DTC	P1600	BACK–UP POWER SOURCE CIRCUIT MALFUNCTION

CIRCUIT DESCRIPTION

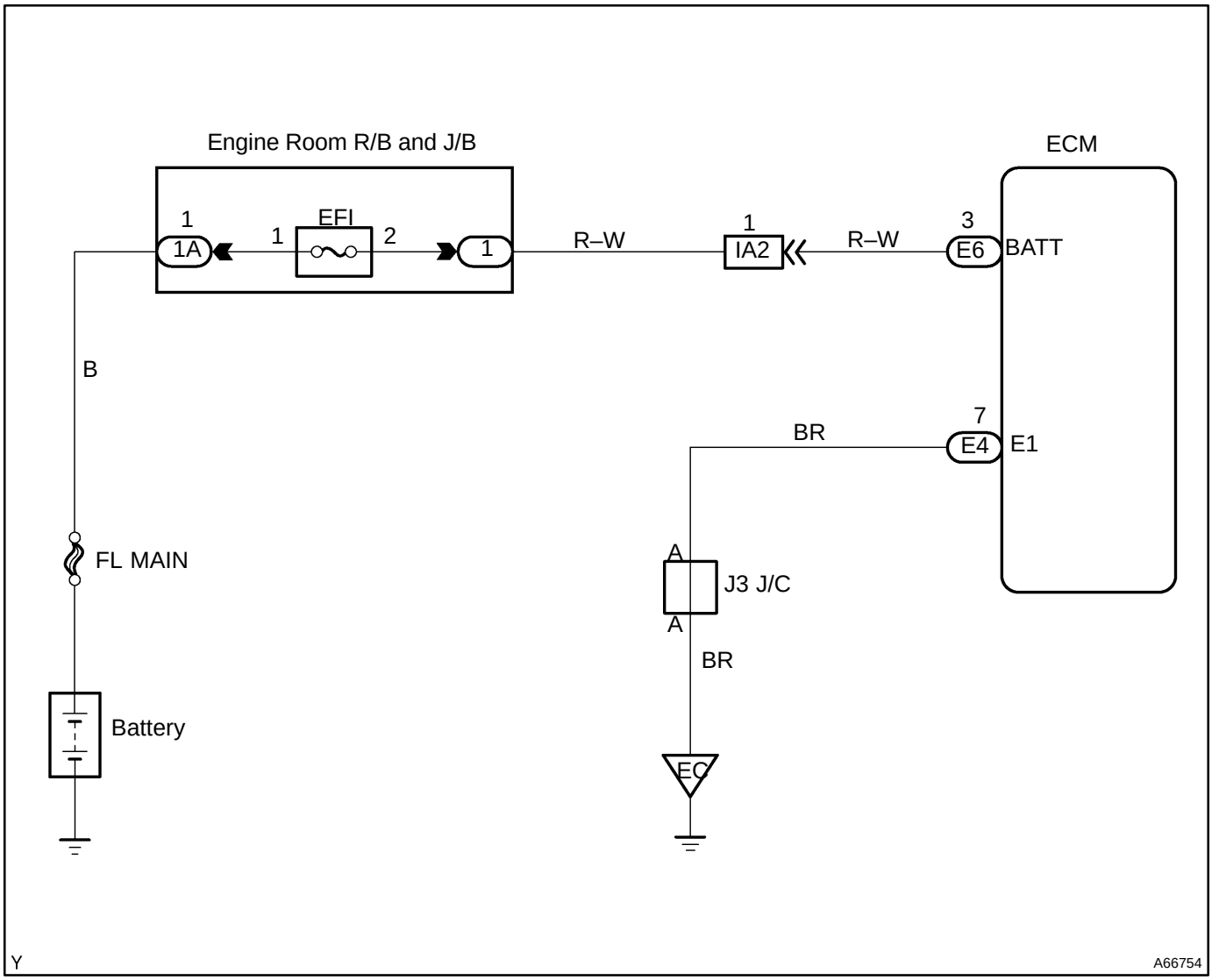
Battery positive voltage is applied to terminal BATT of the ECM even when the ignition switch is OFF for use by the DTC memory and air–fuel ratio adaptive control value memory, etc.

DTC No.	DTC Detecting Condition	Trouble Area
P1600	Open in back up power source circuit	• Open in back up power source circuit • ECM

HINT:

If DTC P1600 is displayed, the ECM does not store another DTC.

WIRING DIAGRAM

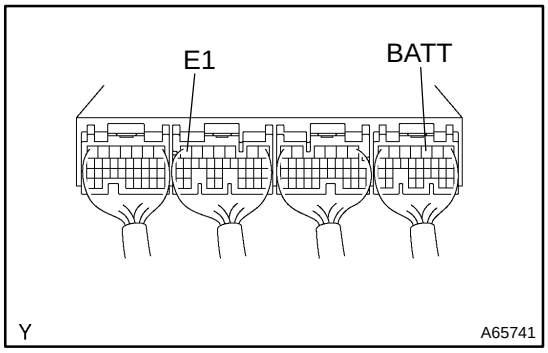


INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand–held tester or OBD II scan tool, as freeze frame data records the engine conditions when the malfunction is detected. When troubleshooting, it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air–fuel ratio was lean or rich, etc. at the time of the malfunction.

1	INSPECT ECM(CHECK VOLTAGE)

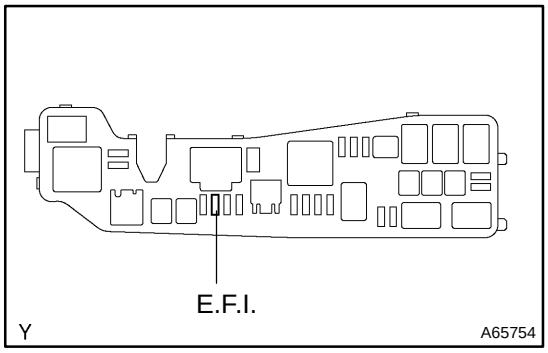


(a) Turn the ignition switch ON.
(b) Measure the voltage between terminal BATT of the ECM connector and E1 of the ECM connector.
Voltage: 9 – 14 V

OK → **CHECK AND REPLACE ECM**

NG

2	CHECK FUSE(E.F.I. FUSE)

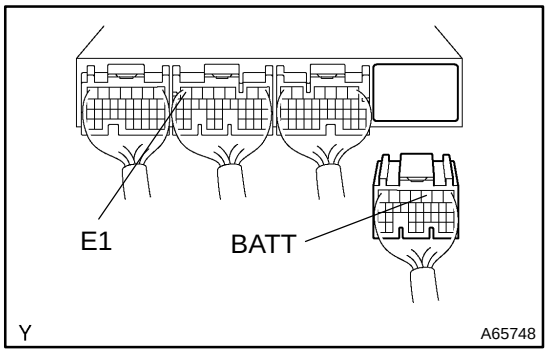


(a) Remove the E.F.I. fuse from the engine room R/B.
(b) Check the continuity of the E.F.I. fuse.
Result: Continuity

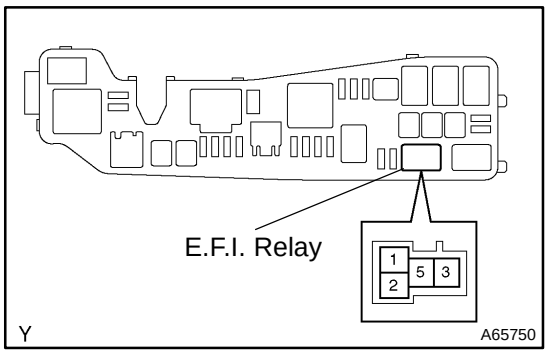
NG → **CHECK FOR SHORT IN ALL HARNESS AND COMPONENTS CONNECTED E.F.I. FUSE**

OK

3	CHECK WIRE HARNESS OR CONNECTOR(E.F.I. RELAY–ECM)



(a) Disconnect the ECM E6 connector.
(b) Remove the E.F.I. relay.
(c) Check continuity between the terminals BATT of the ECM connector and 3 of the E.F.I. relay installation relay block.
Resistance: 1 Ω or less
(d) Check for short between the terminals BATT of the ECM connector and E1 of the ECM connector.
Resistance: 1 MΩ or more



NG → **REPAIR OR REPLACE WIRE HARNESS OR CONNECTOR**

OK

CHECK AND REPLACE ECM