

## FAULT CODE DESCRIPTION

When a fault code appears (either by flashes of the check engine lamp or by watching the Diagnostic Tool, it indicates that the SMEC has recognized an abnormal signal in the system. Fault codes indicate the results of a failure but never identify the failed component directly.

Code 88—Start of test

Code 11—Engine not cranked since battery was disconnected

Code 12—Memory standby power lost

Code 13—MAP Sensor pneumatic circuit\*

Code 14—MAP Sensor electrical circuit\*

Code 15—Vehicle distance sensor\*\*

Code 16—Loss of battery voltage sense\*

Code 17—Engine running too cool refer to Cooling Group 7

Code 21—Oxygen sensor circuit\*\*

Code 22—Coolant temperature sensor circuit\*

Code 23—Throttle body temperature sensor circuit

Code 24—Throttle position sensor\*

Code 25—ISC motor driver circuit\*\*

Code 26—Peak injector current has not been reached\*

Code 27—Fuel Injector Control Problem\*

Code 31—Canister Purge solenoid circuit\*\*

Code 32—EGR Diagnostics (Calif. only)\*\*

Code 33—A/C cutout relay circuit

Code 35—Idle Switch Circuit

Code 36—Air Switching Solenoid Circuit\*\*

Code 37—Part Throttle Unlock Solenoid Driver Circuit (Automatic Only)

Code 41—Charging system excess or no field current

Code 42—Auto shutdown relay driver circuit

Code 43—Ignition Coil Control Circuit

Code 44—Loss of FJ2 to Logic Board

Code 46—Battery voltage too high\*

Code 47—Battery voltage too low

Code 51—Lean Condition Indicated\*\*

Code 52—Rich Condition Indicated\*\*

Code 53—Internal module problem

Code 55—End of message

\*Check Engine lamp on

\*\*Check Engine lamp on (California Only)

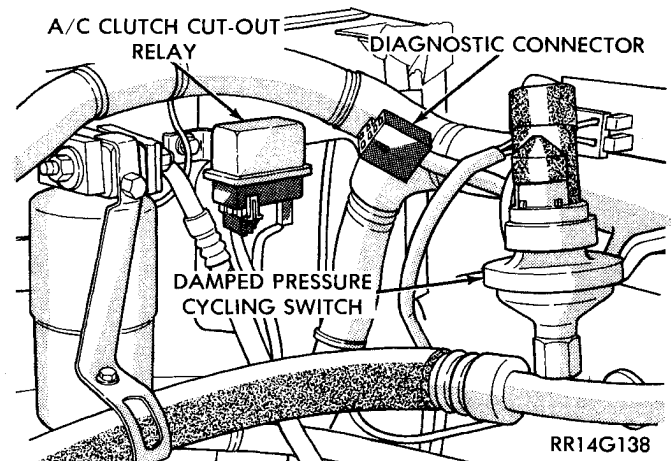


Fig. 21—Diagnostic Connector

## SYSTEMS TEST

Be sure to apply parking brake and/or block wheels before performing idle check or adjustment, or any engine running tests.

### Obtaining Fault Codes

(1) Connect Diagnostic Tool to the diagnostic connector located in the engine compartment near the SMEC (Fig. 21).

(2) Start the engine if possible, cycle the transmission selector and the A/C switch if applicable. Shut off the engine.

(3) Turn the ignition switch on, off, on, off, on within 5 seconds. Record all the diagnostic codes shown on the Diagnostic Tool, observe the check engine lamp on the instrument panel the lamp should light for 3 seconds then go out (bulb check).

## SWITCH TEST MODE

The switch inputs used by the SMEC have only two recognized states, HI and LO. For this reason, the SMEC cannot recognize the difference between a selected switch position versus an open circuit, a short circuit, or a defective switch. However, if any one of these subject switches is toggled, the controller does have the capability to respond, indicating that it has recognized a state change. If the change is displayed, it can be assumed that the entire switch circuit to the SMEC is functional.