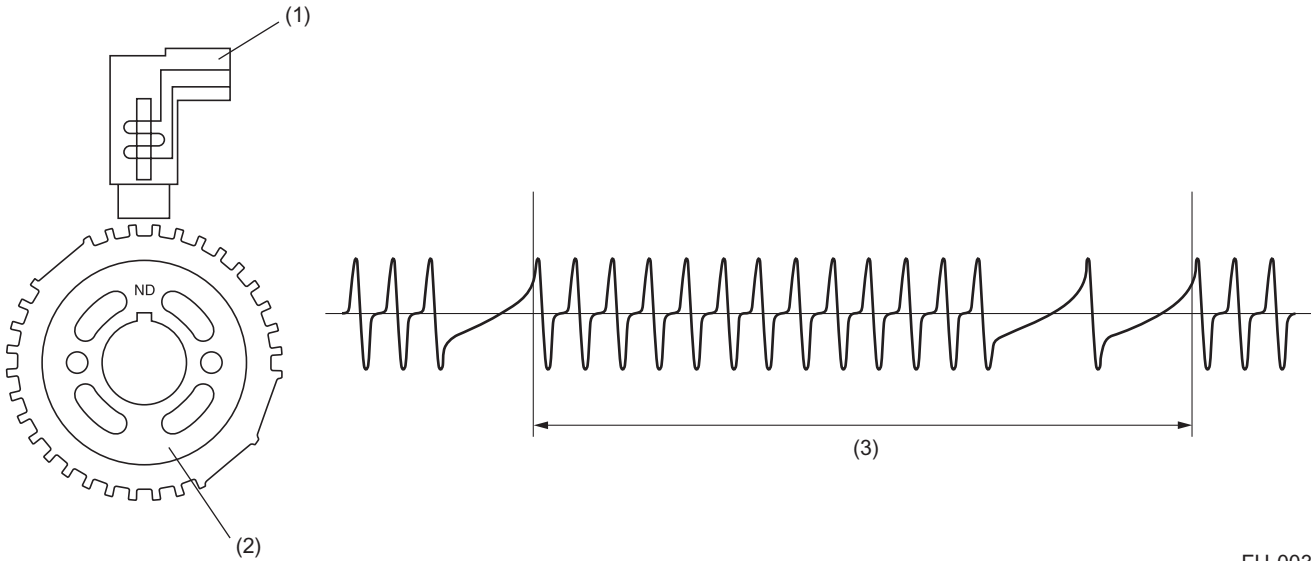
- (1) Terminal
- (2) Yoke core
- (3) Magnet

- (4) Coil
- (5) Core
- (6) Cover

SENSORS AND SWITCHES

FUEL INJECTION (FUEL SYSTEM)

- As the crankshaft rotates, each tooth aligns with the crankshaft position sensor. At that time, the magnetic flux in the sensor's coil changes since the air gap between the sensor pickup and the sprocket changes. This change in magnetic flux induces a voltage pulse in the sensor and the pulse is transmitted to the ECM.

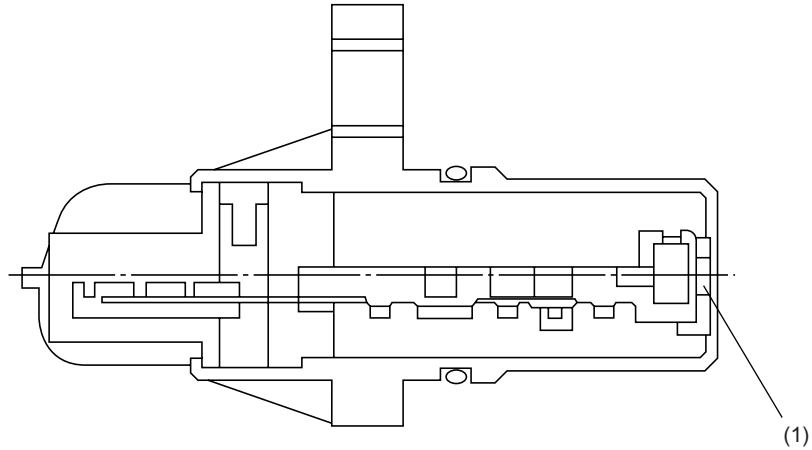


FU-00354

- (1) Crankshaft position sensor
- (2) Crankshaft sprocket
- (3) Crankshaft half rotation

F: CAMSHAFT POSITION SENSOR

- The camshaft position sensor is located on the cylinder head.
- A hall element is used in this sensor and its construction is as shown below.



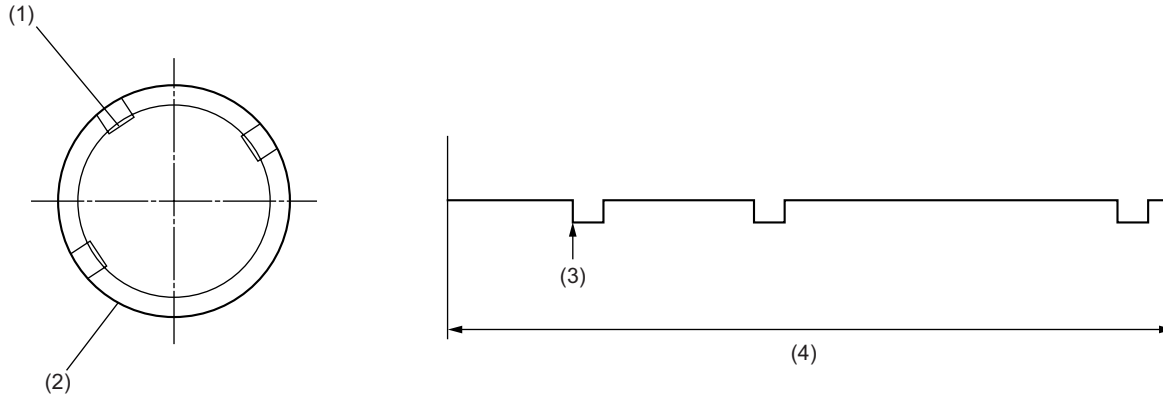
FU-02029

(1) Hall element

SENSORS AND SWITCHES

FUEL INJECTION (FUEL SYSTEM)

- The sensor generates a pulse when one of the slots in the camshaft passes in front of the sensor. The ECM detects the camshaft position by measuring the pulse. Three slots are provided on the camshaft as shown below.

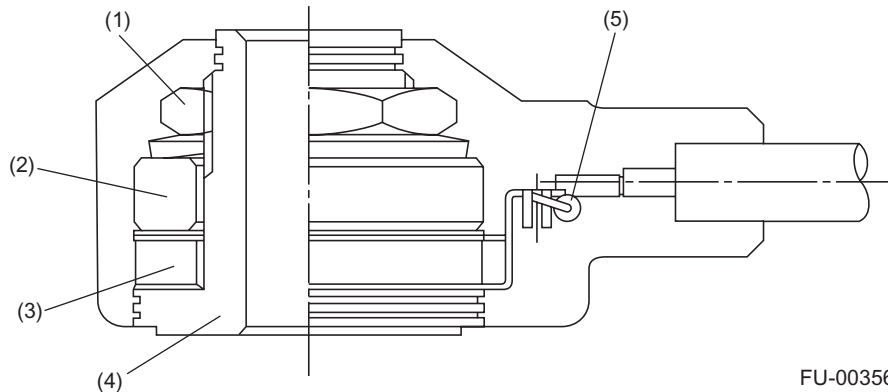


FU-01151

- (1) Slot
- (2) Camshaft
- (3) Detection point
- (4) Camshaft one rotation (crankshaft two rotations)

G: KNOCK SENSOR

- The knock sensor is installed on the cylinder block, and senses knocking that occurs in the engine.
- The sensor is a piezo-electric type which converts vibration resulting from knocking into electric signals.
- In addition to a piezo-electric element, the sensor has a weight and case as its components. If knocking occurs in the engine, the weight in the case moves causing the piezo-electric element to generate a voltage.
- The knock sensor harness is connected to the engine harness.



- (1) Nut
- (2) Weight
- (3) Piezo-electric element
- (4) Housing
- (5) Resistance

H: VEHICLE SPEED SENSOR

Vehicle speed signals are sent from the vehicle speed sensor to the ABS and VDC control modules. The signals are sent to the ECM via CAN communication. For details, refer to the LAN section. <Ref. to LAN section.>

5. Control System

A: GENERAL

The ECM receives signals from various sensors, switches, and other control modules. Using these signals, it determines the engine operating conditions and if necessary, emits signals to one or more systems to control them for optimum operation.

Major control items of the ECM are as follow:

- Fuel injection control
- Ignition control
- Idle air control
- Fuel pump control
- Canister purge control*¹
- Radiator fan control*²
- On-board diagnosis function

*1: Canister purge control is described under EC(H4DOTC) — Emission Control (Aux. Emission Control Devices) Evaporative Emission Control System. <Ref. to EC(H4DOTC) section, Evaporative Emission Control System.>

*2: Radiator fan control is described under CO(H4DOTC) — COOLING. <Ref. to CO(H4DOTC) section.>

CONTROL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

B: INPUT AND OUTPUT SIGNALS

Signal	Unit	Function
Input signals	Manifold absolute pressure sensor	Detects the pressure (measures the absolute pressure) of intake air .
	Mass air flow and intake air temperature sensor	Detects the temperature and amount of intake air.
	Throttle position sensor	Detects the throttle valve position.
	Front oxygen (A/F) sensor	Detects the density of oxygen in exhaust gases at the upstream of the front catalytic converter.
	Rear oxygen sensor	Detects the density of oxygen in exhaust gases at the downstream of the front catalytic converter.
	Crankshaft position sensor	Detects the crankshaft angular position.
	Camshaft position sensor	Detects the combustion cylinder.
	Engine coolant temperature sensor	Detects the engine coolant temperature.
	Knock sensor	Detects engine knocking.
	Accelerator position sensor	Detects the position of the accelerator pedal.
	Exhaust gas temperature sensor	Detects the exhaust gas temperature.
	Fuel temperature sensor	Detects the temperature of the fuel in the fuel tank.
	Fuel tank pressure sensor	Detects the evaporation gas pressure in the fuel tank.
	Ignition switch	Detects operation of the ignition switch.
	Starter switch	Detects the condition of engine cranking.
	Neutral position switch (MT)	Detects that the gear is in neutral.
	Inhibitor switch (AT)	Detects shift positions.
	A/C switch	Detects ON-OFF operation of the A/C switch.
	Power steering switch	Detects the steering condition.
	Output signals	Fuel injector
Ignition signal		Turns the primary ignition current ON or OFF.
Electronic control throttle		Controls motor output to the electronic control throttle.
Oil flow control solenoid valve		Controls oil pressure for oil flow control solenoid valve.
Fuel pump control unit		Controls the fuel pump.
A/C control relay		Turns ON or OFF the A/C control relay.
Radiator fan control relay		Turns ON or OFF the radiator fan control relay.
Wastegate control solenoid valve		Controls supercharging pressure
Engine malfunction indicator light (MIL)		Indicates existence of abnormality.
Purge control solenoid valve		Controls purge of evaporative gas absorbed by the canister.
Tumble generator valve actuator		Operates the tumble generator valve.
Pressure control solenoid valve		Controls evaporation pressure in fuel tank.
Drain valve		Closes the evaporation line between the fuel tank and canister to detect leakage of evaporation gases.
Oil flow control solenoid valve		Controls advance and retard angles of the intake valves.
Heater circuit of front and rear oxygen sensors		Controls the heater of the front and rear oxygen sensors.
Electronic control throttle motor cut relay		Turns ON-OFF the electronic control throttle motor relay.
Power supply		Controls ON/OFF of the main power supply relay.

C: FUEL INJECTION CONTROL

- The ECM receives signals from various sensors and based on them, it determines the amount of fuel injected and the fuel injection timing. It performs the sequential fuel injection control over the entire engine operating range except during start-up of the engine.
- The amount of fuel injected depends upon the length of time the injector stays open. The fuel injection duration is determined according to varying operating condition of the engine. For the purpose of achieving highly responsive and accurate fuel injection duration control, the ECM performs a new feedback control that incorporates a learning feature as detailed later.
- The fuel injection control is performed such that fuel is injected accurately at the time when the maximum efficiency can be achieved for each cylinder.

1. FUEL INJECTION DURATION

Fuel injection duration is basically determined as indicated below:

- While cranking the engine:

The duration defined below is used.

- Duration of fuel injection during engine start-up Determined according to the engine coolant temperature detected by the engine coolant temperature sensor.

- During normal operation:

The duration is determined as follows:

Basic duration of fuel injection \times Correction factors + Voltage correction time

- Basic duration of fuel injection The basic length of time fuel is injected. This is determined by two factors — the amount of intake air detected by the air flow sensor and the engine speed monitored by the crankshaft position sensor.
- Correction factors See the next section.
- Voltage correction time This is added to compensate for the time lag before operation of injector that results from variation in the battery voltage.

2. CORRECTION FACTORS

The following factors are used to correct the basic duration of fuel injection in order to make the air-fuel ratio meet the requirements of varying engine operating conditions:

- **Air-fuel ratio feedback factor:**

This factor is used to correct the basic duration of fuel injection in relation to the actual engine speed. (See the next section for more details.)

- **Start increment factor:**

This factor is used to increase the fuel injection duration only while the engine is being cranked to improve its startability.

- **Coolant-temperature-dependent increment factor:**

This factor is used to increase the fuel injection duration depending on engine coolant temperature signals to facilitate cold starting. The lower the coolant temperature, the greater the increment.

- **After-start increment factor:**

- This factor is used to increase the fuel injection duration for a certain period immediately after start of the engine to stabilize engine operation.
- The increment depends on the coolant temperature at the start of the engine.

- **Wide-open-throttle increment factor:**

This factor is used to increase the fuel injection duration depending on the relationship between the throttle position sensor signal and air flow sensor signal.

- **Acceleration increment factor:**

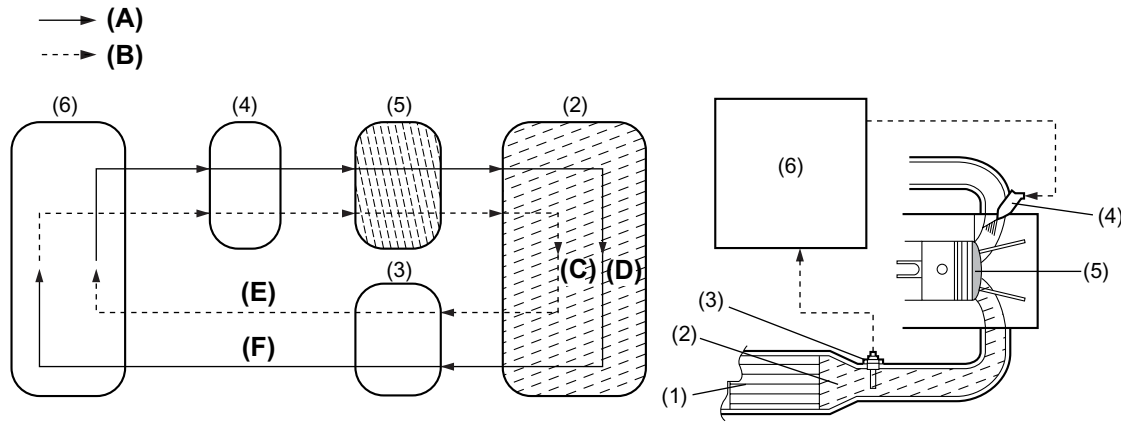
This factor is used to increase the fuel injection duration to compensate for a time lag between air flow measurement and fuel injection control for better engine response to driver's pedal operation during acceleration.

CONTROL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

3. AIR-FUEL RATIO FEEDBACK FACTOR

The ECM creates this factor utilizing the front oxygen (A/F) sensor signal. When the signal is high, the air-fuel ratio is leaner than the stoichiometric ratio. The ECM then makes the fuel injection duration longer by modifying the factor. When the signal is low showing that the mixture is rich, the ECM modifies the factor to make the injection duration shorter. In this way, the air-fuel ratio is maintained at a level close to the stoichiometric ratio at which the three-way catalytic converter acts most effectively.



FU-00240

- (1) Front catalytic converter
- (2) Exhaust gases
- (3) Front oxygen (A/F) sensor
- (4) Fuel injector
- (5) Combustion chamber
- (6) ECM

- (A) Injection duration increment signal
- (B) Injection duration decrement signal
- (C) High oxygen density
- (D) Low oxygen density
- (E) Lean signal
- (F) Rich signal

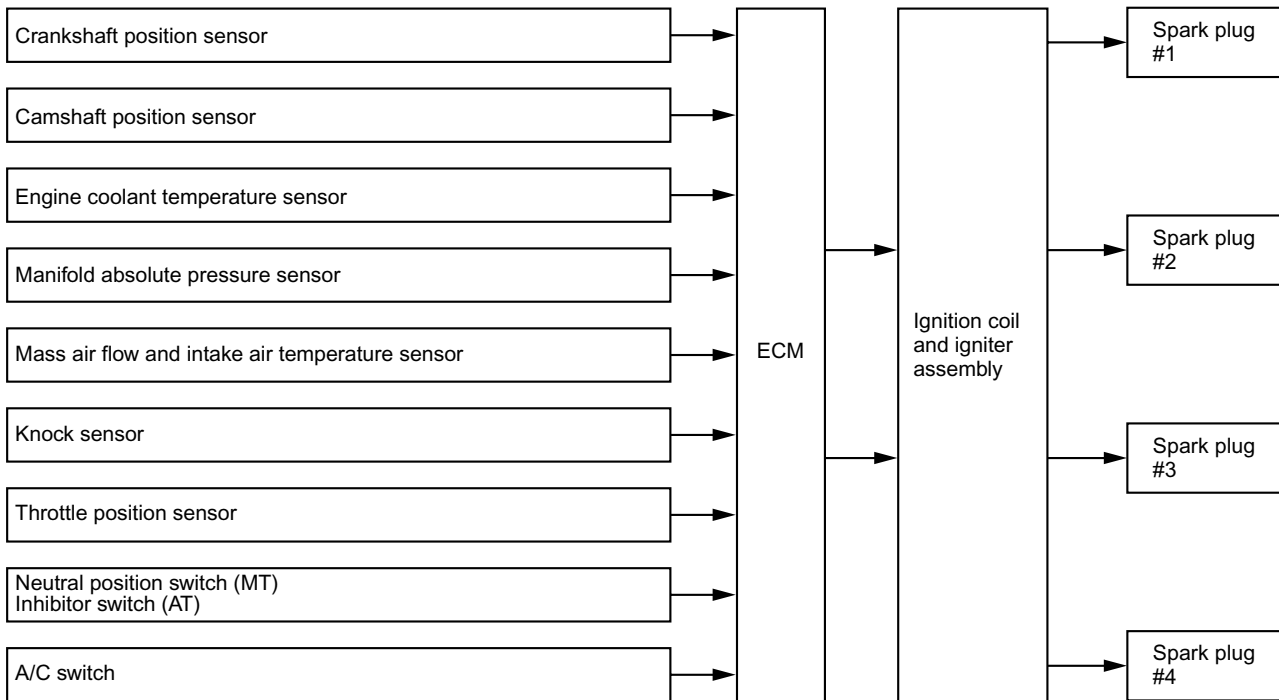
4. LEARNING FEATURE

The air-fuel ratio feedback control includes a learning feature which contributes to more accurate and responsive control.

- In the air-fuel ratio feedback control, the ECM calculates the necessary amount of correction based on data from the front oxygen (A/F) sensor and adds the result to the basic duration (which is stored in the ECMs memory for each condition defined by the engine speed and various loads.)
- Without a learning feature, the ECM carries out the above-mentioned process every time. This means that if the amount of necessary correction is large, the air-fuel ratio feedback control becomes less responsive and less accurate.
- The learning feature enables the ECM to store the amount of correction into memory and add it to the basic fuel injection duration to create a new reference fuel injection duration. Using the reference duration as the basic duration for the injection a few times later, the ECM can reduce the amount of correction and thus make its feedback control more accurate and responsive to changes in the air-fuel ratio due to difference in driving condition and sensor/actuator characteristics that may result from unit-to-unit variation or aging over time.

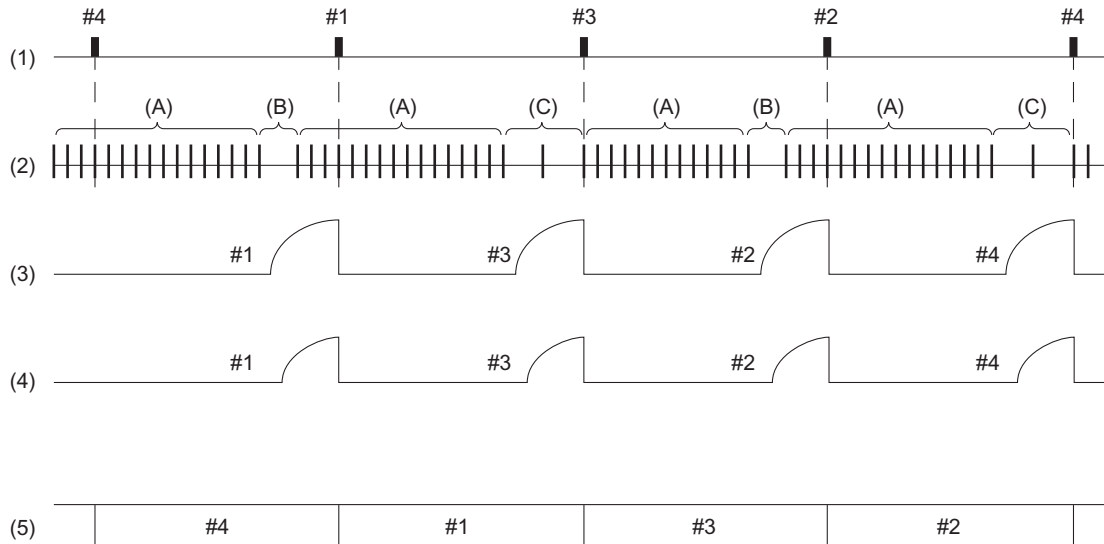
D: IGNITION CONTROL

- The ECM determines operating condition of the engine based on signals from the manifold absolute pressure sensor, engine coolant temperature sensor, intake air temperature sensor, crankshaft position sensor and other sources. The ECM then selects the ignition timing most appropriate for the condition thus determined from those stored in its memory and outputs at that timing a primary current OFF signal to the igniter to initiate ignition.
- This control uses a quick-to-response learning feature by which the data stored in the ECM memory is processed in comparison with information from various sensors and switches.
- Thus, the ECM can always perform optimum ignition timing taking into account the output, fuel consumption, exhaust gas, and other factors for every engine operating condition.
- Ignition control during start-up
Engine speed fluctuates during start of the engine, so the ECM cannot control the ignition timing. During that period, the ignition timing is fixed at 10° BTDC by using the 10° signal from the crankshaft position sensor.



FU-02164

- The ECM identifies cylinders at TDC and determines ignition timing as follows:
 - Within the range (A), the crank angle signal is input every 10° rotation of the crankshaft.
 - The ECM discriminates a TDC cylinder group from the other by detecting the ranges (B) and (C) where no signals are input.
 - The ECM judges that the No. 1 and No. 2 cylinders are at TDC when it detects the range (B), and that the No. 3 and No. 4 cylinders are at TDC when it detects the range (C).



FU-00358

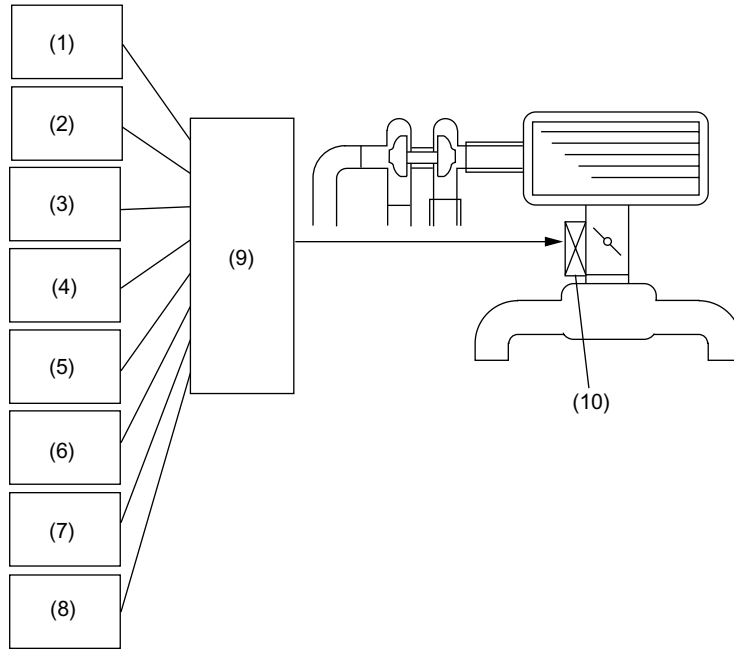
- (1) Cylinder number (TDC)
- (2) Crank angle pulse
- (3) Ignition timing at starting
- (4) Ignition timing at normal condition
- (5) Cylinder at combustion

CONTROL SYSTEM

FUEL INJECTION (FUEL SYSTEM)

E: IDLE AIR CONTROL

● The ECM controls the electronic control throttle based on signals from the crankshaft position sensor, engine coolant temperature sensor, air flow sensor, manifold absolute pressure sensor and A/C switch so that the proper idle speed for each engine load is achieved.



FU-00359

- | | |
|---------------------------------------|----------------------------------|
| (1) Crankshaft position sensor | (6) Ignition switch |
| (2) Camshaft position sensor | (7) A/C switch |
| (3) Throttle position sensor | (8) Neutral position switch |
| (4) Engine coolant temperature sensor | (9) ECM |
| (5) Vehicle speed sensor | (10) Electronic control throttle |

F: FUEL PUMP CONTROL

The ECM controls the operation of the fuel pump through the fuel pump control unit, based on signals from the crankshaft position sensor. To improve safety, a “fuel pump stop signal” is sent from the ECM to the fuel pump control unit to stop the fuel pump if the engine stalls while the ignition switch is ON.

Ignition switch ON	Fuel pump
A certain period of time after ignition switch is turned ON	Operates
While cranking the engine	Operates
While engine is operating	Operates
When engine stops	Does not operate

6. On-board Diagnosis System

A: GENERAL

- The on-board diagnosis system detects and indicates a fault by generating a code corresponding to each fault location. The engine malfunction indicator light on the combination meter indicates occurrence of a fault or abnormality.
- When the malfunction indicator light comes on as a result of detection of a fault by the ECM, the corresponding diagnostic trouble code (DTC) and freeze frame data indicating the engine condition are stored in the ECM.
- On the OBD-II conformable car, it is necessary to connect the SUBARU Select Monitor (SSM) or General Scan Tool (GST) to the data link connector in order to check for DTCs.
- The SSM and GST can be used for erasing DTCs. These can also read freeze frame data in addition to other pieces of engine data.
- If there is a failure involving sensors, which may affect drive control of the vehicle, the fail-safe function ensures minimum level of drivability.

B: FAIL-SAFE FUNCTION

For a sensor or switch which has been judged faulty in the on-board diagnosis, the ECM, if appropriate, generates an associated pseudo signal to keep the vehicle operational. (The control becomes degraded.)

SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

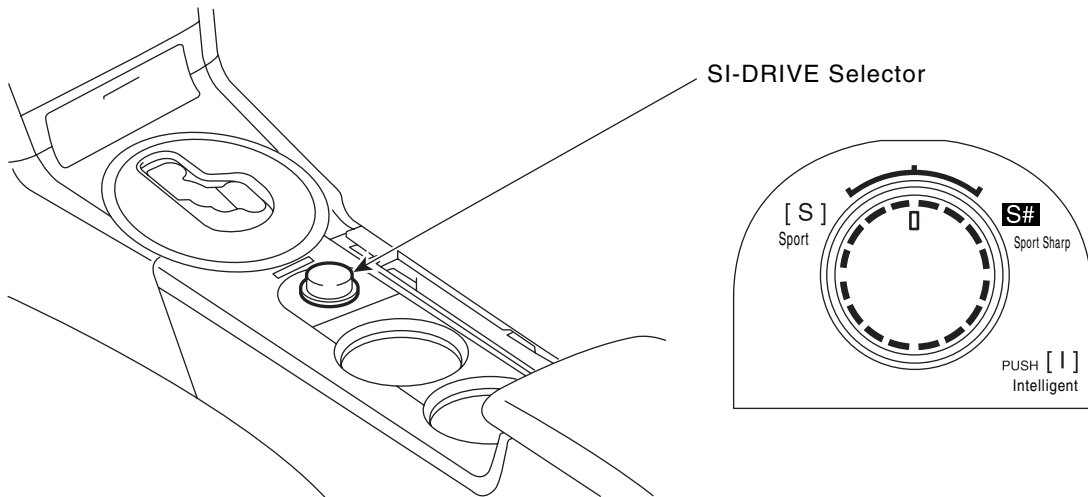
FUEL INJECTION (FUEL SYSTEM)

7. SUBARU Intelligent Drive System (From '07MY)

A: GENERAL

The SI-DRIVE (SUBARU Intelligent Drive) system is a system that allows selection of the vehicle driving mode, from the I (intelligent mode), S (sport mode), and S# (sport sharp mode). The mode is changed using the SI-DRIVE selector on the console.

- I (intelligent mode)
This is a mode that balances stress-free driving and fuel economy. This mode is optimal for driving in city areas where maximum power output is not required.
- S (sport mode)
This is an all-round driving mode that can be used anywhere. This mode is suited for driving on highways and open country roads.
- S# (sport sharp mode)
This is a driving mode for acceleration, etc, where more engine output is required. This mode is suited for driving in mountainous areas, when merging with traffic on highways, and for accelerating to overtake other cars.

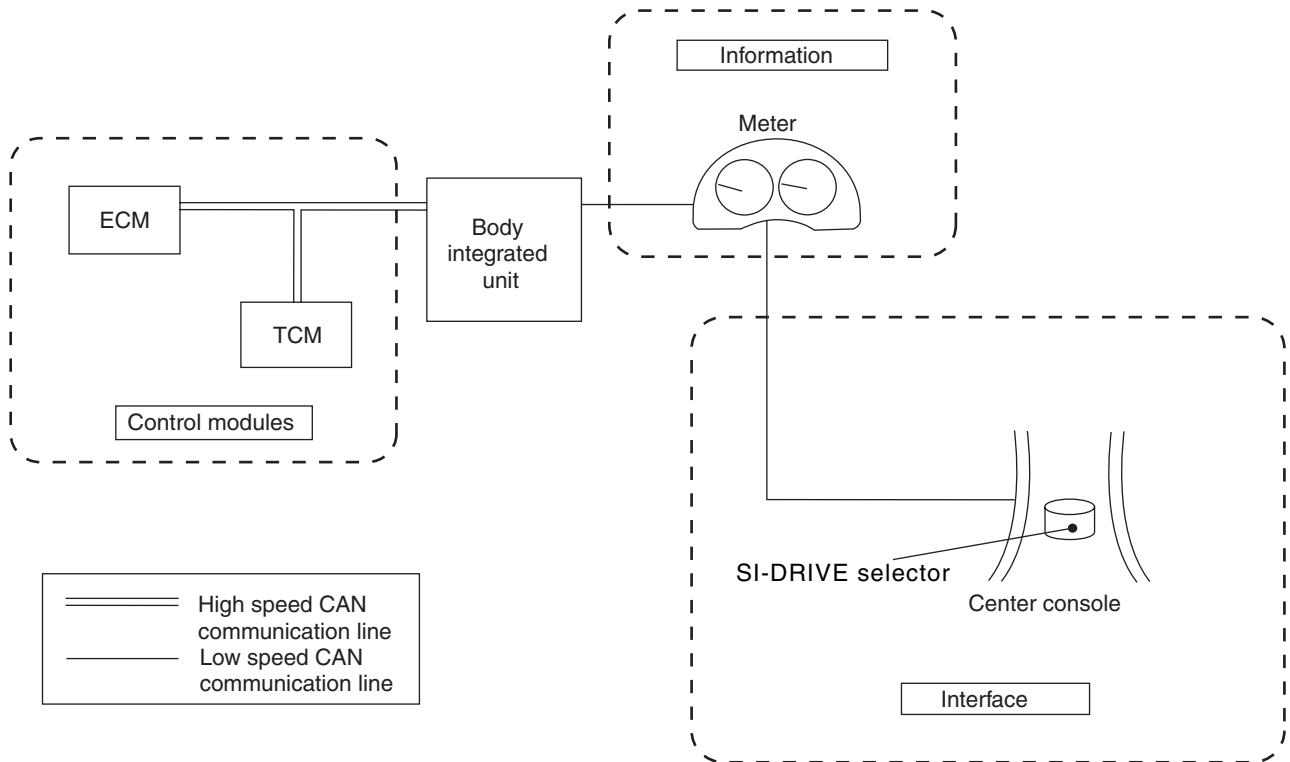


FU-03200

SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

FUEL INJECTION (FUEL SYSTEM)

The SI-DRIVE operation will be detected by the meter, and the ECM will be notified that the mode has changed by CAN communication through the integrated unit. The ECM will change the driving modes and display data on the meter.



FU-03201

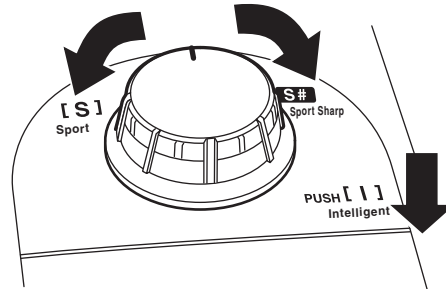
SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

FUEL INJECTION (FUEL SYSTEM)

B: OPERATION

SI-DRIVE SELECTOR

It is possible to change modes by turning the knob on the console. Turn the knob counterclockwise for S (sport mode), turn clockwise for S# (sport sharp mode) and push the knob for I (intelligent mode). After turning the knob, it will return to its original position.



FU-03195

SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

FUEL INJECTION (FUEL SYSTEM)

C: MULTI-INFORMATION DISPLAY

- Meter interrupt screen

When a mode change is performed, a mode change screen will be displayed for approximately 3 seconds, indicating which mode was selected. When displaying, a buzzer (blip) will sound.



Displayed for 3 seconds

FU-03191

- SI-DRIVE screen

By operating the control switch on the steering wheel, it is possible to display the SI-DRIVE screen. The SI-DRIVE screen will display a graph that changes according to the drive mode and accelerator opening.

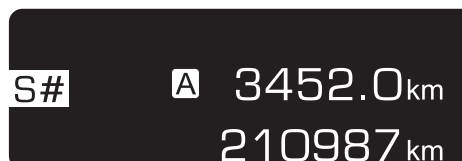


SI-DRIVE display

FU-03192

- Mode display in screens other than SI-DRIVE

The driving mode will be displayed on the left side in screens other than SI-DRIVE.

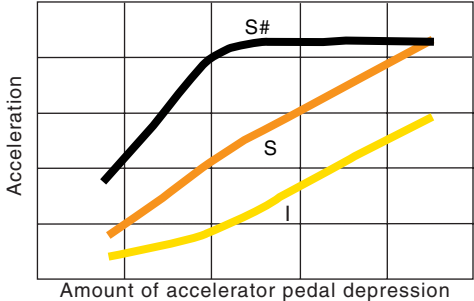


FU-03193

SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

FUEL INJECTION (FUEL SYSTEM)

D: CONTROLS

	Item	I	S	S#	Content	Remarks
Engine	ETC (electronic throttle control) opening characteristics change	○	○	○	<p>The ECM controls the ETC opening characteristics to match the 3 modes.</p> <ul style="list-style-type: none"> • I (intelligent mode) Milder in characteristics than the S (sport mode) (Maximum torque is restrained). • S (sport mode) Normal throttle characteristics • S# (sport sharp mode) More responsive than the S (sport mode) <div style="text-align: center;">  <p style="font-size: small;">FU-03190</p> </div>	—
	When restarting	—	—	○	When restarting, the S# (sport sharp mode) will return to the S (sport mode).	—
	When the engine is cold	—	—	○	Until the coolant temperature rises, changing to S# (sport sharp mode) is prohibited. (When change to S# is attempted when S# is prohibited, a buzzer (two blips) will sound.)	—
	Driving mode change prohibited	○	○	○	<ul style="list-style-type: none"> • If the engine warning light becomes lit while the engine is running, the mode will switch to S (sport mode) from whichever mode it is in. In this case, it will not be possible to change to the S# (sport sharp) or I (intelligent) mode. • If the coolant temperature is high and there is a possibility of overheating, it will not be possible to change to S# (sport sharp mode). While driving in the S# (sport sharp mode), it will switch automatically to the S (sport mode). 	While driving mode switching is prohibited, the driving mode display on the meter will flash.
	When in reverse [R]	○	○	○	<ul style="list-style-type: none"> • MT vehicles Individual mode characteristics • AT vehicles Change to S (sport) mode characteristic. (However, the meter display remains in S# (sport sharp mode) set before shifting to [R].) 	—
	ECO mode control (idle speed change, etc.)	○	—	—	—	—

SUBARU INTELLIGENT DRIVE SYSTEM (FROM '07MY)

FUEL INJECTION (FUEL SYSTEM)

	Item	I	S	S#	Content	Remarks	
Transmission	Shifting characteristics (AT)	○	○	○	<p>The TCM controls the shifting characteristics to match the 3 modes.</p> <ul style="list-style-type: none"> • I (intelligent mode) Shifting is performed at the optimum point for fuel economy, matching the engine characteristics of the I (intelligent mode). Also, the slip lock-up control operates in 3rd and 4th gear, and the 5th gear full lock up speed is set lower in comparison to the S (sport) and S# (Sport sharp) modes. • S (sport mode) Matching the engine characteristics of the S (sport mode), the shifting characteristics will be set so that constant acceleration is gained from any speed range. • S# (sport sharp mode) Matching the engine characteristics of the S# (sport sharp mode), the shift timing will be set at a higher engine speed in comparison to the S (sport mode), fully utilizing the engine performance and providing an enjoyable, responsive driving characteristic. 	—	
	Manual shift (AT)	○	○	○	In all driving modes, it is possible to change to the manual mode by moving the select lever towards the driver's side.	—	
	Adaptive control	Shift pattern automatic switching control	○	○	○	Automatically switches to a shifting pattern that avoids frequent shift changes, by restricting upshifting while climbing uphill or going downhill.	—
		Rapid accelerator pedal depression control	○	○	○	When the speed of accelerator pedal depression is very rapid, the transmission will shift down quickly to secure adequate driving force.	—
		Rapid accelerator pedal return control	—	—	○	If the return speed of the accelerator pedal is rapid, upshifting is temporarily prohibited to hold the gear in the current gear, to supply engine braking.	—
		Control while brake light is ON	—	—	○	During braking, downshifting is performed according to the amount of braking strength (amount of speed reduction), in order to supply engine braking and also to provide driving force at acceleration.	—
Control during cornering		—	—	○	While cornering, unexpected upshifting is prohibited to secure driving force and turning characteristics.	—	
Meter Display	Shift up indicator light (MT)	○	—	—	At the shift up timing that provides good fuel economy, the shift up indicator flashes for approximately 2 seconds.	The shift up indicator will flash to indicate the shift up timing that provides good fuel economy.	
	ECO gauge	○	○	○	Shows the good/bad of the instantaneous fuel economy in relation to the average fuel economy from the last time that the trip meter was reset.	—	
Other	Cruise control	○	○	○	The cruise control management has priority over each mode. However, when the accelerator pedal is stepped on, the control will be according to each mode.	—	