FAIL–SAFE CHART

If any of the following DTCs are recorded, the ECM enters fail–safe mode to allow the vehicle to be driven temporarily.

DTC No.	Fail–Safe Operation	Fail–Safe Deactivation Condition
P0031 P0032	Air fuel ration sensor (Sensor 1) heater is turned off	Ignition switch turned to OFF
P0037 P0038	Heated oxygen sensor (Sensor 2) heater is turned off	Ignition switch turned to OFF
P0100 P0102 P0103	Ignition timing is calculated from engine RPM and Throttle Position (TP)	”Pass” condition detected
P0110 P0112 P0113	Intake Air Temperature (IAT) is fixed at 20°C (68°F)	”Pass” condition detected
P0115 P0117 P0118	Engine Coolant Temperature (ECT) is fixed at 80°C (176°F)	”Pass” condition detected
P0120 P0122 P0123 P0220 P0222 P0223 P2102 P2103 P2111 P2112 P2118 P2119 P2135	When Electronic Throttle Control System (ETCS) is malfunctioning, electric current to throttle actuator is cut off and throttle valve returns to Throttle Position (TP) 16° by its spring. Then, required engine power is calculated using ignition timing and Accelerator Pedal Position (APP). Engine is controlled by intermittent fuel–cut. As a result, fully slowly depressing accelerator pedal enables driving at minimum speed. However, quickly depressing pedal would vary vehicle speed remarkably.	”Pass” condition detected followed by ignition switch being turned to OFF
P0121	Fuel is cut intermittently	”Pass” condition detected followed by ignition switch being turned to OFF
P0327 P0328	Maximum ignition timing retardation	Ignition switch turned to OFF
P0351 P0352 P0353 P0354	Fuel is cut	”Pass” condition detected
P2120 P2121 P2122 P2123 P2125 P2127 P2128 P2138	Accelerator Pedal Position (APP) sensor has main circuit and associate circuit. When one of circuits is malfunctioning, APP is calculated by output of other circuit. When both of circuits are malfunctioning, it is interpreted that accelerator pedal is releasing. As a result, throttle valve is closed and engine idles.	”Pass” condition detected followed by ignition switch being turned to OFF