

General Diagnostic Table

POWER ASSISTED SYSTEM (POWER STEERING)

10. General Diagnostic Table

A: INSPECTION

Trouble	Possible cause	Corrective action
<ul style="list-style-type: none"> • Heavy steering effort in all ranges • Heavy steering effort at stand still • Steering wheel surges when turning. 	1. Pulley belt <ul style="list-style-type: none"> • Unequal length of pulley belts • Adhesion of oil and grease • Loose or damage of pulley belt • Poor uniformity of pulley belt cross section • Pulley belt touches to pulley bottom • Poor revolution of pulleys except oil pump pulley • Poor revolution of oil pump pulley 	Adjust or replace.
	2. Tire and wheel <ul style="list-style-type: none"> • Improper tires out of specification*1 • Improper wheel out of specification*1 • Tires not properly inflated 	Replace or reinflate.
	3. Fluid <ul style="list-style-type: none"> • Low fluid level • Aeration • Dust mix • Deterioration of fluid • Poor warming-up of fluid *2 	Refill, bleed air, replace or instruct customer.
	4. Idle speed <ul style="list-style-type: none"> • Lower idle speed • Excessive drop of idle speed at start or at turning steering wheel *3 	Adjust or instruct customer.
	5. Measure hydraulic pressure. <Ref. to PS-48, INSPECTION, Oil Pump.>	Replace the problem parts.
	6. Measure steering effort. <Ref. to PS-56, MEASUREMENT OF STEERING EFFORT, INSPECTION, General Diagnostic Table.>	Adjust or replace.
<ul style="list-style-type: none"> • Vehicle leads to one side or the other • Poor return of steering wheel to center • Steering wheel surges when turning. 	1. Fluid line <ul style="list-style-type: none"> • Folded hose • Flattened pipe 	Correct or replace.
	2. Tire and wheel <ul style="list-style-type: none"> • Flat tire • Mix use of different tires • Mix use of different wheels • Abnormal wear of tire • Unbalance of remained grooves • Unbalance of tire pressure 	Adjust, fix or replace.
	3. Front alignment <ul style="list-style-type: none"> • Improper or unbalance caster • Improper or unbalance toe-in • Loose connection of suspension 	Adjust or retighten.
	4. Others <ul style="list-style-type: none"> • Damaged joint assembly • Unbalanced height • Unbalanced weight 	Replace, adjust or instruct customer.
	5. Measure steering effort. <Ref. to PS-56, MEASUREMENT OF STEERING EFFORT, INSPECTION, General Diagnostic Table.>	Adjust or replace.

*1 If the tires or wheels are wider than specifications, the load to power steering system is increased. Accordingly, in a condition, for example before fluid warms-up, relief valve may work before maximum turning angle. In this case, steering effort may be heavy. When the measured hydraulic pressure is normal, there is no abnormal thing.

*2 In cold weather, steering effort may be heavy due to increased flow resistance of cold fluid. After warming-up engine, turn the steering wheel from stop to stop several times to warm-up fluid. Then if steering effort reduces normally, there is no abnormal thing.

General Diagnostic Table

POWER ASSISTED SYSTEM (POWER STEERING)

*3 In cold weather or with insufficient warm-up of engine, steering effort may be heavy due to excessive drop of idling when turning steering wheel. In this case, it is recommended to start the vehicle with increasing engine speed than usual. Then if steering effort reduces normally, there is no abnormal thing.

1. NOISE AND VIBRATION

CAUTION:

Do not keep the relief valve operated over five seconds at any time or inner parts of the oil pump may be damaged due to rapid increase of fluid temperature.

NOTE:

- Grinding noise may be heard immediately after the engine start in extremely cold condition. In this case, if the noise goes off during warm-up there is no abnormal function in the system. This is due to the fluid characteristic in extremely cold condition.
- Oil pump makes whine or growl noise slightly due to its mechanism. Even if the noise can be heard when steering wheel is turned at stand still, there is no abnormal function in the system provided that the noise eliminates when the vehicle is running.
- When turning the steering wheel with service brake and/or parking brake applied, the noise is generated by creaking between disc and pads. However this does not indicate abnormal function in system.
- There may be a little vibration around the steering devices when turning steering wheel at standstill, even though the component parts are properly adjusted and have no defects.

Hydraulic systems are likely to generate this kind of vibration as well as working noise and fluid noise because of combined conditions, i.e., road surface and tire surface, engine speed and turning speed of steering wheel, fluid temperature and braking condition.

These phenomena do not indicate there are some abnormal functions in the system.

Confirm the vibration by turning the steering wheel repeatedly at various speeds from slow to rapid step by step with parking brake applied on concrete road and in "D" range for AT model.

Trouble	Possible cause	Corrective action
Hiss noise (continuous) While engine is running.	Relief valve emits operating sound when steering wheel is completely turned in either direction. (Do not keep this condition over five seconds.)	Normal Operation
	Relief valve emits operating sound when steering wheel is not turned. This means that the relief valve is defective.	Replace the oil pump.
Rattling noise (intermittent) While engine is running.	Interference with adjacent parts	Check the clearance. Correct if necessary. <Ref. to PS-43, INSPECTION, Pipe Assembly.>
	Loosened installation of oil pump, oil tank, pump bracket, gearbox or crossmember	Retighten.
	Loosened installation of oil pump pulley or other pulley(s)	Retighten.
	Loosened linkage or play of steering or suspension Loosened tightening of joint or steering column	Retighten or replace.
	Sound generates from the inside of gearbox or oil pump.	Replace the faulty parts of the gearbox or oil pump.
Knocking When turning steering wheel in both directions with small angle repeatedly at engine ON or OFF.	Excessive backlash Loosened lock nut for adjusting backlash	Adjust and retighten.
	Loosened tightening or play of tie-rod, tie-rod end	Retighten or replace.
Grinding noise (continuous) While engine is running.	Vane pump aeration	Inspect and retighten the fluid line connection. Refill the fluid and vent air.
	Vane pump seizing	Replace the oil pump.
	Pulley bearing seizing of oil pump	Replace the oil pump.
	Folded hose, flattened pipe	Replace.

General Diagnostic Table

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Squeal, squeak (intermittent or continuous) While engine is running.	Maladjustment of pulley belt Damaged or charged pulley belt Unequal length of pulley belts	Adjust or replace. (Replace two belts as a set.)
	Runout or defacement of V-groove surface of oil pump pulley	Clean or replace.
Sizzling noise (continuous) While engine is running.	Fluid aeration	Fix the wrong part causing aeration. Replace the fluid and vent air.
	Damaged pipe of gearbox	Replace the pipe.
	Abnormal inside of hose or pipe Flattened hose or pipe	Rectify or replace.
	Abnormal inside of oil tank	Replace.
	Removed oil tank cap	Install cap.
Whistle (continuous) While engine is running.	Abnormal pipe of gearbox or abnormal inside of hose	Replace the faulty parts of the gearbox or hose.
Whine or growl (intermittent or continuous) While engine is running with/ without steering turned.	Loosened installation of oil pump, oil pump bracket	Retighten.
	Abnormal inside of oil pump, hose	Replace the oil pump or hose, if the noise can be heard when running as well as stand still.
	Torque converter growl, air conditioner compression growl	Remove the power steering pulley belt and confirm.
Grinding noise (continuous) While engine is running with the steering turned.	Abnormal inside of gearbox	Replace the faulty parts of gearbox.
	Abnormal bearing for steering shaft	Apply grease or replace.
	Generates when turning steering wheel with brake (service or parking) applied.	If the noise goes off when brake is released, it is normal.
Vibration While engine is running with/ without steering turned.	Too low engine speed	Adjust and instruct customers.
	Vane pump aeration	Fix the wrong part. Vent air.
	Damaged valve in oil pump, gearbox	Replace the oil pump, faulty parts of gearbox.
	Looseness of play of steering, suspension parts	Retighten.

General Diagnostic Table

POWER ASSISTED SYSTEM (POWER STEERING)

2. MEASUREMENT OF STEERING EFFORT

Step	Check	Yes	No
1 CHECK STEERING EFFORT. 1) Stop the vehicle on a concrete road. 2) Start the engine. 3) Run the engine at idle. 4) Install a spring scale on the steering wheel. 5) Pull the spring scale at a right angle to the steering wheel, and measure both right and left steering wheel efforts. NOTE: When turning the steering more quickly than necessary from a direction to the other direction at an engine speed over 2,000 rpm, steering effort may be heavy. This is caused by flow characteristic of oil pump and is not defective.	Is the steering effort less than 29.4 N (3.0 kgf, 6.6 lb)?	Go to step 2.	Adjust the backlash.
2 CHECK STEERING EFFORT. 1) Stop the engine. 2) Pull the spring scale at a right angle to the steering wheel, and measure both right and left steering wheel efforts.	Is the steering effort less than 294.2 N (30 kgf, 66.2 lb)?	Go to step 3.	Perform adjustment.
3 CHECK STEERING WHEEL EFFORT. 1) Remove the universal joint. 2) Measure steering wheel effort.	Is steering effort less than 2.26 N (0.23 kgf, 0.51 lb)?	Go to step 4.	Check, adjust and replace if necessary.
4 CHECK STEERING WHEEL EFFORT. Measure steering wheel effort.	Is the difference of steering effort between clockwise and counterclockwise less than 20%?	Go to step 5.	Check, adjust and replace if necessary.
5 CHECK UNIVERSAL JOINT. Measure the swing torque of the joint (yoke of steering column side). <Ref. to PS-15, INSPECTION, Universal Joint.>	Is the swing torque less than 7.3 N (0.74 kgf, 1.64 lb)?	Go to step 6.	Replace with a new one.
6 CHECK UNIVERSAL JOINT. Measure the swing torque of the joint (yoke of gearbox side). <Ref. to PS-15, INSPECTION, Universal Joint.>	Is the swing torque less than 3.8 N (0.39 kgf, 0.86 lb)?	Go to step 7.	Replace with a new one.
7 CHECK FRONT WHEEL. Check the front wheel.	If the front wheels have unsteady revolution or rattling and brake for dragging?	Inspect, readjust and replace if necessary.	Go to step 8.
8 CHECK TIE-ROD ENDS. Remove the tie-rod ends.	If the tie-rod ends of suspension have unsteady revolution or rattling?	Inspect and replace if necessary.	Go to step 9.
9 CHECK BALL JOINT. Remove the ball joint.	If the ball joints of suspension have unsteady revolution or rattling?	Inspect and replace if necessary.	Go to step 10.
10 CHECK GEARBOX. Measure the rotating of gearbox. <Ref. to PS-37, TURNING RESISTANCE OF GEARBOX, INSPECTION, Steering Gearbox.>	Is the rotating resistance of steering gearbox less than 10.5 N (1.1 kgf, 2.4 lb)? Is the difference between clockwise and counterclockwise less than 20%?	Go to step 11.	Readjust the backlash, and if ineffective, replace the faulty parts.
11 CHECK GEARBOX. Measure the sliding of gearbox. <Ref. to PS-36, SERVICE LIMIT, INSPECTION, Steering Gearbox.>	Is the sliding resistance of steering gearbox less than 314 N (32 kgf, 71 lb)? Is the difference between right and left sliding resistances less than 20%?	Steering effort is normal.	Readjust the backlash, and if ineffective, replace the faulty parts.

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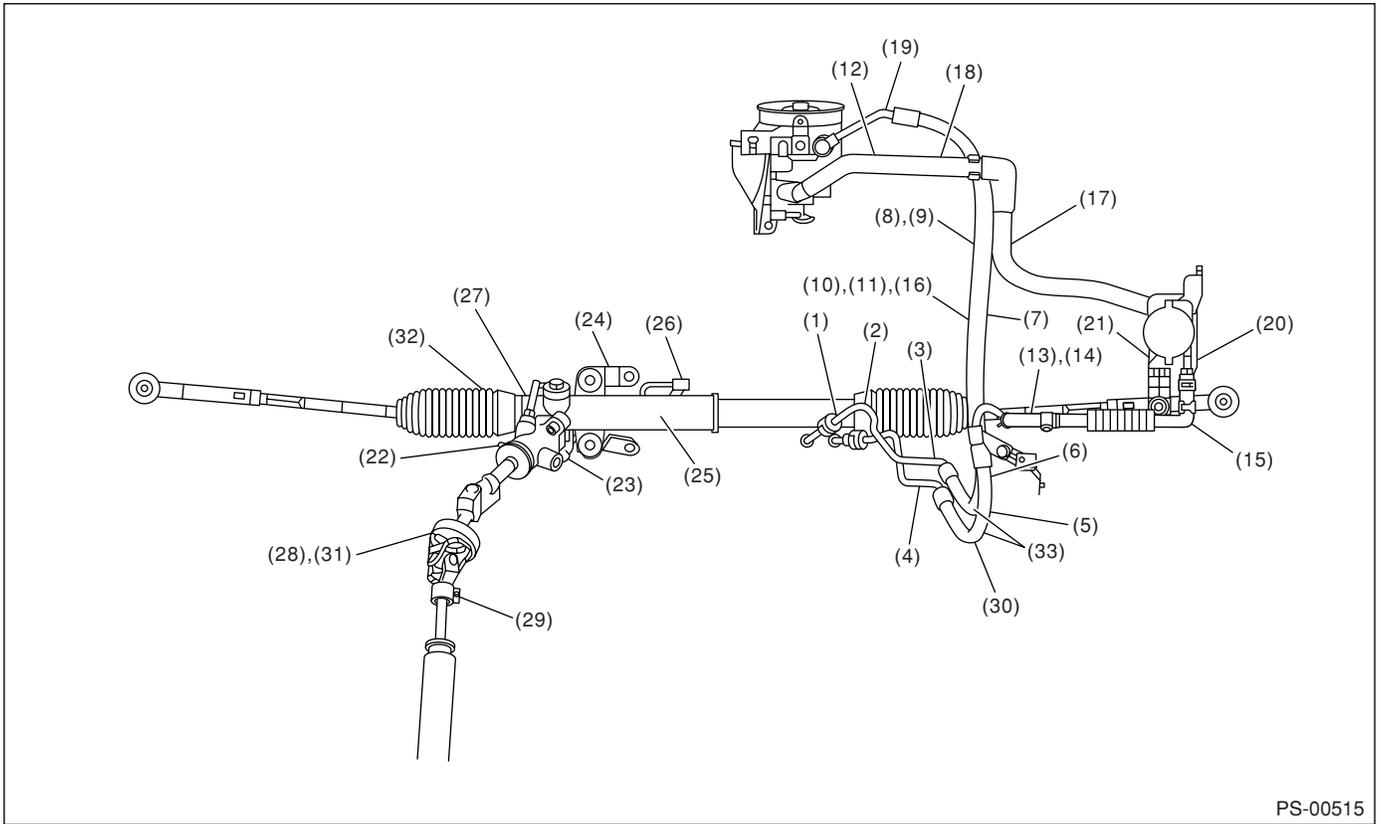
3. INSPECTION OF CLEARANCE

This table lists various clearances that must be correctly adjusted to ensure the normal vehicle driving without interfering noise, or any other faults.

LOCATION	Minimum allowance mm (in)
(1) Crossmember-to-Hose ASSY	3 (0.12)
(2) Front exhaust pipe-to-Hose ASSY (Turbo model)	15 (0.59)
(3) Front frame side-to-Hose ASSY	10 (0.39)
(4) Turbo cover-to-Hose ASSY (Turbo model)	10 (0.39)
(5) Master cylinder-to-Return hose (Turbo model)	10 (0.39)
(6) Master cylinder-to-Hose clip (Model with vehicle dynamics control (VDC))	10 (0.39)
(7) VDC H/U-to-Hose ASSY (Model with vehicle dynamics control (VDC))	5 (0.20)
(8) Air cleaner-to-Hose ASSY (Turbo model)	5 (0.20)
(9) Air boot-to-Hose ASSY	10 (0.39)
(10) Protector-to-Hose ASSY (Turbo model, DOHC non-turbo model)	10 (0.39)
(11) Blow-by-to-Hose ASSY (Turbo model)	8 (0.31)
(12) Over flow hose-to-Hose ASSY (Turbo model)	8 (0.31)
(13) Brake pipe-to-Return hose (Model with ABS)	10 (0.39)
(14) Front suspension bracket-to-Return hose	5 (0.20)
(15) Front wheel apron-to-Return hose	5 (0.20)
(16) VDC H/U bracket-to-Suction hose (Model with vehicle dynamics control (VDC))	5 (0.20)
(17) Air cleaner case-to-Suction hose	5 (0.20)
(18) Air intake duct-to-Suction hose (Turbo model)	10 (0.39)
(19) Air duct-to-Suction hose (Turbo model)	10 (0.39)
(20) Front wheel apron-to-Reservoir tank	5 (0.20)
(21) VDC H/U-to-Reservoir tank (Model with vehicle dynamics control (VDC))	5 (0.20)
(22) Valve housing-to-DOJ (MT model)	12 (0.47)
(23) Valve housing-to-Crossmember (Hole)	1 (0.04)
(24) Bracket-to-Crossmember	1 (0.04)
(25) Cylinder-to-Crossmember	5 (0.20)
(26) Elbow-to-Crossmember	1 (0.04)
(27) Cylinder-to-Exhaust pipe	18 (0.71)
(28) Universal joint coupling-to-Turbo cover (Turbo model)	15 (0.59)
(29) Universal joint column side yoke-to-Master cylinder (Closest approach point when universal joint turns by 360°) (OUTBACK model)	5 (0.20)
(30) Cruise control-to-Hose ASSY (Model with cruise control)	10 (0.39)
(31) Universal joint coupling-to-ATF level gauge (LHD model)	10 (0.39)
(32) Boot-to-Exhaust pipe (LHD model)	18 (0.71)
(33) Return hose-to-Pressure hose	No contact between hoses

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PS-00515