

# Freeze Frame and MIL Activity

**Meets NATEF Task:** (A8-B-2) Diagnose the causes of emissions or driveability concerns resulting from malfunctions in the computerized engine control system with stored DTCs. (P-1)

Name \_\_\_\_\_ Date \_\_\_\_\_ Time on Task \_\_\_\_\_

Make/Model/Year \_\_\_\_\_ VIN \_\_\_\_\_ Evaluation: 4 3 2 1

The purpose of this activity is to allow the service technician apply the use of freeze frames in the diagnosis of OBD II faults.

\_\_\_\_ 1. Connect a scan tool with the key on, engine off (KOEO), and disconnect the electrical connection from the throttle position (TP) sensor. Wait 3 seconds.

\_\_\_\_ 2. A TP sensor TP fault diagnostic trouble code (DTC) should have been set.

\_\_\_\_ Yes (DTC was set)      \_\_\_\_ No (no DTC was set) Turn the ignition off and back on. Did the DTC set?  
\_\_\_\_ Yes \_\_\_\_ No

\_\_\_\_ 3. Using a scan tool, view the freeze frame created when the DTC was set.

\_\_\_\_ OK (freeze frame was set)      \_\_\_\_ No (freeze frame was not set)

\_\_\_\_ 4. Is the malfunction indicator lamp (MIL or check engine) on? \_\_\_\_ Yes \_\_\_\_ No

\_\_\_\_ 5. Check service information and list the reason(s) that could cause the MIL to be on in the event of a disconnected TP sensor.

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\_\_\_\_\_

\_\_\_\_ 6. Check service information and determine what needs to occur to turn off the MIL.

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