P1495

Tests 1 - 2

<table>
<thead>
<tr>
<th>TEST</th>
<th>ACTION</th>
<th>APPLICABILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Turn the ignition on. With the DRBIII®, read DTC's. Is the DTC specific good trip counter displayed and equal to zero for P1495?</td>
<td>All</td>
</tr>
<tr>
<td></td>
<td>Yes → Go To 2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No → Go To 8</td>
<td></td>
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<tr>
<td>2</td>
<td>Turn the ignition off. Disconnect the Leak Detection Pump Connector. <strong>Note: Check connectors - Clean/repaired as necessary.</strong> Turn the ignition on. Actuate, “ASD Fuel system test”. Measure the voltage of the Fused Ignition Switch Output Circuit at the Leak Detection Pump Connector. Is the voltage above 10.0 volts?</td>
<td>All</td>
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<tr>
<td></td>
<td>Yes → Go To 3</td>
<td></td>
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<tr>
<td></td>
<td>No → Repair the open Fused Ignition Switch Output Circuit. Perform the Powertrain Verification Test [Ver.5]</td>
<td></td>
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Tests 3 - 7
<table>
<thead>
<tr>
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</table>
| 3    | Turn the ignition off.  
   Disconnect the Leak Detection Pump electrical connector.  
   **Note: Check connectors - Clean/repair as necessary.**  
   Connect a 12 volt test light to a good 12 volt source (B+).  
   Turn the ignition on.  
   With the DRBIII®, actuate the Leak Detection Pump.  
   Check the LDP Solenoid Control circuit, with the test light, while the Leak Detection Pump is actuating.  
   Does the test light blink?  
   Yes → Go To 4  
   No → Go To 5 | All |
| 4    | If there are no potential causes remaining, Replace the leak detection pump.  
   View repair options.  
   **Repair**  
   Replace the Leak Detection Pump.  
   Perform the Powertrain Verification Test [Ver-5] | All |
| 5    | Turn the ignition off.  
   Disconnect the Leak Detection Pump Solenoid.  
   Disconnect the PCM harness connectors.  
   **Note: Check connectors - Clean/repair as necessary.**  
   Using an Ohmmeter, measure the resistance of the Leak Detection Pump Solenoid Control Circuit to ground at the PCM Connector.  
   Is the resistance below 5.0 ohms?  
   Yes → Repair the Leak Detection Pump Solenoid Control Circuit for a short to ground.  
   Perform the Powertrain Verification Test [Ver-5]  
   No → Go To 6 | All |
| 6    | Turn the ignition off.  
   Disconnect the Leak Detection Pump Solenoid.  
   Disconnect the PCM harness connector (a).  
   **Note: Check the connectors - Clean/repair as necessary.**  
   With an Ohmmeter, measure the resistance of the LDP Solenoid Control Circuit from the PCM Connector to the LDP Connector.  
   Is the resistance below 5.0 ohms?  
   Yes → Go To 7  
   No → Repair the open Leak Detection Pump Solenoid Control Circuit.  
   Perform the Powertrain Verification Test Ver-5 | All |
| 7    | If there are no potential causes remaining, the Powertrain Control Module is assumed to be defective.  
   View repair options.  
   **Repair**  
   Replace the Powertrain Control Module.  
   Perform the Powertrain Verification Test Ver-5 | All |

Tests 8 - 11
### SYMPTOM

**P1495 - LEAK DETECTION PUMP SOLENOID CIRCUIT**

### WHEN MONITORED

Ignition ON and battery voltage greater than **10.4 volts**.

### SET CONDITION

The state of the solenoid circuit does not match the PCM's desired state.

### POSSIBLE CAUSES

- DTC not equal to freeze frame DTC.
- LDP solenoid circuit wiring harness observable problem
- LDP solenoid circuit wiring harness intermittent problem
- Fused ignition switch output circuit open
- LDP solenoid control circuit shorted to ground
- Leak detection pump
- Leak detection pump solenoid control circuit open
- Powertrain Control Module

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<td>8</td>
<td>Ignition on, engine not running, With the DRBIII®, read DTCs. Determine if the DTC (Hex) matches freeze frame DTC (Hex). Is DTC (Hex) equal to freeze frame DTC (Hex)? Yes → Go To 9 No → Repair the DTC with freeze frame data. Perform the Powertrain Verification Test [Ver-5].</td>
<td>All</td>
</tr>
<tr>
<td>9</td>
<td>Ignition on, engine not running, Read the Freeze Frame Data. Try to duplicate the conditions in Freeze Frame. Did the DTC specific good trips change to 0? Yes → Test Complete. No → Go To 10</td>
<td>All</td>
</tr>
<tr>
<td>10</td>
<td>Turn the ignition off. Using the schematic as a guide, inspect the Wiring and Connectors. Were any problems found? Yes → Repair as necessary. Perform the Powertrain Verification Test [Ver-5]. No → Go To 11</td>
<td>All</td>
</tr>
<tr>
<td>11</td>
<td>Ignition on, engine not running With the DRB, actuate the LDP Solenoid. While wiggling the LDP Wiring Harness from the LDP Solenoid to PCM, listen to LDP Solenoid. Did the LDP Solenoid ever stop or start clicking? Yes → Repair as necessary where wiggling caused problem to appear. Perform the Powertrain Verification Test [Ver-5]. No → Test Complete.</td>
<td>All</td>
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