

DIAGNOSIS SYSTEM

DESCRIPTION

The ECU contains a built-in, self-diagnosis system which detects troubles within the engine signal network and then flashes the "CHECK" engine warning light on the instrument panel.

By analyzing various signals shown in the table (See page 30, 32 or 34) the ECU detects system malfunctions which are related to the various operating parameter sensors or actuator. The ECU stores the failure code associated with the detected failure until the diagnosis system is cleared by removing the EFI fuse with the ignition switch OFF.

The "CHECK" engine warning light on the instrument panel informs the driver that a malfunction has been detected. The light goes off automatically when the malfunction has been cleared.



"CHECK" ENGINE WARNING LIGHT CHECK

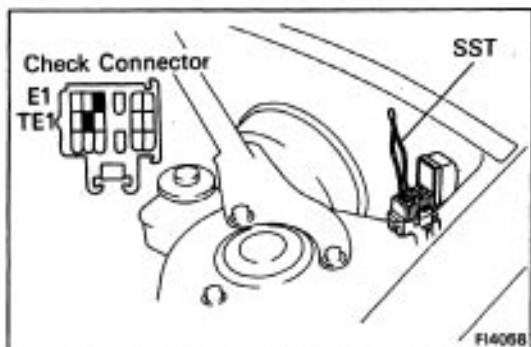
1. The "CHECK" engine warning light will come on when the ignition switch is placed at ON and the engine is not running.
2. When the engine is started, the "CHECK" engine warning light should go off. .

If the light remains on, the diagnosis system has detected a malfunction or abnormality in the system.

OUTPUT OF DIAGNOSTIC CODES

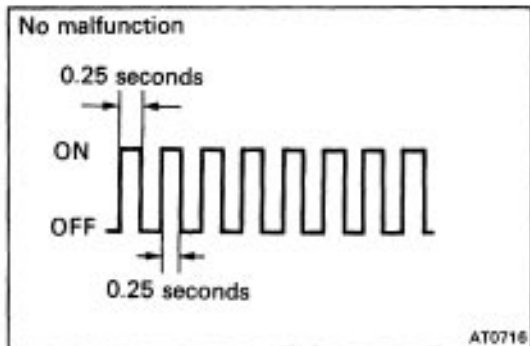
To obtain an output of diagnostic codes, proceed as follow:

1. Initial conditions
 - (a) Battery voltage 11 V or more
 - (b) Throttle valve fully closed (throttle position sensor IDL points closed)
 - (c) Transmission in neutral range
 - (d) Accessories switched OFF
 - (e) Engine at normal operating temperature
2. Turn the ignition switch ON. Do not start the engine.
3. Using SST, connect terminals TE1 and E1 of the check connector. SST 09843-18020





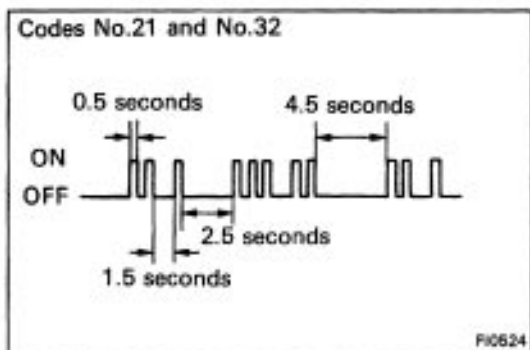
4. Read the diagnostic code as indicated by the number of flashes of the "CHECK" engine warning light.



Diagnostic Codes (See page [FI-30](#), 32 or 34)

(a) Normal System Operation (no malfunction)

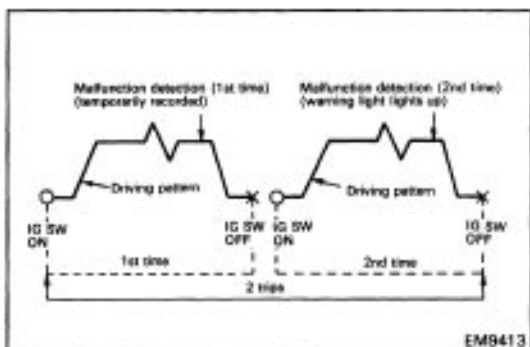
- The light will alternately blink ON and OFF 2 times per second.



(b) Malfunction Code Indication

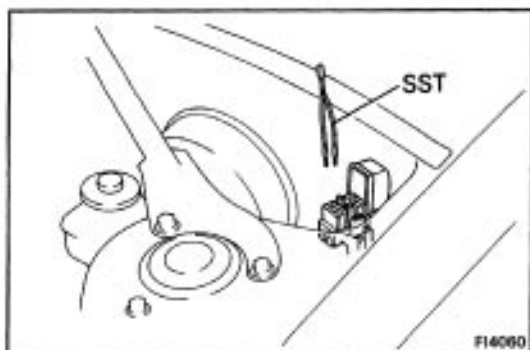
- In the event of a malfunction, the light will blink every 0.5 seconds. The first number of blinks will equal the first digit of a 2-digit diagnostic code and, after a 1.5 second pause, the 2nd number of blinks will equal the 2nd. If there are two or more codes, there will be a 2.5 second pause between each.
- After all the codes have been signaled, there will be a 4.5 second pause and they will all be repeated as long as the terminals TE1 and E1 of the check connector are connected.

HINT: In the event of a number of trouble codes, indication will begin from the smaller value and continue to the larger in order.

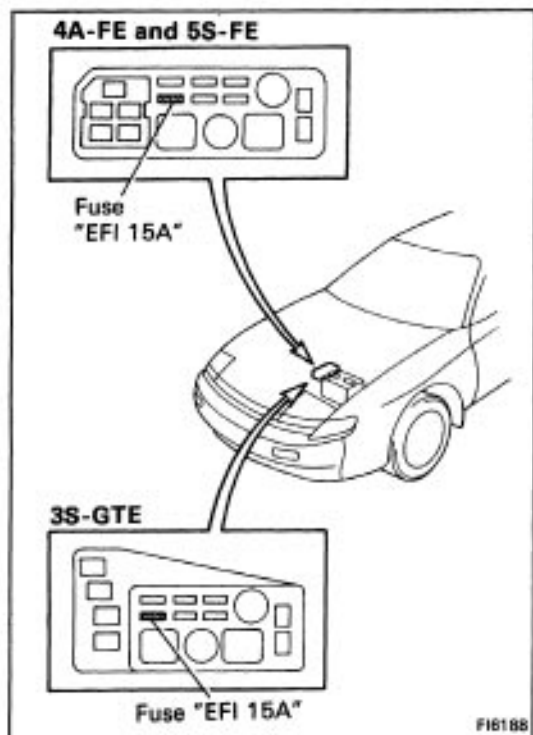


(c) (2 trip detection logic)

Diagnostic codes 21, 25, 26, 27 and 71 use "2 trip detection logic". With this logic, when a malfunction is first detected, the malfunction is temporarily stored in the ECU memory. If the same case is detected again during the second drive test, this second detection causes the "CHECK" engine warning light to light up. The 2 trip repeats the same mode a 2nd time. (However, the ignition switch must be turned OFF between the 1st time and 2nd time).



5. After the diagnostic check, remove the SST.
SST 09843-18020



CANCELLING DIAGNOSTIC CODE

1. After repair of the trouble area, the diagnostic code retained in memory by the ECU must be cancelled out by removing the fuse "EFI 15A" for 10 seconds or more, depending on ambient temperature (the lower the temperature, the longer the fuse must be left out) with the ignition switch OFF.

HINT:










- Cancellation can also be done by removing the battery negative (-) terminal, but in this case, other memory systems (clock, etc.) will also be cancelled out.
 - If the diagnostic code is not cancelled out, it will be retained by the ECU and appear along with a new code in the event of future trouble.
 - If it is necessary to work on engine components requiring removal of the battery terminal, a check must first be made to see if a diagnostic code has been recorded.
2. After cancellation, perform road test of the vehicle to check that a normal code is now read on the "CHECK" engine warning light.

If the same diagnostic code appears, it indicates that the trouble area has not been repaired thoroughly.







DIAGNOSIS INDICATION

1. When 2 or more codes are indicated, the lowest number (code) will appear first.
2. All detected diagnostic codes, except codes No.51 and No.53, will be retained in memory by the ECU from the time of detection until cancelled out.
3. Once the malfunction is cleared, the "CHECK" engine warning light on the instrument panel will go off but the diagnostic code(s) remain stored in ECU memory (except for codes No.51 and No-53).

DIAGNOSTIC CODES (4A-FE)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
-	 FI1401	Normal	-	Output when no other code is recorded.	-	-	-
12	 FI1606	RPM Signal	ON	No G or NE signal is input to the ECU for 2 secs. or more after STA turns ON.	<ul style="list-style-type: none"> Open or short in NE, G circuit Distributor Open or short in STA circuit ECU 	○	IG-4 FI-47
13	 FI1607	RPM Signal	ON	N E signal is not input to ECU for 50 msec. or more when engine speed is 1,000 rpm or more.	<ul style="list-style-type: none"> Open or short in NE circuit Distributor ECU 	○	IG-4
14	 FI1608	Ignition Signal	ON	IGF signal from igniter is not input to ECU for 4 consecutive ignition.	<ul style="list-style-type: none"> Open or short in IGF or IGT circuit from igniter to ECU Igniter ECU 	○	FI-48
21	 FI1609	Oxygen Sensor Signal	ON	<p>(1) Open or short in heater circuit of oxygen sensor for 500 msec. or more. (HT)</p> <p>(2) At normal driving speed (below 60 mph and engine speed is above 1,900 rpm), amplitude of oxygen sensor signal (OX) is reduced to between 0.35 – 0.70 V continuously for 60 secs. or more.</p> <p>*6 (2 trip detection logic) for (2)</p>	<ul style="list-style-type: none"> Open or short in heater circuit or oxygen sensor Oxygen sensor heater ECU 	○	FI-51
22	 FI1610	Water Temp. Sensor Signal		Open or short in water temp. sensor circuit for 500 msec. or more. (THW)	<ul style="list-style-type: none"> Open or short in water temp. sensor circuit Water temp. sensor ECU 	○	FI-46
24	 FI1611	Intake Air Temp. Sensor Signal	*3 ON	Open or short in intake air temp. sensor circuit for 500 msec. or more. (THA)	<ul style="list-style-type: none"> Open or short in intake air temp. sensor circuit Intake air temp. sensor ECU 	○	FI-48
25	 FI2562	Air- Fuel Ratio Lean Malfunction	ON	<p>(1) Oxygen sensor output is less than 0.45 V for at least 90 secs. for CALIF. or 120 secs. for others when oxygen sensor is warmed up (racing at 2,000 rpm). (only for code 25)</p> <p>*4</p>	<ul style="list-style-type: none"> Engine ground bolt loose Open in E1 circuit Open in injector circuit Fuel line pressure (injector blockage, etc.) Open or short in oxygen sensor circuit Oxygen sensor Ignition system Water temp. sensor Vacuum sensor ECU 	○	FI-44 FI-51
26	 FI2563	Air- Fuel Ratio Rich Malfunction	ON	<p>(2) When marked variation is detected in engine revolutions for each cylinder during idle switch on and feedback condition.</p> <p>*6 (2 trip detection logic) (1) and (2)</p>	<ul style="list-style-type: none"> Engine ground bolt loose Open in E1 circuit Short in injector circuit Fuel line pressure (Injector leakage, etc.) Open or short in oxygen sensor circuit Oxygen sensor Water temp. sensor Vacuum sensor Compression pressure ECU 	○	

DIAGNOSTIC CODES (4A–FE) (Cont'd)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
31	 FI1612	Vacuum Sensor Signal	ON	Open or short detected continuously for 500 msec. or more in vacuum sensor circuit. (PIM)	<ul style="list-style-type: none"> Open or short in vacuum sensor circuit Vacuum sensor ECU 	○	FI-43
41	 FI1614	Throttle Position Sensor Signal	*3 ON	Low PSW signal is input continuously to the ECU for 500 msec. or more at idling (IDL contact is ON).	<ul style="list-style-type: none"> Open or short in throttle position sensor circuit Throttle position sensor ECU 	○	FI-42
42	 FI1615	Vehicle Speed Sensor Signal	OFF	SPD signal is not input to the ECU for at least 8 seconds during high load driving with engine speed between 2,600 rpm and 4,500 rpm.	<ul style="list-style-type: none"> Open or short in vehicle speed sensor circuit Vehicle speed sensor ECU 	○	-
43	 FI1616	Starter Signal	OFF	Starter signal (STA) is not input to ECU even once until engine reaches 800 rpm or more when cranking.	<ul style="list-style-type: none"> Open or short in starter signal circuit Open or short in IG SW or main relay circuit ECU 	○	FI-47
*5 71	 FI2622	EGR System Malfunction	ON	EG R gas temp. sensor signal (TH G) is below total temp. of intake air temp. plus 55°C (99°F) after driving for 25 seconds in EGR operation range. *6 (2 trip detection logic)	<ul style="list-style-type: none"> Open in EGR gas temp. sensor circuit Open in VSV circuit for EGR EGR vacuum hose disconnected, valve stuck Clogged in EGR gas passage ECU 	○	FI-52
51	 FI1617	Switch Condition Signal	OFF	Displayed when A/C is ON, IDL contact OFF or shift position in "R", "D", "2", or "1" ranges with the check terminals E1 and TE1 connected.	<ul style="list-style-type: none"> A/C switch circuit Throttle position sensor IDL circuit Neutral start switch circuit Accelerator pedal, cable ECU 	X	FI-42 FI-50

REMARKS

*1 : "ON" displayed in the diagnosis mode column indicates that the "CHECK" Engine Warning Light is lighted up when a malfunction is detected.

"OFF" indicates that the "CHECK" does not light up during malfunction diagnosis, even if a malfunction is detected.

*2 : "0" in the memory column indicates that a diagnostic code is recorded in the ECU memory when a malfunction occurs. "X" indicates that a diagnostic code is not recorded in the ECU memory even if a malfunction occurs.

Accordingly, output of diagnostic results is performed with the IG SW ON.

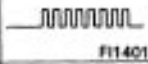
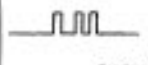



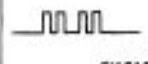



*3 : The "CHECK" Engine Warning Light comes on if malfunction occurs only for California specifications.

*4 : No.(2) in the diagnostic contents of codes No.25 and 26 apply to California specification vehicles only, while (1) applies to all models.




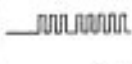







*5 : Code 71 is used only for California specifications.

*6 : "2 trip detection logic" (See page [FI-28](#))

DIAGNOSTIC CODES (3S-GTE)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
-	 FI1401	Normal	-	Output when no other code is recorded.	-	-	
12	 FI1606	RPM Signal	ON	No G1, G2 or N E signal is input to the ECU for 2 secs. or more after STA turns ON.	<ul style="list-style-type: none"> Open or short in NE, G circuit Distributor Open or short in STA circuit ECU 	○	IG-4 FI-63
13	 FI1607	RPM Signal	ON	NE signal is not input to ECU for 50 msec. or more when engine speed is 1,000 rpm or more.	<ul style="list-style-type: none"> Open or short in NE circuit Distributor ECU 	○	IG-4
14	 FI1608	Ignition Signal	ON	IGF signal from igniter is not input to ECU for 8 - 11 consecutive ignition.	<ul style="list-style-type: none"> Open or short in IG F or IGT circuit from igniter to ECU Igniter ECU 	○	FI-64
21	 FI1609	Oxygen Sensor Signal	ON	(1) Open or short in heater circuit of Oxygen sensor for 500 msec. or more. (HT) (2) At normal driving speed (below 60 mph and engine speed is above 1,900 rpm), amplitude of oxygen sensor signal (OX1) is reduced to between 0.35 - 0.70 V continuously for 60 secs. or more. *6 (2 trip detection logic) (only for (2))	<ul style="list-style-type: none"> Open or short in heater circuit of oxygen sensor Oxygen sensor heater ECU 	○	FI-69
22	 FI1610	Water Temp. Sensor Signal	ON	Open or short in water temp. sensor circuit for 500 msec. or more. (THW)	<ul style="list-style-type: none"> Open or short in water temp. sensor circuit Water temp. sensor ECU 	○	FI-62
24	 FI1611	Intake Air Temp. Sensor Signal	*3 ON	Open or short in intake air temp. sensor circuit for 500 msec. or more. (THA)	<ul style="list-style-type: none"> Open or short in intake air temp. sensor circuit. Intake air temp. sensor ECU 	○	FI-61
25	 FI2562	Air-Fuel Ratio Lean Malfunction	ON	(1) Oxygen sensor output is less than 0.45 V for at least 120 secs. when oxygen sensor is warmed up (racing at 1,500 rpm). (only for code 25) *4 (2) When air-fuel ratio feedback correction value or adaptive control value continues at the upper (lean) or lower (rich) limit for a certain period of time or adaptive control value is not renewed for a certain period of time.	<ul style="list-style-type: none"> Engine ground bolt loose Open in E1 circuit Open in injector circuit Fuel line pressure (injector blockage, etc.) Open or short in oxygen sensor circuit Oxygen sensor Ignition system Water temp. sensor Air flow meter (air intake) ECU 	○	FI-60 FI-69
26	 FI2563	Air-Fuel Ratio Rich Malfunction	ON	*4 (3) When the oxygen sensor feedback frequency is abnormally high during feedback condition. *6 (2 trip detection logic) (1) - (3)	<ul style="list-style-type: none"> Engine ground bolt loose Open in E1 circuit Short in injector circuit Fuel line pressure (Injector leakage, etc.) Open or short in cold start injector circuit Cold start injector Open or short in oxygen sensor circuit Oxygen sensor Air flow meter Compression pressure ECU 	○	

DIAGNOSTIC CODES (3S-GTE) (Cont'd)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
31	 FI1612	Air Flow Meter Signal	ON	At idling, open or short detected continuously for 500 msec. or more in air flow meter circuit. Open – VC Short – VC-E2	<ul style="list-style-type: none"> Open or short in air flow meter circuit 	○	FI-59
32	 FI1613	Air Flow Meter Signal	ON	Open or short detected continuously for 500 msec. or more in air flow meter circuit. Open – E2 Short – VS-VC	<ul style="list-style-type: none"> Air flow meter ECU 	○	FI-59
34	 FI2818	Turbo charging Pressure Sensor Signal	ON	Abnormal over charge during high load driving.	<ul style="list-style-type: none"> Open or short in turbocharging pressure sensor circuit Turbocharging pressure sensor Turbocharger ECU 	○	-
35	 FI4549	Turbo charging Pressure Sensor Signal	OFF	Open or short detected continuously for 500 msec. or more in turbocharging pressure sensor signal circuit. (PIM)	<ul style="list-style-type: none"> ECU 	○	FI-67
41	 FI1614	Throttle Position Sensor Signal	*3 ON	Open or short detected in throttle position sensor signal (VTA) for 500 msec. or more. I D L contact is ON and VTA output exceeds 1.5 V.	<ul style="list-style-type: none"> Open or short in throttle position sensor circuit Throttle position sensor ECU 	○	FI-57
42	 FI1615	Vehicle Speed Sensor Signal	OFF	SPD signal is not input to the ECU for at least 8 seconds during high load driving with engine speed between 2,500 rpm and 5,000 rpm.	<ul style="list-style-type: none"> Open or short in vehicle speed sensor circuit Vehicle speed sensor ECU 	○	-
43	 FI1616	Starter Signal	OFF	Starter signal (STA) is not input to ECU even once until engine reaches 800 rpm or more when cranking.	<ul style="list-style-type: none"> Open or short in starter signal circuit. Open or short in 1G SW or main relay circuit ECU 	○	FI-63
52	 FI1618	Knock Sensor Signal	ON	With engine speed between 1,600 rpm and 7,200 rpm, signal from knock sensor is not input to ECU for 17 revolutions. (KNK)	<ul style="list-style-type: none"> Open or short in knock sensor circuit Knock sensor (looseness, etc.) ECU 	○	-
53	 FI1619	Knock Control Signal	ON	Engine speed is between 700 rpm and 7,200 rpm and ECU (for knock control) malfunction is detected.	<ul style="list-style-type: none"> ECU 	X	-
71	 FI2622	EGR System Malfunction	ON	EGR gas temp. sensor signal (THG) is below 80°C (176°F) after driving for 60 seconds in EGR operation range. *6 (2 trip detection logic)	<ul style="list-style-type: none"> Open in EGR gas temp. sensor circuit Open in VSV circuit for EGR EGR Vacuum hose disconnected, valve stuck Clogged in EGR gas passage ECU 	○	FI-70
51	 FI1617	Switch Condition Signal	OFF	Displayed when A/C is ON or IDL contact OFF with the check terminals E1 and TE1 connected.	<ul style="list-style-type: none"> A/C switch circuit Throttle position sensor IDL circuit Accelerator pedal, cable ECU 	X	FI-57 FI-68

REMARKS

*1 : "ON" displayed in the diagnosis mode column indicates that the "CHECK" Engine Warning Light is lighted up when a malfunction is detected.

"OFF" indicates that the "CHECK" does not light up during malfunction diagnosis, even if a malfunction is detected.

*2 : "0" in the memory column indicates that a diagnostic code is recorded in the ECU memory when a malfunction occurs. "X" indicates that a diagnostic code is not recorded in the ECU memory even if a malfunction occurs.

Accordingly, output of diagnostic results is performed with the IG SW ON.










*3 : The "CHECK" Engine Warning Light comes on if malfunction occurs only for California specifications.

*4 : No.(2) and (3) in the diagnostic contents of codes No.25 and 26 apply to California specification vehicles only, while (1) applies to all models.








*5 : Code 71 is used only for California specifications.

*6 : "2 trip detection logic" (See page FI-28)

DIAGNOSTIC CODES (5S-FE)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
-	 FI1401	Normal	-	Output when no other code is recorded.	-	-	-
12	 FI1606	RPM Signal	ON	No G or NE signal is input to the ECU for 2 secs. or more after STA turns ON.	<ul style="list-style-type: none"> Open or short in NE, G circuit Distributor Open or short in STA circuit ECU 	○	IG-5 FI-80 FI-97
13	 FI1607	RPM Signal	ON	N E signal is not input to ECU for 50 msec. or more when engine speed is 1,000 rpm or more.	<ul style="list-style-type: none"> Open or short in NE circuit Distributor ECU 	○	IG-5
14	 FI1608	Ignition Signal	ON	IG F signal from igniter is not input to ECU for 4 – 5 consecutive ignition.	<ul style="list-style-type: none"> Open or short in IGT or IGT circuit from igniter to ECU Igniter ECU 	○	FI-81 FI-98
21	 FI1609	Main Oxygen Sensor Signal	ON	At normal driving speed (below 60 mph and engine speed is above 1,800 rpm), amplitude of oxygen sensor signal (OX1) is reduced to between 0.35 – 0.70 V continuously for 60 secs. or more.	<ul style="list-style-type: none"> Open or short in oxygen sensor circuit Oxygen sensor ECU 	○	FI-85 FI-102
22	 FI1610	Water Temp. Sensor Signal	ON	Open or short in water temp. sensor circuit for 500 msec. or more. (THW)	<ul style="list-style-type: none"> Open or short in intake air temp. sensor circuit Intake air temp. sensor ECU 	○	FI-79 FI-96
24	 FI1611	Intake Air Temp. Sensor Signal	*3 ON	Open or short in intake air temp. sensor circuit for 500 msec. or more. (THA)	<ul style="list-style-type: none"> Open or short in intake air temp. sensor circuit Intake air temp. sensor ECU 	○	FI-78 FI-95
25	 FI2662	Air- Fuel Ratio Lean Malfunction	ON	(1) Oxygen sensor output is less than 0.45 V for at least 90 secs. when oxygen sensor is warmed up (racing at 2,000 rpm) . (only for code 25)	<ul style="list-style-type: none"> Engine ground bolt loose Open in a circuit Open in injector circuit Fuel line pressure (Injector blockage, etc.) Open or short in oxygen sensor circuit Oxygen sensor Ignition system Water temp. sensor Vacuum sensor ECU 	○	FI-77 FI-85 FI-94 FI-102
26	 FI2663	Air- Fuel Ratio Rich Malfunction	ON	*4 (2) When marked variation is detected in engine revolutions for each cylinder during idle switch on and feedback condition *6 (2 trip detection logic) (1) and (2)	<ul style="list-style-type: none"> Engine ground bolt loose Open in E1 circuit Short in injector circuit Fuel line pressure (injector leakage, etc.) Open or short in cold start injector circuit Cold start injector Open or short in oxygen sensor circuit Oxygen sensor Water temp. sensor Vacuum sensor Compression pressure ECU 	○	

DIAGNOSTIC CODES (5S-FE) (Cont'd)

Code No.	Number of blinks "CHECK" Engine Warning Light	System	*1 "CHECK" Engine Warning Light	Diagnosis	Trouble Area	*2 Memory	See page
*5 27	 FI3294	Sub-Oxygen Sensor Signal	ON	When sub-oxygen sensor is warmed up and full acceleration continued for 2 seconds, output of main oxygen sensor is 0.45 V or more (rich) and output of sub-oxygen sensor is 0.45 V or less (lean). (OX2) *6 (2 trip detection logic)	<ul style="list-style-type: none"> Short or open in suboxygen sensor circuit Sub-oxygen sensor ECU 	○	FI-85 FI-102
31	 FI1612	Vacuum Sensor Signal	OK	Open or short detected continuously for 500 msec. or more in vacuum sensor circuit. (P I M)	<ul style="list-style-type: none"> Open or short in vacuum sensor circuit Vacuum sensor ECU 	○	FI-52 FI-69
41	 FI1614	Throttle Position Sensor Signal	*3 ON	Open or short detected continuously for 500 msec. or more in throttle sensor (VTA) circuit. (w/ ECT) Low PSW signal is input continuously to the ECU for 500 msec. or more at idling (IDL contact is ON). (w/o ECT)	<ul style="list-style-type: none"> Open or short in throttle position sensor circuit Throttle position sensor ECU 	○	FI-91 FI-75
42	 FI1615	Vehicle Speed Sensor Signal	OFF	SPD signal is not input to the ECU for at least 8 seconds during high load driving with engine speed between 2,400 rpm and 5,000 rpm.	<ul style="list-style-type: none"> Open or short in vehicle speed sensor circuit Vehicle speed sensor ECU 	○	-
43	 FI1616	Starter Signal	OFF	Starter signal (STA) is not input to ECU even once until engine reaches 800 rpm or more when cranking.	<ul style="list-style-type: none"> Open or short in starter signal circuit Open or short in IG SW or main relay circuit ECU 	○	FI-80 FI-97
*5 71	 FI2622	EGR System Malfunction	ON	EGR gas temp. sensor signal (THG) is below 70°C (122°F) (in case of intake air temp. is below 30°C (86°F) or below 80°C (176°F)) (in case of intake air temp. is above 30°C (86°F)) after driving for 50 seconds in EGR operation range.	<ul style="list-style-type: none"> Open in EGR gas temp. sensor circuit Open in VSV circuit for EGR EGR vacuum hose disconnected, valve stuck Clogged in EGR passage ECU 	○	FI-86 FI-103
51	 FI1617	Switch Condition Signal	OFF	Displayed when A/C is ON, IDL contact OFF or shift position in "R", "D", "2", or ranges with the check terminals E1 and TE1 connected.	<ul style="list-style-type: none"> A/C switch circuit Throttle position sensor IDL circuit Neutral start switch circuit Accelerator pedal, cable ECU 	X	FI-75 FI-84 FI-91 FI-101

REMARKS

*1 : "ON" displayed in the diagnosis mode column indicates that the "CHECK" Engine Warning Light is lighted up when a malfunction is detected.

"OFF" indicates that the "CHECK" does not light up during malfunction diagnosis, even if a malfunction is detected.

*2 : "○" in the memory column indicates that a diagnostic code is recorded in the ECU memory when a malfunction occurs. "X" indicates that a diagnostic code is not recorded in the ECU memory even if a malfunction occurs.

Accordingly, output of diagnostic results is performed with the IG SW ON.

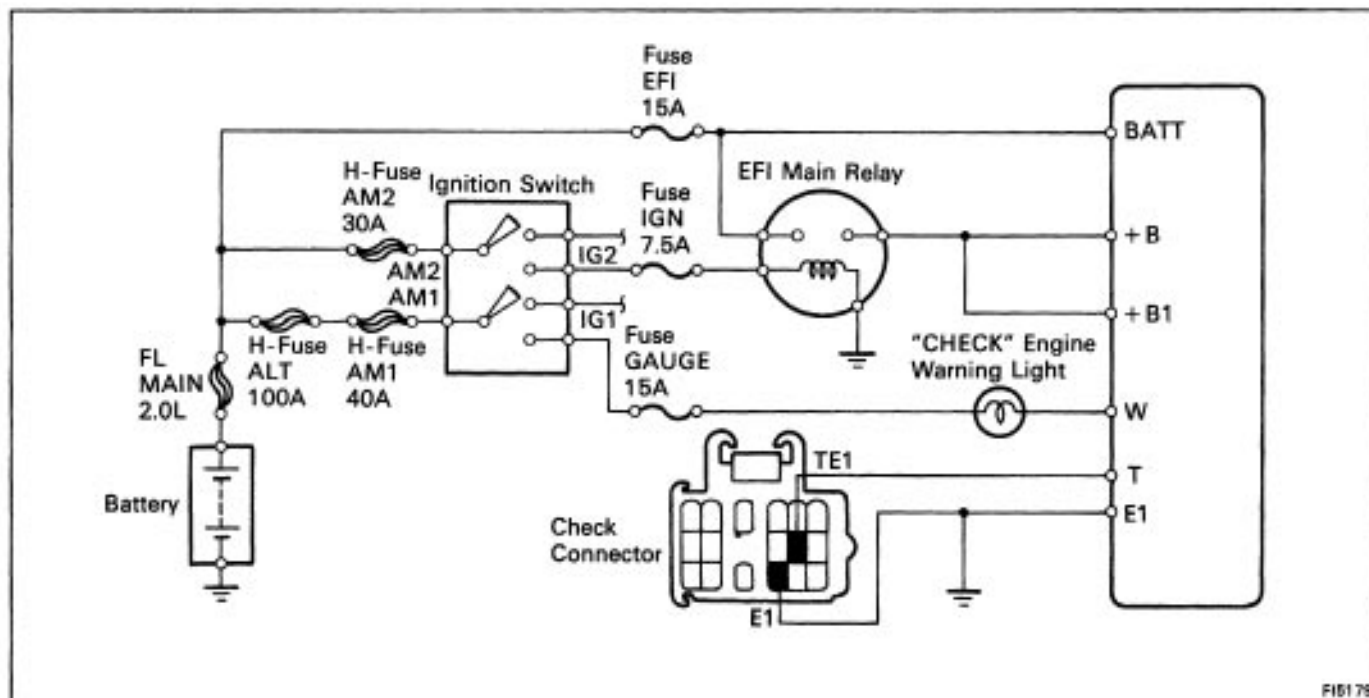
*3 : The "CHECK" Engine Warning Light comes on if malfunction occurs only for California specifications.

*4 : No.(2) in the diagnostic contents of codes No.25 and 26 apply to California specification vehicles only, while (1) applies to all models.

*5 : Code 27 and 71 are used only for California specifications.

*6 : "2 trip detection logic" (See page FI-28)

INSPECTION OF DIAGNOSIS CIRCUIT



FI0179

