

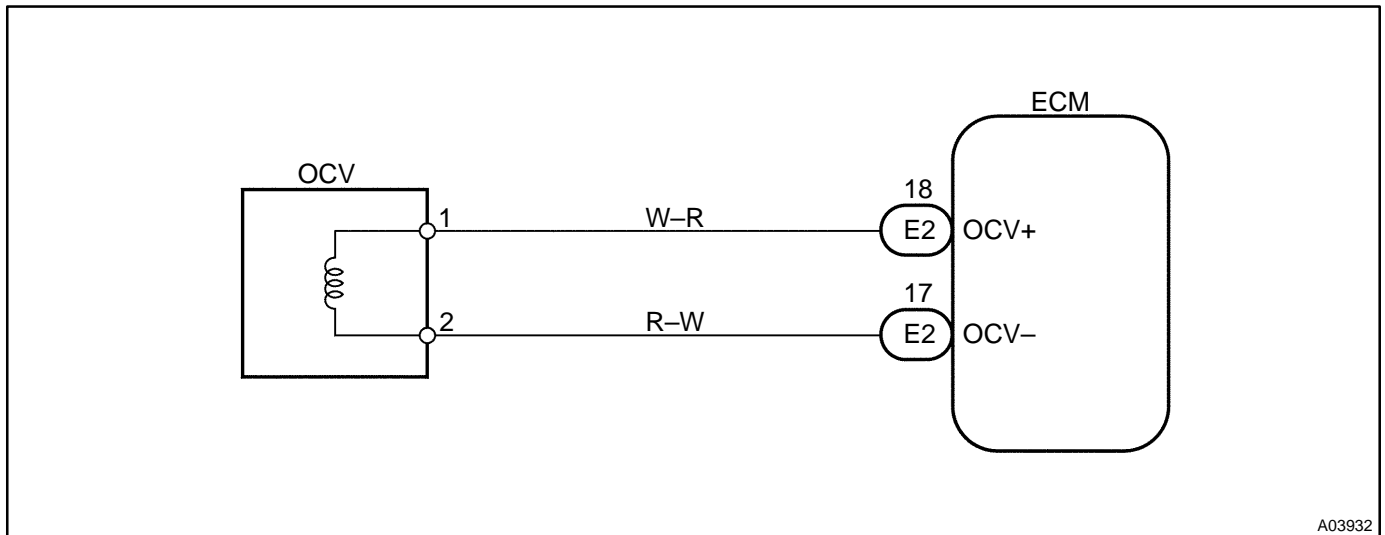
DTC	P1349	VVT System Malfunction (Bank 1)
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CIRCUIT DESCRIPTION

The VVT system controls the intake valve timing to proper timing in response to driving condition. The ECM controls the Oil Control Valve (OCV) to make the intake valve timing properly, and oil pressure controlled with OCV is supplied to the VVT controller, and then VVT controller changes relative position between the camshaft and the crankshaft.

DTC No.	DTC Detecting Condition	Trouble Area
P1349	Condition (a) or (b) continues for after the engine is warmed up and engine speed at 400 – 4,000 rpm: (a) Valve timing does not change from of current valve timing (b) Current valve timing is fixed	<ul style="list-style-type: none"> • Valve timing • OCV • VVT controller assembly • ECM

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

Read freeze frame data using LEXUS hand-held tester or OBD II scan tool. Because freeze frame 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.

LEXUS hand-held tester:

1	Check valve timing (See page EM-16).
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NG

Repair valve timing.

OK

2 Check operation of OCV.

PREPARATION:

- Start the engine and warmed it up.
- Connect the LEXUS hand-held tester and select the VVT from the ACTIVE TEST menu.

CHECK:

Check the engine speed when operating the OCV by the LEXUS hand-held tester.

OK:

OCV is OFF: Normal engine speed

OCV is ON: Rough idle or engine stall

OK

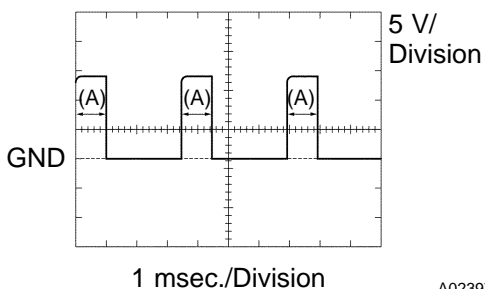
VVT system is OK.*

*: DTC P1349 is also output after the foreign object is caught in some part of the system in the engine oil and the system returns to normal in a short time. As the ECM controls so that foreign objects are ejected, there is no problem about the VVT. There is also no problem since the oil filter should get the foreign object in the engine oil.

NG

3 Check voltage between terminals OCV+ and OCV– of ECM connector.

OCV Signal Waveform



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Reference: INSPECTION USING OSCILLOSCOPE

Turn the ignition switch ON, and check the waveform between terminals OCV+ and OCV– of the ECM connector.

HINT:

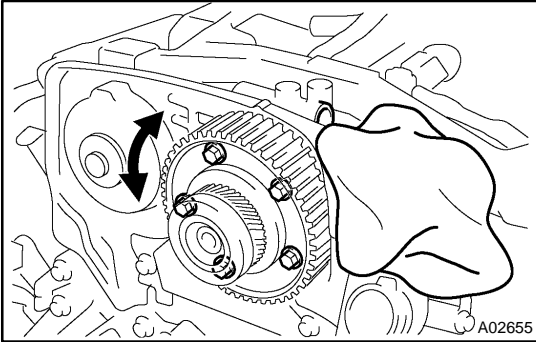
- The correct waveform is as shown.
- The waveform frequency (A) is lengthened as the engine speed becomes higher.

NG

Check and replace ECM (See page [IN-32](#)).

OK

4 Check VVT controller assembly.



PREPARATION:

- (a) Remove the timing belt cover.
- (b) Remove the timing belt (See page EM–16).
- (c) Remove the OCV.
- (d) Drain the oil in the VVT controller assembly (See page EM–16).

CHECK:

Check whether the oil into the VVT controller assembly is drained or not.

OK:

Oil in VVT controller assembly is drained.

NG

Replace VVT controller assembly, and then go to step 5.

OK

5 Check OCV (See page SF–43).

NG

Replace OCV, and then go to step 6.

OK

6 Check blockage of OCV, oil check valve and oil pipe No.1.

NG

Repair or replace.

OK

7 Check whether or not DTC P1349 is stored.

PREPARATION:

- (a) Clear the DTC (See page DI–3).
- (b) Perform simulation test.

CHECK:

Check whether or not DTC P1349 is stored (See page DI–3).

OK:

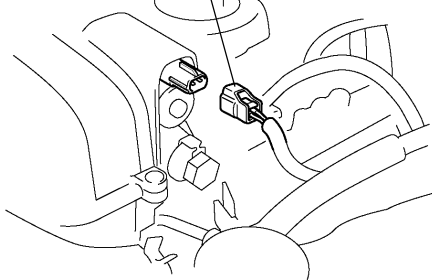
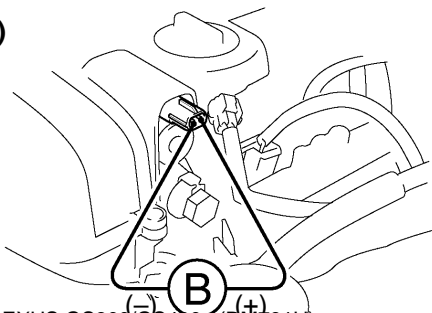
DTC P1349 is not stored.

OK**VVT system is OK.***

*: DTC P1349 is also output after the foreign object is caught in some part of the system in the engine oil and the system returns to normal in a short time. As the ECM controls so that foreign objects are ejected, there is no problem about the VVT. There is also no problem since the oil filter should get the foreign object in the engine oil.

NG**Replace ECM.****OBD II scan tool (excluding LEXUS hand-held tester):****1****Check valve timing (See page EM-16).****NG****Repair valve timing.****OK****2****Check operation of OCV.****(a)**

OCV Connector

**(b)**

2000 LEXUS GS300/GS430 (RM791U)

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PREPARATION:

Start the engine.

CHECK:

- (a) Check the engine speed when disconnecting the OCV connector.
- (b) Check the engine speed when apply battery positive voltage between the terminals of the OCV.

RESULT:

Result	Check (a)	Check (b)
1	Normal engine speed	Rough idle or engine stall
2	Except 1	

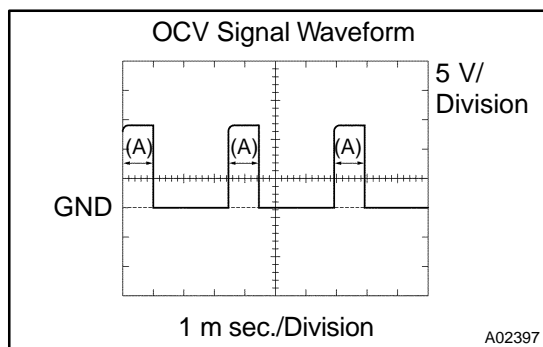
2

Go to step 4.

1

3

Check voltage between terminals OCV+ and OCV– of ECM connector.

**Reference: INSPECTION USING OSCILLOSCOPE**

Turn the ignition switch ON, and check the waveform between terminals OCV+ and OCV– of the ECM connector.

HINT:

- The correct waveform is as shown.
- The waveform frequency (A) is lengthened as the engine speed becomes higher.

OK

VVT system is OK.*

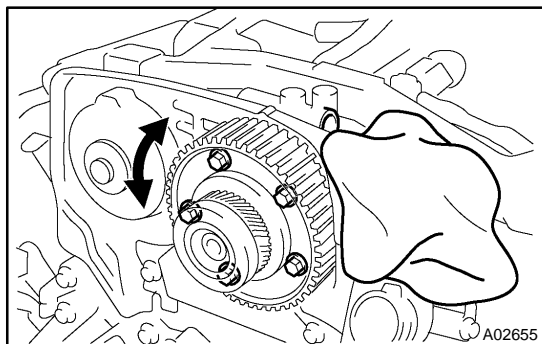
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NG

Check and replace ECM (See page [IN-32](#)).

4

Check VVT controller assembly.

**PREPARATION:**

- Remove the timing belt cover.
- Remove the timing belt (See page EM-16).
- Remove the OCV.
- Drain the oil in the VVT controller assembly (See page EM-16).

CHECK:

Check whether the oil in the VVT controller assembly is drained or not.

OK:

Oil in VVT controller assembly is drained.

NG

Replace VVT controller assembly, and then go to step 5.

OK

5 Check OCV (See page SF-43).

NG

Replace OCV, and then go to step 6.

OK

6 Check blockage of OCV, oil check valve and oil pipe No.1.

NG

Repair or replace.

OK

7 Check whether or not DTC P1349 is stored.

PREPARATION:

- (a) Clear the DTC (See page DI-3).
- (b) Perform simulation test.

CHECK:

Check whether or not DTC P1349 is stored (See page DI-3).

OK:

DTC P1349 is not stored.

OK

VVT system is OK.*

*: DTC P1349 is also output after the foreign object is caught in some part of the system in the engine oil and the system returns to normal in a short time. As the ECM controls so that foreign objects are ejected, there is no problem about the VVT. There is also no problem since the oil filter should get the foreign object in the engine oil.

NG

Replace ECM.