16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Heater Coolant Pump Control Circuit Open	B269A	Diagnoses the Heater Coolant Pump low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit)	Open Circuit: ≥ 200 K Ω impedance between signal and controller ground.	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Open Circuit Test	 = True = True = True ========== not Indeterminate	5 failures out of 10 samples 1 sec/ sample Continuous	Type B, 2 Trips Note: In certian controllers B269C may also set

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Heater Coolant Pump Control Circuit Low	B269C	Diagnoses the Heater Coolant Pump low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Ground Short Circuit Test	= True = True = True ========== not Indeterminate	5 failures out of 10 samples 1 sec/ sample Continuous	Type B, 2 Trips Note: In certian controllers B269A may also set

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Heater Coolant Pump Control Circuit High	B269D	Diagnoses the Heater Coolant Pump low side driver circuit for circuit faults.	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power.	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Power Short Circuit Test	= True = True = True ========== not Indeterminate	5 failures out of 10 samples 1 sec/ sample Continuous	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit Open – Bank 1	P0010	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that voltage is high during driver off state (indicates short to power or open circuit)	Short to power: ≤ 0.5 Ω impedance between signal and controller power Open Circuit: ≥ 200 K Ω impedance between signal and controller ground	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft System Performance – Bank 1	P0011	Detects a VVT system error by comparing the desired and actual cam positions when VVT is activated	Camshaft position error [absolute value of (desired position - actual position)] is compared to thresholds to determine if excessive	(Intake cam Bank 1) Cam Position Error > (**P0011_CamPosErrorLimIc1**) deg	**Intake Cam Phsr Enable** System Voltage Engine Running Power Take Off (PTO) active Desired cam position Desired AND Measured cam position Desired cam position variation No Active DTCs	= TRUE > 11.00 Volts = TRUE = FALSE > 0 deg > (**P0011_CamPosErrorLimIc1**) deg AND < (**CalculatedPerfMaxIc1**) deg < 3.00 deg for (**P0011_P05CC_StablePositionTimeIc1**) seconds P0010 P2088 P2089	135.00 failures out of 150.00 samples 100 ms /sample	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit Open – Bank 1	P0013	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that voltage is high during driver off state (indicates short to power or open circuit)	Short to power: ≤ 0.5 Ω impedance between signal and controller power Open Circuit: ≤ 200 K Ω impedance between signal and controller ground	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft System Performance – Bank 1	P0014	Detects a VVT system error by comparing the desired and actual cam positions when VVT is activated	Camshaft position error [absolute value of (desired position - actual position)] is compared to thresholds to determine if excessive	(Exhaust cam Bank 1) Cam Position Error > (**P0014_CamPosErrorLimEc1**) deg	**Exhaust Cam Phsr Enable** System Voltage Engine Running Power Take Off (PTO) active Desired cam position Desired AND Measured cam position Desired cam position variation No Active DTCs	= TRUE > 11.00 Volts = TRUE = FALSE > 0 deg > (**P0014_CamPosErrorLimEc1**) deg AND < (**CalculatedPerfMaxEc1**) deg < 3.00 deg for (**P0014_P05CE_StablePositionTimeEc1**) seconds P0013 P2090 P2091	135.00 failures out of 150.00 samples 100 ms /sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP)- Camshaft Position (CMP) Correlation Bank 1 Sensor A	P0016	Detects cam to crank misalignment by monitoring if cam sensor pulse for bank 1 sensor A occurs during the incorrect crank position	4 cam sensor pulses more than -7.9 crank degrees before or 12.1 crank degrees after nominal position in one cam revolution.		Crankshaft and camshaft position signals are synchronized Engine is Spinning Cam phaser is in "parked" position No Active DTCs: Time since last execution of diagnostic	 CrankSensor_FA P0340, P0341 < 1.0 seconds	2 failures out of 3 tests. A failed test is 4 failures out of 5 samples. There is a delay after the first failed test to allow the camshaft position to return to the park position. This time is defined by the table **P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold** . One sample per cam rotation	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP)-Camshaft Position (CMP) Correlation Bank 1 Sensor B	P0017	Detects cam to crank misalignment by monitoring if cam sensor pulse for bank 1 sensor B occurs during the incorrect crank position	4 cam sensor pulses more than -7.9 crank degrees before or 12.1 crank degrees after nominal position in one cam revolution.		Crankshaft and camshaft position signals are synchronized Engine is Spinning Cam phaser is in "parked" position No Active DTCs: Time since last execution of diagnostic	 CrankSensor_FA P0365, P0366 < 1.0 seconds	2 failures out of 3 tests. A failed test is 4 failures out of 5 samples. There is a delay after the first failed test to allow the camshaft position to return to the park position. This time is defined by the table **P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold** . One sample per cam rotation	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank 1 Sensor 1	P0030	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit)	Open Circuit: >= 200 K ohms impedance between signal and controller ground.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0031 may also set

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank1 Sensor1	P0031	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short-to-ground).	Short to ground: <= 0.5 ohms impedance between signal and controller ground.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0030 may also set

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank1 Sensor1	P0032	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage high during driver on state (indicates short to power).	Short to power: <= 0.5 ohms impedance between signal and controller power.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve Control Circuit	P0033	Detect Turbocharger Bypass Valve - Open Circuit	ECM detects that commanded and actual states of output driver do not match because the output is open circuit	Open circuit: ≥ 200 K Ω impedence between signal and controller ground	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	20 failures out of 100 samples 100ms / sample	Type A, 1 Trips Note: In certain controllers P0034 may also set (Turbo/ Super Charger Bypass Valve Control Circuit Low)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve Control Circuit Low	P0034	Detect Turbocharger Bypass Valve - Shorted to Ground	ECM detects that commanded and actual states of output driver do not match because the output is shorted to ground	Short to ground: ≤ 0.5 Ω impedence between signal and controller ground	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	20 failures out of 100 samples 100ms / sample	Type A, 1 Trips Note: In certain controllers P0033 may also set (Turbo/ Super Charger Bypass Valve Control Circuit)

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve Control Circuit High	P0035	Detect Turbocharger Bypass Valve - Shorted to Power	ECM detects that commanded and actual states of output driver do not match because the output is shorted to power	Short to power: ≤ 0.5 Ω impedence between signal and controller power	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	20 failures out of 100 samples 100ms / sample	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank 1 Sensor 2	P0036	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit).	Open Circuit: >= 200 K ohms impedance between signal and controller ground.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0037 may also set

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank1 Sensor2	P0037	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short-to-ground).	Short to ground: <= 0.5 ohms impedance between signal and controller ground.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0036 may also set

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank1 Sensor2	P0038	Diagnoses the Heater Output low side driver circuit for circuit faults.	Voltage high during driver on state (indicates short to power).	Short to power: <= 0.5 ohms impedance between signal and controller power.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
HO2S Heater Resistance Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0054	Detects an oxygen sensor heater having an incorrect or out of range resistance value.	Heater Resistance outside of the expected range of	3.8 < ohms < 10.5	No Active DTC's Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time	ECT_Sensor_FA P262B IAT_SensorFA < 8.0 ºC > 28,800 seconds -30.0 < ºC < 255.0 < 32.0 volts < 0.15 seconds	Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
MAP / MAF / Throttle Position Correlation	P0068	Detect when MAP and MAF do not match estimated engine airflow as established by the TPS	Difference between MAP and estimated MAP exceeds threshold (kPa), or P0651 (5 Volt Ref), or P0107 (MAP circuit low), or P0108 (MAP circuit high) have failed this key cycle, then MAP portion of diagnostic fails Absolute difference between MAF and estimated MAF exceed threshold (grams/sec), or P0102 (MAF circuit low), or P0103 (MAF circuit hi) have failed this key cycle, or maximum MAF versus RPM (Table) is greater than or equal to maximum MAF versus battery voltage, then MAF portion of diagnostic fails	Table, f(TPS). See supporting tables: **P0068_Delta MAP Threshold f(TPS)** Table, f(TPS). See supporting tables: **P0068_Delta MAF Threshold f(TPS)** Table, f(RPM). See supporting tables: **P0068_Maximum MAF f(RPM)** Table, f(Volts). See supporting tables: **P0068_Maximum MAF f(Volts)**	Engine Speed	> 800 RPM Run/Crank voltage > 6.41	Continuously fail MAP and MAF portions of diagnostic for 0.1875 s Continuous in MAIN processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit Performance (OAT wired to ECM)	P0071	Detects an OAT sensor that has stuck in range by comparing to IAT when conditions are appropriate	OAT-to-IAT engine off equilibrium counter (see below for description of this counter) If IAT >= OAT: IAT - OAT If IAT < OAT: OAT - IAT The "OAT-to-IAT engine off equilibrium counter" is a counter that is incremented or decremented based on vehicle speed when the engine is off. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. The value that is added or subtracted to the counter every 100 msec is contained in table **P0071: OAT Performance Drive Equilibrium Engine Off**	>= 300.0 counts > 15.0 deg C > 15.0 deg C	Time between current ignition cycle and the last time the engine was running Engine is not running Vehicle Speed Coolant Temperature - IAT IAT - Coolant Temperature No Active DTCs:	>= 28,800.0 seconds >= 12.4 MPH < 15.0 deg C < 15.0 deg C VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_DefaultDetected MAF_SensorFA EngineModeNotRunTimerError	Executed every 100 msec	Type B, 2 Trips
			OAT-to-IAT engine running equilibrium counter (see below for description of this counter) If IAT >= OAT: IAT - OAT If IAT < OAT:	>= 300.0 counts > 15.0 deg C	Engine is running Vehicle Speed Engine air flow No Active DTCs:	 >= 12.4 MPH >= 10.0 grams/second VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_DefaultDetected MAF_SensorFA	Executed every 100 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OAT - IAT The "OAT-to-IAT engine running equilibrium counter" is a counter that is incremented or decremented based on vehicle speed and engine air flow when the engine is running. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. The value that is added or subtracted to the counter every 100 msec is contained in table **P0071: OAT Performance Drive Equilibrium Engine Running**	> 15.0 deg C		EngineModeNotRunTimerError		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit Low	P0072	Detects a continuous short to ground in the OAT signal circuit or the OAT sensor	Raw OAT Input	<= 52 Ohms (~150 deg C)	Continuous		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit High	P0073	Detects a continuous open circuit in the OAT signal circuit or the OAT sensor	Raw OAT Input	>= 403,672 Ohms (~-60 deg C)	Continuous		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Intermittent In-Range	P0074	Detects a noisy or erratic OAT signal circuit or OAT sensor	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current OAT reading - OAT reading from 100 milliseconds previous)	> 100 deg C 10 consecutive OAT samples		Continuous	4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module SIDI High Pressure Pump min/ max authority	P0089	This DTC Diagnoses pump control windup to its max or min authority	High Pressure Fuel Pump Delivery Angle High Pressure Fuel Pump Delivery Angle	>= 101 ° Or <= 0 °	 Battery Voltage Low Side Fuel Pressure Engine Run Time Barometric Pressure Inlet Air Temp Fuel Temp Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or Crank Sensor Not FA and	High Pressure Pump Performance Diagnostic Enable >= 11 Volts > 0.275 MPa >= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking >= 70.0 KPA >= -10.0 degC -10 <= Temp degC <= 126	Windup High - 1,000 failures out of 1,250 samples Windup Low - 1,000 failures out of 1,250 Samples 4 samples per engine rotaion	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true andManufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Control Solenoid Enable Low Side Open Circuit	P0090	The DTC Diagnoses the High Pressure Pump Control Solenoid Enable Low Side Circuit for circuit faults.	Voltage low during driver off state indicates open circuit	Open Circuit: ≥ 200 KΩ impedance between signal and controller ground	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Control Solenoid Enable Low Side Short to Ground	P0091	The DTC Diagnoses the High Pressure Pump Control Solenoid Enable Low Side Circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground	Short to ground: ≤ 0.1 Amps between signal and controller ground	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Cntrl Solenoid Enable Low Side Short to Power	P0092	The DTC Diagnoses the High Pressure Pump Control Solenoid Enable Low Side Circuit for circuit faults.	Voltage high during driver off state indicates short to power	Short to power: ≤ 1.1 or 15 Amps selectable thershold based on High pressure Pump .	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 2 Circuit Performance (applications with humidity sensor and manifold temperature sensor)	P0096	Detects an IAT2 sensor that has stuck in range by comparing to IAT and IAT3 at startup	ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	> 30 deg C <= 25 deg C > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			Power Up IAT is between Power Up IAT2 and Power Up IAT3 AND ABS(Power Up IAT2 - Power Up IAT3) AND ABS(Power Up IAT - Power Up IAT2) > ABS(Power Up IAT - Power Up IAT3)	 > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	
			Power Up IAT3 is between Power Up IAT and Power Up IAT2 AND ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT3 -	 > 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Power Up IAT2) > ABS(Power Up IAT3 - Power Up IAT)			HumTempSnsrCktFA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 2 Low (applications with humidity)	P0097	Detects a continuous short to ground or open in the IAT 2 signal circuit	Raw IAT 2 Input	< 13 Hertz (~-60 deg C)	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 2 High (applications with humidity)	P0098	Detects a continuous high frequency in the IAT 2 signal circuit	Raw IAT 2 Input	> 390 Hertz (~150 deg C)	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 2 Intermittent In-Range	P0099	Detects a noisy or erratic IAT 2 signal circuit or IAT 2 sensor	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT 2 reading - IAT 2 reading from 100 milliseconds previous)	> 100.00 deg C 10 consecutive IAT 2 samples	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Start Diagnostic	P00C6	The DTC Diagnoses the high side fuel pressure during engine cranking.	The ECM detects that the fuel pressure is not rising or has fallen beyond acceptable limits during engine cranking Pressure Rise Test: High Side Fuel Pressure Pressure Fall Test: High Side Fuel Rail Pressure	< **P00C6 - KtFHPC_p_HighPressStart** (see Supporting Table) <= **P00C6 - KtFHPD_p_HPS_PressFallLoThrsh** (see Supporting Table)	Low side feed fuel pressure Engine Run Time Run/Crank Voltage Engine Coolant For each engine start, only 1 diagnostic is performed. The pressure rise test will run if HIgh side fuel pressure is less than KtFHPC_p_HighPressStart, otherwise, the pressure fall diagnostic will run The pressure fall runs when the engine is cranking.	High Pressure Fall Diagnostic during Start Disabled High Pressure Rise Diagnostic during Start Enabled >= 0 KPA < = 0 sec > 8 Volts -100 <= °C <= 126 All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT, IAT2 and ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not	Pressure Rise Test: Time >= **P00C6 - KtFHPC_t_HighPressStartTmout** (see Supporting Table) 6.25 ms per sample Pressure Fall Test: Injected cylinder events >= **P00C6 - KtFHPD_Cnt_HPS_PressFallLoThrsh** (see Supporting Table) 4 samples per engine rotation	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active		
					Barometric Pressure Inlet Air Temp	>= 70.0 KPA >= -10.0 DegC		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Pressure Measurement System - Multiple Sensor Correlation (single turbo)	P00C7	Detects an inconsistency between pressure sensors in the induction system in which a particular sensor cannot be identified as the failed sensor	ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold	> 10.0 kPa <= 10.0 kPa <= 10.0 kPa <= 10.0 kPa > 10.0 kPa <= 10.0 kPa <= 10.0 kPa <= 10.0 kPa > 10.0 kPa > 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating Manifold Pressure Manifold Pressure Baro Pressure Baro Pressure Turbocharger Boost Pressure Turbocharger Boost Pressure No Active DTCs: No Pending DTCs:	> 10.0 seconds >= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa EngineModeNotRunTimer Error MAP_SensorFA AAP_SnsrFA AAP2_SnsrFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	> 10.0 kPa > 10.0 kPa				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Press Regulator Solenoid Supply Voltage Control High Side Circuit Open	P00C8	The DTC Diagnoses the Fuel Press Regulator Solenoid Supply Voltage Control Circuit for circuit faults.	Voltage High during driver off state indicates open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Press Regulator Solenoid Supply Voltage Control High Side Circuit Short to ground	P00C9	The DTC Diagnoses the Fuel Press Regulator Solenoid Supply Voltage Control Circuit for circuit faults.	Voltage low during driver on state indicates short to ground	Short to ground: ≤ 1.1 or 15 Amps selectable thershold based on High pressure Pump.	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Press Regulator Solenoid Supply Voltage Control High Side Circuit Short to power	P00CA	The DTC Diagnoses the Fuel Press Regulator Solenoid Supply Voltage Control Circuit for circuit faults.	Voltage high during driver off state indicates short to power	Short to Power: ≤ 0.1 Amps between signal and controller power	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 3 Circuit Performance (applications with humidity sensor and manifold temperature sensor)	P00E9	Detects an IAT3 sensor that has stuck in range by comparing to IAT and IAT2 at startup	ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	<= 30 deg C > 25 deg C > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			Power Up IAT is between Power Up IAT2 and Power Up IAT3 AND ABS(Power Up IAT2 - Power Up IAT3) AND ABS(Power Up IAT - Power Up IAT3) > ABS(Power Up IAT - Power Up IAT2)	 > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	
			Power Up IAT2 is between Power Up IAT and Power Up IAT3 AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 -	 > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Power Up IAT3) > ABS(Power Up IAT2 - Power Up IAT)			HumTempSnsrCktFA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 3 Low (applications with manifold temperature and humidity)	P00EA	Detects a continuous short to ground in the IAT 3 signal circuit or the IAT 3 sensor	Raw IAT 3 Input	< 57 Ohms (~150 deg C)	Engine Run Time	> 0.00 seconds	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 3 High (applications with manifold temperature and humidity)	P00EB	Detects a continuous open circuit in the IAT 3 signal circuit or the IAT 3 sensor	Raw IAT 3 Input	> 162,529 Ohms (~-60 deg C)	Engine Run Time	> 0.00 seconds	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 3 Intermittent In-Range	P00EC	Detects a noisy or erratic IAT 3 signal circuit or IAT 3 sensor	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT 3 reading - IAT 3 reading from 100 milliseconds previous)	> 80.00 deg C 10 consecutive IAT 3 samples	Continuous		4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit Low	P00F4	Detects a continuous short to power in the Humidity Sensor circuit	Humidity Duty Cycle	<= 5.0 %	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit High	P00F5	Detects a continuous open or short to low in the Humidity Sensor circuit	Humidity Duty Cycle	>= 95.0 %	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit Intermittent	P00F6	Detects a noisy or erratic humidity sensor input	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current Humidity reading - Humidity reading from 100 milliseconds previous)	> 80 % 10 consecutive Humidity samples	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow System Performance (single turbo)	P0101	Determines if the MAF sensor is stuck within the normal operating range	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND	> 20.0 grams/sec > 30.0 kPa > 30.0 kPa > 30.0 kPa > 30.0 kPa > 300 kPa*(g/s)	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,000 RPM > -7 Deg C < 130 Deg C > -20 Deg C < 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Measured TIAP - measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow -	> 30.0 kPa > 30.0 kPa > 1.0 seconds > 1.0 seconds > a threshold in gm/sec as a function of engine speed. See table	No Active DTCs: No Pending DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow				
			AND Manifold Pressure	> a threshold in kPa as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP**				
			AND Filtered Mass Air Flow - Mass Air Flow	< 3.0 gm/sec				
			Low Engine Air Flow is TRUE when Mass Air Flow	< a threshold in gm/sec as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow**				
			AND Manifold Pressure	< a threshold in kPa as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP**				
			AND Mass Air Flow - Filtered Mass Air Flow	< 2.0 gm/sec				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow Sensor Circuit Low Frequency	P0102	Detects a continuous short to low or a open in either the signal circuit or the MAF sensor	MAF Output	<= 750 Hertz (~ 0.34 gm/sec)	Engine Run Time Engine Speed Ignition Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 11.0 Volts >= 1.0 seconds	200 failures out of 250 samples 1 sample every cylinder firing event	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow Sensor Circuit High Frequency	P0103	Detects a high frequency output from the MAF sensor	MAF Output	>= 13,350 Hertz (~ 489.9 gm/sec)	Engine Run Time Engine Speed Ignition Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 11.0 Volts >= 1.0 seconds	200 failures out of 250 samples 1 sample every cylinder firing event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Performance (single turbo)	P0106	Determines if the MAP sensor is stuck within the normal operating range	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP -	> 20.0 grams/sec > 30.0 kPa > 30.0 kPa > 30.0 kPa > 30.0 kPa > 300 kPa*(g/s)	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables. -	>= 400 RPM <= 6,000 RPM > -7 Deg C < 130 Deg C > -20 Deg C < 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow -	> 30.0 kPa > 30.0 kPa > 1.0 seconds > 1.0 seconds > a threshold in gm/sec as a function of engine speed See table	No Active DTCs: No Pending DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow				
			AND Manifold Pressure	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP**				
			AND Filtered Mass Air Flow - Mass Air Flow	< 3.0 gm/sec				
			Low Engine Air Flow is TRUE when Mass Air Flow	< a threshold in gm/sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow**				
			AND Manifold Pressure	< a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP**				
			AND Mass Air Flow - Filtered Mass Air Flow	< 2.0 gm/sec				
			Manifold Pressure OR Manifold Pressure	< 50.0 kPa > 115.0 kPa	Time between current ignition cycle and the last time the engine was		4 failures out of 5 samples	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	 > 10.0 kPa > 10.0 kPa <= 10.0 kPa	running Engine is not rotating No Active DTCs: No Pending DTCs:	> 10.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP	1 sample every 12.5 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit Low (Gen III)	P0107	Detects a continuous short to low in either the signal circuit or the MAP sensor.	MAP Voltage	< 9.0 % of 5 Volt Range (This is equal to 0.45 Volts or 5.8 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit High (Gen III)	P0108	Detects an open sensor ground, continuous short to high, or open in either the signal circuit or the MAP sensor.	MAP Voltage	> 78.0 % of 5 Volt Range (This is equal to 3.90 Volts, or 299.0 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit Performance (applications with humidity sensor and manifold temperature sensor)	P0111	Detects an IAT sensor that has stuck in range by comparing to IAT2 and IAT3 at startup	ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	> 30 deg C > 25 deg C <= 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			Power Up IAT2 is between Power Up IAT and Power Up IAT3 AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT) > ABS(Power Up IAT2 - Power Up IAT3)	 > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	
			Power Up IAT3 is between Power Up IAT and Power Up IAT2 AND ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT3 -	 > 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Power Up IAT) > ABS(Power Up IAT3 - Power Up IAT2)			HumTempSnsrCktFA		

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit Low	P0112	Detects a continuous short to ground in the IAT signal circuit or the IAT sensor	Raw IAT Input	< 58 Ohms (~150 deg C)	Engine Run Time	> 0.00 seconds	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit High	P0113	Detects a continuous open circuit in the IAT signal circuit or the IAT sensor	Raw IAT Input	> 142,438 Ohms (~-60 deg C)	Engine Run Time	> 0.00 seconds	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Intermittent In-Range	P0114	Detects a noisy or erratic IAT signal circuit or IAT sensor	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT reading - IAT reading from 100 milliseconds previous)	> 80.00 deg C 10 consecutive IAT samples	Continuous		4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature (ECT) Sensor Performance	P0116	This DTC detects ECT temp sensor stuck in mid range.	A failure will be reported if any of the following occur: 1) ECT at power up > IAT at power up by an IAT based table lookup value after a minimum 25,200 second soak (fast fail). 2) ECT at power up > IAT at power up by 15.8 C after a minimum 25,200 second soak and a block heater has not been detected. 3) ECT at power up > IAT at power up by 15.8 C after a minimum 25,200 seconds soak and the time spent cranking the engine without starting is greater than 10.0 seconds with the LowFuelConditionDiag	See **P0116_Fail if power up ECT exceeds IAT by these values** in the Supporting tables section = False	No Active DTC's Non-volatile memory initization Test complete this trip Test aborted this trip IAT LowFuelCondition Diag ========== Block Heater detection is enabled when either of the following occurs: 1) ECT at power up > IAT at power up by 2) Cranking time ========== Block Heater is detected and diagnostic is aborted when 1) or 2) occurs: 1a) Vehicle drive time 1b) Vehicle speed 1c) Additional Vehicle drive time is provided to 1a when Vehicle speed is below 1b as follows:	VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_Ckt_FA IgnitionOffTimeValid TimeSinceEngineRunning Valid = Not occurred = False = False ≥ -7 ºC = False ========== > 15.8 ºC < 10.0 seconds ========== > 400 seconds with > 14.9 MPH 0.50 times the seconds with vehicle speed below 1b	1 failure 500 msec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					1d) IAT drops from power up IAT 2a) ECT drops from power up ECT 2b) Engine run time ========== Diagnostic is aborted when 3) or 4) occurs: 3) Engine run time with vehicle speed below 1b 4) Minimum IAT during test	≥ 5.3 ºC ≥ 1 ºC Within ≤ 60 seconds ========== > 1800 seconds ≤ -7 ºC		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temp Sensor Circuit Low	P0117	Circuit Continuity This DTC detects a short to ground in the ECT signal circuit or the ECT sensor.	ECT Resistance (@ 150ºC)	< 42 Ohms			5 failures out of 6 samples 1 sec/ sample Continuous	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temp Sensor Circuit High	P0118	Circuit Continuity This DTC detects a short to high or open in the ECT signal circuit or the ECT sensor.	ECT Resistance (@ -60ºC)	> 320,000 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -7.0 °C	5 failures out of 6 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature (ECT) Sensor Circuit Intermittent	P0119	Circuit Continuity This DTC detects large step changes in the ECT signal circuit or the ECT sensor. Allowable high and low limits are calculated for the next sample based on the previous sample.	ECT temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. The calculated high and low limits for the next reading use the following calibrations: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last ECT reading was 90 Deg C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 Deg C and the high limit was calibrated to 200 Deg C the caluculated limits are 101 Deg C and 73 Deg C. The next reading (after the 90 Deg C reading) must be between 73 Deg C and 101 Deg C to be valid.	 10.0 seconds -80.0 Deg C 200.0 Deg C	No Active DTC's	ECT_Sensor_Ckt_FP	3 failures out of 4 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position Sensor Performance (single turbo)	P0121	Determines if the Throttle Position Sensor input is stuck within the normal operating range	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP -	 > 20.0 grams/sec > 30.0 kPa > 30.0 kPa > 30.0 kPa > 30.0 kPa > 300 kPa*(g/s)	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,000 RPM > -7 Deg C < 130 Deg C > -20 Deg C < 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow AND	> 30.0 kPa > 30.0 kPa > 1.0 seconds > 1.0 seconds > a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow**	No Active DTCs: No Pending DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Manifold Pressure	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP**				
			AND Filtered Mass Air Flow - Mass Air Flow	< 3.0 gm/sec				
			Low Engine Air Flow is TRUE when Mass Air Flow	< a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow**				
			AND Manifold Pressure	< a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP**				
			AND Mass Air Flow - Filtered Mass Air Flow	< 2.0 gm/sec				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS1 Circuit Low	P0122	Detects a continuous or intermittent short or open in TPS1 circuit	TPS1 Voltage <	0.3250		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS1 Circuit High	P0123	Detects a continuous or intermittent short or open in TPS1 circuit	TPS1 Voltage >	4.750		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Below Stat Regulating Temperature) (energy based "Deluxe" method	P0128	This DTC detects if the engine coolant temperature rises too slowly due to an ECT or Cooling system fault	Energy is accumulated after the first conbustion event using Range #1 or #2 below: Thermostat type is divided into normal (non-heated) and electrically heated. For this application the "type" cal (KeTHMG_b_TMS_ElecThstEquipped) = 0 If the type cal is equal to one, the application has an electrically heated t-stat, if equal to zero the the application has an non heated t-stat. See appropiate section below. ********** Type cal above = 1 (Electrically heated t-stat) == == == == Range #1 (Primary) ECT reaches Commanded temperature minus 19 °C when Ambient min is ≤ 52 °C and > 10 °C. Note: Warm up target for range #1 will be at least 70 °C == == == == Range #2 (Alternate) ECT reaches Commanded temperature minus 50 °C when Ambient min is ≤ 10 °C and > -7 °C. Note: Warm up target for range #2 will be at least	See the two tables named: **P0128_Maximum Accumulated Energy for Start-up ECT conditions - Primary** and **P0128_Maximum Accumulated Energy for Start-up ECT conditions - Alternate** in the Supporting tables section. This diagnostic models the net energy into and out of the cooling	No Active DTC's Engine not run time (soaking time before current trip) Engine run time Fuel Condition Distance traveled ********** If Engine RPM is continuously greater than for this time period The diagnostic test for this key cycle will abort ********** ********** If T-Stat Heater commanded duty cycle for this time period The diagnostic test for this	ECT_Sensor_Ckt_FA ECT_Sensor_Perf_FA VehicleSpeedSensor_FA OAT_PtEstFiltFA IAT_SensorCircuitFA MAF_SensorFA THMR_AWP_AuxPumpFA THMR_AHV_FA THMR_SWP_Control_FA THMR_SWP_NoFlow_FA THMR_SWP_FlowStuckOn_FA ETQR_IndTorqInaccurate EngineTorqueEstInaccurate ≥ 1,800 seconds 30 ≤ Eng Run Tme ≤ 1,450 seconds Ethanol ≤ 87 % ≥ 0.93 miles ********** 9,999 rpm 5.0 seconds ********** ********** > 20.0 % duty cycle > 5.0 seconds	1 failure to set DTC 1 sec/ sample Once per ignition key cycle	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			55 °C ********** Type cal above = 0 (non - heated t-stat) == == == == Range #1 (Primary) ECT reaches 70 °C when Ambient min is ≤ 52 °C and > 10 °C. == == == == Range #2 (Alternate) ECT reaches 55 °C when Ambient min is ≤ 10 °C and > -7 °C. **********	system during the warm-up process. The five energy terms are: heat from combustion, heat from after-run, heat loss to enviroment, heat loss to cabin and heat loss to DFCO.	key cycle will abort ********** ECT at start run	********** -40 ≤ ECT ≤ 65 °C		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 1 Sensor 1 (For use with WRAF - E80	P0131	This DTC determines if the O2 sensor circuit is shorted to low.	B1S1 WRAF ASIC indicates a ground short on any of the following signals: A) Pump Current - short to ground fail counts are accumulated to determine fault status B) Reference Cell Voltage - short to ground fail counts are accumulated to determine fault status C) Reference Ground - short to ground fail counts are accumulated to determine fault status Note: This ASIC is referred to as C2WRAF (Delphi). Note: This DTC will detect short to ground faults to the Pump current, Ref Cell voltage and Ref Cell ground circuits. Note: A ground short on the Pump Current or Reference Voltage signal may also set a P223C DTC.	 The ASIC provides a fault indication when the pump current pin is between -150 mV and + 175 mV. The ASIC provides a fault indication when the Reference Cell Voltage pin < 225 mV. The ASIC provides a fault indication when during an intrusive event the Reference Cell impedance change is <= 90 ohms. Note: Signal A & B faults must exist for 24 ASIC clock cycles to qualify for a fail flag. The three fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set	B1S1 DTC's Not active this key cycle Measure valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop WRAF Ref cell temperature ********** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **********	P0135, P0030, P0031 or P0032 = Valid = Ready = True > = 628 Deg C = Complete > = 20.0 seconds	Signal A: 128 failures out of 160 samples OR Signal B: 128 failures out of 160 samples OR Signal C: 10 failures out of 12 samples Frequency for Signal A & B: Continuous in 25 msec loop Frequency for Signal C: Tested during an intrusive event performed every 60 seconds. During each event the impedance is measured 3 times once every 12.5 msec.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 1 Sensor 1 (For use with WRAF - E80	P0132	This DTC determines if the O2 sensor circuit is shorted to high.	B1S1 WRAF ASIC indicates a short to power on any of the following WRAF signals: A) Pump Current - short to power fail counts are accumulated to determine fault status. B) Reference Cell Voltage - short to power fail counts are accumulated to determine fault status. C) Reference Ground - short to power fail counts are accumulated to determine fault status. Note: This ASIC is referred to as C2WRAF (Delphi). Note: This DTC will detect a short to power fault to the Pump Current (and Trim circuit), Reference Cell Voltage and Reference Ground circuit.	 The ASIC provides a fault indication when the pump current pin > 2.8 V. The ASIC provides a fault indication when the Reference Cell Voltage pin > 3.3 V. The ASIC provides a fault indication when the Reference Ground pin > 225 mV. Note: The above faults must exist for 21 ASIC clock cycles to qualify for a fail flag. The three fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	B1S1 DTC's Not active this key cycle Measure valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop WRAF Ref cell temperature ********** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **********	P0135, P0030, P0031 or P0032 = Valid = Ready = True > = 628 Deg C = Complete > = 20.0 seconds	Signal A: 128 failures out of 160 samples OR Signal B: 128 failures out of 160 samples OR Signal C: 128 failures out of 160 samples Frequency: Continuous in 25 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Performance Bank 1 Sensor 1	P0135	This DTC determines if the O2 sensor heater is functioning properly by monitoring the current through the heater circuit.	Heater Current outside of the expected range of	0.3 < Amps < 4.0	No Active DTC's System Voltage Heater Warm-up delay O2S Heater device control B1S1 O2S Heater Duty Cycle All of the above met for	ECT_Sensor_FA > 10.0 Volts = Complete = Not active > zero > 120 seconds	8 failures out of 10 samples Frequency: 2 tests per trip 30 seconds delay between tests and 1 second execution rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0137	This DTC determines if the O2 sensor circuit is shorted to low.	Oxygen Sensor Signal	< 50 mvolts	No Active DTC's AIR intrusive test Fuel intrusive test Idle intrusive test EGR intrusive test System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active All Fuel Injectors for active Cylinders Fuel Condition Fuel State	TPS_ThrottleAuthorityDefaulted MAP_SensorFA AIR System FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA = Not active = Not active = Not active = Not active > 10.0 Volts = Not active = Not active = Not active = Not active = False 0.9912 <= ratio <= 1.0400 140 <= mgrams <= 1,000 = Closed Loop = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables). Enabled (On) Ethanol <= 87 % DFCO not active	320 failures out of 400 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All of the above met for	> 5.0 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0138	This DTC determines if the O2 sensor circuit is shorted to high.	Oxygen Sensor Signal	> 1,050 mvolts	No Active DTC's System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum Low Fuel Condition Diag Initial delay after Open Test Criteria met (cold start condition) Initial delay after Open Test Criteria met (not cold start condition) Equivalence Ratio Fuel Control State All of the above met for	TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuelInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA > 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds = False > 175.0 seconds when engine soak time > 28,800 seconds > 175.0 seconds when engine soak time <= 28,800 seconds 0.9912 <= ratio <= 1.0400 not = Power Enrichment > 5.0 seconds	100 failures out of 125 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Slow Response Rich to Lean Bank 1 Sensor 2	P013A	This DTC determines if the post catalyst O2 sensor has Slow Response in a predefined Rich to Lean voltages range during Rich to Lean transition. The diagnostic is an intrusive test which runs in a DFCO mode to achieve the required response.	The EWMA of the Post O2 sensor normalized integral value. The EWMA caluclation uses a 0.28 coefficient. OR The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)	> 8.0 units > 35.4 grams (upper voltage threshold is 450 mvolts and lower voltage threshold is 150 mvolts)	No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition Low Fuel Condition Diag	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013B, P013E, P013F, P2270 or P2271 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. = False	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Post fuel cell Crankshaft Torque DTC's Passed ========== After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).	= Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. < 100.0 Nm P2270 (and P2272 if applicable) P013E (and P014A if applicable) ==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Slow Response Lean to Rich Bank 1 Sensor 2	P013B	This DTC determines if the post catalyst O2 sensor has Slow Response in a predefined Lean to Rich voltages range during Lean to Rich transition. The diagnostic is an intrusive test which increases the delivered A/F ratio to achieve the required rich threshold.	The EWMA of the Post O2 sensor normalized integral value. The EWMA caluclation uses a 0.28 coefficient. OR The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)	> 8.0 units > 88 grams (lower voltage threshold is 350 mvolts and upper voltage threshold is 600 mvolts)	No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition Green Cat System	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013A, P013E, P013F, P2270 or P2271 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Condition	= Not Valid, System is not valid until accumulated airflow is greater than 360,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).		
					Low Fuel Condition Diag Post fuel cell	= False = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info.		
					DTC's Passed	P2270 P013E P013A P2271 P013F		
					========== After above conditions are met: Fuel Enrich mode continued. ========== During this test the following must stay TRUE or the test will abort: 0.96 <= Fuel EQR <= 1.08	==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Rich to Lean Bank 1 Sensor 2	P013E	This DTC determines if the post catalyst O2 sensor has an initial delayed response to an A/F change from Rich to Lean. The diagnostic is an intrusive test which runs in a DFCO mode to achieve the required response.	Post O2 sensor voltage AND The Accumulated mass air flow monitored during the Delayed Response Test under DFCO DFCO begins after: 1) Catalyst has been rich for a minimum of AND 2) Catalyst Rich Accumulation Air Flow is greater or equal to	> 450 mvolts > 42 grams > 1 secs > 12 grams	No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013A, P013B, P013F, P2270 or P2271 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Diag Post fuel cell Crankshaft Torque DTC's Passed Number of fueled cylinders ========== After above conditions are met: DFCO mode entered (wo driver initiated pedal input).	= False = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. < 100.0 Nm P2270 <= 3 cylinders ==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Lean to Rich Bank 1 Sensor 2	P013F	This DTC determines if the post catalyst O2 sensor has an initial delayed response to an A/F change from Lean to Rich. The diagnostic is an intrusive test which increases the delivered A/F ratio to achieve the required rich threshold.	Post O2 sensor voltage AND The Accumulated mass air flow monitored during the Delayed Response Test	< 350 mvolts > 346 grams	No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition Green Cat System	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013A, P013B, P013E, P2270 or P2271 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Condition	= Not Valid, System is not valid until accumulated airflow is greater than 360,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).		
					Low Fuel Condition Diag Post fuel cell	= False = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info.		
					DTC's Passed	P2270 P013E P013A P2271		
					Number of fueled cylinders ========== After above conditions are met: Fuel Enrich mode entered. ========== During this test the following must stay TRUE or the test will abort: 0.96 <= Fuel EQR <= 1.08	>= 1 cylinders ==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Performance Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0141	This DTC determines if the O2 sensor heater is functioning properly by monitoring the current through the heater circuit.	Heater Current outside of the expected range of	0.3 > amps > 2.5	No Active DTC's System Voltage Heater Warm-up delay O2S Heater device control B1S1 O2S Heater Duty Cycle All of the above met for	ECT_Sensor_FA > 10.0 Volts = Complete = Not active > zero > 120 seconds	8 failures out of 10 samples Frequency: 2 tests per trip 30 seconds delay between tests and 1 second execution rate.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Rich to Lean Bank 1 Sensor 1) (For use with WRAF	P015A	This DTC determines if the pre catalyst O2 sensor has an initial delayed response to an A/F change from Rich to Lean. The diagnostic is an intrusive test which runs in a DFCO mode to achieve the required response.	The EWMA of the Pre O2 sensor normalized R2L time delay value. The EWMA caluclation uses a 0.20 coefficient. OR [The Accumulated time monitored during the R2L Delayed Response Test (Gross failure). AND Pre O2 sensor EQR is	> 0.5 EWMA (sec) >= 4.0 Seconds > 0.900 EQR	No Active DTC's System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA AmbientAirDefault P0131, P0132, P013A, P013B, P013E, P013F, P2270, P2271 > 10.0 Volts = Not active = Not active = Not active = Not active = False = Not Valid, See definition of	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Multiple DTC Use_Green Sensor Delay Criteria - Airflow and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab.		
					O2 Heater (pre sensor) on	>= 20 seconds		
					Engine Coolant	> 62 ºC		
					IAT	> -40 ºC		
					Engine run Accum	> 30 seconds		
					Engine Speed to initially enable test	950 <= RPM <= 2,950		
					Engine Speed range to keep test enabled (after initially enabled)	900 <= RPM <= 3,050		
					Engine Airflow	2 <= gps <= 15		
					Vehicle Speed to initially enable test	40.4 <= MPH <= 77.7		
					Vehicle Speed range to keep test enabled (after initially enabled)	35.4 <= MPH <= 82.0		
					Closed loop integral	0.85 <= C/L Int <= 1.07		
					Closed Loop Active	= TRUE (Please see “**Closed Loop Enable Clarification**” in Supporting Tables).		
					Evap	not in control of purge		
					Ethanol	not in estimate mode		
					Baro	> 70 kpa		
					Post fuel cell	= enabled		
					EGR Intrusive diagnostic			
					All post sensor heater			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					delays O2S Heater (post sensor) on Time Predicted Catalyst temp Fuel State ========== All of the above met for at least 2.0 seconds, and then the Force Cat Rich intrusive stage is requested. ========== Pre O2S EQR B1S1 at end of Cat Rich stage Fuel State Number of fueled cylinders ========== After above conditions are met: DFCO Mode is entered (wo driver initiated pedal input).	= not active = not active >= 80.0 sec 500 <= ºC <= 850 = DFCO possible ========== ========== >= 1.080 EQR = DFCO active <= 3 cylinders ==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Lean to Rich Bank 1 Sensor 1) (For use with WRAF	P015B	This DTC determines if the pre catalyst O2 sensor has an initial delayed response to an A/F change from Lean to Rich. The diagnostic is an intrusive test which runs in an enriched fuel mode to achieve the required response.	The EWMA of the Pre O2 sensor normalized L2R time delay value. The EWMA caluclation uses a 0.20 coefficient. OR [The Accumulated time monitored during the L2R Delayed Response Test (Gross failure). AND Pre O2 sensor EQR is OR At end of Cat Rich stage the Pre O2 sensor output is	> 0.5 EWMA (sec) >= 4.4 Seconds < 1.000 EQR < 1.080 EQR	No Active DTC's P015A test is complete and System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA AmbientAirDefault P0131, P0132, P013A, P013B, P013E, P013F, P015A, P2270, P2271 = Passed > 10.0 Volts = Not active = Not active = Not active = Not active = False = Not Valid, See definition of	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Multiple DTC Use_Green Sensor Delay Criteria - Airflow and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab.		
					O2 Heater (pre sensor) on for	>= 20 seconds		
					Engine Coolant	> 62 ºC		
					IAT	> -40 ºC		
					Engine run Accum	> 30 seconds		
					Engine Speed to initially enable test			
					Engine Speed range to keep test enabled (after initially enabled)	950 <= RPM <= 2,950		
						900 <= RPM <= 3,050		
					Engine Airflow			
					Vehicle Speed to initially enable test	2 <= gps <= 15		
					Vehicle Speed range to keep test enabled (after initially enabled)	40.4 <= MPH <= 77.7		
						35.4 <= MPH <= 82.0		
					Closed loop integral			
					Closed Loop Active	0.85 <= C/L Int <= 1.07 = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables).		
					Evap	not in control of purge		
					Ethanol	not in estimate mode		
					Baro	> 70 kpa		
					Post fuel cell	= enabled		
					EGR Intrusive diagnostic			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All post sensor heater delays O2S Heater (post sensor) on Time Predicted Catalyst temp Fuel State Number of fueled cylinders ========== When above conditions are met: Fuel Enrich mode is entered. ========== During this test: Engine Airflow must stay between: and the delta Engine Airflow over 12.5msec must be :	= not active = not active >= 80.0 sec 500 <= ºC <= 850 = DFCO inhibit >= 1 cylinders ========== ========== 1 <= gps <= 20 <= 2.0 gps		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel System Too Lean Bank 1	P0171	Determines if the fuel control system is in a lean condition, based on the filtered long-term and short-term fuel trim.	The filtered long-term fuel trim metric AND The filtered short-term fuel trim metric (Note: any value below 0.95 effectively nullifies the short-term fuel trim criteria)	>= 1.300 >= 0.100	Engine speed BARO Coolant Temp MAP Inlet Air Temp MAF Fuel Level Long Term Fuel Trim data accumulation: Sometimes, certain Long-Term Fuel Trim Cells are not utilized for control and/or diagnosis Closed Loop Long Term FT EGR Diag.	400 <rpm< 6,500 > 70 kPa -20 < °C < 150 10 <kPa< 255 -20 <°C< 150 1.0 <g/s< 512.0 > 10 % or if fuel sender is faulty the diagnostic will bypass the fuel level criteria. > 55.0 seconds of data must accumulate on each trip, with at least 45.0 seconds of data in the current fuel trim cell before a pass or fail decision can be made. (Please see **P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage** in Supporting Tables for a list of cells utilized for diagnosis) Enabled Enabled (Please see "**Closed Loop Enable Clarification**" and "**Long Term FT Enable Criteria**" in Supporting Tables.) Intrusive Test Not Active	Frequency: 100 ms Continuous Loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Catalyst Diag. Post O2 Diag. Device Control EVAP Diag. No active DTC:	Intrusive Test Not Active Intrusive Test Not Active Not Active “tank pull down” Not Active IAC_SystemRPM_FA MAP_SensorFA MAF_SensorFA MAF_SensorTFTKO AIR System FA EvapExcessPurgePsbl_FA Ethanol Composition Sensor FA FuelInjectorCircuit_FA EngineMisfireDetected_FA EGRValvePerformance_FA EGRValveCircuit_FA MAP_EngineVacuumStatus AmbPresDfltdStatuss TC_BoostPresSnsrFA O2S_Bank_1_Sensor_1_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel System Too Rich Bank 1	P0172	Determines if the fuel control system is in a rich condition, based on the filtered long-term fuel trim metric. There are two methods to determine a Rich fault. They are Passive and Intrusive. A Passive Test decision can be made up until the time that purge is first enabled. From that point forward, rich faults can only be detected by turning purge off intrusively. Intrusive Test: If the filtered Purge Long Term Fuel Trim metric > 0.730 , the test passes without intrusively checking the filtered Non-Purge Long Term Fuel Trim metric. However if the filtered Purge Long Term Fuel Trim metric is <= 0.730 , purge is ramped off to determine if excess purge vapor is the cause of the rich condition. Performing intrusive tests too frequently may also affect EVAP and EPAIII emissions,	Passive Test: The filtered Non-Purge Long Term Fuel Trim metric AND The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria) Intrusive Test: For 3 out of 5 intrusive segments, the filtered Purge Long Term Fuel Trim metric AND The filtered Non-Purge Long Term Fuel Trim metric AND The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria) Segment Def'n: Segments can last up to 42 seconds and are separated by the lesser of 10.0 seconds of purge-on time or enough time to	<= 0.725 <= 2.000 <= 0.730 <= 0.725 <= 2.000		Secondary Parameters and Enable Conditions are identical to those for P0171, with the exception that fuel level is not considered.	Frequency: 100 ms Continuous Loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		and the execution frequency of other diagnostics.	purge 10 grams of vapor. A maximum of 5 completed segments or 15 attempts are allowed for each intrusive test. After an intrusive test report is completed, another intrusive test cannot occur for 300 seconds to allow sufficient time to purge excess vapors from the canister. During this period, fuel trim will pass if the filtered Purge Long Term Fuel Trim metric > 0.730 for at least 120.0 seconds, indicating that the canister has been purged.					

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit Range/ Performance	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range using an intrusive test (see Notes)	Absolute value of fuel pressure change (as sensed during intrusive test)	<= 30 kPa	a] Diagnostic KeFRPD_b_FPSS_DiagEnbld b] Engine Run Time c] Engine Fuel Flow d] Fu Pump Control Enabled e] Fu Pump Control State f] Emissions Fuel Level Low g] Validity status VeFRPD_b_FPSS_DataIntegrityOK IF [1] FRP Circuit Low Fault Active (DTC P018C) [2] FRP Circuit High Fault Active (DTC P018D) [3] Fu Pump Circuit Low Fault Active (DTC P0231) [4] Fu Pump Circuit High Fault Active (DTC P0232) [5] Fu Pump Circuit Open Fault Active (DTC P023F) [6] Reference Voltage Fault Status (DTC P0641) [7] Fu Pump Control Module Driver Over-temperature Fault Active (DTC P1255) [8] Fu Pump Driver Mod	a] == TRUE b] >= 5 sec c] > calibration value KeFRPD_dm_StkPresMinFuelFlow (0.047 gram/ sec typical) d] == TRUE e] Normal OR Fu Pres Snsr Stk Ctrl (rationality) f] <> TRUE g] == TRUE IF [1] <> TRUE [2] <> TRUE [3] <> TRUE [4] <> TRUE [5] <> TRUE [6] <> Active This Key [7] <> TRUE [8] <> TRUE	1 sample / 12.5 millisec Intrusive Test Duration: Fu Flow -related (5 to 12 sec)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Ign Sw RunStart Pstn Ckt Low Fault Active (DTC P129D) [9] Fu Pump Driver Control Mod Enable Ckt Perf Fault Active(DTC P12A6)	[9] <> TRUE		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit Low	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	Fuel Pressure Sensor Voltage Percent, 5.0V Nominal ((Abs(5.0V - SensorV_actual) /5.0V) *100)	< 4.00	Ignition circuit input state	High (Run or Crank)	64 failures / 80 samples 1 sample/12.5 ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit High	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	Fuel Pressure Sensor Voltage Percent, 5.0V Nominal ((Abs(5.0V - SensorV_actual) /5.0V) *100)	> 96.00	Ignition circuit input state	High (Run or Crank)	64 failures / 80 samples 1 sample/12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Sensor Performance - Single Analog Sensor	P0191	The DTC Diagnoses a skewed fuel rail sensor via a comparison of measured pressure and commanded/ modeled pressure	Idle Test (Low Side Fuel Pressure - High Side Fuel Pressure)	<= -1.000 MPa OR >= 1.000 MPa		SIDI High Pressure Sensor Performance Diagnostic Enabled SIDI High Pressure Sensor Performance Idle Test Enabled Enabled when a code clear is not active or not exiting device control Engine is not cranking	Idle Test > = 240 counts (12.5ms per count)	Type A, 1 Trips
					Vehicle Speed	<= 0.62 MPH		
					Pedal Position = 0 for	200 Counts (12.5ms per count)		
					Battery Voltage	>= 11 Volts		
					Low Pressure Fuel Pump Pressure	>= 0.275 MPa		
					Engine Run Time	>= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking		
					Delay counts after pump is turned off	>= **P0191 - KtFHPD_Cnt_SnsPrfIdlePumpOffDly**		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						(see supporting tables)		
			---	---	---	---	---	
			High Drive Test (Relief Pressure - Measured high Pressure)	<= -1.60 MPa		SIDI High Pressure Sensor Performance Diagnostic Enabled SIDI High Pressure Sensor Performance High Drive Test Enabled	KtFHPD_Cnt_SnsPrfIdlePumpOffDly runs in 12.5 ms loop High Drive Test >= 160 counts (12.5ms per count)	
					Engine Speed	1,000 <= RPM <= 3,000		
					Desired High Side Pressure	4 <= MPa <= 6		
					Vehicle Speed	>= 22 MPH		
					Accelerator Pedal	>= 10 %		
					Battery Voltage	>= 11 Volts		
					Low Pressure Fuel Pump Pressure	>= 0.275 MPa		
					Engine Run Time	>= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking		
			---	---	---	---	---	
			Low Drive Test (Commanded high			SIDI High Pressure Sensor Performance Diagnostic Enabled	LoDrive Test >= 240	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Pressure - Measured high Pressure) AND Modeled Injection Pressure	>= 3.000 MPa >= 1.60 MPa		SIDI High Pressure Sensor Performance Low Drive Test Enabled Engine Speed Desired High Side Pressure Vehicle Speed Accelerator Pedal Battery Voltage Low Pressure Fuel Pump Pressure Engine Run Time	counts (12.5ms per count) 1,000 <= RPM <= 3,000 4.00 <= MPa <= 6.00 >= 22 MPH >= 10 % >= 11 Volts >= 0.275 MPa >= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking	
			---	---	---	---	---	
			Sensor Stuck Test Measured High Pressure (max - min)	<= 0.100 MPa		SIDI High Pressure Sensor Performance Diagnostic Enabled SIDI High Pressure Sensor Performance Stuck Test Enabled Engine Speed	Stuck Test Engine Run Time >= >= 2,000 RPM	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Vehicle Speed	>= 18.64 MPH Enabled when a code clear is not active or not exiting device control Engine is not cranking Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true and Manufacturers enable counter is 0)Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Fuel InjCkt Not (FA or TFTKO) EST Driver Not(FA) Misfire detected Not(FA) MAFR sensor Not (FA) MAPR sensor Not	**P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) or Accumulating engine crank time >= **P0191 - KtFHPD_t_SnsPrfStuckCrankTmout** (See Supporting Tables)	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						(FA) APSR Pedal sensor Not(FA) TPSR sensor Not (FA) VSPR speed sensor Not(FA) SystemRPM Not (FA) Manual Clutch not engaged or vehicle has automatic transmission All cylinder are fuel enabled and		
					Barometric Pressure	>= 70.0 KPA		
					Inlet Air Temp	>= -10.0 DegC		
					Fuel Temp	-10 <= Temp degC <= 126		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Sensor Out of Range Low	P0192	This DTC Diagnoses High Pressure Sensor Out of Range Low	High Pressure Fuel Sensor Voltage	<= 4 % of 5Vref	Battery Voltage	SIDI High Pressure Sensor 1 Out of range Time Based Enabled SIDI High Pressure Sensor 1 Out of range Engine Synchronous Enabled >= 11 Volts Engine Running	Both Run Continuously Engine Synchronous Mode 800 failures out of 1,000 samples 4 samples per engine rotation Time Based Mode 400 failures out of 500 samples 6.25 ms Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Sensor Out of Range High	P0193	This DTC Diagnoses High Pressure Sensor Out of Range High	High Pressure Fuel Sensor Voltage	>= 96 % of 5Vref	Battery Voltage	SIDI High Pressure Sensor 1 Out of range Time Based Enabled SIDI High Pressure Sensor 1 Out of range Engine Synchronous Enabled >= 11 Volts Engine Running	Both Run Continuously Engine Synchronous Mode 800 failures out of 1,000 samples 4 samples per engine rotation Time Based Mode 400 failures out of 500 samples 6.25 ms Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Open Circuit - (SIDI)	P0201	This DTC Diagnoses Injector 1 enable low side driver circuit for circuit faults.	Low current through the low side driver during operation indicates open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Battery Voltage Engine Running	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Open Circuit - (SIDI)	P0202	This DTC Diagnoses Injector 2 enable low side driver circuit for circuit faults.	Low current through the low side driver during operation indicates open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Open Circuit - (SIDI)	P0203	This DTC Diagnoses Injector 3 enable low side driver circuit for circuit faults.	Low current through the low side driver during operation indicates open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Battery Voltage Engine Running	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Open Circuit - (SIDI)	P0204	This DTC Diagnoses Injector 4 enable low side driver circuit for circuit faults.	Low current through the low side driver during operation indicates open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS2 Circuit Low	P0222	Detects a continuous or intermittent short or open in TPS2 circuit	TPS2 Voltage <	0.250		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS2 Circuit High	P0223	Detects a continuous or intermittent short or open in TPS2 circuit	TPS2 Voltage >	4.590		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Secondary Circuit Low	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Power driver output current (Fuel Pump Power Module Driver Circuit Ground Short enumeration)	Current >= 18.0 A	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Diagnostic KeFRPR_b_FPPM_ DrvrGshtDiagEnbld c) Fuel Pump Control Enable command d) Fuel Pump Control Enable time e) System Voltage f] FPPM Driver Status Alive Rolling Count Sample Faulted g] Diagnostic feedback received h] Fuel Pump Power Module output current	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == TRUE d) >= calibration value KeFRPR_Cnt_FPPM_ GshtDlyThrsh (0-80 sample loops) e) 9v < System V > 32v f] <> TRUE g] == TRUE h] < 75A	64 failures / 80 samples 1 sample/12.5 millisec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Secondary Circuit High	P0232	This DTC detects if the fuel pump control circuit is shorted to high voltage	Voltage offset relative to low state level of duty cycle pulse measured at fuel pump circuit	> 4.0 V	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Diagnostic KeFRPR_b_FPPM_ DrvrPshtDiagEnbld c) Fuel Pump Control Enabled d] FPPM Arbitrated Fu Pmp Duty Cycle Rate of Change e] System voltage f] FPPM Driver Status Alive Rolling Count Sample Faulted g] Diagnostic feedback Received	a) == CeFRPR_e_ECM_ FPPM_Sys b) == TRUE c) == TRUE d] >= calibration value KeFRPR_cmp_FPPM_ PshtDC_ROC_Min e] 9v < System V > 32v f] <> TRUE g] == TRUE	64 failures / 80 samples 1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Engine Overboost Turbocharger with wastegate. Not supercharger with mechanical compressor	P0234	Detect Negative Boost Pressure Control Deviation	Desired Boost Pressure - Actual Boost Pressure	< refer to **P0234_KtBSTD_p_CntrlDevNegLim** - **P0234_P0299_KtBSTD_p_CntrlDevAmbAirCorr** in Supporting tables.	Diagnostic enable Coolant temperature in range Intake Air temperature is in range Ambient air pressure is in range Engine speed in range Desired Boost Pressure in range Desired Boost Pressure Derivative in range Wait for steady state: No active DTCs: Pressure Control has to be in closed loop. No Device control active for WG and Compresseor recirculation valve.	True > -40.0 °C < 130.0 °C > -40.0 °C < 80.0 °C > 60.0 kPa < 120.0 kPa > 1,600 rpm < 6,000 rpm > 140.0 kPa < 300.0 kPa > -75.0 kPa/s < 75.0 kPa/s > refer to **P0234_P0299_KtBSTD_t_CntrlDevEnblDelay** in Supporting tables. BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault	14 failures out of 15 samples 100ms / sample	Type A, 1 Trips
			Actual Boost Pressure	> refer to	Dev Diagnostic enable	True	100 failures out	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				P0234_KtBSTD_p_CntrlDevBasLim in Supporting tables. +Basic Pressure	Basic Pres Diag enable Coolant temperature in range Intake Air temperature is in range Ambient air pressure is in range Engine speed in range Wait for steady state: No Active DTCs: Pressure Control has to be in open loop. No Device control active for WG and Compresseor recirculation valve.	False > -40.0 °C < 130.0 °C > -40.0 °C < 80.0 °C > 60.0 kPa < 120.0 kPa > 2,000 rpm < 3,500 rpm > 2.00 Seconds BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault BSTR_b_PCA_TFTKO	of 150 samples 100ms / sample	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure (TIAP) Sensor Performance (single turbo)	P0236	Determines if the Turbocharger Boost (TIAP) Pressure Sensor input is stuck within the normal operating range	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP - TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP - measured MAP - offset as a function of engine	> 20.0 grams/sec > 30.0 kPa > 30.0 kPa > 30.0 kPa > 30.0 kPa > 300 kPa*(g/s)	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables. -	>= 400 RPM <= 6,000 RPM > -7 Deg C < 130 Deg C > -20 Deg C < 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow AND	> 30.0 kPa > 30.0 kPa > 1.0 seconds > 1.0 seconds > a threshold in gm/sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow**	No Active DTCs: No Pending DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm/sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 2.0 gm/sec			
			Turbocharger Boost Pressure OR Turbocharger Bosst Pressure OR	< 50.0 kPa > 115.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating -	> 10.0 seconds	4 failures out of 5 samples 1 sample every 12.5 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	<= 10.0 kPa > 10.0 kPa > 10.0 kPa	No Active DTCs: No Pending DTCs:	EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure Sensor Circuit Low (Gen III)	P0237	Detects a continuous short to low in either the signal circuit or the turbocharger boost pressure sensor.	Turbocharger Boost Pressure Voltage	< 19.4 % of 5 Volt Range (This is equal to 0.97 Volts, or 49.9 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure Sensor Circuit High (Gen III)	P0238	Detects an open sensor ground, continuous short to high or open in either the signal circuit or the turbocharger boost pressure sensor.	Turbocharger Boost Pressure Voltage	> 78.0 % of 5 Volt Range (This is equal to 3.90 Volts, or 299.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Secondary Circuit Open	P023F	This DTC detects if the fuel pump control circuit is open	Output driver current (Fuel Pump Power Module Driver Circuit Open enumeration)	Current <= 1.0 A	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Diagnostic KeFRPR_b_FPPM_ OpenCktDiagEnbld c) Arbitrated Fu Pmp Duty Cycle (%) d] Fuel Pump Control Enable Faulted e] FPPM Fu Pmp Driver Over-temperature Faulted f] FPPM Driver Status Alive Rolling Count Sample Faulted g] Diagnostic feedback received h] System Voltage	a) == CeFRPR_e_ECM_ FPPM_Sys b) == TRUE c) > calibration value KeFRPR_Pct_FPPM_ OpenCktDC_Thrsh (30% - 60%) d] <> TRUE e] <> TRUE f] <> TRUE g] == TRUE h] 9v < System V > 32v	40 test failures / 80 test samples; 1 sample/12.5ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit	P0243	Detect Turbocharger Boost Solenoid -Open Circuit	ECM detects that commanded and actual states of output driver do not match because the output is open circuit	Open circuit: ≥ 200 K Ω impedence between signal and controller ground	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	10 failures out of 20 samples 100ms / sample	Type A, 1 Trips Note: In certain controllers P0245 may also set (Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit Low)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit Low	P0245	Detect Turbocharger Boost Solenoid - Shorted to ground	ECM detects that commanded and actual states of output driver do not match because the output is shorted to ground	Short to ground: ≤ 0.5 Ω impedence between signal and controller ground	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	10 failures out of 20 samples 100ms / sample	Type A, 1 Trips Note: In certain controllers P0243 may also set (Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit High	P0246	Detect Turbocharger Boost Solenoid - Shorted to Power	ECM detects that commanded and actual states of output driver do not match because the output is shorted to power	Short to power: ≤ 0.5 Ω impedence between signal and controller power	Diagnostic Enabled EnabledPowertrain relay Voltage Ignition run crank voltage Engine is not cranking Diagnostic System not Disabled	True >= 11.0 Volts > 5.00 Volts	10 failures out of 20 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Low side circuit shorted to ground (SIDI)	P0261	This DTC Diagnoses Injector 1 enable low side driver circuit for circuit faults.	Voltage low across low side drive during off state indicates short-to-ground	Short to ground: ≤ 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Low side circuit shorted to power (SIDI)	P0262	This DTC Diagnoses Injector 1 enable low side driver circuit for circuit faults.	Voltage High across low side driver during On state indicates short to power	Short to power: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Low side circuit shorted to ground (SIDI)	P0264	This DTC Diagnoses Injector 2 enable low side driver circuit for circuit faults.	Voltage low across low side drive during off state indicates short-to-ground	Short to ground: ≤ 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Low side circuit shorted to power (SIDI)	P0265	This DTC Diagnoses Injector 2 enable low side driver circuit for circuit faults.	Voltage High across low side driver during On state indicates short to power	Short to power: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Low side circuit shorted to ground (SIDI)	P0267	This DTC Diagnoses Injector 3 enable low side driver circuit for circuit faults.	Voltage low across low side drive during off state indicates short-to-ground	Short to ground: ≤ 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Low side circuit shorted to power (SIDI)	P0268	This DTC Diagnoses Injector 3 enable low side driver circuit for circuit faults.	Voltage High across low side driver during On state indicates short to power	Short to power: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Low side circuit shorted to ground (SIDI)	P0270	This DTC Diagnoses Injector 4 enable low side driver circuit for circuit faults.	Voltage low across low side drive during off state indicates short-to-ground	Short to ground: ≤ 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Low side circuit shorted to power (SIDI)	P0271	This DTC Diagnoses Injector 4 enable low side driver circuit for circuit faults.	Voltage High across low side driver during On state indicates short to power	Short to power: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Engine Underboost Turbocharger with wastegate. Not supercharger with mechanical compressor	P0299	Detect Positive Boost Pressure Control Deviation	Desired Boost Pressure - Actual Boost Pressure	<refr to **P0299_KtBSTD_p_CntrlDevPosLim** + **P0234_P0299_KtBSTD_p_CntrlDevAmbAirCorr** in Supporting tables.	Diagnostic enable Coolant temperature in range Intake Air temperature is in range Ambient air pressure is in range Engine speed in range Desired Boost Pressure in range Desired Boost Pressure Derivative in range Wait for steady state: No active DTCs: Pressure Control has to be in closed loop. No Device control active for WG and Compresseor recirculation valve.	True > -40.0 °C < 130.0 °C > -40.0 °C < 80.0 °C > 60.0 kPa < 120.0 kPa > 1,600 rpm < 6,000 rpm > 140.0 kPa < 300.0 kPa > -75.0 kPa/s < 75.0 kPa/s > refer to **P0234_P0299_KtBSTD_t_CntrlDevEnblDelay** in Supporting tables. BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault	14 failures out of 15 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Actual Boost Pressure delta (the delta is limited by these tables: refer to Max: **P0299_KtBSTD_p_CntrlDevDsrdRtHi** Min: **P0299_KtBSTD_p_CntrlDevDsrdRtLo** in Supporting tables.	< 10.00	Diagnostic enable RateBas Diagostic enable Coolant temperature in range Intake Air temperature is in range Ambient air pressure is in range Desired Boost Pressure in range Desired Boost Pressure Derivative in Hyst.Rang Engine speed is in range Wait for steaty state: No active DTCs: Pressure Control has to be in open loop. No Device control active for WG and Compresseor recirculation valve.	True False > -40.0 °C < 130.0 °C > -40.0 °C < 80.0 °C > 60.0 kPa < 120.0 kPa > 140.0 kPa < 300.0 kPa Enable Limit: 20.0 Disable Limit: -20.0 > 2,000 rpm < 3,500 rpm > 0.20 Seconds BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault	10 failures out of 20 samples 100ms / sample	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Random Misfire Detected Cylinder 1 Misfire Detected Cylinder 2 Misfire Detected Cylinder 3 Misfire Detected Cylinder 4 Misfire Detected	P0300 P0301 P0302 P0303 P0304	These DTC's will determine if a random or a cylinder specific misfire is occurring by monitoring various terms derived from crankshaft velocity. The pattern of misfire is taken into account to select the proper misfire thesholds.. Additionally, the pattern of crankshaft acceleration after the misfire is checked to differentiate between real misfire and other sources of crank shaft noise such as rough road. The rate of misfire over an interval is compared to both emissions and catalyst damaging thresholds.	Crankshaft Deceleration Value(s) vs. Engine Speed and Engine load The equation used to calculate deceleration value is tailored to specific vehicle operating conditions. The selection of the equation used is based on the 1st single cylinder continuous misfire threshold tables encountered that are not max of range. If all tables are max of range at a given speed/load, that speed load region is an ***Undetectable region*** see Algorithm Description Document for additional details. SINGLE CYLINDER CONTINUOUS MISFIRE((Medres_Decel Medres_Jerk OR (Medres_Decel Medres_Jerk OR (Lores_Decel Lores_Jerk OR (Lores_Decel Lores_Jerk OR RevBalanceTime)	- see details of thresholds on Supporting Tables Tab > **IdleSCD_Decel** AND > **IdleSCD_Jerk)** > **SCD_Decel** AND > **SCD_Jerk)** > **IdleCyl_Decel** AND > **IdleCyl_Jerk)** > **CylModeDecel** AND > **CylModeJerk)** >**RevMode_Decel**	Engine Run Time Engine Coolant Temp Or If ECT at startup Then ECT System Voltage + Throttle delta - Throttle delta Early Termination option: (used on plug ins that may not have enough engine run time at end of trip for normal interval to complete.)	> 2 crankshaft revolution -7 ºC < ECT < 130 ºC < -7 ºC 21 ºC < ECT < 130 ºC 9.00 < volts < 32.00 < 95.00 % per 25 ms < 95.00 % per 25 ms Not Enabled	Emission Exceedence = any (5) failed 200 rev blocks out of (16) 200 rev block tests Failure reported for (1) Exceedence in 1st (16) 200 rev block tests, or (4) Exceedences thereafter. OR when Early Termination Reporting = Enabled and engine rev > 1,000 revs and < 3,200 revs at end of trip any Catalyst Exceedence = (1) 200 rev block as data supports for catalyst damage.	Type B, 2 Trips (Mil Flashes with Catalyst damage level of Misfire)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Other patterns of misfire use adjustments to the single cylinder continuous misfire threshold tables: RANDOM MISFIRE Use random misfire thresholds If no misfire for (Medres_Decel AND Medres_Jerk) OR (Medres_Decel AND Medres_Jerk) OR (Lores_Decel AND Lores_Jerk) OR (Lores_Decel AND Lores_Jerk) OR RevBalanceTime	 > 6 Engine Cycles > **IdleSCD_Decel** * **Random_SCD_Decel** > **IdleSCD_Jerk** * **Random_SCD_Jerk** > **SCD_Decel** * **Random_SCD_Decel** > **SCD_Jerk** * **Random_SCD_Jerk** > **IdleCyl_Decel** * **RandomCylModDecel** > **IdleCyl_Jerk** * **RandomCylModJerk** > **CylModeDecel** * **RandomCylModDecel** > **CylModeJerk** * **RandomCylModJerk** > **RevMode_Decel** * **RandomRevModDecl**			Catalyst Failure reported with (1 or 3) Exceedences in FTP, or (1) Exceedence outside FTP. Continuous	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			PAIRED CYLINDER MISFIRE If a cylinder & it's pair are above PAIR thresholds (Medres_Decel	> **IdleSCD_Decel** * **Pair_SCD_Decel**				
			AND Medres_Jerk)	> **IdleSCD_Jerk** * **Pair_SCD_Jerk**				
			OR (Medres_Decel	> **SCD_Decel** * **Pair_SCD_Decel**				
			AND Medres_Jerk)	> **SCD_Jerk** * **Pair_SCD_Jerk**				
			OR (Lores_Decel	> **IdleCyl_Decel** * **PairCylModeDecel**				
			AND Lores_Jerk)	> **IdleCyl_Jerk** * **PairCylModeJerk**				
			OR (Lores_Decel	> **CylModeDecel** * **PairCylModeDecel**				
			AND Lores_Jerk)	> **CylModeJerk** * **PairCylModeJerk**				
			OR (Revmode Active AND (within one engine cycle: 2nd largest Lores_Decel)	> **CylModeDecel** * **PairCylModeDecel**				
			AND Above TRUE for))	> 80 engine cycles out of 100 engine cycles				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			BANK MISFIRE Cylinders above Bank Thresholds	>= 3 cylinders				
			(Medres_Decel	> **IdleSCD_Decel** * **Bank_SCD_Decel**				
			AND Medres_Jerk)	> **IdleSCD_Jerk** * **Bank_SCD_Jerk**				
			OR (Medres_Decel	> **SCD_Decel** * **Bank_SCD_Decel**				
			AND Medres_Jerk)	> **SCD_Jerk** * **Bank_SCD_Jerk**				
			OR (Lores_Decel	> **IdleCyl_Decel** * **BankCylModeDecel**				
			AND Lores_Jerk)	>**IdleCyl_Jerk** * **BankCylModeJerk**				
			OR (Lores_Decel	> **CylModeDecel** * **BankCylModeDecel**				
			AND Lores_Jerk)	> **CylModeJerk** * **BankCylModeJerk**				
			CONSECUTIVE CYLINDER MISFIRE 1st cylinder uses single cyl continuous misfire thresholds; 2nd Cylinder uses: (Medres_Decel	> **IdleSCD_Decel** * **ConsecSCD_Decel**				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Medres_Jerk)	> **IdleSCD_Jerk** * **ConsecSCD_Jerk**				
			OR (Medres_Decel	> **SCD_Decel** * **ConsecSCD_Decel**				
			AND Medres_Jerk)	> **SCD_Jerk** * **ConsecSCD_Jerk**				
			OR (Lores_Decel	> **IdleCyl_Decel** * **ConsecCylModDecel**				
			AND Lores_Jerk)	> **IdleSCD_Jerk** * **ConsecCylModeJerk**				
			OR (Lores_Decel	> **CylModeDecel** * **ConsecCylModDecel**				
			AND Lores_Jerk)	> **CylModeJerk** * **ConsecCylModeJerk**				
			CYLINDER DEACTIVATION MODE (Active Fuel Managment)					
			AFM: SINGLE CYLINDER CONTINUOUS MISFIRE (CylAfterDeacCyl_Decel	> **CylModeDecel** * **ClyAfterAFM_Decel**				
			AND CylAfterDeacCyl_Jerk)	> **CylModeJerk** * **CylAfterAFM_Jerk**				
			OR					

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			(CylBeforeDeacCylDecel AND CylBeforeDeacCyl_Jerk)	> **CylModeDecel** * **CylBeforeAFM_Decel** > **CylModeJerk** * **ClyBeforeAFM_Jerk**				
			AFM: RANDOM MISFIRE Use random misfire thresholds If no misfire for	> 6 Engine Cycles				
			(CylAfterDeacCyl_Decel AND CylAfterDeacCyl_Jerk)	> **CylModeDecel** * **ClyAfterAFM_Decel** * **RandomAFM_Decl** > **CylModeJerk** * **CylAfterAFM_Jerk** * **RandomAFM_Jerk**				
			(CylBeforeDeacCylDecel AND CylBeforeDeacCyl_Jerk)	> **CylModeDecel** * **CylBeforeAFM_Decel** * **RandomAFM_Decl** > **CylModeJerk** * **ClyBeforeAFM_Jerk** * **RandomAFM_Jerk** - see details on Supporting Tables Tab				
			Misfire Percent Emission Failure Threshold	≥ 2.38 % P0300				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Misfire Percent Catalyst Damage When engine speed and load are less than the FTP cals (3) catalyst damage exceedences are allowed.	> **Catalyst_Damage_Misfire_Percentage** in Supporting Tables whenever secondary conditions are met. ≤ 0 FTP rpm OR ≤ 0 FTP % load	(at low speed/loads, one cylinder may not cause cat damage) Engine Speed Engine Load Misfire counts	> 1,400 rpm OR > 20 % load OR < 180 counts on one cylinder		
				disable conditions:				
					Engine Speed	500 < rpm < ((Engine Over Speed Limit) - 400 Engine speed limit is a function of inputs like Gear and temperature see **EngineOverSpeedLimit** in supporting tables	4 cycle delay	
					No active DTCs:	TPS_FA EnginePowerLimited MAF_SensorTFTKO MAP_SensorTFTKO IAT_SensorTFTKO ECT_Sensor_Ckt_TFTKO 5VoltReferenceB_FA CrankSensor_TFTKO CrankSensor_FA	4 cycle delay	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						CamLctnIntFA CamLctnExhFA CamSensorAnyLctnTFTKO AnyCamPhaser_FA AnyCamPhaser_TFTKO AmbPresDfltdStatus		
					P0315 & engine speed	> 1,000 rpm	4 cycle delay	
					Fuel Level Low	LowFuelConditionDiagnostic	500 cycle delay	
					Cam and Crank Sensors	in sync with each other	4 cycle delay	
					Misfire requests TCC unlock	Not honored because Transmission in hot mode or POPD intrusive diagnostic running	4 cycle delay	
					Fuel System Status	≠ Fuel Cut	4 cycle delay	
					Active FuelManagement	Transition in progress	0 cycle delay	
					Undetectable engine speed and engine load region	***Undetectable region*** from Malfunction Criteria	4 cycle delay	
					Abusive Engine Over Speed	> 8,192 rpm	0 cycle delay	
					Below zero torque (except CARB approved 3000 rpm to redline triangle.)	< **ZeroTorqueEngLoad** in Supporting Tables	4 cycle delay	
					Below zero torque: TPS Vehicle Speed	 ≤ 1 % > 30 mph	4 cycle delay	
					EGR Intrusive test	Active	0 cycle delay	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Manual Trans	Clutch shift	0 cycle delay	
					Accel Pedal Position AND Automatic transmission shift	> 98.00 %	7 cycle delay	
					After Fuel resumes on Automatic shift containing Fuel Cut		2 Cylinder delay	
					DRIVELINE RING FILTER After a low level misfire, another misfire may not be detectable until driveline ringing ceases. If no ringing seen, stop filter early. Filter Driveline ring: Stop filter early:	> "**Ring Filter**" # of engine cycles after misfire in Supporting Tables > "**Number of Normals**" # of engine cycles after misfire in Supporting Tables tab		
					ABNORMAL ENGINE SPEED OSCILLATION: (checks each "misfire" candidate in 100 engine Cycle test to see if it looks like some disturbance like rough road (abnormal).) Used Off Idle, and while not shifting, TPS Engine Speed Veh Speed Auto Transmission	 > 3 % > 1,000 rpm > 3 mph not shifting		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					indivdual candidate deemed abnormal if number of consecutive decelerating cylinders after "misfire": (Number of decels can vary with misfire detection equation) Consecutive decels while in SCD Mode Cyl Mode Rev Mode	> **Abnormal SCD Mode** > **Abnormal Cyl Mode** > **Abnormal Rev Mode** in Supporting Tables		
					At the end of 100 engine cycle test, the ratio of abnormal/candidate is checked to confirm if real misfire is present within the 100 engine cycles. abnormal candidates/ total candidates	> 0.50 ratio	discard 100 engine cycle test	
					MISFIRE CRANKSHAFT PATTERN RECOGNITION checks each "misfire" candidate in 100 engine Cycle test to see if overall crankshaft pattern looks like real misfire (recognized), or some disturbance like rough road (unrecognized).			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					At the end of 100 engine cycle test, the ratio of unrecog/recognized is checked to confirm if real misfire is present within the 100 engine cycles. Typically used for checking a single misfire per engine cycle but can support some other patterns on some packages			
					Pattern Recog Enabled:	Enabled		
					Pattern Recog Enabled during Cylinder Deac	Not Enabled		
					Pattern Recog Enabled consecutive cyl pattrn	Enabled		
					Engine Speed	900 < rpm < 6,500		
					Veh Speed	> 3.1 mph		
					The 1st check for "recognized" is the 1st fired cylinder after the misfire candidate should both accelerate and jerk an amount based acceleration and jerk of Single Cylinder Misfire thresholds in effect at that speed and load.			
					(CylAfter_Accel	> Misfire_ decel * **1st_FireAftrMisfr_Acel**		
					AND			
					CylAfter_Jerk)	> Misfire_Jerk * **1st_FireAftrMisfr_Jerk**		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Addtionally, the crankhaft is checked again a small calibratible number of cylinders later to see if the distrubance is still large like rough road, or has calmed down like real misfire. The size of disturbance is compared to a multiplier times the ddt_jerk value used to detect misfire at that speed and load. If there is repetitive misfire on consecutive engine cycles, the expected snap is adjusted due to the higher expected disturbance.			
					Num of Cylinders after misfire to start check of crankshaft snap	2 Cylinders		
					"misfire" recognized if: Crankshaft snap after: isolated "misfire"	< Misfire_Jerk ***SnapDecayAfterMisfire**		
					repetative "misfire"	< Misfire_Jerk * **SnapDecayAfterMisfire * RepetSnapDecayAdjst** in Supporting Tables	discard 100 engine cycle test	
					At the end of 100 engine cycle test, the ratio of unrecog/recognized is checked to confirm if real misfire is present.			
					Ratio of Unrecog/Recog	> 0.80		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					:		discard 100 engine cycle test	
					NON-CRANKSHAFT BASED ROUGH ROAD:	Disabled		
					Rough Road Source	TOSS	discard 100 engine cycle test	
					IF Rough Road Source = WheelSpeedInECM			
					ABS/TCS	active		
					Wheel speed noise	> **WSSRoughRoadThres**		
					VSES	active	discard 100 engine cycle test	
					IF Rough Road Source = "FromABS"			
					ABS/TCS	active	4 cycle delay	
					RoughRoad	detected		
					VSES	active		
					IF Rough Road Source = "TOSS"			
					TOSS dispersion	>**TOSSRoughRoadThres** in supporting tables		
					AND No Active DTCs	Transmission Output Shaft Angular Velocity Validity TransmissionEngagedState_FA (Auto Trans only) ClutchPstnSnsr FA (Manual Trans only)		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position System Variation Not Learned	P0315	Monitor for valid crankshaft error compensation factors	Sum of Compensation factors. Each Cylinder pair shares one compensation factor. A perfect factor would be 1.0000. Unlearned factors are defaulted out of range so the sum of factors would be out of range.	≥ 2.0040 OR ≤ 1.9960	OBD Manufacturer Enable Counter	MEC = 0	0.50 seconds Frequency Continuous100 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Performance Per Cylinder	P0324	This diagnostic checks for knock sensor performance out of the normal expected range on a per cylinder basis due to Excessive Knock (either real or false knock).	Enable Criteria for Excessive Knock		Diagnostic Enabled?	Yes	First Order Lag Filters with Weight Coefficient = 0.0400 Updated each engine event	Type B, 2 Trips
					Engine Run Time	≥ 2.0 seconds		
					Engine Speed	≥ 400 RPM AND ≤ 8,500 RPM		
					Engine Air Flow	≥ 400 mg/cylinder AND ≤ 2,000 mg/cylinder		
					Engine Coolant Temperature	≥ -40 deg's C		
					Inlet Air Temperature	≥ -40 deg's C		
			Excessive Knock Diag: Filtered Knock Intensity (where 'Knock Intensity' = 0 with no knock; and > 0 & proportional to knock magnitude with knock)	**> P0324_PerCyl_ExcessiveKnock_Threshold** (no units)	Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	≥ 400 Revs		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Bank 1	P0325	This diagnostic checks for an open in the knock sensor circuit. There are two possible methods used: 1. 20 kHz 2. Normal Noise See **Supporting Tables** for method definition: **P0325_P0330_OpenMethod** Typical implementations: A. Use 20 kHz method at all RPM (used when acceptable separation achieved at all RPM) or B. Use 20 kHz method at low/medium RPM and Normal Noise at high RPM	Open Circuit Method chosen (2 possible methods: 20 kHz or Normal Noise): Thresholds for OpenMethod = 20 kHZ Filtered FFT Output Thresholds for OpenMethod = NormalNoise: Filtered FFT Output	Supporting Table: **P0325_P0330_OpenMethod_2** (see Supporting Tables) **> P0325_P0330_OpenCktThrshMin (20 kHz) AND < P0325_P0330_OpenCktThrshMax (20 kHz)** **> P0325_P0330_OpenCktThrshMin (Normal Noise) AND < P0325_P0330_OpenCktThrshMax (Normal Noise)**	Diagnostic Enabled? Engine Run Time Engine Speed Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow ECT IAT	Yes ≥ 2.0 seconds ≥ 650 RPM and ≤ 8,500 RPM ≥ 100 revs ≥ 40 mg/cylinder and ≤ 2,000 mg/cylinder ≥ -40 deg's C ≥ -40 deg's C	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Performance Bank 1	P0326	This diagnostic checks for knock sensor performance out of the normal expected range, on a per sensor basis, due to Abnormal (engine) Noise	Enable Criteria for Per Sensor Abnormal Noise Diag:		Diagnostic Enabled? Engine Run Time Engine Speed Engine Air Flow Engine Coolant Temperature Inlet Air Temperature Individual Cylinders enabled for Abnormal Noise	Yes ≥ 2.0 seconds ≥ 2,000 RPM AND ≤ 8,500 RPM ≥ 0 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C ≥ -40 deg's C **P0326_P0331_AbnormalNoise_CylsEnabled** (Supporting Table)	First Order Lag Filters with Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips
			Filtered FFT Intensity: (where 'FFT Intensity' = Non-knocking, background engine noise)	< **P0326_P0331_AbnormalNoise_Threshold** (Supporting Table)	Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	≥ 200 Revs		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Low Bank 1	P0327	This diagnostic checks for an out of range low knock sensor signal	Sensor Input or Return Signal Line	< 8.0 Percent (of 5 V reference)	Diagnostic Enabled? Engine Speed	Yes > 0 RPM and < 8,500 RPM	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit High Bank 1	P0328	This diagnostic checks for an out of range high knock sensor signal	Sensor Input or Return Signal Line	> 39.0 Percent (of 5 Volt Reference)	Diagnostic Enabled? Engine Speed	Yes > 0 RPM and < 8,500 RPM	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Bank 2	P0330	This diagnostic checks for an open in the knock sensor circuit There are two possible methods used: 1. 20 kHz 2. Normal Noise See **Supporting Tables** for method definition: **P0325_P0330_OpenMethod** Typical implementations: A. Use 20 kHz method at all RPM (used when acceptable separation achieved at all RPM) or B. Use 20 kHz method at low/medium RPM and Normal Noise at high RPM	**Open Circuit Method chosen** (2 possible methods: 20 kHz or Normal Noise): **Thresholds for OpenMethod = 20 kHZ** Filtered FFT Output **Thresholds for OpenMethod = NormalNoise:** Filtered FFT Output	Supporting Table: **P0325_P0330_OpenMethod_2** (See Supporting Tables) **> P0325_P0330_OpenCktThrshMin (20 kHz) AND < P0325_P0330_OpenCktThrshMax (20 kHz)** **> P0325_P0330_OpenCktThrshMin (Normal Noise) AND < P0325_P0330_OpenCktThrshMax (Normal Noise)**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow ECT IAT	Yes ≥ 2.0 seconds ≥ 650 RPM and ≤ 8,500 RPM ≥ 100 revs ≥ 40 mg/cylinder and ≤ 2,000 mg/cylinder ≥ -40 deg's C ≥ -40 deg's C	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Performance Bank 2	P0331	This diagnostic checks for knock sensor performance out of the normal expected range, on a per sensor basis, due to Abnormal (engine) Noise	Enable Criteria for Per Sensor Abnormal Noise Diag:		Diagnostic Enabled? Engine Run Time Engine Speed Engine Air Flow Engine Coolant Temperature Inlet Air Temperature Individual Cylinders enabled for Abnormal Noise	Yes ≥ 2.0 seconds ≥ 2,000 RPM AND ≤ 8,500 RPM ≥ 0 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C ≥ -40 deg's C **P0326_P0331_AbnormalNoise_CylsEnabled** (Supporting Table)	First Order Lag Filters with Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips
			Filtered FFT Intensity: (where 'FFT Intensity' = Non-knocking, background engine noise)	< **P0326_P0331_AbnormalNoise_Threshold** (Supporting Table)	Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	≥ 200 Revs		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Low Bank 2	P0332	This diagnostic checks for an out of range low knock sensor signal	Sensor Input or Return Signal Line	< 8.0 Percent (of 5 Volt Reference)	Diagnostic Enabled? Engine Speed	Yes > 0 RPM and < 8,500 RPM	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit High Bank 2	P0333	This diagnostic checks for an out of range high knock sensor signal	Sensor Input or Return Signal Line	> 39.00 Percent (of 5 Volt Reference)	Diagnostic Enabled? Engine Speed	Yes > 0 RPM and < 8,500 RPM	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP) Sensor A Circuit	P0335	Determines if a fault exists with the crank position sensor signal	Time since last crankshaft position sensor pulse received	>= 4.0 seconds	Starter engaged AND (cam pulses being received OR (MAF_SensorFA AND Engine Air Flow	 = FALSE > 3.0 grams/second))	Continuous every 100 msec	Type B, 2 Trips
			No crankshaft pulses received	>= 1.0 seconds	Engine is Running Starter is not engaged		Continuous every 12.5 msec	
			No crankshaft pulses received		Engine is Running OR Starter is engaged No DTC Active:	 P0365 P0366	2 failures out of 10 samples One sample per engine revolution	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP) Sensor A Performance	P0336	Determines if a performance fault exists with the crank position sensor signal	Time in which 10 or more crank re-synchronizations occur	< 10.0 seconds	Engine Air Flow Cam-based engine speed No DTC Active:	>= 3.0 grams/second > 450 RPM P0335	Continuous every 250 msec	Type B, 2 Trips
			No crankshaft synchronization gap found	>= 0.4 seconds	Engine is Running Starter is not engaged		Continuous every 12.5 msec	
			Time since starter engaged without detecting crankshaft synchronization gap	>= 1.5 seconds	Starter engaged AND (cam pulses being received OR (MAF_SensorFA AND Engine Air Flow	 = FALSE > 3.0 grams/second))	Continuous every 100 msec	
			Crank pulses received in one engine revolution OR Crank pulses received in one engine revolution	< 51 > 65	Engine is Running OR Starter is engaged No DTC Active:	 P0365 P0366	8 failures out of 10 samples One sample per engine revolution	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Circuit Bank 1 Sensor A	P0340	Determines if a fault exists with the cam position bank 1 sensor A signal	Time since last camshaft position sensor pulse received OR Time that starter has been engaged without a camshaft sensor pulse	>= 5.5 seconds >= 4.0 seconds	Starter engaged AND (crank pulses being received OR (MAF_SensorFA AND Engine Air Flow	= FALSE > 3.0 grams/second))	Continuous every 100 msec	Type B, 2 Trips
			Fewer than 4 camshaft pulses received in a time	> 3.0 seconds	Engine is running Starter is not engaged		Continuous every 100 msec	
			No camshaft pulses received during first 12 MEDRES events (There are 12 MEDRES events per engine cycle		Crankshaft is synchronized Starter must be engaged to enable the diagnostic, but the diagnostic will not disable when the starter is disengaged No DTC Active:	CrankSensor_FA	Continuous every MEDRES event	
			The number of camshaft pulses received during 100 engine cycles	= 0	Crankshaft is synchronized No DTC Active:	CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Performance Bank 1 Sensor A	P0341	Determines if a performance fault exists with the cam position bank 1 sensor A signal	The number of camshaft pulses received during first 12 MEDRES events is OR (There are 12 MEDRES events per engine cycle)	< 4 > 10	Crankshaft is synchronized Starter must be engaged to enable the diagnostic, but the diagnostic will not disable when the starter is disengaged No DTC Active:	CrankSensor_FA	Continuous every MEDRES event	Type B, 2 Trips
			The number of camshaft pulses received during 100 engine cycles OR	< 398 > 402	Crankshaft is synchronized No DTC Active:	CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Sensor - Crankshaft Start Position Incorrect	P034A	Monitors the position of the crankshaft during a hybrid auto-start to verify that the sensor has reported the crankshaft position properly.	Crankshaft position is in error by a number of crankshaft wheel teeth	> 2 crankshaft teeth	Engine has started rotating during a hybrid auto-start Crankshaft position is being verified No Active DTCs:	CrankSensor_FA	2 failures out of 3 samples a sample occurs each time the engine is started	Type B, 2 Trips
			Crankshaft position is in error by at least one crankshaft wheel tooth		Engine has started rotating during a hybrid auto-start Crankshaft position is being verified No Active DTCs:	CrankSensor_FA	4 failures out of 5 samples a sample occurs each time the engine is started	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Sensor - Crankshaft Direction Incorrect	P034B	The Crankshaft Direction Incorrect test monitors the number of crankshaft reversals reported by a bi-directional crank sensor.	Number of crankshaft sensor reversals within a period of time	>= 3 <= 10.0 seconds	Engine Speed Engine Speed Engine Air Flow Engine Movement Detected No Active DTCs:	> 400 RPM < 2,000 RPM >= 3.0 grams/second CrankSensor_FA	Continuous Every 250 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #1 CIRCUIT	P0351	Diagnoses Cylinder #1 Ignition Control (EST) output driver circuit for an Open Circuit fault.	The ECM detects there is high impedance on the EST circuit.	≥ 30 kΩ impedance between signal and controller ground	Engine cranking or running Ignition Voltage	 > 5.00 Volts	50 Failures out of 63 Samples 250 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #2 CIRCUIT	P0352	Diagnoses Cylinder #2 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #3 CIRCUIT	P0353	Diagnoses Cylinder #3 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #4 CIRCUIT	P0354	Diagnoses Cylinder #4 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Circuit Bank 1 Sensor B	P0365	Determines if a fault exists with the cam position bank 1 sensor B signal	Time since last camshaft position sensor pulse received OR Time that starter has been engaged without a camshaft sensor pulse	>= 5.5 seconds >= 4.0 seconds	Starter engaged AND (crank pulses being received OR (MAF_SensorFA AND Engine Air Flow	= FALSE > 3.0 grams/second))	Continuous every 100 msec	Type B, 2 Trips
			Fewer than 4 camshaft pulses received in a time	> 3.0 seconds	Engine is running Starter is not engaged		Continuous every 100 msec	
			No camshaft pulses received during first 12 MEDRES events (There are 12 MEDRES events per engine cycle		Crankshaft is synchronized Starter must be engaged to enable the diagnostic, but the diagnostic will not disable when the starter is disengaged No DTC Active:	CrankSensor_FA	Continuous every MEDRES event	
			The number of camshaft pulses received during 100 engine cycles	= 0	Crankshaft is synchronized No DTC Active:	CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Performance Bank 1 Sensor B	P0366	Determines if a performance fault exists with the cam position bank 1 sensor B signal	The number of camshaft pulses received during first 12 MEDRES events is OR (There are 12 MEDRES events per engine cycle)	< 4 > 10	Crankshaft is synchronized Starter must be engaged to enable the diagnostic, but the diagnostic will not disable when the starter is disengaged No DTC Active:	 CrankSensor_FA	Continuous every MEDRES event	Type B, 2 Trips
			The number of camshaft pulses received during 100 engine cycles OR	< 398 > 402	Crankshaft is synchronized No DTC Active:	 CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Catalyst System Low Efficiency Bank 1	P0420	NOTE: The information below applies to applications that use the Decel Catalyst Monitor Algorithm Oxygen Storage. The catalyst washcoat contains Cerium Oxide. Cerium Oxide reacts with NO and O2 during lean A/F excursions to store the excess oxygen (I.e. Cerium Oxidation). During rich A/F excursions, Cerium Oxide reacts with CO and H2 to release this stored oxygen (I.e. Cerium Reduction). This is referred to as the Oxygen Storage Capacity, or OSC. CatMon's strategy is to "measure" the OSC of the catalyst through forced Rich (intrusive rich) and Lean (decel fuel cutoff) A/F excursions Normalized Ratio OSC Value Calculation Information and Definitions = 1. Raw OSC Calculation = (post cat O2 Resp time - pre cat O2 Resp time) 2. BestFailing OSC value from a calibration	Normalized Ratio OSC Value (EWMA filtered)	< 0.35	All enable criteria associated with P0420 can be found under P2270 - (O2 Sensor Signal Stuck Lean Bank 1 Sensor 2) Rapid Step Response (RSR) feature will initiate multiple tests: If the difference between current EWMA value and the current OSC Normalized Ratio value is and the current OSC Normalized Ratio value is Maximum number of RSR tests to detect failure when RSR is enabled. Front O2 Sensor or Front WRAF Rear O2 Sensor General Enable Criteria In addition to the p-codes listed under P2270, the following DTC's shall also not be set: For switching O2 sensors:	> 0.63 < 0.18 12 > 825.00 mV or > 1.08 EQR > 825.00 mV O2S_Bank_1_Sensor_1_FA	1 test attempted per valid decel period Minimum of 1 test per trip Maximum of 4 tests per trip Frequency: Fueling Related : 12.5 ms OSC Measurements: 100 ms Temp Prediction: 12.5ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		table (based on temp and exhaust gas flow) 3. WorstPassing OSC value (based on temp and exhaust gas flow) Normalized Ratio Calculation = (1-2) / (3-2) A Normalized Ratio of 1 essentially represents a good part and a ratio of 0 essentially represents a very bad part. Refer to the **P0420_WorstPassing OSCTableB1** and **P0420_BestFailingOS CTableB1** in Supporting Tables tab for details The Catalyst Monitoring Test is completed during a decel fuel cutoff event. This fuel cutoff event occurs following a rich instrusive fueling event initiated by the O2 Sensor Signal Stuck Lean Bank 1 Sensor 2 test (P2270). Several conditions must be met in order to execute this test. Additional conditions and their related values			For WRAF O2 sensors:	O2S_Bank_1_Sensor_2_ FA O2S_Bank_2_Sensor_1_ FA O2S_Bank_2_Sensor_2_ FA WRAF_Bank_1_FA WRAF_Bank_2_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		are listed in the "Secondary Parameters" and "Enable Conditions" section of this document for P2270 (O2 Sensor Signal Stuck Lean Bank 1 Sensor 2)						

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) System Small Leak Detected (No ELCP - Conventional EVAP Diagnostic with EAT using OAT Sensor)	P0442	This DTC will detect a small leak (≥ 0.020") in the EVAP system between the fuel fill cap and the purge solenoid. On some applications a small leak is defined as ≥ 0.025", 0.030", or 0.150". The engine off natural vacuum method (EONV) is used. EONV is an evaporative system leak detection diagnostic that runs when the vehicle is shut off when enable conditions are met. Prior to sealing the system and performing the diagnostic, the fuel volatility is analyzed. In an open system (Canister Vent Solenoid [CVS] open) high volatility fuel creates enough flow to generate a measurable pressure differential relative to atmospheric.After the volatility check, the vent solenoid will close. After the vent is closed, typically a build up of pressure from the hot soak begins (phase-1). The pressure typically will peak and then begin to decrease as the fuel cools. When	The total delta from peak pressure to peak vacuum during the test is normalized against a calibration pressure threshold table that is based upon fuel level and ambient temperature. (Please see **P0442 EONV Pressure Threshold (Pascals) Table** in Supporting Tables). The normalized value is calculated by the following equation: 1 - (peak pressure - peak vacuum) / pressure threshold. The normalized value is entered into EWMA (with 0= perfect pass and 1= perfect fail). When EWMA is the DTC light is illuminated. The DTC light can be turned off if the EWMA is and stays below the EWMA fail threshold for 3 additional consecutive trips.	> 0.56 (EWMA Fail Threshold), ≤ 0.35 (EWMA Re-Pass Threshold)	Fuel Level Drive Time Drive length ECT Baro Distance since assembly plant Engine not run time before key off must be Time since last complete test if normalized result and EWMA is passing OR Time since last complete test if normalized result or EWMA is failing Estimated Ambient Temperature (EAT) using OAT sensor at end of drive Conditions for Estimated Ambient Temperature Using OAT Sensor to be Valid ****************************** 1. Startup OAT is less than previous trip EAT OR	10 % ≤ Percent ≤ 90 % ≥ 600 seconds ≥ 5.0 miles ≥ 63 °C ≥ 70 kPa ≥ 10.0 miles ≤ refer to **P0442 Engine Off Time Before Vehicle Off Maximum as a Function of Estimated Ambient Temperature Table** in Supporting Tables. ≥ 17 hours ≥ 10 hours 0 °C≤Temperature≤ 34 °C ******************************	Once per trip, during hot soak (up to 2,400 sec.). No more than 2 unsuccessful attempts between completed tests.	Type A, 1 Trips EWMA Average run length is 8 to 12 trips under normal conditions Run length is 3 to 6 trips after code clear or non-volatile reset

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		the pressure drops (-62) Pa from peak pressure, the vent is then opened for 60 seconds to normalize the system pressure. The vent is again closed to begin the vacuum portion of the test (phase-2). As the fuel temperature continues to fall, a vacuum will begin forming. The vacuum will continue until it reaches a vacuum peak. When the pressure rises 62 Pa from vacuum peak, the test then completes. If the key is turned on while the diagnostic test is in progress, the test will abort.			2. Startup ECT - previous trip EAT OR 3. Engine off time OR 4. At startup, time since previous EAT valid and able to learn OR 5. EAT - current OAT OR 6. EAT < current OAT and speed timer and current OAT - EAT Speed timer increments at 100 msec rate and increments vary based on vehicle speed as follows: vehicle speed < 19 mph 19 mph<speed< 53 mph 53 mph<speed< 124 124 mph<speed< 124 Speed timer can never be less than 0 seconds ********** 1. High Fuel Volatility During the volatility phase, pressure in the fuel tank is integrated vs. volatility time. If the integrated pressure is then test aborts and unsuccessful attempts is	≤ 0 °C ≥ 9,000 seconds ≤ 3,600 seconds 0 °C ≤ difference ≤ 2 °C ≥ 260 seconds ≤ 2 °C - 10.0 seconds 0.13 seconds 0.20 seconds 1.00 seconds ********** < -5		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					incremented. This value equates to an average integrated fuel tank pressure > 1,245 Pa. Please see **P0442 Volatility Time as a Function of Estimate of Ambient Temperature** in Supporting Tables. OR 2. Vacuum Refueling Detected See P0454 Fault Code for information on vacuum refueling algorithm. OR 3. Fuel Level Refueling Detected See P0464 Fault Code for information on fuel level refueling. OR 4. Vacuum Out of Range and No Refueling See P0451 Fault Code for information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling. OR 5. Vacuum Out of Range and Refueling Detected See P0451 Fault Code for			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling. OR 6. Vent Valve Override Failed Device control using an off-board tool to control the vent solenoid, cannot exceed during the EONV test OR 7. Key up during EONV test No active DTCs: No Active DTC's TFTKO	0.50 seconds MAF_SensorFA ECT_Sensor_FA IAT_SensorFA VehicleSpeedSensor_FA IgnitionOffTimeValid AmbientAirDefault P0443 P0446 P0449 P0452 P0453 P0455 P0496		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) Canister Purge Solenoid Valve Circuit (ODM) (No ELCP - Conventional EVAP Diagnostic - For 3 DTC Implementation Only)	P0443	Diagnoses the canister purge solenoid low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open circuit: ≥ 200 K Ω impedence between signal and controller ground	PT Relay Voltage	Voltage ≥ 11.0 volts	20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0458 may also set (Canister Purge Solenoid Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) Vent System Performance (No ELCP - Conventional EVAP Diagnostic)	P0446	This DTC will determine if a restriction is present in the vent solenoid, vent filler, vent hose or EVAP canister. This test runs with normal purge and vent valve is open.	Vent Restriction Prep Test: Vented Vacuum for OR Vented Vacuum for Vent Restriction Test: Tank Vacuum for before Purge Volume After setting the DTC for the first time, 2 liters of fuel must be consumed before setting the DTC for the second time.	 < -623 Pa 60 seconds > 1,245 Pa 60 seconds > 2,989 Pa 5 seconds ≥ 6 liters	Fuel Level System Voltage Startup IAT Startup ECT BARO No active DTCs: No Active DTC's TFTKO	10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts 4 °C ≤ Temperature ≤ 34 °C ≤ 35 °C ≥ 70 kPa MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited P0443 P0449 P0452 P0453 P0454	Once per Cold Start Time is dependent on driving conditions Maximum time before test abort is 1,000 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) Vent Solenoid Control Circuit (ODM) (No ELCP - Conventional EVAP Diagnostic - For 3 DTC Implementation Only)	P0449	Diagnoses the vent solenoid low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit)	Open circuit: ≥ 200 K Ω impedence between signal and controller ground			20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0498 may also set (Vent Solenoid Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Tank Pressure (FTP) Sensor Circuit Performance (No ELCP - Conventional EVAP Diagnostic)	P0451	The DTC will be set if the fuel tank vacuum sensor is out of range when it tries to re-zero prior to the phase-1 or phase-2 portions of the engine-off natural vacuum small leak test.	The tank vacuum sensor voltage is compared to a window about the nominal sensor voltage offset (~1.5 volts) Upper voltage threshold (voltage addition above the nominal voltage) Lower voltage threshold (voltage subtraction below the nominal voltage) The difference between tank vacuum sensor voltage and the nominal offset voltage is then normalized against the appropriate threshold listed above to produce a ratio between 0.0 and 1.0. This normalized re-zero ratio is then filtered with a EWMA (with 0= perfect pass and 1=perfect fail). When EWMA is the DTC light is illuminated. The DTC light can be turned off if the EWMA is and stays below the EWMA fail threshold for 3 additional consecutive trips.	0.2 volts 0.2 volts > 0.73 (EWMA Fail Threshold), ≤ 0.40 (EWMA Re-Pass Threshold)	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes		This test is executed during an engine-off natural vacuum small leak test. The number of times that it executes can range from zero to two per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.	Type A, 1 Trips EWMA Average run length: 6 Run length is 2 trips after code clear or non-volatile reset

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Tank Pressure (FTP) Sensor Circuit Low Voltage (No ELCP - Conventional EVAP Diagnostic)	P0452	This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too low out of range.	FTP sensor signal The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~ -3736 Pa).	< 0.15 volts (3.0 % of Vref or ~ 1,681 Pa)	Time delay after sensor power up for sensor warm-up is	0.10 seconds	640 failures out of 800 samples 12.5 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Tank Pressure (FTP) Sensor Circuit High Voltage (No ELCP - Conventional EVAP Diagnostic)	P0453	This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too high out of range.	FTP sensor signal The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~ -3736 Pa).	> 4.85 volts (97.0 % of Vref or ~ -4,172 Pa)	Time delay after sensor power up for sensor warm-up is	0.10 seconds	640 failures out of 800 samples 12.5 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Tank Pressure (FTP) Sensor Circuit Intermittent (No ELCP - Conventional EVAP Diagnostic)	P0454	This DTC will detect intermittent tank vacuum sensor signals that would have caused the engine-off natural vacuum small leak test to abort due to an apparent re-fueling event.	If an abrupt change in tank vacuum is detected the engine-off natural vacuum test is aborted due to an apparent refueling event. Subsequent to the abort, a refueling rationality test is executed to confirm that a refueling event occurred. If a refueling is confirmed, then the test sample is considered passing. Otherwise, the sample is considered failing indicating an intermittent signal problem. An abrupt change is defined as a change in vacuum: in the span of 1.0 seconds. But in 12.5 msec. A refueling event is confirmed if the fuel level has a persistent change of for 30 seconds during a 600 second refueling rationality test.	> 112 Pa < 249 Pa > 10 %	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes and the canister vent solenoid is closed		This test is executed during an engine-off natural vacuum small leak test. The test can only execute up to once per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.The test will report a failure if 2 out of 3 samples are failures. 12.5 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) System Large Leak Detected (No ELCP - Conventional EVAP Diagnostic)	P0455	This DTC will detect a weak vacuum condition (large leak or purge blockage) in the EVAP system. Purge valve is controlled (to allow purge flow) and vent valve is commanded closed.	Purge volume while Tank vacuum After setting the DTC for the first time, 2 liters of fuel must be consumed before setting the DTC for the second time. Weak Vacuum Follow-up Test (fuel cap replacement test) Weak Vacuum Test failed. Passes if tank vacuum Note: Weak Vacuum Follow-up Test can only report a pass.	> 15 liters ≤ 1,993 Pa ≥ 2,740 Pa	Fuel Level System Voltage BARO Purge Flow No active DTCs: Cold Start Test If ECT > IAT, Startup temperature delta (ECT-IAT) Cold Test Timer Startup IAT Startup ECT Weak Vacuum Follow-up Test This test can run following a weak vacuum failure or on a hot restart.	10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts ≥ 70 kPa ≥ 1.50 % MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited P0443 P0449 P0452 P0453 P0454 ≤ 8 °C ≤ 1,000 seconds 4 °C≤Temperature≤ 34 °C ≤ 35 °C	Once per cold start Time is dependent on driving conditions Maximum time before test abort is 1,000 seconds Weak Vacuum Follow-up Test With large leak detected, the follow-up test is limited to 1,300 seconds. Once the MIL is on, the follow-up test runs indefinitely.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission System Purge Control Valve Circuit Low (No ELCP - Conventional EVAP Diagnostic)	P0458	Diagnoses the canister purge solenoid low side driver circuit for circuit faults	Voltage low during driver off state (indicates short to ground)	Short to ground: ≤ 0.5 Ω impedence between signal and controller ground	PT Relay Voltage	Voltage ≥ 11.0 volts	20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0443 may also set (Canister Purge Solenoid Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission System Purge Control Valve Circuit High (No ELCP - Conventional EVAP Diagnostic)	P0459	Diagnoses the canister purge solenoid low side driver circuit for circuit faults	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedence between signal and controller power	PT Relay Voltage	Voltage ≥ 11.0 volts	20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Performance (For use on vehicles with mechanical transfer pump dual fuel tanks)	P0461	This DTC will detect a fuel sender stuck in range in the primary fuel tank.	********** Fuel Level in Primary and Secondary Tanks Remain in an Unreadable Range too Long ********** This subtest is used If fuel volume in primary tank is and fuel volume in secondary tank and remains in this condition for OR ********** After Refuel Event ********** If the secondary fuel volume changes by 27.8 liters from engine “off” to engine “on” the primary volume should change by 3.0 liters. OR ********** Distance Traveled without a Primary Fuel Level Change ********** Delta fuel volume change over 15.6 liters of fuel consumed by the engine.	 ≥ 25.5 liters < 8.3 liters 19.9 liters of fuel consumed by the engine. < 3 liters	Engine Running No active DTCs: The shutdown primary tank volume + 3.0 liters must be	 VehicleSpeedSensor_FA < 25.5 liters	250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Circuit Low Voltage	P0462	This DTC will detect a fuel sender stuck out of range low in the primary fuel tank.	Fuel level Sender % of 5V range	< 10 %			100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Circuit High Voltage	P0463	This DTC will detect a fuel sender stuck out of range high in the primary fuel tank.	Fuel level Sender % of 5V range	> 60 %			100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Circuit Intermittent (No ELCP - Conventional EVAP Diagnostic)	P0464	This DTC will detect intermittent fuel level sensor signals that would have caused the engine-off natural vacuum small leak test to abort due to an apparent re-fueling event.	If a change in fuel level is detected, the engine-off natural vacuum test is aborted due to an apparent refueling event. Subsequent to the abort, a refueling rationality test is executed to confirm that an actual refueling event occurred. If a refueling event is confirmed, then the test sample is considered passing. Otherwise, if a refueilng event is not confirmed, then the test sample is considered failing which indicates an intermittent signal problem. An intermittent fuel level signal problem is defined as: The fuel level changes by and does not remain for 30 seconds during a 600 second refueling rationality test.	 > 10 % > 10 %	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes		This test is executed during an engine-off natural vacuum small leak test. The test can only execute up to once per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.The test will report a failure if 2 out of 3 samples are failures. 100 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Relay Control Circuit Open (ODM) (Not used on EREV)	P0480	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: ≥ 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips Note: In certain controllers P0691 may also set (Fan 1 Short to Ground).

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) System Flow During Non-Purge (No ELCP - Conventional EVAP Diagnostic)	P0496	This DTC will determine if the purge solenoid is leaking to engine manifold vacuum. This test will run with the purge valve closed and the vent valve closed.	Tank Vacuum for Test time	> 2,491 Pa 5 seconds ≤ refer to **P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level Table** in Supporting Tables.	Fuel Level System Voltage BARO Startup IAT Startup ECT Engine Off Time No active DTCs:	10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts ≥ 70 kPa 4 °C≤Temperature≤ 34 °C ≤ 35 °C ≥ 28,800.0 seconds MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited P0443 P0449 P0452 P0453 P0454	Once per cold start Cold start: max time is 1,000 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission System Vent Solenoid Control Circuit Low (No ELCP - Conventional EVAP Diagnostic)	P0498	Diagnoses the vent solenoid low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short to ground)	Short to ground: ≤ 0.5 Ω impedence between signal and controller ground			20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0449 may also set (Vent Solenoid Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission System Vent Solenoid Control Circuit High (No ELCP - Conventional EVAP Diagnostic)	P0499	Diagnoses the vent solenoid low side driver circuit for circuit faults. If the P0499 is active, an intrusive test is performed with the vent solenoid commanded closed for 15 seconds.	Voltage low during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedence between signal and controller power			20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Low Engine Speed Idle System	P0506	This DTC will determine if a low idle exists	Filtered Engine Speed Error	> 95.00 rpm	Baro	> 70 kPa	Diagnostic runs in every 12.5 ms loop	Type B, 2 Trips
			filter coefficient	0.00375	Coolant Temp	> KeSPDD_T_EnblECT_Min (60 °C) and < KfECTI_T_EngCoolHotHi Thresh (125 °C) Must verify KfECTI_T_EngCoolHotLo Thresh (120) is less than KfECTI_T_EngCoolHotHi Thresh (125)	Diagnostic reports pass or fail in 10 seconds once all enable conditions are met
					Engine run time	≥ 60 sec		
					Ignition voltage	32 ≥ volts ≥ 11		
					Time since gear change	≥ 3 sec		
					Time since a TCC mode change	> 3 sec		
					IAT	> -20 °C		
					Vehicle speed	≤ 1.24 mph		
					Commanded RPM delta	≤ 25 rpm		
					Idle time	> 10 sec		
					For manual transmissions: Clutch Pedal Position or Clutch Pedal Position	> 88.00 pct < 16.00 pct		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					No active DTCs	PTO not active Transfer Case not in 4WD LowState Off-vehicle device control (service bay control) must not be active. following conditions not TRUE: (VeTESR_e_EngSpdReqIntvType = CeTESR_e_EngSpdMinLimit AND VeTESR_e_EngSpdReqRespType = CeTESR_e_NoSuggestion) Clutch is not depressed TC_BoostPresSnsrFA ECT_Sensor_FA EnginePowerLimited EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorCircuitFA EvapFlowDuringNonPurge_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA FuelInjectorCircuit_FA MAF_SensorFA EngineMisfireDetected_FA IgnitionOutputDriver_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All of the above met for Idle time	TPS_FA TPS_Performance_FA VehicleSpeedSensor_FA FuelLevelDataFault LowFuelConditionDiagnostic Clutch Sensor FA AmbPresDfltdStatus P2771 > 10 sec The diagnostic does not run during autostop as engine is shutdown during that time (occurs in a hybrid or 12v start stop vehicle)		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Engine Speed Idle System	P0507	This DTC will determine if a high idle exists	Filtered Engine Speed Error	< -190.00 rpm	Baro	> 70 kPa	Diagnostic runs in every 12.5 ms loop	Type B, 2 Trips
			filter coefficient	0.00375	Coolant Temp	> KeSPDD_T_EnblECT_Min (60 °C) and < KfECTI_T_EngCoolHotHi Thresh (125 °C) Must verify KfECTI_T_EngCoolHotLo Thresh (120) is less than KfECTI_T_EngCoolHotHi Thresh (125)	Diagnostic reports pass or fail in 10 seconds once all enable conditions are met	
					Engine run time	≥ 60 sec		
					Ignition voltage	32 ≥ volts ≥ 11		
					Time since gear change	≥ 3 sec		
					Time since a TCC mode change	> 3 sec		
					IAT	> -20 °C		
					Vehicle speed	≤ 1.24 mph		
					Commanded RPM delta	≤ 25 rpm		
					For manual transmissions: Clutch Pedal Position or Clutch Pedal Position	> 88.00 pct < 16.00 pct		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						PTO not active Transfer Case not in 4WD LowState Off-vehicle device control (service bay control) must not be active. following conditions not TRUE: (VeTESR_e_EngSpdReqIntvType = CeTESR_e_EngSpdMinLimit AND VeTESR_e_EngSpdReqRespType = CeTESR_e_NoSuggestion) Clutch is not depressed		
					No active DTCs	TC_BoostPresSnsrFA ECT_Sensor_FA EnginePowerLimited EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorCircuitFA EvapFlowDuringNonPurge_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA FuelInjectorCircuit_FA MAF_SensorFA EngineMisfireDetected_FA IgnitionOutputDriver_FA TPS_FA TPS_Performance_FA VehicleSpeedSensor_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All of the above met for Idle time	FuelLevelDataFaultLow FuelConditionDiagnostic Clutch SensorFA AmbPresDfltdStatus P2771 > 10 sec The diagnostic does not run during autostop as engine is shutdown during that time (occurs in a hybrid or 12v start stop vehicle)		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Rough Idle	P050D	Monitors the combustion performance when the cold start emission reduction strategy is active by accumulating and determining the percentage of engine cycles that have less than complete combustion relative to the total number of engine cycles in which Dual Pulse is active.	Deceleration index vs. Engine Speed Vs Engine load Deceleration index calculation is tailored to specific vehicle. Tables used are 1st tables encountered that are not max of range. Undetectable region at a given speed/load point is where all tables are max of range point. see Algorithm Description Document for additional details. Incomplete combustion identified by P0300 threshold tables:	(>Idle SCD AND >Idle SCD ddt Tables) OR (>Idle Cyl Mode AND > Idle Cyl Mode ddt Tables)	Misfire Algorithm Enabled (Refer to P0300 for Enablement Requirements) OBD Manufacturer Enable Counter To enable the diagnostic, the Cold Start Emission Reduction Strategy Must Be Active per the following: Catalyst Temperature AND Engine Coolant AND Engine Coolant AND Barometric Pressure In addition, Dual Pulse Strategy Is Enabled and Active Per the following: Engine Speed Accel Position Engine Run Time For the engine speeds and loads in which Dual Pulse is active:	 = 0 < 300.00 degC > -12.00 degC <= 56.00 degC >= 78.00 KPa >= 300.00 RPM <= 2,600.00 RPM <= 1.00 Pct < 83 seconds	Runs once per trip when the cold start emission reduction strategy is active and Dual Pulse is enabled and active. Frequency: 100ms Test completes after Dual Pulse is no longer active OR The first 500 engine cycles have been reached	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Dual Pulse Error induced misfires percentage	>= catalyst damaging misfire		
					Dual Pulse Error induced misfires percentage	< 90% of the maximum achieveable catalyst damaging misfire.		
					Engine Cycles	>= 50 < 501		
					The Cold Start Emission Reduction strategy must not be exiting. The strategy will exit per the following:			
					Catalyst Temperature AND Engine Run Time	>= 800.00 degC >= 22.00 seconds		
					OR Engine Run Time	> **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit table is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details.		
					OR Barometric Pressure	 < 78.00 KPa		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Dual Pulse Strategy will exit per the following:			
					Engine Speed OR Accel Position	> 2,800.00 RPM > 30.00 Pct		
					Engine Run Time	>= 83 seconds		
					Dual Pulse Strategy will also exit if the any of the "Additional Dual Pulse Enabling Criteria" is not satisfied:			
					"Additional Dual Pulse Enabling Criteria":			
					Green Engine Enrichment	Not Enabled		
					Misfire Converter Protection strategy	Not being requested		
					Engine Metal Overtemp strategy	Not being requested		
					Fuel control state	Open Loop		
					Output State Control	Not being requested for fuel		
					DOD Or DFCO	Not Active		
					Power Enrichment	Not Active		
					Dynamic Power Enrichment	Not Active		
					Piston Protection	Not Active		
					Hot Coolant Enrichment	Not Active		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Injector Flow Test General Enable DTC's Not Set:	Not Active AcceleratorPedalFailure ECT_Sensor_FA IAT_SensorCircuitFA MnfdTempSensorCktFA CrankSensor_FA FuelInjectorCircuit_FA MAF_SensorFA MAP_SensorFA AnyCamPhaser_TFTKO ClutchPstnSnsr FA IAC_SystemRPM_FA IgnitionOutputDriver_FA TPS_FA VehicleSpeedSensor_FA FuelInjectorCircuit_TFTKO FHPR_b_FRP_SnsrCkt_FA FHPR_b_FRP_SnsrCkt_TFTKO FHPR_b_PumpCkt_FA FHPR_b_PumpCkt_TFTKO TransmissionEngagedState_FA EngineTorqueEstInaccurate FuelPumpRlyCktFA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Assist Vacuum Too Low	P050F	Monitors for a brake booster vacuum leak	Brake booster vacuum drift ratio (EWMA) reaches the fail threshold (based on engine running condition) before the sample count threshold is reached, a failure is reported.		Diagnostic is enabled and the following conditions are met for engine run conditions:	Enabled	Performed every 100 msecond Minimum time to pass: Engine Running 0.00 second Engine Stopped 0.00 second	Type B, 2 Trips
					No brake booster vacuum sensor faults active			
					No brake pedal position sensor faults active			
			Engine Running Fail Threshold based on prior diagnostic state (description below)		Brake pedal travel is	< 8.00 percent - 5.00 percent offset		
					No mass air flow faults			
			Diagnostic failed prior loop	>= 0.60	No manifold air pressure faults			
			Diagnostic passed prior loop	>= 0.65	Mass air flow estimate	>= 6.00 grams / second		
			Before the sample counts	> 0.00 counts	Manifold air pressure	<= 20.00 kPa		
					Engine vacuum stability time has reached	>= 0.70 seconds		
			Engine Stopped Fail Threshold based on prior diagnostic state (description below)		Difference between brake booster vacuum and manifold air pressure is	> 10.00 kPa		
			Diagnostic failed prior loop	>= 0.80	OR			
			Diagnostic passed prior loop	>= 0.90	Diagnostic is enabled for the following engine auto off conditions:	Enabled		
			Before the sample counts	> 0.00 counts	No brake booster vacuum sensor faults active			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					No brake pedal position sensor faults active			
					Brake pedal travel is	< 8.00 percent - 5.00 percent offset		
					No engine movement detected			
					Engine is in AutoStop mode			
					OR			
					Diagnostic is enabled for the following key off conditions:	Disabled		
					No brake booster vacuum sensor faults active			
					No brake pedal position sensor faults active			
					Brake pedal travel is	< 8.00 percent - 5.00 percent offset		
					No engine movement detected			
					Engine is in KeyStop mode			

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure (EOP) Sensor Performance - Two Stage Oil Pump	P0521	Determines if the Engine Oil Pressure (EOP) Sensor is stuck or biased in range	**Two Stage Oil Pump EOP Sensor Test with Engine Running** If enabled: <u>To Fail when previously passing with the engine running:</u> Filtered Engine Oil Pressure below expected threshold OR Filtered Engine Oil Pressure above expected threshold <u>To pass when previously failing:</u> Filtered Engine Oil Pressure above low threshold plus an offset OR	 Filtered Oil Pressure < **P0521_LowMinOilPresFail - Two Stage Oil Pump** OR Filtered Oil Pressure > (**P0521_P06DD_P06DE_OP_HiStatePressure** * 1.10 + 114.0 kPa) Filtered Oil Pressure > (10.0 kPa+ **P0521_LowMinOilPresFail - Two Stage Oil Pump**) OR	Two Stage Oil Pump is Present = TRUE Engine Running Diagnostic Status Engine Off Rationality Test Diagnostic Reporting Status Oil Pressure Sensor In Use Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) Filtered Engine Speed within range Modelled Oil Temperature within range No active DTC's	TRUE Enabled Test not report a fail state Yes ≥ 20.0 seconds ≥ 70.0 kPa FALSE 1,500 RPM ≤ Filtered Engine Speed ≤ 4,500 RPM 40.0 deg C ≤ Oil Temp ≤ 120.0 deg C Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA CrankSensor_FA	 ≥ 40 errors out of 50 samples. Performed every 100 msec ≥ 10 passes out of 50 samples. Performed every 100 msec	Type A, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Filtered Engine Oil Pressure below high threshold minus an offset	Filtered Oil Pressure < (**P0521_P06DD_P06DE_OP_HiStatePressure** * 1.10 + 114.0 kPa) - 10.0 kPa (Details on Supporting Tables Tab: **P0521_LowMinOilPresFail - Two Stage Oil Pump** **P0521_P06DD_P06DE_OP_HiStatePressure**)				
			Two Stage Oil Pump EOP Sensor Test with Engine Off If enabled: <u>To Fail when previously passing with the engine off:</u> Filtered Engine Oil Pressure greater than threshold	 Filtered Oil Pressure ≥ 40.0 kPa	Two Stage Oil Pump is Present = TRUE Engine Off Rationality Test Diagnostic Status Engine Running Rationality Test Diagnostic Status Modelled Oil Temperature No Engine Movement No active DTC's	TRUE Enabled Test not report a fail state ≥ 70.0 deg C > 4.0 seconds EngineModeNotRunTimer_FA EngOilTempFA EngOilPressureSensorCktFA CrankSensor_FA	≥ 20 errors out of 40 samples. Run once per trip	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure (EOP) Sensor Circuit Low Voltage	P0522	Determines if the Engine Oil Pressure (EOP) Sensor circuit voltage is too low	(Engine Oil Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	< 5.00 percent	Engine Speed Enable Engine Speed Disable Oil Pressure Sensor In Use Diagnostic Status	> 400 rpm < 350 rpm Yes Enabled	800 failures out of 1,000 samples Performed every 6.25 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure (EOP) Sensor Circuit High Voltage	P0523	Determines if the Engine Oil Pressure (EOP) Sensor circuit voltage is too high	(Engine Oil Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	> 95.00 percent	Oil Pressure Sensor In Use Diagnostic Status	Yes Enabled	800 failures out of 1,000 samples Performed every 6.25 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Booster Pressure Sensor Performance	P0556	Determines if the Brake Booster Vacuum Sensor is stuck or skewed within the normal operating range by comparing the engine vacuum to the brake booster vacuum when the engine is producing a large amount of vacuum	Engine vs brake booster vacuum sensor values are compared when % throttle < value for a time period. When throttle once again > calibrated value, min and max vacuum sensor values are normalized and subtracted from a 1st order lag filter value of 1. A properly operating vacuum sensor would have a normalized result of 1 or greater. If the normalized result is greater than 1 it is considered 1. The 1st order lag filter value would be 0 in a passing system. 1st order lag fail threshold 1st order lag re-pass threshold	 > 0.20 < 0.4	Throttle Area (with idle included) for time period of BrkBoostVacDiff For time period of AND Vacuum Delta Diagnostic enabled/ disabled No active DTC's	<= 5.0 Percent for > 3.0 seconds > 0.3 kPa >= 0.2 Seconds >= 6.0 kPa 1.00 Fault bundles: MAP_SensorFA TPS_FA BrakeBoosterSensorCktFA	Pass counter incremented when enable conditions are met, pass achieved when counter >= 7 Performed every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Booster Pressure Sensor Circuit Low Voltage	P0557	Determines if the Brake Booster Pressure Sensor circuit voltage is too low	(Brake Booster Pressure Sensor Voltage) ÷ 5 Volts *100	< 5.00 percent	Brake booster diagnostic enabled/disabled Brake booster pressure sensor present	Enabled Present	320 failures out of 400 samples Performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Booster Pressure Sensor Circuit High Voltage	P0558	Determines if the Brake Booster Pressure Sensor circuit voltage is too high	(Brake Booster Pressure Sensor Voltage) ÷ 5 Volts *100	> 95.00 percent	Brake booster diagnostic enabled/disabled Brake booster pressure sensor present	Enabled Present	2,000 failures out of 2,400 samples Performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Mutil-Functon Switch Circuit	P0564	Detect when cruise control multi-function switch circuit (analog) voltage is in an illegal range	Cruise Control analog circuit voltage must be in an "illegal range" or "between ranges" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 0.500 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control On Switch Circuit	P0565		Cruise Control On switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 20.00 seconds	MIL Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Resume Circuit	P0567	Detects a failure of the cruise resume switch in a continously applied state	Cruise Control Resume switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Set Circuit	P0568	Detects a failure of the cruise set switch in a continously applied state	Cruise Control Set switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Cancel Switch Circuit	P056C		Cruise Control Cancel switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 20.00 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Input Circuit	P0575	Detects rolling count or protection value errors in Cruise Control Switch Status serial data signal	If x of y rolling count / protection value faults occur, disable cruise for duration of fault		Cruise Control Switch Serial Data Error Diagnostic Enable	1.00	10 / 16 counts	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Circuit Range/ Performance	P057B	This diagnostic monitors the Brake Pedal Position Sensor for a stuck in range failure	.		Brake Pedal Position Sensor Circuit Range / Performance Diagnostic Enable	1.00 ignition voltage > 10.00		MIL: Type A, 1 Trips
			Calculated EWMA value must be greater than calibratable theshold after calibratable number of tests have completed to report a "test passed" for P057B	EWMA value looked up in supporting table P057B KtBRKI_K_FastTestPointWeight as a function of calculated brake pedal position delta EWMA value is > 0.80	calculated brake pedal position delta sample counter > 50.00 for fast test OR calculated brake pedal position delta sample counter > 1,000.00 for slow test	calculated brake pedal position delta > 8.00 OR (for slow test) shift lever has been in park once this key cycle vehicle speed >= 5.00 accelerator pedal position < 5.00	total number of EWMA tests > 20.00	
			Calculated EWMA Value must be less than calibratable threshold after calibratable number of tests have completed to report a "test failed" for P057B. This test runs once per key cycle	EWMA value looked up in supporting table P057B KtBRKI_K_CmpltTestPointWeight as a function of calculated brake pedal position delta EWMA value is less thatn 0.40	no DTC's active (P057C, P057D)	shift lever has been in park once this key cycle vehicle speed >= 5.00 accelerator pedal position < 5.00	total number of EWMA tests > 2.00	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Circuit Low	P057C	detects short to ground for brake pedal position sensor	If x of y samples are observed below failure threshold, default brake pedal position to zero percent.	5.00	Brake Pedal Position Sensore Low Voltage Diagnostic Enable	1.00	20 / 32.00 counts	MIL: Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Circuit High	P057D	detects open circuit for brake pedal position sensor	If x of y samples are observed above failure threshold, default brake pedal position to zero percent and set DTC	95.00	Brake Pedal Position Sensore High Voltage Diagnostic Enable	1.00	20.00 / 32.00 counts	MIL: Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-function Circuit Low Voltage	P0580	detects short to ground failure for cruise multi-function switch circuit	Cruise Control analog circuit voltage must be in an "Open Short To Ground" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-function Circuit High Voltage	P0581		Cruise Control analog circuit voltage must be in an "Short To Power" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Performance	P058A	This DTC monitors for a battery module internal fault	Battery Module signals an internal fault via LIN bus VeVITR_e_IBS_InternalFault	= CeVITR_e_DiagFailed	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius =True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Current Monitoring Performance	P058B	This DTC monitors for a battery module current fault	Battery Module signals an internal fault via LIN bus VeVITR_e_BatCurrRatDiag	= CeVITR_e_DiagFailed	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Temperature Monitoring Performance	P058C	This DTC monitors for a battery module temperature fault	Difference between Battery Module raw temperature values	> 10.00 Celsius	The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit For Historical Mode IBS Down Counter (over LIN bus) For Continuous Mode IBS Down Counter (over LIN bus) IBS Temperature Data Available over LIN bus Internal Temperature Circuit Low Fault Active (P16DE) Internal Temperature	= 1 (1 indicates enabled) = 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 = zero = True = False = False	8 failed samples within 10 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Circuit High Fault Active (P16DF) Battery Module Temperature Too High Fault Active (P058E) Battery Module Temperature Too Low Fault Active (P058F)	 = False = False		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Voltage Monitoring Performance	P058D	This DTC monitors for a battery module voltage fault	Difference between 12V System Reference Voltage and IBS 12V Battery Voltage values	> 5.00 Volts	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit IBS Voltage and Current Data Available over LIN bus Battery Monitor Module Circuit Low Voltage Fault Active (P16D4) Battery Monitor Module Circuit High Voltage Fault Active (P16D5)	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True = True = False = False	32 failed samples within 40 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Temperature Too High	P058E	This DTC monitors for a battery module temperature too high fault	Battery Module raw temperature 2 value	> 120.00 Celsius	The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit For Historical Mode IBS Down Counter (over LIN bus) For Continuous Mode IBS Down Counter (over LIN bus) IBS Measure Temperature Data Available over LIN bus	= 1 (1 indicates enabled) = 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 = zero = True	4 failed samples within 5 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Temperature Too Low	P058F	This DTC monitors for a battery module temperature too low fault	Battery Module raw temperature 2 value	< -43.00 Celsius	The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit For Historical Mode IBS Down Counter (over LIN bus) For Continuous Mode IBS Down Counter (over LIN bus) IBS Measure Temperature Data Available over LIN bus	= 1 (1 indicates enabled) = 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 = zero = True	4 failed samples within 5 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Active Grill Air Shutter A Performance /Stuck OFF	P059F	Compare commanded shutter A position to sensed position	Consecutive failed intrusive position performance test count	>= 5.00	1. Ignition Run_Crack Active, 2. Ignition Run_Crank AND Ignition Accessory AND ECU Awake, 3. Command Shutter1 Enable	1. = TRUE, 2. = FALSE AND = FALSE AND = TRUE, 3. = TRUE	1 sample / 100 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ColdStrtA_CamPstnB1	P05CC	Detects a VVT system error during Cold Starts by comparing the desired and actual cam positions when VVT is activated	Camshaft position error [absolute value of (desired position - actual position)] is compared to thresholds to determine if excessive	(Intake cam Bank 1) Cam Position Error > 6.00 deg.	**Intake Cam Phsr Enable** System Voltage Engine Running Power Take Off (PTO) active **Catalyst Warmup Enabled** Desired cam position Desired AND Measured cam position Desired cam position variation No Active DTCs	= TRUE > 11.00 Volts = TRUE = FALSE = TRUE > 0 deg > 6.00 deg AND < 26.00 deg < 3.00 deg for (**P0011_P05CC_StablePositionTimeIc1**) seconds P0010 P2088 P2089	65 failures out of 75 samples 100 ms /sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ColdStrtB_CamPstnB1	P05CE	Detects a VVT system error during Cold Starts by comparing the desired and actual cam positions when VVT is activated	Camshaft position error [absolute value of (desired position - actual position)] is compared to thresholds to determine if excessive	(Exhaust cam Bank 1) Cam Position Error > 6.00 deg.	**Exhaust Cam Phsr Enable** System Voltage Engine Running Power Take Off (PTO) active **Catalyst Warmup Enabled** Desired cam position Desired AND Measured cam position Desired cam position variation No Active DTCs	= TRUE > 11.00 volts = TRUE = FALSE = TRUE > 0 deg > 6.00 deg AND < 32.00 deg < 3.00 deg for (**P0014_P05CE_StablePositionTimeEc1**) sec P0013 P2090 P2091	65 failures out of 75 samples 100 ms /sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if the calibration check sum is incorrect or the flash memory detects an uncorrectable error via the Error Correcting Code.	The Primary Processor's calculated checksum does not match the stored checksum value. Covers all software and calibrations.	1 failure if the fault is detected during the first pass. 5 failures if the fault occurs after the first pass is complete.			Diagnostic runs continuously in the background.	Type A, 1 Trips
			The Primary Processor's Error Correcting Code hardware in the flash memory detects an error. Covers all software and calibrations.	254 failures detected via Error Correcting Code			Diagnostic runs continuously via the flash hardware.	
			The Primary Processor's calculated checksum does not match the stored checksum value for a selected subset of the calibrations.	2 consecutive failures detected or 5 total failures detected.			Diagnostic runs continuously. Will report a detected fault within 200 ms.	
			The Secondary Processor's calculated checksum does not match the stored checksum value. Covers all software and calibrations.	1 failure if the fault is detected during the first pass. 5 failures if the fault occurs after the first pass is complete.			Diagnostic runs continuously in the background.	
				In all cases, the failure count is cleared when controller shuts down				

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Not Programmed	P0602	This DTC will be stored if the ECU is a service part that has not been programmed.	Service (reflash) controller calibration present	= 1		none	Diagnostic runs at powerup and once per second continuously after that	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ECM Long Term Memory Reset	P0603	This DTC detects an invalid NVM.This DTC will be stored if the calibration check sum is incorrect or the flash memory detects an uncorrectable error via the Error Correcting Code.	Static NVM region error detected during initialization				Diagnostic runs at controller power up.	Type A, 1 Trips
			Perserved NVM region error detected during initialization				Diagnostic runs at controller power up.	
			ECC ROM fault detected in NVM Flash region ECC ROM Error Count >	 1.00			Diagnostic runs at controller power up.	
			Perserved NVM region error detected during shut down.				Diagnostic runs at controller power down.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ECM RAM Failure	P0604	Indicates that the ECM has detected a RAM fault	Indicates that the primary processor is unable to correctly read data from or write data to system RAM. Detects data read does not match data written >=	254 counts			Will finish first memory scan within 30 seconds at all engine conditions - diagnostic runs continuously (background loop)	Type A, 1 Trips
			Indicates that the primary processor is unable to correctly read data from or write data to cached RAM. Detects data read does not match data written >=	254 counts			Will finish first memory scan within 30 seconds at all engine conditions - diagnostic runs continuously (background loop)	
			Indicates that the primary processor is unable to correctly read data from or write data to TPU RAM. Detects data read does not match data written >=	5 counts			Will finish first memory scan within 30 seconds at all engine conditions - diagnostic runs continuously (background loop)	
			Indicates that the primary processor detects a mismatch between the data and dual data is found during RAM updates. Detects a mismatch in data and dual data updates >	0.45384 s			When dual store updates occur.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Indicates that the primary processor detects an illegal write attempt to protected RAM. Number of illegal writes are >	0 counts			Diagnostic runs continuously (background loop)	
			Indicates that the secondary processor is unable to correctly read data from or write data to system RAM. Detects data read does not match data written >=	5 counts			Will finish first memory scan within 30 seconds at all engine conditions - diagnostic runs continuously (background loop)	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal ECM Processor Integrity Fault	P0606	Indicates that the ECM has detected an internal processor integrity fault	Loss or invalid message of SPI communication from the Secondary Processor at initialization detected by the Primary Processor or loss or invalid message of SPI communication from the Secondary Processor after a valid message was received by the Primary Processor	Loss or invalid message at initialization detected or loss or invalid message after a valid message was recieved		Run/Crank voltage >= 6.41 or Run/Crank voltage >= 11.00 , else the failure will be reported for all conditions	In the primary processor, 159 / 399 counts intermittent or 39 counts continuous; 39 counts continuous @ initialization. 12.5 ms /count in the ECM main processor	Type A, 1 Trips
			Loss or invalid message of SPI communication from the Primary Processor at initialization detected by the Secondary Processor or loss or invalid message of SPI communication from the Primary Processor after a valid message was received by the Secondary Processor	Loss or invalid message at initialization detected or loss or invalid message after a valid message was recieved			In the secondary processor, 20 / 200 counts intermittent or 0.1875 s continuous; 0.4750 s continuous @ initialization. 12.5 ms /count in the ECM secondary processor	
			Checks for stack over or underflow in secondary processor by looking for corruption of known pattern at stack boundaries. Checks number of stack over/ under flow since last powerup reset >=	5		KeMEMD_b_StackLimitTestEnbl == 1 Value of KeMEMD_b_StackLimitTestEnbl is: 1 . (If 0, this test is disabled)	variable, depends on length of time to corrupt stack	
			MAIN processor is verified by responding to a seed sent from the secondary with a key response to secondary. Checks number of incorrect keys	2 incorrect seeds within 8 messages, 0.2000 seconds		ignition in Run or Crank	150 ms for one seed continually failing	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			received > or Secondary processor has not received a new within time limit					
			Time new seed not received exceeded			always running	0.450 seconds	
			MAIN processor receives seed in wrong order			always running	3 / 17 counts intermittent. 50 ms/count in the ECM main processor	
			2 fails in a row in the Secondary processor's ALU check			KePISD_b_ALU_TestEnbld == 1 Value of KePISD_b_ALU_TestEnbld is: 1 . (If 0, this test is disabled)	25 ms	
			2 fails in a row in the Secondary processor's configuration register masks versus known good data			KePISD_b_ConfigRegTestEnbld == 1 Value of KePISD_b_ConfigRegTestEnbld is: 1 . (If 0, this test is disabled)	12.5 to 25 ms	
			Secondary processor detects an error in the toggling of a hardware discrete line controlled by the MAIN processor: number of discrete changes > = or < = over time window(50ms)	7 17		KePISD_b_MainCPU_SOH_FltEnbld == 1 Value of KePISD_b_MainCPU_SOH_FltEnbld is: 0 . (If 0, this test is disabled) time from initialization >= 0.4875 seconds	50 ms	
			Software background task first pass time to complete exceeds			Run/Crank voltage > 6.41	360.000 seconds	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			2 fails in a row in the MAIN processor's ALU check			KePISD_b_ALU_TestEnbld == 1 Value of KePISD_b_ALU_TestEnbld is: 1 . (If 0, this test is disabled)	25 ms	
			2 fails in a row in the MAIN processor's configuration register masks versus known good data			KePISD_b_ConfigRegTestEnbld == 1 Value of KePISD_b_ConfigRegTestEnbld is: 1 . (If 0, this test is disabled)	12.5 to 25 ms	
			Checks number of stack over/under flow since last powerup reset >=	3		KeMEMD_b_StackLimitTestEnbl == 1 Value of KeMEMD_b_StackLimitTestEnbl is: 1 . . (If 0, this test is disabled)	variable, depends on length of time to corrupt stack	
			Voltage deviation >	0.4950		KePISD_b_A2D_CnvrtrTestEnbld == 1 Value of KePISD_b_A2D_CnvrtrTestEnbld is: 1 . (If 0, this test is disabled)	5 / 10 counts or 0.150 seconds continuous; 50 ms/count in the ECM main processor	
			Checks for ECC (error correcting code) circuit test errors reported by the hardware for flash memory. Increments counter during controller initialization if ECC error occured since last controller initialization. Counter >=	3 (results in MIL), 5 (results in MIL and remedial action)		KeMEMD_b_FlashECC_CktTestEnbl == 1 Value of KeMEMD_b_FlashECC_CktTestEnbl is: 1 . (If 0, this test is disabled)	variable, depends on length of time to access flash with corrupted memory	
			Checks for ECC (error	3 (results in MIL),		KeMEMD_b_RAM_ECC_	variable,	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			correcting code) circuit test errors reported by the hardware for RAM memory circuit. Increments counter during controller initialization if ECC error occured since last controller initialization. Counter >=	5 (results in MIL and remedial action)		CktTestEnbl == 1 Value of KeMEMD_b_RAM_ECC_ CktTestEnbl is: 1 . (If 0, this test is disabled)	depends on length of time to write flash to RAMvariable, depends on length of time to write flash to RAM	
			MAIN processor DMA transfer from Flash to RAM has 1 failure			KePISD_b_DMA_XferTest Enbld == 1 Value of KePISD_b_DMA_XferTest Enbld is: 0 . (If 0, this test is disabled)	variable, depends on length of time to write flash to RAM	
			Safety critical software is not executed in proper order.	>= 1 incorrect sequence.		Table, f(Core, Loop Time). See supporting tables: **P0606_Program Sequence Watch Enable f(Core, Loop Time)** (If 0, this Loop Time test is disabled)	Fail Table, f(Loop Time). See supporting tables: **P0606_PSW Sequence Fail f (Loop Time)** / Sample Table, f (Loop Time)See supporting tables: **P0606_PSW Sequence Sample f(Loop Time)** counts 50 ms/count in the ECM main processor	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			MAIN processor determines a seed has not changed within a specified time period within the 50ms task.	Previous seed value equals current seed value.		KePISD_b_SeedUpdKey StorFltEnbl == 1 Value of KePISD_b_SeedUpdKey StorFltEnbl is: 1 . (If 0, this test is disabled)	Table, f(Loop Time). See supporting tables: **P0606_Last Seed Timeout f (Loop Time)**	

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Relay Control Circuit Open	P0627	Diagnoses the fuel pump relay control high side driver circuit for circuit faults	Voltage high during driver off state (indicates open circuit)	Open circuit: ≥ 200 K Ω impedance between signal and controller ground	Run/Crank Voltage Engine Speed	Voltage ≥ 11.00 volts ≥ 0 RPM	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0629 may also set (Fuel Pump Relay Control Short to Power)

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Relay Control Circuit Low Voltage	P0628	Diagnoses the fuel pump relay control high side driver circuit for circuit faults	Voltage low during driver on state (indicates short to ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Run/Crank Voltage Engine Speed	Voltage ≥ 11.00 volts ≥ 0 RPM	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Relay Control Circuit High Voltage	P0629	Diagnoses the fuel pump relay control high side driver circuit for circuit faults	Voltage high during driver off state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Run/Crank Voltage Engine Speed	Voltage ≥ 11.00 volts ≥ 0 RPM	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0627 may also set (Fuel Pump Relay Control Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Fuel Injector Control Performance	P062B	This DTC Diagnoses the internal fuel injctor control module circuit for circuit faults.	Internal ECU Boost Voltage OR Internal ECU Boost Voltage OR Driver Status OR Driver Status	>= 90 Volts <= 40 Volts = Not Ready = Uninitialized	Battery Voltage	>= 8 or >= 11 Enabled when a code clear is not active or not exiting device control Engine is not cranking Powertrain Relay Voltage within range	High Voltage - 160 failures out of 200 samples Low Voltage - 160 failures out of 200 samples Driver Status Not Ready- 160 failures out of 200 samples Driver Status Uninitialized - Uninitialized state for >= 100 counts All at 12.5ms per sample	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powertrain Internal Control Module EEPROM Error	P062F	This DTC detects a NVM long term performance.Indicates that the ECM has detected an internal processor integrity fault	HWIO reports that writing to NVM (at shutdown) will not succeed				Diagnostic runs at controller power up.	Type B, 2 Trips
			HWIO reports the assembly calibration integrity check has failed				Diagnostic runs at controller power up.	

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
VIN Not Programmed or Mismatched - Engine Control Module (ECM)	P0630	This DTC checks that the VIN is correctly written	At least one of the programmed VIN digits	= 00 or FF	OBD Manufacturer Enable Counter	= 0	250 ms / test Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
5 Volt Reference #1 Circuit	P0641	Detects a continuous or intermittent short on the 5 volt reference circuit #1	ECM Vref1 < or ECM Vref1 > or the difference between ECM filtered Vref1 and Vref1 >	4.826 5.074 0.0495		Run/Crank voltage > 6.41	40 / 80 counts or 0.2000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module O2 Sensor Processor Performance Bank 1) (For use with WRAF	P064D	Diagnoses the WRAF internal control module for faults.	B1S1 WRAF ASIC indicates an internal circuit fault. The Controller status input from the ASIC is used to enable all WRAF diagnostics (except P064D). The Measure valid status input from the ASIC is used to enable Closed Loop fuel control, P223C and P223E.	Controller Status fail counts and Measure Valid fail counts are accumulated to determine fault status	No Active DTC's Engine Run or Auto stop Heater Warm-up delay WRAF circuit diagnostic delay since power up	P0131, P0132 or P223C = True = Complete > = 20.0 sec	128 controller status fail counts out of 160 samples OR 128 measure valid fail counts out of 160 samples 25 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Malfunction Indicator Lamp (MIL) Control Circuit (ODM) Open	P0650	Diagnoses the malfunction indicator lamp control low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit)	Open circuit: ≥ 200 K Ω impedance between signal and controller ground	Run/Crank Voltage Remote Vehicle Start is not active	Voltage ≥ 11.00 volts	1 failures out of 1 samples 50 ms / sample	Type B, No MIL NO MIL Note: In certain controllers P263A may also set (MIL Control Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
5 Volt Reference #2 Circuit	P0651	Detects a continuous or intermittent short on the 5 volt reference circuit #2	ECM Vref2 < or ECM Vref2 > or the difference between ECM filtered Vref2 and Vref2 >	4.826 5.074 0.0495		Run/Crank voltage > 6.41	40 / 80 counts or 0.2000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powertrain Relay Control (ODM) Open	P0685	Diagnoses the powertrain relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: ≥ 200 K Ω ohms impedance between signal and controller ground	Run/Crank Voltage	Voltage ≥ 11.00 volts	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0686 may also set (Powertrain Relay Control Short to Ground).

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powertrain Relay Control (ODM) Low	P0686	Diagnoses the powertrain relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Run/Crank Voltage	Voltage ≥ 11.00 volts	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0685 may also set (Powertrain Relay Control Open Circuit).

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powertrain Relay Control (ODM) High	P0687	Diagnoses the powertrain relay control low side driver circuit for circuit faults	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Run/Crank Voltage	Voltage ≥ 11.00 volts	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powertrain Relay Feedback Circuit High	P0690	This DTC is a check to determine if the Powertrain relay is functioning properly.	Powertrain Relay Voltage	>= 4.00 volts will increment the fail counter	Powertrain relay commanded “OFF” No active DTCs:	>= 2.00 seconds PowertrainRelayStateOn_FA	50 failures out of 63 samples 100ms / Sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Relay Control Circuit Low Voltage (ODM)	P0691	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips Note: In certain controllers P0480 may also set (Fan 1 Open Circuit).

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Relay Control Circuit High Voltage (ODM)	P0692	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
5 Volt Reference #3 Circuit	P0697	Detects a continuous or intermittent short on the 5 volt reference circuit #3	ECM Vref3 < or ECM Vref3 > or the difference between ECM filtered Vref3 and Vref3 >	4.826 5.074 0.0495		Run/Crank voltage > 6.41	40 / 80 counts or 0.2000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
5 Volt Reference #4 Circuit	P06A3	Detects a continuous or intermittent short on the 5 volt reference circuit #4	ECM Vref4 < or ECM Vref4 > or the difference between ECM filtered Vref4 and Vref4 >	4.826 5.074 0.0495		Run/Crank voltage > 6.41	40 / 80 counts or 0.2000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Knock Sensor Processor 1 Performance	P06B6	This diagnostic checks for a fault with the internal test circuit used only for the '20 kHz' method of the Open Circuit Diagnostic	FFT Diagnostic Output	**> P06B6_P06B7_OpenTestCktThrshMin** **AND** **< P06B6_P06B7_OpenTestCktThrshMax** **See Supporting Tables**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow	Yes ≥ 2.0 seconds > 650 RPM and < 8,500 RPM ≥ 200 Revs ≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Knock Sensor Processor 2 Performance	P06B7	This diagnostic checks for a fault with the internal test circuit used only for the '20 kHz' method of the Open Circuit Diagnostic	FFT Diagnostic Output	**> P06B6_P06B7_OpenTestCktThrshMin** **AND** **< P06B6_P06B7_OpenTestCktThrshMax** **See Supporting Tables**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow	Yes ≥ 2.0 seconds > 650 RPM and < 8,500 RPM ≥ 200 Revs ≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0100 Updated each engine event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
5 Volt Reference #5 Circuit	P06D2	Detects a continuous or intermittent short on the 5 volt reference circuit #5	ECM Vref5 < or ECM Vref5 > or the difference between ECM filtered Vref5 and Vref5 >	4.826 5.074 0.0495		Run/Crank voltage > 6.41	40 / 80 counts or 0.2000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Two Stage Oil Pump Control Circuit Open	P06DA	Diagnoses the two stage oil pump low side driver for open circuit fault	Voltage low during driver off state (indicates an open circuit)	Open Circuit ≥ 200 k Ω impedance between signal and controller ground	Diagnostic Status Powertrain Relay Voltage Run/Crank Active Cranking State	Enabled ≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type B, 2 Trips Note: In certain controllers P06DB may also set (Two Stage Oil Pump Control Circuit Short To Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Two Stage Oil Pump Control Circuit Short To Ground	P06DB	Diagnoses the two stage oil pump low side driver for Short to Ground circuit fault	Voltage low during driver off state (indicates an short circuit to Ground)	Short to Ground Circuit ≤ 0.5 Ω impedance between signal and controller ground	Diagnostic Status Powertrain Relay Voltage Run/Crank Active Cranking State	Enabled ≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type A, 1 Trips Note: In certain controllers P06DA may also set (Two Stage Oil Pump Control Circuit Open)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Two Stage Oil Pump Control Circuit Short To Power	P06DC	Diagnoses the two stage oil pump low side driver for Short to Power circuit fault	Voltage low during driver on state (indicates an short to power)	Short to Power ≤ 0.5 Ω impedance between signal and controller power	Diagnostic Status Powertrain Relay Voltage Run/Crank Active Cranking State	Enabled ≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Two Stage Oil Pump Control Circuit Performance - Two Sided	P06DD	Diagnoses the two stage oil pump is stuck in the high pressure state	<u>Fail from passing state:</u> Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is above a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** AND Filtered Oil Pressure ≥ (**P0521_P06DD_P06DE_OP_HiStatePressure** + **P06DD_P06DE_OP_LoStatePressure**) ÷ 2 (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin** **P0521_P06DD_P06DE_OP_HiStatePressure** **P06DD_P06DE_OP_LoStatePressure**)	<u>Common Criteria:</u> Two Stage Oil Pump is Present Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: <u>Active Criteria:</u> One Sided Performance Test = Disabled	TRUE ≥ 20.0 seconds ≥ 70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA OilPmpTFTKO Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled	≥ 12 errors out of 15 samples. Run once per trip or activiated by the Passive Test	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Oil Pump in Low State	> 1.5 seconds		
					Modelled Oil Temperature within range	70.0 deg C ≤ Oil Temp ≤ 115.0 deg C		
					Filtered Engine Speed within range	1,500 RPM ≤ Filtered Engine Speed ≤ 2,500 RPM		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] ≤ 150 RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** ≤ Indicated Requested Engine Torque ≤ **P06DD_P06DE_MaxEnableTorque_OP** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinEnableTorque_OP** **P06DD_P06DE_MaxEnableTorque_OP**)		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinOilPressThresh**)		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Expected Oil Pressure Delta within range	25.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P06DD_P06DE_OP_LoStatePressure**] < 200.0 kPa		
					<u>Passive Criteria:</u>			
					Active Test Passed	TRUE		
					Filtered Engine Speed within range	1,500 RPM ≤ Filtered Engine Speed ≤ 4,500 RPM		
					Modelled Oil Temperature within range	40.0 deg C ≤ Oil Temp ≤ 120.0 deg C		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.50 seconds] ≤ 450 RPM		
					Oil Pressure Delta within a range	Oil Pressure Delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin**)		
			<u>Fast Pass Condition</u> Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change -	<u>Common Criteria:</u> Two Stage Oil Pump is Present Engine Running	 TRUE ≥ 20.0 seconds	0 errors out of 5 samples. Run once per trip or activiated by the Passive Test	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			above a threshold	filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** AND Filtered Oil Pressure ≥ (**P0521_P06DD_P06DE_OP_HiStatePressure** - **P06DD_P06DE_OP_LoStatePressure**) ÷ 2 (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin** **P0521_P06DD_P06DE_OP_HiStatePressure** **P06DD_P06DE_OP_LoStatePressure**)	Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: <u>Active Criteria:</u> One Sided Performance Test = Disabled Oil Pump in Low State Modelled Oil Temperature within range Filtered Engine Speed within range	≥ 70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA OilPmpTFTKO CrankSensor_FA Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled > 1.5 seconds 70.0 deg C ≤ Oil Temp ≤ 115.0 deg C 1,500 RPM ≤ Filtered Engine Speed ≤ 2,500		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** ≤ Indicated Requested Engine Torque ≤ **P06DD_P06DE_MaxEnableTorque_OP** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinEnableTorque_OP** **P06DD_P06DE_MaxEnableTorque_OP**)		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] ≤ 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinOilPressThresh**)		
					Expected Oil Pressure Delta within range	25.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P06DD_P06DE_OP_LoStatePressure**] < 200.0 kPa		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Two Stage Oil Pump Control Circuit StuckOn - Two Sided	P06DE	Diagnoses the two stage oil pump is stuck in the low pressure state	Fail from a passing state: Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is below a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DE details on Supporting Tables Tab) Filtered Oil Pressure ≤ **P0521_P06DD_P06DE_OP_HiStatePressure** (**re** - **P06DD_P06DE_OP_LoStatePressure**) **÷ 2** (see P06DE details on Supporting Tables Tab)	Common Criteria: Two Stage Oil Pump is Present Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: Active Criteria: One Sided Performance	 TRUE ≥ 20.0 seconds ≥ 70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled	≥ 12 errors out of 15 samples. Run once per trip or activiated by the Passive Test	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Test = Disabled			
					Oil Pump in Low State	> 1.5 seconds		
					Modelled Oil Temperature within range	70.0 deg C ≤ Oil Temp ≤ 115.0 deg C		
					Filtered Engine Speed within range	1,500 RPM ≤ Filtered Engine Speed ≤ 2,500 RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** ≤ Indicated Requested Engine Torque ≤ **P06DD_P06DE_MaxEnableTorque_OP** (see P06DE details on Supporting Tables Tab)		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] ≤ 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab)		
					Expected Oil Pressure Delta within range	25.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P06DD_P06DE_OP_LoStatePressure**] < 200.0 kPa		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Passive Criteria:			
					Active Test Passed	TRUE		
					Filtered Engine Speed within range	1,500 RPM ≤ Filtered Engine Speed ≤ 4,500 RPM		
					Modelled Oil Temperature within range	40.0 deg C ≤ Oil Temp ≤ 120.0 deg C		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.50 seconds] ≤ 450 RPM		
					Oil Pressure Delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DE details on Supporting Tables Tab)	TRUE		
			Fast Pass Condition		Common Criteria:		0 errors out of 5 samples.	
			Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is below a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds]	Two Stage Oil Pump is Present	TRUE	Run once per trip or activiated by the Passive Test	
					Engine Running	≥ 20.0 seconds		
					Ambient Air Pressure	≥ 70.0 kPa		
				Oil Pressure delta <	Oil Aeration (= TRUE if engine speed	FALSE		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				P06DD_P06DE_OP_StateChangeMin (P06DD Performance Test Details on Supporting Tables Tab) Filtered Oil Pressure ≤ **P0521_P06DD_P06DE_OP_HiStatePressure** (**re** - **P06DD_P06DE_OP_LoStatePressure**) / 2 (P06DD Performance Test Details on Supporting Tables Tab)	> 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control : <u>Active Criteria:</u> One Sided Performance Test = Disabled Oil Pump in Low State Modelled Oil Temperature within range Filtered Engine Speed within range Engine Torque within range	Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled > 1.5 seconds 70.0 deg C ≤ Oil Temp ≤ 115.0 deg C 1,500 RPM ≤ Filtered Engine Speed ≤ 2,500 RPM **P06DD_P06DE_MinEnableTorque_OP** ≤		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Indicated Requested Engine Torque ≤ **P06DD_P06DE_MaxEnableTorque_OP** (P06DD Performance Test Details on Supporting Tables Tab)		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] ≤ 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab)		
					Expected Oil Pressure Delta within range	25.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P06DD_P06DE_OP_LoStatePressure**] < 200.0 kPa		

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Control Module (TCM) Requested MIL Illumination	P0700	Monitors the TCM MIL request line to determine when the TCM has detected a MIL illuminating fault.	Transmission Emissions-Related DTC set			Time since power-up ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Traction Control Torque Request Circuit	P0856	Determines if torque request from the EBTCM is valid	Serial Communication 2's complement message - ($1C7/$1C9 for engine torque, $1CA/$1C6 for axle torque)	Message <> 2's complement of message	Serial communication to EBTCM (U0108) Power Mode Engine Running Status of traction in GMLAN message ($4E9)	No loss of communication = Run = True = Traction Present	>= 8 failures out of 10 Performed on every received message	Type C, No SVS Safety Special Type C
			OR Serial Communication message ($1C7/$1C9 for engine torque, $1CA/ $1C6 for axle torque) rolling count index value	Message rolling count value <> previous message rolling count value plus one			6 rolling count failures out of 10 samples Performed on every received message	
			OR Too many minimum limit torque request transitions occur from TRUE to FALSE to TRUE within a time period	Requested torque intervention type toggles from not increasing request to increasing request			>= 3 multi-transitions out of 5 samples. Performed every 200 ms	
			Torque request greater than torque request diagnostic maximum threshold	> 250 Nm for engine torque based traction torque system, OR > 4,000 Nm for axle torque based traction torque system			>= 4 out of 10 samples Performed on every received message	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Inlet Airflow System Performance (single turbo)	P1101	Determines if there are multiple air induction problems affecting airflow and/or manifold pressure.	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP -	> 20.0 grams/sec > 30.0 kPa > 30.0 kPa > 30.0 kPa > 30.0 kPa > 300 kPa*(g/s)	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,000 RPM > -7 Deg C < 130 Deg C > -20 Deg C < 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow	> 30.0 kPa > 30.0 kPa > 1.0 seconds > 1.0 seconds > a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow**	No Active DTCs: No Pending DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 2.0 gm/sec				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 low side circuit shorted to high side circuit	P1248	This DTC Diagnoses Injector 1 enable low side driver shorted to high side driver circuit faults.	Voltage high across low side and High side drivers during on state indicates low side shorted to high side	Low side shorted to High Side: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 low side circuit shorted to high side circuit	P1249	This DTC Diagnoses Injector 2 enable low side driver shorted to high side driver circuit faults.	Voltage high across low side and High side drivers during on state indicates low side shorted to high side	Low side shorted to High Side: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 low side circuit shorted to high side circuit	P124A	This DTC Diagnoses Injector 3 enable low side driver shorted to high side driver circuit faults.	Voltage high across low side and High side drivers during on state indicates low side shorted to high side	Low side shorted to High Side: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 low side circuit shorted to high side circuit	P124B	This DTC Diagnoses Injector 4 enable low side driver shorted to high side driver circuit faults.	Voltage high across low side and High side drivers during on state indicates low side shorted to high side	Low side shorted to High Side: 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Over Temperature	P1255	To detect if an internal fuel pump driver over-temperature condition exists under normal operating conditions	Fuel Pump Driver Circuit Board temperature (FP Driver Overtemperature enumeration)	T>= 160 degC (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Diagnostic KeFRPR_b_FPPM_ OvertempDiagEnbld c] FPPM Driver Status Alive Rolling Count Sample Faulted d] Diagnostic feedback received e] System Voltage	a) == CeFRPR_e_ECM _FPPM_Sys b) == TRUE c] <> TRUE d] == TRUE e] 9V < System V < 32V	3 failures / 15 samples 1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Module-Ignition Switch Run/ Start Position Circuit Low	P129D	To detect if the Run/ Start position circuit voltage is short to low / open	FPPM Run_Crank Active status	<> ECM Run_Crank Active status	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Diagnostic KeFRPR_b_FPPM_RunCrnkRatlEnbld c) FPPM Control Status Alive Rolling Count result d) Diagnostic feedback received e) System Voltage	a) == CeFRPR_e_ECM_FPPM_Sys b) == TRUE c) == Valid d) == TRUE e) >= 0.0 v	64 failures / 80 samples 1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Signal Message Counter Incorrect	P129E	To detect if the command message received as serial data from the engine control module is valid	FPPM Received Duty Cycle Rolling Count	<> Transmitted Duty Cycle Rolling Count (ECM) (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuelPresSysType b) Fault state determination enabled c) FPPM Received Duty Cycle Count result d) FPPM Diagnostic feedback received e) CAN communication f) System Voltage	a) == CeFRPR_e_ECM_FPPM_Sys b) == TRUE c) == Valid d) == TRUE e) == Valid f) 9v < Sys Voltage > 32v	64 failures / 80 samples 1 sample / 12.5 millisec	Type B, 2 Trips
			FPPM Received Duty Cycle Protection Value	<> Transmitted Duty Cycle Protection Value (ECM) (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuelPresSysType b) Fault state determination enabled c) FPPM Received Duty Cycle Protection Value result d) FPPM Diagnostic feedback received e) CAN communication f) System Voltage	a) == CeFRPR_e_ECM_FPPM_Sys b) == TRUE c) == Valid d) == TRUE e) == Valid f) 9v < Sys Voltage > 32v	64 failures / 80 samples 1 sample / 12.5 millisec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Enable Circuit Performance	P12A6	To detect a driver control circuit signal stuck in normal operating range	FPPM Fuel Control Enable Active boolean	<> Fuel Control Enable variable (ECM)	a) FPPM configuration KeFRPR_e_ChassisFuelPresSysType b) Diagnostic KeFRPR_b_FPPM_FuelCntrlEnblEnbld c) FPPM Control Data Rolling Count result d) Diagnostic feedback received e) System Voltage	a) == CeFRPR_e_ECM_FPPM_Sys b) == TRUE c) == Valid d) == TRUE e) >= 9.0 v	40 failures / 80 samples 1 sample / 12.5 millisec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Control Status Signal Message Counter Incorrect	P12A8	To detect if the control status message transmitted as serial data from the driver control module is valid	FPPM Control Status Alive Rolling Count	<> ECM Control Status Alive Rolling Count (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Fault state determination enabled c) FPPM Diagnostic feedback received	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == TRUE	64 failures / 80 samples 1 sample / 12.5 millisec	Type B, 2 Trips
			FPPM Power Consumption Alive Rolling Count	<> ECM Power Consumption Alive Rolling Count (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Fault state determination enabled c) FPPM Diagnostic feedback received	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == TRUE	64 failures / 80 samples 1 sample / 12.5 millisec	
			FPPM Driver Status Alive Rolling Count	<> ECM Driver Status Alive Rolling Count (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Fault state determination enabled c) FPPM Diagnostic feedback received	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == TRUE	64 failures / 80 samples 1 sample / 12.5 millisec	
			FPPM Hardware Status Alive Rolling Count	<> ECM Hardware Status Alive Rolling Count (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate test state)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Fault state determination enabled c) FPPM Diagnostic feedback received	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == TRUE	64 failures / 80 samples 1 sample / 12.5 millisec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Coil Positive Voltage Circuit Group 1 * * SIDI ONLY * *	P135A	This diagnostic checks for voltage supply to the Ignition Coils (applicable only for SIDI applications)	Common Enable Criteria		Diagnostic Enabled?	Yes	50 Failures out of 63 Samples 6.25 msec rate	Type A, 1 Trips
			Ignition Module Supply Voltage.	< 2.5 Volts				
			Three possible power supply sources for Ignition Coils (only 1 used): Case 1: Battery Case 2: Ignition Run/ Crank Case 3: PT Relay	Ignition Coil Power Source = (see corresponding case specific enable criteria below)	PT Relay			
			Case Specific Enable Criteria	Case 1: Battery	Delay starting at Key-On	5 Engine Revs		
				Case 2: Ignition Run/ Crank	Ignition Run/Crank Voltage	> 5.0 volts		
				Case 3: PT Relay	PT Relay Voltage	> 11.0 volts		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Emissions Reduction System Fault	P1400	Model based test computes power from exhaust flow and thermal energy resulting from elevated idle speed and retarded spark advance. Detects if the cold start emission reduction system has failed resulting in the delivered power being out of range.	Average desired accumulated exhaust power - Average actual accumulated exhaust power (too much energy delivered to catalyst) Average desired accumulated exhaust power - Average actual accumulated exhaust power (too little energy delivered to catalyst) (EWMA filtered) Average Power = output of **P1400_EngineSpeedResidual_Table** * output of **P1400_SparkResidual_Table** NOTE: Desired accumulated power would use the desired catalyst light off spark and desired engine speed and the actual accumuated power would use the final commanded spark and actual engine speed. Refer to the Supporting Tables for details	< -32.00 KJ/s (high RPM failure mode) > 4.00 KJ/s (low RPM failure mode)	To enable the diagnostic, the Cold Start Emission Reduction Strategy must be Active per the following: Catalyst Temperature AND Engine Coolant AND Engine Coolant AND Barometric Pressure The Cold Start Emission Reduction strategy must not be exiting. The strategy will exit per the following: Catalyst Temperature AND Engine Run Time OR Engine Run Time OR Barometric Pressure	< 300.00 degC > -12.00 degC <= 56.00 degC >= 78.00 KPa >= 800.00 degC >= 22.00 seconds > **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details. < 78.00 KPa	Runs once per trip when the cold start emission reduction strategy is active Frequency: 100ms Loop Test completes after 8 seconds of accumulated qualified data.	EWMA Based - Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Other Enable Criteria: OBD Manufacturer Enable Counter Vehicle Speed Allow diagnostic to calculate residual in an off-idle state. If the value of the OffIdleEnable is equal to 1 then the "DriverOffAccelPedal" will not be checked. However, if the value of OffIdleEnable is 0 then driver must be off the accel pedal A change in throttle position (tip-in/tip-out) will initiate a delay in the calculation of the average qualified residual value. Therefore when the: Pedal Close Delay Timer the diagnostic will continue the calculation. A change in gear will initiate a delay in the calculation of the average qualified residual value to	 0 < 1.86 MPH 0 (A value of 1 allows diagnostic to run and calculate the residual while off idle. A value of 0 requires calculation of the residual at idle) > 5.00 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					allow time for the actual engine speed and actual final commanded spark to achieve their desired values. Therefore, when the:			
					Gear Shift Delay Timer	> 1.50 seconds		
					the diagnostic will continue the calculation			
					For Manual Transmission vehicles:			
					Clutch Pedal Position	> 88.00 %		
					Clutch Pedal Position	< 16.00 %		
					The diagnostic will delay calculation of the residual value and potentially weight the residual calculation differently based on engine run time. This is to ensure the diagnostic is operating in idle speed control as well as during the peak catalyst light off period.			
					The time weighting factor must be :	> 0 These are scalar values that are a function of engine run time. Refer to		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P1400_ColdStartDiagnosticDelayBasedOnEngineRunTime and the cal axis, **P1400_ColdStartDiagnosticDelayBasedOnEngineRunTimeCalAxis** in the "Supporting Tables" for details. General Enable: DTC's Not Set: AcceleratorPedalFailure ECT_Sensor_FA IAT_SensorCircuitFA MnfdTempSensorCktFP CrankSensor_FA FuelInjectorCircuit_FA MAF_SensorFA MAP_SensorFA EngineMisfireDetected_FA ClutchPstnSnsr FA IAC_SystemRPM_FA IgnitionOutputDriver_FA TPS_FA VehicleSpeedSensor_FA 5VoltReferenceMAP_OOR_Flt TransmissionEngagedState_FA EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Engine Speed Request Circuit	P150C	Determines if engine speed request from the TCM is valid	Serial Communication rolling count value	+ 1 from previous $19D message (PTEI3)	Diagnostic enable bit	1	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips
			Transmission engine speed protection	not equal to 2's complement of transmission engine speed request + Transmission alive rolling count	Engine run time	0.50 sec		
					# of Protect Errors	12 protect errors within the sample period 20		
					# of Alive Rolling Errors	6 rolling count errors out of 10 samples		
					No idle diagnostic 506/507 code	IAC_SystemRPM_FA		
					No Serial communication loss to TCM	(U0101)		
					Engine Running	= TRUE		
					Power mode	Run Crank Active		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Steady State Actuation Fault	P1516	Detect an inablity to maintain a steady state throttle position	The absolute difference between desired and indicated throttle position is >	2.00 percent		Run/Crank voltage > 6.41 Ignition voltage failure is false (P1682) TPS minimum learn is not active and Throttle is being Controlled Throttle is considered in a steadystate condition when the desired throttle position over a 12.5 ms period is < 0.25 percent for a settling time period > 4.00 s	0.49 ms	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Communication Error with Active Grill Air Shutter Module “A”	P151E	This DTC monitors for an internal error or error in communication with the Active Grill Air Shutter Module A	Communication of the Alive Rolling Count from the Shutter Module over LIN bus is incorrect or the Shutter Module signals it has an internal error for out of total samples	>= 10.00 counts >= 10.00 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Adaptive Cruise Control Signal Circuit	P1553	Detects rolling count or protection value errors in Adaptive Cruise Control Axle Torque Command serial data signal	If x of y rolling count / protection value faults occur, disable adaptive cruise control for duration of fault		Adaptive Cruise Control Command Serial Data Error Diagnostic Enable	1.00	10 / 16 counts	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Switch State Undetermined	P155A	Detects when cruise switch state cannot be determined, such as low voltage conditions	cruise switch state remains undetermined for greater than a calibratable time				fail continuously for greater than 3.0 seconds	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Signal Message Counter Incorrect	P155E	This DTC monitors for an error in communication with the DC/DC Converter Actuator Voltage Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 10 counts >= 10 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Performance Signal Message Counter Incorrect	P155F	This DTC monitors for an error in communication with the DC/DC Converter Internal Health Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 10 counts >= 10 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 25ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Signal Message Counter Incorrect	P156D	This DTC monitors for an error in communication with the DC/DC Converter Run/ Crank Terminal Status Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 10 counts >= 10 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Signal Message Counter Incorrect	P156E	This DTC monitors for an error in communication with the DC/DC Converter Crank Control Terminal Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 10 counts >= 10 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Front Object Detection Control Module Torque Request Signal Message Counter Incorrect	P15F6	Detects rolling count or protection value errors in Collision Preparation System Axle Torque Command serial data signal	If x of y rolling count / protection value faults occur, disable collision preparation system for duration of fault		Front Object Detection Module Torque Request Serial Data Error Diagnostic Enable	1.00	4 / 10 counts	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Automatic Braking Engine Torque Request Signal Message Incorrect	P15F8	Detects rolling count or protection value errors Rear Virtual Bumper Axle Torque Command serial data signal	If x of y rolling count / protection value faults occur, disable rear virtual bumper or collision preparation system for duration of fault		Automatic Braking Engine Torque Request Serial Data Error Diagnostic Enable	1.00	4 / 10 counts	MIL: Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Sensor Signal Message Counter Incorrect	P15FF	This DTC monitors for an internal error or error in communication with the Battery Monitor Signal	Communication of the Alive Rolling Count from the Battery Monitor Module over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples	>= 10 counts >= 10 counts	All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	>= 3.00 seconds = Run >= 11.00 Volts >= 11.00 Volts	Fastest periodic communication rate to Battery Monitor Module on LIN bus executes at 250ms.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module SIDI High Pressure Pump current monitor	P163A	This DTC Diagnoses the current from the control area and compares it with calibrated thresholds to set current high and low flags	SIDI fuel pump High Current Test Current SIDI fuel pump Low Current Test Current	 >= 11.00 Amps <= 0.10 Amps	Battery Voltage Low Side Fuel Pressure Engine Run Time Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false andEngine movement	>= 11 Volts > 0.275 MPa >= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking	Current High - 1,000 failures out of 1,250 samples Current Low - 1,000 failures out of 1,250 Samples 4 samples per engine rotaion	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active and Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -10.0 degC -10 <= Temp degC <= 126		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Voltage Correlation	P1682	Detect a continuous or intermittent out of correlation between the Run/Crank Ignition Voltage & the Powertrain Relay Ignition Voltage	|Run/Crank – PT Relay Ignition| >	3.00 Volts		Powertrain commanded on AND (Run/Crank voltage > Table, f(IAT). See supporting tables: **P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)** OR PT Relay Ignition voltage > 5.50) AND Run/Crank voltage > 5.50 .	240 / 480 counts or 0.175 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit Low	P16A0	Detects a Low Circuit Fault in the TPS SENT Communication Circuit	Voltage for wave pulse is below state threshold as defined by SAE J2716 SENT Protocol	0.5 V		Run/Crank voltage > 6.41	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit High	P16A1	Detects a High Circuit Fault in the TPS SENT Communication Circuit	Voltage for wave pulse is above state threshold as defined by SAE J2716 SENT Protocol	4.1 V		Run/Crank voltage > 6.41	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit Performance	P16A2	Detects a Message Fault in the TPS SENT Communication Circuit	Message Pulse < Message Pulse > or Message Age Limit >= or Signal CRC fails	0.125977 ms 0.209991 ms 3.125 ms		Run/Crank voltage > 6.41	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Voltage Correlation #2	P16A7	Detect a continuous or intermittent out of correlation between the Run/Crank Ignition Voltage & the Powertrain Relay Ignition Voltage #2	|Run/Crank – PT Relay Ignition| >	3.00 Volts		Powertrain commanded on AND (Run/Crank voltage > Table, f(IAT). See supporting tables: **P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)** OR PT Relay Ignition voltage > 5.50) AND Run/Crank voltage > 5.50 .	240 / 480 counts or 0.175 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Controls Ignition Relay Feedback Circuit 2 Low Voltage - (GEN III Controllers ONLY)	P16AF	Diagnoses ignition feedback circuit 2 low voltage	Engine controls ignition relay feedback circuit 2 low voltage	Relay voltage <= 5.00	Powertrain relay low diag enable Powertrain relay voltage Run Crank voltage Powertrain relay state	= 1.00 >= 11.00 > 9.00 = ON	5.00 failures out of 6.00 samples 1000 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Controls Ignition Relay Feedback Circuit 2 High Voltage - (GEN III Controllers ONLY)	P16B3	Diagnoses ignition feedback circuit 2 high voltage	Engine controls ignition relay feedback circuit 2 high voltage	Relay voltage >= 4.00	Powertrain relay high diag enable Powertrain relay state	= 1.00 = INACTIVE	50.00 failures out of 63.00 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Circuit Low Voltage	P16D4	This DTC monitors for a battery module low voltage circuit fault	Battery Module signals a low voltage circuit fault via LIN bus VeVITR_U_12VBattVolt	< 3.00 Volts for 200 fail counts out of 250 sample counts	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Circuit High Voltage	P16D5	This DTC monitors for a battery module high voltage circuit fault	Battery Module signals a high voltage circuit fault via LIN bus VeVITR_U_12VBattVolt	> 26.00 Volts for 200 fail counts out of 250 sample counts	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Current Low	P16D6	This DTC monitors for a battery module current low fault	Battery Module signals a current low fault via LIN bus VeVITR_I_12VBattCurrRaw	< -1400 Amps for 200 fail counts out of 250 sample counts	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Module Monitor Timer Performance	P16DC	This DTC monitors for a battery module timer performance fault	Battery Module timer is inactive for Case 1: Wake Up Test A: LIN Bus Off Timer / 1,800.00 seconds or B: (LIN Bus Off Timer + 1,800.00 seconds) / 1,800.00 seconds or C: (LIN Bus Off Timer - 1,800.00 seconds) / 1,800.00 seconds Case 2: Sequential Test Sequential Test is enabled	If the calculated wakeup value is smaller than 24.00 counts, then the smaller value will be outputed. If the calculated wakeup value is greater than 24.00 counts, then the calibration itself is outputed. If any outputs above are not not equal to the IBS maximum down counter counts, the diagnostic fails. This portion of the diagnostic is not used. = 0 (1 indicates enabled)	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit Historical Temperature Data Trigger Request Module Off Timer Fault Active Run Crank Low Timer Error Code Clear Request IBS Measure Temperaure Data Available TPTKO OR TFTKO	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True = 1 (initializes to 0 then transitions to 1 once data is available- NEED TO SEE POSITIVE RISING EDGE) = False = False = False (latched when set True) = True = False (when	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						KeVITD_b_TimerPerf_DFIRDisable = 0) Calibration is set to 0		
					IBS Down Counter Value Spurious Reset	Not equal to 25.00 = False		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Current High	P16DD	This DTC monitors for a battery module current high fault	Battery Module signals a current high fault via LIN bus VeVITR_I_12VBattCurrRaw	> +1400 Amps for 200 fail counts out of 250 sample counts	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Internal Temperature Circuit Low	P16DE	This DTC monitors for a battery module internal temperature circuit low fault	Battery Module raw temperature 1 value	> 120.00 Celsius	The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit For Historical Mode IBS Down Counter (over LIN bus) For Continuous Mode IBS Down Counter (over LIN bus) IBS Measure Temperature Data Available over LIN bus	= 1 (1 indicates enabled) = 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 or zero = zero = True	4 failed samples within 5 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Internal Temperature Circuit High	P16DF	This DTC monitors for a battery module internal temperature circuit high fault	Battery Module raw temperature 1 value	< -43.00 Celsius	The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit For Historical Mode IBS Down Counter (over LIN bus) For Continuous Mode IBS Down Counter (over LIN bus) IBS Measure Temperature Data Available over LIN bus	= 1 (1 indicates enabled) = 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 = zero = True	4 failed samples within 5 total samples Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Random Access Memory (RAM) Error	P16E1	This DTC monitors for a battery module RAM memory fault	Battery Module signals a RAM memory fault via LIN bus VeVITR_e_IBS_IntRAM_ Fault	= CeVITR_e_DiagFailed	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Read Only Memory (ROM) Error	P16E2	This DTC monitors for a battery module ROM memory fault	Battery Module signals a ROM memory fault via LIN bus VeVITR_e_IBS_IntROM_ Fault	= CeVITR_e_DiagFailed	The diagnostic is enabled System Diagnostics Disabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	= 1 (1 indicates enabled) = False Not equal off > 9.00 Volts and < 99.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True	Diagnostic runs in the 250 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Data Incompatible	P16E3	This DTC monitors for a battery module data incompatible fault	Battery Module data received over LIN bus is incompatible. (Measured by any of the following)		The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled	= 1 (1 indicates enabled) = 1 (1 indicates enabled)	Diagnostic runs in the 250 ms loop	Type B, 2 Trips
			Historical Test	Upon IBS wakeup, if any of the below Historical Test conditions are satisfied, the diagnostic fails.	System Diagnostics Disabled	= False		
					Power Mode	Not equal off		
					12V System Reference Voltage	> 9.00 Volts and < 99.00 Volts		
			Absolute value of IBS battery capacity C20 data (IBS Return Nominal C20 - 90.00 Ah)	> 5.00 Ah	LIN Bus Off or Battery Module Communication Faults Active	= False		
			or		Outside Air Temperature	> -20.00 Celsius and < 50.00 Celsius		
			IBS Returns a battery type that is not equal to	CeBSER_e_IBS_Cfg BatAGM	Outside Air Temperature Validity Bit	= True		
			or		Host Controller MEC Counter	<= 0		
			Absolute value of (IBS Return Battery Calibration#1 U40@25 C - 12.11 V)	> 0.50 Volts	IBS Configuration Data Available over LIN bus	= True		
			or					
			Absolute value of (IBS Return Battery Calibration#1 U80@25 C - 12.65 V)	> 0.50 Volts				
			Continuous Test	If any of the below conditions are satisfied for 8.00 fail counts out				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				of 10.00 sample counts, the diagnostic fails.				
			Absolute value of IBS battery capacity C20 data (IBS Return Nominal C20 - 90.00 Ah)	> 5.00 Ah				
			or					
			IBS Returns a battery type that is not equal to	CeBSER_e_IBS_Cfg BatAGM				
			or					
			Absolute value of (IBS Return Battery Calibration#1 U40@25 C - 12.11 V)	> 0.50 Volts				
			or					
			Absolute value of (IBS Return Battery Calibration#1 U80@25 C - 12.65 V)	> 0.50 Volts				

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Redundant Memory Performance	P16F3	Detect Processor Calculation faults due to RAM corruptions, ALU failures and ROM failures For all of the following cases: If the individual diagnostic threshold is equal to 2048 ms, this individual case is not applicable. If any of the following cases are X out of Y diagnostics and the fail (x) is greater than the sample (Y), this individual case is also not applicable.	Equivance Ratio torque compensation exceeds threshold	-107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	Type A, 1 Trips
			Absolute difference between Equivance Ratio torque compensation and its dual store out of bounds given by threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of Accessory torque and its redundant calculation is out of bounds given by threshold range	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Absolute difference of Filtered Air-per-cylinder and its redundant calculation is out of bounds given by threshold range	217.41 mg	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference between the previous Final Advance and the current Final Advance not Adjusted for Equivalence Ratio is out of bounds given by threshold range	22.52 degrees		Engine speed >0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Torque Learn offset is out of bounds given by threshold range	High Threshold 0.00 Nm Low Threshold 0.00	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				Nm				
			One step ahead calculation of air-per-cylinder and two step ahead is greater than threshold	80.00 mg		Engine speed > 650 rpm	Up/down timer 440 ms continuous, 0.5 down time multipier	
			Difference between Unmanaged Spark and PACS Spark is greater than threshold	22.52 degrees	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Commanded Predicted Engine Torque and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Zero pedal axle torque is out of bounds given by threshold range	High Threshold 1,429.54 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Creep Coast Axle Torque is out of bounds given by threshold range	High Threshold 1,429.54 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Absolute difference of Friction torque and its redundant calculation is out of bounds given by threshold range	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Arbitrated Air-Per-Cylinder filter coefficient is out of bounds given by threshold range	High Threshold 1.000 Low Threshold 0.074	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Launch spark is active but the launch spark redundant path indicates it should not be active	N/A		Engine speed < 7,000.00 or 7,200.00 rpm (hysteresis pair)	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Rate limited vehicle speed and its dual store do not equal	N/A		Time since first CAN message with vehicle speed >= 0.500 sec	10 / 20 counts; 25.0msec/count	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Commanded engine torque due to fast actuators and its dual store do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Commanded engine torque due to slow actuators and its dual store do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			TOS to wheel speed conversion factor is out of bounds given by threshold range	High Threshold: 1.10 T/C Range Hi 0.10 T/C Range Lo Low Threshold: 1.10 T/C Range Hi 0.10 T/C Range Lo	Ignition State	Accessory, run or crank	255 / 6 counts; 25.0msec/count	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Cylinders active greater than commanded	2 cylinders		Engine run flag = TRUE > 2.00 s Number of cylinder events since engine run > 24 No fuel injector faults active	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Transfer case neutral request from four wheel drive logic does not match with operating conditions	N/A	Ignition State	Accessory, run or crank Transfer case range valid and not over-ridden FWD Apps only	32 / 400 counts; 25.0msec/count	
			Driver progression mode and its dual store do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multipier	
			Predicted torque for uncorrected zero pedal determination is greater than calculated limit.	Table, f(Engine, Oil Temp). **P16F3_Speed Control External Load f(Oil Temp, RPM)** + 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Predicted Request Without Motor is greater than its redundant calculation plus threshold	106.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Immediate Request Without Motor is greater than its redundant calculation plus threshold	106.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							down time multipier	
			Positive Torque Offset is greater than its redundant calculation plus threshold OR Positive Torque Offset is less than its redundant calculation minus threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Commanded Predicted Engine Request is greater than its redundant calculation plus threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, down time	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multipier 0.5	
			Commanded Hybrid Predicted Crankshaft Request is greater than its redundant calculation plus threshold	4,096.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Commanded Hybrid Immediate Crankshaft Request is less than its redundant calculation minus threshold	4,096.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Regeneration Brake Assist is not within a specified range	Brake Regen Assist < 0 Nm or Brake Regen Assist > 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Cylinder Spark Delta Correction exceeds the absolute difference as compared to Unadjusted Cylinder Spark Delta	22.52 degrees	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			1. Cylinder Torque Offset exceeds step size threshold OR	1. 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			2. Sum of Cylinder Torque Offset exceeds sum threshold	2. 107.91 Nm				
			Engine Capacity Minimum Immediate Without Motor is greater than its dual store plus threshold	53.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Capacity Minimum Engine Off is greater than threshold	0 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Engine Capacity Minimum Engine Immediate Without Motor is greater than threshold	0 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Commanded Immediate Engine Request is greater than its redundant calculation plus threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Engine Speed Lores Intake Firing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than 0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Engine Speed Lores Intake Firing timing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than 0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Idle speed control calculated predicted minimum torque request exceeds calculated torque limit	Table, f(Oil Temp, RPM). See supporting tables: **P16F3_Speed Control External Load f(Oil Temp, RPM)** + 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Idle speed control calculated predicted minimum torque without reserves exceeds calculated torque limit	Table, f(Oil Temp, RPM). See supporting tables: **P16F3_Speed Control External Load f(Oil Temp, RPM)** +	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				107.91 Nm				
			Difference between Driver Requested Immediate Torque primary path and its secondary exceeds threshold	1,429.54 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Driver Immediate Request is less than its redundant calculation minus threshold	1,429.54 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Commanded Immediate Request is greater than its redundant calculation plus threshold	1,429.54 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR Commanded Immediate Request is less than its redundant calculation minus threshold				multipier	
			Commanded Immediate Response Type is set to Inactive	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Difference between Cruise Axle Torque Arbitrated Request and Cruise Axle Torque Request exceeds threshold	178.69 Nm		Cruise has been engaged for more than 4.00 seconds	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Desired engine torque request greater than redundant calculation plus threshold	106.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Engine min capacity above threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 132 ms continuous, 0.5 down time multipier	
			No fast unmanaged retarded spark above the applied spark plus the threshold	Table, f(RPM,APC). See supporting tables: **P16F3_Delta Spark Threshold f (RPM,APC)**		Engine speed greater than 0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Absolute difference of adjustment factor based on temperature and its dual store above threshold	2.76 m/s	Ignition State	Accessory, run or crank	Up/down timer 180 ms continuous, 0.5 down time	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multipier	
			1. Absolute difference of redundant calculated engine speed above threshold	2,139 RPM		Engine speed greater than 0 RPM	Up/down timer 140 ms continuous, 0.5 down time multipier	
			After throttle blade pressure and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Speed Control's Preditcted Torque Request and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Engine oil temperature and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 420 ms continuous, 0.5 down time multipier	
			Desired throttle position greater than redundant calculation plus threshold	10.00 percent	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the rate limited pre-throttle pressure and its redundant calculation greater than threshold	0.06 kpa	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Throttle desired torque above desired torque plus threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Desired filtered throttle torque exceeds the threshold plus the higher of desired throttle torque or modeled throttle torque	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Torque feedback proportional term is out of allowable range or its dual store copy does not match	High Threshold 53.95 Nm Low Threshold -53.95 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Torque feedback integral term magnitude or rate of	High Threshold	Ignition State	Accessory, run or crank	Up/down timer 475	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			change is out of allowable range or its dual store copy do not match	101.16 Nm Low Threshold -107.91 Nm Rate of change threshold 6.74 Nm/loop			ms continuous, 0.5 down time multipier	
			Difference of Final Torque feedback proportional plus integral term and its redundant calculation is out of bounds given by threshold range	High Threshold 107.91 Nm Low Threshold - 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Difference of torque desired throttle area and its redundant calculation is out of bounds given by threshold range	High Threshold 0.50 % Low Threshold - 0.50 %	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Difference of torque model coefficients and its redundant calculation is out of bounds given by threshold range	High Threshold 0.0003074 Low Threshold - 0.0003074	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Difference of base friction torque and its redundant calculation is out of bounds given by threshold range	High Threshold 107.91 Nm Low Threshold - 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Accessory drive friction torque is out of bounds given by threshold range	High Threshold 107.91 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			AC friction torque is greater than commanded by AC control software or less than threshold limit	High Threshold 39.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Difference of Oil temperature delta friction torque and its redundant	High Threshold 107.91	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous,	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			calculation is out of bounds given by threshold range	Nm Low Threshold - 107.91 Nm			0.5 down time multipier	
			Generator friction torque is out of bounds given by threshold range	High Threshold 107.91 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Absolute difference between the Supercharger friction torque and its redundant calculation greater than threshold	107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Filtered Torque error magnitude or its increase rate of change is out of allowable range or its dual store copy do not match	High Threshold 107.91 Nm Low Threshold -107.91 Nm Rate of change threshold 6.74 Nm/loop		Engine speed >0rpm MAF, MAP and Baro DTCs are false	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Torque error compensation is out of bounds given by threshold range	High Threshold 107.91 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Delta Torque Baro compensation is out of bounds given by threshold range	High Threshold 4.25 Nm Low Threshold -3.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			1. Difference of reserve torque value and its redundant calculation exceed threshold OR 2. Reserve request does not agree with operating conditions or Difference of final predicted torque and its redundant calculation exeed threshold OR 3. Rate of change of reserve torque exceeds threshold, increasing direction only OR 4. Reserve engine torque	1. 106.91 Nm 2. N/A 3. 106.91 Nm 4. 106.91 Nm	3. & 4.: Ignition State	1. & 2.: Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 107.91 Nm 3. & 4.: Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			above allowable capacity threshold					
			Engine Vacuum and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the calculated Intake Manifold Pressure during engine event versus during time event is greater than threshold	Table, f(Desired Engine Torque). See supporting tables: **P16F3_Delta MAP Threshold f(Desired Engine Torque)**		Engine speed >0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Min. Axle Torque Capacity is greater than threshold	0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Driver Predicted Request is greater than its redundant calculation plus threshold	1,429.54 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR Driver Predicted Request is less than its redundant calculation minus threshold				down time multipier	
			Cold Delta Friction Torque and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Predicted torque for zero pedal determination is greater than calculated limit.	Table, f(Oil Temp, RPM). See supporting tables: **Speed Control External Load f(Oil Temp, RPM)** + 107.91 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Commanded Predicted Axle Torque and its dual store do not match	1 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Steady State Estimated Engine Torque and its dual store are not equal	N/A		AFM not changing from Active to Inactive and preload torque not changing and one loop after React command Engine speed >0rpm	Up/down timer 1,988 ms continuous, 0.5 down time multipier	
			Difference of Weighting factor for number of cylinders fueled and its redundant calculation is above threshold	0.26		Engine run flag = TRUE > 10.00 s	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Difference of minimum spark advance limit and	22.52 degrees	Ignition State	Accessory, run or crank	Up/down timer 140	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			its redundant calculation is out of bounds given by threshold range				ms continuous, 0.5 down time multipier	
			Difference of commanded spark advance and adjusted delivered is out of bounds given by threshold range	22.52 degrees		Engine speed >0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Absolute difference between Estimated Engine Torque and its dual store are above a threshold	107.91 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Absolute difference between Estimated Engine Torque without reductions due to torque control and its dual store are above a threshold	107.91 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Difference of desired spark advance for managed torque and its redundant calculation is out of bounds given by threshold range	22.52 degrees		Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 107.91 Nm	Up/down timer 440 ms continuous, 0.5 down time multipier	
			Absolute difference of Engine Capacity Minimum Running Immediate Brake Torque Excluding Cylinder Sensitivity and its redundant calculation is out of bounds given by threshold range	107.91 Nm		Engine speed >0rpm	Up/down timer 175 ms continuous, 0.5 down time multipier	
			One step ahead calculation of air-per-cylinder greater than two step ahead calculation by threshold for time	Threshold: Dynamically calculated based on current engine conditions Fault Pending		Engine speed > 650 rpm	Up/down timer 440 ms continuous, 0.5 down time	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				Threshold: 100 ms			multipier	
			Rate limited cruise axle torque request and its dual store do not match within a threshold	178.69 Nm	Ignition State	Accessory, run or crank	Up/down timer 163 ms continuous, 0.5 down time multipier	
			1. Absolute difference of Calculated accelerator pedal position compensated for carpet learn and error conditions and its redundant calculation is out of bounds given by threshold range OR 2. Absolute difference of Calculated accelerator pedal position compensated for carpet learn and error conditions and its dual store do not equal	1. 5.00 % 2. N/A 3. N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR 3. Absolute difference of Calculated accelerator pedal position and its dual store do not equal					
			Commanded axle torque is greater than its redundant calculation by threshold	1,429.54 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Commanded axle torque is less than its redundant calculation by threshold	2,144.31 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Preload timer and its redundant calculation do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						AFM apps only	down time multipier	
			AC friction torque is greater than commanded by AC control software	39.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Engine Speed Lores Intake Firing (time based) calculation does not equal its redundant calculation	N/A		Engine speed >0rpm	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the calculated spark offset for equivalence ratio and its redundant cacluation is greater than a threshold	22.52 degrees		Engine speed >0rpm	Up/down timer 140 ms continuous, 0.5 down time multipier	
			Transmission Torque Request cacluations do not equal their dual stores	N/A		Run or Crank = TRUE > 0.50 s	16 / 32 counts; 25.0msec/count	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Absolute difference of the predicted motor torque ACS and its redundant cacluation is greater than a threshold	0.01 Nm			Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Absolute difference of maximum throttle area and its redundant cacluation is greater than a threshold	15 mm2			Up/down timer 180 ms continuous, 0.5 down time multipier	
			Absolute difference of Desired TIAP and its redundant cacluation is greater than a threshold	5.00 kPa			Up/down timer 475 ms continuous, 0.5 down time multipier	
			Pedal learns and their redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Throttle learns and their redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Desired Throttle Position and its redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmissio n Surge Solenoid Circuit Open	P171A	Detects when the surge accumulator control circuit is failed open	HWIO fault status	= Failed Open	Ignition voltage	≥ 6.41 volts	≥ 32 fail count out of ≥ sa 40 mple count Frequency 12.5ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Surge Solenoid Circuit Low	P171B	Detects when the surge accumulator control circuit is failed short to ground	HWIO fault status	= Failed Short to Ground	Ignition voltage	≥ 6.41 volts	≥ 32 fail count out of ≥ 40 sample count Frequency 12.5ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmissio n Surge Solenoid Circuit High	P171C	Detects when the surge accumulator control circuit is failed short to power	HWIO fault status	= Failed Short to Power	Ignition voltage	≥ 6.41 volts	≥ 6 fail count out of ≥ sa 8 mple count Frequency 12.5ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Surge Accumulator System Performance	P171D	Detects when the surge accumulator system is not capable of supplying adaquate hydraulic pressure during the autostart. The diagnostic will monitor transmission clutch slip during the autostart event as the primary malfunction criteria.	Transmission turbine speed is greater than predicted turbine speed during autostart event	**P171D predicted ≥turbine speed error** Refer to "Transmission Supporting Tables" for details	PRNDL state defaulted Transmission shift lever position Propulsion system active Ignition voltage Ignition voltage Transmission fluid temp Transmission fluid temp Hybrid state AutoStop duration min During autostop Engine speed was ********** If above conditions are met then the following must occur: Turbine speed Engine speed Hydraulic pressure delay time If above conditions are met then increment time-out timer. Time-out timer Note: The initial fail	= False = Forward range A = True ≥ 9.00 volts ≤ 31.99 volts ≥ 0.00 °C ≤ 110.00 °C = Engine off ≥ 1.20 seconds ≤ 5.00 rpm ≥ 13.00 rpm ≥ 450.00 rpm **P171D hydraulic ≥ pressure delay** Refer to "Transmission Supporting Tables" for details ≤ 0.38 seconds	≥ 12 counts (initial fail count) Frequency =12.5ms Once the above counts are achieved then increment the final fail counter once. The final fail counter can only increment once per autostart event ≥ 3 counts (final fail counter) If above counter is greater than threshold then report DTC failed. Frequency = 12.5ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					counter must achieve it's fail threshold in less than the time-out time. ********** If vehicle is launched then: Transmission Ratio Trans Ratio band (1st gr) Trans Ratio band (1st gr) Trans Ratio band (2-6) Trans Ratio band (2-6) Valid transmission ratio achieved time OR If vehicle is not launched but autostart occurs then: Turbine speed Turbine speed less then above threshold for Note: During an autostart event the lack of hydraulic pressure will result in momentary clutch slip in the C1234 clutch. After the clutch slip event, the main transmission pump and clutch will gain capacity, clutch slip will go	**P171D transmission =forward gear ratios** Refer to "Transmission Supporting Tables" for details ≤ 1.12 pct ≥ 0.88 pct ≤ 1.07 pct ≥ 0.93 pct ≥ 0.50 seconds ≤ 5.00 rpm ≥ 0.50 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					to zero. If the vehicle is launching (moving) then a valid transmission ratio can be achieved. Or if the brake is continually applied and an autostart occurs naturally, then no ratio can be measured. In this case turbine speed will return to near zero rpm. ********** DTCs not set	 CrankSensor_FA Transmission Output Shaft Angular Velocity Validity Transmission Turbine Angular Velocity Validity Transmission Oil Temperature Validity P171A P171B P171C U0101 P182E P1915		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Performance (For use on vehicles with mechanical transfer pump dual fuel tanks)	P2066	This DTC will detect a fuel sender stuck in range in the secondary fuel tank.	**********		Engine Running No active DTCs:	VehicleSpeedSensor_FA	250 ms / sample	Type B, 2 Trips
			Fuel Level in Primary and Secondary Tanks Remain in an Unreadable Range too Long					
			**********					
			This subtest is used					
			If fuel volume in primary tank is and fuel volume in secondary tank is and remains in this condition for of fuel consumed by the engine.	≥ 25.5 liters < 8.3 liters 19.9 liters				
			OR					
			**********					
			Fuel Level is in a Readable Range for both Primary and Secondary Tanks too Long					
			**********					
			This subtest is not used					
			Volume in primary tank is and volume in secondary tank is and remains in this condition for	< 26 liters > 9 liters 3,630 seconds				
			OR					
			**********					
			Distance Traveled without a Secondary Fuel Level Change					

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			********** If the vehicle is driven with the fuel consumed by the engine of without the secondary fuel level changing by 3 liters, then the sender must be stuck.	22 liters	Volume in secondary tank	≥ 8.7 liters		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Circuit Low Voltage (For use on vehicles with dual fuel tanks)	P2067	This DTC will detect a fuel sender stuck out of range low in the secondary fuel tank.	Fuel level Sender % of 5V range	< 10 %			100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Circuit High Voltage (For use on vehicles with dual fuel tanks)	P2068	This DTC will detect a fuel sender stuck out of range low in the secondary fuel tank.	Fuel level Sender % of 5V range	> 60 %			100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit Low– Bank 1	P2088	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match.	Short to ground: ≤ 0.5 Ω to a voltage source within the Vehicle Ground Voltage Range relative to PWRGND	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit High – Bank 1	P2089	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that voltage is high during driver off state (indicates short to power or open circuit)	Short to power: ≤ 0.5 Ω impedance between signal and controller power Open Circuit: ≥ 200 K Ω impedance between signal and controller ground	System supply Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit Low – Bank 1	P2090	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match.	Short to ground: ≤ 0.5 Ω to a voltage source within the Vehicle Ground Voltage Range relative to PWRGND	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit High – Bank 1	P2091	Diagnoses the VVT system high side driver circuit for circuit faults.	The ECM detects that voltage is high during driver off state (indicates short to power or open circuit)	Short to power: ≤ 0.5 Ω impedance between signal and controller power Open Circuit: ≥ 200 K Ω impedance between signal and controller ground	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	100 failures out of 100 samples 250 ms /sample, continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System Low Limit Bank 1 (Too Rich)	P2096	Determines if the post catalyst O2 sensor based fuel control system has utilized all or most of it's low limit authority, indicating a rich exhaust gas condition. Note: If the post catalyst O2 voltage is too rich, the post catalyst O2 integral offset control is decreased. This results in lean bias fuel control in an attempt to correct the rich condition. A perfectly balanced control system (no rich or lean bias required) is represented by an integral offset value of “0” and a post catalyst O2 sensor that is within it's optimal operating range (neither rich nor lean). An integral offset value < 0 is indicative of the control system reacting to a rich post catalyst O2 sensor. If the failure is such that the control system utilizes all or most of its available authority, then P2096 will set.	Rich Fail counter High Vapor Feature: The diagnostic is at risk of reporting a false fail when excessively High Vapor (HV) conditions are present. This HV condition is indicated when the purge valve is open AND percent vapor is >= 18 % for >= 5.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 14 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 300 counts per 800 sample counts Note: Counters increment at a rate of 10 per second when enable conditions are met. If the fail count threshold is reached, a fail is reported and the diagnostic will not report again until the next trip. If the sample count threshold is reached before a fail is reported, a pass is reported, the counters are reset to 0, and evaluation starts again.	The diagnostic is enabled during: Deceleration Idle Cruise Light Acceleration Heavy Acceleration Ambient Air Pressure Engine AirFlow Intake Manifold Pressure Induction Air Temperature Start-up Coolant Temp. PTO Intrusive diag. fuel control Long Term Secondary Fuel Trim Enabled (see "**Long Term Secondary Fuel Trim Enable Criteria**" in Supporting Tables) High Vapor Conditions No Fault Active for:	 No No Yes Yes Yes >= 70 kPa >= 0.0 g/s <= 10,000.0 >= 0 kPa <= 200 >= -20 deg. C <= 200 >= -20 deg. C Not Active Not Active Not Present AmbientAirDefault AIR System FA Ethanol Composition Sensor FA ECT_Sensor_FA EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorFA CamSensorAnyLocationFA EvapEmissionSystem_FA EvapFlowDuringNonPurge_FA FuelTankPressureSnsrCkt_FA	Frequency: Continuous Monitoring in 100ms loop. Counters increment when enable conditions are met. When sample count threshold is reached or fail threshold is reached, counters are reset to 0 and start over.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						EvapPurgeSolenoidCircuit_FA EvapSmallLeak_FA EvapVentSolenoidCircuit_FA FuelInjectorCircuit_FA MAF_SensorFA MAF_SensorTFTKO MAP_SensorFA MAP_EngineVacuumStatus EngineMisfireDetected_FA A/F Imbalance Bank1 O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA		
					The above general enable conditions must be true for: Minimum accumulated counts in each cell required before counters will increment for that cell: Deceleration Idle Cruise Light Acceleration Heavy Acceleration (Note: A value in any of the above operating "cells" that is an order of magnitude (or more) higher than other cells is an indication that the diagnostic is not capable of diagnosing in that cell). For the cells identified as	> 2.0 seconds 250 250 0 550 250		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					enabled (i.e. those containing a "Yes" at the beginning of the Enable Conditions column), the fail counter will increment if the sample counter increments AND Post oxygen sensor control integral offset (in mV) is Deceleration Idle Cruise Light Acceleration Heavy Acceleration AND Post O2 Voltage is Deceleration Idle Cruise Light Acceleration Heavy Acceleration (Note: A value in any of the above operating "cells" that is greater than 900mV is an indication that the diagnostic is not capable of diagnosing in that cell).	<= -90 (control min.= -100) -90 (control min.= -100) -502 (control min.= -512) -502 (control min.= -512) -502 (control min.= -512) > 775 mV 775 mV 775 mV 775 mV 775 mV		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System High Limit Bank 1 (Too Lean)	P2097	Determines if the post catalyst O2 sensor based fuel control system has utilized all or most of it's high limit authority, indicating a lean exhaust gas condition. Note: If the post catalyst O2 voltage is too lean, the post catalyst O2 integral offset control is increased. This results in rich bias fuel control in an attempt to correct the lean condition. A perfectly balanced control system (no rich or lean bias required) is represented by an integral offset value of “0” and a post catalyst O2 sensor that is within it's optimal operating range (neither rich nor lean). An integral offset value > 0 is indicative of the control system reacting to a lean post catalyst O2 sensor. If the failure is such that the control system utilizes all or most of its available authority, then P2097 will set.	Lean Fail counter High Vapor Feature: The diagnostic is at risk of reporting a false fail when excessively High Vapor (HV) conditions are present. This HV condition is indicated when the purge valve is open AND percent vapor is >= 18 % for >= 5.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 14 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 300 counts per 800 sample counts Note: Counters increment at a rate of 10 per second when enable conditions are met. If the fail count threshold is reached, a fail is reported and the diagnostic will not report again until the next trip. If the sample count threshold is reached before a fail is reported, a pass is reported, the counters are reset to 0, and evaluation starts again.	Same as P2096 except for the following: For the cells identified as enabled (i.e. those containing a "Yes" at the beginning of the Enable Conditions for P2096), the fail counter will increment if the sample counter increments AND Post oxygen sensor control integral offset (in mV) is Deceleration Idle Cruise Light Acceleration Heavy Acceleration AND Post O2 Voltage is Deceleration Idle Cruise Light Acceleration Heavy Acceleration (Note: A value in any of the above operating "cells" that is less than 100mV is an indication that the diagnostic is not capable of diagnosing in that cell).	>= 38 (control max.= 100) 38 (control max.= 100) 825 (control max.= 900) 825 (control max.= 900) 825 (control max.= 900) < 644 mV 644 mV 1,000 mV 1,000 mV 1,000 mV	Frequency: Continuous Monitoring in 100ms loop. Counters increment when enable conditions are met. When sample count threshold is reached or fail threshold is reached, counters are reset to 0 and start over.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Throttle Actuator Position Performance	P2101	1) Detect a throttle positioning error2) Throttle control is driving the throttle in the incorrect direction3) Throttle control exceeds the reduced power limit	Difference between measured throttle position and modeled throttle position >	10.00 percent	TPS minimum learn is not active and Throttle is being Controlled and (Engine Running or Ignition Voltage > or Ignition Voltage >)	Run/Crank voltage > 6.41 Ignition voltage failure is false (P1682)	15 counts; 12.5 ms/count in the primary processor	Type A, 1 Trips
			OR Difference between modeled throttle position and measured throttle position >	10.00 percent	Ignition voltage failure is false (P1682)	TPS minimum learn is not active and Throttle is being Controlled AND ((Engine Running AND Ignition Voltage > 5.50) OR Ignition Voltage > 11.00)		
			Throttle Position >	36.21 percent		Powertrain Relay voltage > 6.41 TPS minimum learn is active	11 counts; 12.5 ms/count in the primary processor	
			Throttle Position >	35.21 percent		Powertrain Relay voltage > 6.41 Reduced Power is True	11 counts; 12.5 ms/count in the primary processor	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 1 Lo	P2122	Detect a continuous or intermittent short or open in the APP sensor #1 on Main processor	APP1 Voltage <	0.4625		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	19 / 39 counts or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 1 Hi	P2123	Detect a continuous or intermittent short or open in the APP sensor #1 on Main processor	APP1 Voltage >	4.7500		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P06A3)	19 / 39 counts or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 2 Lo	P2127	Detect a continuous or intermittent short or open in the APP sensor #2 on Main processor	APP2 Voltage <	0.3250		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P0697)	19 / 39 counts or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 2 Hi	P2128	Detect a continuous or intermittent short or open in the APP sensor #2 on Main processor	APP2 Voltage >	2.6000		Run/Crank voltage > 6.41 No 5V reference error or fault for # 4 5V reference circuit (P0697)	19 / 39 counts or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position (TP) Sensor 1-2 Correlation	P2135	Detects a continuous or intermittent correlation fault between TPS sensors #1 and #2 on Main processor	Difference between TPS1 displaced and TPS2 displaced >	6.775 % offset at min. throttle position with a linear threshold to 9.746 % at max. throttle position		Run/Crank voltage > 6.41 No TPS sensor faults (P0122, P0123, P0222, P0223) No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts or 58 counts continuous; 3.125 ms/count in the main processor	Type A, 1 Trips
			Difference between (normalized min TPS1) and (normalized min TPS2) >	5.000 % Vref		Run/Crank voltage > 6.41 No TPS sensor faults (P0122, P0123, P0222, P0223) No 5V reference error or fault for # 4 5V reference circuit (P06A3)	79 / 159 counts or 58 counts continuous; 3.125 ms/count in the main processor	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 1-2 Correlation	P2138	Detects a continuous or intermittent correlation fault between APP sensors #1 and #2 on Main processor	Difference between APP1 displaced and APP2 displaced >	5.000 % offset at min. pedal position with a linear threshold to 10.001 % at max. pedal position		Run/Crank voltage > 6.41 No APP sensor faults (P2122, P2123,P2127, P2128) No 5V reference errors or faulst for # 3 & # 4 5V reference circuits (P06A3, P0697)	19 / 39 counts intermittent or 15 counts continuous, 12.5 ms/count in the main processor	Type A, 1 Trips
			Difference between (normalized min APP1) and (normalized min APP2) >	5.000 % Vref		Run/Crank voltage > 6.41 No APP sensor faults (P2122, P2123,P2127, P2128) No 5V reference errors or faulst for # 3 & # 4 5V reference circuits (P06A3, P0697)	19 / 39 counts intermittent or 15 counts continuous, 12.5 ms/count in the main processor	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 high side circuit shorted to ground	P2147	This DTC Diagnoses Injector 1 high side driver circuit for circuit faults.	Voltage high across High Side Driver during On state indicates short to ground	Short to Ground: 25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 high side circuit shorted to power	P2148	This DTC Diagnoses Injector 1 high side driver circuit for circuit faults.	Voltage low across High side drive during off state indicates short to power.	Short to Power: ≤ 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

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Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 high side circuit shorted to ground	P2150	This DTC Diagnoses Injector 2 high side driver circuit for circuit faults.	Voltage high across High Side Driver during On state indicates short to ground	Short to Ground: 25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 high side circuit shorted to power	P2151	This DTC Diagnoses Injector 2 high side driver circuit for circuit faults.	Voltage low across High side drive during off state indicates short to power.	Short to Power: ≤ 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 high side circuit shorted to ground	P2153	This DTC Diagnoses Injector 3 high side driver circuit for circuit faults.	Voltage high across High Side Driver during On state indicates short to ground	Short to Ground: 25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 high side circuit shorted to power	P2154	This DTC Diagnoses Injector 3 high side driver circuit for circuit faults.	Voltage low across High side drive during off state indicates short to power.	Short to Power: ≤ 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 high side circuit shorted to ground	P2156	This DTC Diagnoses Injector 4 high side driver circuit for circuit faults.	Voltage high across High Side Driver during On state indicates short to ground	Short to Ground: 25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 high side circuit shorted to power	P2157	This DTC Diagnoses Injector 4 high side driver circuit for circuit faults.	Voltage low across High side drive during off state indicates short to power.	Short to Power: ≤ 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10 failures out of 20 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Minimum Throttle Position Not Learned	P2176	TP sensors were not in the minmum learn window after multiple attempts to learn the minimum.	During TPS min learn on the Main processor, TPS Voltage > AND Number of learn attempts >	0.5670 10 counts		Run/Crank voltage > 6.41 TPS minimum learn is active No previous TPS min learn values stored in long term memory	2.0 secs	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 1 / 2 Correlation	P2199	Detects a difference between the IAT and IAT2 sensors	ABS (IAT - IAT2)	> 55.0 deg C	Powertrain Relay Voltage for a time No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Bank 1 Air-Fuel Ratio Imbalance	P219A	This monitor determines if a cylinder-to-cylinder air-fuel ratio imbalance is present on bank 1.	Filtered Ratio > Note: The input to this metric is the pre catalyst oxygen sensor voltage. This voltage is used to generate a Variance metric that represents the statistical variation of the O2 sensor voltage over a given engine cycle. This metric is proportional to the air-fuel ratio imbalance (variance is higher with an imbalance than without). Multiple samples are collected in making a decision. The observed Variance is dependant on engine speed and load and so each result is normalized for speed and load by comparing it to a known "good system" result for that speed and load, and generating a Ratio metric. The Ratio metric is calculated by selecting the appropriate threshold calibration from a 17x17 table (see Supporting Table **P219A Variance Threshold Bank1 Table**) and subtracting it from the measured Variance. The result is then divided by a normalizer calibration	0.40 If the diagnostic has reported a failure on the prior trip, the Filtered Ratio must fall below 0.35 in order to report a pass. This feature prevents the diagnostic from toggling between failing and passing when the Filtered Ratio remains near the initial failure threshold of 0.40 .	System Voltage Fuel Level Engine Coolant Temperature Cumulative engine run time Diagnostic enabled at Idle (regardless of other operating conditions) Engine speed range Engine speed delta during a short term sample period Mass Airflow (MAF) range Cumulative delta MAF during a short term sample period Filtered MAF delta between samples Note: first order lag filter coefficient applied to MAF = 0.150 Air Per Cylinder (APC) APC delta during short term sample period Filtered APC delta	no lower than 10.0 Volts for more than 0.2 seconds > 10.0 percent AND no fuel level sensor fault > -20 deg. C > 15.0 seconds No 900 to 6,000 RPM < 150 RPM 8 to 500 g/s < 2 g/s < 0.25 g/s 90 to 1,200 mg/cylinder < 60 mg/cylinder	Minimum of 1 test per trip, up to 6 tests per trip during RSR or FIR. The front O2 sensor voltage is sampled once per cylinder event. Therefore, the time required to complete a single test (when all enable conditions are met) decreases as engine speed increases. For example, 16.50 seconds of data is required at 1000 rpm while double this time is required at 500 rpm and half this time is required at 2000 rpm. This data is collected only when enable conditions are met, and as such significantly more operating time is required than is indicated above. Generally, a report will be	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			from another 17 x 17 table (see Supporting Table **P219A Normalizer Bank1 Table**). This quotient is then multiplied by a quality factor calibration from a 17 x 17 table (see Supporting Table **P219A Quality Factor Bank1 Table**). This result is referred to as the Ratio. Note that the quality factor ranges between 0 and 1 and represents robustness to false diagnosis in the current operating region. Regions with low quality factors are not used. Finally, a EWMA filter is applied to the Ratio metric to generate the Filtered Ratio malfunction criteria metric. Generally, a normal system will result in a negative Filtered Ratio while a failing system will result in a positive Filtered Ratio. The range of the Filtered Ratio metric is application specific since both the emissions sensitivity and relationship between imbalance and the Variance metric are application specific. Some applications may		between samples Note: first order lag filter coefficient applied to APC = 0.100 Spark Advance Throttle Area (percent of max) Intake Cam Phaser Angle Exhaust Cam Phaser Angle Quality Factor (QF) QF calibrations are located in a 17x17 lookup table versus engine speed and load (see Supporting Table **P219A Quality Factor Bank1 Table**). QF values less than “1” indicate that we don’t have 4sigma/2sigma robustness in that region. The quality of the data is determined via statistical analysis of Variance data. Fuel Control Status Closed Loop and Long Term FT Enabled for: Device Control AIR pump	< 2.00 percent 5 to 55 degrees 1 to 200 percent 0 to 25 degrees 0 to 25 degrees >= 0.99 >= 1.0 seconds (Please see "**Closed Loop Enable Clarification**" and "**Long Term FT Enable Criteria**" in Supporting Tables) Not active Not on	made within 5 minutes of operation. For RSR or FIR, 12 tests must complete before the diagnostic can report.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			need to command a unique cam phaser value before performing the above calculations since cam phasing has been shown to have an impact on overall signal quality. This application Does Not Use this feature.		CASE learn EGR EVAP Engine OverSpeed Protection Idle speed control PTO Injector base pulse width O2 learned htr resistance Rapid Step Response (RSR): RSR will trigger if the Ratio result from the last test is AND it exceeds the last Filtered ratio by Once triggered, the filtered ratio is reset to: Fast Initial Response (FIR): FIR will trigger when an NVM reset or code clear occurs. Once triggered, the filtered ratio is reset to: No Fault Active for:	Not active Not intrusive Not intrusive Not Active Normal Not Active Above min pulse limit = Valid (the O2 heater resistance has learned since NVM reset) >= 0.40 >= 0.40 0.00 0.00 EngineMisfireDetected_FA MAP_SensorFA MAF_SensorFA ECT_Sensor_FA TPS_ThrottleAuthorityDefaulted FuelInjectorCircuit_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						AIR System FA EvapExcessPurgePsbl_FA CamSensorAnyLocationFA FuelTrimSystemB1_FA O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA WRAF_Bank_1_FA		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Performance (single turbo)	P2227	Compares baro sensor to the calculated baro estimate (part throttle calculation or unthrottled MAP)	Difference between baro sensor reading and estimated baro when distance since last estimated baro update OR Difference between baro sensor reading and estimated baro when distance since last estimated baro update	 > 15.0 kPa <= 0.06 miles > 20.0 kPa > 0.06 miles	No Active DTCs:	AmbPresSnsrCktFA ECT_Sensor_Ckt_FA IAT_SensorFA MAF_SensorFA AfterThrottlePressureFA TPS_FA TPS_Performance_FA VehicleSpeedSensor_FA TC_BoostPresSnsrFA	320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips
			Barometric Pressure OR Barometric Pressure OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	< 50.0 kPa > 115.0 kPa > 10.0 kPa <= 10.0 kPa > 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating No Active DTCs: No Pending DTCs:	 > 10.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (boosted applications, Gen III)	P2228	Detects a continuous short to low in either the signal circuit or the BARO sensor.	BARO Voltage	< 39.3 % of 5 Volt Range (2.0 Volts = 50.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit High (boosted applications, Gen III)	P2229	Detects an open sensor ground, continuous short to high or open in either the signal circuit or the BARO sensor.	BARO Voltage	> 90.0 % of 5 Volt Range (4.5 Volts = 115.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Intermittent	P2230	Detects a noisy or erratic barometric pressure input	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current BARO reading - BARO reading from 12.5 milliseconds previous)	> 100 kPa 80 consecutive BARO samples			4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Pumping Current Performance Bank 1	P223C	This DTC determines if the O2 sensor pumping current has an incorrect or out of range value	Fault condition present when the pump current is in any of the fault regions when this test is enabled during DFCO.	The three pump current fault regions are: A) Pump current > 4.18 ma B) Pump current <= 0.10 ma and >= - 0.10 ma C) Pump current < -0.10 ma The three fault regions have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set. Note: This DTC will detect open circuit faults to the Pump current, Ref Cell voltage, Ref Ground and Trim circuits. Note: A open circuit on the Pump current signal may also set a P0131 DTC. Note: A short to ground on the trim circuit can set P223C.	B1S1 DTC's Not active this key cycle Measure valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ********** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) ********** WRAF Ref cell temperature Test starts when time in DFCO Test stops when time in DFCO	P0135, P0030, P0031 or P0032. = Valid = Ready = True = Complete >= 20.0 seconds >= 628 Deg C >= 5.0 seconds > 12.0 seconds	Region A: 224 failures out of 280 samples OR Region B: 224 failures out of 280 samples OR Region C: 100 failures out of 128 samples Sample rate is 25 msec Test enabled during DFCO	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Reference Resistance Out Of Range Bank 1	P223E	This DTC determines if the O2 sensor reference cell has an incorrect or out of range resistance value.	Measured Reference cell temperature	< 700 Deg C OR > 1,000.0 Deg C	B1S1 DTC's Not active this key cycle Measure valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ********** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) Then Delay after WRAF circuit diagnostic delay **********	P0135, P0030, P0031 or P0032 = Valid = Ready = True = Complete >= 20.0 seconds >= 10.0 seconds	128 failures out of 160 samples Sample rate is 25 msec Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve - Mechanical Turbocharger with wastegate. Not supercharger with mechanical compressor	P2261	Detect Stuck Closed Bypass Valve	When measuring time accumulated air mass flow derivate boost pressure is high pass filtered with filter frequency A failure is detected when Acc. Filtered Air Mass Flow or Acc.Der.Filtered boost pressure	< 1.000 Second, = 10.00 Hz > 65.00 g/s > 500.00 kPa/s	Diagnostic Enabled Engine Speed Bypass Valve Commanded Open Duty Cycle for at least Pressure ratio over the compressor RelativeLimit Condition keep true for x seconds extra Negative Transient Active: Relative Boost and Pressure derivate Hyst. Negative Transient: Relative Boost or Pressure derivate No Active DTCs:	True >= 1,500 rpm > 6.00 % >= 0.250 s > refer to **P00C4_P2261_KtBSTD_r_SurgeLim** in Supporting Tables 0.80 s >= 35.0 kPa <= -250.0 kPa/s < 0.0 kPa > 10.0 kPa/s BSTR_b_TurboBypassCktFA BSTR_b_BoostSnsrFA MAF_SensorFA	7 Failed tests out of 10 Tests 25ms/ sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Lean Bank 1 Sensor 2	P2270	This DTC determines if the post catalyst O2 sensor is stuck in a normal lean voltage range and thereby can no longer be used for post oxygen sensor fuel control or for catalyst monitoring. The diagnostic is an intrusive test (during coast) which increases the delivered fuel to achieve the required rich threshold.	Post O2 sensor signal AND The Accumulated mass air flow monitored during the Stuck Lean Voltage Test	< 825 mvolts > 60 grams	No Active DTC's B1S2 DTC's Not active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013A, P013B, P013E, P013F, P2270 or P2271 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Diag Pedal position Engine Airflow Closed loop integral Closed Loop Active Evap Ethanol Post fuel cell Crankshaft Torque EGR Intrusive diagnostic All post sensor heater delays O2S Heater (post sensor) on Time Predicted Catalyst temp Fuel State ========== All of the above met for at least 0.0 seconds, and then check the following Engine Speed to initially enable test Engine Speed range to keep test enabled (after	= False <= 4.0 % 2 <= gps <= 15 0.85 <= C/L Int <= 1.07 = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables). not in control of purge not in estimate mode = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. < 100.0 Nm = not active = not active >= 80.0 sec 500 <= ºC <= 850 = DFCO possible ========== 950 <= RPM <= 2,950		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					initially enabled) Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled) ========== All of the above met for at least 2.0 seconds, and then the Force Cat Rich intrusive stage is requested. ========== During Stuck Lean test the following must stay TRUE or the test will abort: Commanded Fuel Crankshaft Torque	900 <= RPM <= 3,050 40.4 <= MPH <= 77.7 35.4 <= MPH <= 82.0 0.96 <= EQR <= 1.08 < 70.0 Nm		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Rich Bank 1 Sensor 2	P2271	This DTC determines if the post catalyst O2 sensor is stuck in a normal rich voltage range and thereby can no longer be used for post oxygen sensor fuel control or for catalyst monitoring. The diagnostic is an intrusive test which requests the DFCO mode to achieve the required lean threshold.	Post O2 sensor signal AND The Accumulated mass air flow monitored during the Stuck Rich Voltage Test	> 100 mvolts > 25.0 grams	No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance ICAT MAT Burnoff delay Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA P013A, P013B, P013E, P013F or P2270 > 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = Not Valid = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Diag Fuel State DTC's Passed ========== After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).	= False DFCO possible = P2270 = P013E = P013A ==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump	P228C	This DTC Diagnoses the measured fuel rail pressure bias too low from desired fuel pressure.	Desired Pressure - Measure Pressure	>= 3.00 Mpa	Battery Voltage Low Side Fuel Pressure Engine Run Time Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement	High Pressure Pump Performance Diagnostic Enable >= 11 Volts > 0.275 MPa >= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking	Pressure Error - 1,000 0 failures out of 1,250 samples 4 samples per engine rotaion	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -10.0 degC -10 <=Temp degC <= 126		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump	P228D	This DTC Diagnoses the measured fuel rail pressure bias too high from desired fuel pressure	Desired Pressure - Measure Pressure	<= -4.00 Mpa	Battery Voltage Low Side Fuel Pressure Engine Run Time Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control	High Pressure Pump Performance Diagnostic Enable >= 11 Volts > 0.275 MPa >= **P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh** (see supporting tables) Enabled when a code clear is not active or not exiting device control Engine is not cranking	Pressure Error - 1,000 failures out of 1,250 samples 4 samples per engine rotaion	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true andManufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -10.0 DegC -10 <= Temp degC <= 126		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #1 CIRCUIT LOW	P2300	Diagnoses Cylinder #1 Ignition Control (EST) output driver circuit for a Short to Ground fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage low during driver high state (indicates short-to-ground)	 ≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #1 CIRCUIT High	P2301	Diagnoses Cylinder #1 Ignition Control (EST) output driver circuit for a Short to Power fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage high during driver low state (indicates short-to-power)	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #2 CIRCUIT Low	P2303	Diagnoses Cylinder #2 Ignition Control (EST) output driver circuit for a Short to Ground fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage low during driver high state (indicates short-to-ground)	 ≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #2 CIRCUIT High	P2304	Diagnoses Cylinder #2 Ignition Control (EST) output driver circuit for a Short to Power fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage high during driver low state (indicates short-to-power)	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #3 CIRCUIT Low	P2306	Diagnoses Cylinder #3 Ignition Control (EST) output driver circuit for a Short to Ground fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage low during driver high state (indicates short-to-ground)	 ≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #3 CIRCUIT High	P2307	Diagnoses Cylinder #3 Ignition Control (EST) output driver circuit for a Short to Power fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage high during driver low state (indicates short-to-power)	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #4 CIRCUIT Low	P2309	Diagnoses Cylinder #4 Ignition Control (EST) output driver circuit for a Short to Ground fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage low during driver high state (indicates short-to-ground)	 ≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #4 CIRCUIT High	P2310	Diagnoses Cylinder #4 Ignition Control (EST) output driver circuit for a Short to Power fault	The ECM detects that the commanded state of the driver and the actual state of the control circuit do not match. Voltage high during driver low state (indicates short-to-power)	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Control Torque Request Circuit	P2544	Determines if the torque request from the TCM is valid	Protect error - Serial Communication message 2's complement not equal ($189/$199)	Message <> two's complement of message	Diagnostic Status	Enabled	>= 16 failures out of 20 samples.	Type B, 2 Trips
					Power Mode	= Run	Performed on every received message	
			OR Rolling count error - Serial Communication message ($189/$199) rolling count index value	Message <> previous message rolling count value + one	Ignition Voltage	> 6.41 volts	>= 6 Rolling count errors out of 10 samples.	
					Engine Running	= True	Performed on every received message	
			OR Range Error - Serial Communication message - ($189/$199) TCM Requested Torque Increase	> 450 Nm	Run/Crank Active No Serial communication loss to TCM (U0101)	> 0.50 Sec No loss of communication	>= 6 range errors out of 10 samples.	
							Performed on every received message	
			OR Multi-transition error - Trans torque intervention type request change	Requested torque intervention type toggles from not increasing request to increasing request			>= 4 multi-transitions out of 5 samples. Performed every 200 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Performance	P257D	This DTC monitors the hood switch rationality	Hood Switch position is in an invalid position. Type of Switch: CeHSWR_e_Enumerated With a discrete type switch the hood switch reading is invalid when With a percentage type switch the hood switch reading is invalid in these ranges With a resistance type switch the hood switch reading is invalid in these ranges With an enumerated type switch the hood switch reading is invalid in these ranges	 Hood Switch 1 and Hood Switch 2 are in the same state (States not equal is proper function) 93.00 % to 82.70 % or 70.70 % to 52.80 % or 27.00 % to 16.70 % 9,578.00 Ohms to 8,858.00 Ohms or 3,733.00 Ohms to 2,509.00 Ohms or 490.00 Ohms to 463.00 Ohms 1281 Ohms to 1404 Ohms	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Short to Ground / Low Voltage	P257E	This DTC monitors the hood switch for a short to ground or low voltage condition	Hood Switch position reading is outside an expected bounds for Type of Switch: CeHSWR_e_Enumerated With a discrete type switch the bounds are With a percentage type switch the bound is hood switch reading With a resistance type switch the bound is hood switch reading With an enumerated type switch the bound is hood switch reading	 Hood Switch 1 and Hood Switch 2 are in the same state (States not equal is proper function) <= 16.70 % <= 463.00 Ohms <= 325 Ohms	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Short to Voltage / High Voltage	P257F	This DTC monitors the hood switch for a short to voltage or high voltage condition	Hood Switch position reading is outside an expected bounds for Type of Switch: CeHSWR_e_Enumerated With a discrete type switch the bounds are With a percentage type switch the bound is hood switch reading With a resistance type switch the bound is hood switch reading With an enumerated type switch the bound is hood switch reading	 Hood Switch 1 and Hood Switch 2 are in the same state (States not equal is proper function) >= 93.00 % >= 9,578.00 Ohms >= 3620 Ohms	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Power Off Timer Performance	P262B	This DTC determines if the hardware timer does not initialize or count properly. There are two tests to ensure proper functioning of the timer: Count Up Test (CUT) and Range Test (RaTe). Count Up Test (CUT): Verifies that the HWIO timer is counting up with the proper increment. Range Test (RaTe): When the run/crank is not active both the hardware and mirror timers are started. The timers are compared when module shutdown is initiated or run/crank becomes active.	Count Up Test: Time difference between the current read and the previous read of the timer Range Test: The variation of the HWIO timer and mirror timer is	> 1.50 seconds > 0.25 %.			Count Up Test: 4 failures out of 20 samples 1 sec / sample Continuous while run/crank is not active and until controller shutdown is initiated. Range Test: Once per trip when controller shutdown is initiated or run/crank becomes active.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump "A" Low Flow / Performance	P2635	This DTC detects degradation in the performance of the SIDI electronically regulated fuel system	Filtered fuel rail pressure error	<= Low Threshold (see Supporting Calibration tab) OR >= High Threshold (see Supporting Calibration tab) (tabulated result: function of desired fuel rail pressure and fuel flow rate)	a] Fu Rail Pres Snsr Circuit Low Fault Active (DTC P018C) b] Fu Rail Pres Snsr Circuit High Fault Active (DTC P018D) c] Fu Rail Pres Snsr Perf Fault Active (DTC P018B) d] Fu Pump Circuit Low Fault Active (DTC P0231) e] Fu Pump Circuit High Fault Active (DTC P0232) f] Fu Pump Circuit Open Fault Active (DTC P023F) g] Reference Voltage Fault Status (DTC P0641) h] Fu Pump Driver Control Module Overtemperature Fault Active (DTC P1255) j] Barometric Pressure Signal Valid (PPEI $4C1) k] Engine run time l] Emissions Fuel Level Low (PPEI $3FB) m] Fu Pump Control Enabled	a] <> TRUE b] <> TRUE c] <> TRUE d] <> TRUE e] <> TRUE f] <> TRUE g] <> Active This Key h] <> TRUE j] == TRUE (for absolute fuel pressure sensor) k] >= 30 sec l] <> TRUE m] == TRUE	1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					n] Fu Pump Control state p] System Voltage q] Fuel flow rate r] Fuel Pressure Control System	n] == Normal p] 11V< System V <32V q1] > 0.047 gram/sec AND q2] <= Max allowed fuel flow rate (function of desired pressure and system voltage)(typically 11-50 gram/sec) r1] Not responding to overperformance due to pressure buildup during Deceleration Fuel Cut Off OR r2] Not responding to a decreasing desired fuel pres commnad		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Malfunction Indicator Lamp (MIL) Control Circuit (ODM) Low	P263A	Diagnoses the malfunction indicator lamp control low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Run/Crank Voltage Remote Vehicle Start is not active	Voltage ≥ 11.00 volts	1 failures out of 1 samples 50 ms / sample	Type B, No MIL NO MIL Note: In certain controllers P0650 may also set (MIL Control Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Malfunction Indicator Lamp (MIL) Control Circuit (ODM) High	P263B	Diagnoses the malfunction indicator lamp control low side driver circuit for circuit faults.	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Run/Crank Voltage Remote Vehicle Start is not active	Voltage ≥ 11.00 volts	4 failures out of 5 samples 50 ms / sample	Type B, No MIL NO MIL

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 1 Low Voltage	P3051	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 1 for short to ground faults.	DC/DC Converter Actuator Voltage Raw Value 1	< 1 Volt	Diagnostic enabled Run/Crank or Accessory	TRUE TRUE	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 2 Low Voltage	P3052	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 2 for short to ground faults.	DC/DC Converter Actuator Voltage Raw Value 2	< 1 Volt	Diagnostic enabled Run/Crank or Accessory	TRUE TRUE	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 1 High Voltage	P3053	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 1 for short to battery faults.	DC/DC Converter Actuator Voltage Raw Value 1	> 28 Volt	Diagnostic enabled Run/Crank or Accessory	TRUE TRUE	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 2 High Voltage	P3054	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 2 for short to battery faults.	DC/DC Converter Actuator Voltage Raw Value 2	> 28 Volt	Diagnostic enabled Run/Crank or Accessory	TRUE TRUE	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage 1 Performance	P3055	Detects DC/DC Converter Actuator Voltage 1 Performance issues	Bypass Mode: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 1 and ECM Run/Crank	> 1 Volt	Diagnostic enabled Run/Crank or Accessory Engine running OR Engine stopped	TRUE TRUE for > 160 loops in 6.25 ms loop for > 160 loops in 6.25 ms loop	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips
			Stabilize Mode- Auto-Cranking: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 1 and ECM Run/Crank	> 1 Volt	Diagnostic enabled Run/Crank or Accessory Engine auto-cranking	TRUE TRUE for > 0 loops in 6.25 ms loop	16 failed samples out of 32 samples in a 6.25 ms loop	
			Stablize Mode-Auto-Cranking Events: Number of failed auto-cranking events exceeds threshold	> 2 failed auto-cranking events	Diagnostic enabled Run/Crank or Accessory Engine auto-cranking	TRUE TRUE has occurred	2 failed auto-crank events out of 3 consecutive auto-crank events	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage 2 Performance	P3056	Detects DC/DC Converter Actuator Voltage 2 Performance issues	Bypass Mode: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 2 and ECM Run/Crank	> 1 Volt	Diagnostic enabled Run/Crank or Accessory Engine running OR Engine stopped	TRUE TRUE for > 160 loops in 6.25 ms loop for > 160 loops in 6.25 ms loop	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips
			Stabilize Mode- Auto-Cranking: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 2 and ECM Run/Crank	> 1 Volt	Diagnostic enabled Run/Crank or Accessory Engine auto-cranking	TRUE TRUE for > 0 loops in 6.25 ms loop	16 failed samples out of 32 samples in a 6.25 ms loop	
			Stablize Mode-Auto-Cranking Events: Number of failed auto-cranking events exceeds threshold	> 2 failed auto-cranking events	Diagnostic enabled Run/Crank or Accessory Engine auto-cranking	TRUE TRUE has occurred	2 failed auto-crank events out of 3 consecutive auto-crank events	

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Ciruit High Voltage	P305B	Diagnoses the DC/DC Converter Ignition Switch Run/Start Position circuit for circuit high faults	DC/DC Converter Ignition Switch Run/Start Position	<> ECM Ignition Switch Run/Start Position	Diagnostic enabled Run/Crank Accessory	TRUE FALSE TRUE	320 failed samples out of 400 samples	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Ciruit Low Voltage	P305C	Diagnoses the DC/DC Converter Switch Run/ Start Position circuit for circuit low faults	DC/DC Converter Ignition Switch Run/Start Position	<> ECM Ignition Switch Run/Start Position	Diagnostic enabled Run/Crank Accessory	TRUE TRUE TRUE	640 failed samples out of 800 samples	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Circuit High Voltage	P305D	Diagnoses the DC/DC Converter Crank Control Circuit for circuit high faults	DC/DC Converter Crank Control	<> ECM Crank Control	Diagnostic enabled Run/Crank ECM Crank Control	TRUE TRUE FALSE	640 failed samples out of 800 samples	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Initial DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Circuit Low Voltage	P305E	Diagnoses the DC/DC Converter Crank Control Circuit for circuit low faults	DC/DC Converter Crank Control	<> ECM Crank Control	Diagnostic enabled Run/Crank or Accessory ECM Crank Control	TRUE TRUE TRUE	24 failed samples out of 32 samples	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication Bus A Off	U0073	This DTC monitors for a BUS A off condition	Bus off failures exceeds before the sample time of is reached	5 counts (equivalent to 0.06 seconds) 0.81 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds CAN hardware is bus OFF for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts > 0.1625 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication Bus B Off	U0074	This DTC monitors for a BUS B off condition	Bus off failures exceeds before the sample time of is reached	5 counts (equivalent to 0.06 seconds) 0.81 seconds	General Enable Criteria: U0074 Normal CAN transmission on Bus B Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds CAN hardware is bus OFF for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts > 0.1625 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With TCM	U0101	This DTC monitors for a loss of communication with the transmission control module	Message is not received from controller for Message $0AB Message $0BD Message $0C7 Message $0F9 Message $189 Message $199 Message $19D Message $1AF Message $1BE Message $1BF Message $1F5 Message $4C9	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					not active for U0101 TCM	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Cruise Control Module	U0104	This DTC monitors for a loss of communication with the Cruise Control Module.	Message is not received from controller for Message $2CB Message $2CD	 ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Network Management is not active for U0104 Cruise Control Module	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Anti-Lock Brake System (ABS) Control Module	U0121	This DTC monitors for a loss of communication with the Anti-Lock Brake System (ABS) Control Module (Non-OBD Module ID 243).	Message is not received from controller for Message $0C1 Message $0C5 Message $0D1 Message $1C6 Message $1C7 Message $1E9 Message $2F1 Message $2F9	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Special Type C"

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Network Management is not active for U0121 Anti-Lock Brake System Control Module	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Body Control Module	U0140	This DTC monitors for a loss of communication with the Body Control Module.	Message is not received from controller for Message $0F1 Message $12A Message $1E1 Message $1F1 Message $1F3 Message $3C9 Message $3CB Message $3F1 Message $451 Message $4D7 Message $4E1 Message $4E9	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Special Type C"

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U0140 Body Control Module	Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Battery Monitor Module	U01B0	This DTC monitors for a loss of communication with the Battery Monitor Module on LIN bus	Message is not received from controller for ECM has lost communication over the LIN bus with Battery Monitor Module for	>= 3 counts	The following criteria have been enabled for Power Mode Run/Crank Voltage	>= 5.00 seconds =Run >= 11.00 Volts	Between 100ms and 175ms due to rate of LIN communication to Battery Monitor Module.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication LIN Bus 1 Off	U1501	This DTC monitors for a LIN bus off condition	LIN bus off failures	>= 3.00 counts	The following criteria have been enabled for Power Mode Run/Crank Voltage	 >= 5.00 seconds =Run >= 11.00 Volts	Dependent on bus loading.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
LIN Bus 1 Lost Communication with Device 0 (Shutter 1)	U1510	This DTC monitors for a loss of communication on the LIN bus with Shutter 1	ECM has lost communication over the LIN bus with Device 0 / Shutter 1 for	>= 3.00 counts	The following criteria have been enabled for Power Mode Run/Crank Voltage	>= 5.00 seconds =Run >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Fuel Pump Driver Control Module	U18A2	This DTC monitors for a loss of communication with the Fuel Pump Driver Control Module on Bus B	Message is not received from controller for Message $0D5 Message $0D7	 ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0074 Normal CAN transmission on Bus B Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) =Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U18A2 Fuel Pump Driver Control Module	Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With DC/ DC Converter Control Module on Bus B	U18A7	This DTC monitors for a loss of communication with the DC/DC Converter Control Module on Bus B	Message is not received from controller for Message $0A0 Message $1D2	 ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0074 Normal CAN transmission on Bus B Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) =Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U18A7 DC/DC Converter Control Module	Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Front Object Detection Control Module	U216A	This DTC monitors for a loss of communication with the Front Object Detection Control Module.	Messages are not received from controller for Message $2CB Message $2CD Message $2CF Message $370	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type C, No SVS

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U216A EOCM, FCM, or RDCM modules (Front Object Detection Modules)	Not Active on Current Key Cycle are present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Lost Communication with ECM/PCM	U2616	To detect lost serial data communication from the power driver controller to the ECM	Timer - Fuel System Control message CAN $0D9 not received (FPPM Received Serial Data Communication Status)	t > 10 s (Fu Pmp Pwr Mod smart device reports Faulted, Not Faulted or Indeterminate)	a) FPPM configuration KeFRPR_e_ChassisFuel PresSysType b) Fault state determination enabled c) Run_Crank status d) FPPM Control Status Alive Rolling Count result e) FPPM Diagnostic feedback received f) System Voltage	a) == CeFRPR_e_ECM_FPPM _Sys b) == TRUE c) == Active d) == Valid e) == TRUE f) 9v < Sys Voltage > 32v	64 failures / 80 samples 1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit Low	P0107	Detects a continuous short to low or open in either the signal circuit or the MAP sensor.	MAP Voltage	< 3.0 % of 5 Volt Range (This is equal to 0.15 Volts or 3.5 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit High	P0108	Detects an open sensor ground or continuous short to high in either the signal circuit or the MAP sensor.	MAP Voltage	> 90.0 % of 5 Volt Range (This is equal to 4.50 Volts, or 115.0 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Open Circuit - (PFI)	P0201	This DTC Diagnoses Injector 1 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0261 may also set (Injector 1 Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Open Circuit - (PFI)	P0202	This DTC Diagnoses Injector 2 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0264 may also set (Injector 2 Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Open Circuit - (PFI)	P0203	This DTC Diagnoses Injector 3 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0267 may also set (Injector 3 Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Open Circuit - (PFI)	P0204	This DTC Diagnoses Injector 4 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Open circuit: ≥ 200 KΩ impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0270 may also set (Injector 4 Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Low side circuit shorted to ground (PFI)	P0261	This DTC Diagnoses Injector 1 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0201 may also set (Injector 1 Open Circuit)

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Low side circuit shorted to power (PFI)	P0262	This DTC Diagnoses Injector 1 low side driver circuit for circuit faults.	Voltage high during driver on state indicates short to power	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Low side circuit shorted to ground (PFI)	P0264	This DTC Diagnoses Injector 2 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0202 may also set (Injector 2 Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Low side circuit shorted to power (PFI)	P0265	This DTC Diagnoses Injector 2 low side driver circuit for circuit faults.	Voltage high during driver on state indicates short to power	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Low side circuit shorted to ground (PFI)	P0267	This DTC Diagnoses Injector 3 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0203 may also set (Injector 3 Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Low side circuit shorted to power (PFI)	P0268	This DTC Diagnoses Injector 3 low side driver circuit for circuit faults.	Voltage high during driver on state indicates short to power	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Low side circuit shorted to ground (PFI)	P0270	This DTC Diagnoses Injector 4 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short-to-ground or open circuit	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips Note: In certain controllers P0204 may also set (Injector 4 Open Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 4 Low side circuit shorted to power (PFI)	P0271	This DTC Diagnoses Injector 4 low side driver circuit for circuit faults.	Voltage high during driver on state indicates short to power	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage within range for a duration Engine Running	>= 11 Volts >= 1 Seconds >= 0 Seconds	20 failures out of 25 samples 100 ms /sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Incorrect Airflow (for single valve systems)	P0411	Detects an insufficient flow condition.This test is run during Phase 1 (AIR pump commanded On, Valve commanded Open).Leaks downstream of the valve are detected via an evaluation of average pressure error and average “String Length”(SL) – a term that represents the absolute pressure delta accumulated every 6.25ms, then averaged over the duration of the test. Low SL values are indicative of downstream leaks or blockages.	Average Pressure Error or OR the following String Length (SL) Test: Average Pressure Error or and the Average String Length NOTE: Average Pressure Error is the average difference between the predicted pressure and the measured pressure	> 5.0 kPa < -4.9 kPa > 1.0 kPa < -1.0 kPa **P0411 SL Threshold** < **Bank 1 Table**	BARO Inlet Air Temp Coolant Temp Engine off time System Voltage MAP not Engine Speed MAF not SL Stability time SL RPM range No active DTCs:	> 60 kPa > -10.0 deg C > -10.0 deg C < 80.0 > 3,600.0 seconds > 10.0 Volts < 32.0 < 20 kPa for 2.0 sec < 5,000 RPM > 50 gm/s for 3.0 sec > 5.0 seconds Bank 1 > 5.0 seconds Bank 2 < 6,000 RPM or > 6,500 AIRSystemPressureSensor FA AIRValveControlCircuit FA AIRPumpControlCircuit FA MAF_SensorFA AmbientAirDefault IAT_SensorFA ECT_Sensor_FA EngineMisfireDetected_FA CatalystSysEfficiencyLoB1_FA CatalystSysEfficiencyLoB2_FA P0606 IgnitionOutputDriver_FA FuelInjectorCircuit_FA	Phase 1 Conditional test weight > 7.0 seconds Total 'String Length' accumulation time: > 10.0 sec Bank1 > 10.0 sec Bank2 Frequency: Once per trip when AIR pump commanded On Conditional test weight is calculated by multiplying the following Factors: **P0411 Phase 1 Baro Test Weight Factor , P0411 Phase 1 MAF Test Weight Factor , P0411 Phase 1 System Volt Test Weight Factor , P0411 Phase 1 Amb Temp Test Weight Factor** (see Supporting Tables)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Solenoid Control Circuit Open	P0412	Diagnoses the Secondary AIR Solenoid Control Low Side Driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: >= 200K Ohms impedance between signal and controller ground	Powertrain Relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips Note: In certain controllers P041F may also set (Secondary AIR solenoid control circuit low voltage)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Pump Control Circuit Open	P0418	Diagnoses the Secondary AIR Pump Control Low Side Driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: >= 200K Ohms impedance between signal and controller ground	Powertrain relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips Note: In certain controllers P2257 may also set (Secondary AIR Pump Control Circuit Low Voltage)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Solenoid Control Circuit Low Voltage	P041F	Diagnoses the Secondary AIR Solenoid Control Low Side Driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: <= 0.5 Ohms impedance between signal and controller ground	Powertrain relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips Note: In certain controllers P0412 may also set (Secondary AIR solenoid control circuit Open)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Solenoid Control Circuit High Voltage	P044F	Diagnoses the Secondary AIR Solenoid Control Low Side Driver circuit for circuit faults	Voltage high during driver on state (indicates short-to-power)	Short to power: <= 0.5 Ohms impedance between signal and controller power	Powertrain relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 2 Relay Control Circuit Open (ODM)	P0481	Diagnoses the cooling fan 2 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: ≥ 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips Note: In certain controllers P0693 may also set (Fan 2 Short to Ground)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Solenoid Control Circuit Bank 1	P0660	Diagnoses the Intake Manifold Tuning (IMT) Valve low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: >= 200K Ohms impedance between signal and controller ground	Powertrain Relay Voltage Engine Speed	>= 11.00 Volts >= 400 RPM	40 failures out of 50 samples 1 sample every 12.5 msec	Type B, 2 Trips Note in certain controllers P0661 may also set (Intake Manifold Tuning (IMT) Valve Solenoid Control Circuit Low Voltage Bank 1)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Solenoid Control Circuit Low Voltage Bank 1	P0661	Diagnoses the Intake Manifold Tuning (IMT) Valve low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground or open circuit)	Short to ground: <= 0.5 Ohms impedance between signal and controller ground Open Circuit: >= 200K Ohms impedance between signal and controller ground	Powertrain Relay Voltage Engine Speed	>= 11.00 Volts >= 400 RPM	40 failures out of 50 samples 1 sample every 12.5 msec	Type B, 2 Trips Note in certain controllers P0660 may also set (Intake Manifold Tuning (IMT) Valve Solenoid Control Circuit Bank 1)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Solenoid Control Circuit High Voltage Bank 1	P0662	Diagnoses the Intake Manifold Tuning (IMT) Valve low side driver circuit for circuit faults	Voltage low during driver on state (indicates short-to-power)	Short to power: <= 0.5 Ohms impedance between signal and controller power	Powertrain Relay Voltage Engine Speed	>= 11.00 Volts >= 400 RPM	40 failures out of 50 samples 1 sample every 12.5 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 2 Relay Control Circuit Low Voltage (ODM)	P0693	Diagnoses cooling fan 2 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips Note: In certain controllers P0481 may also set (Fan 2 Open Circuit).

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 2 Relay Control Circuit High Voltage (ODM)	P0694	Diagnoses the cooling fan 2 relay control low side driver circuit for circuit faults	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power	Powertrain Relay Voltage	Voltage ≥ 11.00 volts	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Stuck Open	P2070	Detects an Intake Manifold Tuning Valve that is stuck in the open position	Time after the close command without the Intake Manifold Tuning Valve reaching the closed position	>= 5.00 seconds	Intake Manifold Tuning Valve is commanded closed No Active DTCs:	P0660 P0661 P0662 P2077 P2078	320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Stuck Closed	P2071	Detects an Intake Manifold Tuning Valve that is stuck in the closed position	Time after the open command without the Intake Manifold Tuning Valve reaching the open position	>= 5.00 seconds	Intake Manifold Tuning Valve is commanded closed No Active DTCs:	P0660 P0661 P0662 P2077 P2078	320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Position Sensor/ Switch Circuit Range/ Performance	P2076	Detects an Intake Manifold Tuning Valve Actuator that has initiated its learn sequence for too long a period of time, or too many times per ignition cycle	Valve Position AND Valve Position for a time period OR Valve Position AND Valve Position for a time period for	>= 5.0 % <= 35.0 % >= 5.0 seconds >= 5.0 % <= 35.0 % >= 0.2 seconds >= 10 times in one ignition cycle	Powertrain Relay Voltage Powertrain Relay Voltage Engine Run Time	>= 11.00 Volts <= 999.00 Volts >= 1.0 seconds	Executes every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Position Sensor/ Switch Circuit Low	P2077	Detects a continuous open or short to low in the Intake Manifold Tuning Valve Position Sensor circuit	Valve Position	>= 95.0 %	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Manifold Tuning (IMT) Valve Position Sensor/ Switch Circuit High	P2078	Detects a continuous short to high in the Intake Manifold Tuning Valve Position Sensor circuit	Valve Position	<= 5.0 %	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (non-boosted applications)	P2228	Detects a continuous short to low or open in either the signal circuit or the BARO sensor.	BARO Voltage	< 40.0 % of 5 Volt Range (2.0 Volts = 50.9 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit High (non-boosted applications)	P2229	Detects an open sensor ground or continuous short to high in either the signal circuit or the BARO sensor.	BARO Voltage	> 90.0 % of 5 Volt Range (4.5 Volts = 115.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Pump Control Circuit Low Voltage	P2257	Diagnoses the Secondary AIR Pump Control Low Side Driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: <= 0.5 Ohms impedance between signal and controller ground	Powertrain relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips Note: In certain controllers P0418 may also set (Secondary AIR Pump Control Circuit Open)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR Pump Control Circuit High Voltage	P2258	Diagnoses the Secondary AIR Pump Control Low Side Driver circuit for circuit faults	Voltage high during driver on state (indicates short-to-power)	Short to power: <= 0.5 Ohms impedance between signal and controller power	Powertrain relay Voltage	>= 11.00 volts	20 failures out of 25 samples 250ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Pressure Sensor Circuit Bank 1	P2430	This DTC detects a stuck in range pressure sensor signal when the AIR pump is commanded on.	Average Pressure Error AND Signal Variation	< 0.50 kPa < 1.00 kPa	BARO Inlet Air Temp Coolant Temp Engine off time System Voltage MAP not Engine Speed MAF not No active DTCs:	> 60 kPa > -10.0 deg C > -10.0 deg C < 80.0 > 3,600.0 seconds > 10.0 Volts < 32.0 < 20 kPa for 2.0 sec < 5,000 RPM > 50 gm/s for 3.0 sec AIRValveControlCircuit FA AIRPumpControlCircuit FA P2432 P2437 P2433 P2438 P0606	Stuck in range cumulative time > 5.0 seconds Frequency: Once per trip when SAI pump is commanded On	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Pressure Sensor Performance Bank 1	P2431	This DTC detects a skewed pressure sensor signal via a comparison of the AIR pressure sensor signal and estimated BARO, as well as an evaluation of the quality of the comparison.	Difference between AIR pressure sensor and BARO (Pump Commanded Off) or OR Difference between AIR pressure sensor and BARO (Pump Commanded On)	> 15.0 kPa < -15.0 kPa > 50.0 kPa	BARO Inlet Air Temp Coolant Temp Engine off time System Voltage MAP not Engine Speed MAF not Transfer Case not in 4WD Low Run/crank active No active DTCs:	> 60 kPa > -10.0 deg C > -10.0 deg C < 80.0 > 3,600.0 seconds > 10.0 Volts < 32.0 < 20 kPa for 2.0 sec < 5,000 RPM > 50 gm/s for 3.0 sec AIRValveControlCircuit FA AIRPumpControlCircuit FA P2432 P2437 P2433 P2438 MAF_SensorFA EngineMisfireDetected_FA P0606	Skewed sensor cumulative test weight > 30.0 seconds Continuous 6.25ms loop Skewed sensor cumulatative test weight is based on distance from the last Baro update. See **P2431_P2436 Baro Skewed Sensor Weight Factor** table.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Pressure Sensor Circuit Low Voltage Bank 1	P2432	This DTC detects an out of range low AIR pressure sensor signal	AIR Pressure Sensor signal	< 6 % of 5Vref for 800 failures out of 1,000 samples	No active DTCs:	P0606	1,000 samples (6.25 ms per sample) Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Pressure Sensor Circuit Hi Voltage Bank 1	P2433	This DTC detects an out of range high AIR pressure sensor signal	AIR Pressure Sensor signal	> 94 % of 5Vref for 800 failures out of 1,000 samples	No active DTCs:	P0606	1,000 samples (6.25 ms per sample) Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Shut-off Valve Stuck Open (for single valve systems)	P2440	This DTC detects if one or both of the AIR system control valves is stuck openThis test is run during Phase 2 (Pump commanded On, valve commanded closed)	Average Pressure Error or	**P2440 Bank 1 Valve** < **Pressure Error** table > 32 kPa	BARO Inlet Air Temp Coolant Temp Engine off time System Voltage MAP not Engine Speed MAF not Stability Time AIR diagnostic Phase 1 passed No active DTCs:	> 60 kPa > -10.0 deg C > -10.0 deg C < 80.0 > 3,600.0 seconds > 10.0 Volts < 32.0 < 20 kPa for 2.0 sec < 5,000 RPM > 50 gm/s for 3.0 sec > 0.5 seconds AIRSystemPressureSensor FA AIRValveControlCircuit FA AIRPumpControlCircuit FA MAF_SensorFA AmbientAirDefault IAT_SensorFA ECT_Sensor_FA EngineMisfireDetected_FA CatalystSysEfficiencyLoB1_FA CatalystSysEfficiencyLoB2_FA P0606 IgnitionOutputDriver_FA FuelInjectorCircuit_FA	Phase 2 Conditional test weight > 1.5 sec Frequency: Once per trip when AIR pump commanded On Conditional test weight is calculated by multiplying the following Factors: **P2440 Phase 2 Baro Test Weight Factor , P2440 Phase 2 MAF Test Weight Factor , P2440 Phase 2 System Volt Test Weight Factor , P2440 Phase 2 Amb Temp Test Weight Factor** (see Supporting Tables)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Secondary AIR System Pump Stuck On (for single valve systems)	P2444	This DTC detects if the SAI pump is stuck On. This test is run during Phase 3 (Pump commanded Off, valve commanded closed)	Average Pressure Error or	**P2444 Bank 1 Pump > Pressure Error** table < -32 kPa	BARO Inlet Air Temp Coolant Temp Engine off time System Voltage MAP not Engine Speed MAF not Stability Time AIR diagnostic Phase 1 passed AIR diagnostic Phase 2 passed No active DTCs:	> 60 kPa > -10.0 deg C > -10.0 deg C < 80.0 > 3,600.0 seconds > 10.0 Volts < 32.0 < 20 kPa for > 2.0 sec < 5,000 RPM > 50 gm/s for > 3.0 sec > 4.0 seconds Phase 3 cumulatative test weight is based on the distance from the last Baro update. See **P2431_P2436 Baro Skewed Sensor Weight Factor** table. AIRSystemPressureSensor FA AIRValveControlCircuit FA AIRPumpControlCircuit FA MAF_SensorFA AmbientAirDefault IAT_SensorFA ECT_Sensor_FA EngineMisfireDetected_FA CatalystSysEfficiencyLoB1_FA CatalystSysEfficiencyLoB2_FA P0606 IgnitionOutputDriver_FA FuelInjectorCircuit_FA	Phase 3 Cumlatative test weight > 2.0 sec. Frequency: Once per trip when AIR pump is commanded On	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Circuit Intermittent/ Erratic	P057E	detects noisy / erratic ouput for brake pedal position sensor	If x of y samples are observed above failure threshold, default brake pedal position to zero percent and set DTC	25.00	Brake Pedal Position Sensor Circuit Intermittent / Erratic Diagnostic Enable	1.00	10.00 / 16.00 counts	MIL: Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-Function Input B Circuit	P0589	Detect when cruise control multi-function switch circuit B (analog) voltage is in an illegal range	Cruise Control analog circuit B voltage must be in an "illegal range" or "between ranges" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 0.500 seconds	Type C, No SVS ,special type C

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-Function Input B Circuit Low	P0592	detects short to ground failure for cruise multi-function switch circuit B	Cruise Control analog circuit B voltage must be in an "Open Short To Ground" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	Type C, No SVS ,special type C

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-Function Input B Circuit High	P0593		Cruise Control analog circuit B voltage must be in an "Short To Power" for greater than a calibratable period of time for cruise switch states that are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	Type C, No SVS , special type C

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Control Module (FPCM) Requested MIL Illumination	P069E	Monitors the FPCM MIL request line to determine when the FPCM has detected a MIL illuminating fault.	Fuel Pump Control Module Emissions-Related DTC set			Time since power-up ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Temperature Sensor Circuit High	P105B	Indicates that the capacitor temperature is out of range - low	Stop-Start capacitor temperature value	< -60.0 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure out of 14 samples 500ms cycle time continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Temperature Sensor Circuit Low	P105C	Indicates that the capacitor temperature is out of range - high	Stop-Start capacitor temperature value	> 180.00 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure out of 14 samples 500ms cycle time Continuous	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Temperature Sensor Not Plausible	P105D	Indicates that the capacitor temperature is not rational/plausible	Absolute value of temperature difference between capacitor and DCDC converter AND Absolute value of temperature difference between capacitor and capacitor switch (K2)	> 15.00 deg C > 15.00 deg C	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) ECM off time Then, (B) LIN bus wake up Then, (C) ESCM wake up delay Note: This is not a continuous diagnositc. It runs once at LIN bus wake up, after ECM off time is large enough.	U135C, U1347, P1066 > 28,800 sec = TRUE > 0.50 sec	Wake up test only. Fault is set at first detection.	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DCDC Converter Temperature Sensor Circuit High	P105E	Indicates that the DCDC converter temperature is out of range - low	DCDC converter temperature	< -50.00 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure out of 14 samples 500ms cycle time continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter Temperature Sensor Circuit Low	P105F	Indicates that the DCDC converter temperature is out of range - high	DCDC converter temperature	> 160.00 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure out of 14 samples 500ms cycle time continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter Temperature Sensor Not Plausible	P1060	Indicates that the DCDC converter temperature is not rational/plausible	The absolute value of temperature difference between DCDC converter and capacitor. AND The absolute value of temperature difference between DCDC converter and capacitor switch (K2).	> 15.00 deg C > 15.00 deg C	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) ECM off time Then, (B) LIN bus wake up Then, (C) ESCM wake up delay Note: This is not a continuous diagnositc. It runs once at LIN bus wake up, after ECM off time is large enough.	U135C, U1347, P1066 > 28,800 sec = TRUE > 0.50 sec	Wake up test only. Fault is set at first detection.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Secondary Switch Temperature Sensor Circuit High	P1061	Indicates that the capacitor switch (K2) temperature is out of range - low	Capacitor switch (K2) temperature	< -50.00 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure out of 14 samples 500ms cycle time continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Secondary Switch Temperature Sensor Circuit Low	P1062	Indicates that the capacitor switch (K2) temperature is out of range - high	The capacitor switch (K2) temperature	> 160.00 deg C	No active DTCs Diagnostic reporting is enabled when the following two steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec	10 failure counts out of 14 samples 500ms cycle time continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Secondary Switch Temperature Sensor Not Plausible	P1063	Indicates that the Capacitor Switch (K2) Temperature Sensor Not Rational/Plausible	The absolute value of temperature difference between the capacitor switch (K2) and the capacitor. AND The absolute value of tempeature difference between the capacitor switch (K2) and DCDC converter.	> 15.00 deg C > 15.00 deg C	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) ECM off time Then, (B) LIN bus wake up Then, (C) ESCM wake up delay Note: This is not a continuous diagnositc. It runs once at LIN bus wake up, after ECM off time is large enough.	U135C, U1347, P1066 > 28,800 sec = TRUE > 0.50 sec	Wake up test only. Fault is set at first detection.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
System Voltage Low During Start Assist	P1064	This DTC indicates that the system voltage is low during a start when assist is expected	The diagnostic method is selected from method (A) or (B) below. The two methods are: Method (A) = CeUCCD_e_UseGrd OR Method (B) = CeUCCD_e_UseDeltaVlt The method used on this application is ********** Method (A) - The average system voltage during an assisted auto start is Method (B) - The average system voltage delta during an assisted auto start is	= CeUCCD_e_UseDeltaVlt ********** <= 9.00 V > 3.00 V	No active DTCs Low Fuel Condition Diag Fuel Level Data Fault (ECT OR OBD Coolant Enable Criteria Auto start is commanded from an auto stop state	U135C, U1347, P105B, P105C, P105D, P105E, P105F, P1060, P1061, P1062, P1063, P1066, P1067, P1068, P1069, P106A, P106B, P106C, P106E, P106F, P1070, P1071, P1072, P1073, P1074, P1075, P1076, P1077, P1078, P1079, P107A, P107B, P107C, P107E, P107F, P1080, P1081, P108A, P108B, P108C, P108D, P108E, P108F, P1090, P1091, ECT_Sensor_Ckt_FA ECT_Sensor_Perf_FA = FALSE = FALSE > 30.00 Deg C = TRUE) = TRUE	Diagnostic runs when auto start is commaned from an auto stop state. Minimum auto stop time > 1.00 sec The test result average is calculated using data from 3 auto start events.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Charging Current Performance	P1065	This DTC indicates that the capacitor voltage is not charged to the expected voltage target while the engine is running	The diagnostic measures the capacitor voltage and compares it to a calibration value that is specific to the derating level . ********** Derating level 0 Capacitor temperature Capacitor voltage threshold to arm the auto start ********** Derating level 1 Capacitor temperature Capacitor voltage threshold ********** Derating level 2 Capacitor temperature Capacitor voltage threshold **********	 -40.0 deg C < capacitor temperature < 55.0 deg C <= Refer to **P1065_UCAP_Arm_Autostart_Thresh_Derating_Zero** in the Supporting Tables tab. 55.0 deg C =< capacitor temperature < 61.0 deg C <= 2.70 V 61.0 deg C =< capacitor temperature < 73.0 deg C <= 2.20 V	No active DTCs (ECT OR OBD Coolant Enable Criteria Engine run No change of the capacitor derating level during the test Capacitor temperature Delay period before accumulating fails (allows time for caps to charge)	U135C, U1347, P105B, P105C, P105D, P105E, P105F, P1060, P1061, P1062, P1063, P1066, P1067, P1068, P1069, P106A, P106B, P106C, P106E, P106F, P1070, P1071, P1072, P1073, P1074, P1075, P1076, P1077, P1078, P1079, P107A, P107B, P107C, P107E, P107F, P1080, P1081, P108A, P108B, P108C, P108D, P108E, P108F, P1090, P1091, ECT_Sensor_Ckt_FA ECT_Sensor_Perf_FA > 30.00 Deg C = TRUE) = TRUE = TRUE -40.0 deg C < capacitor temperature < 73.0 deg C = 10.0 seconds	320 failures out of 400 samples 500ms cycle time Continuously runs when enable conditions are met.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Status Message Counter Incorrect	P1066	This DTC indicates that an error is detected on the Alive Rolling Counter (ARC) in the LIN frame data	If one or more of the following Alive Rolling Counter (ARC) errors in LIN frames from the capacitor control module has matured, P1066 is set: ARC error counts for UCAP Current Status frame OR ARC error counts for UCAP Temperature Status frame OR ARC error counts for UCAP Temperature Fault frame OR ARC error counts for UCAP Part Number frame	 >= 10 failures ouf of 10 samples >= 10 failures out of 10 samples >= 10 failures out of 10 samles >= 10 failures out of 10 samples	Diagnostic reporting is enabled when the following conditions are met: (A) LIN bus wake up Then, (B) Diagnostic delay (C) Powertrain Relay Voltage (D) Run/Crank Ignition Voltage	 = TRUE >= 3.00 sec >= 11.00 V >= 11.00 V	Executes in 12.5 ms loop Continuously	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Performance	P1067	This DTC Indicates one or more of the following faults have occured: Case 1: The ground switch (K1) current sensor is faulty. Case 2: The capacitor switch (K2) current sensor is faulty. Case 3: The onboard voltages indicate a faulty voltage regulator. Case 4: The analog input circuits are faulty. Case 5: The capacitor voltage sensor is stuck at maximum.	The ground switch (K1) current is out of range	< -1330 amps OR > 1330 amps	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.51 sec	Test cycle time is 5ms Error count increases by 10 if an error is detected, up to a maximum value of 200. Error count decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 200 (100ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips
			The ground switch (K2) current is out of range	< -1330 amps OR > 1330 amps	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then,	U135C, U1347, P1066 = TRUE	Test cycle time is 5ms Error count increases by 10 if an error is detected, up to a maximum value of 200. Error count	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					(B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	> 0.50 sec > 0.51 sec	decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 200 (100ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	
			Internal Power Supplies 2.5 V Reference 5.0 V Linear regulator 15.0 V Boost regulator are not functional or out of range.	Correct range is: 2.5 V +/- 0.1% 5.0 V +/- 0.2 V 15.0 V +/- 1.0 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; ; or whenever fault state from ESCM changes its value	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.51 sec	Test cycle time is 5ms Error count increases by 100 if an error is detected, up to a maximum value of 200. Error count decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 200 (10 ms fault maturity) Fault is removed	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Afterwards, this diagnostic runs continuously.		when error count = 0. (1 sec healing time)	
			The analog input circuits are faulty: Measured 2.5V Reference voltage of out of range, which is a indicator that the analog inputs to A/D converter are faulty	<2.23 V OR > 2.78 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Internal Power Supplies DCDC	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.51 sec = OK = Not active	Test cycle time is 5ms Error count increases by 20 if an error is detected, up to a maximum value of 200. Error count decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 200 (50ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	
			The measured capacitor voltage	>=5.86 V	No active DTCs Diagnostic reporting is enabled when the following three steps	U135C, U1347, P1066	Test cycle time is 10ms Error count increases by 10 if an error is	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	 = TRUE > 0.50 sec > 0.51 sec	detected, up to a maximum value of 100. Error count decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 100 (100ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Deteriorated	P1068	This DTC Indicates the end of life of the capacitor.	Capacitance OR Equivalent serial resistance (ESR) OR Number of consecutive cycles in which one of the capacitor cells has a voltage 0.6V lower than the other.	< 480 Farads > 3.6 milliion Ohm = 10 times	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: This is not continuous diagnostic.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.10 sec	The capacitance and ESR are calculated during state of health determination. Fault is set after first detection. Cell voltage difference is calculated after ESCM wake up. Fault is set after 10 consecutive detections. This is a persistent fault that can only be removed by service.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Voltage High	P1069	This DTC indicates that the capacitor is over voltage.	capacitor voltage	> 5.8 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.51 sec	Test cycle time 10ms Error count increases by 2 if an error is detected, up to a maximum value of 100. Error count decreases by 1 if no error is detected, minimum value 0. Fault is set when error count = 100 (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "A" and "B" Stuck Open	P106A	This DTC indicates that the ground swith (K1) is in a high impendance state	Voltage drop across the ground switch (K1) when current > 550 amps OR Voltage drop across the ground switch (K1) when current > 550 amps OR Voltage drop across the ground switch (K1) when current <= 550 amps OR Voltage drop across the ground switch (K1) when current <= 550 amps	<-0.8 V > 0.8 V <-0.4 V > 0.4V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the folloiwng conditions are met: Capacitor switch (K2) open Ground switch (K1) close is commanded	U135C, U1347, P1066 = TRUE > 0.50 sec > 1.01 sec = TRUE = TRUE	Test cycle time is 10ms. Error count increases by 1 if an error is detected, up to a maximum of 100. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 100. (1 sec fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Ground Switches "A" or "B" Stuck Open	P106B	Indicates that both banks of ground switch (K1) stuck open, cannot be closed	The ground switch (K1) flip-flop state. Note: flip-flop is a basic hardware component used by software to command the switch to open or close. K1 driver voltage bank A K1 driver voltage bank B	= stuck open < 10.46 V < 10.46 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground switch is commanded to close	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.05 sec = TRUE	Test cycle time is 5ms. Error count increases by 20 if an error is detected, up to a maximum of 200. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 200. (50ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Charge Pump Performance	P106D	Indicates that the charge pump (internal safety supply voltage) does not work correctly.	The Internal safety supply voltage	< 11.23 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met, once per drive cyle: Capacitor voltage Authorization to support start	U135C, U1347, P1066 = TRUE > 0.50 sec > 1.10 sec > = 4.7V = FALSE	Tested once per driving cycle. Needs enabling from SW: enable - wait 500ms - diagnose during 500 ms - disable. Test cycle time 10 ms. Error count increases by 10 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (100ms fault maturity) Fault can only be removed in the next wake up, or by LIN message.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module State of Health Unkown	P106E	This DTC indiates that the capacitor control module state of health has not been determined	The ESCM state of health	Has not been determined.	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: This diagnostic runs once per trip.	U135C, U1347, P1066 = TRUE > 0.50 Sec > 10.00 sec	Once per trip.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Self Test Incomplete	P106F	This DTC indicates that the self test of the capacitor control module has not been performed/completed for multiple driving cycles	Consecutive driving cycles in which the self-test has not been performed/completed	>=11 drive cycles	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: This diagnostic runs at wake up using information from previous power down.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.03	Wake up test only. Fault is set after first detection. Fault can be healed if the self test is performed/ completed without errors in the last driving cycle.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Output Circuit	P1070	This DTC indicates that the capacitor voltage output line is disconnected or the DCDC is defective.	The capacitor voltage increase rate after 5s of charge	<20 mV/s	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: This diagnostic runs at every charge when the following conditions are met: DCDC charging Capacitor voltage	U135C, U1347, P1066 = TRUE > 0.50 sec > 5.00 sec = Active > 0.5 V	First 5 seconds of each charge. Fault is set after first detetion. Once Fault is set, it will persist in the same driving cycle, and inhibit use of DCDC. Fault will be removed in the next wake up or by LIN message.	Type A, 1 Trips
			Capacitor output voltage Capacitor (dual cell) mid point voltage	< 0.5 V > 0.8 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up	U135C, U1347, P1066 = TRUE	Test cycle time is 5ms. Error count increases by 10 if an error detection occurs up to a maximum	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	 > 0.50 sec > 5.00 sec	of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (50ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	
			The difference between the following items (A) and (B) (A) the sum of 3 Capacitor voltage samples (sampled with a 10ms reccurence after DCDC starts charging) (B) the Capacitor voltage sampled before starting the charge multiplied by 3	> 2.7 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM	U135C, U1347, P1066 = TRUE > 0.50 sec > 5.00 sec	First 30ms every time DCDC charging is active. Fault is set after first detetion. Once Fault is set, it will persist in the same driving cycle, and inhibit use of DCDC. Fault will be removed in the next wake up or by LIN message	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					changes its value Note: This diagnostic runs at every charge, when the following conditions met: DCDC charging	 = Active		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Read Only Memory Performance	P1071	This DTC indicates a failure of the ROM (flash program memory)	The calculated checksum across the ROM memory doesn't match the stored checksum computed during the build of the software.	checksum does not match.	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec 0.01 sec	10ms cycle time to scan a portion of ROM. The whole memory is scanned in less than 2.6 seconds. If fault is detected, perform a reset up to a predefined number of times (5 times). if this number has expired go to a Fail Safe State that can only be left by ECU powerdown Note: in Fail Safe State, LIN communication is on, K1 is closed, DCDC is off. Fault can only be removed in next wake up or by LIN message.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Random Access Memory Performance	P1072	This DTC indicates a failure of the RAM.	An error is detected while testing the RAM.	RAM memory cell is stuck at high or low	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received. or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.01 Sec	10ms cycle time to scan a portion of RAM. The whole memory is scanned in less than 2.6 seconds. Fault is detected when one of the cells is not functioning correctly. If fault is detected, perform a reset up to a predefined number of times (5 times). If this number has expired go to a Fail Safe State that can only be left by ECU Powerdown Note: in Fail Safe State, LIN communication is on, K1 is closed, DCDC is off. Fault can only removed in next wake up or by	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							LIN message.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Long Term Memory Performance	P1073	Indicates a failure of the EPROM.	CRC checksum calculation of the non volatile memory blocks	The calculated CRC doesn't match the stored CRC	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: diagnostic runs at control module wake up.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.10 sec	EEPROM is scanned at control module wake up. Fault is set at first detection. Fault can only be removed in next wake up, or by LIN message.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Long Term Memory Reset	P1074	Indicates that the capacitor control module has had unexpected number of reset.	unexpected reset counter	>= 15	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Note: diagnostic runs at capacitor control module wake up.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.10 sec	Capacitor control module wake up test only. Each unexpected reset increments the Unexpected Resets counter by 3 up to a maximum of 15. Each expected reset decrements the conter by 1 up to a minimum of 0. Fault is set when the counter reaches 15. Fault can only by removed in next wake up, or by LIN message.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Start-Stop Capacitor Sense Circuit Low	P1075	Indicates that the capacitor middle point line is in an open circuit state or there is a short to GND or the capacitor is defective.	Voltage increase rate of the capacitor after 5 seconds of charge	<10 mV/s	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: DCDC charging Charging current	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.03 sec = active >40 Amps	Detection is done in the first 5 seconds at each charge. Fault is set at first detection. Fault can only be removed at next wake up, or by LIN message.	Type A, 1 Trips
			The capacitor (dual cell) mid point voltage before starting balance The capacitor (dual cell) mid point voltage after starting balance. Note: balance is to make	<0.1 V >0.8 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up	U135C, U1347, P1066 = TRUE	Detect after each balance of capacitor cells. Fault is set at first detection. Once set, this fault will inhibit	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			the capacitor voltage equally distributed to the two cells.		Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Then, this diagnostic runs after each balance.	 > 0.50 sec > 0.03 sec	further cells balancing. Fault can only be removed in the next wake up or by LIN message.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Start-Stop Capacitor Sense Circuit High	P1076	Indicates that the capacitor middle point line shows high voltage.	Capacitor mid point line voltage	> 4.8 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.10 sec	Test cycle time is 100ms. Error count increases by 1 if an error is detected, up to a maximum of 20. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 20. (2 sec fault maturity) Fault is removed when error count = 0. (2 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module LIN System Voltage Low	P1077	Indicates that the LIN supply voltage is too low.	LIN supply voltage	< 9.12V	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine run time Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions met: Ground switch (K1) Capactor switch (K2) Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 5.00 sec = Closed = Open > 2.0 sec	Test cycle time is 10ms. Error count increases by 2 if an error is detected, up to a maximum of 100. Error count decreases by 1 if no error is detected up to a minimum of 0. Fault is set when error count = 100. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module LIN System Voltage High	P1078	Indicates that the LIN supply voltage is too high.	LIN supply voltage	>17.16V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) Capactor switch (K2)	U135C, U1347, P1066 = TRUE > 0.50 sec > 5.00 sec = Closed = Open	Test cycle time is 10ms. Error count increases by 2 if an error is detected up to a maximum of 100. Error count decreases by 1 if no error is detected up to a minimum of 0. Fault is set when error count = 100. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module LIN System Voltage Performance	P1079	Indicates that the difference between the received reference voltage and the measured LIN supply votlage is too high.	The absolute value of difference of the following two items (A) and (B): (A) measured LIN supply voltage (B) received engine run crank voltage from LIN message	> 2.5V	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine Mode Run Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) Capactor switch (K2) Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 5.00 sec = Closed = Open > 2.0 sec	Test cycle time is 100ms. Error count increases by 2 if an error is detected, up to a maximum of 10. Error count decreases by 1 if no error is detected up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter System Voltage Low	P107A	Indicates that the battery voltage is too low.	Measured battery voltage	< 6.34 V	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine run time Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously when the following conditions are met: Measured LIN supply voltage Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 0.11 sec > 6.5V + 380mv hysteresis > 2.0 sec	Test cycle time is 10ms. Error count increases by 10 if an error is detected, up to a maximum of 100. Error count decreases by 1 if no error is detected up to a minimum of 0. Fault is set when error count = 100. (100ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter System Voltage High	P107B	Indicates that the battery voltage is too high.	Measured battery voltage	> 17.06V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously when the following conditions are met: Measured LIN supply voltage	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.11 sec > 6.5V + 380mv hysteresis	Test cycle time is 10ms. Error count increases by 10 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (100ms fault maturity) Fault is removed when error count = 0. (1 sec healing time).	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter Supply Voltage Circuit Performance	P107C	Indicates that the difference between the received reference and the measured value of the battery voltage is too high.	The absolute value of difference between the following two items (A) and (B): (A) Mesured battery voltage (B) Received engine run crank voltage	> 2.5V	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine run time Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground swith (K1) Capacitor switch (K2) Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 5.00 sec = closed = open > 2.0 sec	Test cycle time is 100ms. Error count increases by 2 if an error is detected up to a maximum of 10. Error count decreases by 1 if no error is detected up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Control Module Backup System Voltage Low	P107D	Indicates that the external safe supply voltage is too low.	measured external safe supply voltage	< 62% of the measured battery voltage	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine run time Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously when the following conditions are met: Measured LIN supply voltage Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 0.60 sec > 6.5V + 380mv hysteresis > 2.0 sec	Test cycle time is 100ms. Error count increases by 2 if an error is detected, up to a maximum of 10. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Control Module Backup System Voltage High	P107E	Indicates that the external safe supply voltage is too high.	Measured external safe supply voltage	> 17.16 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Aftterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) Capacitor switch (K2)	U135C, U1347, P1066 = TRUE > 0.50 sec > 5.00 sec = close = open	Test cycle time is 100ms. Error count increases by 2 if an error is detected, up to a maximum of 10. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Control Module Backup System Voltage Performance	P107F	Indicates that the difference between the received reference and the measured value of the external safe supply voltage is too high.	Absolute value of difference of the following two items (A) and (B): (A) measured extrnal safe supply voltage (B) received engine run crank voltage	> 2.5 V	No active DTCs Diagnostic reporting is enabled when the following steps (A)~(D) finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Engine run time Then, (D) Fault maturity delay time expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) Capacitor switch (K2) Engine run time after each auto stop event	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.0 sec > 5.00 sec = close = open > 2.0 sec	Test cycle time is 100ms. Error count increases by 2 if an error is detected, up to a maximum of 10. Error count decreases by 1 if no error is detected, up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "A" Low	P1080	Indicates that the ground switch (K1) bank A driver is stuck at open when should be closed	Gound switch (K1) bank A gate voltage is low. Note: the gate voltage is to assure that the switch stays closed when commanded.	< 10.5V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Measured LIN supply voltage Ground switch (K1) is commanded to close according to flip-flop output	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.50 sec > 6.5V+380 mv hysteresis = TRUE	Test cycle time is 5ms. Error count increases by 2 if an error detection occurs up to a maximum of 200. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 200. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "A" High	P1081	Indicates that the ground switch (K1) bank A driver is stuck at closed when should be open	Ground switch (K1) bank A gate voltage	> 2.0 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) is commaned to open according to flip-flop output	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.05 sec = TRUE	Test cycle time is 5ms. Error count increases by 20 if an error detection occurs up to a maximum of 200. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 200. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "A"-"B" Not Plausible	P108A	Indicates that the difference between the ground switch (K1) bank A gate voltage and bank B gate voltage is too high.	The absolute value of difference between the following two items (A) and (B) (A) K1A gate voltage (B) K1B gate voltage	> 2.0 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously	U135C, U1347, P1066 = TRUE > 0.50 sec > 5.00 sec	Test cycle time is 100ms. Error count increases by 2 if an error detection occurs up to a maximum of 10. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 10. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "B" Low	P108B	Indicates that the ground switch (K1) bank B driver is stuck at open when should be closed	Gound switch (K1) bank B gate voltage	<10.5 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received. Afterwards, this diagnostic runs when the following conditions are met: Measured LIN supply voltage Ground switch (K1) is commanded to close according to flip-flop output	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.50 sec >6.5V+380mv hysteresis = TRUE	Test cycle time is 5ms. Error count increases by 2 if an error detection occurs up to a maximum of 200. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 200. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Battery Negative Circuit Driver "B" High	P108C	Indicates that the ground switch (K1) bank B is stuck at closed when should be open	Ground switch (K1) bank B gate voltage	>2.0 V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received. Afterwards, this diagnostic runs when the following conditions are met: Ground switch (K1) is commanded to close according to flip-flop output	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.05 sec = TRUE	Test cycle time is 5ms. Error count increases by 20 if an error detection occurs up to a maximum of 200. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 200. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module DC/ DC Converter Discharging Performance	P108D	Indicates that one or more of the following faults have occurred: Case 1) DCDC does not stop charging when requested; Case 2) DCDC is unable to discharge the capacitor	DCDC does not stop charging when requsted Charging current	 >10A	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: DCDC disabled OR DCDC discharging	U135C, U1347, P1066 = TRUE > 0.50 sec > 15.00 sec = TRUE = TRUE	Test cycle time is 10ms. Error count increases by 1 if an error detection occurs up to a maximum of 200. Error count decreases by 2 if no error detection occurs up to a minimum of 0. Fault is set when error count = 200. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			DCDC is unable to discharge the capacitor: Capacitor voltage decrease rate	 < 6 mv/second in first 15 sec discharging time	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: DCDC discharging Capacitor voltage	U135C, U1347, P1066 = TRUE > 0.50 sec > 15.00 sec = TRUE > 0.5 V	Detect during first 15 seconds ot discharging. Fault is set after first detection. Fault can only be removed in the next wake up, or by LIN message.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capcitor Control Module DC/ DC Converter Charging Performance	P108E	Indicates that one or more of the following faults have occurs: Case 1) Charge current is too high Case 2) DCDC does not charge when requested	Charge current is too high Phase 1 charge current OR Phase 2 charge current	 > 36.75A > 68.25A	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: DCDC charging	U135C, U1347, P1066 = TRUE > 0.50 sec > 2.10 sec = TRUE	Test cycle time is 10 ms. Error count increases by 10 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (100 ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips
			DCDC does not charge when requested: ********** Condition (I) if DCDC is charging with half current OR capacitor voltage > 4V ********** Charge current	 < 15 Amps	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay	U135C, U1347, P1066 = TRUE > 0.50 Sec	Detection starts after 500 ms charge. Test cycle time is 100 ms. Error count increases by 1 if an error detection occurs up to a maximum of 20.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			********** Condtion (II) if DCDC is charging with full current AND capacitor voltage <= 4 V **********		Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received.	> 2.10 sec	Error count decreases by 1 if no error detection occurs up to a minimum of 0.	
			Charge current	< 30 Amps	Note: After intial time delay, diagnostic runs if the following conditions satisfy:		Fault is set when error count = 20.	
					DCDC charging	= TRUE	Fault is removed when error count = 0.	
					DCDC charging time	>= 500 ms		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Self Test Failed	P108F	Indicates that one ore more of the following faults have occurred: Case 1) Unable to switch over to capacitor switch (K2) during self test; Case 2) An unintended switchover to capacitor switch (K2) during self test; Case 3) Capacitor switch (K2) is in a high impedance state or diode mode during self test;	Unable to switch over to capacitor swith (K2) during self test if either (A) or (B) is TRUE: (A) Hardware current comparator output stuck at passive. And, the measured battery voltage Note: hardware current comparator is used to automatically provoke a switch if the current flowing through the ground switch (K2) is greater than a threshold. (B) Hardware voltage comparator is stuck at passive. And, the measured battery voltage Note: hardware voltage comparator is used to automatically provoke a switch if the battery voltage is less than a threshold.	< 13.3 V >= 13.3 V	No active DTCs Diagnostic reporting is enabled when the following steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value And, (D) Fault is deteced following previous drive cycle during powerdown self test. Note: This is not continuous diagnostic.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.10 sec	Detect during part two of the self test procedure only if there was no switch in the drving cycle. Self test procedure is performed at the end of the drive cycle after ESCM is not in working state, i.e. no LIN commnication. Self test lasts for 130 seconds. Fault is set after first detection. Fault can only be removed in the following driving cycle when self test runs again.	Type A, 1 Trips
			Uintended switchover to capacitor switch (K2) during self test if either (A) or (B) is TRUE: (A) Hardware current comparator output is always triggerred. And, the measured		No active DTCs Diagnostic reporting is enabled when the following steps finish: (A) LIN bus wake up	U135C, U1347, P1066 = TRUE	Detect during part one of the self test procedure. Self test procedure is performed at the end of the drive	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			battery voltage Note: hardware current comparator is used to automatically provoke a switch if the current flowing through the ground switch (K2) is greater than a threshold. (B) Hardware voltage comparator output is always triggerred. And, the measured battery voltage Note: hardware voltage comparator is used to automatically provoke a switch if the battery voltage is less than a threshold (9.5V)	< 3.3 V OR > 7.5 V >= 3.3 V AND <= 7.5 V	Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value And, (D) Fault is deteced following previous drive cycle during powerdown self test. Note: This is not continuous diagnostic.	> 0.50 sec > 0.10 sec	cycle after ESCM is not in working state, i.e. no LIN commnication. Self test lasts for 130 seconds. Fault can only be removed in the following driving cycle when self test runs again.	
			Capacitor switch (K2) is in a high impedance state or diode mode during self test; Measured battery voltage jumps immediately after the switch, i.e. ground switch (K1) changes from close to open, meanwhile capacitor switch (K2) changes from open to close. Note: this test requires	< 1 V	No active DTCs Diagnostic reporting is enabled when the following steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.10 sec	Detect during part two of the self test procedure. Self test procedure is performed at the end of the drive cycle after ESCM is not in working state, i.e. no LIN commnication. Self test lasts for 130 seconds.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			that measured capacitor voltage	> 2.0 V	received; or whenever fault state from ESCM changes its value And, (D) Fault is deteced following previous drive cycle during powerdown self test.		Fault can only be removed in the following driving cycle when self test runs again.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Internal Circuitry Performance	P1090	Indicates a power interconnection defect on control board/power board	Measured 2.5V reference voltage	<2.18V OR >2.83V	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Internal power supply DCDC charging OR discharging	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.51 sec = OK = TRUE	Test cycle time is 10ms. Error count increases by 2 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (500ms fault maturity) Fault is removed when error count = 0. (1 sec healing time)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Stop-Start Capacitor Control Module Switch Deteriorated	P1091	Indicates one or more of the following faults have occurred: Case 1) Ground switch (K1) is in short circuit when it should be open Case 2) Capacitor switch (K2) is in a high impedance or in diode mode when it should be closed. Case 3) Capacitor switch (K2) close command does not close K2 when required. Case 4) Capacitor control module has reached its end of life.	Ground switch (K1) current measurement AND Capcitor switch current measurement	< -120 Amps > 60Amps	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value. Afterwards, this diagnostic runs when the following conditions are met: Capacitor switch (K2) closed	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.03 sec = TRUE	Test cycle time is 1ms. Error count increases by 10 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 100. (10ms fault maturity) Fault is removed when error count = 0. (100ms healing time)	Type A, 1 Trips
			Measured ground switch (K1) current AND Measured capacitor switch (K2) current	> 40A < 30A	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay	U135C, U1347, P1066 = TRUE > 0.50 sec	Test cycle time is 1ms. Error count increases by 10 if an error detection occurs up to a maximum of 100. Error count decreases by 1 if no error	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met: Capacitor switch (K2)	> 0.03 sec = Closed	detection occurs up to a minimum of 0. Fault is set when error count = 100. (10 ms fault maturity) Fault is removed when error count = 0. (100ms healing time)	
			Capacitor switch (K2) stuck at open when it should be closed	n.a.	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) Diagnostic delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs when the following conditions are met:	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.03 sec	Test cycle time is 10ms. Error count increases by 34 if an error detection occurs up to a maximum of 102. Error count decreases by 1 if no error detection occurs up to a minimum of 0. Fault is set when error count = 102. (30ms fault maturity) Fault is removed when error count	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Capacitor switch (K2) is commanded to close, according to flip-flop output	= TRUE	= 0. (1.2 sec healing time)	
			Number of switchbacks between ground switch (K1) and capacitor switch (K2)	> 2 million times	No active DTCs Diagnostic reporting is enabled when the following three steps finish: (A) LIN bus wake up Then, (B) ESCM wake up delay Then, (C) Fault maturity delay expires, and the next valid LIN frame has been received; or whenever fault state from ESCM changes its value Afterwards, this diagnostic runs continuously.	U135C, U1347, P1066 = TRUE > 0.50 sec > 0.03 sec	Detect after every switch-back. Fault is set after first detection. This fault is permament, can only be removed by service tool.	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Set/ Coast Signal 2 Circuit	P155B	Detects a failure of the cruise set 2 switch in a continously applied state	Cruise Control Set 2 switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	Type C, No SVS , special type C

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Resume/ Acceleration Signal 2 Circuit	P155C	Detects a failure of the cruise resume 2 switch in a continously applied state	Cruise Control Resume 2 switch remains applied for greater than a calibratable period of time for architecture where cruise switch states are received over serial data		CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	MIL: Type C, No SVS , special type C

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Analog Mode Switch Circuit Low	P159F	This DTC will detect an analog mode switch input that is too low out of range.	For button type Normal_Button Analog Mode Switch low voltage threshold % of 5V range For button type Enhanced_Button Analog Mode Switch low voltage threshold % of 5V range For button type Mulitple_Button Analog Mode Switch low voltage threshold % of 5V range	 < 24.30 % < 24.30 % < 21.20 %	Vehicle mode analog switch button type	= CeDMDG_e_Enhanced_ Button	200 failures out of 250 samples 25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Analog Mode Switch Circuit High	P15A0	This DTC will detect an analog mode switch input that is too high out of range.	For button type Normal_Button Analog Mode Switch high voltage threshold % of 5V range For button type Enhanced_Button Analog Mode Switch high voltage threshold % of 5V range For button type Mulitple_Button Analog Mode Switch high voltage threshold % of 5V range	 >= 94.10 % >= 94.10 % >= 95.30 %	Vehicle mode analog switch button type	= CeDMDG_e_Enhanced_ Button	200 failures out of 250 samples 25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Analog Mode Switch Performance	P15A1	This DTC will detect an analog mode switch input that is in an indeterminate range.	For button type Normal_Button Analog Mode Switch indeterminate region % of 5V range For button type Enhanced_Button Analog Mode Switch indeterminate regions % of 5V range For button type Mulitple_Button Analog Mode Switch indeterminate regions % of 5V range	66.80 % ≤ % of 5 volts < 72.80 % 63.50 % ≤ % of 5 volts < 65.50 % 83.50 % ≤ % of 5 volts < 85.50 % 52.90 % ≤ % of 5 volts < 54.10 % 74.10 % ≤ % of 5 volts < 75.30 % 87.50 % ≤ % of 5 volts < 88.60 %	Vehicle mode analog switch button type	= CeDMDG_e_Enhanced_ Button	200 failures out of 250 samples 25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Auto Start Stop Select Switch Signal Circuit Include ONLY for start stop conventional hybrid applications	P15A3	For start stop conventional hybrid applications, this diagnoses the auto start stop select signal circuit (BCM to ECM Rolling Count check).	Rolling count value received from BCM does not match expected value	= TRUE	Engine Speed Engine Speed Engine speed between min/max for Vehicle Speed for	≥ 200 RPM ≤ 7,500 RPM ≥ 5.0 seconds ≤ 318.14 MPH ≥ 5.0 seconds	> 3 error counts for > 10.0 seconds 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Fuel Pump Control Module	U0109	This DTC monitors for a loss of communication with the fuel pump control module	Message is not received from controller for Message $1EB Message $4D9	 ≥ 12.0 seconds ≥ 12.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 0 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					not active for U0109 Fuel Pump Control Module	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication LIN Bus 3 Off	U1347	This DTC monitors for a LIN bus 3 off condition	LIN bus off failures	>= 3.00 counts	The following criteria have been enabled for Power Mode Run/Crank Voltage	>= 400.00 milliseconds =Run >= 11.00 Volts	Dependent on bus loading.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
LIN Bus 3 Loss of Communication with Stop-Start Control Module (UltraCap)	U135C	This DTC monitors for a loss of communication on the LIN bus 3 with UltraCap Module	ECM has lost communication over the LIN bus 3 with the UltraCap Module for	>= 3.00 counts	The following criteria have been enabled for Power Mode Run/Crank Voltage	>= 400.00 milliseconds =Run >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Performance Traction Torque & Speed Request Circuit	P2548	Determines if torque and/or speed request from the EBTCM is valid	Protection error - Serial Communication message ($1C8) 2's complement not equal Torque Request Speed Request OR Rolling count error - Serial Communication message ($1C8) rolling count index value	 Message <> two's complement of message Message <> two's complement of message Message <> previous message rolling count value + one	Diagnostic Status Run/Crank Active Ignition Voltage No Serial communication loss to EBTCM (U0121)	Enabled > 0.50 seconds > 6.41 volts No loss of communication	Fail Threshold: >= 10 failures out of 20 samples Pass Threshold: >= 10 samples during key cycle. OR Fail Threshold >= 6 Rolling count errors out of 10 samples Performed on every received message	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Circuit Low Fault	P0182	This DTC diagnose SENT fuel rail temperature sensor 1 out of range low	Fuel Temperature Sensor 1 SENT digital read value	< 145	No Fault Active on No Fault Pending on	Fuel Temperature Sensor Out of Range Diagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) SENT Intenal Error Fault Active (P126E) Fuel Temperature Sensor SENT Message Error Fault Active (P128C) SENT Intenal Error Fault Pending (P126E) Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Circuit High Fault	P0183	This DTC diagnose SENT fuel rail temperature sensor 1 out of range high	Fuel Temperature Sensor 1 SENT digital read value	> 1,865	No Fault Active on No Fault Pending	Fuel Temperature Sensor Out of Range Diagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) SENT Intenal Error Fault Active (P126E) Fuel Temperature Sensor SENT Message Error Fault Active (P128C) SENT Intenal Error Fault Pending (P126E) Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Circuit Low Fault	P0187	This DTC diagnose SENT fuel rail temperature sensor 2 out of range low	Fuel Temperature Sensor 1 SENT digital read value	< 145.00	No Fault Active on No Fault Pending	Fuel Temperature Sensor Out of Range Diagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) SENT Intenal Error Fault Active (P126F) Fuel Temperature Sensor SENT Message Error Fault Active (P128D) SENT Intenal Error Fault Pending (P126F) Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Circuit High Fault	P0188	This DTC diagnose SENT fuel rail temperature sensor 2 out of range low	Fuel Temperature Sensor 1 SENT digital read value	> 1,865.00	No Fault Active on No Fault Pending	Fuel Temperature Sensor Out of Range Diagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) SENT Intenal Error Fault Active (P126F) Fuel Temperature Sensor SENT Message Error Fault Active (P128D) SENT Intenal Error Fault Pending (P126F) Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Sensor Performance - Dual Sensor	P0191	The DTC Diagnoses a skewed fuel rail sensor 1 via a comparison of sensor 2 continuously when the engine is running and the commanded pressure is steady	Primary sensor (P1) vs. Secondary sensor (P2) performance rationality **(**(Low Limit fail Filtered Fuel Control Error) OR (High Limit Fail: Filtered Fuel Control Error)**)** AND (FIltered Absolute delta between sensor1 and sensor2	<= **P0191 - KtFHPD_cmp_DPS_FailLoThrsh (Dual sensors)** (See supporting table) >= **P0191 - KtFHPD_cmp_DPS_FailHiThrsh (Dual Sensors)** (see Supporting table) >= 1.00 mpa Note: fuel control error is calcuated based on the squreroot of senor1 divided by sensor2, this value is filter to ensure proper failure detection. Absolute delta between sensor1 and sensor2 value is filter to ensure proper failure detection.	Commanded Pressure rate of change (increasing or dercresing) for a period of time Fuel pump temperature Desired pressure	Dual SENT Pressure Sensor Equipped SIDI High Pressure Sensor Performance Diagnostic Enabled < 0.70 mpa >= 1.25 seconds <= 1,000 degC >= -1.00 mpa Enabled when a code clear is not active or not exiting device control	Filter Fuel Control Error term and Absolute delta between sensor1 and sensor2 exceed Low or High Fail limit for a duration >= 1.50 seconds This is diagnostic runs Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Performance (For use on vehicles with a single fuel tank)	P0461	This DTC will detect a fuel sender stuck in range in the primary fuel tank.	Delta fuel volume change over 20.6 liters of fuel consumed by the engine.	< 3 liters	Engine Running No active DTCs:	VehicleSpeedSensor_FA	250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Output Speed Sensor (TOSS)	P0502	No activity in the TOSS circuit	TOSS Raw Speed	≤ 60 RPM	Engine Torque Minimum Throttle opening Engine Speed Ignition voltage PTO EngineTorqureInaccurate P0503	54.0 ≤ N-M ≤ 8,191.8 ≥ 8.0 % 1,500 ≤ RPM ≤ 6,500 9.0 ≤ Volts ≤ 32.00 not active KeETQC_b_MinTransRemedial = TRUE: MSFR_b_EngMisfDtctd_FA, MAFR_b_MAF_SnsrTFTKO, MAPR_b_MAP_SnsrTFTKO KeETQC_b_MinTransRemedial = FALSE: FULR_b_FuelInjCkt_TFTKO, MAFR_b_MAF_SnsrTFTKO, XOYR_b_SecurityFlt, Not failed this key cycle	≥ 4.5 sec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Output Speed Sensor (TOSS)	P0503	TOSS Signal Intermittent	Loop-to-Loop change in TOSS	≥ 350 RPM	Raw Output SpeedOutput Speed changeTime since transfer case range change Ignition voltage Engine Speed Vehicle Speed PTO	> 300 RPM for ≥ 2.0 sec ≤ 150 RPM for ≥ 2.0 sec ≥ 6.0 sec 9.0 ≤ Volts ≤ 32.00 200 ≤ RPM ≤ 7,500 for ≥ 5.0 seconds ≤ 511.99 MPH for ≥ 5.0 sec not active	≥ 3.3 sec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Clutch Pedal Position Sensor Circuit Range / Performance	P0806	Detects if Clutch Pedal Position Sensor is Stuck in a range indicative of a vehicle NOT in gear, when the vehicle is determined to be in gear. Gear determination is made by verifying that the ratio of engine RPM versus Transmission Output Speed (N/TOS) represents a valid gear.	Filtered Clutch Pedal Position Error when the vehicle is determined to be in gear	> 4 %	N/TOS Ratio: Transfer Case: Vehicle speed: Engine Torque: Clutch Pedal Position: OR No Active DTCs:	Must match actual gear (i.e. vehicle in gear) Not in 4WD Low range > 4.3 MPH > **P0806 EngTorqueThreshold Table** (see Supporting Tables) < **P0806 ResidualErrEnableLow Table** (see Supporting Tables) > **P0806 ResidualErrEnableHigh Table** (see Supporting Tables) ClutchPstnSnsrCktHi FA ClutchPstnSnsrCktLo FA CrankSensor_FA Transmission Output Shaft Angular Velocity Validity VehicleSpeedSensor_FA	25 ms loop Continuous	Type A, 1 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Clutch Pedal Position Sensor Circuit Low	P0807	Detects Continuous Circuit Out-of-Range Low or Open	Clutch Position Sensor Circuit for	< 4 % of Vref 200 counts out of 250 samples	Engine Not Cranking System Voltage	> 9.0 Volts	25 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Clutch Pedal Position Sensor Circuit High	P0808	Detects Continuous Circuit Out-of-Range High	Clutch Position Sensor Circuit for	> 96 % of Vref 200 counts out of 250 samples	Engine Not Cranking System Voltage	> 9.0 Volts	25 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Clutch Pedal Position Not Learned	P080A	Detects Invalid Clutch Pedal Fully Applied Learn Position values	Fully Applied Learn Position OR	< 11.0 % > 34.0 %	OBD Manufacturer's Enable Counter	= 0	250 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Rail Temperature Sensor Performance	P111F	This DTC Diagnoses Fuel Temperature sensors rationality by comparing Primary sensor (T1) vs. Secondary sensor (T2)	Fuel Temperature Error (Absolute delta between sensor1 and sensor2)	> 20.00 degC	No Fault Active on No Fault Pending on	Fuel Temperature Sensor Equipped SENT Fuel temperature Rationality Diagnostics Enabled Enabled when a code clear is not active or not exiting device control Temperature sensors 1 out of range Low or High Fault Active (P0182, P0182) Temperature sensors 2 out of range Low or High (P0187, P0188) SENT Communication Fault Active (P16E4, P16E5) SENT Intenal Error Fault Active (P126E, P126F) Fuel Temperature Sensor SENT Message Error Fault Active (P128C, P128D) SENT Communication Fault Pending (P16E4, P16E5) Fuel Temperature Sensor SENT Message Error Fault Pending (P128C, P128D)	100.00 failures out of 125.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Internal Fault - Error Code	P126E	This DTC Diagnoses the SENT Fuel Temperature Sensor 1 internal failure	Fuel Temperature Sensor 1 SENT digital read value	>= 4,089.00	No Fault Active on No Fault Pending on	Fuel Temperature Sensor Equipped Fuel temperature Error Code DIagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) Fuel Temperature Sensor SENT Message Error Fault Active (P128C) Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Internal Fault - Error Code	P126F	This DTC Diagnoses the SENT Fuel Temperature Sensor 2 internal failure	Fuel Temperature Sensor 2 SENT digital read value	>= 4,089.00	No Fault Active on No Fault Pending on	Fuel Temperature Sensor Equipped Fuel temperature Error Code DIagnostic Enabled Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (P16E4, P16E5) Fuel Temperature Sensor SENT Message Error (P128D) Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure Sensor 1 Internal Performance	P128A	This DTC diagnoses the internal error within the sensor (i.e. Broken wire bond internal to the SENT Sensor)	Digital pressure sesnor 1 value	>= 4,089	Not Fault Pending	Enabled when a code clear is not active or not exiting device control SENT Fuel Rail Pressure Sensor Internal Performance Enable Dual SENT Pressure Sensor Equipped P16E4 P16E5 P128F	Time Based Mode 400 failures out of 500 samples 6.25 ms per Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure Sensor 2 Internal Performance	P128B	This DTC diagnoses the internal error within the sensor (i.e. Broken wire bond internal to the SENT Sensor)	Digital pressure sesnor 2 value	>= 4,089	Not Fault Pending	Enabled when a code clear is not active or not exiting device control SENT Fuel Rail Pressure Sensor Internal Performance Enable Dual SENT Pressure Sensor Equipped P16E4 P16E5 P128F	Time Based Mode 400 failures out of 500 samples 6.25 ms per Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure &Temperature Sensor Temperature 1 Message Incorrect	P128C	This DTC diagnoses the the communication errors on the temperature 1 serial data channel						Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Temperature 2 Message Incorrect	P128D	This DTC diagnoses the the communication errors on the temperature 2 serial data channel						Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Pressure Message Incorrect	P128F	This DTC diagnoses the SENT signal waveform for discrepancies (i.e. too mny pulse, too few pulse, clock shift)	SENT HWIO Determines message fault (i.e.too mny pulse, too few pulse, clock shift) Message Age	= true > 1.94 ms	SENT power up delay No Fault Active on	Dual SENT Pressure Sensor Equipped SENT signal waveform Diagnostics Enabled >= 0.00 seconds Enabled when a code clear is not active or not exiting device control P16E4 P16E5	400 failures out of 500 samples 6.5 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Communication Circuit 3 Low Voltage	P16E4	This DTC diagnoses the SENT signal shorted low	The number pulses on the SENT signal line SENT Signal Line State	<= 35 = Low	SENT power up delay	Dual SENT Pressure Sensor Equipped SENT Sensor Communication Circuit Low/High Diagnostic Enabled >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.5 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Communication Circuit 3 High Voltage	P16E5	This DTC diagnoses the SENT signal shorted High	The number pulses on the SENT signal line SENT Signal Line State	<= 35 = High	 SENT power up delay	Dual SENT Pressure Sensor Equipped SENT Sensor Communication Circuit Low/High Diagnostic Enabled >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.5 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 1	P16F0	This DTC detects intermitent and continuous invalid SPI messages.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor before receiving a valid message.			Run/Crank voltage > 6.41	39 / 399 counts continuous; 12.5 ms /count in the ECM main processor	Type A, 1 Trips
			This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor after receiving a valid message.			Run/Crank voltage > 6.41	159 / 399 counts continuous; 12.5 ms /count in the ECM main processor	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow A Supply Voltage Control Circuit	P121A	Diagnoses the Mass Air Flow Power Supply Circuit low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: >= 200K Ohms impedance between signal and controller ground	Mass Air Flow Power is commanded on Powertrain Relay Voltage	 >= 11.0 Volts	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips Note: In certain controllers P121B may also set (Mass Air Flow A Supply Voltage Control Circuit Low)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow A Supply Voltage Control Circuit Low	P121B	Diagnoses the Mass Air Flow Power Supply Circuit low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground or open circuit)	Short to ground: <= 0.5 Ohms impedance between signal and controller ground Open Circuit: >= 200K Ohms impedance between signal and controller ground	Mass Air Flow Power is commanded on Powertrain Relay Voltage	 >= 11.0 Volts	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips Note: In certain controllers P121A may also set (Mass Air Flow A Supply Voltage Control Circuit)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow A Supply Voltage Control Circuit High	P121C	Diagnoses the Mass Air Flow Power Supply Circuit low side driver circuit for circuit faults	Voltage low during driver on state (indicates short-to-power)	Short to power: <= 0.5 Ohms impedance between signal and controller power	Mass Air Flow Power is commanded off Powertrain Relay Voltage	 >= 11.0 Volts	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
HO2S Heater Resistance Bank 1 Sensor 1	P0053	Detects an oxygen sensor heater having an incorrect or out of range resistance value.	Heater Resistance outside of the expected range of	3.6 < ohms < 10.3	No Active DTC's Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time	ECT_Sensor_FA P262B IAT_SensorFA < 8.0 ºC > 28,800 seconds -30.0 < ºC < 125.0 < 32.0 volts < 0.05 seconds	Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 2 Circuit Performance (applications with humidity sensor, but no manifold temperature sensor)	P0096	Detects an IAT2 sensor that has stuck in range by comparing to IAT and engine coolant temperature at startup	ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up ECT – Power Up IAT2) >= ABS(Power Up ECT – Power Up IAT)	> 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temp Sensor Circuit Low Voltage	P00B3	This DTC detects a short to ground in the RCT signal circuit or the RCT sensor.	RCT Resistance (@ 150ºC)	< 42 Ohms	Engine run time OR IAT min	> 10.0 seconds ≤ 70.3 °C	5 failures out of 10 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temp Sensor Circuit High Voltage	P00B4	Circuit Continuity This DTC detects a short to high or open in the RCT signal circuit or the RCT sensor.	RCT Resistance (@ -60ºC)	> 320,000 Ohms	Engine run time OR IAT min	> 60.0 seconds ≥ -7.0 °C	5 failures out of 10 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Flow Insufficient	P00B7	This DTC detects a Insufficient Flow Condition (i.e.. Stuck Closed Thermostat)	Engine Coolant Temp (ECT) is greater than 117 Deg C and Difference between ECT and RCT is greater than 30 Deg C. When above is present for more than 5 seconds, fail counts start.		No Active DTC's Engine run time AND Engine Coolant Temp	THMR_RCT_Sensor_Ckt _FA THMR_ECT_Sensor_Ckt _FA > 300 seconds > 99.5 Deg C	30 failures out of 60 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow System Performance (naturally aspirated)	P0101	Determines if the MAF sensor is stuck within the normal operating range	Filtered Throttle Model Error AND ABS(Measured Flow – Modeled Air Flow) Filtered AND ABS(Measured MAP – MAP Model 2) Filtered	<= 300 kPa*(g/s) > 12.0 grams/sec > 25.0 kPa	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables. No Active DTCs: -	>= 575 RPM <= 6,400 RPM >= -7 Deg C <= 129 Deg C >= -20 Deg C <= 125 Deg C >= 0.50 Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP_SensorCircuitFA	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA		
					No Pending DTCs:	EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Performance (naturally aspirated)	P0106	Determines if the MAP sensor is stuck within the normal operating range	Filtered Throttle Model Error AND ABS(Measured MAP – MAP Model 1) Filtered AND ABS(Measured MAP – MAP Model 2) Filtered	<= 300 kPa*(g/s) > 25.0 kPa > 25.0 kPa	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables. No Active DTCs: No Pending DTCs:	>= 575 RPM <= 6,400 RPM >= -7 Deg C <= 129 Deg C >= -20 Deg C <= 125 Deg C >= 0.50 Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA EGRValve_FP ECT_Sensor_Ckt_FP	Continuous Calculations are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						IAT_SensorCircuitFP		
			Manifold Pressure OR Manifold Pressure	< 50.0 kPa > 115.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating No Active DTCs: No Pending DTCs:	 > 409.6 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP	999 failures out of 5 samples 1 sample every 12.5 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit Performance (applications with humidity sensor, but no manifold temperature sensor)	P0111	Detects an IAT sensor that has stuck in range by comparing to IAT2 and engine coolant temperature at startup	ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up ECT – Power Up IAT) > ABS(Power Up ECT – Power Up IAT2)	> 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA HumTempSnsrCktFA	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position Sensor Performance (naturally aspirated)	P0121	Determines if the Throttle Position Sensor input is stuck within the normal operating range	Filtered Throttle Model Error AND ABS(Measured MAP - MAP Model 2) Filtered	> 300 kPa*(g/s) <= 25.0 kPa	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables. No Active DTCs: No Pending DTCs:	>= 575 RPM <= 6,400 RPM > -7 Deg C < 129 Deg C > -20 Deg C < 125 Deg C >= 0.50 Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA EGRValve_FP	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 1 Sensor 1	P0131	This DTC determines if the O2 sensor circuit is shorted to low.	Oxygen Sensor Signal	< 40.0 mVolts	No Active DTC's	TPS_ThrottleAuthorityDefaulted MAP_SensorFA AIR System FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA	285 failures out of 350 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips
					AIR intrusive test Fuel intrusive test Idle intrusive test EGR intrusive test System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active	= Not active = Not active = Not active = Not active > 10.0 Volts = Not active = Not active = Not active = Not active = False 0.9912 < ratio < 1.0098 120 < mgram < 500 = Closed Loop = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables).		
					All Fuel Injectors for active Cylinders Fuel Condition Fuel State	Enabled (On) Ethanol <= 87 % DFCO not active		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All of the above met for	> 5.0 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 1 Sensor 1	P0132	This DTC determines if the O2 sensor circuit is shorted to high.	Oxygen Sensor Signal	> 1,050 mvolts	No Active DTC's	TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuelInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA	100 failures out of 125 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips
					System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum	> 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds		
					Low Fuel Condition Diag	= False		
					Initial delay after Open Test Criteria met (cold start condition)	> 45.0 seconds when engine soak time > 28,800 seconds		
					Initial delay after Open Test Criteria met (not cold start condition)	> 45.0 seconds when engine soak time <= 28,800 seconds		
					Equivalence Ratio	0.9912 <=ratio<= 1.0098		
					All of the above met for	> 5.0 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Slow Response Bank 1 Sensor 1) (For use with ESPD and w/o WRAF	P0133	This DTC determines if the O2 sensor response time is degraded.	Fault condition present when the average response time is caluclated over the test time, and compared to the threshold. OR Slope Time L/R Switches OR Slope Time R/L Switches	Refer to **P0133_O2S Slow Response Bank 1 Sensor 1 "Pass/Fail Threshold table"** in the Supporting Tables tab < 5 < 5 The test averages the signal response time over 60.0 seconds when the signal is transitioning between 325 mvolts and 600 mvolts. An average rich to lean time and lean to rich time are each calculated separately.	No Active DTC's Bank 1 Sensor 1 DTC's not active System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Green O2S Condition	TPS_ThrottleAuthorityDefaulted MAP_SensorFA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault MAF_SensorFA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA AIR System FA Ethanol Composition Sensor FA EngineMisfireDetected_FA P0131, P0132, P0134 > 10.0 Volts = Not active = Not active = Not active = Not active = False = Not Valid, See definition of **Multiple DTC Use_Green Sensor Delay Criteria - Airflow** and **Multiple DTC Use_Green Sensor Delay Criteria - Limit**	Sample time is 60 seconds Frequency: Once per trip	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab.		
					O2 Heater on for Learned Htr resistance	>= 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")		
					Engine Coolant	> 62 ºC		
					IAT	> -40 ºC		
					Engine run Accum	> 30 seconds		
					Time since any AFM status change	> 2.0 seconds		
					Time since Purge On to Off change	> 0.0 seconds		
					Time since Purge Off to On change	> 1.5 seconds		
					Engine airflow	10 <=grams/second<= 40		
					Engine speed	1,000 <= RPM <= 3,500		
					Fuel Condition	< 87 % Ethanol		
					Baro	> 70 kpa		
					Air Per Cylinder	>= 200 mGrams		
					Fuel Control State Closed Loop Active	= Closed Loop = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables).		
					LTM (Block Learn) fuel cell	= Enabled, refer to **Multiple DTC Use - Response Cell Enable Table** for additional info.		
					Transient Fuel Mass	<= 100.0 mgrams		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Baro Fuel Control State Fuel State Commanded Proportional Gain ========== All of the above met for	= Not Defaulted not = Power Enrichment DFCO not active >= 0.0 % ========== > 3.0 seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Rich to Lean Bank 1 Sensor 1) (For use w/o WRAF	P015A	This DTC determines if the pre catalyst O2 sensor has an initial delayed response to an A/F change from Rich to Lean. The diagnostic is an intrusive test which runs in a DFCO mode to achieve the required response.	The EWMA of the Pre O2 sensor normalized R2L time delay value. The EWMA caluclation uses a 0.25 coefficient. OR [The Accumulated time monitored during the R2L Delayed Response Test (Gross failure). AND Pre O2 sensor voltage is	> 0.5 EWMA (sec) >= 1.5 Seconds > 550 mvolts	No Active DTC's System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA AmbientAirDefault P0131, P0132, P013A, P013B, P013E, P013F, P2270, P2271 > 10.0 Volts = Not active = Not active = Not active = Not active = False = Not Valid, See definition of	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Multiple DTC Use_Green Sensor Delay Criteria - Airflow and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab.		
					O2 Heater (pre sensor) on Learned Htr resistance	>= 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")		
					Engine Coolant IAT Engine run Accum	> 62 ºC > -40 ºC > 30 seconds		
					Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)	1,250 <= RPM <= 2,600 1,100 <= RPM <= 2,750		
					Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)	3 <= gps <= 11 34.2 <= MPH <= 74.6 31.7 <= MPH <= 82.0		
					Closed loop integral Closed Loop Active	0.85 <= C/L Int <= 1.07 = TRUE (Please see "**Closed Loop Enable**		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Clarification" in Supporting Tables).		
					Evap Ethanol Baro Post fuel cell	not in control of purge not in estimate mode > 70 kpa = enabled		
					EGR Intrusive diagnostic All post sensor heater delays O2S Heater (post sensor) on Time Predicted Catalyst temp Fuel State	= not active = not active >= 60.0 sec 600 <= ºC <= 850 = DFCO possible		
					========== All of the above met for at least 3.0 seconds, and then the Force Cat Rich intrusive stage is requested. ==========	==========		
					Pre O2S voltage B1S1 at end of Cat Rich stage Fuel State Number of fueled cylinders	>= 690 mvolts = DFCO active <= 3 cylinders		
					========== After above conditions are met: DFCO Mode is entered (wo driver initiated pedal input).	==========		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Lean to Rich Bank 1 Sensor 1) (For use w/o WRAF	P015B	This DTC determines if the pre catalyst O2 sensor has an initial delayed response to an A/F change from Lean to Rich. The diagnostic is an intrusive test which runs in an enriched fuel mode to achieve the required response.	The EWMA of the Pre O2 sensor normalized L2R time delay value. The EWMA caluclation uses a 0.25 coefficient. OR [The Accumulated time monitored during the L2R Delayed Response Test (Gross failure). AND Pre O2 sensor voltage is OR At end of Cat Rich stage the Pre O2 sensor output is	> 0.5 EWMA (sec) >= 1.5 Seconds < 350 mvolts < 690 mvolts	No Active DTC's P015A test is complete and System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Diag Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA AmbientAirDefault P0131, P0132, P013A, P013B, P013E, P013F, P015A, P2270, P2271 = Passed > 10.0 Volts = Not active = Not active = Not active = Not active = False = Not Valid, See definition of	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Multiple DTC Use_Green Sensor Delay Criteria - Airflow and **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab.		
					O2 Heater (pre sensor) on for Learned Htr resistance	>= 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")		
					Engine Coolant IAT Engine run Accum	> 62 ºC > -40 ºC > 30 seconds		
					Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)	1,250 <= RPM <= 2,600 1,100 <= RPM <= 2,750		
					Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)	3 <= gps <= 11 34.2 <= MPH <= 74.6 31.7 <= MPH <= 82.0		
					Closed loop integral Closed Loop Active	0.85 <= C/L Int <= 1.07 = TRUE (Please see “**Closed Loop Enable Clarification**” in		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Supporting Tables).		
					Evap Ethanol Baro Post fuel cell EGR Intrusive diagnostic All post sensor heater delays O2S Heater (post sensor) on Time Predicted Catalyst temp Fuel State Number of fueled cylinders ========== When above conditions are met: Fuel Enrich mode is entered. ========== During this test: Engine Airflow must stay between: and the delta Engine Airflow over 12.5msec must be :	not in control of purge not in estimate mode > 70 kpa = enabled = not active = not active >= 60.0 sec 600 <= ºC <= 850 = DFCO inhibit >= 1 cylinders ========== ========== 0 <= gps <= 10 <= 5.0 gps		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Thermostat Heater Control Open Circuit	P0597	Diagnoses the T-stat Heater low side driver circuit for circuit faults.	Voltage low during driver off state (indicates open circuit)	Open Circuit: ≥ 200 K Ω impedance between signal and controller ground.	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Open Circuit Test	 = True = True = True ========== = not Indeterminate	15 failures out of 30 samples 1 sec/ sample Continuous	Type B, 2 Trips Note: In certian controllers P0598 may also set

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Thermostat Heater Control Circuit Low	P0598	Diagnoses the T-stat Heater low side driver circuit for circuit faults.	Voltage low during driver off state (indicates short-to-ground)	Short to ground: ≤ 0.5 Ω impedance between signal and controller ground	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Ground Short Circuit Test	 = True = True = True ========== = not Indeterminate	15 failures out of 30 samples 1 sec/ sample Continuous	Type B, 2 Trips Note: In certian controllers P0597 may also set

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Thermostat Heater Control Circuit High	P0599	Diagnoses the T-stat Heater low side driver circuit for circuit faults.	Voltage high during driver on state (indicates short to power)	Short to power: ≤ 0.5 Ω impedance between signal and controller power.	Run Crank Ignition in Range Engine not cranking Run Crank active == Above is true and == Last Power Short Circuit Test	 = True = True = True ========== = not Indeterminate	15 failures out of 30 samples 1 sec/ sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Inlet Airflow System Performance (naturally aspirated)	P1101	Determines if there are multiple air induction problems affecting airflow and/or manifold pressure.	Filtered Throttle Model Error AND ABS(Measured Flow – Modeled Air Flow) Filtered OR ABS(Measured MAP – MAP Model 1) Filtered AND ABS(Measured MAP – MAP Model 2) Filtered	> 300 kPa*(g/s) > 12.0 grams/sec > 25.0 kPa) > 25.0 kPa	Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 575 RPM <= 6,400 RPM > -7 Deg C < 129 Deg C > -20 Deg C < 125 Deg C >= 0.50 Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM** MAP Model 2 Error multiplied by	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM		
					No Active DTCs: No Pending DTCs:	MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor Not Plausible) (TSRD	P111E	This DTC detects a difference between ECT and two other temp sensors after a soak condition.	**Sensor usage definitions:** **Sensor1 =** CeECTD_e_ECT_Snsr (Sensor1 is the temp sensor most impacted by the block heater (if equipped)) **Sensor2 =** CeECTD_e_RCT_Snsr **Sensor3 =** CeECTD_e_IAT_Snsr ================== A failure will be reported if any of the following occur: 1) Sensor1 power up absolute temp difference to Sensor2 and Sensor3 is (Sensor1 fast fail) . 2) Sensor1 power up temp is greater than Sensor2 and Sensor3 in this range: (and a block heater has not been detected) 3) Sensor1 power up temp is lower than Sensor2 and Sensor3 by this amount: 4) Sensor1 power up temp is ≥ Sensor2 and	≥ 60.0 ºC ≥ 15.8 and < 60.0 ºC ≤ 15.8 Deg ºC	No Active DTC's Engine Off Soak Time Propulsion Off Soak Time Non-volatile memory initization Test complete this trip Test aborted this trip Test disabled this trip Ambient LowFuelCondition Diag ================== Block Heater detection is **enabled** when either of the following occurs: 1) Sensor1 power up temp is greater than Sensor2 and Sensor3 in this range: 2) Cranking time ================== Block Heater is **detected**	VehicleSpeedSensor_FA IAT_SensorCircuitFA THMR_RCT_Sensor_Ckt_FA ECT_Sensor_Ckt_FA EngineModeNotRunTimerError EngineModeNotRunTimer_FA OAT_PtEstFiltFA OAT_PtEstRawFA PSAR_PropSysInactveCrs_FA DRER_DiagSystemDsbl > 25,200 seconds > 0 seconds = Not occurred = False = False = False ≥ -7 ºC = False ================== ≥ 15.8 ºC and < 60.0 ºC < 10.0 Seconds ==================	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Sensor3 by 15.8 ºC and the time spent cranking the engine without starting is ≥ 10.0 seconds with the LowFuelConditionDiag	= False	and diagnostic is aborted when 1) or 2) occurs. 1a) IAT monitoring is enabled after the following Vehicle drive constraints 1b) Drive time 1c) Vehicle speed 1d) Additional Vehicle drive time is provided to 1b when Vehicle speed is below 1c as follows: 1e) IAT drops from power up IAT 2a) ECT monitoring is enabled after engine start in the following engine run time window 2b) Sensor1 temp derivative during the test is: 2c) Consectutive samples of 2b) being true are: ========== Diagnostic is **aborted** when 3) or 4) occurs: 3) Engine run time with vehicle speed below 1b 4) Engine off time (i.e. auto stop) during Block heater detection	 > 400 Seconds with > 14.9 MPH and 0.50 times the seconds with vehicle speed below 1b ≥ 5.0 ºC 5.0 <= seconds <= 60.0 < -0.10 ºC/sec ≥ 4 samples ========== ≥ 1,800 Seconds ≥ 180.0 Seconds		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temperature Sensor Not Plausible) (TSRD	P112F	This DTC detects a difference between RCT and two other temp sensors after a soak condition.	**Sensor usage definitions:** **Sensor1 =** CeECTD_e_ECT_Snsr (Sensor1 is the temp sensor most impacted by the block heater (if equipped)) **Sensor2 =** CeECTD_e_RCT_Snsr **Sensor3 =** CeECTD_e_IAT_Snsr ========== A failure will be reported if (based on the above calibrations): 1) Sensor2 (if RCT is Sensor2)power up absolute temp difference to Sensor1 and Sensor3 is: OR (based on usage) 2) Sensor3 (if RCT is Sensor3) power up absolute temp difference to Sensor1 and Sensor2 is:	 ≥ 15.8 ºC ≥ 15.8 ºC	No Active DTC's Engine Off Soak Time Propulsion Off Soak Time Non-volatile memory initization Test complete this trip Test aborted this trip Test disabled this trip Ambient LowFuelCondition Diag	VehicleSpeedSensor_FA IAT_SensorCircuitFA THMR_RCT_Sensor_Ckt_FA ECT_Sensor_Ckt_FA EngineModeNotRunTimerError EngineModeNotRunTimer_FA OAT_PtEstFiltFA OAT_PtEstRawFA PSAR_PropSysInactveCrs_FA DRER_DiagSystemDsbl > 25,200 seconds > 0 seconds = Not occurred = False = False = False ≥ -7 ºC = False	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transfer Case Speed Sensor Output (TCSS)	P2160	No activity in the TCSS Signal circuit	TCSS Raw Speed	≤ 50 RPM	Engine Torque Throttle Position Transmission gear Garage Shift PTO EngineTorqureInaccurate	60.0 ≤ N-M ≤ 8,191.8 8 ≤ % ≤ 99 Not in Park or Neutral Not active Not active Not a hybrid vehicle FALSE	≥ 5.0 sec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transfer Case Speed Sensor Output (TCSS)	P2161	TCSS Circuit Signal Intermittent	TCSS Loop-to-Loop speed decrease OR TCSS Loop-to-Loop speed increase	≥ 475 RPM ≥ 225 RPM	Engine Speed TCSS Speed Transmission gear Garage Shift PTO P2160	≥ 1,000 RPM > 0 Not in Park or Neutral Not active Not active CrankSensor_FA = FALSE Not Fault Active	≥ 4.0 sec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling System Performance	P2181	This DTC detects thermostat malfunction (i.e. stuck open)	This diagnostic can be calibrated to fail in <u>one</u> of two methods based on the following calibration. This application has been calibrated as a Type 1 . <u>Type 0 - Airflow Method:</u> Engine Coolant Temp (ECT) is ≤ commanded temperature minus 18 Deg C and normalized ratio is ≤ than 0.00 . When above is present for more than 5 seconds, fail counts start. == Ratio Definition:=== Current temp difference between ECT and RCT minus PwrUp difference divided by total airgrams. Note: Minimum total airgrams is 100.0 grams. <u>Type 1 - Energy Method:</u> Engine Coolant Temp (ECT) is ≤ commanded temperature minus 18 Deg C and normalized ratio is ≤ than 1.10 . When above is present for more than 5 seconds, fail counts start. == Ratio Definition:=== Current temp difference between ECT and RCT minus PwrUp difference divided by predicted energy.		No Active DTC's Engine not run time Engine run time Fuel Condition ECT at Power Up IAT min T-Stat Heater duty cycle commanded Type 0: Airflow range to accumulate Type 1: Minumum energy to enable	MAF_SensorFA IAT_SensorFA THMR_RCT_Sensor_Ckt_FA THMR_ECT_Sensor_Ckt_FA THMR_AHV_FA ≥ 25,200 seconds 90 ≤ Time ≤ 1,800 seconds Ethanol ≤ 87 % -10.0 ≤ ECT ≤ 75.0 °C -7 °C ≤ IAT ≤ 52 °C. ≤ 20 % 8.0 ≤ Airflow ≤ 30.0 gps 500.0 kJ	30 failures out of 90 samples 1 sec/ sample Once per ignition key cycle	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Performance (naturally aspirated)	P2227	Compares baro sensor to the calculated baro estimate (part throttle calculation or unthrottled MAP)	Difference between baro sensor reading and estimated baro when distance since last estimated baro update OR Difference between baro sensor reading and estimated baro when distance since last estimated baro update	> 15.0 kPa <= 1.24 miles > 20.0 kPa > 1.24 miles	No Active DTCs:	AmbPresSnsrCktFA ECT_Sensor_Ckt_FA IAT_SensorFA MAF_SensorFA AfterThrottlePressureFA TPS_FA TPS_Performance_FA VehicleSpeedSensor_FA	320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips
			Barometric Pressure OR Barometric Pressure	< 50.0 kPa > 115.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating No Active DTCs: No Pending DTCs:	> 409.6 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP	999 failures out of 5 samples 1 sample every 12.5 msec	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (non-boosted applications, Gen III)	P2228	Detects a continuous short to low in either the signal circuit or the BARO sensor.	BARO Voltage	< 40.0 % of 5 Volt Range (2.0 Volts = 50.9 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit High (non-boosted applications, Gen III)	P2229	Detects an open sensor ground, continuous short to high or open in either the signal circuit or the BARO sensor.	BARO Voltage	> 90.0 % of 5 Volt Range (4.5 Volts = 115.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Four Wheel Drive Low Switch Circuit	P2771	Fail Case 1: Continuous Open (Stuck Off) in the Four Wheel Drive Low Switch CircuitFail Case 2: Ground (Stuck On) in the Four Wheel Drive Low Switch Circuit	4WD Low Switch Transfer case gear ratio 4WD Low Switch Transfer case gear ratio	= TRUE ≥ 5.700 and ≤ 8.000 = FALSE ≥ 0.700 and ≤ 1.550	Engine Torque Engine Speed Ignition voltage Throttle position Transmission Temperature Engine Run time Vehicle Speed TPS_FA VehicleSpeedSensor_FA EngineTorqureInaccurate Transmission gear P0502, P0503, P0722, P0723, P215C, P2160, P2161, U0101 Clutch Transmission Input Speed Signal	30.0 ≤ N-M ≤ 8,191.8 1,000 ≤ RPM ≤ 5,500 9.0 ≤ Volts ≤ 32.00 3.0 ≤ % ≤ 99.0 -40.0 ≤ ºC ≤ 130.0 >= 10.0 Sec >= 5.00 Mph False False FALSE Not in Park, Reverse, or Neutral Not Fault Active Engaged (Manual transmission only) Valid (Automatic transmission only)	≥ 2.0 sec≥ 7.0 sec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transfer Case Control Module Transfer Case Command State Rationality - 4wd high command not 4wd high ratio	P279A	Monitor measures transfer case gear ratio is 4wd low ratio or neutral ratio while the transfer case control module command state is 4wd high.	measured transfer case ratio is 4wd high ratio AND measured transfer case ratio calculation updated (measured transfer case ratio = transmission output speed / transfer case output speed)	= FALSE = TRUE	transfer case contol module transfer case command state weighted fail count measured transfer case ratio is 4wd high ratio set to TRUE AND measured tranfer case ratio calculation updated set to TRUE transfer case output speed sensor configuration = CeFWDD_e_UseTCSS	= 4wd high = **P279A P279B P279C Transfer Case Control Module Transfer Case Command State Rationality (weighting factor)** (see supproting table) measured transfer case ratio >= **P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error low)** (see supporting table) AND measured transfer case ratio <= **P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error high)** (see supporting table) transfer case output speed sensor configuration = CeFWDD_e_UseTCSS = FALSE	weighted fail count >= 5 out of sample count >= 280 (12.5 milleseconds per count)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0502 fault active AND P0503 fault active AND P0722 fault active AND P0723 fault active AND P2160 fault active AND P2616 fault active vehicle drive wheel type configuration NOT CeFWDG_e_No_AWD_Or_FWD AND NOT CeFWDG_e_Versatrak_AWD AND NOT CeFWDG_e_FWD_AWD_SingleSpd	= FALSE = FALSE = FALSE = FALSE = FALSE vehicle drive wheel type configuration = CeFWDR_e_FWD_ECM_TCM_TCCM		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transfer Case Control Module Transfer Case Command State Rationality - 4wd low command not 4wd low ratio	P279B	Monitor measures transfer case gear ratio is 4wd high ratio or neutral ratio while the transfer case control module command state is 4wd low.	measured transfer case ratio is 4wd low ratio AND measured transfer case ratio calculation updated (measured transfer case ratio = transmission output speed / transfer case output speed)	= FALSE = TRUE	transfer case contol module transfer case command state weighted fail count measured transfer case ratio is 4wd low ratio set to TRUE AND measured tranfer case ratio calculation updated set to TRUE transfer case output speed sensor configuration = CeFWDD_e_UseTCSS	= 4wd low = **P279A P279B P279C Transfer Case Control Module Transfer Case Command State Rationality (weighting factor)** (see supproting table) measured transfer case ratio >= **P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error low)** (see supporting table) AND measured transfer case ratio <= **P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error high)** (see supporting table) transfer case output speed sensor configuration = CeFWDD_e_UseTCSS = FALSE	weighted fail count >= 5 out of sample count >= 280 (12.5 milleseconds per count)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0502 fault active AND P0503 fault active AND P0722 fault active AND P0723 fault active AND P2160 fault active AND P2616 fault active vehicle drive wheel type configuration NOT CeFWDG_e_No_AWD_Or_FWD AND NOT CeFWDG_e_Versatrak_AWD AND NOT CeFWDG_e_FWD_AWD_SingleSpd	= FALSE = FALSE = FALSE = FALSE = FALSE vehicle drive wheel type configuration = CeFWDR_e_FWD_ECM_TCM_TCCM		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transfer Case Control Module Transfer Case Command State Rationality - 4wd neutral command not 4wd neutral ratio	P279C	Monitor measures transfer case gear ratio is 4wd high ratio or 4wd low ratio while the transfer case control module command state is 4wd neutral.	measured transfer case ratio is 4wd neutral ratio AND measured transfer case ratio calculation updated (measured transfer case ratio = transmission output speed / transfer case output speed)	= FALSE = TRUE	transfer case contol module transfer case command state weighted fail count measured transfer case ratio is 4wd neutral ratio set to TRUE AND measured tranfer case ratio calculation updated set to TRUE when ratio check 1 AND ratio check 2	= 4wd neutral = **P279A P279B P279C Transfer Case Control Module Transfer Case Command State Rationality (weighting factor)** (see supproting table) ratio check 1: measured transfer case ratio >= **P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error high 1)** (see supporting table) OR measured transfer case ratio <= **P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error low 1)** ratio check 2 measured transfer case ratio >=	weighted fail count >= 5 out of sample count >= 280 (12.5 milleseconds per count)	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error high 2) (see supporting table) OR measured transfer case ratio <= **P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error low 2)**		
					transfer case output speed sensor configuration = CeFWDD_e_UseTCSS	transfer case output speed sensor configuration = CeFWDD_e_UseTCSS		
					P0502 fault active AND	= FALSE		
					P0503 fault active AND	= FALSE		
					P0722 fault active AND	= FALSE		
					P0723 fault active AND	= FALSE		
					P2160 fault active AND	= FALSE		
					P2616 fault active	= FALSE		
					vehicle drive wheel type configuration NOT CeFWDG_e_No_AWD_Or_FWD AND NOT CeFWDG_e_Versatrak_AWD AND NOT CeFWDG_e_FWD_AWD_SingleSpd	vehicle drive wheel type configuration = CeFWDR_e_FWD_ECM_TCM_TCCM		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					neutral rationality enabled	= 1		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Transfer Case Control Module	U0102	This DTC monitors for a loss of communication with the transfer case control module	Message is not received from controller for Message $1CB Message $1CC	 ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Special Type C"

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					not active for U0102 TCCM	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Current Monitoring Performance (Battery Monitor Module, non-IBSM)	P058B	Determines that the Battery Monitor Module Current Monitoring is functioning properly by comparing it to a reference current sensor directly connected to, and measured by ECM.	The absolute value of the difference between the Battery Monitor Module current and the ECM measured reference current is greater than threshold value.	>= 22.00 Amp	Diagnostic Enabled P118C P118D Run/Crank or Accessory Hybrid Starter Status	TRUE Not FA or TFTKO Not FA or TFTKO TRUE <> Engine Starting or Engine Stopping for 40.00 counts	160.00 failures out of 200.00 samples 25 ms/sample continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Voltage Monitoring Performance (Battery Monitor Module, non-IBSM)	P058D	Determines that the Battery Monitor Module Voltage Monitoring is functioning properly by comparing it to a reference battery voltage directly measured by ECM.	The absolute value of the difference between the Battery Monitor Module voltage and the ECM measured reference voltage is greater than threshold value.	>= 2.00 Volt	Diagnostic Enabled PT Relay Run/Crank or Accessory Hybrid Starter Status	TRUE Not FA or TFTKO TRUE <> Engine Starting or Engine Stopping for 40.00 counts	160.00 failures out of 200.00 samples 25 ms/sample continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Current Sensor A Circuit Low (Battery Monitor Module, non-IBSM)	P118C	Detects a continuous short to ground or open in the Battery Current Sensor A signal.	Battery Current Sensor A is less than threshold.	-400.00 Amp	Diagnostic Enabled Run/Crank or Accessory	TRUE TRUE	160.00 failures out of 200.00 samples 25 ms/sample continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Current Sensor A Circuit High (Battery Monitor Module, non-IBSM)	P118D	Detects a continuous short to power in the Battery Current Sensor A signal.	Battery Current Sensor A is greater than threshold.	150.00 Amp	Diagnostic Enabled Run/Crank or Accessory	TRUE TRUE	160.00 failures out of 200.00 samples 25 ms/sample continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Chassis Control Module 1 Requested MIL Illumination	P26C8	Monitors the Chassis Contol Module 1 MIL request line to determine when the Chassis Control Module 1 has detected a MIL illuminating fault.	Chassis Control Module 1 Emissions-Related DTC set			Time since power-up ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Dual Battery Control Module Performance (Battery Monitor Module, non-IBSM)	P305F	Determines that the Dual Battery Control Module is functioning properly by detecting whether the battery voltage, as directly measured by ECM, fell below a threshold for n consecutive auto-start events, where each auto-start event had the threshold exceeded for m number of samples.	ECM measured battery voltage is less than threshold for present auto-start event.	8.90 Volt	Diagnostic Enabled Hybrid Starter Status	TRUE = Engine Starting for 0.00 counts	5.00 failures out of 10.00 samples taken during auto-start event. 6.25 ms/sample	Type A, 1 Trips
			Exceeded consecutive number of auto-start events where Present Auto-Start Event malfunction criteria was met.	2.00 auto-start events	Diagnostic Enabled	TRUE	2.00 auto-start events out of 3.00	

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Chassis Control Module A	U012A	This DTC monitors for a loss of communication with the Chassis Control Module A.	Message is not received from controller for Message $4DB	≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U012A CHCM A	Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Insufficient Activity Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0140	This DTC determines if the O2 sensor circuit is open.	Oxygen Sensor Signal	> 1,700 mvolts	No Active DTC's System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum Fuel Condition	TPS_ThrottleAuthorityDefaulted MAF_SensorFA Ethanol Composition Sensor FA 10.0 < Volts < 32.0 = All Cylinders active = Complete > 5 seconds > 150 seconds ≤ 87 % Ethanol	200 failures out of 250 samples. Frequency: Continuous 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Composition Sensor Circuit Low	P0178	Detects Out of Range Low Frequency Signal The ethanol sensor is designed to measure ethanol concentrations from E0 (50Hz) to E100 (150Hz), with a specified accuracy of 5% ethanol (i.e. 5Hz). Therefore, values less than 45Hz or greater than 155Hz are considered as faults.	Flex Fuel Sensor Output Frequency	< 45 Hertz	Powertrain Relay	> 11.0 Volts	50 failures out of 63 samples 100 ms loop Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Composition Sensor Circuit High	P0179	Detects Out of Range High Frequency Signal The ethanol sensor is designed to measure ethanol concentrations from E0 (50Hz) to E100 (150Hz), with a specified accuracy of 5% ethanol (i.e. 5Hz). Therefore, values less than 45Hz or greater than 155Hz are considered as faults.	Flex Fuel Sensor Output Frequency	> 155 Hertz <= 185	Powertrain Relay	> 11.0 Volts	50 failures out of 63 samples 100 ms loop Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Catalyst System Low Efficiency Bank 1	P0420	NOTE: The information contained below applies to applications that use the Idle Catalyst Monitor Algorithm The catalyst washcoat contains Cerium Oxide. Cerium Oxide reacts with NO and O2 during lean A/F excursions to store the excess oxygen (I.e. Cerium Oxidation). During rich A/F excursions, Cerium Oxide reacts with CO and H2 to release this stored oxygen (I.e. Cerium Reduction). This is referred to as the Oxygen Storage Capacity, or OSC. CatMon's strategy is to "measure" the OSC of the catalyst through forced Lean and Rich A/F excursions Normalized Ratio OSC Value Calculation Information and Definitions = 1. Raw OSC Calculation = (post cat O2 Resp time - pre cat O2 Resp time) 2. BestFailing OSC value from a calibration table (based on temp and exhaust gas flow)	Normalized Ratio OSC Value (EWMA filtered)	< 0.35	There must be a valid idle period. The criteria are: Driver must be off the accel pedal. This checks that the final accel pedal position (comprehending deadband and hysteresis) is essentially zero. Idle Speed Control System Is Active Vehicle Speed Engine speed Engine run time Tests attempted this trip The catalyst diagnostic has not yet completed for the current trip. Catalyst Idle Conditions Met Criteria is satified which includes the General Enable met and the Valid Idle Period	< 1.24 MPH > 1,100 RPM for a minimum of 25 seconds since end of last idle period. > **P0420_P0430_CatmonMinEngineRunTimeToEnable** This is a function of Coolant Temperature, please see "Supporting Tables" for details. < 255	1 test attempted per valid idle period Minimum of 1 test per trip Maximum of 8 tests per trip Frequency: Fueling Related : 12.5 ms OSC Measurements: 100 ms Temp Prediction: 12.5ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		3. WorstPassing OSC value (based on temp and exhaust gas flow) Normalized Ratio Calculation = (1-2) / (3-2) A Normalized Ratio of 1 essentially represents a good part and a ratio of 0 essentially represents a very bad part.The Catalyst Monitoring Test is done during idle. Several conditions must be meet in order to execute this test. These conditions and their related values are listed in the secondary parameters area of this document. Refer to the **P0420_WorstPassing OSCTableB1** and **P0420_BestFailingOS CTableB1** table in the **Supporting Tables** tab for details			Criteria met, as well as: Green Converter Delay Induction Air Intrusive test(s): Fueltrim Post O2 EVAP EGR Other vehicle functions: Power Take Off RunCrank Voltage Ethanol Estimation ECT Barometric Pressure Idle Time before going intrusive is Idle time is incremented if Vehicle speed Short Term Fuel Trim	 Not Active > -20 ° C < 250 ° C Not Active Not Active > 10.90 Volts NOT in Progress > 50 ° C < 130 ° C > 70 KPA < 50 Seconds < 1.24 MPH and the drivers foot is off accel pedal and the idle speed control system is active as identified in the Valid Idle Period Criteria section. > 0.90 < 1.30		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Predicted catalyst temp AND Engine Airflow for at least with a closed throttle time Also, in order to increment the WarmedUpEvents counter, either the vehicle speed must exceed the vehicle speed cal or the driver must NOT be off the accel pedal as stated in the Valid Idle Period	> 600.00 degC > **P0420_P0430_CatmonMinAirflowForWarmCatalystDetermination** table (g/s) (refer to "Supporting Tables" tab) (Based on engine coolant at the time the WarmedUpEvents counter resets to 0.) 28 seconds < 120 seconds consecutively (closed throttle consideration involves having the driver off the accel pedal as stated in the Valid Idle Period Criteria Section) .		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Criteria section above. Closed loop fueling (Please see "Closed Loop Enable Criteria" section of the "Supporting Tables" tab for details.) PRNDL Idle Stable Criteria: MAF Predicted catalyst temperature Engine Fueling Criteria at Beginning of Idle Period The following fueling related must also be met from between 4 and 7 seconds after the Catalyst Idle Conditions Met Criteria has been met for at least 4 seconds prior to allowing intrusive control: Number of pre-O2 switches Short Term Fuel Trim Avg	 Enabled in Drive Range on an Auto Transmission vehicle. Must hold true from after Catalyst Idle Conditions Met to the end of test > 2.50 g/s < 11.00 g/s < 900 degC >= 2 > 0.96 < 1.04		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Rapid Step Response (RSR) feature will initiate multiple tests: If the difference between current EWMA value and the current OSC Normalized Ratio value is and the current OSC Normalized Ratio value is Maximum RSR tests to detect failure when RSR is enabled. Green Converter Delay CriteriaThis is part of the check for the Catalyst Idle Conditions Met Criteria section. The diagnostic will not be enabled until the following has been met: Predicted catalyst temperature for Note: this feature is only enabled when the vehicle is new and cannot be enabled in service PTO General Enable DTC's Not Set	> 0.46 < 0.10 24 > 0 ° C 0 seconds non-continuously. Not Active MAF_SensorFA MAF_SensorTFTKO		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						AmbPresDfltdStatus IAT_SensorCircuitFA IAT_SensorCircuitTFTKO ECT_Sensor_FA O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA O2S_Bank_2_Sensor_1_FA O2S_Bank_2_Sensor_2_FA FuelTrimSystemB1_FA FuelTrimSystemB1_TFTKO FuelTrimSystemB2_FA FuelTrimSystemB2_TFTKO EngineMisfireDetected_FA EvapPurgeSolenoidCircuit_FA IAC_SystemRPM_FA EGRValvePerformance_FA EGRValveCircuit_FA CamSensorAnyLocationFA CrankSensor_FA TPS_Performance_FA EnginePowerLimited		

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Conductivity Out Of Range (water in fuel)	P2269	Detects the presence of High Conductivity Fuel (e.g. water in fuel) via a specific range of sensor frequency. High conductivity in the fuel causes a significant upward shift in the sensor's output frequency.	Flex Fuel Sensor Output Frequency	> 185 Hertz	Powertrain Relay	> 11.0 Volts	50 failures out of 63 samples 100 ms loop Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2Sensor Circuit Range / Performance Bank 1 Sensor 1	P2A00	This DTC determines if the O2 sensor voltage is not meeting the voltage criteria to enable closed loop fueling.	========== Closed Loop O2S ready flag A) O2S signal must be To set Closed Loop ready flag ========== Closed Loop O2S ready flag B) Once set to ready O2S cannot be for Then set Closed Loop ready flag ==========	========== = False < 1,250 mvolts = True ========== = True > 1,250 mvolts > 5.0 seconds = False ==========	No Active DTC's System Voltage Engine Speed Engine Airflow Engine Coolant Engine Metal Overtemp Active Converter Overtemp ActiveFuel State AFM Status Predicted Exhaust Temp (B1S1) Engine run time Fuel Enrichment All of the above met for	TPS_ThrottleAuthorityDefaulted MAP_SensorFA ECT_Sensor_FA FuelInjectorCircuit_FA P0131, P0151 P0132, P0152 10.0 < Volts < 32.0 500 ≤ RPM ≤ 3,400 3.2 ≤ gps ≤ 30.0 ≥ 68.0 ºC = False = False DFCO not active = All Cylinders active ≥ 0.0 ºC > 100 seconds = Not Active > 5 seconds	200 failures out of 250 samples. Frequency: Continuous 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temp - Engine Coolant Temp (ECT) Correlation (DCRD)	P00B6	This DTC detects a difference between ECT and RCT after a soak condition.	A failure will be reported if any of the following occur: 1) Absolute difference between ECT at power up & RCT at power up is ≥ an IAT based threshold table lookup value(fast fail). 2) Absolute difference between ECT at power up & RCT at power up is > by 20.0 ºC and a block heater has not been detected. 3) ECT at power up > RCT at power up by 20.0 ºC and the time spent cranking the engine without starting is greater than or equal to 10.0 seconds with the LowFuelConditionDiag	See the table named: **P00B6_Fail if power up ECT exceeds RCT by these values** in the Supporting tables section = False	No Active DTC's Engine Off Soak Time Propulsion Off Soak Time Non-volatile memory initization Test complete this trip Test aborted this trip IAT LowFuelCondition Diag ========== Block Heater detection is enabled when either of the following occurs: 1) ECT at power up > IAT at power up by 2) Cranking time ========== Block Heater is detected and diagnostic is aborted when 1) or 2) occurs. 1a) Vehicle drive time 1b) Vehicle speed 1c) Additional Vehicle drive time is provided to 1a when Vehicle speed is	VehicleSpeedSensor_FA IAT_SensorCircuitFA THMR_RCT_Sensor_Ckt_FA THMR_ECT_Sensor_Ckt_FA IgnitionOffTimeValid TimeSinceEngineRunningValid > 28,800 seconds > 0 seconds = Not occurred = False = False ≥ -7 ºC = False ========== > 20.0 ºC < 10.0 Seconds ========== > 60 Seconds with > 14.9 MPH and 0.00 times the seconds with vehicle speed below	1 failure 500 msec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					below 1b as follows: 1d) IAT drops from power up IAT 2a) ECT drops from power up ECT 2b) Engine run time ========== Diagnostic is aborted when 3) or 4) occurs: 3) Engine run time with vehicle speed below 1b 4) Minimum IAT during test	1b ≥ 8.0 ºC > 2 ºC Within < 60 Seconds ========== > 1800 Seconds ≤ -7.0 ºC		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure Sensor Circuit Low	P0237	Detects a continuous short to low or open in either the signal circuit or the turbocharger boost pressure sensor.	Turbocharger Boost Pressure Voltage	< 17.0 % of 5 Volt Range (This is equal to 0.85 Volts, or 49.6 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure Sensor Circuit High	P0238	Detects an open sensor ground or continuous short to high in either the signal circuit or the turbocharger boost pressure sensor.	Turbocharger Boost Pressure Voltage	> 95.0 % of 5 Volt Range (This is equal to 4.75 Volts, or 306.6 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (boosted applications)	P2228	Detects a continuous short to low or open in either the signal circuit or the BARO sensor.	BARO Voltage	< 40.0 % of 5 Volt Range (2.0 Volts = 50.9 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit High (boosted applications)	P2229	Detects an open sensor ground or continuous short to high in either the signal circuit or the BARO sensor.	BARO Voltage	> 90.0 % of 5 Volt Range (4.5 Volts = 115.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Pressure Measurement System - Multiple Sensor Correlation (naturally aspirated with TIAP/ Baro sensor)	P00C7	Detects an inconsistency between pressure sensors in the induction system in which a particular sensor cannot be identified as the failed sensor	ABS(Manifold Pressure - Baro Pressure)	> 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating Manifold Pressure Manifold Pressure Baro Pressure Baro Pressure No Active DTCs: No Pending DTCs:	 > 10.0 seconds >= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa EngineModeNotRunTimer Error MAP_SensorFA AAP_SnsrFA MAP_SensorCircuitFP AAP_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Hybrid Powertrain Control Module (HPC) Requested MIL Illumination	P0AC4	Monitors the HPC MIL request line to determine when the HPC has detected a MIL illuminating fault.	HPC Emissions-Related DTC set			Time since power-up ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Hybrid Control Torque Request Circuit	P15F2	Determines if torque request from the HCP is valid	1. Serial Communication 2's complement not equal for message $181 for Strong Hybrid or Mild Hybrid Applications OR 2. Serial Communication rolling count value shall be + 1 from previous $181 message for Strong Hybrid or Mild Hybrid Applications	Message <> 2's complement of Engine Torque Signal and if Mild Hybrid: Message <> 2's complement of Motor Torque Signal OR Message rolling count value <> previous message rolling count value plus one	Secondary High Speed Bus is Present and No Serial communication loss to HCP (U1817) Run Crank Active Ingintion Voltage No Serial communication loss to HCP (U1817) Hybrid Type = Mild or Strong If Mild Hybrid Only: Torque source type = Crankshaft Torque	No loss of communication >= 0.50 Sec > 6.41 = Mild = Crankshaft Torque	1. >= 10 Protect errors out of 16 samples OR 2. >= 10 Rolling count errors out of 16 samples Pass diagnostic if samples >= 16 Performed every received message	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Driver Motor Torque Delivered Circuit	P15F4	Determines if torque archieved from BCP is valid	1. Serial Communication 2's complement not equal for message $0BF for Mild Hybrid Applications OR 2. Serial Communication rolling count value shall be + 1 from previous $0BF message for Mild Hybrid Applications	Message <> 2's complement of Motor Torque Signal OR Message rolling count value <> previous message rolling count value plus one	Secondary High Speed Bus is Present and No Serial communication loss to BCP (U1817) Run Crank Active Low Voltage not Present	No loss of Communication >= 0.50 > 6.41	1. >= 10 Protect errors out of 16 samples OR 2. >= 10 Rolling count errors out of 16 samples Executes in a 12.5ms loop	Type A, 1 Trip

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Hybrid Control Speed Request Circuit	P15F9	Determines if torque request from the HCP is valid	1. Serial Communication 2's complement not equal for message $281 OR 2. Serial Communication rolling count value shall be + 1 from previous $281 message	Message <> 2's complement of message Message rolling count value <> previous message rolling count value plus one	Secondary High Speed Bus is Present No Serial communication loss to HCP (U1817) Run Crank Active	>= 0.50 Sec	>= 10.00 Password Protect errors out of 16.00 samples OR >= 10.00 Rolling count errors out of 16.00 samples Pass diagnostic if samples >= 16.00 Performed every 12.5 msec	Type B, 2 Trips

16 OBDG03 ECM Summary Tables (Unique DTCs)

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Signal Message Counter Incorrect	P15FB	Detects rolling count or protection value errors in Chassis Brake Pedal Position Emissions Related serial data signal	If x of y rolling count / protection value faults occur, default brake pedal positiion to zero for duration of fault		Chassis Brake Pedal Position Emissions Related Serial Data Error Diagnostic Enable	1.00	10.00 / 16.00 counts	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Hybrid Powertrain Control Module	U0293	This DTC monitors for a loss of communication with the Hybrid Powertrain Control Module.	Message is not received from controller for Message $0B4 Message $0D3 Message $164 Message $186 Message $1DF Message $3C1	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 0.5 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					not active for U0293 Hybrid Powertrain Control Module	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Hybrid Powertrain Control Module on Bus B	U1817	This DTC monitors for a loss of communication with the Hybrid Powertrain Control Module on Bus B	Message is not received from controller for Message $0A7 Message $0A9 Message $181 Message $1D3 Message $1D7 Message $1E3 Message $281 Message $291	 ≥ 10.0 seconds ≥ 10.0 seconds ≥ 0.5 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds ≥ 10.0 seconds	General Enable Criteria: U0074 Normal CAN transmission on Bus B Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycle DiagEnbl Ignition Accessory Line and Battery Voltage General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 3.0000 seconds	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for U1817 Hybrid Powertrain Control Module	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Engine run time greater than
Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopAutostart (HYBRID ONLY)
KtFSTA_t_ClosedLoopAutostart

AutoStart Coolant	X1	X2	X3	X4	X5	X6	X7	X8	X9	X10	X11
Close Loop Enable Time	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11

and
Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopTime
KtFSTA_t_ClosedLoopTime

Start-Up Coolant	X1	X2	X3	X4	X5	X6	X7	X8	X9	X10	X11
Close Loop Enable Time	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11

and pre converter 02 sensor voltage less than
Closed Loop Enable Clarification - KfFCLP_U_O2ReadyThrshLo
KfFULC_U_O2_SensorReadyThrsh Lo (Switching Sensor)

Voltage < *XXXX* milliVolts

for
Closed Loop Enable Clarification - KcFULC_O2_SensorReadyEvents
KcFULC_O2_SensorReadyEvents (Switching Sensor)

Time (events * 12.5 milliseconds) > *XXXX* events

or
Closed Loop Enable Clarification - KeWRSC_T_HtrCntrlCL
KeWRSC_T_HtrCntrlCL (WRAF Sensor)
and
Closed Loop Enable Clarification - KeWRSI_T_PumpCurrentEnable
KeWRSI_T_PumpCurrentEnable (WRAF Sensor)
and
COSC (Converter Oxygen Storage Control) not

enabled
and
Consumed AirFuel Ratio is stoichiometry i.e. not in component protection
and
POPD or Catalyst Diagnostic not intrusive
and
Turbo Scavenging Mode not enabled
and
All cylinders whose valves are active also have their injectors enabled
and
O2S_Bank_ 1_TFTKO
O2S_Bank_ 2_TFTKO
FuelInjectorCircuit_FA
CylDeacSystemTFTKO
O2S_Bank_ 1_TFTKO, O2S_Bank_ 2_TFTKO, FuelInjectorCircuit_FA and CylnderDeacDriverTFTKO = False

Long Term FT Enable Criteria

Closed Loop Enable and
Coolant greater than
Closed Loop Enable Clarification - KfFCLL_T_AdaptiveLoCoolant
KfFCLL_T_AdaptiveLoCoolant

Coolant	> *XXXX*Celcius

or less than
Closed Loop Enable Clarification - KfFCLL_T_AdaptiveHiCoolant
KfFCLL_T_AdaptiveHiCoolant

Coolant	< *XXXX*Celcius

and
Closed Loop Enable Clarification - KtFCLL_p_AdaptiveLowMAP_Limit
KtFCLL_p_AdaptiveLowMAP_Limit

Barometric Pressure	X1	X2	X3	X4	X5	X6	X7	X8	X9
Manifold Air Pressure	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9

and

TPS_ThrottleAuthorityDefaulted

TPS_ThrottleAuthorityDefaulted =
False
and
Flex Fuel Estimate Algorithm is not active
and
Excessive fuel vapors boiling off from the engine oil algorithm (BOFR) is not enabled
and
Catalyst or EVAP large leak test not intrusive

Secondary Fuel Trim Enable Criteria

Closed Loop Enable and
Closed Loop Enable Clarification - KfFCLP_U_O2ReadyThrshLo
KfFCLP_U_O2ReadyThrshLo

Voltage	< *XXXX* milliVolts

for
Closed Loop Enable Clarification - KcFCLP_Cnt_O2RdyCyclesThrsh
KcFCLP_Cnt_O2RdyCyclesThrsh

Time (events * 12.5 milliseconds)	> *XXXX* events

Long Term Secondary Fuel Trim Enable Criteria

Closed Loop Enable Clarification - KtFCLP_t_PostIntglDisableTime
KtFCLP_t_PostIntglDisableTime

Start-Up Coolant	X1	X2	X3	X4	X5	X6	X7	X8	X9	X10	X11
Post Integral Enable Time	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11

Plus
Closed Loop Enable Clarification - KtFCLP_t_PostIntglRampInTime
KtFCLP_t_PostIntglRampInTime

16 OBDG03 Closed Loop Enable Clarification: Calibration values are in the Supporting Tables

Start-Up Coolant	X1	X2	X3	X4	X5	X6	X7	X8	X9	X10	X11
Post Integral Ramp In Time	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11

and

Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMax

KeFCLP_T_IntegrationCatalystMax

Modeled Catalyst Temperature < *XXXX*Celcius

and

Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMin

KeFCLP_T_IntegrationCatalystMin

Modeled Catalyst Temperature > *XXXX*Celcius

and

PO2S_Bank_1_Snsr_2_FA

PO2S_Bank_1_Snsr_2_FA and

PO2S_Bank_2_Snsr_2_FA

PO2S_Bank_2_Snsr_2_FA = False

and

Closed Loop Enable Clarification - KeFCLP_Pct_CatAccuSlphrPostDsbl

(KeFCLP_Pct_CatAccuSlphrPostDsbl

Modeled converter sulfur percent < XXXX Percent

and

Closed Loop Enable Clarification - KaFCLP_U_SlphrIntglOfst_Thrsh

Post Integral < KaFCLP_U_SlphrIntglOfst_Thrsh)

X axis: Post O2 Sensor
Y axis: Post O2 Mode
Z: Post Integral threshold

OBD Coolant enable
Starting in 11.15A software GM has created a coordinated signal within the ECM that serves as a master enable for diagnostics/controls that use coolant as an enable condition. Controls and diagnostics may choose to enable prior to this calculated signal, but calibrating beyond the OBD limit will not function because of this signal. This enable condition is also put on the CAN bus for other modules to consume as well.

KeTHMG_b_elecstatequipd = 0 for this application

For mechanical thermostat applications (KeTHMG_b_elecstatequipd = 0)
OBD Coolant Enable Temp = P0128 Primary target temp – Calibratable offset (0-32) – 1
OBD Coolant Enable Temp = 69.5 - 0.0 – 1
OBD Coolant Enable Temp = 68.5

For E-stat applications (KeTHMG_b_elecstatequipd = 1)

OBD Coolant Enable Temp = Max(Min(ECT Control Temp) – Primary Warm up delta, Min primary P0128 target) – Calibratable offset (0-32) – 1
OBD Coolant Enable Temp = Max(Min(KaTHMC_T_TMS_EngCoolReq) - KaECTR_T_CTR_WrmUpDeltaTemp[0], KaECTR_T_CTR_WrmUpTargetMin[0]) - KeECTR_T_CTR_GlblMinOffst – 1
OBD Coolant Enable Temp = Max(90.5 - 19.0 , 69.5) - 0.0 – 1
OBD Coolant Enable Temp = 70.5

****
****

Exhaust Cam Phsr Enable

Exhaust Cam Phsr Enable = TRUE if:

DTCs not set:
CrankSensor_TFTKO
CamSnsrExhTFTKO
CamLctnExhFA

AND

CamLctnExhFA diagnostic has executed and passed

AND

Cam edge locations have been learned

AND

[**Intake Cam Phsr Enable** = TRUE
OR
Intake Park Position is Retarded (TRUE)]

AND

[Catalyst Warmup Enabled = TRUE
AND
Engine RPM > 900.00
AND
Engine Run Time > **P0011_P0021_P05CC_P05CD_P0014_P0024_P05CE_P05CF_ColdStartEngRunning** sec]

OR

[Engine is running and engine power is requested

AND
ExhEngineSpeed is Enabled (see below)
AND
ExhOilPressure is Enabled (see below)
AND
ExhEngineOilTemp is Enabled (see below)]

****

ExhEngineSpeed is Enabled when

P0014_P0024_P05CE_P05CF_LoRpmHiEnblEc < Engine RPM <**P0014_P0024_P05CE_P05CF_HiEngSpdLoEnblEc**

ExhEngineSpeed is Disabled when

Engine RPM < **P0014_P0024_P05CE_P05CF_LoRpmLoDsblEc**
OR
Engine RPM > **P0014_P0024_P05CE_P05CF_HiEngSpdHiDsblEc**

****

If an oil pressure sensor is present (TRUE) and is being used (FALSE) then

ExhOilPressureEnable is Enabled when
Oil Pressure > **P0014_P0024_P05CE_P05CF_LoPresHiEnblEc** kPa
for **P0014_P0024_P05CE_P05CF_EngOilPressEnblEc** seconds

ExhOilPressureEnable is Disabled when
Oil pressure < **P0014_P0024_P05CE_P05CF_LoPresLoDsblEc** kPa

If an oil pressure sensor is not present (FALSE) OR is not being used (TRUE) then

ExhOilPressureEnable is Enabled when
Engine RPM > **P0014_P0024_P05CE_P05CF_LoRpmHiEnblEc**
for **P0014_P0024_P05CE_P05CF_EngOilPressEnblEc** seconds

****

ExhEngineOilTemp is Enabled when

-35.00 < Engine Oil Temp < 135.00 deg C

ExhEngineOilTemp is Disabled when
Engine Oil Temp < -38.00 deg C
OR
Engine Oil Temp > 140.00 deg C

****
****

Intake Cam Phsr Enable

Intake Cam Phsr Enable = TRUE if:

DTCs not set:
CrankSensor_TFTKO
CamSnsrIntTFTKO
CamLctnIntFA

AND

CamLctnIntFA has executed and passed

AND

Cam edge locations have been learned

AND

[Catalyst Warmup Enabled = TRUE
AND
Engine RPM > 900.00
AND
Engine Run Time > **P0011_P0021_P05CC_P05CD_P0014_P0024_P05CE_P05CF_ColdStartEngRunning** sec]

OR

[Engine is running and engine power is requested
AND
IntEngineSpeed is Enabled
AND
IntOilPressure is Enabled
AND
IntEngineOilTemp is Enabled]

****

IntEngineSpeed is Enabled when
P0011_P0021_P05CC_P05CD_LoRpmHiEnblIc < Engine RPM < **P0011_P0021_P05CC_P05CD_HiEngSpdLoEnblIc**

IntEngineSpeed is Disabled when

Engine RPM < **P0011_P0021_P05CC_P05CD_LoRpmLoDsblIc**
OR
Engine RPM > **P0011_P0021_P05CC_P05CD_HiEngSpdHiDsblIc**

****

If an oil pressure sensor is present (TRUE) and is being used (FALSE) then

IntOilPressureEnable is Enabled when
Oil Pressure > **P0011_P0021_P05CC_P05CD_LoPresHiEnblIc** kPa
for **P0011_P0021_P05CC_P05CD_EngOilPressEnblIc** seconds

IntOilPressureEnable is Disabled when
Oil pressure < **P0011_P0021_P05CC_P05CD_LoPresLoDsblIc**

If an oil pressure sensor is not present (FALSE) or is not being used (TRUE) then

IntOilPressureEnable is Enabled when
Engine RPM > **P0011_P0021_P05CC_P05CD_LoRpmHiEnblIc**
for **P0011_P0021_P05CC_P05CD_EngOilPressEnblIc** seconds

****

IntEngineOilTemp is Enabled when

-35.00 < Engine Oil Temp < 135.00 deg C

IntEngineOilTemp is Disabled when
Engine Oil Temp < -38.00 deg C
OR
Engine Oil Temp > 140.00 deg C

****
****

ReducedEngineCapacityMode_Enable

REDUCED CAPACITY CONTROL ENABLE CONDITIONS:
Conditions below must be met for >= 0.3 seconds before cylinder deactivation will begin in regular mode

Neutral Idle Mode (NI) operational checks:
Allowed in NI (FALSE)
Time NI mode shall be active >= 1.0 seconds
Vehicle Speed for NI
< 0.0 mph to Enter
> 0.0 mph to Exit
PRNDL position in NI = False **VCE_PRNDL_NI_Disables** (For details see Supporting Tables)
Engine RPM lower limit for NI > 475 rpm
Transmission gear for NI = FALSE **VCE_TransGear_DisablesNI**(For details see Supporting Tables)
Torque based AFM entry conditions: NI Mode Active
Indicated Torque < **VCE_NormalMode_MaxTorque_Gr5** minus 10.0 Nm
(Function of Gear: VCE_NormalMode_MaxTorque_Gr1 - Gr8,for details see Supporting Tables)

Normal Mode operational checks:
Engine running (based on engine off time)
Maximum of 30.0 or > **VCE_StartUpDelayTime** seconds (For details see Supporting Tables)
Engine RPM
> **VCE_EngineRPM_LowerLmt** + 50 RPM AND
< **VCE_EngineRPM_UpperLmt** - 200 RPM (For details see Supporting Tables)
Vehicle Speed (in Gear) >= 11.2 mph
Vehicle Speed (P/N) <= 5.0 mph
Vehicle Speed based on PRNDL < **VCE_VehicleSpeed_PRNDL_Enable**

Engine RPM PRNDL Feature is TRUE (When TRUE, will enable AFM only if transmission is not in a defaulted state)
Engine coolant (deac) >= 40 and <= 241 deg C
Ignition voltage >= 11.0 volts
Engine Oil Temperature >= 20 and <= 128 deg C
Engine Oil Pressure >= 200 and <= 780 KPa
Oil pump intrusive test = FALSE (refer to P06DD and P06DE)
Oil aeration present: Aeration enabled by engine RPM > 3,100 for 10 second(s), disabled by engine RPM < 3,000 for 50 second(s)
Catalyst Warmup Enabled= FALSE
POPD: Not active
Deceleration Fuel Cut Off: Not active
Fuel shut off (FSO) delay: Not active >= 3 second(s)
Green Engine mode: Not active
Pedal Position < 48 pct
Brake booster vacuum >= 0 KPa
Transmission gear = FALSE **VCE_TransGear_Disables**(For details see Supporting Tables)
Gear Shift: not currently in progress
4WD State: not = 4 low range
Time since last AFM mode event >= 3 second(s)
After exiting AFM mode for max time, must be in all cylinder mode for >= 60 second(s)
Tip in Bump: Not active
AFM is disabled at high percent ethanol: Ethanol concentration > 95 % disables AFM. Once disabled, ethanol concentration must be < 90 % to re-enable
If feature is enabled, AFM is allowed only when percent ethanol learn is not in progress: Feature is FALSE
AFIM diagnostic status: Not active
A/C clutch transition: Not currently in progress
ETC power management mode: Not active
Heater performance: Not in heater perforamance mode

Torque based AFM entry conditions:

ECO Mode Active: Indicated Torque < **VCE_ECOMode_MaxTorque_Gr5** minus **VCE_ECOMode_EnableTorqueHyst**
(Function of Gear: VCE_ECOMode_MaxTorque_Gr1 - Gr8, For details see Supporting Tables)

Normal Mode: Indicated Torque < **VCE_NormalMode_MaxTorque_Gr5** minus **VCE_NormalMode_EnableTorqueHyst**
(Function of Gear: VCE_NormalMode_MaxTorque_Gr1 - Gr8, For details see Supporting Tables)

<u>IF DEACTIVATED, ANY OF THE CONDITIONS BELOW WILL FORCE CYLINDER REACTIVATION:</u>
If deactivation mode is active for >= 480 seconds

then reactivation will occur if: >= 600 seconds
Deac mode active or
Delta vacuum > 5 or < -5 kPa
Vehicle Speed for NI exit < 0 Kph
ETC Power management mode: Active
Converter overtemp protect: Active
Hot coolant mode: Active
Engine running = False
Engine overspeed protection: Active
Engine metal overtemp protect: Active
Cat. temp low: Active
Four Wheel Drive: In low range
Engine misfire: Detected
Heater performance: Active
POPD Intrusive tests: Active (see P2270-P2273, P013A-P014B)

Torque based AFM exit conditions:
ECO Mode Active: Indicated Torque < **VCE_ECOMode_MaxTorque_Gr5**
(Function of Gear: VCE_ECOMode_MaxTorque_Gr1 - Gr8, For details see Supporting Tables)

Normal Mode: Indicated Torque < **VCE_NormalMode_MaxTorque_Gr5**
(Function of Gear: VCE_NormalMode_MaxTorque_Gr1 - Gr8, For details see Supporting Tables)

Engine Vacuum: **VCE_MinVacReducedTorqMode** (For details see Supporting Tables)
Ignition voltage < 11 volts
Engine coolant < 36 or > 245 Deg C
Vehicle speed < 6.2 mph
Brake booster vacuum < 0 kPa
Engine oil temperature < 18 or > 130 Deg C
Pedal Position > 50 %
Piston Protection: Active

No active DTC's for control enable:
Fault Bundles:
Catalyst Warmup Enabled
EngOilPressureSensorFA
EnginePowerLimited
CrankSensor_TFTKO

EngineTorqueEstInaccurate
VehicleSpeedSensorError
ECT_Sensor_FA
BrakeBoosterVacuumValid
IAT_SensorFA
CylDeacDriverFault
CylDeacAllDriverFault
MAP_EngineVacuumStatus
PowertrainRelayFault
CamSensorAnyLctnTFTKO
OilPmpStuckHigh
VCER_TorqueSecurity
FourWheelDriveLowStateInvalid

DFCO Enable Conditions

COOLANT ENABLE CRITERIA

Coolant temperature < **DFCO_CoolEnblHi_Temp** °C See Supporting Table

RUN TIME ENEBALE CRIETRIA

Engine run time > **DFCO_DelayAfterStart_Time** seconds See Supporting Table

ENGINE SPEED ENABLE CRITERIA

TORQUE CONVERETR CLUTCH UNLOCK

POPD OFF:

i) enabled when engine speed > (2,500.0 + supporting table value **DFCO_EngSpdEnblOfst**)

ii) once enabled continue to be enabled until engine speed < (1,400.0 + supporting table value **DFCO_EngSpdEnblOfst**)

POPD ON:

i) enabled when engine speed > (2,500.0 + supporting table value **DFCO_EngSpdEnblOfst**)

ii) once enabled continue to be enabled until engine speed < (1,400.0 + supporting table value **DFCO_EngSpdEnblOfst**)

TORQUE CONVERETR CLUTCH LOCK

POPD OFF:

i) enabled when engine speed > (950.0 + supporting table value **DFCO_EngSpdEnblOfst**)

ii) once enabled continue to be enabled until engine speed < (850.0 + supporting table value **DFCO_EngSpdEnblOfst**)

POPD ON:

i) enabled when engine speed > (1,000.0 + supporting table value **DFCO_EngSpdEnblOfst**)

ii) once enabled continue to be enabled until engine speed < (850.0 + supporting table value **DFCO_EngSpdEnblOfst**)

VEHICLE SPEED CRITERIA:

i) enabled when vehicle speed >= (**DFCO_EnblHi_Vehicle_Speed**)

ii) once enabled continue to be enabled until vehicle speed < **DFCO_DsblLo_Vehicle_Speed**

TORQUE CRITERIA :

I) enabled when following AND conditions satisfied

(a) driver raw trq delta = raw toqrue - zero pedal torque <= 65,535.0

b) driver shaped trq delta1 = shaped immediate torque - zero pedal torque <= 50.0

c) driver shaped trq delta2 = shaped predicted torque - minimum combustion unmanaged torque = 65,535.0

d) driver shaped trq delta3 = shaped immediate torque - minimum combustion managed torque <= 65,535.0

ii) once enabled, disabled when following OR conditions are satisfied

a) driver raw trq delta1 = raw torque - zero pedal torque > 5.0

b) driver shaped trq delta2 = zero pedal torque - minimum combustion managed torque > 65,535.0

CATALYST TEMPERATURE

i) enabled based on following AND criteria

a) (CatTemp < 875.0 °C and vehicle speed < 50.0 kph)

b) CatTemp < 975.0 °C

c) CatTemp >= 200.0 °C

d) CatalystWarmupEnabled = FALSE

ii) once enabled, disabled when following OR conditions are met

OTHER CONDITIONS:

a) Transmission is not about to unlock

b) Engine not about to stall

c) Transmission is not shifting if already not in DFCO

d) POPD or EOSD

1) POPD requesting DFCO or neither requesting DFCO OFF nor inhibit DFCO

2) EOSD not active

e) EVAP does not inhibit DFCO

f) O2 response test is not inhibiting DFCO event

g) Throttle is not in default mode

Initial Supporting table - Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests

Description: KaPOPD_PostCellEnbl - A table of adaptive (Block Learn) cells in which to enable the post oxygen sensor tests.

Notes: Note: When Table column headings match the calibration value below it, that individual cell is enabled.
The cell numbers in the table are defined as:

CeFADR_e_Cell00_PurgOnAirMode5 = 0,
CeFADR_e_Cell01_PurgOnAirMode4 = 1,
CeFADR_e_Cell02_PurgOnAirMode3 = 2,
CeFADR_e_Cell03_PurgOnAirMode2 = 3,
CeFADR_e_Cell04_PurgOnAirMode1 = 4,
CeFADR_e_Cell05_PurgOnAirMode0 = 5,
CeFADR_e_Cell06_PurgOnIdle = 6,
CeFADR_e_Cell07_PurgOnDecel = 7,
CeFADR_e_Cell08_PurgOffAirMode5 = 8,
CeFADR_e_Cell09_PurgOffAirMode4 = 9,
CeFADR_e_Cell10_PurgOffAirMode3 = 10,
CeFADR_e_Cell11_PurgOffAirMode2 = 11,
CeFADR_e_Cell12_PurgOffAirMode1 = 12,
CeFADR_e_Cell13_PurgOffAirMode0 = 13,
CeFADR_e_Cell14_PurgOffIdle = 14,
CeFADR_e_Cell15_PurgOffDecel = 15

y/x	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	7	7	7	7	7	7	7	7	15	15	15	15	15	15	15	15

Initial Supporting table - Multiple DTC Use_Green Sensor Delay Criteria - Airflow

Description: This Calibration is the airflow (in gps) above which the green airflow is acculmulated to expire the condition.

Notes: Used for: P0133, P013A, P013B, P013C, P013D, P013E, P013F, P014A, P014B, P0153, P015A, P015B, P015C, P015D, P1133, P1153, P2270, P2271, P2272 and P2273. The specific diagnostic (from summary table) will not be enabled until the next ignition cycle after the airflow criteria below (by sensor location) has been met:

y/x	1
1	22

Initial Supporting table - Multiple DTC Use_Green Sensor Delay Criteria - Limit

Description: This Calibration is the acculmulated airflow (in grams) limit above which the green condition is expired

Notes: Used for: P0133, P013A, P013B, P013C, P013D, P013E, P013F, P014A, P014B, P0153, P015A, P015B, P015C, P015D, P1133, P1153, P2270, P2271, P2272 and P2273. Note: This feature is only enabled when the vehicle is new and cannot be enabled in service

y/x	CiOXYR_O2_Bank1_Sensor1	CiOXYR_O2_Bank1_Sensor2	CiOXYR_O2_Bank2_Sensor1	CiOXYR_O2_Bank2_Sensor2
1	120,000	120,000	120,000	120,000

Initial Supporting table - P0011_CamPosErrorLimIc1

Description: P0011 - Cam Position Error Limit for performance diagnostic

Notes: KtPHSD_phi_CamPosErrorLimIc1

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Initial Supporting table - P0011_P0021_P05CC_P05CD_EngOilPressEnblIc

Description: Delay time before the oil pressure enable flag is set assuming all the oil pressure enable criteria are met

Notes: KtPHSC_t_EngOilPressEnblIc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	6	6	6	4	4	3	3	2	1	1	1	1	1	1	1	1	1

Initial Supporting table - P0011_P0021_P05CC_P05CD_HiEngSpdHiDsbllc

Description: Intake cam is disabled when engine speed exceeds this value

Notes: KtPHSC_n_HiEngSpdHiDsbllc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000

Initial Supporting table - P0011_P0021_P05CC_P05CD_HiEngSpdLoEnbllc

Description: Intake cam is enabled when engine speed remains below this value

Notes: KtPHSC_n_HiEngSpdLoEnbllc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresHiEnblIc

Description: Intake cam is enabled when oil pressure exceeds this value

Notes: KtPHSC_p_LoPresHiEnblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresLoDsblIc

Description: Intake cam is disabled when oil pressure falls below this value

Notes: KtPHSC_p_LoPresLoDsblIc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmHiEnblIc

Description: Intake cam is enabled when engine speed exceeds this value.

Notes: KtPHSC_n_LoRpmHiEnblIc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	400	400	400	400	450	450	450	450	450	450	450	450	450	1,200	1,400	1,650	7,600

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmLoDsblIc

Description: Intake cam is disabled when engine speed is below this value.

Notes: KtPHSC_n_LoRpmLoDsblIc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	300	300	300	300	350	350	350	350	350	350	350	350	350	1,100	1,300	1,550	7,500

Initial Supporting table - P0011_P0021_P05CC_P05CD_P0014_P0024_P05CE_P05CF_ColdStartEngRunning

Description: Engine running time must be greater than this threshold during a cold start to enable cam phasing

Notes: KtPHSR_t_ColdStartEngRunning

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	24	24	18	4	4	3	3	3	3	3	3	2	2	2	2	2	2

Initial Supporting table - P0011_P05CC_StablePositionTimeIc1

Description: P0011 - Delay after transient move

Notes: KtPHSD_t_StablePositionTimeIc1

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Initial Supporting table - P0014_CamPosErrorLimEc1

Description: P0014 - Cam Position Error Limit for performance diagnostic

Notes: KtPHSD_phi_CamPosErrorLimEc1

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Initial Supporting table - P0014_P0024_P05CE_P05CF_EngOilPressEnblEc

Description: Delay time before the oil pressure enable flag is set assuming all the oil pressure enable criteria are met

Notes: KtPHSC_t_EngOilPressEnblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	6	6	6	4	4	3	3	2	1	1	1	1	1	1	1	1	1

Initial Supporting table - P0014_P0024_P05CE_P05CF_HiEngSpdHiDsblEc

Description: Exhaust cam is disabled when engine speed exceeds this value

Notes: KtPHSC_n_HiEngSpdHiDsblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000

Initial Supporting table - P0014_P0024_P05CE_P05CF_HiEngSpdLoEnblEc

Description: Exhaust cam is enabled when engine speed remains below this value

Notes: KtPHSC_n_HiEngSpdLoEnblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoPresHiEnblEc

Description: Exhaust cam is enabled when oil pressure exceeds this value

Notes: KtPHSC_p_LoPresHiEnblIc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoPresLoDsblEc

Description: Exhaust cam is disabled when oil pressure falls below this value

Notes: KtPHSC_p_LoPresLoDsblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoRpmHiEnblEc

Description: Exhaust cam is enabled when engine speed exceeds this value.

Notes: KtPHSC_n_LoRpmHiEnblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	400	400	400	400	450	450	450	450	450	450	450	450	450	1,200	1,400	1,650	7,600

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoRpmLoDsblEc

Description: Exhaust cam is disabled when engine speed is below this value.

Notes: KtPHSC_n_LoRpmLoDsblEc

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	300	300	300	300	350	350	350	350	350	350	350	350	350	1,100	1,300	1,550	7,500

Initial Supporting table - P0014_P05CE_StablePositionTimeEc1

Description: P0014 - Delay after transient move

Notes: KtPHSD_t_StablePositionTimeEc1

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Initial Supporting table - P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold

Description: P0016_P0017_P0018_P0019 Cam Correlation Oil Temperature Threshold

Notes: KtEPSI_t_RtnHomeDlyLmt

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	300.0	300.0	160.0	18.0	18.0	18.0	18.0	10.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Initial Supporting table - P0071: OAT Performance Drive Equilibrium Engine Off

Description: OAT Performance Diagnostic counter increment for determining OAT-IAT equilibrium for engine off (for hybrid applications)

Notes:

y/x	0.0	5.0	10.0	15.0	20.0	25.0	30.0	50.0	80.0
1.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0

Initial Supporting table - P0071: OAT Performance Drive Equilibrium Engine Running

Description: OAT Performance Diagnostic counter increment for determining OAT-IAT equilibrium for engine running

Notes:

y/x	0.0	5.0	10.0	15.0	20.0	25.0	30.0	50.0	80.0
1.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
5.0	-5.0	-2.0	-1.0	0.0	1.0	2.0	3.0	4.0	5.0
10.0	-4.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0
20.0	-2.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0
30.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0
40.0	0.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0
50.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
60.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
70.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0

Initial Supporting table - P00C4_P2261_KtBSTD_r_SurgeLim

Description: Turbo compressor bypass valve diagnosis surge area limit.

Notes: X-Axis: KnBSTD_dm_AirFlowBP - Air FLow

y/x	0.00	38.09	76.63	100.00	143.52	189.11
1.0	1.000	1.500	2.444	2.700	3.100	3.412

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

Description: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

Notes: This table describes combinations of individual model failures that will set P0101, P0106, P010B, P0121, P0236 and P1101 on turbocharged applications.

y/x	1	2	3	4	5	6	7	8	9
1	MAF Model	MAP1 Model	MAP2 Model	MAP3 Model	TIAP1 Model	TPS Model	TIAP Correlation	TIAP Correlation	DTC Set
2	Failed	Failed	Failed	Failed	Failed	Failed	Failed	Valid	
3	F	F	F	F	F	F	F	F	No DTC
4	F	F	F	F	F	F	F	T	No DTC
5	F	F	F	F	F	F	T	F	No DTC
6	F	F	F	F	F	F	T	T	No DTC
7	F	F	F	F	F	T	F	F	No DTC
8	F	F	F	F	F	T	F	T	No DTC
9	F	F	F	F	F	T	T	F	No DTC
10	F	F	F	F	F	T	T	T	No DTC
11	F	F	F	F	T	F	F	F	No DTC
12	F	F	F	F	T	F	F	T	No DTC
13	F	F	F	F	T	F	T	F	No DTC
14	F	F	F	F	T	F	T	T	No DTC
15	F	F	F	F	T	T	F	F	P1101
16	F	F	F	F	T	T	F	T	P0121
17	F	F	F	F	T	T	T	F	P1101
18	F	F	F	F	T	T	T	T	P0236
19	F	F	F	T	F	F	F	F	P1101
20	F	F	F	T	F	F	F	T	P1101
21	F	F	F	T	F	F	T	F	P1101
22	F	F	F	T	F	F	T	T	P1101
23	F	F	F	T	F	T	F	F	P1101
24	F	F	F	T	F	T	F	T	P1101
25	F	F	F	T	F	T	T	F	P1101
26	F	F	F	T	F	T	T	T	P1101
27	F	F	F	T	T	F	F	F	P1101
28	F	F	F	T	T	F	F	T	P1101
29	F	F	F	T	T	F	T	F	P1101
30	F	F	F	T	T	F	T	T	P1101
31	F	F	F	T	T	T	F	F	P1101
32	F	F	F	T	T	T	F	T	P1101
33	F	F	F	T	T	T	T	F	P1101
34	F	F	F	T	T	T	T	T	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

35	F	F	T	F	F	F	F	F	P1101
36	F	F	T	F	F	F	F	T	P1101
37	F	F	T	F	F	F	T	F	P1101
38	F	F	T	F	F	F	T	T	P1101
39	F	F	T	F	F	T	F	F	P1101
40	F	F	T	F	F	T	F	T	P1101
41	F	F	T	F	F	T	T	F	P1101
42	F	F	T	F	F	T	T	T	P1101
43	F	F	T	F	T	F	F	F	P1101
44	F	F	T	F	T	F	F	T	P1101
45	F	F	T	F	T	F	T	F	P1101
46	F	F	T	F	T	F	T	T	P1101
47	F	F	T	F	T	T	F	F	P1101
48	F	F	T	F	T	T	F	T	P1101
49	F	F	T	F	T	T	T	F	P1101
50	F	F	T	F	T	T	T	T	P1101
51	F	F	T	T	F	F	F	F	P1101
52	F	F	T	T	F	F	F	T	P1101
53	F	F	T	T	F	F	T	F	P1101
54	F	F	T	T	F	F	T	T	P1101
55	F	F	T	T	F	T	F	F	P1101
56	F	F	T	T	F	T	F	T	P1101
57	F	F	T	T	F	T	T	F	P1101
58	F	F	T	T	F	T	T	T	P1101
59	F	F	T	T	T	F	F	F	No DTC
60	F	F	T	T	T	F	F	T	No DTC
61	F	F	T	T	T	F	T	F	No DTC
62	F	F	T	T	T	F	T	T	No DTC
63	F	F	T	T	T	T	F	F	P1101
64	F	F	T	T	T	T	F	T	P1101
65	F	F	T	T	T	T	T	F	P1101
66	F	F	T	T	T	T	T	T	P1101
67	F	T	F	F	F	F	F	F	P1101
68	F	T	F	F	F	F	F	T	P1101
69	F	T	F	F	F	F	T	F	P1101
70	F	T	F	F	F	F	T	T	P0236
71	F	T	F	F	F	T	F	F	P1101
72	F	T	F	F	F	T	F	T	P0121

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

73	F	T	F	F	F	T	T	F	P1101
74	F	T	F	F	F	T	T	T	P0236
75	F	T	F	F	T	F	F	F	P1101
76	F	T	F	F	T	F	F	T	P1101
77	F	T	F	F	T	F	T	F	P1101
78	F	T	F	F	T	F	T	T	P0236
79	F	T	F	F	T	T	F	F	P1101
80	F	T	F	F	T	T	F	T	P0121
81	F	T	F	F	T	T	T	F	P1101
82	F	T	F	F	T	T	T	T	P0236
83	F	T	F	T	F	F	F	F	P1101
84	F	T	F	T	F	F	F	T	P1101
85	F	T	F	T	F	F	T	F	P1101
86	F	T	F	T	F	F	T	T	P1101
87	F	T	F	T	F	T	F	F	P1101
88	F	T	F	T	F	T	F	T	P1101
89	F	T	F	T	F	T	T	F	P1101
90	F	T	F	T	F	T	T	T	P1101
91	F	T	F	T	T	F	F	F	P1101
92	F	T	F	T	T	F	F	T	P1101
93	F	T	F	T	T	F	T	F	P1101
94	F	T	F	T	T	F	T	T	P1101
95	F	T	F	T	T	T	F	F	P1101
96	F	T	F	T	T	T	F	T	P1101
97	F	T	F	T	T	T	T	F	P1101
98	F	T	F	T	T	T	T	T	P1101
99	F	T	T	F	F	F	F	F	P1101
100	F	T	T	F	F	F	F	T	P1101
101	F	T	T	F	F	F	T	F	P1101
102	F	T	T	F	F	F	T	T	P1101
103	F	T	T	F	F	T	F	F	P1101
104	F	T	T	F	F	T	F	T	P1101
105	F	T	T	F	F	T	T	F	P1101
106	F	T	T	F	F	T	T	T	P1101
107	F	T	T	F	T	F	F	F	P1101
108	F	T	T	F	T	F	F	T	P1101
109	F	T	T	F	T	F	T	F	P1101
110	F	T	T	F	T	F	T	T	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

111	F	T	T	F	T	T	F	F	P1101
112	F	T	T	F	T	T	F	T	P1101
113	F	T	T	F	T	T	T	F	P1101
114	F	T	T	F	T	T	T	T	P1101
115	F	T	T	T	F	F	F	F	P0106
116	F	T	T	T	F	F	F	T	P0106
117	F	T	T	T	F	F	T	F	P0106
118	F	T	T	T	F	F	T	T	P0106
119	F	T	T	T	F	T	F	F	P1101
120	F	T	T	T	F	T	F	T	P1101
121	F	T	T	T	F	T	T	F	P1101
122	F	T	T	T	F	T	T	T	P1101
123	F	T	T	T	T	F	F	F	P1101
124	F	T	T	T	T	F	F	T	P1101
125	F	T	T	T	T	F	T	F	P1101
126	F	T	T	T	T	F	T	T	P1101
127	F	T	T	T	T	T	F	F	P1101
128	F	T	T	T	T	T	F	T	P1101
129	F	T	T	T	T	T	T	F	P1101
130	F	T	T	T	T	T	T	T	P1101
131	T	F	F	F	F	F	F	F	P1101
132	T	F	F	F	F	F	F	T	P1101
133	T	F	F	F	F	F	T	F	P1101
134	T	F	F	F	F	F	T	T	P0236
135	T	F	F	F	F	T	F	F	P1101
136	T	F	F	F	F	T	F	T	P0121
137	T	F	F	F	F	T	T	F	P1101
138	T	F	F	F	F	T	T	T	P0236
139	T	F	F	F	T	F	F	F	P1101
140	T	F	F	F	T	F	F	T	P1101
141	T	F	F	F	T	F	T	F	P1101
142	T	F	F	F	T	F	T	T	P0236
143	T	F	F	F	T	T	F	F	P1101
144	T	F	F	F	T	T	F	T	P0121
145	T	F	F	F	T	T	T	F	P1101
146	T	F	F	F	T	T	T	T	P0236
147	T	F	F	T	F	F	F	F	P1101
148	T	F	F	T	F	F	F	T	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

149	T	F	F	T	F	F	T	F	P1101
150	T	F	F	T	F	F	T	T	P1101
151	T	F	F	T	F	T	F	F	P1101
152	T	F	F	T	F	T	F	T	P1101
153	T	F	F	T	F	T	T	F	P1101
154	T	F	F	T	F	T	T	T	P1101
155	T	F	F	T	T	F	F	F	P1101
156	T	F	F	T	T	F	F	T	P1101
157	T	F	F	T	T	F	T	F	P1101
158	T	F	F	T	T	F	T	T	P1101
159	T	F	F	T	T	T	F	F	P1101
160	T	F	F	T	T	T	F	T	P1101
161	T	F	F	T	T	T	T	F	P1101
162	T	F	F	T	T	T	T	T	P1101
163	T	F	T	F	F	F	F	F	P1101
164	T	F	T	F	F	F	F	T	P1101
165	T	F	T	F	F	F	T	F	P1101
166	T	F	T	F	F	F	T	T	P1101
167	T	F	T	F	F	T	F	F	P1101
168	T	F	T	F	F	T	F	T	P1101
169	T	F	T	F	F	T	T	F	P1101
170	T	F	T	F	F	T	T	T	P1101
171	T	F	T	F	T	F	F	F	P1101
172	T	F	T	F	T	F	F	T	P1101
173	T	F	T	F	T	F	T	F	P1101
174	T	F	T	F	T	F	T	T	P1101
175	T	F	T	F	T	T	F	F	P1101
176	T	F	T	F	T	T	F	T	P1101
177	T	F	T	F	T	T	T	F	P1101
178	T	F	T	F	T	T	T	T	P1101
179	T	F	T	T	F	F	F	F	P1101
180	T	F	T	T	F	F	F	T	P1101
181	T	F	T	T	F	F	T	F	P1101
182	T	F	T	T	F	F	T	T	P1101
183	T	F	T	T	F	T	F	F	P1101
184	T	F	T	T	F	T	F	T	P1101
185	T	F	T	T	F	T	T	F	P1101
186	T	F	T	T	F	T	T	T	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

187	T	F	T	T	T	F	F	F	P0101 or P010B
188	T	F	T	T	T	F	F	T	P0101 or P010B
189	T	F	T	T	T	F	T	F	P0101 or P010B
190	T	F	T	T	T	F	T	T	P0101 or P010B
191	T	F	T	T	T	T	F	F	P1101
192	T	F	T	T	T	T	F	T	P1101
193	T	F	T	T	T	T	T	F	P1101
194	T	F	T	T	T	T	T	T	P1101
195	T	T	F	F	F	F	F	F	P1101
196	T	T	F	F	F	F	F	T	P1101
197	T	T	F	F	F	F	T	F	P1101
198	T	T	F	F	F	F	T	T	P0236
199	T	T	F	F	F	T	F	F	P1101
200	T	T	F	F	F	T	F	T	P0121
201	T	T	F	F	F	T	T	F	P1101
202	T	T	F	F	F	T	T	T	P0236
203	T	T	F	F	T	F	F	F	P1101
204	T	T	F	F	T	F	F	T	P1101
205	T	T	F	F	T	F	T	F	P1101
206	T	T	F	F	T	F	T	T	P0236
207	T	T	F	F	T	T	F	F	P1101
208	T	T	F	F	T	T	F	T	P0121
209	T	T	F	F	T	T	T	F	P1101
210	T	T	F	F	T	T	T	T	P0236
211	T	T	F	T	F	F	F	F	P1101
212	T	T	F	T	F	F	F	T	P1101
213	T	T	F	T	F	F	T	F	P1101
214	T	T	F	T	F	F	T	T	P1101
215	T	T	F	T	F	T	F	F	P1101
216	T	T	F	T	F	T	F	T	P1101
217	T	T	F	T	F	T	T	F	P1101
218	T	T	F	T	F	T	T	T	P1101
219	T	T	F	T	T	F	F	F	P1101
220	T	T	F	T	T	F	F	T	P1101
221	T	T	F	T	T	F	T	F	P1101
222	T	T	F	T	T	F	T	T	P1101
223	T	T	F	T	T	T	F	F	P1101
224	T	T	F	T	T	T	F	T	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

225	T	T	F	T	T	T	T	F	P1101
226	T	T	F	T	T	T	T	T	P1101
227	T	T	T	F	F	F	F	F	P1101
228	T	T	T	F	F	F	F	T	P1101
229	T	T	T	F	F	F	T	F	P1101
230	T	T	T	F	F	F	T	T	P1101
231	T	T	T	F	F	T	F	F	P1101
232	T	T	T	F	F	T	F	T	P1101
233	T	T	T	F	F	T	T	F	P1101
234	T	T	T	F	F	T	T	T	P1101
235	T	T	T	F	T	F	F	F	P1101
236	T	T	T	F	T	F	F	T	P1101
237	T	T	T	F	T	F	T	F	P1101
238	T	T	T	F	T	F	T	T	P1101
239	T	T	T	F	T	T	F	F	P1101
240	T	T	T	F	T	T	F	T	P1101
241	T	T	T	F	T	T	T	F	P1101
242	T	T	T	F	T	T	T	T	P1101
243	T	T	T	T	F	F	F	F	P1101
244	T	T	T	T	F	F	F	T	P1101
245	T	T	T	T	F	F	T	F	P1101
246	T	T	T	T	F	F	T	T	P1101
247	T	T	T	T	F	T	F	F	P1101
248	T	T	T	T	F	T	F	T	P1101
249	T	T	T	T	F	T	T	F	P1101
250	T	T	T	T	F	T	T	T	P1101
251	T	T	T	T	T	F	F	F	P1101
252	T	T	T	T	T	F	F	T	P1101
253	T	T	T	T	T	F	T	F	P1101
254	T	T	T	T	T	F	T	T	P1101
255	T	T	T	T	T	T	F	F	P1101
256	T	T	T	T	T	T	F	T	P1101
257	T	T	T	T	T	T	T	F	P1101
258	T	T	T	T	T	T	T	T	P1101

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP1 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP2 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	0.857	0.896	0.800	0.999	1.000	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP3 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	0.864	0.889	0.800	1.000	1.000	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 TPS Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P0236_P1101 TIAP Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	0.700	0.600	1.000	1.000	0.990	0.900	0.947	0.928	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Max Air Flow

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	13.0	13.0	13.0	16.0	20.0	24.0	28.0	31.0	32.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Max MAP

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	70.0	70.0	70.0	70.0	70.0	70.0	70.0	70.0	70.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Offset

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	0.0	1.5	3.5	6.0	9.0	12.0	16.0	20.0	25.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Min Air Flow

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	17.0	43.0	92.0	120.0	164.0	189.0	195.0	189.0	192.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Min MAP

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	110.0	152.0	212.2	213.0	221.0	206.0	192.0	166.0	166.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Offset

Notes:

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Initial Supporting table - P0234_KtBSTD_p_CntrlDevNegLim

Description: Negative boost pressure control deviation fail limit.

Notes: X-Axis: KnBSTD_p_CntrlDevDiagDsrdBP - Boost pressure
Y-Axis: KnBSTD_n_CntrlDevDiagEngSpdBP - Engine speed

y/x	5.00	50.00	100.00	120.00	140.00	160.00	180.00	200.00	250.00	300.00
1,000	-100.00	-100.00	-100.00	-100.00	-100.00	-100.00	-100.00	-100.00	-100.00	-100.00
1,500	-100.00	-80.00	-80.00	-80.00	-80.00	-80.00	-80.00	-80.00	-80.00	-80.00
2,000	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
2,500	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
3,000	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
3,500	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
4,000	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
4,500	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
5,000	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00
6,000	-100.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00

Initial Supporting table - P0234_P0299_KtBSTD_p_CntrlDevAmbAirCorr

Description: Additative offset on boost pressure control deviation fail limit.

Notes: X-Axis: KnBSTD_p_CntrlDevDiagAmbCorrBP - Ambient Air Pressure
Y-Axis: KnBSTD_n_CntrlDevDiagAmbCorrBP - Engine Speed

y/x	60.00	70.00	80.00	90.00	100.00	110.00
1,500	130.00	130.00	130.00	130.00	130.00	130.00
2,500	125.00	120.00	90.00	55.00	0.00	0.00
3,000	115.00	105.00	75.00	35.00	0.00	0.00
4,000	65.00	60.00	50.00	25.00	0.00	0.00
5,000	30.00	25.00	20.00	10.00	0.00	0.00
6,000	0.00	0.00	0.00	0.00	0.00	0.00

Initial Supporting table - P0234_P0299_KtBSTD_t_CntrlDevEnblDelay

Description: Timer to stabilize enable conditions for over and underboost diagnosis.

Notes: X-Axis: KnBSTD_n_CntrlDevDiagEngSpdBP - Engine Speed

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
1	1.7500	1.5000	1.3750	1.1250	1.0000	0.8750	0.7500	0.6250	0.5000	0.5000

Initial Supporting table - P0299_KtBSTD_p_CntrlDevPosLim

Description: Positive boost pressure control deviation fail limit.

Notes: X-Axis: KnBSTD_p_CntrlDevDiagDsrdBP - Boost pressure
Y-Axis: KnBSTD_n_CntrlDevDiagEngSpdBP - Engine speed

y/x	5.00	50.00	100.00	120.00	140.00	160.00	180.00	200.00	250.00	300.00
1,000	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
1,500	100.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	130.00
2,000	100.00	80.00	80.00	75.00	40.00	40.00	40.00	50.00	80.00	120.00
2,500	100.00	80.00	80.00	75.00	40.00	40.00	40.00	40.00	60.00	90.00
3,000	100.00	80.00	80.00	75.00	40.00	40.00	40.00	40.00	40.00	80.00
3,500	100.00	50.00	50.00	50.00	40.00	40.00	40.00	40.00	40.00	80.00
4,000	100.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	40.00	80.00
4,500	100.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	40.00	80.00
5,000	100.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	40.00	80.00
6,000	100.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	40.00	80.00

Initial Supporting table - VCE_ECOMode_EnableTorqueHyst

Description: Entry threshold for torque based VCE mode selection when eco mode is active. VCE will be enabled for torque if the torque request is less than the max VCE torque minus this calibration in Nm.

Notes: P3400: KaVCEC_M_EcoRedTrqEnterThrsh

VCE_ECOMode_EnableTorqueHyst - Part 1

y/x	CeTGRR_e_TransGr1	CeTGRR_e_TransGr2	CeTGRR_e_TransGr3	CeTGRR_e_TransGr4	CeTGRR_e_TransGr5	CeTGRR_e_TransGr6	CeTGRR_e_TransGrEVT1
1	10	10	10	10	10	10	10

VCE_ECOMode_EnableTorqueHyst - Part 2

y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	10	10	10	10	10	10	

Initial Supporting table - VCE_ECOMode_MaxTorque_Gr5

Description: CeTGRR_e_TransGr5 maximum indicated torque (Nm) allowed in VCE mode when Eco Mode is active. Function of engine speed.

Notes: For P3400: KaVCEC_M_EcoRedTrqMaxIndThrsh

VCE_ECOMode_MaxTorque_Gr5 - Part 1

y/x	500	600	700	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700
1	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192

VCE_ECOMode_MaxTorque_Gr5 - Part 2

y/x	1,800	1,900	2,000	2,100	2,200	2,300	2,400	2,500	2,600	2,700	2,800	2,900	3,000
1	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192

Initial Supporting table - VCE_EngineRPM_LowerLmt

Description: Engine speed lower limit for AFM

Notes: For P3400: KaVCEC_n_EngineSpeedLowerLimit with axis defined by gear state. In VCE mode, engine speed less than this will force an exit. In non-VCE mode, engine speed greater than this plus hysteresis enables VCE mode.

VCE_EngineRPM_LowerLmt - Part 1

y/x	CeTGRR_e_TransGr1	CeTGRR_e_TransGr2	CeTGRR_e_TransGr3	CeTGRR_e_TransGr4	CeTGRR_e_TransGr5	CeTGRR_e_TransGr6	CeTGRR_e_TransGrEVT1
1	800	800	800	800	800	800	800

VCE_EngineRPM_LowerLmt - Part 2

y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	800	800	800	800	800	800	

Initial Supporting table - VCE_EngineRPM_UpperLmt

Description: Engine speed upper limit for AFM

Notes: For P3400: KaVCEC_n_EngineSpeedUpperLimit: with axis defined by gear state. In VCE mode,engine speed greater than this will force an exit. In non-VCE mode, engine speed less than this minus hysteresis enables VCE mode.

VCE_EngineRPM_UpperLmt - Part 1

y/x	CeTGRR_e_TransGr1	CeTGRR_e_TransGr2	CeTGRR_e_TransGr3	CeTGRR_e_TransGr4	CeTGRR_e_TransGr5	CeTGRR_e_TransGr6	CeTGRR_e_TransGrEVT1
1	3,100	3,100	3,100	3,100	3,100	3,100	3,100

VCE_EngineRPM_UpperLmt - Part 2

y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	3,100	3,100	3,100	3,100	3,100	3,100	

Initial Supporting table - VCE_MinVacReducedTorqMode

Description: Minimum Vacuum allowed in VCE mode

Notes: For P3400: KtVCEC_p_MinVacReducedTrqMode

VCE_MinVacReducedTorqMode - Part 1									
y/x	500	600	700	800	900	1,000	1,100	1,200	1,300
1	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0

VCE_MinVacReducedTorqMode - Part 2									
y/x	1,400	1,500	1,600	1,700	1,800	1,900	2,000	2,100	2,200
1	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0

VCE_MinVacReducedTorqMode - Part 3									
y/x	2,300	2,400	2,500	2,600	2,700	2,800	2,900	3,000	
1	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	

Initial Supporting table - VCE_NormalMode_EnableTorqueHyst

Description: Entry threshold for torque based VCE mode selection when eco mode is NOT active. VCE will be enabled for torque if the torque request is less than the max VCE torque minus this calibration in Nm.

Notes: For P3400: KaVCEC_M_RedTrqEnterThrsh

VCE_NormalMode_EnableTorqueHyst - Part 1

y/x	CeTGRR_e_TransGr1	CeTGRR_e_TransGr2	CeTGRR_e_TransGr3	CeTGRR_e_TransGr4	CeTGRR_e_TransGr5	CeTGRR_e_TransGr6	CeTGRR_e_TransGrEVT1
1	8	8	8	8	8	8	8

VCE_NormalMode_EnableTorqueHyst - Part 2

y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	8	8	8	8	8	8	

Initial Supporting table - VCE_NormalMode_MaxTorque_Gr5

Description: CeTGRR_e_TransGr5 maximum indicated torque (Nm) allowed in VCE mode when Eco Mode is NOT active. Function of engine speed.

Notes: For P3400: KaVCEC_M_RedTrqMaxIndThrsh

VCE_NormalMode_MaxTorque_Gr5 - Part 1

y/x	500	600	700	800	900	1,000	1,100	1,200	1,300	1,400	1,500	1,600	1,700
1	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192

VCE_NormalMode_MaxTorque_Gr5 - Part 2

y/x	1,800	1,900	2,000	2,100	2,200	2,300	2,400	2,500	2,600	2,700	2,800	2,900	3,000
1	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192	8,192

Initial Supporting table - VCE_PRNDL_NI_Disables

Description: Disables VCE mode in certain PRNDL positions when Neutral Idle Overrides (AFM at Idle) are active.

Notes: For P3400: KaVCEC_b_DisabledForPRNDL_NI

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

Initial Supporting table - VCE_StartUpDelayTime

Description: Engine running enablement based on an engine off time

Notes: For P3400: KtVCEC_t_StartupDelayTime with axis a function of engine mode not running time (VeEMDC_t_EngModeNotRun)

y/x	0	5	10	30	60	100	120	140	160	180	240	300	360	420	600	700	800
1	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

Initial Supporting table - VCE_TransGear_Disables

Description: Disables VCE mode for specific transmission gear state.

Notes: For P3400: KaVCEC_b_DisableForTransGr See VCE_TransGear_Axis supporting table for axis definition

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13
1	TRUE	TRUE	FALSE	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

Initial Supporting table - VCE_TransGear_DisablesNI

Description: Disables VCE mode for specific transmission gear state when in Neutral Idle

Notes: For P3400: KaVCEC_b_DisableForTransGrNI See VCE_TransGear_Axis supporting table for axis definition

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13
1	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

Initial Supporting table - VCE_VehicleSpeed_PRNDL_Enable

Description: This disables VCE mode in certain PRNDL positions when vehicle speed is equal to or above this cal.

Notes: For P3400: KaVCEC_v_DisabledForPRNDL See VCE_PRNDL_Axis supporting table for axis definition

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	318	318	318	318	318	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - P0068_Delta MAF Threshold f(TPS)

Description: Table of delta MAF values as a function of desired throttle position. The output of this table provides a delta MAF that if the measured minus the estimated MAF exceeds, is considered a fail.

Notes: P0068, KtTPSD_dm_MAF_DesThrDelt

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	9.38	12.13	16.89	19.20	29.84	49.55	255.00	255.00	255.00

Initial Supporting table - P0068_Delta MAP Threshold f(TPS)

Description: Table of delta MAP values as a function of desired throttle position. The output of this table provides a delta MAP that if the measured minus the estimated MAP exceeds, is considered a fail.

Notes: P0068, KtTPSD_p_MAP_DesThrDelt

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	37.45	44.08	46.55	45.54	46.96	41.86	255.00	255.00	255.00

Initial Supporting table - P0068_Maximum MAF f(RPM)

Description: Table of maximum MAF values vs. engine speed. This is the maximum MAF the engine can see under all ambient conditions.

Notes: P0068, KtTPSD_dm_MaxMAF_VsRPM

y/x	600.00	1,400.00	2,200.00	3,000.00	3,800.00	4,600.00	5,400.00	6,200.00	7,000.00
1.00	17.90	39.19	63.43	80.91	112.92	138.31	168.70	174.20	176.70

Initial Supporting table - P0068_Maximum MAF f(Volts)

Description: Table of maximum MAF values vs. system voltage. The output of the air meter is clamped to lower values as system voltage drops off.

Notes: P0068, KtTPSD_dm_MaxMAF_VsVoltage

y/x	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00
1.00	6.50	25.00	65.00	140.00	260.00	300.00	300.70	300.70	300.70

Initial Supporting table - P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est

Description: P0101_P0106_P010B_P0121_P012B_P0236_P1101 MAF1 Residual Weight Factor based on MAF Est

Notes:

y/x	0	15	30	45	60	75	90	105	120	135	150	165	180	195	210	230	250
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Initial Supporting table - P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM

Description: P0101_P0106_P010B_P0121_P012B_P0236_P1101 MAF1 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Initial Supporting table - P0116_Fail if power up ECT exceeds IAT by these values

Description: KtECTD_T_HSC_FastFailTempDiff

Notes: X axis is IAT Temperature at Power up (° C), Z axis is the Fast Failure temp difference (° C)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	80	80	80	60	60	40	40	30	30	30	30	30	30	30	30	30	30

Initial Supporting table - P0128_Maximum Accumulated Energy for Start-up ECT conditions - Alternate

Description: KtECTR_E_CTR_WrmUpEnrgyLimTest1

Notes: Z axis is the cooling system energy failure threshold (kJ), X axis is ECT Temperature at Power up (° C), (Deluxe version)

y/x	-20	-5	10	30	45	60	75
1	8,600	7,400	6,200	4,600	3,400	2,200	2,200

Initial Supporting table - P0128_Maximum Accumulated Energy for Start-up ECT conditions - Primary

Description: KtECTR_E_CTR_WrmUpEnrgyLimTest0

Notes: Z axis is the cooling system energy failure threshold (kJ), X axis is ECT Temperature at Power up (° C) , (Deluxe version)

y/x	-20	-5	10	30	45	60	75
1	8,600	8,600	7,400	5,800	4,600	3,400	2,200

Initial Supporting table - P0606_Last Seed Timeout f(Loop Time)

Description: The max time for the Last Seed Timeout as a function of operating loop time sequence.

Notes: P0606, KaPISD_t_LastSeedTimeout[x]

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	0.175	0.175	0.175	409.594

Initial Supporting table - P0606_PSW Sequence Fail f(Loop Time)

Description: Fail threshold for PSW per operating loop.

Notes: P0606, KaPISD_Cnt_SequenceFail[x]

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	3	3	3	3

Initial Supporting table - P0606_PSW Sequence Sample f(Loop Time)

Description: Sample threshold for PSW per operating loop.

Notes: P0606, KaPISD_Cnt_SequenceSmpl[x]

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	4	4	4	4

Initial Supporting table - P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)

Description: The Run/Crank voltages required to pull in the PT relay as a function of induction air temperature.

Notes: P1682, KtEROR_U_PT_RelayPullInEnbl

y/x	23.00	85.00	95.00	105.00	125.00
1.00	7.00	8.70	9.00	9.20	10.00

Initial Supporting table - P16F3_Delta MAP Threshold f(Desired Engine Torque)

Description: Engine Sync based and Time based delta pressure threshold above which Torque Security error is reported.

Notes: P16F3, KtMAPI_p_ES_TB_MAP_DeltaThresh

y/x	0.00	50.00	100.00	150.00	200.00	300.00
1.00	37.45	37.45	37.45	37.45	37.45	37.45

Initial Supporting table - P16F3_Delta Spark Threshold f(RPM,APC)

Description: Threshold for determining when the difference between commanded spark and applied spark exceeds the torque security requirement. It is a function of engine rpm and APC.

Notes: P16F3, KtSPRK_phi_DeltTorqueScrtyAdv

y/x	500.00	980.74	1,461.48	1,942.23	2,422.97	2,903.71	3,384.45	3,865.20	4,345.94	4,826.68	5,307.42	5,788.16	6,268.91	6,749.65	7,230.39	7,711.13	8,191.88
80.00	125.00	52.69	44.70	42.08	45.31	51.31	55.84	57.95	55.66	51.81	51.00	48.47	43.27	31.38	29.86	29.86	29.86
160.00	125.00	51.22	49.03	48.13	50.14	54.17	57.50	59.66	57.48	53.75	52.41	48.92	42.13	30.25	28.80	28.80	28.80
240.00	125.00	49.41	49.95	50.94	53.69	56.53	59.06	61.09	59.09	55.61	53.17	48.66	40.92	29.20	27.81	27.81	27.81
320.00	125.00	47.73	50.92	54.11	57.78	59.14	60.70	62.59	60.30	56.44	53.56	48.42	39.80	27.97	26.61	26.61	26.61
400.00	125.00	45.98	49.36	52.08	59.36	60.86	62.45	64.17	61.08	56.23	53.55	48.22	38.75	26.63	25.25	25.25	25.25
480.00	125.00	43.23	43.83	45.75	53.25	56.95	59.55	60.36	56.48	51.13	51.64	47.97	37.77	25.42	24.05	24.05	24.05
560.00	125.00	39.16	38.47	40.80	48.22	52.20	54.77	55.09	51.53	46.75	47.41	44.53	36.16	24.31	22.94	22.94	22.94
640.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
720.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
800.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
880.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
960.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
1,040.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
1,120.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
1,200.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
1,280.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52
1,360.00	125.00	37.59	36.66	39.08	46.44	50.48	53.05	53.20	49.75	45.19	45.86	43.20	35.38	23.86	22.52	22.52	22.52

Initial Supporting table - P16F3_Speed Control External Load f(Oil Temp, RPM)

Description: Specifies the external load table for SPDR torque security as a function of engine oil temperature and engine RPM.

Notes: P16F3, KtSPDC_M_ExternalLoad

y/x	-40.00	-20.00	-10.00	0.00	50.00	90.00
350.00	150.00	150.00	150.00	150.00	150.00	150.00
450.00	150.00	146.86	146.86	146.86	146.86	150.00
550.00	150.00	145.51	145.51	145.51	145.51	150.00
650.00	150.00	144.62	144.62	144.62	144.62	150.00
750.00	150.00	142.46	142.46	142.46	142.46	150.00
850.00	150.00	140.31	140.31	140.31	140.31	150.00
900.00	150.00	138.15	138.15	138.15	138.15	150.00
1,000.00	150.00	136.00	136.00	136.00	136.00	150.00
1,100.00	150.00	133.85	133.85	133.85	133.85	150.00
1,200.00	150.00	129.36	129.36	129.36	129.36	150.00
1,450.00	150.00	124.87	124.87	124.87	124.87	150.00
1,700.00	150.00	120.38	120.38	120.38	120.38	150.00
1,950.00	150.00	115.90	115.90	115.90	115.90	150.00
2,200.00	150.00	106.92	106.92	106.92	106.92	150.00
3,200.00	150.00	97.95	97.95	97.95	97.95	150.00
4,200.00	150.00	88.97	88.97	88.97	88.97	150.00
6,400.00	150.00	80.00	80.00	80.00	80.00	150.00

Initial Supporting table - 1st_FireAftrMisfr_Acel

Description: Multiplier for establishing the expected acceleration of the cylinder after the misfire

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_CylAftMsfr

y/x	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
2	0.60	0.70	0.80	0.70	0.70	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
8	0.60	0.70	0.80	0.70	0.70	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
12	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
16	0.50	0.60	0.60	0.60	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.60	0.50	0.60	0.50	0.60
20	0.30	0.30	0.30	0.50	0.75	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.60	0.50	0.50	0.50	0.50
24	0.00	0.00	0.00	0.30	0.50	0.65	0.70	0.70	0.50	0.65	0.70	0.50	0.50	0.50	0.50	0.50	0.50
30	0.00	0.00	0.00	0.00	0.00	0.30	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50
40	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.20	0.20	0.20	0.25	0.30	0.30	0.50	0.50
60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.30	0.30	0.50	0.50

Initial Supporting table - 1st_FireAftrMisfr_Jerk

Description: Multiplier for establishing the expected Jerk of the cylinder after the misfire

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_CylAftMsfr

y/x	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
2	-0.70	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60
8	-0.60	-0.60	-0.60	-0.60	-0.80	-0.70	-0.70	-0.70	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60	-0.60
12	-0.50	-0.60	-0.60	-0.60	-0.90	-0.90	-0.90	-0.90	-0.90	-0.90	-0.80	-0.70	-0.70	-0.60	-0.60	-0.60	-0.60
16	-0.70	-0.80	-0.80	-0.80	-0.85	-0.85	-0.90	-0.90	-0.90	-0.90	-0.90	-0.90	-0.85	-0.75	-0.70	-0.70	-0.70
20	-0.80	-0.80	-0.90	-0.80	-0.75	-0.90	-0.90	-0.90	-0.90	-0.90	-0.90	-1.00	-1.00	-1.00	-0.99	-0.80	-0.80
24	-1.00	-1.00	-0.90	-0.85	-0.75	-0.90	-0.90	-0.90	-0.90	-0.90	-1.00	-1.00	-1.00	-1.00	-0.90	-0.90	-0.90
30	-1.00	-1.00	-0.90	-0.85	-0.70	-0.90	-0.90	-0.85	-0.90	-1.00	-1.00	-1.00	-1.00	-1.00	-0.90	-1.00	-1.00
40	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-0.85	-0.90	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00
60	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00	-1.00

Initial Supporting table - Abnormal Cyl Mode

Description: Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (Cylinder Mode Equation)

Notes: Used for P0300-P0308. Cal Name: KaMSFD_Cnt_CylAbnormal

y/x	0	1	2	3	4	5	6	7	8
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Initial Supporting table - Abnormal Rev Mode

Description: Abnormal Rev Mode Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (Rev Mode Equation)

Notes: Used for P0300-P0308. Cal Name: KaMSFD_Cnt_RevAbnormal

y/x	0	1	2	3	4	5	6	7	8
1	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

Initial Supporting table - Abnormal SCD Mode

Description: Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (SCD Mode Equation)

Notes: Used for P0300-P0308. Cal Name: KaMSFD_Cnt_SCD_CylAbnormal

y/x	0	1	2	3	4	5	6	7	8
1	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

Initial Supporting table - Bank_SCD_Decel

Description: Mulitplier to SCD decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_MEDRES_Bank

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - Bank_SCD_Jerk

Description: Mulitplier to Medres SCD jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_MEDRES_Bank

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - BankCylModeDecel

Description: Mulitplier to Lores Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_Bank

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	5.00	5.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	4.00	4.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	3.00	3.50	12.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	2.80	3.00	11.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.50	2.40	9.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.00	2.00	7.00	10.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.76	1.76	5.00	9.00	12.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.67	1.67	3.33	6.00	8.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	1.50	2.50	3.75	5.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - BankCylModeJerk

Description: Mulitplier to Lores Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_Bank

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	3.75	6.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	3.00	3.00	10.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.00	2.00	8.00	12.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	1.50	1.50	5.00	8.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	1.50	1.50	3.00	7.00	14.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	1.50	1.50	2.00	6.00	10.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.50	1.50	1.50	4.00	8.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.50	1.50	1.50	3.00	5.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	1.50	1.50	2.00	3.00	7.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - CalculatedPerfMaxEc1

Description:

Notes:

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
2	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
3	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
4	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
6	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
7	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
8	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
9	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
10	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
11	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
12	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
13	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
14	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
15	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
16	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
17	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0

Initial Supporting table - CalculatedPerfMaxIc1

Description:

Notes:

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
2	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
3	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
4	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
6	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
7	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
8	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
9	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
10	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
11	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
12	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
13	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
14	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
15	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
16	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0
17	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0	26.0

Initial Supporting table - Catalyst_Damage_Misfire_Percentage

Description: Catalyst Damaging Misfire Percentage" Table whenever secondary conditions are met.

Notes: Used for P0300-P0308. Cal Name: KtMSFD_Pct_CatalystMisfire

y/x	0	1,000	2,000	3,000	4,000	5,000	6,000	7,000
0	22.5	22.5	22.5	20.0	16.7	14.3	9.0	5.0
10	22.5	22.5	20.0	16.7	11.1	10.0	6.3	4.7
20	22.5	20.0	16.7	12.5	9.0	7.1	5.0	4.7
30	20.0	16.7	12.5	10.0	6.3	5.0	4.7	4.7
40	16.7	12.5	7.7	6.3	5.0	4.7	4.7	4.7
50	12.5	10.0	6.3	5.0	4.7	4.7	4.7	4.7
60	10.0	6.3	5.0	4.7	4.7	4.7	4.7	4.7
70	6.3	5.0	4.7	4.7	4.7	4.7	4.7	4.7
80	5.0	4.7	4.7	4.7	4.7	4.7	4.7	4.7
90	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
100	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7

Initial Supporting table - ClyAfterAFM_Decel

Description: Mulitplier to Lores decel to account for different pattern of misfire after a deactivated cylider. Similar to the second cylinder of consecutive cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_PostDeac

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	5.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	4.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	3.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	3.00	11.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.88	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.76	9.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	4.00	6.50	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - ClyBeforeAFM_Jerk

Description: Mulitplier to Lores decel to account for different pattern of misfire before a deactivated cylider, but after an active cylinder that follows an deactive cylinder on engine that supports cylinder deactivation in non even fire patterns.. Multipliers are a function of engine rpm and % engine Load.

Notes: KtMSFD_K_ddt_LORES_PreDeac KtMSFD_K_ddt_LORES_PreDeac

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	3.75	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	3.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.00	15.00	10.00	15.00	15.00	15.00	15.00	15.00	15.00
16	1.50	8.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	1.50	7.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	1.50	6.25	11.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.50	4.25	8.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.50	3.00	4.50	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	2.00	3.00	8.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - ConsecCylModDecel

Description: Mulitplier to Lores decel to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_Consec

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.25	2.50	2.50
8	1.50	1.50	1.45	1.25	1.10	1.10	1.25	1.50	1.35	1.25	1.25	1.25	1.25	1.25	1.50	1.80	2.00
12	1.50	1.50	1.35	1.25	1.10	1.10	1.15	1.20	1.15	1.20	1.25	1.30	1.30	1.20	1.30	1.40	1.50
16	1.40	1.40	1.25	1.35	1.20	1.20	1.15	1.00	1.20	1.25	1.30	1.35	1.40	1.35	1.30	1.40	1.50
20	1.30	1.30	1.20	1.10	1.10	1.10	1.10	1.00	0.95	0.90	0.90	0.85	0.80	0.90	1.27	1.50	1.50
24	1.20	1.20	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.70	0.75	0.80	1.00	1.30	1.30
30	1.10	1.10	1.10	1.10	1.00	1.00	0.90	0.80	0.90	1.00	0.90	0.70	0.75	0.75	0.90	1.00	1.00
40	1.10	1.10	1.10	1.10	1.00	1.00	0.95	0.85	0.95	1.00	1.00	0.90	0.85	0.85	1.00	1.00	1.00
60	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.10	1.10	1.10	1.10	1.10	1.10

Initial Supporting table - ConsecCylModeJerk

Description: Mulitplier to Lores Jerk to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_Consec

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0

Initial Supporting table - ConsecSCD_Decel

Description: Mulitplier to medres decel to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_MEDRES_Consec

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - ConsecSCD_Jerk

Description: Mulitplier to medres Jerk to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_MEDRES_Consec

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - CylAfterAFM_Jerk

Description: Mulitplier to Lores Jerkl to account for different pattern of misfire after a deactivated cylider. Similar to the second cylinder of consecutive cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_PostDeac

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	4	15	15	15	15	15	15	15	15
8	3	15	15	15	15	15	15	15	15
12	2	15	10	15	15	15	15	15	15
16	2	8	15	15	15	15	15	15	15
20	2	8	15	15	15	15	15	15	15
24	2	6	11	15	15	15	15	15	15
30	2	4	8	15	15	15	15	15	15
40	2	3	5	15	15	15	15	15	15
60	2	2	3	8	15	15	15	15	15

Initial Supporting table - CylBeforeAFM_Decel

Description: Mulitplier to Lores decel to account for different pattern of misfire before a deactivated cylider, but after an active cylinder that follows an deactive cylinder on engine that supports cylinder deactivation in non even fire patterns.. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_PreDeac

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	5.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	4.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	3.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	3.00	11.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.88	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.76	9.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	4.00	6.50	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - CylModeDecel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_CylinderMode

CylModeDecel - Part 1

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	6,000	6,000	3,500	1,600	1,200	700	500	400	250	225	120	100	90
6	6,000	6,000	4,000	2,000	1,500	700	500	350	250	250	135	90	80
8	7,000	6,000	4,000	2,000	1,500	800	600	400	350	300	150	100	100
10	8,000	7,000	4,000	2,400	1,500	900	750	600	450	400	200	125	115
12	9,000	8,000	4,000	2,500	1,500	1,000	850	800	575	450	220	150	125
14	10,000	9,000	4,500	2,500	2,000	1,300	1,000	900	650	475	235	165	135
16	10,000	10,000	5,000	2,750	2,000	1,500	1,200	1,000	750	500	250	180	140
18	11,000	11,000	5,500	3,000	2,000	1,800	1,400	1,100	850	530	300	190	145
20	12,000	12,000	6,000	3,500	2,500	2,000	1,500	1,200	900	560	350	200	150
22	13,000	13,000	7,000	4,000	2,750	2,100	1,600	1,300	950	600	400	250	160
24	14,000	14,000	7,500	4,500	3,000	2,200	1,700	1,400	1,000	650	400	300	200
26	15,000	15,000	8,000	5,000	3,500	2,400	1,850	1,500	1,250	700	450	350	230
30	16,000	16,000	9,000	6,000	4,000	2,800	2,100	1,800	1,300	800	500	400	275
40	17,000	17,000	11,000	7,500	5,500	3,500	2,800	2,500	1,400	1,025	630	450	300
60	18,000	18,000	13,000	9,000	7,000	5,000	4,000	3,700	1,600	1,450	915	600	400
78	20,000	20,000	15,000	10,500	8,500	6,500	5,000	4,800	1,800	1,800	1,150	750	500
97	20,000	20,000	17,000	12,000	10,000	8,000	6,500	6,000	4,600	2,200	1,450	925	600

CylModeDecel - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	55	40	30	20	20	15	10	10	8	8	7	6	6
6	50	30	30	22	20	16	10	9	7	7	7	5	5
8	65	45	35	30	25	18	10	8	8	6	6	5	5
10	75	50	45	40	32	23	12	10	9	6	6	5	5
12	80	55	50	45	35	25	15	11	10	6	7	5	5
14	85	60	55	50	38	28	18	13	11	7	7	6	6
16	90	60	60	50	40	30	20	15	12	9	7	7	7
18	95	60	60	50	40	33	22	18	13	10	8	7	7
20	100	75	60	50	40	35	25	20	15	10	9	7	7
22	110	90	60	50	45	38	30	22	17	12	10	8	8
24	140	100	70	60	50	40	35	25	18	14	11	8	8
26	190	110	80	70	60	43	38	28	20	15	12	8	8
30	210	125	120	100	80	45	40	35	25	18	15	9	9

Initial Supporting table - CylModeDecel

40	235	150	150	125	100	60	44	40	25	20	18	10	10
60	340	220	175	150	125	80	60	50	35	25	22	13	13
78	430	280	220	200	155	100	80	70	50	35	28	16	16
97	540	350	270	240	190	120	100	90	65	50	35	20	20

Initial Supporting table - CylModeJerk

Description: Crankshaft jerk threshold. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_ddt_CylinderMode

CylModeJerk - Part 1

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	8,000	6,000	3,500	2,000	1,500	950	750	550	325	275	160	120	100
6	8,000	7,000	4,000	2,400	1,900	1,300	900	700	500	325	250	175	125
8	10,000	10,000	6,000	3,000	2,200	1,800	1,200	900	750	500	325	225	175
10	12,000	12,000	8,000	4,000	2,800	2,200	1,600	1,400	900	600	400	275	215
12	14,000	14,000	10,000	5,500	3,400	2,600	2,000	1,600	1,100	800	500	325	250
14	16,000	16,000	12,000	7,000	4,000	3,000	2,400	2,000	1,400	850	600	375	300
16	18,000	18,000	14,000	9,000	5,000	3,500	3,200	2,200	1,500	900	650	400	325
18	20,000	20,000	16,000	10,500	6,000	4,000	3,800	2,400	1,800	1,100	750	435	350
20	20,000	20,000	18,000	12,000	7,000	4,500	4,000	2,800	2,000	1,200	800	465	375
22	20,000	20,000	20,000	14,000	8,000	5,000	4,400	3,200	2,300	1,250	850	500	400
24	20,000	20,000	20,000	16,000	9,000	5,500	4,800	3,600	2,600	1,400	900	600	425
26	20,000	20,000	20,000	18,000	10,000	6,000	5,500	4,000	3,000	1,500	1,000	650	480
30	20,000	20,000	20,000	20,000	12,000	8,000	7,000	5,000	3,500	1,800	1,250	800	600
40	20,000	20,000	20,000	20,000	14,000	10,000	9,000	6,500	4,000	2,400	1,500	975	750
60	20,000	20,000	20,000	20,000	16,000	12,000	11,000	8,000	5,000	3,400	2,280	1,420	1,050
78	20,000	20,000	20,000	20,000	18,000	14,000	13,000	10,000	7,000	4,400	3,000	1,800	1,330
97	20,000	20,000	20,000	20,000	20,000	16,000	15,000	12,000	9,000	5,500	3,700	2,255	1,650

CylModeJerk - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	75	60	50	35	30	20	13	10	8	7	6	6	6
6	85	65	60	45	40	25	16	10	8	7	7	6	6
8	113	90	80	65	50	35	22	15	10	7	6	6	6
10	150	115	90	75	60	40	28	20	15	9	7	6	6
12	175	130	95	80	75	45	30	22	18	12	9	8	8
14	190	140	100	85	80	55	35	25	22	14	11	10	10
16	200	150	110	90	85	60	38	28	23	16	14	11	11
18	250	150	120	95	90	65	42	30	24	17	15	12	12
20	275	175	135	100	95	70	47	32	25	18	16	12	12
22	310	200	150	100	100	75	52	35	26	19	17	12	12
24	350	250	180	125	115	80	55	38	27	20	18	13	13
26	380	300	200	150	130	85	60	42	28	22	20	13	13
30	420	350	250	250	185	95	65	55	35	25	22	14	14

Initial Supporting table - CylModeJerk

40	555	420	300	300	225	120	75	65	45	35	25	15	15
60	815	450	430	400	300	160	120	95	65	50	40	23	23
78	1,045	780	550	520	400	225	150	120	80	65	50	28	28
97	1,300	980	700	635	500	280	185	150	100	80	60	35	35

Initial Supporting table - EngineOverSpeedLimit

Description: Engine OverSpeed Limit versus gear

Notes: Used for P0300-P0308. Cal Name: KaEOSC_n_EngOvrspdLimitGear

EngineOverSpeedLimit - Part 1

y/x	CeTGRR_e_TransGr1	CeTGRR_e_TransGr2	CeTGRR_e_TransGr3	CeTGRR_e_TransGr4	CeTGRR_e_TransGr5	CeTGRR_e_TransGr6	CeTGRR_e_TransGrEVT1
1	6,900	6,900	6,900	6,900	6,900	6,900	6,900

EngineOverSpeedLimit - Part 2

y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	6,900	4,000	6,900	4,000	6,900	6,900	

Initial Supporting table - IdleCyl_Decel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMSFD_dt_IdleCylinderMode

y/x	400	500	600	650	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800
3	6,000	6,000	3,500	2,550	1,600	1,200	700	500	400	300	250	150	125
6	6,000	6,000	4,000	3,000	2,000	1,500	700	500	350	300	250	135	100
8	7,000	6,000	4,000	3,000	2,000	1,500	800	600	400	350	235	150	100
10	8,000	7,000	4,000	3,200	2,400	1,500	900	750	600	400	225	175	125
12	9,000	8,000	4,000	3,250	2,500	1,500	1,000	850	700	450	250	200	150
14	10,000	9,000	4,500	3,500	2,500	2,000	1,300	1,000	800	500	300	225	165
16	10,000	10,000	5,000	3,875	2,750	2,000	1,500	1,200	900	550	350	250	180
18	11,000	11,000	5,500	4,250	3,000	2,000	1,800	1,400	1,000	600	400	300	190
20	12,000	12,000	6,000	4,750	3,500	2,500	2,000	1,500	1,100	700	450	350	200
22	13,000	13,000	7,000	5,500	4,000	2,750	2,100	1,600	1,200	800	500	400	250
24	14,000	14,000	7,500	6,000	4,500	3,000	2,200	1,700	1,300	1,000	600	400	300
26	15,000	15,000	8,000	6,500	5,000	3,500	2,400	1,850	1,400	1,250	700	450	350
28	15,500	15,500	8,500	7,000	5,500	3,750	2,600	1,975	1,600	1,275	750	475	375
30	16,000	16,000	9,000	7,500	6,000	4,000	2,800	2,100	1,800	1,300	800	500	400
32	16,200	16,200	9,400	7,850	6,300	4,300	2,940	2,240	1,940	1,320	845	526	410
34	16,400	16,400	9,800	8,200	6,600	4,600	3,080	2,380	2,080	1,340	890	552	420
36	16,600	16,600	10,200	8,550	6,900	4,900	3,220	2,520	2,220	1,360	935	578	430

Initial Supporting table - IdleCyl_Jerk

Description: Crankshaft jerk threshold. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMSFD_ddt_IdleCylinderMode

y/x	400	500	600	650	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800
3	8,000	6,000	3,500	2,750	2,000	1,500	950	750	550	400	300	200	150
6	8,000	7,000	4,000	3,200	2,400	1,800	1,100	900	700	500	300	200	175
8	10,000	10,000	6,000	4,500	3,000	2,000	1,250	1,000	800	600	300	225	225
10	12,000	12,000	8,000	6,000	4,000	2,500	1,300	1,100	900	700	300	250	250
12	14,000	14,000	10,000	7,750	5,500	3,000	1,500	1,250	1,100	750	300	300	300
14	16,000	16,000	12,000	9,500	7,000	4,000	2,000	1,500	1,300	800	350	350	350
16	18,000	18,000	14,000	11,500	9,000	5,000	3,000	2,000	1,500	900	400	400	400
18	20,000	20,000	16,000	13,250	10,500	6,000	4,000	3,000	2,000	1,000	500	450	435
20	20,000	20,000	18,000	15,000	12,000	7,000	4,500	4,000	2,500	1,200	600	600	465
22	20,000	20,000	20,000	17,000	14,000	8,000	5,000	4,400	3,000	1,400	750	750	500
24	20,000	20,000	20,000	18,000	16,000	9,000	5,500	4,800	3,500	1,600	1,000	900	600
26	20,000	20,000	20,000	19,000	18,000	10,000	6,000	5,500	4,000	2,000	1,250	1,000	650
28	20,000	20,000	20,000	19,500	19,000	11,000	7,000	6,250	4,500	2,500	1,500	1,125	725
30	20,000	20,000	20,000	20,000	20,000	12,000	8,000	7,000	5,000	3,000	1,800	1,250	800
32	20,000	20,000	20,000	20,000	20,000	12,400	8,400	7,400	5,300	3,500	1,920	1,300	835
34	20,000	20,000	20,000	20,000	20,000	12,800	8,800	7,800	5,600	3,700	2,040	1,350	870
36	20,000	20,000	20,000	20,000	20,000	13,200	9,200	8,200	5,900	3,800	2,160	1,400	905

Initial Supporting table - IdleSCD_Decel

Description: Crankshaft decel threshold while in SCD mode. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_dt_SCD_IdleMode
Note: Misfire's Load term is %, but not PID$04. PID $04 is not robust to temperature and alititude shifts. (especially decel and jerk thresholds since they track actual air trapped in cylinder)

y/x	400	500	600	650	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
28	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
32	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
34	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
36	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - IdleSCD_Jerk

Description: Crankshaft jerk threshold while in SCD mode. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_ddt_SCD_IdleMode

y/x	400	500	600	650	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
28	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
32	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
34	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
36	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - Number of Normals

Description: Number of Normals for the Driveline Ring Filter
After a low level misfire, another misfire may not be detectable until driveline ringing ceases. If no ringing seen, stop filter early.

Notes: Used for P0300-P0308. Cal Name: KaMSFD_Cnt_NumOfNormalsFil

y/x	0	1	2	3	4	5	6	7	8
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Initial Supporting table - P0089 - P163A - P228C - P228D - P0191 - KtFHPD_t_PumpCntrlEngRunThrsh

Description: The High Pressure Control Performance Diagnostic and Pump Current Diagnostic will not run when the engine run time is below this timer following an engine start.

Notes:

y/x	-30	-20	-10	0	10	20	80	100	110
1	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0	120.0

Initial Supporting table - P00C6 - KtFHPC_p_HighPressStart

Description: This calibration is the minimum pressure in MPa that will exit High Pressure Start mode and allow fuel delivery

Notes:

y/x	-40	-32	-24	-16	-8	0	8	16	20	24	32	40	48	64	80	96	112
0	6.3	6.3	6.3	5.0	2.5	1.6	1.3	1.0	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7
13	6.3	6.3	6.3	5.0	2.5	1.6	1.3	1.0	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7
25	7.8	7.8	7.8	7.0	4.8	2.5	1.7	1.4	1.1	1.1	1.1	0.9	0.9	0.7	0.7	0.7	0.7
38	10.3	10.3	10.3	9.0	5.8	2.5	2.1	1.7	1.5	1.4	1.4	0.9	0.9	0.7	0.7	0.7	0.7
50	10.3	10.3	10.3	9.0	6.5	4.0	2.4	2.1	1.8	1.7	1.6	1.0	1.0	0.7	0.7	0.7	0.7
63	10.3	10.3	10.3	9.0	6.5	4.0	2.8	2.5	2.1	2.0	1.9	1.1	1.0	0.7	0.7	0.7	0.7
75	10.3	10.3	10.3	10.0	7.0	5.0	3.2	2.8	2.4	2.3	2.2	1.1	1.1	0.7	0.7	0.7	0.7
88	12.3	12.3	12.3	12.0	10.5	7.0	3.2	2.8	2.4	2.3	2.2	1.1	1.1	0.7	0.7	0.7	0.7
100	12.3	12.3	12.3	12.0	10.5	7.0	3.2	2.8	2.4	2.3	2.2	1.1	1.1	0.7	0.7	0.7	0.7

Initial Supporting table - P00C6 - KtFHPC_t_HighPressStartTmout

Description: High Pressure Pump Control Mode will exit (Fuel will be delivered) if this timeout in seconds is reached.

Notes:

y/x	-40	-32	-24	-16	-8	0	8	16	20	24	32	40	48	64	80	96	112
1	12.8	12.8	11.5	10.0	8.0	5.8	5.3	5.0	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	6.0

Initial Supporting table - P00C6 - KtFHPD_Cnt_HPS_PressFallLoThrsh

Description: The maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure Start (HPS) is executed but before engine is in run mode.

Notes:

y/x	-40	-32	-24	-16	-8	0	8	16	20	24	32	40	48	64	80	96	112
0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
13	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
25	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
38	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
63	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
75	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
88	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
100	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P00C6 - KtFHPD_p_HPS_PressFallLoThrsh

Description: The minimum acceptable value of fuel rail pressure after High Pressure Start (HPS) is executed. This ensures the pressure does not fall off drastically after High Pressure Start (HPS) is executed, but before engine is in run mode.

Notes: Axes are

y/x	-40	-32	-24	-16	-8	0	8	16	20	24	32	40	48	64	80	96	112
0	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
13	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
25	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
38	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
50	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
63	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
75	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
88	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
100	2.0	2.0	2.0	2.0	2.0	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

Initial Supporting table - P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage

Description: Identifies which Long Term Fuel Trim Cell I.D.s are used for diagnosis. Only cells identified as "CeFADD_e_NonSelectedCell" are not used for diagnosis.

Notes: DTCs: P0171, P0172, P0174, P0175; Calibration Name: KaFADD_e_SelectCellSet; Axis is Long Term Fuel Trim Cell I.D.

P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - Part 1				
y/x	CeFADR_e_Cell00_PurgOnAirMode5	CeFADR_e_Cell01_PurgOnAirMode4	CeFADR_e_Cell02_PurgOnAirMode3	CeFADR_e_Cell03_PurgOnAirMode2
1	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell
P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - Part 2				
y/x	CeFADR_e_Cell04_PurgOnAirMode1	CeFADR_e_Cell05_PurgOnAirMode0	CeFADR_e_Cell06_PurgOnIdle	CeFADR_e_Cell07_PurgOnDecel
1	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_NonSelectedCell
P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - Part 3				
y/x	CeFADR_e_Cell08_PurgOffAirMode5	CeFADR_e_Cell09_PurgOffAirMode4	CeFADR_e_Cell10_PurgOffAirMode3	CeFADR_e_Cell11_PurgOffAirMode2
1	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell
P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - Part 4				
y/x	CeFADR_e_Cell12_PurgOffAirMode1	CeFADR_e_Cell13_PurgOffAirMode0	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_NonSelectedCell

Initial Supporting table - P0191 - KtFHPD_Cnt_SnsPrfIdlePumpOffDly

Description: The delay counter following the disabling of the high pressure pump used Only for the Sensor Performance Idle Test

Notes:

y/x	0	13	25	38	50	63	75	88	100
65	195.0	195.0	195.0	195.0	195.0	195.0	195.0	195.0	195.0
70	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0	190.0
75	185.0	185.0	185.0	185.0	185.0	185.0	185.0	185.0	185.0
80	180.0	180.0	180.0	180.0	180.0	180.0	180.0	180.0	180.0
85	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0
90	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
95	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0
100	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0
105	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0

Initial Supporting table - P0191 - KtFHPD_t_SnsPrfStuckCrankTmout

Description: The maximum crank time allowed before allowing the Sensor Performance Stuck Test to fail

Notes:

y/x	-30	-20	-10	0	10	20	80	100	110
1	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P0234_KtBSTD_p_CntrlDevBasLim

Description: Overboost in open loop diagnose failure limit.

Notes: X-Axis: KnBSTD_p_CntrlDevDiagAmbCorrBP - Ambient Air Pressure
Y-Axis: KnBSTD_n_CntrlDevDiagAmbCorrBP - Engine Speed

y/x	60.0	70.0	80.0	90.0	100.0	110.0
1,500	90.000	90.000	80.000	70.000	60.000	60.000
2,500	62.000	52.000	32.000	30.000	30.000	30.000
3,000	42.000	25.000	10.000	10.000	10.000	10.000
4,000	30.000	10.000	10.000	10.000	10.000	10.000
5,000	30.000	10.000	10.000	10.000	10.000	10.000
6,000	30.000	10.000	10.000	10.000	10.000	10.000

Initial Supporting table - P0299_KtBSTD_p_CntrlDevDsrdRtHi

Description: Allowed positive rate limit on desired boost pressure. In allowed kPa per 100 ms.

Notes: X-Axis: KnBSTD_n_CntrlDevDiagEngSpdBP - Engine Speed

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
1	2.000	2.500	2.700	2.900	3.000	3.000	3.100	3.200	3.500	4.000

Initial Supporting table - P0299_KtBSTD_p_CntrlDevDsrdRtLo

Description: Allowed negative rate limit on desired boost pressure. In allowed kPa per 100 ms.

Notes: X-Axis: KnBSTD_n_CntrlDevDiagEngSpdBP - Engine Speed

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
1	-200.00	-200.00	-200.00	-200.00	-200.00	-200.00	-200.00	-200.00	-200.00	-200.00

Initial Supporting table - P0324_PerCyl_ExcessiveKnock_Threshold

Description: Fail threshold for the Knock Performance per-cylinder Excessive Knock Diagnostic

Notes: Used for P0324. Cal Name: KtKNKD_k_PerfCylFiltKnkIntThrsh. X-axis = Engine Speed (RPM), Diagnostic fails when VaKNKD_k_PerCylKnockIntFilt[cyl] > KtKNKD_k_PerfCylFiltKnkIntThrsh

y/x	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69	1.69

Initial Supporting table - P0325_P0330_OpenCktThrshMax (20 kHz)

Description: Knock Open Circuit Diagnostic Maximum Threshold when using the 20 kHz method (see "OpenMethod" description)

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenMax20K. x-axis = Engine Speed (RPM).

Diagnostic fails when the filtered diagnostic output is between the OpenCktThrshMin and OpenCktThrshMax:
i.e.: KtKNKD_k_OpenMin20K < VaKNKD_k_OpenFiltIntensity < KtKNKD_k_OpenMax20K.

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	8.0703	8.5195	8.5078	8.4121	8.4160	8.3320	8.4141	8.4141	8.7715	8.2207	8.0234	7.6289	7.2500	7.2500	7.2500	7.2500	7.2500

Initial Supporting table - P0325_P0330_OpenCktThrshMax (Normal Noise)

Description: Knock Open Circuit Diagnostic Minimum Threshold when using the Normal Noise method (see "OpenMethod" description): When using the Normal Noise method (see "OpenMethod" description).

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenMaxNN. x-axis = Engine Speed (RPM)

Diagnostic fails when the filtered diagnostic output is between the OpenCktThrshMin and OpenCktThrshMax:
i.e.: KtKNKD_k_OpenMinNN < VaKNKD_k_OpenFiltIntensity < KtKNKD_k_OpenMaxNN.

y/x	2,700	2,900	3,000	3,250	3,500	3,750	4,000	4,250	4,500	4,750	5,000	5,500	6,000	6,500	7,000	7,500	8,500
1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Initial Supporting table - P0325_P0330_OpenCktThrshMin (20 kHz)

Description: Knock Open Circuit Diagnostic Minimum Threshold when using the 20 kHz method (see "OpenMethod" description)

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenMin20K. x-axis = Engine Speed (RPM)

Diagnostic fails when the filtered diagnostic output is between the OpenCktThrshMin and OpenCktThrshMax:
i.e.: KtKNKD_k_OpenMin20K < VaKNKD_k_OpenFiltIntensity < KtKNKD_k_OpenMax20K.

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	2.8887	3.0430	3.0410	2.9941	2.9902	2.9648	2.9961	2.9980	3.1523	2.9336	2.8887	2.7480	2.6309	2.6309	2.6309	2.6309	2.6309

Initial Supporting table - P0325_P0330_OpenCktThrshMin (Normal Noise)

Description: Knock Open Circuit Diagnostic Minimum Threshold when using the Normal Noise method (see "OpenMethod" description): When using the Normal Noise method (see "OpenMethod" description).

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenMinNN. x-axis = Engine Speed (RPM)

Diagnostic fails when the filtered diagnostic output is between the OpenCktThrshMin and OpenCktThrshMax:
i.e.: KtKNKD_k_OpenMinNN < VaKNKD_k_OpenFiltIntensity < KtKNKD_k_OpenMaxNN.

y/x	2,700	2,900	3,000	3,250	3,500	3,750	4,000	4,250	4,500	4,750	5,000	5,500	6,000	6,500	7,000	7,500	8,500
1	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Initial Supporting table - P0325_P0330_OpenMethod_2

Description: Defines which Knock Open Circuit Diagnostic method to use.

Notes: Used for P0325 and P0330. Cal name: KaKNKD_e_OpenMethod. x-axis = Engine Speed Index, 500 to 8500 (RPM) by 500 rpm increments.

Selects 1 of 3 available methods: "20kHz Method", "Normal Noise Method," or "None" (note: "None" = disabled at that rpm). The mode chosen dictates which set of threshold tables are used. Typically, either: A) the 20 kHz Method is used for all RPM or B) the 20 kHz Method is used for low/medium RPM and the Normal Noise Method is used for high RPM.

P0325_P0330_OpenMethod_2 - Part 1					
y/x	0	1	2	3	4
1	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz
P0325_P0330_OpenMethod_2 - Part 2					
y/x	5	6	7	8	9
1	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz
P0325_P0330_OpenMethod_2 - Part 3					
y/x	10	11	12	13	14
1	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz
P0325_P0330_OpenMethod_2 - Part 4					
y/x	15	16			
1	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz			

Initial Supporting table - P0326_P0331_AbnormalNoise_CylsEnabled

Description: Specifies which cylinders will be used for the Abnormal Noise portion of the performance diagnostics (1 = cylinder used, 0 = cylinder not used)

Notes: Used for P0324, P0326 and P0331. Cal name: KaKNKD_b_PerfAbnIncludeCyl. x-axis = Cylinder number in firing order (i.e. Cyl 0 = first cylinder in firing order, Cyl 1 = second cylinder in firing order....)

A cal value = 1 specifies the cylinder is used for the Abnormal Noise diagnostic. A cal value = 0 specifies the cylinder is not used. Only the first four values in the table are relavent for a four-cylinder engine and only the first six values in the table are relavent for a six-cylinder engine.

Typically, all cylinders are used. Cylinders are only excluded if the signal from that cylinder is weak and there is no separation between normal and faulted conditions (can occur if the sensor location results in poor signal-to-noise ratio for a given cylinder).

y/x	0	1	2	3	4	5	6	7
1	1	1	1	1	0	0	0	0

Initial Supporting table - P0326_P0331_AbnormalNoise_Threshold

Description: Fail threshold for the Knock Performance Abnormal Noise Diagnostic

Notes: Used for P0324, P0326 and P0331. Cal Name: KtKNKD_k_PerfAbnLimitLo. X-axis = Engine Speed (RPM). Diagnostic fails when VaKNKD_k_PerfCylAbnFiltIntnsity < KtKNKD_k_PerfAbnLimitLo

y/x	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.881	0.721	0.590	0.483	0.396	0.324	0.266	0.217	0.178	0.146	0.119	0.098	0.080	0.065	0.054	0.044	0.036

Initial Supporting table - P0442 Engine Off Time Before Vehicle Off Maximum as a Function of Estimated Ambient Temperature Table

Description: Data is Engine Off Time Before Vehicle Off Maximum Table (in seconds) and Axis is Estimated Ambient Coolant in Deg C

Notes: KtEONV_t_EngOffTimeBefVehOffMax

y/x	-10	-4	1	7	13	18	24	29	35	41	46	52	58	63	69	74	80
1	44	44	44	44	68	82	105	153	320	480	480	480	480	480	480	480	480

Initial Supporting table - P0442 EONV Pressure Threshold (Pascals) Table

Description: Data is EONV Pressure Threshold in Pascals, X axis (horizontal) is fuel level in % from 0 to 100 with step size 6.25, and Y axis (vertical) is temperature in deg C from -10 to 80 with step size 5.625

Notes: KtEONV_p_PressureThreshold

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
2	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
3	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
4	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
5	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
6	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
7	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
9	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
10	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
11	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
12	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
13	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
14	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
15	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
16	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8
17	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8	-323.8

Initial Supporting table - P0442 Volatility Time as a Function of Estimate of Ambient Temperature

Description: Data is Volatility Time (in seconds) and Axis is Estimated Ambient Coolant in Deg C

Notes: KtEONV_t_VolatilityTimeMax

y/x	-10	-4	1	7	13	18	24	29	35	41	46	52	58	63	69	74	80
1	30	30	45	60	80	120	220	300	400	400	400	400	400	400	400	400	400

Initial Supporting table - P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level Table

Description: Data is Purge Valve Leak Test Engine Vacuum Test Time (in seconds) and Axis is Fuel Level in %

Notes: KtEVPD_t_PVLT_EngineVacTimeCold

y/x	0	6	12	19	25	31	37	44	50	56	62	69	75	81	87	94	100
1	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67

Initial Supporting table - P0521_LowMinOilPresFail - Two Stage Oil Pump

Description: Minimum expected oil presure readings

Notes: For P0521: KtLUBD_p_OP_SnsrMinOilPresFail with X Axis is defined by KnLUBD_n_OP_SnsrMinRPMAxs

y/x	1,000.0	1,500.0	2,000.0	2,500.0	3,000.0	3,500.0	4,000.0	4,500.0	5,000.0
1.0	125.1	188.7	197.2	211.4	224.3	231.3	237.2	244.4	250.0

Initial Supporting table - P0521_P06DD_P06DE_OP_HiStatePressure

Description: Two Stage Oil Pump Oil Pressure in High State

Notes: For P0521, P06DD and P06DE: KtLUBD_p_OP_OilPresHighState with X Axis is defined by KnLUBD_n_OP_OilPresRPMAxs and Y Axis is defined by KnLUBD_T_OP_OilPresTempAxs

y/x	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0
1,000.0	519.5	489.4	459.3	429.2	399.1	369.0	338.9	308.8	278.7
1,500.0	568.9	544.6	520.3	496.0	471.7	447.4	423.1	398.8	374.4
2,000.0	604.1	581.6	559.2	536.7	514.3	491.8	469.3	446.8	424.4
2,500.0	622.6	600.9	579.3	557.8	536.1	514.6	492.9	471.4	449.8
3,000.0	624.6	604.8	584.9	565.1	545.3	525.4	505.6	485.8	466.0
3,500.0	613.8	597.4	580.9	564.5	548.0	531.6	515.1	498.7	482.2
4,000.0	596.9	584.9	573.1	561.2	549.3	537.4	525.5	513.6	501.7
4,500.0	583.4	575.7	567.9	560.2	552.4	544.7	536.9	529.2	521.5
5,000.0	586.3	579.6	572.9	566.2	559.5	552.8	546.1	539.4	532.7

Initial Supporting table - P0606_Program Sequence Watch Enable f(Core, Loop Time)

Description: The enabling flags for the program sequence watch as a function of processor core and operating loop time sequence.

Notes: P0606, KaPISD_b_ProgSeqWatchEnbl

y/x	CeTSKR_e_CPU	CeTSKR_e_CPU2
CePISR_e_6p25msSeq	1	1
CePISR_e_12p5msSeq	1	1
CePISR_e_25msSeq	1	1
CePISR_e_LORES_C	1	1

Initial Supporting table - P06B6_P06B7_OpenTestCktThrshMax

Description: Knock Open Circuit Minimum Threshold for Internal Circuit Diagnostic. Used only when the 20 kHz method is being used (see "OpenMethod" description). The Open Test Circuit ensures that the internal circuit used to generate the 20 kHz signal for the Open Circuit diags (P0325, P0330) is within range.

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenTestCktMax. x-axis = Engine Speed (RPM).

Diagnostic fails when the filtered diagnostic output is between the OpenTestCktThrshMin and OpenTestCktThrshMax:
i.e. KtKNKD_k_OpenTestCktMin < VaKNKD_k_OpenTestCktIntFilter < KtKNKD_k_OpenTestCktMax

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.209	0.209	0.215	0.215	0.232	0.232	0.232	0.271	0.305	0.367	0.588	0.576	0.592	0.592	0.592	0.592	0.592

Initial Supporting table - P06B6_P06B7_OpenTestCktThrshMin

Description: Knock Open Circuit Minimum Threshold for Internal Circuit Diagnostic. Used only when the 20 kHz method is being used (see "OpenMethod" description). The Open Test Circuit ensures that the internal circuit used to generate the 20 kHz signal for the Open Circuit diags (P0325, P0330) is within range.

Notes: Used for P0325 and P0330. Cal name: KtKNKD_k_OpenTestCktMin. x-axis = Engine Speed (RPM).

Diagnostic fails when the filtered diagnostic output is between the OpenTestCktThrshMin and OpenTestCktThrshMax:
i.e. KtKNKD_k_OpenTestCktMin < VaKNKD_k_OpenTestCktIntFilter < KtKNKD_k_OpenTestCktMax

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.102	0.102	0.104	0.104	0.115	0.115	0.115	0.139	0.154	0.191	0.320	0.311	0.322	0.322	0.322	0.322	0.322

Initial Supporting table - P06DD_P06DE_MaxEnableTorque_OP

Description: Two Stage Oil Pump Rationality Test Torque Max Enable Threshold

Notes: For P06DD and P06DE: KtLUBD_M_OP_InDiagEngTorqMax with X Axis is defined by KnLUBD_n_OP_InDiEngTorqMxRPMAxs

y/x	1,000.0	1,250.0	1,500.0	1,750.0	2,000.0	2,250.0	2,500.0	2,750.0	3,000.0
1.0	0.0	0.0	140.0	140.0	140.0	140.0	140.0	0.0	0.0

Initial Supporting table - P06DD_P06DE_MinEnableTorque_OP

Description: Two Stage Oil Pump Rationality Test Torque Min Enable Threshold

Notes: For P06DD and P06DE: KtLUBD_M_OP_InDiagEngTorqMin with X Axis is defined by KnLUBD_n_OP_InDiEngTorqMnRPMAxs

y/x	1,000.0	1,250.0	1,500.0	1,750.0	2,000.0	2,250.0	2,500.0	2,750.0	3,000.0
1.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0

Initial Supporting table - P06DD_P06DE_MinOilPressThresh

Description: Intrusive diagnostic minimum pressure limit that is a function of Engine Speed and Oil Temperature

Notes: For P06DD and P06DE: KtLUBD_p_InDiagMinPresThresh with X Axis is defined by KnLUBD_n_OP_OilPresRPMAxs and Y Axis is defined by KnLUBD_T_OP_OilPresTempAxs

y/x	40	50	60	70	80	90	100	110	120
1,000	25	32	38	45	52	59	65	68	71
1,500	25	32	38	45	52	59	65	68	71
2,000	25	32	38	45	52	59	65	68	71
2,500	25	32	38	45	52	59	65	68	71
3,000	25	32	38	45	52	59	65	68	71
3,500	25	32	38	45	52	59	65	68	71
4,000	25	32	38	45	52	59	65	68	71
4,500	25	32	38	45	52	59	65	68	71
5,000	25	32	38	45	52	59	65	68	71

Initial Supporting table - P06DD_P06DE_OP_LoStatePressure

Description: Two Stage Oil Pump Oil Pressure in Low State

Notes: For P06DD and P06DE: KtLUBD_p_OP_OilPresLowState with X Axis is defined by KnLUBD_n_OP_OilPresRPMAxs and Y Axis is defined by KnLUBD_T_OP_OilPresTempAxs

y/x	40	50	60	70	80	90	100	110	120
1,000	351	338	325	313	300	287	274	261	248
1,500	372	362	352	342	332	322	311	301	291
2,000	383	374	365	356	348	339	330	321	312
2,500	385	378	370	363	355	347	340	332	325
3,000	382	376	370	364	358	352	347	341	335
3,500	376	371	367	362	358	353	348	344	339
4,000	370	366	363	360	356	353	350	346	343
4,500	365	363	361	359	357	355	352	350	348
5,000	366	364	363	361	359	357	355	353	351

Initial Supporting table - P06DD_P06DE_OP_StateChangeMin

Description: Minimum allowed pressure change on a Two Stage Oil Pump state change

Notes: For P06DD and P06DE: KtLUBD_p_OP_StateChangeMin with X Axis is defined by KnLUBD_n_OP_OilPresRPMAxs and Y Axis is defined by KnLUBD_T_OP_OilPresTempAxs

y/x	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0
1,000.0	80.0	50.0	42.0	35.0	28.0	21.0	14.0	6.0	0.0
1,500.0	79.0	72.0	65.0	58.0	51.0	44.0	36.0	29.0	22.0
2,000.0	91.0	84.0	77.0	70.0	62.0	55.0	49.0	41.0	34.0
2,500.0	97.0	90.0	84.0	77.0	70.0	64.0	57.0	51.0	44.0
3,000.0	99.0	93.0	87.0	81.0	75.0	69.0	62.0	56.0	50.0
3,500.0	103.0	98.0	92.0	87.0	81.0	75.0	70.0	65.0	59.0
4,000.0	105.0	101.0	96.0	92.0	88.0	84.0	80.0	76.0	72.0
4,500.0	105.0	102.0	99.0	96.0	93.0	90.0	87.0	85.0	82.0
5,000.0	106.0	105.0	102.0	100.0	98.0	96.0	94.0	92.0	90.0

Initial Supporting table - P171D hydraulic pressure delay

Description: Time to delay the initial x of y counter due to hydraulic transients. Thresholds are a function of transmission fluid temperature. Horizontal axis is transmission fluid temperature (DegC) and table output is delay time (seconds).

Notes: KtTAPD_t_PERF_HydPresDelayTmr

y/x	-40.00	0.00	20.00	30.00	40.00	50.00	60.00
1.00	0.09	0.09	0.08	0.08	0.08	0.08	0.08

Initial Supporting table - P171D predicted turbine speed error

Description: Predicted turbine speed vs actual turbine speed error. Thresholds are a function of engine speed and transmission fliud temperature. Diagnostic is considered failing above these values. Table vertical axis is engine speed (RPM), horizontal axis is transmission fluid temperature (DegC) and table output is predicted turbine speed error (RPM).

Notes: KtTAPD_n_PERF_TurbSpdFailThsh

y/x	-40.00	0.00	10.00	20.00	40.00
0.00	350.00	350.00	350.00	350.00	350.00
500.00	350.00	350.00	350.00	350.00	350.00
1,100.00	350.00	350.00	350.00	350.00	350.00
1,500.00	350.00	350.00	350.00	350.00	350.00
2,500.00	350.00	350.00	350.00	350.00	350.00

Initial Supporting table - P171D transmission forward gear ratios

Description: Transmission forward gear ratio's (1-6). These values represent the nominal forward gear ratios. These values are used along with the following calibrations to define the valid ratio bands. Units are ratio.

KeCSSD_pct_RVT_1stHighMult
KeCSSD_pct_RVT_1stLowMult
KeCSSD_pct_RVT_HighMult
KeCSSD_pct_RVT_LowMult

Notes: KaTAPD_r_TransRatios(x)

y/x	0.00	1.00	2.00	3.00	4.00	5.00
1.00	4.53	2.91	1.88	1.43	1.00	0.75

Initial Supporting table - P219A Normalizer Bank1 Table

Description: Bank 1 Normalizer table used in the calculation of the Ratio for the current sample period.

Notes: DTCs: P219A; Calibration Name: KtFABD_U_Normalizer1; Horizontal axis is RPM; Vertical Axis is Air Per Cylinder (APC) in mg/cylinder

y/x	250	500	750	1,000	1,250	1,500	1,750	2,000	2,250	2,500	2,750	3,000	3,500	4,000	4,500	5,000	6,000
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
160	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
200	0.00	0.00	0.00	15.00	6.25	11.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
240	0.00	0.00	0.00	0.00	45.00	52.00	41.50	13.75	13.50	17.00	17.50	0.00	3.00	0.00	0.00	0.00	0.00
280	0.00	0.00	0.00	0.00	86.75	91.25	82.75	38.25	43.50	40.50	40.00	12.00	19.50	0.00	0.00	0.00	0.00
320	0.00	0.00	0.00	0.00	149.00	106.50	92.75	55.00	67.00	63.25	59.50	34.00	41.50	0.00	0.00	0.00	0.00
360	0.00	0.00	0.00	0.00	182.75	147.00	108.00	83.50	90.75	76.25	65.00	47.75	51.00	0.00	0.00	0.00	0.00
400	0.00	0.00	0.00	0.00	217.75	182.25	146.00	115.00	109.25	96.50	78.50	70.00	51.00	0.00	0.00	0.00	0.00
440	0.00	0.00	0.00	0.00	227.50	207.50	182.50	137.75	122.25	117.00	95.50	85.25	0.00	0.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	245.25	241.00	213.75	158.50	142.50	123.00	109.50	0.00	0.00	0.00	0.00	0.00	0.00
520	0.00	0.00	0.00	0.00	264.50	231.50	227.25	179.50	151.25	136.50	119.50	0.00	0.00	0.00	0.00	0.00	0.00
560	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
640	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
720	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Initial Supporting table - P219A Quality Factor Bank1 Table

Description: Bank 1 lookup table of Quality Factors used in the calculation of the Ratio for the current sample period

Notes: DTCs: P219A; Calibration Name: KtFABD_K_QualFactor1; Horizontal axis is RPM; Vertical Axis is Air Per Cylinder (APC) in mg/cylinder

y/x	250	500	750	1,000	1,250	1,500	1,750	2,000	2,250	2,500	2,750	3,000	3,500	4,000	4,500	5,000	6,000
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
160	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
200	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
240	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
280	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
320	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
360	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
400	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
440	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
520	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
560	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
640	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
720	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Initial Supporting table - P219A Variance Threshold Bank1 Table

Description: Bank 1 lookup table of Variance metric used to calculate the Ratio for the current sample period

Notes: DTCs: P219A; Calibration Name: KtFABD_U_VarThresh1; Horizontal axis is RPM; Vertical Axis is Air Per Cylinder (APC) in mg/cylinder

y/x	250	500	750	1,000	1,250	1,500	1,750	2,000	2,250	2,500	2,750	3,000	3,500	4,000	4,500	5,000	6,000
40	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
80	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
120	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
160	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
200	9,999.00	9,999.00	9,999.00	12.00	8.50	9.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
240	9,999.00	9,999.00	9,999.00	9,999.00	12.75	13.50	7.75	20.00	7.25	8.00	6.75	9,999.00	7.75	9,999.00	9,999.00	9,999.00	9,999.00
280	9,999.00	9,999.00	9,999.00	9,999.00	21.50	17.00	14.00	25.75	8.50	7.75	8.50	28.25	6.50	9,999.00	9,999.00	9,999.00	9,999.00
320	9,999.00	9,999.00	9,999.00	9,999.00	20.25	25.50	14.75	33.00	14.00	13.00	11.00	26.00	11.50	9,999.00	9,999.00	9,999.00	9,999.00
360	9,999.00	9,999.00	9,999.00	9,999.00	44.00	30.50	20.25	36.00	22.50	18.75	14.50	24.50	12.25	9,999.00	9,999.00	9,999.00	9,999.00
400	9,999.00	9,999.00	9,999.00	9,999.00	40.25	34.00	32.50	38.50	27.00	19.50	16.25	22.00	11.00	9,999.00	9,999.00	9,999.00	9,999.00
440	9,999.00	9,999.00	9,999.00	9,999.00	47.75	41.75	32.75	40.50	30.25	19.25	18.00	20.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
480	9,999.00	9,999.00	9,999.00	9,999.00	45.50	35.00	37.00	49.50	24.00	22.50	18.25	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
520	9,999.00	9,999.00	9,999.00	9,999.00	57.00	42.50	39.75	46.25	35.00	30.25	25.50	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00
560	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	9,999.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
640	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
720	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
820	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Initial Supporting table - Pair_SCD_Decel

Description: Mulitplier to P0300_SCD_Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_MEDRES_Opp

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - Pair_SCD_Jerk

Description: Mulitplier to P0300_SCD_Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_MEDRES_Opp

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - PairCylModeDecel

Description: Mulitplier to Cyl Mode Deceleration to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_Opp

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	0.75	0.70	0.65	0.67	0.64	0.60	0.67	0.75	0.80	0.83	0.87	0.90	0.90
12	1.00	1.00	1.00	1.00	0.70	0.75	0.80	0.85	0.80	0.75	0.73	0.72	0.70	0.73	0.77	0.80	0.80
16	1.00	1.00	1.00	1.00	0.70	0.80	0.85	0.85	0.85	0.85	0.83	0.82	0.80	0.78	0.77	0.75	0.75
20	1.00	1.00	1.00	1.00	0.70	0.85	0.95	1.00	0.95	0.90	0.87	0.83	0.80	0.78	0.77	0.75	0.75
24	1.00	1.00	1.00	1.00	0.80	0.90	1.00	1.00	1.00	1.00	0.90	0.81	0.71	0.72	0.72	0.73	0.75
30	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.90	0.85	0.71	0.70	0.68	0.67	0.80
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.88	0.85	0.75	0.67	0.90
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00

Initial Supporting table - PairCylModeJerk

Description: Mulitplier to P0300_CylModeJerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_Opp

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	1.33	1.33	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	0.90	0.70	0.67	0.70	0.70	0.73	0.77	0.80	0.83	0.90	0.90	1.00
12	1.00	0.86	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.80	0.83	0.87	0.90	0.87	0.83	0.80	0.90
16	1.00	0.80	0.94	0.85	0.90	0.95	1.00	1.00	1.00	1.00	0.98	0.97	0.95	0.90	0.85	0.80	0.90
20	1.00	0.94	1.00	0.90	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.80	0.80
24	1.00	1.00	1.00	1.00	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.90	0.90
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.10	1.10	1.00	1.10	1.10	1.10	1.10	1.30

Initial Supporting table - Random_SCD_Decel

Description: Mulitplier to SCD_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_MEDRES_Emiss

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - Random_SCD_Jerk

Description: Mulitplier to Random_SCD_Jerk to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_MEDRES_Emiss

y/x	400	550	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RandomAFM_Decl

Description: Mulitplier to Cylinder_Decel while in Cylnder Deactivation mode to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dt_LORES_AFM_Emiss

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	5.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	4.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	3.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	3.00	11.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.88	13.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.76	9.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	4.00	6.50	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - RandomAFM_Jerk

Description: Mulitplier to Cylinder_Jerk while in Cylnder Deactivation mode to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_AFM_Emiss

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
2	3.75	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
8	3.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.00	15.00	10.00	15.00	15.00	15.00	15.00	15.00	15.00
16	1.50	8.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	1.50	7.50	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	1.50	6.25	11.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.50	4.25	8.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.50	3.00	4.50	15.00	15.00	15.00	15.00	15.00	15.00
60	1.50	2.00	3.00	8.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - RandomCylModDecel

Description: Multiplier to P0300_CylMode_Decel. account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308. Cal Name: KtMSFD_K_dt_LORES_Emiss

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	1.10	1.10	1.20	1.50	1.25	1.15	1.20	1.40	1.50	1.50	1.35	1.25	1.00	1.00	1.00	1.00	1.10
8	1.20	1.20	1.30	1.50	1.50	1.50	1.55	1.60	1.60	1.60	1.45	1.35	1.20	1.10	1.08	1.00	1.30
12	1.50	1.50	1.50	1.50	1.60	1.67	1.75	1.80	1.70	1.60	1.60	1.53	1.50	1.46	1.42	1.38	1.40
16	1.50	1.50	1.50	1.50	1.60	1.87	2.10	2.25	1.95	1.80	1.80	1.78	1.75	1.75	1.75	1.75	1.77
20	1.40	1.40	1.40	1.50	2.00	2.20	2.40	2.75	2.25	2.00	1.90	1.80	1.60	1.65	1.68	1.70	1.79
24	1.30	1.30	1.30	1.40	2.00	2.00	2.20	2.50	2.17	2.00	1.80	1.67	1.50	1.53	1.56	1.59	1.63
30	1.20	1.20	1.20	1.30	2.00	2.00	2.10	2.25	2.08	2.00	1.60	1.60	1.45	1.45	1.44	1.45	1.45
40	1.10	1.10	1.20	1.20	2.00	2.00	2.00	2.00	2.00	2.00	1.60	1.55	1.40	1.45	1.40	1.35	1.35
60	1.10	1.10	1.10	1.20	1.50	1.50	1.50	1.60	1.70	1.80	1.50	1.40	1.40	1.35	1.30	1.25	1.25

Initial Supporting table - RandomCylModJerk

Description: Multiplier to P0300_CylMode_Jerk to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_ddt_LORES_Emiss

y/x	400	600	800	1,000	1,200	1,600	2,000	2,400	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RandomRevModDecl

Description: Mulitplier to P0300_RevMode_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_RevModeEmiss

y/x	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000	8,000
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RepetSnapDecayAdjst

Description: If misfire is present in consecutive engine cycles, this multiplier is applied to the misfire jerk threshold and compared to a crankshaft snap value after the misfire has taken place.. Table lookup as a function of engine rpm.

Notes: Used for P0300 - P0308, Cal Name:KtMSFD_K_dddt_PostCylCnscMsfr

y/x	1,000	1,400	1,800	2,200	2,600	3,000	4,000	5,000	6,000
1	4.50	4.50	4.75	6.50	6.50	6.20	5.50	5.50	5.50

Initial Supporting table - RevMode_Decel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_RevolutionMode

y/x	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - Ring Filter

Description: Driveline Ring Filter
After a low level misfire, another misfire may not be detectable until driveline ringing ceases. If no ringing seen, stop filter early.

Notes: Used for P0300-P0308. Cal Name: KaMSFD_Cnt_RingFilter

y/x	0	1	2	3	4	5	6	7	8
1	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00

Initial Supporting table - SCD_Decel

Description: Crankshaft decel threshold. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_dt_SCD_OffIdleMode

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - SCD_Jerk

Description: Crankshaft jerk threshold. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Notes: Used for P0300-P0308. Cal Name: KtMISF_ddt_SCD_OffIdleMode

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - SnapDecayAfterMisfire

Description: multiplier times the ddt_jerk value used used to detect misfire at that speed and load to see if size of disturbance has died down as expected of real misfire. Table lookup as a function of engine rpm and trans gear ratio.

Notes: Used for P0300 - P0308, Cal Name: KtMSFD_K_dddt_PostCylAft

y/x	1,000	1,400	1,800	2,200	2,600	3,000	4,000	5,000	6,000
0	2.00	2.50	3.00	4.00	4.00	3.60	3.00	3.00	3.00
1	2.00	2.50	3.00	4.00	4.00	3.60	3.00	3.00	3.00
1	2.00	2.50	2.80	2.20	2.50	3.60	2.70	3.00	3.00
1	2.00	2.50	2.70	2.00	1.50	1.75	2.30	3.00	3.00
2	2.00	2.50	2.60	1.90	1.50	1.50	2.00	2.50	3.00
3	1.80	2.30	2.00	1.60	1.50	1.50	2.00	2.50	2.00
5	1.80	2.20	2.50	1.80	3.00	3.00	2.80	2.60	2.25
6	1.50	2.00	2.50	3.00	3.00	3.00	3.00	3.00	3.00
8	1.50	2.00	2.50	3.00	3.00	3.00	3.00	3.00	3.00

Initial Supporting table - TOSSRoughRoadThres

Description: Only used if Rough Road source = TOSS: dispersion value on Transmission Output Speed Sensor above which rough road is indicated present

Notes: Used for P0300-P0308. Cal Name: KtRRDI_a_RoughRoadThresh

y/x	600	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000
100	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
200	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
300	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
400	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
500	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
600	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
700	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
800	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
900	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,000	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,100	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,200	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,300	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,400	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Initial Supporting table - WSSRoughRoadThres

Description: Only used if Wheel speed from ABS is used. If difference between wheel speed readings is larger than this limit, rough road is present

Notes: Used for P0300-P0308. Cal Name: KtRRDI_a_WhlSpdRoughRoadLim

y/x	0	12	24	36	48	60	72	85	97	109	121	133	145	157	169	181	193
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - ZeroTorqueEngLoad

Description: %air load that represents Zero Brake torque along the Neutral rev line. The Zero torque threshold is adjusted for Baro via P0300_ZeroTorqueBaro

Notes: Used for P0300-P0308. Cal Name: KtMISF_ZeroTorqSpd

ZeroTorqueEngLoad - Part 1

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
65	-0.40	-0.70	-0.90	-1.05	-1.18	-1.30	-1.40	-1.50	-1.60	-1.75	-1.85	-1.90	-1.95
75	-0.40	-0.70	-0.90	-1.05	-1.18	-1.30	-1.40	-1.50	-1.60	-1.75	-1.85	-1.90	-1.95
85	-0.40	-0.70	-0.90	-1.05	-1.18	-1.30	-1.40	-1.50	-1.60	-1.75	-1.85	-1.90	-1.95
95	-0.40	-0.70	-0.90	-1.05	-1.18	-1.30	-1.40	-1.50	-1.60	-1.75	-1.85	-1.90	-1.95
105	-0.40	-0.70	-0.90	-1.05	-1.18	-1.30	-1.40	-1.50	-1.60	-1.75	-1.85	-1.90	-1.95

ZeroTorqueEngLoad - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
65	-1.98	-2.00	-2.00	-2.00	-2.00	-0.75	0.50	1.75	3.00	4.25	5.50	6.75	8.00
75	-1.98	-2.00	-2.00	-2.00	-2.00	-0.75	0.50	1.75	3.00	4.25	5.50	6.75	8.00
85	-1.98	-2.00	-2.00	-2.00	-2.00	-0.75	0.50	1.75	3.00	4.25	5.50	6.75	8.00
95	-1.98	-2.00	-2.00	-2.00	-2.00	-0.75	0.50	1.75	3.00	4.25	5.50	6.75	8.00
105	-1.98	-2.00	-2.00	-2.00	-2.00	-0.75	0.50	1.75	3.00	4.25	5.50	6.75	8.00

Initial Supporting table - Closed Loop Enable Clarification - KaFCLP_U_SlphrIntglOfst_Thrsh

Description: Integral Offset voltage thresholds (bank and cell specific cals) used with KeFCLP_Pct_CatAccuSlphrPostDsbl to check for sulphur poisoning.

Notes: millivolts

y/x	CiOXYR_O2_PostCat1	CiOXYR_O2_PostCat2
CiFCLP_Decel	2,048	2,048
CiFCLP_Idle	2,048	2,048
CiFCLP_Cruise	2,048	2,048
CiFCLP_LightAccel	2,048	2,048
CiFCLP_HeavyAccel	2,048	2,048

Initial Supporting table - Closed Loop Enable Clarification - KcFCLP_Cnt_O2RdyCyclesThrsh

Description: Number of post catalyst oxygen sensor samples which must be outside not ready window before post oxygen sensor is READY.

Notes: Time (events * 12.5 milliseconds)

y/x	1
1	80

Initial Supporting table - Closed Loop Enable Clarification - KcFULC_O2_SensorReadyEvents

Description: Number of times an oxygen sensor value must be in range before declaring it ready

Notes: Time (events * 12.5 milliseconds)

y/x	1
1	2

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_Pct_CatAccuSlphrPostDsbl

Description: Sulphur percent threshold above which post integral learning is disabled if the threshold criteria KaFCLP_U_SlphrIntglOfst_Thrsh is also met.

Notes: Percent

y/x	1
1	255

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMax

Description: Maximum allowed estimated catalytic converter temperature for post O2 integral terms to be updated.

Notes: Modeled catalyst Temperature in Celcius

y/x	1
1	1,000

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMin

Description: Minimum allowed estimated catalytic converter temperature to begin using post O2 integration correction terms. Converter temperature must remain above this threshold to ramp-in the post O2 integration adjustments. Once the ramp-in has started, a converter temperature below this threshold will freeze the ramp-in multiplier. Post O2 integration will not be allowed below this converter temperature

Notes: Modeled catalyst Temperature in Celcius

y/x	1
1	425

Initial Supporting table - Closed Loop Enable Clarification - KeWRSC_T_HtrCntrlCL

Description: WRAF heater temperature enabling threshold for transition from Open Loop to Closed Loop

Notes: Degrees Celcius

y/x	1
1	628

Initial Supporting table - Closed Loop Enable Clarification - KeWRSI_T_PumpCurrentEnable

Description: WRAF heater temperature threshold for enabling the sensor pump current

Notes: Degrees Celcius

y/x	1
1	628

Initial Supporting table - Closed Loop Enable Clarification - KfFCLL_T_AdaptiveHiCoolant

Description: LTM learning is inhibited if the engine coolant temperature is above this calibration.

Notes: Degrees Celcius

y/x	1
1	255

Initial Supporting table - Closed Loop Enable Clarification - KfFCLL_T_AdaptiveLoCoolant

Description: LTM learning is inhibited if the engine coolant temperature is below this calibration.

Notes: Degrees Celcius

y/x	1
1	40

Initial Supporting table - Closed Loop Enable Clarification - KfFCLP_U_O2ReadyThrshLo

Description: Lower threshold defining not ready window for post oxygen sensor voltage.

Notes: Voltage in millivolts

y/x	1
1	1,100

Initial Supporting table - Closed Loop Enable Clarification - KtFCLL_p_AdaptiveLowMAP_Limit

Description: KtFCLL_p_AdaptiveLowMAP_Limit

Notes: MAP in KPa

y/x	65	70	75	80	85	90	95	100	105
1	16.0	16.0	16.0	16.0	16.0	17.0	18.0	18.0	18.0

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglDisableTime

Description: Disable integral offset after engine start for this amount of time.

Notes: Time in seconds

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	80.0	60.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglRampInTime

Description: Time required to ramp integral offset to desired value.

Notes: Time in seconds

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	40.0	30.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopAutostart

Description: Engine run time following an autostart, as a function of begin run coolant, which must be exceeded to enable CLOSED LOOP.

Notes: Time in seconds: Hybrid use Only

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	300.0	300.0	230.0	90.0	80.0	32.0	32.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Initial Supporting table - Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopTime

Description: Engine run time, as a function of startup coolant temperature, which must be exceeded to enable CLOSED LOOP.

Notes: Time in seconds

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	300.0	300.0	230.0	90.0	80.0	32.0	32.0	32.0	32.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Initial Supporting table - P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit

Description: Exit Catalyst Warm-up mode if Engine Run Time is greater than this value. This table is based on percent ethanol (x-axis) and catmon's NormRatio_EWMA value (y-axis). The NormRatio_EWMA value determines the state of the catalyst. Typically, NormRatio_EWMA values below 0.35 (0 is bad and 1 is good) represent catalysts that have degraded. The emission performance of these degraded catalysts can be improved by extending catalyst light off of GetE85R_Pct_FFS_CompAtEngFloat.

Notes: KtCSEC_t_ExtendedEngineExit. Used for both P050D and P1400.

y/x	0	25	50	75	100
0.000	45	45	45	45	45
0.125	45	45	45	45	45
0.250	45	45	45	45	45
0.375	45	45	45	45	45
0.500	22	22	28	33	33
0.625	22	22	28	33	33
0.750	22	22	28	33	33
0.875	22	22	28	33	33
1.000	22	22	28	33	33

Initial Supporting table - P1400_ColdStartDiagnosticDelayBasedOnEngineRunTime

Description: Quality weight-based on engine run time. This allows adjustment of the weighting factors at various engine run times in order to prevent the updating of the cumulative quality timer or to change the value of the average qualified residual energy calculation to prevent false Fails of the diagnostic under circumstances inappropriate to update the calculation of the average qualified residual value.

Notes: KtCSED_K_TimeWght - This is used for P1400.

y/x	0	3	3	4	5	10	15	20	30
1	0	0	1	1	1	1	1	1	1

Initial Supporting table - P1400_ColdStartDiagnosticDelayBasedOnEngineRunTimeCalAxis

Description: This is the x-axis for the KtCSED_K_TimeWght calibration table. Refer to the description for KtCSED_K_TimeWght for details.

Notes: KnCSED_t_TimeWght - This is used for P1400.

y/x	1	2	3	4	5	6	7	8	9
1	0	3	3	4	5	10	15	20	30

Initial Supporting table - P1400_EngineSpeedResidual_Table

Description: This 1x17 table of engine exhaust flow values is used to calculate both the desired and the actual engine exhaust flow based on desired and actual engine speed. The desired engine exhaust flow is gathered from the desired engine speed (VeSPDR_n_EngDsrd). The value used for the actual engine exhaust flow is based on the actual engine RPM value.

Notes: KtCSED_dm_Exh - This is used for P1400

y/x	500	975	990	1,000	1,020	1,050	1,100	1,150	1,175	1,200	1,250	1,280	1,290	1,300	1,400	1,900	2,500
1	7	7	7	10	11	11	11	11	11	11	11	11	14	15	15	15	15

Initial Supporting table - P1400_SparkResidual_Table

Description: Predicted engine-out energy potential based on either the desired cold start spark advance value or the actual spark advance value. ExhEngyPerUnitMass calibration is used to calculate both desired exhaust energy and actual energy. The desired and actual exhaust energy per unit mass values are used in part to calculate the desired exhaust energy per unit time and actual exhaust energy per unit time. Both desired and actual go into the residual exhaust energy per unit time calculation.

Notes: KtCSED_E_ExhEngyPerUnitMass

y/x	-18	-8	-6	-4	0	4	6	10	20
1	1.25	1.25	1.25	1.19	1.19	1.06	0.63	0.63	0.63

Initial Supporting table - DFCO_CoolEnblHi_Temp

Description:

Notes:

y/x	-40	0	25
1	45.0	45.0	45.0

Initial Supporting table - DFCO_DelayAfterStart_Time

Description:

Notes:

y/x	-30	-10	20	60	90
1	10.0	7.5	5.0	5.0	5.0

Initial Supporting table - DFCO_DsblLo_Vehicle_Speed

Description:

Notes:

y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	20	20
CeTGRR_e_TransGr2	0	0
CeTGRR_e_TransGr3	0	0
CeTGRR_e_TransGr4	0	0
CeTGRR_e_TransGr5	0	0
CeTGRR_e_TransGr6	0	0
CeTGRR_e_TransGrEVT1	0	0
CeTGRR_e_TransGrEVT2	0	0
CeTGRR_e_TransGrNeut	0	0
CeTGRR_e_TransGrRvrs	0	0
CeTGRR_e_TransGrPark	0	0
CeTGRR_e_TransGr7	0	0
CeTGRR_e_TransGr8	0	0

Initial Supporting table - DFCO_EnblHi_Vehicle_Speed

Description:

Notes:

y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	20.0	20.0
CeTGRR_e_TransGr2	20.0	20.0
CeTGRR_e_TransGr3	26.0	26.0
CeTGRR_e_TransGr4	20.0	20.0
CeTGRR_e_TransGr5	0.0	0.0
CeTGRR_e_TransGr6	0.0	0.0
CeTGRR_e_TransGrEVT1	0.0	0.0
CeTGRR_e_TransGrEVT2	0.0	0.0
CeTGRR_e_TransGrNeut	0.0	0.0
CeTGRR_e_TransGrRvrs	512.0	512.0
CeTGRR_e_TransGrPark	0.0	0.0
CeTGRR_e_TransGr7	0.0	0.0
CeTGRR_e_TransGr8	0.0	0.0

Initial Supporting table - DFCO_EngSpdEnblOfst

Description:

Notes:

y/x	-1,750	-1,500	-1,250	-1,000	-750	-500	-300	-100	0
1	300	233	167	100	0	0	0	0	0

Unique Supporting table - P0411 Phase 1 Amb Temp Test Weight Factor

Description: SAI Flow (Phase 1) Test ambient temperature weight factor.

Notes: DTC: P0411; Cal: KtAIRD_K_SAI_TstTempDsbld; Axis is Ambient (IAT) Temp (C).

y/x	-30	-20	-10	0	10	20	30	40	50
1	0.0	0.0	0.0	0.5	1.0	1.0	1.0	1.0	1.0

Unique Supporting table - P0411 Phase 1 Baro Test Weight Factor

Description: SAI Flow (Phase 1) Test baro weight factor.

Notes: DTC: P0411; Cal: KtAIRD_K_SAI_TstBaroDsbld; Axis is atmospheric pressure (kPa)

y/x	40	50	60	70	80	90	100	110	120
1	0.0	0.0	0.5	1.0	1.0	1.0	1.0	1.0	0.0

Unique Supporting table - P0411 Phase 1 MAF Test Weight Factor

Description: KtAIRD_K_SAI_TstMAF_Dsbld: SAI Flow (Phase 1) Test MAF weight factor.

Notes: Axis is Mass Airflow (g/sec).

y/x	0.0	3.0	6.0	9.0	12.0	15.0	18.0	21.0	24.0	27.0	30.0	33.0	36.0	39.0	42.0	45.0	48.0
1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0

Unique Supporting table - P0411 Phase 1 System Volt Test Weight Factor

Description: SAI Flow (Phase 1) Test system voltage weight factor.

Notes: DTC: P0411; Cal: KtAIRD_K_SAI_TstVoltDsbld; Axis is system voltage (V).

y/x	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	20.0	21.0
1.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8	1.0	1.0	1.0	1.0	1.0	0.8	0.5	0.5	0.5	0.5

Unique Supporting table - P0411 SL Threshold Bank 1 Table

Description: Bank 1 SAI Flow (Phase 1) Test Average String Length failure threshold versus MAF (g/sec).

Notes: DTCs: P0411; Cal: KtAIRD_dp_SAI_SL_ThrshBank1

y/x	0.0	3.0	6.0	9.0	12.0	15.0	18.0	21.0	24.0	27.0	30.0	33.0	36.0	39.0	42.0	45.0	48.0
1.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0

Unique Supporting table - P2431_P2436 Baro Skewed Sensor Weight Factor

Description: The AIR Pressure Sensor Test quality factor based on the distance traveled since the last unthrottled ambient pressure update.

Notes: DTCs: P2431 & P2436; Cal: KtAIRD_K_APPD_BaroQlty; P2436 is applicable on dual valve applications only. Axis is distance traveled from last Baro update in Km (1Km = 0.62 Miles).

y/x	0.0	2.0	4.0	6.0	8.0	10.0	12.0	14.0	16.0	18.0	20.0	22.0	24.0	26.0	28.0	30.0	32.0
1.0	1.0	0.8	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Unique Supporting table - P2440 Bank 1 Valve Pressure Error

Description: Sensor 1 minimum average pressure error (kPa) threshold for the valve-shut (Phase 2) test .

Notes: DTCs: P2440; Cal: KaAIRD_p_VlvTstPresErrMin[CeAIRR_e_PresSnsrOne]; Axis is Conditional Test Weight Time in seconds.

y/x	0	1	2	3	4	5	6	7	8
1	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0

Unique Supporting table - P2440 Phase 2 Amb Temp Test Weight Factor

Description: Ambient Temperature component of the conditional test weight for the valve-shut (Phase 2) test.

Notes: DTCs: P2440; Cal: KtAIRD_K_VlvTstTempDsbld; Axis is ambient temperature (IAT) in Deg C.

y/x	-30	-20	-10	0	10	20	30	40	50
1	0.0	0.0	0.0	0.5	1.0	1.0	1.0	1.0	1.0

Unique Supporting table - P2440 Phase 2 Baro Test Weight Factor

Description: Ambient pressure component of the conditional test weight for the valve-shut (Phase 2) test .

Notes: DTCs: P2440; Cal: KtAIRD_K_VlvTstBaroDsbld; Axis is ambient pressure (kPa).

y/x	40	50	60	70	80	90	100	110	120
1	0.0	0.0	0.5	1.0	1.0	1.0	1.0	1.0	0.0

Unique Supporting table - P2440 Phase 2 MAF Test Weight Factor

Description: Mass Airflow (MAF) component of the conditional test weight for the valve-shut (Phase 2) test.

Notes: DTCs: P2440; Cal: KtAIRD_K_VlvTstMAF_Dsbld; Axis is mass airflow (g/s).

y/x	0.0	3.0	6.0	9.0	12.0	15.0	18.0	21.0	24.0	27.0	30.0	33.0	36.0	39.0	42.0	45.0	48.0
1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0

Unique Supporting table - P2440 Phase 2 System Volt Test Weight Factor

Description: System Voltage component of the conditional test weight for the valve-shut (Phase 2) test.

Notes: DTCs: P2440; Cal: KtAIRD_K_VlvTstVoltDsbld; Axis is system volts (V).

y/x	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	20.0	21.0
1.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8	1.0	1.0	1.0	1.0	1.0	0.8	0.5	0.5	0.5	0.5

Unique Supporting table - P2444 Bank 1 Pump Pressure Error

Description: Sensor 1 maximum average pressure error threshold for the pump-off (Phase 3) test.

Notes: DTCs: P2444; Cal: KaAIRD_p_PmpTstPresErrMax[CeAIRR_e_PresSnsrOne]; Axis is Conditional Test Weight Time in seconds.

y/x	0	1	2	3	4	5	6	7	8
1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Unique Supporting table - P1065_UCAP_Arm_Autostart_Thresh_Derating_Zero

Description: This is the minimum Cap voltage to arm an AutoStop-Start. When the charging diagnostic is enabled, and the Cap voltage is less than the table value a failure counter is incrementated. The axis of this table is capacitor state of health level (0 to 100%)

Notes:

y/x	0	13	25	38	50	63	75	88	100
1	4.30	4.20	4.10	4.00	3.90	3.80	3.70	3.60	3.50

Unique Supporting table - P0191 - KtFHPD_cmp_DPS_FailHiThrsh (Dual Sensors)

Description: High fail limit of fuel control due to pressure sensor error as Function of desired pressure

Notes:

y/x	0.00	3.00	7.00	15.00	20.00	25.00	27.50	32.00	36.00
1.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.09	1.05

Unique Supporting table - P0191 - KtFHPD_cmp_DPS_FailLoThrsh (Dual sensors)

Description: Low fail limit of fuel control due to pressure sensor error as Function of desired pressure

Notes:

y/x	0.00	3.00	7.00	15.00	20.00	25.00	27.50	32.00	36.00
1.00	0.75	0.75	0.75	0.75	0.79	0.82	0.86	0.92	0.95

Unique Supporting table - P0806 EngTorqueThreshold Table

Description: The diagnostic is inhibited if torque (NM) is less than this value. Prevents false fails in regions where false in-gear N/TOS ratios are possible due to low torque, where high torque would otherwise cause slip and prevent a valid in-gear state.

Notes: DTCs: P0806; Calibration Name: KtMTCI_M_TorqueEnable; Axis label is Percent Clutch Pedal Position (%), where 0% = bottom of pedal travel. Calibration value units are torque (Newton-Meters).

y/x	0.00	6.25	12.50	18.75	25.00	31.25	37.50	43.75	50.00	56.25	62.50	68.75	75.00	81.25	87.50	93.75	100.00
1	10.0	13.8	17.8	21.5	25.3	29.3	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Unique Supporting table - P0806 ResidualErrEnableHigh Table

Description: Represents the upper threshold of a deadband where the diagnostic will be inhibited to prevent false fails due to clutch slip that can falsely indicate a valid in-gear N/TOS ratio. The lower threshold of the deadband is represented by the table "P0806 ResidualErrEnableLow Table". A lower threshold value that is greater than or equal to the upper threshold for the same gear is an indication that this portion of the diagnostic's enable critera is ignored in that gear. Conversely if the lower threshold value is at or near 0% and the upper threshold for the same gear is at or near 100%, then diagnosis is not enabled in that gear.

Notes: DTCs: P0806; Calibration Name: KaMTCI_Pct_ResidErrCalcEnbHigh; Axis identifies Gear, where "0" - "5" is gear 1 - 6, respectively; "6" is reverse or 7th gear, if equipped, and "7" is neutral. Calibration value units are Percent Clutch Pedal Position (%), where 0% = bottom of pedal travel.

y/x	0	1	2	3	4	5	6	7
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Unique Supporting table - P0806 ResidualErrEnableLow Table

Description: Represents the lower threshold of a deadband where the diagnostic will be inhibited to prevent false fails due to clutch slip that can falsely indicate a valid in-gear N/TOS ratio. The upper threshold of the deadband is represented by the table "P0806 ResidualErrEnableHigh Table". An upper threshold value that is less than or equal to the lower threshold for the same gear is an indication that this portion of the diagnostic's enable critera is ignored in that gear. Conversely if the lower threshold value is at or near 0% and the upper threshold for the same gear is at or near 100%, then diagnosis is not enabled in that gear.

Notes: DTCs: P0806; Calibration Name: KaMTCI_Pct_ResidErrCalcEnbLow; Axis identifies Gear, where "0" - "5" is gear 1 - 6, respectively; "6" is reverse or 7th gear, if equipped, and "7" is neutral. Calibration value units are Percent Clutch Pedal Position (%), where 0% = bottom of pedal travel.

y/x	0	1	2	3	4	5	6	7
1	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Unique Supporting table - Multiple DTC Use - Response Cell Enable Table

Description: KaEOSD_RespCellEnbl - Block learn cells in which to enable the Oxygen Sensor Response test

Notes: Note: When Table column headings match the calibration value below it, that individual cell is enabled

Multiple DTC Use - Response Cell Enable Table - Part 1				
y/x	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell01_PurgOnAirMode 4	CeFADR_e_Cell02_PurgOnAirMode 3	CeFADR_e_Cell03_PurgOnAirMode 2
1	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5
Multiple DTC Use - Response Cell Enable Table - Part 2				
y/x	CeFADR_e_Cell04_PurgOnAirMode 1	CeFADR_e_Cell05_PurgOnAirMode 0	CeFADR_e_Cell06_PurgOnIdle	CeFADR_e_Cell07_PurgOnDecel
1	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5	CeFADR_e_Cell00_PurgOnAirMode 5
Multiple DTC Use - Response Cell Enable Table - Part 3				
y/x	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell09_PurgOffAirMode 4	CeFADR_e_Cell10_PurgOffAirMode 3	CeFADR_e_Cell11_PurgOffAirMode 2
1	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5
Multiple DTC Use - Response Cell Enable Table - Part 4				
y/x	CeFADR_e_Cell12_PurgOffAirMode 1	CeFADR_e_Cell13_PurgOffAirMode 0	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5	CeFADR_e_Cell08_PurgOffAirMode 5

Unique Supporting table - Multiple DTC Use_Green Sensor Delay Criteria - Airflow

Description: This Calibration is the airflow (in gps) above which the green airflow is acculmulated to expire the condition.

Notes: Used for: P0133, P013A, P013B, P013C, P013D, P013E, P013F, P014A, P014B, P0153, P015A, P015B, P015C, P015D, P1133, P1153, P2270, P2271, P2272 and P2273. The specific diagnostic (from summary table) will not be enabled until the next ignition cycle after the airflow criteria below (by sensor location) has been met:

y/x	1
1	22

Unique Supporting table - Multiple DTC Use_Green Sensor Delay Criteria - Limit

Description: This Calibration is the acculmulated airflow (in grams) limit above which the green condition is expired

Notes: Used for: P0133, P013A, P013B, P013C, P013D, P013E, P013F, P014A, P014B, P0153, P015A, P015B, P015C, P015D, P1133, P1153, P2270, P2271, P2272 and P2273. Note: This feature is only enabled when the vehicle is new and cannot be enabled in service

y/x	CiOXYR_O2_Bank1_Sensor1	CiOXYR_O2_Bank1_Sensor2	CiOXYR_O2_Bank2_Sensor1	CiOXYR_O2_Bank2_Sensor2
1	120,000	120,000	120,000	120,000

Unique Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP1 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,600
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Unique Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP2 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,600
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Unique Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 TPS Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,600
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Unique table - P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est

Description: P0101_P0106_P010B_P0121_P012B_P0236_P1101 MAF1 Residual Weight Factor based on MAF Est

Notes:

y/x	0	50	70	73	76	79	82	85	89	95	100	110	120	150	200	280	350
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Unique Supporting table - P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM

Description: P0101_P0106_P010B_P0121_P012B_P0236_P1101 MAF1 Residual Weight Factor based on RPM

Notes:

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,600
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Unique table -P279A P279B P279C Transfer Case Control Module Transfer Case Command State Rationality (weighting factor)

Description: KtFWDD_Cnt_SampleWeigthting: Calibration table that defines the weighting factor used in a sample of the measured transfer case ratio for full range diagnostics, based on vehicle speed and axle torque.

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: KtFWDD_Cnt_SampleWeigthting

y/x	0.00	3.00	5.00	11.00	12.00	15.00	18.00	21.00	24.00
-200.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
-150.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
-100.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
-50.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
0.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
50.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
100.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
150.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249
200.00	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249	0.0249

Unique table - P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error high)

Description: LeFWDD_r_RatioHiBound_P279A = KeFWDD_r_TCaseHiRange + KtFWDD_r_TCaseHiRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioHiBound_P279A

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
2.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
3.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
4.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
5.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
6.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
7.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
8.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000
9.00	8.9999	8.9999	8.9999	1.3000	1.2000	1.1000	1.1000	1.1000	1.1000

Unique table - P279A Transfer Case Control Module Transfer Case Command State Rationality (margin of error low)

Description: LeFWDD_r_RatioLoBound_P279A = KeFWDD_r_TCaseHiRange - KtFWDD_r_TCaseHiRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioLoBound_P279A

y/x	1	2	3	4	5	6	7	8	9
1	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
2	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
3	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
4	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
5	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
6	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
7	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
8	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90
9	-7.00	-7.00	-7.00	0.70	0.80	0.90	0.90	0.90	0.90

Unique table - P279B Transfer Case Control Module Transfer Case Command State Rationality (margin of error high)

Description: LeFWDD_r_RatioHiBound_P279B = KeFWDD_r_TCaseLoRange + KtFWDD_r_TCaseLoRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioHiBound_P279B

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
2.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
3.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
4.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
5.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
6.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
7.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
8.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099
9.00	10.7098	10.7098	10.7098	3.0100	2.9099	2.8099	2.8099	2.8099	2.8099

Unique table - P279B Transferr Case Co trol Module Transfer Case Command State Rationality (margin of error low)

Description: LeFWDD_r_RatioLoBound_P279B = KeFWDD_r_TCaseLoRange - KtFWDD_r_TCaseLoRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioLoBound_P279B

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
2.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
3.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
4.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
5.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
6.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
7.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
8.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100
9.00	-5.2899	-5.2899	-5.2899	2.4099	2.5100	2.6100	2.6100	2.6100	2.6100

Unique table - P279C Trransfer Case Control Module Transfer Case Command State Rationality (margin of error high 1)

Description: LeFWDD_r_RatioHiBound1_P279C = KeFWDD_r_TCaseHiRange + KtFWDD_r_TCaseNeutRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioHiBound1_P279C

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	8.9999	8.9999	8.9999	2.0000	1.1000	1.1000	1.1000	1.1000	1.1000
2.00	8.9999	8.9999	8.9999	2.0000	2.0000	2.0000	1.5000	1.5000	1.5000
3.00	8.9999	8.9999	8.9999	3.0000	3.0000	3.0000	2.0000	2.0000	2.0000
4.00	8.9999	8.9999	8.9999	5.0000	5.0000	5.0000	3.0000	3.0000	3.0000
5.00	8.9999	8.9999	8.9999	8.9999	8.9999	8.9999	8.9999	8.9999	8.9999
6.00	8.9999	8.9999	8.9999	5.0000	5.0000	5.0000	3.0000	3.0000	3.0000
7.00	8.9999	8.9999	8.9999	3.0000	3.0000	3.0000	2.0000	2.0000	2.0000
8.00	8.9999	8.9999	8.9999	2.0000	2.0000	2.0000	1.5000	1.5000	1.5000
9.00	8.9999	8.9999	8.9999	2.0000	1.1000	1.1000	1.1000	1.1000	1.1000

Unique table - P279C Trransfer Case Control Module Transfer Case Command State Rationality (margin of error high 2)

Description: LeFWDD_r_RatioHiBound2_P279C = KeFWDD_r_TCaseLoRange + KtFWDD_r_TCaseNeutRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioHiBound2_P279C

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	10.7098	10.7098	10.7098	3.7100	2.8099	2.8099	2.8099	2.8099	2.8099
2.00	10.7098	10.7098	10.7098	3.7100	3.7100	3.7100	3.2100	3.2100	3.2100
3.00	10.7098	10.7098	10.7098	4.7100	4.7100	4.7100	3.7100	3.7100	3.7100
4.00	10.7098	10.7098	10.7098	6.7100	6.7100	6.7100	4.7100	4.7100	4.7100
5.00	10.7098	10.7098	10.7098	10.7098	10.7098	10.7098	10.7098	10.7098	10.7098
6.00	10.7098	10.7098	10.7098	6.7100	6.7100	6.7100	4.7100	4.7100	4.7100
7.00	10.7098	10.7098	10.7098	4.7100	4.7100	4.7100	3.7100	3.7100	3.7100
8.00	10.7098	10.7098	10.7098	3.7100	3.7100	3.7100	3.2100	3.2100	3.2100
9.00	10.7098	10.7098	10.7098	3.7100	2.8099	2.8099	2.8099	2.8099	2.8099

Unique table - P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error low 1)

Description: LeFWDD_r_RatioLoBound1_P279C = KeFWDD_r_TCaseHiRange - KtFWDD_r_TCaseNeutRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioLoBound1_P279C

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	-6.9999	-6.9999	-6.9999	0.0000	0.9000	0.9000	0.9000	0.9000	0.9000
2.00	-6.9999	-6.9999	-6.9999	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
3.00	-6.9999	-6.9999	-6.9999	-1.0000	-1.0000	-1.0000	0.0000	0.0000	0.0000
4.00	-6.9999	-6.9999	-6.9999	-3.0000	-3.0000	-3.0000	-1.0000	-1.0000	-1.0000
5.00	-6.9999	-6.9999	-6.9999	-6.9999	-6.9999	-6.9999	-6.9999	-6.9999	-6.9999
6.00	-6.9999	-6.9999	-6.9999	-3.0000	-3.0000	-3.0000	-1.0000	-1.0000	-1.0000
7.00	-6.9999	-6.9999	-6.9999	-1.0000	-1.0000	-1.0000	0.0000	0.0000	0.0000
8.00	-6.9999	-6.9999	-6.9999	0.0000	0.0000	0.0000	0.5000	0.5000	0.5000
9.00	-6.9999	-6.9999	-6.9999	0.0000	0.9000	0.9000	0.9000	0.9000	0.9000

Unique Supporting table - P279C Transfer Case Control Module Transfer Case Command State Rationality (margin of error low 2)

Description: LeFWDD_r_RatioLoBound2_P279C = KeFWDD_r_TCaseLoRange - KtFWDD_r_TCaseNeutRatioMargin

KnFWDD_v_TCaseRatioMarginSpd
KnFWDD_M_TCaseRatioMarginTrq

Notes: LeFWDD_r_RatioLoBound2_P279C

y/x	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00
1.00	-5.2899	-5.2899	-5.2899	1.7100	2.6100	2.6100	2.6100	2.6100	2.6100
2.00	-5.2899	-5.2899	-5.2899	1.7100	1.7100	1.7100	2.2100	2.2100	2.2100
3.00	-5.2899	-5.2899	-5.2899	0.7100	0.7100	0.7100	1.7100	1.7100	1.7100
4.00	-5.2899	-5.2899	-5.2899	-1.2900	-1.2900	-1.2900	0.7100	0.7100	0.7100
5.00	-5.2899	-5.2899	-5.2899	-5.2899	-5.2899	-5.2899	-5.2899	-5.2899	-5.2899
6.00	-5.2899	-5.2899	-5.2899	-1.2900	-1.2900	-1.2900	0.7100	0.7100	0.7100
7.00	-5.2899	-5.2899	-5.2899	0.7100	0.7100	0.7100	1.7100	1.7100	1.7100
8.00	-5.2899	-5.2899	-5.2899	1.7100	1.7100	1.7100	2.2100	2.2100	2.2100
9.00	-5.2899	-5.2899	-5.2899	1.7100	2.6100	2.6100	2.6100	2.6100	2.6100

Unique Supporting table - P0420_P0430_CatmonMinAirflowForWarmCatalystDetermination

Description: This is a 1x3 table with the axis being engine coolant temperature. The implementation of this cal value as a table also included some changes to the way that the WarmedUpEvents counter increments and resets. To summarize, whenever WarmedUpEvents resets to 0 (this could be either at startup, if the closed throttle time exceeds a cal value, or if the predicted exhaust temperature falls below the ExhWarmMin cal value), the appropriate MinAirflowToWrmupCat value is chosen from the table based on engine coolant at the time the WarmedUpEvents counter reset to 0. This cal value is used along with the min exhaust temp to increment the WarmedUpEvents counter.

Notes: KtCATD_dm_MinAirFlowToWrmCat - Used for P0420 and P0430. Axis is the engine coolant and the output is the minimum airflow required to warmup the catalyst.

y/x	0	45	90
1	10	9	8

Unique Supporting table - P0420_P0430_CatmonMinEngineRunTimeToEnable

Description: This cal value is a 1x5 array of minimum engine run time values based on powerup coolant temperatures. When the appropriate required minimum engine run time value is chosen based on the coolant temperature at powerup, this value is the minimum time from engine start before stabilized conditions are met. Used in determining if a ValidIdleIsMet condition exists.

Notes: KtCATD_t_EngRunTimeMin - Used for P0420 and P0430. Axis is the coolant and the output is the min engine run time

y/x	40	50	60	70	80
1	30	30	30	30	30

Unique Supporting table - P00B6_Fail if power up ECT exceeds RCT by these values

Description: KtTHMD_T_DCRD_FastFailTempDiff

Notes: X axis is IAT Temperature at Power up (° C), Z axis is the Fast Failure temp difference (° C) The 17 X-axis breakpoints for the table below are (L to R) -40, -28, -16, -4, 8, 20, 32, 44, 56, 68, 80, 92, 104, 116, 128, 140 and 152. Note: Remove for applications with single coolant sensor

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	80	80	80	60	60	40	40	30	30	30	30	30	30	30	30	30	30

Bundle Name: 5VoltReferenceB_FA
P0651
Bundle Name: 5VoltReferenceMAP_OOR_Flt
P0697
Bundle Name: A/F Imbalance Bank1
P219A
Bundle Name: AAP_SnsrCktFA
Naturally aspirated: P2228, P2229. Turbocharged: P0237, P0238
Bundle Name: AAP_SnsrCktFP
Naturally aspirated: P2228, P2229. Turbocharged: P0237, P0238
Bundle Name: AAP_SnsrFA
Naturally Aspirated: P2227, P2228, P2229, P2230. Turbocharged: P0237, P0238.
Bundle Name: AAP2_SnsrCktFA
P2228, P2229
Bundle Name: AAP2_SnsrCktFP
P2228, P2229
Bundle Name: AAP2_SnsrFA
P2227, P2228, P2229, P2230
Bundle Name: AcceleratorPedalFailure
P2122, P2123, P2127, P2128, P2138, P0697, P06A3
Bundle Name: AfterThrottlePressureFA
Naturally Aspirated or Turbocharged: P0106, P0107, P0108. Supercharged: P012B, P012C, P012D.
Bundle Name: AIR System FA
P0411, P2440, P2444
Bundle Name: AmbientAirDefault
Baro Sensor Present: P2227, P2228, P2229, P2230. No Baro Sensor Present: P0101, P0102, P0103, P0106, P0107, P0108, P0111, P0112, P0113, P0114, P0121, P0122, P0123, P012B, P012C, P012D, P0222, P0223, P1221
Bundle Name: AmbPresDfltdStatus
Baro Sensor Present: P2227, P2228, P2229, P2230. No Baro Sensor Present: P0101, P0102, P0103, P0106, P0107, P0108, P0111, P0112, P0113, P0114, P0121, P0122, P0123, P012B, P012C, P012D, P0222, P0223, P1221
Bundle Name: AmbPresSnsrCktFA
P2228, P2229
Bundle Name: AnyCamPhaser_FA
P0010, P0011, P0013, P0014, P0020, P0021, P0023, P0024, P2088, P2089, P2090, P2091, P2092, P2093, P2094, P2095, P05CC, P05CD, P05CE, P05CF,
Bundle Name: AnyCamPhaser_TFTKO
P0010, P0011, P0013, P0014, P0020, P0021, P0023, P0024, P2088, P2089, P2090, P2091, P2092, P2093, P2094, P2095, P05CC, P05CD, P05CE, P05CF,

Bundle Name: BrakeBoosterSensorCktFA
P0557, P0558
Bundle Name: BrakeBoosterVacuumValid
P0556, P0557, P0558
Bundle Name: BSTR_b_BoostSnsrFA
P0236, P0237, P0238
Bundle Name: BSTR_b_PCA_CktFA
P0033, P0034, P0035, P0045, P0047, P0048, P0243, P0245, P0246, P0247, P0249, P0250
Bundle Name: BSTR_b_PCA_TFTKO
P0234, P0299, P0033, P0034, P0035, P0045, P0047, P0048, P0243, P0245, P0246, P2261, P0247, P0249, P0250
Bundle Name: BSTR_b_TurboBypassCktFA
P0033, P0034, P0035, P00C0, P00C1, P00C2
Bundle Name: CamLctnExhFA
P0017, P0019, P0365, P0366, P0390, P0391
Bundle Name: CamLctnIntFA
P0016, P0018, P0340, P0341, P0345, P0346
Bundle Name: CamSensorAnyLctnTFTKO
P0016, P0017, P0018, P0019, P0340, P0341, P0345, P0346, P0365, P0366, P0390, P0391
Bundle Name: CamSensorAnyLocationFA
P0016, P0017, P0018, P0019, P0340, P0341, P0345, P0346, P0365, P0366, P0390, P0391
Bundle Name: CamSnsrExhTFTKO
P0017, P0019, P0365, P0366, P0390, P0391
Bundle Name: CamSnsrIntTFTKO
P0016, P0018, P0340, P0341, P0345, P0346
Bundle Name: Catalyst Warmup Enabled
N/A
Catalyst Warmup Enabled - Other Definitions: To enable the Cold Start Emission Reduction Strategy: Catalyst Temperature < 300.00 degC AND Engine Coolant > -12.00 degC AND Engine Coolant <= 56.00 degC AND Barometric Pressure>= 78.00 KPa AND DTC's Not Set:

ECT_Sensor_FA
MAP_SensorFA

The Cold Start Emission Reduction Strategy will remain active until:

Engine Run Time > **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details.

OR

Catalyst Temperature >= 800.00 degC
AND
Engine Run Time >= 22.00 seconds

OR

Barometric Pressure < 78.00 KPa

Bundle Name: ClutchPstnSnsr FA
P0806, P0807, P0808
Bundle Name: CrankSensor_FA
P0335, P0336
Bundle Name: CrankSensor_TFTKO
P0335, P0336
Bundle Name: CylDeacAllDriverFault
P3401, P03403, P03404, P3409, P03411, P03412, P3417, P3419, P3420, P3425, P3427, P3428, P3433, P3435, P3436, P3441, P3443, P3444, P3449, P3451, P3452, P3457, P3459, P3460
Bundle Name: CylDeacDriverFault
P3401, P03403, P03404, P3409, P03411, P03412, P3417, P3419, P3420, P3425, P3427, P3428, P3433, P3435, P3436, P3441, P3443, P3444, P3449, P3451, P3452, P3457, P3459, P3460
Bundle Name: ECT_Sensor_Ckt_FA
P0117, P0118
Bundle Name: ECT_Sensor_Ckt_FP
P0117, P0118
Bundle Name: ECT_Sensor_Ckt_TFTKO
P0117, P0118
Bundle Name: ECT_Sensor_DefaultDetected
P0116, P0117, P0118, P0119, P111E
Bundle Name: ECT_Sensor_FA
P0116, P0117, P0118, P0119, P0128, P111E
Bundle Name: ECT_Sensor_Perf_FA
P0116, P111E

Bundle Name: EGRValve_FP
P0405, P0406, P042E
Bundle Name: EGRValveCircuit_FA
P0403, P0404, P0405, P0406, P0489, P0490
Bundle Name: EGRValvePerformance_FA
P0401, P042E
Bundle Name: EngineMisfireDetected_FA
P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308
Bundle Name: EngineModeNotRunTimer_FA
P2610
Bundle Name: EngineModeNotRunTimerError
P2610
Bundle Name: EnginePowerLimited
P0068, P00C8, P00C9, P00CA, P0090, P0091, P0092, P0122, P0123, P0191, P0192, P0193, P0222, P0223, P0601, P0604, P0606, P0697, P06A3, P06DB, P06D2, P06DE, P0A1D, P1104, P127A, P127C, P127D, P15F2, P160D, P160E, P1682, P16A0, P16A1, P16A2, P16A7, P16F3, P2100, P2101, P2102, P2103, P2122, P2123, P2127, P2128, P2135, P2138, P215B, P2176, P228C, P228D, U0073, U0074, U0293, U1817
Bundle Name: EngineTorqueEstInaccurate
EngineMisfireDetected_FA, FuelInjedtorCircuit_FA, FuelInjedtorCircuit_TFTKO, FuelTrimSystemB1_FA, FuelTrimSystemB2_FA, MAF_SensorTFTKO, MAP_SensorTFTKO, EGRValvePerformance_FA, P16F3
EngineTorqueEstInaccurate - Other Definitions: P16F3 with GetXOYR_b_SecurityFlt (CeXOYR_e_MAPR_AfterThrotPresFlt, CeXOYR_e_MAPR_EngineVacuumFlt, CeXOYR_e_MAPR_IntkMnfdPresFlt, CeXOYR_e_MAFR_Ahead1vs2FinalFlt)
Bundle Name: EngOilPressureSensorCktFA
P0522, P0523
Bundle Name: EngOilPressureSensorFA
P0521, P0522, P0523
Bundle Name: EngOilTempFA
EngOilTempSensorCircuitFA, EngOilModeledTempValid, P16F3
EngOilTempFA - Other Definitions: P16F3 with GetXOYR_b_SecurityFlt(CeXOYR_e_EOTR_SecurityFlt)
Bundle Name: Ethanol Composition Sensor FA
P0178, P0179, P2269
Bundle Name: EvapEmissionSystem_FA
P0455, P0446
Bundle Name: EvapExcessPurgePsbl_FA
ELCP sealed/vented fuel system, P0442, P0455, P0458 OR Conventional fuel system, P0442, P0455, P0458, P0496
Bundle Name: EvapFlowDuringNonPurge_FA
P0496
Bundle Name: EvapPurgeSolenoidCircuit_FA

P0443, P0458, P0459
Bundle Name: EvapSmallLeak_FA
P0442
Bundle Name: EvapVentSolenoidCircuit_FA
P0449, P0498, P0499
Bundle Name: FHPR_b_FRP_SnsrCkt_FA
P0192, P0193, P127C, P127D, P16E4, P16E5, P128A, P128B, 128F
Bundle Name: FHPR_b_FRP_SnsrCkt_TFTKO
P0192, P0193, , P127C, P127D, P16E4, P16E5, P128A, P128B, 128F
Bundle Name: FHPR_b_PumpCkt_FA
P0090, P0091, P0092, P00C8, P00C9, P00CA
Bundle Name: FHPR_b_PumpCkt_TFTKO
P0090, P0091, P0092, P00C8, P00C9, P00CA
Bundle Name: FourWheelDriveLowStateInvalid
P2771
Bundle Name: FuelInjectorCircuit_FA
PFI: P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208, P0261, P0264, P0267, P0270, P0273, P0276, P0279, P0282, P0262, P0265, P0268, P0271, P0274, P0277, P0280, P0283 SIDI: P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208, P0261, P0264, P0267, P0270, P0273, P0276, P0279, P0282, P0262, P0265, P0268, P0271, P0274, P0277, P0280, P0283, P2147, P2150, P2153, P2156, P216B, P216E, P217B, P217E, P2148, P2151, P2154, P2157, P216C, P216F, P217C, P217F, P1248, P1249, P124A, P124B, P124C, P124D, P124E, P124F
Bundle Name: FuelInjectorCircuit_TFTKO
PFI: P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208, P0261, P0264, P0267, P0270, P0273, P0276, P0279, P0282, P0262, P0265, P0268, P0271, P0274, P0277, P0280, P0283 SIDI: P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208, P0261, P0264, P0267, P0270, P0273, P0276, P0279, P0282, P0262, P0265, P0268, P0271, P0274, P0277, P0280, P0283, P2147, P2150, P2153, P2156, P216B, P216E, P217B, P217E, P2148, P2151, P2154, P2157, P216C, P216F, P217C, P217F, P1248, P1249, P124A, P124B, P124C, P124D, P124E, P124F
Bundle Name: FuelPumpRlyCktFA
P0627, P0628, P0629
Bundle Name: FuelTankPressureSnsrCkt_FA
P0452, P0453
Bundle Name: FuelTrimSystemB1_FA
P0171, P0172, P11E9 , P11EA
Bundle Name: FuelTrimSystemB2_FA
P0174, P0175, P11EB, P11EC
Bundle Name: HumTempSnsrCktFA
P0097, P0098
Bundle Name: IAC_SystemRPM_FA
P0506, P0507
Bundle Name: IAT_SensorCircuitFA
P0112, P0113

Bundle Name: IAT_SensorCircuitFP
P0112, P0113
Bundle Name: IAT_SensorFA
P0111, P0112, P0113, P0114
Bundle Name: IAT_SensorTFTKO
P0111, P0112, P0113, P0114
Bundle Name: IgnitionOffTimeValid
P2610
Bundle Name: IgnitionOutputDriver_FA
P0351, P0352, P0353, P0354, P0355, P0356, P0357, P0358, P2300, P2301, P2303, P2304, P2306, P2307, P2309, P2310, P2312, P2313, P2315, P2316, P2318, P2319, P2321, P2322
Bundle Name: MAF_SensorCircuitFA
P0102, P0103, P010C, P010D
Bundle Name: MAF_SensorFA
P0101, P0102, P0103, P010B, P010C, P010D
Bundle Name: MAF_SensorTFTKO
P0101, P0102, P0103, P010B, P010C, P010D
Bundle Name: MAP_EngineVacuumStatus
P0106, P0107, P0108 Fault Active OR P0107, P0108 Fault Pending
Bundle Name: MAP_SensorCircuitFA
P0107, P0108
Bundle Name: MAP_SensorCircuitFP
P0107, P0108
Bundle Name: MAP_SensorFA
P0106, P0107, P0108
Bundle Name: MAP_SensorTFTKO
P0106, P0107, P0108
Bundle Name: MnfdTempSensorCktFA
Turbocharged or Supercharged, with Humidity sensor: P00EA, P00EB. Turbocharged or Supercharged, without Humidity sensor: P0097, P0098. Naturally Aspirated: P0112, P0113.
Bundle Name: MnfdTempSensorCktFP
Turbocharged or Supercharged, with Humidity sensor: P00EA, P00EB. Turbocharged or Supercharged, without Humidity sensor: P0097, P0098. Naturally Aspirated: P0112, P0113.
Bundle Name: MnfdTempSensorFA
Turbocharged or Supercharged, with Humidity sensor: P00E9, P00EA, P00EB, P00EC. Turbocharged or Supercharged, without Humidity sensor: P0096, P0097, P0098, P0099. Naturally Aspirated: P0111, P0112, P0113, P0114.
Bundle Name: O2S_Bank_1_Sensor_1_FA
P2A00, P0131, P0132, P0133, P0134, P0135, P0053, P1133, P015A, P015B, P0030
Bundle Name: O2S_Bank_1_Sensor_2_FA
P013A, P013B, P013E, P013F, P2270, P2271, P0137, P0138, P0140, P0141, P0054, P0036

Bundle Name: O2S_Bank_2_Sensor_1_FA
P2A03, P0151, P0152, P0153, P0154, P0155, P0059, P1153, P015C, P015D, P0050
Bundle Name: O2S_Bank_2_Sensor_2_FA
P013C, P013D, P014A, P014B, P2272, P2273, P0157, P0158, P0160, P0161, P0060, P0056
Bundle Name: OAT_PtEstFiltFA
ECM OAT: P0071, P0072, P0073, P0074, EngModeNotRunTmErr, VehicleSpeedSensor_FA, IAT_SensorFA, ECT_Sensor_DefaultDetected, MAF_SensorFA. VIMC OAT: P0072, P0073, EngModeNotRunTmErr, VehicleSpeedSensor_FA, ECT_Sensor_DefaultDetected. IAT-Based OAT: VehicleSpeedSensor_FA, IAT_SensorFA, MAF_SensorFA. All other cases: EngModeNotRunTmErr, VehicleSpeedSensor_FA, IAT_SensorFA, ECT_Sensor_DefaultDetected.
Bundle Name: OilPmpStuckHigh
P06DA, P06DB, P06DD
OilPmpStuckHigh - Other Definitions: TFTKO and FA
Bundle Name: OilPmpTFTKO
P06DA, P06DB, P06DC, P06DD, P06DE
OilPmpTFTKO - Other Definitions: TFTKO only for Output Driver and rationality
Bundle Name: PowertrainRelayFault
P1682, P16A7, P16BC
Bundle Name: PowertrainRelayStateOn_FA
P0685, P0686, P0687
Bundle Name: TC_BoostPresSnsrCktFA
P0237, P0238
Bundle Name: TC_BoostPresSnsrFA
P0236, P0237, P0238
Bundle Name: THMR_AHV_FA
P2681, P26A3, P26A6, P26A7, P26A9
THMR_AHV_FA - Other Definitions:
Bundle Name: THMR_AWP_AuxPumpFA
B269A, B269C, B269D
Bundle Name: THMR_SWP_Control_FA
P261A, P261D, P261C
Bundle Name: THMR_SWP_FlowStuckOn_FA
P261A, P261D, P261E
Bundle Name: THMR_SWP_NoFlow_FA
P261B, P261C
Bundle Name: TPS_FA
P0122, P0123, P0222, P0223, P16A0, P16A1, P16A2, P2135
Bundle Name: TPS_Performance_FA

P0068, P0121, P1104, P2100, P2101, P2102, P2103
Bundle Name: TPS_ThrottleAuthorityDefaulted
P0068, P0122, P0123, P0222, P0223, P16F3, P16A0, P16A1, P16A2, P1104, P2100, P2101, P2102, P2103, P2135
Bundle Name: Transmission Oil Temperature Validity
P0667, P0668, P0669, P0711, P0712, P0713
Bundle Name: Transmission Output Shaft Angular Velocity Validity
P0722, P0723, P077C, P077D
Bundle Name: Transmission Turbine Angular Velocity Validity
P0716, P0717, P07BF, P07C0
Bundle Name: TransmissionEngagedState_FA
P1824, P182A, P182B, P182C, P182D, P182E, P182F, P1838, P1839, P1840, P1841, P18B5, P18B6, P18B7, P18B8, P18B9, P18BA, P18BB, P18BC, P18BD, P18BE, P18BF, P18C0, P18C1, P18C2, P18C3, P1915
Bundle Name: VCER_TorqueSecurity
P16F3
VCER_TorqueSecurity - Other Definitions: P16F3 with GetXOYR_b_SecurityFlt(CeXOYR_e_AFM_PreloadAreaFlt, CeXOYR_e_AFM_PreloadTimerFlt, CeXOYR_e_AFM_DualPreloadAreaFlt, CeXOYR_e_CDAR_SecurityFlt)
Bundle Name: VehicleSpeedSensor_FA
P0502, P0503, P0722, P0723
Bundle Name: VehicleSpeedSensorError
P0502, P0503, P0722, P0723
Bundle Name: WRAF_Bank_1_FA
P0131, P0132, P064D, P223C, P223E
Bundle Name: WRAF_Bank_2_FA
P0151, P0152, P064E, P223D, P223F

Bundle Name: ClutchPstnSnsrCktHi FA
P0808
Bundle Name: ClutchPstnSnsrCktLo FA
P0807
Bundle Name: THMR_ECT_Sensor_Ckt_FA
P0116, P0117, P0118, P0119, P111E
Bundle Name: THMR_RCT_Sensor_Ckt_FA
P00B3, P00B4

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time 10. Emissions fuel level (PPEI $3FB) 11. Fuel pump control 12. Fuel pump control state 13. Engine fuel flow	not active not active not active not active not active not active not active >=5 seconds not low enabled normal or FRP Rationality control > 0.047 g/s	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					14. ECM fuel control system failure (PPEI $1ED)	failure has not occurred		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition OR Ignition OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output Fuel pump control enable Time that above conditions are met	0% duty cycle (off) False >=4.0 seconds	36 test failures in 40 test samples; 1 sample/12.5ms Pass/Fail determination made only once per trip	DTC Type B 2 trips
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current AND Fuel Pump Duty Cycle	<=0.5A >20%	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					AND Ignition Run/Crank Voltage	 9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1ED)	≠ Fuel Pump Control Module Enable Control Circuit	 Ignition AND PPEI Fuel System Request ($1ED)	 Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	 Ignition OR Ignition OR Fuel Pump Control	 Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the FSCM needs to be programmed	This DTC is set via calibration, when KeMEMD_b_NoStartCal	= TRUE	 Ignition OR Ignition OR Fuel Pump Control	 Run or Crank Accessory enabled	Runs once at power up	DTC Type A 1 trip
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	 Ignition OR Ignition OR Fuel Pump Control	 Run or Crank Accessory enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	 Ignition	 Run or Crank	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					OR Ignition OR Fuel Pump Control	Accessory enabled	Frequency: Runs continuously in the background.	
Control Module Internal Performance 1. Main Processor Configuration Register Test 2. Processor clock test 3. External watchdog test	P0606	This DTC indicates the FSCM has detected an internal processor fault or external watchdog fault (PID 2032 discriminates the source of the fault)	1. For all I/O configuration register faults: •Register contents 2. For Processor Clock Fault: •EE latch flag in EEPROM. OR • RAM latch flag. 3. For External Watchdog Fault: • Software control of fuel pump driver	Incorrect value. 0x5A5A 0x5A Control Lost	Ignition OR Ignition OR Fuel Pump Control 1. For all I/O configuration register faults: •KeMEMD_b_ProcFltCfgRegEnbl 2. For Processor Clock Fault: •KeMEMD_b_ProcFltCLKDiagEnbl 3. For External Watchdog Fault: •KeFRPD_b_FPExtWDogDiagEnbl 3. For External Watchdog Fault: •Control Module ROM(P0601) 3. For External Watchdog Fault: •Control Module RAM(P0604)	Run or Crank Accessory enabled TRUE TRUE TRUE not active not active	Tests 1 and 2 1 failure Frequency: Continuously (12.5ms) Test 3 3 failures out of 15 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 test failure Once on controller power-up	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	Reference voltage AND Output OR Reference voltage AND Output OR Reference voltage AND Output	>= 0.5V inactive >= 5.5V active <= 4.5V active	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip
			OR Reference voltage	> 105% nominal (i.e., 5.25V) OR <95% nominal (i.e., 4.75V)				
Fuel Pump Control Module - Driver Over-temperature 1	P064A	This DTC detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions	Pump Driver Temp	> 150C	Ignition OR Ignition OR Fuel Pump Control KeFRPD_b_FPOverTempDiagEnbl Ignition Run/Crank	Run or Crank Accessory enabled TRUE 9V<voltage<32V	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Ignition 1 Switch Circuit High Voltage	P2535	Detects if the Ignition1 Switch circuit is shorted to vehicle supply voltage	Ignition 1 voltage	> 11.7 V	Ignition Run_Crank terminal	Off	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Flow Performance (rationality)	P2635	This DTC detects degradation in the performance of the SIDI electronic return-less fuel system	Filtered fuel rail pressure error	<= Low Threshold (Function of desired fuel rail pressure and fuel flow rate. Margin is 15% of resultant target pressure except at flow <= 1.5g/s and target pressure <= 350kPa where the margin increases continuously at 66.6kPa/g/s as flow decreases) OR >= High Threshold (function of desired fuel rail pressure and fuel flow rate. 15% of resultant Target Pressure)	1. FRP Circuit Low DTC (P018C)	not active	Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips
					2. FRP Circuit High DTC (P018D)	not active .		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	not active		
					4. FuelPump Circuit Low DTC (P0231)	not active		
					5. FuelPump Circuit High DTC (P0232)	not active		
					6. FuelPump Circuit Open DTC (P023F)	not active		
					7. Reference Voltage DTC (P0641)	not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	not active		
					9. Control Module Internal Performance DTC (P0606)	not active		
					10. An ECM fuel control system failure (PPEI $1ED)	has not occurred		
					11. The Barometric pressure (PPEI $4C1) signal	valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	not low		
					14. Fuel pump control	enabled		
					15. Fuel pump control state	normal		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate **(See Supporting Tables tab)**	> 0.047 g/s **AND** <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus “A” Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off state	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM “A”	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time 10. Emissions fuel level (PPEI $3FB) 11. Fuel pump control 12. Fuel pump control state 13. Engine fuel flow	not active not active not active not active not active not active not active >=5 seconds not low enabled normal or FRP Rationality control > 0.047 g/s	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					14. ECM fuel control system failure (PPEI $1ED)	failure has not occurred		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition OR Ignition OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output Fuel pump control enable Time that above conditions are met	0% duty cycle (off) False >=4.0 seconds	36 test failures in 40 test samples; 1 sample/12.5ms Pass/Fail determination made only once per trip	DTC Type B 2 trips
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current AND Fuel Pump Duty Cycle	<=0.5A >20%	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					AND Ignition Run/Crank Voltage	 9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1ED)	≠ Fuel Pump Control Module Enable Control Circuit	 Ignition AND PPEI Fuel System Request ($1ED)	 Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Active Grill Air Shutter "A" Performance-Stuck/ Off (Functionality)	P059F	Compare commanded shutter position to sensed position	Failure to achieve commanded position	Two (2) consecutive intrusive tests fail to achieve commanded position. Intrusive tests are triggered immediately following any failure to achieve a commanded position.	1. Power mode 2. Shutter Control 3. Ignition Run/Crank Voltage	Run/Crank Enabled 11V < voltage < 32V	Frequency: 1 sample after every shutter movement. Intrusive test requested if shutter movement is commanded and position feedback differs after 19.5 seconds; otherwise report pass. Duration of intrusive test is shutter movement related (40 to 120 seconds)	DTC Type B 2 trips
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	 Ignition OR Ignition OR Fuel Pump Control	 Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Control Module Not Programmed	P0602	Indicates that the FSCM needs to be programmed	This DTC is set via calibration, when KeMEMD_b_NoStartCal	= TRUE	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	Runs once at power up	DTC Type A 1 trip
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background.	DTC Type A 1 trip
Control Module Internal Performance 1. Main Processor Configuration Register Test	P0606	This DTC indicates the FSCM has detected an internal processor fault or external watchdog fault (PID 2032 discriminates the source of the fault)	1. For all I/O configuration register faults: •Register contents	Incorrect value.	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	Tests 1 and 2 1 failure Frequency: Continuously (12.5ms)	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
2. Processor clock test 3. External watchdog test			2. For Processor Clock Fault: •EE latch flag in EEPROM. OR • RAM latch flag. 3. For External Watchdog Fault: • Software control of fuel pump driver	0x5A5A 0x5A Control Lost	1. For all I/O configuration register faults: •KeMEMD_b_ProcFltCfgRegEnbl 2. For Processor Clock Fault: •KeMEMD_b_ProcFltCLKDiagEnbl 3. For External Watchdog Fault: •KeFRPD_b_FPExtWDogDiagEnbl 3. For External Watchdog Fault: •Control Module ROM(P0601) 3. For External Watchdog Fault: •Control Module RAM(P0604)	TRUE TRUE TRUE not active not active	Test 3 3 failures out of 15 samples 1 sample/12.5 ms	
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 test failure Once on controller power-up	DTC Type B 2 trips
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	Reference voltage AND Output OR Reference voltage AND Output OR Reference voltage AND Output	>= 0.5V inactive >= 5.5V active <= 4.5V active	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip
			OR Reference voltage	> 105% nominal (i.e., 5.25V) OR <95% nominal (i.e., 4.75V)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Control Module - Driver Over-temperature 1	P064A	This DTC detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions	Pump Driver Temp	> 150C	Ignition OR Ignition OR Fuel Pump Control KeFRPD_b_FPOverTempDiagEnbl Ignition Run/Crank	Run or Crank Accessory enabled TRUE 9V<voltage<32V	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
Active Grille Air Shutter Actuator 1 Signal Message Counter Incorrect	P151E	Detects loss of communication condition has occurred between ECU and device Active Grill Air Shutter "A" actuator	PWM Message	Undetected	1. Power mode 2. Ignition Run/Crank Voltage	Run/Crank 11V < voltage < 32V	Frequency: 100ms 150 failures out of 167 samples	DTC Type B 2 trips
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Ignition 1 Switch Circuit High Voltage	P2535	Detects if the Ignition1 Switch circuit is shorted to vehicle supply voltage	Ignition 1 voltage	> 11.7 V	Ignition Run_Crank terminal	Off	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Flow Performance (rationality)	P2635	This DTC detects degradation in the performance of the SIDI electronic return-less fuel system	Filtered fuel rail pressure error	<= Low Threshold (Function of desired fuel rail pressure and fuel flow rate. Margin is 15% of resultant target pressure except at flow <= 1.5g/s and target pressure <= 350kPa where the margin increases continuously at 66.6kPa/g/s as flow decreases) OR >= High Threshold (function of desired fuel rail pressure and fuel flow rate. 15% of resultant Target Pressure)	1. FRP Circuit Low DTC (P018C)	not active	Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips
					2. FRP Circuit High DTC (P018D)	not active .		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	not active		
					4. FuelPump Circuit Low DTC (P0231)	not active		
					5. FuelPump Circuit High DTC (P0232)	not active		
					6. FuelPump Circuit Open DTC (P023F)	not active		
					7. Reference Voltage DTC (P0641)	not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	not active		
					9. Control Module Internal Performance DTC (P0606)	not active		
					10. An ECM fuel control system failure (PPEI $1ED)	has not occurred		
					11. The Barometric pressure (PPEI $4C1) signal	valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	not low		
					14. Fuel pump control	enabled		
					15. Fuel pump control state	normal		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate **(See Supporting Tables tab)**	> 0.047 g/s **AND** <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus “A” Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off state	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM “A”	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

P2635-Fuel Pump Performance Maximum Fuel Flow map (grams / s)

X-axis= Desired Fuel Pressure (kiloPascals)
Y-axis= Battery voltage (volts)

	200	250	300	350	400	450	500	550	600
4.5	17.5	17.5	17.5	17.5	17.5	14.8594	11.7344	8.67188	5.66406
6	17.5	17.5	17.5	17.5	17.5	14.8594	11.7344	8.67188	5.66406
7.5	17.5	17.5	17.5	17.5	17.5	14.8594	11.7344	8.67188	5.66406
9	17.5	17.5	17.5	17.5	17.5	14.8594	11.7344	8.67188	5.66406
10.5	17.5	17.5	17.5	17.5	17.5	14.8594	11.7344	8.67188	5.66406
12	17.5	17.5	17.5	17.5	17.5	17.5	17.5	15.8438	12.7656
13.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
15	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
16.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
18	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
19.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
21	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
22.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
24	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
25.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
27	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5
28.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5	17.5

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	30	37.5	45	52.5	60	67.5	75	82.5	90
1.5	30	37.5	45	52.5	60	67.5	75	82.5	90
3	30	37.5	45	52.5	60	67.5	75	82.5	90
4.5	30	37.5	45	52.5	60	67.5	75	82.5	90

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold High map (kiloPascals) Continued….

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
6	30	37.5	45	52.5	60	67.5	75	82.5	90
7.5	30	37.5	45	52.5	60	67.5	75	82.5	90
9	30	37.5	45	52.5	60	67.5	75	82.5	90
10.5	30	37.5	45	52.5	60	67.5	75	82.5	90
12	30	37.5	45	52.5	60	67.5	75	82.5	90
13.5	30	37.5	45	52.5	60	67.5	75	82.5	90
15	30	37.5	45	52.5	60	67.5	75	82.5	90
16.5	30	37.5	45	52.5	60	67.5	75	82.5	90
18	30	37.5	45	52.5	60	67.5	75	82.5	90
19.5	30	37.5	45	52.5	60	67.5	75	82.5	90
21	30	37.5	45	52.5	60	67.5	75	82.5	90
22.5	30	37.5	45	52.5	60	67.5	75	82.5	90
24	30	37.5	45	52.5	60	67.5	75	82.5	90
25.5	30	37.5	45	52.5	60	67.5	75	82.5	90
27	30	37.5	45	52.5	60	67.5	75	82.5	90
28.5	30	37.5	45	52.5	60	67.5	75	82.5	90
30	30	37.5	45	52.5	60	67.5	75	82.5	90
31.5	30	37.5	45	52.5	60	67.5	75	82.5	90
33	30	37.5	45	52.5	60	67.5	75	82.5	90
34.5	30	37.5	45	52.5	60	67.5	75	82.5	90
36	30	37.5	45	52.5	60	67.5	75	82.5	90
37.5	30	37.5	45	52.5	60	67.5	75	82.5	90
39	30	37.5	45	52.5	60	67.5	75	82.5	90
40.5	30	37.5	45	52.5	60	67.5	75	82.5	90
42	30	37.5	45	52.5	60	67.5	75	82.5	90
43.5	30	37.5	45	52.5	60	67.5	75	82.5	90

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold High map (kiloPascals) Continued….

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
45	30	37.5	45	52.5	60	67.5	75	82.5	90
46.5	30	37.5	45	52.5	60	67.5	75	82.5	90
48	30	37.5	45	52.5	60	67.5	75	82.5	90

P2635-Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold High map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
1.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
3	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
4.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
6	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
7.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
9	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
10.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
12	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
13.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
15	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
16.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
18	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
19.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
21	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
22.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
24	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5

P2635-Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold High map (kiloPascals) Continued..

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
25.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
27	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
28.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
30	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
31.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
33	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
34.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
36	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
37.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
39	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
40.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
42	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
43.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
45	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
46.5	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5
48	25.5	31.875	38.25	44.625	51	57.375	63.75	70.125	76.5

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	-260	-210	-160	-110	-60	-67.5	-75	-82.5	-90
1.5	-145	-125	-102.5	-81.25	-60	-67.5	-75	-82.5	-90
3	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
4.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold Low map (kiloPascals) Continued...

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
6	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
7.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
9	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
10.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
12	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
13.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
15	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
16.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
18	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
19.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
21	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
22.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
24	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
25.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
27	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
28.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
30	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
31.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
33	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
34.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
36	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
37.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
39	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
40.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
42	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
43.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90

P2635-Fuel Pump Performance Filtered Pressure Error Fault Threshold Low map (kiloPascals) Continued...

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
45	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
46.5	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90
48	-30	-37.5	-45	-52.5	-60	-67.5	-75	-82.5	-90

P2635-Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold Low map (kiloPascals)

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
0	-221	-178.5	-136	-93.5	-51	-57.375	-63.75	-70.125	-76.5
1.5	-123.25	-106.25	-87.125	-69.063	-51	-57.375	-63.75	-70.125	-76.5
3	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
4.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
6	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
7.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
9	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
10.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
12	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
13.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
15	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
16.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
18	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
19.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
21	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
22.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
24	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5

P2635-Fuel Pump Performance Filtered Pressure Error Fault RePass Threshold Low map (kiloPascals) Continued…

X-axis= Target Fuel Pressure (kiloPascals)
Y-axis= Fuel Flow (grams / s)

	200	250	300	350	400	450	500	550	600
25.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
27	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
28.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
30	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
31.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
33	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
34.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
36	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
37.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
39	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
40.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
42	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
43.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
45	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
46.5	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5
48	-25.5	-31.875	-38.25	-44.625	-51	-57.375	-63.75	-70.125	-76.5

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Active Grill Air Shutter "A" Performance-Stuck/ Off (Functionality)	P059F	Compare commanded shutter position to sensed position	Failure to achieve commanded position	Two (2) consecutive intrusive tests fail to achieve commanded position. Intrusive tests are triggered immediately following any failure to achieve a commanded position.	1. Power mode 2. Shutter Control 3. Ignition Run/Crank Voltage	Run/Crank Enabled 11V < voltage < 32V	Frequency: 1 sample after every shutter movement. Intrusive test requested if shutter movement is commanded and position feedback differs after 19.5 seconds; otherwise report pass. Duration of intrusive test is shutter movement related (40 to 120 seconds)	DTC Type B 2 trips
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the FSCM needs to be programmed	This DTC is set via calibration, when KeMEMD_b_NoStartCal	= TRUE	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	Runs once at power up	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background.	DTC Type A 1 trip
Control Module Internal Performance 1. Main Processor Configuration Register Test 2. Processor clock test 3. External watchdog test	P0606	This DTC indicates the ECU has detected an internal processor fault or external watchdog fault (PID 2032 discriminates the source of the fault)	1. For all I/O configuration register faults: •Register contents 2. For Processor Clock Fault: •EE latch flag in EEPROM. OR • RAM latch flag. 3. For External Watchdog Fault: • Software control of fuel pump driver	Incorrect value. 0x5A5A 0x5A Control Lost	Ignition OR Ignition OR Fuel Pump Control 1. For all I/O configuration register faults: •KeMEMD_b_ProcFltCfgRegEnbl 2. For Processor Clock Fault: •KeMEMD_b_ProcFltCLKDiagEnbl 3. For External Watchdog Fault: •KeFRPD_b_FPExtWDogDiagEnbl	Run or Crank Accessory enabled TRUE TRUE TRUE	Tests 1 and 2 1 failure Frequency: Continuously (12.5ms) Test 3 3 failures out of 15 samples 1 sample/12.5 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					3. For External Watchdog Fault: •Control Module ROM(P0601) 3. For External Watchdog Fault: •Control Module RAM(P0604)	not active not active		
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition OR Ignition OR Fuel Pump Control	Run or Crank Accessory enabled	1 test failure Once on controller power-up	DTC Type B 2 trips
Active Grille Air Shutter Actuator 1 Signal Message Counter Incorrect	P151E	Detects loss of communication condition has occurred between ECU and device Active Grill Air Shutter "A" actuator	PWM Message	Undetected	1. Power mode 2. Ignition Run/Crank Voltage	Run/Crank 11V < voltage < 32V	Frequency: 100ms 150 failures out of 167 samples	DTC Type B 2 trips
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Ignition 1 Switch Circuit High Voltage	P2535	Detects if the Ignition1 Switch circuit is shorted to vehicle supply voltage	Ignition 1 voltage	> 11.7 V	Ignition Run_Crank terminal	Off	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Control Module Communication Bus “A” Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off state	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips

16 OBDG03 Chassis Control Module (CHCM)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Lost Communication With ECM/PCM "A"	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Rail Pressure (FRP) Sensor Performance (rationality)	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range	Absolute value of fuel pressure change as sensed during intrusive test.	<= 30 kPa	1. FRP Circuit Low DTC (P018C) 2. FRP Circuit High DTC (P018D) 3. FuelPump Circuit Low DTC (P0231) 4. FuelPump Circuit High DTC (P0232) 5. FuelPump Circuit Open DTC (P023F) 6. Reference Voltage DTC (P0641) 7. Fuel Pump Control Module Driver Over-temperature DTC (P064A) 8. Control Module Internal Performance DTC (P0606) 9. Engine run time 10. Emissions fuel level (PPEI $3FB) 11. Fuel pump control 12. Fuel pump control state 13. Engine fuel flow	Not active Not active Not active Not active Not active Not active Not active >=5 seconds Not low Enabled Normal or FRP rationality control > 0.047 g/s	Frequency: Continuous; 12.5 ms loop. 60 seconds between intrusive tests that pass Intrusive test requested if fuel system is clamped for >= 5 seconds or fuel pressure error variance <= typically (0.3 to 0.6) (calculated over a 2.5sec period); otherwise report pass Duration of intrusive test is fueling related (5 to 12 seconds). Intrusive test is run when fuel flow is below Max allowed fuel flow rate (Typical values in the range of 11 to 50 g/s)	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					14. ECM fuel control system failure (PPEI $1ED)	Not failed		
Fuel Rail Pressure (FRP) Sensor Circuit Low Voltage	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low	FRP sensor voltage	< 0.14 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Rail Pressure (FRP) Sensor Circuit High Voltage	P018D	This DTC detects if the fuel pressure sensor circuit is shorted high	FRP sensor voltage	> 4.86 V	Ignition	Run or Crank	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type B 2 trips
Fuel Pump Control Circuit Low Voltage	P0231	This DTC detects if the fuel pump control circuit is shorted to low	Fuel Pump Current	> 14.48A	Ignition OR Ignition power mode OR Fuel Pump Control AND Ignition Run/Crank Voltage	Run or Crank Accessory enabled 9V < voltage < 32V	72 test failures in 80 test samples if Fuel Pump Current <100A 1 sample/12.5 ms	DTC Type A 1 trip
Fuel Pump Control Circuit High Voltage	P0232	This DTC detects if the fuel pump control circuit is shorted to high	Voltage measured at fuel pump circuit	> 3.86 V	Commanded fuel pump output Fuel pump control enable Time that above conditions are met	0% duty cycle (off) False >=4.0 seconds	36 test failures in 40 test samples; 1 sample/12.5ms Pass/Fail determination made only once per trip	DTC Type B 2 trips
Fuel Pump Control Circuit (Open)	P023F	This DTC detects if the fuel pump control circuit is open	Fuel Pump Current AND Fuel Pump Duty Cycle	<=0.5A >20%	Ignition OR Ignition power mode OR Fuel Pump Control	Run or Crank Accessory enabled	72 test failures in 80 test samples; 1 sample/12.5ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					AND Ignition Run/Crank Voltage	9V < voltage < 32V		
Fuel System Control Module Enable Control Circuit	P025A	This DTC detects if there is a fault in the fuel pump control enable circuit	PPEI (PPEI (Powertrain Platform Electrical Interface) Fuel System Request ($1ED)	≠ Fuel Pump Control Module Enable Control Circuit	Ignition AND PPEI Fuel System Request ($1ED)	Run or Crank valid	72 failures out of 80 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Read Only Memory (ROM)	P0601	This DTC will be stored if any software or calibration check sum is incorrect	Calculated Checksum (CRC16)	≠ stored checksum for any of the parts (boot, software, application calibration, system calibration)	Ignition OR Ignition power mode OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure if it occurs during the first ROM test of the ignition cycle, otherwise 5 failures Frequency: Runs continuously in the background	DTC Type A 1 trip
Control Module Not Programmed	P0602	Indicates that the FSCM needs to be programmed	This DTC is set via calibration, when KeMEMD_b_NoStartCal	= TRUE	Ignition OR Ignition power mode OR Fuel Pump Control	Run or Crank Accessory enabled	Runs once at power up	DTC Type A 1 trip
Control Module Long Term Memory Reset	P0603	Non-volatile memory checksum error at controller power-up	Checksum at power-up	≠ checksum at power-down	Ignition OR Ignition power mode OR Fuel Pump Control	Run or Crank Accessory enabled	1 failure Frequency: Once at power-up	DTC Type A 1 trip
Control Module Random Access Memory (RAM)	P0604	Indicates that control module is unable to correctly write and read data to and from RAM	Data read	≠ Data written	Ignition	Run or Crank	1 failure if it occurs during the first RAM test of the ignition cycle, otherwise 5 failures	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					OR Ignition power mode OR Fuel Pump Control	Accessory enabled	Frequency: Runs continuously in the background.	
Control Module Internal Performance 1. Main Processor Configuration Register Test 2. Processor clock test 3. External watchdog test	P0606	This DTC indicates the FSCM has detected an internal processor fault or external watchdog fault (PID 2032 discriminates the source of the fault)	1. For all I/O configuration register faults: •Register contents 2. For Processor Clock Fault: •EE latch flag in EEPROM. OR • RAM latch flag. 3. For External Watchdog Fault: • Software control of fuel pump driver	Incorrect value. 0x5A5A 0x5A Control Lost	Ignition OR Ignition power mode OR Fuel Pump Control 1. For all I/O configuration register faults: •KeMEMD_b_ProcFltCfgRegEnbl 2. For Processor Clock Fault: •KeMEMD_b_ProcFltCLKDiagEnbl 3. For External Watchdog Fault: •KeFRPD_b_FPExtWDogDiagEnbl 3. For External Watchdog Fault: •Control Module ROM(P0601) 3. For External Watchdog Fault: •Control Module RAM(P0604)	Run or Crank Accessory enabled TRUE TRUE TRUE not active not active	Tests 1 and 2 1 failure Frequency: Continuously (12.5ms) Test 3 3 failures out of 15 samples 1 sample/12.5 ms	DTC Type A 1 trip
Control Module Long Term Memory (EEPROM) Performance	P062F	Indicates that the NVM Error flag has not been cleared	Last EEPROM write	Did not complete	Ignition OR Ignition power mode OR Fuel Pump Control	Run or Crank Accessory enabled	1 test failure Once on controller power-up	DTC Type B 2 trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
5Volt Reference Circuit (Short High/Low/Out of Range)	P0641	Detects continuous short or out of range on the #1 5V sensor reference circuit	Reference voltage AND Output OR Reference voltage AND Output OR Reference voltage AND Output	>= 0.5V inactive >= 5.5V active <= 4.5V active	Ignition	Run or Crank	15 failures out of 20 samples 1 sample/12.5 ms	DTC Type A 1 trip
			OR Reference voltage	> 105% nominal (i.e., 5.25V) OR <95% nominal (i.e., 4.75V)				
Fuel Pump Control Module - Driver Over-temperature 1	P064A	This DTC detects if an internal fuel pump driver overtemperature condition exists under normal operating conditions	Pump Driver Temp	> 150C	Ignition OR Ignition power mode OR Fuel Pump Control KeFRPD_b_FPOverTempDiagEnbl Ignition Run/Crank	Run or Crank Accessory Enabled TRUE 9V<voltage<32V	3 failures out of 15 samples 1 sample/12.5 ms	DTC Type B 2 trips
Ignition 1 Switch Circuit Low Voltage	P2534	This DTC detects if the Ignition1 Switch circuit is shorted to low or open	Ignition 1 voltage	<= 6 V	Engine	Running	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip
Ignition 1 Switch Circuit High Voltage	P2535	Detects if the Ignition1 Switch circuit is shorted to vehicle supply voltage	Ignition 1 voltage	> 11.7 V	Ignition Run_Crank terminal	Off	180 failures out of 200 samples 1 sample/25.0 ms	DTC Type A 1 trip

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
Fuel Pump Flow Performance (rationality)	P2635	This DTC detects degradation in the performance of the SIDI electronic return-less fuel system	Filtered fuel rail pressure error	<= Low Threshold (continuously calculated function of desired fuel rail pressure and actual fuel flow rate) OR >= High Threshold (continuosly calculated function of desired fuel rail pressure and actual fuel flow rate) **(See Supporting Tables tab and Supporting Calculations tab)**	1. FRP Circuit Low DTC (P018C)	Not active	Filtered fuel rail pressure error Time Constant = 12.5 seconds Frequency: Continuous 12.5 ms loop	DTC Type B 2 trips
					2. FRP Circuit High DTC (P018D)	Not active .		
					3. Fuel Rail Pressure Sensor Performance DTC (P018B)	Not active		
					4. FuelPump Circuit Low DTC (P0231)	Not active		
					5. FuelPump Circuit High DTC (P0232)	Not active		
					6. FuelPump Circuit Open DTC (P023F)	Not active		
					7. Reference Voltage DTC (P0641)	Not active		
					8. Fuel Pump Control Module Driver Over-temperature DTC's (P064A)	Not active		
					9. Control Module Internal Performance DTC (P0606)	Not active		
					10. An ECM fuel control system failure (PPEI $1ED)	Not occurred		
					11. The Barometric pressure (PPEI $4C1) signal	Valid (for absolute fuel pressure sensor)		
					12. Engine run time	>= 30 seconds		
					13. Emissions fuel level (PPEI $3FB)	Not low		
					14. Fuel pump control	Enabled		
					15. Fuel pump control state	Normal		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illumination
					16. Battery Voltage	11V<=voltage=<32V		
					17. Fuel flow rate **(See Supporting Tables tab)**	> 0.047 g/s **AND** <= Max allowed fuel flow rate as a function of desired rail pressure & Vbatt (Typical values in the range of 11 to 50 g/s)		
					18. Fuel Pressure Control System	Is not responding to an over-pressurization due to pressure build during DFCO or a decreasing desired pressure command.		
Control Module Communication Bus “A” Off	U0073	Detects that a CAN serial data bus shorted condition has occurred to force the CAN device driver to enter a bus-off state	Bus Status	Off	Power mode	Run/Crank	5 failures out of 5 samples (5 seconds)	DTC Type B 2 trips
Lost Communication With ECM/PCM “A”	U0100	Detects that CAN serial data communication has been lost with the ECM	Message $0C9	Undetected	1. Power mode 2. Ignition Run/Crank Voltage 3. U0073	Run/Crank 11V<voltage<32V not active	12 failures out of 12 samples (12 seconds)	DTC Type B 2 trips

P2635 - Fuel Pump Performance Maximum Fuel Flow map (grams / second)

X-axis= Desired Fuel Pressure (kiloPascals)
Y-axis= Battery voltage (volts)

	200	250	300	350	400	450	500	550	600
4.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.6641	8.75781	6.07813	3.60156
6	11.7031	11.7031	11.7031	11.7031	11.7031	11.6641	8.75781	6.07813	3.60156
7.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.6641	8.75781	6.07813	3.60156
9	11.7031	11.7031	11.7031	11.7031	11.7031	11.6641	8.75781	6.07813	3.60156
10.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.6641	8.75781	6.07813	3.60156
12	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	9.0625
13.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
15	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
16.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
18	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
19.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
21	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
22.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
24	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
25.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
27	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031
28.5	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031	11.7031

P2635 - Fuel Injector Flow curve (grams / second)

X-axis= Fuel Pressure (kiloPascals)

128	148	168	188	208	228	248	268	288	308	328	348	368
2.0874	2.20142	2.31567	2.42969	2.54395	2.65796	2.77222	2.88623	3.00049	3.1145	3.22876	3.34302	3.45703

X-axis= Fuel Pressure (kiloPascals)

388	408	428	448	468	488	508	528	548	568	588	608	628
3.57129	3.63696	3.71875	3.802	3.85229	3.95288	4.08667	4.18896	4.29102	4.39307	4.49512	4.59717	4.69922

X-axis= Fuel Pressure (kiloPascals)

648	668	688	708	728	748	768
4.80127	4.90332	5.00562	5.10767	5.20972	5.31177	5.41382

P2635 - Minimum Fuel Injector Pulse Width curve (seconds)

X-axis= engine speed (revolutions / minute)

0	512	1024	1536	2048	2560	3072	3584	4096	4608	5120	5632	6144
0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688	0.79688

X-axis= engine speed (revolutions / minute)

6656	7168	7680	8192
0.79688	0.79688	0.79688	0.79688

P2635 - Calculation of fault thresholds

Calculation of Fault Thresholds:

Givens: Measured values observed at a typical operating point for an 80mph roadload --
Engine rpm = 1900 rev/min, Instantaneous Fuel Flow = 1.265 g/s, Fuel Line Pressure = 304 kPa (gage)

Example : Pressure Error Fault Threshold Low at chosen operating point:

Min Injector Flow [g/s] = Minimum Injector Pulse Width [ms] * Injector Slope[mg/ms/inj] * Number of Fuel Injectors / 2 [inj/rev] * Engine Speed [rev/min] * 1/60 [min/s] * 1/1000 [g/mg]

Min Injector Flow = 0.25 * 1.565918* 4 / 2 * 1900 / 60 / 1000 = 0.0247 g/s

Max Overfueling Error [] = (Instantaneous Injector Flow [g/s] / Min Injector Flow [g/s])
= 1.265 (g/s) / 0.0247 (g/s)
= 51.2147 / 100 (decimal conversion)
= 0.512147 (51 %)

The overfuelling fuel flow error is limited to the range of between 105% and 115% overfuelling depending on the actual fuel flow. The MaxOverfuelingError calculated above is **outside the scaling range**; therefore, the overperformance fault threshold for this operating point is then calculated using the limited value (105% or 1.05) as follows:

Pressure Error Fault Threshold Low[kPa]
= Injector Pressure Drop [kPa] *(1 -(Max Overfueling Error)^2)
= 304 * (1-(1.05 * 1.05))
= **-31.16 kPa**

Example : Pressure Error Fault Threshold High at same given operating point as the above example:

Max Injector Flow[g/s] = Injector Slope[mg/ms/inj] * Number of Fuel Injectors [inj] * 1/1000 [g/mg] * 1000 [ms/s]

Max Injector Flow[g/s] = 1.565918 * 4 *1/1000 *1000 = 6.26 g/s

Max Underfueling Error [] = (Instantaneous Injector Flow [g/s] / Max Injector Flow [g/s])
= 1.265 (g/s) / 6.26 (g/s)
= 0.202 (20%)

The underfuelling fuel flow error is limited to the range between 85% and 95% overfuelling depending on the actual fuel flow. The MaxUnderfuelingError calculated above falls **below limited range,** therefore it is **limited** to;

Max Underfueling Error [] = 0.85

The underperformance fault threshold for this operating point is then calculated as:

Pressure Error Fault Threshold High [kPa]