

Troubleshooting

Self-diagnostic Procedures (cont'd)

DIAGNOSTIC TROUBLE CODE (DTC)	SYSTEM INDICATED	Page
0	ENGINE CONTROL MODULE (ECM)	11-26
1	HEATED OXYGEN SENSOR (HO2S)	11-30,37* ¹
3	MANIFOLD ABSOLUTE PRESSURE (MAP SENSOR)	11-39
4	CRANKSHAFT POSITION (CKP SENSOR)	11-42
6	ENGINE COOLANT TEMPERATURE (ECT SENSOR)	11-44
7	THROTTLE POSITION (TP SENSOR)	11-46
8	TOP DEAD CENTER POSITION (TDC SENSOR)	11-42
9	No. 1 CYLINDER POSITION (CYP SENSOR)	11-42
10	INTAKE AIR TEMPERATURE (IAT SENSOR)	11-48
12	EXHAUST GAS RECIRCULATION (EGR VALVE LIFT SENSOR)	11-115
13	BAROMETRIC PRESSURE (BARO SENSOR)	11-56
14	IDLE AIR CONTROL (IAC VALVE)	11-61
15	IGNITION OUTPUT SIGNAL	11-50
16	FUEL INJECTOR* ¹	11-80
17	VEHICLE SPEED SENSOR (VSS)	11-52
20	ELECTRICAL LOAD DETECTOR (ELD)* ¹	11-54
21	VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL SOLENOID VALVE (VTEC SOLENOID VALVE)* ²	6-4
22	VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL PRESSURE SWITCH (VTEC PRESSURE SWITCH)* ²	6-6
30	A/T FI SIGNAL A	11-57
31	A/T FI SIGNAL B	11-57
41	HEATED OXYGEN SENSOR (HO2S) HEATER	11-34
43	FUEL SUPPLY SYSTEM* ¹	11-37

*1: F22B1, F22B2 engine

*2: F22B1 engine

- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECM.
- The MIL may come on, indicating a system problem when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.
- The MIL and D4 indicator light may light simultaneously when the Diagnostic Trouble Code (DTC) is 6, 7 or 17. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the D4 indicator light. If it lights, see page 14-50, 51.
- The MIL does not come on when there is a malfunction in the A/T FI signal or Electrical Load Detector (ELD) circuits. However, it will indicate the codes when the Service Check Connector is shorted.