

## 1998 2.2L (LN2) J-car ENGINE DIAGNOSTIC PARAMETERS

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SENSED PARAMETER	FAULT CODE	MONITOR STRATEGY DESCRIPTION	MALFUNCTION CRITERIA AND THRESHOLD VALUE(S)	SECONDARY PARAMETERS AND ENABLE CONDITIONS	TIME LENGTH AND FREQUENCY	MIL ILLUMINATION TYPE
Manifold Pressure Sensor Rationality	P0106	Detects a MAP Sensor that is stuck or responding slowly	Part A: 1. MAP > 53 kPa or 2. Change Of MAP < 3 kPa  or  Part B: Change in MAP < Table value	Part A: 1. Idle MAP > 60 kPa 2. RPM > 600 TP between 0% & 50% Δ TP > 12% MAP < 53 kPa  Part B: Idle MAP < 60 kPa RPM .> 600 TP between 0% & 50 % MAP < 65 kPa None of the following DTC's set: 107, 108, 117, 118, 121, 122, 123, 131, 132, 171, 172, 200, 300, 325, 341, 342, 404, 405, 440, 1441, 442, 502, 506, 507, 601, 602	19/20 Cts 15.6 ms/Ct  Continuous check	DTC Type B
Manifold Pressure Too Low	P0107	Detects a continuous short to ground or a MAP sensor signal that is out of range low	MAP < 0.08 V (11.8 kPa)	RPM > 1000 TP Sensor >15.2 % Or RPM < 1000 No 122, 123 DTC's set	400/500 Cts 15.6 ms Per Ct  Continuous check	DTC Type A
Manifold Pressure Too High	P0108	Detects a continuous short to voltage or a MAP sensor signal that is out of range high	MAP > 3.80 V (82 kPa)	TP Sensor < 12% VSS < 1 MPH Engine run time > 20 - 40 sec No 122, 123 DTC's set	80/100 Cts 15.6 ms Per Ct  Continuous check	DTC Type A
Intake Air Temperature Sensor Shorted	P0112	Detects a continuous short to voltage or an IAT sensor signal that is out of range high	IAT < 48 Cts (> 128°C)	VSS > 15 MPH Engine run time > 320 sec	25/100 Cts 125 ms Per Ct  Continuous check	DTC Type A
Intake Air Temperature Sensor Open	P0113	Detects a continuous short to ground or an open in the IAT sensor signal	IAT > 253 Cts (< -57°C)	VSS 15 MPH Engine run time > 320 sec ECT > -40°C Air flow > 127.5 g/sec	25/100 Cts 125 ms Per Ct  Continuous check	DTC Type A
Coolant Temperature Sensor Shorted	P0117	Detects a continuous short to voltage or an ECT sensor signal that is out of range high	ECT < 4 Cts (> 138°C) (High R) Or ECT < 36 Cts (> 142°C) (Low R)	Engine run time > 128 sec	50/100 Cts 125 ms Per Ct  Continuous check	DTC Type A
Coolant Temperature Sensor Open	P0118	Detects a continuous short to ground or an open in the ECT sensor signal	ECT > 251 Cts (< -50°C) (High R) Or ECT > 252 Cts (< -71°C) (Low R)	Engine run time > 60 sec	50/100 Cts 125 ms Per Ct  Continuous check	DTC Type A

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TP Sensor Stuck AMT	P0121	Detects a stuck TP sensor	TP Vs RPM Table	Engine run time > 20 sec ECT > 20°C MAP < 45 kPa TP Sensor $\Delta$ < 2% None of the following DTC's set: 106, 107, 108, 171, 172, 200, 300, 325, 335, 341, 342, 404, 405, 440, 1441, 442, 502, 506, 507, 601, 602	48/50 Cts 125 ms Per Ct  Continuous check	DTC Type B
TP Sensor Stuck SMT	P0121	Detects a stuck TP sensor	TP Vs RPM Table	Engine run time > 20 sec ECT > 20°C MAP < 30 kPa TP Sensor $\Delta$ < 2% None of the following DTC's set: 106, 107, 108, 171, 172, 200, 300, 325, 335, 341, 342, 404, 405, 440, 1441, 442, 502, 506, 507, 601, 602	48/50 Cts 125 ms Per Ct  Continuous check	DTC Type B
TP Sensor Low	P0122	Detects a TP Sensor that is open or shorted to ground	TP Sensor < .20 V	Engine running	50/200 Cts 125 ms Per Ct  Continuous check	DTC Type A
TP Sensor High (Part "A")	P0123	Detects a TP Sensor signal that is shorted to voltage	TP Sensor > 3.9 V	Engine running RPM < 1500 MAP < 60 kPa	110/200 Cts 125 ms Per Ct  Continuous check	DTC Type A
TP Sensor High (Part "B")	P0123	Detects a TP Sensor signal that is shorted to voltage	TP Sensor > 4.8 V	Engine running RPM > 1500 MAP > 60 kPa	110/200 Cts 125 ms Per Ct  Continuous check	DTC Type A
Closed Loop Coolant Fault	P0125	Detects if a stabilized minimum closed loop temperature is reached and maintained after engine start-up	If Closed Loop Timer Is Exceeded: 120 sec at 10°C 300 sec at -7°C 1350 sec at -40°C ECT < 40°C	Start up ECT < 40°C IAT > -7°C, < 66°C Max. Idle Time<: 90 sec at 50°F (10°C) 225 sec at 20°F (-7°C) 1012 sec at -40°F (-40°C) Air flow < 10 gpm to be considered idle None of the following DTC's set: 112, 113, 117, 118	11 Cts 125 ms Per Ct  Continuous check	DTC Type B

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O2S 1 Lean	P0131	Detects an O2S 1 signal which is below the range considered lean	O2S 1 < 44 mV	Engine run time > 20 sec TP Between 4.7% & 50.2% ECT > 70°C Air flow > 3 g/sec Engine operating in Closed Loop Above conditions met for 3.8 sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	999/1000 Cts 125 ms Per Ct  Continuous check	DTC Type A
O2S 1 Rich	P0132	Detects an O2S 1 signal which is above the range considered rich	O2S 1 > 946 mV  or  O2S 1 > 1042 mV for 2.5 sec while in DFCO	Engine run time > 20 sec TP between 4.7% & 50.2% ECT > 70° Air flow > 3 g/sec Engine operating in Closed Loop Above conditions met for 3.8 sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	399/400 Cts 125 ms Per Ct  Continuous check	DTC Type A
O2S 1 Slow Response AMT	P0133	Determines if the O2S 1 is functioning properly by checking its response time	100 mV < O2 < 900 mV  Avg. O2S 1 Response Times: R/L > 249 ms L/R > 249 ms Ratio Of L/R To R/L Is > 3.75 Or < 0.44	Engine run time > 10 sec TP between 9.4% & 20% RPM between 1600 & 2600 EVAP > 80% PWM ECT > 75°C PLM > 191 None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	100 Sec  Once per ignition cycle	DTC Type B
O2S 1 Slow Response SMT	P0133	Determines if the O2S 1 is functioning properly by checking its response time	100 mV < O2 < 900 mV  Avg. O2S 1 Response Times: R/L > 249 ms L/R > 249 ms Ratio Of L/R To R/L Is > 3.75 Or < 0.44	Engine run time > 10 sec TP between 9.4% & 20% RPM between 1600 & 2600 EVAP > 40% PWM ECT > 75°C PLM > 191 None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	100 Sec  Once per ignition cycle	DTC Type B
O2S 1 Open	P0134	Detects an O2S 1 signal that is not switching at bias voltage	399 mV < O2S 1 < 499 mV	Engine run time > 30 sec TP between 4% & 56% ECT > 70°C Air flow > 3 g/sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	999/1000 Cts 125 ms Per Ct  Continuous check	DTC Type A

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O2S 1 Not Enough Switches AMT	P1133	Determines if the O2S 1 is functioning properly by checking the number of switches	O2S 1 Switch Numbers L/R < 10 Cts R/L < 15 Cts	Engine run time > 10 sec TP between 9.4% & 20 % RPM between 1600 & 2600 EVAP > 80% PWM ECT > 75°C PLM > 191 None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	100 Sec  Once an ignition cycle	DTC Type B
O2S 1 Not Enough Switches SMT	P1133	Determines if the O2S 1 is functioning properly by checking the number of switches	O2S 1 Switch Numbers L/R < 10 Cts R/L < 15 Cts	Engine run time > 10 sec TP between 9.4% & 20 % RPM between 1600 & 2600 EVAP > 40% PWM ECT > 75°C PLM > 191 None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	100 Sec  Once an ignition cycle	DTC Type B
O2S 2 Lean	P0137	Detects an O2S 2 signal which is below the range considered lean	O2S 2 < 22 mV	Engine run time > 140 sec TP between 4.7% & 50.2% ECT > 40°C Air flow > 5.5 g/sec Above conditions met for 3.8 sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	1199/1200 Cts 125 ms Per Ct  Continuous check	DTC Type B
O2S 2 Rich	P0138	Detects an O2S 2 signal which is above the range considered rich	O2S 2 > 1042 mV	Engine run time > 30 sec TP between 4.7% & 50.2% ECT > 40°C Air flow > 5.5 g/sec Above conditions met for 3.8 sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	399/400 Cts 125 ms Per Ct  Continuous check	DTC Type B
O2S 2 Open	P0140	Detects a signal that is not switching at bias voltage	425 mV < O2S 2 < 460 mV	Engine run time > 30 sec TP between 4% & 56% ECT > 40°C Air flow > 5.5 g/sec None of the following DTC's set: 106, 107, 108,112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	999/1000 Cts 125 ms Per Ct  Continuous check	DTC Type B

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O2S 2 Heater Circuit Malfunction	P0141	Checks for sensor activity within a given period of time after cold start	O2S 2 Voltage Changes > $\pm 148$ mV From Mean O2S 2 Bias Voltage	Engine run time < 400 sec ECT and IAT < 45°C Difference in ECT & IAT < 7°C Average flow prior to activity must be < 20 g/sec Battery voltage > 11.6 V, < 16 V None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 171, 200, 300, 341, 404, 506, 507, 601, 602	Time determined by table  Once per ignition cycle	DTC Type B
Fuel Trim Lean AMT	P0171	Monitors fuel control system during normal operating range of FTI 110 < FTI < 145	Fuel Trim Index > 170	Baro > 72 kPa ECT > 60°C & < 115°C IAT > -25°C & < 115 °C MAP > 26 kPa RPM between 550 & 3400 VSS < 72 MPH Fuel level > 9.8 % None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 200, 300, 325, 335, 341, 342, 401, 404, 1404, 405, 1441, 502, 503, 601, 602	Continuous check	DTC Type B
Fuel Trim Lean SMT	P0171	Monitors fuel control system during normal operating range of FTI 110 < FTI < 145	Fuel Trim Index > 170	Baro > 72 kPa ECT > 60°C & < 115°C IAT > -25°C & < 115 °C MAP > 26 kPa RPM between 850 & 3400 VSS < 72 MPH Fuel level > 9.8 % None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 200, 300, 325, 335, 341, 342, 401, 404, 1404, 405, 1441, 502, 503, 601, 602	Continuous check	DTC Type B

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Fuel Trim Rich AMT	P0172	Monitors fuel control system during normal operating range of FTI 110 < FTI < 145	Fuel Trim Index < 75	Baro > 72 kPa ECT > 60°C & < 115°C IAT > -25°C & < 115 °C MAP > 26 kPa RPM between 550 & 3400 VSS < 72 MPH PLM < 180 Fuel level > 9.8 % None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 200, 300, 325, 335, 341, 342, 401, 404, 1404, 405, 1441, 502, 503, 601, 602	16 Sec  Once every 240 seconds	DTC Type B
Fuel Trim Rich SMT	P0172	Monitors fuel control system during normal operating range of FTI 110 < FTI < 145	Fuel Trim Index < 75	Baro > 72 kPa ECT > 60°C & < 115°C IAT > -25°C & < 115 °C MAP > 26 kPa RPM between 850 & 3400 VSS < 72 MPH PLM < 180 Fuel level > 9.8 % None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 200, 300, 325, 335, 341, 342, 401, 404, 1404, 405, 1441, 502, 503, 601, 602	16 Sec  Once every 240 seconds	DTC Type B
Injector Circuit Problem	P0200	Monitors fuel injectors for proper electrical operation	Injector Current < 4 Amps	Engine running Battery Voltage < 9 V	7 Sec  Continuous check	DTC Type A
Random Misfire  Cylinder 1 Misfire Cylinder 2 Misfire Cylinder 3 Misfire Cylinder 4 Misfire	P0300  P0301 P0302 P0303 P0304	Detects a change in crankshaft angular velocity	FTP Threshold - 1.5% I/M Threshold - 1.5% Catalyst Damage - see speed/load chart	Engine run time > 5 sec RPM Between 469 & 5906 -7°C < ECT < 123°C Fuel level > 10% Battery voltage > 9 V, < 17 V None of the following DTC's set: 106, 107, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 171, 172, 325, 335, 341, 342, 1336, 404, 1404, 405, 502, 503, 506, 507, 601, 1621, 740, 742	Emission Level 10 of 16 blocks failed (200 engine revolutions/block)  Catalyst Damage Level 4 of 16 blocks failed in FTP region. (See speed chart outside FTP region)  Continuous check	DTC Type B EMISSION  DTC Type A CATALYST DAMAGING

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Knock Sensor (KS) Output	P0325	Detects a disconnected or faulty knock sensor	Instantaneous Voltage < 1.0v	RPM > 1600 ECT > 56°C MAP > 60 kPa Engine run time > 20 sec Vacuum < 33 kPa	60 Sec  Continuous check	DTC Type A
Crankshaft Sensor Position Resync	P0335	Detects an open crank sensor or too many resyncs	7x Resync Counter > 15 Counts	Engine Running No 341 DTC set	256 Sec  Continuous check	DTC Type A
Camshaft Sensor Position Resync too often	P0341	Monitors for too many recyns in the camshaft sensor signal	Cam Resync Counter > 15 Counts	Engine Running	256 Seconds  Continuous check	DTC Type A
Camshaft Sensor Missing	P0342	Checks for a missing camshaft sensor signal	No Change In Cam Activity > 16 Cycles	Engine Running	16 Cycles Cycle = 180°Crankshaft rotation  Continuous check	DTC Type A
Misfire Crank Angle Sensing Error	P1336	Detects invalid crankshaft angle correction factors	CCF Sum above or below 2 by 7 Counts (2 = 65536 counts)	None of the following DTC's set: 335, 341, 342	.5 Sec  Once per ignition cycle	DTC Type A
EGR Flow Insufficient AMT	P0401	Detects insufficient EGR flow	MAP change vs. speed/baro chart flow	RPM between 1150 - 2200 Vehicle speed > 37 MPH ECT > 75° C MAT < 65° C Baro > 72.3 kPa MAP > 11.8 kPa, < 31.7 kPa None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 200, 300, 335, 1441, 502, 506, 507, 601	10 Tests per trip after NVM reset else once per trip  Up to 3 tests per trip for next 6 trips if a step change in flow data occurs	DTC Type A
EGR Flow Insufficient SMT	P0401	Detects insufficient EGR flow	MAP change vs. speed/baro chart flow	RPM between 1100 - 2200 Vehicle speed > 30 MPH ECT > 75° C MAT < 65° C Baro > 72.3 kPa MAP > 11.8 kPa, < 28.8 kPa None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 200, 300, 335, 1441, 502, 506, 507, 601	10 Tests per trip after NVM reset else once per trip  Up to 3 tests per trip for next 6 trips if a step change in flow data occurs	DTC Type A
EGR Open Valve Pintle Error	P0404	Detects a stuck EGR pintle during non zero desired EGR	Absolute value of (desired EGR - actual EGR) > 9%  Allowable valve fluctuation < 20% once test is running	Battery voltage > 11.7 V EGR enabled	11 sec  Continuous check	DTC Type B

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EGR Closed Valve Pintle Error	P1404	Detects a stuck EGR pintle during zero desired EGR	Actual EGR Closed Position > 15 Cts	Battery voltage > 11.7 V EGR Enabled	20 Sec  4 Fails per drive cycle (With desired pintle movement > 15% between test)	DTC Type B
EGR Sensor Signal Low	P0405	Detects open circuit on actual EGR	Actual EGR > 6 Cts	Battery voltage > 11.7 V	25 Sec  Continuous check	DTC Type B
Catalyst Monitor AMT	P0420	Detects a catalytic converter with unacceptable amounts of oxygen storage capabilities	Oxygen Storage Capability (OSC) Time Difference $\geq$ 0.056 sec  OSC Time Difference = OSC Worst Pass Thresh - OSC Compensation Factor * (O2S 2 Response Time - O2S 1 Response Time)  OSC Worst Pass Thresh = 1.08 sec	Engine speed $\geq$ 1000 RPM for minimum of 34 sec since end of last idle period Predicted catalyst temp $\geq$ 345°C, < 750°C Baro $\geq$ 72.3 kPa IAT between -20.5°C & 80°C ECT between 75°C & 125°C Idle $\leq$ 45 sec MPH < 3 Test attempted this trip $\leq$ 12 -75 RPM $\leq$ (Engine Speed - Desired Speed) $\leq$ 150 RPM Engine run time > 510 sec Battery voltage > 9 V Flow < 14 g/sec None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 131, 132, 133, 134, 1133, 137, 138, 140, 141, 172, 200, 300, 1336, 440, 1441, 442, 452, 453, 503	Maximum 1 test attempt per idle period  Maximum 6 tests per trip until idle catalyst I/M flag set  Maximum of 1 test per trip after Idle catalyst I/M flag set  15.6 Ms/Ct	DTC Type A



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Catalyst Monitor SMT	P0420	Detects a catalytic converter with unacceptable amounts of oxygen storage capabilities	Oxygen Storage Capability (OSC) Time Difference $\geq 0.062$ sec  OSC Time Difference = OSC Worst Pass Thresh - OSC Compensation Factor * (O2S 2 Response Time - O2S 1 Response Time)  OSC Worst Pass Thresh = 1.17 sec	Engine speed $\geq 1200$ RPM for minimum of 44 sec since end of last idle period Predicted catalyst temp $\geq 345^{\circ}\text{C}$ , $< 750^{\circ}\text{C}$ Baro $\geq 72.3$ kPa IAT between $-20.5^{\circ}\text{C}$ & $80^{\circ}\text{C}$ ECT between $75^{\circ}\text{C}$ & $125^{\circ}\text{C}$ Idle $\leq 45$ sec MPH $< 3$ Test attempted this trip $\leq 12$ $-75 \text{ RPM} \leq (\text{Engine Speed} - \text{Desired Speed}) \leq 150$ RPM Engine run time $> 510$ sec Battery voltage $> 9$ V Flow $< 14$ g/sec None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 131, 132, 133, 134, 1133, 137, 138, 140, 141, 172, 200, 300, 1336, 440, 1441, 442, 452, 453, 503	Maximum 1 test attempt per idle period  Maximum 6 tests per trip until idle catalyst I/M flag set  Maximum of 1 test per trip after Idle catalyst I/M flag set  15.6 Ms/Ct	DTC Type A
EVAP System Large Leak Detected	P0440	Checks for adequate vacuum being held in the fuel tank when applied	Vac $< 3.0$ V	Baro $> 75$ kPa $4^{\circ}\text{C} < \text{ECT} < 30^{\circ}\text{C}$ at start up $4^{\circ}\text{C} < \text{IAT} < 30^{\circ}\text{C}$ at start up ECT - IAT $< 8^{\circ}\text{C}$ IAT - ECT $< 1.5^{\circ}\text{C}$ Fuel Level between 15% - 85% $7\% < \text{TPS} < 35\%$ Engine run time $> 185$ sec MPH $< 70$ EVAP Solenoid enabled None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 452, 453, 502, 503, 601, 602, 1621	400 Sec  Once per ignition cycle	DTC Type A

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EVAP Purge Valve Leaking	P1441	Checks for a stuck open purge solenoid	Vac >2.0 V	Baro > 75 kPa 4°C < ECT < 30°C at start up 4°C < IAT < 30°C at start up ECT - IAT < 8°C IAT - ECT < 1.5°C Fuel Level between 15% - 85% 7% < TPS < 35% MPH < 70 Engine running None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 452, 453, 502, 503, 601, 602, 1621	300 Sec  Once per ignition cycle	DTC Type A
EVAP System Small Leak Detected	P0442	Checks for a small leak in the fuel vapor handling system	0.024 - 0.10 V Per Sec Decay Varies With Fuel Level	Baro > 75 kPa 4°C < ECT < 30°C at start up 4°C < IAT < 30°C at start up ECT - IAT < 8°C IAT - ECT < 1.5°C Fuel Level between 15% - 85% 7% < TPS < 35% Engine run time > 185 sec MPH < 70 EVAP Solenoid enabled None of the following DTC's set: 106, 107, 108, 112, 113, , 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 452, 453, 502, 503, 601, 602, 1621	15 Sec  Once per ignition cycle	DTC Type A
EVAP Canister Vent Blocked	P0446	Checks for excessively high vacuum in the vapor handling system	Vac > 4.2 V	Baro > 75 kPa 4°C < ECT < 30°C at start up 4°C < IAT < 30°C at start up ECT - IAT < 8°C IAT - ECT < 1.5°C Fuel Level between 15% - 85% 7% < TPS < 35% Engine run time > 185 sec MPH < 70 EVAP Solenoid enabled None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 452, 453, 502, 503, 601, 602, 1621	100 Sec  Once per ignition cycle	DTC Type A

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EVAP Tank Vacuum Sensor Low	P0452	Detects a continuous short to ground or a disconnected tank vacuum sensor	Tank vacuum transducer < .01 V	Engine running	25 Sec Continuous check	DTC Type A
EVAP Tank Vacuum Sensor High	P0453	Detects a tank vacuum sensor that is shorted to voltage	Tank vacuum transducer > 4.9 V	Engine running	25 Sec Continuous check	DTC Type A
Low Speed Fan Fault	P0480	Checks commanded fan state against output to fan relay	Battery voltage > 10 V		50/100 Cts Continuous check	DTC Type A
Vehicle Speed Sensor Loss SMT	P0502	Detects a missing VSS signal	VSS < 2 MPH	RPM between 1700 & 3600 TPS < 1% Vacuum between 70 kPa & 80 kPa	5 Seconds Continuous check	DTC Type A
Idle Speed Low	P0506	Detects an idle speed which is less than a delta from desired	IAC > 145 Steps	Engine run time > 20 sec Baro > 72 kPa ECT > 40°C Idle Speed > 100 RPM below desired Idle stabilized for 5 sec Battery voltage > 10 V, < 17.1 V None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 171, 172, 200, 300, 325, 335, 341, 342, 404, 1404, 405, 440, 1441, 442, 446, 480, 481, 502, 503, 601, 602, 652, 653, 705, 706	18.8 Sec Continuous check	DTC Type B
Idle Speed High	P0507	Detects an idle speed which is greater than a delta from desired	IAC < 2 Steps	Engine run time > 20 sec Baro > 72 kPa ECT > 40°C Idle Speed > 60 RPM above desired Idle stabilized for 5 sec Battery voltage > 10 V, < 17.1 V None of the following DTC's set: 106, 107, 108, 112, 113, 117, 118, 121, 122, 123, 125, 131, 132, 133, 134, 1133, 171, 172, 200, 300, 325, 335, 341, 342, 404, 1404, 405, 440, 1441, 442, 446, 480, 481, 502, 506, 601, 602, 652, 653, 705, 706	12.5 Sec Continuous check	DTC Type B
PCM Has EEPROM Flash Error	P0601	Checks for an incorrect checksum or Program ID failure	Checksum Detection Incorrect > 3 Times		Continuous check	DTC Type A
EEPROM Not Programmed	P0602	Checks for a PCM that is not programmed	Unprogrammed EEPROM		Immediately Once per key cycle	DTC Type A

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## 1998 2.2L (LN2) J-car ENGINE DIAGNOSTIC PARAMETERS

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SENSED PARAMETER	FAULT CODE	MONITOR STRATEGY DESCRIPTION	MALFUNCTION CRITERIA AND THRESHOLD VALUE(S)	SECONDARY PARAMETERS AND ENABLE CONDITIONS	TIME LENGTH AND FREQUENCY	MIL ILLUMINATION TYPE
EEPROM General Fault	P1621	Checks for a write error	Incorrect Checksum		Immediately on next key up if flagged on previous key down  Once at key down	DTC Type A