

### GENERAL DIAGNOSTIC TABLE

POWER ASSISTED SYSTEM (POWER STEERING)

### **10.General Diagnostic Table**

### A: INSPECTION

Trouble	Possible cause	Corrective action
<ul> <li>Heavy steering effort in all ranges</li> <li>Heavy steering effort at stand still</li> <li>Steering wheel surges when turning.</li> </ul>	<ol> <li>Pulley belt</li> <li>Unequal length of pulley belts</li> <li>Adhesion of oil and grease</li> <li>Loose or damage of pulley belt</li> <li>Poor uniformity of pulley belt cross section</li> <li>Pulley belt touches to pulley bottom</li> <li>Poor revolution of pulleys except oil pump pulley</li> <li>Poor revolution of oil pump pulley</li> </ol>	Adjust or replace.
	<ul> <li>2. Tire and rim</li> <li>Improper tires out of specification</li> <li>Improper rims out of specification</li> <li>Tires not properly inflated*1</li> </ul>	Replace or reinflate.
	<ul> <li>3. Fluid</li> <li>Low fluid level</li> <li>Aeration</li> <li>Dust mix</li> <li>Deterioration of fluid</li> <li>Poor warming-up of fluid *2</li> </ul>	Refill, bleed air, replace or instruct customer.
	<ul> <li>4. Idling speed</li> <li>Lower idling speed</li> <li>Excessive drop of idling speed at start or at turning steering wheel *3</li> </ul>	Adjust or instruct customer.
	5. Measure hydraulic pressure. <ref. inspection,="" oil="" ps-57,="" pump.="" to=""></ref.>	Replace problem parts.
	6. Measure steering effort. <ref. diagnostic="" general="" inspection,="" ps-65,="" table.="" to=""></ref.>	Adjust or replace.
<ul><li>Vehicle leads to one side or the other.</li><li>Poor return of steering wheel</li></ul>	<ol> <li>Fluid line</li> <li>Folded hose</li> <li>Flattened pipe</li> </ol>	Reform or replace.
to center • Steering wheel surges when turning.	<ul> <li>2. Tire and rim</li> <li>Flat tire</li> <li>Mix use of different tires</li> <li>Mix use of different rims</li> <li>Abnormal wear of tire</li> <li>Unbalance of remained grooves</li> <li>Unbalance of tire pressure</li> </ul>	Fix or replace.
	<ul> <li>3. Front alignment</li> <li>Improper or unbalance caster</li> <li>Improper or unbalance toe-in</li> <li>Loose connection of suspension</li> </ul>	Adjust or retighten.
	<ul><li>4. Others</li><li>Damaged joint assembly</li><li>Unbalanced height</li><li>One-sided weight</li></ul>	Replace, adjust or instruct cus- tomer.
	5. Measure steering effort. <ref. diagnostic="" general="" inspection,="" ps-65,="" table.="" to=""></ref.>	Adjust or replace.

\*1 If tires and/or rims are wider, the load to power steering system is the more. Accordingly, in a condition, for example before fluid warms-up, relief valve may work before maximum turning angle. In this case, steering effort may be heavy. When measured hydraulic pressure is normal, there is no abnormal thing.

\*2 In cold weather, steering effort may be heavy due to increased flow resistance of cold fluid. After warming-up engine, turn steering wheel from stop to stop several times to warm-up fluid. Then if steering effort reduces normally, there is no abnormal thing.

\*3 In cold weather or with insufficient warm-up of engine, steering effort may be heavy due to excessive drop of idling when turning steering wheel. In this case, it is recommended to start the vehicle with increasing engine speed than usual. Then if steering effort reduces normally, there is no abnormal thing.

Vehicle-id: SIE-id::A:Inspection

**PS-65** 

### GENERAL DIAGNOSTIC TABLE

POWER ASSISTED SYSTEM (POWER STEERING)

### 1. NOISE AND VIBRATION

#### CAUTION:

Don't keep the relief valve operated over 5 seconds at any time or inner parts of the oil pump may be damaged due to rapid increase of fluid temperature.

#### NOTE:

• Grinding noise may be heard immediately after the engine start in extremely cold condition. In this case, if the noise goes off during warm-up there is no abnormal function in the system. This is due to the fluid characteristic in extremely cold condition.

• Oil pump makes whine or growl noise slightly due to its mechanism. Even if the noise can be heard when steering wheel is turned at stand still there is no abnormal function in the system provided that the noise eliminates when the vehicle is running.

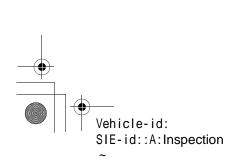
• When stopping with service brake and/or parking brake applied, power steering can be operated easily due to its light steering effort. If doing so, the disk rotates slightly and makes creaking noise. The noise is generated by creaking between the disk and pads. If the noise goes off when the brake is released, there is no abnormal function in the system.

• There may be a little vibration around the steering devices when turning steering wheel at standstill, even though the component parts are properly adjusted and have no defects.

Hydraulic systems are likely to generate this kind of vibration as well as working noise and fluid noise because of combined conditions, i.e., road surface and tire surface, engine speed and turning speed of steering wheel, fluid temperature and braking condition.

This phenomena does not indicate there is some abnormal function in the system.

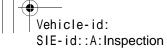
The vibration can be known when steering wheel is turned repeatedly at various speeds from slow to rapid step by step with parking brake applied on concrete road and in "D" range for automatic transmission vehicle.



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## GENERAL DIAGNOSTIC TABLE POWER ASSISTED SYSTEM (POWER STEERING)

Trouble	Possible cause	Corrective action	
Hiss noise (continuous)	Relief valve emits operating sound when steering wheel is completely turned in either direction. (Don't keep this condition over 5 seconds.)	Normal	
While engine is running.	Relief valve emits operating sound when steering wheel is not turned. This means that the relief valve is faulty.	Defective Replace oil pump.	
	Interference with adjacent parts	Check clearance. Correct if necessary. <ref. inspection,<br="" ps-47,="" to="">Pipe Assembly.&gt;</ref.>	
Rattling noise (intermittent) While	Loosened installation of oil pump, oil tank, pump bracket, gearbox or crossmember	Retighten.	
engine is running.	Loosened installation of oil pump pulley or other pulley(s)	Retighten.	
	Loosened linkage or play of steering or suspension Loos- ened tightening of joint or steering column	Retighten or replace.	
	Sound generates from the inside of gearbox or oil pump.	Replace bad parts of the gearbox or oil pump.	
Knocking When turning steering wheel in	Excessive backlash Loosened lock nut for adjusting backlash	Adjust and retighten.	
both direction with small angle repeatedly at engine ON or OFF.	Loosened tightening or play of tie-rod, tie-rod end	Retighten or replace.	
Grinding noise (continuous)	Vane pump aeration	Inspect and retighten fluid line connection. Refill fluid and vent air.	
While engine is running.	Vane pump seizing	Replace oil pump.	
	Pulley bearing seizing of oil pump	Replace oil pump.	
	Folded hose, flat pipe	Replace.	
Squeal, squeak (intermittent or continuous)	Maladjustment of pulley belt Damaged or charged pulley belt Unequal length of pulley belts	Adjust or replace. (Replace two belts as a set.)	
While engine is running.	Run out or soilage of V-groove surface of oil pump pulley	Clean or replace.	
	Fluid aeration	Fix wrong part causing aeration. Replace fluid and vent air.	
	Damaged pipe of gearbox	Replace pipe.	
Sizzling noise (continuous) While engine is running.	Abnormal inside of hose or pipe Flat hose or pipe	Rectify or replace.	
	Abnormal inside of oil tank	Replace.	
	Removed oil tank cap	Install cap.	
Whistle (continuous) While engine is running.	Abnormal pipe of gearbox or abnormal inside of hose	Replace bad parts of gearbox or hose.	
	Loosened installation of oil pump, oil pump bracket	Retighten.	
Whine or growl (continuous or intermittent) While engine is running with/	Abnormal inside of oil pump, hose	Replace oil pump, hose, if the noise can be heard when running as well as stand still.	
without steering turned.	Torque converter growl, air conditioner compression growl	Remove power steering pulley belt and confirm.	
Creaking noise (intermittent)	Abnormal inside of gearbox	Replace bad parts of gearbox.	
While engine is running with	Abnormal bearing for steering shaft	Apply grease or replace.	
steering turned.	Generates when turning steering wheel with brake (service or parking) applied.	If the noise goes off when brake is released, it is normal.	
	Too low engine speed at start	Adjust and instruct customers.	
Vibration	Vane pump aeration	Fix wrong part. Vent air.	
While engine is running with/ without steering turned.	Damaged valve in oil pump, gearbox	Replace oil pump, bad parts of gearbox.	
	Looseness of play of steering, suspension parts	Retighten.	



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# GENERAL DIAGNOSTIC TABLE

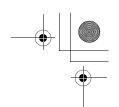
### 2. MEASUREMENT OF STEERING EFFORT

	Step	Value	Yes	No
1	<ul> <li>CHECK STEERING EFFORT.</li> <li>1) Stop the vehicle on a concrete road.</li> <li>2) Start the engine.</li> <li>3) Idle the engine.</li> <li>4) Install spring scale on the steering wheel.</li> <li>5) Pull spring scale at an right angle to the steering wheel, and measure both right and left steering wheel effort. Is the steering effort less than the specified value?</li> <li>NOTE: When turning steering more quickly than necessary from a direction to the other direction at an engine speed over 2,000 rpm, steering effort may be heavy. This is caused by flow characteristic of oil pump and is not a problem.</li> </ul>	29.4 N (3.0 kgf, 6.6 lb)	Go to step 2.	Adjustment back- lash.
2	<ul> <li>CHECK STEERING EFFORT.</li> <li>1) Stop the engine.</li> <li>2) Pull spring scale at an right angle to the steering wheel, and measure both right and left steering wheel effort. Is the steering effort less than the specified value?</li> </ul>	29.4 N (3.0 kgf, 6.6 lb)	Go to step 3.	Adjustment.
3	<ul> <li>CHECK STEERING WHEEL EFFORT.</li> <li>1) Remove universal joint.</li> <li>2) Measure steering wheel effort. Is the maximum force steering wheel effort less than the specified value?</li> </ul>	2.26 N (0.23 kgf, 0.51 lb)	Go to step 4.	Check, adjust and replace if neces- sary.
4	CHECK STEERING WHEEL EFFORT. Measure steering wheel effort. Is the fluctuation width less than the specified value?	1.08 N (0.11 kgf, 0.24 lb)	Go to step 5.	Check, adjust and replace if neces- sary.
5	CHECK UNIVERSAL JOINT. Measure folding torque of the joint (short yoke). <ref. inspection,="" ps-20,="" to="" univer-<br="">sal Joint.&gt; Is the fluctuation width less than the specified value?</ref.>	8.43 N (0.86 kgf, 1.90 lb)	Go to step <b>6</b> .	Replace with new one.
6	CHECK UNIVERSAL JOINT. Measure folding torque of the joint (long yoke). <ref. inspection,="" ps-20,="" to="" universal<br="">Joint.&gt; Is the folding torque less than the specified value?</ref.>	5.49 N (0.56 kgf, 1.23 lb)	Go to step 7.	Replace with new one.
7	CHECK FRONT WHEEL. Is there any trouble indicated in "Value" col- umn?	Unsteady revolution or rattling of front wheels. Dragging of brake.	Inspect, readjust and replace if nec- essary.	Go to step 8.
8	CHECK TIE-ROD ENDS. Remove the tie-rod ends. Is there any trouble indicated in "Value" col- umn?	Unsteady revolution or rattling of tie-rod ends of suspension.	Inspect and replace if neces- sary.	Go to step <b>9</b> .
9	CHECK BALL JOINT. Is there any trouble indicated in "Value" col- umn?	Unsteady revolution or rattling of ball joints of suspension.	Inspect and replace if neces- sary.	Go to step 10.

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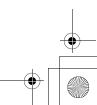
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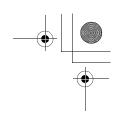
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Step		Value	Yes	No
10	CHECK GEARBOX. Measure rotating of gearbox. <ref. ps-40,<br="" to="">TURNING RESISTANCE OF GEARBOX, INSPECTION, Steering Gearbox.&gt; Is the measured rotating resistance same with the specified value?</ref.>	11.18 N (1.14 kgf, 2.51 lb) or less around center position and 15.79 N (1.61 kgf, 3.55 lb) or less in all positions within 20% difference between clock- wise and counterclockwise?	Go to step 11.	Readjust back- lash, and if ineffec- tive, replace bad parts.
11	CHECK GEARBOX. Measure sliding of gearbox. <ref. ps-39,<br="" to="">SERVICE LIMIT, INSPECTION, Steering Gearbox.&gt; Is the measured rotating resistance within the specified range?</ref.>	304 N (31 kgf, 68 lb) or less with 20% difference between left and right direction?	Steering effort is normal.	Readjust back- lash, and if ineffec- tive, replace bad parts.





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MEMO:

