08 GRP08a BAS Hybrid EBCM

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
Brake Pressure Sensor								
Base Brake Pressure Sensor (BPS) Performance	C1101	This DTC Detects a BPS Input Value stuck in the valid range below the threshold that indicates the brake is on. Approximate threshold is 10% of full scale input.	vehicle speed base brake pressure	> ~40 kph < (threshold for brake activation) while vehicle comes to	Run/Crank ignition Engine Status No active DTCs Vehicle Speed DTCs Transmission state	in range running C1102 C1103 not active drive	6 samples, where a sample consists of traveling above 40 kph	Two Trips
Base Brake Pressure Sensor (BPS) Circuit Low	C1102	This DTC detects a continuous short to low or open in either the signal circuit or the BPS sensor.	BPS voltage	< 3% of Vref (0.15 Volts)	Run/Crank ignition	in range	80 test failures in 160 test samples 1 sample every 12.5 ms	Two Trips
Base Brake Pressure Sensor (BPS) Circuit High	C1103	This DTC detects an open sensor ground or continuous short to high in either the signal circuit or the BPS sensor	BPS voltage	> 97% of Vref (4.85 Volts)	Run/Crank ignition	in range	80 test failures in 160 test samples 1 sample every 12.5 ms	Two Trips
Wheel Speed Sensors								
Left Front Wheel Speed Sensor Circuit	C1221	This DTC indicates a failure in the left front wheel speed sensor circuit either due to: 1) One or both wheel speed input wires 2) One or both wheel speed input wires shorted to ground 3) Wheel speed sensor open 4) One or both wheel speed input wires	An open circuit or short to ground on either the high or low side circuit will cause the low side voltage to go to ground. A short to battery on the high input circuit is not diagnosed. Battery voltage on the high side circuit is normal and is required for proper sensor operation. This code is set when either of the following fault conditions is detected continuously for 20		Secondary Parameters None Exceptions: None	Vehicle Power Mode Ignition is > 8 volts at the ECU Operational Normal Mode DVT Mode	Continuous / Latched for ignition cycle 2 samples @ 10 ms loop	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			An open circuit or short to ground fault is detected when the low side voltage is A short to battery on the low side circuit is detected when the low side voltage is	< .75 Volts > 4.25 Volts				
Right Front Wheel Speed Sensor Circuit	C1222	This DTC indicates a failure in the left front wheel speed sensor circuit either due to: 1) One or both wheel speed input wires 2) One or both wheel speed input wires shorted to ground 3) Wheel speed sensor open 4) One or both wheel speed input wires	An open circuit or short to ground on either the high or low side circuit will cause the low side voltage to go to ground. A short to battery on the high input circuit is not diagnosed. Battery voltage on the high side circuit is normal and is required for proper sensor operation. This code is set when either of the following fault conditions is detected continuously for 20 An open circuit or short to ground fault is detected when the low side voltage is A short to battery on the low side circuit is detected when the low side voltage is	< .75 Volts > 4.25 Volts	Secondary Parameters None Exceptions: None	Vehicle Power Mode Ignition is > 8 volts at the ECU Operational Normal Mode DVT Mode	Continuous / Latched for ignition cycle 2 samples @ 10 ms loop	Two Trips
Left Rear Wheel Speed Sensor Circuit	C1223	This DTC indicates a failure in the left front wheel speed sensor circuit either due to: 1) One or both wheel speed input wires 2) One or both wheel	An open circuit or short to ground on either the high or low side circuit will cause the low side voltage to go to ground. A short to battery on the high input circuit is not diagnosed. Battery		Secondary Parameters None Exceptions: None	Vehicle Power Mode Ignition is > 8 volts at the ECU Operational Normal Mode DVT Mode	Continuous / Latched for ignition cycle 2 samples @ 10 ms loop	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		speed input wires shorted to ground 3) Wheel speed sensor open 4) One or both wheel speed input wires	voltage on the high side circuit is normal and is required for proper sensor operation. This code is set when either of the following fault conditions is detected continuously for 20 An open circuit or short to ground fault is detected when the low side voltage is A short to battery on the low side circuit is detected when the low side voltage is	< .75 Volts > 4.25 Volts				
Right Rear Wheel Speed Sensor Circuit	C1224	This DTC indicates a failure in the left front wheel speed sensor circuit either due to: 1) One or both wheel speed input wires 2) One or both wheel speed input wires shorted to ground 3) Wheel speed sensor open 4) One or both wheel speed input wires	An open circuit or short to ground on either the high or low side circuit will cause the low side voltage to go to ground. A short to battery on the high input circuit is not diagnosed. Battery voltage on the high side circuit is normal and is required for proper sensor operation. This code is set when either of the following fault conditions is detected continuously for 20 An open circuit or short to ground fault is detected when the low side voltage is A short to battery on the low side circuit is detected when the low	< .75 Volts	Secondary Parameters None Exceptions: None	Vehicle Power Mode Ignition is > 8 volts at the ECU Operational Normal Mode DVT Mode	Continuous / Latched for ignition cycle 2 samples @ 10 ms loop	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			side voltage is	> 4.25 Volts				
Left Front Wheel Speed Sensor Circuit Range/ Performance	C1225	This DTC represents a left front wheel speed sensor circuit malfunction that me be causes due to: 1) Brake switch always off or open 2) External or internal wheel speed circuit intermittent open 3) Intermittent wheel speed high and low inputs shorted together (passive sensors) 4) Internal integral bearing malfunction (i.e. damaged tooth on speed ring) 5) Worn suspension or drive train components 6) Electrical noise coupled onto wheel speed wires OR 1) Wheel speed high	A fault is present if the left front wheel speed signal indicates an increase in wheel speed that exceeds This code is set when the change occurs 4 times and the time between occurrences is OR This code sets by itself when the following conditions exist for 1) The left front wheel speed = 2) The other three wheel speeds are 3) The difference between any of the other three wheel speeds is This code sets in conjunction with another wheel speed 0 code if the following conditions exist for 1) The left front and another wheel speed =	16 kph between 10ms samples less than 1000 2500 ms 0 kph > 8 kph < 11 kph 20000 ms 0 kph	Secondary Parameters: 1) The brake pedal is not depressed 2) A left front wheel speed sensor circuit malfunction is not present Vehicles prone to powerhop have the following additional secondary parameters. 3) Vehicle speed > 45 kph. or 4) Engine_RPM < 1700 or 5) Both rear wheels are not performing traction control while traction control is available. Exceptions: None OR Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		and low inputs shorted together (passive sensor) 2) Internal sensor fault	2) The remaining two wheel speeds are 3) The difference between the remaining two wheel speeds is	> 16 kph < 11 kph	DVT Mode Secondary Parameters: 1) ABS is inactive 2) The brake pedal is not depressed 3) No wheel speed sensor circuit malfunctions are present 4) At least two wheel speeds are not 0 kph Exceptions: None			
Right Front Wheel Speed Sensor Circuit Range/ Performance	C1226	This DTC represents a left front wheel speed sensor circuit malfunction that me be causes due to: 1) Brake switch always off or open 2) External or internal wheel speed circuit intermittent open 3) Intermittent wheel speed high and low inputs shorted together (passive sensors) 4) Internal integral bearing malfunction	A fault is present if the left front wheel speed signal indicates an increase in wheel speed that exceeds This code is set when the change occurs 4 times and the time between occurrences is OR This code sets by itself when the following conditions exist for 1) The left front wheel speed =	16 kph between 10ms samples less than 1000 2500 ms 0 kph	Secondary Parameters: 1) The brake pedal is not depressed 2) A left front wheel speed sensor circuit malfunction is not present Vehicles prone to powerhop have the following additional secondary parameters. 3) Vehicle speed > 45 kph. or 4) Engine_RPM < 1700 or 5) Both rear wheels are not performing traction control while traction control is available. Exceptions:	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		(i.e. damaged tooth on speed ring) 5) Worn suspension or drive train components 6) Electrical noise coupled onto wheel speed wires OR 1) Wheel speed high and low inputs shorted together (passive sensor) 2) Internal sensor fault	2) The other three wheel speeds are 3) The difference between any of the other three wheel speeds is This code sets in conjunction with another wheel speed 0 code if the following conditions exist for 1) The left front and another wheel speed = 2) The remaining two wheel speeds are 3) The difference between the remaining two wheel speeds is	> 8 kph < 11 kph 20000 ms 0 kph > 16 kph < 11 kph	None OR Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode Secondary Parameters: 1) ABS is inactive 2) The brake pedal is not depressed 3) No wheel speed sensor circuit malfunctions are present 4) At least two wheel speeds are not 0 kph Exceptions: None			
Left Rear Wheel Speed Sensor Circuit Range/ Performance	C1227	This DTC represents a left front wheel speed sensor circuit malfunction that me be causes due to:	A fault is present if the left front wheel speed signal indicates an increase in wheel speed that exceeds	16 kph between 10ms samples	Secondary Parameters: 1) The brake pedal is not depressed 2) A left front wheel speed sensor circuit malfunction is not present	Vehicle Power Mode Condition: Ignition is > 8 volts	Continuous / Latched for ignition cycle	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		1) Brake switch always off or open	This code is set when the change occurs 4 times and the time between occurrences is	less than 1000	Vehicles prone to powerhop have the following additional secondary parameters.			
		2) External or internal wheel speed circuit intermittent open	OR This code sets by itself when the following		3) Vehicle speed > 45 kph. or 4) Engine_RPM < 1700	ECU Operational Mode Condition:		
		3) Intermittent wheel speed high and low inputs shorted together (passive sensors)	conditions exist for	2500 ms	or 5) Both rear wheels are not performing traction control while traction control is available.	Normal Mode DVT Mode		
		4) Internal integral bearing malfunction (i.e. damaged tooth on speed ring)	1) The left front wheel speed = 2) The other three wheel speeds are	0 kph > 8 kph	Exceptions: None			
		5) Worn suspension or drive train components	3) The difference between any of the other three wheel speeds is	< 11 kph	OR Vehicle Power Mode Condition:			
		6) Electrical noise coupled onto wheel speed wires	This code sets in conjunction with another wheel speed 0 code if the following conditions exist for	20000 ms	Ignition is > 8 volts			
		OR 1) Wheel speed high and low inputs shorted together (passive sensor) 2) Internal sensor fault	1) The left front and another wheel speed = 2) The remaining two wheel speeds are	0 kph > 16 kph	ECU Operational Mode Condition: Normal Mode DVT Mode Secondary Parameters: 1) ABS is inactive 2) The brake pedal is not depressed			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			3) The difference between the remaining two wheel speeds is	< 11 kph	3) No wheel speed sensor circuit malfunctions are present 4) At least two wheel speeds are not 0 kph Exceptions: None			
Right Rear Wheel Speed Sensor Circuit Range/ Performance	C1228	This DTC represents a left front wheel speed sensor circuit malfunction that me be causes due to: 1) Brake switch always off or open 2) External or internal wheel speed circuit intermittent open 3) Intermittent wheel speed high and low inputs shorted together (passive sensors) 4) Internal integral bearing malfunction (i.e. damaged tooth on speed ring) 5) Worn suspension or drive train components	A fault is present if the left front wheel speed signal indicates an increase in wheel speed that exceeds This code is set when the change occurs 4 times and the time between occurrences is OR This code sets by itself when the following conditions exist for 1) The left front wheel speed = 2) The other three wheel speeds are 3) The difference between any of the other three wheel speeds is	16 kph between 10ms samples less than 1000 2500 ms 0 kph > 8 kph < 11 kph	Secondary Parameters: 1) The brake pedal is not depressed 2) A left front wheel speed sensor circuit malfunction is not present Vehicles prone to powerhop have the following additional secondary parameters. 3) Vehicle speed > 45 kph. or 4) Engine_RPM < 1700 or 5) Both rear wheels are not performing traction control while traction control is available. Exceptions: None OR Vehicle Power Mode Condition:	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		6) Electrical noise coupled onto wheel speed wires OR 1) Wheel speed high and low inputs shorted together (passive sensor) 2) Internal sensor fault	This code sets in conjunction with another wheel speed 0 code if the following conditions exist for 1) The left front and another wheel speed = 2) The remaining two wheel speeds are 3) The difference between the remaining two wheel speeds is	20000 ms 0 kph > 16 kph < 11 kph	Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode Secondary Parameters: 1) ABS is inactive 2) The brake pedal is not depressed 3) No wheel speed sensor circuit malfunctions are present 4) At least two wheel speeds are not 0 kph Exceptions: None			
Controller								
EBCM Controller RAM Error	C1255	This DTC indicates an EBCM RAM Error	The controller substitutes two bytes at a time with a $5555 and $AAAA value and then replaces with the original value. Each time the RAM is written to, the RAM contents are checked to insure it contains the written value. A fault exists if the value read from any RAM cell does not match the value that was written to		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	Two Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			it.					
EBCM Controller ROM Error	C1256	This DTC indicates an EBCM ROM Error	A fault exists if the checksum calculated by the controller does not match the predetermined two byte checksum.		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	Two Trips
EBCM Hardware Fault	C1FFF	MCU Manufacturing Data Area Checksum Fault OR	This fault is set if the checksum calculated by the controller for the Customer Data Area EEPROM block does not match the block's predetermined checksum.		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Run one during controller initialization	Two Trips
		MCU Calibration Data Area Checksum Fault OR	This fault is set if the checksum calculated by the controller for the Calibration Data Area block does not match the block's predetermined checksum.		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	
		MCU EEPROM Dynamic High Write Checksum Fault	This fault is set if the checksum calculated by the controller for the High Frequency Write		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8	Run one during controller initialization	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
		OR	Data Area EEPROM block does not match the block's predetermined checksum.			volts ECU Operational Mode Condition: Normal Mode DVT Mode		
		MCU EEPROM Dynamic Low Write Checksum Fault OR	This fault is set if the checksum calculated by the controller for the Low Frequency Write Data Area EEPROM block does not match the block's predetermined checksum.		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Run one during controller initialization	
		MCU EEPROM Customer Data Checksum Fault OR	This fault is set if the checksum calculated by the controller for the Customer Data Area EEPROM block does not match the block's predetermined checksum.		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Run one during controller initialization	
		MCU CPU Failsafe Fault OR	1) COP Service Test Upon initial power-up a COP shall be forced and the controller shall verify that a non Power Up Reset condition occurs during the COP invoked initialization process and prior to completion of initialization. At the completion of initialization if it was determined that a non POR reset condition had not occurred, then this test will fail. 2) Initialization Vector Test This test shall be conducted to verify that forced good test patterns introduced		Secondary Parameters The FLTLK bit is NOT set in the EDCTST register. Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8	Run one during controller initialization	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			into the processor do not result in a dual processor hardware fault. The CFLT bit and all seven EDC fault bits in the EDCFLT register, the STKFLT and STKERR bits within the EDCTST register shall be read and verified to be low. Additionally the FLT* bit in the EDCPORT register shall be read and verified to be high. If any of the bits are not correct, then this test shall fail and the remaining dual processor tests shall			volts ECU Operational Mode Condition: Normal Mode DVT Mode		
		RAM Stack Overflow OR	The last used byte of RAM shall contain a pre-determined value of 0xA5A5. Upon initialization, and once every 10 ms loop, this location and value shall be verified. If the value has changed unexpectedly this fault will set.		Secondary Parameters The FLTLK bit is NOT set in the EDCTST register. Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	
		MCU Wheel Speed H/W Fault OR	An output of the MCU is scaled to the frequency defined by the calibration 500 µs with a 50% duty cycle. This signal tests each of the 4 wheel speeds. The test for each channel runs to allow for 15 pulse accumulator edge counts (both rising and falling edges are captured) or a maximum of 8 times. If 1 ms elapses (with reference to the assertion of the test		Secondary Parameters None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Run one during controller initialization	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			signal) and 0 edges are received by a wheel speed input, the fault is set, otherwise the period is verified to equal 500 µs plus or minus 52 µs. If the captured signal does NOT verify correctly then the fault is set.					
		MCU Clock Fault OR	The SCG PLL Loss Of Lock bit (LOCKIF) and Loss of Clock (LOCIF) flags shall be monitored. If either of these flags are set this fault will be set. The RDX 20 KHz TIMP7 input capture shall be read and verified. Initially the period shall be sampled and verified to be between 41 and 63 us. The input shall be continually monitored and compared to the original measured value and shall not deviate beyond 6.25%. If it does not verify correctly, this fault will set.		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	
		MCU CPU Fault OR	the EDCFLT register, then this test will fail. Upon an XIRQ interrupt (i.e. the CFLT bit is set in the EDCFLT register) the following 13 byte secondary CPU register content information shall be stored to EEPROM - A (1byte), B (1 byte), X (2 bytes), and Y (2 bytes) registers, Program		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			Counter (PC) (2 bytes); Stack Pointer (SP) (2 bytes), Condition Code (CC) (1 byte), EDCFLT fault register (1 byte), and the STKFLT and STKERR contents from the EDCTST register (1 byte). An immediate COP reset shall then be initiated.					
		MCU A/D H/W Fault (Initialization) OR	Each of the two ATD modules shall select the VRH, VRL, and (VRH + VRL)/2 special channels to verify the expected digital result codes of $3FF, $000, and $200 plus or minus 3 counts each respectively. If the counts do NOT verify, then this fault will set.		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Initialization	
		MCU A/D H/W Fault OR	Each time the Sensor_Supply_1_Output_Cmd changes from ON to OFF or OFF to ON and after a delay of 10ms, the VREF inputs at ATD0P3 and ATD1P3 shall be read with no greater than 100 us delay between reads		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode	Continuous / Latched for ignition cycle	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			and compared. If the inputs are not within 30 counts of each other, then this fault will set			DVT Mode		
		MCU COP Fault OR	This fault is set after the microprocessor has gone through a reset due to a COP timer time out.		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	Continuous / Latched for ignition cycle	
		MCU EEPROM Dynamic High Write Fault OR	The RAM image for the dynamic high data block that was written to EE memory shall be compared to the written EE memory to verify a valid write cycle. If the comparison fails, the write and verification process shall be repeated. If the verification process shows an error after the		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	After a Dynamic High Data NVM Write	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum
			retry, then this fault will set.					
		MCU EEPROM Dynamic Low Write Fault OR	The RAM image for the dynamic low data block that was written to EE memory shall be compared to the written EE memory to verify a valid write cycle. If the comparison fails, the write and verification process shall be repeated. If the verification process shows an error after the retry, then this fault will set.		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	After a Dynamic Low Data NVM Write	
		MCU EEPROM Customer Data Write Fault OR	The RAM image for the customer data block that was written to EE memory shall be compared to the written EE memory to verify a valid write cycle. If the comparison fails, the write and verification process shall be repeated. If the verification process shows an error after the retry, then this fault will set.		Secondary Paramaters: None Exceptions: None	Vehicle Power Mode Condition: Ignition is > 8 volts ECU Operational Mode Condition: Normal Mode DVT Mode	After a Customer NVM data write has	

08 GRP08a BAS Hybrid EBCM

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Req'd	MIL Illum