

1995 2.3L (LD2) J-car with 4-speed auto trans - Engine Diagnostic Parameters.

SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETER	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
MANIFOLD PRESSURE SENSOR RATIONALITY	P0106	ANALOG	NORMAL OPERATING RANGE OF .55V - 4.7V	CHANGE OF MAP > .33V	RPM $\Delta$ < 150 IAC $\Delta$ < 10 CTS TP SENSOR $\Delta$ < 1% ABOVE CONDITIONS STABLE FOR AT LEAST 0.4 SECONDS NO MAP SENSOR HIGH/LOW DTC'S	3/10 CTS 125 mS PER CT  CONTINUOUS CHECK	PRESSURE DIFFERENTIAL SENSOR	DTC TYPE A
MANIFOLD PRESSURE TOO LOW	P0107	ANALOG	NORMAL OPERATING RANGE OF .55V - 4.7V	MAP < .20V	RPM < 1200 TP SENSOR >15.2 % NO TP SENSOR HIGH/LOW DTC'S	0.2 SEC  CONTINUOUS CHECK	PRESSURE DIFFERENTIAL SENSOR	DTC TYPE A
MANIFOLD PRESSURE TOO HIGH	P0108	ANALOG	NORMAL OPERATING RANGE OF .55V - 4.7V	MAP > 3.80V	TP SENSOR < 12% VSS < 1MPH ENGINE SHOULD RUN FOR AT LEAST 10 - 40 SEC BEFORE MALF ENABLE NO TP SENSOR HIGH/LOW DTC'S	80/100 CTS 125mS PER CT  CONTINUOUS CHECK	PRESSURE DIFFERENTIAL SENSOR	DTC TYPE A
MANIFOLD TEMPERATURE TOO HIGH	P0112	ANALOG	NORMAL OPERATING RANGE OF -40°C - 128°C	IAT < 48 CTS (128°C)	VSS > 15 MPH ENGINE RUNNING > 320 SEC	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	THERMISTER	DTC TYPE A
MANIFOLD TEMPERATURE TOO LOW	P0113	ANALOG	NORMAL OPERATING RANGE OF -40°C - 128°C	IAT >253 CTS (-57°C)	VSS < 15MPH ENGINE RUNNING > 320 SEC	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	THERMISTER	DTC TYPE A
HIGH COOLANT TEMPERATURE	P0117	ANALOG	NORMAL OPERATING RANGE OF -40°C - 142°C	ECT < 4 CTS(HIGH R) (138°C) OR ECT < 36 CTS (LOW R) (142°C)	ENGINE RUNNING > 128 SEC	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	THERMISTER	DTC TYPE A
LOW COOLANT TEMPERATURE	P0118	ANALOG	NORMAL OPERATING RANGE OF -40°C - 142°C	ECT > 251 CTS (HIGH R) (-50°C) OR ECT > 252 CTS (LOW R) (-71°C)	ENGINE RUNNING > 60 SEC	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	THERMISTER	DTC TYPE A
TP SENSOR STUCK	P0121	ANALOG	NORMAL OPERATING RANGE OF 0% TO 99.6%	TP VS RPM TABLE TP > 33% AT 1600 RPM TP > 55% AT 2400 RPM TP > 60.4% AT 3200 RPM TP > 79% AT 4000 RPM TP > 75.7% AT 4800 RPM TP > 99.6% AT 5600 RPM	MAP < 37.2 kPa TP SENSOR $\Delta$ < 2% NO TP SENSOR LOW DTC'S NO MAP SENSOR HIGH/LOW DTC'S	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	POTENTIOMETER	DTC TYPE B

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TP SENSOR LOW	P0122	ANALOG	NORMAL OPERATING RANGE OF .33V - 4.24V	TP SENSOR < .16V	ENGINE RUNNING	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	POTENTIOMETER	DTC TYPE A
TP SENSOR HIGH (PART "A")	P0123	ANALOG	NORMAL OPERATING RANGE OF .33V - 4.24V	TP SENSOR > 3.9V	ENGINE RUNNING RPM < 1500 MAP < 65 kPa NO MAP SENSOR HIGH/LOW DTC'S	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	POTENTIOMETER	DTC TYPE A
TP SENSOR HIGH (PART "B")	P0123	ANALOG	NORMAL OPERATING RANGE OF .33V - 4.24V	TP SENSOR > 4.8V	N/A	50/100 CTS 125mS PER CT  CONTINUOUS CHECK	POTENTIOMETER	DTC TYPE A
TIME FOR CLOSED LOOP	P0125	ANALOG	ECT NORMAL OPERATING RANGE OF -40°C - 142°C	ECT < 20°C	VSS > 5MPH NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S	17 MIN 17 SEC  ONCE AN IGNITION CYCLE	THERMISTER	DTC TYPE B
O2S 1 LEAN	P0131	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 1 < 301 mV	ENGINE RUNNING > 10 SEC TP BETWEEN 5% & 50% A/F RATIO BETWEEN 14.5 AND 14.7 ENGINE OPERATING IN "CLOSED LOOP" NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	900/1000 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE A

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O2S 1 RICH	P0132	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 1 > 854 mV	ENGINE RUNNING > 10 SEC TP BETWEEN 5% & 50% A/F RATIO 14.5 & 14.7 ENGINE OPERATING IN "CLOSED LOOP" NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	300/400 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE A
O2S 1 SLOW RESPONSE	P0133	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV THIS DTC DETERMINES IF THE O2S 1 IS FUNCTIONING PROPERLY BY CHECKING ITS RESPONSE TIME	A VE O2S 1 RESPONSE TIMES: R/L > 249mS L/R > 249mS RATIO OF L/R TO R/L IS >3.5 OR < 0.8	TP BETWEEN 8% & 14% RPM BETWEEN 1825 & 2275 EVAP > 35.5% PWM PLM > 128 NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	100 SEC  ONCE AN IGNITION CYCLE	OXYGEN SENSOR	DTC TYPE B
O2S 1 OPEN	P0134	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 1 > 407mV & < 509mV	ENGINE RUNNING > 60 SEC TP BETWEEN 5% & 50% NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	300/400 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE A

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O2S 2 LEAN	P0137	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 2 < 40 mV	ENGINE RUNNING > 100 SEC TP BETWEEN 5% & 50% A/F RATIO BETWEEN 14.5 & 14.7 NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	1050/1200 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE B
O2S 2 RICH	P0138	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 2 > 1009 mV	ENGINE RUNNING > 100 SEC TP BETWEEN 5% & 50% A/F RATIO BETWEEN 14.5 & 14.7 NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	1050/1200 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE B
O2S 2 OPEN	P0140	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 2 BETWEEN 425 mV & 456 mV	ENGINE RUNNING > 100 SEC TP BETWEEN 5% & 50% NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	900/1000 CTS 125mS PER CT  CONTINUOUS CHECK	OXYGEN SENSOR	DTC TYPE B

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O2S 2 HEATER CIRCUIT MALFUNCTION	P0141	SOFTWARE CHECK	11.5V - 13.6V	O2S 2 VOLTAGE CHANGES < 150mV FROM MEAN O2S 2 BIAS VOLTAGE	ECT AND IAT < 40°C DIFFERENCE IN ECT & IAT < 5°C TP MUST BE < 15% FOR >15 SEC NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	TIME DETERMINED BY TABLE  ONCE AN IGNITION CYCLE	SOFTWARE CHECK	DTC TYPE B
FUEL TRIM LEAN	P0171	SOFTWARE CHECK	FUEL TRIM INDEX BETWEEN 110 AND 145	FUEL TRIM INDEX > 160	BARO > 70 kPa ECT > 60°C & < 115°C MAT > -25°C & < 115 °C MAP > 38kPa & < 99.7kPa RPM > 750 & < 3200 VSS < 70MPH NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR DTC'S NO TP SENSOR DTC'S NO O2S 1 DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO KS DTC'S NO CKP SENSOR DTC'S NO CAM SENSOR DTC'S NO EVAP DTC'S NO VSS MISSING DTC'S	9 SEC  CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE B

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FUEL TRIM RICH	P0172	SOFTWARE CHECK	FUEL TRIM INDEX BETWEEN 110 AND 145	FUEL TRIM INDEX < 70	BARO > 70 kPa ECT > 60°C & < 115°C MAT > 25°C & < 115°C MAP > 38kPa & < 99.7kPa RPM > 750 & < 3200 VSS < 70MPH PURGE VAPOR IS LOW NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR DTC'S NO TP SENSOR DTC'S NO O2S I DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO KS DTC'S NO CKP SENSOR DTC'S NO CAM SENSOR DTC'S NO EVAP DTC'S NO VSS MISSING DTC'S	4 SEC  CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE B
INJECTOR CIRCUIT PROBLEM	P0200	DIGITAL	INJECTOR CURRENT PEAKS AT 4 AMPS	INJECTOR CURRENT PEAKS < 4 AMPS	N/A	10 SEC  CONTINUOUS CHECK	INJECTOR CURRENT TO F.M.D.	DTC TYPE A
RANDOM MISFIRE  CYLINDER 1 MISFIRE CYLINDER 2 MISFIRE CYLINDER 3 MISFIRE CYLINDER 4 MISFIRE	P0300  P0301 P0302 P0303 P0304	DIGITAL	MISFIRE TOTAL (MTOT) = 0%	MTOT > 1.75%	RPM > 469 & < 6500 ECT > -7°C & < 123°C NO MAP SENSOR LOW/RATIONALITY DTC'S NO IAT SENSOR DTC'S NO ECT HIGH/LOW SENSOR DTC'S NO TP SENSOR DTC'S NO O2S I DTC'S NO FUEL TRIM DTC'S NO KS SENSOR DTC'S NO CKP SENSOR DTC'S NO CMP SENSOR DTC'S NO EVAP DTC'S NO VSS MISSING DTC'S	200 CRANKSHAFT REVOLUTIONS  CONTINUOUS CHECK	CKP SENSOR FOR MISFIRE DETECTION  CMP SENSOR FOR CYLINDER IDENTIFICATION	DTC TYPE B
ESC SENSOR OUTPUT LOW (PART "A")	P0325	ANALOG	.04V - .14V AND VARIES WITH ENGINE SPEED	KNOCK PRESENT > 4.5 SECONDS	ENGINE RUNNING	5 SEC  CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE A

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ESC SENSOR NOT PRESENT (PART "B")	P0325	ANALOG	.04V - .14V AND VARIES WITH ENGINE SPEED	ESC < .19V OR > 4.9V	RPM BETWEEN 2200 & 6375 TP > 5% NO TP SENSOR HIGH/LOW DTC'S NO ECT SENSOR HIGH/LOW DTC'S	10 SEC  CONTINUOUS CHECK	ESC INPUT VOLTAGE	DTC TYPE A
CKP SENSOR POSITION RESYNC	P0335	DIGITAL	7X RESYNC COUNTER = 0 COUNTS	7X RESYNC COUNTER > 15 COUNTS	ENGINE RUNNING NO CMP SENSOR DTC'S	256 SEC  CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE A
CMP SENSOR POSITION RESYNC	P0341	DIGITAL	CAM RESYNC COUNTER = 0 COUNTS	CAM RESYNC COUNTER > 15 COUNTS	ENGINE RUNNING	256 SECONDS  CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE A
CMP SENSOR MISSING	P0342	DIGITAL	CAM ACTIVITY COUNTER 0 - 255 COUNTS THEN RESETS	NO CHANGE IN CAM ACTIVITY > 16 CYCLES	ENGINE RUNNING	CONTINUOUS CHECK	CAM POSITION SENSOR	DTC TYPE A
CATALYST MONITOR	P0420	DIGITAL	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S 2 VARIES > 250mV	RPM BETWEEN 1800 & 3600 FLOW BETWEEN 11 - 27 GPS VEHICLE SPEED BETWEEN 35 - 80MPH NOT IN SERVICE MODE NO MAP SENSOR DTC'S NO ECT SENSOR DTC'S NO TP SENSOR DTC'S NO O2S DTC'S NO FUEL TRIM DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO VSS DTC'S	4 TESTS PER TRIP AFTER NVM RESET OTHERWISE ONCE PER IGNITION CYCLE	OXYGEN SENSOR	DTC TYPE A
EVAP SYSTEM LOW	P0441	DIGITAL	EVAP VACUUM SWITCH "OFF" W/EVAP SOL. @ 0%PWM OR EVAP VAC SWITCH "ON" W/EVAP SOL @ 100%PWM	VACUUM SWITCH STATES "OFF" WHEN EVAP SOLENOID COMMANDED "ON" AT 100% PWM	BARO > 84kPa MAP > 40kPa & < 75kPa ECT < 105°C TP BETWEEN 10% & 22% MAT > 2°C EVAP SOLENOID AT 100%PWM NO MAP SENSOR HIGH/LOW DTC'S NO TP SENSOR HIGH/LOW DTC'S	1300 SEC FROM START	VACUUM SWITCH	DTC TYPE B

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IDLE SPEED HIGH	P0506	SOFTWARE CHECK	30 - 72 STEPS AT IDLE	IAC < 2 STEPS	ENGINE RUN TIME > 20 SEC BARO > 72kPa ECT > 40°C IDLE SPEED > 60 RPM OF DESIRED IDLE STABILIZED FOR 5 SEC NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR DTC'S NO TP SENSOR DTC'S NO O2S 1 DTC'S NO INJECTOR DTC'S NO KS SENSOR DTC'S NO CKP SENSOR DTC'S NO CMP SENSOR DTC'S NO EVAP DTC'S NO VSS DTC'S NO TRANS DTC'S	12.5 SEC CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE B
IDLE SPEED LOW	P0507	SOFTWARE CHECK	30 - 72 STEPS AT IDLE	IAC > 150 STEPS	ENGINE RUN TIME > 20 SEC BARO > 72kPa ECT > 40°C IDLE SPEED > 60 RPM OF DESIRED IDLE STABILIZED FOR 5 SEC NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR DTC'S NO TP SENSOR DTC'S NO O2S 1 DTC'S NO INJECTOR DTC'S NO KS SENSOR DTC'S NO CKP SENSOR DTC'S NO CMP SENSOR DTC'S NO EVAP DTC'S NO VSS DTC'S NO TRANS DTC'S	12.5 SEC CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE B
PCM HAS EEPROM FLASH ERROR	P0601	SOFTWARE CHECK	CORRECT CHECKSUM	CHECKSUM DETECTION INCORRECT > 3 TIMES	N/A	IMMEDIATE	SOFTWARE CHECK	DTC TYPE A
PRNDL ERROR	P0705	DIGITAL	RECOGNIZABLE PRNDL	UNRECOGNIZABLE PRNDL	VSS > 5MPH	5 SEC CONTINUOUS CHECK	SOFTWARE CHECK	DTC TYPE B

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O2S I NOT ENOUGH SWITCHES	P1133	ANALOG	NORMAL OPERATING RANGE WHICH VARIES 150mV - 850mV	O2S I SWITCH NUMBERS L/R < 15 CTS R/L < 10 CTS	1825 - 2275 RPM EVAP > 35.5% PWM PLM > 128 TP BETWEEN 8.2% & 14 % NO MAP SENSOR DTC'S NO IAT SENSOR DTC'S NO ECT SENSOR HIGH/LOW DTC'S NO TP SENSOR DTC'S NO INJECTOR DTC'S NO MISFIRE DTC'S NO EVAP DTC'S	100 SEC  ONCE AN IGNITION CYCLE	OXYGEN SENSOR	DTC TYPE B
EVAP SYSTEM HIGH	P1441	DIGITAL	EVAP VACUUM SWITCH "OFF" W/EVAP SOL. @ 0%PWM OR EVAP VAC SWITCH "ON" W/EVAP SOL. @ 100%PWM	VACUUM SWITCH STATES "ON" WHEN EVAP SOLENOID COMMANDED "OFF" AT 0% PWM	BARO > 84kPa MAP > 40kPa & < 75kPa ECT < 105°C TP BETWEEN 10% & 22% MAT > 2°C EVAP SOLENOID AT 100%PWM NO MAP SENSOR HIGH/LOW DTC'S NO TP SENSOR HIGH/LOW DTC'S	1300 SEC FROM START	VACUUM SWITCH	DTC TYPE B