

DO: Barometric Pressure (BARO) Sensor

This pinpoint test is intended to diagnose the following:

- BARO sensor
- PCM (12A650)

BARO Sensor Transfer Function

Volts	Pressure in kPa	Pressure in psi	Pressure in in-Hg
0.3	7.6	1.1	2.2
0.5	12.7	1.84	3.8
2.64	60	8.7	17.7
4.54	115	16.68	34
4.75	120.3	17.45	35.5
4.8	121.6	17.66	35.9

DO1 CHECK FOR DIAGNOSTIC TROUBLE CODES (DTCS)

Are DTCs P2227, P2228, P2229, or P2230 present?

Yes	GO to DO2 .
No	RETURN to Section 3, Symptom Charts for further direction.

DO2 CHECK BARO SENSOR OPERATION

Note: Most local weather reports include a barometric pressure that is corrected to factor in sea level. However, the BARO PID indicates the barometric pressure for the actual vehicle altitude. Local weather conditions (high or low pressure) may change the local barometric pressure by several inches of mercury.

- Ignition ON, engine OFF.
- Access the PCM and monitor the BARO (PRESS) PID.
- Record the BARO PID value.
- Verify that the BARO PID value is approximately the same as the daily barometric pressure from your local weather report.

Does the BARO PID value compare with the reported barometric pressure?

Yes	The system is operating correctly at this time. Clear the PCM DTCs. REPEAT the self-test.
No	GO to DO3 .

DO3 CHECK FOR CORRECT PCM OPERATION

- Disconnect all the PCM connectors.
- Visually inspect for:
 - pushed out pins
 - corrosion

- Connect all the PCM connectors and make sure they seat correctly.
- Carry out the PCM self-test.
- Verify the concern is still present.

Is the concern still present?

Yes	INSTALL a new PCM. REFER to Section 2, Flash Electrically Erasable Programmable Read Only Memory (EEPROM) , Programming the VID Block for a Replacement PCM.
No	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.

mcx30.com