



Report ID: 692
Type: OBD II Report
Tool: SDS10 Date: 08/13/2026 12:01 PM

Business: Sample Auto Repair
Phone Number: (800) 555-0100
Email: shop@example.com

Vehicle Information	Customer Information
2014 HYUNDAI TUCSON L4, 2.4L; DOHC; 16V; DI VIN: KM8JU3AGXEU910451 Odometer: 50000 miles Module No: N/A Battery Voltage: N/A CalID: N/A CVN: N/A	Customer: Customer A Phone Number: (800) 555-0199 Email: customer.a@example.com

Powertrain	MIL ON No Program - Emission Readiness: Warning
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Confirmed/MIL DTC

P0302	Cylinder 2 Misfire Detected
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Fix for DTC

Most Likely Fix	Ignition Coil(s) and Spark Plug(s)
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Repair Tip

Initial Inspection	During your initial inspection, check for obvious mechanical signs such as torn inlet boots, missing or broken vacuum tees and/or, cracked, broken, or disconnected wire harnesses. Inspect the ignition coil wire(s) or connector(s) to ensure they fit tightly on the spark plugs. Make sure the coil(s) and housing are properly fit into the valve cover, cylinder head, and spark plug(s). In addition, check the ignition coil harness connector(s) for proper fitment into the connector(s) and holders. This will prevent short-to-voltage, short-to-ground, etc., or interference with other wires. With the engine idling, you may try spraying a fine mist of water across the wires and coil(s), looking for arcing and, or RPM change. In addition, inspect the battery terminals and check the state of charge before attempting to diagnose possible electrical faults. Refer to the Vehicle Emission Warranty Manual for time and mileage coverage for the emission-related fault(s). For additional information, refer to the Service Manual or applicable Technical Service Bulletin (TSB).
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Possible Cause	- Faulty Ignition Coil and Spark Plug - Faulty Injector
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Diagnostic Procedure	1. Inspect the Ignition Coil and Spark Plug			
	a. Remove the ignition coil from the cylinder identified by the Diagnostic Trouble Codes (DTC) and measure the coil's primary and secondary resistance.			
	Specification: The primary coil resistance should be 0.62 (±0.062) Ohms at 68°F (20°C), and the secondary coil resistance should be 7.0 (±1.05) kOhms at 68°F (20°C).			
	- If the value is out of specification, replace the coil. Perform Repair Validation.			
	- If the value is within specification, move the coil to a non-adjacent cylinder.			
	b. Perform Repair Validation.			
	- If the same DTC(s) is set, remove the spark plug for that cylinder and inspect it. The spark gap should be 1.0–1.1mm (0.039–0.043 in). Perform a quick compression check to determine if the compression is the root cause. Then, follow the appropriate diagnostic procedure and repair as specified.			
	- If compression, spark plug, and gap are good, move the spark plug to another cylinder.			
	c. Perform Repair Validation.			
	- If a DTC is set for the cylinder where the spark plug was moved, replace the spark plug. Perform Repair Validation.			
Repair Validation	- If the same DTC is set, go to Step 2.			
	2. Inspect the Fuel Injector			
	a. Remove each fuel injector harness connector. Install a noid light. Start and idle the engine. You should see the light flashing as the Electronic Control Unit (ECU) pulses the injector.			
	- If the noid light flashes, go to Step 2b.			
	- If the noid light does not flash, inspect for a shorted or open circuit or a defective ECU.			
	b. Disconnect the fuel injector connector. Using a Digital Multimeter (DMM), measure the fuel injector resistance. The resistance should be 1.18–1.31 Ohm at 68°F.			
	- If the resistance is out of specification, replace the fuel injector. Perform Repair Validation.			
	- If the resistance is within specification, go to Step 2c.			
	c. Using a mechanical ear (stethoscope), listen for the fuel injector clicking.			
	- If the fuel injector is not clicking, replace the fuel injector. Perform Repair Validation.			
PID \$041 - This Driving Cycle	- If the fuel injector is clicking, inspect for a vacuum leak. If none are found, go to Step 2d.			
	d. No fault is present. Perform Repair Validation. If the DTC sets, go to Step 2.			
	1. Clear DTC(s) and FF (Freeze Frame) information.			
	2. Perform the Key ON Engine OFF (KOEO) and KOER test or follow the OBD2 drive cycle requirements for the fault area.			
	3. An optional method to validate the repair would be to operate the vehicle within the conditions recorded in the FF data.			
	4. Check for pending or stored DTCs. If none is found, the repair is complete.			
Freeze Frame				
ECT		176 (°F)	Eng RPM	2400
Veh Speed		53 (mph)	IAT	32 (°F)

MAF

86.69 (lb/min)

* **RED** = Status Bad, * **GREEN** = Status Good, * Underlined items indicate service required.

Scheduled Maintenance

Next Service: 52500

Inspect Cabin Air Filter	10-15
Rotate Tires, Inspect Tire Wear, & Adjust Tire Pressure	
Inspect Air Filter	
Inspect Vacuum Hoses	Inspect Vacuum Hoses All Hyundai
Change Engine Oil and Filter	10-15

Warranty Status

May Be Covered

Basic Warranty	Up to 60 months or 60000 miles
Parts Limited Warranty	Up to 12 months or 12000 miles
Air Conditioner Refrigerant Charge Warranty	Up to 12 months or 0 miles
Roadside Assistance Warranty	Up to 60 months or 0 miles
Rust Perforation Limited Warranty	Up to 84 months or 0 miles
Paint Surface Warranty	Up to 36 months or 36000 miles
Emission Warranty	Up to 96 months or 80000 miles
Powertrain Warranty	Up to 120 months or 100000 miles
Electric/Hybrid Warranty	Up to 120 months or 100000 miles
Accessory Limited Warranty	Up to 12 months or 0 miles
Replacement 12-Volt Battery Limited Warranty	Up to 36 months or 36000 miles