P0410 code chevy trailblazer

Vehicle: Chevy trailblazer, with less that 95, miles on it. Please log in or register to add a comment. Please log in or register to answer this question. P Secondary air injection system Before you replace the air pump , what mostly cause a P us the secondary air injection check valves , what happens in a majority of cases with P is the one way valves plugs up rust this stop the airflow and sets a P,. I bought the vehicle in with 12, miles on it, the mileage had not hit 13, when one afternoon my husband and I were out for dinner and got back in truck to go home, when this vehicle, started to run rough and then about 5 minutes later it quit. During the time it was rough, it sounded like the fan was racing to beat the band, and it scared me but then it quit. So when we got home we called the mechanic and he called back and we told him what it was doing and he asked if it had done it again. Since that first time it has never done it again. Now at the time we bought this we lived in Jasper Cty, In and in that county you didn't need to have vehicle checked for emmissions yearly. It wasn't until recently that I moved up to Lake Cty, In and in this county you need to have it inspected, so now I have to have this replaced so it will pass inspection. Being my older brother has worked on my vehicles in the past and knows how to fix them correctly, he told me he would do this for me providing I could get instructions on what all he needs to get to replace this and also that he has a place indoors to work on the vehicle. If I can give you any more information on this vehicle, please let me know, I was to let you know what you need to know about vehicle so that we can get this fixed properly. Related questions. How much to fix? Where do you buy the part? Need A Repair Shop? How much do you know about cars? Take the AutoCodes. Send feedback Jobs. Powered by Question2Answer. Automotive Forums. I just bought an 04 Trailblazer with a 4. It runs fine and I drove it almost miles home with no problems but the SES light came on steady while driving home in the rain. I had the code checked and it came up with code P for secondary intake malfunction. I typically buy the service manuals from GM but just got the vehicle a week ago and haven't purchased one yet so I'm not familiar with where anything is located yet on this vehicle. I've checked around on the internet and read stuff about water coming in an intake for the pump smog? I did talk to the service manager at the GM dealership who gave me a bulletin about checking the valve and pump and possibly replacing the motor if it was inoperable but I didn't speak to any mechanics about where this was located. So now I'm wondering where is this pump located? I didn't know if it's on the engine or on the driver's side or passenger side. I see an air inlet for the air box on the passenger side and one on the driver's side going toward the battery box. I didn't want to start pulling stuff off unnecessarily looking for it. I was also wondering if anyone knew about the service bulletin Mar 06 about Secondary Air Injection-revised pipe placement because my dealer couldn't find it at the time I was in there because I think I had the wrong number at the time. Anyone have any thoughts on this issue? And lastly, will the SES light go out on it's own once I do locate and fix the problem or will I have to have it reset? Thanks in advance for any help. There is an electric blower under the truck, tucked inside the frame rail about under the drivers seat. The blower draws it's clean air from a hose tied into the air inlet tube between the airfilter box and throttle body, pressurizes it slightly and blows this clean air into a port in the cylinder head directly above the exhaust manifold, dead center. There is a can shaped check valve bolted to this port with the air hose clamped to it and an electrical connection. The most common failure point of this system is this check valve. Remove the hose, the electrical connection and 2 bolts and it's off. Very easy. I'd start by removing and checking the valve and check the hoses for water. Thanks for the help Joel!!! I finally had a chance to work on it yesterday and the valve on the engine was stuck and we weren't able to free it. The hoses were clear and the pump still worked fine. I bought a new valve and the light went out after the first few trips. Now I'm curious how you prevent it from happening again. I took off the small tube in the front of the air box so it has to suck air from the side rather than being forced in from the grill so hopefully rain won't find it's way in. I dont know of any way to prolong the life of the check valve, other than maybe pull it and spray it out with carb cleaner periodically. If the hose you refer to is the suction line to the AIR blower installed between airfilter box and throttle body , I'd definately leave that hose plugged into a clean air source. OK, thanks for the input. I didn't remove the air hose for the injection pump, I removed the air inlet tube at the front of the airbox that points right into the grill so hopefully water won't be forced into the airbox. By removing that tube at the front it'll now have to suck air from the side of the airbox underneath the hood. I was hoping that would solve the water problems. Joel, any idea how long that pump should run when the vehicle is cold? I am also getting the P code. Though I hear and feel the pump running but only for about ten seconds. Maybe that is too short. What controls how long it runs?? Hey Larry, I don't know the exact answer to your question but was going to tell you that mine runs about the same amount of time when you first start. What we did was take that valve off the engine above the exhaust manifold and then found that air hose

that comes up from the blower motor and then started the engine and could feel air blowing out of that hose so we knew that was working properly. Then we checked the valve which was stuck. We put power to the leads on that valve and it wouldn't open so we bought a new one and verfied that it worked before putting it back on. Within about five starts, our code went away and hasn't been a problem since. Good luck with yours. Thanks for the reply. So the can type device on the side on the manifold is a solenoid! I thought the electrical connection on it was the sensor. That makes it easy to check. A project for this weekend. Thanks Larry. Thanks Larry I replaced the solenoid on the manifold After 1 over a week back order from Chevy :wink: and the SES light has been out after reseting it. Thanks for the help. Good deal Larry. Thanks for the follow-up. What was the price on the solenoid valve if you don't mind me asking? I have a feeling Chebby parts counters sell a lot of them. Maybe a silly question Welcome to AF, please look at the dates before jumping into a thread, start a new one, thanks. This means that it has the same meaning for the Chevy Trailblazer as it would any other vehicle. It is letting you know that there is an issue with the secondary air injection system. The secondary air injection system injects air into the exhaust to help lower emissions. Most of the time, P is going to be caused by a failure in this pump or the one way check valve. But there can be other reasons the code is thrown as well. Nearly all of the time, the only symptom of P in the Trailblazer is going to be the service engine soon light. Vary rarely, it can cause some hesitation on acceleration. Typically, there are three main components to the AIR system. They are the pump, hoses, and one way check valve. All of this is electronically controlled, so checking the fuse to it is a great place to start. The most common cause of P is going to be the one way check valve failing. When it does, it allows moisture into the pump. This moisture can freeze in the winter time. If frozen water does freeze up the air pump itself, it may blow the fuse to it. This fuse is typically under the hood of the vehicle. It only takes a second to see if a fuse has been blown. The AIR pump itself is the most common cause of P They are relatively affordable. If they are no longer accepting instruction from the ECU, P will be thrown. P in the Chevy Trailblazer is not likely to cause the vehicle to break down, and rarely causes symptoms other than the check engine light. If there is anything that you would like to add, please leave a comment below. Good luck! This happens when the O2 sensor does not accurately detect the changes in the O2 level of the exhaust while the air injection system is functioning. This trouble code will not prevent your vehicle from running. The most common result is increased emission from your vehicle. However, if left unsolved, this code could cause your vehicle to fail emission s testing. Prematurely replacing the air injection pump before checking the fuse or relay. For error code P, one or more of the below repairs may be needed to solve the underlying issue. For each possible repair, the estimated cost of repair includes the cost of the relevant parts and the cost of labor required to make the repair. Car bit Torque Car dr. All clear fault codes shutting check engine light off But the problem will remain till u fix it. If the delete code on the OBD fails to clear the code. Remove the negative battery cable for a few minuates this often will clear the codes. Hope this helps. The FIXD display on your phone gives you the option. You must restart engine to have the warning gone. Yes No Forums Search forums. What's New Latest activity. Members Registered members Current visitors. Memberships Help offset the costs of running our community. We appreciate any contributions! Log in Register. Search titles only. Search Advanced searchâ€¦. Search forums. Log in. Install the app. JavaScript is disabled. For a better experience, please enable JavaScript in your browser before proceeding. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Help with code P on a trailblazer. Thread starter Malo Start date Jan 17, Malo Member. So I recently got the check engine light on my trailblazer lt 4. The guy at autozone put some seafoam threw the vacuum line and the light when away the truck even drove better, it took off faster well 2 weeks later and the light is back on same code "p", how do I go about troubleshooting this in other words where do I start. I took the big hose coming out from the bottoms of the air filter on a cold start but coudint feel no sucking, next I try removing the hose in the back of the check valve right next to the transmission dip stick but for some reason it didn't want to come off plus I really didn't have a lot of space to work with any help what should I check next before I start ordering parts, I really hope is the check valve not the air pump what the best way of testing the check valve any help. I've posted a troubleshooting guide a dozen times, so please let me suggest you find those rather than start another thread on the same subject. But to make sure I'm not being totally unhelpful, there are about five things that can be the cause. It has NO benefit during normal driving. Oh, and did you do all the other K required maintenance, such as all fluids tranny, transfer case, coolant, and differentials , plugs, and O2 sensor? Have you been changing your transfer case fluid religiously every 50K? Hypnotoad Well-Known Member. Glad to see you made it over. Thanks man this site is way more helpfully then trailvoy, and no I haven't I recently purchase this truck about 2 months ago used with k on

it. Now with this code am trying to do my research before taking it back to the mechanic as I m very illiterate when it comes to cars. I got no clue what's a transfer case but am about to research that as far as the tranny,plugs and 02 sensor I have no idea if the past owner took care of that when he hit the k, but I will get to it thanks for the help guys. Malo said:. Thanks man this site is way more helpfully then trailvoy George Well-Known Member. TB Well-Known Member. George said:. When you first start it up pull off the hose that goes to the check valve. Listen if you can hear exhaust sound coming out of check valve. If no the valve is bad. I've changed this valve on 5 different trailblazers. This fixed the problem on all of them. Make sure you disconnect the battery after you change the valve out View attachment View attachment The valve is normally closed. Upon a cold start the turbine pump injects compressed air into the exhaust manifold to ignite what acts like an afterburner to get the unburned fuel to burn in the manifold and warm up the O2 sensor and hasten the engine computer's entry into closed-loop mode. Where the emissions are less. I hope I can get some help on this and I apologize if its repetitive. I am new here, PO code keeps coming back on my Trailblazer 4. I have had the Pump changed part number , relay , and the shut off valve or solenoid as some call it , yet the light is still on. As well I did a complete fuel injection service! Now I have to go back to May of when this started, they turned the light off " while not finding a code " and passed its inspection, I was told No big deal. Only to find out a year later May that I should have fixed it and it caused my pump and others as mentioned to go bad and too much carbon built up. I understand this is just an emissions issue and in California I would not even have this problem. Now with all the fix and money spent the light is back on after 20 miles. I have seen in threads that the 02 sensor in the front, not the back can also be the issue! Yet my mechanic "a new one for me" is saying that the 02 sensor will NOT give me the same code PO, that if it where the sensor the code will be different. Also he is saying that so much carbon got built up that even after putting in a new Sole

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noid or shut off valve he cleaned all the carbon everywhere BUT he is saying there is a tube running from the valve into the engine and that is probably the issue, that the head needs to come off to get it thoroughly cleaned of all carbon at that end, and that is the only way to get it. Even after a full injection service He said I could just let it go and he will help me pass inspection next year, BUT I am sick of seeing the light.. Is there anything I can do? I hope this makes sense what I am saying, anyhelp is appreciated.. Jamess1 New Member. Last edited: Feb 26, Mooseman Moderator. Jamess1 , is there a question here? All you did was quote an old post. You must log in or register to reply here. Online statistics Members online 10 Guests online Total visitors Staff online. Members online joehvac7 Matt swampman Shadetree74 Chemman freddyboy61 Mooseman richphotos prattage Dadwagon. Forum statistics Threads 21, Messages , Members 14, Latest member swampman. Secure Browsing. Top Bottom.