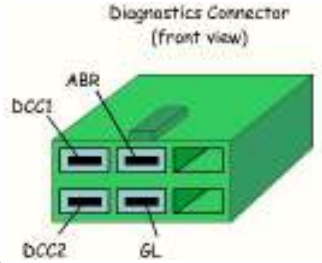
ECU ERROR CODE RETRIEVAL



With the LED tester monitoring DCC1 and DCC2, turn the key switch to ON. The two LED's will go on for about 3 seconds and then will go off. If there are no more LED flashes, this indicates that there are no immediate failures.

The codes are displayed with a sort of Morse code. There are short (1/2 second) flashes of light which correspond to a count of 1 and long (2 seconds) flashes which correspond to a 5. These pulses are counted until the long pause (2 seconds) that indicates the end of the code.

DCC1 indicates the one's digit of the error code and DCC2 indicates the ten's digit. DCC1 will flash either short or long pulses. Because of the limited number of two-digit codes (12 and 15) DCC2 will only indicate a short pulse which counts as 10. There is a long pause after which time the code will be redisplayed.

A code displayed doesn't necessarily mean that the sensor described is faulty. It could also be caused by a bad connector, loose wiring or a defective ECU. The possible error codes are summarizes in the list below. Short pulse: about 1/2 sec. Long pulse: about 1 sec. Pause: about 2 sec between the cycles.

Code 01 - Crank angle sensor
- DCC1: S P .... (1 short light... long pause ... repeat)
- DCC2: does not light.
- Fail-safe mode: There is no fail-safe mode for this sensor.

Code 02 - Air flow meter.
- DCC1: SS P ... (2 short lights... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: Maintains basic signal at preset level.

Code 03 - Water thermo sensor.
- DCC1: SSS P .... (3 short lights... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: Maintains a constant 80 degree C command.
- Comments: this is the two-wire sensor on the back of the thermostat housing

Code 04 - Intake air temp sensor.
- DCC1: SSSS P .... (4 short lights... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: Maintains constant 20 degree C command.
- Comments: This sensor is built into the air flow meter.

Code 05 - Oxygen (O2) sensor.
- DCC1: L P.... (1 long light... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: The ECU stops feedback correction (open loop operation)
- Comments: This sensor is located on the down-pipe / pre-cat.

Code 06 - Throttle sensor.
- DCC1: LS P ... (1 long light ... 1 short light ... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: The ECU assumes 100% throttle position.
- Comments: This is the TPS and it is located underneath the intercooler.

Code 07 - Boost/Pressure sensor.
- DCC1: LSS P ... (1 long light ... 2 short lights ... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: Maintains constant command: 96 mm Hg (boost sensor), 26.3 kPa (pressure sensor)
- Comments: This is located on the right shock tower.

Code 09 - Atmospheric Pressure sensor.
- DCC1: LSSSS P ... (1 long light ... 4 short lights ... long pause ... repeat)
- DCC2: does not light
- Fail-safe mode: Maintains constant sea-level command (boost sensor)
- Comments: This is located next to the ECU.

Code 12 - Trailing side coil failure.
- DCC1: SS P ... (2 short lights ... long pause ... repeat)
- DCC2: S P ... (1 short light ... long pause ... repeat)
- Fail-safe mode: Stops operation of trailing side ignition
- Comments: indicates a failure within the trailing side ignition system.

Code 15 - Intake air temperature sensor.
- DCC1: L P ... (1 long light ... long pause ... repeat)
- DCC2: S P ... (1 short light ... long pause ... repeat)
- Fail-safe mode: Maintains constant 20C (68F) command.

Comments: This is located on the intake air pipe just prior to the throttle body.

Note: From our observations, it seems that if more than one error code exists, the ECU reports only the one of lower numeric value. If you have any information that support/refute this assumption please let us know so we can update the document.