



IDLING STABILITY CORRECTION (D-type EFI only)

The fuel injection volume is increased or decreased in accordance with changes in the engine speed in order to achieve idling stability. In order to do this, the injection volume is increased when the engine speed drops, and is decreased when it rises.

—RELEVANT SIGNALS—

- Engine speed (NE)
- Throttle position (IDL)

—REFERENCE—

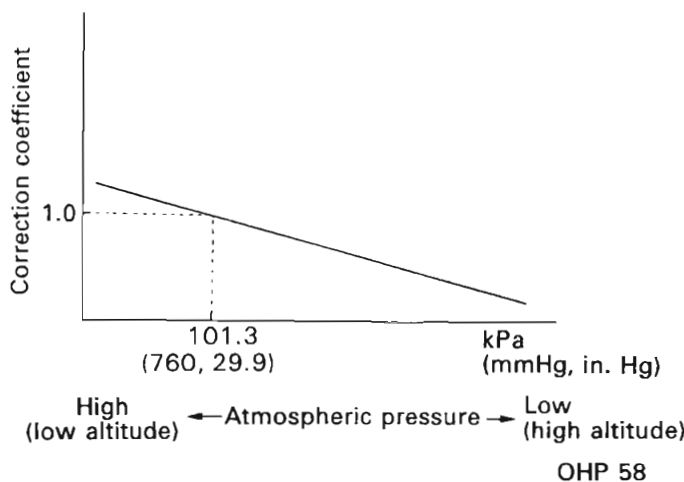
In some engine models, engine idling is detected by the change of the intake manifold pressure (PIM) signal.

HIGH-ALTITUDE COMPENSATION CORRECTION (L-type EFI with vane type air flow meter or optical Karman vortex type air flow meter only)

The density of oxygen in the atmosphere is lower at high altitudes. As a result, the amount of intake air flow measured by the air flow meter becomes greater than the amount of oxygen actually being taken into the engine. This means that if the fuel were injected under the same conditions as at sea level, the air-fuel mixture would become richer.

For this reason, the ECU corrects the fuel injection volume based on signals from the high-altitude compensation sensor and the air flow meter.

This correction decreases the injection volume by about 10% at 1000 meters above sea level (for example).



—RELEVANT SIGNAL—

- High-altitude compensation (HAC)

FUEL CUT-OFF

a. Fuel Cut-Off during Deceleration

During deceleration from a high engine speed with the throttle valve completely closed (idle contact on), the ECU halts injection of fuel in order to improve fuel economy and reduce undesirable emissions.

When the engine speed falls below a predetermined level or the throttle valve is opened (idle contact off), fuel injection is resumed.

The fuel cut-off engine speed and the fuel injection resumption engine speed are high when the coolant temperature is low. There are also some engine models in which these engine speeds drop during braking (i.e., when the stop lamp switch is on).

