

**TROUVER LES PRISES OBD2**

Contrairement à ce que j'ai pu lire sur différents forums, les Lotus "elise" ont bien des prises OBD2.

**Pour la S1** elle se situe dans le compartiment arrière à gauche à proximité de l'ECU. Il s'agit d'une prise DLC 16 broches.

**Pour la S2** elle se situe dans le compartiment passager droit à l'avant au fond contre la paroi, il faut être souple pour l'atteindre. Soyez prudent en retirant le cache récalitrant. Le format est le même prise DLC 16 broches.

**LES CODES OBD2****P0011A****P0012A****P0076****P0077****P0101****P0102****P0103****P0106****P0107****P0108****P0111****P0112****P0113****P0116****P0117****P0118****P0121****P0122****P0128**

Petit rappel red is dead 2

**Mon MIL est rouge que faire ?**

Votre MIL s'allume, clignote, vous fait de l'oeil, bref c'est la panique! Premier réflexe, appelez votre concessionnaire, second vos potes, troisième encore un autre concessionnaire... 3 appels, 3 réponses différentes et causes possibles... vous êtes parano, doublé d'un hypocondriaque mécanique, moi aussi... une seule solution brancher un outil de diagnostic sur la prise OBD2 (On Board Diagnostic 2) de votre Lotus.

La prise OBD2 est une merveille du monde moderne, elle équipe la plupart des voitures depuis 1996. Sur une elise S2 elle est sous le vide poche côté passager, au fond, vraiment au fond, et à une forme qui rappelle un peu une péritel...

Cette prise est en relation direct avec l'ECU et vous permet d'obtenir des informations en temps réel de votre moteur et un diagnostic de ce dernier.

Avec un lecteur adapté et cette liste vous devriez pouvoir vous mettre sur la piste de l'infâme senseur ou sonde qui pousse votre jeune moteur à la grève générale.

**MrJACK**

Camshaft Position - Timing Over-Advanced or System Performance

Camshaft Position - Timing Over-Retarded

Intake Valve Control Solenoid Circuit Low

Intake Valve Control Solenoid Circuit High

Mass or Volume Air Flow Circuit Range/Performance

Mass or Volume Air Flow Circuit Low Input

Mass or Volume Air Flow Circuit High Input

Manifold Absolute Pressure/Barometric Pressure Circuit Range/Performance

Manifold Absolute Pressure/Barometric Pressure Circuit Low Input

Manifold Absolute Pressure/Barometric Pressure Circuit High Input

Intake Air Temperature Sensor 1 Circuit Range/Performance

Intake Air Temperature Sensor 1 Circuit Low

Intake Air Temperature Sensor 1 Circuit High

Engine Coolant Temperature Circuit Range/Performance

Engine Coolant Temperature Circuit Low

Engine Coolant Temperature Circuit High

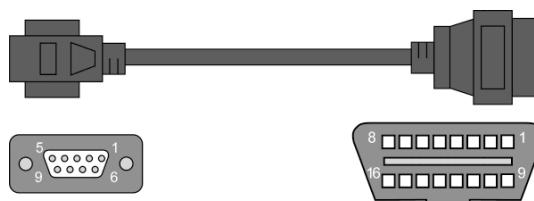
Throttle/Pedal Position Sensor/Switch "A" Circuit Range/Performance

Throttle/Pedal Position Sensor/Switch "A" Circuit Low  
P0123 Throttle/Pedal Position Sensor/Switch "A" Circuit High

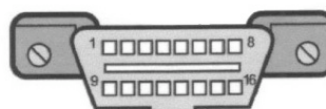
Coolant Thermostat (Coolant Temperature Below Thermostat Regulating temperature)

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| <b>P0131</b> | O2 Sensor Circuit Low Voltage (Pre Catalyst)                         |
| <b>P0132</b> | O2 Sensor Circuit High Voltage (Pre Catalyst)                        |
| <b>P0133</b> | O2 Sensor Circuit Slow Response (Pre Catalyst)                       |
| <b>P0134</b> | O2 Sensor Circuit No Activity Detected (Pre Catalyst)                |
| <b>P0135</b> | O2 Sensor Heater Circuit (Pre Catalyst)                              |
| <b>P0137</b> | O2 Sensor Circuit Low Voltage (Post Catalyst)                        |
| <b>P0138</b> | O2 Sensor Circuit High Voltage (Post Catalyst)                       |
| <b>P0139</b> | O2 Sensor Circuit Slow Response (Post Catalyst)                      |
| <b>P0140</b> | O2 Sensor Circuit No Activity Detected (Post Catalyst)               |
| <b>P0141</b> | O2 Sensor Heater Circuit (Post Catalyst)                             |
| <b>P0171</b> | System Too Lean  |
| <b>P0172</b> | System Too Rich  |
| <b>P0201</b> | Injector Circuit/Open – Cylinder 1                                   |
| <b>P0202</b> | Injector Circuit/Open – Cylinder 2                                   |
| <b>P0203</b> | Injector Circuit/Open – Cylinder 3                                   |
| <b>P0204</b> | Injector Circuit/Open – Cylinder 4                                   |
| <b>P0300</b> | Random/Multiple Cylinder Misfire Detected                            |
| <b>P0301</b> | Cylinder 1 Misfire Detected  |
| <b>P0302</b> | Cylinder 2 Misfire Detected  |
| <b>P0303</b> | Cylinder 3 Misfire Detected  |
| <b>P0304</b> | Cylinder 4 Misfire Detected  |
| <b>P0324</b> | Knock Control System Error   |
| <b>P0327</b> | Knock Sensor 1 Circuit Low   |
| <b>P0328</b> | Knock Sensor 1 Circuit High  |
| <b>P0335</b> | Crankshaft Position Sensor “A” Circuit Range/Performance             |
| <b>P0340</b> | Camshaft Position Sensor “A” Circuit                                 |
| <b>P0351</b> | Ignition Coil “A” Primary/Secondary Circuit                          |
| <b>P0352</b> | Ignition Coil “B” Primary/Secondary Circuit                          |
| <b>P0353</b> | Ignition Coil “C” Primary/Secondary Circuit                          |
| <b>P0354</b> | Ignition Coil “D” Primary/Secondary Circuit                          |
| <b>P0420</b> | Catalyst System Efficiency Below Threshold                           |
| <b>P0441</b> | Evaporative Emission System Incorrect Purge Flow                     |
| <b>P0442</b> | Evaporative Emission System Leak Detected (small leak)               |
| <b>P0444</b> | Evaporative Emission System Purge Control Valve Circuit Open         |
| <b>P0445</b> | Evaporative Emission System Purge Control Valve Circuit Shorted      |
| <b>P0446</b> | Evaporative Emission System Vent Control Circuit                     |
| <b>P0447</b> | Evaporative Emission System Vent Control Circuit Open                |
| <b>P0448</b> | Evaporative Emission System Vent Control Circuit Shorted             |
| <b>P0451</b> | Evaporative Emission System Pressure Sensor/Switch Range/Performance |
| <b>P0452</b> | Evaporative Emission System Pressure Sensor/Switch Low               |
| <b>P0453</b> | Evaporative Emission System Pressure Sensor/Switch High              |
| <b>P0455</b> | Evaporative Emission System Leak Detected (large leak)               |

|              |   |
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| <b>P0456</b> | Evaporative Emission System Leak Detected (very small leak) |
| <b>P0461</b> | Fuel Level Sensor "A" Circuit Range/Performance             |
| <b>P0462</b> | Fuel Level Sensor "A" Circuit Low                           |
| <b>P0463</b> | Fuel Level Sensor "A" Circuit High                          |
| <b>P0480</b> | Fan 1 Control Circuit                                       |
| <b>P0481</b> | Fan 2 Control Circuit                                       |
| <b>P0500</b> | Vehicle Speed Sensor "A"                                    |
| <b>P0506</b> | Idle Air Control System RPM Lower Than Expected             |
| <b>P0507</b> | Idle Air Control System RPM Higher Than Expected            |
| <b>P0508</b> | Idle Air Control System Circuit Low                         |
| <b>P0509</b> | Idle Air Control System Circuit High                        |
| <b>P0562</b> | System Voltage Low  |
| <b>P0563</b> | System Voltage High   |
| <b>P0601</b> | Watchdog  |
| <b>P0606</b> | Checksum  |
| <b>P0627</b> | Fuel Pump Control Circuit /Open                             |
| <b>P0646</b> | A/C Clutch Relay Control Circuit Low                        |
| <b>P0647</b> | A/C Clutch Relay Control Circuit High                       |
| <b>P1301</b> | Misfire level causing emissions increase                    |
| <b>P1302</b> | Misfire level causing catalyst system damage                |
| <b>P2602</b> | Coolant Pump Control Circuit Low                            |
| <b>P2603</b> | Coolant Pump Control Circuit High                           |
| <b>P2646</b> | A Rocker Arm Actuator System Performance or Stuck Off       |
| <b>P2647</b> | A Rocker Arm Actuator System Stuck On                       |
| <b>P2648</b> | A Rocker Arm Actuator Control Circuit Low                   |
| <b>P2649</b> | A Rocker Arm Actuator Control Circuit High                  |



- 1 ————— 5 (Signal Ground)
- 2 ————— 4 (Chassis Ground)
- 3 ————— 6 (CAN High (J-2284))
- 4 ————— 7 (ISO 9141-2 K Line)
- 5 ————— 14 (CAN Low J-2284)
- 6 ————— 10 (J1850 Bus-)
- 7 ————— 2 (J1850 Bus+)
- 8 ————— 15 (ISO 9141-2 L Line)
- 9 ————— 16 (Battery Power)



**Female Connector  
(Plug at the car)**