	<b>GROUP</b> <b>Engine</b>	<b>MODEL</b> <b>2017MY</b> <b>Forte (YDm)</b>
	<b>NUMBER</b> <b>PS461 Rev 1, (9/13/2016)</b>	<b>DATE</b> <b>August 2016</b>



## TECHNICAL OPERATIONS

**SUBJECT:** DTC P0014 – EXHAUST CAMSHAFT POSITION TIMING OVER-ADVANCED OR SYSTEM PERFORMANCE

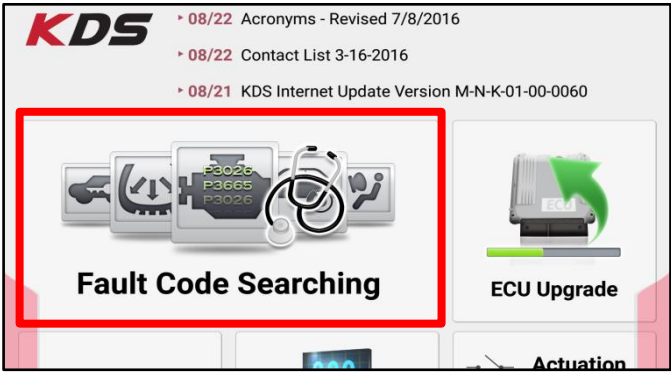
### \* NOTICE

This bulletin has been revised to include additional information. New/revised sections of this bulletin are indicated by a black bar in the margin area.

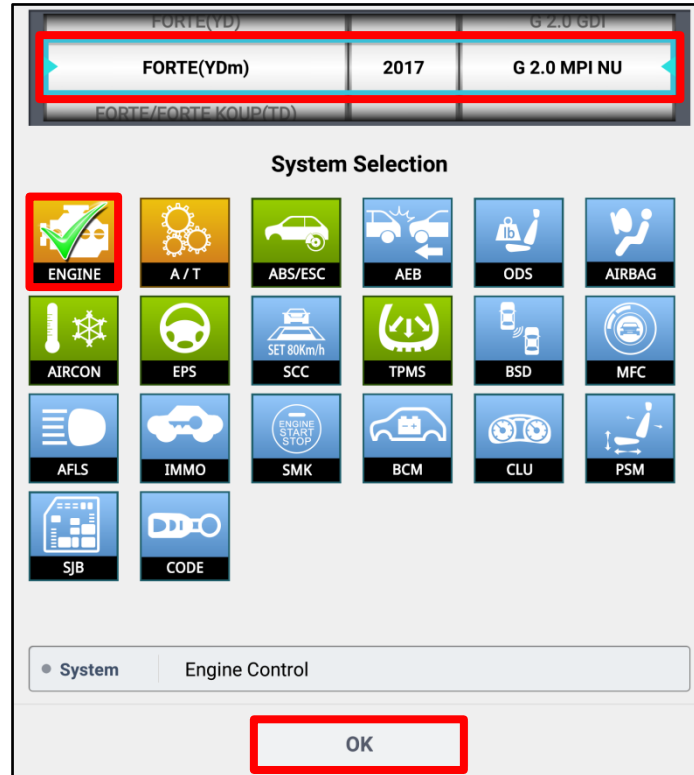
When encountering a customer concern of a Malfunction Indicator Light (MIL) on in the dash on some 2017MY Forte (YDm) with a 2.0L Nu MPI engine, check for the presence of DTC P0014 – Exhaust Camshaft Position Timing Over-Advanced or System Performance. To address the concern of MIL on with P0014 active, follow the procedure outlined below.



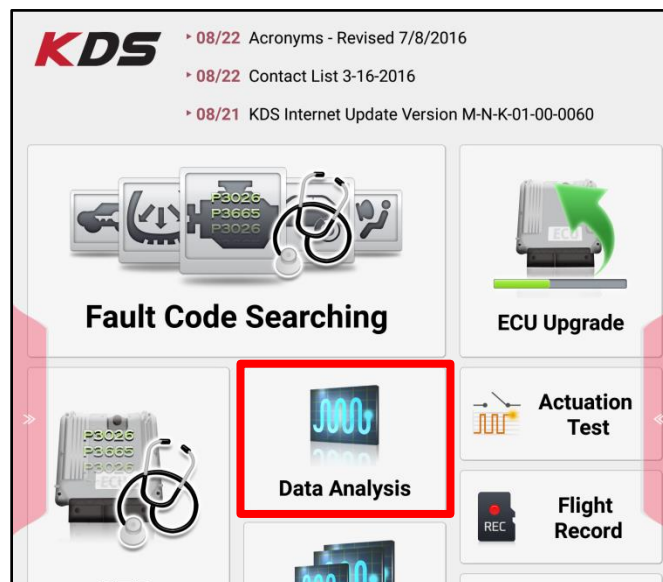
- Using a KDS, select Fault Code Searching.



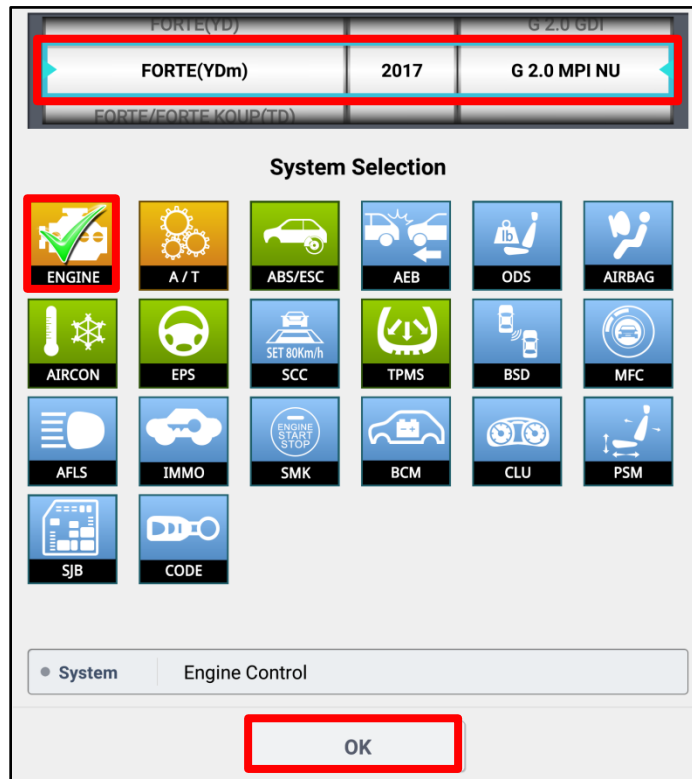
2. Confirm correct vehicle selection, select Engine, and press OK to scan for fault codes.
  - a. Make a note of any DTCs and clear all.



3. Return to the home screen and select Data Analysis.



4. Confirm correct vehicle selection, select Engine, and press OK.

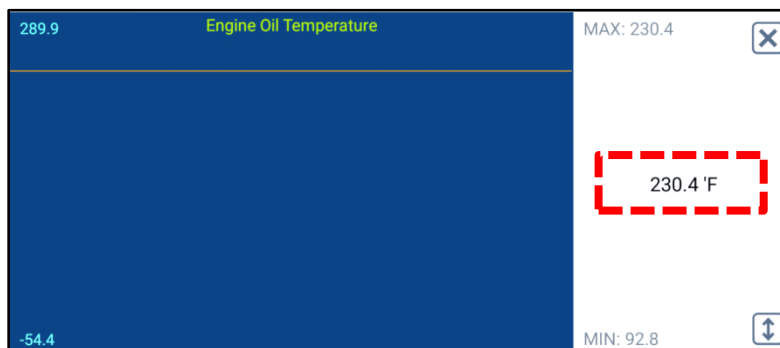


5. Select “Engine Oil Temperature”, “Current Position of Exhaust Camshaft – Bank1(Option)”, and “Control Camshaft Position Setpoint Exhaust – Bank1(Option)” and press Graph.

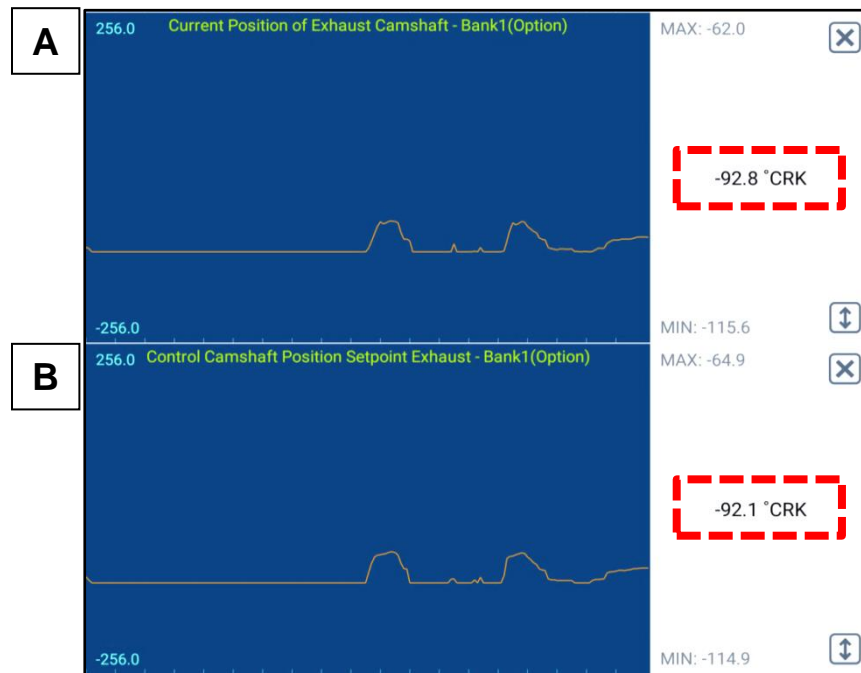
The screenshot shows a diagnostic interface with a navigation bar at the top containing buttons for 'Stop', 'Graph', 'Selective Display', and 'Actuation Test'. The 'Graph' button is highlighted with a red box. Below the navigation bar is a table with the following data:

Sensor Name(144)	Value	Unit	Link Up
Engine Oil Temperature	92.8	'F	
Current Position of Exhaust Camshaft - Bank1(Option)	-114.9	°CRK	
Control Camshaft Position Setpoint Exhaust - Bank1(Option)	-114.9	°CRK	

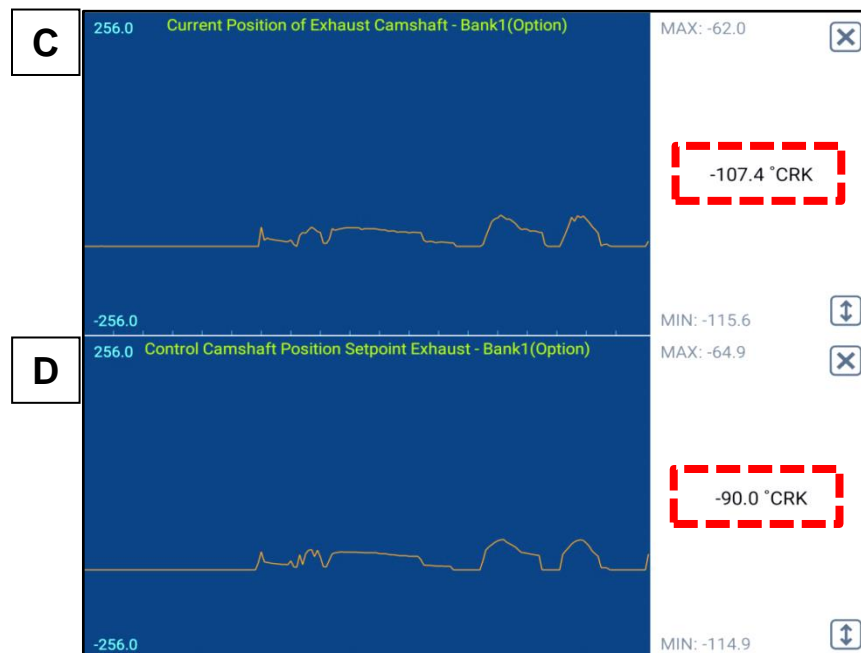
6. Bring the engine oil to operating temperature (>230°F).



7. With the vehicle in park, slowly rev the engine from idle to 4000 RPM and back to idle in about 10 seconds. During this process, compare the current (A) and control (B) angles of the exhaust camshaft to ensure that the difference is less than 5 degrees.



8. If the difference between current (C) and control (D) angles is greater than 5 degrees, hold the engine speed at the incident RPM until the difference in angles is less than 5 degrees.



9. Address any other fault codes that were found in the system during step 1.
10. If after two attempts this relearn procedure is unsuccessful, proceed with normal DTC diagnostics by referring to “KGIS → Engine → Engine Control → P0014 ‘B(Exhaust)’ Camshaft Position – Timing Over-Advanced or System Performance (Bank 1)”.