






DIAGNOSTIC TROUBLE CODE CHART(Cont'd)

DTC No.	Number of MIL Blinks	Circuit	Diagnostic Trouble Code Detecting Condition
22	 BE3922	Engine Coolant Temp. Sensor Circuit	Open or short in engine coolant temp. sensor circuit for 0.5 sec. or more.
24	 BE3932	Intake Air Temp. Sensor Signal	Open or short in intake air temp. sensor circuit for 0.5 sec. or more.
25	 BE3932	Air-Fuel Ratio Lean Malfunction	(1) Main heated oxygen sensor voltage is 0.45 V or less (lean) for 90sec. under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine coolant temp.: 70°C (158°F) or more. (b) Engine speed: 1,500 rpm or more.
			(2) Main heated oxygen sensor voltage is alternating above and below 0.45 V at 5 times per second or more under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine speed: Idling (b) Engine coolant temp.: Between 60°C (140°F) and 95°C (203°F).
			(3) Difference of air-fuel ratio feedback compensation value between right and left banks is more than 10 percentage for 30 sec. or more under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine speed: 2,000 rpm or more. (b) Engine coolant temp.: Between 60°C (140°F) and 95°C (203°F).
26	 BE3932	Air-Fuel Ratio Rich Malfunction	(1) Main heated oxygen sensor voltage is alternating above and below 0.45 V at 5 times per second or more under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine speed: Idling (b) Engine coolant temp.: Between 60°C (140°F) and 95°C (203°F).
			(2) Difference of air-fuel ratio feedback compensation value between right and left banks is more than 10 percentage for 30 sec. or more under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine speed: 2,000 rpm or more. (b) Engine coolant temp.: Between 60°C (140°F) and 95°C (203°F).
27	 BE3932	Sub Oxygen Sensor Signal (on left bank)	Main heated oxygen sensor signal is 0.45 V or more and sub oxygen sensor signal is 0.45 V or less under conditions (a) and (b). (2 trip detection logic)* ⁴ (a) Engine coolant temp.: 80°C (176°F) or more. (b) Accel-pedal: Full depressed for 2 sec. or more.

*4: See page EG-514, 515.

Trouble Area	Malfunction Indicator Lamp*1		Memory*2	See page
	Normal Mode	Test Mode		
<ul style="list-style-type: none"> • Open or short in Engine coolant temp. sensor circuit. • Engine coolant temp. sensor • ECM 	ON	ON	○	EG-580
<ul style="list-style-type: none"> • Open or short in intake air temp. sensor circuit. • Intake air temp. sensor • ECM 	ON	ON	○	EG-564
<ul style="list-style-type: none"> • Open or short in main heated oxygen sensor circuit. • Main heated oxygen sensor • Ignition system • Engine coolant temp. sensor 	ON	ON	○	EG-566
<ul style="list-style-type: none"> • Open or short in injector circuit. • Fuel line pressure (injector blockage) • Volume air flow meter (air intake) • Engine ground bolt loose • Foreign object caught in valve 				
<ul style="list-style-type: none"> • Fuel line pressure (injector leak, blockage) • Mechanical system malfunction (skipping teeth of timing belt) • Ignition system 				
<ul style="list-style-type: none"> • Open or short in injector circuit. • Fuel line pressure (injector blockage) • Volume air flow meter (air intake) • Engine ground bolt loose • Foreign object caught in valve 	ON	ON	○	EG-566
<ul style="list-style-type: none"> • Fuel line pressure (injector leak, blockage) • Mechanical system malfunction (skipping teeth of timing belt) • Ignition system 				
<ul style="list-style-type: none"> • Open or short in sub oxygen sensor circuit. • Sub oxygen sensor • ECM 	ON	ON	○	EG-574

*1, 2: See page EG-514.