

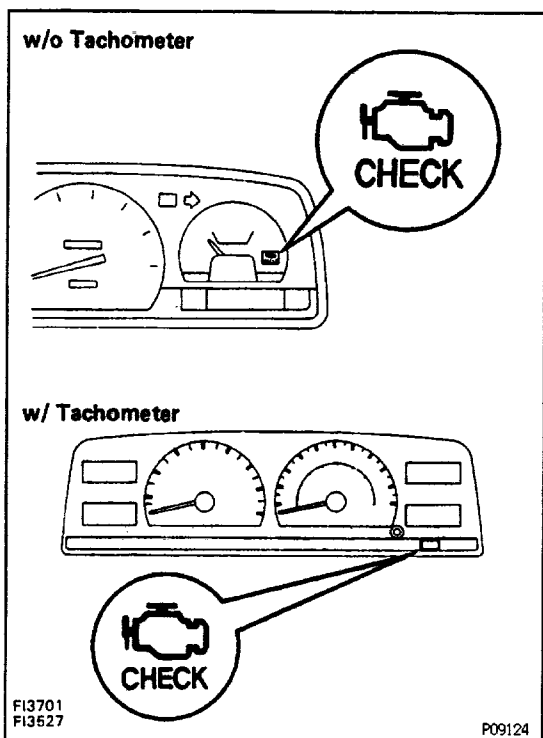
## DIAGNOSIS SYSTEM DESCRIPTION

EG1XA-01

The ECM contains a built-in self-diagnosis system which detects troubles within the engine signal network and flashes the Malfunction Indicator Lamp in the combination meter.

By analyzing various signals shown in the table (See pages EG1-114, 115) the detects system malfunctions which are related to the various operating parameter sensors or to the actuator.

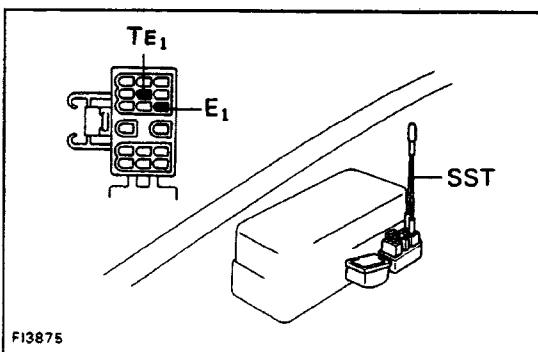
The ECM stores the failure code associated with the detected failure until the diagnosis system is cleared by removing the EFI fuse with the ignition switch off. The malfunction Indicator Lamp in the combination meter informs the driver that a malfunction has been detected. The light goes automatically when the malfunction has been corrected.



## MALFUNCTION INDICATOR LAMP

EG1XB-01

1. The Malfunction Indicator Lamp will come on when the ignition switch is placed at On and the engine is not running.
  2. When the engine is started, the Malfunction Indicator Lamp should go off.
- If the light remains on, the diagnosis system has detected a malfunction or abnormality in the system.



## DIAGNOSTIC TROUBLE CODES OUTPUT

To obtain an output of diagnostic trouble codes, proceed as follows:

### 1. Initial conditions

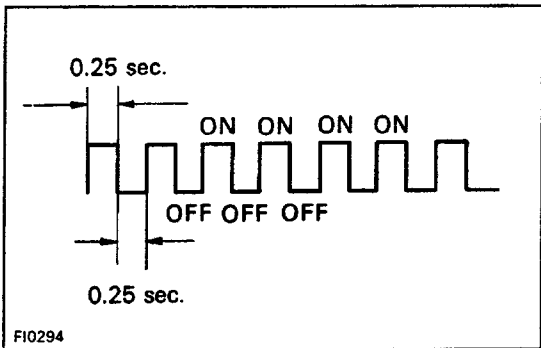
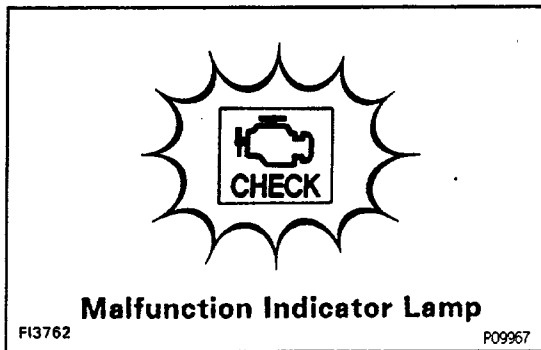
- (a) Battery voltage 11 volts or more.
- (b) Throttle valve fully closed (throttle position sensor IDL points closed).
- (c) Transmission in neutral range.

- (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 TE, and E, of the DLC**

1.  
 SST 09843-18020

HINT: The DLC1 is located near the No. 2 relay block.

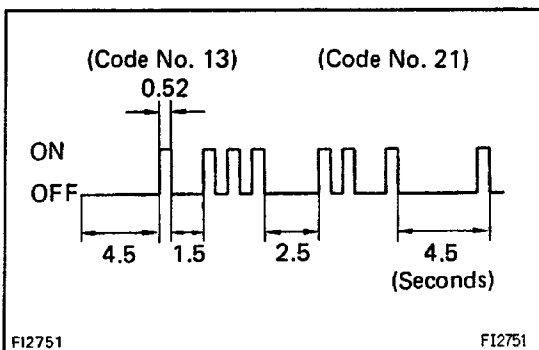
- 4. Read the diagnostic trouble code as indicated by the number of flashes of the Malfunction Indicator Lamp.**



Diagnostic trouble code (See page [EG1-114](#) and 115)

- (a) Normal System Operation

The lamp will blink 2 times per second.

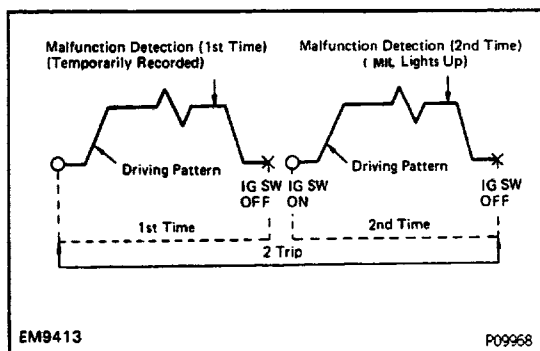


- (b) Malfunction Code Indication

- The lamp will blink a number of times equal to the malfunction code with pauses as follows: 1. Between the first digit and second digit, 1.5 seconds. 2. Between code and code, 2.5 seconds. 3. Between all malfunction codes, 4.5 seconds.

The diagnostic trouble code series will be repeated as long as the DLC1 terminals TE1 and E1 are connected.

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

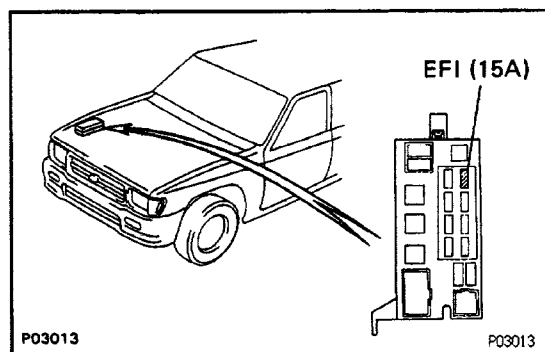


(c) (2 trip detection logic)

The diagnostic trouble codes 21, 25, 26, 27 and 71 use "2 trip detection logic". With this logic, when a logic malfunction is first detected, the malfunction is temporarily stored in the ECM memory. If the same case is detected again during the second drive test, this second detection causes the Malfunction Indicator Lamp to light up.

The 2 trip repeats the same mode a 2nd time. (However, the IG SW must be turned OFF between the 1st time and 2nd time).

**5. After the diagnostic check, remove SST.**



## DIAGNOSTIC TROUBLE CODES CANCELLATION

EQ1XC-01

**1. After repair of the trouble area, the diagnostic trouble code retained in memory by the ECM must be canceled out by removing the EFI fuse (15A) 30 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 (radio ETR, etc.) will also be canceled out.
- If the diagnostic trouble code is not canceled out, it will be retained by the ECM 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 trouble code has been recorded.

**2. After cancellation, road test the vehicle, if necessary, confirm that a 'normal' code is now read on the Malfunction Indicator Lamp.**

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


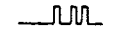


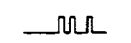




## DIAGNOSIS INDICATION

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







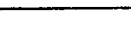
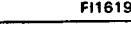

# DIAGNOSTIC TROUBLE CODES

## HINT:

- If a malfunction is detected during the diagnostic trouble code check, refer to the circuit indicated in the table, and turn to the corresponding page.
- Your readings may vary from the parameters listed in the table, depending on the instruments used.

Code No.	Number of blinks Malfunction Indicator Lamp	System	MIL	Diagnosis	Trouble Area	*2 Memory	See Page
—	 F11401	Normal	—	No trouble code is recorded.	—	—	—
12	 F11389	RPM Signal	ON	No NE signal is input to the ECM for 2 secs. or more after STA turns ON.	<ul style="list-style-type: none"> <li>• Open or short in NE circuit</li> <li>• Distributor</li> <li>• Open or short in STA circuit</li> <li>• ECM</li> </ul>	○	IG-4 EG1-132 EG1-150 EG1-168
13	 F11390	RPM Signal	ON	NE signal is not input to ECM for 300 msec. or more when engine speed is 1,500 rpm or more.	<ul style="list-style-type: none"> <li>• Open or short in NE circuit</li> <li>• Distributor</li> <li>• ECM</li> </ul>	○	IG-4
14	 F11391	Ignition Signal	ON	IGF signal from igniter is not input to ECM for 4 consecutive ignition.	<ul style="list-style-type: none"> <li>• Open or short in IGF or IGT circuit from igniter to ECM</li> <li>• Igniter</li> <li>• ECM</li> </ul>	○	EG1-134 EG1-152 EG1-170
21	 F11400	Main Oxygen Sensor Signal	ON	(1) Open or short in heater circuit of main oxygen sensor for 500 msec. or more. (HT) (2) At normal driving speed (below 60 mph and engine speed is above 1,700 rpm), amplitude of main oxygen sensor signal (OX 1) is reduced to between 0.35–0.70 V continuously for 60 secs. or more. *6 (2 trip detection logic) (2)	<ul style="list-style-type: none"> <li>• Open or short in heater circuit of main oxygen sensor</li> <li>• Main oxygen sensor heater</li> <li>• ECM</li> <li>• Open or short in main oxygen sensor circuit</li> <li>• Main oxygen sensor</li> <li>• ECM</li> </ul>	○	EG1-138 EG1-156 EG1-174
22	 F11392	Engine Coolant Temp. Sensor Signal	ON	Open or short in engine coolant temp. sensor circuit for 500 msec. or more. (THW)	<ul style="list-style-type: none"> <li>• Open or short in engine coolant temp. sensor circuit</li> <li>• Engine coolant temp. sensor</li> <li>• ECM</li> </ul>	○	EG1-131 EG1-149 EG1-167
24	 F11611	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"> <li>• Open or short in intake air temp. circuit</li> <li>• Intake air temp. sensor</li> <li>• ECM</li> </ul>	○	EG1-129 EG1-147 EG1-165
25	 F12562	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. *4 (2) When the air-fuel compensation value fluctuates more than 20% from the ECM set range within 60 secs. period while driving at 15 km/h (9 mph) or more at coolant temp. of 70°C (158°F) or above. *6 (2 trip detection logic) (1) and (2)	<ul style="list-style-type: none"> <li>• Engine ground bolt loose</li> <li>• Open in E1 circuit</li> <li>• Open in injector circuit</li> <li>• Fuel line pressure (injector blockage, etc.)</li> <li>• Open or short in oxygen sensor circuit</li> <li>• Oxygen sensor</li> <li>• Ignition system</li> <li>• Engine coolant temp. sensor</li> <li>• Volume air flow meter (Air intake)</li> <li>• ECM</li> </ul>	○	EG1-138 EG1-156 EG1-174 EG1-136 EG1-154 EG1-172
*5 26	 F12563	Air-Fuel Ratio Rich 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. *4 (2) When the air-fuel compensation value fluctuates more than 20% from the ECM set range within 60 secs. period while driving at 15 km/h (9 mph) or more at coolant temp. of 70°C (158°F) or above. *6 (2 trip detection logic) (1) and (2)	<ul style="list-style-type: none"> <li>• Engine ground bolt loose</li> <li>• Open in E1 circuit</li> <li>• Short in injector circuit</li> <li>• Fuel line pressure (injector leakage, etc.)</li> <li>• Open or short in cold start injector circuit</li> <li>• Cold start injector</li> <li>• Open or short in oxygen sensor circuit</li> <li>• Oxygen sensor</li> <li>• Engine coolant temp. sensor</li> <li>• Volume air flow meter</li> <li>• Compression pressure</li> <li>• ECM</li> </ul>	○	EG1-138 EG1-156 EG1-174 EG1-136 EG1-154 EG1-172

## DIAGNOSTIC TROUBLE CODES (Cont'd)

Code No.	Number of blinks Malfunction Indicator Lamp	System	MIL	Diagnosis	Trouble Area	*2 Memory	See Page
*5 27	 F13294	Sub-Oxygen Sensor Signal	ON	(1) 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) (2) Open or short detected continuously for 500 msec. or more in sub-oxygen sensor heater circuit *6 (2 trip detection logic) (1) and (2)	<ul style="list-style-type: none"> <li>Short or open in sub-oxygen sensor circuit</li> <li>Sub-oxygen sensor</li> <li>Open or short in sub-oxygen sensor heater</li> <li>ECM</li> </ul>	○	EG1-138 EG1-156 EG1-174
31	 F11394	Volume Air Flow Meter Signal	ON	Open or short detected continuously for 500 msec. or more in volume air flow meter circuit <ul style="list-style-type: none"> <li>Open - VC or E2</li> <li>Short - VC-E2 or VS-VC</li> </ul>	<ul style="list-style-type: none"> <li>Open or short in volume air flow meter circuit</li> <li>Volume air flow meter</li> <li>ECM</li> </ul>	○	EG1-129 EG1-147 EG1-165
41	 F11396	Throttle Position Sensor Signal	-3 ON	Open or short detected in throttle position sensor signal (VTA) for 500 msec. or more.	<ul style="list-style-type: none"> <li>Open or short in throttle position sensor circuit</li> <li>Throttle position sensor</li> <li>ECM</li> </ul>	○	EG1-128 EG1-146 EG1-164
42	 F11397	Vehicle Speed Sensor Signal	OFF	SPD signal is not input to the ECM for at least 8 seconds during high load driving with engine speed between 2,200 rpm and 5,000 rpm.	<ul style="list-style-type: none"> <li>Open or short in vehicle speed sensor circuit</li> <li>Vehicle speed sensor</li> <li>ECM</li> </ul>	○	-
43	 F11398	Starter Signal	OFF	Starter signal (STA) is not input to ECM even once until engine reaches 800 rpm or more when cranking.	<ul style="list-style-type: none"> <li>Open or short in starter signal circuit</li> <li>Open or short in IG SW or main relay circuit</li> <li>ECM</li> </ul>	○	EG1-132 EG1-150 EG1-168
52	 F11618	Knock Sensor Signal	ON	With engine speed 2,000 rpm or more signal from knock sensor is not input to ECM for 25 revolution. (KNK)	<ul style="list-style-type: none"> <li>Open or short in knock signal circuit</li> <li>Knock sensor (looseness, ect.)</li> <li>ECM</li> </ul>	○	-
53	 F11619	Knock Control Signal	ON	The engine control computer (for knock control) malfunction is detected.	<ul style="list-style-type: none"> <li>ECM</li> </ul>	×	-
*5 71	 F12622	EGR System Malfunction	ON	With the coolant temp. at 65°C (149°F) or more, 50 seconds from start of EGR operation. The EGR gas temp. is less than 70°C (158°F) and the EGR gas temp. has risen less than 3°C during the 50 seconds. *6 (2 trip detection logic)	<ul style="list-style-type: none"> <li>Open in EGR gas temp. sensor circuit</li> <li>Open in VSV circuit for EGR</li> <li>EGR vacuum hose disconnected, valve stuck</li> <li>Clogged in EGR gas passage</li> <li>ECM</li> </ul>	○	EG1-140 EG1-158 EG1-176
51	 F11399	Switch Condition Signal	OFF	Displayed when 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"> <li>Throttle position sensor IDL circuit</li> <li>PNP switch circuit</li> <li>Accelerator pedal, cable</li> <li>ECM</li> </ul>	×	EG1-127 EG1-145 EG1-163

## REMARKS

\*1: "ON" displayed in the diagnosis mode column indicates that the Malfunction Indicator Lamp is lighted up when a malfunction is detected.

"OFF" indicates that the MIL 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 ECM memory when a malfunction occurs. "x" indicates that a diagnostic code is not recorded in the ECM memory even if a malfunction occurs. Accordingly, output of diagnostics results is performed with the IG SW ON.

\*3: The "Malfunction Indicator Lamp 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: Codes 27 and 71 are used only for California specifications.

\*6: "2 trip detection logic" (See page [EG1-112](#))

**DIAGNOSTIC TROUBLE CODE DETECTION DRIVING PATTERN**

Purpose of the driving pattern.

- (a) To simulate diagnostic trouble code detecting condition after diagnostic trouble code is recorded.
- (b) To check that the malfunction is corrected when the repair is completed confirming that diagnostic trouble code is no longer detected.

DTC	21	Main Oxygen Sensor Circuit
<b>Malfunction: Main Oxygen Sensor Deterioration</b>		
P02539		
<p>(1) Disconnect the fuse EFI (15 A) for 10 sec. or more, with IG switch OFF.</p> <p>(2) Start the engine and warm the engine up with all ACC switch OFF.</p> <p>(3) After the engine is warmed up, let it idle for 3 min.</p> <p>(4) Accelerate gradually and maintain at approximately 1,500 rpm, or within the 1,300 to 1,700 rpm range. Turn the A/C on, and drive in "D" for A/T, or in case of M/T, upshift appropriately shift carefully so that the engine speed would not fall below 1,200 rpm. depress the accelerator pedal gradually and maintain a steady speed to avoid engine braking.</p> <p>(5) Maintain the vehicle speed at 40 – 50 mph. Keep the vehicle running for 1 – 2 min. after starting acceleration.</p> <p>(6) After driving, stop at a safe place and turn the IG switch OFF for 3 sec. or more.</p> <p>(7) Start the engine and perform steps (3), (4) and (5) again.</p> <p>HINT: If a malfunction is detected, the Malfunction Indicator Lamp will light up during step (7).</p> <p><b>NOTICE: If this procedure is not strictly followed, you can not detect the malfunctions.</b></p>		

## DIAGNOSTIC TROUBLE CODE DETECTION DRIVING PATTERN (Cont'd)

Purpose of the driving pattern.

- (a) To simulate diagnostic trouble code detecting condition after diagnostic trouble code is recorded.
- (b) To check that the malfunction is corrected when the repair is completed confirming that diagnostic trouble code is no longer detected.

DTC	25	Air-Fuel Ratio Lean Malfunction
Malfunction: Open or Short in Oxygen Sensor		
<p style="text-align: center;">P02492</p>		
<p>(1) Disconnect the fuse EFI (15 A) for 10 sec. or more, with IG switch OFF.</p> <p>(2) Start the engine and warm the engine up.</p> <p>(3) After the engine is warmed up, let it idle for 2 min.</p> <p>(4) After performing the idling in (3), perform sudden racing to 4,000 rpm three times.</p> <p>(5) After performing the sudden racing in (4), perform racing at 2,000 rpm for 2 min.</p> <p>(6) After performing the racing in (5), turn the IG switch OFF for 10 sec.</p> <p>(7) Start the engine and perform steps (2), (3), (4) and (5) again:</p> <p>HINT: If a malfunction is detected, the Malfunction Indicator Lamp will light up during step.</p> <p><b>NOTICE: If this procedure is not strictly followed, you can not detect the malfunctions.</b></p>		



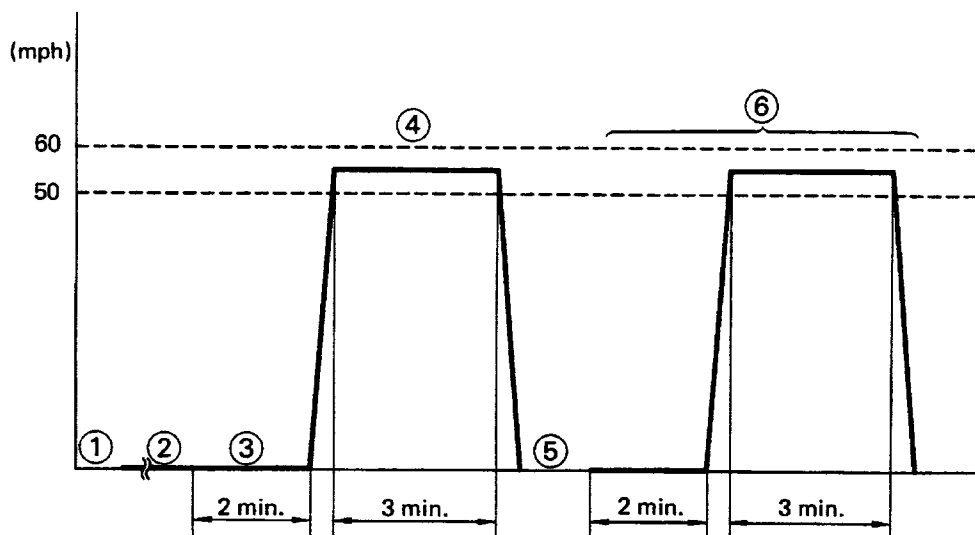
**DIAGNOSTIC TROUBLE CODE DETECTION DRIVING PATTERN (Cont'd)**

Purpose of the driving pattern.

- (a) To simulate diagnostic trouble code detecting condition after diagnostic trouble code is recorded.
- (b) To check that the malfunction is corrected when the repair is completed confirming that diagnostic trouble code is no longer detected.

<b>DTC</b>	<b>25</b>	<b>Air-Fuel Ratio Lean Malfunction (CALIFORNIA)</b>
	<b>26</b>	<b>Air-Fuel Ratio Rich Malfunction (CALIFORNIA)</b>

**Malfunction: Open or Short in Oxygen Sensor, Open or Short in Injector Leak, Blockage**



P02538

- ① Disconnect the EFI fuse (15 A) for 10 sec. or more, with IG switch OFF.
- ② Start the engine and warm the engine up with all ACC switch OFF.
- ③ After the engine is warmed up, let it idle for 2 min.
- ④ With the transmission in 5th gear ("D" range for A/T), drive at 50 – 60 mph for 3 min.
- ⑤ After driving, stop at a safe place and turn the IG switch OFF for 3 – 10 sec.
- ⑥ Start the engine and perform steps (3) and (4) again.

HINT: If a malfunction is detected, the Malfunction Indicator Lamp will light up during step (6).

**NOTICE: If this procedure is not strictly followed, you can not detect the malfunctions.**

**DIAGNOSTIC TROUBLE CODE DETECTION DRIVING PATTERN (Cont'd)**

Purpose of the driving pattern.

- (a) To simulate diagnostic trouble code detecting condition after diagnostic trouble code is recorded.
- (b) To check that the malfunction is corrected when the repair is completed confirming that diagnostic trouble code is no longer detected.

DTC	27	Sub-Oxygen Sensor Circuit
<b>Malfunction: Open or Short in Sub-Oxygen Sensor</b>		
P02541		
<ul style="list-style-type: none"> <li>① Disconnect the fuse EFI (15 A) for 10 sec. or more, with IG switch OFF.</li> <li>② Start the engine and warm the engine up with all ACC switch OFF.</li> <li>③ After the engine is warmed up, let it drive at 50 – 55 mph for 10 min. or more.</li> <li>④ After driving, stop at a safe place and perform idling for 2 min. or less.</li> <li>⑤ After performing the idling in (4) , perform acceleration to 60 mph with the throttle fully open and drive at 60 mph for 1 min.</li> <li>⑥ After driving, stop at a safe place and turn the IG switch OFF for 3 sec. or more..</li> <li>⑦ Start the engine and perform steps (3) , (4), and (5) again.</li> </ul>		
<p>HINT: If a malfunction is detected, the Malfunction Indicator Lamp will light up during step (7).</p> <p><b>NOTICE: If this procedure is not strictly followed, you can not detect the malfunctions.</b></p>		

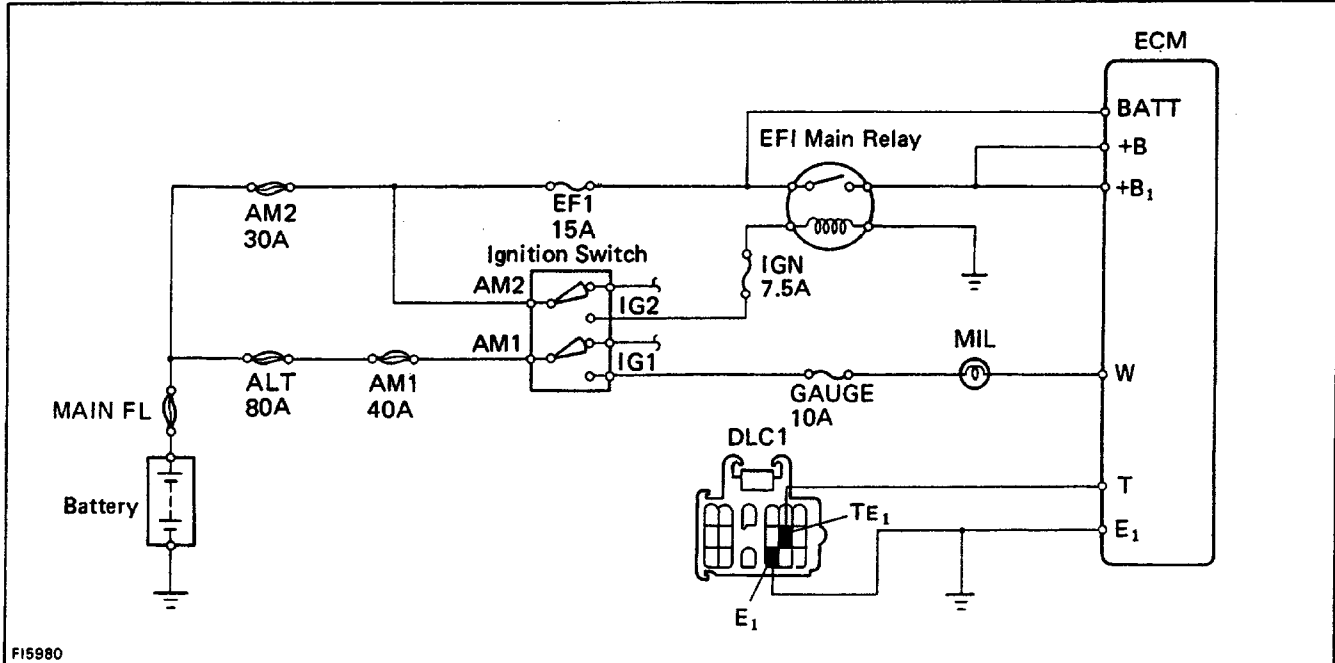
**DIAGNOSTIC TROUBLE CODE DETECTION DRIVING PATTERN (Cont'd)**

Purpose of the driving pattern.

- (a) To simulate diagnostic trouble code detecting condition after diagnostic trouble code is recorded.
- (b) To check that the malfunction is corrected when the repair is completed confirming that diagnostic trouble code is no longer detected.

DTC	71	<b>EGR System Malfunction</b>
<p><b>Malfunction: Short in VSV Circuit for EGR, Loose EGR Hose, Valve Stuck</b></p> <p style="text-align: left;">P02538</p>		
<ul style="list-style-type: none"> <li>① Disconnect the EFI fuse (15 A) for 10 sec. or more, with IG switch OFF.</li> <li>② Start the engine and warm the engine up with all ACC switch OFF.</li> <li>③ After the engine is warmed up, let it idle for 2 min.</li> <li>④ With the transmission in 5th gear ("D" range for AIT), drive at 50 – 60 mph for 3 min.</li> <li>⑤ After driving, stop at a safe place and turn the IG switch OFF for 3 – 10 sec.</li> <li>⑥ Start the engine and perform steps (3), and (4) again.</li> </ul> <p>HINT: If a malfunction is detected, the Malfunction Indicator Lamp will light up during step (6).</p> <p><b>NOTICE: If this procedure is not strictly followed, you can not detect the malfunctions.</b></p>		

# INSPECTION OF DIAGNOSIS CIRCUIT



F15980

