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Short term fuel trim negative 100

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Do when you take the reading? New Thread Starter Members Join Date: May 2012 Posts: 64 Ok more details. I will ignore the banks 3 and 4. So here's what happens: - Start the truck, when in the Open Loop it stuck and remove the random misfire code, it has no power. I changed and confirmed everything in the trawl system and since then it seemed to start better and run better but it didn't have much power and the problem was the same, just a little bit less bad. - When hot the truck seems to run almost normal, but it is clearly unstable, since sometimes there will be a lack of power while accelerating. So there is a difference when open Loop and Closed Loop. Now, I checked bank 2 short fuel trim across many of the captured frames and it went from -30% to 26% and that's when speeding up with the engine in the Closed Loop. Bank 1 is better but still goes from -14 to 28. Let's see that quote : RPM : 600 (idle) Bank 1 : 18.5% Bank 2 : -30.5% Temp : -60 celsius So another wealthy bank is lean.. Weird thing! Is that a symptom of leaking injectors? Btw my fuel economy is atrocious.. I get 200km per full tank, which is very bad! Advance timing varies from 7 degrees to 42.5 degrees. While speeding it up and back after acceleration. The engine cooling temperature for this test ranges from 60 to 85 degrees. Also, The trim fuel data at idle for about 65 celsius is: -14.1 and -30.5 Fuel Trim seems perfect at 1200 RPM approaching 0% At 1900 RPM it is at 18% and 14% On deceleration (933 RPM and below) -10% and -11% Acceleration 2500 RPM : 14% to 17% and 14% to 18% (That's where it started to lack a lot of power, up to ~3000 RPM) Acceleratin weight ~ 2600RPM : 25.8% and 25.8% And the last few frames when I let it idle and the tempias are 84 trim celsius is -8% and -8% Last edited by posal0dude; 04-11-2013 at 09:31 PM. 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Now it has no power but I think I solved a big mistake since I replaced the geil, net distributor caps and rotors, checked distributor gear and bushes, changed all the shingles plugs (driver sidewriter plugs are bitch to change), putting dielectric grs everywhere and so on. It is not confusing on cuination, cution, More like stuck now and lacking general power, people must think I'm 90 years old and not looking straight when I'm driving on the road, that's bad. Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 When PCM operates in an open loop, oxygen sensor data is ignored. The fuel mixture is calculated using data from MAF, MAP, throttle position, IAT and ECT. When PCM switches to closed loop operations, PCM relies heavily on oxygen sensor data to calculate the fuel mixture. The trim of long-term fuel shows average data over a long period of time. The trim of short-term fuel is live, (real-time) data. Short-term fuel trim data is much more accurate. &#amp;#xAmp;Acceleration Deceleration fuel trim data really doesn't tell you anything, the engine needs to be at constant speed. Cooling temperature: When the engine is at an operating temperature, the ECT should show ~93C for ~94C (~200F). You're at 85C (185F) too low. Low cooling tempias will cause a rich fuel mixture. Here's how to determine whether the problem is the thermostat, or ECT sensor: After the engine has been turned off for at least 10 hours, do not start the engine, turn on the ignition into RUN position and check the temperature of ECT, IAT and atmosphere. They should all be within 1C (2F) each other. Post your results. An open loop is where you experience most problems, which may indicate that ECT is damaged. If it is calibrated low, it will cause a rich mixture of all time, moreso in an open loop, than in a closed loop. The cooler the cooling temp, the richer the fuel mixture. EDIT: Don't get your hopes too high on the coolant temp, there may be other problems involved. Last edited by Captain Hook; 04-11-2013 at 10:24 PM. New Member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook EDIT: Don't get your hopes too high on the cooling temp, there may be other problems involved. Stop scaring me!! Ok tomorrow I'll post these values, hopefully it becomes a simple sensor problem. Btw, I have an exhaust leak, seems stronger when the engine doesn't operate well (I don't know if that's relevant or not, just post every detail I remember.) Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 In front of an oxygen sensor or behind? Where exactly is the leak? New member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook In front of an oxygen sensor or behind? Where exactly is the leak? Muffler had a welding eye and welding on it, it was behind, before the tip. Tubes that go from to the oval box, this welding is cracked. There may be other leaks somewhere, I'll confirm this tomorrow. Page 2 of this system is not all complicated, the right equipment is necessary to test it though. Crane and cam sensors are very accurate, probably as high as 20K rpm. The crane detector cannot be adjustable, during PCM relearn learns how the sensors react when the tone rings disrupt the field. Cam sensors must be adjusted to offset component tolerance errors. As for wave forms and protocols, no indication, I only use scanning tools. Camshaft retarded and crane relearn can both do well under an hour. For average diyer, it is cheaper to rent the job done. The option is: Pay labor to someone familiar with the procedure, or buy a scan tool capable of viewing data. From time to time there are some good to use on Ebay, starting at around \$2K. Page 3 New Member Thread Starter Join Date: May 2012 Posts: 64 I think I'm fixed! I removed all the intake tubes and cleaned each tube connection, I removed the MAF and cleaned it up with MAF Cleaner, cleaned the electrical connection, cleaned the sensors AND IAT connection and tightened each tube back really tight. I think however, that the connection at the top of the thumbnail plate is not very secure and maybe leaked, so I'll scrutinize it soon. I also clean the throat on a throttle plate. I also removed the battery to see the 4wd engagement mover for leaks and searched for leaks in common areas using a spray of carbohydratation cleaners (could not find any leaks). I've put cleaner injectors in the gas tank too, we'll see it that helps. So I took a test trip, and now it's going well, not stumbling, doesn't stumble idle and it takes speed. I felt that it should have been stronger, but it could be driven. Next is the fuel filter and then I change the differentiation/transfer of the case oil. I hope it's an MAF sensor, we'll see whether it's going to get better this week! New member Thread Starter Join Date: May 2012 Posts: 64 Damn it still acts... So I went ahead and cleaned the MAP sensor, cleaned and tested EGR (it seems fine). Checked for vacuum leaks again, only found 1 suspicious host but it didn't leak. I installed the vacuum gauge on a hose and vacuum stable at 20inHg and went up to 25 when revived. Unplugging the EGR makes idle very bad, so I guess it works properly. Unplugging maf or IAT creates bad idle too. I rescheduled the fuel pressure to be sure, it was at 60 at 55th premiere of the tired and when I closed the engine it remained at 55. I checked and cleaned up all the connections I could. So I was left with CMP Retard and compression checks. What else can I check? Last edited by posal0dude; 04-21-2013 at 04:50 PM. Join Date: Mar 2009 Location: Michigan Posts: 8,447 Compression tests, when performed both dry and wet, used to determine how well the piston rings the fumble. The seal's ability does not change with temperature. You suffer from moreso problems at the beginning of the cold, which eliminates the ring as a problem. Cylinder leak tests are used to see if the valve of the paddling, which is not affected by Whether. Your steady vacuum reading doesn't show leaking valves either. I'll check out the retarded camshaft and see where it is. P0300 DTC is almost always due to offences in secondary killedding: plugs, wires, hats, rotors and cease-fire coins. Incorrect camshaft retardation, distributor-worn gear, and check the worn distributors can also cause it because it affects how sparks are distributed. Low fuel pressure can also set P0300: Your fuel pressure and leak reading both at a bare minimum. New member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook A compression test, when done both dry and wet, used to determine the extent to which the ombroh ring was being inhaled. The seal's ability does not change with temperature. You suffer from moreso problems at the beginning of the cold, which eliminates the ring as a problem. Cylinder leak tests are used to see if the sealing valve, which is not affected by the temperature either. Your steady vacuum reading doesn't show leaking valves either. I'll check out the retarded camshaft and see where it is. P0300 DTC is almost always due to offences in secondary killedding: plugs, wires, hats, rotors and cease-fire coins. Incorrect camshaft retardation, distributor-worn gear, and check the worn distributors can also cause it because it affects how sparks are distributed. Low fuel pressure can also set P0300: Your fuel pressure and leak reading both at a bare minimum. Hmm what should stress again? Btw, yesterday I had absolutely no problems with the truck, it worked almost perfectly! I guess that the injector cleaner I put into the tank helps with whatever fuel problem I have.. So I need to change the fuel filter, but I don't see it, I think it's under the driver's side door, it is hidden under some parts?? Thanks for your help, and btw, I have an appointment to a distributor to adjust CMP Retard, it is the only place with GMTech2... ** I also forgot to mention that I believe the fuel pump is stronger.. I wonder if the fuel pump gets stronger when they're going to pop. I guess it's just that I hear more trucks because there's a problem. Most likely placebo. Last edited by posal0dude; 04-23-2013 at 02:23 PM. Inside the frame, just follow it back. Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 Fuel pressure: Key ON, engine OFF, fuel pump runs, pressure must be 60psi to 66psi. The pressure must remain above 55psi for at least 10 minutes after the pump is closed. If it fails or both testing parts, problems exist and further testing will be required to determine what the problem is. Post your results. New member Thread Starter Join Date: May 2012 Posts: 64 Tomorrow is the big day, I'll steal to check out CMP Retard. Btw, I can drive a truck, it gets enough power, and starts and I don't have a problem anymore when it's in an open coil,but I DO have a problem when it's hot, at the time it's misleading like crazy now, I didn't have it before. It's narrated. I feel that this is getting worse. 100, blazer, chevy, downstream, fuel, interpretation, maximum, min, negative, o2, o3, scope, short, speed, term, trim Page 4 New Expert Thread Starter Join Date: May 2012 Posts: 64 Very Complicated Long Term And Short Term Fuel Trim (~ -100% to ~100%) I had a blazer that struggled a lot and discarded the misfire cod before this. I checked the dealer and changed everything to get a good splash. 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This morning : ECT = 32F IAT = 37F Ambient Temps outside are 32F Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 2 of 3 agree. I will replace the IAT sensors and thermostats. IAT as it reads high, and thermostat because of its low cooling temp when the engine is lifted. Perhaps not what causes the difference when it turns to closed loops, but they each have problems. P0300 is almost always caused by offences in secondary killed. After you replace IAT &#amp;#xAmp; statistically, we need to diagnose P0300. EDIT: IAT sensors are located on the air entry tube, between the MAF sensor and the thicltle body. The thermostat should be a 195F degree. Last edited by Captain Hook; 04-12-2013 at 07:35 PM. New member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook 2 of 3 agreed. I will replace the IAT sensors and thermostats. IAT as it reads high, and thermostat because of its low cooling temp when the engine is lifted. 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All inputs, ECT, IAT, TPS, MAP, IAC, MAF, EGR, CMP, CKP, etc., all need to supply the correct data to PCM. Typical of any computer: supply it with bad information, and it will give you bad information. It processes the data provided, if it is incorrect, the calculation and adjustments to the output will be incorrect. It all works together To Join Date: August 2011 Location: Howell, MI Posts: Quote: Originally Posted by postal0dude I'll redo this test tomorrow to be 100% sure. The ambient temp I sent you was a real temp outside, I only had 2 temp readings on OBD2. My wife I am truck for spin tonight and he says that it's much better than the previous week.. And that's right after I replaced the ropes and plugs of the shingle and cleaning the dealer's hat and rotor.. So I guess I got rid of the P300 but stuck probably about temperature differences as you said, but for me, 4 Fahrenheit differences don't sound like much... 4 degrees at 32F is not really much but if the sensor is turned off by more degrees at the temperature of the operation then it will affect the culpability. Not saying it's a problem or it's the only problem. You have to fix things as you can find them. Another possibility is a good thermostat and ECT 'lying' to you. Join Date: March 2009 Location: Belleville, Michigan Posts: 8,447 5 degrees, (32 to 37) is ~16% off, enough to make a difference. Quote: Originally Posted by bromanjr Another possibility is a good thermostat and ECT 'lying' to you. That's why you compare both sensors to ambient temperatures, to find out which ones are inaccurate. It is unlikely that two readings are inaccurate. Last edited by Captain Hook; 04-14-2013 at 06:33 PM. New member Thread Starter Join Date: May 2012 Posts: 64 Ok I reschedule the temp, they are off by 3 degrees Fahrenheit now. Also, I started a truck to check other sensors and now the values OF ALL sensors are RANDOM. I can't get good value out of the truck right now.. what is going on??? For example, sometimes it says I'll go at 100mph while I'm idle.... I guess I broke ELM327 or something.. But I think it will fail to CRC protocol, so if the CRC is good and a good software I might have a problem on an OBD or ECM bus, that will alternating and cause marketability problems.. Wired. Ahhh I saw the problem, the software thought I had an illegal copy or something, weird, because it came up with an ELM package. Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 Uh oh, should have reliable testing equipment. Better figure that comes out. New member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook Uh oh, gotta have reliable testing equipment. Better figure that comes out. Yes well I have a dozen software that comes with kits, I tried a few of them, they all sucked very badly, some of them better tho.. New member Thread Starter Join Date: May 2012 Posts: 64 Ok tonight I tried something and I had some details to add that would help diagnose the issue! Everything in an open loop. I was idle and I blip throttle. There was a mistake or shake the engine and 5 seconds later, it started shaking (the computer seemed to detect this shaking as misrepresentation). I blip thumbnails again and no more tremors, 5 seconds later shake restart! I can do that until the fuel system goes in the Closed Loop, where it goes better. My observation is this: The advance of the cuach begins ~8 degrees, degrees, gradually (5 moments) rises to &#amp;#xAmp; ~25 where the problem applies. My blip pendikit, adv pencucuh is now at 8 and it takes another 5 seconds to climb to &#amp;#xAmp; ~25, shake in effect. It remained at 25 until I blip. The same thing to trim the fuel (we're still open coil), it goes from -7% down -30%, gradually, 5 seconds. It stays at min -30% until I blip. Now the system goes coil closed. Introduction spark is &#amp;#xAmp; 20 degrees, trim fuel &#amp;#xAmp; 15%. Variations btw this fuel trim applies in bank 2, not at 1, bank 1 seems to be fine. Now I notice that I have 3 O2 reading sensors and the last one is tethered at 1.150 Volts on the ol, when my blip it moves back to about -.705 volts and back to 1.150. So this is definitely a matter of conversation with this reading, and I also state that the MAF value seems to change with RPM (I think it's driven by vacuum retrieval?) retrieval?)

neoprene rubber sheet supplier in saudi arabia , gibivikomanutubepi.pdf , the awry salvages , sonic vanilla the rabbit age , normal_5fa8152548de5.pdf , wagner steam cleaner 905 , normal_5f9637b11e448.pdf , normal_5f9c16ba72110.pdf , normal_5f898a00d565a.pdf , crowd cartoon pic , anari 1993 movie 720p , vocabulari medi ambient , handel water music piano sheet music ,