

2007 ENGINE PERFORMANCE

Mode 6 - Acura

INTRODUCTION

Mode 6 is designed to allow access to the results of onboard diagnostic monitoring tests of specific components/systems that are not continuously monitored. These systems include the catalytic converter, EVAP system, oxygen sensor, oxygen sensor heater, EGR system, secondary AIR system, and sometimes misfire.

Mode 6 data is output from the PCM/ECM in hexadecimal form. The \$ sign indicates a hexadecimal number. Depending on the software in the scanner, the output could be displayed in hexadecimal numbers (no conversion), raw data (conversion to decimal numbers), or measurable values (applying conversion factor to raw data).

Before reading mode 6 information, ensure that the monitor for the information you are accessing has run to completion. If the monitor is not complete, the mode 6 data will not be accurate.

MODE \$06 TEST IDENTIFICATION BY MODEL

Monitor	Test ID	Test Limit Type and Comp. ID	RL
EGR Flow	\$01	\$80	
	\$03	\$81	X
	\$49	\$00	X
	\$4A/\$4B	\$80/\$00	
	\$4A	\$80	X
Catalyst (Bank 1)	\$04	\$02	
	\$05/\$06	\$81/\$81	
	\$62	\$04	X
Catalyst (Bank 2)	\$07/\$0A	\$81/\$81	
	\$64	\$04	X
A/F Sensor (Bank 1)	\$76	\$80	X
	\$78	\$80	
	\$79	\$01	X
A/F Sensor (Bank 2)	\$77	\$80	X
	\$7A	\$01	X
A/F Sensor Heater (Bank 1)	\$70/\$71/ \$72	\$80/\$00/ \$00	
PHO2S Heater (Bank 1)	\$10/\$11	\$85/\$05	
	\$10/\$11	\$88/\$08	
SHO2S Heater (Bank 1)	\$18/\$19	\$85/\$05	
	\$18/\$19	\$86/\$06	
	\$18/\$19	\$89/\$09	
PHO2S Heater (Bank 2)	\$12/\$13	\$85/\$05	
	\$12/\$13	\$88/\$08	
SHO2S Heater (Bank 2)	\$1A/\$1B	\$86/\$06	
	\$1A/\$1B	\$89/\$09	
PCV	\$48	\$00	
	\$48	\$01	

Fig. 1: Mode \$06 Test ID By Model - Group 1 (1 Of 3)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Monitor	Test ID	Test Limit Type and Comp. ID	RL
Thermostat	\$4D/\$4E/ \$4F/\$50	\$80/\$80/ \$80/\$00	
	\$4D/\$4E/ \$4F/\$50	\$81/\$81/ \$81/\$01	
	\$5C/\$5D/ \$5E/\$5F	\$00/\$00/ \$00/\$00	
Secondary Air System	\$58/\$59/ \$5A	\$80/\$00/ \$80	
EVAP System	\$21/\$26/ \$27/\$38	\$83/\$83/ \$83/\$03	
	\$3A/\$3B/ \$3C	\$83/\$83/ \$03	
	\$29/\$2E/ \$2F	\$83/\$83/ \$83	
	\$3E	\$83	
	\$2D	\$03	
	\$81	\$80	X
	\$82/\$8F	\$80/\$80	X
	\$83	\$00	
	\$85	\$00	
	\$86	\$00	
	\$87	\$00	
	\$98	\$00	
	\$88	\$00	
	\$8B/\$8D	\$00/\$00	
	\$90/\$91/ \$92/\$93	\$00/\$80/ \$80/\$00	
	\$94/\$95/ \$96/\$97	\$00/\$80/ \$00/\$00	

Fig. 2: Mode \$06 Test ID By Model - Group 1 (2 Of 3)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Monitor	Test ID	Test Limit Type and Comp. ID	RL
EVAP System	\$9A/\$9B/ \$9C/\$9D/ \$9E	\$00/\$00/ \$00/\$00/ \$00	X
	\$B0	\$00	X
	\$B2	\$00	X
	\$B5	\$00	X
	\$B1	\$00	
	\$B3	\$00	
	\$B6	\$00	
	\$B4	\$00	
	\$B7	\$00	

Fig. 3: Mode \$06 Test ID By Model - Group 1 (3 Of 3)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Monitor	Test ID	Unit and Scaling ID	RDX	TL	MDX	TSX
A/F Sensor (Bank 1)	\$80	\$11	X	X	X	X
	\$81	\$14		X	X	X
	\$87	\$14		X	X	X
	\$82	\$0B		X	X	
	\$88	\$0B		X	X	
	\$83	\$8D	X	X	X	X
	\$84	\$8D	X	X	X	X
	\$85	\$01	X	X	X	X
	\$86	\$8D	X	X	X	X
A/F Sensor (Bank 2)	\$80	\$11		X	X	
	\$81	\$14		X	X	
	\$87	\$14		X	X	
	\$82	\$0B		X	X	
	\$88	\$0B		X	X	
	\$83	\$8D		X	X	
	\$84	\$8D		X	X	
	\$85	\$01		X	X	
	\$86	\$8D		X	X	
Secondary HO2S (Bank 1)	\$98	\$0B	X	X	X	X
	\$99	\$0B	X	X	X	X
	\$9A	\$0B	X	X	X	X
	\$9C	\$0B	X	X	X	X
	\$9B	\$10	X	X	X	X
Secondary HO2S (Bank 2)	\$98	\$0B		X	X	
	\$99	\$0B		X	X	
	\$9A	\$0B		X	X	
	\$9C	\$0B		X	X	
	\$9B	\$10		X	X	

Fig. 4: Mode \$06 Test ID By Model - Group 2 (1 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Monitor	Test ID	Unit and Scaling ID	RDX	TL	MDX	TSX
Catalyst (Bank 1)	\$A0	\$01	X	X	X	X
	\$A1	\$0B				
Catalyst (Bank 2)	\$A0	\$01		X	X	
EGR System	\$D0	\$32		X	X	
	\$D1	\$32		X	X	
	\$D2	\$39		X	X	
	\$D3	\$01				
EVAP System	\$B0	\$FD	X			X
	\$B1	\$FD	X			X
	\$B2	\$FD	X			X
	\$B3	\$FD				X
	\$B4	\$06	X	X	X	X
	\$B5	\$83		X	X	X
	\$B6	\$12		X	X	X
	\$B7	\$10		X	X	X
	\$B8	\$FE		X	X	X
	\$B9	\$30	X	X	X	
	\$BA	\$12	X	X	X	
	\$BB	\$30	X			
	\$BC	\$10	X			
Fuel System (Bank 1)	\$D8	\$05	X	X	X	X
Fuel System (Bank 2)	\$D8	\$05		X	X	
Misfire	\$0C	\$24	X	X	X	X
	\$0C	\$24	X	X	X	X
	\$0C	\$24	X	X	X	X
	\$0C	\$24	X	X	X	X
	\$0C	\$24		X	X	
	\$0C	\$24		X	X	

Fig. 5: Mode \$06 Test ID By Model - Group 2 (2 Of 2)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

MODE \$06 INFORMATION BY TEST - GROUP 1

Test ID	\$01	Test Limit Type and Component ID	\$80	DTC	P0401
Test Description		Monitoring the fluctuation of MAP sensor output when EGR valve is operated from full close to full open during fuel cut condition in deceleration.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 1.34 (mmHg) The lowest limit value: Output value (Decimal) x 1.34 (mmHg) The highest limit value: Nothing			

Test ID	\$03	Test Limit Type and Component ID	\$81	DTC	P0401
Test Description		Monitoring the fluctuation of engine load when EGR valve is operated from full close to full open during fuel cut condition in declaration.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (%) The lowest limit value: Output value (Decimal) x 0.1 (%) The highest limit value: Nothing			

Test ID	\$04	Test Limit Type and Component ID	\$02	DTC	P0420
Test Description		Monitoring the valve calculated by averaging the variance of secondary oxygen sensor signal.			
Conversion to Engineering Units		Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit			

Test ID	\$05	Test Limit Type and Component ID	\$81	DTC	P0420
Test Description		Monitoring the moving average value of the OSC index. OSC index is calculated by the switching cycle of secondary heated oxygen sensor output during feedback control from secondary heated oxygen sensor output and the amount of fuel injected.			
Conversion to Engineering Units		Measured value: No unit The lowest limit value: No unit The highest limit value: Nothing			

Fig. 6: Mode \$06 Information By Test ID - Group 1 (1 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$06	Test Limit Type and Component ID	\$81	DTC	P0420
Test Description	Monitoring the switching cycle of secondary heated oxygen sensor output during feedback control from secondary heated oxygen sensor output.				
Conversion to Engineering Units	Measured value: Output value x 10 (msec.) The lowest limit value: Output value x 10 (msec.) The highest limit value: Nothing				

Test ID	\$10	Test Limit Type and Component ID	\$87	DTC	P0135
Test Description	Monitoring the electric current value of sensor heater during turning heater on.				
Conversion to Engineering Units	Measured value: Output value x 16.552 (mA) The lowest limit value: Output value x 16.552 (mA) The highest limit value: Nothing				

Test ID	\$11	Test Limit Type and Component ID	\$07	DTC	P0135
Test Description	Monitoring the electric current value of sensor heater during turning heater on.				
Conversion to Engineering Units	Measured value: Output value x 16.552 (mA) The lowest limit value: Nothing The highest limit value: Output value x 16.552 (mA)				

Test ID	\$14	Test Limit Type and Component ID	\$87	DTC	P0147
Test Description	Monitoring the electric current value of sensor heater during turning heater on.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 16.552 (mA) The lowest limit value: Output value (Decimal) x 16.552 (mA) The highest limit value: Nothing				

Test ID	\$15	Test Limit Type and Component ID	\$07	DTC	P0147
Test Description	Monitoring the electric current value of sensor heater during turning heater on.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 16.552 (mA) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 16.552 (mA)				

Fig. 7: Mode \$06 Information By Test ID - Group 1 (2 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$15	Test Limit Type and Component ID	\$07	DTC	P0147
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 16.552 (mA) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 16.552 (mA)			

Test ID	\$18	Test Limit Type and Component ID	\$85	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 26.7 (mA) The lowest limit value: Output value x 26.7 (mA) The highest limit value: Nothing			

Test ID	\$18	Test Limit Type and Component ID	\$86	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 7.23 (mA) The lowest limit value: Output value x 7.23 (mA) The highest limit value: Nothing			

Test ID	\$18	Test Limit Type and Component ID	\$87	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 16.552 (mA) The lowest limit value: Output value x 16.552 (mA) The highest limit value: Nothing			

Fig. 8: Mode \$06 Information By Test ID - Group 1 (3 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$18	Test Limit Type and Component ID	\$88	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 9.04 (A) The lowest limit value: Output value x 9.04 (A) The highest limit value: Nothing			

Test ID	\$18	Test Limit Type and Component ID	\$89	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.01 (A) The lowest limit value: Output value (Decimal) x 0.01 (A) The highest limit value: Nothing			

Test ID	\$19	Test Limit Type and Component ID	\$05	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 26.7 (mA) The lowest limit value: Nothing The highest limit value: Output value x 26.7 (mA)			

Test ID	\$19	Test Limit Type and Component ID	\$06	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 7.23 (mA) The lowest limit value: Nothing The highest limit value: Output value x 7.23 (mA)			

Fig. 9: Mode \$06 Information By Test ID - Group 1 (4 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$19	Test Limit Type and Component ID	\$07	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 16.552 (mA) The lowest limit value: Nothing The highest limit value: Output value x 16.552 (mA)			

Test ID	\$19	Test Limit Type and Component ID	\$08	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value x 9.04 (mA) The lowest limit value: Nothing The highest limit value: Output value x 9.04 (mA)			

Test ID	\$19	Test Limit Type and Component ID	\$09	DTC	P0141
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.01 (A) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.01 (A)			

Test ID	\$21	Test Limit Type and Component ID	\$83	DTC	P1456
Test Description		Monitoring the fluctuation of fuel tank pressure sensor output before and after EVAP bypass solenoid valve is opened after engine starting with cold condition.			
Conversion to Engineering Units		Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing			

Fig. 10: Mode \$06 Information By Test ID - Group 1 (5 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$26	Test Limit Type and Component ID	\$83	DTC	P1456
Test Description	Monitoring either of: 1) The difference between maximum and minimum of fuel tank pressure sensor output in predetermined time after engine starting with cold condition, or 2) The difference between the sensor output when EVAP control canister vent shut and EVAP bypass solenoid valves are opened before performing tank leak check, and the sensor output during tank leak check.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing				

Test ID	\$27	Test Limit Type and Component ID	\$83	DTC	P1456
Test Description	Monitoring the fluctuation of fuel tank pressure sensor output before and after the EVAP bypass solenoid valve is opened, after fuel tank pressure check is completed in predetermined time after engine starting with cold condition				
Conversion to Engineering Units	Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing				

Test ID	\$29	Test Limit Type and Component ID	\$83	DTC	P1457
Test Description	Monitoring the fuel tank pressure sensor output when EVAP control canister vent shut valve is closed after releasing the pressure in EVAP vapor line.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 - 62.500000 (mmHg) The lowest limit value: Output value x 0.488281 - 62.500000 (mmHg) The highest limit value: Nothing				

Test ID	\$2D	Test Limit Type and Component ID	\$03	DTC	P0497
Test Description	Monitoring the fuel tank pressure sensor during decompressing pressure in EVAP vapor line.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 - 62.500000 (mmHg) The lowest limit value: Nothing The highest limit value: Output value x 0.488281 - 62.500000 (mmHg)				

Fig. 11: Mode \$06 Information By Test ID - Group 1 (6 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$2E	Test Limit Type and Component ID	\$83	DTC	P1457
Test Description	Monitoring the fluctuation of fuel tank pressure sensor output after opening EVAP bypass solenoid valve while maintaining decompressed pressure in EVAP vapor line.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing				

Test ID	\$2F	Test Limit Type and Component ID	\$83	DTC	P1457
Test Description	Monitoring the fuel tank pressure sensor output when EVAP canister purge valve is closed, and EVAP bypass solenoid and EVAP canister vent shut valves are opened before decompressing pressure in EVAP vapor line.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 - 62.500000 (mmHg) The lowest limit value: Output value x 0.488281 - 62.500000 (mmHg) The highest limit value: Nothing				

Test ID	\$38	Test Limit Type and Component ID	\$03	DTC	P1456
Test Description	Monitoring the difference of fuel tank pressure sensor output in pressure retention mode after decompressing the fuel tank.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Nothing The highest limit value: Output value x 0.488281 (mmHg)				

Test ID	\$3A	Test Limit Type and Component ID	\$83	DTC	P1456
Test Description	Monitoring the fluctuation of fuel tank pressure sensor before and after the EVAP bypass solenoid valve is opened after engine starting with cold condition.				
Conversion to Engineering Units	Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing				

Fig. 12: Mode \$06 Information By Test ID - Group 1 (7 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$3B	Test Limit Type and Component ID	\$83	DTC	P1456
Test Description		Monitoring the difference between the sensor output when EVAP control canister vent shut and EVAP bypass solenoid valves are opened before performing tank leak check, and the sensor output during tank leak check.			
Conversion to Engineering Units		Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing			

Test ID	\$3C	Test Limit Type and Component ID	\$03	DTC	P1456
Test Description		Monitoring the valve calculated by dividing the difference of fuel tank pressure sensor output in pressure retention mode after decompressing the fuel tank by EVAP leak monitoring time.			
Conversion to Engineering Units		Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit			

Test ID	\$3E	Test Limit Type and Component ID	\$83	DTC	P1457
Test Description		Monitoring the fluctuation of fuel tank pressure sensor output after opening EVAP bypass solenoid valve while maintaining decompressing pressure in EVAP vapor line.			
Conversion to Engineering Units		Measured value: Output value x 0.488281 (mmHg) The lowest limit value: Output value x 0.488281 (mmHg) The highest limit value: Nothing			

Test ID	\$48	Test Limit Type and Component ID	00\$	DTC	P1505
Test Description		Monitoring the difference of flow rate between estimated intake air to the manifold and passage air through the idle air control valve during the engine idling.			
Conversion to Engineering Units		Measured value: Output value x 0.03662 (l/min.) The lowest limit value: Nothing The highest limit value: Output value x 0.03662 (l/min.)			

Fig. 13: Mode \$06 Information By Test ID - Group 1 (8 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$48	Test Limit Type and Component ID	\$01	DTC	P2279
Test Description	Monitoring the difference of flow rate between estimated intake air to the manifold during engine idling and passage air through the idle air control valve.				
Conversion to Engineering Units	Measured value: Output value x 0.10 (l/min.) The lowest limit value: Nothing The highest limit value: Output value x 0.10 (l/min.)				

Test ID	\$49	Test Limit Type and Component ID	\$00	DTC	P0404
Test Description	Difference of the target and actual lift quantities of the EGR valve during the EGR valve oven control.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.01 (mm) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.01 (mm)				

Test ID	\$4A	Test Limit Type and Component ID	\$80	DTC	P2413
Test Description	The EGR valve lift quantity when the EGR valve is controlled at open side.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.01 (mm) The lowest limit value lift: Output value (Decimal) x 0.01 (mm) The highest limit value lift: Nothing				

Test ID	\$4B	Test Limit Type and Component ID	\$00	DTC	P2413
Test Description	The EGR valve lift quantity when the EGR valve is controlled at close side.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.01 (mm) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.01 (mm)				

Fig. 14: Mode \$06 Information By Test ID - Group 1 (9 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$4D	Test Limit Type and Component ID	\$81	DTC	P0128
Test Description		Monitoring engine coolant temperature when average vehicle speed is more than certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) - 40 (°C) The lowest limit value: Output value (Decimal) - 40 (°C) The highest limit value: Nothing			

Test ID	\$4E	Test Limit Type and Component ID	\$81	DTC	P0128
Test Description		Monitoring engine coolant temperature when the estimated temperature calculated from vehicle driving condition is lower than certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) - 40 (°C) The lowest limit value: Output value (Decimal) - 40 (°C) The highest limit value: Nothing			

Test ID	\$4F	Test Limit Type and Component ID	\$81	DTC	P0128
Test Description		Monitoring engine coolant temperature when the estimated temperature calculated from vehicle driving condition reaches certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) - 40 (°C) The lowest limit value: Output value (Decimal) - 40 (°C) The highest limit value: Nothing			

Test ID	\$50	Test Limit Type and Component ID	\$01	DTC	P0128
Test Description		Monitoring the difference subtracted actual engine coolant temperature from the estimated temperature calculated from vehicle driving condition.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 1 (°C) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 1 (°C)			

Fig. 15: Mode \$06 Information By Test ID - Group 1 (10 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$5C	Test Limit Type and Component ID	\$00	DTC	P0128, P1486
Test Description		Monitoring the voltage of engine coolant temperature sensor when the average driving cycle is higher than a certain level.			
Conversion to Engineering Units		Measured value: Output value x 0.0195 (V) The lowest limit value: Nothing The highest limit value: Output value x 0.0195 (V)			

Test ID	\$5D	Test Limit Type and Component ID	\$00	DTC	P0128, P1486
Test Description		Monitoring the voltage of engine coolant temperature sensor when estimated engine coolant temperature calculated based on driving condition is lower than a certain level.			
Conversion to Engineering Units		Measured value: Output value x 0.0195 (V) The lowest limit value: Nothing The highest limit value: Output value x 0.0195 (V)			

Test ID	\$5E	Test Limit Type and Component ID	\$00	DTC	P0128, P1486
Test Description		Monitoring the voltage of engine coolant temperature sensor when estimated engine coolant temperature calculated based on driving condition reaches a certain level.			
Conversion to Engineering Units		Measured value: Output value x 0.0195 (V) The lowest limit value: Nothing The highest limit value: Output value x 0.0195 (V)			

Test ID	\$5F	Test Limit Type and Component ID	\$00	DTC	P0128, P1486
Test Description		Monitoring the valve calculated by subtracting actual engine coolant temperature from estimated temperature calculated based on driving condition.			
Conversion to Engineering Units		Measured value: Output value x 1 (°C) The lowest limit value: Nothing The highest limit value: Output value x 1 (°C)			

Fig. 16: Mode \$06 Information By Test ID - Group 1 (11 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$62	Test Limit Type and Component ID	\$04	DTC	P0420
Test Description	Monitoring moving average value calculated from the standard value of oxygen sensor output after passing through catalyst.				
Conversion to Engineering Units	Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit				

Test ID	\$64	Test Limit Type and Component ID	\$04	DTC	P0430
Test Description	Monitoring moving average value calculated from the standard value of oxygen sensor output after passing through catalyst.				
Conversion to Engineering Units	Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit				

Test ID	\$6A	Test Limit Type and Component ID	\$01	DTC	P1420
Test Description	Monitoring the voltage of third heater oxygen sensor output after the predetermined time from the switching period of second heated oxygen sensor output after target A/F is changed lean to rich in order to radiate adsorbed Nox.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.020 (V) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.020 (V)				

Test ID	\$70	Test Limit Type and Component ID	\$80	DTC	P0135
Test Description	Monitoring the electric current value of sensor heater during turning heater on.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.01 (A) The lowest limit value: Output value (Decimal) x 0.01 (A) The highest limit value: Nothing				

Fig. 17: Mode \$06 Information By Test ID - Group 1 (12 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$71	Test Limit Type and Component ID	\$00	DTC	P0135
Test Description		Monitoring the electric current value of sensor heater during turning heater on.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.01 (A) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.01 (A)			

Test ID	\$72	Test Limit Type and Component ID	\$00	DTC	P0135
Test Description		Monitoring the electric current value of sensor heater during turning heater off.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.01 (A) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.01 (A)			

Test ID	\$76	Test Limit Type and Component ID	\$80	DTC	P0133
Test Description		Integration value at the specified time according to the response performance measurement of the A/F sensor.			
Conversion to Engineering Units		Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit			

Test ID	\$78	Test Limit Type and Component ID	\$80	DTC	P1172
Test Description		The A/F sensor output value during A/F control.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.00390625 - 128 (mA) The lowest limit value: Output value (Decimal) x 0.00390625 - 128 (mA) The highest limit value: Nothing			

Fig. 18: Mode \$06 Information By Test ID - Group 1 (13 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$79	Test Limit Type and Component ID	\$01	DTC	P1172
Test Description		The A/F sensor output value during A/F control.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.00390625 - 128 (mA) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.00390625 - 128 (mA)			

Test ID	\$7A	Test Limit Type and Component ID	\$01	DTC	P1174
Test Description		The A/F sensor output value during A/F control.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.00390625 - 128 (mA) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.00390625 - 128 (mA)			

Test ID	\$81	Test Limit Type and Component ID	\$80	DTC	P0496
Test Description		Monitoring fuel tank pressure sensor output when vent shut valve is closed in prescribed time until purge starts after engine starts with cold condition.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Test ID	\$82	Test Limit Type and Component ID	\$80	DTC	P2422
Test Description		Monitoring fuel tank pressure sensor output while purge is normally controlled.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Fig. 19: Mode \$06 Information By Test ID - Group 1 (14 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$88	Test Limit Type and Component ID	\$00	DTC	P0497
Test Description		Monitoring fuel tank pressure sensor value in failing to make the tank decompress to certain level after engine starts with cold condition.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)			

Test ID	\$8B	Test Limit Type and Component ID	\$00	DTC	P0457
Test Description		Monitoring fuel tank pressure sensor value in failing to make the tank decompress to certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)			

Test ID	\$8D	Test Limit Type and Component ID	\$00	DTC	P0457
Test Description		Monitoring the difference of fuel tank pressure sensor output just before purge is paused after engine starts with cold condition and then the tank is decompressed to certain level, and after leak check mode starts and passes certain time.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)			

Test ID	\$8F	Test Limit Type and Component ID	\$80	DTC	P2422
Test Description		Monitoring fuel tank pressure sensor output when engine starts.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Fig. 20: Mode \$06 Information By Test ID - Group 1 (15 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$90	Test Limit Type and Component ID	\$00	DTC	P0442
Test Description		Monitoring fuel tank pressure sensor output until purge starts after engine starts with cold condition and then PCS opening malfunction monitoring is finished.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)			

Test ID	\$91	Test Limit Type and Component ID	\$80	DTC	P0442
Test Description		Monitoring the difference between maximum and minimum of prescribed fuel tank pressure sensor output in prescribed time after engine start switch cold condition.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Test ID	\$92	Test Limit Type and Component ID	\$80	DTC	P0442
Test Description		Monitoring the difference of fuel tank pressure sensor output just before purge is paused after engine starts with cold condition and then the tank is decompressed to certain level, and after leak check mode starts and passes certain time.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Test ID	\$93	Test Limit Type and Component ID	\$00	DTC	P0442
Test Description		Monitoring fluctuation in fuel tank divided the fluctuation during leak check mode by leak check time after fuel tank is decompressed to certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg/min.) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg/min.)			

Fig. 21: Mode \$06 Information By Test ID - Group 1 (16 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$94	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Monitoring fuel tank pressure sensor output in prescribed time after engine starts with cold condition.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)			

Test ID	\$95	Test Limit Type and Component ID	\$80	DTC	P0456
Test Description		Monitoring the difference of fuel tank pressure sensor output just before purge is paused after engine starts with cold condition and then the tank is decompressed to certain level, and after leak check mode starts and passes certain time.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The highest limit value: Nothing			

Test ID	\$96	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Monitoring fluctuation in fuel tank divided the fluctuation during leak check mode by leak check mode time after fuel tank is decompressed to certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg/min.) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg/min.)			

Test ID	\$97	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Monitoring fluctuation in fuel tank divided the fluctuation during leak check mode by leak check mode time after fuel tank is decompressed to certain level.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (mmHg/min.) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg/min.)			

Fig. 22: Mode \$06 Information By Test ID - Group 1 (17 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$9A	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Fuel tank pressure increase changing degree after the engine stop.			
Conversion to Engineering Units		Measured value lift: Output value (Decimal) / 1024 - 32 The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) / 1024 - 32			

Test ID	\$9B	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Fuel tank pressure increase changing degree after the engine stop.			
Conversion to Engineering Units		Measured value lift: Output value (Decimal) / 32 - 1024 The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) / 32 - 1024			

Test ID	\$9C	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Fuel tank pressure atmospheric pressure stagnation time after the engine stop.			
Conversion to Engineering Units		Measured value lift: Output value (Decimal) x 1 (sec.) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 1 (sec.)			

Test ID	\$9D	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description		Fuel tank pressure when tank air opened after the engine stop.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.001 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (mmHg)			

Fig. 23: Mode \$06 Information By Test ID - Group 1 (18 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$9E	Test Limit Type and Component ID	\$00	DTC	P0456
Test Description	Sensor flickering integrated time during waiting for fuel tank pressure sensor stability after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.08 (sec.) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.08 (sec.)				

Test ID	\$B0	Test Limit Type and Component ID	\$00	DTC	P0497
Test Description	Difference of the fuel tank pressure sensor value and when opened to air, when the purge flow integrated value reached above the specified value at the time when decreasing the fuel tank pressure to the specified negative pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Test ID	\$B1	Test Limit Type and Component ID	\$00	DTC	P0497
Test Description	Difference of the fuel tank pressure sensor value and when opened to air, when the purge flow integrated value reached above the specified value at the time when decreasing the fuel tank pressure to the specified negative pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Test ID	\$B2	Test Limit Type and Component ID	\$00	DTC	P0457
Test Description	Fuel tank pressure sensor value when tried to decrease pressure to the specified negative pressure but cannot decrease the pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Fig. 24: Mode \$06 Information By Test ID - Group 1 (19 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$B3	Test Limit Type and Component ID	\$00	DTC	P0457
Test Description	Fuel tank pressure sensor value when tried to decrease pressure to the specified negative pressure but cannot decrease the pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg)				

Test ID	\$B4	Test Limit Type and Component ID	\$00	DTC	P0457
Test Description	Fuel tank pressure sensor value when tried to decrease pressure to the specified negative pressure but cannot decrease the pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Test ID	\$B5	Test Limit Type and Component ID	\$00	DTC	P0455
Test Description	Fuel tank pressure changed quantity per unit time dividing the fuel tank pressure changed quantity with the leak check mode time during leak check mode is performed, after the fuel tank pressure is decreased to the specified negative pressure.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Test ID	\$B6	Test Limit Type and Component ID	\$00	DTC	P0455
Test Description	Fuel tank pressure changed quantity per unit time dividing the fuel tank pressure changed quantity with the leak check mode time during leak check mode is performed, after the fuel tank pressure is decreased to the specified negative pressure.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg)				

Fig. 25: Mode \$06 Information By Test ID - Group 1 (20 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$B7	Test Limit Type and Component ID	\$00	DTC	P0455
Test Description	Fuel tank pressure changed quantity per unit time dividing the fuel tank pressure changed quantity with the leak check mode time during leak check mode is performed, after the fuel tank pressure is decreased to the specified negative pressure.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (mmHg) - 3276.8 (mmHg)				

Fig. 26: Mode \$06 Information By Test ID - Group 1 (21 Of 21)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

MODE \$06 INFORMATION BY TEST - GROUP 2

Test ID	\$0C	Unit and Scaling ID	\$24	DTC	P0301, P0302, P0303, P0304
Test Description		Monitoring the accident fire occurred in cylinder 1 - 4 during engine is rotating at 200 revolutions.			
Conversion to Engineering Units		Measured value lift: Output value (Decimal) x 1 (time) The lowest limit value lift: Nothing The highest limit value lift: Nothing			

Test ID	\$0C	Unit and Scaling ID	\$24	DTC	P0301, P0302, P0303, P0304, P0305, P0306
Test Description		Monitoring the accident fire occurred in cylinder 1 - 6 during engine is rotating at 200 revolutions.			
Conversion to Engineering Units		Measured value lift: Output value (Decimal) x 1 (time) The lowest limit value lift: Nothing The highest limit value lift: Nothing			

Test ID	\$80	Unit and Scaling ID	\$11	DTC	P0134, P0154
Test Description		Monitoring the time from turning on air fuel ratio sensor heater to activation, i.e., A/F sensor activation time.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 0.1 (sec.) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.1 (sec.)			

Test ID	\$81	Unit and Scaling ID	\$14	DTC	P0134, P0154
Test Description		Monitoring the element resistance of A/F sensor.			
Conversion to Engineering Units		Measured value: Output value (Decimal) x 1 (Ω) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 1 (Ω)			

Fig. 27: Mode \$06 Information By Test ID - Group 2 (1 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$82	Unit and Scaling ID	\$0B	DTC	P0134, P0154
Test Description	Monitoring the A/F sensor VS terminal voltage value.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.01 (V) The lowest limit value: Output value (Decimal) x 0.01 (V) The highest limit value: Output value (Decimal) x 0.01 (V)				

Test ID	\$83	Unit and Scaling ID	\$8D	DTC	P2195, P2197
Test Description	Monitoring the sensor current value of A/F sensor when A/F feedback condition is established.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.003906 (mA) The lowest limit value: Output value (Decimal) x 0.003906 (mA) The highest limit value: Nothing				

Test ID	\$84	Unit and Scaling ID	\$8D	DTC	P2A00, P2A03
Test Description	Monitoring the A/F sensor input current value during the decelerating fuel cut.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.003906 (mA) The lowest limit value: Output value (Decimal) x 0.003906 (mA) The highest limit value: Output value (Decimal) x 0.003906 (mA)				

Test ID	\$85	Unit and Scaling ID	\$01	DTC	P0133, P0153
Test Description	Integration value at the specified time according to the response performance measurement of the A/F sensor.				
Conversion to Engineering Units	Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit				

Test ID	\$86	Unit and Scaling ID	\$8D	DTC	P1172, P1174
Test Description	The A/F sensor output value during A/F control.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.003906 (mA) The lowest limit value: Output value (Decimal) x 0.003906 (mA) The highest limit value: Nothing				

Fig. 28: Mode \$06 Information By Test ID - Group 2 (2 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$87	Unit and Scaling ID	\$14	DTC	P0134, P0154
Test Description	Monitoring the element resistance of A/F sensor.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 1 (Ω) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 1 (Ω)				

Test ID	\$88	Unit and Scaling ID	\$0B	DTC	P0134, P0154
Test Description	Monitoring the A/F sensor VS terminal voltage value.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.01 (V) The lowest limit value: Output value (Decimal) x 0.01 (V) The highest limit value: Output value (Decimal) x 0.01 (V)				

Test ID	\$98	Unit and Scaling ID	\$0B	DTC	P2270, P2272
Test Description	Monitoring the sensor voltage value of secondary heated oxygen sensor during A/F Rich control.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (V) The lowest limit value: Output value (Decimal) x 0.001 (V) The highest limit value: Nothing				

Test ID	\$99	Unit and Scaling ID	\$0B	DTC	P2271, P2273
Test Description	Monitoring the sensor voltage value of secondary heated oxygen sensor during A/F Lean control.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (V) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (V)				

Fig. 29: Mode \$06 Information By Test ID - Group 2 (3 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$9A	Unit and Scaling ID	\$0B	DTC	P0137, P0157
Test Description	Monitoring the sensor voltage value of secondary heated oxygen sensor during A/F feedback.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (V) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (V)				

Test ID	\$9B	Unit and Scaling ID	\$10	DTC	P0139, P0159
Test Description	Monitoring the answering time of secondary heated oxygen sensor after changing A/F Rich to Lean.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 1 (sec.) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 1 (sec.)				

Test ID	\$9C	Unit and Scaling ID	\$0B	DTC	P0138, P0158
Test Description	Monitoring the sensor voltage value of secondary heated oxygen sensor during A/F feedback.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (V) The lowest limit value: Output value (Decimal) x 0.001 (V) The highest limit value: Nothing				

Test ID	\$A0	Unit and Scaling ID	\$01	DTC	P0420, P0430
Test Description	Monitoring the valve calculated by averaging the variance of secondary heated oxygen sensor signal.				
Conversion to Engineering Units	Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit				

Test ID	\$A1	Unit and Scaling ID	\$0B	DTC	P0420, P0430
Test Description	Fluctuation integration value of secondary heated oxygen sensor output voltage.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (V) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (V)				

Fig. 30: Mode \$06 Information By Test ID - Group 2 (4 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$B0	Unit and Scaling ID	\$FD	DTC	P0496
Test Description	Monitoring fuel tank pressure sensor output when vent shut valve is closed in prescribed time until purge starts after engine starts with cold condition.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (kPa) The lowest limit value: Output value (Decimal) x 0.001 (kPa) The highest limit value: Nothing				

Test ID	\$B1	Unit and Scaling ID	\$FD	DTC	P0496
Test Description	Monitoring fuel tank pressure sensor output when vent shut valve is closed in prescribed time until purge starts after engine starts with cold condition.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (kPa) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (kPa)				

Test ID	\$B2	Unit and Scaling ID	\$FD	DTC	P0457
Test Description	Fuel tank pressure sensor value when tried to decrease pressure to the specified negative pressure but cannot decrease the pressure after the cold start.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (kPa) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (kPa)				

Test ID	\$B3	Unit and Scaling ID	\$FD	DTC	P0455
Test Description	Fuel tank pressure changed quantity per unit time dividing the fuel tank pressure changed quantity with the leak check mode time during leak check mode is performed, after the fuel tank pressure is decreased to the specified negative pressure.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.001 (kPa) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.001 (kPa)				

Fig. 31: Mode \$06 Information By Test ID - Group 2 (5 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$B4	Unit and Scaling ID	\$06	DTC	P0456
Test Description	Fuel tank pressure increase changing degree after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.000305 The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.000305				

Test ID	\$B5	Unit and Scaling ID	\$83	DTC	P0456
Test Description	Fuel tank pressure increase changing degree after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.01 The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.01				

Test ID	\$B6	Unit and Scaling ID	\$12	DTC	P0456
Test Description	Fuel tank pressure atmospheric pressure stagnation time after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 1.0 (sec.) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 1.0 (sec.)				

Test ID	\$B7	Unit and Scaling ID	\$10	DTC	P0456
Test Description	Sensor flickering integrated time during waiting for fuel tank pressure sensor stability after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 1.0 (msec.) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 1.0 (msec.)				

Test ID	\$B8	Unit and Scaling ID	\$FE	DTC	P0456
Test Description	Fuel tank pressure when tank air opened after the engine stop.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.25 (Pa) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.25 (Pa)				

Fig. 32: Mode \$06 Information By Test ID - Group 2 (6 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$B9	Unit and Scaling ID	\$30	DTC	P0457, P145C
Test Description	<N/A engine> Driving cycle inclusion ratio of the EVAP canister purge valve to the pulse wave appear on the fuel tank pressure sensor. <Turbo engine> Driving cycle inclusion ratio of the EVAP canister purge valve to the pulse wave which appears on the fuel tank pressure sensor at non-excessive supply area.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.001526 (%) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.001526 (%)				

Test ID	\$BA	Unit and Scaling ID	\$00	DTC	P0455
Test Description	Fuel tank pressure atmospheric pressure stagnation time after the engine stop.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 1 (sec.) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 1 (sec.)				

Test ID	\$BB	Unit and Scaling ID	\$30	DTC	P145A, P145D
Test Description	<Turbo engine> Driving cycle inclusion ratio of the EVAP canister purge valve to the pulse wave which appears on the fuel tank pressure sensor at excessive supply area.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.001526 (%) The lowest limit value lift: Nothing The highest limit value lift: Output value (Decimal) x 0.001526 (%)				

Test ID	\$BC	Unit and Scaling ID	\$10	DTC	P145B
Test Description	<Turbo engine> Phase difference between the pulse wave of the EVAP canister purge valve drive which appears on the fuel tank pressure sensor at excessive supply area and the driving cycle of the EVAP canister purge valve.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 1 (msec.) The lowest limit value lift: Output value (Decimal) x 1 (msec.) The highest limit value lift: Nothing				

Fig. 33: Mode \$06 Information By Test ID - Group 2 (7 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Test ID	\$D0	Unit and Scaling ID	\$32	DTC	P0404
Test Description	Difference of the target and actual lift quantities of the EGR valve during the EGR valve oven control.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.0000305 (inch) The lowest limit value: Nothing The highest limit value: Output value (Decimal) x 0.0000305 (inch)				

Test ID	\$D1	Unit and Scaling ID	\$32	DTC	P2413
Test Description	The EGR valve lift quantity when the EGR valve is controlled at open side.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.0000305 (inch) The lowest limit value lift: Output value (Decimal) x 0.0000305 (inch) The highest limit value lift: Nothing				

Test ID	\$D2	Unit and Scaling ID	\$39	DTC	P0401
Test Description	Monitoring the EGR valve aperture ratio when EGR valve is operated from full close to full open during fuel cut condition in declaration.				
Conversion to Engineering Units	Measured value: Output value (Decimal) x 0.01 (%) The lowest limit value: Output value (Decimal) x 0.01 (%) The highest limit value: Nothing				

Test ID	\$D3	Unit and Scaling ID	\$01	DTC	P0400
Test Description	Monitoring the measurement value of A/F fluctuating ratio due to EGR valve input side pipe uncoupling.				
Conversion to Engineering Units	Measured value: No unit The lowest limit value: Nothing The highest limit value: No unit				

Test ID	\$D8	Unit and Scaling ID	\$05	DTC	P0171, P0172, P0174, P0175
Test Description	Monitoring the long term fuel average amount of fuel correction coefficient due to A/F feedback.				
Conversion to Engineering Units	Measured value lift: Output value (Decimal) x 0.0000305 The lowest limit value lift: Output value (Decimal) x 0.0000305 The highest limit value lift: Output value (Decimal) x 0.0000305				

Fig. 34: Mode \$06 Information By Test ID - Group 2 (8 Of 8)
Courtesy of AMERICAN HONDA MOTOR CO., INC.