

1996 7.4L (L29, L19) C/K, G, P, and PG-Truck (>8500 GVW) Engine Diagnostic Parameters

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
Mass Air Flow Sensor Circuit - Range/ Rationality	P0101	Analog	0.5 kHz - 12 kHz Under conditions when the two should match, the Mass Air Flow reading should match calculated Mass Air Flow (based on speed density). If delta Mass Air Flow is too large, a faulty Mass Air Flow condition exists, such as a "skewed" sensor.	MAF $\Delta \geq$ a table value determined by the difference between the MAF sensor reading and the speed density calculation.	Engine Running TP sensor DTC's not active. MAP sensor DTC's not active. EVAP DTC's not active EGR DTC P0401 not active MAF sensor high / low DTC's not active. Canister Purge DC $\leq$ 99% TPS $\Delta \leq$ 3.9% System voltage $\geq$ 10V but < 17V EGR DC $\leq$ 89.8% EGR Pintle Position $\leq$ 89.8% Engine vacuum $\leq$ 90 kPa Throttle Position $\leq$ 89.8% The above must be present for a period of time greater than 2 seconds.	50 test failures within a 100 test sample.  The Mass Air Flow reading and Mass Air Flow calculation are performed during the same cylinder event every 100 ms.	Hot Film Element	DTC Type A
Mass Air Flow Sensor Circuit - Low Input	P0102	Analog	0.5 kHz - 12 kHz This DTC will determine if the MAF frequency is too low.	<u>Powerup Test:</u> MAF $\leq$ 60 Hz  <u>LOW FREQUENCY TEST:</u> MAF $\leq$ 0.5 kHz	<u>Powerup Test:</u> Engine "OFF" Ignition "ON" for 1 second  <u>LOW FREQUENCY TEST:</u> Engine Speed $\geq$ 300 RPM Engine Run Time $\geq$ 2 seconds System Voltage $\geq$ 10 Volts Throttle Position < 89.8% The above must be present for a period of time greater than 2 seconds.	<u>Powerup Test:</u> 20 failures within a 25 test sample. Test is run every 12.5 ms until "Engine Run" flag is seen. <u>LOW FREQUENCY TEST:</u> 40 test failures within a 100 test sample. Test is run at every reading of the Mass Air Flow sensor frequency.	Hot Film Element	DTC Type A

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Mass Air Flow Sensor Circuit - High Input	P0103	Analog	0.5 kHz - 12 kHz This DTC will determine if the MAF frequency is too high.	<u>Powerup Test:</u> MAF $\geq$ 11 kHz  <u>HIGH FREQUENCY TEST:</u> MAF $\geq$ 10.44 kHz	<u>Powerup Test:</u> Engine "OFF" Ignition "ON" for 1 second  <u>HIGH FREQUENCY TEST:</u> Engine Speed $\geq$ 300 RPM Engine Run Time $\geq$ 2 seconds System Voltage $\geq$ 10 Volts Throttle Position $<$ 89.8% The above must be present for a period of time greater than 2 seconds.	<u>Powerup Test:</u> 20 failures within a 25 test sample. Test is run every 12.5 ms until "Engine Run" flag is seen. <u>HIGH FREQUENCY TEST:</u> 40 test failures within a 100 test sample. Test is run at every reading of the Mass Air Flow sensor frequency.	Hot Film Element	DTC Type A
MAP Sensor Range/Rationality	P0106	Analog	.3V to 5.0V A change in MAP must be preceded by a significant change in throttle angle and RPM. If not, a faulty MAP condition such as a "skewed" sensor exists.	Raw MAP $\Delta >$ .18 Volts within 12.5 ms (10 counts)	TP sensor DTC's not active IAC DTC's not active EGR DTC's not active Engine Running Engine Speed $\Delta <$ 100 RPM Throttle Position $\Delta <$ 1.95% Idle Air $\Delta <$ 5 counts EGR Flow Rate $\Delta <$ 5% Brake Switch State = no change Clutch Switch State = no change Power Steering State = no change AC Clutch State = no change Above stabilized for 2.0 seconds	24 test failures within a 100 test sample.  Continuous	Pressure Differential Sensor	DTC Type B
MAP Sensor Circuit - Low Input	P0107	Analog	.3V to 5.0V This DTC detects a continuous short to low or open in either the signal circuit or the MAP sensor.	Raw MAP $<$ .05 Volts (3 counts)	TP sensor DTC's not active Engine Running Throttle Position $\geq$ 0% when Engine speed is $\leq$ 800 RPM or Throttle Position is $\geq$ 12.5% when Engine speed is $>$ 800 RPM	40 test failures within a 100 test sample.  Continuous	Pressure Differential Sensor	DTC Type A

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MAP Sensor Circuit - High Input	P0108	Analog	.3V to 5.0V This DTC detects an open sensor ground or continuous short to high in either the signal circuit or the MAP sensor.	Raw MAP > 4.34 Volts (222 counts)	Cold Start Run Time - Table value in seconds based on Powerup Coolant Temperature. <b>Run Test</b> TP sensor DTC's not active Throttle Position ≤ .4% when Engine speed is ≤ 1200 RPM or Throttle Position is ≤ 19.9% when Engine speed is > 1200 RPM	40 test failures within a 100 test sample.  Continuous	Pressure Differential Sensor	DTC Type A
Intake Air Temp. Sensor Circuit -Low Input	P0112	Analog	.24V to 5.0V The DTC detects a continuous short to ground in the IAT signal circuit or the IAT sensor	<b>Low Resistance Pull-up</b> Raw IAT < .82 Volts <b>High Resistance Pull-up</b> Raw IAT < .07 Volts	VS sensor DTC's not active Vehicle speed ≥ 2 mph Engine run time > 100 seconds	40 test failures within a 100 test sample  100ms/test Continuous	Thermistor	DTC Type A
Intake Air Temp. Sensor Circuit - High Input	P0113	Analog	.24V to 5.0V The DTC detects a continuous open or short to high in the IAT signal circuit or the IAT sensor	<b>Low Resistance Pull-up</b> Raw IAT > 5.0 Volts <b>High Resistance Pull-up</b> Raw IAT > 4.9 Volts	ECT sensor DTC's not active VS sensor DTC's not active MAF sensor DTC's not active Vehicle speed < 2 mph Mass Air flow < 250 g /s Coolant Temperature > 84.7°C Engine run time > 100 seconds	40 test failures within a 100 test sample  100ms/test Continuous	Thermistor	DTC Type A
Engine Coolant Temp. Sensor Circuit-Low Input	P0117	Analog	.24V to 5.0V The DTC detects a continuous short to ground in the ECT signal circuit or the ECT sensor	<b>Low Resistance Pull-up</b> Raw ECT < .78 Volts <b>High Resistance Pull-up</b> Raw ECT < .078 Volts	Engine run time > 5 seconds	40 test failures within a 100 test sample  100ms/test Continuous	Thermistor	DTC Type A
Engine Coolant Temp. Sensor Circuit-High Input	P0118	Analog	.24V to 5.0V The DTC detects a continuous short to high or open in the ECT signal circuit or the ECT sensor	<b>Low Resistance Pull-up</b> Raw ECT > 5.0 Volts <b>High Resistance Pull-up</b> Raw ECT > 4.9 Volts	Engine run time > 5 seconds	40 test failures within a 100 test sample  100ms/test Continuous	Thermistor	DTC Type A
Throttle Position Sensor Circuit Range/Rationality	P0121	Analog	.5V to 5.0V The DTC detects a "skewed" or stuck TP sensor	The last throttle position value is > predicted throttle position based on engine RPM.	MAP sensor DTC's not active Engine Running MAP < 50 kPa TP sensor \ < 2%	50 test failures within a 100 test sample  12.5ms/test Continuous	Potentiometer	DTC Type B





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O2S Circuit-High Voltage (Bank 1, Sensor 1)	P0132	Analog	.1V to 1.0V This DTC determines if the O2 sensor or circuit is shorted to high by checking for a rich condition during steady throttle and Decel fuel cutoff (DFCO)	<b>Rich Test:</b> O2 sensor voltage > 950 mV  <b>DFCO Rich Test:</b> O2 sensor voltage > 468 mV	<b>O2 Diagnostic Enable:</b> (the following criteria must be met to enable the O2 rich tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b>Test Enable (Rich Test):</b> Closed loop Air/Fuel ratio ≥ 14.5 but ≤ 14.8 Throttle position > 0% but < 50% Above met for 5 seconds Related O2 sensor DTC's not active since code clear <b>Test Enable (DFCO Rich Test):</b> Decel Fuel Cutoff mode active Closed loop Time elapsed since test enable ≥ 2 sec. Related O2 sensor DTC's not active since code clear	100ms/test  <b>Rich Test:</b> 400 test failures within a 500 test sample  Continuous  <b>DFCO Rich Test:</b> 100 test failures within a 200 test sample	Exhaust Oxygen Sensor	DTC Type A

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O2S Circuit-Slow Response (Bank 1, Sensor 1)	P0133	Analog /	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by checking its response time.	O2 sensor average transition time: L/R > 100 milliseconds R/L > 100 milliseconds *O2 voltage < 300 mV = lean *O2 voltage > 600 mV = rich	<b><i>O2 Diagnostic Enable:</i></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><i>Response Test Enable:</i></b> Closed loop low MAP not active Closed loop Mode 0 not active DTC's P0131, P0132, P0134 and P0135 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present for > 2 seconds	100 seconds after closed loop enable  Once per ignition cycle	Exhaust Oxygen Sensor	DTC Type B

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O2S Circuit- No Activity Detected (Bank 1, Sensor 1)	P0134	Analog	.1V to 1.0V This DTC determines If the O2 sensor or the O2 sensor circuit has developed an open.	O2 sensor > 350 mV but < 550 mV	<p><b><u>O2 Sensor Temperature Test:</u></b>                      Engine Running                      Not In DFCO                      ECT ≥ 80°C                      Air Flow ≥ 15 g/s</p> <p><b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 open test)                      TP sensor DTC's not active                      Evap. DTC's not active                      IAT sensor DTC's not active                      MAP DTC's not active                      ECT sensor DTC's not active                      MAF sensor DTC's not active                      No intrusive tests in progress                      No device controls active                      Misfire DTC's not active                      System Voltage ≥ 9 Volts                      Engine Run Time ≥ 120 seconds</p> <p><b><u>O2 sensor Open test enable:</u></b>                      Engine Run Time ≥ 120 seconds                      O2 Sensor Temperature Test = True                      DTC P0135 not active                      Closed Loop</p>	400 test failures within a 500 test sample  100ms/test Continuous	Exhaust Oxygen Sensor	DTC Type A





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O2S Circuit- No Activity Detected (Bank 1, Sensor 2)	P0140	Analog	.1V to 1.0V This DTC determines if the O2 sensor or the O2 sensor circuit has developed an open.	O2 sensor > 399 mV but < 468 mV	<b><u>O2 Sensor Temperature Test:</u></b> Engine Running Not in DFCO ECT ≥ 80°C Air Flow ≥ 15 g/s <b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 open test) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts Engine Run Time ≥ 120 seconds <b><u>O2 sensor Open test enable:</u></b> Engine Run Time ≥ 120 seconds O2 Sensor Temperature Test = True DTC P0141 not active Closed Loop	800 test failures within a 1000 test sample  100ms/test Continuous	Exhaust Oxygen Sensor	DTC Type B
O2S Heater Circuit Malfunction (Bank 1, Sensor 2)	P0141	Software	11.5V to 14.5V This DTC determines if the O2 sensor heater is functioning properly by monitoring the amount of time necessary for the O2 sensor to become active after start - up.	The elapsed time to obtain ± .150V from the mean O2 bias voltage.  *Time based on table: Time Vs Average Air Flow	System Voltage > 9V but < 17V (NOTE: If voltage remains outside this window for 4 consecutive seconds, the test is void for this cold start.) Air Flow < 45 g/sec Engine run time > 2 seconds ECT < 32°C IAT < 32°C Δ ECT-IAT ≤ 8°C	From cold start to a maximum time of 150 seconds.  *Time determined by table.	Exhaust Oxygen Sensor	DTC Type B



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O2S Circuit-Slow Response (Bank 2, Sensor 1)	P0153	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by checking its response time.	O2 sensor average transition time: L/R > 100 milliseconds R/L > 100 milliseconds  *O2 voltage < 300 mV = lean *O2 voltage > 600 mV = rich	<b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><u>Response Test Enable:</u></b> Closed loop low MAP not active Closed loop Mode 0 not active DTC's P0151, P0152, P0154 and P0155 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present > 2 seconds	100 seconds after closed loop enable  Once per ignition cycle	Exhaust Oxygen Sensor	DTC Type B

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O2S Circuit-Slow Response (Bank 2, Sensor 1)	P0153	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by checking its response time.	O2 sensor average transition time: L/R > 100 milliseconds R/L > 100 milliseconds  *O2 voltage < 300 mV = lean *O2 voltage > 600 mV = rich	<b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><u>Response Test Enable:</u></b> Closed loop low MAP not active Closed loop Mode 0 not active DTC's P0151, P0152, P0154 and P0155 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present > 2 seconds	100 seconds after closed loop enable  Once per ignition cycle	Exhaust Oxygen Sensor	DTC Type B

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O2S Circuit- No Activity Detected (Bank 2,Sensor 1)	P0154	Analog	.1V to 1.0V This DTC determines if the O2 sensor or the O2 sensor circuit has developed an open.	O2 sensor > 350 mV but < 550 mV	<p><b><u>O2 Sensor Temperature Test:</u></b>                      Engine Running                      Not In DFCO                      ECT ≥ 80°C                      Air Flow ≥ 15 g/s</p> <p><b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 open test)                      TP sensor DTC's not active                      Evap. DTC's not active                      IAT sensor DTC's not active                      MAP DTC's not active                      ECT sensor DTC's not active                      MAF sensor DTC's not active                      No intrusive tests in progress                      No device controls active                      Misfire DTC's not active                      System Voltage ≥ 9 Volts                      Engine Run Time ≥ 120 seconds</p> <p><b><u>O2 sensor Open test enable:</u></b>                      Engine Run Time ≥ 120 seconds                      O2 Sensor Temperature Test = True                      DTC P0155 not active                      Closed Loop</p>	400 test failures within a 500 test sample  100ms/test Continuous	Exhaust Oxygen Sensor	DTC Type A



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O2S Circuit-High Voltage (Bank 2, Sensor 2)	P0158	Analog	.1V to 1.0V This DTC determines if the O2 sensor or circuit is shorted to high by checking for a rich condition during steady throttle and Decel fuel cutoff (DFCO)	<b>Rich Test:</b> O2 sensor voltage > 976 mV  <b>DFCO Rich Test:</b> O2 sensor voltage > 468 mV	<b>O2 Diagnostic Enable:</b> (the following criteria must be met to enable the O2 rich tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No Intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b>Test Enable (Rich Test):</b> Closed loop Air/Fuel ratio ≥ 14.5 but ≤ 14.8 Throttle position > 5% but < 94.9% Above met for 5 seconds Related O2 sensor DTC's not active since code clear <b>Test Enable (DFCO Rich Test):</b> Decel Fuel Cutoff mode active Closed loop Time elapsed since test enable ≥ 15 sec. Related O2 sensor DTC's not active since code clear	100ms/test  <b>Rich Test:</b> 800 test failures within a 1000 test sample  Continuous  <b>DFCO Rich Test:</b> 100 test failures within a 200 test sample	Exhaust Oxygen Sensor	DTC Type A

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O2S Circuit- No Activity Detected (Bank 2,Sensor 2)	P0160	Analog	.1V to 1.0V This DTC determines if the O2 sensor or the O2 sensor circuit has developed an open.	O2 sensor > 399 mV but < 468 mV	<b><u>O2 Sensor Temperature Test:</u></b> Engine Running Not in DFCO ECT ≥ 80°C Air Flow ≥ 15 g/s <b><u>O2 Diagnostic Enable:</u></b> (the following criteria must be met to enable the O2 open test) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts Engine Run Time ≥ 120 seconds <b><u>O2 sensor Open test enable:</u></b> Engine Run Time ≥ 120 seconds O2 Sensor Temperature Test = True DTC P0161 not active Closed Loop	800 test failures within a 1000 test sample  100ms/test Continuous	Exhaust Oxygen Sensor	DTC Type A

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O2S Heater Circuit Malfunction (Bank 2, Sensor 2)	P0161	Software	11.5V to 14.5V This DTC determines if the O2 sensor heater is functioning properly by monitoring the amount of time necessary for the O2 sensor to become active after start - up.	The elapsed time to obtain $\pm .150V$ from the mean O2 bias voltage.  *Time based on table: Time Vs Average Air Flow	System Voltage > 9V but < 17V <i>(NOTE: If voltage remains outside this window for 4 consecutive seconds, the test is void for this cold start.)</i> Air Flow < 45 g/sec Engine run time > 2 seconds ECT < 32°C IAT < 32°C $\Delta$ ECT-IAT $\leq$ 8°C	From cold start to a maximum time of 150 seconds.  *Time determined by table.	Exhaust Oxygen Sensor	DTC Type B
System Too Lean (Bank 1)	P0171	Software	Determines if the system is in a lean condition.	The average of short term fuel trim samples $\geq$ 1.0 and The average of adaptive index multiplier samples $\geq$ 1.23	<u>Test Enable:</u> IAC / Idle DTC's not active O2 sensor DTC's not active TP sensor DTC's not active MAP DTC's not active EGR DTC's not active Evap. DTC's not active ECT DTC's not active MAF DTC's not active IAT DTC's not active VS sensor DTC's not active Misfire DTC's not active Throttle position < 69.9% Engine speed > 525 rpm but < 4500 rpm Baro > 70 kPa (10,300 ft) ECT > 60°C but < 99.7°C MAP > 20 kPa but < 98.9 kPa IAT > -20 °C but < 80°C Air flow > 3 g/s < 200 g/s Vehicle speed < 85 mph	If lean counter is $\geq$ 6 counts  Continuous	Short term fuel trim ,adaptive index multiplier and O2 sensor	DTC Type B

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System Too Rich (Bank 1)	P0172	Software	Determines if the system is in a rich condition.	The average of short term fuel trim samples $\geq 1.0$ and If adaptive lag factor $< .84$ , then purge valve is commanded closed. If the integrator exceeds 1.03 within 10 seconds, the diagnostic is turned OFF for 300 seconds to enable the Evap. canister to purge. If the integrator does not exceed 1.03 with 10 seconds, a fault is present.	<u>Test Enable:</u> IAC / Idle DTC's not active O2 sensor DTC's not active TP sensor DTC's not active MAP DTC's not active EGR DTC's not active Evap. DTC's not active ECT DTC's not active MAF DTC's not active IAT DTC's not active VS sensor DTC's not active Misfire DTC's not active Throttle position $< 69.9\%$ Engine speed $> 525$ rpm but $< 4500$ rpm Baro $> 70$ kPa (10,300 ft) ECT $> 0^{\circ}\text{C}$ but $< 99.7^{\circ}\text{C}$ MAP $> 20$ kPa but $< 98.9$ kPa IAT $> -20^{\circ}\text{C}$ but $< 80^{\circ}\text{C}$ Air flow $> 3$ g/s $< 200$ g/s Vehicle speed $< 85$ mph	If rich counter is $\geq 6$ counts  Continuous	Short term fuel trim ,adaptive index multiplier and O2 sensor	DTC Type B
System Too Lean (Bank 2)	P0174	Software	Determines if the system is in a lean condition.	The average of short term fuel trim samples $\geq 1.0$ and The average of adaptive index multiplier samples $\geq 1.23$	<u>Test Enable:</u> IAC / Idle DTC's not active O2 sensor DTC's not active TP sensor DTC's not active MAP DTC's not active EGR DTC's not active Evap. DTC's not active ECT DTC's not active MAF DTC's not active IAT DTC's not active VS sensor DTC's not active Misfire DTC's not active Throttle position $< 69.9\%$ Engine speed $> 525$ rpm but $< 4500$ rpm Baro $> 70$ kPa (10,300 ft) ECT $> 0^{\circ}\text{C}$ but $< 99.7^{\circ}\text{C}$ MAP $> 20$ kPa but $< 98.9$ kPa IAT $> -20^{\circ}\text{C}$ but $< 80^{\circ}\text{C}$ Air flow $> 3$ g/s $< 200$ g/s Vehicle speed $< 85$ mph	If lean counter is $\geq 6$ counts  Continuous	Short term fuel trim ,adaptive index multiplier and O2 sensor	DTC Type B

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
System Too Rich (Bank 2)	P0175	Software	Determines if the system is in a rich condition.	The average of short term fuel trim samples $\leq 1.0$ and If adaptive lag factor $< .84$ , then purge valve is commanded closed. If the integrator exceeds 1.03 within 10 seconds, the diagnostic is turned OFF for 300 seconds to enable the Evap. canister to purge. If the integrator does not exceed 1.03 with 10 seconds, a fault is present.	<b>Test Enable:</b> IAC / Idle DTC's not active O2 sensor DTC's not active TP sensor DTC's not active MAP DTC's not active EGR DTC's not active Evap. DTC's not active ECT DTC's not active MAF DTC's not active IAT DTC's not active VS sensor DTC's not active Misfire DTC's not active Throttle position $< 69.9\%$ Engine speed $> 525$ rpm but $< 4500$ rpm Baro $> 70$ kPa (10,300 ft) ECT $> 0^{\circ}\text{C}$ but $< 99.7^{\circ}\text{C}$ MAP $> 20$ kPa but $< 98.9$ kPa IAT $> -20^{\circ}\text{C}$ but $< 80^{\circ}\text{C}$ Air flow $> 3$ g/s $< 200$ g/s Vehicle speed $< 85$ mph	If rich counter is $\geq 6$ counts  Continuous	Short term fuel trim ,adaptive index multiplier and O2 sensor	DTC Type B

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Random Misfire Detected	P0300	Digital	This DTC will determine if a misfire is occurring on all cylinders in the engine.	Deceleration index Vs Engine Speed Vs Load and Camshaft Position	<b>TEST Enable:</b> 25 cycles have elapsed since transmission shift (Automatic only) ECT $\geq -6.75^{\circ}\text{C}$ but $\leq 129.7^{\circ}\text{C}$ System voltage $\geq 9$ volts but $\leq 16$ volts Engine speed $\geq 300$ RPM but $\leq 4900$ RPM TP sensor DTC's not active MAF sensor DTC's not active ECT sensor DTC's not active VS sensor DTC's not active Camshaft position sensor DTC's not active Crank sensor DTC's not active + Throttle position $\Delta < 4.9\%/100$ ms - Throttle position $\Delta < 2.9\%/100$ ms	5 failed 200 revolution blocks out of 16 Emission Level  1 failed 200 revolution block Cat. damaging Level  Continuous	Crankshaft position sensor and target wheel and camshaft position sensor	DTC Type B <b>EMISSION</b>  DTC Type A <b>CATALYST DAMAGING</b>
Cylinder 1 Misfire Detected	P0301		If a misfire is occurring on only one cylinder, then a single cylinder misfire is occurring and the corresponding cylinder specific DTC will be activated by the executive.					
Cylinder 2 Misfire Detected	P0302							
Cylinder 3 Misfire Detected	P0303							
Cylinder 4 Misfire Detected	P0304							
Cylinder 5 Misfire Detected	P0305							
Cylinder 6 Misfire Detected	P0306							
Cylinder 7 Misfire Detected	P0307							
Cylinder 8 Misfire Detected	P0308							
Knock Sensor 1 Circuit Malfunction	P0325	Analog	0V - 5V This diagnostic will detect excessive noise on the knock sensor circuit.	<b>SNEF STUCK LOW TEST:</b> Knock is detected for excessive amount of time.	<b>SNEF STUCK LOW TEST:</b> DTC P0327 not active Engine Run Time $\geq 120$ seconds System voltage $> 10\text{V}$ but $\leq 17.1\text{V}$	<b>SNEF STUCK LOW TEST:</b> 10 test failures within a 100 test sample. Test is run every 500 msec.	Piezoelectric Knock Sensor and SNEF	DTC Type B

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Knock Sensor 1 Circuit - Low Input	P0327	Analog	0V - 5V This diagnostic will detect a lack of noise on the knock sensor circuit.	<b><u>KNOCK SENSOR UPDATE TEST</u></b> Learned Minimum noise Value updated with the filtered value every 50 msec.  <b><u>ACTIVE NOISE CHANNEL TEST:</u></b> Knock sensor noise $\leq$ 25 A/D counts or $>$ 255 A/D counts. (ESC noise - Minimum Noise Value)	<b><u>KNOCK SENSOR UPDATE TEST:</u></b> Timing retard $\leq$ 0° System voltage $>$ 10V but $\leq$ 17.1V ECT $\geq$ 60° C Engine Run Time $\geq$ 120 seconds Engine speed $>$ 525 RPM but $\leq$ 750 RPM  <b><u>ACTIVE NOISE CHANNEL TEST:</u></b> ECT DTC's not active TP sensor DTC's not active Knock sensor update test complete ECT $\geq$ 60° C Engine speed $>$ 2000 RPM but $\leq$ 10000 RPM Throttle position $\geq$ 5.8% Engine run time $\geq$ 120 seconds System voltage $>$ 10V but $\leq$ 17.1V Timing retard $\leq$ 0°	<b><u>ACTIVE NOISE CHANNEL TEST:</u></b> Noise counter $\geq$ 100 counts.  100 msec.	Piezoelectric Knock Sensor	DTC Type B
Crankshaft Position Sensor Circuit- Low Input	P0337	Digital	4X Signal This diagnostic will detect a low duty cycle from the crankshaft position sensor.	Crank sensor duty cycle $<$ 50% (or the ratio High Ref/Low Ref $<$ .1875)	Engine speed $<$ 4000 RPM Air Flow $\geq$ 5 g/second	15 Ref pulse failures within a 20 sample limit.  Once every TDC	Hall Effect Crankshaft Sensor	DTC Type B
Crankshaft Position Sensor Circuit- Intermittent Input	P0339	Digital	4X Signal This diagnostic will detect an intermittent crankshaft position signal.	The calculated instantaneous engine speed $\geq$ 1000 RPM or The calculated instantaneous engine speed = 0 RPM and 4 or more cam cycles have occurred for a period of 1 count (2 to 3 seconds)	Air Flow $\geq$ 5 g/second	10 test failures within a 500 sample limit.  12.5 msec	Hall Effect Crankshaft Sensor	DTC Type B
Camshaft Position Sensor Circuit Malfunction	P0340	Digital	1X Signal This diagnostic will detect if the Cam Sensor signal is present.	Cam Sensor reference pulse is not seen once every 8 cylinders.	Engine Running	If Cam signal is not detected within 1.75 seconds, test has failed. Once every TDC	Hall Effect Cam Sensor	DTC Type B

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Camshaft Position Sensor Circuit Range/Rationality	P0341	Digital	1X Signal This diagnostic will determine if the Cam Sensor is synchronized correctly.	Cam Sensor reference pulse is not detected at the correct interval every 8 cylinders.	Engine Running	40 failed tests within a 100 test sample.  Once every TDC	Hall Effect Cam Sensor	DTC Type B
Exhaust Gas Recirculation - Insufficient Flow Detected	P0401	Analog	This diagnostic will determine if there is a reduction in EGR flow.	With EGR valve open, the peak + MAP $\Delta$ is monitored over a time of 2.6 seconds. This value is compared with a threshold from Engine Speed Vs Baro table and the difference computed. The result is statistically filtered (EWMA) and compared to a decision limit. DTC is set when the filtered result exceeds the decision limit.	<b>Test Enable</b> TP sensor DTC's not active MAP DTC's not active VS sensor DTC's not active IAT sensor DTC's not active ECT sensor DTC's not active IAC DTC's not active Linear EGR Pintle Position DTC not active Transmission DTC's not active Misfire DTC's not active ECT > 50.2° C Baro > 75 kPa (10,000 ft) Vehicle Speed > 15 mph IAC $\Delta$ < 5 counts Engine run time > 120 sec AC clutch status is unchanged Transmission status is unchanged <b>Start Test</b> Throttle Position >4% but < 30% Throttle Position $\Delta$ < 2% Vehicle Speed $\Delta$ < 3 mph EGR Position > 15% Engine Speed > 1200 rpm but < 2200 rpm MAP $\Delta$ < 1 A/D count (.39 kPa) Compensated MAP > 40 kPa but < 60 kPa No change in DFCO state <b>Run Test</b> Stabilized MAP (valve closed) recorded and EGR valve "ramped" open over a time interval and peak MAP value recorded and MAP $\Delta$ computed. EGR valve closed	2.6 seconds  Twice per trip	Manifold Absolute Pressure $\Delta$ and software	DTC Type A

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Secondary Air Injection System Malfunction	P0410	Analog	This diagnostic will determine if the Secondary AIR Injection system (AIR Pump and AIR Valve Solenoid) are functioning properly by monitoring O2 sensor voltage and short term fuel trim on both Banks 1 and 2 when the AIR pump is turned ON.	<p><b><u>AIR Passive Test 1</u></b>                      AIR pump "ON"                      A/F Ratio <math>\geq</math> 12:1                      Start-up ECT <math>\leq</math> 56.25 °C                      Hot / Cold Rich time ratio <math>\geq</math> .39                      OR                      Hot / Cold Lean time ratio <math>&lt;</math> .60</p> <p><b><u>AIR Passive Test 2</u></b>                      AIR Passive Test 1 has not run or has failed.                      AIR Pump "ON"                      O2S #1 <math>\geq</math> 451 mV for a time <math>\geq</math> 5 seconds</p> <p><b><u>AIR Active Test</u></b>                      AIR Passive Test 1 or 2 have failed.                      AIR Pump "ON"                      O2S voltage <math>&lt;</math> 299 mV or                      Integrator <math>\setminus &lt;</math> .06</p> <p>* Above tests are run on both Banks 1 and 2.</p>	<p><b><u>AIR Passive Test Enable</u></b>                      ECT DTC's not active                      IAC DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      System Voltage <math>\geq</math> 10V for a period <math>&gt;</math> 3 seconds.                      Engine run time <math>&gt;</math> 3 seconds</p> <p><b><u>AIR Active Test Enable</u></b>                      AIR Passive test failed                      ECT DTC's not active                      IAC DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      Power enrichment not active                      Decel fuel cutoff not active                      Closed Loop for a period <math>&gt;</math> 15 seconds                      Air/Fuel ratio = 14.7:1                      Engine Speed <math>\geq</math> 550 RPM                      Engine load <math>\leq</math> 50%                      MAF <math>\leq</math> 100 g/second                      System Voltage <math>\geq</math> 10V                      ECT <math>\geq</math> 75 °C but <math>\leq</math> 105 °C                      Integrator <math>&gt;</math> .95 but <math>&lt;</math> 1.0 for 3 second</p>	<p><b><u>AIR Passive Test 1</u></b>                      Cold test is run for 30 seconds.                      Hot test is run for 10 seconds.</p> <p><b><u>AIR Passive Test 2</u></b>  <math>\geq</math> 15 seconds</p> <p><b><u>AIR Active Test</u></b>  <math>&gt;</math> 3.5 seconds</p> <p>Once per ignition cycle</p>	O2S 1 Bank 1, O2S 2 Bank 2 and software	DTC Type B

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Catalyst System Efficiency Below Threshold - (Bank 1)	P0420	Analog	This diagnostic will determine the efficiency of the catalytic converter.	Deviation Difference Average = 8 mV from O2 sensor (Bank 1, Sensor 1)	<p><u>Converter Warm Up Status</u>                      Engine in closed loop                      Commanded Air/Fuel ratio = 14.7:1                      Air flow &gt; 15 g/sec                      Predicted catalyst warm up temperature &gt;450°C</p> <p><u>Test Enable</u>                      Converter Warm Up Test Passed                      IAT ≥ -9.75° C                      ECT &gt; 75° C                      Air Flow &gt; 15 g/sec. but ≤ 50 g/sec                      \ engine load ≤ 8.9%                      Vehicle Speed ≥ 20 mph but ≤ 85 mph (&lt;0 mph with scan tool installed)                      Engine air load ≤ 99%                      Engine speed ≤ 4700 rpm                      Throttle Position ≥ 1.9%                      VS sensor DTC's not active                      TP sensor DTC's not active                      O2 sensor DTC's not active                      Misfire DTC's not active                      MAP sensor DTC's not active                      Fuel Trim DTC's not active                      IAT sensor DTC's not active                      MAF DTC's not active</p>	50 tests per trip  Continuous	O2 sensor (Bank 1, Sensor 1) and (Bank 1, Sensor 2)	DTC Type A

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Catalyst System Efficiency Below Threshold - (Bank 2)	P0430	Analog	This diagnostic will determine the efficiency of the catalytic converter.	Deviation Difference Average = 8 mV from O2 sensor (Bank 2, Sensor 1)	<b><u>Converter Warm Up Status</u></b> Engine in closed loop Commanded Air/Fuel ratio = 14.7:1 Air flow > 15 g/sec Predicted catalyst warm up temperature >450°C <b><u>Test Enable</u></b> Converter Warm Up Test Passed IAT ≥ -9.75° C ECT > 75° C Air Flow > 15 g/sec. but ≤ 50 g/sec Δ engine load ≤ 8.9% Vehicle Speed ≥ 20 mph but ≤ 85 mph (<0 mph with scan tool installed) Engine air load ≤ 99% Engine speed ≤ 4700 rpm Throttle Position ≥ 1.9% VS sensor DTC's not active TP sensor DTC's not active O2 sensor DTC's not active Misfire DTC's not active MAP sensor DTC's not active Fuel Trim DTC's not active IAT sensor DTC's not active MAF DTC's not active	50 tests per trip  Continuous	O2 sensor (Bank 2, Sensor 1) and (Bank 2, Sensor 2)	DTC Type A
Evap. Emission Control System - Incorrect Purge Flow	P0441	Digital	0V-5V This diagnostic will detect a purge solenoid stuck closed by monitoring the Evap. Purge Vacuum switch state when the Evap. Purge solenoid duty cycle is 100%. The vacuum switch state should change to high (open) if there is vacuum (solenoid open) applied to the system.	Evap. purge vacuum switch state = Low (closed) vacuum for a period > 4 seconds	Evap. Purge Solenoid Diagnostic Vacuum Switch DTC not active IAC DTC's not active MAP DTC's not active TP sensor DTC's not active EGR DTC's not active Baro > 75 kPa (8300 ft) ECT ≤ 115 °C Powerup IAT > 3°C IAT ≤ 80°C ECT/IAT Δ ≤ 10°C Purge DC ≥ 90% 10 kPa ≤ Manifold Vacuum ≤ 100 kPa Throttle Position ≥ 20% but ≤ 100% 550 RPM ≤ Engine Speed ≤ 5000 RPM Above present > 5 seconds	For 5 test failures  Continuous	Evap. Purge Vacuum Switch	DTC Type B

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Vehicle Speed (VS) Sensor Signal Missing	P0500	Variable Frequency	The DTC detects a missing speed signal between a combination of the rear and front speed sensors.	Vehicle Speed = 0 MPH	MAP sensor DTC's not active MAP < 20 kPa Coolant Temperature > 60° C Engine > 1400 RPM but < 4400 RPM Throttle Position < 3.125 %	Failing > 5 seconds  Continuous	Variable Reluctance Transducers	DTC Type A
Idle Control System RPM Lower Than Expected	P0506	Software	This DTC will determine if a low idle is the result of a IAC valve or circuit. A low idle is defined as 75 RPM below the desired idle.	Air flow $\Delta$ > 6 g/s	<u>Test Enable: (non - intrusive)</u> TP sensor DTC's not active VS sensor DTC's not active ECT DTC's not active MAP DTC's not active ECT > 50°C System Voltage > 10V but < 16 V IAT > -25°C Engine run time > 30 seconds Baro > 70 kPa (10000 ft) TP < 1% VS < 2 MPH Above mel for a time > 3 seconds to enable diagnostic. If non-intrusive test fails, intrusive test is run. <u>Run Test: (intrusive)</u> Air Flow > 17.5 g/sec but < 50 g/sec VS > 25 MPH but < 85 MPH TP $\Delta$ < 1% Engine Speed $\Delta$ < 50 RPM IAC motor commanded 10 %/ 100 msec.	10 seconds  Continuous after enable	Software and Stepper Motor	DTC Type B

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Idle Control System RPM Higher Than Expected	P0507	Software	This DTC will determine if a high idle is the result of a IAC valve or circuit. A high idle is defined as 100 RPM above the desired idle.	Air flow $\Delta$ > 6 g/s	<p><u>Test Enable: (non - intrusive)</u>                      TP sensor DTC's not active                      VS sensor DTC's not active                      ECT DTC's not active                      MAP DTC's not active                      ECT &gt; 50°C                      System Voltage &gt; 10V but &lt; 16 V                      IAT &gt; -25°C                      Engine run time &gt; 30 seconds                      Baro &gt; 70 kPa (10000 ft)                      TP &lt; 1%                      VS &lt; 2 MPH                      Above met for a time &gt; 3 seconds to enable diagnostic.                      If non-intrusive test fails, intrusive test is run.</p> <p><u>Run Test: (intrusive)</u>                      Air Flow &gt; 17.5 g/sec but &lt; 50 g/sec                      VS &gt; 25 MPH but &lt; 85 MPH                      TP <math>\Delta</math> &lt; 1%                      Engine Speed <math>\Delta</math> &lt; 50 RPM                      IAC motor commanded 10 %/ 100 msec.</p>	10 seconds  Continuous after enable	Software and Stepper Motor	DTC Type B
Transmission Clutch Switch Input Malfunction (Manual Trans. Only)	P0704	Digital	This DTC will determine if the Transmission Clutch Switch has failed but looking for a clutch transition within a range from 0 MPH to some higher speed.	No clutch transitions detected	VS sensor DTC's not active Vehicle Speed > 50 mph	1 test failure  100 msec.	Clutch Pedal Switch	DTC Type B

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O2 Sys. Fault - Too Few O2S R/L or L/R Switches, Insufficient Activity (Bank 1, Sensor 1)	P1133	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by monitoring the number of L/R and R/L switches.	Number of switches in 100 seconds: L/R switches < 50 R/L switches < 50	<b><i>O2 Diagnostic Enable:</i></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><i>Response Test Enable:</i></b> DTC's P0131, P0132, P0134 and P0135 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present for > 2 seconds	100 seconds after closed loop enable  Once per key cycle	Exhaust Oxygen Sensor	DTC Type B

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O2S Circuit - Transition Time Ratio Malfunction (Bank 1, Sensor 1)	P1134	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by checking the ratio of average response time.	Ratio of average response times: Ratio > 4 or < 0  *O2 voltage < 300 mV = lean *O2 voltage > 600 mV = rich	<b><i>O2 Diagnostic Enable:</i></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No Intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><i>Response Test Enable:</i></b> DTC's P0131, P0132, P0134 and P0135 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present for > 2 seconds	100 seconds after closed loop enable  Once per ignition cycle	Exhaust Oxygen Sensor	DTC Type B

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O2 Sys. Fault - Too Few O2S R/L or L/R Switches, Insufficient Activity (Bank 2, Sensor 1)	P1153	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by monitoring the number of L/R and R/L switches.	Number of switches in 100 seconds: L/R switches < 50 R/L switches < 50	<b><i>O2 Diagnostic Enable:</i></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><i>Response Test Enable:</i></b> DTC's P0151, P0152, P0154 and P0155 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present for > 2 seconds	100 seconds after closed loop enable  Once per key cycle	Exhaust Oxygen Sensor	DTC Type B

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O2S Circuit - Transition Time Ratio Malfunction (Bank 2, Sensor 1)	P1154	Analog	.1V to 1.0V This DTC determines if the O2 sensor is functioning properly by checking the ratio of the average response time.	Ratio of average response times: Ratio > 4 or < 0  *O2 voltage < 300 mV = <i>lean</i> *O2 voltage > 600 mV = <i>rich</i>	<b><i>O2 Diagnostic Enable:</i></b> (the following criteria must be met to enable the O2 Response tests) TP sensor DTC's not active Evap. DTC's not active IAT sensor DTC's not active MAP DTC's not active ECT sensor DTC's not active MAF sensor DTC's not active No intrusive tests in progress No device controls active Misfire DTC's not active System Voltage ≥ 9 Volts <b><i>Response Test Enable:</i></b> DTC's P0151, P0152, P0154 and P0155 not active Closed loop ECT > 57°C Engine run time > 75 seconds Air flow ≥ 15 g/s but ≤ 55 g/s Engine speed ≥ 1100 rpm but ≤ 3000 rpm Canister Purge Duty Cycle ≥ 0% Above present for > 2 seconds	100 seconds after closed loop enable  Once per ignition cycle	Exhaust Oxygen Sensor	DTC Type B

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Camshaft Sensor Misinstalled	P1345	Digital	1X Signal This diagnostic will determine if the Cam sensor and high voltage switch have been installed correctly.	Cam signal falling edge out of phase $\pm 15^\circ$ from crank falling edge.	-----	30 test failures within a 50 test sample size.  Every crank fall	Hall Effect Cam Sensor	DTC Type A
EST Output High	P1351	Digital	0 V-1V This diagnostic will determine if a failure has occurred due to an open circuit.	EST voltage >4.9 V	EST Enabled Engine speed < 250 RPM	20 test failure  Once per ignition cycle	Software	DTC Type A
EST Not Toggling After Enable	P1361	Digital	0 V-1V This diagnostic will determine if a failure has occurred due to a grounded circuit.	EST voltage <.04V	EST Enabled Engine speed < 250 RPM	20 test failure  Once per ignition cycle	Software	DTC Type A
Exhaust Gas Recirculation System- Pintle Position Error	P1406	Analog	0V 0 5V This diagnostic will detect three conditions: 1. An open or short 2. Closed valve position too high 3. Position error too high	1. Pintle position < 6 A/D counts for 10 seconds 2. Pintle position > 10 A/D counts from learned closed valve position for 20 seconds for 3 subroutines. 3. Deviation between actual position and desired position > 20% ( EGR positon < 70%) or 30% (EGR position $\geq$ 70%) for 10 seconds	Ignition voltage > 9 volts	All three tests must pass before a "test passed" is reported to the executive.  Continuous	Potentiometer	DTC Type B

1996 7.4L (L29, L19) C/K, G, P, and PG-Truck (>8500 GVW) Engine Diagnostic Parameters

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
Secondary Air Injection Malfunction (Bank 1)	P1415	Analog	This diagnostic will determine if there are leaks or restrictions in the Secondary AIR Injection system to Bank 1 .	<p><b><u>AIR Passive Test 1</u></b>                      AIR pump "ON"                      A/F Ratio <math>\geq</math> 12:1                      Start-up ECT <math>\leq</math> 56.25 °C                      Hot / Cold Rich time ratio <math>\geq</math> .39                      OR                      Hot / Cold Lean time ratio <math>&lt;</math> .60</p> <p><b><u>AIR Passive Test 2</u></b>                      AIR Passive Test 1 has not run or has failed.                      AIR Pump "ON"                      O2S #1 <math>\geq</math> 451 mV for a time <math>\geq</math> 5 seconds</p> <p><b><u>AIR Active Test</u></b>                      AIR Passive Test 1 or 2 have failed.                      AIR Pump "ON"                      O2S voltage <math>&lt;</math> 299 mV or                      Integrator <math>\setminus &lt;</math> .06</p>	<p><b><u>AIR Passive Test Enable</u></b>                      ECT DTC's not active                      IAC DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      System Voltage <math>\geq</math> 10V for a period <math>&gt;</math> 3 seconds.                      Engine run time <math>&gt;</math> 3 seconds</p> <p><b><u>AIR Active Test Enable</u></b>                      AIR Passive test failed                      ECT DTC's not active                      IAC DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      Power enrichment not active                      Decel fuel cutoff not active                      Closed Loop for a period <math>&gt;</math> 15 seconds                      Air/Fuel ratio = 14.7:1                      Engine Speed <math>\geq</math> 550 RPM                      Engine load <math>\leq</math> 50%                      MAF <math>\leq</math> 100 g/second                      System Voltage <math>\geq</math> 10V                      ECT <math>\geq</math> 75 °C but <math>\leq</math> 105 °C                      Integrator <math>&gt;</math> .95 but <math>&lt;</math> 1.0 for 3 second</p>	<p><b><u>AIR Passive Test 1</u></b>                      Cold test is run for 30 seconds.                      Hot test is run for 10 seconds.</p> <p><b><u>AIR Passive Test 2</u></b>  <math>\geq</math> 15 seconds</p> <p><b><u>AIR Active Test</u></b>  <math>&gt;</math> 3.5 seconds</p> <p>Once per ignition cycle</p>	O2S 1, Bank 1 and software	DTC Type B

1996 7.4L (L29, L19) C/K, G, P, and PG-Truck (>8500 GVW) Engine Diagnostic Parameters

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
Secondary Air Injection Malfunction (Bank 2)	P1416	Analog	This diagnostic will determine if there are leaks or restrictions in the Secondary AIR Injection system to Bank 2 .	<p><b><u>AIR Passive Test 1</u></b>                      AIR pump "ON"                      A/F Ratio <math>\geq</math> 12:1                      Start-up ECT <math>\leq</math> 56.25 °C                      Hot / Cold Rich time ratio <math>\geq</math> .39                      OR                      Hot / Cold Lean time ratio <math>&lt;</math> .60</p> <p><b><u>AIR Passive Test 2</u></b>                      AIR Passive Test 1 has not run or has failed.                      AIR Pump "ON"                      O2S #1 <math>\geq</math> 451 mV for a time <math>\geq</math> 5 seconds</p> <p><b><u>AIR Active Test</u></b>                      AIR Passive Test 1 or 2 have failed.                      AIR Pump "ON"                      O2S voltage <math>&lt;</math> 299 mV                      or                      Integrator <math>\setminus &lt;</math> .06</p> <p>* Above tests are run on both Banks 1 and 2.</p>	<p><b><u>AIR Passive Test Enable</u></b>                      ECT DTC's not active                      IAC DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      System Voltage <math>\geq</math> 10V for a period <math>&gt;</math> 3 seconds.                      Engine run time <math>&gt;</math> 3 seconds</p> <p><b><u>AIR Active Test Enable</u></b>                      AIR Passive test failed                      ECT DTC's not active                      O2 Sensor DTC's not active                      Misfire DTC's not active                      MAP Sensor DTC's not active                      Fuel Trim DTC's not active                      Evap DTC's not active                      Power enrichment not active                      Decel fuel cutoff not active                      Closed Loop for a period <math>&gt;</math> 15 seconds                      Air/Fuel ratio = 14.7:1                      Engine Speed <math>\geq</math> 550 RPM                      Engine load <math>\leq</math> 50%                      MAF <math>\leq</math> 100 g/second                      System Voltage <math>\geq</math> 10V                      ECT <math>\geq</math> 75 °C but <math>\leq</math> 105 °C                      Integrator <math>&gt;</math> .95 but <math>&lt;</math> 1.0 for 3 second</p>	<p><b><u>AIR Passive Test 1</u></b>                      Cold test is run for 30 seconds.                      Hot test is run for 10 seconds.</p> <p><b><u>AIR Passive Test 2</u></b>  <math>\geq</math> 15 seconds</p> <p><b><u>AIR Active Test</u></b>  <math>&gt;</math> 3.5 seconds</p> <p>Once per ignition cycle</p>	O2S, 2 Bank 2 and software	DTC Type B

1996 7.4L (L29, L19) C/K, G, P, and PG-Truck (>8500 GVW) Engine Diagnostic Parameters

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
Evap. Emission Control System - Continuous Open Purge Flow	P1441	Digital	0V-5V This diagnostic will detect a purge solenoid stuck open by monitoring the Evap. Purge Vacuum switch state when the Evap. Purge solenoid duty cycle is 0%. The vacuum switch state should change to low (closed) if there is no vacuum (solenoid closed) applied to the system.	Evap. purge vacuum switch state = High vacuum for a period > 4 seconds	Evap. Purge Solenoid Diagnostic Vacuum Switch DTC not active IAC DTC's not active MAP DTC's not active TP sensor DTC's not active EGR DTC's not active Baro > 75 kPa ( 8300 ft) ECT ≤ 115 °C Powerup IAT > 3°C IAT ≤ 80°C ECT/IAT Δ ≤ 10°C Purge DC ≥ 90% 10 kPa ≤ Manifold Vacuum < 100 kPa 0% ≤ Throttle Position ≤ 100% 550 RPM ≤ Engine Speed ≤ 5000 RPM	For 3 test failures  Continuous	Evap. Purge vacuum switch	DTC Type B
Idle Air Control - Low	P1508	Software	This DTC will determine if a low idle is the result of an engine mechanical problem. A low Idle is defined as 75 RPM below the desired Idle.	Air flow Δ < 6 g/s	<b><u>Test Enable: (non - Intrusive)</u></b> TP sensor DTC's not active VS sensor DTC's not active ECT DTC's not active MAP DTC's not active ECT > 50°C System Voltage > 10V but < 16 V IAT > -25°C Engine run time > 30 seconds Baro > 70 kPa (10000 ft) TP < 1% VS < 2 MPH Above met for a time > 3 seconds to enable diagnostic. If non-intrusive test fails, intrusive test is run. <b><u>Run Test: (Intrusive)</u></b> Air Flow > 17.5 g/sec but < 50 g/sec VS > 25 MPH but < 85 MPH TP Δ < 1% Engine Speed Δ < 50 RPM IAC motor commanded 10 %/ 100 msec.	10 seconds  Continuous after enable	Software and Stepper Motor	DTC Type B

1996 7.4L (L29, L19) C/K, G, P, and PG-Truck (>8500 GVW) Engine Diagnostic Parameters

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SENSED PARAMETER	FAULT CODE	SENSOR SIGNAL TYPE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALF DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	MONITORING METHOD	FAULT CODE STORAGE AND MIL ILLUMINATION
Idle Air Control - High	P1509	Software	This DTC will determine if a high idle is the result of an engine mechanical problem. A high idle is defined as 100 RPM above the desired idle.	Air flow $\Delta$ < 6 g/s	<p><u>Test Enable: (non - intrusive)</u>                      TP sensor DTC's not active                      VS sensor DTC's not active                      ECT DTC's not active                      MAP DTC's not active                      ECT &gt; 50°C                      System Voltage &gt; 10V but &lt; 16 V                      IAT &gt; -25°C                      Engine run time &gt; 30 seconds                      Baro &gt; 70 kPa (10000 ft)                      TP &lt; 1%                      VS &lt; 2 MPH                      Above met for a time &gt; 3 seconds to enable diagnostic.                      If non-intrusive test fails, intrusive test is run.</p> <p><u>Run Test: (intrusive)</u>                      Air Flow &gt; 17.5 g/sec but &lt; 50 g/sec                      VS &gt; 25 MPH but &lt; 85 MPH                      TP <math>\Delta</math> &lt; 1%                      Engine Speed <math>\Delta</math> &lt; 50 RPM                      IAC motor commanded 10 %/ 100 msec.</p>	10 seconds  Continuous after enable	Software and Stepper Motor	DTC Type B