1998 6.5L Diesel (L65) C/K-truck, P-truck, G-van, OEM engine
Heavy Duty > 8500 GVW ENGINE DIAGNOSTIC PARAMETERS

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SENSED PARAMETER	FAULT CODE	ACCEPTABLE OPERATING RANGE AND RATIONALITY	PRIMARY MALFUNCTION DETECTION PARAMETERS	SECONDARY MONITORING PARAMETERS AND CONDITIONS	MONITORING TIME LENGTH AND FREQUENCY OF CHECK	FAULT CODE STORAGE AND MIL ILLUMINATION
Intake Air Temperature Circuit Low Input	P0112	0.24 volt to 4.86 volts -40°C to 152°C Detects a sensor circuit short to ground	Air temperature sensor voltage < 0.24 volt - same as - Air temperature > 160°C	Coolant temperature < 42.5°C	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Intake Air Temperature Circuit High Input	P0113	0.24 volt to 4.86 volts -40°C to 152°C Detects a sensor circuit short to high voltage or a sensor circuit open	Air temperature sensor voltage > 4.86 volt - same as - Air temperature < -40°C	Engine has been running > 8 minutes	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Engine Coolant Temperature Circuit Low Input	P0117	0.24 volt to 4.76 volts -40°C to 152°C Detects a sensor circuit short to ground	Coolant temperature sensor voltage < 0.24 volt - same as - Coolant temperature > 160°C		Diagnostic set conditions true for 2 seconds Test performed continuously	B
Engine Coolant Temperature Circuit High Input	P0118	0.24 volt to 4.76 volts -40°C to 152°C Detects a sensor circuit short to high high voltage or a sensor circuit open	Coolant temperature sensor voltage > 4.76 volt - same as - Coolant temperature < -40°C	Engine run timer > 8 minutes	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Insufficient Coolant Temp for Stable Operation	P0126	Engine Temperature > 56°C Detects engine not warm enough for stable operation	Engine run time >= 600s Engine temperature < 56°C Fuel burned since start >= 1,000,000cu.mm. Total idle time since start < 450s - OR - Engine run time >= 300s Engine Temperature < 56°C Fuel burned since start >= 468,120cu.mm. Total idle time since start < 225s	*Ambient air temperature < f(eng. startup temp); Ambient air temp > -7°C; -7°C < Engine start-up temp < 56°C; Engine is running; P0126 not yet passed; P0112, P0113, P0117 and P0118 not set. * See Table DGTCMIT *Ambient air temperature >= f(eng. startup temp); Ambient air temp > -7°C; -7°C < Engine start-up temp < 56°C; Engine is running; P0126 not yet passed; P0112, P0113, P0117 and P0118 not set. * See Table DGTCMIT	Diagnostic set conditions true for 2 seconds Test performed once from start-up until a pass/fail/disable condition exists.	B
Fuel Temperature Sensor Circuit Low Input	P0182	0.24 volts - 4.96 volts 17°C - 106°C Detects a sensor circuit short to ground	Fuel temperature < 0.24 volts - same as - Fuel temperature > 106°C	None	Diagnostic set conditions true for 2 seconds Test performed continuously	B

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Fuel Temperature Sensor Circuit High Input	P0183	0.24 volts - 4.96 volts 17°C - 106°C Detects a sensor short to high voltage or sensor circuit open	Fuel temperature > 4.96 volts - same as - Fuel temperature < 18°C	Engine running > 8 minutes	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Fuel Injection Timing Circuit Malfunction	P0216	| Desired timing - actual timing | =< 5 engine degrees Detects a failure of timing control under steady state conditions	| Desired timing - actual timing | > 5 pump degrees	Codes P0251, P0335 and P0370 clear Engine not stalled No change in engine speed > 56 RPM for a minimum of 5 seconds	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Lift Pump Voltage Low	P0231	Lift pump voltage > Ignition voltage - 4 volts Detects a low voltage at the lift pump	Lift pump voltage < Ignition voltage - 4 volts	Lift pump is commanded high	Lift pump commanded high > .5 second Diagnostic set conditions true for 2 seconds	B

		when the lift pump is commanded high			Test performed continuously	
Wastegate Control Range/ Performance Failure	P0236	Detects a failure of wastegate control system under steady state boost conditions.	Final intake manifold pressure =< (Desired kPA - 20 kPa) - ((100kPa - Baro) /2)	Eng. speed > 2400 RPM; Fuel rate > 20 cu.mm. Final intake manifold pressure =< (Desired kPa + 20kPa) Condition 2 timer >= 10 seconds - OR -		B
				1800 RPM < Eng. speed =< 2400 RPM; Fuel rate > 20 cu.mm Final intake manifold pressure =< (110kPa) - ((100kPa - Baro)/2) Condition 3 timer >= 12.8 seconds		
			- OR -			
			Final intake manifold pressure > (Desired kPa + 20 kPa)	Eng. speed > 2400 RPM Condition 1 timer > 10 seconds	Test performed continuously	
Intake Manifold Pressure Low Input	P0237	0.78 volt to 4.86 volts 40kPa to 202kPa Detects boost sensor circuit open	Boost Pressure < 0.78 volts - same as - Boost Pressure < 40kPa	None	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Intake Manifold Pressure High Input	P0238	0.78 volt to 4.86 volts 40kPa to 202kPa Detects boost sensor circuit short to high voltage	Boost Pressure > 4.86 volts - same as - Boost Pressure > 202kPa	Engine Speed < 3506 RPM	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Fuel Injection Pump cam Position Sensor (CAM) Malfunction	P0251	Number of consecutive missing CAM pulses < 8	Number of consecutive missing CAM pulses >= 8	Ratio of CAM to HRS = 1:64 ± 4		A
		Ratio of CAM to HRS = 1:64 ± 4 for 8 consecutive cylinders	Ratio of CPS to HRS < 60:1 for 240 cylinders if one bad ratio detected			
		Number of CAM pulses per #1 cylinder event = 8. This must be true for 8 #1 cylinder events for RPM < 300 or 32 #1 cylinder events for RPM >= 300 or 96 #1 cylinder events for RPT >= 300 depending on the ration of CPS to HRS	Number of CAM pulses per #1 cylinder event <> 8 for 8 #1 cylinder events	RPM < 300		
			Number of CAM pulses per #1 cylinder event <> 8 for 32 #1 cylinder events	RPM >= 300 Ratio of CPS to HRS > 60:1		
			Number of CAM pulses per #1 cylinder event <> 8 for 96 #1 cylinder events	RPM >= 300 Ratio of CPS to HRS < 60:1	Test performed continuously	
Multiple Misfire Detected	P0300	Number of detected misfire cylinders =< 1	Number of detected misfire cylinders > 1	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 1 Misfire Detected	P0301	Cylinder #1 fuel rate adjustment < +24mm³	Cylinder #1 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B

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Cylinder 2 Misfire Detected	P0302	Cylinder #2 fuel rate adjustment < +24mm³	Cylinder #2 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 3 Misfire Detected	P0303	Cylinder #3 fuel rate adjustment < +24mm³	Cylinder #3 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 4 Misfire Detected	P0304	Cylinder #4 fuel rate adjustment < +24mm³	Cylinder #4 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 5 Misfire Detected	P0305	Cylinder #5 fuel rate adjustment < +24mm³	Cylinder #5 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 6	P0306	Cylinder #6 fuel rate	Cylinder #6 fuel rate greater than desired	56°C =< Coolant temperature < 104°C	Test performed for 90	

Misfire Detected		adjustment < +24mm³	fuel rate by >= 24mm³	Engine Speed = Idle	seconds once per ignition cycle	B
Cylinder 7 Misfire Detected	P0307	Cylinder #7 fuel rate adjustment < +24mm³	Cylinder #7 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Cylinder 8 Misfire Detected	P0308	Cylinder #8 fuel rate adjustment < +24mm³	Cylinder #8 fuel rate greater than desired fuel rate by >= 24mm³	56°C =< Coolant temperature < 104°C Engine Speed = Idle	Test performed for 90 seconds once per ignition cycle	B
Engine Crankshaft Position Sensor (CPS) Malfunction	P0335	Number of consecutive missing CPS pulses < 8	Number of consecutive missing CPS pulses >= 8	Ratio of CPS to HRS = 1:64 +/- 4		A
		Number of CPS pulses per #1 cylinder event = 8. This must be true for 8 #1 cylinder events for RPM < 300 or 32 #1 cylinder events for RPM >= 300	Number of CPS pulses per #1 cylinder event <> 8 for 8 #1 cylinder events	RPM < 300		
			Number of CPS pulses per #1 cylinder event <> 8 for 32 #1 cylinder events	RPM >= 300	Test performed continuously	
Fuel Injection Pump High Resolution Angular Sensor (HRS) Malfunction	P0370	HRS pulses must be received by the PCM for every 8 CAM pulses	HRS free running pump counter = old count for > 8 consecutive CAM pulses	None	Test performed continuously	A
Glow Plug Circuit Malfunction	P0380	| glowplug voltage - ignition voltage | =< 2.0 volts Detects a faulty glowplug relay circuit	Glowplugs commanded off & raw feedback > 4.0 v - OR - Glowplugs commanded on & raw feedback < 4.0 v - OR - Glowplugs commanded on and |glowplug voltage - ignition voltage| > 2 v	A/D inputs settled	Diagnostic set conditions true for 2 seconds Test performed continuously	B

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Flash Memory Malfunction	P0601	Detects a Malfunction in the Flash Memory	Calculated checksum <> flashed calibration checksum		Test performed at power-up reset and continuously.	A
Control Module Programming Error	P0602	Detects a calibration that is not engine compatible.	Calibration is not engine run compatible		Test performed at power-up reset.	A
PCM Processor Fault	P0606	Detects a TIO malfunction	Advance angle read from TIO > 1102 HRS Counts CAM pulse edge detect counter > 6 slow CAM edge counts	Engine Speed > 38 RPM Malf counter >= 6 TIO faults P0606 code set OR TIO malf (P0606) detected	Diagnostic set conditions true for 2 seconds Test performed continuously	A
Injection Pump Timing Reference Offset Error	P1214	-23 HRS Counts < Cal - Filtered Advance < 23 Hi Res Cnts	Cal - Filtered Advance > 23 HRS Counts - OR - Cal - Filtered Advance < -23 HRS Counts	None	Test performed continuously	B
Fuel Pump Calibration Resistor Fault	P1218	0.27 volt to 4.29 volt Detects an invalid fuel pump calibration resistor learn	Fuel pump calibration resistor voltage < 0.27 volt - OR - Fuel pump calibration resistor voltage > 4.29 volts	Fuel pump calibration resistor invalid flag set - OR - Selected fuel pump calibration resistor address invalid	Test performed at power-up and running reset initialization	B
EGR Vacuum System Leak/Supply Low	P1409 (L56 only)		Must fail tests 01, 02, and 03 and Must pass tests 4a, 4b, 4c and 4d of the EGR Diagnostic Tests	P0405, P0406, P0102 and P0103 must not be Set Baro > 75kPa	Test performed continuously	B

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PCM A/D Intermittent On	P1627	Less than 5 consecutive A/D read errors Detects when 5 consecutive A/D read errors occur	5 consecutive A/D read errors occur	None	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Glow Plug Light Output Circuit Failed	P1643	No ODM 'Open' Faults or 'Short' Fault Glowplug light output voltage at PCM follows S/W command	ODM 'Open' or 'Short' Fault Detected Glowplug light output voltage at PCM does not follow S/W command	None	Diagnostic set conditions true for 2 seconds Test performed continuously	B
Wastegate PWM Solinoid Driver Circuit Failed	P1656	Number of ODM 'open' faults or 'short' faults < 2 Wastegate PWM output voltage at PCM follows S/W command	Number of ODM 'open' or 'short' faults detected >= 2 Wastegate PWM output voltage at PCM does not follow S/W command	Ignition > 8.0 volts	Diagnostic set conditions true for 2 seconds Test performed continuously	B

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*Tables

DGTCMIT	
Start-up Engine Temperature	Ambient Air Temperature
-40°C	149.75
-16°C	149.75
8°C	16.25
32°C	-1
56°C	-13
80°C	-13
104°C	-13
128°C	-13
152°C	-13

DGTLOEAP	
Ambient Air Pressure	Lowest Achieved EGR Absolute Pressure
64 kPa	51 kPa
80 kPa	51 kPa
96 kPa	61 kPa
112 kPa	71.5 kPa
128 kPa	127.5 kPa

DGTMFERE	
Ambient Air Pressure	Mass Air Flow Error Enable
64 kPa	0.4609 g/cyl
80 kPa	0.5430 g/cyl
96 kPa	0.5898 g/cyl
112 kPa	0.6367 g/cyl
128 kPa	0.6367 g/cyl

DGTNINEM	
Ambient Air Pressure	Nominal Idle No-EGR Mass Air Flow
64 kPa	0.4141 g/cyl
80 kPa	0.5781 g/cyl
96 kPa	0.7422 g/cyl
112 kPa	0.9063 g/cyl
128 kPa	1.0703 g/cyl

DGTNOIM	
Ambient Air Pressure	Nominal Off Idle No-EGR Mass Air Flow
64 kPa	0.5781 g/cyl
80 kPa	0.6757 g/cyl
96 kPa	0.8516 g/cyl
112 kPa	0.9883 g/cyl
128 kPa	1.1250 g/cyl

DGTNIFEM	
Ambient Air Pressure	Nominal Idle Full-EGR Mass Air Flow
48 kPa	0.2891 g/cyl
64 kPa	0.3008 g/cyl
80 kPa	0.3281 g/cyl
96 kPa	0.4844 g/cyl
112 kPa	0.6406 g/cyl
128 kPa	0.6406 g/cyl