

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit Open – Bank 1	P0010	Controller specific output driver circuit diagnoses the CAM phaser oil control valve solenoid high sided driver for an open circuit failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver on state indicates open circuit failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.	$\geq 200 \text{ K } \Omega$ 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	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

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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_CamPosErrorLimlc1) 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_CamPosErrorLimlc1) deg AND < (CalculatedPerfMaxlc1) deg < 7.50 deg for (P0011_P05CC_StablePositionTimeIc1) seconds P0010 P2088 P2089	100.00 failures out of 1,000.00 samples 100 ms /sample	Type A, 1 Trips

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O2S Heater Control Circuit Bank 1 Sensor 1	P0030	Controller specific output driver circuit diagnoses the heater output low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.</p>	<p>≥ 200 K Ω impedance between output and controller ground.</p>	<p>Ignition Voltage Engine Speed</p>	<p>= Crank or Run > 11.0 volts > 400 RPM</p>	<p>20 failures out of 25 samples 250 ms / sample Continuous</p>	<p>Type B, 2 Trips Note: In certain controllers P0031 may also set</p>

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O2S Heater Control Circuit Bank1 Sensor1	P0031	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ impedance between output 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

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O2S Heater Control Circuit Bank1 Sensor1	P0032	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to power failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.</p>	<p>≤ 0.5 Ω impedance between output and controller power.</p>	<p>Ignition Voltage Engine Speed</p>	<p>= Crank or Run > 11.0 volts > 400 RPM</p>	<p>20 failures out of 25 samples</p> <p>250 ms / sample</p> <p>Continuous</p>	Type B, 2 Trips

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O2S Heater Control Circuit Bank 1 Sensor 2	P0036	Controller specific output driver circuit diagnoses the heater output low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.</p>	<p>≥ 200 K Ω impedance between output and controller ground.</p>	<p>Ignition Voltage Engine Speed</p>	<p>= Crank or Run > 11.0 volts > 400 RPM</p>	<p>20 failures out of 25 samples 250 ms / sample Continuous</p>	<p>Type B, 2 Trips Note: In certain controllers P0037 may also set</p>

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O2S Heater Control Circuit Bank1 Sensor2	P0037	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.</p>	$\leq 0.5 \Omega$ impedance between output 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

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O2S Heater Control Circuit Bank1 Sensor2	P0038	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to power failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.</p>	<p>$\leq 0.5 \Omega$ impedance between output and controller power.</p>	<p>Ignition Voltage Engine Speed</p>	<p>= Crank or Run > 11.0 volts > 400 RPM</p>	<p>20 failures out of 25 samples</p> <p>250 ms / sample</p> <p>Continuous</p>	<p>Type B, 2 Trips</p>

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O2S Heater Control Circuit Bank 2 Sensor 1	P0050	Controller specific output driver circuit diagnoses the heater output low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.</p>	<p>≥ 200 K Ω impedance between output and controller ground.</p>	<p>Ignition Voltage Engine Speed</p>	<p>= Crank or Run > 11.0 volts > 400 RPM</p>	<p>20 failures out of 25 samples 250 ms / sample Continuous</p>	<p>Type B, 2 Trips Note: In certain controllers P0051 may also set</p>

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O2S Heater Control Circuit Bank2 Sensor1	P0051	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ impedance between output 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 P0050 may also set

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O2S Heater Control Circuit Bank2 Sensor1	P0052	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to power failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.</p>	$\leq 0.5 \Omega$ impedance between output 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

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HO2S Heater Resistance Bank 1 Sensor 1	P0053	<p>Detects an oxygen sensor heater having an incorrect or out of range resistance value. This test calculates the heater's resistance (using voltage and current) at engine start after a soak condition and compares it to the expected values for the released sensor.</p> <p>This fault is set if the heater resistance is outside the expected range.</p>	Heater Resistance outside of the expected range of	2.8 < ohms < 9.5	No Active DTC's Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time	ECT_Sensor_FA P262B IAT_SensorFA < 8.0 °C > 28,800 seconds -30.0 < °C < 255.0 < 32.0 volts < 0.04 seconds	Once per valid cold start	Type B, 2 Trips

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HO2S Heater Resistance Bank 1 Sensor 2) (For Dual Bank Exhaust Only	P0054	<p>Detects an oxygen sensor heater having an incorrect or out of range resistance value. This test calculates the heater's resistance (using voltage and current) at engine start after a soak condition and compares it to the expected values for the released sensor.</p> <p>This fault is set if the heater resistance is outside the expected range.</p>	Heater Resistance outside of the expected range of	2.8 < ohms < 9.5	<p>No Active DTC's</p> <p>Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time</p>	<p>ECT_Sensor_FA P262B IAT_SensorFA < 8.0 °C > 28,800 seconds -30.0 < °C < 255.0 < 32.0 volts < 0.04 seconds</p>	Once per valid cold start	Type B, 2 Trips

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Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Control Circuit Bank 2 Sensor 2	P0056	Controller specific output driver circuit diagnoses the heater output low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.	$\geq 200 \text{ K } \Omega$ impedance between output 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 P0057 may also set

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O2S Heater Control Circuit Bank2 Sensor2	P0057	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ impedance between output 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 P0056 may also set

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O2S Heater Control Circuit Bank2 Sensor2	P0058	Controller specific output driver circuit diagnoses the heater output low sided driver for a short to power failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	<p>Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure.</p> <p>Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.</p>	$\leq 0.5 \Omega$ impedance between output and controller power.	Ignition Voltage Engine Speed	= Crank or Run > 11.0 volts > 400 RPM	<p>20 failures out of 25 samples</p> <p>250 ms / sample</p> <p>Continuous</p>	Type B, 2 Trips

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HO2S Heater Resistance Bank 2 Sensor 1	P0059	<p>Detects an oxygen sensor heater having an incorrect or out of range resistance value. This test calculates the heater's resistance (using voltage and current) at engine start after a soak condition and compares it to the expected values for the released sensor.</p> <p>This fault is set if the heater resistance is outside the expected range. Detects an oxygen sensor heater having an incorrect or out of range resistance value.</p>	Heater Resistance outside of the expected range of	3.8 < ohms < 10.4	<p>No Active DTC's</p> <p>Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time</p>	<p>ECT_Sensor_FA P262B IAT_SensorFA < 8.0 °C > 28,800 seconds -30.0 < °C < 255.0 < 32.0 volts < 0.09 seconds</p>	Once per valid cold start	Type B, 2 Trips

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Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
HO2S Heater Resistance Bank 2 Sensor 2	P0060	<p>Detects an oxygen sensor heater having an incorrect or out of range resistance value. This test calculates the heater's resistance (using voltage and current) at engine start after a soak condition and compares it to the expected values for the released sensor.</p> <p>This fault is set if the heater resistance is outside the expected range.</p>	Heater Resistance outside of the expected range of	3.8 < ohms < 10.4	<p>No Active DTC's</p> <p>Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time</p>	<p>ECT_Sensor_FA P262B IAT_SensorFA < 8.0 °C > 28,800 seconds -30.0 < °C < 255.0 < 32.0 volts < 0.09 seconds</p>	Once per valid cold start	Type B, 2 Trips

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MAP / MAF / Throttle Position Correlation	P0068	Detect when MAP and MAF do not match estimated engine airflow as established by the TPS	<p>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</p> <p>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</p>	<p>Table, f(TPS). See supporting tables: P0068_Delta MAP Threshold f(TPS)</p> <p>Table, f(TPS). See supporting tables: P0068_Delta MAF Threshold f(TPS)</p> <p>Table, f(RPM). See supporting tables: P0068_Maximum MAF f(RPM)</p> <p>Table, f(Volts). See supporting tables: P0068_Maximum MAF f(Volts)</p>	Engine Speed	<p>> 800 RPM</p> <p>Run/Crank voltage > 6.41</p>	<p>Continuously fail MAP and MAF portions of diagnostic for 0.1875 s</p> <p>Continuous in MAIN processor</p>	Type A, 1 Trips

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Intake Air Temperature Sensor 2 Circuit Performance (applications with humidity sensor, but no manifold temperature sensor)	P0096	<p>Detects an Intake Air Temperature 2 (IAT2) sensor value that is stuck in range by comparing the IAT2 sensor value against the IAT and coolant temperature sensor values and failing the diagnostic if the IAT2 value is more different than the IAT and coolant temperature values than is expected. If the engine has been off for a long enough period of time, the air temperature values in the engine compartment of the vehicle are considered to have equalized, and the diagnostic can be enabled.</p> <p>The diagnostic will fail if the IAT and coolant temperature values are similar, and the IAT2 value is not similar to the IAT and coolant temperature values.</p> <p>This diagnostic is executed once per ignition cycle if the enable conditions are met.</p>	<p>ABS(Power Up IAT - Power Up IAT2)</p> <p>AND</p> <p>ABS(Power Up ECT – Power Up IAT2)</p> <p>>=</p> <p>ABS(Power Up ECT – Power Up IAT)</p>	> 25 deg C	<p>Time between current ignition cycle and the last time the engine was running</p> <p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>> 28,800 seconds</p> <p>>= 11.0 Volts</p> <p>>= 0.9 seconds</p> <p>PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA HumTempSnsrCktFA EngineModeNotRunTimer Error</p>	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips

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Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 2 Low (applications with humidity)	P0097	<p>Detects a continuous short to ground in the Intake Air Temperature 2 (IAT2) signal circuit or an IAT2 sensor that is outputting a frequency signal that is too low. The diagnostic monitors the IAT2 sensor output frequency and fails the diagnostic when the IAT2 frequency is too low.</p> <p>The IAT2 sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is converted by the sensor to a frequency value in Hertz. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the frequency of the square wave signal and converts that frequency to a temperature value. A lower frequency is equivalent to a lower temperature.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	Raw IAT 2 Input	< 13 Hertz (~-60 deg C)	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>40 failures out of 50 samples</p> <p>1 sample every 100 msec</p>	Type B, 2 Trips

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Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 2 High (applications with humidity)	P0098	<p>Detects an Intake Air Temperature 2 (IAT2) sensor that is outputting a frequency signal that is too high. The diagnostic monitors the IAT2 sensor output frequency and fails the diagnostic when the IAT2 frequency is too high.</p> <p>The IAT2 sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is converted by the sensor to a frequency value in Hertz. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the frequency of the square wave signal and converts that frequency to a temperature value. A higher frequency is equivalent to a higher temperature.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	Raw IAT 2 Input	> 390 Hertz (~150 deg C)	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>40 failures out of 50 samples</p> <p>1 sample every 100 msec</p>	Type B, 2 Trips

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Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 2 Intermittent In-Range (applications with humidity)	P0099	<p>Detects a noisy or erratic signal in the Intake Air Temperature 2 (IAT2) circuit by monitoring the IAT2 sensor and failing the diagnostic when the IAT2 signal has a noisier output than is expected.</p> <p>When the value of the IAT2 signal in °C is determined, a delta is calculated between the current reading and the previous reading. The absolute value of these deltas is summed over a number of IAT2 readings. The result of this summation is called a "string length". Since the IAT2 signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic IAT2 signal. The diagnostic will fail if the string length is too high.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	<p>String Length</p> <p>Where: "String Length" = sum of "Diff" calculated over</p> <p>And where: "Diff" = ABS(current IAT 2 reading - IAT 2 reading from 100 milliseconds previous)</p>	<p>> 100.00 deg C</p> <p>10 consecutive IAT 2 readings</p>	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>4 failures out of 5 samples</p> <p>Each sample takes 1.0 seconds</p>	Type B, 2 Trips

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Intake Air Pressure Measurement System - Multiple Sensor Correlation (naturally aspirated with TIAP/Baro sensor)	P00C7	<p>Detects an inconsistency between pressure sensors in the induction system in which a particular sensor cannot be identified as the failed sensor.</p> <p>If the engine has been off for a sufficient amount of time, the pressure values in the induction system will have equalized. The Manifold Pressure (MAP) and Barometric Pressure (BARO) sensors values are checked to see if they are within the normal expected atmospheric pressure range. If they are, then MAP and BARO are compared to see if their values are similar.</p> <p>If the MAP and BARO values are not similar, there are no other pressure sensors to compare against to identify which sensor is not rational. The Multiple Pressure Sensor Correlation Diagnostic will fail in this case.</p>	ABS(Manifold Pressure - Baro Pressure)	> 10.0 kPa	<p>Time between current ignition cycle and the last time the engine was running</p> <p>Engine is not rotating</p> <p>Manifold Pressure Manifold Pressure Baro Pressure Baro Pressure</p> <p>No Active DTCs:</p> <p>No Pending DTCs:</p>	<p>> 5.0 seconds</p> <p>>= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa</p> <p>EngineModeNotRunTimer Error MAP_SensorFA AAP_SnsrFA</p> <p>MAP_SensorCircuitFP AAP_SnsrCktFP</p>	<p>4 failures out of 5 samples</p> <p>1 sample every 12.5 msec</p>	Type B, 2 Trips

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Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit Low	P00F4	<p>Detects a continuous short to ground in the humidity signal circuit or a humidity sensor that is outputting a duty cycle that is too low. The diagnostic monitors the humidity sensor duty cycle output and fails the diagnostic when the humidity duty cycle is too low.</p> <p>The humidity sensor converts the capacitance across the sensor to a relative humidity. The relative humidity value is converted by the sensor to a duty cycle value in %. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the duty cycle of the square wave signal and converts that duty cycle to a relative humidity value in % through a transfer function.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	Humidity Duty Cycle	<= 5.0 %	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>40 failures out of 50 samples</p> <p>1 sample every 100 msec</p>	Type B, 2 Trips

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Humidity Sensor Circuit High	P00F5	<p>Detects a humidity sensor that is outputting a duty cycle signal that is too high. The diagnostic monitors the humidity sensor duty cycle output and fails the diagnostic when the humidity duty cycle is too high.</p> <p>The humidity sensor converts the capacitance across the sensor to a relative humidity. The relative humidity value is converted by the sensor to a duty cycle value in %. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the duty cycle of the square wave signal and converts that duty cycle to a relative humidity value in % through a transfer function.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	Humidity Duty Cycle	>= 95.0 %	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>40 failures out of 50 samples</p> <p>1 sample every 100 msec</p>	Type B, 2 Trips

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Humidity Sensor Circuit Intermittent	P00F6	<p>Detects a noisy or erratic signal in the humidity circuit by monitoring the humidity sensor and failing the diagnostic when the humidity signal has a noisier output than is expected.</p> <p>When the value of relative humidity in % is determined, a delta is calculated between the current reading and the previous reading. The absolute value of these deltas is summed over a number of humidity readings. The result of this summation is called a "string length".</p> <p>Since the humidity signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic humidity signal. The diagnostic will fail if the string length is too high.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	<p>String Length</p> <p>Where: "String Length" = sum of "Diff" calculated over</p> <p>And where: "Diff" = ABS(current Humidity reading - Humidity reading from 100 milliseconds previous)</p>	<p>> 80 %</p> <p>10 consecutive Humidity readings</p>	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>4 failures out of 5 samples</p> <p>Each sample takes 1.0 seconds</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow System Performance (naturally aspirated)	P0101	<p>Detects a performance failure in the Mass Air Flow (MAF) sensor, such as when a MAF value is stuck in range.</p> <p>This diagnostic is performed using the Intake Flow Rationality Diagnostic (IFRD). IFRD calculates modeled values of sensors from other sensors. The other sensors are the Manifold Pressure (MAP) sensor and Throttle Position sensor (TPS).</p> <p>These modeled values are compared against the actual sensor values to see if they are similar. If they are similar, then the model passes. If they are not similar, then that model is considered to be failed. Certain combinations of model passes and model failures can be interpreted to be caused by a performance issue with the MAF sensor. In this case, the MAF Performance diagnostic will fail.</p>	<p>Filtered Throttle Model Error AND ABS(Measured Flow – Modeled Air Flow) Filtered AND ABS(Measured MAP – MAP Model 2) Filtered</p>	<p>$\leq 300 \text{ kPa}^*(\text{g/s})$</p> <p>$> 25.0 \text{ grams/sec}$</p> <p>$> 18.0 \text{ kPa}$</p>	<p>Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp</p> <p>Minimum total weight factor (all factors multiplied together)</p> <p>See Residual Weight Factor tables.</p> <p>No Active DTCs: -</p>	<p>$\geq 400 \text{ RPM}$ $\leq 5,600 \text{ RPM}$ $\geq -9 \text{ Deg C}$ $\leq 129 \text{ Deg C}$ $\geq -20 \text{ Deg C}$ $\leq 125 \text{ Deg C}$</p> <p>≥ 0.50</p> <p>Filtered Throttle Model Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM</p> <p>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</p> <p>MAP Model 2 Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM</p> <p>MAP_SensorCircuitFA</p>	<p>Continuous</p> <p>Calculation are performed every 12.5 msec</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow Sensor Circuit Low Frequency	P0102	<p>Detects a continuous short to ground in the MAF sensor circuit or a MAF sensor that is outputting a frequency that is too low. The diagnostic monitors the MAF sensor frequency output and fails the diagnostic when the MAF frequency is too low.</p> <p>The MAF sensor monitors the temperature of a circuit in the air flow of the engine. The temperature of this circuit is related to the air velocity across the sensor. The MAF sensor converts this air velocity to a mass air flow value. The mass air flow value is converted by the sensor to a frequency value in Hertz. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the frequency of the square wave signal and converts that frequency to a mass air flow value in grams/second through a transfer function.</p>	MAF Output	<= 600 Hertz (~ 1.70 gm/sec)	Engine Run Time Engine Speed Ignition Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 8.0 Volts >= 1.0 seconds	400 failures out of 500 samples 1 sample every cylinder firing event	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow Sensor Circuit High Frequency	P0103	<p>Detects a MAF sensor that is outputting a frequency signal that is too high. The diagnostic monitors the MAF sensor frequency output and fails the diagnostic when the MAF frequency is too high.</p> <p>The MAF sensor monitors the temperature of a circuit in the air flow of the engine. The temperature of this circuit is related to the air velocity across the sensor. The MAF sensor converts this air velocity to a mass air flow value. The mass air flow value is converted by the sensor to a frequency value in Hertz. A digital square wave signal is transmitted by the sensor to the ECM. The ECM calculates the frequency of the square wave signal and converts that frequency to a mass air flow value in grams/second through a transfer function.</p>	MAF Output	>= 14,500 Hertz (~ 523.0 gm/sec)	Engine Run Time Engine Speed Ignition Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 8.0 Volts >= 1.0 seconds	400 failures out of 500 samples 1 sample every cylinder firing event	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Performance (naturally aspirated)	P0106	<p>Detects a performance failure in the Manifold Pressure (MAP) sensor, such as when a MAP value is stuck in range.</p> <p>If the engine has been off for a sufficient amount of time, the pressure values in the induction system will have equalized. The MAP sensor value is checked to see if it is within the normal expected atmospheric pressure range. If it is not, then the MAP performance diagnostic will fail.</p> <p>The engine running portion of this diagnostic is performed using the Intake Flow Rationality Diagnostic (IFRD). IFRD calculates modeled values of sensors from other sensors. The other sensors are the Mass Air Flow (MAF) sensor and Throttle Position sensor (TPS).</p> <p>These modeled values are compared against the actual sensor values to see if they are similar. If they are similar, then the model</p>	<p>Engine Running:</p> <p>Filtered Throttle Model Error AND ABS(Measured MAP – MAP Model 1) Filtered AND ABS(Measured MAP – MAP Model 2) Filtered</p>	<p><= 300 kPa*(g/s)</p> <p>> 18.0 kPa</p> <p>> 18.0 kPa</p>	<p>Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp</p> <p>Minimum total weight factor (all factors multiplied together)</p> <p>See Residual Weight Factor tables.</p> <p>No Active DTCs:</p> <p>No Pending DTCs:</p>	<p>>= 400 RPM <= 5,600 RPM >= -9 Deg C <= 129 Deg C >= -20 Deg C <= 125 Deg C</p> <p>>= 0.50</p> <p>Filtered Throttle Model Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM</p> <p>MAP Model 1 Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM</p> <p>MAP Model 2 Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM</p> <p>MAP_SensorCircuitFA EGRValvePerformance_FA A MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA</p> <p>EGRValve_FP ECT_Sensor_Ckt_FP</p>	<p>Continuous</p> <p>Calculations are performed every 12.5 msec</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		passes. If they are not similar, then that model is considered to be failed. Certain combinations of model passes and model failures can be interpreted to be caused by a performance issue with the MAP sensor. In this case, the MAP Performance diagnostic will fail.	Engine Not Rotating: 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:	IAT_SensorCircuitFP > 5.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit Low (Gen II)	P0107	Detects a continuous short to ground or open circuit in the Manifold Absolute Pressure (MAP) signal circuit by monitoring the MAP sensor output voltage and failing the diagnostic when the MAP voltage is too low. The MAP sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	MAP Voltage	< 3.0 % of 5 Volt Range (This is equal to 6.1 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Circuit High (Gen II)	P0108	Detects a continuous short to power in the Manifold Absolute Pressure (MAP) signal circuit by monitoring the MAP sensor output voltage and failing the diagnostic when the MAP voltage is too high. The MAP sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	MAP Voltage	> 90.0 % of 5 Volt Range (This is equal to 115.1 kPa)	Continuous		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>Detects an Intake Air Temperature (IAT) sensor value that is stuck in range by comparing the IAT sensor value against the IAT2 and coolant temperature sensor values and failing the diagnostic if the IAT value is more different than the IAT2 and coolant temperature values than is expected. If the engine has been off for a long enough period of time, the air temperature values in the engine compartment of the vehicle are considered to have equalized, and the diagnostic can be enabled.</p> <p>The diagnostic will fail if the IAT2 and coolant temperature values are similar, and the IAT value is not similar to the IAT2 and coolant temperature values.</p> <p>This diagnostic is executed once per ignition cycle if the enable conditions are met.</p>	<p>ABS(Power Up IAT - Power Up IAT2)</p> <p>AND</p> <p>ABS(Power Up ECT – Power Up IAT) > ABS(Power Up ECT – Power Up IAT2)</p>	> 25 deg C	<p>Time between current ignition cycle and the last time the engine was running</p> <p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>> 28,800 seconds</p> <p>>= 11.0 Volts</p> <p>>= 0.9 seconds</p> <p>PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA HumTempSnsrCktFA EngineModeNotRunTimer Error</p>	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 Intake Air Temperature (IAT) signal circuit by monitoring the IAT sensor output resistance and failing the diagnostic when the IAT resistance is too low. The IAT sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. A lower resistance is equivalent to a higher temperature.	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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 Intake Air Temperature (IAT) signal circuit by monitoring the IAT sensor output resistance and failing the diagnostic when the IAT resistance is too high. The IAT sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. A higher resistance is equivalent to a lower temperature.	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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Intermittent In-Range	P0114	<p>Detects a noisy or erratic signal in the Intake Air Temperature (IAT) circuit by monitoring the IAT sensor and failing the diagnostic when the IAT signal has a noisier output than is expected.</p> <p>When the value of the IAT signal in °C is determined, a delta is calculated between the current reading and the previous reading. The absolute value of these deltas is summed over a number of IAT readings. The result of this summation is called a "string length".</p> <p>Since the IAT signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic IAT signal. The diagnostic will fail if the string length is too high.</p>	<p>String Length</p> <p>Where: "String Length" = sum of "Diff" calculated over</p> <p>And where: "Diff" = ABS(current IAT reading - IAT reading from 100 milliseconds previous)</p>	<p>> 80.00 deg C</p> <p>10 consecutive IAT readings</p>	Continuous		<p>4 failures out of 5 samples</p> <p>Each sample takes 1.0 seconds</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature (ECT) Sensor Performance	P0116	This DTC detects an ECT (Engine Coolant temperature) sensor that is biased high or stuck above the thermostat monitoring diagnostic. This check is performed after a soak condition.	<p>A failure will be reported if any of the following occur:</p> <p>1) ECT at power up > IAT at power up by an IAT based table lookup value after a minimum 28,800 second soak (fast fail).</p> <p>2) ECT at power up > IAT at power up by 19.3 C after a minimum 28,800 second soak and a block heater has not been detected.</p> <p>3) ECT at power up > IAT at power up by 19.3 C after a minimum 28,800 seconds soak and the time spent cranking the engine without starting is greater than 10.0 seconds with the LowFuelConditionDiag</p>	<p>See P0116_Fail if power up ECT exceeds IAT by these values in the Supporting tables section</p> <p>= False</p>	<p>No Active DTC's</p> <p>Non-volatile memory initialization</p> <p>Test complete this trip Test aborted this trip IAT LowFuelCondition Diag</p> <p>===== Block Heater detection is enabled when either of the following occurs:</p> <p>1) ECT at power up > IAT at power up by</p> <p>2) Cranking time</p> <p>===== Block Heater is detected and diagnostic is aborted when 1) or 2) occurs:</p> <p>1a) Vehicle drive time</p> <p>1b) Vehicle speed</p> <p>1c) Additional Vehicle drive time is provided to 1a when Vehicle speed is below 1b as follows:</p>	<p>VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_Ckt_FA IgnitionOffTimeValid TimeSinceEngineRunning Valid</p> <p>= Not occurred</p> <p>= False = False ≥ -9 °C</p> <p>= False</p> <p>===== > 19.3 °C < 10.0 seconds</p> <p>===== > 400 seconds with > 14.9 MPH</p> <p>0.00 times the seconds with vehicle speed below 1b</p>	<p>1 failure</p> <p>500 msec/sample</p> <p>Once per valid cold start</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	≥ 3.3 °C ≥ 1 °C Within ≤ 30 seconds ===== > 1800 seconds ≤ -9 °C		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 (Engine Coolant temperature) signal circuit or the ECT sensor. This is accomplished by monitoring the resistance of the circuit. If the resistance goes out of the expected range the DTC is set.	ECT Resistance (@ 150°C)	< 46 Ohms			5 failures out of 6 samples 1 sec/ sample Continuous	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 (Engine Coolant temperature) signal circuit or the ECT sensor. This is accomplished by monitoring the resistance of the circuit. If the resistance goes out of the expected range the DTC is set.	ECT Resistance (@ -60°C)	> 333,000 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -9.0 °C	5 failures out of 6 samples 1 sec/ sample Continuous	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature (ECT) Sensor Circuit Intermittent	P0119	Circuit Erratic This DTC detects large step changes in the ECT (Engine Coolant temperature) signal circuit or the ECT sensor. Allowable high and low limits are calculated for the next sample based on the previous sample and sensor time constant. If the sensor responds faster than should be possible the DTC is set.	ECT temperature step change: 1) positive step change is greater than calculated high limit OR 2) negative 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 calculated 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. *****	7.4 seconds -60.0 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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position Sensor Performance (naturally aspirated)	P0121	<p>Detects a performance failure in the Throttle Position sensor (TPS) sensor, such as when a TPS value is stuck in range.</p> <p>This diagnostic is performed using the Intake Flow Rationality Diagnostic (IFRD). IFRD calculates modeled values of sensors from other sensors. The other sensors are the Manifold Pressure (MAP) sensor and Mass Air Flow (MAF) sensor.</p> <p>These modeled values are compared against the actual sensor values to see if they are similar. If they are similar, then the model passes. If they are not similar, then that model is considered to be failed. Certain combinations of model passes and model failures can be interpreted to be caused by a performance issue with the TPS sensor. In this case, the TPS Performance diagnostic will fail.</p>	<p>Filtered Throttle Model Error AND ABS(Measured MAP – MAP Model 2) Filtered</p>	<p>> 300 kPa*(g/s)</p> <p><= 18.0 kPa</p>	<p>Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp</p> <p>Minimum total weight factor (all factors multiplied together)</p> <p>See Residual Weight Factor tables.</p> <p>No Active DTCs:</p> <p>No Pending DTCs:</p>	<p>>= 400 RPM <= 5,600 RPM > -9 Deg C < 129 Deg C > -20 Deg C < 125 Deg C</p> <p>>= 0.50</p> <p>Filtered Throttle Model Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM</p> <p>MAP Model 2 Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM</p> <p>MAP_SensorCircuitFA EGRValvePerformance_FA A MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA</p> <p>EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP</p>	<p>Continuous</p> <p>Calculation are performed every 12.5 msec</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Below Stat Regulating Temperature	P0128	This DTC detects if the ECT (EngineCoolant temperature) does not achieve the required target temperature after an allowed energy accumulation by the engine. This can be caused by an ECT sensor biased low or a cooling system that is not warming up correctly because of a stuck open thermostat.	<p>Energy is accumulated after the first combustion event using Range #1 or #2 below:</p> <p>Thermostat type is divided into normal (non-heated) and electrically heated.</p> <p>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 appropriate section below.</p> <p>***** Type cal above = 1 (Electrically heated t-stat) == == == == Range #1 (Primary) ECT reaches Commanded temperature minus 11 °C when Ambient min is ≤ 52 °C and > 10 °C. Note: Warm up target for range #1 will be at least 75 °C == == == == Range #2 (Alternate) ECT reaches Commanded temperature minus 11 °C when Ambient min is ≤ 10 °C and > -9 °C. Note: Warm up target for range #2 will be at least</p>	<p>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.</p> <p>This diagnostic models the net energy into and out of the cooling</p>	<p>No Active DTC's</p> <p>Engine not run time (soaking time before current trip)</p> <p>Engine run time</p> <p>Fuel Condition</p> <p>Distance traveled</p> <p>***** If Engine RPM is continuously greater than for this time period</p> <p>The diagnostic test for this key cycle will abort *****</p> <p>***** If T-Stat Heater commanded duty cycle for this time period</p>	<p>ECT_Sensor_Ckt_FA ECT_Sensor_Perf_FA VehicleSpeedSensor_FA OAT_PtEstFiltFA IAT_SensorCircuitFA MAF_SensorFA THMR_AWP_AuxPumpFA A THMR_AHV_FA THMR_SWP_Control_FA THMR_SWP_NoFlow_FA THMR_SWP_FlowStuckOn_FA EngineTorqueEstInaccuracy</p> <p>≥ 1,800 seconds</p> <p>30 ≤ Eng Run Tme ≤ 1,470 seconds</p> <p>Ethanol ≤ 87 %</p> <p>≥ 0.75 miles</p> <p>*****</p> <p>8,200 rpm 5.0 seconds</p> <p>*****</p> <p>> 20.0 % duty cycle > 5.0 seconds</p>	<p>1 failure to set DTC</p> <p>1 sec/ sample</p> <p>Once per ignition key cycle</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 75 °C when Ambient min is ≤ 52 °C and > 10 °C. == == == == Range #2 (Alternate) ECT reaches 55 °C when Ambient min is ≤ 10 °C and > -9 °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.	The diagnostic test for this key cycle will abort ***** ECT at start run	***** -60 ≤ ECT ≤ 56 °C		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 1 Sensor 1	P0131	<p>This DTC determines if the O2 sensor signal circuit is shorted low. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is below the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	< 40.0 mVolts	<p>No Active DTC's</p> <p>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</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active</p> <p>All Fuel Injectors for active Cylinders</p>	<p>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</p> <p>= Not active = Not active = Not active = Not active = Not active = Not active = Not active = Not active = Not active</p> <p>= False = False</p> <p>0.9922 < ratio < 1.0137 175 < mgram < 700 = Closed Loop = TRUE (Please see "Closed Loop Enable Clarification" in Supporting Tables).</p> <p>Enabled (On)</p>	<p>285 failures out of 350 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Fuel Condition Fuel State All of the above met for	Ethanol \leq 87 % DFCO not active > 5.0 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 1 Sensor 1	P0132	<p>This DTC determines if the O2 sensor signal circuit is shorted high or open. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is above the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	> 1,050 mvolts	<p>No Active DTC's</p> <p>System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>*****</p> <p>Secondary delay after above conditions are complete (cold start condition)</p> <p>Secondary delay after above conditions are complete (not cold start condition)</p> <p>Commanded equivalence Ratio</p> <p>*****</p> <p>All of the above met for</p>	<p>TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuellInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA</p> <p>> 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds</p> <p>= False = False</p> <p>*****</p> <p>> 235.0 seconds when engine soak time > 28,800 seconds</p> <p>> 235.0 seconds when engine soak time ≤ 28,800 seconds</p> <p>≤ 1.014 EQR</p> <p>*****</p> <p>> 2.0 seconds</p>	<p>100 failures out of 125 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		"P0133_O2S Slow Response Bank 1 Sensor 1 "Pass/Fail Threshold Table" and the outcome determines a response faulted condition. Additionally, this fault is set when the L2R or R2L slope time switch count test results are less than the ST individual thresholds.		P0133_KnEOSD_t_ST_RLC_LimRS1	<p>O2 Heater on for Learned Htr resistance</p> <p>Engine Coolant IAT</p> <p>Engine run Accum</p> <p>Time since any AFM status change</p> <p>Time since Purge On to Off change</p> <p>Time since Purge Off to On change</p> <p>Engine airflow</p> <p>Engine speed</p> <p>Fuel Condition</p> <p>Baro</p> <p>Air Per Cylinder</p> <p>Fuel Control State</p> <p>Closed Loop Active</p> <p>LTM (Block Learn) fuel cell</p>	<p>Multiple DTC Use_Green Sensor Delay Criteria - Limit</p> <p>for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds</p> <p>= Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>> 50 °C</p> <p>> -40 °C</p> <p>> 30 seconds</p> <p>> 0.0 seconds</p> <p>> 1.0 seconds</p> <p>> 0.0 seconds</p> <p>20 ≤ grams/sec ≤ 55</p> <p>1,200 ≤ RPM ≤ 3,000</p> <p>< 87 % Ethanol</p> <p>> 70 kpa</p> <p>≥ 200 mGrams</p> <p>= Closed Loop</p> <p>= TRUE</p> <p>(Please see "Closed Loop Enable Clarification" in Supporting Tables).</p> <p>= Enabled. refer to</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Transient Fuel Mass Baro Fuel Control State Fuel State Commanded Proportional Gain ===== All of the above met for	Multiple DTC Use - Response Cell Enable Table for additional info. ≤ 100.0 mgrams = Not Defaulted not = Power Enrichment DFCO not active ≥ 0.0 % ===== > 3.5 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 < 3.1	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: 1 tests per trip 5 seconds delay between tests and 1 second execution rate	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 1 Sensor 2) (For Dual Bank Exhaust Only	P0137	<p>This DTC determines if the O2 sensor signal circuit is shorted low. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is below the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	< 50 mvolts	<p>No Active DTC's</p> <p>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</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active</p> <p>All Fuel Injectors for</p>	<p>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</p> <p>= Not active = Not active = Not active = Not active > 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p> <p>0.992 ≤ ratio ≤ 1.014 175 ≤ mgrams ≤ 700 = Closed Loop = TRUE (Please see “Closed Loop Enable Clarification” in Supporting Tables).</p>	<p>320 failures out of 400 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					active Cylinders Fuel Condition Fuel State All of the above met for	Enabled (On) Ethanol \leq 87 % DFCO not active > 5.0 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 1 Sensor 2) (For Dual Bank Exhaust Only	P0138	<p>This DTC determines if the O2 sensor signal circuit is shorted high or open. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is above the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	> 1,050 mvolts	<p>No Active DTC's</p> <p>System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>*****</p> <p>Secondary delay after above conditions are complete (cold start condition)</p> <p>Secondary delay after above conditions are complete (not cold start condition)</p> <p>Commanded equivalence Ratio</p> <p>*****</p> <p>All of the above met for</p>	<p>TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuellInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA</p> <p>> 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds</p> <p>= False = False</p> <p>*****</p> <p>> 235.0 seconds when engine soak time > 28,800 seconds</p> <p>> 235.0 seconds when engine soak time ≤ 28,800 seconds</p> <p>≤ 1.014 EQR</p> <p>*****</p> <p>> 2.0 seconds</p>	<p>100 failures out of 125 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>The P013A diagnostic is the third in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor has a slow response to an A/F change from Rich to Lean and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>Note: The Primary method is used when the secondary O2 sensor signal transitions from above the upper threshold to below the lower threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P013A diagnostic measures the secondary O2 sensor voltage response rate</p>	<p>Primary Method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.30 coefficient.</p> <p>OR</p> <p>Secondary Method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)</p>	<p>> 8.0 units ≤ 7.4 units</p> <p>> 75.0 grams (upper voltage threshold is 500 mvolts and lower voltage threshold is 200 mvolts)</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013B, P013E, P013F, P2270 or P2271</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>between an upper and lower voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized integral value. The normalized integral is fed into a 1st order lag filter to update the final EWMA result. DTC P013A is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p>Secondary method:</p>			<p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>Crankshaft Torque</p> <p>DTC's Passed</p> <p>=====</p> <p>After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).</p>	<p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>< 125.0 Nm</p> <p>P2270 (and P2272 if applicable) P013E (and P014A if applicable)</p> <p>=====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		This fault is set if the secondary O2 sensor does not achieve the required lower voltage threshold before the accumulated mass air flow threshold is reached.						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>The P013B diagnostic is the sixth in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor has a slow response to an A/F change from Lean to Rich and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>Note: The Primary method is used when the secondary O2 sensor signal transitions from below the lower threshold to above the upper threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P013B diagnostic measures the secondary O2 sensor voltage response rate</p>	<p>Primary method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.30 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)</p>	<p>> 8.0 units ≤ 7.4 units</p> <p>> 150 grams (lower voltage threshold is 350 mvolts and upper voltage threshold is 650 mvolts)</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p> <p>Green Cat System</p>	<p>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</p> <p>P013A, P013E, P013F, P2270 or P2271</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>between an lower and upper voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized integral value. The normalized integral is fed into a 1st order lag filter to update the final EWMA result. DTC P013B is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p>Secondary method:</p>			<p>Condition</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>DTC's Passed</p> <p>=====</p> <p>After above conditions are met: Fuel Enrich mode continued.</p> <p>=====</p> <p>During this test the following must stay TRUE or the test will abort: 0.950 ≤ Base</p>	<p>= Not Valid, System is not valid until accumulated airflow is greater than 720,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and airflow is greater than 22.0 grams/sec. (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).</p> <p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>P2270 P013E P013A P2271 P013F</p> <p>=====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		This fault is set if the secondary O2 sensor does not achieve the required upper voltage threshold before the accumulated mass air flow threshold is reached.			Commanded EQR ≤ 1.100			

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Slow Response Rich to Lean Bank 2 Sensor 2	P013C	<p>The P013C diagnostic is the third in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor has a slow response to an A/F change from Rich to Lean and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>Note: The Primary method is used when the secondary O2 sensor signal transitions from above the upper threshold to below the lower threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P013C diagnostic measures the secondary O2 sensor voltage response rate</p>	<p>Primary method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.30 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)</p>	<p>> 8.0 units ≤ 7.4 units</p> <p>> 75.0 grams (upper voltage threshold is 500 mvolts and lower voltage threshold is 200 mvolts)</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013D, P014A, P014B, P2272 or P2273</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>between an upper and lower voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized integral value. The normalized integral is fed into a 1st order lag filter to update the final EWMA result. DTC P013C is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p>Secondary method:</p>			<p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>Crankshaft Torque</p> <p>DTC's Passed</p> <p>=====</p> <p>After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).</p>	<p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>< 125.0 Nm</p> <p>P2272 P014A</p> <p>=====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		This fault is set if the secondary O2 sensor does not achieve the required lower voltage threshold before the accumulated mass air flow threshold is reached.						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Slow Response Lean to Rich Bank 2 Sensor 2	P013D	<p>The P013D diagnostic is the sixth in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor has a slow response to an A/F change from Lean to Rich and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>Note: The Primary method is used when the secondary O2 sensor signal transitions from below the lower threshold to above the upper threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P013D diagnostic measures the secondary O2 sensor voltage response rate</p>	<p>Primary method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.30 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)</p>	<p>> 8.0 units ≤ 7.4 units</p> <p>> 150 grams (lower voltage threshold is 350 mvolts and upper voltage threshold is 650 mvolts)</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p> <p>Green Cat System</p>	<p>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</p> <p>P013C, P014A, P014B, P2272 or P2273</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>between an lower and upper voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized integral value. The normalized integral is fed into a 1st order lag filter to update the final EWMA result. DTC P013D is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p>Secondary method:</p>			<p>Condition</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>DTC's Passed</p> <p>=====</p> <p>After above conditions are met: Fuel Enrich mode continued.</p> <p>=====</p> <p>During this test the following must stay TRUE or the test will abort: 0.950 ≤ Base Commanded EQR ≤</p>	<p>= Not Valid, System is not valid until accumulated airflow is greater than 720,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and airflow is greater than 22.0 grams/sec. (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).</p> <p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>P2272 P014A P013C P2273 P014B</p> <p>=====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		This fault is set if the secondary O2 sensor does not achieve the required upper voltage threshold before the accumulated mass air flow threshold is reached.			1.100			

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>The P013E diagnostic is the second in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor has an initial delayed response to an A/F change from Rich to Lean and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor voltage</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Delayed Response Test under DFCO</p> <p>DFCO begins after: 1) Catalyst has been rich for a minimum of AND 2) Catalyst Rich Accumulation Air Flow is</p>	<p>> 500 mvolts</p> <p>> 84 grams</p> <p>> 1 secs</p> <p>≥ 10 grams</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013A, P013B, P013F, P2270 or P2271</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_Rap idResponseActiv e = TRUE, multiple tests per trip are allowed.</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Only when FuelLevelDataFault 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 = False = Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info. < 125.0 Nm P2270 ≤ 6 cylinders =====		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>The P013F diagnostic is the fifth in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor has an initial delayed response to an A/F change from Lean to Rich and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor voltage</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Delayed Response Test</p>	<p>< 350 mvolts</p> <p>> 1,185 grams</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p> <p>Green Cat System</p>	<p>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</p> <p>P013A, P013B, P013E, P2270 or P2271</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>Condition</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>DTC's Passed</p> <p>Number of fueled cylinders =====</p> <p>After above conditions are met: Fuel Enrich mode entered. =====</p> <p>During this test the following must stay TRUE or the test will abort: 0.950 ≤ Base Commanded EQR ≤</p>	<p>= Not Valid, System is not valid until accumulated airflow is greater than 720,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and airflow is greater than 22.0 grams/ sec. (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).</p> <p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>P2270 P013E P013A P2271</p> <p>≥ 1 cylinders =====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					1.100			

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Performance Bank 1 Sensor 2) (For Dual 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 > 2.9	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: 1 tests per trip 5 seconds delay between tests and 1 second execution rate.	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Rich to Lean Bank 2 Sensor 2	P014A	<p>The P014A diagnostic is the second in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor has an initial delayed response to an A/F change from Rich to Lean and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor voltage</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Delayed Response Test under DFCO</p> <p>DFCO begins after: 1) Catalyst has been rich for a minimum of AND 2) Catalyst Rich Accumulation Air Flow is</p>	<p>> 500 mvolts</p> <p>> 84 grams</p> <p>> 1 secs</p> <p>≥ 10 grams</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013C, P013D, P014B, P2272 or P2273</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>Frequency: Once per trip Note: if NaPOPD_b_Res etFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_Rap idResponseActiv e = TRUE, multiple tests per trip are allowed</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Only when FuelLevelDataFault 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 = False = Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info. < 125.0 Nm P2272 ≤ 6 cylinders =====		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Lean to Rich Bank 2 Sensor 2	P014B	<p>The P014B diagnostic is the fifth in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor has an initial delayed response to an A/F change from Lean to Rich and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Delayed Response Test</p>	<p>< 350 mvolts</p> <p>> 1,185 grams.</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p> <p>Green Cat System</p>	<p>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</p> <p>P013C, P013D, P014A, P2272 or P2273</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>Condition</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Post fuel cell</p> <p>DTC's Passed</p> <p>Number of fueled cylinders =====</p> <p>After above conditions are met: Fuel Enrich mode entered. =====</p> <p>During this test the following must stay TRUE or the test will abort: 0.950 ≤ Base Commanded EQR ≤</p>	<p>= Not Valid, System is not valid until accumulated airflow is greater than 720,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and airflow is greater than 22.0 grams/ sec. (Note: This feature is only enabled when the vehicle is new and cannot be enabled in service).</p> <p>= False</p> <p>= False</p> <p>= Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info.</p> <p>P2272 P014A P013C P2273</p> <p>≥ 1 cylinders =====</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					1.100			

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 2 Sensor 1	P0151	<p>This DTC determines if the O2 sensor signal circuit is shorted low. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is below the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	< 40 mvolts	<p>No Active DTC's</p> <p>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</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Equivalence Ratio Air Per Cylinder</p> <p>Fuel Control State Closed Loop Active</p>	<p>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</p> <p>= Not active = Not active = Not active = Not active > 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p> <p>0.992 ≤ ratio ≤ 1.014 175 ≤ APC ≤ 700 mgrams</p> <p>= Closed Loop = TRUE (Please see “Closed Loop Enable Clarification” in Supporting Tables).</p>	<p>285 failures out of 350 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					All Fuel Injectors for active Cylinders Fuel Condition Fuel State All of the above met for	Enabled (On) ≤ 87 % Ethanol DFCO not active > 5.0 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 2 Sensor 1	P0152	<p>This DTC determines if the O2 sensor signal circuit is shorted high or open. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is above the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	> 1,050 mvolts	<p>No Active DTC's</p> <p>System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>*****</p> <p>Secondary delay after above conditions are complete (cold start condition)</p> <p>Secondary delay after above conditions are complete (not cold start condition)</p> <p>Commanded equivalence Ratio</p> <p>*****</p> <p>All of the above met for</p>	<p>TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuellInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA</p> <p>> 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds</p> <p>= False = False</p> <p>*****</p> <p>> 280.0 seconds when engine soak time > 28,800 seconds</p> <p>> 280.0 seconds when engine soak time ≤ 28,800 seconds</p> <p>≤ 1.014 EQR</p> <p>*****</p> <p>> 2seconds</p>	<p>100 failures out of 125 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		"P0153_O2S Slow Response Bank 1 Sensor 1 "Pass/Fail Threshold Table" and the outcome determines a response faulted condition. Additionally, this fault is set when the L2R or R2L slope time switch count test results are less than the ST individual thresholds.		P0153_KnEOSD_t_ST_RLC_LimRS2	<p>O2 Heater on for Learned Htr resistance</p> <p>Engine Coolant IAT</p> <p>Engine run Accum</p> <p>Time since any AFM status change</p> <p>Time since Purge On to Off change</p> <p>Time since Purge Off to On change</p> <p>Engine airflow</p> <p>Engine speed</p> <p>Fuel Condition</p> <p>Baro</p> <p>Air Per Cylinder</p> <p>Fuel Control State</p> <p>Closed Loop Active</p> <p>LTM (Block Learn) fuel cell</p>	<p>Multiple DTC Use_Green Sensor Delay Criteria - Limit</p> <p>for the following locations: B1S1, B2S1 in Supporting Tables tab.</p> <p>Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds</p> <p>= Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>> 50 °C</p> <p>> -40 °C</p> <p>> 30 seconds</p> <p>> 0.0 seconds</p> <p>> 1.0 seconds</p> <p>> 0.0 seconds</p> <p>20 ≤ grams/sec ≤ 55</p> <p>1,200 ≤ RPM ≤ 3,000</p> <p>< 87 % Ethanol</p> <p>> 70 kpa</p> <p>≥ 200 mGrams</p> <p>= Closed Loop</p> <p>= TRUE</p> <p>(Please see "Closed Loop Enable Clarification" in Supporting Tables).</p> <p>= Enabled. refer to</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Transient Fuel Mass Baro Fuel Control State Fuel State Commanded Proportional Gain ===== All of the above met for	Multiple DTC Use - Response Cell Enable Table for additional info. ≤ 100.0 mgrams = Not Defaulted not = Power Enrichment DFCO not active ≥ 0.0 % ===== > 3.5 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Performance Bank 2 Sensor 1	P0155	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 > 3.1	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: 1 tests per trip 5 seconds delay between tests and 1 second execution rate	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit Low Voltage Bank 2 Sensor 2	P0157	<p>This DTC determines if the O2 sensor signal circuit is shorted low. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is below the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	< 50 mvolts	<p>No Active DTC's</p> <p>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</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active</p> <p>All Fuel Injectors for</p>	<p>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</p> <p>= Not active = Not active = Not active = Not active > 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p> <p>0.992 ≤ ratio ≤ 1.014 175 ≤ mgrams ≤ 700 = Closed Loop = TRUE (Please see “Closed Loop Enable Clarification” in Supporting Tables).</p>	<p>320 failures out of 400 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					active Cylinders Fuel Condition Fuel State All of the above met for	Enabled (On) Ethanol \leq 87% DFCO not active > 5.0 seconds		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Circuit High Voltage Bank 2 Sensor 2	P0158	<p>This DTC determines if the O2 sensor signal circuit is shorted high or open. When enabled, the diagnostic monitors the O2S signal and compares it to the threshold.</p> <p>The diagnostic failure counter is incremented if the O2S signal is above the threshold value. This DTC is set based on the fail and sample counters.</p>	Oxygen Sensor Signal	> 1,050 mvolts	<p>No Active DTC's</p> <p>System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>*****</p> <p>Secondary delay after above conditions are complete (cold start condition)</p> <p>Secondary delay after above conditions are complete (not cold start condition)</p> <p>Commanded equivalence Ratio</p> <p>*****</p> <p>All of the above met for</p>	<p>TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbI_FA A FuelInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA</p> <p>> 10.0 Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds</p> <p>= False = False</p> <p>*****</p> <p>> 280.0 seconds when engine soak time > 28,800 seconds</p> <p>> 280.0 seconds when engine soak time ≤ 28,800 seconds</p> <p>≤ 1.014 EQR</p> <p>*****</p> <p>> 2 seconds</p>	<p>100 failures out of 125 samples</p> <p>Frequency: Continuous in 100 milli - second loop</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>value. The normalized delay is fed into a 1st order lag filter to update the final EWMA result. DTC P015A is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p><u>Secondary method:</u> This fault is set if the primary O2 sensor does not achieve the required lower voltage threshold before a delay time threshold is reached.</p>			<p>O2 Heater (pre sensor) on Learned Htr resistance</p> <p>Engine Coolant IAT Engine run Accum</p> <p>Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)</p> <p>Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)</p> <p>Closed loop integral Closed Loop Active</p>	<p>considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>> 50 °C > -40 °C > 30 seconds</p> <p>1,100 ≤ RPM ≤ 2,500</p> <p>1,050 ≤ RPM ≤ 2,650</p> <p>3 ≤ gps ≤ 20</p> <p>40.4 ≤ MPH ≤ 82.0</p> <p>36.0 ≤ MPH ≤ 87.0</p> <p>0.74 ≤ C/L Int ≤ 1.08 = TRUE (Please see "Closed Loop Enable")</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Evap Ethanol Estimation in Progress Baro Post fuel cell 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 2.0 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 ===== After above conditions are met: DFCO Mode is entered (wo driver initiated pedal input).	Clarification" in Supporting Tables). not in control of purge = Not Active (Please see "Ethanol Estimation in Progress" in Supporting Tables). > 70 kpa = enabled = not active = not active ≥ 60.0 sec 600 ≤ °C ≤ 900 = DFCO possible ===== ===== ≥ 700 mvolts = DFCO active ≤ 6 cylinders =====		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>DTC P015B detects that the primary oxygen sensor for Bank 1 has delayed response when the air fuel ratio transitions from lean to rich condition. This diagnostic runs simultaneously with the intrusive secondary O2 monitor lean to rich tests (P013F / P013B), which commands fuel enrichment.</p> <p>Note: The Primary method is used when the primary O2 sensor signal transitions from lean condition to above the O2 voltage threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P015B diagnostic measures the primary O2 sensor response time between a lean condition and a higher voltage threshold. The response time is then scaled and normalized to mass air flow rate, engine speed, Baro, and intake air temperature resulting in a normalized delay value. The normalized delay is fed into a 1st</p>	<p>Primary method: The EWMA of the Pre O2 sensor normalized L2R time delay value. The EWMA repass limit is The EWMA calculation uses a 0.20 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated time monitored during the L2R Delayed Response Test.</p> <p>AND</p> <p>Pre O2 sensor voltage is</p> <p>OR</p> <p>At end of Cat Rich stage the Pre O2 sensor output is</p>	<p>> 0.55 EWMA (sec) ≤ 0.48 EWMA (sec)</p> <p>>= 1.8 Seconds</p> <p>< 350 mvolts</p> <p>< 700 mvolts</p>	<p>No Active DTC's</p> <p>P015A test is complete and</p> <p>System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p>	<p>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</p> <p>= Passed</p> <p>> 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p>	<p>Frequency: Once per trip Note: if NaESPD_b_Fast InitResplsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponselsActive = TRUE, multiple tests per trip are allowed</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>order lag filter to update the final EWMA result. DTC P015B is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p><u>Secondary method:</u> This fault is set if the primary O2 sensor does not achieve the required higher voltage threshold before a delay time threshold is reached.</p>			<p>Green O2S Condition</p> <p>O2 Heater (pre sensor) on for Learned Htr resistance</p> <p>Engine Coolant IAT Engine run Accum</p> <p>Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)</p> <p>Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)</p> <p>Closed loop integral</p>	<p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S1, B2S1 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>> 50 °C > -40 °C > 30 seconds</p> <p>1,100 ≤ RPM ≤ 2,500</p> <p>1,050 ≤ RPM ≤ 2,650</p> <p>3 ≤ gps ≤ 20</p> <p>40.4 ≤ MPH ≤ 82.0</p> <p>36.0 ≤ MPH ≤ 87.0</p> <p>0.74 ≤ C/L Int ≤ 1.08</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Closed Loop Active Evap Ethanol Estimation in Progress 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 :	= TRUE (Please see “ Closed Loop Enable Clarification ” in Supporting Tables). not in control of purge = Not Active (Please see “ Ethanol Estimation in Progress ” in Supporting Tables). > 70 kpa = enabled = not active = not active ≥ 60.0 sec 600 ≤ °C ≤ 900 = DFCO inhibit ≥ 1 cylinders ===== ===== 6 ≤ gps ≤ 20 ≤ 1.5 gps		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Rich to Lean Bank 2 Sensor 1) (For use w/o WRAF	P015C	<p>DTC P015C detects that the primary oxygen sensor for Bank 2 has delayed response when the air fuel ratio transitions from rich to lean condition. This diagnostic runs simultaneously with the intrusive secondary O2 monitor rich to lean tests (P014A / P013C / P2273), which commands fuel cut off.</p> <p>Note: The Primary method is used when the primary O2 sensor signal transitions from above to below the O2 voltage threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P015C diagnostic measures the primary O2 sensor response time between a rich condition above a starting voltage threshold and a lower voltage threshold. The response time is then scaled and normalized to mass air flow rate, engine speed, Baro, and intake air temperature resulting in a normalized delay</p>	<p>Primary method: The EWMA of the Pre O2 sensor normalized R2L time delay value. The EWMA repass limit is The EWMA calculation uses a 0.20 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated time monitored during the R2L Delayed Response Test.</p> <p>AND</p> <p>Pre O2 sensor voltage is</p>	<p>> 0.55 EWMA (sec) ≤ 0.48 EWMA (sec)</p> <p>≥ 1.8 Seconds</p> <p>> 550 mvolts</p>	<p>No Active DTC's</p> <p>System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p> <p>Green O2S Condition</p>	<p>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 P0151, P0152, P013C, P013D, P014A, P014B, P2272, P2273</p> <p>> 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p> <p>= Not Valid, Green O2S condition is</p>	<p>Frequency: Once per trip Note: if NaESPD_b_Fast InitResplsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponsesActive = TRUE, multiple tests per trip are allowed</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>value. The normalized delay is fed into a 1st order lag filter to update the final EWMA result. DTC P015C is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p><u>Secondary method:</u> This fault is set if the primary O2 sensor does not achieve the required lower voltage threshold before a delay time threshold is reached.</p>			<p>O2 Heater (pre sensor) on for Learned Htr resistance</p> <p>Engine Coolant IAT Engine run Accum</p> <p>Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)</p> <p>Engine Airflow</p> <p>Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)</p> <p>Closed loop integral Closed Loop Active</p>	<p>considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S1, B2S1 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") > 50 °C > -40 °C > 30 seconds</p> <p>1,100 ≤ RPM ≤ 2,500</p> <p>1,050 ≤ RPM ≤ 2,650</p> <p>3 ≤ gps ≤ 20</p> <p>40.4 ≤ MPH ≤ 82.0</p> <p>36.0 ≤ MPH ≤ 87.0</p> <p>0.74 ≤ C/L Int ≤ 1.08 = TRUE (Please see "Closed Loop Enable")</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Evap Ethanol Estimation in Progress Baro Post fuel cell 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 2.0 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 ===== After above conditions are met: DFCO Mode is entered (wo driver initiated pedal input).	Clarification" in Supporting Tables). not in control of purge = Not Active (Please see "Ethanol Estimation in Progress" in Supporting Tables). > 70 kpa = enabled = not active = not active ≥ 60.0 sec 600 ≤ °C ≤ 900 = DFCO possible ===== ===== ≥ 700 mvolts = DFCO active ≤ 6 cylinders =====		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Delayed Response Lean to Rich Bank 2 Sensor 1) (For use w/o WRAF	P015D	<p>DTC P015D detects that the primary oxygen sensor for Bank 2 has delayed response when the air fuel ratio transitions from lean to rich condition. This diagnostic runs simultaneously with the intrusive secondary O2 monitor lean to rich tests (P014B / P013D), which commands fuel enrichment.</p> <p>Note: The Primary method is used when the primary O2 sensor signal transitions from lean condition to above the O2 voltage threshold, otherwise the Secondary method is used.</p> <p><u>Primary method:</u> The P015D diagnostic measures the primary O2 sensor response time between a lean condition and a higher voltage threshold. The response time is then scaled and normalized to mass air flow rate, engine speed, Baro, and intake air temperature resulting in a normalized delay value. The normalized delay is fed into a 1st</p>	<p>Primary method: The EWMA of the Pre O2 sensor normalized L2R time delay value. The EWMA repass limit is The EWMA calculation uses a 0.20 coefficient.</p> <p>OR</p> <p>Secondary method: The Accumulated time monitored during the L2R Delayed Response Test.</p> <p>AND</p> <p>Pre O2 sensor voltage is</p> <p>OR</p> <p>At end of Cat Rich stage the Pre O2 sensor output is</p>	<p>> 0.55 EWMA (sec) ≤ 0.48 EWMA (sec)</p> <p>≥ 1.8 Seconds</p> <p>< 350 mvolts</p> <p>< 700 mvolts</p>	<p>No Active DTC's</p> <p>P015C test is complete and System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control</p> <p>Low Fuel Condition Only when FuelLevelDataFault</p>	<p>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 FuelTankPressureSnrCkt_FA AmbientAirDefault P0151, P0152, P013C, P013D, P014A, P014B, P015C, P2272, P2273</p> <p>= Passed > 10.0 Volts = Not active = Not active = Not active = Not active</p> <p>= False = False</p>	<p>Frequency: Once per trip Note: if NaESPD_b_Fast InitResplsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponsesActive = TRUE, multiple tests per trip are allowed</p>	<p>Type A, 1 Trips EWMA</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>order lag filter to update the final EWMA result. DTC P015D is set when the EWMA value exceeds the EWMA threshold. Note: This EWMA diagnostic employs two features, Fast Initial Response (FIR) and Rapid Step Response (RSR). The FIR feature is used following a code clear event or any event that results in erasure of the engine controller's non-volatile memory. The RSR feature is used when a step change in the test result is identified. Both these temporary features improve the EWMA result following a non-typical event by allowing multiple intrusive tests on a given trip until the total number of tests reach a calibration value.</p> <p><u>Secondary method:</u> This fault is set if the primary O2 sensor does not achieve the required higher voltage threshold before a delay time threshold is reached.</p>			<p>Green O2S Condition</p> <p>O2 Heater (pre sensor) on for Learned Htr resistance</p> <p>Engine Coolant IAT Engine run Accum</p> <p>Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled)</p> <p>Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled)</p> <p>Closed loop integral Closed Loop Active</p>	<p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S1, B2S1 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p> <p>≥ 40 seconds = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>> 50 °C > -40 °C > 30 seconds</p> <p>1,100 ≤ RPM ≤ 2,500</p> <p>1,050 ≤ RPM ≤ 2,650</p> <p>3 ≤ gps ≤ 20</p> <p>40.4 ≤ MPH ≤ 82.0</p> <p>36.0 ≤ MPH ≤ 87.0</p> <p>0.74 ≤ C/L Int ≤ 1.08 = TRUE</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Evap Ethanol Estimation in Progress 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 :	(Please see “ Closed Loop Enable Clarification ” in Supporting Tables). not in control of purge = Not Active (Please see “ Ethanol Estimation in Progress ” in Supporting Tables). > 70 kpa = enabled = not active = not active ≥ 60.0 sec 600 ≤ °C ≤ 900 = DFCO inhibit ≥ 1 cylinders ===== ===== 6 ≤ gps ≤ 20 ≤ 1.5 gps		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2S Heater Performance Bank 2 Sensor 2	P0161	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 > 2.9	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: 1 tests per trip 5 seconds delay between tests and 1 second execution rate	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel System Too Lean Bank 1	P0171	<p>Determines if the primary fuel control system for Bank 1 is in a lean condition, based on the filtered long-term and short-term fuel trim. A normally operating system operates centered around long-term fuel trim metric of 1.0. For lean conditions extra fuel trim is required therefor values > 1.0 indicate a Lean condition.</p> <p>A fault is determined, when the long term fuel metric exceeds the threshold value. In addition to the long-term fuel trim limit, the short-term fuel trim metric can be monitored and the fault sets once both threshold values are exceeded. The short-term fuel trim metric is only monitored on programs that have acceptable emissions when the long-term fuel metric reaches its full authority.</p>	<p>The filtered long-term fuel trim metric</p> <p>AND</p> <p>The filtered short-term fuel trim metric (Note: any value below 0.95 effectively nullifies the short-term fuel trim criteria)</p>	<p>>= 1.295</p> <p>>= 0.100</p>	<p>Engine speed BARO Coolant Temp MAP Inlet Air Temp MAF Fuel Level</p> <p>Long Term Fuel Trim data accumulation:</p> <p>Sometimes, certain Long-Term Fuel Trim Cells are not utilized for control and/or diagnosis</p> <p>Closed Loop Long Term FT</p> <p>EGR Diag.</p>	<p>375 <rpm< 7,000 > 70 kPa -40 < °C < 150 10 <kPa< 255 -20 <°C< 150 1.0 <g/s< 510.0 > 10 % or if fuel sender is faulty the diagnostic will bypass the fuel level criteria.</p> <p>> 33.0 seconds of data must accumulate on each trip, with at least 23.0 seconds of data in the current fuel trim cell before a pass or fail decision can be made.</p> <p>(Please see P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage in Supporting Tables for a list of cells utilized for diagnosis)</p> <p>Enabled Enabled (Please see "Closed Loop Enable Clarification" and "Long Term FT Enable Criteria" in Supporting Tables.)</p> <p>Intrusive Test Not Active</p>	<p>Frequency: 100 ms Continuous Loop</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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_F A Ethanol Composition Sensor FA FuelInjectorCircuit_FA EngineMisfireDetected_F A EGRValvePerformance_F A EGRValveCircuit_FA MAP_EngineVacuumStat us AmbPresDfItDStatus TC_BoostPresSnsrFA O2S_Bank_1_Sensor_1_ FA		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel System Too Rich Bank 1	P0172	<p>Determines if the fuel control system is in a rich condition, based on the filtered long-term fuel trim metric. A normally operating system operates centered around long-term fuel trim metric of 1.0. For rich conditions less fuel trim is required therefore values < 1.0 indicate a rich condition. There are two methods to determine a Rich fault. They are Passive and Intrusive.</p> <p>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. If during this period of time the filtered long-term fuel trim metric exceeds the threshold a fault will be set. In addition to the long-term fuel trim limit, the short-term fuel trim metric can be monitored and the fault sets once both threshold values are exceeded. The short-term fuel trim metric is</p>	<p>Passive Test: The filtered Non-Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)</p> <p>Intrusive Test: For 3 out of 5 intrusive segments, the filtered Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Non-Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)</p> <p>Segment Def'n: Segments can last up to 30 seconds and are separated by the lesser of 20.0 seconds of purge-on time or enough time to</p>	<p><= 0.710</p> <p><= 2.000</p> <p><= 0.715</p> <p><= 0.710</p> <p><= 2.000</p>		<p>Secondary Parameters and Enable Conditions are identical to those for P0171, with the exception that fuel level is not considered.</p>	<p>Frequency: 100 ms Continuous Loop</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>only monitored on programs that have acceptable emissions when the long-term fuel metric reaches its full authority.</p> <p>Once purge is enabled if the filtered Purge Long Term Fuel Trim metric > 0.715, 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 <= 0.715, the Intrusive test is invoked. The purge is ramped off to determine if excess purge vapor is the cause of the rich condition. If during 3 out of 5 intrusive segments, the filtered Purge Long Term Fuel Trim metric <= 0.710 the fault will set. Performing intrusive tests too frequently may also affect EVAP and EPAIII emissions, and the execution frequency of other diagnostics. This is why the intrusive test is operated over several segments allowing Purge to renable</p>	<p>purge 16 grams of vapor. A maximum of 5 completed segments or 20 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 > 0.715 for at least 200.0 seconds, indicating that the canister has been purged.</p>					

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		between segments. Likewise, for these reasons, if after the 5 intrusive segments the diagnostic continues to pass, there is a delay period of 300 seconds to allow sufficient time to purge excess vapors from the canister, before re-evaluating a Rich condition if it still exists.						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Post O2 Diag. Device Control EVAP Diag. No active DTC:	Intrusive Test Not Active Not Active "tank pull down" Not Active IAC_SystemRPM_FA MAP_SensorFA MAF_SensorFA MAF_SensorTFTKO AIR System FA EvapExcessPurgePsbl_F A Ethanol Composition Sensor FA FuelInjectorCircuit_FA EngineMisfireDetected_F A EGRValvePerformance_F A EGRValveCircuit_FA MAP_EngineVacuumStat us AmbPresDfltStatus TC_BoostPresSnsrFA O2S_Bank_2_Sensor_1_ FA		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel System Too Rich Bank 2	P0175	<p>Determines if the fuel control system is in a rich condition, based on the filtered long-term fuel trim metric. A normally operating system operates centered around long-term fuel trim metric of 1.0. For rich conditions less fuel trim is required therefore values < 1.0 indicate a rich condition.</p> <p>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. If during this period of time the filtered long-term fuel trim metric exceeds the threshold a fault will be set. In addition to the long-term fuel trim limit, the short-term fuel trim metric can be monitored and the fault sets once both threshold values are exceeded. The short-term fuel trim metric is</p>	<p>Passive Test: The filtered Non-Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)</p> <p>Intrusive Test: For 3 out of 5 intrusive segments, the filtered Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Non-Purge Long Term Fuel Trim metric</p> <p>AND</p> <p>The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)</p> <p>Segment Def'n: Segments can last up to 30 seconds and are separated by the lesser of 20.0 seconds of purge-on time or enough time to</p>	<p><= 0.710</p> <p><= 2.000</p> <p><= 0.715</p> <p><= 0.710</p> <p><= 2.000</p>		<p>Secondary Parameters and Enable Conditions are identical to those for P0174, with the exception that fuel level is not considered.</p>	<p>Frequency: 100 ms Continuous Loop</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>only monitored on programs that have acceptable emissions when the long-term fuel metric reaches its full authority. Once purge is enabled if the filtered Purge Long Term Fuel Trim metric > 0.715, 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 <= 0.715, the Intrusive test is invoked. The purge is ramped off to determine if excess purge vapor is the cause of the rich condition. If during 3 out of 5 intrusive segments, the filtered Purge Long Term Fuel Trim metric <= 0.710 the fault will set.</p> <p>Performing intrusive tests too frequently may also affect EVAP and EPAIII emissions, and the execution frequency of other diagnostics. This is why the intrusive test is operated over several segments allowing Purge to renable</p>	<p>purge 16 grams of vapor.</p> <p>A maximum of 5 completed segments or 20 attempts are allowed for each intrusive test.</p> <p>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 > 0.715 for at least 200.0 seconds, indicating that the canister has been purged.</p>					

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		between segments. Likewise, for these reasons, if after the 5 intrusive segments the diagnostic continues to pass, there is a delay period of 300 seconds to allow sufficient time to purge excess vapors from the canister, before re-evaluating a Rich condition if it still exists.						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0261 may also set (Injector 1 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0264 may also set (Injector 2 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0267 may also set (Injector 3 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controllers P0270 may also set (Injector 4 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 5 Open Circuit - (PFI)	P0205	This DTC Diagnoses Injector 5 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short- to-ground or open circuit	Open circuit: >= 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0273 may also set (Injector 5 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 6 Open Circuit - (PFI)	P0206	This DTC Diagnoses Injector 6 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short- to-ground or open circuit	Open circuit: >= 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0276 may also set (Injector 6 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 7 Open Circuit - (PFI)	P0207	This DTC Diagnoses Injector 7 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short- to-ground or open circuit	Open circuit: >= 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0279 may also set (Injector 7 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 8 Open Circuit - (PFI)	P0208	This DTC Diagnoses Injector 8 low side driver circuit for circuit faults.	Voltage low during driver off state indicates short- to-ground or open circuit	Open circuit: >= 200 K Ω impedance between signal and controller ground	Powertrain Relay Voltage within range for a duration Engine Running	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0282 may also set (Injector 8 Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0201 may also set (Injector 1 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0202 may also set (Injector 2 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0203 may also set (Injector 3 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0204 may also set (Injector 4 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 5 Low side circuit shorted to ground (PFI)	P0273	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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0205 may also set (Injector 5 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 5 Low side circuit shorted to power (PFI)	P0274	This DTC Diagnoses Injector 5 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 6 Low side circuit shorted to ground (PFI)	P0276	This DTC Diagnoses Injector 6 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0206 may also set (Injector 6 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 6 Low side circuit shorted to power (PFI)	P0277	This DTC Diagnoses Injector 6 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 7 Low side circuit shorted to ground (PFI)	P0279	This DTC Diagnoses Injector 7 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0207 may also set (Injector 7 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 7 Low side circuit shorted to power (PFI)	P0280	This DTC Diagnoses Injector 7 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 8 Low side circuit shorted to ground (PFI)	P0282	This DTC Diagnoses Injector 8 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips Note: In certain controlle rs P0208 may also set (Injector 8 Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 8 Low side circuit shorted to power (PFI)	P0283	This DTC Diagnoses Injector 8 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	>= 11.00 Volts >= 5 Seconds >= 0 Seconds	50.00 failures out of 63.00 samples 100 ms /sample Continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.	
Random Misfire Detected	P0300	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 thresholds.. 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		Engine Run Time Engine Coolant Temp Or If ECT at startup Then ECT System Voltage + Throttle delta - Throttle delta	> 2 crankshaft revolution -9°C < ECT < 130°C < -9°C 21°C < ECT < 130°C 9.00 < volts < 32.00 < 95.00 % per 25 ms < 95.00 % per 25 ms	Emission Exceedence = any (5) failed 200 rev blocks out of (16) 200 rev block tests	Type B, 2 Trips (Mil Flashes with Catalyst damage level of Misfire)	
Cylinder 1 Misfire Detected	P0301		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.				Failure reported for (1) Exceedence in 1st (16) 200 rev block tests, or (4) Exceedences thereafter.		
Cylinder 2 Misfire Detected	P0302								
Cylinder 3 Misfire Detected	P0303								
Cylinder 4 Misfire Detected	P0304								
Cylinder 5 Misfire Detected	P0305				- see details of thresholds on Supporting Tables Tab	Early Termination option: (used on plug ins that may not have enough engine run time at end of trip for normal interval to complete.)	Not Enabled	OR when Early Termination Reporting = Enabled and engine rev > 1,000 revs and < 3,200 revs at end of trip	
Cylinder 6 Misfire Detected	P0306			SINGLE CYLINDER CONTINUOUS MISFIRE(> IdleSCD_Decel AND > IdleSCD_Jerk)				
Cylinder 7 Misfire Detected	P0307			OR (Medres_Decel Medres_Jerk	> SCD_Decel AND > SCD_Jerk)				
Cylinder 8 Misfire Detected	P0308			OR (Lores_Decel Lores_Jerk	> IdleCyl_Decel AND > IdleCyl_Jerk)				
			OR (Lores_Decel Lores_Jerk	> CylModeDecel AND > CylModeJerk)			any Catalyst Exceedence = (1) 200 rev block as data supports for catalyst damage.		
			OR RevBalanceTime	>RevMode_Decel					

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	> 3 Engine Cycles			Catalyst Failure reported with (1 or 3) Exceedences in FTP, or (1) Exceedence outside FTP. Continuous	
			(Medres_Decel AND Medres_Jerk)	> IdleSCD_Decel * Random_SCD_Decel > IdleSCD_Jerk * Random_SCD_Jerk				
			OR (Medres_Decel AND Medres_Jerk)	> SCD_Decel * Random_SCD_Decel > SCD_Jerk * Random_SCD_Jerk				
			OR (Lores_Decel AND Lores_Jerk)	> IdleCyl_Decel * RandomCylModDecel > IdleCyl_Jerk * RandomCylModJerk				
			OR (Lores_Decel AND Lores_Jerk)	> CylModeDecel * RandomCylModDecel > CylModeJerk * RandomCylModJerk				
			OR RevBalanceTime	> RevMode_Decel * RandomRevModDecl				

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			<p>PAIRED CYLINDER MISFIRE If a cylinder & it's pair are above PAIR thresholds</p> <p>(Medres_Decel AND Medres_Jerk)</p> <p>OR (Medres_Decel AND Medres_Jerk)</p> <p>OR (Lores_Decel AND Lores_Jerk)</p> <p>OR (Lores_Decel AND Lores_Jerk)</p> <p>OR (Revmode Active AND (within one engine cycle: 2nd largest Lores_Decel) AND Above TRUE for)</p>	<p>> IdleSCD_Decel * Pair_SCD_Decel</p> <p>> IdleSCD_Jerk * Pair_SCD_Jerk</p> <p>> SCD_Decel * Pair_SCD_Decel</p> <p>> SCD_Jerk * Pair_SCD_Jerk</p> <p>> IdleCyl_Decel * PairCylModeDecel</p> <p>> IdleCyl_Jerk * PairCylModeJerk</p> <p>> CylModeDecel * PairCylModeDecel</p> <p>> CylModeJerk * PairCylModeJerk</p> <p>> CylModeDecel * PairCylModeDecel</p> <p>> 40 engine cycles out of 100 engine cycles</p>				

19 OBDG05 ECM (Common) Summary Tables

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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 * CylAfterAFM_Decel				
			AND CylAfterDeacCyl_Jerk)	> CylModeJerk * CylAfterAFM_Jerk				
			OR					

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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		> 3 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	≥ 0.81 % P0300				

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Misfire Percent Catalyst Damage	> Catalyst_Damage_Mi sfire_Percentage in Supporting Tables whenever secondary conditions are met.	(at low speed/loads, one cylinder may not cause cat damage) Engine Speed Engine Load Misfire counts	> 1,200 rpm AND > 20 % load AND < 180 counts on one cylinder		
			When engine speed and load are less than the FTP calcs (3) catalyst damage exceedences are allowed.	≤ 0 FTP rpm AND ≤ 0 FTP % load				
				disable conditions:	Engine Speed	430 < 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						CamLctnIntFA CamLctnExhFA CamSensorAnyLctnTFTKO AnyCamPhaser_FA AnyCamPhaser_TFTKO AmbPresDfltStatus		
					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	7 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>Manual Trans</p> <p>Accel Pedal Position AND Automatic transmission shift</p> <p>After Fuel resumes on Automatic shift containing Fuel Cut</p> <p>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.</p> <p>Filter Driveline ring:</p> <p>Stop filter early:</p> <p>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).)</p> <p>Used Off Idle, and while not shifting,</p> <p>TPS Engine Speed Veh Speed Auto Transmission</p>	<p>Clutch shift</p> <p>> 95.00 %</p> <p>> "Ring Filter" # of engine cycles after misfire in Supporting Tables</p> <p>> "Number of Normals" # of engine cycles after misfire in Supporting Tables tab</p> <p>> 3 % > 950 rpm > 3 mph not shifting</p>	<p>4 cycle delay</p> <p>7 cycle delay</p> <p>2 Cylinder delay</p>	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>individual candidate deemed abnormal if number of consecutive decelerating cylinders after "misfire": (Number of decels can vary with misfire detection equation)</p> <p>Consecutive decels while in SCD Mode Cyl Mode Rev Mode</p> <p>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.</p> <p>abnormal candidates/ total candidates</p> <p>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).</p>	<p>> Abnormal SCD Mode > Abnormal Cyl Mode > Abnormal Rev Mode in Supporting Tables</p> <p>> 0.50 ratio</p>	<p>discard 100 engine cycle test</p>	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>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</p> <p>Pattern Recog Enabled:</p> <p>Pattern Recog Enabled during Cylinder Deac</p> <p>Pattern Recog Enabled consecutive cyl patrn</p> <p>Engine Speed Veh Speed</p> <p>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.</p> <p>(CylAfter_Accel AND CylAfter_Jerk)</p>	<p>Enabled</p> <p>Not Enabled</p> <p>Enabled</p> <p>1,000 < rpm < 3,000 > 5.0 mph</p> <p>> Misfire_decel * 1st_FireAftrMisfr_Acel</p> <p>> Misfire_Jerk * 1st_FireAftrMisfr_Jerk</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>Additionally, the crankshaft is checked again a small calibratable number of cylinders later to see if the disturbance 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.</p> <p>Num of Cylinders after misfire to start check of crankshaft snap</p> <p>"misfire" recognized if: Crankshaft snap after: isolated "misfire"</p> <p>repetative "misfire"</p> <p>At the end of 100 engine cycle test, the ratio of unrecog/recognized is checked to confirm if real misfire is present.</p> <p>Ratio of Unrecog/Recog</p>	<p>3 Cylinders</p> <p>< Misfire_Jerk * SnapDecayAfterMisfire</p> <p>< Misfire_Jerk * SnapDecayAfterMisfire * RepetSnapDecayAdjst in Supporting Tables</p>	<p>discard 100 engine cycle test</p>	

19 OBDG05 ECM (Common) Summary Tables

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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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.	≥ 4.0040 OR ≤ 3.9960	OBD Manufacturer Enable Counter	MEC = 0	0.50 seconds Frequency Continuous100 msec	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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).	Common Enable Criteria 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)	Diagnostic Enabled? Engine Run Time Engine Speed Engine Air Flow (Engine Coolant Temperature OR OBD Coolant Enable Criteria Inlet Air Temperature Cumulative Number of Engine Revs Above Min Eng Speed (per key cycle)	Yes ≥ 2.0 seconds ≥ 1,500 RPM AND ≤ 8,500 RPM ≥ 10 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE) ≥ -40 deg's C ≥ 84 Revs	First Order Lag Filters with Weight Coefficient = 0.0480 Updated each engine event	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Bank 1	P0325	<p>This diagnostic checks for an open in the knock sensor circuit.</p> <p>There are two possible methods used:</p> <ol style="list-style-type: none"> 20 kHz Normal Noise <p>See Supporting Tables for method definition: P0325_P0330_OpenMethod</p> <p>Typical implementations:</p> <ol style="list-style-type: none"> Use 20 kHz method at all RPM (used when acceptable separation achieved at all RPM) or Use 20 kHz method at low/medium RPM and Normal Noise at high RPM 	<p>Open Circuit Method chosen (2 possible methods: 20 kHz or Normal Noise):</p> <p>Thresholds for OpenMethod = 20 kHz</p> <p>Filtered FFT Output</p> <p>Thresholds for OpenMethod = NormalNoise:</p> <p>Filtered FFT Output</p>	<p>Supporting Table: P0325_P0330_OpenMethod_2</p> <p>(see Supporting Tables)</p> <p>> P0325_P0330_OpenCktThrshMin (20 kHz) AND < P0325_P0330_OpenCktThrshMax (20 kHz)</p> <p>> P0325_P0330_OpenCktThrshMin (Normal Noise) AND < P0325_P0330_OpenCktThrshMax (Normal Noise)</p>	<p>Diagnostic Enabled?</p> <p>Engine Run Time</p> <p>Engine Speed</p> <p>Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above)</p> <p>Engine Air Flow</p> <p>(Engine Coolant Temperature</p> <p>OR OBD Coolant Enable Criteria</p> <p>Inlet Air Temperature</p>	<p>Yes</p> <p>≥ 2.0 seconds</p> <p>≥ 400 RPM and ≤ 8,500 RPM</p> <p>≥ 100 revs</p> <p>≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder</p> <p>≥ -40 deg's C</p> <p>= TRUE)</p> <p>≥ -40 deg's C</p>	<p>First Order Lag Filter with Weight Coefficient</p> <p>Weight Coefficient = 0.0100</p> <p>Updated each engine event</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Circuit Bank 2	P0330	<p>This diagnostic checks for an open in the knock sensor circuit</p> <p>There are two possible methods used:</p> <ol style="list-style-type: none"> 20 kHz Normal Noise <p>See Supporting Tables for method definition: P0325_P0330_OpenMethod</p> <p>Typical implementations:</p> <ol style="list-style-type: none"> Use 20 kHz method at all RPM (used when acceptable separation achieved at all RPM) or Use 20 kHz method at low/medium RPM and Normal Noise at high RPM 	<p>Open Circuit Method chosen (2 possible methods: 20 kHz or Normal Noise):</p> <p>Thresholds for OpenMethod = 20 kHz</p> <p>Filtered FFT Output</p> <p>Thresholds for OpenMethod = NormalNoise:</p> <p>Filtered FFT Output</p>	<p>Supporting Table: P0325_P0330_OpenMethod_2</p> <p>(See Supporting Tables)</p> <p>> P0325_P0330_OpenCktThrshMin (20 kHz) AND < P0325_P0330_OpenCktThrshMax (20 kHz)</p> <p>> P0325_P0330_OpenCktThrshMin (Normal Noise) AND < P0325_P0330_OpenCktThrshMax (Normal Noise)</p>	<p>Diagnostic Enabled?</p> <p>Engine Run Time</p> <p>Engine Speed</p> <p>Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above)</p> <p>Engine Air Flow</p> <p>(Engine Coolant Temperature</p> <p>OR OBD Coolant Enable Criteria</p> <p>Inlet Air Temperature</p>	<p>Yes</p> <p>≥ 2.0 seconds</p> <p>≥ 400 RPM and ≤ 8,500 RPM</p> <p>≥ 100 revs</p> <p>≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder</p> <p>≥ -40 deg's C</p> <p>= TRUE)</p> <p>≥ -40 deg's C</p>	<p>First Order Lag Filter with Weight Coefficient</p> <p>Weight Coefficient = 0.0100</p> <p>Updated each engine event</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP) Sensor A Circuit	P0335	Diagnostic will fail if a crank sensor pulse was not received during a period of time; if crank sensor pulses are received the diagnostic will pass.	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	>= 0.3 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:	P0340 P0341	2 failures out of 10 samples One sample per engine revolution	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP) Sensor A Performance	P0336	1. Fail counts will occur if the engine goes out synchronization repeatedly over a period of time and will pass if the engine stays in synchronization. 2. Diagnostic will fail if synchronization gap is not found in a specified period of time and will pass if the synchronization gap is found. 3. Diagnostic will fail if the incorrect number of crank sensor teeth are detected in-between detecting the synchronization gap and will pass if the correct number of teeth are seen.	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	>= 3.3 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:	P0340 P0341	8 failures out of 10 samples One sample per engine revolution	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Circuit Bank 1 Sensor A	P0340	Diagnostic will fail if a cam sensor pulse was not received during a period of time; if cam sensor pulses are received the diagnostic will pass.	Time since last camshaft position sensor pulse received	>= 5.5 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
			OR Time that starter has been engaged without a camshaft sensor pulse	>= 4.0 seconds				
			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 24 MEDRES events (There are 24 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				

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camshaft Position (CMP) Sensor Performance Bank 1 Sensor A	P0341	Diagnostic will fail if an incorrect number of cam sensor pulses are detected over a number of engine cycles and will pass if the number of cam pulses is correct.	The number of camshaft pulses received during first 24 MEDRES events is OR (There are 24 MEDRES events per engine cycle)	< 4 > 8	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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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.	High impedance during driver high state (indicates open circuit)	≥ 30 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #5 CIRCUIT	P0355	Diagnoses Cylinder #5 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #6 CIRCUIT	P0356	Diagnoses Cylinder #6 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #7 CIRCUIT	P0357	Diagnoses Cylinder #7 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #8 CIRCUIT	P0358	Diagnoses Cylinder #8 Ignition Control (EST) output driver circuit for an Open Circuit fault.	High impedance during driver high state (indicates open circuit)	≥ 30 k 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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Catalyst System Low Efficiency Bank 1	P0420	<p>NOTE: The information below applies to applications that use the Decel Catalyst Monitor Algorithm</p> <p>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</p> <p>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</p>	Normalized Ratio OSC Value (EWMA filtered)	< 0.35	<p>All enable criteria associated with P0420 can be found under P2270 - (O₂ Sensor Signal Stuck Lean Bank 1 Sensor 2)</p> <p>Rapid Step Response (RSR) feature will initiate multiple tests:</p> <p>If the difference between current EWMA value and the current OSC Normalized Ratio value is</p> <p>and the current OSC Normalized Ratio value is</p> <p>Maximum number of RSR tests to detect failure when RSR is enabled.</p> <p>MAF</p> <p>Predicted catalyst temperature</p> <p>Front O₂ Sensor or Front WRAF</p> <p>Rear O₂ Sensor</p> <p>General Enable Criteria</p> <p>In addition to the p-codes listed under P2270, the following DTC's shall also</p>	<p>> 0.46</p> <p>< 0.10</p> <p>12</p> <p>> 4.00 g/s < 20.00 g/s</p> <p>< 800 °C</p> <p>> 700.00 mV or > 1.25 EQR</p> <p>> 600.00 mV</p>	<p>1 test attempted per valid decel period</p> <p>Minimum of 1 test per trip</p> <p>Maximum of 8 tests per trip</p> <p>Frequency: Fueling Related : 12.5 ms</p> <p>OSC Measurements: 100 ms</p> <p>Temp Prediction: 12.5ms</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>table (based on temp and exhaust gas flow) 3. WorstPassing OSC value (based on temp and exhaust gas flow)</p> <p>Normalized Ratio Calculation = (1-2) / (3-2)</p> <p>A Normalized Ratio of 1 essentially represents a good part and a ratio of 0 essentially represents a very bad part.</p> <p>Refer to the P0420_WorstPassingOSCTableB1 and P0420_BestFailingOSCTableB1 in Supporting Tables tab for details</p> <p>The Catalyst Monitoring Test is completed during a decel fuel cutoff event. This fuel cutoff event occurs following a rich intrusive 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.</p> <p>Additional conditions and their related values</p>			<p>not be set:</p> <p>For switching O2 sensors:</p> <p>For WRAF O2 sensors:</p>	<p>O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA O2S_Bank_2_Sensor_1_FA O2S_Bank_2_Sensor_2_FA</p> <p>WRAF_Bank_1_FA WRAF_Bank_2_FA</p> <p>P0420_WorstPassingOSCTableB1</p> <p>P0420_BestFailingOSCTableB1</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Catalyst System Low Efficiency Bank 2	P0430	<p>Note: The information below applies to applications that use the Decel Catalyst Monitor Algorithm</p> <p>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</p> <p>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</p>	Normalized Ratio OSC Value (EWMA filtered)	< 0.35	<p>All enable criteria associated with P0430 can be found under P2272 - (O2 Sensor Signal Stuck Lean Bank 2 Sensor 2)</p> <p>Rapid Step Response (RSR) feature will initiate multiple tests:</p> <p>If the difference between current EWMA value and the current OSC Normalized Ratio value is</p> <p>and the current OSC Normalized Ratio value is</p> <p>Maximum number of RSR tests to detect failure when RSR is enabled.</p> <p>MAF</p> <p>Predicted catalyst temperature</p> <p>Front O2 Sensor or Front WRAF</p> <p>Rear O2 Sensor</p> <p>General Enable Criteria</p> <p>In addition to the p-codes listed under P2272, the following DTC's shall also</p>	<p>> 0.46</p> <p>< 0.10</p> <p>12</p> <p>> 4.00 g/s < 20.00 g/s</p> <p>< 800 ° C</p> <p>> 700.00 mV or > 1.25 EQR</p> <p>> 600.00 mV</p>	<p>1 test attempted per valid decel period</p> <p>Minimum of 1 test per trip</p> <p>Maximum of 8 tests per trip</p> <p>Frequency: Fueling Related : 12.5 ms</p> <p>OSC Measurements: 100 ms</p> <p>Temp Prediction: 12.5ms</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>table (based on temp and exhaust gas flow) 3. WorstPassing OSC value (based on temp and exhaust gas flow)</p> <p>Normalized Ratio Calculation = (1-2) / (3-2)</p> <p>A Normalized Ratio of 1 essentially represents a good part and a ratio of 0 essentially represents a very bad part.</p> <p>Refer to the P0430_WorstPassingOSCTableB2 and P0430_BestFailingOSCTableB2 in Supporting Tables tab for details</p> <p>The Catalyst Monitoring Test is completed during a decel fuel cutoff event. This fuel cutoff event occurs following a rich intrusive fueling event initiated by the O2 Sensor Signal Stuck Lean Bank 2 Sensor 2 test (P2272). Several conditions must be met in order to execute this test.</p> <p>Additional conditions and their related values</p>			<p>not be set:</p> <p>For switching O2 sensors:</p> <p>For WRAF O2 sensors:</p>	<p>O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA O2S_Bank_2_Sensor_1_FA O2S_Bank_2_Sensor_2_FA</p> <p>WRAF_Bank_1_FA WRAF_Bank_2_FA</p> <p>P0430_WorstPassingOSCTableB2</p> <p>P0430_BestFailingOSCTableB2</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 P2272 (O2 Sensor Signal Stuck Lean Bank 2 Sensor 2)						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>Must expire maximum value in Estimate of Ambient Temperature Valid Conditioning Time. Please see P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time Table in Supporting Tables.</p> <p>*****</p> <p>1. High Fuel Volatility</p> <p>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 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.</p> <p>OR</p> <p>2. Vacuum Refueling Detected</p> <p>See P0454 Fault Code for information on vacuum refueling algorithm.</p> <p>OR</p>	<p>*****</p> <p>< -5</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>3. Fuel Level Refueling Detected</p> <p>See P0464 Fault Code for information on fuel level refueling.</p> <p>OR</p> <p>4. Vacuum Out of Range and No Refueling</p> <p>See P0451 Fault Code for information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling.</p> <p>OR</p> <p>5. Vacuum Out of Range and Refueling Detected</p> <p>See P0451 Fault Code for information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling.</p> <p>OR</p> <p>6. Vent Valve Override Failed</p> <p>Device control using an off-board tool to control the vent solenoid, cannot exceed during the EONV test</p> <p>OR</p> <p>7. Key up during EONV test</p>	<p>0.50 seconds</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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)	P0443	Diagnoses the canister purge solenoid low side driver circuit for circuit faultsController specific output driver circuit diagnoses the canister purge solenoid low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.	$\geq 200 \text{ K } \Omega$ impedance between output 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)

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>This DTC will determine if a restriction is present in the vent solenoid, vent filler, vent hose or EVAP canister.</p> <p>This diagnostic runs with normal purge control and canister vent solenoid commanded open. The diagnostic fails when the FTP sensor vacuum measurement is above a vacuum threshold before it accumulates purge volume above a threshold. The diagnostic passes when it accumulates purge volume above a threshold before the FTP sensor vacuum measurement is above a vacuum threshold.</p>	<p>Vent Restriction Prep Test: Vented Vacuum for OR Vented Vacuum for</p> <p>Vent Restriction Test: Tank Vacuum for before Purge Volume</p> <p>After setting the DTC for the first time, 0 liters of fuel must be consumed before setting the DTC for the second time.</p>	<p>< -623 Pa 60 seconds</p> <p>> 1,245 Pa 60 seconds</p> <p>> 2,989 Pa 5 seconds ≥ 12 liters</p>	<p>Fuel Level System Voltage</p> <p>Startup IAT Startup ECT BARO</p> <p>No active DTCs:</p> <p>No Active DTC's TFTKO</p>	<p>10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts 4 °C ≤ Temperature ≤ 35 °C ≤ 35 °C ≥ 70 kPa</p> <p>MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited</p> <p>P0443 P0449 P0452 P0453 P0454</p>	<p>Once per Cold Start</p> <p>Time is dependent on driving conditions</p> <p>Maximum time before test abort is 1,400 seconds</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	P0449	Controller specific output driver circuit diagnoses the vent solenoid low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates open circuit failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for an open circuit.	$\geq 200 \text{ K } \Omega$ impedance between output and controller ground			20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controlle rs P0498 may also set (Vent Solenoid Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>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.</p> <p>During the EONV test, the fuel tank vacuum sensor is re-zeroed. A re-zero occurs: 1) At the transition from the volatility phase to the pressure phase. 2) At the transition from the pressure phase to the vacuum phase.</p> <p>The re-zero test determines if the tank vacuum signal falls within a calibratable window about atmospheric pressure. If after some time, the tank vacuum signal does not fall to within the window, the re-zero test exits to the refueling rationality test.</p> <p>The refueling rationality test determines if a refueling event caused the re-zero problem. If so, the re-zero problem is ignored. If a refueling event is not</p>	<p>The tank vacuum sensor voltage is compared to a window about the nominal sensor voltage offset (~1.5 volts)</p> <p>Upper voltage threshold (voltage addition above the nominal voltage)</p> <p>Lower voltage threshold (voltage subtraction below the nominal voltage)</p> <p>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).</p> <p>When EWMA is</p> <p>the DTC light is illuminated.</p> <p>The DTC light can be turned off if the EWMA is and stays below the EWMA fail threshold for 3 additional consecutive trips.</p>	<p>0.2 volts</p> <p>0.2 volts</p> <p>> 0.73 (EWMA Fail Threshold),</p> <p>≤0.40 (EWMA Re-Pass Threshold)</p>	<p>This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes</p>		<p>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.</p>	<p>Type A, 1 Trips</p> <p>EWMA</p> <p>Average run length: 6</p> <p>Run length is 2 trips after code clear or non-volatile reset</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>detected, then the results of the re-zero test are used to determine if there is a re-zero problem.</p> <p>1) An individual re-zero test generates a re-zero ratio. The ratio goes from 0.0 to 1.0.</p> <p>2) A 0.0 means that the re-zero pressure signal achieved exactly atmospheric pressure.</p> <p>3) A ratio of 1.0 means that the re-zero pressure did not get within the window.</p> <p>4) Re-zero pressure within the window generates values between 0.0 and 1.0.</p> <p>If a refueling event is not detected, then the resulting re-zero ratio is filtered using an exponentially weighted moving average (EWMA). When the EWMA exceeds a fail threshold, the vacuum re-zero test reports a failure. Once the vacuum re-zero test fails, the EWMA fall below a lower re-pass threshold before it can pass the vacuum re-zero test again.</p>						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	<p>This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too low out of range.</p> <p>The FTP sensor circuit out of range diagnostic compares the raw sensor voltage to a lower voltage threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake.</p> <p>If the sensor voltage is below the lower voltage threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported for P0452 DTC. A pass is reported for P0452 DTC if the low sample counter reaches its threshold.</p>	<p>FTP sensor signal</p> <p>The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~3736 Pa).</p>	< 0.15 volts (3.0 % of Vref or ~ 1,495 Pa)	Time delay after sensor power up for sensor warm-up is	0.10 seconds	<p>640 failures out of 800 samples</p> <p>12.5 ms / sample</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	<p>This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too high out of range.</p> <p>The FTP sensor circuit out of range diagnostic compares the raw sensor voltage to an upper voltage threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake.</p> <p>If the sensor voltage is above the upper voltage threshold, the high fail counter then increments. If the high fail counter reaches its threshold then a fail is reported for P0453 DTC. A pass is reported for P0453 DTC if the high sample counter reaches its threshold.</p>	<p>FTP sensor signal</p> <p>The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~ -3736 Pa).</p>	> 4.85 volts (97.0 % of Vref or ~ -3,985 Pa)	Time delay after sensor power up for sensor warm-up is	0.10 seconds	<p>640 failures out of 800 samples</p> <p>12.5 ms / sample</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	<p>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.</p> <p>During the EONV test, an abrupt change in fuel tank vacuum is identified as a possible refueling event. If the abrupt change occurs while the vent valve is closed, the EONV small-leak test aborts and the refueling rationality test starts.</p> <p>If the refueling rationality test detects a refueling event, then the vacuum change is considered "rational." If the refueling rationality test does not detect a refueling event, then the vacuum change is considered "irrational."</p> <p>The vacuum change rationality diagnostic is an "X out of Y" test. 1) Each time the EONV test completes, the (Y) sample counter is incremented. 2) Each time the</p>	<p>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.</p>	<p>> 112 Pa < 249 Pa > 10 %</p>	<p>This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes and the canister vent solenoid is closed</p>		<p>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.</p> <p>12.5 ms / sample</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		rationality test has an irrational result; the (X) fail counter is incremented. 3) If the (X) fail counter reaches the fail limit before the (Y) sample counter reaches the sample limit, the vacuum change rationality test fails. 4) If the (Y) sample counter reaches the limit before the (X) fail counter fails, the vacuum change rationality test passes.						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>This DTC will detect a weak vacuum condition (large leak or purge blockage) in the EVAP system. This mode checks for large leaks and blockages when proper driving conditions are met. If these conditions are met, the diagnostic commands the vent valve closed and controls the purge duty cycle to allow purge flow to purge the fuel tank and canister system while monitoring the fuel tank vacuum level.</p> <p>The algorithm accumulates purge flow during the test to determine a displaced purge volume as the test proceeds.</p> <p>If the displaced purge volume reaches a threshold before the fuel tank vacuum level reaches its passing threshold, then a large leak failure is detected.</p> <p>On fuel systems with fuel caps</p> <p>If the first failure of P0455 occurred after a</p>	<p>Purge volume while Tank vacuum</p> <p>After setting the DTC for the first time, 0 liters of fuel must be consumed before setting the DTC for the second time.</p> <p>Weak Vacuum Follow-up Test (fuel cap replacement test) Weak Vacuum Test failed.</p> <p>Passes if tank vacuum</p> <p>Note: Weak Vacuum Follow-up Test can only report a pass.</p>	<p>> 45 liters ≤ 2,740 Pa</p> <p>≥ 2,740 Pa</p>	<p>Fuel Level System Voltage</p> <p>BARO Purge Flow</p> <p>No active DTCs:</p> <p>If ECT > IAT, Startup temperature delta (ECT-IAT) Startup IAT Startup ECT</p> <p>Weak Vacuum Follow-up Test This test can run following a weak vacuum failure or on a hot restart.</p>	<p>10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts ≥ 70 kPa ≥ 2.50 %</p> <p>MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited</p> <p>P0443 P0449 P0452 P0453 P0454</p> <p>≤ 8 °C 4 °C ≤ Temperature ≤ 35 °C ≥ 35 °C</p>	<p>Once per cold start</p> <p>Time is dependent on driving conditions</p> <p>Maximum time before test abort is 1,400 seconds</p> <p>Weak Vacuum Follow-up Test</p> <p>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.</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>refueling event was detected and the MIL is off for P0455, the MIL will be commanded off after the first pass of P0455 is reported. If the first failure of P0455 did not occur after a refueling event was detected, the MIL will be commanded off on the ignition cycle after the third consecutive pass of P0455 is reported.the MIL will be commanded off on the ignition cycle after the third consecutive pass of P0455 is reported.</p> <p>On fuel systems without fuel caps</p> <p>The P0455 MIL will be commanded off on the ignition cycle after the third consecutive pass of P0455 is reported.</p>						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	Controller specific output driver circuit diagnoses the canister purge solenoid low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ impedance between output 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)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 33.1 liters of fuel consumed by the engine.	< 3 liters	Engine Running No active DTCs:	VehicleSpeedSensor_FA	250 ms / sample	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	<p>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.</p> <p>During the EONV test, a change in fuel level is identified as a possible refueling event. If the change occurs while the vent valve is closed, the EONV small-leak test aborts and the refueling rationality test starts.</p> <p>If the refueling rationality test detects a refueling event, the fuel level change is considered "rational." If the refueling rationality test does not detect refueling, the fuel level change is considered "irrational."</p> <p>The fuel level change rationality diagnostic is an "X out of Y" test. 1) Each time the EONV test completes, the (Y) sample counter is incremented. 2) Each time the rationality test has an</p>	<p>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 refueling event is not confirmed, then the test sample is considered failing which indicates an intermittent signal problem.</p> <p>An intermittent fuel level signal problem is defined as:</p> <p>The fuel level changes by and does not remain for 30 seconds during a 600 second refueling rationality test.</p>	<p>> 10 % > 10 %</p>	<p>This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes</p>		<p>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.</p> <p>100 ms / sample</p>	<p>Type A, 1 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		irrational result; the (X) fail counter is incremented. 3) If the (X) fail counter reaches the fail limit before the (Y) sample counter reaches the sample limit, the fuel level change rationality test fails. 4) If the (Y) sample counter reaches the limit before the (X) fail counter fails, the fuel level change rationality test passes.						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>This DTC will determine if the purge solenoid is leaking to engine manifold vacuum. This test checks for purge valve leaks to intake manifold vacuum such that there would always be a small amount of purge flow present. It does this by sealing the EVAP system (purge and vent valve closed) and then monitors fuel tank vacuum level. The fuel tank vacuum level should not increase. If tank vacuum increases above a threshold, a malfunction is indicated.</p> <p>Additional Information</p> <p>This diagnostic test detects purge valve leaks to intake manifold vacuum. It is not intended to detect purge valve leaks to the atmosphere which are monitored by the EONV small leak diagnostic (P0442).</p> <p>The purge valve leak diagnostic exists to help service replace leaking purge valves</p>	<p>Tank Vacuum for</p> <p>Test time</p>	<p>> 2,491 Pa 5 seconds</p> <p>≤ refer to P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level Table in Supporting Tables.</p> <p>Test time only increments when engine vacuum ≥ 10.0 kPa.</p>	<p>Fuel Level System Voltage</p> <p>BARO Startup IAT</p> <p>Startup ECT Engine Off Time</p> <p>No active DTCs:</p>	<p>10 % ≤ Percent ≤ 90 % 11 volts ≤ Voltage ≤ 32 volts ≥ 70 kPa 4 °C ≤ Temperature ≤ 35 °C</p> <p>≤ 35 °C ≥ 28,800.0 seconds</p> <p>MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited</p> <p>P0443 P0449 P0452 P0453 P0454</p>	<p>Once per cold start</p> <p>Cold start: max time is 1,400 seconds</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		that could otherwise be detected with the EONV small leak diagnostic (P0442).						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	Controller specific output driver circuit diagnoses the vent solenoid low sided driver for a short to ground failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ impedance between output 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)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	Controller specific output driver circuit diagnoses the vent solenoid low sided driver for a short to power failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds. If the P0499 is active, an intrusive test is performed with the vent solenoid commanded closed for 15 seconds.	Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.	$\leq 0.5 \Omega$ impedance between output and controller power			20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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 filter coefficient	> 91.00 rpm 0.00300	Baro Coolant Temp Engine run time Ignition voltage Time since gear change Time since a TCC mode change IAT Vehicle speed Commanded RPM delta Idle time For manual transmissions: Clutch Pedal Position or Clutch Pedal Position	> 70 kPa > KeSPDD_T_EnblECT_Min (60 °C) and < KfECTI_T_EngCoolHotHi Thresh (128 °C) Must verify KfECTI_T_EngCoolHotLo Thresh (125) is less than KfECTI_T_EngCoolHotHi Thresh (128) ≥ 30 sec 32 ≥ volts ≥ 11 ≥ 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 > 12.00 pct or < 75.00 pct	Diagnostic runs in every 12.5 ms loop Diagnostic reports pass or fail in 10 seconds once all enable conditions are met	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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_EngSpdReqI ntvType = CeTESR_e_EngSpdMinLi mit AND VeTESR_e_EngSpdReqR espType = CeTESR_e_NoSuggestio n) Clutch is not depressed TC_BoostPresSnsrFA ECT_Sensor_FA EnginePowerLimited EGRValveCircuit_FA EGRValvePerformance_F A IAT_SensorCircuitFA EvapFlowDuringNonPurg e_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA FuelInjectorCircuit_FA MAF_SensorFA EngineMisfireDetected_F A IgnitionOutputDriver FA		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 LowFuelConditionDiagnos tic Clutch Sensor FA AmbPresDfltStatus 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)		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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 filter coefficient	< -182.00 rpm 0.00300	Baro Coolant Temp Engine run time Ignition voltage Time since gear change Time since a TCC mode change IAT Vehicle speed Commanded RPM delta For manual transmissions: Clutch Pedal Position or Clutch Pedal Position	> 70 kPa > KeSPDD_T_EnblECT_Min (60 °C) and < KfECTI_T_EngCoolHotHi Thresh (128 °C) Must verify KfECTI_T_EngCoolHotLo Thresh (125) is less than KfECTI_T_EngCoolHotHi Thresh (128) ≥ 30 sec 32 ≥ volts ≥ 11 ≥ 3 sec > 3 sec > -20 °C ≤ 1.24 mph ≤ 25 rpm > 12.00 pct or < 75.00 pct	Diagnostic runs in every 12.5 ms loop Diagnostic reports pass or fail in 10 seconds once all enable conditions are met	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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_EngSpdReqI ntvType = CeTESR_e_EngSpdMinLi mit AND VeTESR_e_EngSpdReqR espType = CeTESR_e_NoSuggestio n) Clutch is not depressed TC_BoostPresSnrFA ECT_Sensor_FA EnginePowerLimited EGRValveCircuit_FA EGRValvePerformance_F A IAT_SensorCircuitFA EvapFlowDuringNonPurg e_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA FuelInjectorCircuit_FA MAF_SensorFA EngineMisfireDetected_F A IgnitionOutputDriver_FA TPS_FA TPS_Performance_FA VehicleSpeedSensor FA		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 AmbPresDfltStatus 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)		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure (EOP) Sensor Performance - Single Stage Oil Pump	P0521	<p>Determines if the Engine Oil Pressure (EOP) Sensor is stuck or biased in range. The engine oil pressure rationality diagnostic has two parts: engine running test and engine off test.</p> <p>The engine running test compares the sensed oil pressure to a mathematical prediction of oil pressure; while the engine off test checks for a biased high engine oil pressure sensor after the engine has stopped rotating.</p>	<p>Single Stage Oil Pump EOP Sensor Test with Engine Running</p> <p>If enabled:</p> <p><u>To fail a currently passing test:</u></p> <p>The filtered, weighted difference between measured EOP and predicted EOP (a function of engine speed and engine oil temp.):</p> <p><u>To pass a currently failing test:</u></p> <p>The filtered, weighted difference between measured EOP and predicted EOP (a function of engine speed and engine oil temp.):</p>	<p>< -45.0 kPa OR > 45.0 kPa</p> <p>> -42.0 kPa AND < 42.0 kPa</p>	<p>Two Stage Oil Pump is Present = FALSE</p> <p>Diagnostic Status</p> <p>Oil Pressure Sensor In Use</p> <p>Quality or weighting factor 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. Regions where diagnosis is possible have a quality or weighting factor value that is a function of engine speed, engine oil temperature, predicted oil pressure, and engine load stability.</p> <p>(P0521_RPM_Weighting_Factor - Single Stage Oil Pump * P0521_Oil_Temp_Weighting_Factor - Single Stage Oil Pump * P0521_Eng_Load_Stability_Weighting_Factor - Single Stage Oil Pump * P0521_Eng_Oil_Pred_Weighting_Factor - Single Stage Oil Pump</p>	<p>FALSE</p> <p>Enabled</p> <p>Yes</p> <p>>= 0.30 weighting</p>	Performed every 100 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>) with a first order filter coefficient of 0.01</p> <p>(See Details on P0521 Supporting Tables Tab)</p> <p>P0521_RPM_Weighting_Factor - Single Stage Oil Pump</p> <p>P0521_Oil_Temp_Weighting_Factor - Single Stage Oil Pump</p> <p>P0521_Eng_Load_Stability_Weighting_Factor - Single Stage Oil Pump</p> <p>P0521_Eng_Oil_Pred_Weighting_Factor - Single Stage Oil Pump</p> <p>No active DTC's</p>	<p>Fault bundles: EngOilPressureSensorCkt FA CrankSensor_FA ECT_Sensor_FA MAF_SensorFA IAT_SensorFA</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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. This diagnostic compares the EOP circuit voltage to the reference voltage.	(Engine Oil Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	< 5.00 percent Deadband: < 5 percent or > 95 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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. This diagnostic compares the EOP circuit voltage to the reference voltage.	(Engine Oil Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	> 85.00 percent Deadband: < 5 percent or > 95 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 continuously applied state	Cruise Control Resume switch remains applied for greater than a calibratable period of time.	fail continuously in the applied state for greater than 89.000 seconds	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	Type C, No SVS , "Emissio ns Neutral Diagnost ics – special type C"

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 continuously applied state	Cruise Control Set switch remains applied for greater than a calibratable period of time.	fail continuously in the applied state for greater than 89.000 seconds	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 89.000 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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 movement diagnostic cal is enabled 1.00	True	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 threshold 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 P057B 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 P057B as a function of calculated brake pedal position delta EWMA value is less than 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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				

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	1			Diagnostic runs at controller power up.	
			ECC ROM Error Count >					
			Perserved NVM region error detected during shut down.				Diagnostic runs at controller power down.	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	0.47413 s			When dual store updates occur.	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	65,534 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)	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 received		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 received			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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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_TestEnbl d == 1 Value of KePISD_b_ALU_TestEnbl d 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_ConfigRegTes tEnbl d == 1 Value of KePISD_b_ConfigRegTes tEnbl d 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_SO H_FltEnbl d == 1 Value of KePISD_b_MainCPU_SO H_FltEnbl d 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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_TestEnbl == 1 Value of KePISD_b_ALU_TestEnbl 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_ConfigRegTestEnbl == 1 Value of KePISD_b_ConfigRegTestEnbl 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_CnvtrTestEnbl == 1 Value of KePISD_b_A2D_CnvtrTestEnbl 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 occurred 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,	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 occurred 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_XferTestEnbld == 1 Value of KePISD_b_DMA_XferTestEnbld 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 StorFitEnbl == 1 Value of KePISD_b_SeedUpdKey StorFitEnbl is: 1. (If 0, this test is disabled)	Table, f(Loop Time). See supporting tables: P0606_Last Seed Timeout f (Loop Time)	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Relay Control Circuit Low Voltage	P0628	Controller specific output driver circuit diagnoses the Feed Fuel Pump Relay high sided driver for a short to ground failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver on state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	<= 0.5 Ohms 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 A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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.	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	4.875 5.125 0.0495	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 volts = 0.03 seconds = FALSE > 8.41 volts = TRUE	19 / 39 counts or 0.1875 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 output and controller ground	Run/Crank Voltage Remote Vehicle Start is not active	Voltage ≥ 11.00 volts	50 failures out of 63 samples 50 ms / sample	Type B, No MIL NO MIL Note: In certain controllers P263A may also set (MIL Control Short to Ground)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	4.875 5.125 0.0495	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 volts = 0.03 seconds = FALSE > 8.41 volts = TRUE	19 / 39 counts or 0.1875 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 output 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 controlle rs P0686 may also set (Powertr ain Relay Control Short to Ground).

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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: $\leq 0.5 \Omega$ impedance between output 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 controlle rs P0685 may also set (Powertr ain Relay Control Open Circuit).

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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: $\leq 0.5 \Omega$ impedance between output and controller power	Run/Crank Voltage	Voltage ≥ 11.00 volts	8 failures out of 10 samples 250 ms / sample	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Power Relay Feedback Circuit Low Voltage	P0689	Diagnoses control module relay feedback circuit low voltage	Control module relay feedback circuit low voltage	Powertrain relay voltage <= 5.00	Powertrain relay short low diagnostic enable Run Crank voltage Powertrain relay state	= 1.00 > 9.00 = ON	5.00 failures out o 6.00 f samples 1000 ms / sample	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	4.875 5.125 0.0495	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 volts = 0.03 seconds = FALSE > 8.41 volts = TRUE	19 / 39 counts or 0.1875 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	4.875 5.125 0.0495	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 volts = 0.03 seconds = FALSE > 8.41 volts = TRUE	19 / 39 counts or 0.1875 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	<p>> P06B6_P06B7_OpenTestCktThrshMin</p> <p>AND</p> <p>< P06B6_P06B7_OpenTestCktThrshMax</p> <p>See Supporting Tables</p>	<p>Diagnostic Enabled?</p> <p>Engine Run Time</p> <p>Engine Speed</p> <p>Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above)</p> <p>Engine Air Flow</p>	<p>Yes</p> <p>≥ 2.0 seconds</p> <p>> 400 RPM and < 3,500 RPM</p> <p>≥ 200 Revs</p> <p>≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder</p>	<p>First Order Lag Filter with Weight Coefficient</p> <p>Weight Coefficient = 0.0100</p> <p>Updated each engine event</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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	<p>> P06B6_P06B7_OpenTestCktThrshMin</p> <p>AND</p> <p>< P06B6_P06B7_OpenTestCktThrshMax</p> <p>See Supporting Tables</p>	<p>Diagnostic Enabled?</p> <p>Engine Run Time</p> <p>Engine Speed</p> <p>Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above)</p> <p>Engine Air Flow</p>	<p>Yes</p> <p>≥ 2.0 seconds</p> <p>> 400 RPM and < 3,500 RPM</p> <p>≥ 200 Revs</p> <p>≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder</p>	<p>First Order Lag Filter with Weight Coefficient</p> <p>Weight Coefficient = 0.0100</p> <p>Updated each engine event</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 message to determine when the TCM has detected a MIL illuminating fault.	Transmission Control Module Emissions-Related DTC set and module is requesting MIL	Transmission Control Module Emissions-Related DTC set and module is requesting MIL		Time since power-up \geq 3 seconds	Continuous	Type A, No MIL

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Inlet Airflow System Performance (naturally aspirated)	P1101	<p>Detects a performance failure in the Manifold Pressure (MAP) sensor, Throttle Position sensor (TPS) or Mass Air Flow (MAF) sensor that cannot be uniquely identified as a failure in one individual sensor. This diagnostic can set when more than one of these sensors has a performance concern.</p> <p>This diagnostic is performed using the Intake Flow Rationality Diagnostic (IFRD). IFRD calculates modeled values of sensors from these three sensors.</p> <p>These modeled values are compared against the actual sensor values to see if they are similar. If they are similar, then the model passes. If they are not similar, then that model is considered to be failed. Certain combinations of model passes and model failures can be interpreted to be caused by a performance issue with the system, but no</p>	<p>Filtered Throttle Model Error</p> <p>AND</p> <p>ABS(Measured Flow – Modeled Air Flow) Filtered</p> <p>OR</p> <p>ABS(Measured MAP – MAP Model 1) Filtered</p> <p>AND</p> <p>ABS(Measured MAP – MAP Model 2) Filtered</p>	<p>> 300 kPa*(g/s)</p> <p>> 25.0 grams/sec</p> <p>> 18.0 kPa)</p> <p>> 18.0 kPa</p>	<p>Engine Speed Engine Speed Coolant Temp Coolant Temp Intake Air Temp Intake Air Temp</p> <p>Minimum total weight factor (all factors multiplied together)</p> <p>See Residual Weight Factor tables.</p>	<p>>= 400 RPM <= 5,600 RPM > -9 Deg C < 129 Deg C > -20 Deg C < 125 Deg C</p> <p>>= 0.50</p> <p>Filtered Throttle Model Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM</p> <p>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</p> <p>MAP Model 1 Error multiplied by P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM</p> <p>MAP Model 2 Error multiplied by</p>	<p>Continuous</p> <p>Calculation are performed every 12.5 msec</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		single failed sensor can uniquely be identified. In this case, the Inlet Airflow System Performance diagnostic will fail.			No Active DTCs: No Pending DTCs:	P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM MAP_SensorCircuitFA EGRValvePerformance_F A MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Metal Over temperature Active	P1258	The objective of the algorithm is to protect the engine in the event of engine metal overtemperature, mainly due to loss of coolant	Engine Coolant For a period	>= 129 °C >= 10 seconds	Engine Run Time If feature was active and it set the coolant sensor fault then feature will be enabled on coolant sensor fault pending on the next trip.	>= 10 Seconds	Fault present for >= 0 seconds	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Steady State Actuation Fault	P1516	Detect an inability 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Switch State Undertermin ed	P155A	Detects when cruise switch state cannot be determined, such as low voltage conditions	cruise switch state is received as "undetermined" for greater than a calibratable time	fail continuously for greater than 0.5 seconds			fail continuously for greater than 0.5 seconds	Type C, No SVS , "Emissio ns Neutral Diagnost ics – special type C"

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Redundant Memory Performance	P16F3	<p>Detect Processor Calculation faults due to RAM corruptions, ALU failures and ROM failures</p> <p>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.</p>	Equivalence Ratio torque compensation exceeds threshold	-150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	Type A, 1 Trips
			Absolute difference between Equivalence Ratio torque compensation and its dual store out of bounds given by threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			Absolute difference of Accessory torque and its redundant calculation is out of bounds given by threshold range	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	142.03 mg	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			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	15.00 degrees		Engine speed >0rpm	Up/down timer 427 ms continuous, 0.5 down time multiplier	
			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 multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 > 550 rpm	Up/down timer 462 ms continuous, 0.5 down time multiplier	
			Difference between Unmanaged Spark and PACS Spark is greater than threshold	15.00 degrees	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			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 multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 1,700.00 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			Creep Coast Axle Torque is out of bounds given by threshold range	High Threshold 1,700.00 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Absolute difference of Friction torque and its redundant calculation is out of bounds given by threshold range	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			Launch spark is active but the launch spark redundant path indicates it should not be active	N/A		Engine speed < 4,900.00 or 5,000.00 rpm (hysteresis pair)	Up/down timer 162 ms continuous, 0.5 down time multiplier	
			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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			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 multiplier	
			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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Cylinders active greater than commanded	4 cylinders		Engine run flag = TRUE > 2.00 s Number of cylinder events since engine run > 24 No fuel injector faults active	Up/down timer 162 ms continuous, 0.5 down time multiplier	
			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 / 0 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multiplier	
			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) + 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Engine Predicted Request Without Motor is greater than its redundant calculation plus threshold	149.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			Engine Immediate Request Without Motor is greater than its redundant calculation plus threshold	149.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							down time multiplier	
			Positive Torque Offset is greater than its redundant calculation plus threshold OR Positive Torque Offset is less than its redundant calculation minus threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			Commanded Predicted Engine Request is greater than its redundant calculation plus threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, down time	

19 OBDG05 ECM (Common) Summary Tables

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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			Cylinder Spark Delta Correction exceeds the absolute difference as compared to Unadjusted Cylinder Spark Delta	15.00 degrees	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			1. Cylinder Torque Offset exceeds step size threshold	1. 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			OR					

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			2. Sum of Cylinder Torque Offset exceeds sum threshold	2. 150.00 Nm				
			Engine Capacity Minimum Immediate Without Motor is greater than its dual store plus threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			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 multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			Comanded Immediate Engine Request is greater than its redundant calculation plus threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Engine Speed Lores Intake Firing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than 0rpm	Up/down timer 162 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 162 ms continuous, 0.5 down time multiplier	
			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) + 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			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 2,048 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				150.00 Nm				
			Difference between Driver Requested Immediate Torque primary path and its secondary exceeds threshold	1,700.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Driver Immediate Request is less than its redundant calculation minus threshold	1,700.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Commanded Immediate Request is greater than its redundant calculation plus threshold	1,700.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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				multiplier	
			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 multiplier	
			Difference between Cruise Axle Torque Arbitrated Request and Cruise Axle Torque Request exceeds threshold	63.75 Nm		Cruise has been engaged for more than 4.00 seconds	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Desired engine torque request greater than redundant calculation plus threshold	149.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Engine min capacity above threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 65 ms continuous, 0.5 down time multiplier	
			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 427 ms continuous, 0.5 down time multiplier	
			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 91 ms continuous, 0.5 down time	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multiplier	
			1. Absolute difference of redundant calculated engine speed above threshold	500 RPM		Engine speed greater than 0 RPM	Up/down timer 162 ms continuous, 0.5 down time multiplier	
			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 multiplier	
			Speed Control's Predicted Torque Request 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 multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 220 ms continuous, 0.5 down time multiplier	
			Desired throttle position greater than redundant calculation plus threshold	8.41 percent	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			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 multiplier	
			Throttle desired torque above desired torque plus threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Torque feedback proportional term is out of allowable range or its dual store copy does not match	High Threshold 75.00 Nm Low Threshold -75.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Torque feedback integral term magnitude or rate of	High Threshold	Ignition State	Accessory, run or crank	Up/down timer 475	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	140.63 Nm Low Threshold -150.00 Nm Rate of change threshold 9.38 Nm/loop			ms continuous, 0.5 down time multiplier	
			Difference of Final Torque feedback proportional plus integral term and its redundant calculation is out of bounds given by threshold range	High Threshold 150.00 Nm Low Threshold - 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			Difference of torque model coefficients and its redundant calculation is out of bounds given by threshold range	High Threshold 0.0002967 Low Threshold - 0.0002967	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			Difference of base friction torque and its redundant calculation is out of bounds given by threshold range	High Threshold 150.00 Nm Low Threshold - 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 150.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			AC friction torque is greater than commanded by AC control software or less than threshold limit	High Threshold 40.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Difference of Oil temperature delta friction torque and its redundant	High Threshold 150.00	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous.	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 - 150.00 Nm			0.5 down time multiplier	
			Generator friction torque is out of bounds given by threshold range	High Threshold 150.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Absolute difference between the Supercharger friction torque and its redundant calculation greater than threshold	150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 150.00 Nm Low Threshold -150.00 Nm Rate of change threshold 9.38 Nm/loop		Engine speed >0rpm MAF, MAP and Baro DTCs are false	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Torque error compensation is out of bounds given by threshold range	High Threshold 150.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 12.83 Nm Low Threshold -4.13 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multiplier	
			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 exceed threshold OR 3. Rate of change of reserve torque exceeds threshold, increasing direction only OR 4. Reserve engine torque	1. 149.00 Nm 2. N/A 3. 149.00 Nm 4. 149.00 Nm	3. & 4.: Ignition State	1. & 2.: Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 150.00 Nm 3. & 4.: Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			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 162 ms continuous, 0.5 down time multiplier	
			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 multiplier	
			Driver Predicted Request is greater than its redundant calculation plus threshold	1,700.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			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 multiplier	
			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) + 150.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			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 multiplier	
			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 multiplier	
			Difference of minimum spark advance limit and	15.00 degrees	Ignition State	Accessory, run or crank	Up/down timer 162	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 multiplier	
			Difference of commanded spark advance and adjusted delivered is out of bounds given by threshold range	15.00 degrees		Engine speed >0rpm	Up/down timer 427 ms continuous, 0.5 down time multiplier	
			Absolute difference between Estimated Engine Torque and its dual store are above a threshold	150.00 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Absolute difference between Estimated Engine Torque without reductions due to torque control and its dual store are above a threshold	150.00 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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	15.00 degrees		Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 150.00 Nm	Up/down timer 462 ms continuous, 0.5 down time multiplier	
			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 Threshold: 100 ms		Engine speed > 550 rpm	Up/down timer 462 ms continuous, 0.5 down time multiplier	
			Rate limited cruise axle torque request and its dual store do not match within a threshold	63.75 Nm	Ignition State	Accessory, run or crank	Up/down timer 163 ms continuous, 0.5 down time multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			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 OR 3. Absolute difference of Calculated accelerator pedal position 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 multiplier	
			Commanded axle torque is greater than its redundant calculation by	1,700.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous,	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			threshold				0.5 down time multiplier	
			Commanded axle torque is less than its redundant calculation by threshold	2,550.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multiplier	
			Preload timer and its redundant calculation do not equal	N/A	Ignition State	Accessory, run or crank AFM apps only	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			AC friction torque is greater than commanded by AC control software	40.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Engine Speed Lores Intake Firing (time based)	N/A		Engine speed >0rpm	Up/down timer 175	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			calculation does not equal its redundant calculation				ms continuous, 0.5 down time multiplier	
			Absolute difference of the calculated spark offset for equivalence ratio and its redundant calculation is greater than a threshold	15.00 degrees		Engine speed >0rpm	Up/down timer 162 ms continuous, 0.5 down time multiplier	
			Transmission Torque Request calculations do not equal their dual stores	N/A		Run or Crank = TRUE > 0.50 s	16 / 32 counts; 25.0msec/count	
			Absolute difference of the predicted motor torque ACS and its redundant calculation is greater than a threshold	0.01 Nm			Up/down timer 2,048 ms continuous, 0.5 down time multiplier	
			Absolute difference of maximum throttle area and its redundant calculation is greater than	15 mm ²			Up/down timer 91 ms continuous, 0.5	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			a threshold				down time multiplier	
			Absolute difference of Desired TIAP and its redundant calculation is greater than a threshold	5.00 kPa			Up/down timer 475 ms continuous, 0.5 down time multiplier	
			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 multiplier	
			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 multiplier	
			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 multiplier	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit Low- Bank 1	P2088	Controller specific output driver circuit diagnoses the CAM phaser oil control valve solenoid high sided driver for a short to ground failure when the output is powered on by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver on state indicates short to ground failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to ground.	$\leq 0.5 \Omega$ 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	20 failures out of 25 samples 250 ms /sample, continuous	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft Actuator Solenoid Circuit High – Bank 1	P2089	Controller specific output driver circuit diagnoses the CAM phaser oil control valve solenoid high sided driver for a short to power failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range during driver off state indicates short to power failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for a short to power.	$\leq 0.5 \Omega$ impedance between signal and controller power	System supply Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System Too Lean Bank 1	P2096	Determines if the post catalyst O2 sensor based fuel control system is indicating a lean exhaust gas condition. If the lean condition is such that the control system utilizes all or most of its available high limit authority (high limit = 100% authority), then P2096 will set. The monitor can be calibrated to fail based on the Average Integral Offset % Authority, the Average Total Offset % Authority or both combined. The Average Total Offset metric consists of the average of the Integral Offset+ Proportional Offset. Note: When the post catalyst O2 voltage is too lean, the post catalyst O2 integral and proportional offset control is increased (positive % authority). This applies a rich bias to fuel control in an attempt to counteract the lean condition. A perfectly balanced control system (no rich or lean bias required) is represented by integral and proportional offset values of "0" (i.e. 0%	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 >= 35.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 15 % for >= 20.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 300 counts per 375 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 <= 45 >= -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 FuelTankPressureSnrCkt_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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.										
		authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).			<p>The above general enable conditions must be true for:</p> <p>Minimum accumulated counts in each cell required before counters will increment for that cell:</p> <table border="0"> <tr> <td>Deceleration</td> <td>300</td> </tr> <tr> <td>Idle</td> <td>300</td> </tr> <tr> <td>Cruise</td> <td>300</td> </tr> <tr> <td>Light Acceleration</td> <td>300</td> </tr> <tr> <td>Heavy Acceleration</td> <td>300</td> </tr> </table> <p>(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).</p> <p>For the cells identified as</p>	Deceleration	300	Idle	300	Cruise	300	Light Acceleration	300	Heavy Acceleration	300	<p>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</p> <p>> 0.0 seconds</p>		
Deceleration	300																	
Idle	300																	
Cruise	300																	
Light Acceleration	300																	
Heavy Acceleration	300																	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					<p>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</p> <p>AND</p> <p>Post oxygen sensor control integral offset (in mV) is</p> <p>Deceleration Idle Cruise Light Acceleration Heavy Acceleration</p> <p>AND</p> <p>Post O2 Voltage is</p> <p>Deceleration Idle Cruise Light Acceleration Heavy Acceleration</p> <p>(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).</p>	<p>>=</p> <p>130.00 (control min.= 150) 130.00 (control min.= 150) 380.00 (control min.= 400) 380.00 (control min.= 400) 380.00 (control min.= 400)</p> <p><</p> <p>660 mV 660 mV 660 mV 660 mV</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System Too Rich Bank 1	P2097	Determines if the post catalyst O2 sensor based fuel control system is indicating a rich exhaust gas condition. If the rich condition is such that the control system utilizes all or most of its available low limit authority (low limit = -100% authority), then P2097 will set. The monitor can be calibrated to fail based on the Average Integral Offset % Authority, the Average Total Offset % Authority or both combined. The Average Total Offset metric consists of the average of the Integral Offset+ Proportional Offset. Note: When the post catalyst O2 voltage is too rich, the post catalyst O2 integral and proportional offset control is decreased (negative % authority). This applies a lean bias to fuel control in an attempt to counteract the rich condition. A perfectly balanced control system (no rich or lean bias required) is represented by integral and proportional offset values of "0" (i.e. 0%	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 >= 35.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 15 % for >= 20.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 300 counts per 375 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).	<= -140 (control max.= -150) -140 (control max.= -150) -390 (control max.= -400) -390 (control max.= -400) -390 (control max.= -400) > 800 mV 800 mV 780 mV 780 mV 780 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System Too Lean Bank 2	P2098	<p>Determines if the post catalyst O2 sensor based fuel control system is indicating a lean exhaust gas condition. If the lean condition is such that the control system utilizes all or most of its available high limit authority (high limit = 100% authority), then P2098 will set.</p> <p>The monitor can be calibrated to fail based on the Average Integral Offset % Authority, the Average Total Offset % Authority or both combined. The Average Total Offset metric consists of the average of the Integral Offset+ Proportional Offset.</p> <p>Note: When the post catalyst O2 voltage is too lean, the post catalyst O2 integral and proportional offset control is increased (positive % authority). This applies a rich bias to fuel control in an attempt to counteract the lean condition. A perfectly balanced control system (no rich or lean bias required) is represented by integral and proportional offset values of "0" (i.e. 0%</p>	<p>Lean Fail counter</p> <p>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 >= 35.0 seconds.</p> <p>Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 15 % for >= 20.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.</p>	<p>>= 300 counts per 375 sample counts</p> <p>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.</p>	<p>Same as P2096 except for the following:</p> <p>Bank1 Fault Active criteria are replaced by the equivalent Bank2 Fault Active criteria.</p> <p>The diagnostic is enabled during: Deceleration Idle Cruise Light Acceleration Heavy Acceleration</p> <p>Minimum accumulated counts in each cell required before counters will increment for that cell: Deceleration Idle Cruise Light Acceleration Heavy Acceleration</p> <p>(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).</p> <p>For the cells identified as enabled (i.e. those containing a "Yes" at the beginning of the Enable Conditions column), the fail counter will increment</p>	<p>No No Yes Yes Yes</p> <p>300 300 300 300 300</p>	<p>Frequency: Continuous Monitoring in 100ms loop.</p> <p>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.</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).			if the sample counter increments AND Post oxygen sensor control integral offset 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).	>= 130.00 (control min.= 150) 130.00 (control min.= 150) 380.00 (control min.= 400) 380.00 (control min.= 400) 380.00 (control min.= 400) < 660 mV 660 mV 660 mV 660 mV		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Post Catalyst Fuel Trim System Too Rich Bank 2	P2099	Determines if the post catalyst O2 sensor based fuel control system is indicating a rich exhaust gas condition. If the rich condition is such that the control system utilizes all or most of its available low limit authority (low limit = -100% authority), then P2099 will set. The monitor can be calibrated to fail based on the Average Integral Offset % Authority, the Average Total Offset % Authority or both combined. The Average Total Offset metric consists of the average of the Integral Offset+ Proportional Offset. Note: When the post catalyst O2 voltage is too rich, the post catalyst O2 integral and proportional offset control is decreased (negative % authority). This applies a lean bias to fuel control in an attempt to counteract the rich condition. A perfectly balanced control system (no rich or lean bias required) is represented by integral and proportional offset values of "0" (i.e. 0%	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 >= 35.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 15 % for >= 20.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 300 counts per 375 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 P2098 except for the following: Bank1 Fault Active criteria are replaced by the equivalent Bank2 Fault Active criteria. For the cells identified as enabled (i.e. those containing a "Yes" at the beginning of the Enable Conditions column for P2098), the fail counter will increment if the sample counter increments AND Post oxygen sensor control integral offset 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).	<= -140 (control max.= -150) -140 (control max.= -150) -390 (control max.= -400) -390 (control max.= -400) -390 (control max.= -400) > 800 mV 800 mV 780 mV 780 mV 780 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	8.41 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 >	8.41 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 > 8.41)		
			Throttle Position >	36.00 percent		Powertrain Relay voltage > 6.41 TPS minimum learn is active	11 counts; 12.5 ms/count in the primary processor	
			Throttle Position >	35.00 percent		Powertrain Relay voltage > 6.41 Reduced Power is True	11 counts; 12.5 ms/count in the primary processor	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 >	6.797 % offset at min. throttle position with a linear threshold to 9.720 % 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	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 faultst 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 faultst for # 3 & # 4 5V reference circuits (P06A3, P0697)	19 /39 counts intermittent or 15 counts continuous, 12.5 ms/count in the main processor	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 minimum learn window after multiple attempts to learn the minimum.	During TPS min learn on the Main processor, TPS Voltage > AND Number of learn attempts >	0.5740 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 1 / 2 Correlation	P2199	<p>Detects when the Intake Air Temperature (IAT) sensor and IAT2 sensor values do not correlate with each other. These two temperature sensors are both in the induction system, although they do have different sensor time constants and different positional relationships with components that produce heat. If these two temperature values differ by a large enough amount, the Intake Air Temperature 1 / 2 Correlation Diagnostic will fail.</p> <p>This diagnostic is enabled if the Powertrain Relay voltage is high enough.</p>	ABS (IAT - IAT2)	> 55.0 deg C	<p>Powertrain Relay Voltage for a time</p> <p>No Active DTCs:</p>	<p>>= 11.0 Volts >= 0.9 seconds</p> <p>PowertrainRelayFault</p>	<p>40 failures out of 50 samples</p> <p>1 sample every 100 msec</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.	
Bank 1 Air-Fuel Ratio Imbalance	P219A	<p>This monitor determines if there is an Air Fuel Imbalance in the fueling system for a cylinder on a Bank 1. Detection is based on a the pre catalyst oxygen sensor voltage. The pre catalyst O2 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).</p> <p>The observed Variance is dependent on engine speed and load and is normalized 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</p>	<p>Filtered Ratio ></p> <p>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.</p> <p>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.</p> <p>The Ratio metric is calculated by selecting the appropriate threshold calibration from a 17x17 table (see Supporting Table</p>	1.40	<p>If the diagnostic has reported a failure on the prior trip, the Filtered Ratio must fall below 1.31 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 1.40 .</p>	<p>System Voltage</p> <p>Fuel Level</p> <p>Engine Coolant Temperature</p> <p>Cumulative engine run time</p> <p>Diagnostic enabled at Idle (regardless of other operating conditions)</p> <p>Engine speed range</p> <p>Engine speed delta during a short term sample period</p> <p>Mass Airflow (MAF) range</p> <p>Cumulative delta MAF during a short term sample period</p> <p>Filtered MAF delta between samples Note: first order lag filter coefficient applied to MAF = 0.050</p> <p>Air Per Cylinder (APC)</p> <p>APC delta during short term sample period</p> <p>Filtered APC delta</p>	<p>no lower than 11.0 Volts for more than 0.2 seconds</p> <p>> 10.0 percent AND no fuel level sensor fault</p> <p>> -20 deg. C</p> <p>> 0.0 seconds</p> <p>No</p> <p>980 to 3,000 RPM</p> <p>< 250 RPM</p> <p>10 to 1,000 g/s</p> <p>< 3 g/s</p> <p>< 2.00 g/s</p> <p>136 to 480 mg/cylinder</p> <p>< 200 mg/cylinder</p>	<p>Minimum of 1 test per trip, up to 9 tests per trip during RSR or FIR.</p> <p>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, 7.20 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</p>	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>P219A Variance Threshold Bank1 Table) and subtracting it from the measured Variance. The result is then divided by a normalizer calibration 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.</p>	<p>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</p>		<p>between samples Note: first order lag filter coefficient applied to APC = 0.050</p> <p>Spark Advance</p> <p>Throttle Area (percent of max)</p> <p>Intake Cam Phaser Angle</p> <p>Exhaust Cam Phaser Angle</p> <p>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.</p> <p>Fuel Control Status Closed Loop and Long Term FT Enabled for:</p> <p>Device Control AIR pump</p>	<p>< 8.00 percent</p> <p>0 to 40 degrees</p> <p>1 to 200 percent</p> <p>0 to 25 degrees</p> <p>0 to 25 degrees</p> <p>>= 0.99</p> <p>>= 2.0 seconds (Please see "Closed Loop Enable Clarification" and "Long Term FT Enable Criteria" in Supporting Tables)</p> <p>Not active Not on</p>	<p>made within 5 minutes of operation.</p> <p>For RSR or FIR, 18 tests must complete before the diagnostic can report.</p>	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		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 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.	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.		<p>CASE learn EGR EVAP Engine OverSpeed Protection Idle speed control PTO Injector base pulse width</p> <p>O2 learned htr resistance</p> <p>Rapid Step Response (RSR): RSR will trigger if the Ratio result from the last test is AND it exceeds the last Filtered ratio by</p> <p>Once triggered, the filtered ratio is reset to:</p> <p>Fast Initial Response (FIR): FIR will trigger when an NVM reset or code clear occurs. Once triggered, the filtered ratio is reset to:</p> <p>No Fault Active for:</p>	<p>Not active Not intrusive Not intrusive Not Active</p> <p>Normal Not Active Above min pulse limit</p> <p>= Valid (the O2 heater resistance has learned since NVM reset)</p> <p>>= 1.53 >= 1.53</p> <p>0.00</p> <p>0.00</p> <p>EngineMisfireDetected_F A MAP_SensorFA MAF_SensorFA ECT_Sensor_FA TPS_ThrottleAuthorityDef aulted FuelInjectorCircuit FA</p>		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						AIR System FA EvapExcessPurgePsbl_F A CamSensorAnyLocationF A FuelTrimSystemB1_FA O2S_Bank_1_Sensor_1_ FA O2S_Bank_1_Sensor_2_ FA WRAF_Bank_1_FA		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.	
Bank 2 Air-Fuel Ratio Imbalance	P219B	<p>This monitor determines if there is an Air Fuel Imbalance in the fueling system for a cylinder on a Bank 2. Detection is based on a the pre catalyst oxygen sensor voltage. The pre catalyst O2 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). The observed Variance is dependant on engine speed and load and is normalized by comparing it to a known "good system" result for that speed and load, and generating a Ratio metric.</p> <p>The Ratio metric is calculated by selecting the appropriate threshold calibration from a 17x17 table (see Supporting Table</p>	<p>Filtered Ratio ></p> <p>Note: See P219A for a detailed description of this failure metric, while referencing the following Bank2 Supporting Tables:</p> <p>P219B Variance Threshold Bank2 Table</p> <p>P219B Normalizer Bank2 Table</p> <p>P219B Quality Factor Bank2 Table</p> <p>Some applications may 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.</p>	1.01	<p>If the diagnostic has reported a failure on the prior trip, the Filtered Ratio must fall below 0.88 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 1.01 .</p>	<p>Same as P219A except for the following:</p> <p>Bank1 Fault Active criteria are replaced by the equivalent Bank2 Fault Active criteria.</p> <p>Quality Factor (QF) QF calibrations are located in a 17x17 lookup table versus engine speed and load (Supporting Table P219B Quality Factor Bank2 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.</p> <p>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:</p> <p>Fast Initial Response (FIR): FIR will trigger when an NVM reset or code clear occurs. Once triggered, the filtered ratio is reset to:</p>	<p>>= 0.99</p> <p>>= 1.01</p> <p>>= 1.01</p> <p>0.00</p> <p>0.00</p>	See P219A info	Type A, 1 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>P219B Variance Threshold Bank2 Table) and subtracting it from the measured Variance. The result is then divided by a normalizer calibration from another 17 x 17 table (see Supporting Table P219B Normalizer Bank2 Table) This quotient is then multiplied by a quality factor calibration from a 17 x 17 table (see Supporting Table P219B Quality Factor Bank2 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.</p> <p>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</p>						

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		<p>Ratio.</p> <p>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.</p> <p>Some applications may 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.</p>						

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Performance (naturally aspirated)	P2227	<p>Detects a performance failure in the Barometric Pressure (BARO) sensor, such as when a BARO value is stuck in range.</p> <p>If the engine has been off for a sufficient amount of time, the pressure values in the induction system will have equalized. The BARO sensor value is checked to see if it is within the normal expected atmospheric pressure range. If it is not, then the BARO performance diagnostic will fail.</p> <p>When the engine is running, there is an estimate of barometric pressure that is determined with the Manifold Pressure (MAP) sensor, throttle position, engine air flow and engine speed. If the BARO value from the sensor is not similar to this barometric pressure estimate, then the BARO performance diagnostic will fail.</p>	<p>Engine Running:</p> <p>Difference between Baro Pressure reading and Estimated Baro when distance since last Estimated Baro update</p>	<p>> 15.0 kPa</p> <p><= 0.06 miles</p>	No Active DTCs:	<p>AmbPresSnsrCktFA</p> <p>ECT_Sensor_Ckt_FA</p> <p>IAT_SensorFA</p> <p>MAF_SensorFA</p> <p>AfterThrottlePressureFA</p> <p>TPS_FA</p> <p>TPS_Performance_FA</p> <p>VehicleSpeedSensor_FA</p>	<p>320 failures out of 400 samples</p> <p>1 sample every 12.5 msec</p>	Type B, 2 Trips
			<p>OR</p> <p>Difference between Baro Pressure reading and Estimated Baro when distance since last Estimated Baro update</p>	<p>> 20.0 kPa</p> <p>> 0.06 miles</p>	<p>Time between current ignition cycle and the last time the engine was running</p> <p>Engine is not rotating</p> <p>No Active DTCs:</p> <p>No Pending DTCs:</p>	<p>> 5.0 seconds</p> <p>EngineModeNotRunTimer Error</p> <p>MAP_SensorCircuitFA</p> <p>AAP_SnsrCktFA</p> <p>MAP_SensorCircuitFP</p> <p>AAP_SnsrCktFP</p>	<p>4 failures out of 5 samples</p> <p>1 sample every 12.5 msec</p>	

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (non-boosted applications, Gen II)	P2228	Detects a continuous short to ground or open circuit in the Barometric Pressure (BARO) signal circuit by monitoring the BARO sensor output voltage and failing the diagnostic when the BARO voltage is too low. The BARO sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	BARO Voltage	< 40.0 % of 5 Volt Range (This is equal to 51.0 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit High (non-boosted applications, Gen II)	P2229	Detects a continuous short to power in the Barometric Pressure (BARO) signal circuit by monitoring the BARO sensor output voltage and failing the diagnostic when the BARO voltage is too high. The BARO sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	BARO Voltage	> 90.0 % of 5 Volt Range (This is equal to 115.1 kPa)			320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Intermittent	P2230	<p>Detects a noisy or erratic signal in the barometric pressure (BARO) circuit by monitoring the BARO sensor and failing the diagnostic when the BARO signal has a noisier output than is expected.</p> <p>When the value of BARO in kilopascals (kPa) is determined, a delta is calculated between the current reading and the previous reading. The absolute value of these deltas is summed over a number of BARO readings. The result of this summation is called a "string length".</p> <p>Since the BARO signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic BARO signal. The diagnostic will fail if the string length is too high.</p>	<p>String Length</p> <p>Where: "String Length" = sum of "Diff" calculated over</p> <p>And where: "Diff" = ABS(current BARO reading - BARO reading from 12.5 milliseconds previous)</p>	<p>> 100 kPa</p> <p>80 consecutive BARO readings</p>			<p>4 failures out of 5 samples</p> <p>Each sample takes 1.0 seconds</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Lean Bank 1 Sensor 2	P2270	<p>The P2270 diagnostic is the first in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor is stuck in a normal lean voltage range and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required rich voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor signal</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Stuck Lean Voltage Test</p>	<p>< 825 mvolts</p> <p>> 183 grams</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013A, P013B, P013E, P013F, P2270 or P2271</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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.</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Only when FuelLevelDataFault Pedal position Engine Airflow Closed loop integral Closed Loop Active Evap Ethanol Estimate in Progress 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	= False = False ≤ 100.0 % 3 ≤ gps ≤ 20 0.74 ≤ C/L Int ≤ 1.08 = TRUE (Please see “ Closed Loop Enable Clarification ” in Supporting Tables). not in control of purge = Not Active (Please see “ Ethanol Estimation in Progress ” in Supporting Tables). = Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info. < 125.0 Nm = not active = not active ≥ 60.0 sec 600 ≤ °C ≤ 900 = DFCO possible =====		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Rich Bank 1 Sensor 2	P2271	<p>The P2271 diagnostic is the fourth in a sequence of six intrusive secondary O2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, & P013B. This DTC determines if the secondary O2 sensor is stuck in a normal rich voltage range and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required lean voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor signal</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Stuck Rich Voltage Test</p>	<p>> 150 mvolts</p> <p>> 10.0 grams</p>	<p>No Active DTC's</p> <p>B1S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013A, P013B, P013E, P013F or P2270</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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.</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Lean Bank 2 Sensor 2	P2272	<p>The P2272 diagnostic is the first in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor is stuck in a normal lean voltage range and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required rich voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor signal</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Stuck Lean Voltage Test</p>	<p>< 825 mvolts</p> <p>> 183 grams.</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013C, P013D, P014A, P014B, P2272 or P2273</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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.</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Only when FuelLevelDataFault Pedal position Engine Airflow Closed loop integral Closed Loop Active Evap Ethanol Estimation in Progress 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	= False = False ≤ 100.0 % 3 ≤ gps ≤ 20 0.74 ≤ C/L Int ≤ 1.08 = TRUE (Please see “ Closed Loop Enable Clarification ” in Supporting Tables). not in control of purge = Not Active (Please see “ Ethanol Estimation in Progress ” in Supporting Tables). = Enabled, refer to Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests for additional info. < 125.0 Nm = not active = not active >= 60.0 sec 600 ≤ °C ≤ 900 = DFCO possible =====		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					least 0.0 seconds, and then check the following Engine Speed to initially enable test Engine Speed range to keep test enabled (after 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	$1,100 \leq \text{RPM} \leq 2,500$ $1,050 \leq \text{RPM} \leq 2,650$ $40.4 \leq \text{MPH} \leq 82.0$ $36.0 \leq \text{MPH} \leq 87.0$ $0.95 \leq \text{EQR} \leq 1.10$ $< 110.0 \text{ Nm}$		

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Signal Stuck Rich Bank 2 Sensor 2	P2273	<p>The P2273 diagnostic is the fourth in a sequence of six intrusive secondary O2 monitors which include DTCs P2272, P014A, P013C, P2273, P014B, & P013D. This DTC determines if the secondary O2 sensor is stuck in a normal rich voltage range and thereby can no longer be used for secondary O2 sensor fuel control or for catalyst monitoring. This diagnostic commands fuel cut off while monitoring the sensor signal and the accumulated mass air flow.</p> <p>This fault is set if the secondary O2 sensor does not achieve the required lean voltage before the accumulated mass air flow threshold is reached.</p>	<p>Post O2 sensor signal</p> <p>AND</p> <p>The Accumulated mass air flow monitored during the Stuck Rich Voltage Test</p>	<p>> 150 mvolts</p> <p>> 10.0 grams.</p>	<p>No Active DTC's</p> <p>B2S2 DTC's Not Active this key cycle</p> <p>System Voltage Learned heater resistance</p> <p>Green O2S Condition</p>	<p>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</p> <p>P013C, P013D, P014A, P014B or P2272</p> <p>> 10.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's")</p> <p>= Not Valid, Green O2S condition is considered valid until the accumulated air flow is greater than Multiple DTC Use_Green Sensor Delay Criteria - Limit for the following locations: B1S2, B2S2 in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.</p>	<p>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.</p>	<p>Type B, 2 Trips</p>

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Low Fuel Condition Only when FuelLevelDataFault Fuel State DTC's Passed ===== After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).	= False = False = DFCO possible = P2272 = P014A = P013C =====		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #5 CIRCUIT Low	P2312	Diagnoses Cylinder #5 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #5 CIRCUIT High	P2313	Diagnoses Cylinder #5 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #6 CIRCUIT Low	P2315	Diagnoses Cylinder #6 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-power)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #6 CIRCUIT High	P2316	Diagnoses Cylinder #6 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #7 CIRCUIT Low	P2318	Diagnoses Cylinder #7 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-power)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #7 CIRCUIT High	P2319	Diagnoses Cylinder #7 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #8 CIRCUIT Low	P2321	Diagnoses Cylinder #8 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-power)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IGNITION CONTROL #8 CIRCUIT High	P2322	Diagnoses Cylinder #8 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)	$\leq 100 \Omega$ 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

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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) OR Rolling count error - Serial Communication message (\$189/\$199) rolling count index value OR Range Error - Serial Communication message - (\$189/\$199) TCM Requested Torque Increase OR Multi-transition error - Trans torque intervention type request change	Message <> two's complement of message Message <> previous message rolling count value + one > 450 Nm Requested torque intervention type toggles from not increasing request to increasing request	Diagnostic Status Power Mode Ignition Voltage Engine Running Run/Crank Active No Serial communication loss to TCM (U0101)	Enabled = Run > 6.41 volts = True > 0.50 Sec No loss of communication	>= 16 failures out of 20 samples. Performed on every received message >= 6 Rolling count errors out of 10 samples. Performed on every received message >= 6 range errors out of 10 samples. Performed on every received message >= 3 multi-transitions out of 5 samples. Performed every 200 msec	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Power Off Timer Performance	P262B	<p>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).</p> <p>Count Up Test (CUT): Verifies that the HWIO timer is counting up with the proper increment.</p> <p>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.</p>	<p>Count Up Test: Time difference between the current read and the previous read of the timer</p> <p>Range Test: The variation of the HWIO timer and mirror timer is</p>	<p>> 1.50 seconds</p> <p>> 0.25 %.</p>			<p>Count Up Test: 4 failures out of 20 samples</p> <p>1 sec / sample</p> <p>Continuous while run/crank is not active and until controller shutdown is initiated.</p> <p>Range Test: Once per trip when controller shutdown is initiated or run/crank becomes active.</p>	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/System	Fault Code	Monitor Strategy 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 output and controller ground	Run/Crank Voltage Remote Vehicle Start is not active	Voltage ≥ 11.00 volts	50 failures out of 63 samples 50 ms / sample	Type B, No MIL NO MIL Note: In certain controllers P0650 may also set (MIL Control Open Circuit)

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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 output 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

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communicati on 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) 0.56 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 > 5.0000 seconds CAN hardware is bus OFF for	Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts > 0.1125 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communicati on With TCM	U0101	This DTC monitors for a loss of communication with the transmission control module	Message is not received from controller for Message \$0BD Message \$0C7 Message \$0F9 Message \$189 Message \$199 Message \$19D Message \$1AF 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	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 > 5.0000 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 B, 2 Trips

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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		

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communicati on 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		General Enable Criteria: U0073	Not Active on Current Key Cycle	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Emissio ns Neutral Diagnost ics – Type C"
			Message \$0F1	≥ 10.0 seconds	Normal CAN transmission on Bus A	Enabled		
			Message \$12A	≥ 10.0 seconds	Device Control	Not Active		
			Message \$1E1	≥ 10.0 seconds	High Voltage Virtual Network Management	Not Active		
			Message \$1F1	≥ 10.0 seconds	Ignition Voltage Criteria:			
			Message \$1F3	≥ 10.0 seconds	Run/Crank Ignition voltage	> 6.41 Volts		
			Message \$3C9	≥ 10.0 seconds	Power Mode	= run		
			Message \$3CB	≥ 10.0 seconds	Off Cycle Enable Criteria:			
			Message \$3F1	≥ 10.0 seconds	KeCAND_b_OffKeyCycle DiagEnbl	= 1 (1 indicates enabled)		
			Message \$451	≥ 10.0 seconds	Ignition Accessory Line and Battery Voltage	= Active > 11.00 Volts		
			Message \$4D7	≥ 10.0 seconds	General Enable Criteria and either Ignition Voltage Criteria or Off Cycle Enable Criteria met for > 5.0000 seconds			
			Message \$4E1	≥ 10.0 seconds	Power Mode is in accessory or run or crank and High Voltage Virtual Network Management is not active for	> 0.4000 seconds		
			Message \$4E9	≥ 10.0 seconds				

19 OBDG05 ECM (Common) Summary Tables

Component/ System	Fault Code	Monitor Strategy 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		

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

Description: The table describes the adaptive (Block Learn) cells in which to enable the Post (Secondary) Oxygen sensor response tests.
 Note: When Table column heading matches 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

Value Units: Block Learn cell name and number
X Unit: Block Learn cell name and number

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Multiple DTC Use - Response Cell Enable Table

Description: This table describes the Block learn cells which enable the Pre (Primary) Oxygen sensor response tests.
Note: When Table column heading matches the calibration value below it, that individual cell is enabled.

Value Units: Block Learn cell name and number
X Unit: Block Learn cell name and number

Multiple DTC Use - Response Cell Enable Table - Part 1

y/x	CeFADR_e_Cell00_PurgOnAirMode	CeFADR_e_Cell01_PurgOnAirMode	CeFADR_e_Cell02_PurgOnAirMode	CeFADR_e_Cell03_PurgOnAirMode
5	4	3	2	
1	5	4	3	2

Multiple DTC Use - Response Cell Enable Table - Part 2

y/x	CeFADR_e_Cell04_PurgOnAirMode	CeFADR_e_Cell05_PurgOnAirMode	CeFADR_e_Cell06_PurgOnIdle	CeFADR_e_Cell07_PurgOnDecel
1	0			
1	1	0		

Multiple DTC Use - Response Cell Enable Table - Part 3

y/x	CeFADR_e_Cell08_PurgOffAirMode	CeFADR_e_Cell09_PurgOffAirMode	CeFADR_e_Cell10_PurgOffAirMode	CeFADR_e_Cell11_PurgOffAirMode
5	4	3	2	
1	5	4	3	2

Multiple DTC Use - Response Cell Enable Table - Part 4

y/x	CeFADR_e_Cell12_PurgOffAirMode	CeFADR_e_Cell13_PurgOffAirMode	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	0			
1	1	0		

19 OBDG05 ECM (Common) Supporting Tables

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

Description: This Calibration is the accumulated airflow limit above which the Green Condition is expired
 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.

Value Units: Grams
X Unit: Accumulated Engine Airflow

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_CamPosErrorLimlc1

Description: Maximum Intake Cam 1 phase error as a function of engine speed and engine oil temperature.

Value Units: Maximum Intake Cam 1 phase error (degCAM)

X Unit: Engine Oil Temperature (degC)

Y Units: Engine Speed (rpm)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
800	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
1,200	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
1,600	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
2,000	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
2,400	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
2,800	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
3,200	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
3,600	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
4,000	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
4,400	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
4,800	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
5,200	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
5,600	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
6,000	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
6,400	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
6,800	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Time (sec)

X Unit: Engine Coolant Temperature (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	60	60	60	60	60	60	60	60	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_HiEngSpdHiDsbllc

Description: Minimum engine speed to disable Intake cam

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_HiEngSpdLoEnbllc

Description: Maximum engine speed to enable Intake cam - works as hysteresis.

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresHiEnblc

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

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresLoDsbllc

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

Value Units: Engine Oil Pressure (kPa)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmHiEnbllc

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

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	900	900	900	900	875	875	875	875	875	875	875	875	950	1,000	1,250	1,400	1,900

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmLoDsbllc

Description: Intake cam is disabled when engine speed is below this value.

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	800	800	800	800	750	750	750	750	750	750	750	750	750	750	800	800	800

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Time (sec)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	15	15	14	13	12	11	10	9	8	7	6	5	4	4	4	4	4

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0011_P05CC_StablePositionTimeIc1

Description: Minimum time for Intake Cam 1 phase position to be stable to enable performance diagnostic.

Value Units: Minimum time (sec)

X Unit: Engine Oil Temperature (degC)

Y Units: Engine Speed (rpm)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
400	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
800	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
1,200	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
1,600	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
2,000	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
2,400	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
2,800	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
3,200	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
3,600	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
4,000	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
4,400	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
4,800	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
5,200	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
5,600	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
6,000	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
6,400	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
6,800	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Time (sec)

X Unit: Engine Coolant Temperature (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	10	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_HiEngSpdHiDsblEc

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

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_HiEngSpdLoEnblEc

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

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoPresHiEnbIEc

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

Value Units: Engine Oil Pressure (kPa)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoPresLoDsblEc

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

Value Units: Engine Oil Pressure (kPa)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoRpmHiEnbIEc

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

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	900	900	900	900	875	875	875	875	875	875	875	875	950	1,000	1,250	1,400	1,900

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoRpmLoDsblEc

Description: Exhaust cam is disabled when engine speed is below this value.

Value Units: Engine Speed (rpm)

X Unit: Engine Oil Temp (degC)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750	750

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold

Description: P0016_P0017_P0018_P0019 Cam Correlation Oil Temperature Threshold

Value Units: Engine Run Time- Seconds

X Unit: Oil Temperature- C

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

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Weight Factor (Unitless)

X Unit: Engine Speed (RPM)

y/x	0	500	850	1,200	1,550	1,900	2,250	2,600	2,950	3,300	3,650	4,000	4,350	4,700	5,050	5,400	5,750
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

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Weight Factor (Unitless)

X Unit: Engine Speed (RPM)

y/x	0	500	850	1,200	1,550	1,900	2,250	2,600	2,950	3,300	3,650	4,000	4,350	4,700	5,050	5,400	5,750
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.883	0.862	0.869	1.000	1.000	1.000	1.000	1.000	1.000	1.000

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Weight Factor (Unitless)

X Unit: Engine Speed (RPM)

y/x	0	500	850	1,200	1,550	1,900	2,250	2,600	2,950	3,300	3,650	4,000	4,350	4,700	5,050	5,400	5,750
1	0.750	0.750	0.872	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0133_KnEOSD_t_ST_LRC_LimRS1

Description: X Table Axis for P0133

Value Units: Seconds

X Unit: X Table Axis for P0133, L2R Response time breakpoints for table

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.080	0.090	0.100	0.120	0.140	0.160	0.180	0.200	0.210	2.000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0133_KnEOSD_t_ST_RLC_LimRS1

Description: Y Table Axis for P0133

Value Units: Seconds

Y Units: Y Table Axis for P0133, R2L Response time breakpoints for table

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.080	0.100	0.120	0.130	0.140	0.150	0.160	0.170	0.180	2.000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0133_O2S Slow Response Bank 1 Sensor 1 Pass/Fail Threshold table

Description: This table describes the Pass and Fail regions based on the diagnostic test result

Value Units: If the cell contains a "0" then the fault is indicated, if it contains a "1" a fault is not indicated.

X Unit: X axis is Lean to Rich response time (in sec), Please see the table below named "KnEOSD_t_ST_LRC_LimRS1" for the 17 X axis table breakpoints.

Y Units: Y axis is Rich to Lean response time (in sec), Please see the table below named "KnEOSD_t_ST_RLC_LimRS1" for the 17 Y axis table breakpoints.

y/x	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
3	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
4	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
6	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
10	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
11	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
12	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
13	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
14	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0
15	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0153_KnEOSD_t_ST_LRC_LimRS2

Description: X Table Axis for P0153

Value Units: Seconds

X Unit: X Table Axis for P0153, L2R Response time breakpoints for table

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.080	0.090	0.100	0.120	0.140	0.160	0.180	0.200	0.210	2.000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0153_KnEOSD_t_ST_RLC_LimRS2

Description: Y Table Axis for P0153

Value Units: Seconds

Y Units: Y Table Axis for P0153, R2L Response time breakpoints for table

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.080	0.100	0.120	0.130	0.140	0.150	0.160	0.170	0.180	2.000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0153_O2S Slow Response Bank 2 Sensor 1 Pass/Fail Threshold table

Description: This table describes the Pass and Fail regions based on the diagnostic test result

Value Units: If the cell contains a "0" then the fault is indicated, if it contains a "1" a fault is not indicated.

X Unit: X axis is Lean to Rich response time (in sec), Please see the table below named "KnEOSD_t_ST_LRC_LimRS2" for the 17 X axis table breakpoints.

Y Units: Y axis is Rich to Lean response time (in sec), Please see the table below named "KnEOSD_t_ST_RLC_LimRS2" for the 17 Y axis table breakpoints.

y/x	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
3	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
4	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
5	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
6	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
10	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
11	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
12	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
13	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0
14	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0
15	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	15.43	19.72	25.32	26.87	36.79	45.05	255.00	255.00	255.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	21.45	22.81	22.56	18.69	19.59	19.23	100.00	100.00	100.00

19 OBDG05 ECM (Common) Supporting Tables

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.

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	25.00	60.00	100.00	140.00	180.00	220.00	250.00	280.00	300.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00
1.00	0.00	18.00	40.00	75.00	135.00	250.00	500.00	500.00	500.00

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Weight Factor (Unitless)

X Unit: Estimated Engine Air Flow (Grams/Second)

y/x	0	50	70	73	76	79	82	85	89	95	100	110	120	150	200	280	350
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

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Weight Factor (Unitless)

X Unit: Engine Speed (RPM)

y/x	0	500	850	1,200	1,550	1,900	2,250	2,600	2,950	3,300	3,650	4,000	4,350	4,700	5,050	5,400	5,750
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.906	0.788	0.609	0.567	0.527	0.564	0.616	0.848	0.732	1.000

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0116_Fail if power up ECT exceeds IAT by these values

Description: KtECTD_T_HSC_FastFailTempDiff

Value Units: Fast Failure temp difference (° C)

X Unit: IAT Temperature at Power up (° 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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0128_Maximum Accumulated Energy for Start-up ECT conditions - Alternate

Description: KtECTR_E_CTR_WrmUpEnrgyLimTest1

Value Units: Cooling system energy failure threshold (kJ)

X Unit: ECT at Power up (° C)

y/x	-20	-7	10	30	45	60	85
1	14,076	12,432	10,283	7,754	5,858	3,961	3,961

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0128_Maximum Accumulated Energy for Start-up ECT conditions - Primary

Description: KtECTR_E_CTR_WrmUpEnrgyLimTest0

Value Units: Cooling system energy failure threshold (kJ)

X Unit: ECT at Power up (° C)

y/x	-20	-7	10	30	45	60	85
1	17,533	17,533	14,763	11,504	9,060	6,616	2,542

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	0.175	0.175	0.175	409.594

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0606_PSW Sequence Fail f(Loop Time)

Description: Fail threshold for PSW per operating loop.

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	3	3	3	3

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0606_PSW Sequence Sample f(Loop Time)

Description: Sample threshold for PSW per operating loop.

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq	CePISR_e_25msSeq	CePISR_e_LORES_C
1	4	4	4	4

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	23.00	85.00	95.00	105.00	125.00
1.00	7.00	8.70	9.00	9.20	10.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	0.00	50.00	100.00	150.00	200.00	300.00
1.00	18.69	18.69	18.69	18.69	18.69	18.69

19 OBDG05 ECM (Common) Supporting Tables

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.

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	125.00	46.97	58.69	62.97	46.48	49.92	52.55	49.97	45.36	40.69	37.83	37.83	37.83	37.83	37.83	37.83
160.00	125.00	125.00	39.77	45.00	48.03	40.08	42.11	41.77	39.42	36.34	34.28	33.03	33.03	33.03	33.03	33.03	33.03
240.00	125.00	125.00	33.89	35.45	36.89	35.22	36.48	34.72	31.80	28.66	29.06	29.31	29.31	29.31	29.31	29.31	29.31
320.00	125.00	125.00	26.86	28.41	29.95	30.98	32.22	29.72	26.67	23.61	24.47	24.98	24.98	24.98	24.98	24.98	24.98
400.00	125.00	125.00	22.06	23.61	25.11	26.02	27.95	25.61	22.81	20.06	20.95	21.48	21.48	21.48	21.48	21.48	21.48
480.00	125.00	125.00	18.72	20.20	21.63	22.42	24.53	22.05	19.64	17.44	18.03	18.41	18.41	18.41	18.41	18.41	18.41
560.00	125.00	125.00	16.25	17.66	18.88	19.63	21.63	19.27	17.13	15.22	15.67	15.94	15.94	15.94	15.94	15.94	15.94
640.00	125.00	125.00	15.00	15.78	16.73	17.42	19.23	17.08	15.84	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
720.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
800.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
880.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
960.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,040.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,120.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,200.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,280.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,360.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	-40.00	-15.00	5.00	32.00	55.00	90.00
200.00	470.50	470.50	470.50	470.50	470.50	470.50
340.00	470.50	470.50	470.50	470.50	470.50	470.50
470.00	470.50	470.50	470.50	465.04	470.50	470.50
580.00	470.50	470.50	470.50	357.46	437.34	378.00
640.00	470.50	470.50	463.57	314.37	381.60	327.13
760.00	470.50	470.50	416.50	287.39	329.20	281.62
940.00	470.50	441.84	387.10	282.13	264.73	221.97
1,100.00	470.50	390.63	351.06	262.62	248.12	210.00
1,300.00	381.07	291.08	239.97	187.51	185.73	155.13
1,600.00	168.05	119.89	87.89	49.59	50.45	36.51
2,000.00	-17.56	-39.34	-54.56	-57.17	-59.46	-61.56
2,500.00	-73.00	-113.64	-122.75	-128.62	-133.78	-138.50
3,200.00	-80.30	-125.01	-135.02	-141.49	-147.16	-152.35
4,000.00	-87.60	-136.37	-147.30	-154.35	-160.53	-166.20
5,000.00	-94.90	-147.74	-159.58	-167.21	-173.91	-180.05
6,100.00	-102.20	-159.10	-171.85	-180.08	-187.29	-193.90
8,000.00	-109.50	-170.46	-184.12	-192.94	-200.67	-207.75

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - 1st_FireAftrMisfr_Acel

Description: Multiplier for establishing the expected acceleration of the cylinder after the misfire

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
8	1.18	1.18	1.18	1.18	1.18	1.09	0.99	0.90	0.88	0.88	0.93	0.96	1.00	1.00	1.00	1.00	1.00
12	0.97	0.97	0.97	0.97	0.97	0.91	0.86	0.81	0.79	0.79	0.84	0.92	1.00	1.00	1.00	1.00	1.00
16	0.69	0.69	0.69	0.69	0.69	0.71	0.72	0.73	0.70	0.69	0.75	0.85	0.96	1.00	1.00	1.00	1.00
20	0.58	0.58	0.58	0.58	0.58	0.64	0.69	0.75	0.68	0.67	0.75	0.81	0.87	1.00	1.00	1.00	1.00
24	0.50	0.50	0.50	0.50	0.50	0.55	0.59	0.64	0.58	0.56	0.64	0.68	0.72	1.00	1.00	1.00	1.00
30	0.42	0.42	0.42	0.42	0.42	0.46	0.51	0.56	0.52	0.51	0.56	0.60	0.64	1.00	1.00	1.00	1.00
40	0.31	0.31	0.31	0.31	0.31	0.37	0.44	0.50	0.50	0.49	0.51	0.57	0.63	1.00	1.00	1.00	1.00
60	0.31	0.31	0.31	0.31	0.31	0.37	0.44	0.50	0.50	0.49	0.51	0.57	0.63	1.00	1.00	1.00	1.00
100	0.31	0.31	0.31	0.31	0.31	0.37	0.44	0.50	0.50	0.49	0.51	0.57	0.63	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - 1st_FireAftrMisfr_Jerk

Description: Multiplier for establishing the expected Jerk of the cylinder after the misfire

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
8	-0.71	-0.71	-0.71	-0.71	-0.71	-0.67	-0.64	-0.60	-0.67	-0.64	-0.53	-0.48	-0.43	1.00	1.00	1.00	1.00
12	-0.66	-0.66	-0.66	-0.66	-0.66	-0.66	-0.66	-0.66	-0.71	-0.69	-0.60	-0.57	-0.53	1.00	1.00	1.00	1.00
16	-0.59	-0.59	-0.59	-0.59	-0.59	-0.64	-0.68	-0.73	-0.78	-0.76	-0.68	-0.65	-0.62	1.00	1.00	1.00	1.00
20	-0.58	-0.58	-0.58	-0.58	-0.58	-0.64	-0.69	-0.75	-0.83	-0.81	-0.70	-0.65	-0.61	1.00	1.00	1.00	1.00
24	-0.48	-0.48	-0.48	-0.48	-0.48	-0.60	-0.71	-0.83	-0.88	-0.83	-0.74	-0.73	-0.72	1.00	1.00	1.00	1.00
30	-0.38	-0.38	-0.38	-0.38	-0.38	-0.53	-0.68	-0.84	-0.88	-0.87	-0.81	-0.80	-0.79	1.00	1.00	1.00	1.00
40	-0.26	-0.26	-0.26	-0.26	-0.26	-0.42	-0.59	-0.75	-0.83	-0.94	-0.93	-0.88	-0.83	1.00	1.00	1.00	1.00
60	-0.26	-0.26	-0.26	-0.26	-0.26	-0.42	-0.59	-0.75	-0.83	-0.94	-0.93	-0.88	-0.83	1.00	1.00	1.00	1.00
100	-0.26	-0.26	-0.26	-0.26	-0.26	-0.42	-0.59	-0.75	-0.83	-0.94	-0.93	-0.88	-0.83	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

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)

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

19 OBDG05 ECM (Common) Supporting Tables

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)

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

19 OBDG05 ECM (Common) Supporting Tables

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)

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Bank_SCD_Decel

Description: Multiplier to SCD decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
12	0.50	0.50	0.43	0.45	0.45	0.43	0.41	0.45	1.00
16	0.50	0.50	0.50	0.50	0.50	0.49	0.50	0.50	1.00
18	0.51	0.50	0.50	0.50	0.50	0.46	0.50	0.50	1.00
20	0.50	0.50	0.50	0.50	0.50	0.47	0.50	0.50	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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Bank_SCD_Jerk

Description: Multitplier to Medres SCD jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
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
18	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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - BankCylModeDecel

Description: Multitplier to Lores Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
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	0.35	0.50	0.42	0.39	0.44	0.43	0.42	0.49	0.53	0.47	0.48	0.47	0.45	1.00	1.00	1.00	1.00
18	0.35	0.53	0.41	0.40	0.38	0.39	0.37	0.39	0.47	0.42	0.50	0.42	0.40	1.00	1.00	1.00	1.00
20	0.33	0.46	0.34	0.30	0.29	0.32	0.37	0.35	0.42	0.46	0.48	0.37	0.38	1.00	1.00	1.00	1.00
24	0.33	0.46	0.35	0.33	0.31	0.31	0.31	0.29	0.29	0.38	0.33	0.31	0.30	1.00	1.00	1.00	1.00
30	0.33	0.33	0.33	0.30	0.27	0.27	0.27	0.27	0.28	0.31	0.43	0.35	0.32	1.00	1.00	1.00	1.00
40	0.33	0.33	0.33	0.32	0.30	0.30	0.29	0.29	0.27	0.40	0.43	0.35	0.33	1.00	1.00	1.00	1.00
60	0.34	0.34	0.34	0.33	0.31	0.30	0.29	0.28	0.28	0.43	0.36	0.37	0.33	1.00	1.00	1.00	1.00
98	0.75	0.60	0.45	0.60	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - BankCylModeJerk

Description: Multitplier to Lores Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
12	1.00	1.00	1.00	1.00	1.00	1.38	1.31	1.37	1.50	1.50	1.30	1.28	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.09	1.10	1.25	1.32	1.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00
18	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	0.90	0.80	0.80	0.79	0.79	0.77	0.79	0.80	0.97	0.92	1.13	0.83	1.00	1.00	1.00	1.00
24	1.00	1.07	0.91	0.94	0.95	0.97	0.93	0.97	1.09	1.02	1.09	0.84	0.80	1.00	1.00	1.00	1.00
30	1.00	1.10	0.75	0.71	0.67	0.69	0.71	0.72	0.74	0.88	0.80	0.78	0.77	1.00	1.00	1.00	1.00
40	1.00	0.88	0.75	0.69	0.63	0.65	0.67	0.69	0.72	0.88	0.84	0.78	0.76	1.00	1.00	1.00	1.00
60	1.00	0.88	0.75	0.68	0.62	0.63	0.66	0.68	0.73	0.88	0.87	0.75	0.75	1.00	1.00	1.00	1.00
98	1.00	0.88	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.82	0.89	0.79	0.76	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CalculatedPerfMaxIc1

Description: Maximum desired camshaft position for Intake CAM - Bank1

Value Units: Maximum desired camshaft position (degCam)

X Unit: Engine Oil Temperature (degC)

[1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17]

[-40 -28 -16 -4 8 20 32 44 56 68 80 92 104 116 128 140 152]

Y Units: Engine Speed (rpm)

[1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17]

[400 800 1200 1600 2000 2400 2800 3200 3600 4000 4400 4800 5200 5600 6000 6400 6800]

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
2	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
3	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
4	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
5	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
6	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
7	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
8	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
9	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
10	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
11	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
12	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
13	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
14	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
15	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
16	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0
17	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Catalyst_Damage_Misfire_Percentage

Description: Catalyst Damaging Misfire Percentage" Table whenever secondary conditions are met.

y/x	0	1,000	2,000	3,000	4,000	5,000	6,000	7,000
0	11.3	11.3	11.3	5.8	5.8	4.8	4.8	4.8
10	11.3	11.3	11.3	5.8	5.8	4.8	4.8	4.8
20	11.3	11.3	11.3	5.8	5.7	4.8	4.8	4.8
30	6.1	6.1	5.7	5.7	4.8	4.8	4.8	4.8
40	6.1	6.1	5.7	4.8	4.8	4.8	4.8	4.8
50	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
60	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
70	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
80	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
90	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
100	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ClyAfterAFM_Decel

Description: Multplier 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ClyBeforeAFM_Jerk

Description: Multiplier to Lores decel to account for different pattern of misfire before a deactivated cylinder, 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ConsecCylModDecel

Description: Multplier 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.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.15	1.15	1.15	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	1.15	1.15	1.15	1.15	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	1.15	1.15	1.15	1.15	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	1.15	1.15	1.15	1.15	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	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00
30	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00
40	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00
60	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00
98	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ConsecCylModeJerk

Description: Multplier 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.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
40	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
60	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
98	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ConsecSCD_Decel

Description: Multplier 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.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - ConsecSCD_Jerk

Description: Multplier 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.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
8	0.20	0.20	0.15	0.10	0.00	0.00	-0.25	-0.25	1.00
12	0.20	0.20	0.15	0.10	0.00	0.00	-0.25	-0.25	1.00
16	0.20	0.20	0.15	0.10	0.00	0.00	-0.25	-0.25	1.00
20	0.20	0.20	0.15	0.10	0.00	0.00	-0.25	-0.25	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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylAfterAFM_Jerk

Description: Multplier to Lores JerkI 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
8	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1
16	1	1	1	1	1	1	1	1	1
20	1	1	1	1	1	1	1	1	1
24	1	1	1	1	1	1	1	1	1
30	1	1	1	1	1	1	1	1	1
40	1	1	1	1	1	1	1	1	1
60	1	1	1	1	1	1	1	1	1
98	1	1	1	1	1	1	1	1	1

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylBeforeAFM_Decel

Description: Multiplier to Lores decel to account for different pattern of misfire before a deactivated cylinder, 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylModeDecel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

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	1,410	1,226	899	656	448	332	255	191	146	91	60	42	30
6	1,410	1,226	925	600	400	300	220	191	146	91	60	42	30
8	1,410	1,226	899	600	400	300	200	140	125	80	50	38	27
10	1,410	1,226	1,200	656	448	310	235	170	135	91	60	42	30
12	1,691	1,471	1,200	656	448	332	255	191	146	91	60	42	30
14	1,973	1,716	1,300	782	530	385	282	210	161	100	66	46	34
16	2,255	1,961	1,400	942	637	456	322	240	184	114	76	53	39
18	2,537	2,206	1,500	1,103	743	528	362	270	207	128	85	59	43
20	2,819	2,451	1,538	1,263	849	598	402	300	230	143	95	66	48
22	3,100	2,696	1,644	1,423	955	670	443	330	252	157	104	73	53
24	3,382	2,941	1,749	1,584	1,061	740	483	360	276	172	114	80	57
26	3,664	3,186	2,061	1,744	1,167	811	523	390	298	185	123	85	62
30	4,228	3,676	2,640	2,065	1,379	953	603	450	344	214	142	99	72
40	5,637	4,902	4,180	2,867	1,910	1,308	805	600	459	285	189	132	96
60	6,642	5,775	5,170	4,471	2,971	2,018	1,207	900	688	428	284	197	143
78	7,590	6,600	5,995	5,876	3,899	2,639	1,558	1,162	889	553	367	256	184
97	8,539	7,425	7,260	7,480	4,960	3,348	1,960	1,462	1,118	696	461	321	232

CylModeDecel - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,001	3,500	4,000	4,500	5,000	5,500	6,000	7,000
3	23	20	17	15	12	8	5	5	5	4	4	4	4
6	23	20	17	15	12	8	5	5	5	4	4	4	4
8	20	17	12	10	9	9	5	5	5	4	4	4	4
10	22	16	12	9	8	8	5	5	5	4	4	4	4
12	23	17	15	12	9	10	6	5	5	4	4	4	4
14	25	19	15	12	9	11	7	5	5	4	4	4	4
16	29	22	17	13	11	12	8	6	5	4	4	4	4
18	32	24	19	15	13	14	8	6	5	4	4	4	4
20	36	27	22	17	13	16	9	7	5	4	4	4	4
22	39	30	23	19	15	18	10	7	5	4	4	4	4
24	43	33	26	20	17	19	11	8	5	4	4	4	4
26	46	35	28	22	18	20	11	8	5	4	4	4	4
30	54	41	32	26	21	19	11	8	6	5	5	4	4
40	71	54	43	34	28	27	15	9	7	5	5	4	4

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylModeDecel

60	107	81	64	51	41	36	22	14	11	8	8	7	7
78	137	105	82	65	53	38	35	19	14	9	9	7	7
97	173	132	104	82	66	45	40	22	16	10	10	8	8

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylModeJerk

Description: Crankshaft jerk threshold. Thresholds are a function of rpm and % engine Load.

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	1,410	1,226	899	656	448	332	255	191	146	91	60	42	30
6	1,410	1,226	725	500	350	260	220	191	146	91	60	42	30
8	1,410	1,226	800	500	375	275	190	140	100	65	45	30	22
10	1,410	1,226	1,000	656	448	310	225	170	135	91	60	35	25
12	1,691	1,471	1,200	656	448	332	255	191	146	91	60	42	30
14	1,973	1,716	1,300	782	530	385	282	210	161	100	66	46	34
16	2,255	1,961	1,400	942	637	456	322	240	184	114	76	53	39
18	2,537	2,206	1,500	1,103	743	528	362	270	207	128	85	59	43
20	2,819	2,451	1,538	1,263	849	598	402	300	230	143	95	66	48
22	3,100	2,696	1,644	1,423	955	670	443	330	252	157	104	73	53
24	3,382	2,941	1,749	1,584	1,061	740	483	360	276	172	114	80	57
26	3,664	3,186	2,061	1,744	1,167	811	523	390	298	185	123	85	62
30	4,228	3,676	2,640	2,065	1,379	953	603	450	344	214	142	99	72
40	5,637	4,902	4,180	2,867	1,910	1,308	805	600	459	285	189	132	96
60	6,642	5,775	5,170	4,471	2,971	2,018	1,207	900	688	428	284	197	143
78	7,590	6,600	5,995	5,876	3,899	2,639	1,558	1,162	889	553	367	256	184
97	8,539	7,425	7,260	7,480	4,960	3,348	1,960	1,462	1,118	696	461	321	232

CylModeJerk - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,001	3,500	4,000	4,500	5,000	5,500	6,000	7,000
3	23	20	17	15	12	0	0	0	0	0	0	0	0
6	23	20	17	15	12	0	0	0	0	0	0	0	0
8	20	17	12	10	9	0	0	0	0	0	0	0	0
10	20	15	12	7	6	0	0	0	0	0	0	0	0
12	23	17	15	12	9	0	0	0	0	0	0	0	0
14	25	19	15	12	9	0	0	0	0	0	0	0	0
16	29	22	17	13	11	0	0	0	0	0	0	0	0
18	32	24	19	15	13	0	0	0	0	0	0	0	0
20	36	27	22	17	13	0	0	0	0	0	0	0	0
22	39	30	23	19	15	0	0	0	0	0	0	0	0
24	43	33	26	20	17	0	0	0	0	0	0	0	0
26	46	35	28	22	18	0	0	0	0	0	0	0	0
30	54	41	32	26	21	0	0	0	0	0	0	0	0
40	71	54	43	34	28	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - CylModeJerk

60	107	81	64	51	41	0	0	0	0	0	0	0	0
78	137	105	82	65	53	0	0	0	0	0	0	0	0
97	173	132	104	82	66	0	0	0	0	0	0	0	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - EngineOverSpeedLimit

Description: Engine OverSpeed Limit versus gear

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	5,000	5,000	5,000	5,000	5,000	5,000	5,000
EngineOverSpeedLimit - Part 2							
y/x	CeTGRR_e_TransGrEVT2	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	5,000	4,000	5,000	4,000	5,000	5,000	

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - IdleCyl_Decel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	2,670	1,337	981	481	333	254	177	132	101	63	42	29	27
6	2,670	1,337	981	481	333	254	177	132	101	63	42	29	27
8	2,670	1,337	981	481	333	245	160	120	96	60	40	28	27
10	2,670	1,337	981	481	333	325	200	150	120	75	49	35	27
12	3,203	1,605	1,083	580	429	290	205	144	115	65	50	43	31
14	3,737	1,872	1,248	704	553	317	235	140	125	70	55	48	35
16	4,271	2,139	1,448	983	664	369	218	161	123	76	63	55	40
18	4,805	2,406	1,563	1,150	775	550	302	225	138	90	89	62	45
20	4,805	2,406	1,563	1,150	775	550	302	225	138	107	89	62	45
22	5,873	2,941	1,793	1,485	996	699	462	344	263	150	109	76	55
24	6,406	3,208	1,950	1,653	1,107	772	504	376	288	179	118	83	60
26	6,406	3,208	1,950	1,653	1,107	772	504	376	288	179	118	83	60
28	7,320	3,840	2,508	1,980	1,320	912	576	426	330	208	141	96	70
30	8,008	4,011	2,880	2,155	1,439	994	629	469	359	223	148	103	75
32	8,760	4,320	3,180	2,400	1,650	1,140	696	516	396	264	162	115	84
34	9,600	4,680	3,540	2,700	1,830	1,242	756	552	432	282	186	127	94
36	10,677	5,040	3,960	2,992	1,993	1,365	840	626	478	298	197	138	100

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - IdleCyl_Jerk

Description: Crankshaft jerk threshold. Thresholds are a function of rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	2,670	1,337	981	481	333	254	177	132	101	63	42	29	27
6	2,670	1,337	981	481	333	254	177	132	101	63	42	29	27
8	2,670	1,337	981	481	333	254	168	126	96	60	40	28	27
10	2,670	1,337	981	481	333	343	190	145	100	75	49	35	27
12	3,203	1,605	1,083	580	429	294	213	144	110	70	50	43	31
14	3,737	1,872	1,248	704	553	317	235	140	125	75	55	48	35
16	4,271	2,139	1,448	983	664	369	218	161	123	76	63	55	40
18	4,805	2,406	1,563	1,150	775	550	290	225	138	100	89	62	45
20	4,805	2,406	1,563	1,150	775	550	302	225	138	107	89	62	45
22	5,873	2,941	1,793	1,485	996	699	462	344	263	150	109	76	55
24	6,406	3,208	1,950	1,653	1,107	772	504	376	288	179	118	83	60
26	6,406	3,208	1,950	1,653	1,107	772	504	376	288	179	118	83	60
28	7,320	3,840	2,508	1,980	1,320	912	576	426	330	208	141	96	70
30	8,008	4,011	2,880	2,155	1,439	994	629	469	359	223	148	103	75
32	8,760	4,320	3,180	2,400	1,650	1,140	696	516	396	264	162	115	84
34	9,600	4,680	3,540	2,700	1,830	1,242	756	552	432	282	186	127	94
36	10,677	5,040	3,960	2,992	1,993	1,365	840	626	478	298	197	138	100

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	749	557	360	192	145	100	80	56	32,767	32,767	32,767	32,767	32,767
6	749	557	340	192	145	100	80	56	32,767	32,767	32,767	32,767	32,767
8	749	557	340	210	150	110	85	62	32,767	32,767	32,767	32,767	32,767
10	930	680	420	227	160	125	100	68	32,767	32,767	32,767	32,767	32,767
12	1,080	798	468	300	190	140	110	75	32,767	32,767	32,767	32,767	32,767
14	1,220	900	555	375	240	180	125	90	32,767	32,767	32,767	32,767	32,767
16	1,400	1,050	655	450	295	220	160	115	32,767	32,767	32,767	32,767	32,767
18	1,613	1,210	756	504	340	250	180	130	32,767	32,767	32,767	32,767	32,767
20	1,815	1,361	857	600	400	270	200	140	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

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	749	557	360	192	108	90	60	56	32,767	32,767	32,767	32,767	32,767
6	749	557	340	192	108	90	60	56	32,767	32,767	32,767	32,767	32,767
8	749	557	320	192	108	90	55	56	32,767	32,767	32,767	32,767	32,767
10	925	680	380	227	144	104	78	60	32,767	32,767	32,767	32,767	32,767
12	1,080	798	468	277	190	130	90	60	32,767	32,767	32,767	32,767	32,767
14	1,250	925	556	360	230	168	100	80	32,767	32,767	32,767	32,767	32,767
16	1,430	1,050	655	430	280	200	144	115	32,767	32,767	32,767	32,767	32,767
18	1,613	1,210	756	504	320	230	162	130	32,767	32,767	32,767	32,767	32,767
20	1,815	1,361	857	580	384	250	181	140	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

19 OBDG05 ECM (Common) Supporting Tables

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.

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

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Delta MAF Values (dm)

X Unit: Desired Throttle Position (Pct)

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	15.43	19.72	25.32	26.87	36.79	45.05	255.00	255.00	255.00

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Delta MAP Values (kPa)

X Unit: Desired Throttle Position (Pct)

y/x	5.00	10.00	15.00	20.00	25.00	30.00	35.00	40.00	100.00
1.00	21.45	22.81	22.56	18.69	19.59	19.23	100.00	100.00	100.00

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Delta MAF Values (dm)

X Unit: Engine Speed (RPM)

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	25.00	60.00	100.00	140.00	180.00	220.00	250.00	280.00	300.00

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Delta MAF Values (dm)

X Unit: System Voltage (V)

y/x	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00
1.00	0.00	18.00	40.00	75.00	135.00	250.00	500.00	500.00	500.00

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Status of Cell being NonSelected, Selected Purge On cell, or Selected Non-Purge Cell.

X Unit: Long Term Fuel Trim Cell I.D. (no units)

P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - 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	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_PurgOnAirMode 1	CeFADR_e_Cell05_PurgOnAirMode 0	CeFADR_e_Cell06_PurgOnIdle	CeFADR_e_Cell07_PurgOnDecel
1	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell	CeFADD_e_SelectedPurgeCell

P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage - 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	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_PurgOffAirMode 1	CeFADR_e_Cell13_PurgOffAirMode 0	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell	CeFADD_e_SelectedNonPurgeCell

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0324_PerCyl_ExcessiveKnock_Threshold

Description: Fail threshold for the Knock Performance per-cylinder Excessive Knock Diagnostic

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0325_P0330_OpenCktThrshMax (20 kHz)

Description: Knock Open Circuit Diagnostic Maximum Threshold when using the 20 kHz method (see "OpenMethod" description)

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	43.1348	42.6289	42.0293	41.0059	40.6895	35.9766	33.5293	30.9180	31.5039	26.7090	22.8516	20.3320	18.0234	15.9980	14.3320	13.0996	12.3770

19 OBDG05 ECM (Common) Supporting Tables

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).

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0325_P0330_OpenCktThrshMin (20 kHz)

Description: Knock Open Circuit Diagnostic Minimum Threshold when using the 20 kHz method (see "OpenMethod" description)

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	12.7773	12.8477	12.5645	12.1777	12.1191	10.0938	8.9297	9.0586	9.4688	7.9785	6.4531	6.4492	6.4492	6.4492	6.4492	6.4492	6.4492

19 OBDG05 ECM (Common) Supporting Tables

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).

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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0325_P0330_OpenMethod_2

Description: Defines which Knock Open Circuit Diagnostic method to use.

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			

19 OBDG05 ECM (Common) Supporting Tables

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)

y/x	0	1	2	3	4	5	6	7
1	1	1	1	1	1	1	1	1

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0326_P0331_AbnormalNoise_Threshold

Description: Fail threshold for the Knock Performance Abnormal Noise Diagnostic

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	0.364	0.364	0.451	0.599	0.775	0.866	1.245	1.400	1.300	1.500	1.700	1.900	2.100	2.300	2.500	2.700	2.900

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0420_BestFailingOSCTableB1

Description: This table is a 9x17 table of baseline Best Failing (e.g. threshold converter) OSC times for catalyst Bank 1. The axis' for this table include the average airflow and the catalyst temperature. After OSC is measured for a specific temp and airflow, the BestFailing OSC value is found within this table for the measured temp and airflow and is used along with the OSC_TimeRaw (and the WorstPassing value) to calculate the Normalized Ratio for that specific test. The values in this table are based on the measured OSC for the identified BPU converter that is used for MIL illumination across the specific temp and airflow range for a given program.

y/x	7.00	7.75	8.50	9.25	10.00	10.75	11.50	12.25	13.00	13.75	14.50	15.25	16.00	16.75	17.50	18.25	19.00
510.00	2.29	2.19	2.06	1.92	1.79	1.66	1.52	1.41	1.33	1.27	1.21	1.14	1.06	0.99	0.94	0.90	0.85
550.00	2.43	2.31	2.19	2.04	1.89	1.75	1.61	1.50	1.42	1.33	1.25	1.18	1.10	1.05	0.98	0.93	0.89
590.00	2.54	2.43	2.28	2.13	1.96	1.82	1.70	1.59	1.50	1.41	1.33	1.25	1.17	1.10	1.04	0.97	0.92
630.00	2.61	2.49	2.33	2.17	2.03	1.89	1.78	1.67	1.57	1.49	1.39	1.30	1.22	1.14	1.07	1.02	0.96
670.00	2.64	2.52	2.38	2.23	2.08	1.95	1.83	1.73	1.64	1.54	1.44	1.35	1.26	1.18	1.10	1.04	0.96
710.00	2.67	2.55	2.41	2.26	2.12	1.99	1.88	1.77	1.68	1.58	1.48	1.39	1.29	1.21	1.13	1.05	0.98
750.00	2.71	2.59	2.45	2.31	2.16	2.04	1.93	1.81	1.72	1.61	1.51	1.41	1.30	1.23	1.15	1.07	0.99
790.00	2.74	2.63	2.49	2.35	2.21	2.08	1.97	1.86	1.75	1.63	1.53	1.44	1.33	1.24	1.16	1.08	1.00
830.00	2.77	2.66	2.53	2.39	2.24	2.11	1.99	1.88	1.79	1.67	1.56	1.46	1.35	1.25	1.17	1.09	1.01

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0420_WorstPassingOSCTableB1

Description: This table is a 9x17 table of WorstPassing (e.g. 120k) OSC times for catalyst Bank 1. The axis' for this table include the average airflow and the catalyst temperature. After OSC is measured for a specific temp and airflow, the WorstPassing OSC value is found within this table for the measured temp and airflow and is used along with the OSC_TimeRaw (and the BestFailing OSC value) to calculate the Normalized Ratio for that specific test. The values in this table are based on the measured OSC for the WPA part across the temp and airflow range.

y/x	7.00	7.75	8.50	9.25	10.00	10.75	11.50	12.25	13.00	13.75	14.50	15.25	16.00	16.75	17.50	18.25	19.00
510.00	2.61	2.49	2.37	2.25	2.14	2.04	1.95	1.85	1.75	1.66	1.55	1.46	1.38	1.30	1.23	1.18	1.12
550.00	2.67	2.55	2.43	2.30	2.18	2.08	1.98	1.90	1.79	1.70	1.59	1.50	1.42	1.35	1.28	1.21	1.15
590.00	2.74	2.60	2.48	2.34	2.22	2.11	2.02	1.93	1.83	1.74	1.64	1.54	1.46	1.38	1.31	1.24	1.18
630.00	2.81	2.66	2.54	2.39	2.27	2.16	2.07	1.98	1.88	1.80	1.69	1.59	1.51	1.43	1.35	1.28	1.21
670.00	2.87	2.72	2.59	2.44	2.31	2.20	2.11	2.02	1.93	1.84	1.74	1.63	1.54	1.46	1.38	1.30	1.24
710.00	2.90	2.77	2.63	2.48	2.36	2.26	2.16	2.07	1.98	1.89	1.78	1.66	1.57	1.49	1.40	1.34	1.27
750.00	2.95	2.81	2.67	2.52	2.40	2.30	2.21	2.12	2.02	1.92	1.81	1.69	1.60	1.52	1.42	1.36	1.30
790.00	2.99	2.86	2.70	2.56	2.45	2.33	2.26	2.16	2.06	1.97	1.84	1.72	1.63	1.55	1.45	1.39	1.33
830.00	3.02	2.90	2.75	2.61	2.49	2.38	2.29	2.19	2.10	1.99	1.87	1.75	1.66	1.57	1.49	1.42	1.36

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0430_BestFailingOSCTableB2

Description: This table is a 9x17 table of baseline Best Failing (e.g. threshold converter) OSC times for catalyst Bank 2. The axis' for this table include the average airflow and the catalyst temperature. After OSC is measured for a specific temp and airflow, the BestFailing OSC value is found within this table for the measured temp and airflow and is used along with the OSC_TimeRaw (and the WorstPassing value) to calculate the Normalized Ratio for that specific test. The values in this table are based on the measured OSC for the identified BPU converter that is used for MIL illumination across the specific temp and airflow range for a given program.

y/x	7.00	7.75	8.50	9.25	10.00	10.75	11.50	12.25	13.00	13.75	14.50	15.25	16.00	16.75	17.50	18.25	19.00
510.00	2.29	2.19	2.06	1.92	1.79	1.66	1.52	1.41	1.33	1.27	1.21	1.14	1.06	0.99	0.94	0.90	0.85
550.00	2.43	2.31	2.19	2.04	1.89	1.75	1.61	1.50	1.42	1.33	1.25	1.18	1.10	1.05	0.98	0.93	0.89
590.00	2.54	2.43	2.28	2.13	1.96	1.82	1.70	1.59	1.50	1.41	1.33	1.25	1.17	1.10	1.04	0.97	0.92
630.00	2.61	2.49	2.33	2.17	2.03	1.89	1.78	1.67	1.57	1.49	1.39	1.30	1.22	1.14	1.07	1.02	0.96
670.00	2.64	2.52	2.38	2.23	2.08	1.95	1.83	1.73	1.64	1.54	1.44	1.35	1.26	1.18	1.10	1.04	0.96
710.00	2.67	2.55	2.41	2.26	2.12	1.99	1.88	1.77	1.68	1.58	1.48	1.39	1.29	1.21	1.13	1.05	0.98
750.00	2.71	2.59	2.45	2.31	2.16	2.04	1.93	1.81	1.72	1.61	1.51	1.41	1.30	1.23	1.15	1.07	0.99
790.00	2.74	2.63	2.49	2.35	2.21	2.08	1.97	1.86	1.75	1.63	1.53	1.44	1.33	1.24	1.16	1.08	1.00
830.00	2.77	2.66	2.53	2.39	2.24	2.11	1.99	1.88	1.79	1.67	1.56	1.46	1.35	1.25	1.17	1.09	1.01

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0430_WorstPassingOSCTableB2

Description: This table is a 9x17 table of WorstPassing (e.g. 120k) OSC times for catalyst Bank 2. The axis' for this table include the average airflow and the catalyst temperature. After OSC is measured for a specific temp and airflow, the WorstPassing OSC value is found within this table for the measured temp and airflow and is used along with the OSC_TimeRaw (and the BestFailing OSC value) to calculate the Normalized Ratio for that specific test. The values in this table are based on the measured OSC for the WPA part across the temp and airflow range.

y/x	7.00	7.75	8.50	9.25	10.00	10.75	11.50	12.25	13.00	13.75	14.50	15.25	16.00	16.75	17.50	18.25	19.00
510.00	2.61	2.49	2.37	2.25	2.14	2.04	1.95	1.85	1.75	1.66	1.55	1.46	1.38	1.30	1.23	1.18	1.12
550.00	2.67	2.55	2.43	2.30	2.18	2.08	1.98	1.90	1.79	1.70	1.59	1.50	1.42	1.35	1.28	1.21	1.15
590.00	2.74	2.60	2.48	2.34	2.22	2.11	2.02	1.93	1.83	1.74	1.64	1.54	1.46	1.38	1.31	1.24	1.18
630.00	2.81	2.66	2.54	2.39	2.27	2.16	2.07	1.98	1.88	1.80	1.69	1.59	1.51	1.43	1.35	1.28	1.21
670.00	2.87	2.72	2.59	2.44	2.31	2.20	2.11	2.02	1.93	1.84	1.74	1.63	1.54	1.46	1.38	1.30	1.24
710.00	2.90	2.77	2.63	2.48	2.36	2.26	2.16	2.07	1.98	1.89	1.78	1.66	1.57	1.49	1.40	1.34	1.27
750.00	2.95	2.81	2.67	2.52	2.40	2.30	2.21	2.12	2.02	1.92	1.81	1.69	1.60	1.52	1.42	1.36	1.30
790.00	2.99	2.86	2.70	2.56	2.45	2.33	2.26	2.16	2.06	1.97	1.84	1.72	1.63	1.55	1.45	1.39	1.33
830.00	3.02	2.90	2.75	2.61	2.49	2.38	2.29	2.19	2.10	1.99	1.87	1.75	1.66	1.57	1.49	1.42	1.36

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0442 Engine Off Time Before Vehicle Off Maximum as a Function of Estimated Ambient Temperature Table

Description: Maximum engine off time before vehicle off time as a function of estimated ambient temperature (EAT)

Value Units: Maximum Engine Off Time Before Vehicle Off Time (seconds)

X Unit: Estimated Ambient Temperature (Deg C)

y/x	-10	-4	1	7	13	18	24	29	35	41	46	52	58	63	69	74	80
1	70	70	70	70	74	82	105	153	320	480	480	480	480	480	480	480	480

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0442 EONV Pressure Threshold (Pascals) Table

Description: EONV pressure threshold as a function of fuel level and estimated ambient temperature (EAT)

Value Units: EONV Pressure Threshold (Pascals)

X Unit: Fuel Level (percent) from 0 to 100 with step size 6.25

Y Units: Estimated Ambient Temperature (deg C) from -10 to 80 with step size 5.625

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
2	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
3	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
4	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
6	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
7	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
8	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
9	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
10	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
11	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
12	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
13	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
14	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
15	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
16	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5
17	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5	-124.5

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time Table

Description: EONV estimated ambient temperature valid conditioning time as a function of ignition off time

Value Units: Estimated Ambient Temperature Valid Conditioning Time (seconds)

X Unit: Ignition Off Time (seconds)

P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time Table - Part 1

y/x	0	600	1,200	1,800	2,400	3,000	3,600	4,200	4,800	5,400	6,000
1	200	200	200	200	200	200	200	200	200	200	200

P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time Table - Part 2

y/x	6,600	7,200	7,800	8,400	9,000	9,600	10,200	10,800	11,700	12,600	13,500
1	200	200	200	200	200	200	200	200	200	200	200

P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time Table - Part 3

y/x	14,400	15,300	16,200	17,100	18,000	19,200	20,400	21,600	22,800	24,000	25,200
1	200	200	200	200	200	200	200	200	200	200	200

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0442 Volatility Time as a Function of Estimate of Ambient Temperature

Description: EONV volatility time as a function of estimated ambient temperature

Value Units: Volatility time (seconds)

X Unit: Estimated Ambient Temperature (Deg C)

y/x	-10	-4	1	7	13	18	24	29	35	41	46	52	58	63	69	74	80
1	45	45	45	45	49	57	105	173	340	500	500	500	500	500	500	500	500

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level Table

Description: Purge valve leak test engine vacuum test time as a function of fuel level

Value Units: Purge Valve Leak Test Engine Vacuum Test Time (seconds)

X Unit: Fuel Level (percent)

y/x	0	6	12	19	25	31	37	44	50	56	62	69	75	81	87	94	100
1	58	57	55	53	52	50	48	46	45	43	41	40	38	36	34	33	31

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0521_Eng_Load_Stability_Weighting_Factor - Single Stage Oil Pump

Description: Engine Load Stability Weighting Factor - Single Stage Oil Pump

Value Units: Weight factor for engine load stability (none)

X Unit: Engine load stability (milligram)

y/x	0	5	10	20	30	50	100	200	399
1	1.00	1.00	1.00	0.30	0.00	0.00	0.00	0.00	0.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0521_Eng_Oil_Pred_Weighting_Factor - Single Stage Oil Pump

Description: Oil Pressure Predicted Weighting Factor - Single Stage Oil Pump

Value Units: Weight factor for engine oil pressure prediction (none)

X Unit: Predicted oil pressure (kPa)

y/x	0	170	250	275	360	375	400	500	600
1	0.00	0.10	1.00	1.00	1.00	1.00	1.00	0.75	0.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0521_Oil_Temp_Weighting_Factor - Single Stage Oil Pump

Description: Oil Temperature Weighting Factor - Single Stage Oil Pump

Value Units: Weight factor for the engine oil temperature (none)

X Unit: Filtered oil temperature (deg C)

y/x	-10	-5	60	80	90	100	120	130	140
1	0.00	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0521_RPM_Weighting_Factor - Single Stage Oil Pump

Description: Engine RPM Weighting Factor - Single Stage Oil Pump

Value Units: Weight factor for the given engine speed (none)

X Unit: Filtered engine speed (RPM)

y/x	0	500	900	1,000	2,000	3,000	3,500	4,000	5,000
1	0.00	0.00	0.00	0.45	0.45	0.45	0.45	0.20	0.00

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.

Value Units: Max time for Last Seed Timeout (ms)

X Unit: Operating Loop Sequence (enum)

P0606_Last Seed Timeout f(Loop Time) - Part 1

y/x	eP SR e p25msSe	eP SR e 12p5msSe
1	0.1 5	0.1 5

P0606_Last Seed Timeout f(Loop Time) - Part 2

y/x	eP SR e 25msSe	eP SR e ORES
1	0.1 5	409.594

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: PSW enable flag (boolean)

X Unit: Processor Core (enum)

Y Units: Operating Loop Time Sequence (enum)

y/x	CeTSKR_e_CPU	CeTSKR_e_CPU2
CePISR_e_6p25msSeq	1	0
CePISR_e_12p5msSeq	1	0
CePISR_e_25msSeq	1	0
CePISR_e_LORES_C	1	0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P0606_PSW Sequence Fail f(Loop Time)

Description: Fail threshold for PSW per operating loop.

Value Units: Fail threshold for PSW (count)

X Unit: Operating Loop (enum)

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.

Value Units: Sample threshold for PSW (count)

X Unit: Operating Loop (enum)

P0606_PSW Sequence Sample f(Loop Time) - Part 1

y/x	CePISR_e_6p25msSeq	CePISR_e_12p5msSeq
1	4	4

P0606_PSW Sequence Sample f(Loop Time) - Part 2

y/x	CePISR_e_25msSeq	CePISR_e_LORES_C
1	4	4

19 OBDG05 ECM (Common) Supporting Tables

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.

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	0.689	0.689	0.689	0.689	0.725	0.980	1.363	1.887	2.563	3.406	4.432	5.650	7.076	8.727	10.611	12.744	15.141

19 OBDG05 ECM (Common) Supporting Tables

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.

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	0.199	0.186	0.176	0.188	0.223	0.279	0.385	0.521	0.701	0.928	1.207	1.545	1.943	2.408	2.945	3.559	4.252

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Run/Crank Voltages required to pull in PT Relay (V)

X Unit: Induction Air Temperature (deg C)

y/x	23.0	85.0	95.0	105.0	125.0
1	7.000	8.699	9.000	9.199	10.000

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Torque Security Threshold for Engine Sync and Time Based Delta Pressure (kPa)

X Unit: Desired Engine Torque (Nm)

y/x	0.00	50.00	100.00	150.00	200.00	300.00
1.00	18.69	18.69	18.69	18.69	18.69	18.69

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Torque Security Threshold for difference between Commanded Spark and Applied Spark (phi)

X Unit: Engine Speed (RPM)

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	125.00	46.97	58.69	62.97	46.48	49.92	52.55	49.97	45.36	40.69	37.83	37.83	37.83	37.83	37.83	37.83
160.00	125.00	125.00	39.77	45.00	48.03	40.08	42.11	41.77	39.42	36.34	34.28	33.03	33.03	33.03	33.03	33.03	33.03
240.00	125.00	125.00	33.89	35.45	36.89	35.22	36.48	34.72	31.80	28.66	29.06	29.31	29.31	29.31	29.31	29.31	29.31
320.00	125.00	125.00	26.86	28.41	29.95	30.98	32.22	29.72	26.67	23.61	24.47	24.98	24.98	24.98	24.98	24.98	24.98
400.00	125.00	125.00	22.06	23.61	25.11	26.02	27.95	25.61	22.81	20.06	20.95	21.48	21.48	21.48	21.48	21.48	21.48
480.00	125.00	125.00	18.72	20.20	21.63	22.42	24.53	22.05	19.64	17.44	18.03	18.41	18.41	18.41	18.41	18.41	18.41
560.00	125.00	125.00	16.25	17.66	18.88	19.63	21.63	19.27	17.13	15.22	15.67	15.94	15.94	15.94	15.94	15.94	15.94
640.00	125.00	125.00	15.00	15.78	16.73	17.42	19.23	17.08	15.84	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
720.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
800.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
880.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
960.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,040.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,120.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,200.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,280.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
1,360.00	125.00	125.00	15.00	15.00	15.19	15.84	17.53	15.55	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: External Load Table for SPDR (Nm)

X Unit: Engine Oil Temperature (deg C)

Y Units: Engine Speed (RPM)

y/x	-40.00	-15.00	5.00	32.00	55.00	90.00
200.00	470.50	470.50	470.50	470.50	470.50	470.50
340.00	470.50	470.50	470.50	470.50	470.50	470.50
470.00	470.50	470.50	470.50	465.04	470.50	470.50
580.00	470.50	470.50	470.50	357.46	437.34	378.00
640.00	470.50	470.50	463.57	314.37	381.60	327.13
760.00	470.50	470.50	416.50	287.39	329.20	281.62
940.00	470.50	441.84	387.10	282.13	264.73	221.97
1,100.00	470.50	390.63	351.06	262.62	248.12	210.00
1,300.00	381.07	291.08	239.97	187.51	185.73	155.13
1,600.00	168.05	119.89	87.89	49.59	50.45	36.51
2,000.00	-17.56	-39.34	-54.56	-57.17	-59.46	-61.56
2,500.00	-73.00	-113.64	-122.75	-128.62	-133.78	-138.50
3,200.00	-80.30	-125.01	-135.02	-141.49	-147.16	-152.35
4,000.00	-87.60	-136.37	-147.30	-154.35	-160.53	-166.20
5,000.00	-94.90	-147.74	-159.58	-167.21	-173.91	-180.05
6,100.00	-102.20	-159.10	-171.85	-180.08	-187.29	-193.90
8,000.00	-109.50	-170.46	-184.12	-192.94	-200.67	-207.75

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P219A Normalizer Bank1 Table

Description: Bank 1 Normalizer table used in the calculation of the Ratio for the current sample period.

Value Units: Unitless Scalar

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	0.00	0.00	0.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	38.00	40.00	0.00	0.00	0.00
180	0.00	44.00	43.00	41.00	39.00	38.00	38.00	38.00	40.00	43.00	44.00	45.00	45.00	53.00	0.00	0.00	0.00
210	0.00	50.00	51.00	53.00	51.00	50.00	50.00	50.00	50.00	48.00	45.00	48.00	46.00	55.00	0.00	0.00	0.00
240	0.00	50.00	44.00	55.00	55.00	53.00	53.00	53.00	48.00	48.00	46.00	50.00	50.00	56.00	0.00	0.00	0.00
270	0.00	50.00	45.00	56.00	56.00	53.00	53.00	53.00	50.00	49.00	50.00	50.00	51.00	58.00	0.00	0.00	0.00
300	0.00	0.00	46.00	56.00	56.00	53.00	53.00	55.00	55.00	50.00	50.00	50.00	51.00	59.00	0.00	0.00	0.00
330	0.00	0.00	50.00	56.00	59.00	53.00	53.00	56.00	55.00	53.00	50.00	50.00	51.00	61.00	0.00	0.00	0.00
360	0.00	0.00	0.00	56.00	64.00	53.00	53.00	56.00	55.00	55.00	51.00	51.00	56.00	65.00	0.00	0.00	0.00
390	0.00	0.00	0.00	56.00	66.00	55.00	55.00	56.00	55.00	58.00	55.00	55.00	61.00	68.00	0.00	0.00	0.00
420	0.00	0.00	0.00	56.00	68.00	60.00	58.00	59.00	55.00	60.00	63.00	65.00	68.00	70.00	0.00	0.00	0.00
450	0.00	0.00	0.00	0.00	68.00	65.00	63.00	63.00	65.00	68.00	70.00	73.00	73.00	73.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	68.00	69.00	70.00	71.00	73.00	74.00	75.00	76.00	78.00	79.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	69.00	71.00	73.00	75.00	76.00	79.00	79.00	79.00	79.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	69.00	73.00	74.00	75.00	76.00	78.00	80.00	80.00	80.00	0.00	0.00	0.00
570	0.00	0.00	0.00	0.00	0.00	69.00	74.00	79.00	80.00	81.00	83.00	83.00	83.00	83.00	0.00	0.00	0.00
600	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

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Unitless Scalar

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	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	0.00
180	0.00	1.00	1.00	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	0.00
210	0.00	1.00	1.00	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	0.00
240	0.00	1.00	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	0.00	0.00
270	0.00	1.00	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	0.00	0.00
300	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	0.00	0.00
330	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	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	0.00	0.00	0.00	0.00	0.00	0.00
390	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
420	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
450	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
570	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
600	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

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Unitless ratio

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	0.00	0.00	0.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	113.00	120.00	0.00	0.00	0.00
180	0.00	131.00	128.00	124.00	116.00	113.00	113.00	113.00	120.00	128.00	131.00	135.00	135.00	158.00	0.00	0.00	0.00
210	0.00	150.00	154.00	158.00	154.00	150.00	150.00	150.00	150.00	143.00	135.00	143.00	139.00	165.00	0.00	0.00	0.00
240	0.00	150.00	131.00	165.00	165.00	158.00	158.00	158.00	143.00	143.00	139.00	150.00	150.00	169.00	0.00	0.00	0.00
270	0.00	150.00	135.00	169.00	169.00	158.00	158.00	158.00	150.00	146.00	150.00	150.00	154.00	173.00	0.00	0.00	0.00
300	0.00	0.00	139.00	169.00	169.00	158.00	158.00	165.00	165.00	150.00	150.00	150.00	154.00	176.00	0.00	0.00	0.00
330	0.00	0.00	150.00	169.00	176.00	158.00	158.00	169.00	165.00	158.00	150.00	150.00	154.00	184.00	0.00	0.00	0.00
360	0.00	0.00	0.00	169.00	191.00	158.00	158.00	169.00	165.00	165.00	154.00	154.00	169.00	195.00	0.00	0.00	0.00
390	0.00	0.00	0.00	169.00	199.00	165.00	165.00	169.00	165.00	173.00	165.00	165.00	184.00	203.00	0.00	0.00	0.00
420	0.00	0.00	0.00	169.00	203.00	180.00	173.00	176.00	165.00	180.00	188.00	195.00	203.00	210.00	0.00	0.00	0.00
450	0.00	0.00	0.00	0.00	203.00	195.00	188.00	188.00	195.00	203.00	210.00	218.00	218.00	218.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	203.00	206.00	210.00	214.00	218.00	221.00	225.00	229.00	233.00	236.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	206.00	214.00	218.00	225.00	229.00	236.00	236.00	236.00	236.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	206.00	218.00	221.00	225.00	229.00	233.00	240.00	240.00	240.00	0.00	0.00	0.00
570	0.00	0.00	0.00	0.00	0.00	206.00	221.00	236.00	240.00	244.00	248.00	248.00	248.00	248.00	0.00	0.00	0.00
600	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P219B Normalizer Bank2 Table

Description: Bank 2 Normalizer table used in the calculation of the Ratio for the current sample period.

Value Units: Unitless Scalar

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	0.00	0.00	0.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	35.00	38.00	40.00	0.00	0.00	0.00
180	0.00	44.00	43.00	41.00	39.00	38.00	38.00	38.00	40.00	43.00	44.00	45.00	45.00	53.00	0.00	0.00	0.00
210	0.00	50.00	51.00	53.00	51.00	50.00	50.00	50.00	50.00	48.00	45.00	48.00	46.00	55.00	0.00	0.00	0.00
240	0.00	50.00	44.00	55.00	55.00	53.00	53.00	53.00	48.00	48.00	46.00	50.00	50.00	56.00	0.00	0.00	0.00
270	0.00	50.00	45.00	56.00	56.00	53.00	53.00	53.00	50.00	49.00	50.00	50.00	51.00	58.00	0.00	0.00	0.00
300	0.00	0.00	46.00	56.00	56.00	53.00	53.00	55.00	55.00	50.00	50.00	50.00	51.00	59.00	0.00	0.00	0.00
330	0.00	0.00	50.00	56.00	59.00	53.00	53.00	56.00	55.00	53.00	50.00	50.00	51.00	61.00	0.00	0.00	0.00
360	0.00	0.00	0.00	56.00	64.00	53.00	53.00	56.00	55.00	55.00	51.00	51.00	56.00	65.00	0.00	0.00	0.00
390	0.00	0.00	0.00	56.00	66.00	55.00	55.00	56.00	55.00	58.00	55.00	55.00	61.00	68.00	0.00	0.00	0.00
420	0.00	0.00	0.00	56.00	68.00	60.00	58.00	59.00	55.00	60.00	63.00	65.00	68.00	70.00	0.00	0.00	0.00
450	0.00	0.00	0.00	0.00	68.00	65.00	63.00	63.00	65.00	68.00	70.00	73.00	73.00	73.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	68.00	69.00	70.00	71.00	73.00	74.00	75.00	76.00	78.00	79.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	69.00	71.00	73.00	75.00	76.00	79.00	79.00	79.00	79.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	69.00	73.00	74.00	75.00	76.00	78.00	80.00	80.00	80.00	0.00	0.00	0.00
570	0.00	0.00	0.00	0.00	0.00	69.00	74.00	79.00	80.00	81.00	83.00	83.00	83.00	83.00	0.00	0.00	0.00
600	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P219B Quality Factor Bank2 Table

Description: Bank 2 lookup table of Quality Factors used in the calculation of the Ratio for the current sample period

Value Units: Unitless Scalar

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
180	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
210	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
240	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
270	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
300	0.00	0.00	1.00	1.00	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
330	0.00	0.00	1.00	1.00	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	1.00	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
390	0.00	0.00	0.00	1.00	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
420	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
450	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
480	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
570	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
600	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P219B Variance Threshold Bank2 Table

Description: Bank 2 lookup table of Variance metric used to calculate the Ratio for the current sample period

Value Units: Unitless ratio

X Unit: Engine Speed (RPM)

Y Units: Air Per Cylinder (APC) (mg/cylinder)

y/x	800	980	1,160	1,340	1,520	1,700	1,880	2,060	2,240	2,420	2,600	2,780	2,960	3,140	3,320	3,500	3,680
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
150	0.00	0.00	0.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	113.00	120.00	0.00	0.00	0.00
180	0.00	131.00	128.00	124.00	116.00	113.00	113.00	113.00	120.00	128.00	131.00	135.00	135.00	158.00	0.00	0.00	0.00
210	0.00	150.00	154.00	158.00	154.00	150.00	150.00	150.00	150.00	143.00	135.00	143.00	139.00	165.00	0.00	0.00	0.00
240	0.00	150.00	131.00	165.00	165.00	158.00	158.00	158.00	143.00	143.00	139.00	150.00	150.00	169.00	0.00	0.00	0.00
270	0.00	150.00	135.00	169.00	169.00	158.00	158.00	158.00	150.00	146.00	150.00	150.00	154.00	173.00	0.00	0.00	0.00
300	0.00	0.00	139.00	169.00	169.00	158.00	158.00	165.00	165.00	150.00	150.00	150.00	154.00	176.00	0.00	0.00	0.00
330	0.00	0.00	150.00	169.00	176.00	158.00	158.00	169.00	165.00	158.00	150.00	150.00	154.00	184.00	0.00	0.00	0.00
360	0.00	0.00	0.00	169.00	191.00	158.00	158.00	169.00	165.00	165.00	154.00	154.00	169.00	195.00	0.00	0.00	0.00
390	0.00	0.00	0.00	169.00	199.00	165.00	165.00	169.00	165.00	173.00	165.00	165.00	184.00	203.00	0.00	0.00	0.00
420	0.00	0.00	0.00	169.00	203.00	180.00	173.00	176.00	165.00	180.00	188.00	195.00	203.00	210.00	0.00	0.00	0.00
450	0.00	0.00	0.00	0.00	203.00	195.00	188.00	188.00	195.00	203.00	210.00	218.00	218.00	218.00	0.00	0.00	0.00
480	0.00	0.00	0.00	0.00	203.00	206.00	210.00	214.00	218.00	221.00	225.00	229.00	233.00	236.00	0.00	0.00	0.00
510	0.00	0.00	0.00	0.00	0.00	206.00	214.00	218.00	225.00	229.00	236.00	236.00	236.00	236.00	0.00	0.00	0.00
540	0.00	0.00	0.00	0.00	0.00	206.00	218.00	221.00	225.00	229.00	233.00	240.00	240.00	240.00	0.00	0.00	0.00
570	0.00	0.00	0.00	0.00	0.00	206.00	221.00	236.00	240.00	244.00	248.00	248.00	248.00	248.00	0.00	0.00	0.00
600	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Pair_SCD_Decel

Description: Multitplier to P0300_SCD_Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
8	0.90	0.90	0.90	0.90	0.90	0.90	1.00	1.00	1.00
12	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00
16	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00
20	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Pair_SCD_Jerk

Description: Multplier to P0300_SCD_Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - PairCylModeDecel

Description: Multitplier to Cyl Mode Deceleration to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
8	0.80	0.80	0.80	0.80	0.80	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	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
16	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
20	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
24	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
30	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
40	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
60	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00
98	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - PairCylModeJerk

Description: Multitplier to P0300_CylModeJerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
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
98	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Random_SCD_Decel

Description: Multplier to SCD_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
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	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.00
20	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Random_SCD_Jerk

Description: Multplier to Random_SCD_Jerk to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	400	500	600	700	800	900	1,000	1,100	1,200
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - RandomAFM_Decl

Description: Multplier 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - RandomAFM_Jerk

Description: Multplier 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.

y/x	800	1,000	1,200	1,600	2,000	2,400	2,600	3,000	3,500
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
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	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00
20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.00	1.00	1.00	1.00
24	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00
30	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.00	1.00	1.00	1.00
40	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.00	1.00	1.00	1.00
60	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.00	1.00	1.00	1.00
98	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	500	600	700	800	900	1,000	1,100	1,200	1,400	1,800	2,200	2,600	3,000	3,001	5,000	6,000	7,000
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
98	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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - RandomRevModDecel

Description: Multplier to P0300_RevMode_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

y/x	3,001	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
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
98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	1,000	1,200	1,400	1,800	2,200	2,600	3,000	4,000	5,000
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - RevMode_Decel

Description: Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.																			
y/x	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,001	3,500	4,000	4,500	5,000	5,500	6,000	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	110	70	55	40	30	30	30	30
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	110	70	55	40	30	30	30	30
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	110	65	55	40	30	30	30	30
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	90	70	55	40	30	30	30	30
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	115	75	60	46	34	34	34	34
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	130	80	65	50	36	36	36	36
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	140	95	70	55	42	42	42	42
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	170	110	75	65	44	44	44	44
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	200	120	80	70	47	47	47	47
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	230	145	100	75	50	50	50	50
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	255	165	110	80	53	53	53	53
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	265	175	115	85	55	55	55	55
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	285	190	120	90	60	60	60	60
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	340	220	150	110	80	80	80	80
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	450	300	200	150	100	100	100	100
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	600	400	280	240	150	150	150	150
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	800	550	320	280	240	240	240	240

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	0	1	2	3	4	5	6	7	8
1	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	749	557	360	192	145	100	80	56	32,767	32,767	32,767	32,767	32,767
6	749	557	360	192	145	90	75	56	32,767	32,767	32,767	32,767	32,767
8	749	557	360	210	150	100	75	62	32,767	32,767	32,767	32,767	32,767
10	930	680	415	227	160	110	90	68	32,767	32,767	32,767	32,767	32,767
12	1,084	798	468	277	190	140	110	78	32,767	32,767	32,767	32,767	32,767
14	1,220	900	555	375	240	180	130	102	32,767	32,767	32,767	32,767	32,767
16	1,400	1,050	655	450	295	220	160	115	32,767	32,767	32,767	32,767	32,767
18	1,613	1,210	756	504	340	250	180	130	32,767	32,767	32,767	32,767	32,767
20	1,815	1,361	857	600	400	270	200	140	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

19 OBDG05 ECM (Common) Supporting Tables

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.													
y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	749	557	360	192	108	90	60	56	32,767	32,767	32,767	32,767	32,767
6	749	557	360	192	108	90	60	56	32,767	32,767	32,767	32,767	32,767
8	749	557	360	192	135	95	70	56	32,767	32,767	32,767	32,767	32,767
10	925	680	420	227	160	106	90	68	32,767	32,767	32,767	32,767	32,767
12	1,080	798	468	277	190	137	110	78	32,767	32,767	32,767	32,767	32,767
14	1,250	925	556	375	240	168	130	102	32,767	32,767	32,767	32,767	32,767
16	1,430	1,050	655	450	295	200	160	115	32,767	32,767	32,767	32,767	32,767
18	1,613	1,210	756	504	340	230	180	130	32,767	32,767	32,767	32,767	32,767
20	1,815	1,361	857	580	400	252	200	140	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

19 OBDG05 ECM (Common) Supporting Tables

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.

y/x	1,000	1,200	1,400	1,800	2,200	2,600	3,000	4,000	5,000
0	2.10	1.90	1.43	1.49	1.61	1.94	2.71	2.71	2.71
1	2.10	1.90	1.43	1.49	1.61	1.94	2.71	2.71	2.71
1	2.10	1.90	1.82	1.75	1.79	2.42	2.62	2.62	2.62
1	2.10	1.90	1.40	1.51	2.04	2.13	2.64	2.64	2.64
2	2.84	1.85	1.60	1.67	2.50	2.46	2.80	2.80	2.80
2	2.48	1.85	2.00	2.00	2.21	2.36	2.25	2.25	2.25
4	2.48	2.00	2.00	2.32	2.67	2.36	2.50	2.50	2.50
5	2.48	2.00	2.00	2.32	2.67	2.36	2.50	2.50	2.50
5	2.48	2.00	2.00	2.32	2.67	2.36	2.50	2.50	2.50

19 OBDG05 ECM (Common) Supporting Tables

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

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

19 OBDG05 ECM (Common) Supporting Tables

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

y/x	0	12	24	36	48	60	72	85	97	109	121	133	145	157	169	181	193
1	0.40	0.42	0.44	0.46	0.48	0.50	0.52	0.54	0.56	0.58	0.60	0.62	0.64	0.66	0.68	0.70	0.72

19 OBDG05 ECM (Common) Supporting Tables

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

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	-3.90	-3.90	-3.90	-3.90	-3.90	-3.90	-3.90	-3.90	-3.90	-3.00	-2.70	-2.10	-2.20
75	-3.55	-3.55	-3.55	-3.55	-3.55	-3.55	-3.55	-3.55	-3.55	-2.65	-2.35	-1.75	-1.85
85	-3.20	-3.20	-3.20	-3.20	-3.20	-3.20	-3.20	-3.20	-3.20	-2.30	-2.00	-1.40	-1.50
95	-2.85	-2.85	-2.85	-2.85	-2.85	-2.85	-2.85	-2.85	-2.85	-1.95	-1.65	-1.05	-1.15
105	-2.50	-2.50	-2.50	-2.50	-2.50	-2.50	-2.50	-2.50	-2.50	-1.60	-1.30	-0.70	-0.80

ZeroTorqueEngLoad - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,001	3,500	4,000	4,500	5,000	5,500	6,000	7,000
65	-2.10	-2.00	-3.00	-3.50	-3.65	-3.65	-0.75	2.16	5.07	7.97	10.88	13.79	19.60
75	-1.75	-1.65	-2.65	-3.15	-3.30	-3.30	-0.40	2.51	5.41	8.33	11.23	14.14	19.95
85	-1.40	-1.30	-2.30	-2.80	-2.95	-2.95	-0.05	2.86	5.77	8.67	11.58	14.49	20.30
95	-1.05	-0.95	-1.95	-2.45	-2.60	-2.60	0.30	3.21	6.12	9.02	11.93	14.84	20.65
105	-0.70	-0.60	-1.60	-2.10	-2.25	-2.25	0.65	3.56	6.46	9.38	12.28	15.19	21.00

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KaFCLP_U_SlphrIntglOfst_Thrsh

Description: Integral Offset voltage thresholds (bank and cell specific calcs) used with KeFCLP_Pct_CatAccuSlphrPostDsbl to check for sulphur poisoning.

Value Units: Millivolts

X Unit: Drive Cell

y/x	CiOXYR_O2_PostCat1	CiOXYR_O2_PostCat2
CiFCLP_Decel	375	375
CiFCLP_Idle	375	375
CiFCLP_Cruise	375	375
CiFCLP_LightAccel	375	375
CiFCLP_HeavyAccel	375	375

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Time (events * 12.5 milliseconds)

y/x	1
1	10

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

Value Units: Time (events * 12.5 milliseconds)

y/x	1
1	10

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Percent

y/x	1
1	86

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Deg C

y/x	1
1	950

19 OBDG05 ECM (Common) Supporting Tables

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

Value Units: Deg C

y/x	1
1	500

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KeFULC_T_WRAF_SensorReadyThrsh

Description: Pumping cell Temperature threshold above which the wideband oxygen sensor will be considered ready for use

Value Units: Deg C

y/x	1
1	700

Initial Supporting table - Closed Loop Enable Clarification - KfFCLL_T_AdaptiveHiCoolant

Description: LTM learning is inhibited if the engine coolant temperature is above this calibration.

Value Units: Deg C

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.

Value Units: Deg C

y/x	1
1	39

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KfFCLP_U_O2ReadyThrshLo

Description: Lower threshold defining not ready window for post oxygen sensor voltage.

Value Units: Millivolts

y/x	1
1	1,100

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KtFCLL_p_AdaptiveLowMAP_Limit

Description: KtFCLL_p_AdaptiveLowMAP_Limit

Value Units: KPa

X Unit: KPa

y/x	65	70	75	80	85	90	95	100	105
1	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglDisableTime

Description: Disable integral offset after engine start for this amount of time.

Value Units: Seconds

X Unit: Deg C

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglRampInTime

Description: Time required to ramp integral offset to desired value.

Value Units: Seconds

X Unit: Deg C

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	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	60.0	60.0

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Seconds

X Unit: Deg C

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	360.0	300.0	240.0	180.0	130.0	90.0	60.0	40.0	20.0	15.0	11.0	7.0	7.0	11.0	11.0	11.0	11.0

19 OBDG05 ECM (Common) Supporting Tables

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.

Value Units: Seconds

X Unit: Deg C

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	360.0	300.0	240.0	180.0	130.0	90.0	60.0	40.0	20.0	15.0	11.0	7.0	7.0	11.0	11.0	11.0	11.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P057B KtBRKI_K_CmpltTestPointWeight

Description:									
y/x	0.000	0.050	0.080	0.250	0.350	0.450	0.550	0.750	1.000
1	0	1	1	1	1	1	1	1	1

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - P057B KtBRKI_K_FastTestPointWeight

Description:

y/x	0.000	0.050	0.080	0.250	0.350	0.450	0.550	0.750	1.000
1	0	1	1	1	1	1	1	1	1

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - DFCO_CoolEnlHi_Temp

Description:			
y/x	-40	0	25
1	30.0	30.0	30.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - DFCO_DelayAfterStart_Time

Description:					
y/x	-30	-10	20	50	100
1	120.0	84.0	30.0	30.0	30.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - DFCO_DsblLo_Vehicle_Speed

Description:		
y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	0	0
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

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - DFCO_EnblHi_Vehicle_Speed

Description:		
y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	0.0	0.0
CeTGRR_e_TransGr2	25.6	25.6
CeTGRR_e_TransGr3	28.0	28.0
CeTGRR_e_TransGr4	28.0	28.0
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	0.0	0.0
CeTGRR_e_TransGrPark	0.0	0.0
CeTGRR_e_TransGr7	0.0	0.0
CeTGRR_e_TransGr8	0.0	0.0

19 OBDG05 ECM (Common) Supporting Tables

Initial Supporting table - DFCO_EngSpdEnbIO st

Description:									
y/x	-2,500	-2,150	-1,500	-500	-200	-150	-100	-50	0
1	500	500	450	160	75	60	40	10	0