

2. Major Difference

Item	Outline	
Destination	Australia	G.C.C. Countries (for Saudi Arabia)
Intake and Exhaust System (See Page 149)	<ul style="list-style-type: none"> ● Adoption of the link-less type ETCS-i ● Adoption of TWC ● Discontinuance of air cleaner warning switch 	<ul style="list-style-type: none"> ● Adoption of the link-less type ETCS-I ● Changed composition of TWC ● Discontinuance of air cleaner warning switch
Fuel System (See Page 150)	<ul style="list-style-type: none"> ● A tether has been provided on the fuel filler cap. ● Changed capacity of charcoal canister* 	<ul style="list-style-type: none"> ● A tether has been provided on the fuel filler cap. ● Changed capacity of charcoal canister*
Engine Control System (See Page 151)	<ul style="list-style-type: none"> ● Changed engine ECU to 32-bit type ● Discontinuance of variable resistor ● Adoption of the heated oxygen sensor ● Adoption of the no-contact type throttle position sensor. ● Accelerator pedal position sensor located on the accelerator pedal ● Adoption of the cranking hold function* ● Changed failsafe control of accelerator pedal position sensor and throttle position sensor ● Correspondence of all DTC (Diagnostic Trouble Code) to SAE-controlled codes 	<ul style="list-style-type: none"> ● Changed engine ECU to 32-bit type ● Adoption of the no-contact type throttle position sensor. ● Accelerator pedal position sensor located on the accelerator pedal ● Adoption of the cranking hold function* ● Changed failsafe control of accelerator pedal position sensor and throttle position sensor ● Correspondence of all DTC (Diagnostic Trouble Codes) to SAE-controlled codes
Other	Configuration and structure are the same as previous model	

Item	Outline	
Destination	Europe	General Countries and G.C.C. Countries (except Saudi Arabia)
Intake and Exhaust System (See Page 149)	Adoption of the link-less type ETCS-i	<ul style="list-style-type: none"> ● Adoption of the link-less type ETCS-i ● Discontinuance of air cleaner warning switch
Fuel System (See Page 150)	Configuration and structure are the same as previous model	A tether has been provided on the fuel filler cap.
Engine Control System (See Page 151)	<ul style="list-style-type: none"> ● Adoption of the no-contact type throttle position sensor. ● Accelerator pedal position sensor located on the accelerator pedal ● Changed fuel pump control ● Adoption of the cranking hold function* ● Changed failsafe control of accelerator pedal position sensor and throttle position sensor ● Correspondence of all DTC (Diagnostic Trouble Codes) to SAE-controlled codes 	<ul style="list-style-type: none"> ● Changed engine ECU to 32-bit type ● Adoption of the no-contact type throttle position sensor. ● Accelerator pedal position sensor located on the accelerator pedal ● Adoption of the cranking hold function* ● Changed failsafe control of accelerator pedal position sensor and throttle position sensor ● Correspondence of all DTC (Diagnostic Trouble Codes) to SAE-controlled codes
Other	Configuration and structure are the same as previous model	

*: Only for Automatic Transmission Model