

(jag har lånat denna källa från forumet/Mange85, tack)

Instruktion

Böj t ex. ett gem, sätt det mellan 12 och 4 i uttaget under instrumentbrädan (ungefär i knähöjd).

Vrid på tändningen och det kommer att dyka upp siffror i displayen där hastigheten visas, var beredd med papper och penna, anteckna

Det kan stå t ex, H.32, där "H" betyder History code och är en gammal kod som lagrats, "C" betyder Current code och är en aktuell felkod.

Får du C.12 så betyder det att det inte finns några felkoder.

Kopierat ifrån ett inlägg på corvetteforum.com

On a 94-96 you can check the codes with a paper clip as follows:

You short pin "12" to pin "4" and turn the ignition switch to "On" without starting the engine. The speedometer will display any codes using the same protocol as the 1990-1993 model but there are some changes in the designation for the modules plus additional modules are added: Module "1" is still the CCM module.

Module "4" is now called the PCM module (Powertrain Control Module) because automatic transmission computer control was added to Engine Control Module in 1994.

Module 7 (on the 1996 model only) is the RTD module. (This is the Real Time Dampening module which replaced the Selective Ride Control module in 1996).

Module 9 is the ABS/ASR module number from 1994 through 1996.

Finally, Module "A", the DERM (Dynamic Energy Control Module --- (the air bag control module) will be requested to show any codes.

Just like the 1990-1993 display, you read the codes on the speedometer (big) and read the module number on the trip odometer (small).

A series of dashed lines for instance " - - -" indicates no more stored codes for that module.

A code showing as "C12" for the CCM module (module #1) means no codes are stored. So C12 is a good thing to see.

Again, you can cause the codes to repeat by turning the ignition off for five seconds and then back on.

Turn the ignition off and remove the short to restore normal operation.

To clear the codes,

1. With ignition "off" ground terminal #12 of the DLC (use bent paper clip to connect pin 4 to pin 12)
2. Turn ignition "on".
3. Press trip/odo button on the DIC until 1.7 appears in the trip monitor area of the instrument cluster.
4. Press eng/met button on the DIC & hold until "---" appears in the speedometer area of the cluster, this will clear CCM DTC'S.

To clear PCM/ECM codes do the following:

1. Press the trip reset button on the DIC until the desired system is displayed. In this case it will be 4.0.
2. Press trip/odo button on the DIC until the desired diagnostic mode(4.7) is displayed on the trip monitor area of the cluster.
3. Press & hold the eng/met button on the DIC until "---" is displayed in the speedometer area of the cluster, this will clear PCM codes.

To clear ABS/ASR codes do the following:

Same as above but you're looking for "9.7" on the trip odo

And here are the codes

1994-1995: Diagnostic Trouble Codes

DTC #11: Malfunction Indicator Lamp Circuit.

DTC #13: Bank #1 Heated Oxygen Sensor #1 Circuit:
DTC #14: Engine Coolant Temperature Sensor Circuit Voltage Low.
DTC #15: Engine Coolant Temperature Sensor Circuit Voltage High.
DTC #16: Distributor Ignition System Low Pulse.
DTC #18: Injector Circuit.
DTC #21: Throttle Position Sensor Circuit Voltage High.
DTC #22: Throttle Position Sensor Circuit Voltage Low.
DTC #23: Intake Temperature Sensor Circuit Voltage High.
DTC #24: Vehicle Speed Sensor Circuit.
DTC #25: Intake Air Temperature Sensor Circuit Voltage Low.
DTC #26: Evaporative Emission Canister Purge Solenoid Valve Circuit.
DTC #27: EGR Vacuum Control Signal Solenoid Valve Circuit.
DTC #28: Transmission Range Pressure Switch Assembly Fault.
DTC #29: Secondary Air Injection Pump Circuit.
DTC #32: Exhaust Gas Recalculation.
DTC #33: Manifold Absolute Pressure Sensor Circuit High.
DTC #34: Manifold Absolute Pressure Sensor Circuit Low.
DTC #36: Distributor Ignition System High Pulse.
DTC #37: Brake Switch Stuck On.
DTC #38: Brake Switch Stuck Off.
DTC #41: Ignition Control Circuit Open.
DTC #42: Ignition Control Circuit Shorted.
DTC #43: Knock Sensor Circuit.
DTC #44: Bank 1 LF Heated Oxygen Sensor #1 Circuit Lean.
DTC #45: Bank 1 LF Heated Oxygen Sensor #1 Circuit Rich.
DTC #47: Knock Sensor Circuit Or Module Missing.
DTC #48: Mass Air Flow Sensor Circuit.
DTC #50: System Voltage Low.
DTC #51: EPROM Programming Error.
DTC #52: Engine Oil Temperature Sensor Circuit Voltage Low.
DTC #53: System Voltage Low.
DTC #55: Fuel Lean Monitor.
DTC #58: Transmission Fluid Temperature Sensor Circuit Low.
DTC #59: Transmission Fluid Temperature Sensor Circuit High.
DTC #62: Engine Oil Temperature Sensor Circuit Voltage Low.
DTC #63: Bank 2 RF Heated Oxygen Sensor #1 Circuit Open.
DTC #64: Bank 2 RF Heated Oxygen Sensor #1 Circuit Lean.
DTC #65: Bank 2 RF Heated Oxygen Sensor #1 Circuit Rich.
DTC #66: A/C Refrigerant Pressure Sensor Circuit Open.
DTC #67: A/C Pressure Sensor Circuit Sensor or A/C Clutch.
DTC #68: A/C Relay Circuit.
DTC #69: A /C Clutch Circuit.
DTC #70: A/C Clutch Relay Driver Circuit.
DTC #72: Vehicle Speed Sensor Loss.
DTC #73: Pressure Control Solenoid Circuit Current Error.
DTC #74: Traction Control System Circuit Low.
DTC #75: Transmission System Voltage Low
DTC #77: Primary Cooling Fan Relay Control Circuit.
DTC #78: Secondary Cooling Fan Relay Control Circuit.
DTC #79: Transmission Fluid Overtemp.

DTC #80: Transmission Component Slipping.
DTC #81: Transmission 2-3 Shift Solenoid Circuit.
DTC #82: Transmission 1-2 Shift Solenoid Circuit.
DTC #83: Torque Converter Solenoid Voltage High.
DTC #84: 3-2 Control Solenoid Circuit.(Auto Only).
DTC #84: 2nd And 3rd Gear Blockout Relay Control Circuit.
DTC #85: Transmission TCC Stock On.
DTC #90: Transmission TCC Solenoid Circuit.
DTC #91: One To Four Upshift Lamp(Manual Only).
DTC #97: VSS Output Circuit.
DTC #98: Tachometer Output Signal Voltage Wrong